



**1977
NATIONWIDE
PERSONAL
TRANSPORTATION
STUDY**

**USERS' GUIDE FOR THE
PUBLIC USE TAPES**

APRIL 1980

NOTE: On July 21, 1981, as a result of a review of the Census Bureau disclosure policy, additional geographic detail on the location of many NPTS households was provided to the Federal Highway Administration.

This added data has been incorporated into the public use tape and has resulted in the following change: User's Guide page 72, Appendix C. 1977 NPTS Record Layout and Documentation - SEGMENT #1: Household Record, P-2. Field 24-27 SMSA Code has been changed. The new record layout should read:

Field 24-26 SMSA Code See list attached to back cover.

Field 27* Census Region Code (Blank, 1, 2, 3, 4)
1 - Northeast
2 - North Central
3 - South
4 - West
Blank - Region not disclosed

* Field 27 was previously included in the SMSA Codes and was always zero, therefore, having no significance.

Attachment 1

<u>SMSA</u>	<u>Code</u>
Akron	008
Allentown-Bethlehem-Easton	024
Albany-Schenectady-Troy	016
Atlanta	052
Baltimore	072
Birmingham	100
Boston	112
Chicago	160
Cincinnati	164
Cleveland	168
Dallas	192
Dayton	200
Detroit	216
Flint	264
Fresno	284
Grand Rapids	300
Hartford	328
Houston	336
Indianapolis	348
Jersey City	364
Kansas City	376
Lansing	404
New York	560
Philadelphia	616
Pittsburg	628
Portland	644

<u>SMSA</u>	<u>Code</u>
Rochester	684
St. Louis	704
San Bernadino-Riverside-Ontario	728
San Diego	732
Syracuse	816
Toledo	840
Washington, D.C.	884
Youngstown-Warren	932

<u>Region</u>	<u>Code</u>
Northeast	1
North Central	2
South	3
West	4

Field

Location	Length	Item Description	Value Range and Codes
24-26	3	SMSA Code	See list attached to back page
27	1	Census Region	(Blank, 1, 2, 3, 4) 1 - Northeast 2 - North Central 3 - South 4 - West Blank - Region not disclosed

1977 Nationwide Personal Transportation Study
Users' Guide for Public Use Tapes

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CONTENTS

	Page
I. Introduction	3
Sponsorship	3
Purpose	3
Scope	4
Sample Design and Survey Methodology	4
Data Processing	6
Special Tabulations	6
II. 1977 NPTS Questionnaire	
NTS-2	7
NTS-2A	9
Editing Procedures	12
III. 1977 NPTS Record Layout and Documentation	15
IV. Weighting Specifications for Data from the 1977 NPTS	
Introduction	16
Definitions of the Key Terms used in the	
Estimating Procedure	17
Travel Day Estimating Procedures	18
Travel Period Estimating Procedures	22
V. Comparison of 1977 NPTS with the 1969 NPTS	
Expanded Scope of the 1977 NPTS	33
Recodings and Triplinking Procedures	33

APPENDICES

	Page
A. Glossary of Terms Used in NPTS	40
B. 1977 NPTS Questionnaire	
NTS-2: Detailed Personal Interview (Sections I-VI)..	49
NTS-2A: Detailed Personal Interview (Section VII)...	68
C. 1977 NPTS Record Layout and Documentation	71
D. Occupational Classification System-Occupation Codes	123
E. Industrial Classification System-Industry Codes	130
F. NPTS Public Use Tape Request	143

TABLES

1. Travel Day Time Inflation Factors	19
2. P_i Factors to be applied to W_0 Household Travel Period Trip Weights	24
3. Travel Period Time Inflation Factors	26
4. Estimates of Selected Control Totals for Variables from the 1977 NPTS	29
5. Statistical Formulae to Produce Estimates of Trips (Vehicles/Person), Miles of Travel (Vehicle/Person) and Characteristics (Household/Person) for Different Time Periods	30
6. Recode and Triplinking Rules to Change 1977 NPTS Trip Purpose Codes to 1969 NPTS Trip Purpose Codes	36
7. 1977-1969 NPTS Trip Purposes and Codes	39

I. Introduction

This guide presents information on the 1977 Nationwide Personal Transportation Study (NPTS). The 1977 NPTS was designed to update the earlier study done in 1969 to provide comprehensive data on travel and transportation patterns in the United States. This guide describes the background, scope and purpose of the study; provides information on the sampling methods, and collection and processing procedures; describes the NPTS estimating procedures used to create weighted data and includes documentation of each of the eight tape files made available on the public use tape. In addition, recoding and triplinking procedures for use in recoding of the 1977 NPTS trip purposes for comparability with the 1969 trip purposes and for preparing data summaries for the two periods are also included. A Glossary of Technical Terms (Appendix A) defines concepts and/or terms used in the documentation. Copies of the questionnaire and an order form with description and price of the public use tapes are also found in the Appendix. Standard errors of estimates and measures of sampling variability calculated from data collected for this Study will be available in early Summer 1980.

Sponsorship

The 1977 NPTS was conducted by the Bureau of the Census under the sponsorship of the Department of Transportation (DOT) as part of the expanded scope of the National Travel Program. The National Travel Program is part of the Census of Transportation, which is conducted every five years by the Bureau of the Census and includes the National Travel Survey (NTS). In 1977, the National Travel Program also included the 1977 NPTS and provided profiles of the volume and characteristics of travel by the civilian population.

Purpose

The purpose of the 1977 NPTS was to address the full range of trips and travel in the United States, along with the related social and economic characteristics of the tripmaker.

The 1977 NPTS was designed to collect information on all trips taken during a designated 24-hour period and some additional detail on trips and of 75 miles-or-more during the preceding 14-day period. The 1977 NPTS collected information on the use and availability of public transportation facilities, types of motorized vehicles available to the household, characteristics of the trips taken, including mode, purpose, miles traveled, time required and persons on the trip. The additional information obtained for trips of 75 miles-or-more included stops during the trip and uses of additional modes of transportation. One of the most unique features of the 1977 NPTS was the attempt to estimate the amount of travel in urban and rural areas by the use of mapping during the home interview. (See discussion of the NPTS Questionnaire, NTS-2a; Section VII - Mapping of Private Motor Vehicle Trips.)

Scope

The 1977 NPTS is similar to but more comprehensive than the 1969 NPTS. The scope of the 1977 NPTS was expanded from the 1969 NPTS to include the following:

1. Detailed trip purpose information for 21 trip purposes. Among the trip purposes added in 1977 were conventions, sightseeing, entertainment, recreation (participant), overnight lodging, social, return home, change of vehicle without change of mode, change means of transportation and pickup or leave off passengers.
2. Detailed motorized vehicle information for each motorized vehicle owned or available for use by members of the household. This includes type of vehicle, model year, make and model, the presence/absence of air conditioning, number of cylinders, etc. See NPTS Questionnaire NTS-2; Section I - Motorized Vehicle Record. In addition, where available, the Federal Highway Administration (FHWA) personnel added the following information for each vehicle to the Public Use Tape (Segment 3): curb weight, shipping weight, inertia weight, import code, city miles per gallon (mpg), highway mpg, and combined mpg.
3. Detailed trips and travel information for persons who drive as an essential part of their job. See NPTS Questionnaire, NTS-2; Section IV - Driver Information.
4. Long trip information including stops made enroute to the destination for trips of 75 miles-or-more (one way) that ended during a designated 14-day travel period. Thus, trips and travel information in the 1977 NPTS was collected for a 15-day period: the travel day for all travel regardless of trip length, and the 14 days immediately preceding the travel day for trips of 75 miles-and-longer only.
5. Identification of the urban/rural split of travel for all trips made by private motorized vehicles. This was accomplished by the use of maps which identified the urban boundary for each geographical area in the sample. The respondent was asked to trace on the map all private motor vehicle trips made on the travel day or during the 14-day travel period. The information obtained from the mapping was later used to estimate the urban/rural split of travel.

Sample Design

The 1977 NPTS was based on a national probability sample of 24,466 households selected from each of the 50 States and the District of Columbia and representing the total civilian noninstitutional population of the United States. Of the 24,466 households, 3,433 units were found to be vacant, demolished, converted to nonresidential use, or otherwise ineligible for the survey. Some 3,084 households were not interviewed because the occupants were not at home after repeated calls, refused to participate in the survey, or were unavailable for some other reason.

All of the sample units consisted of households that had previously been interviewed for the Current Population Survey (CPS). The CPS is a stratified multistage cluster sample. In the first stage, the United States was divided into 1,030 primary sampling units (PSU's) consisting of counties, groups of counties, or independent cities, which were grouped into 376 strata. Among these strata, 156 consisted of a single PSU, designated as self-representing (SR) areas, and generally contained the larger metropolitan areas. The remaining 220, contained one or more PSU's that are relatively homogeneous according to socio-economic characteristics. From each stratum, a single PSU was selected for the sample with a probability proportionate to its 1970 census population. These PSU's are referred to as non-self representing (NSR). The CPS portion of the NPTS was selected from these 376 PSU's (156 SR and 220 NSR).

Survey Methodology

As indicated previously, the 1977 NPTS was conducted as part of the expanded scope of the National Travel Program which also included the National Travel Survey (NTS). The NTS/NPTS included a common sample of 13,365 households interviewed from April-November 1977 and January 1978; these households are hereafter referred to as the basic sample, and were interviewed four times for NTS data and once for NPTS data. An additional 4,584 addresses, hereafter referred to as the supplemental sample, were divided into three equal parts and were interviewed in December 1977, February 1978 and March 1978. This arrangement spread the total NPTS data collection over a 12-month period from April 1977-March 1978, with approximately 1500 households to be interviewed each month.

The households within each monthly each monthly sample were divided into 14 equal parts, with each part assigned to one of the first 14 days of the interview month. The assigned day will be referred to as the designated travel day.

Interviewing Procedures--Interviewing was accomplished primarily by personal visit with the household. A letter informing each household about the 1977 NPTS was sent prior to the interviewer's visit to the household. Interviewers were instructed to contact the household the day following the travel day to complete the household interview; if this was not possible all interviews for the household were to be completed within 4 days of the travel day to minimize recall problems. All household members, 14 years of age-and-older were interviewed only once and asked to report all trips taken during a 24-hour period, as well as trips of 75 miles-and-longer during the 14-day period immediately preceding the travel day. A knowledgeable adult household member was asked to report all trips (excluding bicycling and walking trips) taken by household members between the ages of 5-13 years.

Data Collection--Data collection was conducted by the Census Bureau's permanent professional field staff, located in 12 Regional Offices throughout the United States. Interviewers, where possible, were selected from the current surveys interviewing staff.

Each staff member was thoroughly trained prior to beginning work on the survey. Interviewers received about three days of classroom training plus self-training materials. Additional home study materials and classroom training were planned throughout the interviewing period. Formal training was supplemented by on-the-job training sufficient to insure job performance at the level of established standards. Quality control measures, such as editing returns, observing interviews and reinterviewing selected sample households were employed throughout the survey.

Data Processing

The major steps performed by the Bureau of the Census for the 1977 NPTS included clerical editing and coding of the NTS-2 Questionnaire, (Sections I-VI); (the NTS-2A (Section VII) was edited and coded by the FHWA DOT personnel); full transcription of the data to magnetic tapes; computer edit of the data to ensure completeness and consistency; calculation of the weighting factors for each household; and computation of variance and calculation of statistical reliability of the data. The FHWA tabulated the data upon receipt of the edited, weighted data tapes from the Bureau of the Census.

As indicated above, the NTS-2A (Section VII) clerical editing and coding was done by the FHWA DOT personnel. For a complete description of these procedures see Chapter II, NPTS Questionnaire - NTS-2A: Section VII: Mapping of Private Motor Vehicle Trips.

Special Tabulations

There are some applications that require the use of data items on the Census base file such as those related to place of residence of individual respondents, that cannot be included on the public use tape without possible disclosure of the individual respondents. If disclosure can be avoided, the Bureau of the Census will undertake special tabulations in accordance with its policy that "Special tabulations or transcriptions of data in the files of the Bureau of the Census will be undertaken on a cost basis, insofar as Bureau facilities are available. Those requesting special tabulations should understand that the data are based on surveys paid for by public funds and, therefore, are public property. The purpose for which such tabulations are obtained must not be contrary to the public interest, or be used to give unfair commercial or other advantage to any person or group."

Requests for special tabulations should be addressed to: Chief, Demographic Surveys Division, Bureau of the Census, Washington, D.C. 20233.

II. 1977 NPTS Questionnaire

The NPTS questionnaire consists of two parts: the NTS-2: Detailed Personal Interview (Sections I-VI) and the NTS-2A: Detailed Personal Interview (Section VII: Mapping of Private Motor Vehicle Trips). Copies of the NTS-2 and the NTS-2A are included in Appendix B to aid the user.

A brief description of the main sections of the NTS-2 and the NTS-2A follows.

NTS-2

Cover Page--Provides demographic data for each member of the household, including birthdate, age, marital status, sex, race, origin or descent, education, armed forces status, as well as family income during the past 12 months.

Section I: Motorized Vehicle Record--Provides information about the number and kind of licensed motorized vehicles owned or available for use by members of the household. Characteristics of each vehicle including model year, make and model, number of cylinders, presence of accessories such as air-conditioning and automatic transmission, vehicle ownership, date of purchase, whether purchased new or used, and whether used to go to work were obtained. The mileage the vehicle was driven during the past 12 months (or from date of purchase, if less than 12 months) is also included, as well as the estimated monthly expense for gasoline for all vehicles available for use by the household.

Section II: Availability of Public Transportation--Includes information about the proximity of the household to public transportation such as bus, train, streetcar, subway rail, and highway facilities, such as freeway, or expressway.

Section III: Occupation and Travel to Work--Identifies household members 16 years of age and older who were employed, unemployed or retired. For those who were employed and did not work at home, information is obtained about their home-to-work trip, mode of transportation, carpooling, distance to work and time required to travel to place of work. Respondents were asked about changes in the mode of transportation used for the journey to work during the past 12 months and the reasons motivating the change.

Section IV: Driver Information--This section collects the average number of miles driven in the last 12 months by persons who are licensed drivers and the estimated number of miles driven by persons who drive as an essential part of their job. The NTS-2 questionnaire used from April-December 1977 was set up to obtain travel characteristics of workers involved in traveling as part of their regular work, such as bus drivers, truck drivers, cab drivers, etc. However, an error in the screening questions used by the interviewers to determine which questions should be asked, where there was an option, was discovered. As a result, much of the work-related stop information made by these drivers was not obtained for the first 3 quarters, from April-December 1977. The questionnaire was subsequently revised, and beginning with the January 1978 survey month (or the 4th quarter), information was obtained as to the number of work-related stops made by the drivers during their working hours on travel day and the distance traveled between stops. In addition, since many of these workers spend their working day driving to a variety of destinations, to be asked for a detailed description of all these trips, in terms of urban/rural mileages, would be burdensome and annoying. Therefore, to obtain an estimate of urban/rural mileages, it was decided that workers who drove a private motor vehicle and made 4 stops or less, would be asked to trace their trips; those who made more than 4 stops were asked to estimate the percent of urban/rural travel.

Section V: Travel Day--Includes information about all travel (regardless of trip length) on the designated travel day. Information about the trip length, time and purpose of trip, number of persons on the trip, means of transportation used, use of parking facilities, and reasons for use or non-use of public transportation was collected from each person 14 years and older; information about trips (excluding walking and bicycling) made by persons from 5-13 years of age was asked of an adult household member. For the purposes of this section, a trip is defined as "any travel from one place to another by private motor vehicle, public transportation, bicycling, or walking," that ended on the designated travel day.

Section VI: 14-Day Travel Period--This section was designed to obtain information about trips of 75 miles-or-more (one-way distance) that ended during the designated 14-day travel period. For the purposes of this section, a trip is defined as "one-way travel to a destination (the farthest point of travel) which is located at a distance of 75 miles or more from the starting point". In Part A, information was obtained about the trip length, purpose and time of trip, means of transportation used, type of lodging stayed in, and number of persons on trip. In Part B, similar information was obtained about stops that were made enroute to the destination.

NTS-2A

Section VII: Mapping of Private Motor Vehicle Trips--This section was designed to obtain information on the distribution of travel performed by the tripmaker in a private motor vehicle so that the urban/rural split of travel could be determined. Specifically, an NTS-2A was completed by the interviewer for each household where one or more members made a trip by private motor vehicle either on the designated travel day (Segment 5, Columns 87-89, codes 001-007), or during the 14-day travel period (Segment 6, Columns 135-137, codes 001-007).

A map of the area in which the household was located and on which the urban/rural boundary was marked, was used to determine the route of travel for each trip and the total distance traveled. Based on the route information given by the respondent, the interviewer determined whether the trip was on the map and wholly within an all urban or all rural area, was on the map and crossed the urban/rural boundary marked on the map, was partially off the map, or was entirely off the map. The interviewer then assigned a trip code to each trip based on the trip description as indicated below and took the required action:

<u>Trip Code</u>	<u>Description</u>	<u>Action Required</u>
1	Entire trip on map and wholly within an urban area.	No mapping required
2	Entire trip on map and wholly within a rural area.	No mapping required
3	Entire trip on map and crossed an urban/rural boundary marked on the map.	Mapping required
4	A portion of the trip was off the map	That portion of the trip that was on the map was traced. Where the trip went off the map, the respondent supplied the main routes followed to point of destination as well as cities and States passed through. The interviewer recorded this information in Columns 70e and 70f of the NTS-2A.

<u>Trip Code</u>	<u>Description</u>	<u>Action Required</u>
5	Entire trip is off the map	None of the trip was mapped. All the information necessary to reconstruct this trip, from point of origin to destination, was completed by the interviewer from information obtained from tripmaker and entered in Columns 70e (main routes taken) and Column 70f (main cities and States passed through) of the NTS-2A.

If the trip code indicated that mapping was required (ie: code 3 and 4 trips), the respondent was asked to map the trip by tracing the route(s) taken. For trips that were partially (code 4 trips) or wholly (code 5 trips) off the map, the respondent supplied the main routes taken and main cities passed through; the interviewer entered this information in columns 70e and 70f of the NTS-2A respectively. In addition, for all trips, regardless of the trip code, the interviewer transcribed the trip distance information as supplied by the respondent from item 37 for travel day trips, and from items 61a or 61b for travel period trips. The NTS-2A was then sent to the FHWA (DOT) in Washington, D.C. for additional coding, analysis, and for estimating the urban/rural split of travel.

To determine the urban/rural split of travel, the following procedure was used by the FHWA personnel:

1. For code 1 and 2 trips, the respondent's trip mileage estimate was accepted for allocation purposes.
2. For code 3, 4, and 5 trips, the respondent's trip distance estimate was not used. Instead, for code 3 trips, the FHWA personnel carefully measured the distances from the routes traced on the map to obtain the urban-rural split of travel. For code 4 trips, the FHWA personnel traced and measured the distances for that portion of the trip that was on the map. Where the trip went off the map, the FHWA personnel reconstructed, traced and measured the distance for the remainder of the trip from the information supplied in Columns 70e and 70f on the NTS-2A. For code 5 trips, the FHWA personnel followed the same procedures as for that portion of code 4 trips that went off the map. The FHWA personnel then used all the trip data to obtain an estimate of mileage driven through each type of area.

Once the urban/rural split of travel was determined, the following additional information was added to the NTS-2A. (See Segment 5, Columns 175-207).

- Allocation of trip mileages to the rural and four urban population size-groups:

- rural
- urban - less than 50,000
- urban - 50,000 - 199,999
- urban - 200,000 - 999,999
- urban - 1,000,000 and over

- Home-urban mileage for all trips coded 1, 3, 4, or 5 which originated, passed through and/or ended at the respondent's home-urban area
- Population size-group of the home-urban area
- Urban/rural distribution of the trip routes. Each trip was assigned one of the following codes based on the point of origin, areas passed through and destination of trip:

<u>Code</u>	<u>Definition</u>
1	urban-urban-urban
2	rural-rural-rural
3	urban-rural-urban
4	rural-urban-rural
5	urban-rural
6	rural-urban
9	unknown

- International boundaries crossed

1. none crossed
2. boundary crossed
3. trip information incomplete, but limited information indicated an international boundary was not crossed
4. trip information incomplete, but limited information indicated an international boundary was crossed.

Editing Procedures

Editing of the NTS-2 data was done in four operations, which were performed in the order listed below. For each editing operation, a brief description of the edits performed and an example is provided. A more detailed discussion of certain types of edits, such as allocated data and edited values, as well as skip patterns, is also contained in this section.

Description of Edits Performed--The four editing operations were:

1. Range Check. Range limits were established for certain items. If the value of a response was not in the specified range, the response was either a) changed to a blank, or b) changed to fall within the range. (See discussion of edited values on pages 13 & 14).

Example - Changed to blank: If the number of days a week that a person drives as an essential part of his/her work (item 30d) exceeded 7, the response was changed to a blank.

Example - Changed to fall within range: If the time that a trip started (item 34) was given as 11:65, it was changed to 11:59.

2. Completeness and Consistency Edit. This series of edits was done to insure that a response was entered for 8 specific items, known as "must" items; these items could not be left blank or contain a "no answer" response. (See discussion of Allocated Data on pages 13 & 14. Also, certain responses for a household were checked against other responses for the same household to obtain internal consistency.

Example - "Must" item: If Armed Forces status (item 11) is blank and the person is older than 13, a response of "no" is entered.

Example - Internal consistency: If a household consists of 4 persons (item 5), but the number of household members excluding the respondent who were on a trip (item 36) is reported as 5, then item 36 was changed to 3.

3. NA/Recode Edits. These edits were performed to change the response to certain items to "NA" if the original response was "out of range" or if the responses to related questions indicated that "NA" was an appropriate entry for that item.

Example - If there was no entry in vehicle ownership code (item 14i) for a vehicle listed as owned or used by members of the household (item 14c), the response to item 14i is changed to 99 (NA).

4. Blanking Edits. These edits were performed to make the responses conform to the skip patterns on the questionnaire. (See discussion of Skip Patterns on page 14).

Example: Information on educational level (items 10a and 10b) was not collected for children below the age of 5.

Allocated Data and Edited Values--If a response was not given for certain questions, the Bureau of the Census imputed (or allocated) the response based on a probability model. These questions, which are called "must items", included: family income, age, marital status, sex, race, origin or descent, highest grade completed, and armed forces status. In cases where the respondent's answer was recorded, "0" was entered in the allocation code field to indicate "data not allocated". In cases where the data are imputed, "1" is entered in the allocation code field to indicate "data are allocated".

There are other fields in which "edited values" have been substituted for the response given. This occurred primarily in fields where a response was not in the acceptable range. For example, the acceptable range for model year of a vehicle was from 1930-1978; if a model year was reported as 1925, it was "edited" to the lowest value in the range: 1930, and "1" was entered in the edited data field to indicate that the data were edited to conform to the range. The following fields are examples where these edits occur: (See NPTS Tape Record Layout and Documentation for acceptable ranges).

Household Vehicles Information:	model year date vehicle purchased
Occupation and Travel to Work:	number of persons in carpool number of household members in carpool number of persons in previous carpool number of household members in previous carpool
Driver Information:	licensed driver miles driven as part of work on average work day
Travel Day Trips:	time trip started non-household members on trip number of persons in vehicle

Travel Period Trips:	nights spent enroute to destination nights spent at destination nights spent by type of lodging month/date trip began time trip began non-household member(s) on trip number of persons in vehicle rental vehicle used nights spent in lodging
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In cases where the data shown in a field are what the respondent answered, the "allocation code" field or the "edited data" field will always be "0". This includes cases where the actual response was "don't know" or "no answer".

Skip Patterns--A skip pattern is a question or series of questions that are not asked because of a) an answer given to a previous question, or b) a characteristic of the respondent. An example of the first reason for a skip pattern occurs in Section I of the questionnaire; if the vehicle type is a motorcycle, questions are not asked regarding make and model year, automatic transmission, number of cylinders and air-conditioning. In Section II, if the respondent states that public transportation is not available, then the questions on distance to public transportation and the type of public transportation are not asked.

Examples of skip patterns that occur because of a characteristic of the respondent are:

- marital status is collected only for persons older than 14 years of age
- highest grade completed is collected for persons older than 5 years
- driving done as an essential part of work is only asked of licensed drivers.

The skip patterns are indicated on the questionnaire. In most cases, the response to questions not asked as part of a skip pattern will be blank on the public use tapes. However, a "skipped" response may also contain the following values on the tape:

- 0 (in cases where a zero has no meaning other than blank)
- 89 or 899, etc. (don't know)
- 99 or 999, etc. (no answer).

All of the above values are valid responses for skip patterns.

III. 1977 NPTS Record Layout and Documentation

The 1977 NPTS data is contained on four tapes, each tape covering one quarter or three months of data of the survey periods as follows:

1st quarter	April 1977 through June 1977
2nd quarter	July 1977 through September 1977
3rd quarter	October 1977 through December 1977
4th quarter	January 1978 through March 1978

Each of the four tapes contains eight files or segments; a description of the data contained in each segment follows:

<u>File or Segment Number</u>	<u>Data Description</u>
1	Household characteristics
2	Household members and their characteristics
3	Household vehicle information
4	Worker occupation and travel to work data
5	Travel day trip data
6	14-day travel period trip data
7	Stop data for 14-day travel period trips
8	Annual long trip data from the National Travel Survey (NTS) for the 13,365 households common to both NPTS and NTS.

The first 16 characters of each segment are unique for a particular household and include a 6-digit serial number for identification purposes. The number of household records for each segment varies except for Segment 1, which only has one record per household. Appendix C contains the record layout for each of the segments and shows the field locations; field length; source code, where applicable, for relating back to the questionnaire; description of the data; the range of acceptable values; and code definitions of the values found in each field.

Some fields are marked with an allocation or edit code. Allocated means that the value for a particular field was imputed by the Bureau of the Census based on other characteristics. Edited means that the value for a particular field was outside the range of valid codes and was adjusted to the universe (usually the outer limits of the range).

IV. Weighting Specifications for Data from the 1977 NPTS

Introduction

This section contains the instructions for the application of the weighting specifications to 1977 NPTS data from April 1977 through March 1978. The weighting factors described in the weighting specifications are needed to make estimates of NPTS characteristics for different time periods. Separate instructions are given for weighting the data from the travel day and the 14-day travel period. It is important to note that estimates from the travel day and travel period are not additive since both are independent estimates of total national travel.

For the travel day and the 14-day travel period, directions are given for the user who wants to obtain an estimate of vehicle trips, vehicle miles of travel, person trips and person miles of travel for day(s), month(s), quarter(s) or a year. In addition, instructions for expansion of the household/person characteristics are provided; these allow the user to obtain characteristics of traveling and non-traveling household/persons for a specified time period. Special formulae are provided for obtaining weighted estimates of household/person characteristics in those cases where the time period being considered requires combining data from the basic and supplemental samples.

Each household, person and trip reported for NPTS was assigned a weight known as W_0 , which differs, depending upon the attributes of the household, person or trip. In addition, each household was assigned a BW(PSU) weight, based on the Primary Sampling Unit (PSU) in which the household is located, so that all households in the same PSU have the same BW(PSU) weight. The BW(PSU) weight is used only when making an estimate of households/persons from the combined basic and supplemental samples.

For each quarter of NPTS data, application of the weighting procedures will yield estimates of the total number of households in the United States, total number of persons in the United States, and total travel occurring during that quarter. If all four quarters are being analyzed, the "weighted" data for persons and households must be summed and divided by four; the weighted data for trips and travel need only to be summed for all four quarters to obtain annual estimates.

To assist the user in the application of the weighting factors, Table 4 on page 29 contains the estimates of selected control totals for variables from the travel day when the weighting factors are applied correctly. Estimates of travel period trips and miles of travel have not been included for a number of reasons, including the high proportion of trips which have invalid dates and unknown distances. In addition, a summary of the statistical procedures for estimating vehicle/(person) trips, vehicle (person) miles of travel and household/person characteristics from the travel day and travel period for selected time periods is given in Table 5 on pages 30, 31 and 32.

Definitions of the Key Terms Used in the Estimating Procedure

Basic sample--The basic sample consists of those households interviewed from April-November 1977 and January 1978.

BW(PSU) weight--The BW(PSU) weight is the weight assigned to each household based on the probability of selection; it varies by the PSU of the household. The BW(PSU) weight is used only when obtaining estimates of households or persons from the combined basic and supplemental samples.

Covered day--A covered day is a day that has been reported for by NPTS households. This applies to a designated travel day or the days from the 14-day travel period.

Household--The household is the basic sampling and reporting unit for collecting trips and travel and other information in the survey.

Household trip--A household trip is each time one or more household members go on a trip. For example: If three household members go on the same trip, it is counted as one household trip; however, if three household members each go on separate trips, it is counted as three household trips.

Person miles--Person miles are the sum of miles traveled by each person on a trip. Thus, the number of person miles for a given household trip is equal to the weighted number of person trips for the trip multiplied by the one-way trip distance for the trip. The number of person miles for a given person trip is the number of one-way trip miles traveled by that one person on the trip.

Person trip--A person trip is a trip taken by an individual. If three persons from the same household go on one trip together, this travel is counted as one household trip and three person trips. On the other hand, if one person took three different trips, he or she would have taken three household trips and three person trips.

P_i -- P_i is a factor to be applied to travel period trips, depending on the day of the month the trip took place. This factor allows for differences in sample size reporting travel period trips for any given day.

Supplemental sample--The supplemental sample consists of those households interviewed during December 1977, and February and March 1978.

Time inflation factors--Time inflation factors are used to expand estimates of trip characteristics from covered days to form monthly, quarterly or annual estimates. Different factors are used to expand travel day and travel period trips.

Travel day--Travel day is a designated 24-hour period during the first 14 days in a month assigned to a household for reporting trips and travel.

Travel period--The travel period is the 14 days preceding the travel day assigned to households for reporting trips and travel of 75 miles-and-longer (one way).

W_0 -- W_0 represents the weight for a specific travel day trip, person, or household estimate. These weights vary depending on the attributes of the variable.

Travel Day Estimating Procedures

Procedures for estimating household trips, vehicle miles, person trips, and person miles--Segment 5 of the NPTS data tape contains W_0 household trip weight (columns 376-387) which should be used for estimating household trips and vehicle miles for travel day trips, and a separate W_0 person trip weight (columns 220-375) for each person trip associated with a travel day trip, which should be used for estimating person trips and person miles for travel day trips.

1. Covered travel days. To form any household trip estimate from travel day trips, the W_0 household trip weights should be summed for all travel day trips being considered. The same procedure should be followed for person trips except that the W_0 person trip weights should be summed for each travel day person trip being considered. In order to form a vehicle miles travel day trip estimate, the vehicle miles associated with each travel day trip must be multiplied by the W_0 household trip weight. Similarly, a person mile travel day trip estimate can be formed by multiplying the person miles associated with each person trip by the W_0 person trip weight.
2. Monthly, quarterly, or annual estimates. To form a household trip estimate from travel day trips for a given month, apply the travel day time inflation factors shown in Table 1 on page 19 to the W_0 household trip weights for each travel day trip in that month. For example, to create an estimate of travel day trips for the month of May, the W_0 's for travel day trips for the 4, 5, 6, 7, 11, 12, 13, and 14 of May should receive a factor of 2 and those of the 1, 2, 3, 8, 9, and 10 of May should receive a factor of 5/2.

The same procedure should be followed for a monthly estimate of person trips, vehicle miles, or person miles from travel day trips. To create quarterly or annual estimates, obtain an estimate for each month separately, using the procedure described above, and sum monthly estimates for months under consideration.

Table 1: Travel Day Time Inflation Factors

<u>Dates</u>	<u>Factors</u>	
4,5,6,7,11,12,13,14 of April	}	
4,5,6,7,11,12,13,14 of May		
3,4,5,6,7,10,11,12,13,14 of June		
5,6,7,12,13,14 of July		
4,5,6,7,11,12,13,14 of August		
3,4,6,7,10,11,13,14 of September		
4,5,6,7,11,12,13,14 of October		
3,4,5,6,7,10,11,12,13,14 of November		
4,5,6,7,11,12,13,14 of December		
4,5,6,11,12,13 of January		
1,2,3,4,5,6,7,8,9,10,11,12,13,14 of February	}	
4,5,6,7,11,12,13,14 of March		
1,8 of April		
1,2,3,8,9,10 of May		
1,2,8,9 of June		
1,2,3,8,9,10 of July		
1,2,3,8,9,10 of August		
1,2,8,9 of September		
1,2,8,9 of October		
1,2,8,9 of November		
1,2,3,8,9,10 of December		
3,10 of January	}	
1,2,3,8,9,10 of March		
10 of October		
10 of April (Easter)		
4 of July		
5 of September		
1,2 of January		
11 of July		}
12 of September		
3 of October		
7,8,9,14 of January		
2,3,9 of April	$\frac{8}{3}$	

Note that these factors should be applied to the W_0 trip weight factors.

Procedures for estimating household or person characteristics--
Segment 1 of the NPTS data tape contains the W_0 household weight (columns 115-126) and the BW(PSU) weight (columns 103-114).

Segment 2 of the NPTS data tape contains the W_0 person weight (columns 57-68) and the BW(PSU) weight (columns 45-56).

1. Covered travel day(s). To form an estimate of household (or person) characteristics of traveling and non-traveling households (persons) for a specific travel day, the W_0 weights for each household (person) assigned the specific travel day should be summed. For example, to estimate the total number of traveling households on June 1, the W_0 weights should be summed for all households with a June 1 travel day that made a trip.

To estimate the total number of non-traveling households on June 1, the W_0 weights should be summed for all households with a June 1 travel day that did not make any trips.

2. Monthly or quarterly or annual estimates for households or persons from the basic or supplemental sample. To estimate monthly, quarterly or annual household (person) characteristics from the basic or supplemental sample, a factor of $\frac{1}{d}$ (where d =number of covered travel days in the month(s)) should be applied to the W_0 weights.

For example: To estimate the total number of households that made one or more travel day trips during April, May, and June (all months from the basic sample), a factor of $1/42$ should be applied to the W_0 household weights (Segment 1, columns 115-126) for all households reporting trip(s) in April, May, and June.

To estimate the total number of households that made one or more travel day trips during December only (a month from the supplemental sample), a factor of $1/14$ should be applied to the W_0 household weights for all households reporting trips during December.

3. Monthly, quarterly, or annual estimates for households or persons from the basic and supplemental sample. To estimate household (person) characteristics of traveling and non-traveling households (persons) for more than one month covered by both the basic and supplemental samples, different factors are applied to the households (or persons) depending on whether they are from the basic or supplemental sample.

Households (persons) assigned travel days covered by the basic NPTS sample should receive a factor equal to:

$$(W_o) \left[\frac{562,803.7842}{(d_1 \times 562,803.7842) + (d_2 \times BW(PSU))} \right]$$

Where: d_1 = number of days covered by basic sample

d_2 = number of days covered by supplemental sample

BW(PSU) = basic weight shown in Segment 1, 2, 5 and 6 and assigned to the households (or persons) from the basic sample.

Households (persons) assigned travel days covered by supplemental sample should receive a factor equal to:

$$(W_o) \left[\frac{BW(PSU)}{(d_1 \times 562,803.7842) + (d_2 \times BW(PSU))} \right]$$

Where d_1 and d_2 are same as defined above and BW(PSU) is the basic weight assigned to households from the supplemental sample.

For example: To estimate the number of households which took travel day trips during October, November and December, the following procedure should be followed:

Households from the basic sample (October and November) which took travel day trips in October and November should have the following factors applied:

$$(W_o) \left[\frac{562,803.7842}{((2 \times 14) \times 562,803.7842) + ((1 \times 14) \times BW(PSU))} \right]$$

Households from the supplemental sample (December) which took travel day trip(s) in December should have the following factors applied:

$$(W_o) \left[\frac{BW(PSU)}{((2 \times 14) \times 562,803.7842) + ((1 \times 14) \times BW(PSU))} \right]$$

Travel Period Estimating Procedures

Procedures for estimating households trips, vehicle miles, person trips, and person miles--Segment 6 of the NPTS data tapes contains the W_0 household trip weights (columns 400-411) for each travel period trip, which should be used for estimating household trips and vehicle miles for travel period trips. Segment 6 also contains a separate W_0 person trip weight (columns 244-399) for each person trip associated with a travel period trip, which is to be used for estimating person trips, person nights and person miles for travel period trips. In addition, columns 105-109 indicate the month and day in which a travel period trip occurred. Since the sample size reporting travel period trips varies by the day in a month, different factors, depending on the day of the month must be applied to travel period trips. These factors, known as P_i are defined as follows:

$$P_i = \frac{14-i}{14} \quad \text{for } 1 \leq i < 13 \text{ where } i = \text{number of the day of the month the trip began}$$

$$P_i = \frac{14-n+i}{14} \quad \text{for } n-13 \leq i \leq n \text{ where } n = \text{number of days in the month}$$

Thus, the W_0 weight for each travel period trip should be multiplied by a P_i factor that depends on the day of the trip. The P_i factor for each day of the month that a travel period trip took place is given in Table 2 on pages 24 and 25.

In addition, since travel period trips are reported only for the first 13 days in a month and the last 14 days in a month, time inflation factors are also needed to form travel period trip estimates for the full month. These time inflation factors, which are also based on the day the travel week trip is reported to have occurred, are shown in Table 3 on page 24.

For example, if an estimate of travel period trips is needed for the month of June (not just the first 13 days and the last 14 days), the time inflation factors shown on page 26 would have to be applied to the W_0 household trip weights and P_i factors (Table 2) on page 24 and 25 for these trips.

Specifically:

June 1 - $(W_0)(P_1 = \frac{13}{14})(\frac{5}{4})$ (inflation factor)

June 2 - $(W_0)(P_1 = \frac{12}{14})(\frac{5}{4})$ (inflation factor)

June 3 - $(W_0)(P_1 = \frac{11}{14})(1)$ (inflation factor)

June 28 - $(W_0)(P_1 = \frac{12}{14})(\frac{4}{3})$ (inflation factor)

June 29 - $(W_0)(P_1 = \frac{13}{14})(\frac{5}{4})$ (inflation factor)

June 30 - $(W_0)(P_1 = \frac{14}{14})(\frac{5}{4})$ (inflation factor)

As shown, each travel period day is counted separately in order to determine the P_1 and time inflation factors.

Table 2:

 P_i Factors to be Applied to W_0 Household Travel Period Trip Weights

Day of the Month the Trip Took Place	P_i Factors		
	April, June, September, November	January, March, May, July, August, October, December	February
1	$\frac{13}{14}$	$\frac{13}{14}$	$\frac{13}{14}$
2	$\frac{12}{14}$	$\frac{12}{14}$	$\frac{12}{14}$
3	$\frac{11}{14}$	$\frac{11}{14}$	$\frac{11}{14}$
4	$\frac{10}{14}$	$\frac{10}{14}$	$\frac{10}{14}$
5	$\frac{9}{14}$	$\frac{9}{14}$	$\frac{9}{14}$
6	$\frac{8}{14}$	$\frac{8}{14}$	$\frac{8}{14}$
7	$\frac{7}{14}$	$\frac{7}{14}$	$\frac{7}{14}$
8	$\frac{6}{14}$	$\frac{6}{14}$	$\frac{6}{14}$
9	$\frac{5}{14}$	$\frac{5}{14}$	$\frac{5}{14}$
10	$\frac{4}{14}$	$\frac{4}{14}$	$\frac{4}{14}$
11	$\frac{3}{14}$	$\frac{3}{14}$	$\frac{3}{14}$
12	$\frac{2}{14}$	$\frac{2}{14}$	$\frac{2}{14}$
13	$\frac{1}{14}$	$\frac{1}{14}$	$\frac{1}{14}$
15	-	-	$\frac{1}{14}$

Table 2 (continued):

P_i Factors to be Applied to W₀ Household Travel Period Trip Weights

Day of the Month the Trip Took Place	P _i Factors		
	April, June, September, November	January, March, May, July, August, October, December	February
16	-	-	$\frac{2}{14}$
17	$\frac{1}{14}$	-	$\frac{3}{14}$
18	$\frac{2}{14}$	$\frac{1}{14}$	$\frac{4}{14}$
19	$\frac{3}{14}$	$\frac{2}{14}$	$\frac{5}{14}$
20	$\frac{4}{14}$	$\frac{3}{14}$	$\frac{6}{14}$
21	$\frac{5}{14}$	$\frac{4}{14}$	$\frac{7}{14}$
22	$\frac{6}{14}$	$\frac{5}{14}$	$\frac{8}{14}$
23	$\frac{7}{14}$	$\frac{6}{14}$	$\frac{9}{14}$
24	$\frac{8}{14}$	$\frac{7}{14}$	$\frac{10}{14}$
25	$\frac{9}{14}$	$\frac{8}{14}$	$\frac{11}{14}$
26	$\frac{10}{14}$	$\frac{9}{14}$	$\frac{12}{14}$
27	$\frac{11}{14}$	$\frac{10}{14}$	$\frac{13}{14}$
28	$\frac{12}{14}$	$\frac{11}{14}$	1
29	$\frac{13}{14}$	$\frac{12}{14}$	
30	1	$\frac{13}{14}$	
31		1	

Table 3: Travel Period Time Inflation Factors

<u>Dates</u>	<u>Factors</u>
3,10,18,25 of March	$\frac{9}{8}$
1,2,8,9,22,23,29,30 of April	$\frac{5}{4}$
3,10,24,31 of May	
1,2,8,9,22,23,29,30 of June	
1,8,22,29 of July	
1,2,3,8,9,10,22,23,24,29,30,31 of August	
1,2,8,9,22,23,29,30 of September	
1,2,8,9,22,23,29,30 of November	
1,2,8,9,22,23,29,30 of December	
3,10,24,31 of January	
1,2,8,9,23,24,30,31 of March	
7,21,28 of April	$\frac{4}{3}$
1,2,8,9,22,23 of May	
7,21,28 of June	
7,9,10,21,23,24,28,30,31 of July	
7,21,28 of August	
7,21,28 of September	
7,21,28 of October	
7,21,28 of November	
7,21,28 of December	
7,8,9,21,22,23,28,29,30 of January	
7,21,28 of February	
7,21 of May	$\frac{3}{2}$
1,2,3,29,30,31 of October	
3,10 of December	
7,22,29 of March	
3,4,5,6,10,11,12,13,17,18,19,20,24,25,26,27 of April	1
4,5,6,11,12,13,18,19,20,25,26,27,28,29,30 of May	
3,4,5,6,10,11,12,13,17,18,19,20,24,25,26,27 of June	
2,3,4,5,6,11,12,13,18,19,20,25,26,27 of July	
4,5,6,11,12,13,18,19,20,25,26,27 of August	
3,4,5,6,10,11,12,13,17,18,19,20,24,25,26,27 of September	
4,5,6,8,9,10,11,12,13,18,19,20,22,23,24,25,26,27 of October	
3,4,5,6,10,11,12,13,17,18,19,20,24,25,26,27 of November	
4,5,6,11,12,13,18,19,20,24,25,26,27,31 of December	
1,2,4,5,6,11,12,13,18,19,20,25,26,27 of January	
1,2,3,4,5,6,8,9,10,11,12,13,15,16,17,18,19,20,22,23,24, 25,26,27 of February	
4,5,6,11,12,13,19,20,21,26,27,28 of March	

Note that these factors should be applied after the W_0 trip weight and P_1 factors have been applied.

Procedure for estimating household or person characteristics--

1. Specific travel period. To obtain an estimate of traveling or nontraveling household (person) characteristics for a specific 14-day travel period, the W_0 weights for each household (Segment 1, Columns 115-126) or person (Segment 2, Columns 57-68) being considered in the estimate for the specific 14-day travel period should be summed.

For example: To estimate the number of traveling households for the travel period from May 19-June 1, sum the W_0 weights for all households making a travel period trip during that 2-week period from those households interviewed on June 2.

2. Monthly or quarterly estimate for households (persons) from the basic or supplemental sample (but not both). To obtain a monthly estimate of travel period household characteristics, a factor of $\frac{1}{d}$ (d =number of covered days) is applied to the W_0 weights of households with a travel day in the month of interest. The traveling or nontraveling status of the household will be based on the 14-day travel period of the household - but the travel day determines the month of travel.

For example: To estimate the number of households which made travel period trips during July, August and September, the W_0 weights should be summed and divided by 3×14 or 42 for all households with a travel day in July, August, and September and reporting one or more travel period trips.

3. Monthly, quarterly or annual estimates for households or persons from the basic and supplemental sample combined. To obtain an estimate of travel period household (person) characteristics for more than 1 month covered by both the basic and supplemental sample, follow the same estimating procedure as for travel day household (person) characteristics covered by both the basic and supplemental sample. Different factors are applied to the household (persons) depending on whether they are from the basic or supplemental sample. For travel period estimate: The households upon which these estimates should be based are those households with a travel day in the months under consideration; the traveling or nontraveling status is based on the 14-day travel period for the household.

For example: To estimate the number of households which took a travel period trip during the NPTS travel year (April 1977-March 1978):

For all households with a travel day in April-November and January (basic sample) which made one or more trips during the 14-day travel period, should receive a factor equal to:

$$(W_0) \left[\frac{562,803.7842}{\begin{array}{c} (d_1 \times 562,803.7842) + (d_2 \times BW(PSU)) \\ \text{or} \\ 9 \times 14 \qquad \qquad \qquad 3 \times 14 \end{array}} \right]$$

For all households with a travel day in December, February and March (supplemental sample) which made one or more trips during the 14-day travel period, should receive a factor equal to:

$$(W_0) \left[\frac{BW(PSU)}{\begin{array}{c} (d_1 \times 562,803.7842) + (d_2 \times BW(PSU)) \\ \text{or} \\ 9 \times 14 \qquad \qquad \qquad 3 \times 14 \end{array}} \right]$$

Table 4. Estimates of Selected Control Totals for
Variables from the 1977 NPTS

Variables	Estimates	Remarks
Travel Day Estimates (000)		
Annual vehicle trips	129,768,000	Includes all trips on record made in a household vehicle.
	129,185,000	Includes only trips made in a household vehicle for which distance was known.
Annual vehicles miles of travel	880,163,000	Includes only travel made in a household vehicle for which distance was known.
Annual person trips	217,617,000	Includes all person trips on record.
	216,200,000	Includes only person trips for which distance was known.
Annual person miles of travel	1,872,529,300	Includes only travel made by a mode for which distance was known.
Total licensed drivers	115,684	Includes all licensed drivers on record, including those under 16 years of age which under strict interpretation of the guidelines should have been excluded.
	115,557	Includes only licensed drivers 16 years of age and older.
Total households	75,412	Includes all households.
Total vehicles	120,098	Includes all vehicles on record.
	107,940	Includes only vehicles for which mileage driven was known.
Total persons	213,141	Includes all persons.

Travel Period Estimates

Travel period trips and miles of travel have not been included for a number of reasons, including the high proportion of trips which have invalid dates and unknown travel distances.

Table 5. Statistical Formulae to Produce Estimates of Trips (Vehicle/Person), Miles of Travel (Vehicle/Person) and Characteristics (Household/Person) for Different Time Periods

A. Using Data from the Travel Day

Variable	Formulae	Definition of Terms
To produce estimates for one covered travel day(s)		
Trips (Vehicle/Person)	$\frac{d}{\sum_{i=1}^d \sum_{v=1}^{V_i} W_{ovi}}$	$W_{ovi} = W_o$ weight for the vth trip on the ith day $V_i =$ Total number of covered trips on the ith covered day
Miles of Travel (Vehicle/Person)	$\frac{d}{\sum_{i=1}^d \sum_{v=1}^{V_i} W_{ovi} M_{vi}}$	$M_{vi} =$ Miles associated with the vth trip taken on the ith day $d =$ Number of covered days
Characteristics (Household/ Person)	$\frac{H}{\sum_{h=1}^H W_{oh}}$	$W_{oh} = W_o$ weight for the hth household $H_i =$ Number of households for the covered travel day
To produce estimates for a month(s) quarter(s) or year		
Trips (Vehicle/Person)	$\frac{d}{\sum_{i=1}^d \sum_{v=1}^{V_i} W_{ovi} T_i}$	$\left. \begin{array}{l} W_{ovi} \\ M_{vi} \\ V_i \\ d \end{array} \right\} \text{As defined above}$
Miles of Travel (Vehicle/Person)	$\frac{d}{\sum_{i=1}^d \sum_{v=1}^{V_i} W_{ovi} M_{vi} T_i}$	
		$T_i =$ Time inflation factor for travel day trips

Table 5. Statistical Formulae to Produce Estimates of Trips
(Vehicle/Person), Miles of Travel (Vehicle/Person) and
Characteristics (Household/Person) for Different Time Periods

A. Using Data from the Travel Day
(Continued)

Variable	Formulae	Definition of Terms
To produce estimates for month(s) quarter(s) or year		
Characteristics (Household/ Person)		
a. More than one day covered by the basic <u>OR</u> Supplemental Sample (<u>NOT</u> both)		
	$\frac{1}{d} \sum_{i=1}^d \sum_{h=1}^{H_i} W_{ohi}$	W_{ohi} = W_o weight for the hth household for the ith covered day d = Number of covered days H_i = As defined previously
b. More than one day covered by the basic <u>and</u> supplemental sample		
	$\sum_{i=1}^{d_1} \sum_{h=1}^{H_i} \frac{562,803.7842}{(d_1 \times 562,803.7842) + (d_2 \times BW(PSU))} W_{ohi}$	Applied to households from the basic sample
	$\sum_{i=1}^{d_2} \sum_{h=1}^{H_i} \frac{BW(PSU)}{(d_1 \times 562,803.7842) + (d_2 \times BW(PSU))} W_{ohi}$	Applied to households from the supplemental sample
		d_1 = Number of days covered by basic sample d_2 = Number of days covered by supplemental sample

Table 5. Statistical Formulae to Produce Estimates of Trips (Vehicle/Person), Miles of Travel (Vehicle/Person) and Characteristics (Household/Person) for Different Time Periods

B. Using Data from the Travel Period

Variable	Formulae	Definition of Terms
To produce estimates for covered travel period		
Trips (Vehicle/Person)	$\sum_{i=1}^d \sum_{l=1}^L P_l W_{ovi}$	V_i = Total number of covered travel period trips for the i th travel day of the travel period
Miles of Travel (Vehicle/Person)	$\sum_{i=1}^d \sum_{l=1}^L P_l M_{vi} W_{ovi}$	W_{ovi} = W_0 weight for the v th travel period trip on the i th travel day of the travel period
Characteristics (Household/ Person)	$\sum_{h=1}^H W_{ohi}$	P_l = Factors defined on pages 24 and 25 M_{vi} = Number of miles associated with v th travel period trip on the i th travel day of the travel period W_{ohi} = W_0 weight for the h th household reporting travel period trips for the i th travel period
		H_i = Number of households reporting trips for the i th travel period
To produce estimates for a month(s), quarter(s) or year		
Trips (Vehicle/Persons)	$\sum_{i=1}^d \sum_{l=1}^L P_l W_{ovi} T_i$	T_i = Time inflation factor for the i th day that a travel period trip took place
Miles of Travel (Vehicles/Persons)	$\sum_{i=1}^d \sum_{l=1}^L P_l W_{ovi} T_i M_{vi}$	W_{ovi} V_i } As defined above
Characteristics (Household/ Person)	These estimates can be represented by the same formulae as for travel day. However, the traveling or nontravel status of the household or person is based on its <u>travel period trip</u> not its travel day trips.	

V. Comparison of 1977 NPTS with the 1969 NPTS

As indicated previously, the scope of the 1977 NPTS was expanded from the 1969 NPTS. Part A of this section details the additional information collected in 1977 that was not collected in 1969. Part B concentrates on the expanded trip purpose information collected in 1977, from 11 trip purposes in 1969 to 21 trip purposes in 1977. The recoding and trip linking procedures developed by the FHWA for use in comparing changes between the two survey periods is also detailed.

Expanded Scope of the 1977 NPTS (Part A)

The scope of the 1977 NPTS was expanded to collect certain information that was not part of the 1969 survey. The additional information includes:

Trip Purposes--The number of trip purposes was expanded from 11 in 1969 to 21 in 1977. The trip purposes added in 1977 were conventions, sightseeing, entertainment, recreation (participant), overnight lodging, social, return home, change of vehicle without change of mode, change means of transportation and pickup and leave off passengers.

Vehicle Record--The types of household vehicles was expanded in 1977 to include van, pickup truck, other truck (personal use), motorcycle, self-contained recreational vehicle, taxi (personal use) and MOPED, as well as automobile. Questions were added regarding the vehicle characteristics (i.e., automatic transmission, air conditioning, number of cylinders and average monthly gas expense for all household vehicles.

Travel as an Essential Part of Work--Information was collected on trips and travel for persons who drive as an essential part of their job (e.g., truck drivers).

Trips of 75 Miles-or-more (One-Way)--Long trips, which may occur infrequently, were underreported in the 1969 NPTS. In 1977, information on trips of 75 miles-or-more was specifically collected over a 14-day period. In 1969, trip information was collected for a 1-day period, for all trip lengths.

Urban/Rural Split of Travel--In the 1969 NPTS, travel was related to the place of residence of the tripmaker. In 1977, a portion of the home interview was devoted to having the tripmaker trace all private motor vehicle trips on a map of the area in which the household was located and on which the urban/rural boundary was marked. These maps were later used to calculate the urban/rural split of travel.

Recoding and Triplinking Procedures (Part B)

In order to compare changes between the two survey periods, recoding and/or triplinking of the 21 trip purposes used in 1977 to the 11 trip purposes used in 1969 is necessary for data comparability. This section contains a description of the recoding and triplinking procedures developed

by FHWA for use in comparing the 1977 trip purposes with the 1969 trip purposes. Use of FHWA developed recoding and triplinking procedures is at the user's discretion. Further, there is nothing that restricts the user from developing and applying a different trip recoding and/or triplinking scheme. The description of the FHWA procedures and the inclusion of the recoded trip purpose codes on the tapes is done as a service for those who wish to utilize them.

Table 6 details the trip purpose recode procedure that FHWA developed for use in recoding of the 1977 NPTS trip purposes for comparability with 1969. This procedure involves the addition of a recode field at the end of each trip record. Thus, the trip record includes the original 1977 trip purpose codes (columns 49-51 in Segment 5 and columns 55-57 in Segment 6), as well as the recoded 1969 trip purpose codes (columns 388-390 and columns 412-414 respectively). This will provide maximum flexibility in the data record tape.

Some of the 1977 NPTS trip purposes are directly comparable to the 1969 NPTS trip purposes and no recode procedures were required; the 1977 trip purpose code was transferred to the recode field using the comparable 1969 code. These include the trip purposes shown in Group A and Group C of Table 7.

The 1977 trip purposes included in Group B were recoded to agree with the 1969 code because these 1977 trip reasons are all subgroups of the 1969 trip code. The remaining 1977 trip reasons, i.e. those in group D, required special handling, since there were no comparable 1969 trip reasons. The recoding procedure outlined in Table 6 is concerned with this group of 1977 trip purposes and was applied in sequence (Rules 1-10; see page 36).

In addition, the procedures include a method for handling work trips (rules 11, 12, and 13), since fewer work trips were recorded in the 1969 NPTS than in the 1977 NPTS. Rules 11, 12, and 13 set forth procedures for handling the following situations:

1. The 1969 NPTS edit procedures limited number of work trips to two: one initial trip "to work" and the other "return from work." All other trips involving work were coded "work-related." In 1977 any trip to place of employment was coded as a work trip with no restriction as to number of acceptable work trips.
2. In 1969, trips to-and-from-lunch during the work day were coded as "personal business," since there was no "eat meal" category. In 1977 the trip to lunch was coded as "eat meal" the return trip was coded "to work."

In addition, a procedure for linking trips coded 15 (change vehicle without change of mode), 16 (change mode of transportation), and 17 (pick-up or leave-off passengers) was developed, since these trip purposes were never considered in 1969 and were therefore "lost." Like the recoding procedure, this procedure involves an additional field at the end

of the trip record (columns 391-393 in Segment 5 and columns 415-417 in Segment 6) for each household member. Trip purpose codes other than 15, 16, and 17 contain a zero in this field. Trip purpose codes 15, 16, and 17, contain the number of the trip to which these are linked in this field. The trip linking procedure is as follows:

If the original trip code was 15, 16, or 17, the trip number of the next acceptable trip (or non-15, 16, and 17) was entered. If there was no acceptable trip, the trip number of the last trip processed was entered.

Table 6. Recode and Trip Linking Rules to Change 1977 NPTS Trip Purpose Codes to 1969 Trip Purpose Codes.

If there is more than one original trip code of 18 (return home), treat each group of trips ending with the code 18 trip as a separate entity for purposes of recoding.

1. If the original trip code was 03 (convention), then code 02 (business other than work) was added as the recode.
2. If the original trip code was 05 (eat meal) and it followed a trip recode of 01 (work), then code 04 (family or personal business) was added as the recode.
3. If the original trip code was 05 (eat meal) and it did not follow a trip recode of 01 (work), then code 10 (other social or recreational) was added as the recode.
4. If the original trip code was 11 (sightseeing), 12 (entertainment), or 13 (recreation), then code 10 (other social or recreational) was added as the recode.
5. If the original code was 19 (lodging), then code 11 (other) was added as the recode.
6. If the original trip code was 15, 16, or 17, then the recode was stored until a following trip recode was designated.
7. If the original trip code was 15, 16, or 17, and no acceptable* original trip codes followed, then code 11 (other) was added as a recode.
8. If the original trip code was 18 (return home) and there was a previous trip recode of 01 (work), then code 01 (work) was added as the recode.
9. If the original trip code was 18 (return home), and there was no previous trip recode of 01 (work), but there was a preceding trip, the recode of the preceding trip was added to the record.
10. If the original trip code was 18 (return home), and there were no previous trips, then code 11 (other) was added as the recode.

*Acceptable trip codes for purposes of this procedure are the following 1977 trip codes: 01, 02, 04, 06, 07, 08, 09, 10, 14, and 21; and in addition trip codes 05, 11, 12, 13, and 20 which were recoded to 10.

11. If the original trip code was 01 (work) and there were no previous 01 (work) trips, then code 01 (work) was added to the record.
12. If the original trip code was 01 (work) and there was a previous 01 (work) trip, and the preceding trip was not recoded as 01 (work), then the recode of the preceding trip was added to the record.
13. If the original trip code was 01 (work), and it was followed by one or more successive 01 (work) trips, then a recode of 02 (business other than work-related) was added to the second as well as subsequent 01 (work) trips.

Table 7. 1977-1969 NPTS Trips Purposes and Codes

Group	Code	1977 Trip Purposes	Code	1969 Trip Purposes
A	01	To place of work	01	To work
	02	Work-related business	02	Business other than to work
	03	Shopping	03	Shopping
	04	Family or personal business	04	Other family or personal business
	04	Civic, educational or religious	05	To school or church
	06	Doctor or dentist	06	To doctor or dentist
	14	Vacation	07	Vacation
	09	Visit friends or relatives	08	Visit friends or relatives
	10	Pleasure driving	09	Pleasure driving
	B	11	Sightseeing	10
5		Eat meal		
12		Entertainment		
13		Recreation (participant)		
20		Social		
C	21	Other	11	Other
	03	Convention		
D	15	Change vehicle without change of mode		
	16	Change means (mode) of transportation		
	17	Pick-up or leave-off passenger		
	18	Return home		
	19	Lodging		

Appendices

Appendix A: Glossary of Terms Used In NPTS

This glossary provides the most common terms used in the NPTS survey and the definition of these terms. These definitions are provided to assist the user in the interpretation of the data. Terms related to statistical procedures are found in Chapter IV. Weighting Specifications for Data from the 1977 NPTS.

Airport--A commercial facility that services regularly scheduled airlines.

Carpool--A regularly scheduled traveling arrangement whereby 2 or more persons ride together in the same vehicle, sharing the driving and/or the cost of the trip, or simply riding together regularly with one or more persons doing the driving. If 2 or more household members regularly ride to work in the same vehicle, it is also considered a carpool.

Destination--For travel period trips, the destination is the farthest point of travel from the point of origin of a one-way trip of 75 miles or more.

In travel day trips, the destination is the point at which there is a break in travel.

Driver--A person who operates a motorized vehicle. If more than one person drives on a single trip, the person who drives the most miles is classified as the principal driver. If one or more household members share the driving, the percent of driving done by each household member is recorded separately. If non-household members share the driving, the total percent of driving done by all non-household members is recorded.

Employed--A person is considered employed if there is a definite arrangement for regular full-time or part-time work for pay every week or every month. A formal, definite arrangement with one or more employers to work a specified number of hours a week, or days a month, but on an irregular schedule during the work month is also considered employment. A person who is on call to work whenever there is a need for his (her) services, is not considered employed.

Education Level--The number of years of regular schooling completed in graded public, private, or parochial schools, or in colleges, universities, or professional schools, whether day school or night school. Regular schooling is that which advances a person toward an elementary or high school diploma, or a college, university or professional school degree.

Family Income--The money income of all persons in a household, including those temporarily absent. Includes wages and salary (before deductions), commission, tips, cash bonuses; net income from a person's own

(unincorporated) business, professional practice, or farm (gross receipts minus business expenses); pensions, dividends, interest, unemployment or workmen's compensation, social security, veterans' payments, rent received from owned property (minus the operating costs), public assistance payments, regular gifts of money from friends or relatives not living in the household, alimony, child support, and other kinds of periodic money income other than earnings. Excludes income in kind, such as room and board, insurance, payments, lump-sum inheritances, occasional gifts of money from persons not living in the same household, money received from selling one's house, car, or other personal property, withdrawal of savings from banks, and tax refunds.

Federal-aid urban area--An urban place of 5,000 or more population as determined by the Bureau of the Census.

Federal-aid rural area--Any area outside of federal-aid urban areas.

Freeway, tollway, or expressway--A divided arterial highway for through traffic with full or partial control of access and grade separations at major intersections.

Head of household--The one person who is regarded as the head by the members of the household. In most cases the husband is the head, if living in the household. In some cases, the head may be a parent of the chief wage earner or the only adult member of the household. An Armed Forces member is considered as the head only if he lives at home and is a household member. Only one head is designated for each household.

Household--A group of persons whose usual place of residence is a specific housing unit; these persons may or may not be related to each other. The total of all U.S. households represents the total civilian non-institutionalized population.

Household trip--One or more household members traveling together.

Household vehicle--A motorized vehicle that is owned, leased, rented or company-owned and left at home to be regularly used by household members during the reference period. Includes vehicles used solely for business purposes if kept at home, e.g., taxicabs, police cars, etc., which may be owned by, or assigned to, household members for their regular use. Includes vehicles brought home by a car sales person or auto mechanic, only if the vehicle was available for use by him (her) during the entire reference period. Includes all vehicles that were owned or available for use by members of the household during the reference period even though a vehicle may have been sold before the interview. Excludes vehicles that were not working and not expected to be working within 60 days, and vehicles that were purchased or received after the designated travel day.

Licensed driver--Any person who holds a valid driver license from any State.

Means of transportation--A personal mode used for going from one place (origin) to another (destination). Includes private and public motorized modes, as well as walking. For all travel day trips, each change of mode constitutes a separate trip. The following personal transportation modes are included:

- Automobile: A privately owned and/or operated licensed motorized vehicle including cars, jeeps, dune buggies and station wagons. Also includes leased and rented cars if they are privately operated and not picking up passengers in return for fare.
- Vanbus/Minibus: Privately owned and/or operated vans and buses designed to carry from 5 to 13 passengers; for example, a Volkswagen bus.
- Pickup truck/other van: A small open-body motorized vehicle, privately owned and/or operated, with 4 to 6 tires, built on a chassis comparable to that of a passenger car. Accommodates fewer than 5 passengers. Includes travel trucks (service trucks) when they are not being used for commercial purposes.
- Other truck (personal use): The private use, either as a passenger or driver, of all other types of trucks, i.e.: dump trucks, trailer trucks, etc., when they are not being used for commercial purposes.
- Motorcycle: Includes Harley-Davidson, Hondas, Vespas, etc. Does not include minibikes, etc., which cannot be licensed for highway use.
- Self-contained recreational vehicle: Includes recreational vehicles that are operated as a self-contained unit without being hitched to another vehicle; for example, a Winnebago motor home.
- Taxi (personal use): The use of a passenger vehicle either by a driver or a passenger, which does not involve the duties of a professional driver for the payment of a fare by a passenger.
- Bus: Includes Greyhounds, Trailways, etc.; mass transit systems and shuttle buses that are available to the general public. Also includes Dial-A-Bus and Senior Citizen buses that are available to the public. Does not include shuttle buses operated by a government agency or private industry for the convenience of employees, contracted or chartered buses or school buses. These latter types are included in "other."
- Train: Includes commuter trains and passenger trains other than elevated trains and subways.
- Streetcar: Includes trolleys, streetcars, and cable cars.
- Elevated rail or subway: Includes elevated train and subway trains.

--Airplane: Includes commercial airplanes and smaller planes that are available for use by the general public in exchange for a fare. Private planes and helicopters are included under "other."

--Taxi (commercial use): The use of a taxicab by a driver for hire or by a passenger for fare. Also includes airport limousines. Does not include rental cars if they are privately operated and not picking up passengers in return for fare.

--Truck (commercial use): Includes the commercial use, either as a driver or a passenger, of pickups, dump trucks, trailer trucks, being operated for business-related purposes.

--Bicycles: Includes bicycles of all speeds and sizes and minibikes.

--Walk: Includes jogging, walking, etc., provided the origin and destination are not the same.

--Schoolbus: Includes county school buses, private school buses, and buses chartered from private companies for the express purposes of carrying students to/or from school and/or school-related activities. Does not include school buses chartered or reserved for other trips, such as church outings; these are included under "other."

--Motorized bicycle/(often called a Moped): Includes bicycles equipped with both pedals and a small engine, typically a horsepower or less.

--Other: Includes any types of transportation not included above.

Motorized vehicle: Includes all vehicles that are licensed for highway driving. Specifically excluded are snow mobiles, minibikes, etc.

Origin: Starting point of a trip.

Owned vehicle: Any vehicle that one or more household members have purchased for private use regardless if paid for in full, or a gift or legacy to a household member for private use.

Passenger: For a specific trip, any occupant of a motorized vehicle, other than the driver.

Person (household member): All people, whether present or temporarily absent, whose usual place of residence is the sample unit, or people staying in the sample unit who have no other usual place of residence elsewhere.

Person miles: A measure of person travel. When one person travels one mile, one person mile of travel results. Where 2 or more persons travel together in the same vehicle, each person makes the same number of person miles as the vehicle miles. Therefore, four persons traveling five miles in the same vehicle, make 4 times 5 person miles or twenty person miles.

Person nights: The number of nights spent by each person away from home on a travel period trip. For example, two persons on a trip spending 5 nights away from home would result in ten person nights.

Person trip: A unit of person travel. When two or more persons travel together in the same vehicle, each person is counted as making one person trip.

Standard Metropolitan Statistical Area (SMSA): Except in the New England States, a standard metropolitan statistical area is a county or group of contiguous counties which contains at least one city of 50,000 inhabitants or more, or "twin cities" with a combined population of at least 50,000. In addition, contiguous counties are included in an SMSA if, according to certain criteria, they are socially and economically integrated with the central city. In the New England States, SMSA's consist of towns and cities instead of counties.

Rural area: Any area outside of an urban place.

Station wagon: A passenger vehicle, having an enclosed body of paneled design with two or more seats, where the rear seats can be removed or folded down to create larger luggage or freight compartments.

Train station: A depot where regularly scheduled trains may be boarded for travel to cities at least 30 miles away.

Stop: For travel period trips, a break in travel other than for gasoline, rest and food. For travel day trips, each stop is treated as a separate trip.

Travel day: A 24-hour period from 4:00 a.m. to 3:59 a.m. designated by the Bureau of the Census as the reference period for studying trips and travel of a particular household.

Travel period: The fourteen days immediately preceding the travel day of the same household.

Traveler: A person reporting a travel day and/or travel period trip(s).

Traveling household: A household reporting at least one travel day and/or travel period trip.

Trip: A travel day trip is defined as any one-way travel from one address (place) to another by private motor vehicle, public transportation, bicycle, or walking. Jogging and walking for exercise are excluded, as well as all bicycling and walking for individuals under 14 years of age. When travel is to more than one destination, a separate trip exists each time one or both of the following criteria is satisfied:

- a. The travel time between two destinations exceeds five minutes.
- b. The purpose for travel to one destination is different from the purpose for travel to another.

The one exception is travel within a shopping center or mall. It is to be considered travel to one destination, regardless of the number of stores visited.

Trip: A travel period trip is one-way to a destination which is 75 miles-or-more from place of origin.

Trip duration: For travel period trips, the number of nights spent away from home on a single trip, including time (nights) spent enroute and at the destination. For travel day trips, usually measured in minutes.

Trip purpose: The main reason that motivated the trip. For purposes of this survey, there are 21 trip reasons. If there are more reasons than one, and the reasons do not involve different destinations, then only the main reason is chosen. If there are two or more reasons, and they each involve different destinations, then each reason is classified as a separate trip. The 21 trip reasons are defined as follows:

- To place of work: Includes travel to a place where one reports for work. It does not include any other work-related travel.
- Work-related business: Trips related to business activities except to the place of work; for example, a plumber drives to a wholesale dealer to purchase supplies for his business.
- Convention: Trips made to attend business, professional, special interest, and other types of conventions; for example, Shriners, etc.
- Civic/Education/Religious: Trips to political rallies, legislative hearings, voting places, etc.; to school, college, or university for class(es), PTA meetings, seminars, etc.; to church services or to participate in other religious activities. Social activities that take place at a church or school are not classified as religious or educational.
- Eat Meal: Trips taken to eat a meal in a public place. Trips taken to a friend's house for dinner are classified "visit friends or relatives."

- Doctor or dentist: Trips made for medical, dental or psychiatric treatment or other related professional services.
- Shopping: Includes "window-shopping" and purchases of commodities, such as groceries, furniture, textiles, etc., for use or consumption elsewhere.
- Family or personal business: Trips taken to attend organized functions of the family or friends, such as weddings, graduations, reunions, etc. Includes purchase of services such as cleaning garments, beauty parlor treatments, servicing of an auto, etc.
- Visit friends or relatives: Trips made to visit friends or relatives but not prompted by organized family affairs or an emergency.
- Pleasure driving: Includes driving trips made with no other purpose listed here but to "go for a drive" with no destination in mind; for example, a Sunday drive in the country.
- Sightseeing: Trips taken to sightsee or tour with a particular place planned to visit. This distinguishes "sightseeing" from "pleasure driving."
- Entertainment: Trips taken to go to a movie, the theatre, opera, concert, discotheque, cabaret, spectator sports, such as a ball game, races, track meet, or an amusement park.
- Recreation (participant): Trips taken to participate in sporting or outdoor activities, such as fishing, hunting, golf, swimming, picnicking, skiing, etc., also, trips to participate in outdoor activities, such as skating, bowling, basketball, etc.
- Vacation: Trips reported by the respondent as "vacation."
- Change of vehicle: Trips made specifically to change from one vehicle to another within the same "means of transportation" category. (For example, transferring from one bus to another, one plane to another, or from one passenger car to another).
- Pick up or leave off passenger: Trips that are made to serve a passenger. For example, a trip by Mrs. Columbo to pick up her mother and drive her to the store on travel day would be reported as two trips: the trip to her mother's home for the purpose of picking up a passenger and the trip to the store for the purpose of shopping. If Mr. Hersholt drives from Washington to Chicago during the 14-day travel period and stops in Baltimore to pick up his son, the purpose of his first stop on his trip to Chicago will be reported in Part B of Section VI as "picking up a passenger."

--Return home: The trip made to the residence of the respondent at the time of the trip. In the case of a college student who lives on campus and is interviewed at school, trips to the dormitory or other living quarters on campus are considered "return home."

--Lodging: Trips made for the purpose of taking overnight accommodations. This category is also used in lieu of "return home" when return trips are to this lodging.

--Social: Trips taken to enjoy some form of social activity involving friends or acquaintances, such as a party, playing cards, dancing, etc.

--Other: Any purpose for a trip that does not fit into one of the above categories.

Vehicle mile: A unit to measure vehicle travel made by a household vehicle: automobile, vanbus/minibus, pickup truck/ other van, other truck (personal use), motorcycle, self-contained recreational vehicle, and taxi (personal use).

Vehicle occupancy: The number of persons, including driver and passenger(s) in a vehicle; also includes persons who did not complete a whole trip.

Vehicle trip: A trip by a single vehicle regardless of the number of persons in the vehicle. For purposes of this study, a vehicle trip is a trip made in a household vehicle.

Vehicle type: For purposes of the Study, one of the twelve vehicle types used for coding purposes in the household motorized vehicle record of the NTS-2 Questionnaire.

Urbanized area: Defined by the Bureau of the Census as:

1a. A central city of 50,000 inhabitants or more in 1960, or in a special census conducted by the Census Bureau since 1960, or in the 1970 census; or

b. Twin cities, i.e. cities with contiguous boundaries and constituting for general social and economic purposes, a single community with a combined population of at least 50,000, and with the smaller of the twin cities having a population of at least 15,000.

2. Surrounding closely settled territory, including the following: (but excluding the rural portions of extended cities)

a. Incorporated places of 2,500 inhabitants or more.

b. Incorporated places with fewer than 2,500 inhabitants provided that each has a closely settled area of 100 housing units or more.

c. Small parcels of land, normally less than one square mile in area, having a population density of 1,000 inhabitants or more per square mile. The areas of large nonresidential tracts devoted to such urban land uses as railroad yards, airports, factories, parks, golf courses, and cemeteries are excluded in computing the population density.

d. Other similar small areas in unincorporated territory with lower population density provided that they serve

- to eliminate enclaves, or

- to close indentations in the urbanized areas of one mile or less across the open end, or

- to link outlying enumeration districts of qualifying density that are not more than 1 1/2 miles from the main body of the urbanized area,

Type Z non-interview: A person in an interviewed household for which trip information is incomplete but for which certain demographic information is available.

Urban place: Defined by the Bureau of the Census as follows:

a. A place of 2,500 inhabitants or more incorporated as a city, borough, village, or town, (except towns in New England, New York, and Wisconsin);

b. The densely settled fringe, whether incorporated or unincorporated, of urbanized areas;

c. Towns in New England and townships in New Jersey and Pennsylvania that contain no incorporated municipalities as subdivisions and have either 25,000 inhabitants or more, or a population of 2,500 to 25,000 and a density of 1,500 persons or more per square mile;

d. Counties in States other than the New England States, New Jersey, and Pennsylvania that have no incorporated municipalities within their boundaries and have a density of 1,500 persons or more per square mile; or

e. Unincorporated places of 2,500 inhabitants or more.

Section 1 - MOTORIZED VEHICLE RECORD

READ - Now I would like to ask you some questions about motor vehicles owned or used by members of this household.

14a. How many licensed motorized vehicles were owned, or available for use on a regular basis, by members of this household during the period from (1st day of 14-Day Travel Period) through (Travel Day)? Include leased or company-owned licensed motorized vehicles. Also include motorized bicycles (MPCEDS) whether licensed or not.

215 _____ Number of vehicles
 Note - SKIP to Section 11

Ask item 14c and enter all vehicle types. Then complete 14d through n for the first vehicle before recording the information for the second vehicle, etc.

Vehicle Number	What type(s) of vehicle is it (are they)? (Use codes below)	What is the make and model? Example: Dodge, Coronet	What is the model year?	Do not ask for motorcycles or motorized bicycles		Is it air conditioned? Circle 1 - Yes 2 - No	Who owns the vehicle? (Use codes below)	Ask for household-owned vehicles only (Entry of "1" in column i)		Is this vehicle used at least 4 times a month to go to work? Circle 1 - Yes 2 - No - SKIP to 14n	Is it used to go ALL the way to work or PART way? Circle 1 - All the way 2 - Part way	About how many miles was this vehicle driven during the last 12 months? (Or from the date of purchase if less than 12 months ago?)
				Does it have automatic transmission? Circle 1 - Yes 2 - No	How many cylinders does it have? (Indicate "R" if Rotary)			i. Was it purchased, or received, new or used? Circle 1 - New 2 - Used	j. Used			
1	1 Automobile			f. Yes	f. No		1. Owned by member of household	1	2	1	2	
2	2 Station wagon			1	2		2. Company-owned	1	2	1	2	
3	3 Vanbus/Minibus			1	2		3. Leased	1	2	1	2	
4	4 Other van			1	2		4. Rented	1	2	1	2	
5	5 Pickup			1	2		5. Other - Specify	1	2	1	2	
6	6 Pickup with camper			1	2			1	2	1	2	
7	7 Other truck			1	2			1	2	1	2	
8	8 Motorized camper-couch			1	2			1	2	1	2	
9	9 Taxi			1	2			1	2	1	2	
10	10 Motorcycle			1	2			1	2	1	2	
11	11 Motorized bicycle			1	2			1	2	1	2	
12	12 Other - Specify			1	2			1	2	1	2	

15. (Ask only if one or more vehicles were reported in 14a) In the last year, what has been the average monthly expense for gasoline for all vehicles owned or leased by this household?

\$ _____ monthly
 Part-time

Section II - AVAILABILITY OF PUBLIC TRANSPORTATION

READ - Now I would like to ask about transportation in the area.

16. Is public transportation, other than taxis, available within 2 miles of your home?

- 402 1 Yes
 2 No
 x Don't know } SKIP to 18

17a. How far from your home is the NEAREST public transportation stop - (other than taxis)?

- 403 1 Less than 3 blocks (Less than 1/4 mile)
 2 3-6 blocks (1/4-1/2 mile)
 3 7-12 blocks (More than 1/2 mile, but not more than 1 mile)
 4 13-24 blocks (More than 1, not greater than 2 miles)
 x Don't know - SKIP to 18

b. What type of transportation is it?

- 404 1 Bus
 2 Train
 3 Streetcar
 4 Subway or elevated rail
 5 Other - Specify _____

18. How far is it from your home to the nearest point where you can get on or off a freeway, tollway or expressway?
 (A divided highway which goes under or over all crossing roads and can be entered or left only at selected points by way of a ramp)

- 405 1 Less than 1 mile
 2 1-2 miles
 3 More than 2, less than 5, miles
 4 5 miles or more
 x Don't know

19. For traveling to cities 30 miles or more away, how far is it from your home to the nearest -

a. inter-city bus terminal?

- 406 _____ Miles
 o Less than 1/2 mile
 x Don't know
 999 None available

b. train station?

- 407 _____ Miles
 o Less than 1/2 mile
 x Don't know
 999 None available

c. airport served by scheduled airlines?

- 408 _____ Miles
 o Less than 1/2 mile
 x Don't know
 999 None available

Section III - OCCUPATION AND TRAVEL TO WORK
ASK all household members 16 years or older

Household member line number

501

CHECK
ITEM A

Is this person

READ - Now I would like to ask you some questions about your occupation.

20a. What were you doing most of LAST WEEK - (working, keeping house, going to school) or something else?

502

- 1 Working - SKIP to 20d
- 2 With a job but not at work - SKIP to 20d
- 3 Looking for work
- 4 Keeping house
- 5 Going to school
- 6 Unable to work - SKIP to Section IV
- 7 Retired
- 8 Other - Specify _____

b. Did you do any work at all LAST WEEK, not counting work around the house?

503

- 1 Yes - SKIP to 20d
- 2 No

c. Did you have a job or business from which you were temporarily absent or on layoff last week?

504

- 1 Yes
- 2 No - SKIP to Section IV

d. For whom did you work? (For Armed Forces, enter the particular branch)

e. What kind of business or industry is this? (For Armed Forces, enter "Same as above")

505

□ □ □

f. What kind of work were you doing? (For example, electrical engineer, stock clerk, typist, farmer, Armed Forces)

NOTE: Single word entries seldom give sufficient description.

506

□ □ □

g. What were your most important activities as a (read entry from 20f)? (For example, typing, keeping account books, selling cars, Armed Forces).

h. Were you -

507

- 1 An employee of a PRIVATE company, business, or individual for wages, salary, or commissions?
- 2 A GOVERNMENT employee (Federal, State, county, or local)?
- 3 SELF-EMPLOYED in OWN business, professional practice or farm?
(Mark "No," for farmers without milking)
is it incorporated?
3 Yes
- 4 No
- 5 Working WITHOUT PAY in family business or farm?

21. What is your principal means of transportation to work?

(Enter code from H73-6, page 8)

508

□ □ ← Enter code

- Other - Specify _____
- 99 Work at home - SKIP to Section IV

CHECK
ITEM B

22a. Is this a regular arrangement of 2 or more persons traveling to work together - (carpool)?

0 No - SKIP to 23
 YES - How many persons, including you? _____ Persons

23. What is your main reason for not riding in a carpool?

01 Irregular or unusual work hours
 02 Irregular work location
 03 Need car for work or errands
 04 It is out of my way to pick people up
 05 Riders are not dependable and require extra waiting
 06 Prefer to have car available for emergencies and occasional overtime or errands
 07 Like privacy
 08 Don't know of anyone to ride with
 09 Don't trust others' driving
 10 Just don't want to call others about carpooling
 11 Other - Specify _____

24a. In the last year have you changed your principal means of transportation to work?

1 Yes
 2 No - SKIP to 27
 3 Did not work last year - SKIP to 27
 4 Worked at home last year - SKIP to 27

b. What was your reason for changing?
 Any other reason?
 (Mark ALL that apply)

1 Change of residence
 2 Change of job location
 3 Previous means unsatisfactory
 4 Previous means no longer available
 5 Public transportation has become available
 6 Other - Specify _____

25. What was the principal means of transportation to work before this change?
 (Enter code from NTS-6, page 6)

1 _____ ← Enter code
 2 _____ Other - Specify _____

CHECK ITEM C

26a. Was this a regular arrangement of 2 or more persons traveling to work together - (carpool)?

0 Yes
 1 No - SKIP to 27
 YES - How many persons, including you? _____ Persons

b. How many of these persons were members of this household?
 (include the respondent)

1 Share driving
 2 Drive others only
 3 Ride only

c. Did you share driving, drive others only or ride only?

0 Share driving
 1 Drive others only
 2 Ride only

27. What is the one-way distance from your home to your present place of work?

0 Less than 1/2 mile
 99 No fixed place - SKIP to Section IV

28. How long does it usually take you to get from home to work?

_____ Miles
 _____ Minutes

Section IV - DRIVER INFORMATION
Ask all household members 16 years or older.

Household member
line number

(If respondent has already indicated that he drives, verify and mark appropriate box)

29a. Are you a licensed driver?

- 521 Yes
 No - SKIP to Section V

b. About how many thousands of miles did you, personally, drive during the last 12 months, including miles driven as part of your work?

522 _____ Miles

CHECK
ITEM D

30a. As an essential part of your work do you drive a motorized vehicle, such as a car, bus, van, truck, taxi or motorcycle?

- 523 No - SKIP to Section V
 YES - Which type of vehicle?
(Enter code from NTS-6, page 8)

SHOW CALENDAR

b. Did you drive this vehicle as part of your work on (Travel Day)?

- 524 No
 YES - About how many miles?
_____ Miles

c. Approximately how many miles do you drive on an average work day, not counting driving to and from your place of work?

525 _____ Miles

d. On the average, how many days a week do you drive as part of your work?

526 _____ Days a week

e. You said you drove _____ miles (entry in 30b) as part of your work on (Travel Day). How many work-related stops did you make?

527 _____ Stops (Each of these stops is a trip)

f. What was the longest distance you traveled between 2 consecutive work-related stops?

528 _____ miles
 Less than 1/2 mile

CHECK
ITEM D-1

CHECK ITEM D-2	to the entry in 30b 4 stops or less?	<input type="checkbox"/> Yes - Complete Part A of the NTS-2A for each of these trips when you complete the NTS-2A for this respondent. Now SKIP to the Introduction marked READ, above Item 31. <input type="checkbox"/> No
SHOW MAP 30g. You said you traveled _____ miles (entry in 30b) as part of your job on (Travel Day). Was all this travel within the area on this map?		529 1 <input type="checkbox"/> No - SKIP to the introduction marked READ, above Item 31 2 <input type="checkbox"/> Yes
CHECK ITEM D-3	Does the PSD urban/rural map for this household have an urban/rural boundary(ies) marked on it?	530 1 <input type="checkbox"/> No - SKIP to the introduction marked READ, above Item 31 2 <input type="checkbox"/> Yes - Show map to the respondent and ask 30h
h. About how many of these miles were within the URBAN boundary(ies) shown on this map?		531 _____ Miles
READ - Now I would like to ask about any OTHER trips you took that ended on (Travel Day). A trip is anytime you went from one address to another by car or bus, by walking or bicycling or by some other means. For example, your trip from home to your place of work would be one trip, a side-trip made during work hours would be a second trip, driving or walking to lunch would be a third trip, a trip made after work would be a fourth trip, and so on.		
NOTE: Reference period is from 4:00 a.m. on Travel Day to 3:59 a.m. on following days:		
31. Did you make any trips, other than those already reported, on (Travel Day)?		532 1 <input type="checkbox"/> Yes - SKIP to Item 32b 2 <input type="checkbox"/> No - SKIP to Section VI
NOTES		533 _____
		534 _____
		535 _____

Section V - TRAVEL DAY

INTERVIEWER INSTRUCTION

Ask of all household members 14 years and over. For persons 5-13 years of age, ask household members and enter the line number of the person for whom information is being obtained.
 Reference day is from 4:00 a.m. to 3:59 a.m. the following day.
 Include as trips all walking or bicycling where the destination and origin are not the same address. Do NOT include these as trips for persons under 14 years of age.

Household member line number

READ - Now I have some questions about all trips taken or ending on (Travel Day). A trip is anytime you went from one address to another by car or bus, by walking or bicycling or by some other means. For example, driving a car from your home to work would be one trip, walking from work to lunch would be a second trip, walking back from lunch to work would be a third trip, etc.

PGM 6 ↓

Enter trip number

	TRIP	TRIP	TRIP	TRIP	TRIP	TRIP
SHOW CALENDAR	(601) _____	(601) _____	(601) _____	(601) _____	(601) _____	(601) _____
32a. Did you go any place on (Travel Day)?	(602) <input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to Section VI					
b. Where did you go first?						
33a. Did this trip begin at home?	(603) <input type="checkbox"/> Yes - SKIP to 34 <input type="checkbox"/> No					
b. What was your main reason for being away from home when you began this trip? (Enter code from NTS-6, page 11)	(604) <input type="checkbox"/> _____ ← Enter code "Other" - Specify					
c. In what city, or place, and State was this?	(605) <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> City State					
34. What time did you start your trip to _____?	(606) _____ a.m. (607) _____ p.m.	(606) _____ a.m. (607) _____ p.m.	(606) _____ a.m. (607) _____ p.m.	(606) _____ a.m. (607) _____ p.m.	(606) _____ a.m. (607) _____ p.m.	(606) _____ a.m. (607) _____ p.m.
(If respondent has already mentioned the reason, verify and enter the code)	(608) <input type="checkbox"/> _____ ← Enter code	(608) <input type="checkbox"/> _____ ← Enter code	(608) <input type="checkbox"/> _____ ← Enter code	(608) <input type="checkbox"/> _____ ← Enter code	(608) <input type="checkbox"/> _____ ← Enter code	(608) <input type="checkbox"/> _____ ← Enter code
35. What was the main reason for the trip? (Enter code from NTS-6, page 11)						

<p>36. Did anyone else living in this household go on the trip? (List line number(s) of other household members who went on the trip.)</p>	<p>609 <input type="checkbox"/> No others YES - Who? Enter line numbers</p> <p>610 _____ 611 _____ 612 _____ 613 _____ 614 _____ 615 _____</p>	<p>609 <input type="checkbox"/> No others YES - Who? Enter line numbers</p> <p>610 _____ 611 _____ 612 _____ 613 _____ 614 _____ 615 _____</p>	<p>609 <input type="checkbox"/> No others YES - Who? Enter line numbers</p> <p>610 _____ 611 _____ 612 _____ 613 _____ 614 _____ 615 _____</p>	<p>609 <input type="checkbox"/> No others YES - Who? Enter line numbers</p> <p>610 _____ 611 _____ 612 _____ 613 _____ 614 _____ 615 _____</p>	<p>609 <input type="checkbox"/> No others YES - Who? Enter line numbers</p> <p>610 _____ 611 _____ 612 _____ 613 _____ 614 _____ 615 _____</p>	<p>609 <input type="checkbox"/> No others YES - Who? Enter line numbers</p> <p>610 _____ 611 _____ 612 _____ 613 _____ 614 _____ 615 _____</p>						
<p>37. What was the total distance from where you started to (destination)?</p>	<p>622 _____ Miles <input type="checkbox"/> Less than 1/2 mile</p>		<p>622 _____ Miles <input type="checkbox"/> Less than 1/2 mile</p>		<p>622 _____ Miles <input type="checkbox"/> Less than 1/2 mile</p>		<p>622 _____ Miles <input type="checkbox"/> Less than 1/2 mile</p>		<p>622 _____ Miles <input type="checkbox"/> Less than 1/2 mile</p>		<p>622 _____ Miles <input type="checkbox"/> Less than 1/2 mile</p>	
<p>38. Approximately how long did it take to get there?</p>	<p>623 _____ Minutes</p>		<p>623 _____ Minutes</p>		<p>623 _____ Minutes</p>		<p>623 _____ Minutes</p>		<p>623 _____ Minutes</p>		<p>623 _____ Minutes</p>	
<p>39. What was the main means of transportation used for this trip? (Enter code from NTS-6, page 3)</p>	<p>624 _____ Enter code If "Other" - Specify</p>		<p>624 _____ Enter code If "Other" - Specify</p>		<p>624 _____ Enter code If "Other" - Specify</p>		<p>624 _____ Enter code If "Other" - Specify</p>		<p>624 _____ Enter code If "Other" - Specify</p>		<p>624 _____ Enter code If "Other" - Specify</p>	
<p>CHECK ITEM E One of the codes 01-07 is entered One of the codes 08-13 is entered One of the codes 14-19 is entered</p>	<p>ASK 40a SKIP to 4b SKIP to 4c</p>		<p>ASK 40a SKIP to 4b SKIP to 4c</p>		<p>ASK 40a SKIP to 4b SKIP to 4c</p>		<p>ASK 40a SKIP to 4b SKIP to 4c</p>		<p>ASK 40a SKIP to 4b SKIP to 4c</p>		<p>ASK 40a SKIP to 4b SKIP to 4c</p>	
<p>40a. Was a household vehicle used for this trip? (Ask only if more than 1 vehicle was reported for this household. Mark No.)</p>	<p>625 <input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 41</p>		<p>625 <input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 41</p>		<p>625 <input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 41</p>		<p>625 <input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 41</p>		<p>625 <input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 41</p>		<p>625 <input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 41</p>	
<p>40b. Which vehicle? (Ask only if more than 1 vehicle was reported for this household. If only 1 vehicle enter "1" without asking.)</p>	<p>626 _____ Vehicle number</p>		<p>626 _____ Vehicle number</p>		<p>626 _____ Vehicle number</p>		<p>626 _____ Vehicle number</p>		<p>626 _____ Vehicle number</p>		<p>626 _____ Vehicle number</p>	
<p>41. Were there any non-household members on the trip?</p>	<p>627 <input type="checkbox"/> No YES - How many?</p>		<p>627 <input type="checkbox"/> No YES - How many?</p>		<p>627 <input type="checkbox"/> No YES - How many?</p>		<p>627 <input type="checkbox"/> No YES - How many?</p>		<p>627 <input type="checkbox"/> No YES - How many?</p>		<p>627 <input type="checkbox"/> No YES - How many?</p>	
<p>42. Total number of ALL persons in the vehicle. (Interviewer - Verify that the sum of entries in items 36 and 41, plus the respondent was the total number of persons.)</p>	<p>628 _____ Persons</p>		<p>628 _____ Persons</p>		<p>628 _____ Persons</p>		<p>628 _____ Persons</p>		<p>628 _____ Persons</p>		<p>628 _____ Persons</p>	
<p>43a. Who was the driver on the trip? (Ask only if the respondent was not alone in the vehicle.)</p>	<p>629 <input type="checkbox"/> Not a household member Household member - _____ Line No. _____</p>		<p>629 <input type="checkbox"/> Not a household member Household member - _____ Line No. _____</p>		<p>629 <input type="checkbox"/> Not a household member Household member - _____ Line No. _____</p>		<p>629 <input type="checkbox"/> Not a household member Household member - _____ Line No. _____</p>		<p>629 <input type="checkbox"/> Not a household member Household member - _____ Line No. _____</p>		<p>629 <input type="checkbox"/> Not a household member Household member - _____ Line No. _____</p>	

Section V - TRAVEL DAY - Continued

Household member line number

PGM 7

Enter trip number

	TRIP	TRIP	TRIP	TRIP	TRIP	TRIP
	701	701	701	701	701	701
CHECK ITEM F	<input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 44a	<input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 44a	<input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 44a	<input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 44a	<input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 44a	<input type="checkbox"/> Yes <input type="checkbox"/> No - SKIP to 44a
43b. Did anyone share the driving? <i>(Enter the line number(s) of household member(s).)</i>	<input type="radio"/> No <input type="radio"/> YES - Who? What percent of the driving? 703 _____ 704 _____ % 705 _____ 706 _____ % 707 _____ 708 _____ % 709 _____ 710 _____ % 711 _____ 712 _____ % <input type="radio"/> Non-household member(s) 714 _____ %	<input type="radio"/> No <input type="radio"/> YES - Who? What percent of the driving? 703 _____ 704 _____ % 705 _____ 706 _____ % 707 _____ 708 _____ % 709 _____ 710 _____ % 711 _____ 712 _____ % <input type="radio"/> Non-household member(s) 714 _____ %	<input type="radio"/> No <input type="radio"/> YES - Who? What percent of the driving? 703 _____ 704 _____ % 705 _____ 706 _____ % 707 _____ 708 _____ % 709 _____ 710 _____ % 711 _____ 712 _____ % <input type="radio"/> Non-household member(s) 714 _____ %	<input type="radio"/> No <input type="radio"/> YES - Who? What percent of the driving? 703 _____ 704 _____ % 705 _____ 706 _____ % 707 _____ 708 _____ % 709 _____ 710 _____ % 711 _____ 712 _____ % <input type="radio"/> Non-household member(s) 714 _____ %	<input type="radio"/> No <input type="radio"/> YES - Who? What percent of the driving? 703 _____ 704 _____ % 705 _____ 706 _____ % 707 _____ 708 _____ % 709 _____ 710 _____ % 711 _____ 712 _____ % <input type="radio"/> Non-household member(s) 714 _____ %	<input type="radio"/> No <input type="radio"/> YES - Who? What percent of the driving? 703 _____ 704 _____ % 705 _____ 706 _____ % 707 _____ 708 _____ % 709 _____ 710 _____ % 711 _____ 712 _____ % <input type="radio"/> Non-household member(s) 714 _____ %
44a. Where did you park when you got to (destination)? <i>(Enter code from NTS-6, page 13)</i> Codes 5-7 - SKIP to 44c Codes 8-11 - SKIP to 46a	713 ← Enter code	715 ← Enter code	713 ← Enter code	715 ← Enter code	715 ← Enter code	715 ← Enter code
b. Was the reason you were able to park there because of: carpool membership, minimum purchase, physical disability, job status, or another similar reason?	<input type="radio"/> No 1 <input type="checkbox"/> Carpool 2 <input type="checkbox"/> Minimum purchase 3 <input type="checkbox"/> Physical disability 4 <input type="checkbox"/> Job status 5 <input type="checkbox"/> Other - Specify	<input type="radio"/> No 1 <input type="checkbox"/> Carpool 2 <input type="checkbox"/> Minimum purchase 3 <input type="checkbox"/> Physical disability 4 <input type="checkbox"/> Job status 5 <input type="checkbox"/> Other - Specify	<input type="radio"/> No 1 <input type="checkbox"/> Carpool 2 <input type="checkbox"/> Minimum purchase 3 <input type="checkbox"/> Physical disability 4 <input type="checkbox"/> Job status 5 <input type="checkbox"/> Other - Specify	<input type="radio"/> No 1 <input type="checkbox"/> Carpool 2 <input type="checkbox"/> Minimum purchase 3 <input type="checkbox"/> Physical disability 4 <input type="checkbox"/> Job status 5 <input type="checkbox"/> Other - Specify	<input type="radio"/> No 1 <input type="checkbox"/> Carpool 2 <input type="checkbox"/> Minimum purchase 3 <input type="checkbox"/> Physical disability 4 <input type="checkbox"/> Job status 5 <input type="checkbox"/> Other - Specify	<input type="radio"/> No 1 <input type="checkbox"/> Carpool 2 <input type="checkbox"/> Minimum purchase 3 <input type="checkbox"/> Physical disability 4 <input type="checkbox"/> Job status 5 <input type="checkbox"/> Other - Specify

58

<p>44c. Was parking free?</p>	<p>717 <input type="checkbox"/> Yes - SKIP to 45a NO - How much did it cost? (Enter total amount)</p> <p>718 \$ _____</p> <p>719 <input type="checkbox"/> Don't know <input type="checkbox"/> Fee previously reported - SKIP to 45a</p>	<p>717 <input type="checkbox"/> Yes - SKIP to 45a NO - How much did it cost? (Enter total amount)</p> <p>718 \$ _____</p> <p>719 <input type="checkbox"/> Don't know <input type="checkbox"/> Fee previously reported - SKIP to 45a</p>	<p>717 <input type="checkbox"/> Yes - SKIP to 45a NO - How much did it cost? (Enter total amount)</p> <p>718 \$ _____</p> <p>719 <input type="checkbox"/> Don't know <input type="checkbox"/> Fee previously reported - SKIP to 45a</p>	<p>717 <input type="checkbox"/> Yes - SKIP to 45a NO - How much did it cost? (Enter total amount)</p> <p>718 \$ _____</p> <p>719 <input type="checkbox"/> Don't know <input type="checkbox"/> Fee previously reported - SKIP to 45a</p>	<p>717 <input type="checkbox"/> Yes - SKIP to 45a NO - How much did it cost? (Enter total amount)</p> <p>718 \$ _____</p> <p>719 <input type="checkbox"/> Don't know <input type="checkbox"/> Fee previously reported - SKIP to 45a</p>	<p>717 <input type="checkbox"/> Yes - SKIP to 45a NO - How much did it cost? (Enter total amount)</p> <p>718 \$ _____</p> <p>719 <input type="checkbox"/> Don't know <input type="checkbox"/> Fee previously reported - SKIP to 45a</p>
<p>d. What time period did the cost of parking cover? (Enter the number of minutes, hours, days, etc.) (Make only one entry)</p>	<p>720 _____ Minutes(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 <input type="checkbox"/> Don't know</p>	<p>720 _____ Minutes(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 <input type="checkbox"/> Don't know</p>	<p>720 _____ Minutes(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 <input type="checkbox"/> Don't know</p>	<p>720 _____ Minutes(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 <input type="checkbox"/> Don't know</p>	<p>720 _____ Minutes(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 <input type="checkbox"/> Don't know</p>	<p>720 _____ Minutes(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 <input type="checkbox"/> Don't know</p>
<p>45a. Was public transportation, other than taxis, available for the trip within 1/2 mile from where you started and also from where you were going?</p>	<p>726 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>726 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>726 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>726 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>726 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>726 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>
<p>b. Was this bus transportation?</p>	<p>727 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 47</p>	<p>727 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 47</p>	<p>727 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 47</p>	<p>727 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 47</p>	<p>727 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 47</p>	<p>727 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 47</p>
<p>c. Do you know the bus schedule?</p>	<p>728 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>728 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>728 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>728 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>728 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>	<p>728 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know } SKIP to 47</p>
<p>46. If you had driven and not used public transportation, would parking have been free?</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>729 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>
<p>47. Where did you go next?</p>	<p>Return to Item 34 <input type="checkbox"/> Nowhere else - ASK 48</p>	<p>Return to Item 34 <input type="checkbox"/> Nowhere else - ASK 48</p>	<p>Return to Item 34 <input type="checkbox"/> Nowhere else - ASK 48</p>	<p>Return to Item 34 <input type="checkbox"/> Nowhere else - ASK 48</p>	<p>Return to Item 34 <input type="checkbox"/> Nowhere else - ASK 48</p>	<p>Return to Item 34 <input type="checkbox"/> Nowhere else - ASK 48</p>
<p>48. Was any part of your trip to (destination) within the Central Business District outlined on this map?</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>	<p>730 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No x <input type="checkbox"/> Don't know</p>

ASK only if CBD is marked on map
SHOW MAP
(Ask this question for EACH trip that has been recorded above and mark a box in EACH trip column.)
Was any part of your trip to (destination) within the Central Business District outlined on this map?

Section V - TRAVEL DAY - Continued

Household member
line number

CHECK
ITEM G

Was public transportation used on any of these trips?
Number on Item 50 that describes reasons
is one of the scales 10-13 selected?

49a. You used public transportation on (some of) these trips. What were your reasons for using it?

Any other reason?

(Mark ALL that apply)

- 801
- 1 No driver's license
 - 2 No car available
 - 3 Cheaper than auto
 - 4 No parking problems
 - 5 No driving strain
 - 6 Faster than auto
 - 7 Other - Specify _____

b. Could you have made these trips without using public transportation?

- 802
- 1 Yes
 - 2 No
- } SKIP to Section VI

50. You did not use public transportation on any of these trips. What were your reasons for not using it?

Any other reasons?

(Mark ALL that apply)

- 803
- 11 None available
 - 12 Schedule is inconvenient
 - 13 Location is inconvenient
 - 14 Too many transfers
 - 15 Too expensive
 - 16 Takes too long
 - 17 Preferred to use car
 - 18 Need auto for work
 - 19 Had too much to carry
 - 20 Physical and/or mental impairment
 - 21 Not familiar with transit system
 - 22 Wasn't traveling far enough
 - 23 Other - Specify _____

INTERVIEWER: Enter total number of Travel Day trips reported by this respondent. →

804 _____ Trips

Section VI - 14-DAY TRAVEL PERIOD - Continued

Household member
line number

	PGM 9	RCD T	RCD T	RCD T	RCD T	RCD T	RCD T	RCD T
54. What was the main purpose for the trip? <i>(Enter code from NTS-8, page 11)</i>	TRIP	TRIP	TRIP	TRIP	TRIP	TRIP	TRIP	TRIP
	916	916	916	916	916	916	916	916
	917	917	917	917	917	917	917	917
55. Was this a weekend (or long weekend) trip?	918	918	918	918	918	918	918	918
56. Did you start the trip from this address?	919	919	919	919	919	919	919	919
	920	920	920	920	920	920	920	920
57. Did you spend any nights away from home enroute to (destination)?	921	921	921	921	921	921	921	921
CHECK ITEM J								
58a. How many nights did you spend at your destination?	922	922	922	922	922	922	922	922

62

<p>58b. What type(s) of lodging did you stay in at your destination? (Mark ALL that apply)</p> <p>1 <input type="checkbox"/> With friends or relatives 2 <input type="checkbox"/> Rental accommodations 3 <input type="checkbox"/> Own cabin, campsite, vacation home 4 <input type="checkbox"/> Camping in public (gov't) campground 5 <input type="checkbox"/> Camping in commercial campground 6 <input checked="" type="checkbox"/> Other - Specify</p>	<p>923 * <input type="checkbox"/> With friends or relatives 2 <input type="checkbox"/> Rental accommodations 3 <input type="checkbox"/> Own cabin, campsite, vacation home 4 <input type="checkbox"/> Camping in public (gov't) campground 5 <input type="checkbox"/> Camping in commercial campground 6 <input checked="" type="checkbox"/> Other - Specify</p>	<p>923 * <input type="checkbox"/> With friends or relatives 2 <input type="checkbox"/> Rental accommodations 3 <input type="checkbox"/> Own cabin, campsite, vacation home 4 <input type="checkbox"/> Camping in public (gov't) campground 5 <input type="checkbox"/> Camping in commercial campground 6 <input checked="" type="checkbox"/> Other - Specify</p>	<p>923 * <input type="checkbox"/> With friends or relatives 2 <input type="checkbox"/> Rental accommodations 3 <input type="checkbox"/> Own cabin, campsite, vacation home 4 <input type="checkbox"/> Camping in public (gov't) campground 5 <input type="checkbox"/> Camping in commercial campground 6 <input checked="" type="checkbox"/> Other - Specify</p>	<p>923 * <input type="checkbox"/> With friends or relatives 2 <input type="checkbox"/> Rental accommodations 3 <input type="checkbox"/> Own cabin, campsite, vacation home 4 <input type="checkbox"/> Camping in public (gov't) campground 5 <input type="checkbox"/> Camping in commercial campground 6 <input checked="" type="checkbox"/> Other - Specify</p>	<p>923 * <input type="checkbox"/> With friends or relatives 2 <input type="checkbox"/> Rental accommodations 3 <input type="checkbox"/> Own cabin, campsite, vacation home 4 <input type="checkbox"/> Camping in public (gov't) campground 5 <input type="checkbox"/> Camping in commercial campground 6 <input checked="" type="checkbox"/> Other - Specify</p>	<p>923 * <input type="checkbox"/> With friends or relatives 2 <input type="checkbox"/> Rental accommodations 3 <input type="checkbox"/> Own cabin, campsite, vacation home 4 <input type="checkbox"/> Camping in public (gov't) campground 5 <input type="checkbox"/> Camping in commercial campground 6 <input checked="" type="checkbox"/> Other - Specify</p>	<p>c. How many nights did you spend in each type of lodging?</p> <p>Number of nights Friends or relatives Rent. accom. Cabin, campsite, vacation home Camp. in public (gov't) campground Camp. in comm. campground Other</p> <p>924 925 926 927 928 929</p>	<p>Number of nights Friends or relatives Rent. accom. Cabin, campsite, vacation home Camp. in public (gov't) campground Camp. in comm. campground Other</p> <p>924 925 926 927 928 929</p>	<p>Number of nights Friends or relatives Rent. accom. Cabin, campsite, vacation home Camp. in public (gov't) campground Camp. in comm. campground Other</p> <p>924 925 926 927 928 929</p>	<p>Number of nights Friends or relatives Rent. accom. Cabin, campsite, vacation home Camp. in public (gov't) campground Camp. in comm. campground Other</p> <p>924 925 926 927 928 929</p>	<p>Number of nights Friends or relatives Rent. accom. Cabin, campsite, vacation home Camp. in public (gov't) campground Camp. in comm. campground Other</p> <p>924 925 926 927 928 929</p>	<p>Number of nights Friends or relatives Rent. accom. Cabin, campsite, vacation home Camp. in public (gov't) campground Camp. in comm. campground Other</p> <p>924 925 926 927 928 929</p>	<p>Number of nights Friends or relatives Rent. accom. Cabin, campsite, vacation home Camp. in public (gov't) campground Camp. in comm. campground Other</p> <p>924 925 926 927 928 929</p>	<p>Number of nights Friends or relatives Rent. accom. Cabin, campsite, vacation home Camp. in public (gov't) campground Camp. in comm. campground Other</p> <p>924 925 926 927 928 929</p>	<p>Number of nights Friends or relatives Rent. accom. Cabin, campsite, vacation home Camp. in public (gov't) campground Camp. in comm. campground Other</p> <p>924 925 926 927 928 929</p>	<p>Month _____ Date _____ 930 _____ 931 _____</p>	<p>Month _____ Date _____ 930 _____ 931 _____</p>	<p>Month _____ Date _____ 930 _____ 931 _____</p>	<p>Month _____ Date _____ 930 _____ 931 _____</p>	<p>Month _____ Date _____ 930 _____ 931 _____</p>	<p>Month _____ Date _____ 930 _____ 931 _____</p>	<p>Month _____ Date _____ 930 _____ 931 _____</p>	<p>Month _____ Date _____ 930 _____ 931 _____</p>	<p>932 _____ a.m. _____ p.m. 933 _____ a.m. _____ p.m. x <input type="checkbox"/> Don't know</p>	<p>932 _____ a.m. _____ p.m. 933 _____ a.m. _____ p.m. x <input type="checkbox"/> Don't know</p>	<p>932 _____ a.m. _____ p.m. 933 _____ a.m. _____ p.m. x <input type="checkbox"/> Don't know</p>	<p>932 _____ a.m. _____ p.m. 933 _____ a.m. _____ p.m. x <input type="checkbox"/> Don't know</p>	<p>932 _____ a.m. _____ p.m. 933 _____ a.m. _____ p.m. x <input type="checkbox"/> Don't know</p>	<p>932 _____ a.m. _____ p.m. 933 _____ a.m. _____ p.m. x <input type="checkbox"/> Don't know</p>	<p>932 _____ a.m. _____ p.m. 933 _____ a.m. _____ p.m. x <input type="checkbox"/> Don't know</p>	<p>932 _____ a.m. _____ p.m. 933 _____ a.m. _____ p.m. x <input type="checkbox"/> Don't know</p>
<p>59. What day of the month did the trip begin? (Enter in numerals the month and date) INTERVIEWER - Refer to calendar and enter the day of the week without asking.</p>	<p>930 _____ 931 _____</p>																														
<p>60. What time did the trip begin?</p>	<p>932 _____ a.m. _____ p.m. 933 _____ a.m. _____ p.m. x <input type="checkbox"/> Don't know</p>																														
<p>61a. Do you know the EXACT distance from where you started to (destination)?</p>	<p>934 <input type="checkbox"/> No <input type="checkbox"/> YES - How many miles? Miles - SKIP to 62</p>																														
<p>61b. APPROXIMATELY how many miles was it?</p>	<p>935 _____ Miles</p>																														

Section VI - 14-DAY TRAVEL PERIOD - Continued

Household member line number

PGM 9	2 RCD T		2 RCD T		2 RCD T		2 RCD T		2 RCD T		2 RCD T	
	TRIP		TRIP		TRIP		TRIP		TRIP		TRIP	
62. What was the main means of transportation used for the trip? (The means used to travel the longest distance) <i>(Enter code from NTS-6, page 8)</i>	936	_____	936	_____	936	_____	936	_____	936	_____	936	_____
	937	□□ ← Enter code "Other" - Specify	937	□□ ← Enter code "Other" - Specify	937	□□ ← Enter code "Other" - Specify	937	□□ ← Enter code "Other" - Specify	937	□□ ← Enter code "Other" - Specify	937	□□ ← Enter code "Other" - Specify
CHECK ITEM K												
63a. Was a household vehicle used?	938	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 64	938	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 64	938	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 64	938	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 64	938	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 64	938	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to 64
ASK only if more than 1 vehicle was reported in Item 14a for this household b. Which vehicle?	939	Vehicle number _____	939	Vehicle number _____	939	Vehicle number _____	939	Vehicle number _____	939	Vehicle number _____	939	Vehicle number _____
64. Were any non-household members in the vehicle?	940	0 <input type="checkbox"/> No YES - How many? _____	940	0 <input type="checkbox"/> No YES - How many? _____	940	0 <input type="checkbox"/> No YES - How many? _____	940	0 <input type="checkbox"/> No YES - How many? _____	940	0 <input type="checkbox"/> No YES - How many? _____	940	0 <input type="checkbox"/> No YES - How many? _____
65. Total number of persons in the vehicle - <i>INTERVIEWER - Verify that the sum of the numbers entered in items 53 and 64 plus the respondent is the total number of persons that were in the vehicle.</i>	941	Total number of persons _____	941	Total number of persons _____	941	Total number of persons _____	941	Total number of persons _____	941	Total number of persons _____	941	Total number of persons _____
ASK only if respondent was not alone in the vehicle. 66a. Who was the principal driver for the trip? <i>(The one who drove for the longest distance)</i>	942	0 <input type="checkbox"/> Not a household member Household member - Line No. _____	942	0 <input type="checkbox"/> Not a household member Household member - Line No. _____	942	0 <input type="checkbox"/> Not a household member Household member - Line No. _____	942	0 <input type="checkbox"/> Not a household member Household member - Line No. _____	942	0 <input type="checkbox"/> Not a household member Household member - Line No. _____	942	0 <input type="checkbox"/> Not a household member Household member - Line No. _____
b. Did anyone share the driving? <i>(Enter the line number(s) of the household member(s).)</i>	943	0 <input type="checkbox"/> No YES - Who? → What percent of the driving?	943	0 <input type="checkbox"/> No YES - Who? → What percent of the driving?	943	0 <input type="checkbox"/> No YES - Who? → What percent of the driving?	943	0 <input type="checkbox"/> No YES - Who? → What percent of the driving?	943	0 <input type="checkbox"/> No YES - Who? → What percent of the driving?	943	0 <input type="checkbox"/> No YES - Who? → What percent of the driving?
	944	_____	944	_____	944	_____	944	_____	944	_____	944	_____
	945	_____ %	945	_____ %	945	_____ %	945	_____ %	945	_____ %	945	_____ %
	946	_____	946	_____	946	_____	946	_____	946	_____	946	_____
	947	_____ %	947	_____ %	947	_____ %	947	_____ %	947	_____ %	947	_____ %
	948	_____	948	_____	948	_____	948	_____	948	_____	948	_____
	949	_____ %	949	_____ %	949	_____ %	949	_____ %	949	_____ %	949	_____ %
	950	_____	950	_____	950	_____	950	_____	950	_____	950	_____
	951	_____ %	951	_____ %	951	_____ %	951	_____ %	951	_____ %	951	_____ %
	952	_____	952	_____	952	_____	952	_____	952	_____	952	_____
	953	_____ %	953	_____ %	953	_____ %	953	_____ %	953	_____ %	953	_____ %
	954	0 <input type="checkbox"/> Non-household member(s)	954	0 <input type="checkbox"/> Non-household member(s)	954	0 <input type="checkbox"/> Non-household member(s)	954	0 <input type="checkbox"/> Non-household member(s)	954	0 <input type="checkbox"/> Non-household member(s)	954	0 <input type="checkbox"/> Non-household member(s)
	955	_____ %	955	_____ %	955	_____ %	955	_____ %	955	_____ %	955	_____ %

<p>67a. Was a rental vehicle used during this trip?</p>	<p>956 <input type="checkbox"/> No - SKIP to 68 YES - For how many miles? _____ Miles</p>	<p>956 <input type="checkbox"/> No - SKIP to 68 YES - For how many miles? _____ Miles</p>	<p>956 <input type="checkbox"/> No - SKIP to 68 YES - For how many miles? _____ Miles</p>	<p>956 <input type="checkbox"/> No - SKIP to 68 YES - For how many miles? _____ Miles</p>	<p>956 <input type="checkbox"/> No - SKIP to 68 YES - For how many miles? _____ Miles</p>	<p>956 <input type="checkbox"/> No - SKIP to 68 YES - For how many miles? _____ Miles</p>
<p>68. Did you make any stops other than for gasoline, rest and food? (include stops for lodging, change of transportation means, sightseeing, visiting friends and relatives, business, etc.)</p>	<p>957 <input type="checkbox"/> Auto <input type="checkbox"/> Truck <input type="checkbox"/> Other - Specify _____</p>	<p>957 <input type="checkbox"/> Auto <input type="checkbox"/> Truck <input type="checkbox"/> Other - Specify _____</p>	<p>957 <input type="checkbox"/> Auto <input type="checkbox"/> Truck <input type="checkbox"/> Other - Specify _____</p>	<p>957 <input type="checkbox"/> Auto <input type="checkbox"/> Truck <input type="checkbox"/> Other - Specify _____</p>	<p>957 <input type="checkbox"/> Auto <input type="checkbox"/> Truck <input type="checkbox"/> Other - Specify _____</p>	<p>957 <input type="checkbox"/> Auto <input type="checkbox"/> Truck <input type="checkbox"/> Other - Specify _____</p>
<p>CHECK ITEM I.</p>	<p>958 <input type="checkbox"/> No YES - How many? _____ Stops</p>	<p>958 <input type="checkbox"/> No YES - How many? _____ Stops</p>	<p>958 <input type="checkbox"/> No YES - How many? _____ Stops</p>	<p>958 <input type="checkbox"/> No YES - How many? _____ Stops</p>	<p>958 <input type="checkbox"/> No YES - How many? _____ Stops</p>	<p>958 <input type="checkbox"/> No YES - How many? _____ Stops</p>
<p>Check off item I.</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>
<p>Check off item II.</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>
<p>Check off item III.</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>	<p>Yes - How many? _____ Stops</p>

Notes

Trip No.	Stop No.	What was the main purpose of the (1st, 2nd, 3rd) stop on your trip to (read destination for each trip?) (Enter code from NTS-6, page 11)	Approximately how many miles did you travel for this part of the trip? (Enter miles)	In what City or place, and State was this? (If this information has already been given, verify)	Were any household members on this part of the trip? If "Yes," ASK - Who? (Enter all line numbers, including respondent)	What was the means of transportation for this part of the trip? (Enter code from NTS-6, page 8)	Was this a household vehicle? If "Yes," ASK - Which one? (Enter the number of the vehicle from 14b and SKIP to (j))	Was this a rental vehicle? If "Yes," ASK - Was this a rental vehicle?	Was the driver for this part of the trip a household member? If "Yes," ASK - Who? (Enter line number of household member)	Were any non-household members on this part of the trip? If "Yes," ASK - How many? (Enter number)	What type of lodging did you stay in? (Enter code from NTS-6, page 12)		For how many nights? (Enter number of nights)
											(a)	(b)	
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
				City _____ State _____	Yes <input type="checkbox"/> No <input type="checkbox"/>		1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>			

FORM **NTS-2A**
10-1-77U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS**DETAILED PERSONAL INTERVIEW**
(Section VII)
NATIONAL TRAVEL SURVEY
1977 CENSUS OF TRANSPORTATION**NOTICE** - Your report to the Census Bureau is confidential by law (Title 13, U.S. Code). All identifiable information will be used only by persons engaged in and for the purposes of the survey, and may not be disclosed or released to others for any purpose.

a. Control Number

NTS Serial | Check | PSU | Segment | Serial | Panel

b. Questionnaire _____ of _____ questionnaires

Section VII - MAPPING OF PRIVATE MOTOR VEHICLE TRIPS**INTERVIEWER NOTE****PROCEDURE FOR COMPLETING SECTION VII**

1. Enter in 70b or 71b the number of the trip that was made by private motor vehicle.
2. Enter the destination of the trip in 70c or 71c.
3. Show map and ask 70a or 71a.
4. Refer to Trip Description Codes *shown to the right* for appropriate code and enter the code in 70d or 71d.
5. If mapping is required, ask respondent to help you map the trip by tracing the routes taken. Label the endpoints of the trip, as described in c. below.

MAPPING INSTRUCTIONS

- a. Use a separate map for each respondent.
 - b. Trace the route carefully. A reader of the map should know exactly the route taken.
 - c. Use the following code to label trips traced on the map:
 - (1) the code for the Section in which the trip was reported (TD for Travel Day; TW for 14-Day Travel Period), followed by
 - (2) the Trip Column number (for example, TD-3; TW-5).
 - d. If the entire trip is on the map and crosses the urban/rural boundary, trace the trip and label both ends.
 - e. If a portion of the trip is off the map, trace the portion that is on the map and label the endpoint which shows on the map.
6. Complete columns e and f if code 4 or 5 is entered in column d.
 7. For return trips ask whether the same route was followed, and if no additional mapping is required, label the endpoints again to indicate the return trip.
 8. Enter in column g the distance of the trip as reported by the respondent on the NTS-2.
 9. Repeat the sequence for the next trip by private motor vehicle.
 10. Enter the Control Number and the Line Number of the respondent in the upper right hand corner of the map. DO NOT write the respondent's name on the map.

TRIP DESCRIPTION CODES

- 1 - Entire trip on map and wholly within URBAN area - NO MAPPING REQUIRED.
- 2 - Entire trip on map and wholly within RURAL area - NO MAPPING REQUIRED.
- 3 - Entire trip on map and crosses the URBAN/RURAL boundary marked on the map - MAP TRIP.
- 4 - A portion of the trip is off the map - MAP THE PORTION WHICH IS ON THE MAP AND COMPLETE column e and column f.
- 5 - Entire trip is off the map - COMPLETE column e and column f.

Appendix C. 1977 NPTS Record
Layout and Documentation

SEGMENT #1: HOUSEHOLD RECORD

PAGE 1

COVER PAGE, GASOLINE EXPENSE, INCOME, AVAILABILITY OF PUBLIC TRANSPORTATION

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
1-6	6		HOUSEHOLD SERIAL NUMBER (ASSIGNED BY CENSUS)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
7	1		ADDITIONAL UNIT (ASSIGNED BY CENSUS)	(BLANK, 1-9)
8-9	2		INTERVIEW MONTH (MONTH IN WHICH THE INTERVIEW WAS CONDUCTED. ASSIGNED BY BUREAU OF THE CENSUS TRANSCRIPTION CLERK)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER
10-12	3		BATCH NUMBER (ASSIGNED BY CENSUS)	(001-999)
13-16	4		WORK UNIT SEQUENCE NUMBER (ASSIGNED BY CENSUS)	(0001-9999)
17	1		SEGMENT NUMBER	(1)
18-19	2		TRAVEL DAY MONTH (FROM QUESTIONNAIRE)	(01-12) (SEE COLUMNS 8-9 FOR CODES)
20-21	2		TRAVEL DAY (DAY OF THE MONTH FOR WHICH THE TRAVEL WAS REPORTED)	(01-14)
		202	PLACE OF RESIDENCE	
22	1		CENSUS URBAN/RURAL (PLACE OF RESIDENCE)	(1-2) 1 - URBAN 2 - RURAL

COVER PAGE, GASOLINE EXPENSE, INCOME, AVAILABILITY OF PUBLIC TRANSPORTATION

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
23	1		STANDARD METROPOLITAN STATISTICAL AREA (SMSA)	(0-3) 0 - IN AN SMSA OUTSIDE A CENTRAL CITY 1 - IN AN SMSA INSIDE A CENTRAL CITY 2 - OUTSIDE AN SMSA, POPULATION < 5,000 3 - OUTSIDE AN SMSA, POPULATION > 5,000
24-27	4		SMSA CODE	(BLANK, 072, 160, 628)
27	1		CENSUS REGION CODE (BLANK, 1, 2, 3, 4)	072 - BALTIMORE SMSA 160 - CHICAGO SMSA 628 - PITTSBURG SMSA BLANK - ALL OTHERS
28	1		SMSA POPULATION GROUP	(BLANK, 0-5) 0 - UNDER 100,000 1 - 100,000-249,999 2 - 250,000-499,999 3 - 500,000-999,999 4 - 1,000,000-2,999,999 5 - 3,000,000 OVER BLANK - NOT APPLICABLE
29-30	2	203	TYPE OF STRUCTURE	(01-06, 99) 01 - SINGLE FAMILY DETACHED 02 - SINGLE FAMILY ATTACHED TO 1 OR MORE STRUCTURES 03 - SINGLE FAMILY TRAILER OR MOBILE HOME 04 - MULTI-FAMILY 2-4 UNITS 05 - MULTI-FAMILY OVER 4 UNITS 06 - OTHER 99 - NO ANSWER
31-32	2	204	RESPONDENTS LINE NUMBER	(01-25)

COVER PAGE, GASOLINE EXPENSE, INCOME, AVAILABILITY OF PUBLIC TRANSPORTATION

FIELD				
POSITION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
-35	3		FILLER	(BLANK)
-53	18	211	TYPE Z - NON-INTERVIEWED PERSONS (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 2 CHARACTERS) (9 FIELDS)	(BLANK, 01-25)
-55	2	212	FAMILY INCOME GROUP	(01-15) 01 - UNDER \$2,000 02 - \$2,000-\$2,999 03 - \$3,000-\$3,999 04 - \$4,000-\$4,999 05 - \$5,000-\$5,999 06 - \$6,000-\$7,499 07 - \$7,500-\$9,999 08 - \$10,000-\$11,999 09 - \$12,000-\$14,999 10 - \$15,000-\$19,999 11 - \$20,000-\$24,999 12 - \$25,000-\$34,999 13 - \$35,000-\$49,999 14 - \$50,000-\$99,999 15 - \$100,000 OVER
6	1		ALLOCATION CODE (INCOME)	(0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED
-58	2	213	NUMBER OF TRAVEL DAY TRIPS REPORTED BY THE HOUSEHOLD	(0-45)
-60	2	214	NUMBER OF TRAVEL PERIOD TRIPS REPORTED BY THE HOUSEHOLD	(0-36)
-62	2	215	NUMBER OF VEHICLES AVAILABLE FOR USE BY THE HOUSEHOLD	(0-20)
-67	5	401	MONTHLY GASOLINE EXPENSE (DOLLARS)	(BLANK, 0-9999, 89999, 99999) 89999 - DID NOT KNOW 99999 - NO ANSWER BLANK - NOT APPLICABLE

COVER PAGE, GASOLINE EXPENSE, INCOME, AVAILABILITY OF PUBLIC TRANSPORTATION

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
68-69	2	402	PUBLIC TRANSPORTATION (P.T.) AVAILABILITY	(01, 02, 89, 99) 01 - AVAILABLE 02 - NOT AVAILABLE 89 - DID NOT KNOW 99 - NO ANSWER
70-71	2	403	DISTANCE TO NEAREST PUBLIC TRANSPORTATION	(BLANK, 01-04, 89, 99) 01 - LESS THAN 1/4 MILE 02 - 1/4 TO 1/2 MILE 03 - 1/2 TO 1 MILE 04 - 1 TO 2 MILES 89 - DID NOT KNOW 99 - NO ANSWER BLANK - NOT APPLICABLE
72-73	2	404	TYPE OF NEAREST PUBLIC TRANSPORTATION	(BLANK, 01-05, 99) 01 - BUS 02 - TRAIN 03 - STREETCAR 04 - SUBWAY/ELEVATED RAIL 05 - OTHER 99 - NO ANSWER BLANK - NOT APPLICABLE
74-75	2	405	NEAREST POINT TO FREEWAY, TOLLWAY, OR EXPRESSWAY	(01-04, 89, 99) 01 - LESS THAN 1 MILE 02 - 1-2 MILES 03 - MORE THAN 2 BUT LESS THAN 5 MILES 04 - 5 MILES OR MORE 89 - DID NOT KNOW 99 - NO ANSWER
76-79	4	406	DISTANCE TO NEAREST INTERCITY BUS TERMINAL (MILES)	(0000, 1-998, 0999, 8999, 9999) 0000 - LESS THAN 1/2 MILE 0999 - NONE AVAILABLE 8999 - DID NOT KNOW 9999 - NO ANSWER
80-83	4	407	DISTANCE TO NEAREST TRAIN STATION (MILES)	(0000, 1-998, 0999, 8999, 9999) 0000 - LESS THAN 1/2 MILE 0999 - NONE AVAILABLE 8999 - DID NOT KNOW 9999 - NO ANSWER

SEGMENT #1: HOUSEHOLD RECORD

PAGE 5

COVER PAGE, GASOLINE EXPENSE, INCOME, AVAILABILITY OF PUBLIC TRANSPORTATION

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
84-87	4	408	DISTANCE TO NEAREST AIRPORT (MILES)	(0000, 1-998, 0999, 8999, 9999) 0000 - LESS THAN 1/2 MILE 0999 - NONE AVAILABLE 8999 - DID NOT KNOW 9999 - NO ANSWER
88-89	2		NUMBER OF SEGMENT #2 RECORDS FOR THIS HOUSEHOLD (HOUSEHOLD MEMBERS AND THEIR CHARACTERISTICS.)	(0-18)
90-91	2		NUMBER OF SEGMENT #3 RECORDS FOR THIS HOUSEHOLD (HOUSEHOLD VEHICLE CHARACTERISTICS)	(0-20)
92-93	2		NUMBER OF SEGMENT #4 RECORDS FOR THIS HOUSEHOLD (OCCUPATION AND TRAVEL TO WORK DATA)	(0-16)
94-96	3		NUMBER OF SEGMENT #5 RECORDS FOR THIS HOUSEHOLD (TRAVEL DAY TRIP DATA)	(0-45)
97-99	3		NUMBER OF SEGMENT #6 RECORDS FOR THIS HOUSEHOLD (14-DAY TRAVEL PERIOD TRIP DATA)	(0-36)
100-102	3		NUMBER OF SEGMENT #7 RECORDS FOR THIS HOUSEHOLD (14-DAY TRAVEL PERIOD STOP DATA)	(0-40)
			WEIGHT FACTORS	
103-114	12		BASIC HOUSEHOLD WEIGHT (BW(PFU)) (ASSIGNED BY CENSUS)	(NUMERIC)
115-126	12		FINAL HOUSEHOLD WEIGHT (W _o) (ASSIGNED BY CENSUS)	(NUMERIC)
127-160	34		FILLER	(BLANK)

SEGMENT #2: HOUSEHOLD MEMBER CHARACTERISTICS

PAGE 1

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
1-6	6		HOUSEHOLD SERIAL NUMBER (ASSIGNED BY CENSUS)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
7	1		ADDITIONAL UNIT (ASSIGNED BY CENSUS)	(BLANK, 1-9)
8-9	2		INTERVIEW MONTH (MONTH IN WHICH THE INTERVIEW WAS CONDUCTED. ASSIGNED BY BUREAU OF THE CENSUS TRANSCRIPTION CLERK)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER
10-12	3		BATCH NUMBER (ASSIGNED BY CENSUS)	(001-999)
13-16	4		WORK UNIT SEQUENCE NUMBER (ASSIGNED BY CENSUS)	(0001-9999)
17	1		SEGMENT NUMBER	(2)
18-19	2		NUMBER OF SEGMENT #2 RECORDS FOR THE HOUSEHOLD	(1-18)
20-21	2		SEGMENT SEQUENCE NUMBER IN THE HOUSEHOLD	(1-18)
22-23	2	CC8	HOUSEHOLD MEMBER LINE NUMBER	(1-25)
24	1	CC9B	RELATIONSHIP TO HEAD OF HOUSEHOLD	(1-6) 1 - HEAD OF HOUSEHOLD 2 - WIFE 3 - UNMARRIED CHILD 4 - OTHER RELATIVE 5 - PARTNER 6 - OTHER NONRELATIVE

SEGMENT #2: HOUSEHOLD MEMBER CHARACTERISTICS

PAGE 2

FIELD				VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	
25-27	3	CC12	AGE	(000, 1-99) 000 - LESS THAN 1 YEAR
28	1		ALLOCATION CODE (AGE)	(0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED
29	1	CC13	MARITAL STATUS	(BLANK, 1-5) 1 - MARRIED 2 - WIDOWED 3 - DIVORCED 4 - SEPARATED 5 - NEVER MARRIED BLANK - NOT APPLICABLE
30	1		ALLOCATION CODE (MARITAL STATUS)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED BLANK - DATA NOT CODED
31	1	CC14	SEX	(1-2) 1 - MALE 2 - FEMALE
32	1		ALLOCATION CODE (SEX)	(0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED
33	1	CC15	RACE	(1-3) 1 - WHITE 2 - BLACK 3 - OTHER
34	1		ALLOCATION CODE (RACE)	(0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED

SEGMENT #2: HOUSEHOLD MEMBER CHARACTERISTICS

PAGE 3

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
35-36	2	CC16	ORIGIN OR DESCENT	(01-17, 20-23, 30, 31) 01 - GERMAN 02 - ITALIAN 03 - IRISH 04 - FRENCH 05 - POLISH 06 - RUSSIAN 07 - ENGLISH 08 - SCOTTISH 09 - WELSH 10 - MEXICAN-AMERICAN 11 - CHICANO 12 - MEXICAN 13 - MEXICANO 14 - PUERTO RICAN 15 - CUBAN 16 - CENTRAL OR SOUTH AMERICAN 17 - OTHER SPANISH 20 - NEGRO 21 - BLACK 22 - AMERICAN INDIAN OR ALASKAN NATIVE 23 - ASIAN OR PACIFIC ISLANDER 30 - OTHER 31 - DID NOT KNOW
37	1		ALLOCATION CODE (ORIGIN OR DESCENT)	(0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED

SEGMENT #2: HOUSEHOLD MEMBER CHARACTERISTICS

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
38-39	2	CC17A	HIGHEST GRADE ATTENDED	(BLANK, 00, 11-18, 21-24, 31-36) 00 - KINDERGARTEN OR NEVER ATTENDED SCHOOL 11 - ELEMENTARY GRADE 1 12 - ELEMENTARY GRADE 2 13 - ELEMENTARY GRADE 3 14 - ELEMENTARY GRADE 4 15 - ELEMENTARY GRADE 5 16 - ELEMENTARY GRADE 6 17 - ELEMENTARY GRADE 7 18 - ELEMENTARY GRADE 8 21 - HIGH SCHOOL GRADE 9 22 - HIGH SCHOOL GRADE 10 23 - HIGH SCHOOL GRADE 11 24 - HIGH SCHOOL GRADE 12 31 - COLLEGE FIRST YEAR 32 - COLLEGE SECOND YEAR 33 - COLLEGE THIRD YEAR 34 - COLLEGE FOURTH YEAR 35 - COLLEGE FIFTH YEAR 36 - COLLEGE SIXTH YEAR BLANK - NOT APPLICABLE
40	1		ALLOCATION CODE (HIGHEST GRADE ATTENDED)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED BLANK - DATA NOT CODED
41	1	CC17B	GRADE COMPLETED	(BLANK, 1-2) 1 - GRADE WAS COMPLETED 2 - GRADE WAS NOT COMPLETED BLANK - NOT APPLICABLE
42	1		ALLOCATION CODE (GRADE COMPLETED)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED BLANK - DATA NOT CODED
43	1	CC18	ARMED FORCES	(BLANK, 1-2) 1 - YES 2 - NO BLANK - NOT APPLICABLE
44	1		ALLOCATION CODE (ARMED FORCES)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED BLANK - DATA NOT CODED

SEGMENT #2: HOUSEHOLD MEMBER CHARACTERISTICS

PAGE 5

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
WEIGHTING FACTORS				
45-56	12		BASIC HOUSEHOLD WEIGHT (BW(PSU)) (ASSIGNED BY CENSUS)	(NUMERIC)
57-68	12		PERSON WEIGHT (ASSIGNED BY CENSUS)	(NUMERIC)
69-80	12		FILLER	(BLANK)

SEGMENT #3: VEHICLE CHARACTERISTICS INFORMATION

PAGE 1

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
1-6	6		HOUSEHOLD SERIAL NUMBER (ASSIGNED BY CENSUS)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
7	1		ADDITIONAL UNIT (ASSIGNED BY CENSUS)	(BLANK, 1-9)
8-9	2		INTERVIEW MONTH (MONTH IN WHICH THE INTERVIEW WAS CONDUCTED, ASSIGNED BY BUREAU OF THE CENSUS TRANSCRIPTION CLERK)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER
10-12	3		BATCH NUMBER (ASSIGNED BY CENSUS)	(001-999)
13-16	4		WORK UNIT SEQUENCE NUMBER (ASSIGNED BY CENSUS)	(0001-9999)
17	1		SEGMENT NUMBER	(3)
18-19	2		NUMBER OF SEGMENT #3 RECORDS FOR THE HOUSEHOLD	(0-20)
20-21	2		SEGMENT SEQUENCE NUMBER IN THE HOUSEHOLD	(0-20)
22-23	2	215B	VEHICLE NUMBER	(0-20)
24-26	3	215C	TYPE OF VEHICLE	(001-012, 999) 001 - AUTOMOBILE 002 - STATION WAGON 003 - VANBUS/MINIBUS 004 - OTHER VAN 005 - PICKUP TRUCK 006 - PICKUP WITH CAMPER 007 - OTHER TRUCK 008 - MOTORIZED CAMPER 009 - TAXI 010 - MOTORCYCLE 011 - MOTORIZED BICYCLE 012 - OTHER 999 - NO ANSWER

SEGMENT #3: VEHICLE CHARACTERISTICS INFORMATION

PAGE 2

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
27-29	3	215D	MODEL YEAR	(BLANK, 30-78, 999) 999 - NO ANSWER BLANK - NOT APPLICABLE
30	1		EDIT CODE (MODEL YEAR)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - DATA NOT CODED
31-32	2	215F	AUTOMATIC TRANSMISSION	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
33-35	3	215G	NUMBER OF CYLINDERS	(BLANK, 1-8, 12, 16, 021, 999) 021 - ROTARY 999 - NO ANSWER BLANK - NOT APPLICABLE
36-37	2	215H	AIR CONDITIONED	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
38-39	2	215I	VEHICLE OWNERSHIP	(01-05, 99) 01 - OWNED BY A MEMBER OF THE HOUSEHOLD 02 - COMPANY OWNED 03 - LEASED 04 - RENTAL 05 - OTHER 99 - NO ANSWER
40-41	2	215J	VEHICLE PURCHASED NEW OR USED	(BLANK, 01-02, 99) 01 - NEW 02 - USED 99 - NO ANSWER BLANK - NOT APPLICABLE

SEGMENT #3: VEHICLE CHARACTERISTICS INFORMATION

PAGE 3

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
42-43	2	215K	MONTH IN WHICH VEHICLE WAS PURCHASED	(BLANK, 01-12, 99) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER 99 - NO ANSWER BLANK - NOT APPLICABLE
44-45	2	215K	YEAR IN WHICH VEHICLE WAS PURCHASED	(BLANK, 30-78, 99) 99 - NO ANSWER BLANK - NOT APPLICABLE
46	1		EDIT CODE (DATE PURCHASED) (MONTH AND YEAR)	(0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - DATA NOT CODED
47-48	2	215L	VEHICLE USED 4 OR MORE TIMES A MONTH TO GO TO WORK	(01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER
49-50	2	215M	VEHICLE USED ALL OR PART OF THE WAY TO WORK	(BLANK, 01-02, 99) 01 - ALL THE WAY 02 - PART OF THE WAY 99 - NO ANSWER BLANK - NOT APPLICABLE
51-57	7	215N	MILES VEHICLE WAS USED IN LAST 12 MONTHS (OR FROM DATE OF PURCHASE IF LESS THAN 12 MONTHS) (MILES)	(0-999999, 9999999) 9999999 - NO ANSWER

SEGMENT #3: VEHICLE CHARACTERISTICS INFORMATION

PAGE 4

FIELD		SOURCE	VALUE RANGE AND CODES
LOCATION	LENGTH	CODE	(RANGE IN PARENTHESIS)
ITEM DESCRIPTION			

NOTE: THE FOLLOWING VEHICLE CHARACTERISTICS WERE ALLOCATED BY THE FEDERAL HIGHWAY ADMINISTRATION BASED ON THE MAKE AND MODEL OF THE AUTOMOBILE. WEIGHTS ARE IN HUNDREDS OF POUNDS AND MILE PER GALLON FIGURES ARE CODED TO THE NEAREST MILE. (THESE FIELDS ARE ZERO-FILLED IF THE INFORMATION WAS NOT AVAILABLE)

58-60	3		CURB WEIGHT (000, 1-999)
61-63	3		SHIPPING WEIGHT (000, 1-999)
64-66	3		INERTIA WEIGHT (000, 1-999)
67-68	2		IMPORT/DOMESTIC CODE (00, 01-02) 01 - DOMESTIC 02 - IMPORTED
69-70	2		CITY MILES PER GALLON (00, 1-99)
71-72	2		HIGHWAY MILES PER GALLON (00, 1-99)
73-74	2		COMBINED MILES PER GALLON (00, 1-99)
75-80	6		FILLER (BLANK)

SEGMENT #4: OCCUPATION AND TRAVEL TO WORK

PAGE 1

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
1-6	6		HOUSEHOLD SERIAL NUMBER (ASSIGNED BY CENSUS)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
7	1		ADDITIONAL UNIT (ASSIGNED BY CENSUS)	(BLANK, 1-9)
8-9	2		INTERVIEW MONTH (MONTH IN WHICH THE INTERVIEW WAS CONDUCTED, ASSIGNED BY BUREAU OF THE CENSUS TRANSCRIPTION CLERK)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER
10-12	3		BATCH NUMBER (ASSIGNED BY CENSUS)	(001-999)
13-16	4		WORK UNIT SEQUENCE NUMBER (ASSIGNED BY CENSUS)	(0001-9999)
17	1		SEGMENT NUMBER	(4)
18-19	2		NUMBER OF SEGMENT 4 RECORDS IN THE HOUSEHOLD	(1-16)
20-21	2		SEGMENT SEQUENCE NUMBER IN THE HOUSEHOLD	(1-16)
22-23	2	501	HOUSEHOLD MEMBER LINE NUMBER	(1-25)
24-25	2	502	DOING MOST OF LAST WEEK	(01-08, 99) 01 - WORKING 02 - HAVE A JOB, BUT NOT AT WORK 03 - LOOKING FOR WORK 04 - KEEPING HOUSE 05 - GOING TO SCHOOL 06 - UNABLE TO WORK 07 - RETIRED 08 - OTHER 99 - NO ANSWER

SEGMENT #4: OCCUPATION AND TRAVEL TO WORK

PAGE 2

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESES)
LOCATION	LENGTH			
26-27	2	503	WORK AT ALL LAST WEEK	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
28-29	2	504	HAVE JOB BUT ABSENT OR LAID OFF LAST WEEK	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - WORKED PART OF WEEK
30-33	4	505	KIND OF BUSINESS OR INDUSTRY	(BLANK, 0000-0999, 9999) SEE APPENDIX E FOR THE DEFINITION OF CENSUS CODES 0000 - CENSUS DOES NOT KNOW 9999 - NO ANSWER BLANK - NOT APPLICABLE
34	1		EDIT CODE (KIND OF BUSINESS)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - DATA NOT CODED
35-38	4	506	TYPE OF WORK (OCCUPATION)	(BLANK, 0000-0999, 9999) SEE APPENDIX D FOR THE DEFINITION OF CENSUS CODES 9999 - NO ANSWER BLANK - DOES NOT WORK
39	1		EDIT CODE (TYPE OF WORK)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - DATA NOT CODED
40-41	2	507	WORKING FOR WHOM	(BLANK, 01-05, 08, 99) 01 - PRIVATE COMPANY 02 - GOVERNMENT (FEDERAL, STATE, LOCAL...) 03 - SELF-EMPLOYED (INCORPORATED) 04 - SELF-EMPLOYED (NOT INCORPORATED) 05 - WORKING WITHOUT PAY IN FAMILY BUSINESS/FARM 08 - CENSUS DOES NOT KNOW 99 - NO ANSWER BLANK - NOT APPLICABLE
42	1		EDIT CODE (WHOM/WHAT WORKING FOR)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - DATA NOT CODED

SEGMENT #4: OCCUPATION AND TRAVEL TO WORK

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
43-45	3	508	PRINCIPAL MEANS OF TRANSPORTATION TO WORK	(BLANK, 001-019, 099, 999) 001 - AUTOMOBILE 002 - VANBUS/MINIBUS 003 - PICKUP TRUCK/OTHER VAN 004 - OTHER TRUCK (PERSONAL USE) 005 - MOTORCYCLE 006 - SELF-CONTAINED RECREATIONAL VEHICLE 007 - TAXI (PERSONAL USE) 008 - BUS 009 - TRAIN 010 - STREETCAR 011 - ELEVATED RAIL OR SUBWAY 012 - AIRPLANE 013 - TAXI (COMMERCIAL USE) 014 - TRUCK (COMMERCIAL USE) 015 - BICYCLE 016 - WALK 017 - SCHOOL BUS 018 - MOTORIZED BICYCLE 019 - OTHER 099 - WORK AT HOME 999 - NO ANSWER BLANK - NOT APPLICABLE
46-48	3	509	NUMBER OF PERSONS IN CARPOOL/VANPOOL (INCLUDING HOUSEHOLD MEMBER)	(BLANK, 000, 002-020, 999) 000 - DO NOT POOL 999 - NO ANSWER BLANK - NOT APPLICABLE
49	1		EDIT CODE (NUMBER OF PERSONS IN CARPOOL/ VANPOOL)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - DATA NOT CODED
50-52	3	510	TOTAL NUMBER OF HOUSEHOLD MEMBERS IN POOL	(BLANK, 001-020, 999) 999 - NO ANSWER BLANK - NOT APPLICABLE
53	1		EDIT CODE (NUMBER OF OTHER HOUSEHOLD MEMBERS IN POOL)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - DATA NOT CODED

SEGMENT #4: OCCUPATION AND TRAVEL TO WORK

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
54-55	2	511	DRIVING/RIDING ARRANGEMENT	(BLANK, 01-03, 99) 01 - SHARE DRIVING 02 - DRIVE OTHERS ONLY 03 - RIDE ONLY 99 - NO ANSWER BLANK - NOT APPLICABLE
56-58	3	512	REASON FOR NOT POOLING	(BLANK, 001-011, 999) 001 - IRREGULAR OR UNUSUAL WORK HOURS 002 - IRREGULAR WORK LOCATION 003 - NEED CAR FOR WORK OR ERRANDS 004 - OUT OF MY WAY TO PICK UP PEOPLE 005 - RIDERS ARE NOT DEPENDABLE AND REQUIRE EXTRA WAITING 006 - PREFER TO HAVE CAR AVAILABLE FOR EMERGENCIES, ERRANDS OR OVERTIME WORK 007 - LIKE PRIVACY 008 - DON'T KNOW OF ANYONE TO RIDE WITH 009 - DON'T TRUST OTHERS' DRIVING 010 - JUST DON'T WANT TO CALL OTHERS ABOUT CARPOOLING 011 - OTHER 999 - NO ANSWER BLANK - NOT APPLICABLE
59-60	2	513	CHANGED PRINCIPLE MEANS OF TRANSPORTATION TO WORK IN LAST YEAR	(BLANK, 01-04, 99) 01 - YES 02 - NO 03 - DID NOT WORK LAST YEAR 04 - WORKED AT HOME LAST YEAR 99 - NO ANSWER BLANK - NOT APPLICABLE
61	1	514	REASON(S) FOR CHANGE (ENTRIES INDICATOR)	(BLANK, 1, 9) 1 - ENTRIES CODED (BELOW) 9 - NO ANSWER BLANK - NOT APPLICABLE

SEGMENT #4: OCCUPATION AND TRAVEL TO WORK

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
62-67	6	514	REASON(S) FOR CHANGE (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 1 CHARACTER) (6 FIELDS)	(BLANK, 1-6) 1 - CHANGE OF RESIDENCE 2 - CHANGE OF JOB LOCATION 3 - PREVIOUS MEANS WAS UNSATISFACTORY 4 - PREVIOUS MEANS WAS NOT AVAILABLE 5 - PUBLIC TRANSPORTATION BECAME AVAILABLE 6 - OTHER
68-70	3	515	PRINCIPLE MEANS OF TRANSPORTATION BEFORE CHANGE	(BLANK, 001-019, 099, 999) SAME CODES AS "PRINCIPLE MEANS OF TRANSPORTATION TO WORK" (COLS 43-45)
71-73	3	516	NUMBER OF PERSONS IN PREVIOUS CARPOOL/VANPOOL (INCLUDING HOUSEHOLD MEMBER)	(BLANK, 000, 002-020, 999) 000 - NOT IN A POOL 999 - NO ANSWER BLANK - NOT APPLICABLE
74	1		EDIT CODE (NUMBER OF PERSONS IN PREVIOUS CARPOOL/VANPOOL)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - DATA NOT CODED
75-77	3	517	TOTAL NUMBER OF HOUSEHOLD MEMBERS IN PREVIOUS POOL	(BLANK, 001-020, 999) 999 - NO ANSWER BLANK - NOT APPLICABLE
78	1		EDIT CODE (TOTAL NUMBER OF HOUSEHOLD MEMBERS IN PREVIOUS POOL)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - DATA NOT CODED
79-80	2	518	DRIVING/RIDING ARRANGE- MENT IN PREVIOUS CARPOOL	(BLANK, 01-03, 99) 01 - SHARED DRIVING 02 - DROVE OTHERS ONLY 03 - RODE ONLY 99 - NO ANSWER BLANK - NOT APPLICABLE
81-84	4	519	ONE WAY DISTANCE FROM HOME TO WORK (MILES)	(BLANK, 0000, 1-998, 0999, 9999) 0000 - LESS THAN 1/2 MILE 0999 - NO FIXED PLACE OF WORK 9999 - NO ANSWER BLANK - NOT APPLICABLE
85-88	4	520	TIME IT TAKES TO GET FROM HOME TO WORK (MINUTES)	(BLANK, 1-999, 9999) 9999 - NO ANSWER BLANK - NOT APPLICABLE

SEGMENT #4: OCCUPATION AND TRAVEL TO WORK

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
89-90	2	521	LICENSED DRIVER	(BLANK, 01-02) 01 - YES 02 - NO BLANK - NOT APPLICABLE
91	1		ALLOCATION CODE (LICENSED DRIVER)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED BLANK - DATA NOT CODED
92-98	7	522	ANNUAL MILEAGE DRIVEN (MILES) (THOUSANDS OF MILES)	(BLANK, 0-999999, 9999999) 9999999 - NO ANSWER BLANK - NOT APPLICABLE
99-101	3	523	TYPE OF MOTORIZED VEHICLE DRIVEN AS ESSENTIAL PART OF WORK	(BLANK, 000-008, 013-014, 017-019, 999) 000 - NONE USED 001 - AUTOMOBILE 002 - VANBUS/MINIBUS 003 - PICKUP TRUCK, OTHER VAN 004 - OTHER TRUCK (PERSONAL USE) 005 - MOTORCYCLE 006 - SELF-CONTAINED RECREATIONAL VEHICLE 007 - TAXI (PERSONAL USE) 008 - BUS 013 - TAXI (COMMERCIAL USE) 014 - TRUCK (COMMERCIAL USE) 017 - SCHOOL BUS 018 - MOTORIZED BICYCLE 019 - OTHER 999 - NO ANSWER BLANK - NOT APPLICABLE
102-106	5	524	MILES DRIVEN AS PART OF WORK ON TRAVEL DAY	(BLANK, 00000, 1-1500, 99999) 00000 - DID NOT DRIVE 99999 - NO ANSWER BLANK - NOT APPLICABLE
107	1		EDIT CODE (MILES DRIVEN AS PART OF WORK ON TRAVEL DAY)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - DATA NOT CODED

SEGMENT #4: OCCUPATION AND TRAVEL TO WORK

PAGE 7

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
108-112	5	525	MILES DRIVEN AS PART OF WORK ON AVERAGE WORK DAY	(BLANK, 00000, 1-1500, 9999) 00000 - DO NOT DRIVE 99999 - NO ANSWER BLANK - NOT APPLICABLE
113	1		EDIT CODE (MILES DRIVEN AS PART OF WORK ON AVERAGE WORK DAY)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - DATA NOT CODED
114-115	2	526	NUMBER OF DAYS A WEEK DRIVE AS PART OF WORK	(BLANK, 1-7, 99) 99 - NO ANSWER BLANK - NOT APPLICABLE
NOTE: ITEMS WITH SOURCE CODES 527 THROUGH 531 ARE INCLUDED FOR THE FOURTH QUARTER ONLY (JANUARY-MARCH 1978). FOR QUARTERS 1-3, THESE FIELDS ARE BLANK.				
116-118	3	527	NUMBER OF WORK-RELATED STOPS ON TRAVEL DAY	(BLANK, 0-99, 999) 999 - NO ANSWER BLANK - NOT APPLICABLE
119-123	5	528	LONGEST DISTANCE BETWEEN TWO CONSECUTIVE WORK-RELATED STOPS	(BLANK, 00000, 1-9999, 99999) 00000 - LESS THAN 1/2 MILE 99999 - NO ANSWER BLANK - NOT APPLICABLE
124-125	2	529	ANY TRAVEL WITHIN MAP AREA	(BLANK, 01-02, 99) 01 - NO 02 - YES 99 - NO ANSWER BLANK - NOT APPLICABLE
126-127	2	530	WAS ANY TRAVEL WITHIN THE URBAN BOUNDARIES SHOWN ON THE MAP?	(BLANK, 01-02, 99) 01 - NO 02 - YES 99 - NO ANSWER BLANK - NOT APPLICABLE
128-131	4	531	URBAN MILEAGE DRIVEN	(BLANK, 0000, 1-999, 9999) 0000 - LESS THAN 1/2 MILE 9999 - NO ANSWER BLANK - NOT APPLICABLE
132-133	2	532	ANY TRAVEL DAY TRIPS NOT REPORTED?	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE

SEGMENT #4: OCCUPATION AND TRAVEL TO WORK

PAGE 8

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
134-135	2	533	STATUS OF TRAVEL DAY TRIP INFORMATION	(BLANK, 02, 08, 09, 99) 02 - NO TRAVEL DAY TRIPS 08 - MEMBER REFUSED TO GIVE ANY INFORMATION 09 - STATUS OF TRAVEL DAY TRIPS NOT KNOWN 99 - NO ANSWER
136-137	2		FILLER	(BLANK)
138	1	801	REASON(S) FOR USING PUBLIC TRANSPORTATION (ENTRIES INDICATOR)	(BLANK, 1, 9) 1 - ENTRIES CODED (BELOW) 9 - NO ANSWER BLANK - NOT APPLICABLE
139-145	7	801	REASON(S) FOR USING PUBLIC TRANSPORTATION (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 1 CHARACTER) (7 FIELDS)	(BLANK, 1-7) 1 - NO DRIVERS LICENSE 2 - NO CAR AVAILABLE 3 - CHEAPER THAN AUTO 4 - NO PARKING PROBLEMS 5 - NO DRIVING STRAIN 6 - FASTER THAN AUTO 7 - OTHER BLANK - NOT APPLICABLE
146-147	2	802	FOR ANY TRIPS WHICH USED PUBLIC TRANSPORTATION, COULD THEY HAVE BEEN MADE WITHOUT USING P.T.	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
148	1	803	REASONS FOR NOT USING PUBLIC TRANSPORTATION (ENTRIES INDICATOR)	(BLANK, 1, 9) 1 - ENTRIES CODED 9 - NO ANSWER BLANK - NOT APPLICABLE

SEGMENT #4: OCCUPATION AND TRAVEL TO WORK

PAGE 9

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
149-174	26	803	REASONS FOR NOT USING PUBLIC TRANSPORTATION (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 2 CHARACTERS) (13 FIELDS)	(BLANK, 11-23) 11 - NONE AVAILABLE 12 - SCHEDULE INCONVENIENT 13 - LOCATION INCONVENIENT 14 - TOO MANY TRANSFERS 15 - TOO EXPENSIVE 16 - TAKES TOO LONG 17 - PREFERRED TO USE CAR 18 - NEED AUTO FOR WORK 19 - HAD TOO MUCH TO CARRY 20 - PHYSICAL AND/OR MENTAL IMPAIRMENT 21 - NOT FAMILIAR WITH TRANSIT SYSTEM 22 - WASN'T TRAVELLING FAR ENOUGH 23 - OTHER BLANK - NOT APPLICABLE
175-176	2	804	TOTAL NUMBER OF TRAVEL DAY TRIPS	(BLANK, 0-40) BLANK - NOT APPLICABLE
177-178	2	805	TOTAL NUMBER OF TRIPS 75 MILES OR MORE DURING TRAVEL PERIOD	(BLANK, 0-40, 89) 89 - DO NOT KNOW BLANK - NOT APPLICABLE
179-180	2	806	TOTAL NUMBER OF STOPOVERS (NUMBER OF SEGMENT 7 RECORDS FOR THIS PERSON)	(BLANK, 0-40) BLANK - NOT APPLICABLE
181-200	20		FILLER	(BLANK)

SEGMENT #5: TRAVEL DAY TRIP DATA

PAGE 1

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
1-6	6		HOUSEHOLD SERIAL NUMBER (ASSIGNED BY CENSUS)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
7	1		ADDITIONAL UNIT (ASSIGNED BY CENSUS)	(BLANK, 1-9)
8-9	2		INTERVIEW MONTH (MONTH IN WHICH THE INTERVIEW WAS CONDUCTED. ASSIGNED BY BUREAU OF THE CENSUS TRANSCRIPTION CLERK.)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER
10-12	3		BATCH NUMBER (ASSIGNED BY CENSUS)	(001-999)
13-16	4		WORK UNIT SEQUENCE NUMBER (ASSIGNED BY CENSUS)	(0001-9999)
17	1		SEGMENT NUMBER	(5)
18-19	2		NUMBER OF SEGMENT 5 RECORDS FOR RESPONDENT	(1-40)
20-21	2		SEGMENT 5 TRIP SEQUENCE NUMBER FOR RESPONDENT	(1-40)
22-23	2	CC8	RESPONDENT LINE NUMBER	(1-25)
24-25	2	601	TRIP NUMBER	(1-40)
26-27	2	602	TRAVEL DAY DATE (DAY OF THE MONTH)	(1-14)
28-29	2	603	DID THE TRIP BEGIN AT HOME?	(01-02) 01 - YES 02 - NO

SEGMENT #5: TRAVEL DAY TRIP DATA

PAGE 2

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
30-32	3	604	MAIN REASON FOR BEING AWAY FROM HOME WHEN THE TRIP BEGAN	(BLANK, 001-021, 999) 001 - AT WORK 002 - WORK-RELATED BUSINESS 003 - CONVENTION 004 - CIVIC/EDUCATION/ RELIGIOUS 005 - EAT MEAL 006 - DOCTOR OR DENTIST 007 - SHOPPING 008 - FAMILY OR PERSONAL BUSINESS 009 - VISIT FRIENDS OR RELATIVES 010 - PLEASURE DRIVING 011 - SIGHTSEEING 012 - ENTERTAINMENT 013 - RECREATION (PARTICIPANT) 014 - VACATION 015 - CHANGE OF VEHICLE WITHOUT CHANGE OF MODE 016 - CHANGE MODE OF TRANSPORTATION 017 - PICK UP OR LEAVE OFF PASSENGERS 018 - RETURN HOME 019 - LODGING (OVERNIGHT) 020 - SOCIAL 021 - OTHER 999 - NO ANSWER BLANK - NOT APPLICABLE
33-34	2	605	TYPE OF PLACE WHERE TRIP BEGAN (SMSA/NON-SMSA)	(BLANK, 00-03, 99) 00 - IN SMSA (OUTSIDE CENTRAL CITY) 01 - IN SMSA (INSIDE CENTRAL CITY) 02 - OUTSIDE SMSA (POPULATION LESS THAN 5,000) 03 - OUTSIDE SMSA (POPULATION 5,000 OR MORE) 99 - NO ANSWER BLANK - NOT APPLICABLE

SEGMENT 05: TRAVEL DAY TRIP DATA

PAGE 3

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
35-36	2		SMSA POPULATION SIZE GROUP (IF SC605 ABOVE IS CODED 00 OR 01).	(BLANK, 00-05, 99) 00 - UNDER 100,000 01 - 100,000-249,999 02 - 250,000-499,999 03 - 500,000-999,999 04 - 1,000,000-2,999,999 05 - 3,000,00 AND OVER 99 - NO ANSWER BLANK - NOT APPLICABLE
37-41	5	606	TIME TRIP STARTED (A.M.)	(BLANK, 00100-01259, 99999) 99999 - NO ANSWER BLANK - LOOK AT P.M. FIELD
42	1		EDIT CODE (TIME TRIP STARTED (A.M.))	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED
43-47	5	607	TIME TRIP STARTED (P.M.)	(BLANK, 00100-01259, 99999) 99999 - NO ANSWER BLANK - LOOK AT A.M. FIELD
48	1		EDIT CODE (TIME TRIP STARTED (P.M.))	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED

SEGMENT #5: TRAVEL DAY TRIP DATA

FIELD		SOURCE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH	CODE		
49-51	3	608	MAIN REASON FOR TAKING THIS TRIP (TRIP PURPOSE)	(001-021, 999) 001 - TO WORK 002 - WORK-RELATED BUSINESS 003 - CONVENTION 004 - CIVIC/EDUCATION/ RELIGIOUS 005 - EAT MEAL 006 - DOCTOR OR DENTIST 007 - SHOPPING 008 - FAMILY OR PERSONAL BUSINESS 009 - VISIT FRIENDS OR RELATIVES 010 - PLEASURE DRIVING 011 - SIGHTSEEING 012 - ENTERTAINMENT 013 - RECREATION (PARTICIPANT) 014 - VACATION 015 - CHANGE OF VEHICLE WITHOUT CHANGE OF MODE 016 - CHANGE MODE OF TRANSPORTATION 017 - PICK UP OR LEAVE OFF PASSENGERS 018 - RETURN HOME 019 - LODGING (OVERNIGHT) 020 - SOCIAL 021 - OTHER 999 - NO ANSWER
52	1	609	ANY OTHER HOUSEHOLD MEMBERS ON TRIP	(0-1) 0 - NO 1 - YES, OTHERS
53-76	24	610- 621	LINE NUMBERS OF OTHER HOUSEHOLD MEMBERS ON THE TRIP (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 2 CHARACTERS)	(BLANK, 01-25)
77-81	5	622	TOTAL DISTANCE TO DESTINATION (MILES)	(00000, 1-9999, 99999) 00000 - LESS THAN 1/2 MILE 99999 - NO ANSWER
82-86	5	623	LENGTH OF TIME TO REACH DESTINATION (MINUTES)	(00000, 1-1440, 99999) 00000 - LESS THAN 30 SECONDS 99999 - NO ANSWER

SEGMENT #5: TRAVEL DAY TRIP DATA

PAGE 3

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
87-89	3	624	MAIN MEANS (MODE) OF TRANSPORTATION ON TRIP	(001-019, 999) 001 - AUTOMOBILE 002 - VANBUS/MINIBUS 003 - PICKUP TRUCK/OTHER VAN 004 - OTHER TRUCK (PERSONAL USE) 005 - MOTORCYCLE 006 - SELF-CONTAINED RECREATIONAL VEHICLE 007 - TAXI (PERSONAL USE) 008 - BUS 009 - TRAIN 010 - STREETCAR 011 - ELEVATED RAIL OR SUBWAY 012 - AIRPLANE 013 - TAXI (COMMERCIAL USE) 014 - TRUCK (COMMERCIAL USE) 015 - BICYCLE 016 - WALK 017 - SCHOOL BUS 018 - MOTORIZED BICYCLE (MOPED) 019 - OTHER 999 - NO ANSWER
90-91	2	625	WAS A HOUSEHOLD VEHICLE USED FOR THE TRIP	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
92-94	3	626	LINE NUMBER OF VEHICLE USED	(BLANK, 1-25, 999) 999 - NO ANSWER BLANK - NOT APPLICABLE
95-97	3	627	NUMBER OF NON-HOUSEHOLD MEMBERS ON TRIP	(BLANK, 000, 1-24, 999) 000 - NONE 999 - NO ANSWER BLANK - NOT APPLICABLE
98	1		EDIT CODE (NON- HOUSEHOLD MEMBERS ON TRIP)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED

SEGMENT #5: TRAVEL DAY TRIP DATA

PAGE 6

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
99-101	3	628	TOTAL NUMBER OF PERSONS IN THE VEHICLE	(BLANK, 1-25, 999) 999 - NO ANSWER BLANK - NOT APPLICABLE
102	1		EDIT CODE (TOTAL NUMBER OF PERSONS IN THE VEHICLE)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED
103-105	3	629	HOUSEHOLD MEMBER LINE NUMBER OF DRIVER ON THE TRIP	(BLANK, 000, 001-025, 999) 000 - DRIVER WAS NOT A HOUSEHOLD MEMBER 999 - NO ANSWER BLANK - NOT APPLICABLE
106	1	702	SHARE DRIVING (THIS QUESTION WAS NOT ASKED IF THE TRIP WAS LESS THAN 25 MILES)	(BLANK, 0-1) 0 - NO 1 - YES BLANK - NOT APPLICABLE
107-126	20	703- 712	HOUSEHOLD MEMBERS WHO SHARED THE DRIVING (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY CONSISTS OF: 2 CHARACTERS - HOUSEHOLD MEMBER LINE NUMBER, AND 2 CHARACTERS - PERCENT OF THE DRIVING SHARED) (10 FIELDS, 5 ENTRIES)	(BLANK, 01-25)
127	1	713	DID NON-HOUSEHOLD MEMBERS SHARE DRIVING	(BLANK, 0) 0 - YES BLANK - NO OR NOT APPLICABLE
128-129	2	714	PERCENT OF DRIVING SHARED BY NON-HOUSEHOLD MEMBERS	(BLANK, 1-99) BLANK - DID NOT SHARE WITH MEMBER OR NOT APPLICABLE

SEGMENT #5: TRAVEL DAY TRIP DATA

FIELD				
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
130-132	3	715	WHERE DID YOU PARK WHEN YOU GOT TO YOUR DESTINATION	(BLANK, 001-012, 999) 001 - SPACE PROVIDED BY EMPLOYER 002 - SPACE PROVIDED BY STORE OR BUSINESS VISITED (EXCLUDING EMPLOYEE PARKING) 003 - FRINGE PARKING FOR BUS OR CARPOOL (EXCLUDING SHOPPING CENTERS) 004 - ON STREET 005 - COMMERCIAL PARKING LOT OR GARAGE 006 - TENANT PARKING FOR APARTMENTS 007 - SCHOOL PARKING LOT 008 - OFF-STREET SPACE AT A PRIVATE RESIDENCE 009 - CHURCH PARKING LOT 010 - DID NOT PARK 011 - DO NOT KNOW 012 - OTHER 999 - NO ANSWER BLANK - NOT APPLICABLE
133-134	2	716	WAS THE REASON YOU WERE ABLE TO PARK THERE BECAUSE OF: CARPOOL, MEMBERSHIP, MINIMUM PURCHASE, PHYSICAL DISABILITY, JOB STATUS OR ANOTHER SIMILAR REASON	(BLANK, 00-05, 99) 00 - NO 01 - CARPOOL 02 - MINIMUM PURCHASE 03 - PHYSICAL DISABILITY 04 - JOB STATUS 05 - OTHER 99 - NO ANSWER BLANK - NOT APPLICABLE
135-136	2	717	WAS PARKING FREE	(BLANK, 00, 99) 00 - PARKING WAS FREE 99 - EITHER PARKING WAS NOT FREE OR NO ANSWER BLANK - NOT APPLICABLE
137-142	6	718	TOTAL AMOUNT PAID FOR PARKING (CENTS)	(BLANK, 1-999999, 999999) 999999 - NO ANSWER BLANK - NOT APPLICABLE

FIELD		SOURCE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH	CODE		
143-144	2	719	REASON FOR MISSING PARKING COST INFORMATION	(BLANK, 09, 89, 99) 09 - FEE PREVIOUSLY REPORTED ON ANOTHER HOUSEHOLD TRIP 89 - DO NOT KNOW 99 - NO ANSWER BLANK - NOT APPLICABLE

NOTE: THE NEXT 5 FIELDS CONTAIN INFORMATION RELATED TO THE TIME PERIOD COVERED BY THE AMOUNT PAID FOR PARKING. IF ANY FIELD IS BLANK, THE QUESTION WAS NOT APPLICABLE. ONLY ONE OF THE 5 FIELDS WILL BE CODED WITH A VALID TIME PERIOD.

145-147	3	720	MINUTE(S)	(BLANK, 01-99)
148-150	3	721	HOUR(S)	(BLANK, 01-99)
151-153	3	722	DAY(S)	(BLANK, 01-99)
154-156	3	723	WEEK(S)	(BLANK, 01-99)
157-159	3	724	MONTH(S)	(BLANK, 01-99)
160-161	2	725	REASON FOR MISSING TIME PERIOD INFORMATION	(BLANK, 89, 99) 89 - DO NOT KNOW 99 - NO ANSWER BLANK - NOT APPLICABLE
162-163	2	726	FOR TRIPS WHICH DID NOT USE PUBLIC TRANSPORTATION: WAS PUBLIC TRANSPORTATION AVAILABLE	(BLANK, 01-02, 89, 99) 01 - YES 02 - NO 89 - DO NOT KNOW 99 - NO ANSWER BLANK - NOT APPLICABLE
164-165	2	727	WAS THIS BUS TRANSPORTATION	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
166-167	2	728	DO YOU KNOW THE BUS SCHEDULE	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
168-169	2	729	FOR TRIPS WHICH DID USE PUBLIC TRANSPORTATION: IF YOU HAD DRIVEN, WOULD PARKING HAVE BEEN FREE	(BLANK, 01-02, 89, 99) 01 - YES 02 - NO 89 - DO NOT KNOW 99 - NO ANSWER BLANK - NOT APPLICABLE

FIELD				VALUE RANGE AND CODES
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	(RANGE IN PARENTHESIS)
170-171	2	730	WAS ANY PART OF THIS TRIP WITHIN THE CENTRAL BUSINESS DISTRICT	(BLANK, 01-02, 89, 99) 01 - YES 02 - NO 89 - DO NOT KNOW 99 - NO ANSWER BLANK - NOT APPLICABLE
NOTE: THE FOLLOWING INFORMATION WAS SUPPLIED BY THE FEDERAL HIGHWAY ADMINISTRATION. THE DATA WAS TAKEN FROM MAPS ON WHICH THE RESPONDENT HAD TRACED THE ROUTE USED FOR THE TRIP. THE VEHICLE MILES TRAVELED (VMT) FIGURES ARE CODED IN TENTHS OF A MILE.				
172-173	2		TRIP DESCRIPTION CODE	(01-05, 89, 99) 01 - ENTIRE TRIP ON MAP AND WHOLLY WITHIN URBAN AREA 02 - ENTIRE TRIP ON MAP AND WHOLLY WITHIN RURAL AREA 03 - ENTIRE TRIP ON MAP AND CROSSES AN URBAN/RURAL BOUNDARY 04 - A PORTION OF THE TRIP IS OFF THE MAP 05 - ENTIRE TRIP IS OFF THE MAP 89 - DO NOT KNOW 99 - NO ANSWER
174-179	6		RURAL VMT (POP: 5,000-49,999) (TENTHS OF A MILE)	(BLANK, 000000, 1-69999, 899999) 000000 - LESS THAN 0.1 MILE 899999 - DO NOT KNOW BLANK - NOT APPLICABLE
180-184	5		URBAN VMT (POP: 5,000-49,999) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
185-189	5		URBAN VMT (POP: 50,000-199,999) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
190-194	5		URBAN VMT (POP: 200,000-999,999) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE

SEGMENT #5: TRAVEL DAY TRIP DATA

PAGE 10

FIELD		SOURCE	VALUE RANGE AND CODES
LOCATION	LENGTH	CODE	(RANGE IN PARENTHESIS)
195-199	5	URBAN VMT (POP: 1,000,000 AND OVER) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
200-204	5	HOME URBAN VMT (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
205	1	HOME URBAN SIZE CODE	(BLANK, 2-5) 2 - 5,000-49,999 3 - 50,000-199,999 4 - 200,000-999,999 5 - 1,000,000 AND OVER BLANK - NOT APPLICABLE
206	1	ORIGIN-DESTINATION CODE	(BLANK, 1-6, 9) 1 - URBAN/URBAN/URBAN 2 - RURAL/RURAL/RURAL 3 - URBAN/RURAL/URBAN 4 - RURAL/URBAN/RURAL 5 - URBAN/RURAL 6 - RURAL/URBAN 9 - NO ANSWER
207	1	BORDER CROSSING CODE	01 - NO, INFORMATION 02 - YES, INFORMATION 03 - NO, NO INFORMATION 04 - YES, NO INFORMATION
208-219	12	BASIC HOUSEHOLD WEIGHT (BW(PSU))	(NUMERIC)
220-375	156	PERSON TRIP WEIGHTS (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 12 CHARACTERS) (13 FIELDS)	(NUMERIC)
376-387	12	HOUSEHOLD TRIP WEIGHT (Wo)	(NUMERIC)

FIELD		SOURCE	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH	CODE	ITEM DESCRIPTION

NOTE: THE FOLLOWING CODES WERE ADDED BY THE FEDERAL HIGHWAY ADMINISTRATION SO THAT TABLES COULD BE BUILT WHICH WOULD CORRESPOND TO DATA COLLECTED IN THE 1969-70 NATIONWIDE PERSONAL TRANSPORTATION STUDY (NPTS).

388-390	3	NPTS 1969-70 TRIP PURPOSE CODE	(000-011, 999) 000 - TRIP SHOULD BE LINKED WITH TRIP NUMBER SHOWN IN TRIP LINKING CODE (BELOW) 001 - TO WORK 002 - BUSINESS OTHER THAN WORK 003 - SHOPPING 004 - OTHER FAMILY OR PERSONAL BUSINESS 005 - TO SCHOOL OR CHURCH 006 - TO DOCTOR OR DENTIST 007 - VACATION 008 - VISIT FRIENDS OR RELATIVES 009 - PLEASURE DRIVING 010 - OTHER SOCIAL OR RECREATIONAL 011 - OTHER 999 - NO ANSWER
391-393	3	TRIP LINKING CODE (TRIP NUMBER TO WHICH THIS TRIP SHOULD BE LINKED) (TRIP NUMBER, COLS 24-25)	(000, 1-40) 000 - TRIP STANDS ALONE AND SHOULD NOT BE LINKED TO ANY OTHER TRIP
394-400	7	FILLER	(BLANK)

SEGMENT #6: TRAVEL PERIOD TRIP DATA

PAGE 1

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
1-6	6		HOUSEHOLD SERIAL NUMBER (ASSIGNED BY CENSUS)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
7	1		ADDITIONAL UNIT (ASSIGNED BY CENSUS)	(BLANK, 1-9)
8-9	2		INTERVIEW MONTH (MONTH IN WHICH THE INTERVIEW WAS CONDUCTED. ASSIGNED BY BUREAU OF THE CENSUS TRANSCRIPTION CLERK)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER
10-12	3		BATCH NUMBER (ASSIGNED BY CENSUS)	(001-999)
13-16	4		WORK UNIT SEQUENCE NUMBER (ASSIGNED BY CENSUS)	(0001-9999)
17	1		SEGMENT NUMBER	(6)
18-19	2		NUMBER OF SEGMENT 6 RECORDS FOR RESPONDENT	(1-40)
20-21	2		SEGMENT 6 TRIP SEQUENCE NUMBER FOR RESPONDENT	(1-40)
22-23	2	501	RESPONDENT LINE NUMBER	(1-25)
24-25	2	901	TRIP NUMBER	(1-40)
26-27	2	902	TYPE OF PLACE AT DESTINATION (SMSA/ NON-SMSA)	(00-03, 99) 00 - IN SMSA (OUTSIDE CENTRAL CITY) 01 - IN SMSA (INSIDE CENTRAL CITY) 02 - OUTSIDE SMSA (POPULATION LESS THAN 5,000) 03 - OUTSIDE SMSA (POPULATION 5,000 OR MORE) 99 - NO ANSWER

SEGMENT #6: TRAVEL PERIOD TRIP DATA

PAGE 2

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
28-29	2		SMSA POPULATION SIZE GROUP (IF SC902 ABOVE IS CODED 00 OR 01)	(BLANK, 00-05, 99) 00 - UNDER 100,000 01 - 100,000-249,999 02 - 250,000-499,999 03 - 500,000-999,999 04 - 1,000,000-2,999,999 05 - 3,000,000 AND OVER 99 - NO ANSWER BLANK - NOT APPLICABLE
30	1	903	ANY OTHER HOUSEHOLD MEMBERS ON TRIP	(0-1) 0 - NO OTHERS 1 - YES, OTHERS
31-54	24	904- 915	LINE NUMBERS OF OTHER HOUSEHOLD MEMBERS ON THE TRIP (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 2 CHARACTERS) (12 FIELDS)	(BLANK, 1-25)
55-57	3	917	MAIN REASON FOR TAKING THIS TRIP (TRIP PURPOSE)	(001-021, 999) 001 - TO WORK 002 - WORK-RELATED BUSINESS 003 - CONVENTION 004 - CIVIC/EDUCATION/ RELIGIOUS 005 - EAT MEAL 006 - DOCTOR OR DENTIST 007 - SHOPPING 008 - FAMILY OR PERSONAL BUSINESS 009 - VISIT FRIENDS OR RELATIVES 010 - PLEASURE DRIVING 011 - SIGHTSEEING 012 - ENTERTAINMENT 013 - RECREATION (PARTICIPANT) 014 - VACATION 015 - CHANGE OF VEHICLE WITHOUT CHANGE OF MODE 016 - CHANGE MODE OF TRANSPORTATION 017 - PICK UP OR LEAVE OFF PASSENGERS 018 - RETURN HOME 019 - LODGING (OVERNIGHT) 020 - SOCIAL 021 - OTHER 999 - NO ANSWER

SEGMENT #6: TRAVEL PERIOD TRIP DATA

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
58-59	2	918	WEEKEND TRIP	(01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER
60-61	2	919	DID THE TRIP BEGIN AT HOME?	(01, 02) 01 - YES 02 - NO
62-63	2	920	TYPES OF PLACE WHERE TRIP BEGAN (SMSA/NON-SMSA)	(BLANK, 00-03) 00 - IN SMSA (OUTSIDE CENTRAL CITY) 01 - IN SMSA (INSIDE CENTRAL CITY) 02 - OUTSIDE SMSA (POPULATION LESS THAN 5,000) 03 - OUTSIDE SMSA POPULATION 5,000 OR MORE BLANK - TRIP BEGAN AT HOME
64-65	2		SMSA POPULATION SIZE GROUP (IF SC920 ABOVE IS CODED 00 OR 01)	(BLANK, 00-05, 99) 00 - UNDER 100,000 01 - 100,000-249,999 02 - 250,000-499,999 03 - 500,000-999,999 04 - 1,000,000-2,999,999 05 - 3,000,000 AND OVER 99 - NOT IN AN SMSA BLANK - TRIP BEGAN AT HOME OR NOT APPLICABLE
66-68	3	921	NIGHTS SPENT AWAY FROM HOME ENROUTE TO DESTINATION	(000, 1-999, 999) 000 - NONE 999 - NO ANSWER
69	1		EDIT CODE (NIGHTS ENROUTE)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED
70-71	3	922	NIGHTS SPENT AT DESTINATION	(BLANK, 000, 1-99, 999) 000 - NONE 999 - NO ANSWER BLANK - NOT APPLICABLE
72	1		EDIT CODE (NIGHTS SPENT AT DESTINATION)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED BLANK - NO DATA CODED

SEGMENT #6: TRAVEL PERIOD TRIP DATA

PAGE 4

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
74	1	923	TYPE(S) OF LODGING ENTRIES INDICATOR	(BLANK, 1, 9) 1 - ENTRIES CODED (BELOW) 9 - NO ANSWER BLANK - NOT APPLICABLE
75-80	6	923	TYPE(S) OF LODGING (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 1 CHARACTER) (6 FIELDS)	(BLANK, 1-6) 1 - FRIENDS OR RELATIVES 2 - RENTAL ACCOMODATION 3 - OWN CABIN, CAMPSITE, VACATION HOME 4 - PUBLIC CAMPGROUND 5 - COMMERCIAL CAMPGROUND 6 - OTHER
81-83	3	924	NIGHTS SPENT WITH FRIENDS OR RELATIVES	(BLANK, 1-99, 999) 999 - NONE BLANK - NOT APPLICABLE
84	1		EDIT CODE (NIGHTS SPENT WITH FRIENDS OR RELATIVES)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED
85-87	3	925	NIGHTS SPENT AT RENTAL ACCOMMODATIONS	(BLANK, 1-99, 999) 999 - NONE BLANK - NOT APPLICABLE
88	1		EDIT CODE (NIGHTS AT RENTAL ACCOMMODATIONS)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED
89-91	3	926	NIGHTS SPENT AT OWN CABIN, CAMPSITE, VACATION HOME	(BLANK, 1-99, 999) 999 - NONE BLANK - NOT APPLICABLE
92	1		EDIT CODE (NIGHTS AT CABIN, CAMPSITE, VACATION HOME)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED
93-95	3	927	NIGHTS SPENT IN PUBLIC CAMPGROUND	(BLANK, 1-99, 999) 999 - NONE BLANK - NOT APPLICABLE
96	1		EDIT CODE (NIGHTS AT PUBLIC CAMPGROUND)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED

SEGMENT #6: TRAVEL PERIOD TRIP DATA

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
97-99	3	928	NIGHTS SPENT IN COMMERCIAL CAMPGROUND	(BLANK, 1-99, 999) 999 - NONE BLANK - NOT APPLICABLE
100	1		EDIT CODE (NIGHTS AT COMMERCIAL CAMPGROUND)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED
101-103	3	929	NIGHTS SPENT AT OTHER THAN THE ABOVE	(BLANK, 1-99, 999) 999 - NONE BLANK - NOT APPLICABLE
104	1		EDIT CODE (NIGHTS AT OTHER)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED
105	1		FILLER	(BLANK)
106-107	2	930	MONTH IN WHICH THE TRIP BEGAN	(01-12, 99) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER 99 - NO ANSWER
108-109	2	931	DAY OF THE MONTH ON WHICH THE TRIP BEGAN	(1-31, 99) 99 - NO ANSWER
110	1		EDIT CODE (DATE ON WHICH TRIP BEGAN)	(0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED
111-112	2		DAY OF THE WEEK ON WHICH THE TRIP BEGAN	(01-07, 99) 01 - SUNDAY 02 - MONDAY 03 - TUESDAY 04 - WEDNESDAY 05 - THURSDAY 06 - FRIDAY 07 - SATURDAY 99 - NO ANSWER

SEGMENT #6: TRAVEL PERIOD TRIP DATA

PAGE 6

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
111-117	5	932	TIME TRIP BEGAN A.M.	(BLANK, 00100-01259, 99999) 99999 - NO ANSWER BLANK - SEE P.M. TIME
118	1		EDIT CODE (A.M. TIME TRIP BEGAN)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED
119-123	5	933	TIME TRIP BEGAN P.M.	(BLANK, 00100-01259, 99999) 99999 - NO ANSWER BLANK - SEE A.M. TIME
124	1		EDIT CODE (P.M. TIME TRIP BEGAN)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED
125-129	5	934	EXACT TRIP DISTANCE	(00000, 1-9999, 99999) 00000 - DO NOT KNOW 99999 - NO ANSWER
130-134	5	935	APPROXIMATE TRIP DISTANCE	(BLANK, 1-9999, 99999) 99999 - NO ANSWER BLANK - NOT APPLICABLE
135-137	3	937	MAIN MEANS (MODE) OF TRANSPORTATION	(001-019, 999) 001 - AUTOMOBILE 002 - VANBUS/MINIBUS 003 - PICKUP TRUCK/OTHER VAN 004 - OTHER TRUCK (PERSONAL USE) 005 - MOTORCYCLE 006 - SELF-CONTAINED RECREATIONAL VEHICLE 007 - TAXI (PERSONAL USE) 008 - BUS 009 - TRAIN 010 - STREETCAR 011 - ELEVATED RAIL OR SUBWAY 012 - AIRPLANE 013 - TAXI (COMMERCIAL USE) 014 - TRUCK (COMMERCIAL USE) 015 - BICYCLE 016 - WALK 017 - SCHOOL BUS 018 - MOTORIZED BICYCLE (MOPED) 019 - OTHER 999 - NO ANSWER

SEGMENT #6: TRAVEL PERIOD TRIP DATA

PAGE 7

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
138-139	2	938	WAS A HOUSEHOLD VEHICLE USED FOR THE TRIP	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
140-142	3	939	LINE NUMBER OF VEHICLE	(BLANK, 001-025, 999) 999 - NO ANSWER BLANK - NOT APPLICABLE
143-145	3	940	NUMBER OF NON-HOUSEHOLD MEMBERS ON TRIP	(BLANK, 000, 001-024, 999) 000 - NONE 999 - NO ANSWER BLANK - NOT APPLICABLE
146	1		EDIT CODE (NON- HOUSEHOLD MEMBERS ON TRIP)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED
147-149	3	941	TOTAL NUMBER OF PERSONS IN THE VEHICLE	(BLANK, 001-025, 999) 999 - NO ANSWER BLANK - NOT APPLICABLE
150	1		EDIT CODE (TOTAL PERSONS IN VEHICLE)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED
151-153	3	942	LINE NUMBER OF PRINCIPAL DRIVER ON THE TRIP	(BLANK, 000, 001-025, 999) 000 - DRIVER WAS NOT A HOUSEHOLD MEMBER 999 - NO ANSWER BLANK - NOT APPLICABLE
154	1	943	ANYONE SHARE DRIVING	(0-1) 0 - NO ONE SHARED DRIVING 1 - YES BLANK - NOT APPLICABLE
155-174	20	944- 953	HOUSEHOLD MEMBERS WHO SHARED THE DRIVING (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY CONSISTS OF: 2 CHARACTERS - HOUSEHOLD MEMBER LINE NUMBER, AND 2 CHARACTERS - PERCENT OF THE DRIVING SHARED) (10 FIELDS, 5 ENTRIES)	(BLANK, 01-25)

SEGMENT #6: TRAVEL PERIOD TRIP DATA

PAGE 8

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
175	1	954	DID NON-HOUSEHOLD MEMBERS SHARE DRIVING	(BLANK, 0) 0 - YES BLANK - NO OR NOT APPLICABLE
176-177	2	955	PERCENT DRIVING BY NON-HOUSEHOLD MEMBERS	(BLANK, 01-99) BLANK - NOT APPLICABLE
178-182	5	956	MILES DRIVEN IN A RENTAL VEHICLE	(00000, 1-9999, 99999) 00000 - NO RENTAL VEHICLE USED ON THIS TRIP 99999 - NO ANSWER
183	1		EDIT CODE (RENTAL VEHICLE MILEAGE)	(0-1) 0 - DATA WAS REPORTED 1 - DATA WAS EDITED
184-185	2	957	TYPE OF RENTAL VEHICLE	(BLANK, 01-03, 99) 01 - AUTO 02 - TRUCK 03 - OTHER 99 - NO ANSWER BLANK - NOT APPLICABLE
186-188	3	958	NUMBER OF STOPS DURING TRIP	(0-40, 999) 999 - NO ANSWER
NOTE: THE FOLLOWING INFORMATION WAS SUPPLIED BY THE FEDERAL HIGHWAY ADMINISTRATION. THE DATA WAS TAKEN FROM MAPS ON WHICH THE RESPONDENT HAD TRACED THE ROUTE USED FOR THE TRIP. THE VEHICLE MILES TRAVELED (VMT) FIGURES ARE CODED IN TENTHS OF A MILE.				
189-190	2		TRIP DESCRIPTION CODE	(01-05, 89, 99) 01 - ENTIRE TRIP ON MAP AND WHOLLY WITHIN URBAN AREA 02 - ENTIRE TRIP ON MAP AND WHOLLY WITHIN RURAL AREA 03 - ENTIRE TRIP ON MAP AND CROSSES AN URBAN/RURAL BOUNDARY 04 - A PORTION OF THE TRIP IS OFF THE MAP 05 - ENTIRE TRIP IS OFF THE MAP 89 - DO NOT KNOW 99 - NO ANSWER
191-196	6		RURAL VMT (POP: 5,000-49,999) (TENTHS OF A MILE)	(BLANK, 000000, 1-899999, 899999) 000000 - LESS THAN 0.1 MILE 899999 - DO NOT KNOW BLANK - NOT APPLICABLE

SEGMENT #6: TRAVEL PERIOD TRIP DATA

PAGE 9

FIELD		SOURCE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH	CODE		
197-201	5		URBAN VMT (POP: 5,000-49,999) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
202-206	5		URBAN VMT (POP: 50,000-199,999) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
207-211	5		URBAN VMT (POP: 200,000-999,999) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
212-216	5		URBAN VMT (POP: 1,000,000 AND OVER) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
217-221	5		HOME URBAN VMT (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
222	1		HOME URBAN SIZE CODE	(BLANK, 2-5) 2 - 5,000-49,999 3 - 50,000-199,999 4 - 200,000-999,999 5 - 1,000,000 AND OVER BLANK - NOT APPLICABLE
223	1		ORIGIN-DESTINATION CODE	(BLANK, 1-6, 9) 1 - URBAN/URBAN/URBAN 2 - RURAL/RURAL/RURAL 3 - URBAN/RURAL/URBAN 4 - RURAL/URBAN/RURAL 5 - URBAN/RURAL 6 - RURAL/URBAN 9 - NO ANSWER BLANK - NOT APPLICABLE
224	1		BORDER CROSSING CODE	(BLANK, 1-4) 1 - NO, INFORMATION 2 - YES, INFORMATION 3 - NO, NO INFORMATION 4 - YES, NO INFORMATION BLANK - NOT APPLICABLE

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
225-231	7		PICADAD MILEAGE COMPUTED BY CENSUS	(0000000-0999999, 9999999) 0000000 - NOT COMPUTED 9999999 - NO ANSWER
232-243	12		BASIC HOUSEHOLD WEIGHT BW(PSU)	(NUMERIC)
244-399	156		PERSON TRIP WEIGHTS (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 12 CHARACTERS) (13 FIELDS)	(NUMERIC)
400-411	12		HOUSEHOLD TRIP WEIGHT (W ₀)	(NUMERIC)
NOTE: THE FOLLOWING CODES WERE ADDED BY THE FEDERAL HIGHWAY ADMINISTRATION SO THAT TABLES COULD BE BUILT WHICH WOULD CORRESPOND TO DATA COLLECTED IN THE 1969-70 NATIONWIDE PERSONAL TRANSPORTATION STUDY (NPTS).				
412-414	3		NPTS 1969-70 TRIP PURPOSE CODE	(000-011, 999) 000 - TRIP SHOULD BE LINKED WITH TRIP NUMBER SHOWN IN TRIP LINKING CODE (BELOW) 001 - TO WORK 002 - BUSINESS OTHER THAN WORK 003 - SHOPPING 004 - OTHER FAMILY OR PERSONAL BUSINESS 005 - TO SCHOOL OR CHURCH 006 - TO DOCTOR OR DENTIST 007 - VACATION 008 - VISIT FRIENDS OR RELATIVES 009 - PLEASURE DRIVING 010 - OTHER SOCIAL OR RECREATIONAL 011 - OTHER 999 - NO ANSWER
15-417	3		TRIP LINKING CODE (TRIP NUMBER TO WHICH THIS TRIP SHOULD BE LINKED) (TRIP NUMBER, COLS 24-25)	(000, 1-40) 000 - TRIP STANDS ALONE AND SHOULD NOT BE LINKED TO ANY OTHER TRIP
18-440	23		FILLER	(BLANK)

SEGMENT #7: 14 DAY TRAVEL PERIOD STOPS

PAGE 1

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
1-6	6		HOUSEHOLD SERIAL NUMBER (ASSIGNED BY CENSUS)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
7	1		ADDITIONAL UNIT (ASSIGNED BY CENSUS)	(BLANK, 1-9)
8-9	2		INTERVIEW MONTH (MONTH IN WHICH THE INTERVIEW WAS CONDUCTED. ASSIGNED BY BUREAU OF THE CENSUS TRANSCRIPTION CLERK)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER
10-12	3		BATCH NUMBER (ASSIGNED BY CENSUS)	(001-999)
13-16	4		WORK UNIT SEQUENCE NUMBER (ASSIGNED BY CENSUS)	(0001-9999)
17	1		SEGMENT NUMBER	(7)
18-19	2		NUMBER OF SEGMENT 7 RECORDS FOR RESPONDENT	(01-40)
20-21	2		SEGMENT 7 STOP SEQUENCE NUMBER FOR RESPONDENT	(01-40)
22-23	2	CC8	HOUSEHOLD MEMBER LINE NUMBER	(01-25)
24-25	2	69A (901)	TRIP NUMBER	(01-40)
26-27	2	693	STOP NUMBER	(01-40)

FIELD				VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	
28-30	3	69C	MAIN REASON FOR MAKING THIS STOP (STOP PURPOSE)	(001-021, 999) 001 - TO WORK 002 - WORK-RELATED BUSINESS 003 - CONVENTION 004 - CIVIC/EDUCATION/ RELIGIOUS 005 - EAT MEAL 006 - DOCTOR DENTIST 007 - SHOPPING 008 - FAMILY OR PERSONAL BUSINESS 009 - VISITING FRIENDS OR RELATIVES 010 - PLEASURE DRIVING 011 - SIGHTSEEING 012 - ENTERTAINMENT 013 - RECREATION (PARTICIPANT) 014 - VACATION 015 - CHANGE OF VEHICLE WITHOUT CHANGE OF MODE 016 - CHANGE MODE OF TRANSPORTATION 017 - PICK UP OR LEAVE OFF PASSENGERS 018 - RETURN HOME 019 - LODGING (OVERNIGHT) 020 - SOCIAL 021 - OTHER 999 - NO ANSWER
31-35	5	69D	MILES TRAVELED THIS PART OF TRIP	(0-9999, 99999) 99999 - NO ANSWER
36-37	2	69E	TYPE OF PLACE WHERE STOP OCCURED (SMSA/NON-SMSA)	(00-03, 99) 00 - IN SMSA (OUTSIDE CENTRAL CITY) 01 - IN SMSA (INSIDE CENTRAL CITY) 02 - OUTSIDE SMSA (POPULATION LESS THAN 5,000) 03 - OUTSIDE SMSA (POPULATION 5,000 OR MORE) 99 - NO ANSWER

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
38-39	2	69E	SMSA POPULATION SIZE GROUP (ONLY IF PRECEDING FIELD IS CODED 00 OR 01)	(BLANK, 00-05, 99) 00 - UNDER 100,000 01 - 100,000-249,999 02 - 250,000-499,999 03 - 500,000-999,999 04 - 1,000,000-2,999,999 05 - 3,000,000 AND OVER 99 - NO ANSWER BLANK - NOT APPLICABLE
40-63	24	69F	HOUSEHOLD MEMBERS ON THIS PART OF TRIP (LINE NUMBERS) (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 2 CHARACTERS)	(01-12)
64-66	3	69G	MEANS (MODE) OF TRANSPORTATION ON THIS PART OF TRIP	(001-019, 999) 001 - AUTOMOBILE 002 - VANBUS/MINIBUS 003 - PICKUP TRUCK/OTHER VAN 004 - OTHER TRUCK (PERSONAL USE) 005 - MOTORCYCLE 006 - SELF-CONTAINED RECREATIONAL VEHICLE 007 - TAXI (PERSONAL USE) 008 - BUS 009 - TRAIN 010 - STREETCAR 011 - ELEVATED RAIL OR SUBWAY 012 - AIRPLANE 013 - TAXI (COMMERCIAL USE) 014 - TRUCK (COMMERCIAL USE) 015 - BICYCLE 016 - WALK 017 - SCHOOL BUS 018 - MOTORIZED BICYCLE (MOPED) 019 - OTHER 999 - NO ANSWER
67-68	2	69H	WAS A HOUSEHOLD VEHICLE USED	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE

SEGMENT #7: 14 DAY TRAVEL PERIOD STOPS

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
69-71	3	69H	VEHICLE NUMBER OF HOUSEHOLD VEHICLE USED	(BLANK, 001-025, 999) 999 - NO ANSWER BLANK - NOT APPLICABLE NOT USED
72-73	2	69I	WAS THIS A RENTAL VEHICLE	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
74-76	3	69J	WAS THE DRIVER A HOUSEHOLD MEMBER	(BLANK, 000, 001-025, 999) 000 - NO 999 - NO ANSWER BLANK - NOT APPLICABLE
77-79	3	69K	NUMBER OF NON-HOUSEHOLD MEMBERS ON TRIP	(BLANK, 0-99, 999) 999 - NO ANSWER BLANK - NOT APPLICABLE
80-81	2	69L	TYPE OF LODGING THEY STAYED IN	(BLANK, 01-06, 99) 01 - FRIENDS OR RELATIVES 02 - RENTAL ACCOMMODATIONS 03 - OWN CABIN, CAMPSITE, VACATION HOME 04 - CAMPING IN PUBLIC (GOV'T) CAMPGROUND 05 - CAMPING IN COMMERCIAL CAMPGROUND 06 - OTHER 99 - NO ANSWER BLANK - NOT APPLICABLE
82-84	3	69M	NUMBER OF NIGHTS SPENT AT THIS LOCATION	(BLANK, 1-99, 999) 999 - NO ANSWER BLANK - NOT APPLICABLE
85	1		ALLOCATION CODE (NIGHTS AT THIS LOCATION)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED BLANK - NO DATA CODED
86-88	3		FILLER	(BLANK)

SEGMENT #8: NTS-1 TRIP DATA

PAGE 1

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
1-6	6		HOUSEHOLD SERIAL NUMBER (ASSIGNED BY CENSUS)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
7	1		ADDITIONAL UNIT (ASSIGNED BY CENSUS)	(BLANK, 1-9)
8-10	3		TRIP NUMBER	(000, 1-143) 000 - NO TRIPS BY HOUSEHOLD
12-13	2		MONTH TRIP ENDED	(BLANK, 01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER BLANK - NOT APPLICABLE
13-14	2	10A	MEMBERS ON TRIP	(BLANK, 1-99) BLANK - NOT APPLICABLE
15-34	20	12A	REASON(S) FOR TRIP (MULTIPLE ENTRIES, LEFT JUSTIFIED, "00" FILLED, EACH ENTRY 2 CHARACTERS)	(BLANK, 00, 11-20) 00 - NO ADDITIONAL REASONS 11 - VISIT RELATIVES OR FRIENDS 12 - BUSINESS 13 - CONVENTION 14 - OUTDOOR RECREATION 15 - ENTERTAINMENT 16 - SIGHTSEEING 17 - PERSONAL OR FAMILY AFFAIRS 18 - SHOPPING 19 - MEDICAL 20 - OTHER BLANK - NOT APPLICABLE

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
35-36	2	12B	MAIN REASON FOR TRIP	(BLANK, 11-20) 11 - VISIT RELATIVES OR FRIENDS 12 - BUSINESS 13 - CONVENTION 14 - OUTDOOR RECREATION 15 - ENTERTAINMENT 16 - SIGHTSEEING 17 - PERSONAL OR FAMILY AFFAIRS 18 - SHOPPING 19 - MEDICAL 20 - OTHER BLANK - NOT APPLICABLE
37	1	14A	MAIN MEANS (MODE) OF TRANSPORTATION GOING	(BLANK, 1-9) 1 - AUTO (WITHOUT CAMPING EQUIPMENT) 2 - TRUCK 3 - AUTO (WITH CAMPING EQUIPMENT) 4 - TRUCK (WITH CAMPING EQUIPMENT) OR SELF-CONTAINED VEHICLE 5 - BUS 6 - TRAIN 7 - AIRPLANE 8 - SHIP OR BOAT 9 - OTHER BLANK - NOT APPLICABLE
38	1	14A	MAIN MEANS (MODE) OF TRANSPORTATION RETURNING	(BLANK, 1-9) 1 - AUTO (WITHOUT CAMPING EQUIPMENT) 2 - TRUCK 3 - AUTO (WITH CAMPING EQUIPMENT) 4 - TRUCK (WITH CAMPING EQUIPMENT) OR SELF-CONTAINED VEHICLE 5 - BUS 6 - TRAIN 7 - AIRPLANE 8 - SHIP OR BOAT 9 - OTHER BLANK - NOT APPLICABLE
39	1	14B	DID ANY HOUSEHOLD MEMBER RENT A CAR DURING TRIP	(BLANK, 1-2) 1 - YES 2 - NO BLANK - NOT APPLICABLE

SEGMENT #8: NTS-1 TRIP DATA

PAGE 3

FIELD		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
LOCATION	LENGTH			
40	1	15A	WAS THE VEHICLE USED FOR THE TRIP OWNED BY A HOUSEHOLD MEMBER	(BLANK, 1-2) 1 - YES 2 - NO BLANK - NOT APPLICABLE
41	1	15B	WAS THE VEHICLE USED RENTED BY A HOUSEHOLD MEMBER	(BLANK, 1-2) 1 - YES 2 - NO BLANK - NOT APPLICABLE
42-47	6	16	ROUND TRIP MILEAGE REPORTED BY RESPONDENT	(BLANK, 0-89999, 099999) 099999 - NO ANSWER BLANK - NOT APPLICABLE
48-53	6		ROUND TRIP MILEAGE COMPUTED BY CENSUS	(BLANK, 000000, 1-89999, 099999) 000000 - CENSUS UNABLE TO COMPUTE MILEAGE 099999 - NO ANSWER BLANK - NOT APPLICABLE
54-80	27		FILLER	(BLANK)

Appendix D. Occupational Classification
System - Occupation Codes

Occupation Classification

Census
Code

PROFESSIONAL, TECHNICAL, AND KINDRED WORKERS

001	Accountants
002	Architects
	Computer specialists
003	Computer programmers
004	Computer systems analysts
005	Computer specialists, n.e.c.
	Engineers
006	Aeronautical and astronautical engineers
010	Chemical engineers
011	Civil engineers
012	Electrical and electronic engineers
013	Industrial engineers
014	Mechanical engineers
015	Metallurgical and materials engineers
020	Mining engineers
021	Petroleum engineers
022	Sales engineers
023	Engineers, n.e.c.
024	Farm management advisors
025	Foresters and conservationists
026	Home management advisors
	Lawyers and judges
030	Judges
031	Lawyers
	Librarians, archivists, and curators
032	Librarians
033	Archivists and curators
	Mathematical specialists
034	Actuaries
035	Mathematicians
036	Statisticians
	Life and physical scientists
042	Agricultural scientists
043	Atmospheric and space scientists
044	Biological scientists
045	Chemists
051	Geologists
052	Marine scientists
053	Physicists and astronomers
054	Life and physical scientists, n.e.c.
055	Operations and systems researchers and analysts

Census
Code

PROFESSIONAL, TECHNICAL, AND KINDRED WORKERS-Continued

056	Personnel and labor relations workers
	Physicians, dentists, and related practitioners
061	Chiropractors
062	Dentists
063	Optometrists
064	Pharmacists
065	Physicians, medical and osteopathic
071	Podiatrists
072	Veterinarians
073	Health practitioners, n.e.c.
	Nurses, dietitians, and therapists
074	Dietitians
075	Registered nurses
076	Therapists
	Health technologists and technicians
080	Clinical laboratory technologists and technicians
081	Dental hygienists
082	Health record technologists and technicians
083	Radiologic technologists and technicians
084	Therapy assistants
085	Health technologists and technicians, n.e.c.
	Religious workers
086	Clergymen
090	Religious workers, n.e.c.
	Social scientists
091	Economists
092	Political scientists
093	Psychologists
094	Sociologists
095	Urban and regional planners
096	Social scientists, n.e.c.
	Social and recreation workers
100	Social workers
101	Recreation workers
	Teachers, college and university
102	Agriculture teachers
103	Atmospheric, earth, marine, and space teachers
104	Biology teachers
105	Chemistry teachers
110	Physics teachers
111	Engineering teachers
112	Mathematics teachers
113	Health specialties teachers
114	Psychology teachers
115	Business and commerce teachers
116	Economics teachers
120	History teachers
121	Sociology teachers

Census
Code

PROFESSIONAL, TECHNICAL, AND KINDRED WORKERS - Continued

	Teachers, college and university-continued
122	Social science teachers, n.e.c.
123	Art, drama, and music teachers
124	Coaches and physical education teachers
125	Education teachers
126	English teachers
130	Foreign language teachers
131	Home economics teachers
132	Law teachers
133	Theology teachers
134	Trade, industrial, and technical teachers
135	Miscellaneous teachers, college and university
140	Teachers, college and university, subject not specified
	Teachers, except college and university
141	Adult education teachers
142	Elementary school teachers
143	Prekindergarten and kindergarten teachers
144	Secondary school teachers
145	Teachers, except college and university, n.e.c.
	Engineering and science technicians
150	Agriculture and biological technicians, except health
151	Chemical technicians
152	Draftsmen
153	Electrical and electronic engineering technicians
154	Industrial engineering technicians
155	Mechanical engineering technicians
156	Mathematical technicians
161	Surveyors
162	Engineering and science technicians, n.e.c.
	Technicians, except health and engineering and science
163	Airplane pilots
164	Air traffic controllers
165	Embalmers
170	Flight engineers
171	Radio operators
172	Tool programmers, numerical control
173	Technicians, n.e.c.
174	Vocational and educational counselors
	Writers, artists, and entertainers
175	Actors
180	Athletes and kindred workers
181	Authors
182	Dancers
183	Designers
184	Editors and reporters
185	Musicians and composers
190	Painters and sculptors
191	Photographers
192	Public relations men and publicity writers
193	Radio and television announcers
194	Writers, artists, and entertainers, n.e.c.
195	Research workers, not specified

Census
Code

MANAGERS AND ADMINISTRATORS, EXCEPT FARM

201	Assessors, controllers, and treasurers; local public administration
202	Bank officers and financial managers
203	Buyers and shippers, farm products
205	Buyers, wholesale and retail trade
210	Credit men
211	Funeral directors
212	Health administrators
213	Construction inspectors, public administration
215	Inspectors, except construction; public administration
216	Managers and superintendents, building
220	Office managers, n.e.c.
221	Officers, pilots, and pursers; ship
222	Officials and administrators; public administration, n.e.c.
223	Officials of lodges, societies, and unions
224	Postmasters and mail superintendents
225	Purchasing agents and buyers, n.e.c.
226	Railroad conductors
230	Restaurant, cafeteria, and bar managers
231	Sales managers and department heads, retail trade
233	Sales managers, except retail trade
235	School administrators, college
240	School administrators, elementary and secondary
245	Managers and administrators, n.e.c.

SALES WORKERS

260	Advertising agents and salesmen
261	Auctioneers
262	Demonstrators
264	Hucksters and peddlers
265	Insurance agents, brokers, and underwriters
266	Newsboys
270	Real estate agents and brokers
271	Stock and bond salesmen
280	Salesmen and sales clerks, n.e.c.
281	Sales Representative, manufacturing industries
282	Sales Representative, wholesale trade
283	Sales clerk, retail trade
284	Salesmen, retail trade
285	Salesmen of services and construction

CLERICAL AND KINDRED WORKERS

301	Bank tellers
303	Billing clerks
305	Bookkeepers
310	Cashiers

Census
Code

CLERICAL AND KINDRED WORKERS - Continued

311	Clerical assistants, social welfare
312	Clerical supervisors, n.e.c.
313	Collectors, bill and account
314	Counter clerks, except food
315	Dispatchers and starters, vehicle
320	Enumerators and interviewers
321	Estimators and investigators, n.e.c.
323	Expeditors and production controllers
325	File clerks
326	Insurance adjusters, examiners, and investigators
330	Library attendants and assistants
331	Mail carriers, post office
332	Mailhandlers, exc. post office
333	Messengers and office boys
334	Meter readers, utilities
	Office machine operators
341	Bookkeeping and billing machine operators
342	Calculating machine operators
343	Computer and peripheral equipment operators
344	Duplicating machine operators
345	Key punch operators
350	Tabulating machine operators
355	Office machine operators, n.e.c.
360	Payroll and timekeeping clerks
361	Postal clerks
362	Proofreaders
363	Real estate appraisers
364	Receptionists
	Secretaries
370	Secretaries, legal
371	Secretaries, medical
372	Secretaries, n.e.c.
374	Shipping and receiving clerks
375	Statistical clerks
376	Stenographers
381	Stock clerks and storekeepers
382	Teacher aides, exc. school monitors
383	Telegraph messengers
384	Telegraph operators
385	Telephone operators
390	Ticket, station, and express agents
391	Typists
392	Weighers
394	Miscellaneous clerical workers
395	Not specified clerical workers

Census
Code

CRAFTSMEN AND KINDRED WORKERS

401	Automobile accessories installers
402	Bakers
403	Blacksmiths
404	Boilermakers
405	Bookbinders
410	Brickmasons and stonemasons
411	Brickmasons and stonemasons, apprentices
412	Bulldozer operators
413	Cabinetmakers
415	Carpenters
416	Carpenter apprentices
420	Carpet installers
421	Cement and concrete finishers
422	Compositers and typesetters
423	Printing trades apprentices, exc. pressman
424	Cranemen, derrickmen, and hoistmen
425	Decorators and window dressers
426	Dental laboratory technicians
430	Electricians
431	Electrician apprentices
433	Electric power linemen and cablemen
434	Electrotypers and stereotypers
435	Engravers, exc. photo engravers
436	Excavating, grading, and road machine operators; exc. bulldozer
440	Floor layers, exc. tile setters
441	Foremen, n.e.c.
442	Forgemen and hammermen
443	Furniture and wood finishers
444	Furriers
445	Glaziers
446	Heat treaters, annealers, and temperers
450	Inspectors, scalers, and graders; log and lumber
452	Inspectors, n.e.c.
453	Jewelers and watchmakers
454	Job and die setters, metal
455	Locomotive engineers
456	Locomotive firemen
461	Machinists
462	Machinist apprentices
	Mechanics and repairmen
470	Airconditioning, heating, and refrigeration
471	Aircraft
472	Automobile body repairmen
473	Automobile mechanics
474	Automobile mechanic apprentices
475	Data processing machine repairmen
480	Farm implement

Census
Code

CRAFTSMEN AND KINDRED WORKERS--Continued

481	Heavy equipment mechanics, incl. diesel
482	Household appliance and accessory installers and mechanics
483	Loom fixers
484	Office machine
485	Radio and television
486	Railroad and car shop
491	Mechanic, exc. auto, apprentices
492	Miscellaneous mechanics and repairmen
495	Not specified mechanics and repairmen
501	Millers; grain, flour, and feed
502	Millwrights
503	Molders, metal
504	Molder apprentices
505	Motion picture projectionists
506	Opticians, and lens grinders and polishers
510	Painters, construction and maintenance
511	Painter apprentices
512	Paperhangers
514	Pattern and model makers, exc. paper
515	Photoengravers and lithographers
516	Piano and organ tuners and repairmen
520	Plasterers
521	Plasterer apprentices
522	Plumbers and pipe fitters
523	Plumber and pipe fitter apprentices
525	Power station operators
530	Pressmen and plate printers, printing
531	Pressman apprentices
533	Rollers and finishers, metal
534	Roofers and slaters
535	Sheetmetal workers and tinsmiths
536	Sheetmetal apprentices
540	Shipfitters
542	Shoe repairmen
543	Sign painters and letterers
545	Stationary engineers
546	Stone cutters and stone carvers
550	Structural metal craftsmen
551	Tailors
552	Telephone installers and repairmen
554	Telephonic linemen and splicers
560	Tile setters
561	Tool and die makers
562	Tool and die maker apprentices
563	Upholsterers
571	Specified craft apprentices, n.e.c.
572	Not specified apprentices
575	Craftsmen and kindred workers, n.e.c.

Census
Code

CRAFTSMEN AND KINDRED WORKERS—Continued

~~580~~

Former members of the Armed Forces

OPERATIVES, EXCEPT TRANSPORT

601	Asbestos and insulation workers
602	Assemblers
603	Blasters and powdermen
604	Bottling and canning operatives
605	Chainmen, rodmen, and axmen; surveying
610	Checkers, examiners, and inspectors; manufacturing
611	Clothing ironers and pressers
612	Cutting operatives, n.e.c.
613	Dressmakers and seamstresses, except factory
614	Drillers, earth
615	Dry wall installers and lathers
620	Dyers
621	Filers, polishers, sanders, and buffers
622	Furnacemen, smeltermen, and pourers
623	Garage workers and gas station attendants
624	Graders and sorters, manufacturing
625	Produce graders and packers, except factory and farm
626	Heaters, metal
630	Laundry and dry cleaning operatives, n.e.c.
631	Meat cutters and butchers, exc. manufacturing
633	Meat cutters and butchers, manufacturing
634	Meat wrappers, retail trade
635	Metal platers
636	Milliners
640	Mine operatives, n.e.c.
641	Mixing operatives
642	Oilers and greasers, exc. auto
643	Packers and wrappers, n.e.c.
644	Painters, manufactured articles
645	Photographic process workers
	Precision machine operatives
650	Drill press operatives
651	Grinding machine operatives
652	Lathe and milling machine operatives
653	Precision machine operatives, n.e.c.
656	Punch and stamping press operatives
660	Riveters and fasteners
661	Sailors and deckhands
662	Sawyers
663	Sewers and stitchers
664	Shoemaking machine operatives
665	Solderers
666	Stationary firemen

Census
Code

OPERATIVES, EXCEPT TRANSPORT-Continued

	Textile operatives
670	Carding, lapping, and combing operatives
671	Knitters, loopers, and toppers
672	Spinners, twisters, and winders
673	Weavers
674	Textile operatives, n.e.c.
680	Welders and flame-cutters
681	Winding operatives, n.e.c.
690	Machine operatives, miscellaneous specified
692	Machine operatives, not specified
694	Miscellaneous operatives
695	Not specified operatives

TRANSPORT EQUIPMENT OPERATIVES

701	Boatmen and canalmen
703	Busdrivers
704	Conductors and motormen, urban rail transit
705	Deliverymen and routemen
706	Fork lift and tow motor operatives
710	Motormen; mine, factory, logging camp, etc.
711	Parking attendants
712	Railroad brakemen
713	Railroad switchmen
714	Taxicab drivers and chauffeurs
715	Truck drivers

LABORERS, EXCEPT FARM

740	Animal caretakers, exc. farm
750	Carpenters' helpers
751	Construction laborers, exc. carpenters' helpers
752	Fishermen and oystermen
753	Freight and material handlers
754	Garbage collectors
755	Gardeners and groundskeepers, exc. farm
760	Longshoremen and stevedores
761	Lumbermen, raftsmen, and woodchoppers
762	Stockhandlers
763	Teamsters
764	Vehicle washers and equipment cleaners
770	Warehousemen, n.e.c.
780	Miscellaneous laborers
785	Not specified laborers

Census
Code

FARMERS AND FARM MANAGERS

801 Farmers (owners and tenants)
802 Farm managers

FARM LABORERS AND FARM FOREMEN

821 Farm foremen
822 Farm laborers, wage workers
823 Farm laborers, unpaid family workers
824 Farm service laborers, self-employed

SERVICE WORKERS, EXC. PRIVATE HOUSEHOLD

Cleaning Service Workers

901 Chambermaids and maids, except private household
902 Cleaners and charwomen
903 Janitors and sextons

Food Service Workers

910 . Bartenders
911 Busboys
912 . Cooks, except private household
913 Dishwashers
914 . Food counter and fountain workers
915 . Waiters
916 Food service workers, n.e.c., except private household

Health Service Workers

921 Dental assistants
922 Health aides, exc. nursing
923 Health trainees
924 Lay midwives
925 Nursing aides, orderlies, and attendants
926 Practical nurses

Personal Service Workers

931 Airline stewardesses
932 Attendants, recreation and amusement
933 Attendants, personal service, n.e.c.
934 Baggage porters and bell hops
935 Barbers
940 Boarding and lodginghouse keepers
941 Bootblacks
942 Child care workers, exc. private household
943 Elevator operators
944 Hairdressers and cosmetologists
945 Personal service apprentices
950 Housekeepers, exc. private household

Census
Code

SERVICE WORKERS-Continued

Personal Service Workers-Continued

952 School monitors
953 Ushers, recreation and amusement
954 Welfare service aides

Protective Service Workers

960 Crossing guards and bridge tenders
961 Firemen, fire protection
962 Guards and watchmen
963 Marshals and constables
964 Policemen and detectives
965 Sheriffs and bailiffs

PRIVATE HOUSEHOLD WORKERS

980 Child care workers, private household
981 Cooks, private household
982 Housekeepers, private household
983 Laundresses, private household
984 Maids and servants, private household

Appendix E. Industrial Classification
System - Industry Codes

Industrial Classification

Census
Code

AGRICULTURE, FORESTRY, AND FISHERIES

017 Agricultural production
018 Agricultural services, except horticultural
019 Horticultural services
027 Forestry
028 Fisheries

MINING

047 Metal mining
048 Coal mining
049 Crude petroleum and natural gas extractions
057 Nonmetallic mining and quarrying, except fuel

CONSTRUCTION

067 General building contractors
068 General contractors, except building
069 Special trade contractors
077 Not specified construction

MANUFACTURING

Durable goods

Lumber and wood products, except furniture
107 Logging
108 Sawmills, planing mills, and mill work
109 Miscellaneous wood products
118 Furniture and fixtures
Stone, clay, and glass products
119 Glass and glass products
127 Cement, concrete, gypsum, and plaster products
128 Structural clay products
137 Pottery and related products
138 Miscellaneous nonmetallic mineral and stone products

Durable goods-Continued

	Metal industries
139	Blast furnaces, steel works, rolling and finishing mills
147	Other primary iron and steel industries 3399)
148	Primary aluminum industries
149	Other primary nonferrous industries
157	Cutlery, hand tools, and other hardware
158	Fabricated structural metal products
159	Screw machine products
167	Metal stamping
168	Miscellaneous fabricated metal products
169	Not specified metal industries
	Machinery, except electrical
177	Engines and turbines
178	Farm machinery and equipment
179	Construction and material handling machines
187	Metalworking machinery
188	Office and accounting machines
189	Electronic computing equipment
197	Machinery, except electrical, n.e.c.
198	Not specified machinery
	Electrical machinery, equipment, and supplies
199	Household appliances
207	Radio, T.V., and communication equipment
208	Electrical machinery, equipment, and supplies, n.e.c.
209	Not specified electrical machinery, equipment, and supplies
	Transportation equipment
219	Motor vehicles and motor vehicle equipment
227	Aircraft and parts
228	Ship and boat building and repairing
229	Railroad locomotives and equipment
237	Mobile dwellings and campers
238	Cycles and miscellaneous transportation equipment
	Professional and photographic equipment, and watches
239	Scientific and controlling instruments
247	Optical and health services supplies
248	Photographic equipment and supplies
249	Watches, clocks, and clockwork-operated devices
257	Not specified professional equipment
258	Ordnance
259	Miscellaneous manufacturing industries

MANUFACTURING-Continued

Nondurable goods

	Food and kindred products
268	Meat Products (201)
269	Dairy products (202)
278	Canning and preserving fruits, vegetables, and sea foods (203)
279	Grain-mill products (204, 0713)
287	Bakery products (205)
288	Confectionery and related products (207)
289	Beverage industries (208)
297	Miscellaneous food preparation and kindred products (206,209)
298	Not specified food industries
299	Tobacco manufacturers (21)
	Textile mill products
307	Knitting mills (225)
308	Dyeing and finishing textiles, except wool and knit goods (226)
309	Floor coverings, except hard surface (227)
317	Yarn, thread, and fabric mills (221-224, 228)
318	Miscellaneous textile mill products (229)
	Apparel and other fabricated textile products
319	Apparel and accessories (231-238)
327	Miscellaneous fabricated textile products (239)
	Paper and allied products
328	Pulp, paper, and paperboard mills (261-263, 266)
329	Miscellaneous paper and pulp products (264)
337	Paperboard containers and boxes (265)
	Printing, publishing, and allied industries
338	Newspaper publishing and printing (271)
339	Printing, publishing, and allied industries, except newspapers (272-279)
	Chemicals and allied products
347	Industrial chemicals (281)
348	Plastics, synthetics and resins, except fibers (282, except 2823 and 2824)
349	Synthetic fibers (2823, 2824)
357	Drugs and medicines (283)
358	Soaps and cosmetics (284)
359	Paints, varnishes, and related products (285)
367	Agricultural chemicals (287)
368	Miscellaneous chemicals (286, 289)
369	Not specified chemicals and allied products
	Petroleum and coal products
377	Petroleum refining (291)
378	Miscellaneous petroleum and coal products (295, 299)
	Rubber and miscellaneous plastic products
379	Rubber products (301-303, 306)
387	Miscellaneous plastic products (307)
	Leather and leather products
388	Tanned, curried, and finished leather (311)
389	Footwear, except rubber (313, 314)
397	Leather products, except footwear (312, 215-317, 319)
398	<u>Not specified manufacturing industries</u>

Census
Code

TRANSPORTATION, COMMUNICATION, AND
OTHER PUBLIC UTILITIES

Transportation

407	Railroads and railway express service
408	Street railways and bus lines
409	Taxicab service
417	Trucking service
418	Warehousing and storage
419	Water transportation
427	Air transportation
428	Petroleum and gasoline pipe lines
429	Services incidental to transportation

Communication

447	Radio broadcasting and television
448	Telephone (wire and radio)
449	Telegraph and miscellaneous communication services

Utilities and sanitary services

467	Electric light and power
468	Electric-gas utilities
469	Gas and steam supply systems
477	Water supply
478	Sanitary services
479	Other and not specified utilities

WHOLESALE AND RETAIL TRADE

Wholesale trade

507	Motor vehicles and equipment
508	Drugs, chemicals, and allied products
509	Dry goods and apparel
527	Food and related products
528	Farm products--raw materials
529	Electrical goods
537	Hardware, plumbing, and heating supplies
538	Not specified electrical and hardware products
539	Machinery equipment and supplies
557	Metals and minerals, n.e.c.
558	Petroleum products
559	Scrap and waste materials
567	Alcoholic beverages
568	Paper and its products
569	Lumber and construction materials
587	Wholesalers, n.e.c.
588	Not specified wholesale trade

WHOLESALE AND RETAIL TRADE-Continued

Retail trade

607	Lumber and building material retailing
608	Hardware and farm equipment stores
609	Department and mail order establishments
617	Limited price variety stores
618	Vending machine operators
619	Direct selling establishments
627	Miscellaneous general merchandise stores
628	Grocery stores
629	Dairy products stores
637	Retail bakeries
638	Food stores, n.e.c.
639	Motor vehicle dealers
647	Tire, battery, and accessory dealers
648	Gasoline service stations
649	Miscellaneous vehicle dealers
657	Apparel and accessories stores, except shoe stores
658	Shoe stores
667	Furniture and home furnishings stores
668	Household appliances, TV, and radio stores
669	Eating and drinking places
677	Drug stores
678	Liquor stores
679	Farm and garden supply stores
687	Jewelry stores
688	Fuel and ice dealers
689	Retail florists
697	Miscellaneous retail stores
698	Not specified retail trade

FINANCE, INSURANCE, AND REAL ESTATE

707	Banking
708	Credit agencies
709	Security, commodity brokerage, and investment companies
717	Insurance
718	Real estate, incl. real estate-insurance-law offices

BUSINESS AND REPAIR SERVICES

727 Advertising
728 Services to dwellings and other buildings
729 Commercial research, development, and testing labs
737 Employment and temporary help agencies
738 Business management and consulting services
739 Computer programming services
747 Detective and protective services
748 Business services, n.e.c.
749 Automobile services, except repair
757 Automobile repair and related services
758 Electrical repair shops
759 Miscellaneous repair services

PERSONAL SERVICES

769 Private households
777 Hotels and motels
778 Lodging places, except hotels and motels
779 Laundering, cleaning, and other garment services
787 Beauty shops
788 Barber shops
789 Shoe repair shops
797 Dressmaking shops
798 Miscellaneous personal services

ENTERTAINMENT AND RECREATION SERVICES

807 Theaters and motion pictures
808 Bowling alleys, billiard and pool parlors
809 Miscellaneous entertainment and recreation services

PROFESSIONAL AND RELATED SERVICES

828 Offices of physicians
829 Offices of dentists
837 Offices of chiropractors
838 Hospitals
839 Convalescent institutions
847 Offices of health practitioners, n.e.c.
848 Health services, n.e.c.
849 Legal services
857 Elementary and secondary schools
858 Colleges and universities
859 Libraries
867 Educational services, n.e.c.
868 Not specified educational services

Census
Code

PROFESSIONAL AND RELATED SERVICES-Continued

869	Museums, art galleries, and zoos
877	Religious organizations
878	Welfare services
879	Residential welfare facilities
887	Nonprofit membership organizations
888	Engineering and architectural services
889	Accounting, auditing, and bookkeeping services
897	Miscellaneous professional and related services

PUBLIC ADMINISTRATION

907	Postal service
917	Federal public administration
927	State public administration
937	Local public administration