

Commuting mode and pulmonary function

**Table S1: Adjusted estimates for percent predicted FEV<sub>1</sub> and FVC associated with mode of transportation excluding those with “retired” occupational status (n=11,808)**

Mode of Transport	FEV <sub>1</sub> % Predicted		FVC% Predicted	
	Effect Estimate (95% CI)	P-Value	Effect Estimate (95% CI)	P-Value
<b>Bus without AC</b>	-1.32 (-2.29, -0.34)	<0.01	-1.32 (-2.28, -0.35)	<0.01
<b>Bus with AC</b>	-0.97 (-1.82, -0.12)	0.03	-0.92 (-1.76, -0.08)	0.03
<b>Scooter</b>	-0.21 (-1.03, 0.61)	0.62	-0.59 (-1.40, 0.22)	0.16
<b>Taxi</b>	0.61 (-1.90, 3.12)	0.63	1.27 (-1.22, 3.75)	0.32
<b>Company Car</b>	-1.76 (-3.55, 0.02)	0.05	-1.25 (-3.02, 0.52)	0.17
<b>Private Car</b>	0.96 (0.04, 1.89)	0.04	1.18 (0.26, 2.09)	0.01
<b>Train</b>	-2.90 (-9.35, 3.55)	0.38	-3.21 (-9.59, 3.18)	0.32
<b>Subway</b>	-1.60 (-4.04, 0.84)	0.20	-0.46 (-2.88, 1.96)	0.71
<b>Walk</b>	-1.80 (-2.91, -0.69)	<0.01	-2.13 (-3.23, -1.03)	<0.01
<b>Bicycle</b>	Reference		Reference	

<sup>†</sup> Adjusted for age, gender, second-hand smoke exposure (yes or no), pack years, smoking status (current, former, and never), biomass exposure (yes or no), education (≤elementary, middle or high school, ≥ college), mode of transport, and occupational category (farmer, worker, professional, administrator, services, household duties, or other).

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**Table S2: Adjusted estimates for percent predicted FEV<sub>1</sub> and FVC associated with mode of transportation excluding those with retired or household duties as occupational status (n=11,467)**

Mode of Transport	FEV <sub>1</sub> % Predicted		FVC% Predicted	
	Effect Estimate (95% CI)	P-Value	Effect Estimate (95% CI)	P-Value
<b>Bus without AC</b>	-1.41 (-2.39, -0.43)	<0.01	-1.38 (-2.36, -0.41)	<0.01
<b>Bus with AC</b>	-1.02 (-1.88, -0.16)	0.02	-0.99 (-1.84, -0.13)	0.02
<b>Scooter</b>	-0.23 (-1.06, 0.59)	0.58	-0.61 (-1.43, 0.22)	0.15
<b>Taxi</b>	0.57 (-1.93, 3.06)	0.66	1.24 (-1.24, 3.72)	0.33
<b>Company Car</b>	-1.79 (-3.57, -0.01)	0.05	-1.29 (-3.06, 0.48)	0.15
<b>Private Car</b>	0.92 (-0.01, 1.84)	0.05	1.13 (0.21, 2.06)	0.02
<b>Train</b>	-2.98 (-9.40, 3.43)	0.36	-3.24 (-9.61, 3.13)	0.32
<b>Subway</b>	-1.67 (-4.10, 0.76)	0.18	-0.49 (-2.90, 1.93)	0.69
<b>Walk</b>	-1.98 (-3.14, -0.81)	<0.01	-2.18 (-3.34, -1.02)	<0.01
<b>Bicycle</b>	Reference		Reference	

<sup>†</sup> Adjusted for age, gender, second-hand smoke exposure (yes or no), pack years, smoking status (current, former, and never), biomass exposure (yes or no), education (≤elementary, middle or high school, ≥ college), mode of transport, and occupational category (farmer, worker, professional, administrator, services, or other).

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**Table S3: Adjusted estimates for percent predicted FEV<sub>1</sub> and FVC associated with mode of transportation excluding those with retired, household duties, or other as occupational status (n=9550)**

Mode of Transport	FEV <sub>1</sub> % Predicted		FVC% Predicted	
	Effect Estimate (95% CI)	P-Value	Effect Estimate (95% CI)	P-Value
<b>Bus without AC</b>	-1.58 (-2.69, -0.48)	<0.01	-1.51 (-2.61, -0.42)	<0.01
<b>Bus with AC</b>	-1.40 (-2.36, -0.45)	<0.01	-1.07 (-2.02, -0.13)	0.03
<b>Scooter</b>	-0.46 (-1.36, 0.43)	0.31	-0.61 (-1.50, 0.27)	0.18
<b>Taxi</b>	0.22 (-2.39, 2.82)	0.87	1.23 (-1.35, 3.82)	0.35
<b>Company Car</b>	-2.17 (-4.01, -0.33)	0.02	-1.46 (-3.28, 0.37)	0.12
<b>Private Car</b>	0.62 (-0.39, 1.63)	0.23	1.06 (0.06, 2.06)	0.04
<b>Train</b>	-3.70 (-10.70, 3.30)	0.30	-3.16 (-10.10, 3.79)	0.37
<b>Subway</b>	-2.02 (-4.70, 0.66)	0.14	-0.42 (-3.08, 2.23)	0.75
<b>Walk</b>	-1.58 (-2.89, -0.26)	0.02	-1.66 (-2.97, -0.35)	0.01
<b>Bicycle</b>	Reference		Reference	

<sup>†</sup> Adjusted for age, gender, second-hand smoke exposure (yes or no), pack years, smoking status (current, former, and never), biomass exposure (yes or no), education (≤elementary, middle or high school, ≥ college), mode of transport, and occupational category (farmer, worker, professional, administrator, and services).

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**Table S4: Adjusted estimates for percent predicted FEV<sub>1</sub> and FVC associated with mode of transportation including those using multiple forms of transport (n= 22,801)**

Mode of Transport	FEV <sub>1</sub> % Predicted		FVC% Predicted	
	Effect Estimate (95% CI)	P-Value	Effect Estimate (95% CI)	P-Value
<b>Bus without AC</b>	-1.24 (-1.97, -0.52)	<0.01	-0.94 (-1.63, -0.26)	<0.01
<b>Bus with AC</b>	-1.32 (-2.03, -0.61)	<0.01	-1.42 (-2.08, -0.76)	<0.01
<b>Scooter</b>	-0.25 (-1.03, 0.54)	0.54	-0.70 (-1.44, 0.04)	0.06
<b>Taxi</b>	0.76 (-2.05, 3.56)	0.60	1.13 (-1.51, 3.76)	0.40
<b>Company Car</b>	0.02 (-1.78, 1.82)	0.98	0.04 (-1.65, 1.73)	0.97
<b>Private Car</b>	0.86 (-0.05, 1.78)	0.06	1.00 (0.15, 1.86)	0.02
<b>Train</b>	-4.00 (-11.33, 3.32)	0.28	-4.44 (-11.32, 2.45)	0.21
<b>Subway</b>	-2.88 (-5.58, -0.17)	0.04	-1.56 (-4.10, 0.98)	0.23
<b>Walk</b>	-1.99 (-2.72, -1.27)	<0.01	-2.70 (-3.38, -2.02)	<0.01
<b>Multiple Modes</b>	-0.89 (-1.65, -0.13)	0.02	0.43 (-0.29, 1.14)	0.24
<b>Bicycle</b>	Reference		Reference	

<sup>†</sup> Adjusted for age, gender, second-hand smoke exposure (yes or no), pack years, smoking status (current, former, and never), biomass exposure (yes or no), education (≤elementary, middle or high school, ≥ college), mode of transport, and occupational category (farmer, worker, professional, administrator, services, household duties, retired, or other).

**Table S5: Adjusted estimates for percent predicted FEV<sub>1</sub> and FVC associated with mode of transportation among never smokers (n= 14,719)**

Mode of Transport	FEV <sub>1</sub> % Predicted		FVC% Predicted	
	Effect Estimate (95% CI)	P-Value	Effect Estimate (95% CI)	P-Value
<b>Bus without AC</b>	-1.10 (-1.93, -0.27)	<0.01	-0.72 (-1.50, 0.06)	0.07
<b>Bus with AC</b>	-1.26 (-2.08, -0.44)	<0.01	-1.29 (-2.06, -0.52)	<0.01
<b>Scooter</b>	-0.28 (-1.30, 0.73)	0.58	-0.56 (-1.52, 0.40)	0.25
<b>Taxi</b>	1.06 (-3.11, 5.24)	0.62	1.02 (-2.91, 4.95)	0.61
<b>Company Car</b>	0.99 (-1.74, 3.71)	0.48	1.13 (-1.43, 3.70)	0.39
<b>Private Car</b>	1.39 (0.24, 2.53)	0.02	1.63 (0.55, 2.71)	<0.01
<b>Train</b>	-4.30 (-12.62, 4.03)	0.31	-5.38 (-13.22, 2.45)	0.18
<b>Subway</b>	-1.96 (-4.88, 0.96)	0.19	-0.77 (-3.52, 1.98)	0.58
<b>Walk</b>	-2.21 (-3.04, -1.37)	<.01	-2.77(-3.55, -1.98)	<.01
<b>Bicycle</b>	Reference		Reference	

<sup>†</sup> Adjusted for age, gender, second-hand smoke exposure (yes or no), biomass exposure (yes or no), education (≤elementary, middle or high school, ≥ college), mode of transport, and occupational category (farmer, worker, professional, administrator, services, household duties, retired, or other).

**Table S6: Adjusted estimates for percent predicted FEV<sub>1</sub> and FVC associated with mode of transportation among those with education level ≤ elementary (n = 7643)**

Mode of Transport	FEV <sub>1</sub> % Predicted		FVC% Predicted	
	Effect Estimate (95% CI)	P-Value	Effect Estimate (95% CI)	P-Value
<b>Bus without AC</b>	-0.58 (-1.86, 0.70)	0.37	0.43 (-0.71, 1.57)	0.46
<b>Bus with AC</b>	-0.37 (-1.89, 1.14)	0.63	-1.17 (-2.52, 0.19)	0.09
<b>Scooter</b>	-0.08 (-1.70, 1.53)	0.92	-0.93 (-2.37, 0.51)	0.21
<b>Taxi</b>	0.77 (-6.20, 7.74)	0.83	0.75 (-5.47, 6.97)	0.81
<b>Company Car</b>	-1.08 (-6.01, 3.85)	0.67	0.27 (-4.13, 4.68)	0.90
<b>Private Car</b>	-0.98 (-4.01, 2.05)	0.53	-0.83 (-3.53, 1.87)	0.55
<b>Train</b>	<i>None</i>		<i>None</i>	
<b>Subway</b>	-7.66 (-23.35, 8.02)	0.34	-2.00 (-16.00, 12.01)	0.78
<b>Walk</b>	-1.68 (-2.78, -0.57)	<.01	-1.96 (-2.94, -0.97)	<.01
<b>Bicycle</b>	Reference		Reference	

<sup>†</sup> Adjusted for age, gender, second-hand smoke exposure (yes or no), pack years, smoking status (current, former, and never), biomass exposure (yes or no), mode of transport, and occupational category (farmer, worker, professional, administrator, services, household duties, retired, or other).

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**Table S7: Adjusted estimates for percent predicted FEV<sub>1</sub> and FVC associated with mode of transportation among those with intermediate education (n = 9080)**

Mode of Transport	FEV <sub>1</sub> % Predicted		FVC% Predicted	
	Effect Estimate (95% CI)	P-Value	Effect Estimate (95% CI)	P-Value
<b>Bus without AC</b>	-0.56 (-1.58, 0.45)	0.28	-0.62 (-1.60, 0.36)	0.22
<b>Bus with AC</b>	-1.31 (-2.24, -0.38)	<0.01	-1.36 (-2.26, -0.46)	<0.01
<b>Scooter</b>	-0.04 (-1.06, 0.97)	0.94	-0.48 (-1.46, 0.50)	0.34
<b>Taxi</b>	2.98 (-0.54, 6.50)	0.10	3.98 (0.57, 7.39)	0.02
<b>Company Car</b>	-0.23 (-2.46, 2.00)	0.84	-0.90 (-3.05, 1.26)	0.42
<b>Private Car</b>	1.15 (-0.07, 2.37)	0.06	1.04 (-0.14, 2.21)	0.08
<b>Train</b>	0.06 (-9.06, 9.17)	0.99	-2.75 (-11.57, 6.06)	0.54
<b>Subway</b>	-2.43 (-6.25, 1.39)	0.21	-1.23 (-4.93, 2.47)	0.51
<b>Walk</b>	-1.22 (-2.41, -0.02)	0.05	-1.92 (-3.07, -0.76)	<0.01
<b>Bicycle</b>	Reference		Reference	

<sup>†</sup> Adjusted for age, gender, second-hand smoke exposure (yes or no), pack years, smoking status (current, former, and never), biomass exposure (yes or no), mode of transport, and occupational category (farmer, worker, professional, administrator, services, household duties, retired, or other).