

CHAPTER 2. SURVEY CONTENT AND INTERVIEWS

2-A. INTERVIEW PROCESS OVERVIEW

2-A.1. OVERVIEW

An understanding of the data collection for the NHTS is essential to the proper use and interpretation of the data. Staff from BTS and FHWA occasionally monitored the data collection interviews for the national sample, New York and Wisconsin add-ons from Westat's telephone monitoring center in Rockville, Maryland. They monitored interviews for the Baltimore, Des Moines, Hawaii, Kentucky, Lancaster PA, Oahu and Texas add-ons on-site from Morpace's telephone monitoring center in Sterling Heights, Michigan and remotely from DOT by connecting to Morpace's CATI system. Everyone who had the experience of monitoring the interviews gained a better understanding of the survey data. An audio recording (CD) of a variety of simulated interviews is also available as part of the public use data package.

For purposes of this User's Guide we have attempted to give the reader a clear understanding of the interview process by using the Typical NHTS Household example. Basic background on the interview process, as contained in the next few sections, will aid the reader in understanding the Typical Household's involvement in the survey.

Data collection for the national survey and New York and Wisconsin add-ons was conducted by Westat. Data collection for the Baltimore, Des Moines, Hawaii, Kentucky, Lancaster PA, Oahu and Texas add-ons was conducted by Morpace International. Key differences in methodology between firms or jurisdictions are highlighted in the sections that follow.

2-A.2. THREE PHASES OF DATA COLLECTION

The NHTS data collection consisted of three main phases:

- **Household Interview** - collected information about the household, the household members, vehicles owned or available to the household, and

the mailing address for the travel diaries. It was conducted once per household.

- **Person Interview** - collected the travel day data, the travel period data, most recent long-distance trip data, information about worker status, the workplace and the typical trip to work, data on occasional working from home, customer satisfaction with the transportation system, and data on Internet use. A person interview was attempted for each household member, with an adult proxy required for all household members less than 14 years old. A proxy was requested for household members 14 and 15 years old, but they could respond for themselves if approval was obtained from an adult household member. For the household to be included in the final data set, interviews had to be completed with at least half of the household adults (defined as persons 18 years and older). For households with all persons under age 18 (emancipated households), the household was included in the public use dataset if interviews were completed with all household members. Travel period data was collected only for households in the national sample, New York, Texas, and Wisconsin add-ons.
- **Odometer Readings** – for the national sample, New York and Wisconsin add-ons were collected for each household vehicle at two points in time. The first was at or around the time of the person interviews. The second was at least 2 months later. The dates of each reading were recorded to facilitate the estimation of annual mileage. Odometer readings were not collected from the seven Morpace add-ons.

2-B. INTERVIEW PROCESS DETAIL

2-B.1. ADVANCE LETTER MAILING

Once a sample telephone number was selected, an advance letter was mailed to the household if a mailing address for that telephone number was available from vendors that specialize in providing addresses for both listed and unlisted telephone numbers. The letter was signed by the Secretary of Transportation, Norman Y. Mineta. The pre-household interview transmittal package included the letter, a five-dollar cash incentive for the national and New York add-ons and a two-dollar cash incentive for the Wisconsin add-on, and a brochure introducing the survey.

As in the Wisconsin add-on, the advance letter mailed to households in the Baltimore, Oahu, Hawaii, Kentucky, Lancaster County, Des Moines, and Texas add-ons contained an incentive of two-dollars to promote participation in the survey. These letters were typically signed by a dignitary for the add-on region:

- Baltimore: Paul Farragut, Executive Director, Baltimore Metropolitan Council
- Oahu: Duke Bainum, Councilmember, OMPO Chair for the first one-half of data collection followed by Gordon Lum, Executive Director, Oahu Metropolitan Planning Organization for the second one-half of data collection.
- Hawaii: Brian Minaai, Director, State of Hawaii Department of Transportation
- Lancaster County: Paul Thibault, Chairman; Howard “Pete” Shaub, Vice-Chairman; Ron Ford, Commissioner; Lancaster County Office of the County Commissioners
- Kentucky: Terri Giltner, Executive Director, Office of Public Affairs (first one-half of data collection) Mark Pfeiffer, Executive Director, Office of Public Affairs (second one-half of data collection)
- Texas: Tim Juarez, Metropolitan Planning Supervisor, Texas Department of Transportation
- Des Moines: Loretta Sieman, MPO Executive Committee, City of West Des Moines; Geri Huser, MPO Executive Committee, City of Altoona; Carl Metzger, MPO Executive Committee, City of Ankeny; Christine Hensley, MPO Executive Committee, City of Des Moines; Jim Lane, MPO Executive Committee, City of Norwalk; John Ruan III, MPO Executive Committee, City of Des Moines; Alice Wicker, Dallas County Supervisor; Cy McDonald, Madison County Supervisor; Angela Connolly, Polk County Supervisor; and E. David Mineart, Warren County Supervisor

The letters and brochure are shown in Appendix N, NHTS Field Documents.

2-B.2. HOUSEHOLD INTERVIEW

About a week after the advance letter mailing, an interviewer made the first telephone call to the household and attempted to speak with an adult household member. This household member was administered the Household Interview. The first portion of the interview included screening questions to determine if the telephone number was residential. Eligible residential households were administered the complete household questionnaire. The household questionnaire, contained in

Sections A through D of the NHTS questionnaire, is included in this User's Guide as Appendix M, 2001 NHTS Questionnaire.

Westat completed household interviews with 77,374 households in the national sample, New York and Wisconsin add-ons. Morpace completed 29,224 household interviews in Baltimore, Oahu, Hawaii, Kentucky, Lancaster County, Des Moines, and Texas. However, the public use dataset for these areas contains just the 69,817 households that were considered complete or useable both at the household and person level. These included 54,937 households in the national, New York and Wisconsin samples and 14,880 in the seven Morpace add-ons.

A household in the published dataset was deemed complete or useable if at least half of the adult members (18 years or older) completed a person interview. About 1.9 percent of the useable households in the national and New York add-ons completed the interview in Spanish. This percentage for the Wisconsin add-on was lower at 0.6 percent.

For the add-ons conducted by Morpace, only the Texas respondents had the option of completing the household interview in Spanish. Out of 8,465 Texas households interviewed by Morpace, 57 households (0.7 percent) completed the household interview in Spanish.

Exhibit 2-1 describes the Household Interview.

Exhibit 2-1. Household Interview Contents

Data Collected	<ul style="list-style-type: none"> • Information to determine whether the sampled telephone number is for home use, home and business use, or only for business use. • Characteristics of the household members, vehicles, and address for mailing the travel diaries.
Who is contacted	The respondent for the household interview is any member of the household who is at least 18 years old.
When collected	<ul style="list-style-type: none"> • The first telephone contact with a household with a mailing address was made about a week after the household was mailed the pre-household interview package. The first contact with a household with no mailing address was made a few days after the telephone number was released to the interviewers. • The timing of follow-up contacts with a household was dependent on the outcome of prior contacts with that household.
Why collected	<ul style="list-style-type: none"> • To ensure the sampled number is residential, not group quarters, business, etc. • To introduce the survey, obtain household-level and address information, and provide the household with its assigned travel date.
How collected	The Household Interview was conducted by telephone. For the national sample the interview took an average of 7.8 minutes to administer. The interview in the New York add-on took 7.7 minutes whereas for the Wisconsin add-on the average was just 7.4 minutes. The interview for the seven Morpace households averaged 8 minutes.

2-B.3. DIARY PACKAGE MAILING AND REMINDER CALL

Each household that completed a household interview was sent a diary package. The package was sent via Priority Mail soon after the household interview was completed. The mailing was timed to reach the household a few days prior to its assigned travel day. Each diary package (see Appendix N) Westat mailed contained:

- a letter from the U.S. DOT,

- a brochure describing the survey,
- an envelope with a diary and a two-dollar cash incentive for each household member,
- a reminder card showing the assigned travel day,
- a map demarcating places over 50 miles from the household, and
- an odometer mileage form listing the household's vehicles.

The seven Morpace add-ons received all the above materials with the exception of the travel period map and the odometer reading listing.

The next contact with the household was on the day before the household's travel day. An NHTS interviewer called to find out if the household had received the diary package and had any questions about the survey. The person answering the telephone was asked to remind household members to complete their travel diaries on the following day. If the interviewer was unable to reach the household, the interviewer left an answering machine message and provided a toll-free number that household members could use if they had any questions.

2-B.4. PERSON INTERVIEW

Calls for person interviews began the day following the travel day and continued until all household members had completed a person interview, or up to a maximum of six days after the travel day, whichever date came first. A six-day limit was used because recall would be too difficult beyond that time.

Proxy interviews were requested for all household members under age 16. However, interviewers could directly interview household members age 14 and 15 years if asked to do so by an adult household member. Proxy interviews for adults were allowed if:

- the subject was not capable of being interviewed because of an impairment or a language barrier;

- the interviewer was told that this subject would not be available for the entire six-day recall period;
- the interviewer was told that this subject would never participate, and the proxy was knowledgeable about the subject's travel on the assigned travel day; or
- the interviewers attempted to reach the subject for the first three days of the six-day call-back period, and were not successful.

In all cases of proxy interviews, the use of the subject's travel diary was strongly encouraged.

The total number of person interviews completed in the 69,817 useable households in the full sample (national and nine add-ons) was 160,758 of which 124,477 were for persons age 16 or older. Overall, 67,053 interviews (or 41.7 percent) were completed by proxy. Among those, 34,786 were for persons younger than 16, for whom a proxy interview was either preferred or required. The remaining 32,267 proxy interviews were for persons age 16 and older. Thus, 92,210 of the 124,477 (74.1 percent) interviews for respondents age 16 and older were completed by the subject and not by proxy.

The overall average time to complete a person interview in the national sample was 14.8 minutes. The average for the New York and Wisconsin add-ons were higher at 17.3 and 16.9 minutes respectively. The average time to complete a person interview by proxy in the national sample was 7.7 minutes, whereas the average time to complete a person interview with the subject was 19.5 minutes. For the New York and Wisconsin add-ons the average proxy interview took 9.2 and 8.7 minutes to complete. Whereas the interview with the subject took 22.7 minutes in the New York add-on and 22.0 minutes in the Wisconsin add-on.

The large difference in administration times between proxy and self-interviews is because the majority of proxy interviews were for non-adult subjects. These individuals usually made trips with other household members. Therefore, trip detail for these individuals was collected during the interview with the adult household member. In addition, non-adults were only asked about their travel and did not have to answer questions related to employment, Internet use, vehicle use, demographic information, etc.

The average time to complete a person interview for the seven Morpace add-ons was 9.8 minutes. This time was lower than the average for the national, New York and Wisconsin samples because six of the seven Morpace add-ons did not include the travel period portion of the interview. Travel period information was only collected for the Texas add-on. The average time to complete a person interview for the six add-ons without the travel period section was 9.0 minutes, while Texas averaged 11.7 minutes overall.

About 1.9 percent of the person interviews in the national and New York add-on samples were completed in Spanish. For the Wisconsin add-on just 0.7 percent were completed in Spanish. For the national sample, the average time to complete a person interview in Spanish was 15.5 minutes. For the New York add-on the average Spanish interview took 20.0 minutes to complete. For the Wisconsin add-on the average was 18.2 minutes. For the Texas add-on the average Spanish interview took 15.0 minutes to complete. Proxy rules were relaxed for households where no adults spoke English or Spanish, to encourage survey participation through a household member that was an English-speaking teenager. Exhibit 2-2 describes the person interview.

Exhibit 2-2. Person Interview Content by Age of Household Member

	Age 16 and older	Under 16 years of age
Data collected	Employment information Usual travel to work Travel day trip information Travel period trip information Most recent trip information Customer satisfaction Primary driver information Internet use Demographic data (if 18 or older) 1 st odometer reading (if 18 or older)	Travel day trip information Travel period trip information Most recent trip information
Who is contacted	Each household member 16 years and older	Interviewer asks for the proxy
When collected	Within 6 days following travel day	Within 6 days following travel day
Why collected	To obtain person-level data. Travel information collected is considered the core NHTS data	To obtain person-level data. Travel information collected is considered the core NHTS data
How collected	Travel diaries mailed Person interview by telephone	Travel diaries mailed Person interview by telephone

2-B.5. ODOMETER READINGS

The third portion of the NHTS survey involves collecting odometer readings twice for each of the household’s vehicles that were enumerated during the household interview. Appendix N, NHTS Field Documents, displays the odometer forms Westat used to collect readings. Odometer readings were not collected for the seven Morpace add-ons.

First Odometer Reading. An odometer mileage form listing the make, model and year of each vehicle and requesting odometer readings and the dates of the readings was mailed with the travel diaries. Households were instructed to record the readings and provide them during the person interview.

Households that did not provide readings during the person interview but were useable households (where at least half of the adults in the household had completed a person interview) were contacted after the six-day window for completion of person interviews had expired. A Respondent Information Sheet was printed showing vehicle information. An interviewer then made five additional attempts to collect the first readings from the household.

Second Odometer Reading. Westat collected these readings via five different modes. Useable households that provided an odometer reading for at least one vehicle in the household were sent a request for a second reading. This request was sent at least two months after the collection of the first odometer readings. The transmittal package included a letter showing each vehicle, its first reading and the reading date, and a postage-paid return envelope. Households were provided four options - they could use the return envelope to mail their second readings, fax the readings, call the study toll-free number and provide the readings by telephone, or use the Internet to record the readings. After a reasonable interval an interviewer contacted households that failed to provide a reading via the four options. Interviewers used a Respondent Information Sheet (see Appendix N, NHTS Field Documents) to record the second readings.

Some households responded via multiple modes. Therefore, it is difficult to do an accurate analysis on the frequency of use of the different options. However, a rough analysis showed that the majority of households in the national sample, New York and Wisconsin add-ons (52 percent) used the postage-paid return envelope to send in their second readings. The next largest group of responses (44 percent) was obtained through outgoing telephone calls by interviewers using a Respondent Information Sheet. About two percent of responses were received via the Internet and one percent each by facsimile and incoming calls to the study's toll-free telephone number. Exhibit 2-3 that follows describes the odometer reading contacts.

Exhibit 2-3. Contents of the Odometer Reading Contacts

	First Odometer Reading	Second Odometer Reading
Data Collected	Date and odometer reading for each vehicle	Date and odometer reading for each vehicle
Who is contacted	<ul style="list-style-type: none"> Household members age 18 or older during the person interview. All households with at least one vehicle contacted After six days following the travel day, mainly collected from the household respondent. If not available, any household member age 16 and over could respond. Collected only for useable households 	<ul style="list-style-type: none"> The letter was sent to the household interview respondent. All useable households that provided a first reading for at least one vehicle contacted When contacted by telephone, the household respondent was asked to provide the information. If not available, any household member age 16 and over could respond.
When collected	During person interviews, or shortly after	At least 2 months following the first readings
Why collected	Obtain better information on vehicle miles traveled	Obtain better information on vehicle miles traveled
How collected	Readings collected by phone	Readings collected by mail, facsimile, toll-free number, Internet and by phone.

2-C. NHTS CORE DATA

There is a group of data that is considered “core” NHTS data, and it is largely composed of the items that have been collected in all five NPTS surveys to date. It is very likely that this core data will be included in future NHTS efforts. The data items that are considered core and their item numbers on the 2001 NHTS questionnaire are:

2-C.1. HOUSEHOLD LEVEL CORE DATA

These data are collected for each household that completed a household interview.

1. Household size - item C3 and verified in C8
2. Household composition - item C8 and verified at the start of the person interview
3. Age of each household member- item C8
4. Sex of each household member- item C8
5. Relationship of each household member to the household respondent - item C8
6. Worker status of each household member- items C8 and E3 through E5
7. Driver status of each household member - items C8, C13 and G49
8. Number of vehicles - item B1 and verified in B2
9. Race & Hispanic status of household respondent - items C6 and C7
10. Household location - items D4 through D9, M11 and M12
11. Income - items M13 through M32
12. Number of telephones - items C15 and C16

2-C.2. PERSON LEVEL CORE DATA

These data are collected for each household member that completed a person interview.

1. Education level - item M7
2. Worker status - items C8 and E3 through E5
3. If worker: employer information - items E10 through E13
4. If worker: typical work trip - items E14 through E20

5. Driver status - items C8, C13 and G49
6. If driver: annual miles driven - items L5 through L5B
7. If worker and driver: drive as part of work - items E8 and E9

2-C.3. VEHICLE LEVEL CORE DATA

These data are collected for each household vehicle owned, leased or available for regular use by household members in households that completed the household interview. The information was collected during the household interview and person interviews.

1. Make - item B2 and verified in L7 and during the collection of odometer readings
2. Model - item B2 and verified in L7 and during the collection of odometer readings
3. Model year - item B2 and verified in L7 and during the collection of odometer readings
4. Months vehicle owned, if less than 12 - L8
5. Annual miles driven - items L9 through L10B
6. Primary driver - item C12
7. Odometer readings - item N2 and after the person interview

2-C.4. TRAVEL DAY CORE DATA

These data are collected for each trip each household member made on the household's assigned travel day. The information was collected during the person interview.

1. Time trip began - item G16
2. Trip purpose - items G25 through G26E
3. Distance to destination - item G40

4. Time trip took - item G42
5. Main mode of transportation - item G34
6. If public transit was used: access and egress modes used - items G35 through G39
7. Household vehicle used - item G30
8. If household vehicle used: which vehicle - item G31
9. If private vehicle trip: did a household member drive - item G48
10. If household member drove: which household member - item G49
11. If someone else on trip: any household members - item G44
12. If household members on trip: which household members - item G45
13. If someone else on trip: any non-household members - item G46
14. If non-household members on trip: how many - item G47

The answers to this series of core questions about each trip taken by the members of the household on their travel day provide the most sought after and most used data from the NHTS and all other household travel surveys.

2-C.5. TRAVEL PERIOD CORE DATA

These data are collected for each long-distance trip that has a farthest destination of at least 50 miles from home that ended during the four-week travel period.

1. Trip purpose - item I13
2. Main means of transportation - item I5 and I15
3. Farthest destination, trip duration and whether the trip was a recurring trip - item H1
4. Who else on trip - items I2 through I4
5. Access and egress modes - items I8 and I11

6. Overnight stops, transportation mode and stop purpose - items J1 through J3

2-D. SURVEY CONTENT CHANGES IN 2001

The 2001 NHTS saw several changes to both the content and organization of the NHTS questionnaires. As discussed in the previous section, DOT attempted to keep the core questions in the 2001 survey identical to previous surveys. However, some changes were made to improve data quality even to core questions. The key changes in 2001 NHTS compared to the 1995 NPTS survey are described in this section.

2-D.1. THE NPTS AND ATS SURVEYS COMBINED

The 2001 NHTS is a combination of the NPTS (daily travel) and the ATS (long-distance travel) surveys. Sampled households were asked to provide both all travel information for an assigned travel day and long trip information for a four-week period ending with the travel day. This combined design was implemented because it could provide a key link between daily travel and long-distance travel behavior by the same survey participants. The 2000 pretest showed that a combined design provided trip and response rates that were comparable to rates obtained when the surveys were conducted separately. In addition, the combined design was more cost-effective and reduced redundancy.

2-D.2. ALL HOUSEHOLD MEMBERS ELIGIBLE

In recent NPTS surveys, travel information was only collected from household members five years and older. For the 2001 NHTS, all household members were eligible for a person interview. This change will enable the user to get a more complete picture of household trip making as it rosters trips taken by household members younger than five years that were made with non-household members.

2-D.3. CHANGES TO THE HOUSEHOLD INTERVIEW

Modifications to the Household Interview for the 2001 NHTS included:

- Both the 1995 and 2001 surveys asked for the total number of household vehicles. However, in 2001 the wording of the question was modified to explicitly ask the respondent to include recreational vehicles, mopeds and motorcycles. This was because DOT felt that households may have underreported these vehicles in previous surveys.
- For the 2000 Census, the Census Bureau modified the question on "race" to handle multiracial households. This question was also modified in the 2001 survey to record multiple races.
- In past NPTS surveys DOT was concerned about coverage of college students. For the 2001 survey, students in dorms, fraternity, and sorority houses with less than 11 people sharing one phone number were considered eligible households. (In the 1995 survey, many college students were included, but in 2001 the rule was clarified).

2-D.4. CHANGES TO THE EMPLOYMENT QUESTIONS

The series of questions that ask about the subject's employment status and travel to work were modified. The 1995 survey asked every household member 16 and over whether they worked full time, part time etc. For the 2001 survey, DOT changed the time frame of the questions to "last week." Therefore, a subject who did not indicate that they worked last week was not asked any work-related questions. The change to "last week" was made for comparability with the journey to work questions on Census 2000. In addition, there were several questions in the travel to work section in 1995 that were excluded from the 2001 survey. These related to detail on the use of public transportation, cost of parking, and carpooling.

2-D.5. INTERNET USE

The 2001 survey includes a few questions on Internet use. The questions were designed to obtain information on the frequency of use. Subsequent NHTS' may

include additional questions to determine how commerce via the Internet impacts trip making.

2-D.6. TRAVEL DAY CHANGES

The following modifications were made to questions that collect information related to daily travel.

- The definition of a travel day trip was slightly modified. As in 1995, a trip was defined as any time a subject went from one address to another. Subjects were advised to include all stops. However, unlike 1995, during trip rostering in the 2001 survey subjects were explicitly asked, "to exclude stops made just to change the type of transportation." During the collection of trip detail at a later point in the survey, respondents were asked about the use of public transportation. DOT felt this change would improve the reporting of trips that used public transportation. However, it may have reduced the reporting of trips made to change transportation that did not involve public transportation (for example, driving to a carpool location to use a carpool).
- More detail was collected on trip purposes than in past surveys. For the 2001 survey, there were 36 purpose categories compared to 17 categories on the 1995 NPTS. Because of the increased detail, interviewers were able to more accurately code purposes provided by respondents. Appendix D provides detail on trip purpose coding and the trip purpose variables on the 2001 NHTS.
- More detail was collected when obtaining addresses. For example, a respondent who was unable to provide a street address for a workplace was asked for the name of the employer, nearest intersection, and a landmark.
- During the rostering of trips, respondents were explicitly reminded to include trips they were likely to forget such as walks, bike rides and other trips that started and ended in the same place.
- During the rostering of trips, respondents were asked to provide both the time when each trip began and the time when they arrived at their destination. During the 1995 survey, respondents only provided the time each trip began during trip rostering.

2-D.7. TRAVEL PERIOD CHANGES

Past NPTS surveys collected limited information on long-distance travel. Since the 2001 NHTS was designed to replace the ATS, it collected more detailed information on long-distance trips than previously collected in the NPTS. Major differences between the 1995 ATS and the 2001 NHTS long-distance trip section are listed below:

- The long distance trip definition was changed to capture trips of 50 miles or more away from home, as compared to 100 miles or more in the 1995 ATS. In addition, the 2001 NHTS included trips made for commuting purposes that were previously excluded in the 1995 Survey.
- The reference period for long-distance trips changed to a four-week period anchored by travel day. (This compares to a two-week period in the 1995 NPTS and a one-year period in the 1995 ATS.) The 1995 ATS utilized a panel design of households and collected long-distance trip information over a period of one year. Each household was interviewed four times or during four waves, persons were asked to recall trips made during the previous three months at each wave.
- Information on side trips were excluded in the 2001 NHTS design. The new design also modified and expanded the categories for trip purpose and transportation mode for comparability to the daily travel section of the 2001 NHTS.

2-D.8. MOST RECENT TRIP

Subjects that reported no long-distance trips during their assigned four-week travel period were asked to provide detail on their most recent long-distance trip. Subjects who had not reported a long-distance trip by train were asked about their most recent long-distance train trip.

2-E. TYPICAL NHTS HOUSEHOLD

2-E.1. TYPICAL NHTS HOUSEHOLD: HOUSEHOLD INTERVIEW

At this point, we continue the example of the hypothetical household mentioned in Section E of Chapter 1. Here we describe their interactions with the 2001 NHTS project, by walking through each stage of contact with the household and types of information collected at each stage.

First, an interviewer called and spoke with Amy. The household was screened to verify that it was residential by determining that the telephone number was used for home use, and the household interview was conducted. Towards the end of the household interview, the interviewer told Amy that the household's assigned travel day was Wednesday, April 25, 2001 and asked that each household member record key information about their travel on that day in a diary that would be sent to them. The interviewer set an appointment to call the household back on April 26, 2001, to collect their travel information. In this example case, only one call was required to both screen, and administer the household interview. The household questionnaire is displayed in Appendix M.

Household Interview - Amy completed the household interview on April 15, 2001 and she is termed the household respondent

Key information Amy provided during the interview was:

- The household owns a 1999 Toyota Camry and a 2000 Ford Contour,
- Amy is 37 years old, a female, and an African American. She is employed and the primary driver of the Ford,
- Keith is 39, a male, the husband of Amy, employed and the primary driver of the Toyota,
- Lucy is 16, a female, the child of Amy, not employed and a driver,
- Ben is 10, a male and the child of Amy, and
- Their mailing address, which is also their home address, is 2370 SW Fifth Street, Anycity, Anystate.

2-E.2. TYPICAL NHTS HOUSEHOLD: DIARY MAILING

On April 16, 2001, a Priority Mail package was mailed to the household. The package contained a letter thanking the household for agreeing to participate in the survey, a brochure, a map showing the location of the household and demarcating locations over 50 miles from the home, a reminder card showing the household's travel day, an odometer reading form showing the two vehicles that Amy reported as owned by the household, and four envelopes - one addressed to each of the household members. Each of these envelopes contained a travel diary and a two-dollar cash incentive. These diary materials are displayed in Appendix N, Field Documents.

2-E.3. TYPICAL NHTS HOUSEHOLD: REMINDER CALL

On April 24, 2001, the day before the household's travel day, an interviewer called the household. The interviewer reached Amy and asked her if she had received the diary package and had any questions. She also reminded Amy to remember to ask her family to record their travel on the following day in their diaries and answered any questions or concerns Amy had about the survey.

2-E.4. TYPICAL NHTS HOUSEHOLD: PERSON INTERVIEW

The first call to complete a person interview was made on April 26, 2001. On April 28, after several call attempts, an interviewer reached Amy at home and completed her person-level interview.

Person Interview - Amy completed her person interview on April 28, 2001, 13 days after the Household Interview and 3 days after the Travel Day

Information not related to the travel day and travel period that Amy provided during her person interview included:

- She worked most of last week and works full time,
- Her workplace is at 123 Frontage Road, Anycity, Anystate which is 9 miles from her home,
- It usually takes 20 minutes one-way to get to her workplace and she does not use a carpool,
- She never works at home in place of going to her workplace, and she does not drive as part of her job,
- Highway congestion, the price of gasoline, and rough pavements are not a problem for her,
- She did not walk outside for exercise or ride a bicycle last week,
- She drove about 13,000 miles in all vehicles last year,
- The Ford Contour was driven about 12,000 miles by all drivers last year,
- In the past two months she used public transportation once a month,
- She does not have access to the Internet or world-wide web,
- She does not have a medical condition that makes it difficult to travel,
- She is a high school graduate and was born in the US,
- The total income of her household is \$45,000 or more, and
- Her household has just one telephone.

Person Interview continued with Amy's Travel Day

Information Amy provided about her travel day included:

- She took seven trips as follows:
 - 7:45 a.m. to 8:05 a.m., from home to work
 - 12:30 p.m. to 12:40 p.m., from work to a restaurant
 - 1:20 p.m. to 1:40 p.m., return to work
 - 5:30 p.m. to 5:35 p.m., from work to the bank
 - 5:45 p.m. to 6:05 p.m., from the bank to home
 - 7:25 p.m. to 7:45 p.m., walk the dogs with Keith
 - 7:46 p.m. to 8:05 p.m., return home after walk

- Trip detail collected on sample trip to lunch:
 - The purpose of the trip was to eat a meal
 - She did not use a vehicle, but walked
 - The restaurant was three blocks from work
 - It took 10 minutes to make the trip
 - Two non-household members made the trip with her

- Trip detail collected on sample trip to the bank:
 - The purpose of the trip was to use professional services
 - She used her Ford Contour
 - The bank was 3 miles from work
 - It took 5 minutes to make the trip
 - She was the driver and drove alone

Person Interview continued with Amy's Travel Period

Information Amy provided about long-distance trips of 50 miles or more that she made during her four-week travel period included:

- She made one long-distance trip to Anycity, Anystate that began on April 27, 2001
- She returned home on April 29, 2001 after completing the trip
- This trip was not a recurring trip and was made just once during the travel period
- She traveled alone on the trip
- The main transportation used to get to her final destination was a commercial airplane, she drove to the airport in her car and used a taxi to get to her destination from the airport
- The main purpose of the trip was a business meeting
- She stayed in a hotel while at the final destination
- She made no overnight stops on her way to or from her final destination

On completion of her person interview, Amy completed a proxy interview for her son, Ben. Her husband, Keith, and daughter, Lucy, were contacted directly for their interviews.

2-E.5. TYPICAL NHTS HOUSEHOLD: FIRST ODOMETER READINGS

At the end of the person interview, the interviewer asked Amy for the odometer readings. They were not available. Later, during Keith's person interview the interviewer once again asked for the odometer readings. Keith too indicated that they were not available. Keith agreed to record the readings. The interviewer informed him that someone would call back to collect them.

After the six-day period allowed for collection of travel information from the household had expired an interviewer called the household to collect the odometer readings. The interviewer obtained the readings from Keith on May 5, 2001 on the fifth call attempt.

First Odometer Readings provided by Keith

- The Toyota has 36,800 miles and the Ford has 24,250 miles
- Both readings were recorded on May 3, 2001

2-E.6. TYPICAL NHTS HOUSEHOLD: SECOND ODOMETER READINGS

Around July 3, 2001, sixty days after the first readings were recorded, a form was mailed to the household requesting a second reading. The form displayed the two household vehicles, the first readings and the date the readings were recorded. The household was informed that they could provide the readings by:

- Recording them on the form and returning it in the postage-paid return envelope that was included in the mailing,
- Fax the completed form using the facsimile number provided,
- Call the toll-free number and provide the readings to an interviewer, or
- Use the Internet and the password provided to access their household's vehicle information and record the second readings and the date of those readings.

A review of the database in September 2001 showed that the household had not provided second readings. Therefore, an interviewer telephoned the household several times, making contact with Amy on the third call attempt. Amy agreed to record the readings. The interviewer called back the next day, September 21, 2001, and collected the information.

Second Odometer Readings provided by Amy

- The Toyota has 39,796 miles and the Ford has 27,540 miles
- Both readings were recorded on September 20, 2001

2-E.7. TYPICAL NHTS HOUSEHOLD: THANK YOU POSTCARD

Completed households were sent a postcard thanking them for their participation in the survey.