

Bureau of Transportation Statistics

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

(Public Use)

August 2001
Revised

Prepared by:

M. Davis and Company Inc.
&
HLB Decision Economics Inc.

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Prepared By:

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1. INTRODUCTION AND BACKGROUND

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

This report presents the results of the August 2001 Household Survey, the second 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 in each survey.

The August 2001 survey collected data between August 4, 2001 and August 13, 2001. Data were collected from households in the U.S. using a Random-Digit-Dialed telephone methodology. The final completed sample size is 1,038 cases, and the total number of variables in the public-use dataset is 203. The data were collected by M. Davis and Company, under contract with the BTS.

This report provides technical documentation for the August 2001 Household Survey. Its primary goal is to document background information, sampling procedures, data collection, data elements and survey variables, response rates, final weights and standard errors estimation.

This report contains the following information:

- Background of the survey initiative;
- A detailed description of how sample respondents were selected for the survey;
- Information regarding the data collection period, the number of completed interviews, and response rates;
- Information on interviewer training, pre-testing, interviewing methods, household screening methods and methods for call attempts and callbacks;
- Information on the number of cases in the file;
- Guidance on the use of weights for analyses;
- Instructions for calculating standard error estimates;
- The final survey questionnaire;

- A data dictionary that provides the names of survey variables, their codes, labels and the associated response categories; and
- A SAS formats library.

2. SAMPLE DESIGN

2.1 Target Population

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

2.2 Sampling Frame and Selection

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

Table 1: Census Bureau Regions and Divisions

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

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

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

M. Davis and Company purchased 11,271 telephone numbers for the August 2001 survey. A total of 6,893 of these numbers were identified as working residential numbers and were divided into 69 replicates. Each replicate contained approximately 100 households. Four of the replicates were used to conduct a pretest and 44 replicates were used for the actual interviewing. Twenty-Five (25) (includes the 4 replicates used for the pretest) of the 69 replicates were not utilized in the actual interviewing, resulting in 4,462 numbers being released for use by the telephone interviewers.

2.2.1 RDD Sample

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

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

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

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

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

2.2.2 ID-PLUS

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

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

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

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

2.2.3 Address Matching

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

2.3 Precision of Estimates

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

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

Where p_s is the estimated (sample) proportion;

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

$Var(p_s)$ is the variance of p_s .

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

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

Or

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

Where P is the true population value of the proportion; and
 n is the sample size.

Therefore, with a sample size of 1,038 and $p_s = 50$ percent, the confidence interval range would be 47 $\leq P \leq$ 53, *approximately*.¹

¹ This method of confidence interval calculation is conservative.

3. SAMPLING WEIGHTS AND ADJUSTMENTS

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

The final analysis weight was developed using the following steps:

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

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

3.1 Base Sampling Weights

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

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

Where N is the total number of telephone numbers in the population and n is the total number of telephone numbers in the sample. For this survey, the total number of telephone numbers in the sampling frame, N, is 257,144,100. The total number of telephone numbers in the sample (numbers dialed) is 4,342.

3.2 Adjustment for Unit Non-Response

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

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

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

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

3.3 Adjustment for Households with Multiple Telephone Numbers

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

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

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

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

Table 2: Number of Telephone Lines per Household

	Value
Mean	1.203
Standard deviation	0.558
Minimum	1
25th percentile	1
Median	1
75th percentile	1
Maximum	5

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

3.4 Adjustment for Number of Eligible Household Members

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

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

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

Table 3: Number of Eligible Household Members

	Value
Mean	2.013
Standard deviation	0.858
Minimum	1
25th percentile	1
Median	2
75th percentile	2
Maximum	6

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

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

3.5 Post-Stratification Adjustments

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

The outcome of post-stratification is a factor or multiplier (M) that scales W_{NRMTRA} within each age/gender/race cell, so that the weighted marginal sums for age, gender and race/ethnicity agree with the corresponding Census Bureau distribution for these characteristics. The method used in the post-stratification adjustment is a simple ratio adjustment applied to the sampling weight

using the appropriate national population total for a given cell defined by the intersection of age, gender, and race/ethnicity.² The general method for ratio adjusting is:

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

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

For this survey, many of the cells had less than thirty observations. After grouping, and to remain consistent with what was done in the previous months, a total of 19 cells were used for post-stratification. The cells, used to construct post-stratification adjustments for August 2001, together with the number of sample observations and the national population estimates from the Census Bureau are shown in the table on the next page.

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

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

Table 4: Post-Stratification Cells

CELL	DESCRIPTION	SAMPLE SIZE	POPULATION
1	Male - Hispanic (Any Race)	45	10,167,034
2	Male - Non-Hispanic Black	34	9,883,467
3	Male - Age 18 – 24 - Non-Hispanic White	37	8,635,241
4	Male - Age 25 – 34 - Non-Hispanic White	60	11,985,017
5	Male - Age 35 – 44 - Non-Hispanic White	78	15,833,339
6	Male - Age 45 – 54 - Non-Hispanic White	72	14,165,493
7	Male - Age 55 – 64 - Non-Hispanic White	34	9,215,914
8	Male - Age 65 or older - Non-Hispanic White	70	11,755,768
9	Male - Non-Hispanic Other	32	4,146,032
10	Female - Hispanic (Any Race)	32	10,625,145
11	Female - Age 18 – 44 - Non-Hispanic Black	32	7,307,267
12	Female - Age 45 or older - Non-Hispanic Black	32	5,144,462
13	Female - Age 18 – 24 - Non-Hispanic White	27	8,531,226
14	Female - Age 25 – 34 - Non-Hispanic White	66	12,373,489
15	Female - Age 35 – 44 - Non-Hispanic White	91	16,061,583
16	Female - Age 45 – 54 - Non-Hispanic White	80	14,513,973
17	Female - Age 55 – 64 - Non-Hispanic White	62	9,837,412
18	Female - Age 65 or older - Non-Hispanic White	97	15,762,147
19	Female - Non-Hispanic Other	26	4,762,691
N/A	Missing Demographic Information	31	N/A
TOTAL		1,038	200,706,700

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

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

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

Where:

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

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

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

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

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

3.6 Trimming of Final Analysis Weights

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

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

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

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

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

4. VARIANCE ESTIMATION

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

4.1 Variance Estimation Methodology

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

4.1.1 Software

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

4.1.2 Methods

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

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

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

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

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

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

4.2 Degrees of Freedom and Precision

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

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

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

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

5. DATA COLLECTION PLAN

5.1 Expert Panel

The following panelists participated in the review of the August 2001 draft survey questionnaire: James Beckwith, Barbara Everitt Bryant, Ed Heiden, Brian McCollom and Thomas Hillegass.

Panelists were sent a copy of the August 2001 draft survey on June 22, 2001. Additionally, a link to the BTS website was sent to panelists to provide information about the purpose and history of the Omnibus Household Survey Program. Panelists were instructed to prioritize their comments about the draft survey. On June 26, 2001 a conference call was conducted among the panelists to identify problems and issues, reach consensus, where possible, on the most significant problems and associated recommendations. The discussion and associated recommendations were summarized and distributed to the panelists to review for accuracy. Edits and modifications were then incorporated into the document and distributed to the panelists.

5.2 Cognitive Interviews

Twenty-Four (24) cognitive interviews were conducted for the August 2001 draft survey questionnaire on June 29, 2001 at the Cherry Hill, NJ mall. The interviewing was conducted between 12 p.m. and 6 p.m. to broaden the distribution of participants that could participate. Recruiters intercepted individuals in the mall and screened based on race, gender, age and income to ensure the ending sample of respondents were reflective of the United States population regarding the aforementioned characteristics. They were also screened for no personal experience and/or close relationship with someone working in any of the sensitive occupations (transit agency, market research, advertising or public relations) and their non-participation in any survey initiative in the past six (6) months. Respondents were paid \$10 for their participation in the cognitive interview.

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

5.3 Data Collection Schedule

The survey was conducted over a ten-day period, from August 4, 2001 through August 13, 2001.

5.4 Interview Procedures

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

5.4.1 Pre-Testing

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

Telephone supervisors conducted a total of 25 pre-test interviews (Wats Room - 17 interviews, and MDAC 8 interviews) of the draft survey instrument. All problematic questions, issues and recommendations resulting from the pre-test were included in the list of problematic issues.

5.4.2 Interviewer Training

All new interviewers initially completed a generic two-day (approximately 12 hours) classroom training on general interviewing skills. Additionally, each month all interviewers will complete approximately four to six hours of classroom training on specific aspects of the Omnibus Household Survey. In response to normal interviewer turnover and/or increased staffing needs, all interviewers new to the project will receive the full complement of training prior to beginning their interviewing for this study.

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

I. ORIENTATION

Introduction to M. Davis and Company, Inc.

Welcome

MDAC Way

Organizational Chart

Your Job Description/Responsibilities

Policies and Procedures

II. TRAINING

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

A. Introduction to the Marketing and Opinion Research Industry

What is marketing and opinion research?

Types of interviews

Techniques used in data collection

Survey settings

Overview of the marketing and opinion research process

Key Terms

B. The Interviewer's Role

Appropriate Attitude

Characteristics of a successful interviewer

Recruiting Respondents

The "Art" of Interviewing

Key Terms

C. Respondents

- Relating to Respondents
- “Training” Respondents
- Building and Maintaining Rapport
- “Active Listening”
- Callback Scenarios and Procedures
- Terminations

D. Questions and Answers Plus Other Topics

- The One Unbreakable Rule
- Types of Questions
- The Interviewing Process
- Paperwork
- Quality Assurance
- Dos and Don’ts
- Conducting the Interview
- Editing the Interview
- Monitoring (includes Quotas)
- Validation

E. Bias, Probing and Clarifying

- Introduction
- Good Feedback
- Bad Feedback
- Avoid Bias
- Verbatim Reading and Recording
- Open-end Questions and Probing
- Additional Section, “Bias, Probing and Clarifying”

F. Objections and Refusal Conversion

- Nine Most Common Objections and Reasons for Refusal
- Acknowledgement of the Objection
- Soft Refusal Conversion

G. Getting Familiar With The Computer

- Mouse
- Keyboard
- Logging On

H. Maneuvering through CfMC

- Keyboard Commands
- Introduction to CfMC Phone System
- Starting the Interviewing
- Interviewing with SURVENT
- Responding to Different Question Types

SURVENT Commands
More About CfMC
Role Playing

I. Open Discussion

Additional questions

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

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

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

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

5.4.3 Pre-Contact Letter

Eight (8) calendar days prior to the start of data collection a BTS-approved pre-contact letter is sent to sample numbers with an address. The intent is for each household with an address to receive the pre-contact letter several days before they receive a call to conduct the interview. There were 3,195 advance letters sent out in August, out of a total sample of 6,893 cases (the percentage of addresses available for the total sample was 46.4 percent).

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

The toll free number is also mentioned at the seventh attempt in messages left for potential respondents that have an answering machine in cases where we are unable to make contact with

a member of the household. Additionally, after the seventh callback we leave our 1-800 number to arrange for interviewing appointments.

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

A study of telephone practices published in January 2000 by the Council for Marketing and Opinion Research (CMOR) found no conclusive data showing that leaving a message on an answering machine for a respondent is effective. This study states that only 17% of the telephone centers surveyed left a message on the answering machine. Of the call centers which did leave a message 75% left an 800 number, 71% left a message on the first call and 62% left a message on subsequent calls.

Given the short time frame for data collection, the potential perception of harassment and prior research results, MDAC believes the best approach is to leave the toll free 800 number for the first time at the seventh call.

5.4.4 Call Attempts and Callbacks

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

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

Initially, 3,200 numbers are sent to the call centers. This ensures that a minimum 30% response rate is achieved if all numbers released are in scope. We are defining “in scope” to mean numbers where contact has been achieved and eligibility determined. Sample is added based upon past calling history, the quantity of numbers determined to be ineligible, and projection of completes based upon past and current experience, number of callbacks achieved and refusal conversion rates.

When a phone number is called initially, the interviewer determines that it is a household. Then the interviewer requests to speak with an adult 18 years of age or older (if the person on the phone is not an adult). Once an adult is on the line, then the interviewer randomly selects the actual survey respondent by asking for the adult in the household who had a birthday most

recently. When the adult with the most recent birthday comes onto the phone line the interviewer conducts the survey. Should the interviewer not be able to complete the survey the following dispositions are recorded:

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

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

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

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

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

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

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

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

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

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

5.4.5 Disposition Codes

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

Out-of-Scope Numbers:

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

Scope Undetermined:

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

In-Scope Numbers:

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

5.4.6 Household Screening

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

5.4.7 Interviewing Methods

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

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

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

5.5 Data Quality Control Procedures

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

Our interviewer training for administering telephone surveys included:

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

5.5.1 Interviewer Performance

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

5.5.2 Other Procedures

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

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

5.6 Summary of Data Cleaning

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

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

5.7 Treatment of Missing Values

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

Table 5: Summary of Codes for Missing Values by Data File Format

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

5.8 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.

5.8.1 Number of Completed Interviews

A total of 1,038 interviews were completed during the survey period.

5.8.2 Calculation of Response Rates

The final response rate for the survey is obtained using the following formula:

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

The table below presents the distribution of household telephone numbers by disposition categories. The number of household cases in each category was then used in the above formula to calculate an overall response rate of approximately 38 percent.

Note that the difference between the count of Telephone Numbers Available shown in the table (6,850) and the count mentioned in the text in Section 2.2 (6,893) is due to 43 phone numbers from Alaska and Hawaii, not available for calling.

Table 6: Distribution of Household Cases by Disposition

Disposition Category	Number of Households
Telephone Numbers Available (*)	6,850
Telephone Numbers Released	4,462
Telephone Numbers Not Dialed	120
Telephone Numbers Dialed	4,342
Out-of-Scope Numbers (Ineligible)	953
BG - Business	238
CF - Computer/Fax	229
DS - Disconnected number	428
NC - Number change	40
NQ - No one 18 years old or older in household	6
UNB - Unavailable before and during study period	12
Scope Undetermined	1,777
NA - No answer	684
BZ - Busy	17
AM - Answering machine	331
CCC - Cannot complete call	0
PM - Privacy manager	53
NQL - Eligibility undetermined because of language problems or deafness	19
RFI - Refused to speak with interviewer (screening incomplete)	72
HRI - Initial Refusal - Requested name be removed from calling list	498
OD - Maximum call attempts reached	103
In-Scope Numbers	1,612
Complete	1,038
Partial Complete	17
CB - Callback	221
CBS - Callback Spanish	14
DL - Deaf/Language	57
RFQ - Respondent refusal	8
UN - Unavailable	80
DR - Respondent deceased prior to completion of interview	1
AC - The area code is changed but not the number	0
HRQ - Qualified Refusal - Requested name be removed from calling list	176
CASRO Response Rate	38.04%

(*) 43 Numbers from Alaska and Hawaii were not made available for calling

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

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

5.8.3 Reasons for Non-Response

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

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

APPENDIX A: FINAL ANNOTATED SURVEY QUESTIONNAIRE

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

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

Section	Topics	Periodicity
F	Introduction and Respondent Selection Questions	Identical series each month
G	General Transportation Core Questions	Identical series each month
B	BTS Topical Transportation Questions	Change each month to address topical issues. This month: commuting, gas prices
SM	Strategic Goal Questions	Rotate three times per year by goal area. Bold type denotes area addressed this month: Month 1 - Safety (SS) Month 2 - Mobility (SM) Month 3 - Environment (SE) Month 4 - National Security (SN)
T	USDOT Services Satisfaction Questions	Identical series each month
M	Operating Administration Modal Questions	Change each month
D	Demographic Questions	Identical series each month
I	Interviewer Close Out Questions	Identical series each month

Formatting conventions for this document:

- **Question/answer text in boldface type** displays verbatim text to read to respondent. Within such text, words or phrases enclosed in brackets [], such as in Question G0050, will change depending upon time frames or respondent responses to previous items. Words or phrases enclosed in parentheses (), such as in Question F0050, are optional and should be read to respondent as part of the question only when needed.
- Answer text in regular type is not read aloud to respondent. Instead, the interviewer will wait for response and categorize it into one of the listed categories.
- TEXT IN ALL CAPS displays on-screen instructions to the interviewer or questions that the interviewer answers.

Text in italics provides CATI system instructions or options, such as skips or fills.

Section F - INTRODUCTION AND RESPONDENT SELECTION

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

F0050. **Hello, my name is _____ and I'm calling on behalf of the United States Department of Transportation about an important national study on transportation issues. (This is not a sales call.)**

I have a few questions to ask you. Have I reached [telephone number]?

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

TERMINATE CALL

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

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

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

TERMINATE CALL

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

1. Yes - *go to F0350*
2. No

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

1. Yes - *go to F0350*
2. No

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

SCHEDULE CALL BACK

F0351. IF INTERVIEWER IS SPEAKING WITH A NEW RESPONDENT, BEGIN BY REPEATING F0050 (OMITTING "HAVE I REACHED [TELEPHONE NUMBER]?") THEN SAY...

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

Name _____ TYPE IN PERSON'S FIRST NAME.

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

1. Yes
2. No - *go to F0500*

F0451. REPEAT F0050 IF NECESSARY. THEN SAY...

This voluntary study asks about important transportation issues such as safety, congestion and air travel delays. Your answers will be kept completely confidential and used only for statistical summaries. The survey is authorized by law (Title 494, Section 111cr of the United States Code) and will take only about 15 minutes. Do you have any questions before we begin?

1. Yes - *go to F0550*
2. No - *go to F0600*

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

SCHEDULE CALL BACK

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

1. Yes
2. No - THANK RESPONDENT AND TERMINATE

PRESS "ENTER" TO CONTINUE

F0600. **Fine, then let's get started. For quality purposes, my supervisor may monitor this call.**

ENTER "1" TO PROCEED, OR ENTER "2" TO SCHEDULE CALL BACK

1. Proceed - *go to G0050*
2. SCHEDULE CALL BACK

Section G - General Transportation Core Questions

G0050. First I need to identify all the kinds of transportation you used either for personal or for business travel last month.

REPEAT AS NECESSARY:

During [last month], did you:

		Yes	No
G0101	Drive or ride in a <u>personal vehicle</u> that is NOT USED as an organized carpool or vanpool? (Examples of personal vehicles include a car, van, SUV, pickup truck, RV.)	1	2
G0150	Drive or ride in an <u>organized carpool or vanpool</u> ?	1	2
G0301	Ride on any <u>public transit</u> within city or metropolitan area? Examples of public transit include a bus, train, subway, light rail, commuter bus or rail from suburb-to-city.	1	2
G0201	Ride on a city-to-city <u>bus</u> , such as a Greyhound?	1	2
G0251	Ride a city-to-city <u>train</u> , such as an AMTRAK?	1	2
G0350	Fly on a <u>commercial airplane</u> ?	1	2
G0401	Fly on a <u>charter, private, or corporate airplane or helicopter</u> ?	1	2
G0451	Drive or ride on a <u>motorcycle</u> , including a motorized scooter or motorized bicycle?	1	2
G0500	Ride a <u>bicycle</u> ?	1	2
G0550	<u>Walk, run, or jog</u> at least one time outside for 10 minutes or more? (such as to a store or park)	1	2
G0600	Ride on a <u>commercial boat, ship, or ferry</u> ? (Please exclude cruise ships)	1	2
G0651	Operate or ride on a <u>personal watercraft</u> such as a jetski or skidoo?	1	2
G0701	Operate or ride in a <u>recreational boat</u> such as a sailboat, motorboat, or yacht?	1	2
G0750	Use <u>any other means of transportation</u> ? (for example a taxi, limousine, charter or tour bus, hotel or airport shuttle) BEFORE CODING, ENSURE THAT ANSWER CANNOT BE INCLUDED IN ONE OF THE OTHER CATEGORIES)	1	2

Ask question G0800 if G0301 = 2. Otherwise, go to next skip instruction.

G0800. You said you did not use public transit last month. Please tell me the main reason you did not use it. (CODE THE FIRST REASON GIVEN. IF RESPONSE IS "I DON'T KNOW", "I DON'T LIKE IT," OR "I DON'T NEED IT" PROBE FOR A SPECIFIC REASON)(DO NOT READ LIST)

1. Prefer my own vehicle
2. I am retired/not working/not in school
3. Need to make multiple stops to/from work/school
4. No public transit available in the local area
5. Don't understand/know routes and schedules
6. Not convenient (doesn't go where I need to)
7. Not flexible (doesn't go when I need to)
8. Takes too much time
9. Distance from home to stops is too great
10. Uncomfortable riding with strangers
11. Costs too much
12. Unreliable
13. Unsafe
15. Health/disability/physical limitations
14. Other - SPECIFY _____

Ask all applicable questions between G0851-G1256 for each type of transportation used before proceeding to next type used. The sequence of questions to be asked follows:

Ask G0851 for each type of transportation G0100-G0750=1.

For G0201, G0251, G0301, G0350, or G0401 = 1, proceed to ask G0901 for each.

For G0500=1, proceed to ask G0951, G1000 and G1051.

For G0550=1, proceed to ask G1101, G1151, and G1201.

For G0651=1, proceed to ask G1250.

For G0701=1, proceed to ask G1256.

G0851. **You said you used a [transportation type] in [last month]. How many days did you use it? (RECORD NUMBER)**
 _____ days

*Ask G0901 **only** for each type of transportation where G0201, G0251, G0351 or G0401=1.*

G0901. **And of these days, how many were for business? RECORD NUMBER**
 _____ days

If G0500 (bicycle) = 1, ask G0950-G1051. Otherwise, go to next transportation type used.

G0951. **Primarily for what purpose did you use it? (DO NOT READ LIST)(RECORD ONLY ONE)**

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

G1000. **And on a typical day, about how much time did you spend bicycling?**
 _____ hours and _____ minutes

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

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

1. Paved roads, not on shoulder,
2. Shoulders of paved roads,

3. Bike lanes on roads,
4. Sidewalks, walking paths or trails,
5. Bike paths or trails,
6. Unpaved roads (for example dirt, gravel, sand),
7. Grass, or
8. Other - SPECIFY _____

If G0550 (walk...) = 1, ask G1101-G1201. Otherwise, go to next transportation type used.

G1101. **Primarily** for what purpose did you walk, run, or jog? (DO NOT READ LIST)(RECORD ONLY ONE)

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

G1150. **And on a typical day, about how much time did you spend walking, running, or jogging?**

_____ hours and _____ minutes

CATI system must ensure entry for both hours and minutes

G1201. **Did you walk, run, or jog mostly on:** (READ LIST) (RECORD ONLY ONE)

1. Paved roads, not on shoulder,
2. Shoulders of paved roads,
3. Bike lanes on roads,
4. Sidewalks, walking paths or trails,
5. Bike paths or trails,
6. Unpaved roads (for example dirt, gravel, sand),
9. Track,
7. Grass, or
8. Other - SPECIFY _____

If G0651 (personal watercraft)=1, ask G1250. Otherwise, go to next transportation type used.

G1250. **Altogether, about how much time did you spend using personal watercraft last month?**

_____ hours and _____ minutes

If G0701 (recreational boat) = 1, ask G1256.

Otherwise, go to G1300.

G1256. **Altogether, about how much time did you spend on the water last month?**

_____ hours and _____ minutes

G1301. **Now I need to ask about transportation-related crashes or other accidents you may have experienced over the past year.**

PRESS "ENTER" TO CONTINUE

- G1351. **Have you been in any kind of transportation-related crashes or other accidents since [month, 13 months ago]?**
1. Yes
2. No - *skip to next section.*
- G1401. **How many?** (RECORD NUMBER)
_____ crashes or accidents
- G1451. **Thinking about [this / the most recent] crash or accident, what kind of transportation were you using?** (DO NOT READ LIST)(RECORD ONLY ONE)
1. Personal vehicle (example: car, van, SUV, pickup truck, RV)
2. Organized carpool or vanpool
3. City-to-city bus (example: Greyhound)
4. City-to-city train (example: AMTRAK)
5. Public transit within city or metropolitan area (example: bus, train, subway, light rail, commuter bus or rail from suburb to city)
6. Commercial airplane
7. Charter, private or corporate airplane
8. Motorcycle, including motorized scooter or motorized bicycle
9. Bicycle
10. Walking, running, or jogging
11. Commercial boat, ship or ferry
12. Personal watercraft (example: jetski or skidoo)
13. Recreational boat (example: sailboat, motorboat, yacht)
15. Other - Specify _____
- G1501. **In [this / the most recent] crash or accident, what injuries did you sustain?**
PROBE: Anything else?
(DO NOT READ LIST)(RECORD ALL THAT APPLY)
1. None - skip to next section.
2. Cuts, abrasions
3. Muscle pull, strain, sprain
4. Broken bones
5. Neck injury
6. Back injury
7. Concussion or head injury
8. Damage to internal organs
9. Other - SPECIFY _____

Section B - BTS Topical Transportation Questions

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

PRESS "ENTER" TO CONTINUE

B0101. **Last month did you commute, that is, travel routinely from home to work or to school? (EXCLUDE TELECOMMUTING)**

1. Yes
2. No - *skip to B0600*

B0151. **Altogether, about how many days did you commute? (DO NOT READ LIST)**

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

B0201. **Did you commute from home to work, to school, or both?**

1. To work - *skip to B0301*
2. To school - *skip to B0451*
3. Both to work and to school - *go to B0251*

B0251. **Which statement best describes your most frequent commuting pattern: (READ LIST)(RECORD ONLY ONE)**

1. **You go to work and to school on different days,**
2. **You go to work, then directly to school**
3. **You go to work, then home, then to school,**
4. **You go to school, then directly to work**
5. **You go to school, then home, then to work, or**
6. **Something else - Specify _____**

B0301. **To get to work on an average day last month, what are all the types of transportation you used?**

PROBE: Anything else?

(DO NOT READ LIST)(RECORD ALL THAT APPLY)

1. Personal vehicle (example: car, van, SUV, pickup truck, RV)
2. Organized carpool or vanpool
3. City-to-city bus (example: Greyhound)
4. City-to-city train (example: AMTRAK)
5. Public transit within city or metropolitan area (example: bus, train, subway, light rail, commuter bus or rail from suburb to city)
6. Commercial airplane
7. Charter, private or corporate airplane
8. Motorcycle, including motorized scooter or motorized bicycle
9. Bicycle
10. Walking, running, or jogging
11. Commercial boat, ship or ferry
12. Other - Specify _____

B0351. **How much time did the door-to-door trip to work usually take, one way?**
IF RESPONDENT USED MORE THAN ONE TYPE OF TRANSPORTATION,
OBTAIN THE TIME FOR THE ENTIRE TRIP. IF TRANSPORTATION TYPE
DIFFERS BY DAY, RECORD THE USUAL TRIP TIME FOR THE TRIP
TYPE THAT OCCURS MOST FREQUENTLY.

_____ hours and _____ minutes

CATI system must ensure entry for both hours and minutes

If B0201=1, skip to B0600.

B0451. **To get to school on an average day last month, what are all the types of transportation you used?**

PROBE: Anything else?

(DO NOT READ LIST)(RECORD ALL THAT APPLY)

1. Personal vehicle (example: car, van, SUV, pickup truck, RV)
2. Organized carpool or vanpool
3. City-to-city bus (example: Greyhound)
4. City-to-city train (example: AMTRAK)
5. Public transit within city or metropolitan area (example: bus, train, subway, light rail, commuter bus or rail from suburb to city)
6. Commercial airplane
7. Charter, private or corporate airplane
8. Motorcycle, including motorized scooter or motorized bicycle
9. Bicycle
10. Walking, running, or jogging
11. Commercial boat, ship or ferry
12. Other - Specify _____

B0501. **How much time did the door-to-door trip to school usually take, one way?**

_____ hours and _____ minutes

IF RESPONDENT USED MORE THAN ONE TYPE OF TRANSPORTATION,
OBTAIN THE TIME FOR THE ENTIRE TRIP.

CATI system must ensure entry for both hours and minutes

B0600. **Now I have a couple of questions about how gasoline prices may have affected you during the past few months.**

PRESS "ENTER" TO PROCEED.

B0650. **Have you made any changes in your transportation use since [month, 6 months ago] because of gas prices?**

1. Yes
2. No - skip to next section.

B0700. **What changes have you made?**

PROBE: Anything else?

(DO NOT READ LIST)(RECORD ALL THAT APPLY)

1. Drive less frequently
2. Use public transit more
3. Walk more

4. Bicycle more
5. Combine local errand trips
6. Change travel plans (reduced number of trips, selected closer destination, etc.)
7. Cancel vacation travel plans
8. Increase vehicle maintenance (tire air pressure, tune-ups)
9. Comparison-shop for best prices on gasoline
10. Change to lower octane gas
11. Drive or purchase more fuel-efficient vehicle
12. Other - SPECIFY _____

Section SM - Strategic Goal Questions

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

PRESS "ENTER" TO PROCEED.

SM0100. **Did you experience any significant travel delays while using any types of transportation during [last month]?**

1. Yes
2. No - *skip to next section.*

SM0150. **Thinking about the kinds of delays you experienced most often, what type of transportation were you using?**
(DO NOT READ LIST)(RECORD ONLY ONE)

1. Personal vehicle (example: car, van, SUV, pickup truck, RV)
2. Organized carpool or vanpool
3. City-to-city bus (example: Greyhound)
4. City-to-city train (example: AMTRAK)
5. Public transit within city or metropolitan area (example: bus, train, subway, light rail, commuter bus or rail from suburb to city)
6. Commercial airplane
7. Charter, private or corporate airplane
8. Motorcycle, including motorized scooter or motorized bicycle
9. Bicycle
10. Walking, running, or jogging
11. Commercial boat, ship or ferry
12. Other - Specify _____

If SM0150 = 1, 2, 8, 9, 10, or 12, ask SM0200 and then skip to SM0300.

If SM0150 = 3, 4, 5, 6, 7, or 11, skip to SM0250.

SM0200. **What was the most frequent cause of the delays you experienced last month while using [mode from SM0150]?**
(DO NOT READ LIST)(RECORD ONLY ONE)

1. Traffic volume
2. Crashes or accidents
3. Construction, repairs, or detours
4. Weather
5. Blocked intersections
6. Ill-timed traffic lights
7. Other - Specify _____

SM0250. **What was the most frequent cause of the delays you experienced last month while using [mode from SM0150]?**

1. Weather (snow, ice, fog, flooding, storms, etc.)
2. Mechanical problems (bus/train/plane/boat broke down)
3. Capacity problems (bus/train/plane/boat filled to capacity so respondent could not get on)
4. Construction, repairs, detours (on roads, rails, runways, docks)
5. Congestion (on roads, rails, runways, docks)
6. Crime, fire, or security incidents
7. Other - Specify _____

SM0300. **Thinking about the delays you experienced last month while using [mode from SM0150], please tell me whether the delays caused you to: (READ LIST)**

		Yes	No
SM0350	Change the time of day you traveled	1	2
SM0400	Change the type of transportation you used	1	2
SM0450	Change the route you took to reach your destination	1	2
SM0500	Postpone your travel to another day	1	2
SM0550	Cancel your trip entirely	1	2

Section T - US Department of Transportation Services Satisfaction Questions

T0050. **The next questions are about contacts you may have had with government agencies over the past year.**

PRESS "ENTER" TO CONTINUE

T0101. **Have you contacted any Federal, state, or local government transportation agency about any subject related to transportation since [month, 13 months ago]?**

1. Yes
2. No - *skip to next section.*
3. Don't remember - *skip to next section.*

T0151. **Thinking back to your most recent contact, primarily why did you contact the government?** (IF RESPONDENT CANNOT RECALL REASON FOR CONTACT, READ LIST)(RECORD ONLY ONE)

1. Driver permit, license or training
2. Tags or registration
3. Pot holes, pavement problems, speed bumps, speed limits
4. Road rage, aggressive or drunk driving
5. Report an accident, speeding, or other violation observed
6. Snow, trash or debris removal
7. Car/truck/SUV crash tests, recalls, rollover, tires, airbags
8. Vehicle safety ratings
9. Baby or child seats
10. Airline service, delays, complaints or noise
11. Railroads, railroad crossings, or noise
12. Boating, boat safety, vessel documentation
13. Transportation data or statistics
14. Pipelines, hazardous materials
15. Other - Specify _____

T0200. **How did you contact the agency? Anything else?** (DO NOT READ LIST)(RECORD ALL THAT APPLY)

1. Telephone, including a hotline
2. Internet/world-wide web, e-mail
3. (Regular) mail
4. In person
5. Other - SPECIFY _____

T0250. **What was the name of the agency you contacted?** (IF RESPONDENT CANNOT RECALL AGENCY NAME, READ LIST)(RECORD ONLY ONE)

Federal Agency:

1. Bureau of Transportation Statistics (BTS)
2. Congress (United States Senate or House of Representatives)
3. Federal Aviation Administration (FAA)
4. Federal Railroad Administration (FRA)
5. Federal Motor Carrier Safety Administration (FMCSA)

6. Federal Transit Administration (FTA)
7. Federal Highway Administration (FHWA)
8. Maritime Administration (MARAD)
9. National Highway Traffic Safety Administration (NHTSA)
10. Research and Special Programs Administration (RSPA)
11. Secretary of the US Department of Transportation (OST)
INCLUDE IN THIS CATEGORY RESPONSES OF NORMAN MINETA,
AVIATION CONSUMER PROTECTION DIVISION, OR SIMILAR
RESPONSES FOR OST DIVISIONS
12. St. Lawrence Seaway Development Corporation
13. United States Coast Guard

State or Local Agency:

14. State Department of Motor Vehicles (DMV, MVA)
15. City, County, Township or Parish Government office
16. County or Local Police, Sheriff
17. Public Transit Agency
18. State Department of Transportation (State DOT)
19. State Legislature (State Senate, Delegates, Representatives)
20. State Police, State Patrol, Highway Patrol
21. Some Other Agency - Specify _____
22. Don't know/don't remember

If T0250=14-20 or 22, skip to next section.

If T0250=1-13 or 21, ask T0301-T0501.

T0301. **To improve customer satisfaction in Federal agencies, we would like to know about your experience with [agency from T0250]. Using a scale from 1-5 where "1" means you strongly disagree and "5" means you strongly agree, please tell me, based on your contact with the [agency from T0250] to what extent you agree with these statements: (READ LIST)**
(IF NECESSARY, SAY, "YOU CAN USE ANY NUMBER FROM 1 TO 5)

		Strongly Disagree		Strongly Agree		NA	
		1	2	3	4	5	6
T0351	It was easy for you to locate the right source for the information or services you needed						
T0401	The people you dealt with were courteous and professional						
T0451	You got a timely response						
T0501	Overall, you were satisfied with the service you received						

Section M - Operating Administration Modal Questions

M0050. **The next questions are of interest to specific agencies within the United States Department of Transportation.**

M0060. **First I have a couple of questions about the United States Coast Guard.**
PRESS "ENTER" TO CONTINUE

MCG0100. **Are you aware of the kinds of services the Coast Guard provides?**
1. Yes
2. No - skip to MNH0201.

MCG0151. **Which Coast Guard services are you aware of?**
PROBE: Anything else?
(DO NOT READ LIST) (RECORD ALL THAT APPLY)
1. Search and rescue operations
2. Commercial vessel safety
3. Maritime worker safety
4. Public safety
5. Orderly waterways
6. Recreational boating safety
7. Drug "busts" (interdiction)
8. Aliens (undocumented migrants interdiction)
9. Foreign fishing vessel incursions on US EEZ
10. Oil spills and/or Pollution
11. Marine debris
12. Living marine resources
13. Vessel traffic
14. Navigation aids
15. Ice operations
16. Military operations
17. Other - Specify _____

MNH0201. **Now I have some questions from the National Highway Traffic Safety Administration. Each of these statements asks for your opinion using the same 1-5 scale as before, where "1" means you strongly disagree and "5" means you strongly agree. Please tell me to what extent you agree that...**

		Strongly Disagree			Strongly Agree		N/A
MNH0205	To remind occupants who are not wearing their seat belts, vehicles should be equipped with reminder lights or audible signals that periodically display or sound <u>while the vehicle is in motion</u> .	1	2	3	4	5	6
MNH0210	There should be a law in my state requiring that children use booster seats when they outgrow their forward-facing car seats. (Booster seats are sometimes used for children aged 4 and older who have outgrown their forward-facing child safety seats.)	1	2	3	4	5	6

Section D - Demographic Questions

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

PRESS "ENTER" TO CONTINUE.

D0060. **How many licensed vehicles are available for regular use by members of your household?**

ENTER NUMBER _____

D0100. **Do you currently have a disability or health condition that limits your use of transportation?**

1. Yes
2. No

D0251. **How many people aged 18 or older live in your household, including yourself? RECORD NUMBER**
_____ people

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

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

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

1. Male
2. Female

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

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

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

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

D0500. **Please stop me when I reach the category that includes your household's total annual income for last calendar year (that is, 2000):** (READ LIST UNTIL RESPONDENT STOPS YOU TO SELECT A CATEGORY. READ PARENTHESES ONLY IF RESPONDENT HAS QUESTIONS ON UPPER CATEGORY)(RECORD ONLY ONE)

1. **Under \$15,000**
2. **From \$15,000 to \$29,000 (\$29,999)**
3. **From \$30,000 to \$49,000 (\$49,999)**
4. **From \$50,000 to \$74,000 (\$74,999)**
5. **From \$75,000 to \$99,000 (\$99,999)**
6. **\$100,000 or more**

D0551. **Not including the telephone line you're using right now, are there any other telephone lines in your household? Please do not count cellular phones, or phone lines that are only for computer or fax use.**

1. Yes
2. No - skip to D0800

D0700. **How many additional lines do you have? (DO NOT READ LIST)**

1. One
2. Two
3. Three
4. Four or more

D0750. **Is the primary use of the additional line(s) for household use, business use, or both?**

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

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

____ _

D0850. **This concludes the study questions. Thank you for your time. Goodbye.**

PRESS "ENTER" TO END INTERVIEW.

Section I - Interviewer Close Out Questions

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

I0030. HOW WELL DID YOU (THE INTERVIEWER) UNDERSTAND THE QUESTIONS?

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

I0040. HOW WELL DID THE RESPONDENT UNDERSTAND THE QUESTIONS?

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

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

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

I0150. IN WHAT LANGUAGE WAS THE INTERVIEW CONDUCTED?

1. English
2. Spanish
3. Both English and Spanish
4. Other - SPECIFY _____

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

_____ Text of response

99. No notes to add

APPENDIX B: DATA DICTIONARY

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
	CASEID	Case Identification Number			Char	6	\$TEXTVAR
	STATE	State			Char	2	\$TEXTVAR
	METRO	Metro Inside Outside	1	Inside an MSA	Num	8	METROIN
			2	Outside an MSA			
	CREGION	Census Region	1	Northeast	Num	8	CENSREG
			2	Midwest			
			3	South			
			4	West			
	CENDIV	Census Division	1	New England	Num	8	CENSDIV
			2	Middle Atlantic			
			3	East North Central			
			4	West North Central			
			5	South Atlantic			
			6	East South Central			
			7	West South Central			
			8	Mountain			
			9	Pacific			
	DVERSION	Database Version		Year - Quarter	Char	6	\$TEXTVAR
	STARTIM	Interview Start Time			Char	8	\$TEXTVAR
	ENDTIME	Interview End Time			Char	8	\$TEXTVAR
	INLNGTH	Interview Length			Num	8	BEST
	TIMEZONE	Time Zone	E	Eastern time	Char	1	\$TZONE
			P	Pacific time			
			M	Mountain time			
			C	Central time			
G0101	G0101	Use - Personal Vehicle	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851A	Personal Vehicle - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0150	G0150	Use - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851B	Carpool/Vanpool - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0301	G0301	Use - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0800	G0800A	Public Transit - Reason for Not Using	1	Prefer my own vehicle	Num	8	NOPTWHY
			2	I am retired/not working/not in school			
			3	Need to make multiple stops to/from work/school			
			4	No public transit available in the local area			
			5	Don't understand/know routes and schedules			
			6	Not convenient (doesn't go where I need to)			
			7	Not flexible (doesn't go when I need to)			
			8	Takes too much time			
			9	Distance from home to stops is too great			
			10	Uncomfortable riding with strangers			
			11	Costs too much			
			12	Unreliable			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			13	Unsafe			
			15	Health/disability/physical limitations			
			14	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0800	G0800B	Public Transit - Other Reason for Not Using	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
G0851	G0851C	Public Transit - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0901	G0901A	Public Transit - Days - Business		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0201	G0201	Use - Bus	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851D	Bus - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0901	G0901B	Bus - Days - Business		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0251	G0251	Use - Train	1	Yes	Num	8	YESNO

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851E	Train - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0901	G0901C	Train - Days - Business		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0350	G0350	Use - Commercial Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851F	Commercial Airplane - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0901	G0901D	Com Airplane - Days - Business		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0401	G0401	Use - Other Aircraft	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851G	Other Aircraft - Days		_____ days	Num	8	BEST
			.d	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.r	Refused			
			.s	Appropriate skip			
G0901	G0901E	Other Aircraft - Days - Business		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0451	G0451	Use - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851H	Motorcycle - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0500	G0500	Use - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851I	Bicycle - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0951	G0951A	Bicycle - Purpose	1	Commuting to work or school	Num	8	COMUWHY
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, and so on)			
			6	Required for my job			
			5	Some other purpose			
			.d	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.r	Refused			
			.s	Appropriate skip			
G0951	G0951B	Bicycle - Other Purpose	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
G1000	G1000A	Bicycle - Time Spent - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1000	G1000B	Bicycle - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1000	G1000C	Bicycle - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1051	G1051A	Bicycle - Type of Road	1	Paved roads, not on shoulder	Num	8	ROADTYPA
			2	Shoulders of paved roads			
			3	Bike lanes on roads			
			4	Sidewalks, walking paths or trails			
			5	Bike paths or trails			
			6	Unpaved roads (for example dirt, gravel, sand)			
			7	Grass			
			8	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1051	G1051B	Bicycle - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G0550	G0550	Use - Walk	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851J	Walk - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1101	G1101A	Walk - Purpose	1	Commuting to work or school	Num	8	COMUWHY
			2	Recreation			
			3	Exercise/for my health			
			4	Personal errands (to the store, post office, walking the dog, and so on)			
			6	Required for my job			
			5	Some other purpose			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1101	G1101B	Walk - Other Purpose	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
G1150	G1150A	Walk - Time Spent - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1150	G1150B	Walk - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1150	G1150C	Walk - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.r	Refused			
			.s	Appropriate skip			
G1201	G1201A	Walk - Type of Road	1	Paved roads, not on shoulder	Num	8	ROADTYPB
			2	Shoulders of paved roads			
			3	Bike lanes on roads			
			4	Sidewalks, walking paths or trails			
			5	Bike paths or trails			
			6	Unpaved roads (for example dirt, gravel, sand)			
			9	Track			
			7	Grass			
			8	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1201	G1201B	Walk - Other Type of Road	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
G0600	G0600	Use - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851K	Commercial Boat - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0651	G0651	Use - Watercraft	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851L	Watercraft - Days		_____ days	Num	8	BEST
			.d	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.r	Refused			
			.s	Appropriate skip			
G1250	G1250A	Watercraft - Time Spent - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1250	G1250B	Watercraft - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1250	G1250C	Watercraft - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G0701	G0701	Use - Recreational Boat	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851M	Recreational Boat - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1256	G1256A	Recreational Boat - Time Spent - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1256	G1256B	Recreational Boat - Time Spent - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.s	Appropriate skip			
G1256	G1256C	Recreational Boat - Time Spent - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
			.r	Refused			
G0750	G0750	Use - Other Means of Transportation	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G0851	G0851N	Other Means of Transportation - Days		_____ days	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1351	G1351	Crashes	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
G1401	G1401	Crashes - Number		_____ crashes or accidents	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1451	G1451A	Crashes - Type of Transportation	1	Personal vehicle (example: car, van, SUV, pickup truck, RV)	Num	8	ACCITRAN
			2	Organized carpool or vanpool			
			3	City-to-city bus (example: Greyhound)			
			4	City-to-city train (example: AMTRAK)			
			5	Public transit within city or metropolitan area (example: bus, train, subway, light rail, commuter bus or rail from suburb to city)			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			6	Commercial airplane			
			7	Charter, private or corporate airplane			
			8	Motorcycle, including motorized scooter or motorized bicycle			
			9	Bicycle			
			10	Walking, running, or jogging			
			11	Commercial boat, ship or ferry			
			12	Personal watercraft (example: jetski or skidoo)			
			13	Recreational boat (example: sailboat, motorboat, yacht)			
			15	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1451	G1451B	Crashes - Other Type of Transportation	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
G1501	G1501A	Crashes - Injuries - None	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1501	G1501B	Crashes - Injuries - Cuts	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1501	G1501C	Crashes - Injuries - Muscle Pull	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G1501	G1501D	Crashes - Injuries - Broken Bones	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1501	G1501E	Crashes - Injuries - Neck	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1501	G1501F	Crashes - Injuries - Back	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1501	G1501G	Crashes - Injuries - Concussion	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1501	G1501H	Crashes - Injuries - Internal Organs	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
G1501	G1501I	Crashes - Injuries - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
G1501	G1501J	Crashes - Injuries - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
B0101	B0101	Commute	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
B0151	B0151	Commute - Days	1	29-31 days/month	Num	8	DAYSCOMU
			2	22-28 days/month			
			3	15-21 days/month			
			4	8-14 days/month			
			5	1-7 days/month			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0201	B0201	Commute - Work/School	1	To work	Num	8	COMUWHE R
			2	To school			
			3	Both to work and to school			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0251	B0251A	Commute - Route	1	You go to work and to school on different days	Num	8	COMUROUT
			2	You go to work, then directly to school			
			3	You go to work, then home, then to school			
			4	You go to school, then directly to work			
			5	You go to school, then home, then to work			
			6	Something else			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0251	B0251B	Commute - Other Route	Text	Verbatim response	Char	250	\$TEXTVAR

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.s	Appropriate skip			
B0301	B0301A	Commute to Work - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301B	Commute to Work - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301C	Commute to Work - Bus	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301D	Commute to Work - Train	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301E	Commute to Work - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301F	Commute to Work - Commercial Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.s	Appropriate skip			
B0301	B0301G	Commute to Work - Other Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301H	Commute to Work - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301I	Commute to Work - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301J	Commute to Work - Walk	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301K	Commute to Work - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0301	B0301L	Commute to Work - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.s	Appropriate skip			
B0301	B0301M	Commute to Work - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
B0351	B0351A	Commute to Work - Trip Time - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0351	B0351B	Commute to Work - Trip Time - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0351	B0351C	Commute to Work - Trip Time - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451A	Commute to School - Personal Vehicle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451B	Commute to School - Carpool/Vanpool	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451C	Commute to School - Bus	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.s	Appropriate skip			
B0451	B0451D	Commute to School - Train	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451E	Commute to School - Public Transit	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451F	Commute to School - Commercial Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451G	Commute to School - Other Airplane	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451H	Commute to School - Motorcycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451I	Commute to School - Bicycle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.s	Appropriate skip			
B0451	B0451J	Commute to School - Walk	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451K	Commute to School - Commercial Boat	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451L	Commute to School - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0451	B0451M	Commute to School - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
B0501	B0501A	Commute to School - Trip Time - Hours		_____ hours	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0501	B0501B	Commute to School - Trip Time - Minutes		_____ minutes	Num	8	BEST
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0501	B0501C	Commute to School - Trip Time - Decimal Hours		Calculated	Num	8	BEST
			.d	Don't know			
			.r	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.s	Appropriate skip			
B0650	B0650	Gas Prices - Changes in Transportation	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
B0700	B0700A	Gas Prices - Drive less frequently	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700B	Gas Prices - Use public transit more	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700C	Gas Prices - Walk more	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700D	Gas Prices - Bicycle more	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700E	Gas Prices - Combine local errand trips	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B0700	B0700F	Gas Prices - Change travel plans	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700G	Gas Prices - Cancel vacation travel plans	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700H	Gas Prices - Increase vehicle maintenance	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700I	Gas Prices - Comparison-shop for best prices on gasoline	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700J	Gas Prices - Change to lower octane gas	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700K	Gas Prices - Purchase more fuel-efficient vehicle	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
B0700	B0700L	Gas Prices - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
B0700	B0700M	Gas Prices - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
SM0100	SM0100	Delays	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
SM0150	SM0150A	Delays - Transportation Mode	1	Personal vehicle (example: car, van, SUV, pickup truck, RV)	Num	8	DELTRAN
			2	Organized carpool or vanpool			
			3	City-to-city bus (example: Greyhound)			
			4	City-to-city train (example: AMTRAK)			
			5	Public transit within city or metropolitan area (example: bus, train, subway, light rail, commuter bus or rail from suburb to city)			
			6	Commercial airplane			
			7	Charter, private or corporate airplane			
			8	Motorcycle, including motorized scooter or motorized bicycle			
			9	Bicycle			
			10	Walking, running, or jogging			
			11	Commercial boat, ship or ferry			
			12	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
SM0150	SM0150B	Delays - Other Transportation Mode	Text	Verbatim response	Char	250	\$TEXTVAR

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.s	Appropriate skip			
SM0200	SM0200A	Delays - Cause - Private	1	Traffic volume	Num	8	CAUSEA
			2	Crashes or accidents			
			3	Construction, repairs, or detours			
			4	Weather			
			5	Blocked intersections			
			6	Ill-timed traffic lights			
			7	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
SM0200	SM0200B	Delays - Other Cause - Private	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
SM0250	SM0250A	Delays - Cause - Public	1	Weather (snow, ice, fog, flooding, storms, etc.)	Num	8	CAUSEB
			2	Mechanical problems (bus/train/plane/boat broke down)			
			3	Capacity problems (bus/train/plane/boat filled to capacity so that respondent could not get on)			
			4	Construction, repairs, detours (on roads, rails, runways, docks)			
			5	Congestion (on roads, rails, runways, docks)			
			6	Crime, fire, or security incidents			
			7	Other			
			.d	Don't know			
			.r	Refused			
SM0250	SM0250B	Delays - Other Cause - Public	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
SM0350	SM0350	Delays - Consequence - Time	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.s	Appropriate skip			
SM0400	SM0400	Delays - Consequence - Transportation	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
SM0450	SM0450	Delays - Consequence - Route	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
SM0500	SM0500	Delays - Consequence - Travel	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
SM0550	SM0550	Delays - Consequence - Trip	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0101	T0101	Contact Gov	1	Yes	Num	8	YESNOGOV
			2	No			
			3	Don't remember			
			.d	Don't know			
			.r	Refused			
T0151	T0151A	Contact Gov - Reason	1	Driver permit, license or training	Num	8	GOVWHY
			2	Tags or registration			
			3	Pot holes, pavement problems, speed bumps, speed limits			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			4	Road rage, aggressive or drunk driving			
			5	Report an accident, speeding, or other violation observed			
			6	Snow, trash or debris removal			
			7	Car/truck/SUV crash tests, recalls, rollover, tires, airbags			
			8	Vehicle safety ratings			
			9	Baby or child seats			
			10	Airline service, delays, complaints or noise			
			11	Railroads, railroad crossings, or noise			
			12	Boating, boat safety, vessel documentation			
			13	Transportation data or statistics			
			14	Pipelines, hazardous materials			
			15	Other			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0151	T0151B	Contact Gov - Other Reason	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
T0200	T0200A	Contact Gov - How - Telephone	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0200	T0200B	Contact Gov - How - Internet/World-Wide Web, E-mail	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0200	T0200C	Contact Gov - How - Regular Mail	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.r	Refused			
			.s	Appropriate skip			
T0200	T0200D	Contact Gov - How - In Person	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0200	T0200E	Contact Gov - How - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0200	T0200F	Contact Gov - How - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
T0250	T0250A	Contact Gov - Agency Name	1	Bureau of Transportation Statistics (BTS)	Num	8	GOVNAME
			2	Congress (United States Senate or House of Representatives)			
			3	Federal Aviation Administration (FAA)			
			4	Federal Railroad Administration (FRA)			
			5	Federal Motor Carrier Safety Administration (FMCSA)			
			6	Federal Transit Administration (FTA)			
			7	Federal Highway Administration (FHWA)			
			8	Maritime Administration (MARAD)			
			9	National Highway Traffic Safety Administration (NHTSA)			
			10	Research and Special Programs Administration (RSPA)			
			11	Secretary of the US Department of Transportation (OST)			
			12	St. Lawrence Seaway Development Corporation			
			13	United States Coast Guard			
			14	State Department of Motor Vehicles (DMV, MVA)			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			15	City, County, Township or Parish Government office			
			16	County or Local Police, Sheriff			
			17	Public Transit Agency			
			18	State Department of Transportation (State DOT)			
			19	State Legislature (State Senate, Delegates, Representatives)			
			20	State Police, State Patrol, Highway Patrol			
			21	Some Other Agency			
			22	Don't know/don't remember			
			.r	Refused			
			.s	Appropriate skip			
T0250	T0250B	Contact Gov - Other Agency Name	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
T0351	T0351	Contact Gov - Locate Right Source	1	Disagree strongly	Num	8	OPINION
			2	Disagree somewhat			
			3	Neither agree nor disagree			
			4	Agree somewhat			
			5	Agree strongly			
			6	N/A			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0401	T0401	Contact Gov - Service Providers Courteous	1	Disagree strongly	Num	8	OPINION
			2	Disagree somewhat			
			3	Neither agree nor disagree			
			4	Agree somewhat			
			5	Agree strongly			
			6	N/A			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0451	T0451	Contact Gov - Response Timely	1	Disagree strongly	Num	8	OPINION

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			2	Disagree somewhat			
			3	Neither agree nor disagree			
			4	Agree somewhat			
			5	Agree strongly			
			6	N/A			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
T0501	T0501	Contact Gov - Satisfaction	1	Disagree strongly	Num	8	OPINION
			2	Disagree somewhat			
			3	Neither agree nor disagree			
			4	Agree somewhat			
			5	Agree strongly			
			6	N/A			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0100	MCG0100	Coast Guard	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
MCG0151	MCG0151A	Coast Guard - Services - Search and Rescue Operations	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151B	Coast Guard - Services - Commercial Vessel Safety	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
MCG0151	MCG0151C	Coast Guard - Services - Maritime Worker Safety	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151D	Coast Guard - Services - Public Safety	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151E	Coast Guard - Services - Orderly Waterways	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151F	Coast Guard - Services - Recreational Boating Safety	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151G	Coast Guard - Services - Drug "Busts"	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151H	Coast Guard - Services - Aliens	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
MCG0151	MCG0151I	Coast Guard - Services - Foreign Fishing Vessel Incursions on US EEZ	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151J	Coast Guard - Services - Oil Spills and/or Pollution	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151K	Coast Guard - Services - Marine Debris	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151L	Coast Guard - Services - Living Marine Resources	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151M	Coast Guard - Services - Vessel Traffic	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151N	Coast Guard - Services - Navigation Aids	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
MCG0151	MCG0151O	Coast Guard - Services - Ice Operations	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151P	Coast Guard - Services - Military Operations	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151Q	Coast Guard - Other Services	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
MCG0151	MCG0151R	Coast Guard - Other Services - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
MNH0205	MNH0205	Safety Equipment - Seat Belt	1	Disagree strongly	Num	8	OPINION
			2	Disagree somewhat			
			3	Neither agree nor disagree			
			4	Agree somewhat			
			5	Agree strongly			
			6	N/A			
			.d	Don't know			
			.r	Refused			
MNH0210	MNH0210	Safety Equipment - Booster Seat	1	Disagree strongly	Num	8	OPINION
			2	Disagree somewhat			
			3	Neither agree nor disagree			
			4	Agree somewhat			
			5	Agree strongly			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			6	N/A			
			.d	Don't know			
			.r	Refused			
D0060	D0060	Licensed Vehicles		_____ licensed vehicles	Num	8	BEST
			.d	Don't know			
			.r	Refused			
D0100	D0100	Disability	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0251	D0251	Nb of People +18 in HH		_____ people	Num	8	BEST
			.d	Don't know			
			.r	Refused			
D0300	D0300	Age Category	1	18 to 24 years	Num	8	AGE
			2	25 to 34			
			3	35 to 44			
			4	45 to 54			
			5	55 to 64			
			6	65 to 74			
			7	75 or older			
			.d	Don't know			
			.r	Refused			
D0350	D0350	Gender	1	Male	Num	8	GENDER
			2	Female			
			.d	Don't know			
			.r	Refused			
D0401	D0401A	Group - American Indian or Alaska Native	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
D0401	D0401B	Group - Asian	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0401	D0401C	Group - Black or African-American	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0401	D0401D	Group - Hispanic or Latino	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0401	D0401E	Group - Native Hawaiian or other Pacific Islander	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0401	D0401F	Group - White (Caucasian, Anglo)	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0401	D0401G	Group - Other	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0401	D0401H	Group - Other - Specify	Text	Verbatim response	Char	250	\$TEXTVAR
			.s	Appropriate skip			
D0450	D0450	Education Level	1	Less than high school graduate	Num	8	EDUC
			2	High school graduate (or GED)			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			3	Some college (or technical vocational school/professional business school)			
			4	Two-year college degree (AA: Associate in Arts)			
			5	Four-year college degree (BA or BS: Bachelor of Arts of Science degree)			
			6	Graduate degree (Masters, PhD., Lawyer, Medical Doctor)			
			.d	Don't know			
			.r	Refused			
D0500	D0500	HH Income	1	Under \$15,000	Num	8	INCOME
			2	From \$15,000 to \$29,000 (\$29,999)			
			3	From \$30,000 to \$49,000 (\$49,999)			
			4	From \$50,000 to \$74,000 (\$74,999)			
			5	From \$75,000 to \$99,000 (\$99,999)			
			6	\$100,000 or more			
			.d	Don't know			
			.r	Refused			
D0551	D0551	Additional Phone Lines	1	Yes	Num	8	YESNO
			2	No			
			.d	Don't know			
			.r	Refused			
D0700	D0700	Additional Phone Lines - Number	1	One	Num	8	ADDPHONE
			2	Two			
			3	Three			
			4	Four or more			
			.d	Don't know			
			.r	Refused			
			.s	Appropriate skip			
D0750	D0750	Additional Phone Lines - Primary Use	1	Household use only	Num	8	ADPHOUSE
			2	Business use only			
			3	Both household and business use			
			.d	Don't know			

Question Code	Variable Name	Variable Label	Response Category	Response Category Description	Type	Length	Format
			.r	Refused			
			.s	Appropriate skip			
	BASEWGT	Base Weight			Num	8	BEST
	NR_FACT	Nonresponse Adjustment Factor			Num	8	BEST
	PER_FACT	Adjustment for Nb of Eligible HH Members			Num	8	BEST
	PHN_FACT	Multiple Phone Lines Adjustment Factor			Num	8	BEST
	CEN_FACT	Census Population Adjustment Factor			Num	8	BEST
	WD_FACT	Weighted Deflation Adjustment Factor			Num	8	BEST
	FNLWGT	Final Weight			Num	8	BEST

APPENDIX C: SAS FORMATS LIBRARY

```
/* Formats for Internal Survey Data*/
```

```
PROC FORMAT cntlout=fmtout;
```

```
value fornum  
  .d='Do not know'  
  .r='Refused'  
  .s='Appropriate skip';
```

```
value yesno  
  1='Yes'  
  2='No'  
  .d='Do not know'  
  .r='Refused'  
  .s='Appropriate skip';
```

```
value phontype  
  1='Home'  
  2='Business'  
  3='Both home and business'  
  .d='Do not know'  
  .r='Refused';
```

```
value callbck  
  1='Proceed'  
  2='Schedule call back';
```

```
value noptwhy  
  1='Prefer my own vehicle'  
  2='I am retired/not working/not in school'  
  3='Need to make multiple stops to/from work/school'  
  4='No public transit available in the local area'  
  5='Do not understand/know routes and schedules'  
  6='Not convenient'  
  7='Not flexible'  
  8='Takes too much time'  
  9='Distance from home to stops is too great'  
  10='Uncomfortable riding with strangers'  
  11='Costs too much'  
  12='Unreliable'  
  13='Unsafe'  
  15='Health/disability/physical limitations'  
  14='Other'  
  .d='Do not know'  
  .r='Refused'  
  .s='Appropriate skip';
```

```

value comwhy
1='Commuting to work or school'
2='Recreation'
3='Exercise/for my health'
4='Personal errands'
6='Required for my job'
5='Some other purpose'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

value roadtypa
1='Paved roads, not on shoulder'
2='Shoulders of paved roads'
3='Bike lanes on roads'
4='Sidewalks, walking paths or trails'
5='Bike paths or trails'
6='Unpaved roads'
7='Grass'
8='Other'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

value roadtypb
1='Paved roads, not on shoulder'
2='Shoulders of paved roads'
3='Bike lanes on roads'
4='Sidewalks, walking paths or trails'
5='Bike paths or trails'
6='Unpaved roads'
9='Track'
7='Grass'
8='Other'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

value accitran
1='Personal vehicle'
2='Organized carpool or vanpool'
3='City-to-city bus'
4='City-to-city train'
5='Public transit within city or metropolitan area'
6='Commercial airplane'
7='Charter, private or corporate airplane'
8='Motorcycle, including motorized scooter or motorized bicycle'
9='Bicycle'
10='Walking, running, or jogging'
11='Commercial boat, ship or ferry'
12='Personal watercraft'
13='Recreational boat'
15='Other'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

```

```

value dayscomu
1='29-31 days/month'
2='22-28 days/month'
3='15-21 days/month'
4='8-14 days/month'
5='1-7 days/month'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

value comuwher
1='To work'
2='To school'
3='Both to work and to school'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

value comurout
1='You go to work and to school on different days'
2='You go to work, then directly to school'
3='You go to work, then home, then to school'
4='You go to school, then directly to work'
5='You go to school, then home, then to work'
6='Something else'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

value deltran
1='Personal vehicle'
2='Organized carpool or vanpool'
3='City-to-city bus'
4='City-to-city train'
5='Public transit within city or metropolitan area'
6='Commercial airplane'
7='Charter, private or corporate airplane'
8='Motorcycle, including motorized scooter or motorized bicycle'
9='Bicycle'
10='Walking, running, or jogging'
11='Commercial boat, ship or ferry'
12='Other'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

```

```

value causea
1='Traffic volume'
2='Crashes or accidents'
3='Construction, repairs, or detours'
4='Weather'
5='Blocked intersections'
6='Ill-timed traffic lights'
7='Other'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

value causeb
1='Weather'
2='Mechanical problems'
3='Capacity problems'
4='Construction, repairs, detours'
5='Congestion'
6='Crime, fire, or security incidents'
7='Other'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

value yesnogov
1='Yes'
2='No'
3='Do not remember'
.d='Do not know'
.r='Refused';

value govwhy
1='Driver permit, license or training'
2='Tags or registration'
3='Pot holes, pavement problems, speed bumps, speed limits'
4='Road rage, aggressive or drunk driving'
5='Report an accident, speeding, or other violation observed'
6='Snow, trash or debris removal'
7='Car/truck/SUV crash tests, recalls, rollover, tires, airbags'
8='Vehicle safety ratings'
9='Baby or child seats'
10='Airline service, delays, complaints or noise'
11='Railroads, railroad crossings, or noise'
12='Boating, boat safety, vessel documentation'
13='Transportation data or statistics'
14='Pipelines, hazardous materials'
15='Other'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

```

```

value govname
1='Bureau of Transportation Statistics (BTS)'
2='Congress (United States Senate or House of Representatives)'
3='Federal Aviation Administration (FAA)'
4='Federal Railroad Administration (FRA)'
5='Federal Motor Carrier Safety Administration (FMCSA)'
6='Federal Transit Administration (FTA)'
7='Federal Highway Administration (FHWA)'
8='Maritime Administration (MARAD)'
9='National Highway Traffic Safety Administration (NHTSA)'
10='Research and Special Programs Administration (RSPA)'
11='Secretary of the US Department of Transportation (OST)'
12='St. Lawrence Seaway Development Corporation'
13='United States Coast Guard'
14='State Department of Motor Vehicles (DMV, MVA)'
15='City, County, Township or Parish Government Office'
16='County or Local Police, Sheriff'
17='Public Transit Agency'
18='State Department of Transportation (State DOT)'
19='State Legislature (State Senate, Delegates, Representatives)'
20='State Police, State Patrol, Highway Patrol'
21='Some Other Agency'
22='Do not know/do not remember'
.r='Refused'
.s='Appropriate skip';

value opinion
1='Disagree strongly'
2='Disagree somewhat'
3='Neither agree nor disagree'
4='Agree somewhat'
5='Agree strongly'
6='NA'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

value age
1='18 to 24 years'
2='25 to 34'
3='35 to 44'
4='45 to 54'
5='55 to 64'
6='65 to 74'
7='75 or older'
.d='Do not know'
.r='Refused';

value gender
1='Male'
2='Female'
.d='Do not know'
.r='Refused';

```

```

value educ
1='Less than high school graduate'
2='High school graduate'
3='Some college'
4='Two-year college degree'
5='Four-year college degree'
6='Graduate degree'
.d='Do not know'
.r='Refused';

value income
1='Under $15,000'
2='From $15,000 to $29,000'
3='From $30,000 to $49,000'
4='From $50,000 to $74,000'
5='From $75,000 to $99,000'
6='$100,000 or more'
.d='Do not know'
.r='Refused';

value addphone
1='One'
2='Two'
3='Three'
4='Four or more'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

value adphouse
1='Household use only'
2='Business use only'
3='Both household and business use'
.d='Do not know'
.r='Refused'
.s='Appropriate skip';

value understa
1='Not at all'
2='Not very well'
3='Well'
4='Very well';

value cooperat
1='Not at all cooperative'
2='Not very cooperative'
3='Cooperative'
4='Very cooperative';

value language
1='English'
2='Spanish'
3='Both English and Spanish'
4='Other';

```

```

value comment
    11='Notes added'
    99='No notes to add';

value fcenter
    1 = "WATSRROOM"
    2 = "MDAVIS";

value fmsc
    1 = "In the center city of an MSA"
    2 = "Outside the center city but inside the county containing the
        center city"
    3 = "Inside a suburban county of the MSA"
    4 = "In an MSA that has no center city"
    5 = "Not in an MSA";

value censreg
    1 = 'Northeast'
    2 = 'Midwest'
    3 = 'South'
    4 = 'West';

value censdiv
    1 = 'New England'
    2 = 'Middle Atlantic'
    3 = 'East North Central'
    4 = 'West North Central'
    5 = 'South Atlantic'
    6 = 'East South Central'
    7 = 'West South Central'
    8 = 'Mountain'
    9 = 'Pacific';

value metroin
    1 = 'Inside an MSA'
    2 = 'Outside an MSA';

value $tzone
    "C" = "Central time"
    "E" = "Eastern time"
    "M" = "Mountain time"
    "P" = "Pacific time";

```

```

RUN;

```

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