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## Comment from David Tilli

Posted by the **Federal Highway Administration** on Dec 14, 2023

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I admire embracing the internet as a survey tool. Too often the decrease in landline usage has been seen as the harbinger of the survey's death. Taking advantage of changing technology, not only the internet but also smartphones, points to intelligent survey design and strategy. Also, the estimated total number of burden hours makes sense and parallels the importance of these survey results in evaluating transit in the United States. I would be curious to learn if the initial offer of 2 dollars is enough to garner the interest of most survey takers, and how much total money is earmarked for compensating survey takers. I agree that 2 dollars is a better incentive than nothing, but I fear the number might not be enticing enough for most survey takers. Of course, the total compensation for completing the survey is 20 dollars, so perhaps that might be enough incentive even if the initial offering appears minute. I am also curious as to what determines the frequency of these surveys and perhaps the final proposal could briefly explain the history of past surveys and how the USDOT determines when another survey is due. In any case, I think the survey as proposed holds tremendous importance for federal and state agencies, especially in the face of climate change. Climate change is already impacting how Americans move, from the buying of electric cars to the shunning of a walk outside because the heat is too intense, and gaining knowledge about these changing trends could help us embrace a greener future.

Comment ID

FHWA-2023-0053-0002



Tracking Number

Iq5-pp9a-pi4c

**Comment Details****Submitter Info****Document Subtype**

Comment(s)

**Received Date**

Dec 14, 2023



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