

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

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

January Household Survey

to the

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1.0 INTRODUCTION AND BACKGROUND

The Bureau of Transportation Statistics (BTS) is conducting 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 January Household Survey, the sixth 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 January study collected data between January 10, 2001, and January 16, 2001. Data were collected from households in the U.S. using a random-digit-dialed telephone survey. The final completed sample size is 1,166 cases, and the total number of variables in the internal-use dataset is 178. The data were collected by Battelle, under contract with the BTS.

This codebook provides technical documentation for the January 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 dictionaries that provide the names of survey variables, their respective values, and their codes;
- An alphabetical index of data elements in each 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., 0101). The final two characters, “PU,” indicate that the file is for public use. Consider as an example the file named HI0101PU.SD2. This file contains the January 2001 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), and
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 13,063 telephone numbers for the January survey. Of these, 8,000 were identified as working, residential telephone numbers and were divided into 16 replicates of approximately 500 households. Six of the sample replicates were not needed, resulting in 4,996 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. Extreme values of the final analysis weight were then reduced using standard weight trimming procedures.

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 . The nonresponse adjustment factor for a specific cell (defined by metropolitan status and Census region) is a function of the response rate, which is given by the ratio of the estimated number of telephone households to the number of completed surveys. Determining the estimated number of telephone households is complicated by the unresolved telephone numbers; that is, it is unknown whether these are residential, business, or nonworking telephone numbers. For those telephone numbers that are resolved, we compute the ratio of residential telephone numbers to total numbers dialed. This ratio is applied to the unresolved telephone numbers to estimate the number of residential telephone numbers. The estimated number of telephone households is the sum of the responding households, nonresponding households, and the estimate of telephone households among unresolved numbers. 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 for 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 18 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} within each age/gender/education cell so that weighted marginal sums for age, gender, and education agree with the corresponding census distributions for these characteristics. 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}).

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

2.3.6. Trimming Final Analysis Weights

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

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

Each household having a final analysis weight that exceeded the determined threshold value was assigned a trimmed weight equal to the threshold. Next, the age/gender/education cell used in the post-stratification was identified for each household with a trimmed weight. To maintain the overall weighted sum within the cell, the trimmed portions of the original weights were re-assigned to the cases whose weights were unchanged in the trimming process. For cases having trimmed weights but missing age, gender, and/or education information, the trimmed portions of the original weights were assigned to all remaining cases whose weights were unchanged in the trimming process.

The entire procedure was then repeated on the new set of weights: a new threshold value was re-calculated and the new extreme values were re-adjusted. The process was repeated until no new extreme values were found. Overall, four observations had weights that were trimmed.

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 32 percent.

Table 1. Distribution of Household Cases by Disposition Code

Household Level	Results
# Telephone Numbers Released	4,996
# Out of Scope Numbers (ineligible)	1,154
# No Contact (Scope Undetermined)	780
# HH In scope	3,062
# Completes	1,166
# Partial Completes	48
# Language Problem	141
# Not Screened	218
# Refusal	1,118
# Parental Refusal	0
# Respondent Identified, Case not Finalized	267
# Unavailable During Study Period	104
HH Response Rate	32.1 %

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 January 10, 2001, and continued until January 16, 2001. Calls were placed between 9:00 a.m. and 9:00 p.m. local time in all regions of the country. A total of 1,166 completed interviews were obtained. Approximately 78 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 January 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 January 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 16 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, and
- 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 Pre-Contact Letter

For the January Household Survey a pre-contact letter was introduced into the study protocol. Address information matching the sampled telephone numbers was purchased from Genesys for approximately 46% of the sample. A letter introducing the survey was then mailed to each of these addresses about five days before telephone interviews were conducted. The letter explained the procedures of the survey, encouraged participation, and was endorsed by Dr. Ashish Sen, Director of the Bureau of Transportation Statistics.

3.2.4 Scheduling Calls and Tracking Cases

All survey data were collected using Blaise, a Windows-based, 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 15 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 otherwise told not to do so by the household. This allowed for making the maximum number of attempts within the study period.

The January survey included refusal conversion interviews during January 14-16, 2001, to increase response rates. Twelve highly experienced refusal conversion specialists attempted to complete the interview with 1,068 households that had previously refused to participate. From those attempts, 148 households completed the survey.

3.2.5 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.

3.2.6 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 14 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 are reported in the "HP0101PU.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 also 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., HD0101PU.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 were 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 6.12 ¹	SAS® Transport ¹	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	
A1A	GTA1A	Used Local Bus, Subway, or Commuter Rail	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1B	GTA1B	Drive Alone in Private Vehicle	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1C	GTA1C	Travel in Organized Carpool or Vanpool	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1D	GTA1D	Travel with Others in Private Vehicle	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1E	GTA1E	Used City to City Bus	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1F	GTA1F	Used City to City Train	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1G	GTA1G	Used Taxi, Limo, or Shuttle Service	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1H	GTA1H	Used Commercial Airplane	.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
A1I	GTA1I	Used Private or Charter Airplane	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1J	GTA1J	Used Comm Boat, Ship, or Ferry	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1K	GTA1K	Used Recreational Boat	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1L	GTA1L	Used Bicycle	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
A1xa	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	
A1xb	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	
A1xc	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	
A1xd	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	

*.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
A1xe	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	
A1xf	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	
A1xg	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	
A1xh	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	
A1xi	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	
A1xj	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	

*.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
A1xk	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	
A1xl	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	
C20aa	RMC20AA	Satisfied with Public Transportation	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
C20ac	RMC20AC	Satisfied with Organized Carpool	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
C20ae	RMC20AE	Satisfied with City to City Bus	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
C20af	RMC20AF	Satisfied with City to City Train	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
C20ag	RMC20AG	Satisfied with Taxi/Limo/Shuttle Service	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
C20ah	RMC20AH	Satisfied with Commercial Airplane	.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
C20ai	RMC20AI	Satisfied with Private/Charter Airplane	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
C20aj	RMC20AJ	Satisfied with Comm Boat, Ship, or Ferry	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
A1ka	GTA1KA	Hours Spent on Recreational Boat	.D	Don't Know	TE_64F
			.R	Refused	
			.S	Appropriate Skip	
			1	1-6	
			2	7-12	
			3	13-20	
			4	More Than 20 Hours	
A1La	GTA1LA	Primary Use of Bicycle	.D	Don't Know	TE_49F
			.R	Refused	
			.S	Appropriate Skip	
			1	Commuting to Work	
			2	Recreation	
			3	Exercise	
			4	Some Other Purpose	
A1La	GTA1LAO	Primary Use of Bicycle (Specify)		Text Values	\$TE_62FS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
C22c	RMC22C	Concern Lev - Delays during Travel	.D	Don't Know	TE_23F
			.R	Refused	
			1	Very Concerned	
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
C22d	RMC22D	Concern Lev - Ease of Use of Trans	.D	Don't Know	TE_23F
			.R	Refused	
			1	Very Concerned	
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All 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
C22g	RMC22G	Concern Lev - How Much Spent on Trans	.D	Don't Know	TE_23F
			.R	Refused	
			1	Very Concerned	
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
C22j	RMC22J	Concern Lev - Acc for People with Disabl	.D	Don't Know	TE_23F
			.R	Refused	
			1	Very Concerned	
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
C22k	RMC22K	Concern Lev – Trans Availability in Area	.D	Don't Know	TE_23F
			.R	Refused	
			1	Very Concerned	
			2	Somewhat Concerned	
			3	Neutral	
			4	Not Very Concerned	
			5	Not at All Concerned	
C23c	RMC23C	Satisf Lev - Reducing Travel Delays	.D	Don't Know	TE_25F
			.R	Refused	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
C23d	RMC23D	Satisf Lev - Making Trans Use Easier	.D	Don't Know	TE_25F
			.R	Refused	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
C23g	RMC23G	Satisf Lev - Addressing Cost of Trans	.D	Don't Know	TE_25F
			.R	Refused	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very 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
C23j	RMC23J	Satisf Lev - Acc for People with Disabl	.D	Don't Know	TE_25F
			.R	Refused	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
C23k	RMC23K	Satisf Lev - Providing Pub Trans in Area	.D	Don't Know	TE_25F
			.R	Refused	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
C21a	RMC21A	Delays - Change Time of Travel	.D	Don't Know	TE_40F
			.R	Refused	
			1	Never	
			3	Occasionally	
			5	Frequently	
C21b	RMC21B	Delays - Change Type of Trans Used	.D	Don't Know	TE_40F
			.R	Refused	
			1	Never	
			3	Occasionally	
			5	Frequently	
C21c	RMC21C	Delays - Change Route	.D	Don't Know	TE_40F
			.R	Refused	
			1	Never	
			3	Occasionally	
			5	Frequently	
C21d	RMC21D	Delays - Avoid Railroad Crossings	.D	Don't Know	TE_40F
			.R	Refused	
			1	Never	
			3	Occasionally	
			5	Frequently	
C21e	RMC21E	Delays - Postpone Trip to Another Day	.D	Don't Know	TE_40F
			.R	Refused	
			1	Never	
			3	Occasionally	
			5	Frequently	
C21f	RMC21F	Delays - Cancel Trip Entirely	.D	Don't Know	TE_40F
			.R	Refused	
			1	Never	
			3	Occasionally	
			5	Frequently	

*.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
C24a	RMC24A	Access - Public Transportation	.D	Don't Know	TE_66F
			.R	Refused	
			1	Very Inconvenient	
			2	Somewhat Inconvenient	
			3	Neutral	
			4	Somewhat Convenient	
			5	Very Convenient	
			6	N/A	
C24b	RMC24B	Access - Taxi, Limo, or Shuttle Service	.D	Don't Know	TE_66F
			.R	Refused	
			1	Very Inconvenient	
			2	Somewhat Inconvenient	
			3	Neutral	
			4	Somewhat Convenient	
			5	Very Convenient	
			6	N/A	
C24c	RMC24C	Access - Commercial Airplane	.D	Don't Know	TE_66F
			.R	Refused	
			1	Very Inconvenient	
			2	Somewhat Inconvenient	
			3	Neutral	
			4	Somewhat Convenient	
			5	Very Convenient	
			6	N/A	
C24d	RMC24D	Access - Commercial Boat, Ship, or Ferry	.D	Don't Know	TE_66F
			.R	Refused	
			1	Very Inconvenient	
			2	Somewhat Inconvenient	
			3	Neutral	
			4	Somewhat Convenient	
			5	Very Convenient	
			6	N/A	
C24e	RMC24E	Access - City to City Bus	.D	Don't Know	TE_66F
			.R	Refused	
			1	Very Inconvenient	
			2	Somewhat Inconvenient	
			3	Neutral	
			4	Somewhat Convenient	
			5	Very Convenient	
			6	N/A	

*.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
C24f	RMC24F	Access - City to City Train	.D	Don't Know	TE_66F
			.R	Refused	
			1	Very Inconvenient	
			2	Somewhat Inconvenient	
			3	Neutral	
			4	Somewhat Convenient	
			5	Very Convenient	
			6	N/A	
C24g	RMC24G	Access - Carpool	.D	Don't Know	TE_66F
			.R	Refused	
			1	Very Inconvenient	
			2	Somewhat Inconvenient	
			3	Neutral	
			4	Somewhat Convenient	
			5	Very Convenient	
			6	N/A	
C25a	RMC25A	Afford - Public Transportation	.D	Don't Know	TE_67F
			.R	Refused	
			1	Not at All Affordable	
			2	Not Very Affordable	
			3	Neutral	
			4	Somewhat Affordable	
			5	Very Affordable	
			6	N/A	
C25b	RMC25B	Afford - Private Vehicle	.D	Don't Know	TE_67F
			.R	Refused	
			1	Not at All Affordable	
			2	Not Very Affordable	
			3	Neutral	
			4	Somewhat Affordable	
			5	Very Affordable	
			6	N/A	
C25c	RMC25C	Afford - Taxi, Limo, or Shuttle Service	.D	Don't Know	TE_67F
			.R	Refused	
			1	Not at All Affordable	
			2	Not Very Affordable	
			3	Neutral	
			4	Somewhat Affordable	
			5	Very Affordable	
			6	N/A	

*.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
C25d	RMC25D	Afford - Commercial Airplane	.D	Don't Know	TE_67F
			.R	Refused	
			1	Not at All Affordable	
			2	Not Very Affordable	
			3	Neutral	
			4	Somewhat Affordable	
			5	Very Affordable	
			6	N/A	
C25e	RMC25E	Afford - Commercial Boat, Ship, or Ferry	.D	Don't Know	TE_67F
			.R	Refused	
			1	Not at All Affordable	
			2	Not Very Affordable	
			3	Neutral	
			4	Somewhat Affordable	
			5	Very Affordable	
			6	N/A	
C25f	RMC25F	Afford - City to City Bus	.D	Don't Know	TE_67F
			.R	Refused	
			1	Not at All Affordable	
			2	Not Very Affordable	
			3	Neutral	
			4	Somewhat Affordable	
			5	Very Affordable	
			6	N/A	
C25g	RMC25G	Afford - City to City Train	.D	Don't Know	TE_67F
			.R	Refused	
			1	Not at All Affordable	
			2	Not Very Affordable	
			3	Neutral	
			4	Somewhat Affordable	
			5	Very Affordable	
			6	N/A	
C25h	RMC25H	Afford - Carpool	.D	Don't Know	TE_67F
			.R	Refused	
			1	Not at All Affordable	
			2	Not Very Affordable	
			3	Neutral	
			4	Somewhat Affordable	
			5	Very Affordable	
			6	N/A	

*.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
C26a	RMC26A	Reliable - Public Transportation	.D	Don't Know	TE_68F
			.R	Refused	
			1	Not at All Reliable	
			2	Not Very Reliable	
			3	Neutral	
			4	Somewhat Reliable	
			5	Very Reliable	
			6	N/A	
C26b	RMC26B	Reliable - Taxi, Limo or Shuttle Service	.D	Don't Know	TE_68F
			.R	Refused	
			1	Not at All Reliable	
			2	Not Very Reliable	
			3	Neutral	
			4	Somewhat Reliable	
			5	Very Reliable	
			6	N/A	
C26c	RMC26C	Reliable - Commercial Airplane	.D	Don't Know	TE_68F
			.R	Refused	
			1	Not at All Reliable	
			2	Not Very Reliable	
			3	Neutral	
			4	Somewhat Reliable	
			5	Very Reliable	
			6	N/A	
C26d	RMC26D	Reliable - Comm Boat, Ship, or Ferry	.D	Don't Know	TE_68F
			.R	Refused	
			1	Not at All Reliable	
			2	Not Very Reliable	
			3	Neutral	
			4	Somewhat Reliable	
			5	Very Reliable	
			6	N/A	
C26e	RMC26E	Reliable - City to City Bus	.D	Don't Know	TE_68F
			.R	Refused	
			1	Not at All Reliable	
			2	Not Very Reliable	
			3	Neutral	
			4	Somewhat Reliable	
			5	Very Reliable	
			6	N/A	

*.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
C26f	RMC26F	Reliable - City to City Train	.D	Don't Know	TE_68F
			.R	Refused	
			1	Not at All Reliable	
			2	Not Very Reliable	
			3	Neutral	
			4	Somewhat Reliable	
			5	Very Reliable	
			6	N/A	
C26g	RMC26G	Reliable - Carpool	.D	Don't Know	TE_68F
			.R	Refused	
			1	Not at All Reliable	
			2	Not Very Reliable	
			3	Neutral	
			4	Somewhat Reliable	
			5	Very Reliable	
			6	N/A	
M35	OMM35C	Flown on Commerical Airline in Past Year	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
M36a	OMM36AC	Satisf Lev - Public Trans to Airport	.D	Don't Know	TE_26F
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neutral	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			6	N/A	
M36b	OMM36BC	Satisf Lev - Available Airport Parking	.D	Don't Know	TE_26F
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neutral	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			6	N/A	

*.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
M36c	OMM36CC	Satisf Lev - Cost of Parking at Airport	.D	Don't Know	TE_26F
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neutral	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			6	N/A	
M36d	OMM36DC	Satisf Lev - Convenient Flight Times	.D	Don't Know	TE_26F
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neutral	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			6	N/A	
M36e	OMM36EC	Satisf Lev - Available Airline Choices	.D	Don't Know	TE_26F
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neutral	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			6	N/A	
M36f	OMM36FC	Satisf Lev - Notified of Flight Delays	.D	Don't Know	TE_26F
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neutral	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			6	N/A	
M36g	OMM36GC	Satisf Lev - Notified of Cancellations	.D	Don't Know	TE_26F
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neutral	
			4	Somewhat Satisfied	
			5	Very Satisfied	
			6	N/A	

*.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
B3	CSB3	Travel Diff Due to Disability or Health	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
M21	OMM211	Difficulties - Car as Driver	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M22	OMM212	Difficulties - Car as Passenger	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M23	OMM213	Difficulties - Public Trans	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M24	OMM214	Difficulties - Bicycle	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M25	OMM215	Difficulties - Pedestrian	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M26	OMM216	Difficulties - Airplane	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
M27	OMM217	Difficulties - Other	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4a	CSB4A	Req Product/Service fm USDOT since 01/00	.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
B4b21	CSB4B201	Past Year Request Information from NHTSA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b22	CSB4B202	Past Year Request Information from USCG	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b23	CSB4B203	Past Year Request Information from FAA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b24	CSB4B204	Past Year Request Information from MARAD	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b25	CSB4B205	Past Year Request Information from FHWA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b26	CSB4B206	Past Year Request Information from FRA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b27	CSB4B207	Past Year Request Information from FTA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b28	CSB4B208	Past Year Request Information from FMCSA	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b29	CSB4B209	Past Year Request Information from RSPA	.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
B4b210	CSB4B210	Past Year Request Information from BTS	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b211	CSB4B211	Past Year Request Information from SLSDC	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b212	CSB4B212	Past Year Request Information from OST	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b213	CSB4B213	Past Year Request Information from OTHER	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b3	CSB4B3	Agency Contacted Most Recently	.D	Don't Know	TE_32F
			.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	
B4b1	CSB4B1	Amount of Time since Most Recent Request	.D	Don't Know	TE_58F
			.R	Refused	
			.S	Appropriate Skip	
			1	Since the Beginning of December of 2000	
			2	During October and November of 2000	
			3	During July through September of 2000	
			4	Between January and June of 2000	

*.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
B4b41	CSB4B41	Prod Req: Data	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b42	CSB4B42	Prod Req: Publications/Brochures/Reports	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b43	CSB4B43	Prod Req: Maps	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b44	CSB4B44	Prod Req: Press Releases	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b45	CSB4B45	Prod Req: Videos	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b46	CSB4B46	Prod Req: Employment Information	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b47	CSB4B47	Prod Req: Grant/Scholarship Information	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b48	CSB4B48	Prod Req: Other	.D	Don't Know	TE_14FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Yes	
			2	No	
B4b48	CSB4B4O	Prod Req: Other (Specify)		Text Values	\$TE_62FS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	

*.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	CSB5	How Did R Contact the Agency	.D	Don't Know	TE_33F
			.R	Refused	
			.S	Appropriate Skip	
			1	Telephone	
			2	Internet/World Wide Web	
			3	(Regular) Mail	
			4	In Person	
			5	Other	
B5	CSB5O	Other Contact (Specify)		Text Values	\$TE_62FS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
B6	CSB6	Rate Level of Service Received	.D	Don't Know	TE_25FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Very Dissatisfied	
			2	Somewhat Dissatisfied	
			3	Neither Dissatisfied nor Satisfied	
			4	Somewhat Satisfied	
			5	Very Satisfied	
D1	DCD1	Number of Licensed Vehicles in Household		Numeric Values	TE_61F
			.D	Don't Know	
			.R	Refused	
D1	DCD1CAT	Number of Lic Veh in Household (Categ)	.D	Don't Know	TEB_1F
			.R	Refused	
			1	Zero	
			2	One	
			3	Two	
			4	Three	
			5	Four	
			6	Five or More	
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_44F
			.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_45F
			.R	Refused	
			1	Male	
			2	Female	
D6	DCD6	R Education	.D	Don't Know	TE_46F
			.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	
D81	DCD81	R is White	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D82	DCD82	R is Black or African American	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D83	DCD83	R is American Indian or Alaska Native	.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
D84	DCD84	R is Asian	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D85	DCD85	R is Pacific Islander	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D86	DCD86	R is Other Race	.D	Don't Know	TE_14F
			.R	Refused	
			1	Yes	
			2	No	
D86	DCD80TH	Other Race Specification		Text Values	\$TE_62FS
			.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	
D9a	DCD9A	Number of Other Phone Lines		Numeric Values	TE_61FS
			.D	Don't Know	
			.R	Refused	
			.S	Appropriate Skip	
D9a	DCD9ACAT	Number of Other Phone Lines (Categ)	.D	Don't Know	TEB_1FS
			.R	Refused	
			.S	Appropriate Skip	
			1	Zero	
			2	One	
			3	Two	
			4	Three	
			5	Four	
			6	Five or More	
D9b	DCD9B	Primary Use of Multiple Phone Lines	.D	Don't Know	TE_48F
			.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	TE_61F
			.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	Zero	
			2	One	
			3	Two	
			4	Three	
			5	Four	
			6	Five or More	
			.D	Don't Know	
			.R	Refused	
CATI	CASESTAT	Final Interview Disposition Codes	.D	Don't Know	TE_2F
			.R	Refused	
			1	Complete	
			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	.D	Don't Know	TE_3F
			.R	Refused	
			1	Household	
			2	Business	
			3	Institution or School	
			4	Cellular Phone	
CATI	SCREENER	Screener Disposition Codes	1	Eligible Adult (18 or Older) Identified	TE_6F
CATI	STIME	Interview Start Time		Time Values	
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	

*.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	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	FIPS Code		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	IN75_100	Percent Household Income 75 < 100K		Numeric Values	
GENESYS	INOV100	Percent Household Income Over 100K		Numeric Values	
GENESYS	METRO	Inside/Outside Metropolitan Area	1	Inside Metropolitan Area	INOUT
			2	Outside Metropolitan Area	
GENESYS	MSA	MSA		MSA Codes	
GENESYS	PASIAN	Percent Asian/Pacific Islander		Numeric Values	
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
CATI	CASEID	CasID		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	
CATI	ETIME	Interview End Time		Time Values	
CATI	HHSCREEN	Telephone Disposition Codes	.D	Don't Know	TE_3F
			.R	Refused	
			1	Household	
			2	Business	
			3	Institution or School	
			4	Cellular Phone	
CATI	NROFCALL	Number of Calls		Numeric Values	
CATI	SCREENER	Screening Disposition Codes	1	Eligible Adult (18 or Older) Identified	TE_6F
CATI	STIME	Interview Start Time		Time Values	
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	FIPS CODE		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	

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

Question Number	Variable Name	Variable Label	Response Category*	Response Category Description	Format Name
GENESYS	IN75_100	Percent Household Income 75 < 100K		Numeric Values	
GENESYS	INOV100	Percent Household Income Over 100K		Numeric Values	
GENESYS	METRO	Inside/Outside Metropolitan Area	1	Inside Metropolitan Area	INOUT
			2	Outside Metropolitan Area	
GENESYS	MSA	MSA		MSA Codes	
GENESYS	PASIAN	Percent Asian/Pacific Islander		Numeric Values	
GENESYS	PBLACK	Percent Black		Numeric Values	
GENESYS	PHISPA	Percent Hispanic		Numeric Values	
GENESYS	PWHITE	Percent White		Numeric Values	
GENESYS	STATE	State		Text Values	
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	TE_61FS
			.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	Zero	
			2	One	
			3	Two	
			4	Three	
			5	Four	
			6	Five or More	
SCREENING	SP2	Primary Use of Multiple Phone Lines	.D	Don't Know	TE_48F
			.R	Refused	
			.S	Appropriate Skip	
			1	Home Use Only	
			2	Business and Home Use	
			3	Business Use Only	

APPENDIX B:
INDEX OF DATA ELEMENTS
BY ALPHABETIC ORDER

Contents of the Interview Data Set

Data Set Name: PUBCOMP.HI0101PU	Observations: 1166
Member Type: DATA	Variables: 178
Engine: V612	Indexes: 0
Created: 14:52 Friday, January 19, 2001	Observation Length: 1528
Last Modified: 14:52 Friday, January 19, 2001	Deleted Observations: 0
Protection:	Compressed: NO
Data Set Type:	Sorted: NO
Label:	

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

#	Variable	Type	Len	Pos	Format	Label
144	AGE00_17	Char	5	1306		Percent Age 0 - 17
145	AGE18_24	Char	5	1311		Percent Age 18 - 24
146	AGE25_34	Char	5	1316		Percent Age 25 - 34
147	AGE35_44	Char	5	1321		Percent Age 35 - 44
148	AGE45_54	Char	5	1326		Percent Age 45 - 54
149	AGE55_64	Char	5	1331		Percent Age 55 - 64
150	AGEOVR65	Char	5	1336		Percent Age Over 65
171	BASEWGT	Num	8	1464		Base Weight
1	CASEID	Char	9	0		CaseID
143	CASESTAT	Num	8	1298	TE_2F.	Final Interview Disposition Codes
175	CEN_FACT	Num	8	1496		Census Population Adjustment Factor
167	CITY	Char	20	1426		City
155	CREGION	Num	8	1361	CREGION.	Census Region
83	CSB3	Num	8	699	TE_14F.	Travel Diff Due to Disability or Health
116	CSB5	Num	8	1005	TE_33F.	How Did R Contact the Agency
118	CSB6	Num	8	1063	TE_25FS.	Rate Level of Service Received
91	CSB4A	Num	8	763	TE_14FS.	Req Product/Service fm USDOT since 01/00
106	CSB4B1	Num	8	883	TE_58F.	Amount of Time since Most Recent Request
105	CSB4B3	Num	8	875	TE_32F.	Agency Contacted Most Recently
107	CSB4B41	Num	8	891	TE_14FS.	Prod Req: Data
108	CSB4B42	Num	8	899	TE_14FS.	Prod Req: Publications/Brochures/Report
109	CSB4B43	Num	8	907	TE_14FS.	Prod Req: Maps
110	CSB4B44	Num	8	915	TE_14FS.	Prod Req: Press Releases
111	CSB4B45	Num	8	923	TE_14FS.	Prod Req: Videos
112	CSB4B46	Num	8	931	TE_14FS.	Prod Req: Employment Information
113	CSB4B47	Num	8	939	TE_14FS.	Prod Req: Grant/Scholarship Information
114	CSB4B48	Num	8	947	TE_14FS.	Prod Req: Other
92	CSB4B201	Num	8	771	TE_14FS.	Past Year Request Information from NHTSA
93	CSB4B202	Num	8	779	TE_14FS.	Past Year Request Information from USCG
94	CSB4B203	Num	8	787	TE_14FS.	Past Year Request Information from FAA
95	CSB4B204	Num	8	795	TE_14FS.	Past Year Request Information from MARAD
96	CSB4B205	Num	8	803	TE_14FS.	Past Year Request Information from FHWA
97	CSB4B206	Num	8	811	TE_14FS.	Past Year Request Information from FRA
98	CSB4B207	Num	8	819	TE_14FS.	Past Year Request Information from FTA
99	CSB4B208	Num	8	827	TE_14FS.	Past Year Request Information from FMCSA
100	CSB4B209	Num	8	835	TE_14FS.	Past Year Request Information from RSPA
101	CSB4B210	Num	8	843	TE_14FS.	Past Year Request Information from BTS
102	CSB4B211	Num	8	851	TE_14FS.	Past Year Request Information from SLSDC
103	CSB4B212	Num	8	859	TE_14FS.	Past Year Request Information from OST
104	CSB4B213	Num	8	867	TE_14FS.	Past Year Request Information from OTHER
115	CSB4B40	Char	50	955	\$TE_62FS40.	Prod Req: Other (Specify)
117	CSB50	Char	50	1013	\$TE_62FS40.	Other Contact (Specify)
119	DCD1	Num	8	1071	TE_61F.	Number of Licensed Vehicles in Household
121	DCD2	Num	8	1087	TE_14F.	R is Licensed Commercial Trans Op
122	DCD3	Num	8	1095	TE_14F.	R Owns or Operates Business from Home
123	DCD4	Num	8	1103	TE_44F.	R Age
124	DCD5	Num	8	1111	TE_45F.	R Gender
125	DCD6	Num	8	1119	TE_46F.	R Education
126	DCD7	Num	8	1127	TE_13HF.	R is of Hispanic Origin
134	DCD9	Num	8	1233	TE_14F.	Multiple Phone Lines in Household
138	DCD12	Num	8	1265	TE_61F.	Number of People 18 and Older in HH
127	DCD81	Num	8	1135	TE_14F.	R is White
128	DCD82	Num	8	1143	TE_14F.	R is Black or African American
129	DCD83	Num	8	1151	TE_14F.	R is American Indian or Alaska Native
130	DCD84	Num	8	1159	TE_14F.	R is Asian
131	DCD85	Num	8	1167	TE_14F.	R is Pacific Islander
132	DCD86	Num	8	1175	TE_14F.	R is Other Race

#	Variable	Type	Len	Pos	Format	Label
139	DCD12CAT	Num	8	1273	TEB_1F.	Num of People 18 and Older in HH (Categ)
120	DCD1CAT	Num	8	1079	TEB_1F.	Number of Lic Veh in Household (Categ)
133	DCD8OTH	Char	50	1183	\$TE_62FS40.	Other Race Specification
135	DCD9A	Num	8	1241	TE_61FS.	Number of Other Phone Lines
136	DCD9ACAT	Num	8	1249	TEB_1FS.	Number of Other Phone Lines (Categ)
137	DCD9B	Num	8	1257	TE_48F.	Primary Use of Multiple Phone Lines
170	ETIME	Char	8	1456		Interview End Time
177	FINALWGT	Num	8	1512		Final Weight - Sums to Population Total
156	FIPSCODE	Char	5	1369		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
34	GTA1KA	Num	8	265	TE_64F.	Hours Spent on Recreational Boat
24	GTA1KT	Num	8	185	TE_15F.	Days Used Recreational Boat
13	GTA1L	Num	8	97	TE_14F.	Used Bicycle
35	GTA1LA	Num	8	273	TE_49F.	Primary Use of Bicycle
36	GTA1LAO	Char	50	281	\$TE_62FS40.	Primary Use of Bicycle (Specify)
25	GTA1LT	Num	8	193	TE_15F.	Days Used Bicycle
141	HHSSCREEN	Num	8	1282	TE_3F.	Telephone Disposition Codes
163	IN75_100	Char	5	1404		Percent Household Income 75 < 100K
157	INC00_09	Char	5	1374		Percent Household Income 0 < 10K
158	INC10_14	Char	5	1379		Percent Household Income 10 < 15K
159	INC15_24	Char	5	1384		Percent Household Income 15 < 25K
160	INC25_34	Char	5	1389		Percent Household Income 25 < 35K
161	INC35_49	Char	5	1394		Percent Household Income 35 < 50K
162	INC50_74	Char	5	1399		Percent Household Income 50 < 75K
164	INOV100	Char	5	1409		Percent Household Income Over 100K
165	METRO	Num	8	1414	INOUT.	Inside/Outside Metropolitan Area
166	MSA	Char	4	1422		MSA
172	NR_FACT	Num	8	1472		Nonresponse Adjustment Factor
84	OMM2I1	Num	8	707	TE_14FS.	Difficulties - Car as Driver
85	OMM2I2	Num	8	715	TE_14FS.	Difficulties - Car as Passenger
86	OMM2I3	Num	8	723	TE_14FS.	Difficulties - Public Trans
87	OMM2I4	Num	8	731	TE_14FS.	Difficulties - Bicycle
88	OMM2I5	Num	8	739	TE_14FS.	Difficulties - Pedestrian
89	OMM2I6	Num	8	747	TE_14FS.	Difficulties - Airplane
90	OMM2I7	Num	8	755	TE_14FS.	Difficulties - Other
75	OMM35C	Num	8	635	TE_14F.	Flown on Commerical Airline in Past Year
76	OMM36AC	Num	8	643	TE_26F.	Satisf Lev - Public Trans to Airport
77	OMM36BC	Num	8	651	TE_26F.	Satisf Lev - Available Airport Parking
78	OMM36CC	Num	8	659	TE_26F.	Satisf Lev - Cost of Parking at Airport
79	OMM36DC	Num	8	667	TE_26F.	Satisf Lev - Convenient Flight Times
80	OMM36EC	Num	8	675	TE_26F.	Satisf Lev - Available Airline Choices
81	OMM36FC	Num	8	683	TE_26F.	Satisf Lev - Notified of Flight Delays
82	OMM36GC	Num	8	691	TE_26F.	Satisf Lev - Notified of Cancellations
154	PASIAN	Char	5	1356		Percent Asian/Pacific Islander
152	PBLACK	Char	5	1346		Percent Black
174	PER_FACT	Num	8	1488		Adjust. for No. of Eligible HH Members
153	PHISPA	Char	5	1351		Percent Hispanic
173	PHN_FACT	Num	8	1480		Multiple Phone Lines Adjustment Factor
151	PWHITE	Char	5	1341		Percent White
26	RMC20AA	Num	8	201	TE_14FS.	Satisfied with Public Transportation

#	Variable	Type	Len	Pos	Format	Label
27	RMC20AC	Num	8	209	TE_14FS.	Satisfied with Organized Carpool
28	RMC20AE	Num	8	217	TE_14FS.	Satisfied with City to City Bus
29	RMC20AF	Num	8	225	TE_14FS.	Satisfied with City to City Train
30	RMC20AG	Num	8	233	TE_14FS.	Satisfied with Taxi/Limo/Shuttle Service
31	RMC20AH	Num	8	241	TE_14FS.	Satisfied with Commercial Airplane
32	RMC20AI	Num	8	249	TE_14FS.	Satisfied with Private/Charter Airplane
33	RMC20AJ	Num	8	257	TE_14FS.	Satisfied with Comm Boat, Ship, or Ferry
47	RMC21A	Num	8	411	TE_40F.	Delays - Change Time of Travel
48	RMC21B	Num	8	419	TE_40F.	Delays - Change Type of Trans Used
49	RMC21C	Num	8	427	TE_40F.	Delays - Change Route
50	RMC21D	Num	8	435	TE_40F.	Delays - Avoid Railroad Crossings
51	RMC21E	Num	8	443	TE_40F.	Delays - Postpone Trip to Another Day
52	RMC21F	Num	8	451	TE_40F.	Delays - Cancel Trip Entirely
37	RMC22C	Num	8	331	TE_23F.	Concern Lev - Delays during Travel
38	RMC22D	Num	8	339	TE_23F.	Concern Lev - Ease of Use of Trans
39	RMC22G	Num	8	347	TE_23F.	Concern Lev - How Much Spent on Trans
40	RMC22J	Num	8	355	TE_23F.	Concern Lev - Acc for People with Disabl
41	RMC22K	Num	8	363	TE_23F.	Concern Lev - Trans Availabilty in Area
42	RMC23C	Num	8	371	TE_25F.	Satisf Lev - Reducing Travel Delays
43	RMC23D	Num	8	379	TE_25F.	Satisf Lev - Making Trans Use Easier
44	RMC23G	Num	8	387	TE_25F.	Satisf Lev - Addressing Cost of Trans
45	RMC23J	Num	8	395	TE_25F.	Satisf Lev - Acc for People with Disabl
46	RMC23K	Num	8	403	TE_25F.	Satisf Lev - Providing Pub Trans in Area
53	RMC24A	Num	8	459	TE_66F.	Access - Public Transportation
54	RMC24B	Num	8	467	TE_66F.	Access - Taxi, Limo, or Shuttle Service
55	RMC24C	Num	8	475	TE_66F.	Access - Commercial Airplane
56	RMC24D	Num	8	483	TE_66F.	Access - Commercial Boat, Ship, or Ferry
57	RMC24E	Num	8	491	TE_66F.	Access - City to City Bus
58	RMC24F	Num	8	499	TE_66F.	Access - City to City Train
59	RMC24G	Num	8	507	TE_66F.	Access - Carpool
60	RMC25A	Num	8	515	TE_67F.	Afford - Public Transportation
61	RMC25B	Num	8	523	TE_67F.	Afford - Private Vehicle
62	RMC25C	Num	8	531	TE_67F.	Afford - Taxi, Limo, or Shuttle Service
63	RMC25D	Num	8	539	TE_67F.	Afford - Commercial Airplane
64	RMC25E	Num	8	547	TE_67F.	Afford - Commercial Boat, Ship, or Ferry
65	RMC25F	Num	8	555	TE_67F.	Afford - City to City Bus
66	RMC25G	Num	8	563	TE_67F.	Afford - City to City Train
67	RMC25H	Num	8	571	TE_67F.	Afford - Carpool
68	RMC26A	Num	8	579	TE_68F.	Reliable - Public Transportation
69	RMC26B	Num	8	587	TE_68F.	Reliable - Taxi, Limo or Shuttle Service
70	RMC26C	Num	8	595	TE_68F.	Reliable - Commercial Airplane
71	RMC26D	Num	8	603	TE_68F.	Reliable - Comm Boat, Ship, or Ferry
72	RMC26E	Num	8	611	TE_68F.	Reliable - City to City Bus
73	RMC26F	Num	8	619	TE_68F.	Reliable - City to City Train
74	RMC26G	Num	8	627	TE_68F.	Reliable - Carpool
178	SCALEWGT	Num	8	1520		Final Weight - Sums to Sample Total
142	SCREENER	Num	8	1290	TE_6F.	Screeener Disposition Codes
168	STATE	Char	2	1446		State
169	STIME	Char	8	1448		Interview Start Time
140	TIMEZONE	Char	1	1281	\$TIMEZON.	Time Zone
176	WD_FACT	Num	8	1504		Weighted Deflation Adjustment Factor

Contents of the Disposition Data Set

Data Set Name: PUBDISP.HD0101PU	Observations: 4996
Member Type: DATA	Variables: 36
Engine: V612	Indexes: 0
Created: 14:52 Friday, January 19, 2001	Observation Length: 231
Last Modified: 14:52 Friday, January 19, 2001	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	5	9		Percent Age 0 - 17
3	AGE18_24	Char	5	14		Percent Age 18 - 24
4	AGE25_34	Char	5	19		Percent Age 25 - 34
5	AGE35_44	Char	5	24		Percent Age 35 - 44
6	AGE45_54	Char	5	29		Percent Age 45 - 54
7	AGE55_64	Char	5	34		Percent Age 55 - 64
8	AGEOVR65	Char	5	39		Percent Age Over 65
1	CASEID	Char	9	0		CaseID
28	CASESTAT	Num	8	159	TE_2F.	Final Interview Disposition Codes
24	CITY	Char	20	115		City
34	CREGION	Num	8	207	CREGION.	Census Region
33	ETIME	Char	8	199		Interview End Time
13	FIPSCODE	Char	5	64		FIPS Code
26	HHSCREEN	Num	8	143	TE_3F.	Telephone Disposition Codes
20	IN75_100	Char	5	99		Percent Household Income 75 < 100K
14	INC00_09	Char	5	69		Percent Household Income 0 < 10K
15	INC10_14	Char	5	74		Percent Household Income 10 < 15K
16	INC15_24	Char	5	79		Percent Household Income 15 < 25K
17	INC25_34	Char	5	84		Percent Household Income 25 < 35K
18	INC35_49	Char	5	89		Percent Household Income 35 < 50K
19	INC50_74	Char	5	94		Percent Household Income 50 < 75K
21	INOVRL00	Char	5	104		Percent Household Income Over 100K
35	METRO	Num	8	215	INOUT.	Inside/Outside Metropolitan Area
22	MSA	Char	4	109		MSA
25	NROFCALL	Num	8	135		Number of Calls
12	PASIAN	Char	5	59		Percent Asian/Pacific Islander
10	PBLACK	Char	5	49		Percent Black
11	PHISPA	Char	5	54		Percent Hispanic
9	PWHITE	Char	5	44		Percent White
27	SCREENER	Num	8	151	TE_6F.	Screeener Disposition Codes
29	SP1	Num	8	167	TE_14F.	Household Has Multiple Phone Lines
31	SP2	Num	8	183	TE_48F.	Primary Use of Multiple Phone Lines
30	SP1A	Num	8	175	TE_61FS.	Number of Other Phone Lines
36	SP1ACAT	Num	8	223	TEB_1FS.	Number of Other Phone Lines (Categ)
23	STATE	Char	2	113		State
32	STIME	Char	8	191		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. Public Transportation, for example local public bus, subway, or commuter rail		
Yes	23,505,389	12 (2.36)
No	177,201,311	88 (2.36)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
a. Public Transportation, for example local public bus, subway, or commuter rail		
1-2	7,773,359	33 (4.77)
3-5	4,953,385	21 (2.87)
6-10	2,008,904	9 (2.92)
More than 10 Days	8,769,741	37 (2.43)
Subtotal Valid Responses	23,505,389	100
Appropriate Skip	177,201,311	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
a. Public Transportation, for example local public bus, subway, or commuter rail		
Yes	19,797,222	84 (2.98)
No	3,636,275	16 (2.98)
Subtotal Valid Responses	23,433,498	100
Don't Know	71,891	
Appropriate Skip	177,201,311	
Total	200,706,700	
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	180,091,594	90 (1.41)
No	20,615,106	10 (1.41)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
A1x. 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	4,525,549	3 (0.49)
3-5	9,630,194	5 (0.96)
6-10	12,358,422	7 (0.63)
More than 10 Days	153,577,429	85 (1.37)
Subtotal Valid Responses	180,091,594	100
Appropriate Skip	20,615,106	
Total	200,706,700	
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	18,596,746	9 (1.31)
No	182,109,954	91 (1.31)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
c. Traveling in an organized carpool or vanpool		
1-2	2,859,398	15 (3.20)
3-5	4,882,577	26 (2.36)
6-10	2,399,696	13 (2.63)
More than 10 Days	8,455,075	45 (1.65)
Subtotal Valid Responses	18,596,746	100
Appropriate Skip	182,109,954	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
c. Traveling in an organized carpool or vanpool		
Yes	16,312,469	88 (4.64)
No	2,284,277	12 (4.64)
Subtotal Valid Responses	18,596,746	100
Appropriate Skip	182,109,954	
Total	200,706,700	
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	115,442,317	58 (2.19)
No	85,264,383	42 (2.19)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
A1x. On how many days did you use this type of transportation?		
d. Traveling with others in a private vehicle		
1-2	14,020,546	12 (0.64)
3-5	27,378,400	24 (1.62)
6-10	18,850,080	16 (0.51)
More than 10 Days	55,002,584	48 (0.97)
Subtotal Valid Responses	115,251,611	100
Don't Know	190,706	
Appropriate Skip	85,264,383	
Total	200,706,700	
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	4,098,450	2 (0.29)
No	196,608,250	98 (0.29)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
e. City to city bus, such as Greyhound or Charter		
1-2	2,879,367	70 (4.30)
3-5	346,461	8 (5.73)
6-10	69,392	2 (1.34)
More than 10 Days	803,230	20 (6.30)
Subtotal Valid Responses	4,098,450	100
Appropriate Skip	196,608,250	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
e. City to city bus, such as Greyhound or Charter		
Yes	3,634,294	89 (8.15)
No	464,156	11 (8.15)
Subtotal Valid Responses	4,098,450	100
Appropriate Skip	196,608,250	
Total	200,706,700	
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	3,951,408	2 (0.55)
No	196,755,292	98 (0.55)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
A1x. On how many days did you use this type of transportation?		
f. City to city train, such as AMTRAK		
1-2	2,870,272	73 (10.80)
3-5	513,320	13 (4.44)
More than 10 Days	567,816	14 (7.19)
Subtotal Valid Responses	3,951,408	100
Appropriate Skip	196,755,292	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
f. City to city train, such as AMTRAK		
Yes	3,426,960	87 (7.84)
No	524,448	13 (7.84)
Subtotal Valid Responses	3,951,408	100
Appropriate Skip	196,755,292	
Total	200,706,700	
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	18,665,145	9 (1.48)
No	182,041,555	91 (1.48)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
g. Taxi, limousine, or shuttle service		
1-2	10,897,251	58 (5.17)
3-5	3,758,002	20 (2.72)
6-10	1,667,091	9 (3.49)
More than 10 Days	2,342,800	13 (3.76)
Subtotal Valid Responses	18,665,145	100
Appropriate Skip	182,041,555	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
g. Taxi, limousine, or shuttle service		
Yes	17,612,422	94 (1.31)
No	1,052,722	6 (1.31)
Subtotal Valid Responses	18,665,145	100
Appropriate Skip	182,041,555	
Total	200,706,700	

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?		
h. Commercial airplane		
Yes	18,752,550	9 (1.42)
No	181,954,150	91 (1.42)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
h. Commercial airplane		
1-2	13,984,610	75 (3.85)
3-5	3,414,874	18 (3.49)
6-10	425,820	2 (1.57)
More than 10 Days	927,246	5 (2.48)
Subtotal Valid Responses	18,752,550	100
Appropriate Skip	181,954,150	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
h. Commercial airplane		
Yes	15,201,972	81 (2.61)
No	3,550,577	19 (2.61)
Subtotal Valid Responses	18,752,550	100
Appropriate Skip	181,954,150	
Total	200,706,700	
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	3,464,100	2 (0.22)
No	197,242,600	98 (0.22)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
i. Private or charter airplane		
1-2	2,651,372	77 (5.96)
3-5	583,299	17 (6.26)
More than 10 Days	229,429	7 (3.54)
Subtotal Valid Responses	3,464,100	100
Appropriate Skip	197,242,600	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C20a. Were you satisfied with this type of transportation?		
i. Private or charter airplane		
Yes	3,405,691	98 (1.53)
No	58,408	2 (1.53)
Subtotal Valid Responses	3,464,100	100
Appropriate Skip	197,242,600	
Total	200,706,700	
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	3,234,664	2 (0.16)
No	197,472,036	98 (0.16)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
j. Commercial boat, ship, or ferry		
1-2	1,477,145	46 (9.97)
3-5	756,356	23 (8.47)
6-10	655,706	20 (11.80)
More than 10 Days	345,458	11 (7.73)
Subtotal Valid Responses	3,234,664	100
Appropriate Skip	197,472,036	
Total	200,706,700	
C20a. Were you satisfied with this type of transportation?		
j. Commercial boat, ship, or ferry		
Yes	3,234,664	100 (0.00)
Subtotal Valid Responses	3,234,664	100
Appropriate Skip	197,472,036	
Total	200,706,700	
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	4,951,651	2 (0.35)
No	195,755,049	98 (0.35)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
A1x. On how many days did you use this type of transportation?		
k. Recreational boat		
1-2	2,341,128	47 (7.50)
3-5	1,602,975	32 (5.65)
6-10	849,727	17 (7.65)
More than 10 Days	157,821	3 (2.39)
Subtotal Valid Responses	4,951,651	100
Appropriate Skip	195,755,049	
Total	200,706,700	
A1ka. Altogether, how many hours did you spend on a recreational boat?		
1-6	2,696,037	54 (9.45)
7-12	1,111,650	22 (5.89)
13-20	299,056	6 (4.52)
More Than 20 Hours	844,909	17 (6.38)
Subtotal Valid Responses	4,951,651	100
Appropriate Skip	195,755,049	
Total	200,706,700	
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	19,556,831	10 (0.91)
No	181,149,869	90 (0.91)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
A1x. On how many days did you use this type of transportation?		
l. Bicycle		
1-2	8,340,373	43 (1.62)
3-5	5,346,032	27 (3.55)
6-10	2,996,598	15 (3.31)
More than 10 Days	2,873,827	15 (6.02)
Subtotal Valid Responses	19,556,831	100
Appropriate Skip	181,149,869	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
A11a. Did you use your bicycle primarily for. . .		
Commuting to Work	1,697,901	9 (1.91)
Recreation	9,275,643	47 (6.67)
Exercise	6,921,531	35 (3.64)
Some Other Purpose	1,661,755	8 (3.83)
Subtotal Valid Responses	19,556,831	100
Appropriate Skip	181,149,869	
Total	200,706,700	
C22. Please rate your level of concern with the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Please consider your experience using all means of transportation. Overall, how concerned are you about . . .		
c. Delays when you travel		
Very Concerned	70,724,487	35 (2.00)
Somewhat Concerned	41,431,554	21 (1.43)
Neutral	40,847,997	20 (1.73)
Not Very Concerned	17,252,079	9 (0.92)
Not at All Concerned	29,903,418	15 (2.61)
Subtotal Valid Responses	200,159,536	100
Don't Know	547,164	
Total	200,706,700	
C22. Please rate your level of concern with the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Please consider your experience using all means of transportation. Overall, how concerned are you about . . .		
d. Ease of use of transportation		
Very Concerned	56,947,778	28 (0.86)
Somewhat Concerned	37,299,925	19 (0.99)
Neutral	35,206,265	18 (1.26)
Not Very Concerned	25,644,701	13 (1.02)
Not at All Concerned	44,906,146	22 (2.25)
Subtotal Valid Responses	200,004,815	100
Don't Know	701,885	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C22. Please rate your level of concern with the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Please consider your experience using all means of transportation. Overall, how concerned are you about . . .		
g. How much you spend on transportation		
Very Concerned	88,392,367	44 (1.47)
Somewhat Concerned	45,241,519	23 (1.20)
Neutral	29,234,388	15 (0.48)
Not Very Concerned	14,539,800	7 (0.77)
Not at All Concerned	22,788,549	11 (0.49)
Subtotal Valid Responses	200,196,623	100
Don't Know	510,077	
Total	200,706,700	
C22. Please rate your level of concern with the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Please consider your experience using all means of transportation. Overall, how concerned are you about . . .		
j. The accessibility of transportation to people with disabilities		
Very Concerned	94,507,107	47 (1.67)
Somewhat Concerned	41,183,136	21 (1.24)
Neutral	30,756,122	15 (0.83)
Not Very Concerned	14,125,674	7 (0.32)
Not at All Concerned	18,752,659	9 (1.12)
Subtotal Valid Responses	199,324,699	100
Don't Know	1,382,001	
Total	200,706,700	
C22. Please rate your level of concern with the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Please consider your experience using all means of transportation. Overall, how concerned are you about . . .		
k. The availability of public transportation, such as buses and trains, in your area		
Very Concerned	62,163,756	31 (2.47)
Somewhat Concerned	36,003,730	18 (1.68)
Neutral	36,532,912	18 (0.97)
Not Very Concerned	25,350,030	13 (1.14)
Not at All Concerned	38,176,364	19 (3.02)
Subtotal Valid Responses	198,226,792	100
Don't Know	2,479,908	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C23. Now please rate your level of satisfaction with what the Federal government is doing to address the following issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied. Again, please consider your experiences using all types of transportation.		
c. Reducing delays when you travel		
Very Dissatisfied	43,396,481	23 (2.05)
Somewhat Dissatisfied	32,592,485	17 (1.18)
Neither Dissatisfied nor Satisfied	71,990,118	37 (1.81)
Somewhat Satisfied	25,701,374	13 (1.54)
Very Satisfied	18,703,152	10 (0.82)
Subtotal Valid Responses	192,383,610	100
Don't Know	8,250,482	
Refused	72,608	
Total	200,706,700	
C23. Now please rate your level of satisfaction with what the Federal government is doing to address the following issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied. Again, please consider your experiences using all types of transportation.		
d. Making transportation easier to use		
Very Dissatisfied	30,229,334	16 (1.33)
Somewhat Dissatisfied	38,359,813	20 (1.16)
Neither Dissatisfied nor Satisfied	68,563,792	35 (0.85)
Somewhat Satisfied	34,672,143	18 (1.17)
Very Satisfied	22,259,221	11 (1.83)
Subtotal Valid Responses	194,084,303	100
Don't Know	6,361,586	
Refused	260,811	
Total	200,706,700	
C23. Now please rate your level of satisfaction with what the Federal government is doing to address the following issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied. Again, please consider your experiences using all types of transportation.		
g. The cost of transportation		
Very Dissatisfied	65,449,707	33 (1.25)
Somewhat Dissatisfied	42,781,033	22 (0.82)
Neither Dissatisfied nor Satisfied	45,627,324	23 (0.55)
Somewhat Satisfied	20,572,627	10 (0.67)
Very Satisfied	21,825,296	11 (0.83)
Subtotal Valid Responses	196,255,987	100
Don't Know	4,378,105	
Refused	72,608	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C23. Now please rate your level of satisfaction with what the Federal government is doing to address the following issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied. Again, please consider your experiences using all types of transportation.		
j. Providing accessible transportation to people with disabilities		
Very Dissatisfied	43,501,268	22 (1.35)
Somewhat Dissatisfied	33,867,509	17 (1.32)
Neither Dissatisfied nor Satisfied	57,051,602	29 (1.83)
Somewhat Satisfied	30,534,520	16 (1.15)
Very Satisfied	29,042,812	15 (0.67)
Subtotal Valid Responses	193,997,711	100
Don't Know	6,708,989	
Total	200,706,700	
C23. Now please rate your level of satisfaction with what the Federal government is doing to address the following issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied. Again, please consider your experiences using all types of transportation.		
k. Providing public transportation in your area		
Very Dissatisfied	44,402,245	23 (1.44)
Somewhat Dissatisfied	33,655,156	17 (1.20)
Neither Dissatisfied nor Satisfied	52,670,133	27 (1.41)
Somewhat Satisfied	34,607,396	18 (1.35)
Very Satisfied	29,961,953	15 (1.42)
Subtotal Valid Responses	195,296,884	100
Don't Know	5,409,816	
Total	200,706,700	
C21. In the past 30 days, how often did delays or congestion on highways and roads cause you to change your trip in the following ways. Please respond with Never, Occasionally, or Frequently:		
a. Changed the time of day you traveled		
Never	95,090,262	47 (3.89)
Occasionally	62,417,690	31 (2.06)
Frequently	42,819,261	21 (2.71)
Subtotal Valid Responses	200,327,213	100
Don't Know	239,443	
Refused	140,043	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C21. In the past 30 days, how often did delays or congestion on highways and roads cause you to change your trip in the following ways. Please respond with Never, Occasionally, or Frequently:		
b. Changed the type of transportation you used, such as a car, bus, train, or subway		
Never	167,372,959	84 (1.39)
Occasionally	22,979,230	11 (1.21)
Frequently	10,016,214	5 (0.55)
Subtotal Valid Responses	200,368,403	100
Don't Know	198,254	
Refused	140,043	
Total	200,706,700	
C21. In the past 30 days, how often did delays or congestion on highways and roads cause you to change your trip in the following ways. Please respond with Never, Occasionally, or Frequently:		
c. Changed the route you took to reach your destination		
Never	75,769,718	38 (3.47)
Occasionally	79,250,747	40 (2.77)
Frequently	45,406,148	23 (1.79)
Subtotal Valid Responses	200,426,613	100
Don't Know	140,043	
Refused	140,043	
Total	200,706,700	
C21. In the past 30 days, how often did delays or congestion on highways and roads cause you to change your trip in the following ways. Please respond with Never, Occasionally, or Frequently:		
d. Took a route specifically to avoid railroad crossings		
Never	160,776,438	80 (1.76)
Occasionally	24,487,246	12 (1.13)
Frequently	15,040,066	8 (1.52)
Subtotal Valid Responses	200,303,749	100
Don't Know	177,751	
Refused	225,200	
Total	200,706,700	
C21. In the past 30 days, how often did delays or congestion on highways and roads cause you to change your trip in the following ways. Please respond with Never, Occasionally, or Frequently:		
e. Postponed your trip to another day		
Never	150,080,873	75 (1.63)
Occasionally	38,886,507	19 (1.36)
Frequently	11,599,277	6 (0.68)
Subtotal Valid Responses	200,566,657	100
Refused	140,043	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C21. In the past 30 days, how often did delays or congestion on highways and roads cause you to change your trip in the following ways. Please respond with Never, Occasionally, or Frequently:		
f. Cancelled your trip entirely		
Never	172,551,381	86 (0.94)
Occasionally	24,829,188	12 (0.83)
Frequently	3,186,087	2 (0.28)
Subtotal Valid Responses	200,566,657	100
Refused	140,043	
Total	200,706,700	
C24. Now please think about your access from home to various means of transportation. On a scale from 1 to 5, where 1 means access is very inconvenient and 5 means it is very convenient, how convenient is access to. . .		
a. Public transportation, such as local public bus, subway, or commuter rail		
Very Inconvenient	54,328,019	27 (3.56)
Somewhat Inconvenient	24,541,102	12 (0.88)
Neutral	26,257,719	13 (1.05)
Somewhat Convenient	23,012,693	12 (0.86)
Very Convenient	52,869,776	26 (3.07)
N/A	18,666,768	9 (0.48)
Subtotal Valid Responses	199,676,078	100
Don't Know	1,030,622	
Total	200,706,700	
C24. Now please think about your access from home to various means of transportation. On a scale from 1 to 5, where 1 means access is very inconvenient and 5 means it is very convenient, how convenient is access to. . .		
b. Taxi, limousine, or shuttle service		
Very Inconvenient	46,615,670	23 (4.41)
Somewhat Inconvenient	22,912,192	11 (1.23)
Neutral	28,555,127	14 (0.95)
Somewhat Convenient	29,506,054	15 (1.94)
Very Convenient	48,239,912	24 (2.37)
N/A	23,950,360	12 (0.85)
Subtotal Valid Responses	199,779,316	100
Don't Know	927,384	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C24. Now please think about your access from home to various means of transportation. On a scale from 1 to 5, where 1 means access is very inconvenient and 5 means it is very convenient, how convenient is access to. . .		
c. Commercial airplane		
Very Inconvenient	41,259,980	21 (2.67)
Somewhat Inconvenient	25,436,524	13 (0.58)
Neutral	35,636,106	18 (1.58)
Somewhat Convenient	38,208,780	19 (1.97)
Very Convenient	42,084,652	21 (1.72)
N/A	16,998,032	9 (0.84)
Subtotal Valid Responses	199,624,073	100
Don't Know	1,082,627	
Total	200,706,700	
C24. Now please think about your access from home to various means of transportation. On a scale from 1 to 5, where 1 means access is very inconvenient and 5 means it is very convenient, how convenient is access to. . .		
d. Commercial boat, ship, or ferry		
Very Inconvenient	68,780,437	35 (2.24)
Somewhat Inconvenient	15,790,276	8 (1.19)
Neutral	25,330,641	13 (0.55)
Somewhat Convenient	12,926,595	7 (1.03)
Very Convenient	17,679,915	9 (0.65)
N/A	57,553,348	29 (1.93)
Subtotal Valid Responses	198,061,212	100
Don't Know	2,645,488	
Total	200,706,700	
C24. Now please think about your access from home to various means of transportation. On a scale from 1 to 5, where 1 means access is very inconvenient and 5 means it is very convenient, how convenient is access to. . .		
e. City to city bus, such as Greyhound		
Very Inconvenient	38,446,469	19 (1.88)
Somewhat Inconvenient	23,215,194	12 (1.45)
Neutral	36,678,670	18 (1.44)
Somewhat Convenient	34,669,407	17 (1.84)
Very Convenient	35,708,429	18 (2.37)
N/A	29,890,287	15 (0.95)
Subtotal Valid Responses	198,608,454	100
Don't Know	2,098,246	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C24. Now please think about your access from home to various means of transportation. On a scale from 1 to 5, where 1 means access is very inconvenient and 5 means it is very convenient, how convenient is access to. . .		
f. City to city train, such as Amtrak		
Very Inconvenient	55,075,619	28 (3.10)
Somewhat Inconvenient	20,699,444	10 (1.17)
Neutral	26,525,028	13 (1.07)
Somewhat Convenient	24,754,820	12 (1.74)
Very Convenient	28,247,225	14 (1.91)
N/A	43,532,427	22 (1.42)
Subtotal Valid Responses	198,834,562	100
Don't Know	1,872,138	
Total	200,706,700	
C24. Now please think about your access from home to various means of transportation. On a scale from 1 to 5, where 1 means access is very inconvenient and 5 means it is very convenient, how convenient is access to. . .		
g. Carpool, vanpool, or private vehicle in which you travel with others		
Very Inconvenient	31,537,655	16 (1.11)
Somewhat Inconvenient	16,816,927	8 (0.62)
Neutral	30,518,708	15 (1.20)
Somewhat Convenient	28,188,076	14 (0.89)
Very Convenient	52,358,644	26 (1.08)
N/A	39,207,115	20 (1.05)
Subtotal Valid Responses	198,627,126	100
Don't Know	1,992,765	
Refused	86,810	
Total	200,706,700	
C25. Now rate how financially affordable you think these types of transportation are. On a scale of 1 to 5, where 1 means not at all affordable and 5 means very affordable, rate the following. . .		
a. Public transportation, such as local public bus, subway, or commuter rail		
Not at All Affordable	8,063,155	4 (0.87)
Not Very Affordable	12,833,176	7 (0.74)
Neutral	42,393,855	22 (0.81)
Somewhat Affordable	38,078,972	19 (1.41)
Very Affordable	59,770,744	31 (1.64)
N/A	34,814,648	18 (2.87)
Subtotal Valid Responses	195,954,549	100
Don't Know	4,665,341	
Refused	86,810	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C25. Now rate how financially affordable you think these types of transportation are. On a scale of 1 to 5, where 1 means not at all affordable and 5 means very affordable, rate the following. . .		
b. Traveling alone in your private vehicle		
Not at All Affordable	18,415,568	9 (1.43)
Not Very Affordable	31,136,050	16 (0.57)
Neutral	42,188,483	21 (1.01)
Somewhat Affordable	55,288,001	28 (0.82)
Very Affordable	45,532,209	23 (2.43)
N/A	8,043,856	4 (0.39)
Subtotal Valid Responses	200,604,167	100
Don't Know	102,533	
Total	200,706,700	
C25. Now rate how financially affordable you think these types of transportation are. On a scale of 1 to 5, where 1 means not at all affordable and 5 means very affordable, rate the following. . .		
c. Taxi, limousine, or shuttle service		
Not at All Affordable	41,001,922	21 (1.24)
Not Very Affordable	36,130,839	18 (1.61)
Neutral	40,520,535	21 (2.04)
Somewhat Affordable	31,669,656	16 (0.95)
Very Affordable	13,845,265	7 (0.70)
N/A	33,347,133	17 (2.50)
Subtotal Valid Responses	196,515,350	100
Don't Know	4,191,350	
Total	200,706,700	
C25. Now rate how financially affordable you think these types of transportation are. On a scale of 1 to 5, where 1 means not at all affordable and 5 means very affordable, rate the following. . .		
d. Commercial airplane		
Not at All Affordable	42,438,665	21 (1.24)
Not Very Affordable	42,400,993	21 (1.41)
Neutral	40,580,035	20 (2.47)
Somewhat Affordable	35,711,969	18 (1.74)
Very Affordable	14,323,462	7 (0.59)
N/A	22,767,719	11 (1.07)
Subtotal Valid Responses	198,222,843	100
Don't Know	2,483,857	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C25. Now rate how financially affordable you think these types of transportation are. On a scale of 1 to 5, where 1 means not at all affordable and 5 means very affordable, rate the following. . .		
e. Commercial boat, ship, or ferry		
Not at All Affordable	28,899,993	15 (1.10)
Not Very Affordable	18,981,605	10 (0.83)
Neutral	40,468,073	21 (1.94)
Somewhat Affordable	14,021,098	7 (0.92)
Very Affordable	9,640,116	5 (0.84)
N/A	81,003,067	42 (2.26)
Subtotal Valid Responses	193,013,952	100
Don't Know	7,692,748	
Total	200,706,700	
C25. Now rate how financially affordable you think these types of transportation are. On a scale of 1 to 5, where 1 means not at all affordable and 5 means very affordable, rate the following. . .		
f. City to city bus, such as Greyhound		
Not at All Affordable	8,134,986	4 (1.00)
Not Very Affordable	14,061,653	7 (0.86)
Neutral	47,842,406	25 (1.71)
Somewhat Affordable	47,354,325	24 (1.67)
Very Affordable	32,481,816	17 (0.83)
N/A	44,877,440	23 (1.23)
Subtotal Valid Responses	194,752,627	100
Don't Know	5,954,073	
Total	200,706,700	
C25. Now rate how financially affordable you think these types of transportation are. On a scale of 1 to 5, where 1 means not at all affordable and 5 means very affordable, rate the following. . .		
g. City to city train, such as Amtrak		
Not at All Affordable	16,822,033	9 (1.14)
Not Very Affordable	16,666,472	9 (1.16)
Neutral	44,651,185	23 (1.80)
Somewhat Affordable	34,042,486	18 (1.75)
Very Affordable	18,928,352	10 (0.37)
N/A	62,938,687	32 (2.58)
Subtotal Valid Responses	194,049,215	100
Don't Know	6,657,485	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C25. Now rate how financially affordable you think these types of transportation are. On a scale of 1 to 5, where 1 means not at all affordable and 5 means very affordable, rate the following. . .		
h. Carpool, vanpool, or private vehicle in which you travel with others		
Not at All Affordable	10,444,818	5 (0.26)
Not Very Affordable	10,540,291	5 (0.53)
Neutral	41,560,101	21 (1.00)
Somewhat Affordable	44,150,594	22 (0.59)
Very Affordable	48,503,606	25 (1.00)
N/A	41,608,422	21 (0.78)
Subtotal Valid Responses	196,807,832	100
Don't Know	3,898,868	
Total	200,706,700	
C26. On a scale from 1 to 5, where 1 means not very reliable and 5 means very reliable, rate the reliability of each of the following in terms of their being on time. . .		
a. Public transportation, such as local public bus, subway, or commuter rail		
Not at All Reliable	12,455,770	6 (1.43)
Not Very Reliable	12,946,280	7 (1.21)
Neutral	41,566,748	21 (1.69)
Somewhat Reliable	47,397,346	24 (2.56)
Very Reliable	41,639,239	21 (1.86)
N/A	38,925,401	20 (2.85)
Subtotal Valid Responses	194,930,783	100
Don't Know	5,775,917	
Total	200,706,700	
C26. On a scale from 1 to 5, where 1 means not very reliable and 5 means very reliable, rate the reliability of each of the following in terms of their being on time. . .		
b. Taxi, limousine, or shuttle service		
Not at All Reliable	11,995,359	6 (0.65)
Not Very Reliable	13,810,446	7 (0.67)
Neutral	45,980,735	24 (0.95)
Somewhat Reliable	49,273,074	25 (2.16)
Very Reliable	34,000,141	17 (1.86)
N/A	39,546,582	20 (3.41)
Subtotal Valid Responses	194,606,337	100
Don't Know	6,100,363	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C26. On a scale from 1 to 5, where 1 means not very reliable and 5 means very reliable, rate the reliability of each of the following in terms of their being on time. . .		
c. Commercial airplane		
Not at All Reliable	17,686,542	9 (1.23)
Not Very Reliable	33,455,386	17 (1.07)
Neutral	38,003,538	19 (1.65)
Somewhat Reliable	47,462,693	24 (2.45)
Very Reliable	33,358,280	17 (1.14)
N/A	28,180,682	14 (1.51)
Subtotal Valid Responses	198,147,121	100
Don't Know	2,559,579	
Total	200,706,700	
C26. On a scale from 1 to 5, where 1 means not very reliable and 5 means very reliable, rate the reliability of each of the following in terms of their being on time. . .		
d. Commercial boat, ship, or ferry		
Not at All Reliable	9,745,833	5 (1.06)
Not Very Reliable	8,671,317	5 (0.81)
Neutral	41,933,723	22 (1.14)
Somewhat Reliable	23,235,257	12 (1.04)
Very Reliable	18,703,097	10 (0.93)
N/A	87,508,565	46 (1.12)
Subtotal Valid Responses	189,797,790	100
Don't Know	10,908,910	
Total	200,706,700	
C26. On a scale from 1 to 5, where 1 means not very reliable and 5 means very reliable, rate the reliability of each of the following in terms of their being on time. . .		
e. City to city bus, such as Greyhound		
Not at All Reliable	7,532,366	4 (0.86)
Not Very Reliable	10,188,410	5 (0.69)
Neutral	41,640,990	22 (1.50)
Somewhat Reliable	49,697,133	26 (3.84)
Very Reliable	33,080,470	17 (1.52)
N/A	51,261,413	27 (1.80)
Subtotal Valid Responses	193,400,782	100
Don't Know	7,305,918	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
C26. On a scale from 1 to 5, where 1 means not very reliable and 5 means very reliable, rate the reliability of each of the following in terms of their being on time. . .		
f. City to city train, such as Amtrak		
Not at All Reliable	10,483,056	5 (1.17)
Not Very Reliable	10,105,497	5 (0.62)
Neutral	36,790,889	19 (1.14)
Somewhat Reliable	40,198,159	21 (2.33)
Very Reliable	25,878,020	13 (1.51)
N/A	68,449,580	36 (2.12)
Subtotal Valid Responses	191,905,200	100
Don't Know	8,801,500	
Total	200,706,700	
C26. On a scale from 1 to 5, where 1 means not very reliable and 5 means very reliable, rate the reliability of each of the following in terms of their being on time. . .		
g. Carpool, vanpool, or private vehicle in which you travel with others		
Not at All Reliable	6,995,655	4 (0.62)
Not Very Reliable	10,322,927	5 (0.65)
Neutral	30,419,168	16 (1.28)
Somewhat Reliable	40,314,582	21 (1.69)
Very Reliable	65,098,876	33 (1.33)
N/A	42,150,183	22 (1.29)
Subtotal Valid Responses	195,301,391	100
Don't Know	5,405,309	
Total	200,706,700	
M35. Have you flown as a passenger on a commercial airline in the past year?		
Yes	83,766,703	42 (3.08)
No	116,939,997	58 (3.08)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
M36. Thinking about your experiences flying on commercial airlines in the past year, please rate your level of satisfaction with the following on a scale of 1 to 5, where 1 means very dissatisfied and 5 means very satisfied.		
a. The range of available public transportation options for traveling to the airport		
Very Dissatisfied	10,335,889	12 (1.53)
Somewhat Dissatisfied	9,998,779	12 (0.66)
Neutral	15,321,015	18 (2.44)
Somewhat Satisfied	18,500,093	22 (2.31)
Very Satisfied	21,117,481	25 (1.66)
N/A	7,797,680	9 (1.08)
Subtotal Valid Responses	83,070,937	100
Don't Know	695,766	
Appropriate Skip	116,939,997	
Total	200,706,700	
M36. Thinking about your experiences flying on commercial airlines in the past year, please rate your level of satisfaction with the following on a scale of 1 to 5, where 1 means very dissatisfied and 5 means very satisfied.		
b. The availability of parking at the departure airport		
Very Dissatisfied	11,921,998	14 (2.12)
Somewhat Dissatisfied	8,101,349	10 (1.32)
Neutral	16,022,775	19 (1.81)
Somewhat Satisfied	19,967,264	24 (1.65)
Very Satisfied	22,501,696	27 (2.67)
N/A	4,772,685	6 (1.20)
Subtotal Valid Responses	83,287,768	100
Don't Know	478,935	
Appropriate Skip	116,939,997	
Total	200,706,700	
M36. Thinking about your experiences flying on commercial airlines in the past year, please rate your level of satisfaction with the following on a scale of 1 to 5, where 1 means very dissatisfied and 5 means very satisfied.		
c. The cost of parking at the departure airport		
Very Dissatisfied	24,795,080	30 (1.42)
Somewhat Dissatisfied	18,909,266	23 (2.50)
Neutral	12,954,817	16 (1.68)
Somewhat Satisfied	13,175,920	16 (1.29)
Very Satisfied	8,178,923	10 (1.57)
N/A	5,434,872	7 (1.17)
Subtotal Valid Responses	83,448,878	100
Don't Know	317,825	
Appropriate Skip	116,939,997	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
M36. Thinking about your experiences flying on commercial airlines in the past year, please rate your level of satisfaction with the following on a scale of 1 to 5, where 1 means very dissatisfied and 5 means very satisfied.		
d. The availability of convenient flight times to your destination		
Very Dissatisfied	7,437,776	9 (1.58)
Somewhat Dissatisfied	8,842,700	11 (1.10)
Neutral	18,446,770	22 (1.51)
Somewhat Satisfied	28,055,267	33 (1.61)
Very Satisfied	20,717,982	25 (1.44)
N/A	266,207	0 (0.16)
Subtotal Valid Responses	83,766,703	100
Appropriate Skip	116,939,997	
Total	200,706,700	
M36. Thinking about your experiences flying on commercial airlines in the past year, please rate your level of satisfaction with the following on a scale of 1 to 5, where 1 means very dissatisfied and 5 means very satisfied.		
e. The availability of airline choices to your destination		
Very Dissatisfied	9,309,047	11 (1.43)
Somewhat Dissatisfied	13,040,548	16 (1.38)
Neutral	20,111,129	24 (1.23)
Somewhat Satisfied	23,124,546	28 (1.82)
Very Satisfied	16,694,762	20 (2.42)
N/A	1,212,970	1 (0.32)
Subtotal Valid Responses	83,493,001	100
Don't Know	273,701	
Appropriate Skip	116,939,997	
Total	200,706,700	
M36. Thinking about your experiences flying on commercial airlines in the past year, please rate your level of satisfaction with the following on a scale of 1 to 5, where 1 means very dissatisfied and 5 means very satisfied.		
f. Notification of flight delays		
Very Dissatisfied	20,875,122	25 (3.38)
Somewhat Dissatisfied	11,843,105	14 (2.45)
Neutral	18,549,788	22 (1.35)
Somewhat Satisfied	11,310,678	14 (0.52)
Very Satisfied	14,544,154	17 (2.49)
N/A	6,234,254	7 (1.37)
Subtotal Valid Responses	83,357,101	100
Don't Know	409,601	
Appropriate Skip	116,939,997	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
M36. Thinking about your experiences flying on commercial airlines in the past year, please rate your level of satisfaction with the following on a scale of 1 to 5, where 1 means very dissatisfied and 5 means very satisfied.		
g. Notification of flight cancellations		
Very Dissatisfied	19,116,799	23 (2.84)
Somewhat Dissatisfied	10,976,896	13 (3.62)
Neutral	17,260,109	21 (1.42)
Somewhat Satisfied	12,269,229	15 (1.00)
Very Satisfied	13,221,927	16 (2.54)
N/A	10,210,162	12 (1.82)
Subtotal Valid Responses	83,055,122	100
Don't Know	711,581	
Appropriate Skip	116,939,997	
Total	200,706,700	
B3. Do you currently have a disability or health problem that makes it difficult for you to travel outside the home?		
Yes	16,355,898	8 (1.10)
No	184,350,802	92 (1.10)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
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	7,403,903	47 (8.20)
No	8,272,004	53 (8.20)
Subtotal Valid Responses	15,675,907	100
Don't Know	679,991	
Appropriate Skip	184,350,802	
Total	200,706,700	
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	4,126,621	26 (2.42)
No	11,549,286	74 (2.42)
Subtotal Valid Responses	15,675,907	100
Don't Know	679,991	
Appropriate Skip	184,350,802	
Total	200,706,700	

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.		
3. By public transportation, such as bus or rail		
Yes	5,545,207	35 (5.63)
No	10,130,700	65 (5.63)
Subtotal Valid Responses	15,675,907	100
Don't Know	679,991	
Appropriate Skip	184,350,802	
Total	200,706,700	
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	6,855,716	44 (3.75)
No	8,820,191	56 (3.75)
Subtotal Valid Responses	15,675,907	100
Don't Know	679,991	
Appropriate Skip	184,350,802	
Total	200,706,700	
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	9,247,829	59 (3.46)
No	6,428,078	41 (3.46)
Subtotal Valid Responses	15,675,907	100
Don't Know	679,991	
Appropriate Skip	184,350,802	
Total	200,706,700	
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	5,270,119	34 (5.70)
No	10,405,787	66 (5.70)
Subtotal Valid Responses	15,675,907	100
Don't Know	679,991	
Appropriate Skip	184,350,802	
Total	200,706,700	

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.		
7. Other reason		
Yes	1,564,662	10 (3.24)
No	14,111,245	90 (3.24)
Subtotal Valid Responses	15,675,907	100
Don't Know	679,991	
Appropriate Skip	184,350,802	
Total	200,706,700	
B4a. Since January 2000, have you requested a product or service from an agency of the U.S. Department of Transportation?		
Yes	4,404,125	2 (0.48)
No	196,302,575	98 (0.48)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
1. The National Highway Traffic Safety Administration		
Yes	594,750	14 (5.82)
No	3,809,375	86 (5.82)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
2. U.S. Coast Guard		
Yes	287,598	7 (6.62)
No	4,116,527	93 (6.62)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
3. Federal Aviation Administration		
Yes	181,734	4 (4.53)
No	4,222,391	96 (4.53)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	

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?		
4. Maritime Administration		
No	4,404,125	100 (0.00)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
5. Federal Highway Administration		
Yes	699,072	16 (2.82)
No	3,705,053	84 (2.82)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
6. Federal Railroad Administration		
Yes	299,500	7 (4.96)
No	4,104,625	93 (4.96)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
7. Federal Transit Administration		
Yes	139,641	3 (2.39)
No	4,264,484	97 (2.39)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
8. Federal Motor Carrier Safety Administration		
Yes	403,502	9 (8.46)
No	4,000,623	91 (8.46)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	

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?		
9. Research and Special Programs Administration		
Yes	237,207	5 (5.22)
No	4,166,918	95 (5.22)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
10. Bureau of Transportation Statistics		
Yes	448,633	10 (7.60)
No	3,955,492	90 (7.60)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
11. St. Lawrence Seaway Development Corporation		
No	4,404,125	100 (0.00)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
12. Office of the Secretary of Transportation		
Yes	285,733	6 (5.52)
No	4,118,392	94 (5.52)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	
B4b2. Which of the following agencies did you contact?		
13. Some other agency		
Yes	1,643,965	37 (13.60)
No	2,760,160	63 (13.60)
Subtotal Valid Responses	4,404,125	100
Appropriate Skip	196,302,575	
Total	200,706,700	
B4b3. Which of those agencies did you most recently contact?		
Don't Know	237,207	
Refused	171,398	
Appropriate Skip	200,298,096	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
B4b1. How long ago was your most recent request?		
Since the Beginning of December of 2000	747,281	27 (11.10)
During October and November of 2000	735,847	27 (10.70)
During July through September of 2000	984,991	36 (18.60)
Between January and June of 2000	292,042	11 (5.16)
Subtotal Valid Responses	2,760,160	100
Appropriate Skip	197,946,540	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
1. Data (tables, charts, graphs, files, CD-ROM)		
Yes	1,066,727	39 (1.23)
No	1,693,433	61 (1.23)
Subtotal Valid Responses	2,760,160	100
Appropriate Skip	197,946,540	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
2. Publications, brochures, pamphlets, fact sheets, reports		
Yes	161,691	6 (4.31)
No	2,598,469	94 (4.31)
Subtotal Valid Responses	2,760,160	100
Appropriate Skip	197,946,540	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
3. Maps		
No	2,760,160	100 (0.00)
Subtotal Valid Responses	2,760,160	100
Appropriate Skip	197,946,540	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
4. Press Releases		
No	2,760,160	100 (0.00)
Subtotal Valid Responses	2,760,160	100
Appropriate Skip	197,946,540	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
5. Videos		
Yes	181,734	7 (5.88)
No	2,578,426	93 (5.88)
Subtotal Valid Responses	2,760,160	100
Appropriate Skip	197,946,540	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
6. Employment information		
No	2,760,160	100 (0.00)
Subtotal Valid Responses	2,760,160	100
Appropriate Skip	197,946,540	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
7. Grant or scholarship information		
Yes	114,335	4 (4.55)
No	2,645,824	96 (4.55)
Subtotal Valid Responses	2,760,160	100
Appropriate Skip	197,946,540	
Total	200,706,700	
B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]?		
8. Other		
Yes	1,235,672	45 (11.80)
No	1,524,488	55 (11.80)
Subtotal Valid Responses	2,760,160	100
Appropriate Skip	197,946,540	
Total	200,706,700	
B5. How did you contact (fill in agency name from the B4b2 or B4b3)?		
Telephone	2,221,845	80 (8.24)
Internet/World Wide Web	59,250	2 (2.13)
(Regular) Mail	148,805	5 (2.49)
In Person	330,260	12 (6.75)
Subtotal Valid Responses	2,760,160	100
Appropriate Skip	197,946,540	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
B6. Please rate your overall satisfaction with the level of service you received. Would you say you were . . .		
Very Dissatisfied	439,748	16 (11.10)
Somewhat Dissatisfied	335,089	12 (11.00)
Neither Dissatisfied nor Satisfied	139,641	5 (3.81)
Somewhat Satisfied	1,227,567	44 (13.70)
Very Satisfied	618,116	22 (6.97)
Subtotal Valid Responses	2,760,160	100
Appropriate Skip	197,946,540	
Total	200,706,700	
D1. How many licensed vehicles are available for regular use by members of your household?		
Zero	7,145,899	4 (0.94)
One	44,726,100	22 (1.46)
Two	86,760,713	43 (0.35)
Three	39,554,089	20 (1.51)
Four	15,818,285	8 (0.91)
Five or More	6,701,614	3 (1.02)
Subtotal Valid Responses	200,706,700	100
Average (Arithmetic Mean)		2.2 (0.08) ^a
Total	200,706,700	
D2. Are you a licensed commercial transportation operator?		
Yes	27,331,412	14 (1.04)
No	173,375,288	86 (1.04)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D3. Do you own or operate a business from your home?		
Yes	21,671,572	11 (0.88)
No	179,035,128	89 (0.88)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D4. Please stop me when I reach the category that best describes your age.		
18 - 24	25,871,073	13 (0.75)
25 - 34	36,161,046	18 (1.68)
35 - 44	44,101,311	22 (1.84)
45 - 54	37,420,137	19 (1.31)
55 - 64	24,049,934	12 (0.62)
65 or Older	33,103,199	16 (1.11)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	

^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)
D5. Are you male or female?		
Male	95,787,305	48 (0.82)
Female	104,919,395	52 (0.82)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D6. What is the last grade of school you completed?		
Less than High School	21,058,153	10 (0.80)
High School Graduate/GED	81,948,703	41 (1.34)
Some College	38,897,751	19 (0.85)
Community College Graduate (AA: Associate of Arts Degree)	11,098,699	6 (0.54)
College Graduate (BA or BS: Bachelor of Arts or Sciences Degree)	29,671,187	15 (0.97)
Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor)	14,899,576	7 (0.86)
Technical School/Professional Business School	3,132,631	2 (0.41)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D7. Are you of Hispanic origin?		
Yes	16,866,891	8 (1.85)
No, Not Spanish/Hispanic/Latino	183,839,809	92 (1.85)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D8. What is your race?		
1. White		
Yes	157,535,352	80 (2.16)
No	40,276,279	20 (2.16)
Subtotal Valid Responses	197,811,631	100
Don't Know	589,767	
Refused	2,305,302	
Total	200,706,700	
D8. What is your race?		
2. Black or African-American		
Yes	21,274,301	11 (1.65)
No	176,537,330	89 (1.65)
Subtotal Valid Responses	197,811,631	100
Don't Know	589,767	
Refused	2,305,302	
Total	200,706,700	

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	4,601,721	2 (0.25)
No	193,209,910	98 (0.25)
Subtotal Valid Responses	197,811,631	100
Don't Know	589,767	
Refused	2,305,302	
Total	200,706,700	
D8. What is your race?		
4. Asian (e.g., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)		
Yes	5,511,790	3 (0.53)
No	192,299,841	97 (0.53)
Subtotal Valid Responses	197,811,631	100
Don't Know	589,767	
Refused	2,305,302	
Total	200,706,700	
D8. What is your race?		
5. Native Hawaiian or other Pacific Islander (e.g., Samoan, Guamanian, or Chamorro)		
Yes	1,714,235	1 (0.15)
No	196,097,396	99 (0.15)
Subtotal Valid Responses	197,811,631	100
Don't Know	589,767	
Refused	2,305,302	
Total	200,706,700	
D8. What is your race?		
6. Other Race		
Yes	11,629,701	6 (1.75)
No	186,181,930	94 (1.75)
Subtotal Valid Responses	197,811,631	100
Don't Know	589,767	
Refused	2,305,302	
Total	200,706,700	

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

Questionnaire Item	Count	Percentage (Standard Error)
D9. Do you have any other telephone lines in you house that someone would answer? This does not include dedicated computer, fax lines, or cellular phones.		
Yes	13,198,948	7 (0.75)
No	187,507,752	93 (0.75)
Subtotal Valid Responses	200,706,700	100
Total	200,706,700	
D9a. How many other telephone lines are there?		
One	10,900,677	83 (2.68)
Two	1,631,012	12 (2.33)
Three	441,063	3 (1.50)
Four	174,549	1 (0.76)
Five or More	51,647	0 (0.45)
Subtotal Valid Responses	13,198,948	100
Average (Arithmetic Mean)		1.2 (0.04) ^a
Appropriate Skip	187,507,752	
Total	200,706,700	
D9b. What is the primary use of this (these) phone line(s)?		
Home Use Only	9,721,308	74 (4.46)
Business and Home Use	1,912,875	15 (2.23)
Business Use Only	1,495,373	11 (2.73)
Subtotal Valid Responses	13,129,556	100
Refused	69,392	
Appropriate Skip	187,507,752	
Total	200,706,700	
D12. How many people 18 years or older live in your household?		
One	37,339,122	19 (0.87)
Two	110,921,228	55 (2.07)
Three	33,279,077	17 (1.15)
Four	15,432,975	8 (1.24)
Five or More	3,239,873	2 (0.53)
Subtotal Valid Responses	200,212,276	100
Average (Arithmetic Mean)		2.2 (0.04) ^a
Refused	494,424	
Total	200,706,700	

^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)
D8RACE.		
Non-Hispanic White	156,147,237	84 (1.61)
Non-Hispanic Black	20,666,631	11 (1.59)
Non-Hispanic Indian	3,339,099	2 (0.24)
Non-Hispanic Asian	5,511,790	3 (0.60)
Non-Hispanic Pacific Island	1,263,540	1 (0.05)
Subtotal Valid Responses	186,928,297	100
Total	186,928,297	

APPENDIX D:
FINAL SURVEY QUESTIONNAIRE

January Omnibus Household Survey Questionnaire

FIELD – January 9, 2001

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.....*Identical series asked each month*

Section B: Customer Satisfaction Core Questions.....*Identical series asked each month*

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

Month 1	Safety
<i>This Month</i> ➔ Month 2	Mobility
Month 3	Human and Natural Environment
Month 4	National Security

Section D: Demographic Core Questions*Identical series asked each month*

Section M: Modal Questions*Change every month*

Formatting Conventions for This Document:

- **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.

Note: The Omnibus Household Survey addresses four of the five strategic goals of the DOT. The fifth goal (economic growth) is addressed by the Omnibus Establishment Survey.

We would like to begin by asking you a few questions about the transportation systems you use and how frequently you travel.

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>
A1a. Public Transportation, for example local public bus, subway or commuter rail 1	1	2
(GTA1A)		

If 'yes', ask A1xa and C20aa. Otherwise skip to A1b

A1xa. On how many days did you use this type of transportation? (GTA1AT)

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

	<u>Yes</u>	<u>No</u>
C20aa. Were you satisfied with this type of transportation? 1	1	2
(RMC20AA)		

	<u>Yes</u>	<u>No</u>
A1b. (Did you use a) Private vehicle in which you drive alone, such as a car, SUV, pickup truck, van or motorcycle 1	1	2
(GTA1B)		

If 'yes', ask A1xb. Otherwise skip to A1c

A1xb. On how many days did you use this type of transportation? (GTA1BT)

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

	<u>Yes</u>	<u>No</u>
A1c. (Did you use an) Organized carpool or vanpool in which you travel with others (GTA1C)..... 1	1	2

If 'yes', ask A1xc and C20ac. Otherwise skip to A1d.

A1xc. On how many days did you use this type of transportation? (GTA1CT)

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

		<u>Yes</u>	<u>No</u>
C20ac.	Were you satisfied with this type of transportation?	1	2
	(RMC20AC)		

		<u>Yes</u>	<u>No</u>
A1d.	(Did you use a) Private vehicle in which you travel with others.....	1	2
	(GTA1D)		

If 'yes', ask A1xd . Otherwise skip to A1e

A1xd. On how many days did you use this type of transportation? (GTA1DT)

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

		<u>Yes</u>	<u>No</u>
A1e.	(Did you use a) City to city bus, such as Greyhound or Charter.....	1	2
	(GTA1E)		

If 'yes', ask A1xe and C20ae. Otherwise skip to A1f.

A1xe. On how many days did you use this type of transportation? (GTA1ET)

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

		<u>Yes</u>	<u>No</u>
C20ae.	Were you satisfied with this type of transportation?	1	2
	(RMC20AE)		

		<u>Yes</u>	<u>No</u>
A1f.	(Did you use a) City to City train, such as AMTRAK	1	2
	(GTA1F)		

If 'yes', ask A1xf and C20af. Otherwise skip to A1g.

A1xf. On how many days did you use this type of transportation? (GTA1FT)

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

		<u>Yes</u>	<u>No</u>
C20af.	Were you satisfied with this type of transportation?	1	2
	(RMC20AF)		

		<u>Yes</u>	<u>No</u>
A1g.	(Did you use a) Taxi, Limousine or shuttle service 1	1	2
	(GTA1G)		

If 'yes', ask A1xg and C20ag. Otherwise skip to A1h.

A1xg. **On how many days did you use this type of transportation? (GTA1GT)**

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

		<u>Yes</u>	<u>No</u>
C20ag.	Were you satisfied with this type of transportation? 1	1	2
	(RMC20AG)		

		<u>Yes</u>	<u>No</u>
A1h.	(Did you use a) Commercial airplane (GTA1H) 1	1	2

If 'yes', ask A1xh and C20ah. Otherwise skip to A1i.

A1xh. **On how many days did you use this type of transportation? (GTA1HT)**

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

		<u>Yes</u>	<u>No</u>
C20ah.	Were you satisfied with this type of transportation? 1	1	2
	(RMC20AH)		

		<u>Yes</u>	<u>No</u>
A1i.	(Did you use a) Private or charter airplane 1	1	2
	(GTA1I)		

If 'yes', ask A1xi and C20ai. Otherwise skip to A1j.

A1xi. **On how many days did you use this type of transportation? (GTA1IT)**

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

		<u>Yes</u>	<u>No</u>
C20ai.	Were you satisfied with this type of transportation? 1	1	2
	(RMC20AI)		

		<u>Yes</u>	<u>No</u>
A1j.	(Did you use a) Commercial boat, ship, or ferry..... (GTA1J)	1	2

If 'yes', ask A1xj and C20aj. Otherwise skip to A1k.

A1xj. **On how many days did you use this type of transportation? (GTA1JT)**

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

		<u>Yes</u>	<u>No</u>
C20aj.	Were you satisfied with this type of transportation? (RMC20AJ)	1	2

		<u>Yes</u>	<u>No</u>
A1k.	(Did you use a) Recreational boat..... (GTA1K)	1	2

If 'yes', ask A1xk and A1ka. Otherwise skip to A1L.

A1xk. **On how many days did you use this type of transportation? (GTA1KT)**

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

A1ka. **Altogether, how many hours did you spend on a recreational boat?
(GTA1KA)**

- 1) 1-6
- 2) 7-12
- 3) 13-20
- 4) more than 20 hours

		<u>Yes</u>	<u>No</u>
A1L.	(Did you use a) Bicycle	1	2
	(GTA1L)		

If 'yes', ask A1xL and A1La. Otherwise skip to C22.

A1xL. On how many days did you use this type of transportation? (GTA1LT)

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

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

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

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

C22. Please rate your level of concern with the following issues on a scale of 1 to 5, where 1 means you are very concerned and 5 means you are not at all concerned. Please consider your experience using all means of transportation. Overall, how concerned are you about... (RMC22C,RMC22D,RMC22G,RMC22J,RMC22K)

	<u>Very Concerned</u>				<u>Not at all Concerned</u>
c. Delays when you travel	1	2	3	4	5
d. Ease of use of transportation	1	2	3	4	5
g. How much you spend on transportation	1	2	3	4	5
j. The accessibility of transportation to people with disabilities	1	2	3	4	5
k. The availability of public transportation, such as buses and trains, in your area	1	2	3	4	5

- C23. Now please rate your level of satisfaction with what the Federal government is doing to address the following issues on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied. Again, please consider your experiences using all types of transportation. (RMC23C,RMC23D,RMC23G,RMC23J,RMC23K)

	<u>Very Dissatisfied</u>				<u>Very Satisfied</u>
c. Reducing delays when you travel	1	2	3	4	5
d. Making transportation easier to use	1	2	3	4	5
g. The cost of transportation	1	2	3	4	5
j. Providing accessible transportation to people with disabilities	1	2	3	4	5
k. Providing public transportation in your area	1	2	3	4	5

- C21. In the past 30 days, how often did delays or congestion on highways and roads cause you to change your trip in the following ways. Please respond with Never, Occasionally, or Frequently: (RMC21A-RMC21F)

	<u>Never</u>	<u>Occasionally</u>	<u>Frequently</u>
a. Changed the time of day you traveled	1	3	5
b. Changed the type of transportation you used, such as a car, bus, train, or subway	1	3	5
c. Changed the route you took to reach your destination	1	3	5
d. Took a route specifically to avoid railroad crossings	1	3	5
e. Postponed your trip to another day	1	3	5
f. Cancelled your trip entirely	1	3	5

C24. Now please think about your access from home to various means of transportation. On a scale from 1 to 5, where 1 means access is very inconvenient and 5 means it is very convenient, how convenient is access to... (RMC24A-RMC24G)

	<u>Very Inconvenient</u>				<u>Very Convenient</u>	<u>N/A</u>
a. Public transportation, such as local public bus, subway or commuter rail	1	2	3	4	5	6
b. Taxi, limousine or shuttle service	1	2	3	4	5	6
c. Commercial airplane	1	2	3	4	5	6
d. Commercial boat, ship, or ferry	1	2	3	4	5	6
e. City to city bus, such as Greyhound	1	2	3	4	5	6
f. City to city train, such as Amtrak	1	2	3	4	5	6
g. Carpool, vanpool, or private vehicle in which you travel with others	1	2	3	4	5	6

C25. Now rate how financially affordable you think these types of transportation are. On a scale of 1 to 5, where 1 means not at all affordable and 5 means very affordable, rate the following... (RMC25A-RMC25H)

	<u>Not at all Affordable</u>				<u>Very Affordable</u>	<u>N/A</u>
a. Public transportation, such as local public bus, subway or commuter rail	1	2	3	4	5	6
b. Traveling alone in your private vehicle	1	2	3	4	5	6
c. Taxi, limousine or shuttle service	1	2	3	4	5	6
d. Commercial airplane	1	2	3	4	5	6
e. Commercial boat, ship, or ferry	1	2	3	4	5	6
f. City to city bus, such as Greyhound	1	2	3	4	5	6
g. City to city train, such as Amtrak	1	2	3	4	5	6
h. Carpool, vanpool, or private vehicle in which you travel with others	1	2	3	4	5	6

- C26. On a scale from 1 to 5, where 1 means not at all reliable and 5 means very reliable, rate the reliability of each of the following in terms of their being on time... (RMC26A-RMC26G)

	<u>Not at all Reliable</u>					<u>Very Reliable</u>	<u>N/A</u>
a. Public transportation, such as local public bus, subway or commuter rail	1	2	3	4	5	6	
b. Taxi, limousine or shuttle service	1	2	3	4	5	6	
c. Commercial airplane	1	2	3	4	5	6	
d. Commercial boat, ship, or ferry	1	2	3	4	5	6	
e. City to city bus, such as Greyhound	1	2	3	4	5	6	
f. City to city train, such as Amtrak	1	2	3	4	5	6	
g. Carpool, vanpool, or private vehicle in which you travel with others	1	2	3	4	5	6	

- M35. Have you flown as a passenger on a commercial airline in the past 12 months? (OMM35C)

- 1) Yes
- 2) No – (*skip to B3*)

- M36. Thinking about your experiences flying on commercial airlines in the past year, please rate your level of satisfaction with the following on a scale of 1 to 5, where 1 means very dissatisfied and 5 means very satisfied. (OMM36AC-OMM36GC)

	<u>Very Dissatisfied</u>					<u>Very Satisfied</u>	<u>N/A</u>
a. The range of available public transportation options for traveling to the airport	1	2	3	4	5	6	
b. The availability of parking at the departure airport	1	2	3	4	5	6	
c. The cost of parking at the departure airport	1	2	3	4	5	6	
d. The availability of convenient flight times to your destination	1	2	3	4	5	6	
e. The availability of airline choices to your destination	1	2	3	4	5	6	
f. Notification of flight delays	1	2	3	4	5	6	
g. Notification of flight cancellations	1	2	3	4	5	6	

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 B4a*

**M2. Please indicate if you have difficulties traveling by any of the following means because of a disability or health problem: (OMM2_1I-OMM2_7I)
(MARK ALL THAT APPLY)**

- 1) By car as a driver
- 2) By car as a passenger
- 3) By public transportation, such as bus or rail
- 4) By bicycle
- 5) By walking
- 6) By airplane
- 7) Other reason

Now I'm going to ask you about experiences you may have had contacting the U.S. Department of Transportation. (CSB4A-CSB6)

B4a. Since January 2000, have you requested a product or service from an agency of the U.S. Department of Transportation? (CSB4A)

- 1) Yes
- 2) No – *skip to D1*

**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 - *skip to D1*

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.

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

- 1) **Since the beginning of December of 2000**
- 2) **During October and November of 2000**
- 3) **Between July and September of 2000**
- 4) **Between January and June of 2000**

B4b4. And what kind of product or service did you request from [fill in agency name from B4b3]? READ CHOICES AND CODE ALL THAT APPLY. (CSB4B4_1-CSB4B4_8)

- 1) **Data (tables, charts, graphs, files, CD-ROM)**
- 2) **Publications, brochures, pamphlets, fact sheets, reports**
- 3) **Maps**
- 4) **Press Releases**
- 5) **Videos**
- 6) **Employment information**
- 7) **Grant or scholarship information**
- 8) **Other – specify _____**

B5. How did you contact [fill in agency name from B4b3]? (CSB5)

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

B6. Please rate your overall satisfaction with the level of service you received. Would you say you were... (CSB6)

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

This final set of questions will be used only for general analysis. No personal identifying information about you or your household will ever be reported.

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

ENTER NUMBER OF LICENSED VEHICLES _____

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)

- 1) 18 to 24
- 2) 25 to 34
- 3) 35 to 44
- 4) 45 to 54
- 5) 55 to 64
- 6) 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 (Native American) 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 _____

D9. **Do you have any other telephone lines in your house that someone would answer?** This does not include dedicated computer, fax lines, or cellular phones. (DCD9)

- 1) Yes
- 2) No *skip to D12*

D9a. **How many other telephone lines are there?** (DCD9A)

Other phone lines _____

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?** (DCD12)

Number of people _____

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.
