2001 NATIONAL HOUSEHOLD TRAVEL SURVEY

USER'S GUIDE

January 2004 (Version 3)
(National Sample with Add-Ons)

June 2004

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CHAPTER 1. INTRODUCTION

2001 NHTS

This User's Guide provides details of the 2001 National Household Travel Survey (NHTS[1]). The survey provides information to assist transportation planners and policy makers who need comprehensive data on travel and transportation patterns in the United States. The 2001 NHTS updates information gathered in prior Nationwide Personal Transportation Surveys (NPTS) conducted in 1969, 1977, 1983, 1990, and 1995 and the American Travel Survey (ATS), conducted in 1977 and 1995.

DATA FILES

Publicly available data files containing the data from the 2001 NHTS have the following general features:

- it is a microdata data set, which contains the record of each interview (with information deleted or suppressed that would identify the specific person or household),
- the January 2003 (Version 1) data are arranged in four hierarchical files (household, person, vehicle and travel day) to facilitate analysis,
- the Version 2 data are arranged in five hierarchical files. This version includes the travel period file,
- the January 2004 (Version 3) data are arranged in four hierarchical files. However, unlike the Version 1 and 2 data sets, this data set includes both data from the national sample and the nine add-on samples. Travel period data was not included, in the January 2004 release, but will be released separately by the Bureau of Transportation Statistics (BTS), and
- the data are available in the Statistical Analysis System (SAS), standard ASCII, and DBF format.

[1] See Appendix E for a list of all abbreviations used in this User's Guide.

USER'S GUIDE

This guide includes descriptions of the survey procedures and methodology used for the 2001 NHTS, the questionnaire, the public use data files, and the weighting procedures for 2001 NHTS data. Appendices provide a dictionary of all variables in the data files, data file code books, Proc Content Listings, control totals, sample tables, glossary of NHTS terms and abbreviations, a copy of the 2001 NHTS questionnaire, and additional background information.

PUBLICATION SCHEDULE FOR THE NHTS DATASET

Version 1 – Released in mid-January 2003. Contains data on the 26,038 households from the national survey and includes data on the households, persons, vehicles and daily (travel day) trips.

Version 2 – This dataset was provided to DOT in the summer of 2003. It supplements Version 1 with the long-trip (travel period) data for the national sample households, neighborhood characteristics data, odometer readings and fuel economy data for household vehicles. Like Version 1, Version 2 contains data on the 26,038 national households and represents the full scope of subject matter for the NHTS dataset.

Version 3 – Released in January, 2004. Supplements Version 2 with the data from approximately 40,000 add-on interviews, conducted in nine geographic areas (Baltimore, Des Moines, Hawaii, Kentucky, Lancaster PA, New York State, Oahu, Texas and Wisconsin). However, it is limited to four files (household, person, vehicle, travel day trips) as BTS has assumed responsibility for the release of the Travel Period and Most Recent Trip data files.

This User's Guide is intended to serve as the documentation for January 2004 release (Version 3) plus the Travel Period file

1-A. SURVEY SPONSORS

The 2001 NHTS was conducted under the sponsorship of three agencies of the U.S. Department of Transportation:

Bureau of Transportation Statistics (BTS),

Federal Highway Administration (FHWA), and

National Highway Traffic Safety Administration (NHTSA).

BTS and FHWA together had the lead role in coordinating the survey.

1-B. PURPOSE AND SCOPE OF THE SURVEY

1-B.1. DATA COLLECTED

The NPTS and ATS have served as the nation's inventory of daily and long-distance travel. The NHTS combines and replaces these two surveys. Data is collected on daily trips taken in a 24-hour period, and includes:

- purpose of the trip (work, shopping, etc.),
- means of transportation used (car, bus, subway, walk, etc.),
- how long the trip took, i.e., travel time,
- time of day when the trip took place,
- day of week when the trip took place, and
- if a private vehicle trip:
  - number of people in the vehicle , i.e., vehicle occupancy,
  - driver characteristics (age, sex, worker status, education level, etc.), and
  - vehicle attributes (make, model, model year, amount of miles driven in a year).

These data are collected for:

- all trips,
- all modes,
- all purposes,
- all trip lengths, and
- all areas of the country, urban and rural.

In addition to the data above, the 2001 NHTS also collected additional data on trips to a destination 50 miles or more from home (long-distance travel) that started from home and ended at home during a four-week travel period. Data collected on long-distance trips included all the data mentioned above for daily trips with the exception of travel time and the time of day the trip took place. Data on the location of overnight stops and access/egress to an airport, train station, bus station or boat pier were also collected. If no long-distance trips were taken during the four-week period, a series of questions were asked regarding the most recent long-distance trip prior to that four-week travel period.

1-B.2. USES OF NHTS

NHTS data are used to:

- quantify travel behavior,
- analyze changes in travel characteristics over time,
- relate travel behavior to the demographics of the traveler, and
- study the relationship of demographics and travel over time.

The NHTS data are used primarily for gaining a better understanding of travel behavior. The data enable DOT officials to assess program initiatives, review programs and policies, study current mobility issues, and plan for the future.

The NHTS is a tool in the urban transportation planning process; it provides data on personal travel behavior, trends in travel over time, trip generation rates, national data to use as a benchmark in reviewing local data, and data for various other planning and modeling applications.

The transportation research community, including academics, consultants and government, use the NHTS extensively to examine:

- travel behavior at the individual and household level,
- the characteristics of travel, such as trip chaining, use of the various modes, amount and purpose of travel by time of day & day of week, vehicle occupancy, and a host of other attributes,
- the relationship between demographics and travel, and
- the public's perceptions of the transportation system.

People in various fields outside of transportation use the NHTS data to connect the role of transportation with other aspects of our lives. Medical researchers use the data to determine crash exposure rates of drivers and passengers, including the elderly, who have heightened morbidity and mortality rates. Safety specialists study the accident risk of school-age children, particularly when they are travelling on their own by walking or biking. Social service agencies need to know more about how low-income households currently meet their travel needs.

1-B.3. SCOPE - WHAT THE 2001 NHTS INCLUDES

The 2001 NHTS data set includes[2], but is not limited to:

- household data on the relationship of household members, education level, income, housing characteristics, and other demographic information;

[2] The January, 2004 published data set does not include long distance data. BTS has assumed responsibility for publishing this data set.

- information on each household vehicle, including year, make, model, and estimates of annual miles traveled;

- data about drivers, including information on travel as part of work;

- data about one-way trips taken during a designated 24-hour period (the household's travel day) including the time the trip began and ended, length of the trip, composition of the travel party, mode of transportation, purpose of the trip, and the specific vehicle used (if a household vehicle);

- data describing round-trips taken during a four-week period (the household's travel period) where the farthest point of the trip was at least 50 miles from home, including the farthest destination, access and egress stops and overnight stays on the way to and from the farthest destination, mode, purpose, and travel party information;

- if no long-distance trips were made during the four-week travel period, data on the most recent long-distance trip by any mode and the most recent long-distance train trip;

- information to describe characteristics of the geographic area in which the sample household and workplace of sample persons are located;

- data on telecommuting;

- public perceptions of the transportation system;

- data on Internet usage; and

- the typical number of transit, walk and bike trips made over a period longer than the 24-hour travel day.

1-B.4. SCOPE - WHAT IS NOT INCLUDED

In the past there have been many requests for data that are closely related to, but are not available in the survey. Examples of the most common requests for data that are not included in NHTS are:

- information on costs of travel,

- information about specific travel routes or types of roads used,

- how travel of the sampled household changes over time, [Note: The NHTS is a cross-sectional survey, which means that different households

are selected for the sample each time it is conducted. The NHTS is not currently a longitudinal survey, which would involve tracking the same sample households over time.]

- information that would identify the exact household or workplace location. This information is collected but not published to protect the confidentiality of respondents, and
- the traveler's reason for selecting a specific mode of travel over another mode.

1-C. SURVEY COVERAGE

1-C.1. WHO IS AN ELIGIBLE PARTICIPANT

The NHTS is a survey of the civilian, non-institutionalized population of the United States. Sampling is done by creating a random-digit dialing (RDD) list of telephone numbers. An eligible household excludes telephones in motels, hotels, group quarters, such as nursing homes, prisons, barracks, convents or monasteries and any living quarters with 10 or more unrelated roommates.

Telephones in dorm rooms, fraternity and sorority houses were eligible provided the residence had less than 11 household members. Therefore, students who normally reside at school but were living at home for the summer were not considered household members at their parent's home.

Household members included people who think of the sampled household as their primary place of residence. It included persons who usually stay in the household but were temporarily away on business, vacation, or in a hospital. It did not include people just visiting, such as a college student who normally has been living away at school.

1.C.2. WHEN WAS THE SURVEY CONDUCTED

The 2001 NHTS for the national and New York add-on was conducted over a period from March 2001 through May 2002. The first telephone call to recruit a household in the national sample was made on March 19, 2001. Travel days were assigned for all seven days of the week, including all holidays. The first travel day assigned was March 29, 2001. The last travel day assigned was May 4, 2002. The assigned travel period for long-distance trip reporting was the four-week period ending with the travel day. So, the first travel period assigned was March 2 through March 29, 2001, and the last travel period assigned was April 7 through May 4, 2002.

Data collection for the 2001 Wisconsin add-on was conducted over a period from May 1, 2001 through May 6, 2002. The first telephone call to recruit a household was made on May 1, 2001. Travel days were assigned for all seven days of the week, including all holidays. The first travel day assigned was May 11, 2001. The last travel day assigned was May 3, 2002. The assigned travel period for long-distance trip reporting was the four-week period ending with the travel day. So, the last travel period assigned was April 6 through May 3, 2002.

Data collection for 2001 Baltimore, Des Moines, Hawaii, Kentucky, Lancaster PA, Oahu, and Texas add-ons were conducted between May 31, 2001 and July 5, 2002. The first household interview was initiated on May 31, 2001. The first travel day assigned was June 12, 2001. The last travel day assigned was June 28, 2002. Long-distance data was collected only for the Texas add-on.

1.C.3. WHAT TRIPS ARE INCLUDED

For the travel day portion of the survey, all trips reported by eligible household members in eligible households in the U.S. were recorded. Household members who were travelling outside the U.S. for the entire travel day were not asked to report their daily travel. However, households in the national sample, New York, Texas and Wisconsin add-ons were required to report their long-distance travel.

The designated 24-hour travel day starts at 4:00 am of the day assigned and continues until 3:59 am of the following day. On a typical day, 4 am represents the time

when the fewest number of people are in transit, thus allowing collection of more coherent data on trips.

For travel period, each household in the national sample, New York, and Wisconsin add-ons was provided a map showing a circle of 50 miles in radius around the household's home. Households were asked to include all trips where the farthest destination was at least 50 miles away from their homes (i.e., trips outside the circle) that ended during the travel period.

1-D. COMPARABILITY WITH EARLIER NPTS DATA

The 2001 NHTS continues the series of household travel surveys begun by the Department of Transportation in 1969 to measure every-day and long distance travel in the United States. The survey has evolved considerably over the years in both scope and methodology. This section of the User's Guide presents a summary of the characteristics of each of the six NPTS/NHTS surveys from 1969 through 2001. Exhibit 1-1 tabulates the key changes in the survey over time and includes information on the 1995 ATS in addition to the six NPTS/NHTS surveys.

1-D.1. CHANGES OVER TIME IN THE NPTS/NHTS DATA SERIES

1969 and 1977 – These surveys were similar in that the sampling frame was clustered (Primary Sampling Units) from retired Census surveys. Both were conducted as face-to-face home interviews using a pencil and paper questionnaire administered by field staff of the Census Bureau. The sample sizes were 15,000 and 18,000 households respectively, so both were sufficient to give a national picture of household travel.

Exhibit 1-1. Changes Over Time in the NPTS/NHTS Data Series

Sample Year	Sample Size (house-holds)	Sample Selection	Interview Method(s)	Number of Contacts	Contractor	Travel Day Data (memory/ diary)	Travel Period Definition	Unique Attributes	Response Rate	Add-Ons
1969	15,000	235 PSU's (primary sampling units) – outgoing panels of Census' Quarterly Housing Survey	in-home interviews; some telephone followup	one	Bureau of Census	from memory	all overnight trips ending during the 7 days before the travel day	- shortest NPTS questionnaire - asked about shopping trips to the main business district and typical school trips	Not available	none
1977	18,000	376 PSU's – outgoing panels of Census' Current Population Survey	in-home interviews; some telephone followup	one	Bureau of Census	from memory	all trips of 75 miles or more with a return home during the 14 days preceding travel day	- NPTS and the NTS (National Travel Survey) shared a common sample - mapping of motor vehicle trips and allocation of miles to urban and rural travel - lengthy and detailed questionnaire, including stops on long-distance trips	85.3% (21,033 eligible household units, 17,949 responding)	none
1983	6,500	376 PSU's – outgoing panels of Census' Current Population Survey	in-home interviews; some telephone followup	one	Bureau of Census	from memory	all trips of 75 miles or more with a return home during the 14 days preceding and including travel day	- more vehicle characteristics collected - designed to collect travel period and travel day trips occurring on the same day - relatively small national sample created comparability issues in the series	93.3% (6,900 eligible household units 6,438 responding)	none
1990	22,317 (18,000 national and 4,300 add-ons)	- list-assisted sample of telephone numbers formed a Random Digit Dialing (RDD) sample - sample was stratified by 34 geographic units	telephone interviews	one	Research Triangle Institute, Research Triangle Park, North Carolina	from memory	all trips of 75 miles or more with a return home during the 14 days preceding and including travel day	- first time that the survey conducted exclusively by phone - first unclustered sample design - data collected on most recent traffic accident, if within the past 5 years - first time for add-ons	73.1% (30,529 eligible and presumed eligible household units, 22,317 completing)	New York State Connecticut Indianapolis MPO

Exhibit 1-1. Changes Over Time in the NPTS/NHTS Data Series (continued)

Sample Year	Sample Size (house-holds)	Sample Selection	Interview Method(s)	Number of Contacts	Contractor	Travel Day Data (memory/ diary)	Travel Period Definition	Unique Attributes	Response Rate	Add-Ons
1995 NPTS	42,033 (21,000 national and 21,033 add-ons)	- list-assisted sample of telephone numbers formed a Random Digit Dialing (RDD) sample - sample was stratified by 70 geographic units	telephone interviews	two – one interview at the household level, one for each person in the household	Research Triangle Institute, Research Triangle Park, North Carolina	travel diary used	all trips of 75 miles or more with a return home during the 14 days preceding and including the travel day	- first time for a 2-stage survey using a travel diary - trip rates increased considerably because of the travel diary - completed household definition changed to 50% or more of household adults - household rostering of trips (ability to confirm trips previously reported by another household member) - first time cash incentives were used - first time odometer readings were collected	37.2% (112,960 eligible and presumed eligible residential telephone numbers, 42,033 household completing)	New York State Commonwealth of Massachusetts Oklahoma City, OK Tulsa, OK
1995 ATS	80,000	PSU's – outgoing panels of Census' Current Population Survey	telephone and personal visit	four-panel survey with 4 waves occurring 3 months apart	Bureau of Census	travel diary used	all trips of 100 miles or more during a 1 year period	- panel design of 4 wave interviews over a 1 year data collection period - trips of 100 miles of more, excluding commute trips	85% (68,000 households)	None
2001	69,817 useable households (26,038 national and 43,779 add-ons)	list-assisted sample of telephone numbers formed a Random Digit Dialing (RDD) sample	telephone interviews	two – one interview at the household level, one for each person in the household	Westat Rockville, MD (completed 54,937 interviews in the National sample and 2 add-ons); Morpace, Farmington Hills, MI (completed 14,880 interviews in 7 add-ons)	travel diary used	all trips of 50 miles or more with a return home during the 28 days preceding and including travel day	- first time the long trip survey (American Travel Survey) was combined with the daily trip survey (NPTS) - threshold for long trips was lowered to 50 miles to collect more trips in the previously ignored 50-75 mile range - if no long trips taken during travel period, most recent trip of 50 miles or more was collected - walking trips increased considerably because of multiple prompts in the questionnaire - cash incentives used in both the pre-interview letter and with the travel diary mailing - multiple data collection methods for odometer readings	28.6% (217,063 eligible and presumed eligible residential telephone numbers in full sample, 69,817 households completing)	Baltimore, MPO Des Moines, MPO Hawaii Kentucky (4 counties) Lancaster PA, MPO New York State Oahu (Honolulu MPO) Texas Wisconsin

The 1969 questionnaire was very short and to the point, while the 1977 questionnaire was long and detailed. Much of the detail added in 1977 was information on long trips (travel period trips). The focus on long trips in 1977 was further reinforced by the fact that a part of the NPTS sample was also interviewed for the National Travel Survey (NTS.) The NTS was a survey of long-distance trips (100+ miles) taken over the course of a full year. Note that 1977 marked the last national long-distance trip survey until 1995, when BTS (the Bureau of Transportation Statistics) resurrected this data series as the American Travel Survey.

The other major difference between the 1969 and 1977 surveys was that the focus on *auto* travel in 1969 was broadened to *vehicle* travel by 1977, reflecting the greater mix of vehicle types in the household-based fleet.

1983 – Like the 1969 and 1977, the 1983 survey was conducted as a face-to-face interview by Census Bureau field staff, using a retired PSU-based sample from the Current Population Survey. However, either because of the smaller sample size of 6,500 households or the economic conditions during the survey period, the 1983 data is acknowledged as an anomaly in the NPTS series, with trip and travel data believed to be too low. Another issue inherent to the 1983 dataset is that, given the low sample size, each Census field interviewer only conducted 2-3 NPTS interviews a month. It seemed that this was too low a threshold to maintain proficiency with a complex questionnaire like NPTS.

All three of the Census-administered surveys had used a four-day recall window beyond travel day. That is, the person-level interview must be completed within 4 days after travel day for the interview to be included.

1990 – The 1990 NPTS represented a switch to a private survey research firm, Research Triangle Institute, and to a telephone sample. The interviews were conducted using CATI (Computer-Assisted Telephone Interviewing) which allows for some on-line editing as the data is collected. A non-clustered random-digit dialing sample was used, which could better represent travel throughout the country. (Clustered samples are problematic for household travel surveys because the nature of some mode choices is highly dependent on very small geographic areas. For example, people who live within a half-mile of public transit will use it considerably more than

people who live 2 miles away from transit. Thus, the specific location of the clusters can determine the types of travel collected.)

Because it is more difficult to reach individual respondents by telephone, the recall window was expanded to 6 days beyond travel day.

While switching to a telephone survey resolved the problems with sample clustering and sample size, the 1990 NPTS trip rates (expressed as daily person trips per household) were still well-below those obtained by Metropolitan Planning Organizations in their household travel surveys. This had been a problem throughout the data series, and it would be solved in the 1995 survey.

1995 – A major change in the 1995 survey was the use of a travel diary for collecting daily trips. While the travel diary corrected the previously-described problem of trip rates, it necessitated a switch to a two-stage data collection.

The two-stage data collection, combined with the increase in survey burden and the increase in telemarketing over time, resulted in a much lower response rate than previously obtained in the NPTS.

Another significant change in the 1995 survey was changing the standard for a household to be included in the dataset. The previous requirement was that one or more household members had to complete the person interview for the household to be considered complete. In 1995, this was changed to 50% or more of the household adults (18+) had to be interviewed for the household to be included in the dataset.

2001 NHTS – The 2001 survey represented a combined survey of the NPTS and the ATS (American Travel Survey). The ATS, which had been conducted in 1995 by BTS, was a survey of trips of 100 miles or more taken over the course of a calendar year. There were problems in trying to use the 1995 NPTS and the 1995 ATS together to form a picture of total household travel by the American public. The combined survey approach for the 2001 NHTS was designed to give one data source for the full continuum of person travel.

In addition to a combined survey, the threshold for longer trips was lowered to 50 miles or more, to obtain a better sample of those often overlooked 50-100 mile trips.

For the first time in the NPTS series, travel was collected for household members 0-4 years old. All previous surveys had collected travel only from household members age 5 and older, on the dated assumption that those 0-4 only made trips with other household members. However, this ignored trips of this young group made with day care providers, as part of a preschool activity, or just with non-household members.

Great care was taken in the 2001 NHTS to resolve some of the response rate issues that surfaced in the 1995 survey. Westat, the survey contractor, initiated a number of successful actions to stop the decline in response rates.

More detail on each of the surveys in the NPTS/NHTS series is contained in Appendix O.

In addition to changes in the survey design and administration, a host of real world factors affected the 2001 NHTS, as described in the following section.

1-D.2. FACTORS AFFECTING COMPARABILITY TO PREVIOUS SURVEYS

Certain factors, such as the state of the economy and the price of oil are known to have significant effects on how, when, and the amount that people travel. Variations in these factors are expected and are often accounted for in travel trend analysis. However, during the 2001 NHTS data collection period, which was from March 2001 through May 2002, several extraordinary events occurred that undoubtedly affected travel in the United States. The first occurred on September 11, 2001, when terrorists attacked the World Trade Center Towers in New York and the Pentagon near Washington, D.C. using four commandeered commercial aircraft. The attacks, and the intense security measures imposed on commercial air travel and major transportation facilities of all types that followed, severely disrupted travel in the United States for months, changing the amount and modes of travel during that period. The second series of events occurred during the period from mid-September through mid-November 2001, when letters containing anthrax were sent to various recipients in Florida, New

York, and the District of Columbia. This resulted in a number of deaths and widespread concern regarding public health and the safety of U.S. mail, and the public's suspicion and fear of receiving unanticipated mail packages was greatly heightened. Although the impact of this on travel is yet to be determined, it may have affected NHTS response rates, since there was a mail component of the survey.

1-E. TYPICAL NHTS HOUSEHOLD

To illustrate key NHTS concepts, an example may be helpful. We introduce at this point a hypothetical sample household consisting of the following four persons:

Typical NHTS Household:

Amy and Keith live in a metropolitan area with their two children Lucy and Ben. When Keith picked up their mail in early April 2001, he noticed an envelope from the US Department of Transportation. On opening the envelope, he found that it contained a letter from Norman Y. Mineta, the Secretary of Transportation, a five-dollar cash incentive, and a brochure describing the NHTS. The letter informed Keith that their home telephone number had been selected in the sample for the National Household Travel Survey, and that they would be receiving a telephone call from an interviewer. Several days later, the household was contacted by telephone by an NHTS interviewer and participated in the survey.

We will refer back to this typical NHTS household from time to time in later sections of this User's Guide, to illustrate aspects of the survey procedures and methodology.

CHAPTER 2. SURVEY CONTENT AND INTERVIEWS

2-A. INTERVIEW PROCESS OVERVIEW

2-A.1. OVERVIEW

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

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

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

2-A.2. THREE PHASES OF DATA COLLECTION

The NHTS data collection consisted of three main phases:

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

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

- **Person Interview** - collected the travel day data, the travel period data, most recent long-distance trip data, information about worker status, the workplace and the typical trip to work, data on occasional working from home, customer satisfaction with the transportation system, and data on Internet use. A person interview was attempted for each household member, with an adult proxy required for all household members less than 14 years old. A proxy was requested for household members 14 and 15 years old, but they could respond for themselves if approval was obtained from an adult household member. For the household to be included in the final data set, interviews had to be completed with at least half of the household adults (defined as persons 18 years and older). For households with all persons under age 18 (emancipated households), the household was included in the public use dataset if interviews were completed with all household members. Travel period data was collected only for households in the national sample, New York, Texas, and Wisconsin add-ons.

- **Odometer Readings** – for the national sample, New York and Wisconsin add-ons were collected for each household vehicle at two points in time. The first was at or around the time of the person interviews. The second was at least 2 months later. The dates of each reading were recorded to facilitate the estimation of annual mileage. Odometer readings were not collected from the seven Morpace add-ons.

2-B. INTERVIEW PROCESS DETAIL

2-B.1. ADVANCE LETTER MAILING

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

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

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

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

2-B.2. HOUSEHOLD INTERVIEW

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

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

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

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

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

Exhibit 2-1 describes the Household Interview.

Exhibit 2-1. Household Interview Contents

Data Collected	• Information to determine whether the sampled telephone number is for home use, home and business use, or only for business use. • Characteristics of the household members**,** vehicles, and address for mailing the travel diaries.
Who is contacted	The respondent for the household interview is any member of the household who is at least 18 years old.
When collected	• The first telephone contact with a household with a mailing address was made about a week after the household was mailed the pre-household interview package. The first contact with a household with no mailing address was made a few days after the telephone number was released to the interviewers. • The timing of follow-up contacts with a household was dependent on the outcome of prior contacts with that household.
Why collected	• To ensure the sampled number is residential, not group quarters, business, etc. • To introduce the survey, obtain household-level and address information, and provide the household with its assigned travel date.
How collected	The Household Interview was conducted by telephone. For the national sample the interview took an average of 7.8 minutes to administer. The interview in the New York add-on took 7.7 minutes whereas for the Wisconsin add-on the average was just 7.4 minutes. The interview for the seven Morpace households averaged 8 minutes.

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

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

- a letter from the U.S. DOT,

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

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

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

2-B.4. PERSON INTERVIEW

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

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

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

- the interviewer was told that this subject would not be available for the entire six-day recall period;

- the interviewer was told that this subject would never participate, and the proxy was knowledgeable about the subject's travel on the assigned travel day; or

- the interviewers attempted to reach the subject for the first three days of the six-day call-back period, and were not successful.

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

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

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

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

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

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

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

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

2-B.5. ODOMETER READINGS

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

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

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

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

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

Exhibit 2-3. Contents of the Odometer Reading Contacts

	First Odometer Reading	Second Odometer Reading
Data Collected	Date and odometer reading for each vehicle	Date and odometer reading for each vehicle
Who is contacted	• Household members age 18 or older during the person interview. All households with at least one vehicle contacted • After six days following the travel day, mainly collected from the household respondent. If not available, any household member age 16 and over could respond. Collected only for useable households	• The letter was sent to the household interview respondent. All useable households that provided a first reading for at least one vehicle contacted • When contacted by telephone, the household respondent was asked to provide the information. If not available, any household member age 16 and over could respond.
When collected	During person interviews, or shortly after	At least 2 months following the first readings
Why collected	Obtain better information on vehicle miles traveled	Obtain better information on vehicle miles traveled
How collected	Readings collected by phone	Readings collected by mail, facsimile, toll-free number, Internet and by phone.

2-C. NHTS CORE DATA

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

2-C.1. HOUSEHOLD LEVEL CORE DATA

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

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

2-C.2. PERSON LEVEL CORE DATA

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

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

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

2-C.3. VEHICLE LEVEL CORE DATA

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

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

2-C.4. TRAVEL DAY CORE DATA

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

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

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

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

2-C.5. TRAVEL PERIOD CORE DATA

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

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

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

2-D. SURVEY CONTENT CHANGES IN 2001

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

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

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

2-D.2. ALL HOUSEHOLD MEMBERS ELIGIBLE

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

2-D.3. CHANGES TO THE HOUSEHOLD INTERVIEW

Modifications to the Household Interview for the 2001 NHTS included:

- Both the 1995 and 2001 surveys asked for the total number of household vehicles. However, in 2001 the wording of the question was modified to explicitly ask the respondent to include recreational vehicles, mopeds and motorcycles. This was because DOT felt that households may have underreported these vehicles in previous surveys.

- For the 2000 Census, the Census Bureau modified the question on "race" to handle multiracial households. This question was also modified in the 2001 survey to record multiple races.

- In past NPTS surveys DOT was concerned about coverage of college students. For the 2001 survey, students in dorms, fraternity, and sorority houses with less than 11 people sharing one phone number were considered eligible households. (In the 1995 survey, many college students were included, but in 2001 the rule was clarified).

2-D.4. CHANGES TO THE EMPLOYMENT QUESTIONS

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

2-D.5. INTERNET USE

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

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

2-D.6. TRAVEL DAY CHANGES

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

- The definition of a travel day trip was slightly modified. As in 1995, a trip was defined as any time a subject went from one address to another. Subjects were advised to include all stops. However, unlike 1995, during trip rostering in the 2001 survey subjects were explicitly asked, "to exclude stops made just to change the type of transportation." During the collection of trip detail at a later point in the survey, respondents were asked about the use of public transportation. DOT felt this change would improve the reporting of trips that used public transportation. However, it may have reduced the reporting of trips made to change transportation that did not involve public transportation (for example, driving to a carpool location to use a carpool).

- More detail was collected on trip purposes than in past surveys. For the 2001 survey, there were 36 purpose categories compared to 17 categories on the 1995 NPTS. Because of the increased detail, interviewers were able to more accurately code purposes provided by respondents. Appendix D provides detail on trip purpose coding and the trip purpose variables on the 2001 NHTS.

- More detail was collected when obtaining addresses. For example, a respondent who was unable to provide a street address for a workplace was asked for the name of the employer, nearest intersection, and a landmark.

- During the rostering of trips, respondents were explicitly reminded to include trips they were likely to forget such as walks, bike rides and other trips that started and ended in the same place.

- During the rostering of trips, respondents were asked to provide both the time when each trip began and the time when they arrived at their destination. During the 1995 survey, respondents only provided the time each trip began during trip rostering.

2-D.7. TRAVEL PERIOD CHANGES

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

- The long distance trip definition was changed to capture trips of 50 miles or more away from home, as compared to 100 miles or more in the 1995 ATS. In addition, the 2001 NHTS included trips made for commuting purposes that were previously excluded in the 1995 Survey.

- The reference period for long-distance trips changed to a four-week period anchored by travel day. (This compares to a two-week period in the 1995 NPTS and a one-year period in the 1995 ATS.) The 1995 ATS utilized a panel design of households and collected long-distance trip information over a period of one year. Each household was interviewed four times or during four waves, persons were asked to recall trips made during the previous three months at each wave.

- Information on side trips were excluded in the 2001 NHTS design. The new design also modified and expanded the categories for trip purpose and transportation mode for comparability to the daily travel section of the 2001 NHTS.

2-D.8. MOST RECENT TRIP

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

2-E. TYPICAL NHTS HOUSEHOLD

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

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

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

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

Key information Amy provided during the interview was:

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

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

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

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

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

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

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

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

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

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

Person Interview continued with Amy's Travel Day

Information Amy provided about her travel day included:

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

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

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

Person Interview continued with Amy's Travel Period

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

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

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

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

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

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

First Odometer Readings provided by Keith

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

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

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

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

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

Second Odometer Readings provided by Amy

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

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

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

CHAPTER 3. SURVEY PROCEDURES AND METHODOLOGY

3-A. OVERVIEW

3-A.1. HOUSEHOLDS ELIGIBLE FOR THE NHTS

The NHTS collected travel data from the civilian, non-institutionalized population of the United States. People living in medical institutions, prisons and in barracks on military bases were excluded from the sample. However, telephone numbers in dormitory rooms, fraternity and sorority houses were included so long as no more than 10 people shared the same telephone number.

The focus of this User's Guide is the 69,817 useable households in the full sample. This includes 26,038 households in the national sample, 28,899 households in the Westat add-on sample, and 14,880 households in the Morpace add-on sample. The first public release of data for these households was made in January 2003. The January 2003 dataset contained the daily trips for the national sample households. The final NHTS dataset, provided to DOT in January 2004, contained 69,817 households. The dataset did not include travel period data. BTS has assumed responsibility for publishing this dataset.

All telephone numbers in households in the sample that were found to be residential were eligible for the household interview. The household interview had to be completed by a household member who was at least 18 years old. The exception to this rule was emancipated households in which the age of every household member was less than 18 years.

Interviewers could directly interview household members who were 16 years and older. Proxy interviews were requested for all younger household members. However, if asked by an adult household member, an interviewer could directly interview a household member who was 14 or 15 years old.

3-A.2. HOW THE DATA WERE COLLECTED

The NHTS was conducted as a telephone survey, using Computer-Assisted Telephone Interviewing (CATI) technology. The sample Westat used for the national survey and New York and Wisconsin add-ons was a list-assisted random digit dialing (RDD) telephone number sample.

Westat randomly pre-assigned each telephone number in the sample a day of the week. During the household interview, each household was assigned a specific date as their "Travel Day" and a four-week "Travel Period" for which detailed data on travel were collected.

Some households (those that could be associated with an address through their sampled telephone number) were first contacted by an advance letter containing a pre-survey monetary incentive to participate, followed about a week later by a telephone interview. The remaining households were first contacted by telephone. After the first telephone interview, referred to as the household interview, travel diaries and an additional monetary incentive were mailed to the household so that each household member could record their travel on the assigned travel day. A reminder call was made to each household on the day before their assigned travel day.

Household members were contacted by telephone during a six-day window beginning with the day following the travel day to complete a person interview and provide their travel.

Odometer readings for each household vehicle in completed households in the national, New York and Wisconsin add-on samples were also collected by contacts at two points in time.

3-A.3. WHEN THE DATA ARE COLLECTED

The 2001 NHTS interviews for the national sample and New York and Wisconsin add-ons were conducted from March 19, 2001 through May 9, 2002. Interviews for households in the seven Morpace add-ons were conducted between May 31, 2001 and July 5, 2002.

The survey must be conducted over at least a 12-month period so that seasonal variations in travel are represented. As in 1995, the 2001 NHTS took 14 months, rather than 12 to complete. This was because interviewers were trained in waves and it took a few months to train all the interviewers needed for the study. The weighting adjusts for the monthly differences in number of interviews completed.

Travel day dates were assigned to all seven days of the week, including holidays. The assigned travel period was the four-week period ending with the assigned travel day. The intent was to represent travel across an entire year.

3-A.4. GEOGRAPHIC COVERAGE

Interviews were conducted with households in all 50 States and the District of Columbia. Westat drew a new sample of telephone numbers every quarter to ensure that new exchanges and telephone numbers were included and all geographic areas were completely represented in all seasons.

3-B. SAMPLE DESIGN AND SELECTION

3-B.1. OVERVIEW

This survey was designed as a list-assisted random digit dialing survey, to yield an equal probability sample of households with telephones. The national sample was increased in several add-on areas: New York State, Wisconsin, Texas, Kentucky, Hawaii, Lancaster Pennsylvania, Baltimore Maryland, Des Moines Ohio and Oahu Hawaii. The supplemental sample in these areas was not included in the January 2003 dataset but was included in the January 2004 dataset.

The target sample size was 25,000 completed households for the national sample, 10,884 completed households for the New York add-on and 16,000 completed households for the Wisconsin add-on.

3-B.2. SAMPLING FRAME

Westat's sampling frame consisted of all telephone numbers in 100-banks of numbers in which there was at least one listed residential number. A 100-bank is a set of 100 telephone numbers with the same first eight digits, that is, the same area code, exchange, and the next two digits. Each quarter, a new sampling frame was constructed and sample was selected for use until a new sample was drawn. Sampling frames were constructed as of December 2000, March 2001, June 2001, September 2001 and December 2001.

3-B.3. SAMPLE SELECTION

Telephone numbers were sorted according to several variables and a systematic sample was then selected from the sorted list. For the national sample, all telephone numbers in the frame of 100-banks had an equal probability of selection.

For the national sample, the sort of telephone numbers was first by the nine Census Divisions and second by metropolitan area/non-metropolitan area. For metropolitan areas, the initial sort was by population of the metropolitan statistical area (MSA) and primary metropolitan statistical area (PMSA) (largest to smallest). Within an MSA/PMSA, telephone exchanges were ordered by those serving the county (or counties) containing the central city, followed by those serving the remaining non-central city county (or counties). Within each county, exchanges were ordered numerically - lowest to highest.

For non-metro areas, the initial sort was by state within a Census Division, with a serpentine ordering[1] from north to south and from east to west. Within state, non-metro counties were similarly ordered in a serpentine fashion, north to south and east to west. Finally, within county, exchanges were ordered numerically from lowest to highest.

[1] Serpentine Ordering: The listing begins in the most Northeast state in a given Census Division, followed by the state just south and still at the eastern edge of the Division. After the far Southeast state in the division, the listing proceeds to the state just west of the most Southeast state. The sort continues with the next state to the north. The listing continues in this fashion until all states in the Division have been included.

3-C. DATA COLLECTION PROCEDURES

3-C.1. OVERVIEW

Data collection for the national sample of the 2001 NHTS, as well as the New York state and Wisconsin add-on samples, was conducted by staff at six Westat Telephone Research Centers (TRCs). The centers used were located in Frederick, MD, Sarasota, FL, Sacramento and Merced, CA, Greeley, CO and Chambersburg, PA. Westat is a social science research firm headquartered in Rockville, Maryland. Data collection for the seven Morpace add-ons was conducted from Morpace's telephone center in Sterling Heights, Michigan.

3-C.2. INTERVIEWER TRAINING

A staff of approximately 345 Westat interviewers and 58 supervisors were trained on the 2001 NHTS. These interviewers were trained during 16 separate training sessions conducted periodically over the 14-month data collection period. The peak number of interviewers working on the study in any week was 186. This includes interviewers who worked on the national, New York, and Wisconsin survey samples. Of the 345 interviewers, 38 interviewed in both English and Spanish.

All Westat interviewers assigned to the survey participated in training sessions and completed at least 24 hours of formal project-specific training. For interviewers with no prior interviewing experience, these hours were in addition to four hours spent in training on general interviewing skills and another four-hour-plus training on the use of the CATI system. These eight hours of non-project specific training occurred prior to the interviewer's assignment to the NHTS project. For the NHTS project, 60 percent of the 345 interviewers were experienced and did not have to go through the non-project specific training. Interviewers whom the TRC supervisory staff felt were not ready for "live" interviewing at the conclusion of the formal "classroom" training received additional training time.

3-C.3. INTERVIEWER MONITORING

Interviewer monitoring is an important aspect of survey quality control, and Westat, Morpace, and DOT staff devoted considerable time and attention to it. Using extension telephones and personal computer displays linked to the interviewer's computers, supervisors silently monitored about 10 percent of each interviewer's work over the course of the study. DOT and non-TRC Westat staff monitored interviewers in all six TRC's from monitoring rooms located at Westat in Rockville, MD. Staff from DOT also monitored interviews in-person from Morpace's telephone monitoring center in Sterling Heights, Michigan on two occasions and remotely by connecting to Morpace's CATI.

3-C.4. CALLBACK PROCEDURES

Effective calling patterns are essential to achieving a high response rate on all telephone surveys. Westat made at least seven attempts to establish contact to screen a household and a minimum of eight attempts to establish subsequent contact to complete each person-level interview with each household member. A computer algorithm scheduled these calls over different days and included day, evening and weekend calls.

3-C.5. REFUSAL CONVERSION

Refusal conversion was an important aspect of Westat's overall response maximization effort for the NHTS. An integral component of this effort was the utilization of a select team of refusal conversion specialists. The team was comprised of TRC interviewer staff members who had demonstrated exceptional skills in achieving high cooperation rates. Once interviewers were familiar with the questionnaires, and common reasons for refusals were identified, Westat supervisors held special training sessions on refusal conversion techniques for the refusal conversion interviewers.

Whenever a respondent initially refused to complete an interview, the interviewer completed a separate CATI data collection module to record any information known about the household and the respondent's reason(s) for refusing to participate.

A project supervisor reviewed each case and non-hostile refusals were returned to interviewers specially trained in refusal conversion for additional calls to the household.

3-C.6. BILINGUAL INTERVIEWING

Interviewing on the NHTS was conducted in both English and Spanish. Interviewing in Spanish was an important factor in gaining the cooperation of Hispanic respondents and completing interviews with them. Westat bilingual interviewers completed the full survey interviewer training in English, and conducted interviews in English until they were thoroughly familiar with the questionnaires and CATI system. They also attended additional training on the Spanish CATI instruments. Westat translated the entire CATI questionnaire, as well as all instructions to interviewers and clarifying comments into Spanish. Spanish-speaking supervisors monitored the bilingual interviewers.

All cases assigned an initial result code of "language problem" by an English-speaking-only interviewer were available only to bilingual interviewers. If the bilingual interviewer determined that the respondent spoke neither English nor Spanish, attempts were made to conduct the interview using an English-speaking household member as a proxy. If these attempts were not successful, a final code of "language problem" was assigned to the case. Only 610 households (1 percent), out of the estimated 63,472 residential households in the national sample, could not be interviewed because of a language barrier.

3-C.7. CONFIDENTIALITY PROCEDURES

All data on the national survey were collected with an assurance that all information that could identify a specific respondent would remain confidential. All Westat and DOT personnel, including interviewers and professional staff, signed an affidavit stating that they would maintain the confidentiality of all survey data.

3-C.8. ADVANCE LETTER AND CASH INCENTIVE TO HOUSEHOLDS

As discussed in Sections 2-B.1 and 3-A.2, a subset of households in the sample were mailed an advance letter. These were households for whom Westat and Morpace were able to obtain mailing addresses. The mailing of these advance letters was timed so that the household received the letter shortly before the first telephone call to the household. This was accomplished by releasing the sample to the interviewers in small groups. A mailing occurred prior to each release of the sample.

The advance letter mailing included the letter from the Secretary of Transportation, a five-dollar cash incentive for the national and New York samples and a two-dollar cash incentive for the Wisconsin sample, and a brochure introducing the survey. The letters sent to respondents in the seven Morpace add-ons were signed by a dignitary for the add-on region. Appendix N, NHTS Field Documents, contains a copy of the advance letter and the brochure. The primary purpose of the mailing was to improve cooperation rates by informing prospective respondents that this was a legitimate survey, not a marketing or fundraising call.

Westat was able to obtain addresses for 86 percent of the residential numbers in the national sample. About 5 percent of the advance letters were returned as "undelivered" by the post office. Therefore, approximately 81 percent of residential households received the advance letter.

3-C.9. TRAVEL DAY AND TRAVEL PERIOD ASSIGNMENT

During the administration of the household interview, Westat's CATI program automatically assigned a travel day and travel period to each household. The interviewer identified the travel day to the household respondent during the interview. The travel period assigned was the four-week period ending with the travel day. Though the system assigned the travel period, the interviewer did not provide the household with the travel period during the household interview. However, the travel period dates were included in the mailout materials, along with a map showing a 50-mile radius from the household.

Travel characteristics are known to vary by season of the year and day-of-the week. There was some variation in number of completed interviews by month. For example, for the national sample April had more sample because interviewing was done in both April 2001 and April 2002. Because of national events such as September 11, 2001 and the anthrax scare there were also some months in which there were relatively fewer completed interviews. To control for this, part of the weighting process adjusted the estimates of total persons and total households to be equal for each calendar month. See Chapter 5 and Appendix H, for further details.

The variation in travel by day of the week for the Westat sample was balanced by assigning the travel days for one-seventh of the sample telephone numbers to each day of the week. When the calls to a sample phone number resulted in a completed household interview, the CATI system determined the household's travel date on the selected day of the week 10 to 14 days in the future, which allowed time for dairy mailings to reach the household. Morpace also followed a procedure to balance travel days by day of the week.

3-C.10. THE TRAVEL DIARY MAILING

The use of travel diaries on household travel surveys has been shown to improve the accuracy of trip reporting. Therefore, all household members in households who completed a household interview were sent diaries for their travel day. Of the 160,578 persons who completed person interviews in useable households in the national and add-on samples, 71.1 percent or 114,353 reported having filled out the travel diary. Westat mailed the diary package within a day or two following the completion of the household interview. It was sent via Priority Mail and contained:

- A letter from the U.S. DOT thanking the household for completing the household interview and agreeing to participate in the survey;
- A brochure describing the survey;
- A travel day diary and a two-dollar cash incentive that were included in individual envelopes addressed to each household member and placed in the Priority Mail package. The back of each diary provided guidance on completing the diary and included an example of a completed diary;

- An eye-catching bright yellow reminder card identifying the household's travel day;
- A colored map displaying the household 's home address at it's center with a circle around the home demarcating a distance of 50 miles from the home; and
- An odometer mileage form identifying the make, model and year of each household vehicle, with spaces to enter the odometer readings and the dates they were taken.

3-C.11. REMINDER CALL

Each household received a reminder call on the day before their assigned travel day. The call was designed to find out if the household had received its diary package, answer questions, and remind household members to record their travel in the diary the following day. Interviewers attempted to speak with the household respondent but spoke with any household member 16 and older if the household respondent was not available. If the interviewer reached an answering machine, the reminder to collect travel information was left on the answering machine. Households were asked to call the study's toll-free number if there were any questions.

3-C.12. CALL-BACK PERIOD

There was a six-day period during which interviewers were permitted by the CATI system to call each household member to collect their travel. This limit was established by US DOT because of memory problems beyond six days. Phone calls to collect the diary information from the household usually began the day after the travel day, and continued for the next five days. Though no outgoing calls were made after the close of the six-day period, respondents could call into the toll-free number to provide their information. Such information was recorded up to 10 days after the travel day provided the subject had completed a diary. For the national survey, New York and Wisconsin add-ons 0.6 percent or 773 persons provided their travel information after the end of the six-day window. For the remaining seven add-ons 1,883 or 5.5 percent of persons provided travel information after the six-day window. Overall, 78 percent of the

160,758 person interviews in the 2001 NHTS were completed within three days following the household's travel day.

3-C.13. PROXY INTERVIEW PROCEDURES

A proxy interview is one in which someone else in the household reports for the subject. In the NHTS data collection, an adult household member always served as the proxy for a child under age 14. Proxies were also requested for persons age 14 and 15 years. However, if an adult household member requested that the interviewer speak directly with these teenagers, the interview was conducted with the subject. Proxies were not initially requested for household members 16 years and older.

An issue with proxy interviews is under what circumstances to allow proxies for adult household members, defined here as 16 and older. In the 2001 NHTS, proxies were allowed for these subjects if:

- the subject was not capable of being interviewed because of an impairment or a language barrier;
- the interviewer was told that this subject would not be available for the entire six-day recall period;
- the interviewer was told that this subject would never participate, and the proxy was knowledgeable about the subject's travel on the assigned travel day; or
- the interviewers attempted to reach the subject for the first three days of the six-day callback period, and were not successful.

If the respondent filled out a travel diary for travel day, the proxy household member was asked to find the diary and use it when they served as a proxy for the respondent. Note that the conditions under which each interview was completed are a part of the data files. There are variables for:

- whether the interview was with the subject or a proxy respondent (variable PROXY on the Person, Travel Day and Travel Period Files), and

- if a travel diary was completed by the subject or another household member (variable DIARYCMP on the Person File).

3-C.14. REDUCING RESPONDENT BURDEN

During the person interview, special NHTS trip rostering procedures were applied to reduce respondent burden for household members who traveled together during the travel day or travel period. Burden was reduced at two main points during the interview - during trip rostering and during the collection of trip detail on each trip that was rostered.

During trip rostering, each household member was asked to list all trips taken prior to asking about the detail on each individual trip. If the household member currently being interviewed reported that another household member went on a trip with him/her, then this trip was automatically also recorded on the roster for the other household member, provided that household member had not yet been interviewed. When the interviewer talked with this other household member, (s)he merely had to confirm that the household member went on the trip. The household member had to agree with the trip destination and start and end times for the trips to be considered identical. If the household member agreed that the trips were the same, the trip was retained on the roster, otherwise, it was deleted. For travel day, if the household member agreed that the previous household member was correct and the trip was retained on the roster, then this subsequent household member, if not the driver on the trip, was not required to provide any detail on the trip. Trip detail was copied from the previous household member. The driver on a particular travel day trip was always required to report the trip details. For travel period, trip detail was not obtained from a subsequent household member if that household member indicated that during the entire duration of the trip they were with the household member who had already provided the trip detail.

3-D. DATA EDITING

3-D.1. ONLINE EDITS

Westat conducted most of the editing on the NHTS online while the interviewer had the respondent on the telephone. This editing was accomplished by programming the edits into the CATI software so that the interviewer automatically asked the appropriate next question and was prompted when a response entered to a particular question was not a likely response. All the online edits used in the NHTS are documented in the household and person questionnaires that are included as Appendix J to this report. These online edits fell into three main groups:

- Skip edits that moved the interviewer to the appropriate next question based on responses provided to earlier questions. For example, a subject that was 6 years old was not asked employment questions;

- Range edits that prompted the interviewer when a response entered was possibly incorrect. For example, a response that indicated that a particular vehicle was driven 45,000 miles in the past 12 months. For some variables, both hard and soft ranges were programmed into the CATI. In the example above, the soft range was 2,000 to 30,000. The hard range was 0 to 200,000. Therefore, in this example, the interviewer was prompted to re-ask the question because the response was not within the soft range. If the subject provided a response of 45,000 a second time, the response was accepted. Responses that exceeded the hard range were recorded in "comments." If needed, ranges were modified post-data collection to accommodate values that exceeded the hard range; and

- Logic edits that prompted the interviewer when a value entered was within the valid range for a variable but did not pass a logic check. For example, the subject informed the interviewer during the person interview that a particular household member was the driver on a particular trip. However, that household member was not recorded as a driver during the household interview or was not reported as being on the trip. In both these scenarios a logic edit would be triggered. The triggering of logic edits sometimes required modifying previously provided information. That is, the current response that the respondent was the driver on the trip may be correct but the earlier response that the subject was not on the trip may need to be modified.

3-D.2. UPDATING CATI DURING DATA COLLECTION

This editing, which was ongoing throughout data collection, occurred after a household or person interview was completed. It involved editing information recorded for a particular item during the CATI interview with information provided by the interviewer but recorded some place else. This information had to be updated later because it had not been possible to code it into the appropriate variable during the interview. Instead the information was:

- Recorded online in "comments" in CATI if the interviewer had not left the case and if the information being provided was not very extensive;
- On a "problem sheet" if the interviewer had left the case or the information being provided was extensive;
- On a form designed to collect specific information that was modified, forgotten or provided after the interviewer could enter the information into CATI; or
- Recorded in an "other specify" category.

Examples of the types of information Westat interviewers entered in "comments" include:

- The response provided by the respondent was out of range and would not be accepted by the CATI software. When this happened, the response was reviewed and if likely, after approval by DOT the range for the specific variable was broadened. If the response was unlikely, it was coded -9 (not ascertained);
- A subsequent response modified an earlier response and the respondent agreed that the earlier response needed to be changed. For example, the household respondent enumerated three household vehicles. But later, when the interviewer asked about the primary driver of each vehicle, they found that one of the vehicles was not licensed and was not in working condition. Information on this vehicle was deleted after the interview; and
- The interviewer entered an incorrect response and left the variable before the response could be modified. For example, the note from the interviewer said that she entered person A as a female when in fact person A should be male.

Examples of information recorded in "problem sheets" include:

- The interviewer completed the household interview and found out at the end of the interview that the respondent was an adult but was not a household member (e.g., (s)he usually lived elsewhere and was just visiting). In such a scenario, the person was deleted from the household;

- The respondent initially refused to provide his/her home address and provided just a mailing address. However, after the interview was completed, (s)he was more comfortable with the study and provided a home address; and

- The interviewer entered data in the wrong proxy case (e.g., the interviewer thought the mother was responding for daughter A when in fact the information was being provided for daughter B). Since the interviewer was midway through the interview, the interview was not interrupted. The error was recorded on a problem sheet and the cases were switched later.

Examples of specific forms used by interviewers included:

- A "missed trip" form. Often respondents informed the interviewer they had forgotten to mention a trip after the interviewer had left the trip roster. In such cases, the missed trip information was recorded on a form and added to the CATI file later; and

- An "odometer" form. If the household did not provide their first odometer readings during the person interview, they were contacted later and the information was recorded on a specific form (see Appendix N, NHTS Field Documents).

Sometimes an interviewer may have felt that the response categories for a particular question did not accurately describe the response provided by a respondent or the categories provided were too numerous and the interviewer felt the need to code the response quickly to keep the interview moving. In such cases the interviewer checked the "other specify" response category and recorded the response in open-ended text. On completion of the interview, these responses were reviewed and were appropriately coded into an existing category, a new category was added, or the response was left in "other specify" as an open-ended response.

3-D.3. APPROACH TO POST INTERVIEW EDITING

In surveys with complex questionnaires and procedures, such as the NHTS, the final dataset reflects fundamental approaches taken in the data collection and editing processes. For the 2001 NHTS, two approaches may have had considerable impact on the resulting data.

The first is the reluctance to impute data. If the respondent did not answer an item, its value was generally not imputed, (i.e., determine what the logical response would be given the response to other items). Carefully performed imputation has its place in many statistical surveys, however Westat and DOT determined that imputation would be limited in the NHTS data. If data was imputed, an imputation/edit flag was set for the variable to indicate the values that were imputed.

Second, a conservative approach was taken regarding changing reported data. If it was determined that what was reported could not have happened, the unlikely response was set to a "not ascertained" (-9) code. The exception to this rule was if the same information could be obtained from another household member or from elsewhere in the subject household member's interview. For example, household member A reported a "start time" for a trip that failed an edit. But, household member B went on the same trip and his reported time did not fail the edit. In this example, the start time that was reported by household member A was modified to reflect the time that was reported by household member B. This was only done when trip data failed an edit. In general, differences in data reported by household members on the same trip were allowed to remain. For example, Person A reports a trip starting at 8:30 am when Person B says the same trip started at 8:35 am.

3-D.4. POST DATA COLLECTION EDITING

On completion of all data collection on the 2001 NHTS, Westat programmed and ran edits designed to check for data consistency. A list of the edits that were run is included in Appendix P, Data Editing. When the value of a variable failed an edit, it was manually reviewed. If the value was highly unlikely, it was revised to "not ascertained" (a code of -9). No flags were set when a response was set to "not ascertained".

However, during the cleaning of responses for travel day trips, it was sometimes necessary to slightly modify a response or impute a missing response. In such cases edit and imputation flags were set to indicate the variables whose data was modified. The situations in which these flags were set are described below.

3-D.4.A. EDIT FLAGS

There are edit flags for each of the following travel day variables: STRTTIME, ENDTIME, TRPDIST, TRVL_MIN, TRPTRANS and WHYTRPO1. A flag indicates that the value for the variable has been adjusted. The goal of editing these variables was to decrease the number of trips that had identical or overlapping trip times.

All cases where two or more travel day trips for the same household member had identical start and end times were examined. In most cases these trips were duplicates, i.e. the trip detail on both trips indicated that the exact same trip had been reported twice. Duplicates could have been generated as a result of the trip rostering procedures that were in place to reduce respondent burden. Once it was determined that the trips were duplicates the trip with the least amount of trip detail was deleted from the trip roster.

In addition to cases with duplicate trips, the editing process found travel day trips with times that overlapped with other trips or were completely embedded in other trips. In some cases information was available on another household member's record that could help clarify conflicting information. Whenever possible this information was used to make adjustments to the record with embedded trips.

In some cases the most logical edit was to "split the travel time", these were mostly walk or bike trips. For example, if a walking trip from home was reported from 8:00AM to 9:00AM, and was followed by a walking trip to home from 8:55AM to 9:00AM, then the end time of the first trip was adjusted to 8:30AM and the start time of the second trip was adjusted to 8:31AM. In some of these cases trip distance and travel time had to be adjusted as well.

Other cases involved embedded trips that were on the way to a destination. These were often reported after the interviewer had finished gathering trip information,

thus were recorded on a "Missed Trip" form and manually entered during data editing at a later stage. The most common types that were reported incorrectly involved trips to the gas station, and picking up or dropping off someone on the way to a destination. For example, if a trip to home (recorded in CATI during the interview) was reported from 5:00PM to 5:30PM, and a trip to the gas station was reported from 5:00PM to 5:10PM (recorded on a missed trip form as it was recalled later), then we assumed that the respondent stopped at the gas station on the way home. Therefore, the original trip in CATI from 5:00PM to 5:30PM was modified to a trip from the gas station to home. The start time of the trip was changed to 5:10PM. Unfortunately, when there was an embedded trip reported there was no information on dwell time. That is, the person arrived at the gas station at 5:10PM and left for home from the gas station also at 5:10PM.

For travel period the editing process also identified duplicate, non-travel period and embedded trips. Duplicate trips were those where a subject had multiple identical trips on the trip roster. In such cases the duplicate trip with the least trip detail was deleted. The next category of trips edited involved trips that did not end during the 28-day travel period. Such trips were considered non-travel period trips as they did not meet the definition of a travel period trip for the household and were deleted. The final category of travel period trips that were edited involved embedded trips where the start and end dates of one or more trips were embedded in another trip. In such cases, the great circle distance was used to identify the trip that was the farthest destination from home and the embedded trips were edited to overnight stops on this main trip. A flag EDITSTP was set to indicate that the travel period trip was edited to an overnight stop.

3-D.4.B. IMPUTATION FLAGS

There are imputation flags for each of the following variables: STRTTIME, ENDTIME, TRVL_MIN, AGE, TRIPDIST, OTHRPHON, HHR_RACE, SEX, HOMEOWN, HOMETYPE and if a whole trip was imputed. A flag for these variables indicates that the variable has been imputed.

One of the goals of this imputation was to decrease the number of travel day trips with missing start and end time values. If both start time and end time were missing the trip was left in the roster in the original order reported by the respondent. If

start time was missing but end time was known or vice versa, and trip distance and mode were reported, then we were able to estimate the travel time of the trip and subsequently impute the missing start or end time. The following rules were used to estimate travel time based on mode and distance:

- If the mode is local transit bus, school bus, subway, trolley (TRPTRANS=10,12,17,18), and the trip distance is <=15 miles, then we used an average estimated speed of 10 mph,
- If the mode is local transit bus, school bus, subway, trolley (TRPTRANS=10,12,17,18), and the trip distance is >15 miles, then we used an average estimated speed of 20 mph,
- If the mode is car, van, SUV, pickup truck, other truck, recreational vehicle, motorcycle, commuter bus, charter bus, city to city bus, Amtrak, commuter train, taxi cab, limo, shuttle (TRPTRANS=1, 2, 3, 4, 5, 6, 7, 11, 13, 14, 15, 16, 22, 23, 24), and the trip distance is <=15 miles, then we used an average estimated speed of 25 mph,
- If the mode is car, van, SUV, pickup truck, other truck, recreational vehicle, motorcycle, commuter bus, charter bus, city to city bus, Amtrak, commuter train, taxi cab, limo, shuttle (TRPTRANS=1, 2, 3, 4, 5, 6, 7, 11, 13, 14, 15, 16, 22, 23, 24), and the trip distance is >15 miles, then we used an average estimated speed of 50 mph,
- If the mode is bicycle (TRPTRANS=25), for any trip distance, the average estimated speed used was 10 mph,
- If the mode is walk (TRPTRANS=26), for any trip distance, the average estimated speed used was 3 mph, and
- If the mode is anything else (airplanes, ships, ferry's boats, other) the data was left as is as the variation was too great to estimate the trip time duration.

Once travel time was estimated, the imputed start or end time was calculated by subtracting the estimated travel time from the end time. The imputed end time was calculated by adding the estimated travel time to the start time. In all cases where a start or end time was imputed, the trip fit into the travel day roster without causing any overlapping trips.

In addition to missed trips reported for the subject on missed trip forms, trips not reported for the subject during the person interview were also imputed. These trips were imputed when a subsequent household member reported that a household member who had completed a person interview earlier had accompanied them on a trip. Since the earlier household member had already completed the interview, it was assumed that (s)he had forgotten to report the trip. The missing trip from the subsequent household member was copied to the travel day record for the household member who had completed the interviewer earlier. An imputation flag to set to indicate trips that were added.

The other variables such as AGE, SEX, OTHRPHON, etc. were imputed during the weighting process if the value for the variable was missing (-7. -8 or -9).

3-D.5. IMPUTING DATES FOR RECURRING TRAVEL PERIOD TRIPS

After a person reported a long distance trip, they were asked if they had taken this trip more than once during the 28-day reporting period, and if so, how many times they took it. Trips taken more than once during the travel period were defined as recurring trips.

We imputed for the missing departure date (IMPTLEDT), the date the trip ended (IMPTREDT), and the number of times (IMPTNTIM) the recurring trip was made during the travel period. In addition, for some reported first trips, to reduce the number of trips that had identical or overlapping trip times, we edited the start date, end date, number of times or the flag variable showing whether the trip is a recurring trip (EDITRECU). A flag for these variables indicates that the variable has been imputed or edited.

To reduce respondent burden trip detail was collected for just the first trip in the recurring trip series. The travel period file shows each recurring trip as a separate trip. To do this a procedure was developed to impute dates for each such recurring trip. The variables IMPTREDT and IMPTLEDT indicate whether the date was imputed.

The imputation procedure evaluated several factors prior to assigning a date. When possible, the date was assigned to the same day of the week. For example, if a

trip was reported for the first Tuesday in the 28-day period and there was one additional such trip taken, it would be assigned to the third Tuesday of the 28-day period. When there were more trips reported than could be assigned to the same day of the week, then recurring trips were assigned to another “weekday” if the reported trip was on a “weekday” and to another “weekend” day if the reported trip was on a “weekend”. Depending on the purpose of the trip, “weekend” was defined as Saturday and Sunday, or as Friday, Saturday and Sunday. Other factors evaluated included were whether the subject had any other trips overlapping with the imputed trips. For example, if the dates imputed were from March 1 to March 3, 2002 but the subject had another travel period trip on March 2, then another date was imputed. The procedure also looked at the other household members that were on the trip and ensured that the date assigned did not conflict with other trips these household members may have taken. Finally, recurring trips were assigned the same date as the travel day if the subject's travel day trip information indicated that s(he) took a trip of 50 miles or more from home if certain conditions were met. If the recurring trip started and ended the same day, then it was assigned the same date only if the travel day trip information indicated that the trip started and ended the same day. Similarly, if the recurring trip involved being away overnight, then it was asigned the same date only if the travel day trip information indicated that a trip started before the travel day.

3-D.6. TRIP REPORTING

The travel day trip roster for each household member who completed a person interview provides a listing of all trips taken on the travel day. However, to reduce respondent burden, not all household members were asked to provide trip detail for each trip taken. For example, trip detail was not asked on proxy interviews if the same trip was self-reported earlier by another household member. Post data collection, trip details recorded during the interview with the self-reported household member were copied to the record for the proxy household member who reported being on the same trip.

A similar procedure was implemented for travel period. That is, after travel period trip detail was recorded for a particular trip, subsequent household members who reported being on the same trip were asked if they were with the previous household

member at all times on the trip. If they were, then trip detail was not collected from subsequent household members.

3-D-7. DATA MOVED FROM CATI TO DATA FILES SPECIFIED BY DOT

The CATI data set was converted into a SAS data set and separated into public use data files based on the specifications provided in the Codebook included in Appendix B. The data files created had several "derived variables" that were created by either renaming CATI variables or combining multiple variables. The specifications for creation of the derived variables are included in this report as Appendix D, Derived Variables. During this step, the survey weights and other variables not collected during the survey were also appended to the data files.

The version of the User's Guide for the Public Use data set released in January 2003 did not include data collected on long-distance travel. The Version 2 release to DOT in the Summer of 2003 contained both travel day and travel period data and therefore included the four files below in addition to the travel period trip file. The final Januray 2004 delivery included the following four files. BTS will be responsible for the release of the travel period trip file.

- **Household file** - data collected once for the household (one record per household),
- **Person file** - data items collected once for each interviewed household member (one record for each completed person interview),
- **Vehicle file** - data items related to the household ’s vehicles (one record for each household vehicle),
- **Travel day trip file** - data items collected for each trip an interviewed person made on the household ’s travel day (one record for each travel day trip each person made), and

3-D.8. USEABLE HOUSEHOLDS

The data files contain information on only households that are "useable." A useable household in the 2001 NHTS is one in which the household interview was

completed, and person interviews were completed with at least 50 percent of the adult (age 18+) household members. Though all completed household and person interviews in the CATI database were edited, only information for useable households has been provided in the four files.

A household interview was considered complete if the:

- Interviewer asked every applicable question in the household questionnaire and set an appointment to call the household back to collect diary information;
- The household respondent provided the complete household roster information for the household; and
- The household respondent provided an address for mailing the travel diaries to the household.

The person interview was considered complete if the interviewer administered every applicable question to the subject during the person interview. That is, the interviewer got to the last question in the questionnaire and was able to thank the subject for participating in the survey.

Table 3-1 shows the number of household and person interviews completed during the 2001 NHTS. This public use dataset contains information on the 69,817 useable households in the national sample. Although the definition of a useable household required only 50 percent of adults to complete a person interview, Table 3-1 shows that for the January 2004 release (Version 3) sample for 60,520 or 86.7 percent of useable households, person interviews were completed with all adult household members in the household.

Table 3-1. Number of Completed Household and Person Interviews: Overall, in Useable, 100% Households, and Non-Useable Households

Survey Completion Level	Completed Household Interviews	Completed Person Interviews
Overall Number of Completed Interviews	106,598	163,856
Useable Households	69,817	160,758
Number of Completed Interview in 100% Households (All Adult Household Members completed a Person Interview)	60,520	144,884
Non Useable Households	36,781	3,098

3-D.9. HUNDRED PERCENT HOUSEHOLDS

For some applications, particularly those involving planning models, the data user may want to access only those households where all adults in the household were interviewed. These are the 60,520 households shown in Table 3-1 above. If a user wants to limit analysis to these 100% households, a separate weighting factor can be used to expand the 100% households to annual, national estimates. This weighting factor is EXPFLLHH on the household and vehicle files, EXPFLLPR on the person file and EXPFLLTD on the travel day trip file.

3-D.10. EDITING THE DELIVERY DATASETS

As a final editing step, frequencies for useable households on both the CATI dataset and the delivery datasets were compared. Next, edits were run on the four delivery data sets to ensure consistency in the reporting of values across the four delivery files.

3-E. SURVEY METHOD AND PROCEDURE CHANGES

3-E.1. 2001 NHTS CHANGES

The 2001 NHTS represents a significant change in survey methods and procedures from earlier national travel surveys. In Section 2-D, Survey Content Changes in 2001, we presented changes to the questionnaire content in 2001. Therefore, in the items that follow we focus on modifications to survey methods and procedures introduced during the 2001 NHTS.

1. The 2001 NHTS saw the combination of two travel surveys, the National Personal Transportation Survey (daily travel) and the American Travel Survey (long-distance travel). Each household that completed a household interview was assigned both a travel day and travel period. Detailed travel information was collected on both daily and long-distance travel.

2. The advance mailing to households for whom addresses were available included a five-dollar cash incentive and a brochure.

3. All household members were eligible for a person interview, not just household members who were over four years old.

4. Proxy rules were modified. Only subjects 16 years and older were asked to respond for themselves. Proxies were requested for all others. However, if asked by an adult household member, interviewers could directly speak with household members that were 14 and 15 years old.

5. More detailed address information was collected. The off-line geocoding operation used multiple databases and detailed manual searches to determine the latitude and longitude of a location when the address information failed an automated batch geocode search.

6. The second odometer reading for household vehicles was collected using multiple modes of data collection. In addition to mail out/mail back and interviewer initiated telephone data collection, modes also included the use of the Internet, facsimile machines and a toll-free 800 number.

7. The process for calculation of weights was more detailed. Steps combined in the past were now separated. For example, non-response adjustments and benchmarking to key variables were performed as separate steps.

8. During the editing process, certain travel day trips reported as single trips were split creating two trips from the original one trip reported by the household member. These usually involved trips that originated from home and were the last trip taken on the travel day without returning home. If such a trip had walk or bike as the transportation mode or the trip destination and had a purpose that was go to the gym/exercise/play sports, go to public place, walk the dog/vet visits, or pick up or drop off someone, the trip was split. In these cases, the survey procedure was to split the trip into an outgoing and a return portion to make them more parallel to the handling of travel day trips by other modes of transportation.

9. During the editing process, at the request of DOT, select trips reported by a household member (e.g., Person B) that were not reported by a previously interviewed household member (e.g., Person A) were added to Person A's trip data if Person B indicated that Person A also traveled on the trip.

Exhibit 3-1 summarizes key changes mentioned in Section 2-D and in this section. The reason for change has also been provided to indicate the probable impact the change may have on the 2001 survey.

Exhibit 3-1. Changes in the 2001 NHTS Survey Methodology and Content and Their Probable Impacts

TOPIC	FROM	TO	PROBABLE IMPACTS
What is collected?	Two separate surveys - the NPTS and the ATS	Combined survey that collects both travel day and travel period information	Enables analysis of relationship between daily and long-distance travel characteristics of each person
Which household members are eligible?	Household members age 5 and older	All household members	More complete trip reporting
When proxy needed?	Proxy for household members 5 to 13 years	Proxy for household members under 16 years	Increase in number of interviews by proxy Obtain parental approval when speaking with 14 and 15 year olds

Exhibit 3-1. Changes in the 2001 NHTS Survey Methodology and Content and Their Probable Impacts (contd.)

TOPIC	FROM	TO	PROBABLE IMPACTS
Respondent Contact	Advance letter	Advance letter with a $5 cash incentive and a brochure	Improved response Legitimizes the survey with respondents
Use of a diary for long trips	The ATS used a diary to record long-distance trips	No travel period diary included	Lower respondent burden and reduce the possibility of confusion due to the mailing of both a travel day and travel period diary
Travel day trip definition	Any stop from one address to the next is a separate trip	Basically the same - stops only to change a mode of transportation excluded	May improve reporting of trips by public transportation as subjects were specifically reminded about these trips No change mode trips were recorded except where public transportation was involved.
Walk and bike trips on travel day	No specific mention of walk and bike trips	Specific reminder to include walk, bike rides and trips that started and ended in the same place	Will increase the reporting of walk and bike trips
Travel period length and travel period trip definition	The NPTS included trips of 75 miles or more and used a 2-week recall period. The ATS included trips of 100 miles or more taken over a full year (4 interviews)	The travel period was a four-week period. Trips of 50 miles or more from home were defined as long-distance	Four-week travel period and shorter criterion distance provides information on a larger sample of long-distance trips than NPTS and better recall of trips than ATS (if not recorded in ATS diary), but a smaller sample of trips and greater difficulty estimating annual long-distance trip rates than ATS. The 4-week travel period may have increased the potential for telescoping (i.e., bringing trips into the travel period)
Travel day trip purpose	There were 17 trip purpose categories	There are 36 trip purpose categories	The new categories more accurately capture responses

Exhibit 3-1. Changes in the 2001 NHTS Survey Methodology and Content and Their Probable Impacts (contd.)

TOPIC	FROM	TO	PROBABLE IMPACTS
Most recent long-distance trip	Not collected	Collected	Facilitate the imputation of trips for persons with no reported long-distance trips in travel period
Odometer readings	Readings collected by contacting the respondent by phone or by mail	Data collection modes also included the Internet, fax, and a toll-free 800 number	Improved response
Geocoding	Limited use of manual geocoding	Extensive use of manual geocoding	Higher geocoding success rates and more accurate geocoding
Splitting walk and bike trips at the end of travel day	Not conducted	Conducted	Walk and bike trip rates may be higher than on past NPTSs
Adding trips not reported by household members interviewed earlier	Not conducted	Conducted	More complete trip reporting
Weighting	Raking to control totals[2]	Several stages of separate nonresponse adjustment and trimming as well as raking. Changes to cells used for raking	Presently unknown. An evaluation is to be conducted.

[2] In raking, one adjusts estimates to agree to one set of controls (e. g., ethnicity), then adjusts estimates to a second set of controls (e. g., region), etc. This process is then repeated until all estimates are simultaneously close to the full set of controls.

3-F. PROCEDURES TO ENSURE CONFIDENTIALITY

The following measures were taken to produce the public use dataset that accompanies this User's Guide to ensure respondent confidentiality:

- All direct identifiers, such as telephone numbers, zip codes, county codes, names of individuals, and addresses were removed from the dataset;

- Metropolitan Statistical Areas (MSAs) of less than 1 million population, states with less than 2 million population, and states for non-MSA households in states that have a total non-MSA population less than 1/2 million are not specifically identified on the dataset;

- The specific dates when travel day and travel period trips were made were removed from the file; and

- Data values for certain other variables were coded into intervals or suppressed, and some data distributions were capped. For example, detailed year/make/model information for antique and classic autos could compromise respondent confidentiality if fully revealed. In the public use dataset, rare make and model codes were not displayed.

Note: Identifying the MSA or CMSA of a household in an area with a population of one million or more requires the use of two variables: HHC_MSA and MSASIZE.

CHAPTER 4. SURVEY RESPONSE RATES

Westat collected data for the 2001 NHTS national sample and New York and Wisconsin add-on samples during the period from March 19, 2001 through May 9, 2002. Morpace collected data for Baltimore, Des Moines, Hawaii, Kentucky (four counties), Lancaster PA, Oahu and Texas between May 31, 2001 and July 5, 2002. As described in Chapter 2, Survey Content and Interviews, there were several stages of data collection for each sampled telephone number. First, each sample telephone number was screened to determine whether it was or was not a residential household. Second, an adult household member in screened residential households was asked a series of questions about the persons and vehicles of the household. During this household interview, the household was assigned a travel day for daily trip reporting. Following the household interview, a diary package was prepared and mailed to the household. Next, the household received a call the day prior to their travel day reminding them to record their travel the next day. Following the household's travel day, interviewers called to conduct the person interview with each household member. During the person interviews, travel information including long distance trips as well as responses to a number of additional questionnaire items were recorded. A summary of the overall response rates, as well as the rates at key stages of the survey process are documented in this section.

Tables 4-1 and 4-2 present the weighted response rates for the 2001 NHTS. These response rates were calculated using results from the weighting process. These weighted response rates provide inherently more accurate estimates of the effective response rates for the study than unweighted response rates would because the weights account for differential sampling, primarily across various geographic areas.and to a lesser extent across demographic characteristics. Weighted and unweighted response rates can be far apart when there are major variations in the probabilities of selection and response rates are correlated with these probabilities. For example, the national sample of about 26,000 households represents a sampling rate of approximately one household surveyed for every 4,000 households in the US, thus each national household has an average national weight of about 4,000. At the same time an add-on sample of about 12,000 households in hypothetical State B represents a sampling rate of about one in 600 within that state. Without consideration of the weights, the State B households would contribute nearly seven times more to the

overall response rate than they should. Consider this simple example in the box below. In this example, the response rate is much higher in category A than in category B and the probability of selection is much lower in category A as well (the weight for A is higher). Thus, the unweighted response rate is only 72 percent as compared to the weighted response rate of 78 percent.

	Sample Count			Weighted Estimates (in millions)			
	Respondents	Non-Respondents	Unweighted Response Rate	Weight	Respondents	Non-Respondents	Weighted Response Rate
Category A	26,000	6,500	80%	4,000	104	26	80%
Category B	12,000	8,000	60%	600	7.2	4.8	60%
Total	38,000	14,500	72%	--	111.2	30.8	78%

This type of situation occurs in the NHTS. . The response rates for most of the add-on samples were much lower than the response rate for the national sample for a variety of reasons including differences in methodology and in the target population, and the weights for the add-on samples are much lower than weights for the national sample outside of add-on areas. Appendix I provides unweighted response rates and detailed classifications of households and telephone numbers.

Table 4-1 provides weighted household response rates, for both the full sample (national and add-on) and the national sample. The overall weighted response rate for useable households is 38.9 percent for the full sample and 41.2 percent for the national sample.

At the household level, we provide:

- the overall household response rate for all households,
- the household response rate for households where 50 percent of adult household members completed a person interview (useable households), and
- the household response rate for households where 100 percent of adult household members completed a person interview.

Table 4-1. Weighted Household Response Rates

Weighted Response Rates	Full Sample		National Sample	
	Individual Rate	Composite Rate	Individual Rate	Composite Rate
Household Response for All Households that Completed a Screener Interview	56.2%	56.2%	58.2%	58.2%
Household Response for Households where At Least Half the Adults Completed a Extended Interview (Useable Households)	**69.2%**	**38.9%**	**70.8%**	**41.2%**
Household Response for Households where All Adults Completed a Person Interview	59.3%	33.3%	60.5%	35.2%

The "individual rate" columns provide the response rate for only that stage (i.e., either the screener (household) or extended (person) interview) of the interviewing, while the "composite rate" columns provide the overall response rate. Thus, for example, for the full sample, the useable household response rate among those households that completed the screener interview was 69.2 percent. The overall useable household response rate was the product of the screener response rate and the 69.2 percent rate (response rate at the extended interview level), i.e., (.562)*(.692) = .389.

In calculating household screener response rates, there are many cases where we cannot determine whether the telephone number is eligible (i.e., residential) or ineligible (e.g., business or nonworking number) because the only responses we received were ring no answer or an answering machine. If these numbers are treated as all being residential, the calculated response rate is too low. If they are treated as if none are residential, the calculated response rate is too high.

There are several ways of estimating the proportion of such numbers that are residential. One commonly used method is the so-called CASRO (Council of American Survey Research Organizations) method.[1] This method assumes that the residency rate for the numbers whose eligibility is unknown is the same as the rate for

[1] Frankel, 1983

those numbers whose eligibility is known. We have instead used a relatively new method known as the "survival analysis method".[2] In this method, a small subsample of all telephone numbers is subjected to a larger number of telephone call attempts. This data is then used to fit a Kaplan-Meier estimator for the proportion of numbers that would be found to be residential after many hundreds of calls were made. In general, it is believed that the CASRO method results in overestimating the proportion of unknown numbers that are residential, and therefore produces too low a response rate. In the NHTS, however, the survival analysis method actually produced a slightly higher estimated proportion that is residential: 43.3 percent for survival analysis compared to 41.7 percent for CASRO. Thus, use of the survival analysis method results in a more accurate but slightly lower response rate than use of the CASRO method.

Table 4-2 provides person response rates for:

- Households where 100 percent of adult household members completed a person interview, and
- Households where 50 percent of adult household members completed a person interview.

For example, the individual person response rate of 54.0 percent has a numerator that is completed person interviews in only those households in which *all* adults had completed interviews. The denominator consists of all persons in all households that completed a screening interview. The corresponding composite rate is the product (.540)*(.562) = .303.

Data users who require additional information regarding individual response rates for the national and add-on components of the NHTS sample should contact Federal Highway Administration's NHTS User Support (Susan Liss; (202) 366-5060).

[2] Brick, M., Montaquila, J., Scheuren, F. (2002) Estimating residency rates for undetermined telephone numbers. *Public Opinion quarterly*, 66, p. 18-39.

Table 4-2. Weighted Person Response Rates

Weighted Response Rates	Full Sample		National Sample	
	Individual Rate	Composite Rate	Individual Rate	Composite Rate
Person Response in Households where At Least Half the Adults Completed a Person Interview (Useable Households)	60.6%	34.1%	62.2%	36.2%
Person Response in Households where All Adults Completed a Person Interview	54.0%	30.3%	55.2%	32.2%

CHAPTER 5. WEIGHT CALCULATIONS

Weights are needed to produce valid population-level estimates. Several stages of nonresponse adjustment and poststratification are done to reduce sampling error and bias. For the 2001 NHTS, two sets of weights have been provided: 1) The full sample, including add-on samples for selected areas as well as the national sample; and 2) The national sample only. For the second set of weights, all add-on sample cases have weights set equal to zero. Different weights are required for households, persons, and travel days. Discussion of which weight to use when is contained in Chapter 7, Section D.

The public use dataset contains person and household weights for:

- Useable households in which person interviews were completed with at least 50 percent of adults in the household (69,817 households in the national and add-on samples, 26,038 households in the national sample) and
- 100 percent households in which person interviews were completed with all adults in the household (60,520 households in the national and add-on samples, 22,178 households in the national sample).

Although it is also possible to tabulate data for other categories of households, the weights provided in the data are appropriate for only the 100 percent and useable households. These other categories of households of interest are:

- Households in which extended interviews (person interviews) were completed with at least one adult in the household (72,004 households in the national and add-on samples, 26,995 households in the national sample), and
- Households for which there was a completed household interview (106,598 households in the national and add-on samples, 36,810 households in the national sample), whether or not there were any completed extended interviews in the household.

5-A. HOUSEHOLD WEIGHTS

5-A.1. INITIAL HOUSEHOLD WEIGHT

The baseweight is the reciprocal of the known probability of selection of a telephone number. The first adjustment to the baseweight is for nonresponse in attempting to complete the household interview. A special adjustment is needed prior to the nonresponse adjustment because it is not possible to determine whether some telephone numbers are residential or not. This occurs when there are only ring-no-answers on repeated calls, and when repeated calls only reach an answering machine. Residency rates for these two situations were determined by fitting survival analysis equations to survey results. This method takes advantage of the fact that telephone numbers reach a final status after a variable number of attempts. To apply this method, it is necessary to make extra attempts for a small sample of telephone numbers. The results of these extra attempts are used to fit an equation for the proportion of numbers that are residential after a given number of attempts. The equation is then used to predict the proportion of undetermined numbers that are residential.[1]

In the nonresponse adjustment, cells were formed, with a separate nonresponse adjustment factor applied for each cell. Characteristics of telephone exchanges, such as percentage of listed households by race or by tenure, were examined to determine where response rates differed. A categorical search algorithm called CHAID[2] was used to determine which variables and categories had the largest differences in response rates. The variables for which response rates differed significantly are given in Appendix H, Weighted Response Rates and Variables Used to Define Nonresponse Adjustment Cells. These differ for the full sample weighting and for the national sample weighting, and so two sets are given in Appendix H.

The next weight adjustment is for interviewed households that have more than one residential telephone line. Such households have a higher probability of selection and thus received a reduced weight.

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[1] Brick, J. M., Montaquila, J., Scheuren, F. (2002). " Estimating residency rates for undetermined telephone numbers", *Public Opinion Quarterly*, Vol. 66, pp. 18-39.

[2] Kass, G. (1980). "An exploratory technique for investigating large quantities of categorical data", *Applied Statistics*, vol. 29, pp. 119-127.

The weight consisting of the product of the baseweight, the household nonresponse adjustment, and the multiple phone adjustment is called the "initial household weight." This weight is the starting point for all of the different weights.

5-A.2. USEABLE HOUSEHOLD WEIGHT

For the "useable household weight," a nonresponse adjustment was applied to the initial household weight. Information on characteristics collected in the household interview, as well as the information available on all telephone numbers, was available for determining nonresponse adjustment cells. As in the initial household weight, nonresponse adjustment, CHAID was used to determine the best definition of cells. Variables used in the nonresponse adjustment are given in Appendix H.

The next step for the useable household weight was to control survey estimates to independent controls for various demographic categories, in a process called raking. The source for these controls was the 2000 Census. Census estimates were adjusted for growth between 2000 and 2001 when the majority of data collection on the NHTS was conducted, using estimates from the Census Bureau's Current Population Survey. The variables and the control totals are provided in Table 1 in Appendix F, along with the average adjustment factor for each category, for both the full sample and for the national sample. Weights were first adjusted to assure agreement on the first raking dimension, then weights were adjusted for the second raking dimension, then for the third, etc. Then the process was repeated, again assuring agreement with each of the raking dimensions. The process continued to be repeated, with iterative controlling to each variable, until simultaneously close agreement for each variable was obtained. In addition to variables for which Census data was used, it was desired to ensure equal contributions for each of the seven days of the week and to obtain appropriate contributions by month in which the travel day occurred (varying only by the number of days in the month). We paired months (January and February, March and April, etc.) and controlled estimates by day of week crossed with paired months, creating 42 control categories. These categories were used along with the Census sets in the raking process. We also used controls for MSA center-city, MSA non-center-city and non MSA crossed by individual month.

A final step was to “trim” very large weights. Inordinately large weights tend to substantially increase sampling errors. By not allowing weights to get too large, sampling errors are reduced although there is some loss in the bias reduction due to nonresponse adjustment and raking. Trimming is only for the purpose of reducing large weights, not for editing data in any way. There were 89 weights that were trimmed because they were more than 4.0 times the mean weight for the full sample weighting. In addition, there were some households that were sampled from one jurisdiction in New York or Wisconsin or from outside these states, but turned out to be located in a different jurisdiction that was sampled at a higher rate. The 42 households that had weights more than 8.0 times the mean of the jurisdiction in which they were located had their weights trimmed. After trimming large weights, the raking process was then repeated so that survey estimates would still agree with the control total.

5-A.3. HUNDRED PERCENT REPORTED HOUSEHOLD WEIGHT

The weighting process for the useable household weight was also used for the "100% reported household weight." The nonresponse adjustment had to be done separately for each weight, because there are households that are considered as respondents for useable households (i.e., 50% or more of household adults interviewed) that are nonrespondents for 100% reported households. The variables used in the nonresponse adjustment differ slightly among the weights. The variables used for the 100% reported households are also given in Appendix H.

Raking was then performed separately for each weight. The average adjustment factors for each category in the raking are provided in Appendix F, Control Totals and Adjustment Factors. The final step was again to "trim" very large weights and to then repeat the raking process after trimming. There were 176 full sample weights that needed trimming. In addition, there were 37 weights trimmed because of very large weights due to the household being located in a different jurisdiction than where it was sampled.

5-B. PERSON WEIGHTS

5-B.1. USEABLE HOUSEHOLDS PERSON WEIGHT

The starting point for person weights for useable households is the initial household weight.

A nonresponse adjustment was done similar to the adjustment for the useable household weight. CHAID was again used to determine the best definition of cells. Variables used in the nonresponse adjustment are given in Appendix H. The next step for this person weight was to control survey estimates to control totals from the 2000 Census. Table 2 in Appendix F has the average adjustment factors for each category used in this weighting step. A final step was to “trim” the weights for persons who have extremely large weights (more than 4 times the mean weight). There were 427 full sample weights that needed trimming. In addition, there were 85 weights trimmed because of very large weights due to the household being located in a different jurisdiction from where it was sampled. The process for controlling to Census totals was then repeated so that survey estimates would agree with control totals after trimming.

5-B.2. HUNDRED PERCENT REPORTED HOUSEHOLDS PERSON WEIGHT

The weighting process for the useable households person weight was also used for the 100% reported households' person weight. The set of variables used for the nonresponse adjustment for this weight is the same as for useable households' person weights. Raking and trimming were then performed. There were 731 full sample person weights that required trimming for 100% reported households. There are a large number of weights that require trimming because of the relatively high nonresponse rates and our ability to form cells that varied greatly in their nonresponse rates. The range of nonresponse rates among cells is good in that it permits reduction in the bias due to nonresponse, but it also leads to large adjustment factors for some cells and the subsequent need for weight trimming. The average adjustment factors for each category in the raking are provided in Appendix F. In addition, there were 71 weights trimmed because of very large weights due to the household being located in a different jurisdiction from where it was sampled.

5-C. PERSON TRIP WEIGHTS FOR TRAVEL DAY DATA

Travel day person trip weights are simple functions of the person weights in section 5-B, modified only for the purpose of producing annual estimates of the number of trips. The "useable households travel day person trip weight" is simply equal to the final useable household person weight multiplied by 365. The 100%-reported-household travel day person trip weight is similarly calculated from the corresponding person weight.

5-D. TRAVEL PERIOD WEIGHTS

5-D.1. HOUSEHOLD TRIP WEIGHTS FOR TRAVEL PERIOD

Travel period household weights are simple functions of the household weights described in section 5-A, modified only for the purpose of producing annual estimates of the number of household trips. The “useable households travel period household weight” is simply equal to the final useable household weight multiplied by 365/28. The 100-percent-reported-households travel period household weight is similarly calculated from the corresponding household weight.

5-D.2. PERSON TRIP WEIGHTS FOR TRAVEL PERIOD

Travel period person weights are simple functions of the person weights described in section 5-B, modified only for the purpose of producing annual estimates of the number of person trips. The “useable households travel period person weight” is simply equal to the final useable household person weight multiplied by 365/28. The 100-percent-reported-households travel period person weight is similarly calculated from the corresponding person weight.

5-E. DISTRIBUTION OF NUMBER OF TRAVEL PERIOD TRIPS

The data in this file cannot be used in a simple manner to produce realistic distributions of households or persons by number of annual trips. The survey provides the number of trips taken in a 28-day period. Thus, for example, if a person reports taking two long distance trips in the 28-day travel period, we have no direct knowledge of how many trips the person takes in a year. A simple estimate of number of annual trips is 26 (2*365/28 = 26), but of course it is quite likely that the person will have taken fewer trips than this in a year. Similarly, if a person reports taking zero long distance trips in the 28-day travel period, a simple estimate of number of annual trips is also zero, but of course it is quite possible that the person will have taken a few trips during the year.

CHAPTER 6. DESCRIPTION OF DATA FILES

6-A. STRUCTURE OF THE DATA FILES

6-A.1. BASIC STRUCTURE

The 2001 NHTS Public Use Data, January 2004 release (Version 3) is organized into four different data files, which are available to users in SAS, ASCII, or DBF formats. Exhibit 6-1 illustrates the structure of the four files, with a description of which data are included in each file, the applicable questionnaire sections, the record level, and the variables that are needed to uniquely identify a record (ID variables).

The file variables are identified by the variable name in the SAS versions. For each file variable, the codebook (Appendix B) contains:

- the variable type & length,
- whether the variable was identical to one on the 1995 NPTS dataset,
- the label, which is a brief description of the variable content,
- the section and item number of the questionnaire or other source of the data,
- value ranges and special codes,
- the unweighted frequency of responses for each value or code shown, and
- the weighted frequency of responses for each value or code shown.

For each of the delivery files, Appendix C provides the SAS Proc Contents, the ASCII file layout and the dBase IV file layout. The Appendix displays the name, label, starting position and length of each variable.

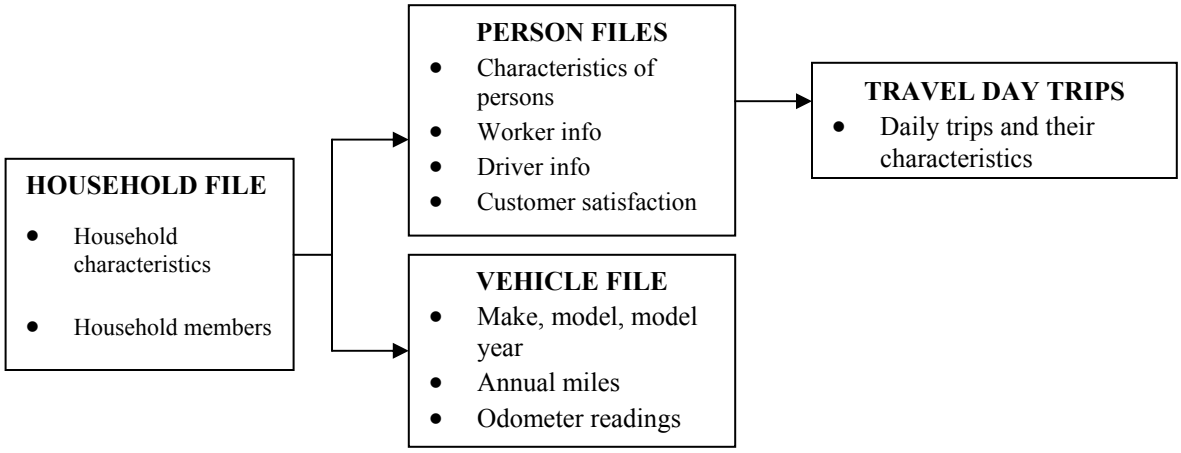
Exhibit 6-1. Structure of 2001 NHTS January 2004 (Version 3) Data Files

Data Files	Information Included	Record Level	ID Variables	Weight Variables[1]
Household file	Data unique to a household, or questions asked once for each sample household. Questions from interview sections: B Number of vehicles C Person Data, Telephone Data, Type of Residence, D Location of Home, M Household Income, Education of Household Respondent.	One record per household	HOUSEID	WTHHFIN WTHHNTL EXPFLLHH EXPFLHHN EXPINTHH EXPSCRHH
Person file	Data determined once for each completed person interview. Questions from interview sections: C Age, Race, Driver Status, E Travel to Work, L Miles driven, Customer Satisfaction, M Country of Birth, Education, Person Income, Medical Condition, Internet Use.	One record per person	HOUSEID and PERSONID	WTPERFIN WTPRNTL EXPFLLPR EXPFLPRN EXPINTPR
Vehicle file	Data relating to each of the household's vehicles. Questions from interview sections: B Vehicle Data, C Race of Respondent, Type of Residence, L Verified Vehicle Data, Annualized Vehicle Miles, M Education of Respondent, Household Income.	One record per vehicle	VHCASEID	WTHHFIN WTHHNTL EXPFLLHH EXPFLHHN
Travel day trip file	Data about each trip the person made on the household's randomly-assigned travel day. Questions from interview sections: C Person Data, G Travel Day Data.	One record per travel day person trip	HOUSEID, PERSONID, and TDTRPNUM	WTTRDFIN WTTRDNTL EXPFLLTD EXPFLTDN

[1] Chapter 7 provides a description of each of the weights.

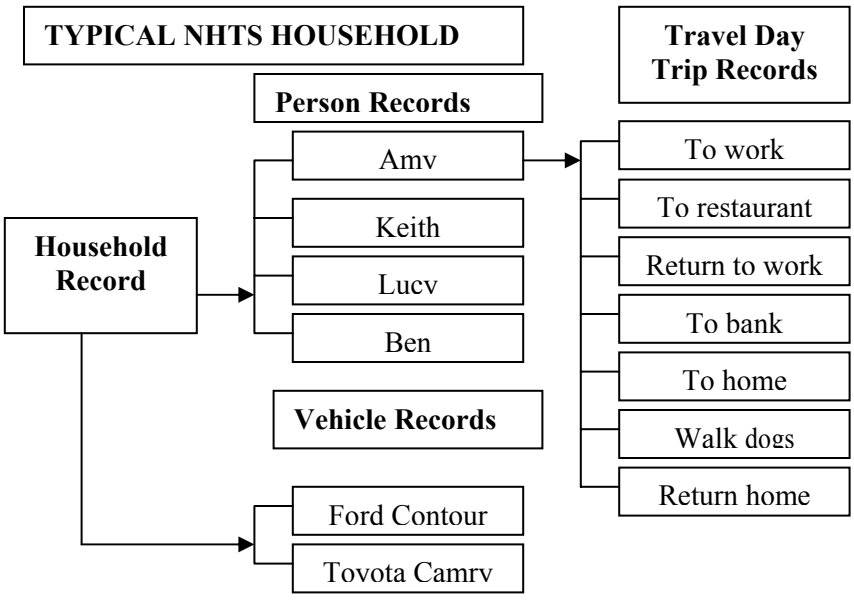
6-B. RELATIONSHIP BETWEEN THE FOUR NHTS DATA FILES

The chart below depicts the four 2001 NHTS Version 3 data files and their relationship.



6-B.1. TYPICAL NHTS HOUSEHOLD

The next chart shows how the records would appear for the data reported by the Typical NHTS Household example introduced in Chapters 1 and 2. Remember that this example household reported only a portion of what would have been reported in an actual NHTS interview.



Note: This follows the Typical NHTS Household material in Chapter 2. In a real household there would probably be trips by each household member; not just by Amy

6-B.2. WHEN IS A RECORD ON THE FILE

The purpose of this subsection is to present information to clarify the NHTS file structure issues that have been confusing to data users in the past.

Household Record - There is one record for each household in the dataset, also called a "useable" household[2].

Vehicle Record - There is a vehicle record for each vehicle owned, leased or available for regular use by the household members in a useable household. If the household has no vehicles, there are no vehicle records. The number of household vehicles, including zero vehicles, is available on the household record in the variable, HHVEHCNT.

Person Record - There is a person record for each household member who completed a person interview. For example, in our Typical NHTS Household there are four household members. Person interviews were completed for Amy, Lucy and Ben. However, Keith was never available, despite repeated attempts during the six-day travel window. There is a person record for Amy, Lucy and Ben. No person record exists for Keith, but his characteristics, provided by Amy during the household interview, are available to the analyst on the household file (see Section 6-B.3. Household Member Variables).

Travel Day Trip Record - There is a trip record for each trip taken by an interviewed person in a useable household. In Chapter 2, we described the seven trips Amy made in our Typical NHTS Household. Since she made seven trips, there are seven travel day trip records on the file for Amy. If Lucy was ill and stayed home all day there would be no travel day trip records for Lucy, however, there is a person record for her, since she was interviewed. The person file variable, SAMEPLC, i.e. "stayed in the same place all day" would confirm that Lucy was interviewed for travel day and reported no trips. No travel day trip records exist for Keith, since he was not interviewed. Likewise, there is no person file record for Keith.

[2] A useable household is one where at least 50 percent of the adult household members have completed a person interview.

In earlier NHTSs, before "stayed in same place all day" was asked, data users assumed that the lack of a travel day trip record for Lucy meant that she was not interviewed for her travel day travel. This was not true for the 1990, 1995, and 2001 surveys. If there is a person record for that person, they were interviewed for the details of their travel day. Note that about 12 percent of the 160,758 persons in useable households in the 2001 NHTS reported no travel day trips. Not surprisingly, more of the stay at home days fall on a weekend. Of all persons who did not make a trip on their travel day, 19.9 percent had Saturday as their travel day and 16.8 percent had Sunday. While some of these non-travelling people may be "soft refusals" who did not want to bother reporting their trips, many of them are legitimate non-travelers. Remember that the NHTS travel days encompass all 365 days of the year, including holidays and weekends.

6-B.3. HOUSEHOLD MEMBER VARIABLES

For the 2001 NHTS, the characteristics of all household members, whether interviewed or not, are available on the Household File. These characteristics were included to allow the user to address a number of travel behavior and survey method research issues. They provide the full profile of the household and allow users to know the characteristics of those household members who completed the person interview and those who did not. The characteristics are contained in variable names that end with P1 through P14 which is the maximum number of household members in a 2001 NHTS household. The information provided for each household member includes:

- Age (AGE_P1 through AGE_P14),
- Driver status (DRV_P1 through DRV_P14),
- Relationship to Household Respondent (REL_P1 through REL_P14),
- Sex (SEX_P1 through SEX_P14),
- Person interview response status, i.e., whether a person interview was completed, etc. (STAT_P1 through STAT_P14), and
- Worker status (WKR_P1 through WKR_P14).

6-C. CODEBOOK

6-C.1. CODEBOOK FORMAT

Appendix B contains the codebook with sections for each of the data files. The codebook contains nine items of information about each variable in each of the files. Exhibit 6-2 lists the items that are arranged in the codebook as columns, along with a brief description of the contents of each column. Appendix D, Derived Variables provides additional detail on how each of the derived variables in the codebook was calculated.

6-C.2. CODEBOOK EXAMPLE

As an example, the third column of Exhibit 6-2 shows the codebook information for the variable named VEHOWNMO.

- It is a numeric variable of length eight including the decimal point. The decimal point position is not fixed. The format for the variable in SAS is 6.2 (up to three digits before the decimal point and two after). Formats for each variable are provided in Appendix A, Data Dictionary;

- This is a derived variable (denoted by an * to the right of the question number). The variable it was derived from was not asked the same way in the 1995 NPTS;

- The variable contains the length of time the vehicle was owned converted to months. It is derived from question L8. The reported length of time the vehicle was owned (days, weeks, months or years) was converted to months based on the questionnaire variable OWNUNIT (question L8) (which is not included in the dataset).

- The value range and the frequencies show that the file contains 21,005 reports ranging from 0 to 11.7 months; that there were no subjects who did not know the distance, and none refused to answer the question. It also shows that the question was legitimately skipped for 118,366 subjects. Another 11 subjects had a value of not ascertained in the field; and

- Further details regarding this variable are found in Appendix D.

Exhibit 6-2. Contents of the 2001 NHTS Codebook

Column Heading	Description of Contents	Example Variable (From Person File)
Target Variable	The variable name	VEHOWNMO
Variable Type	C = Character; N = Numeric	N
Variable Length	Maximum variable length	8
1995 Variable Comparison	Y Identical to 1995 NR Response categories are different NQ Question is different NQR No match with 1995 SD Some difference in the derived variable X Derived variable did not exist in 1995	NQR
Variable Label	Short description of the variable	How long vehicle owned - months
Question Number	Source item(s) in the questionnaire section	L8*
Value Range & Codes	Either lists all possible values of the variable, a range of the values, or a combination of the two	0 – 11.7 -1 = Legitimate skip -7 = Refused -8 = Don't know -9 = Not ascertained
Unweighted Frequencies	Shows the number of records in the file for each listed value	0 – 11.7 = 21,005 -1 = 118,366 -7 = 0 -8 = 0 -9 = 11

Exhibit 6-2. Contents of the 2001 NHTS Codebook (continued)

Column Heading	Description of Contents	Example Variable (From Person File)
Weighted Frequencies	Shows the corresponding weight for each listed value for the variable	0 – 11.7 = 30,542,988 -1 = 172,023,762 -7 = 0 -8 = 0 -9 = 19,450
Footnote	Refers the user to other sections of the User's Guide for more information	Refer to Appendix D for more detail on derived variables

6-C.3. COMPARABILITY WITH 1995 NHTS

Emphasis was placed on making the 2001 NHTS data files comparable to the 1995 NPTS data files. We compared each of the questions in the 1995 NPTS with those in the 2001 NHTS. The fourth column in the codebook, 1995 Variable Comparison, provides a code that compares the questions and the response categories under each question in the 1995 and 2001 surveys. When comparing data values in variables across surveys, we recommend data users pay attention to the codes in this column irrespective of whether the variable names are identical in the two surveys. If the code indicates that the questions were identical, then the values can be compared with no adjustments. However, if questions were different, adjustments are recommended when comparing results across survey years. The codes in the column are:

Y (Identical to 1995) Indicates that the 1995 and 2001 questions were identical. That is, both the wording of the question and the response categories were identical,

NR (Response Categories are Different) Indicates that the wording of the questions were identical to 1995 but the response categories were different,

NQ (Question is Different) Indicates that the response categories were identical to 1995 but the wording of the question was different,

NQR (No match with 1995) Indicates both the wording and response categories were different,

SD (Some difference in the Derived Variable) Indicates the variable was derived and that the derived variable is not identical to the one in 1995, and

X (Derived Variable did not exist in 1995) Indicates the variable was derived and did not exist in 1995.

6-D. VARIABLES REPEATED

In addition to the information specific to its file, each of the four files includes variables from other files to be used along with its own variables (e.g., the travel day file contains data on the individual travel day trips). This is done for the convenience of the data user to minimize the need to merge data from multiple files. Although this format is less desirable from a data storage standpoint, it significantly simplifies subsequent data manipulation.

On the following page we list the commonly used variables that have been included in all four data files:

Variable Name	Label
CDIVMSAR	HHs by Census div., MSA size, rail
CENSUS_D	Household Census Division
CENSUS_R	Household Census Region
DRVRCNT	Count of drivers in HH
HBHRESDN	Housing units per sq mile - Block group
HBHTNRNT	Percent renter-occupied - Block group
HBHUR	Urban / Rural indicator - Block group
HBPPOPDN	Population per sq mile - Block group
HHC_MSA	MSA / CMSA code for HH
HHFAMINC	Total HH income last 12 months
HHINCTTL	Total income all HH members
HHR_HISP	Hispanic status of HH respondent
HHR_RACE	Race of HH respondent
HHSIZE	Count of HH members
HHSTATE	State-household location
HHSTFIPS	FIPS state code for HH
HHVEHCNT	Count of HH vehicles
HOMEOWN	Housing unit owned or rented
HOMETYPE	Type of housing unit
HOUSEID	HH Identification Number
HTEEMPDN	Jobs per sq mile - Tract level
HTHRESDN	Housing units per sq mile - Tract level
HTHTNRNT	Percent renter-occupied - Tract level
HTHUR	Urban / Rural indicator - Tract level
HTPPOPDN	Population per sq mile - Tract level
LANG	Language interview was conducted in
LIF_CYC	HH life cycle
MSACAT	MSA category
MSASIZE	Population size of HH MSA
NUMADLT	Number of adults in HH
RAIL	Rail (subway) category
SMPLAREA	Add-on area where HH resides
SMPLFIRM	Firm collecting the data
SMPLSRCE	Sample where the case originated
TDAYDAT2	Travel day date (YYYYMMDD)
TDAYDATE	Travel day date (YYYYMM)
TDBOA911	Travel Day Before or On/After 9/11
TRAVDAY	Travel day - day of week
URBAN	Household in urbanized area
URBRUR	Household in urban/rural area
WRKCOUNT	Count of HH members with jobs

6-E. DERIVED VARIABLES

Over 239 derived variables were created during the development of the four public use and DOT research files released in January 2004 for the 2001 survey. These exclude variables created for the travel period and most recent research files for DOT. These variables are included in Appendix D, Derived Variables. The Appendix provides documentation on how each of the variables was derived. These variables are considered derived as they do not appear in the questionnaires included in Appendix M and therefore no data was stored in these variables during data collection. The variables were derived by:

- renaming a questionnaire variable to match names used during the 1995 survey or new names provided by DOT,
- calculating the variable from one or more variables in the questionnaires to provide summary variables to aid data users,
- obtaining the variable from external sources to provide additional descriptors, or
- creating flag variables to identify data records that had been edited or imputed.

Among the derived variables are eight variables that concern the estimation of annualized mileage for each household vehicle. These variables were derived by Oak Ridge National Laboratories using NHTS survey data and are described in detail in Appendix J – Methods to Estimate Annual Miles Driven per Vehicle.

The U.S. Energy Information Administration provided ten other derived variables that estimate the vehicle fuel economy, vehicle fuel consumption, and vehicle fuel expenditures. These were derived from data from the 2001 National Household Travel Survey (NHTS); the U.S. Energy Information Administration (EIA) 1985, 1988, and 1991 Residential Transportation Energy Consumption Survey (RTECS); the U.S. Environmental Protection Agency (EPA) fuel economy test results; and the EIA's retail pump price series for 2001 and 2002. The details of these variables are presented in Appendix K, Estimation Methodologies for Fuel Economy and Fuel Cost.

Nine additional derived variables were added to describe the characteristics of the areas where the NHTS survey respondents live. These variables were derived from 2000 Census data and estimated forward to 2002-2002 by Claritas, Inc. Details of these variables are presented in Appendix Q, Tract and Block Group Variables.

6-E.1. 1990 TRAVEL DAY TRIP PURPOSES

The travel day trip purpose definitions for the 2001 NHTS differed from those used in the 1990 and 1995 NPTS. The recoded 1990 trip purposes will be particularly useful for analyses comparing the 1990, 1995 and 2001 data by purpose. For each travel day trip, the data set includes both variables that provide the 2001 trip purpose and the derived 1990 trip purpose. The 1990 trip purpose was calculated by recoding the 2001 trip purpose to match the way trip purposes were collected during the 1990 NPTS. This recoded 1990 trip purpose is stored in the variable WHYTRP90.

The 2001 trip purposes use a “from-to” format, while the 1990 purposes were based on coding a “main reason” for the trip. As a result, the trip purpose codes used in 2001 differed from the 1990 trip purposes in the following ways:

- A trip "to home" after completing an activity is categorized as "return home" in 2001 purposes but was not a 1990 trip purpose. In 1990, the trip purpose was assigned to the activity that was the main reason the subject was away from home,

- In 1990, if one of the purposes was work, the return trip home was assigned a work purpose, even if there were incidental trips made on the way home,

- In 1990, if there were multiple purposes for being away from home and work was not one of them, the respondent was asked the main reason for the trips. Because this “main reason” format was not used in the 2001 survey, when the 2001 purposes were recoded to the 1990 scheme, the activity the person spent the most time at while away from home was assigned as the main purpose for the return trip home. The variable, DWELTIME, was used to determine this.

CHAPTER 7. USING THE DATA

7-A. TRAVEL CONCEPTS

7-A.1. OVERVIEW

Appendix E provides abbreviations used in this report, key travel concepts and a glossary of terms used in the 2001 NHTS. The Travel Concepts portion of Appendix E is primarily geared toward data users who are not familiar with household travel survey data. However, it may also be useful to the transportation planning professional because the use of certain travel terms and concepts often vary by individual survey. Appendix E contains definitions of the following measures of personal travel, when to use each, and how to compute them with the NHTS data:

- Person Trips
- Person Miles of Travel (PMT)
- Vehicle Trips
- Vehicle Miles of Travel (VMT)
- Vehicle Occupancy

7-B. TABULATING THE DATA

7-B.1. SAMPLE TABLES AND LOGIC

Appendix G contains 12 sample tables that provide tabulations of some of the most commonly used variables. Tables were chosen to illustrate the national-level estimates that would be tabulated by many data users, such as:

- total households by income and vehicle ownership patterns,
- total persons by age, race and gender,
- total numbers of workers, drivers, person trips, person miles, vehicle trips, and vehicle miles, and

- vehicle occupancy and commute time tabulations.

Each cell of each of the tables contains the:

- sample size
- weighted estimate, and
- sampling error of each weighted estimate.

These tables were prepared using the WesVar survey data analysis software developed by Westat.

7-B.2. ADDITIONAL RESOURCES

NHTS Website - http://nhts.ornl.gov/2001

The NHTS Website offers:

- analysis capability which will include production of user-defined tables,
- a component for exploratory analysis of the data,
- a number of standard NHTS tables,
- a conference portion to allow the data user to communicate with others, share code, etc., and
- papers and articles analyzing the NHTS data.

NHTS Training - FHWA and BTS are developing an interactive CD-ROM as a stand-alone training tool. This will allow individuals to obtain training that fits with their needs.

Contact information for user support:

NHTS Website:	Oak Ridge National Laboratory ORNL, (865) 946-1257 rtg@ornl.gov
Other User Support:	NHTS Team FHWA, (202) 366-0160 BTS, (202) 366-2546
Statistical Issues	Lee Giesbrecht, BTS (202) 366-2546

7-C. CONTROL NUMBERS

Control totals and weight sums, which are the two most useful control numbers are described briefly below.

7-C.1. CONTROL TOTALS

Control totals are known values, external to the survey itself, which are used to adjust the survey weights for non-response and non-coverage. Control totals were used to adjust the 2001 NHTS weights for:

- the number of U.S. households, and
- the number of persons in these households.

The control categories chosen for the 2001 NHTS and the weighting procedure are described in Chapter 5 of this User's Guide. Appendix F contains the full complement of Control numbers for the 2001 NHTS data set. The variables used to define nonresponse adjustment cells are in Appendix H.

7-C.2. WEIGHT SUMS

Weight sums are simply the calculated sums of the survey weights. These values are helpful to users in verifying the correctness of data tabulations. The 2001 NHTS total sample sizes and weight sums for the four data files are in Table 7-1. A full set of sample sizes and weight sums that can be used for checking output are contained in Appendix F, Table 3.

Table 7-1. File Sample Sizes and Weight Sums

Data File	Sample Size	Weight Sum
Household	69,817	107,365,346
Person	160,758	277,203,235
Vehicle	139,382	202,586,200
Travel day person trips	642,292	407,262,485,207

7-D. WEIGHTING THE DATA

7-D.1. WHY USE WEIGHTS

Chapter 5 described how the weights were calculated for the 2001 survey. The weights reflect the selection probabilities and adjustments to account for nonresponse, undercoverage, and multiple telephones in a household. To obtain estimates that are minimally biased, weights must be used. Tabulations without weights may be significantly different than weighted estimates and may be subject to large bias. Estimates of the totals are obtained by multiplying each data value by the appropriate weight and summing the results.

7-D.2. WHICH WEIGHT TO USE

There are several different weights, and it is important that the appropriate weight is used for a particular estimate. There are sets of weights for the full sample and for the national-only sample. For each set, there are household weights, person weights, travel day and travel period weights. Travel Period data have not been included in the January 2004 release of the data, but will be released later in the year by BTS.

- Compared to national-only weights, full sample weights have the advantage of being based on a larger sample size and therefore produce estimates with lower sampling errors. Since the additional sample is largely concentrated in some small population geographic areas, the sampling errors are not reduced very much for most national estimates. For sub-national estimates specifically for an add-on area or an area that is only a little larger than an add-on area, the sampling errors will be much smaller for the full sample weights and therefore should be used.

- Response rates were significantly higher for the national sample than for most of the add-on sample areas. Thus, there is potentially higher bias in estimates based on the full sample than on the national-only sample. Estimates for small subgroups tend to have large relative sampling errors and thus any bias due to nonresponse is likely to be small compared to the sampling error. For such estimates, it is preferable to use full sample weights. For most estimates, however, bias may be large compared to sampling error, and thus it may be preferable to use the national sample.

- Household weights are used whenever one is tabulating an estimate at the household level as opposed to the person level, such as number of households by household vehicle ownership and distribution of households by number of household drivers.

- Travel day weights are used for estimates involving numbers of trips or miles of travel, for example, number of vehicle trips by trip purpose. Only trips in personally owned vehicles that are reported by the driver should be counted in estimating personal vehicle trips. (For example, if a person reports being a passenger in a vehicle driven by another member of the household, that trip would not be counted.)

- Travel period weights are used for estimates involving numbers of trips or miles of travel for trips of more than 50 miles as obtained for the 28-day travel period. The travel period household weight is used for estimates of household trips, and the travel period person weight is used for estimates of person trips.

- Person weights are used for all other estimates (i.e., for non-household and non-travel day items of interest).

Note that for some estimates requiring ratios, different weights should be used for the numerators than for the denominators. For example, for estimates of daily trips per household, travel day weights are used for the numerator (since the numerator involves person trips) and household weights are used for the denominator (since the denominator is the weighted number of households). As a second example, for estimates of average time spent driving by all drivers, travel day weights are used for the numerator and person weights are used for the denominator (since drivers are a subset of persons).

Table 7-2 gives the variable names for full sample weights, and Table 7-3 gives the variable names for national weights.

7-D.3. WHICH HOUSEHOLD WEIGHT TO USE

There are two different household weights as shown in Table 7-2 and in Table 7-3. If one wishes to use those households for which there were completed interviews for at least half of the adults, the useable household weight should be used. If one wishes to use only those households for which there were completed interviews with all adults in the household, the 100 percent reported weight should be used. Finally, there are two different travel period (household) weights that differ from the household weights only in that they have a multiplier of 365/28.

7-D.4. WHICH PERSON AND TRAVEL DAY WEIGHT TO USE

There are also two different person weights, one for persons interviewed in useable households and one for persons interviewed in 100 percent reported households. Table 7-2 and Table 7-3 provide variable names for both weights. There are two different travel day weights that differ from the person weights only in that they have a multiplier of 365. Finally, there are two different travel period person weights that differ from the person weights only in that they have a multiplier of 365/28.

Tables 7-2 and 7-3 provide the variable names for the weights and the replicate weights. Section 7-E, Source of Errors discusses how they may be used to estimate sampling errors.

Table 7-2. Description of the Different Full Sample Weights on the 2001 NHTS

		Household	Person	Travel day person
Useable Households	Weight	WTHHFIN	WTPERFIN	WTTRDFIN
	Replicates	WTHFIN1-99	WTPFIN1-99	WTTDFN1-99
100% Reported Households	Weight	EXPFLLHH	EXPFLLPR	EXPFLLTD
	Replicates	EXPFHH1-99	EXPFPR1-99	EXPFTD1-99

Table 7-3. Description of the Different National Weights on the 2001 NHTS

		Household	Person	Travel day person	Travel period household	Travel period person
Useable Households	Weight	WTHHNTL	WTPRNTL	WTTRDNTL	WTTRPNTL	WTPTPFIN
	Replicates	FHHWT01-99	FPERWT01-99	FTRDWT01-99	FHTPWT01-99	FPTPWT01-99
100% Reported Households	Weight	EXPFLHHN	EXPFLPRN	EXPFLTDN	EXPFLTPN	EXPFLPTP
	Replicates	EHHWT01-99	EPERWT01-99	ETRDWT01-99	EHTPWT01-99	EPTPWT01-99

7-E. SOURCE OF ERRORS

7-E.1. SAMPLING ERRORS

Since every person and household in the U.S. were not included in this survey, the sample estimate may differ from the result that would have been obtained if a census were conducted under the exact same circumstances. Calculating sampling errors provides the basis for measurement of the variability in the estimated statistics,

and allows analysts to make probability statements about how large the difference may be between an estimated sample statistic and what would have been obtained for that statistic had a census been conducted.

The replicate weights that use the full sample variable names given in Table 7-2 as prefixes may be used to calculate standard errors. The idea in replicate variance estimation is that sample estimates are made for a number of subsamples of the fully conducted survey. One then looks at the difference between each replicate sample estimate and the full sample estimate and squares the difference. Finally, one sums up the squared differences across all the replicates, with an appropriate multiplicative factor.

The replicate weights were calculated using the delete-one Jackknife method[9]. These weights can be used to calculate standard error estimates using WesVar or SUDAAN. Standard error estimates can also be easily calculated using the following formula:

$$\sqrt{\frac{98}{99}\sum_{i=1}^{99}\left[REP(i)-x\right]^2}$$

where x is the full sample estimate (calculated by using the full sample weights) and REP(i) is the estimate calculated by using the replicate weights and the summation over the index *i* is from 1 to 99. For example, suppose one is interested in an estimate of persons for Option 1 using the full sample. The weight WTHHFIN is used to calculate the overall estimate x. The weight WTHHFIN1 is used to calculate the estimate REP(1), the weight WTHHFIN2 is used to calculate the estimate REP(2), etc. Replicate weights are provided only for households and persons. For vehicles, use the household replicate weights. For travel day trips, use the person weight times 365. For travel period trips, use the person weight times 365/28.

As an example of the use of standard errors, the weighted survey estimate of household vehicles is 202,586,200 with an estimated standard error of 672,072. This standard error estimate allows one to conclude with 95% confidence probability that the interval 201,242,056 to 203,930,344 contains the estimated number of household

[9] Wolter, KM. (1985) *Introduction to Variance Estimation.* New York: Springer-Verlag

vehicles that would have been obtained if a census were conducted using the same procedures.

7-E.2. NONSAMPLING ERRORS

There are many sources of error in addition to error occurring because only a sample was selected. Some examples of nonsampling include:

- A respondent misunderstands a question and answers it incorrectly,
- A respondent does not recall a trip or remembers details of the trip incorrectly,
- An interviewer does not correctly record what the respondent says,
- A person or household is a nonrespondent, and
- A person does not answer a specific question.

Undercoverage may also be a source of error. Undercoverage occurs for several reasons, including that a household has no telephone, a person states incorrectly that the telephone number we have dialed is not residential, and the household respondent either accidentally or purposely does not report all the people living in the household.

Note that nonsampling error can sometimes be much larger than sampling error. Furthermore, for this survey good estimates of sampling error are possible but, as in most surveys, it is impossible to estimate nonsampling error.

7-F. FINDING THE VARIABLES YOU WANT

VARIABLE LISTS

The 2001 NHTS datasets are large and complex, containing numerous survey and external (derived) variables. In addition to the codebook for each of the four NHTS data files, the following variable lists are available to assist users in locating NHTS variables:

1. SAS Proc Contents - Appendix C contains SAS proc contents lists for each of the four NHTS data files. The survey variables are listed in alphabetic order on each of these four listings.

2. ASCII File Variable Lists - Appendix C also contains the list of each ASCII variable, with its position and length on each of the four files. The ASCII variables for each NHTS file are ordered as follows:

   First: ID and weight variables,

   Second: questionnaire variables in order by question number, and

   Last: all stratification variables, computed or derived variables and external variables.

3. Data Dictionary Listing - This list shows all of the variables that are contained in all four 2001 NHTS data files in a single alphabetic listing. Since many variables are in more than one file, the data dictionary list has four columns indicating which data files contain each of the variables. The data dictionary is Appendix A.

7-G. USING THE DATA FROM MULTIPLE FILES

7-G.1. MERGING FILES

Despite the effort to include often used variables on multiple files (see Section 6-D), there still comes a time when it is necessary to use information from separate files for an analysis. For example, to study the daily trip patterns of different types of privately-owned vehicles (POVs), one needs to use the variable VEHTYPE (vehicle type) from the Vehicle file and link it to trip characteristics maintained in the Travel Day file. In these types of circumstances, one needs to merge together two or more of the four files.

File merging can be complicated and confusing, and a mistake can lead to invalid analysis results. However, an understanding of how the four files are structured and relate to each other can significantly help clarify the process.

7-G.2. ID NUMBERS

Each unit (e.g. households, persons) in the survey has its unique identification number (ID). Specifically, each household is identified by a unique nine digit household ID (HOUSEID). Within each household, household members are identified by a two digit person number (PERSONID) and, similarly, household vehicles are identified by a two digit vehicle number (VEHID). Again, trips taken by an individual are numbered by a trip number (TDTRPNUM for a travel day trip and TPTRPNUM for a travel period trip).

With this numbering system, the number that identifies a unit within a household (e.g., the household's vehicles and household members) needs to be used in conjunction with the household ID to uniquely identify that unit. For example, if a household has a HOUSEID of 123456789, its first member has a PERSONID of 01, and its second member has a PERSONID of 02, then the first household member is uniquely identified by an ID of 12345678901 and the second member 12345678902.

Similarly, the number that identifies a trip taken by an individual needs to be used in conjunction with the person's unique ID (i.e., HOUSEID and PERSONID) to uniquely identify that trip.

Continuing the above example, assume that the first household member took three travel day trips on the assigned travel day. Thus, TDTRPNUM for the first trip is 01, the second trip 02 and the third trip 03. An ID of 1234567890101 will uniquely identify the first trip taken by the first household member of Household 123456789. Likewise, an ID of 1234567890102 and an ID of 1234567890103 will uniquely identify the second and the third trips taken by the same person, respectively. The third trip ID is represented as:

HOUSEID + PERSONID + TDTRPNUM = {123456789}{01}{03}

Table 7-4 shows which ID variables to use in the most common data linking of any two data files. Note that the linking ID must be common to both the "from" and "to" files. For example, in linking Person file data with Travel Day trip data, the variable TDTRPNUM would not be used because it is only on the Travel Day file, not on the Person file.

Table 7-4. Examples of Link Variables Between the Four 2001 NHTS Data Files

From File 1	To File 2	Linking ID Variables
Household file	Person file	HOUSEID
Household file	Vehicle file	HOUSEID
Household file	Travel day trip file	HOUSEID
Person file	Vehicle file	HOUSEID
Person file	Travel day file	HOUSEID and PERSONID
Vehicle file	Travel day file	HOUSEID

7-G.3. ID VARIABLES NOT ALWAYS SEQUENTIAL

The ID variables within a file are not always sequential. There are a number of reasons for this. Examples explaining these reasons were provided in Section 3-D, Data Editing. Some of the reasons why the numbers are not sequential are:

- Some persons and vehicles reported by the household respondent were later found not to belong with the household and were deleted from the data set,
- Some trip segments reported as separate trips were combined during editing, and
- Some trip segments reported as a single trip were split into two.

7-G.4. MERGING DATA FILES

Depending on the nature of the analysis, merging files is typically based on a variable common to the files. The file-merging approach is illustrated here using an example. In this example, the user wants to analyze the impact, if any, of occasional telecommuting on the number of daily trips. The trip-making data are contained in the Travel Day file while the variable indicating occasional telecommuting is in the Person file (WKFMHM2M). That is, the Travel-day file needs to be merged with the Person file.

The variables HOUSEID and PERSONID combined enable one to use the Person file to identify those who occasionally telecommute and those who do not. Using the combined identification number for HOUSEID and PERSONID, one can identify trips taken by that person in the Travel Day file. In this case, HOUSEID and PERSONID combined is the common identification needed to merge the Travel Day and Person files.

In layman's language, the computer is first instructed to "grab" the variable WKFMHM2M, which holds the data on whether the respondent occasionally telecommutes, along with the associated HOUSEID and PERSONID variables from the Person file. Next, the computer is instructed to identify from the Travel Day file all trips that are taken by that person. That is, having the same combined HOUSEID and PERSONID identification number.

Finally, the computer is told to "match" information on occasional telecommuting to the travel day trips based on the combined HOUSEID and PERSONID identification number.

After the files are successfully merged, the next question in using the merged file is which weighting factor to use. Section 7-D provides details on the weights to use.

7-H. SPECIAL USER NOTES

7-H.1. DATA FILE CONVENTIONS

There are a number of conventions followed throughout the NHTS data files. Some of these are also listed in Appendix B, Codebook, and they include:

- Yes/No questions - coded as:

  1 = yes

  2 = no

- Calendar Dates - multiple variables contain these dates, usually the year and month are shown as follows:

- YYYYMM = year followed by the month

- Times - all reported time variables are in military time as:

  0000 to 2359

- Legitimate skip codes - questions intentionally skipped in the instrument were generally denoted by a -1 in the field.

- Don't know - when the respondent indicated that they did not know the response to a question it was denoted by an -8 in the field.

- Refused - when a respondent refused to provide a response to a question it was denoted by a -7 in the field.

- Not ascertained - When a question should have been asked of the respondent but was not (the question was not a legitimate skip (code -1) for that respondent) or the response provided did not seem correct because it failed an edit check and could not be corrected, the response was set to not ascertained. A not ascertained is denoted by a -9 in the field.

- Missing information for derived variables - Variables in the dataset that were derived from one or more other variables are listed in Appendix G.

  - If a derived variable was derived from just one primary variable, the missing values for the derived variable are identical to the primary variable and could be -1, -7, -8 or -9.

  - If the derived variable was derived from multiple variables, the missing values for the derived variable are -1 or -9. That is, responses of -7, or -8 were set to -9.

  - If the derived variable is not derived from a CATI variable, for example, the weight variables, then missing values are coded as follows:

    . = missing value for a numeric derived variable

    Blank = missing value for a character derived variable

- Survey weights - there are two weight variable on each file. Section 7-D provides guidance on which weight to use.

APPENDIX A

2001 NHTS DATA DICTIONARY

The 2001 NHTS is a large, complex data set, with hundreds of variables contained in four files. For ease in running tabulations and analyzing the data, a number of the variables are repeated on several files. The data dictionary contained in this Appendix is designed to assist the data user in finding the variables they need and the files in which the variables are located. It also helps in placing a variable in context when all that is known is the variable name.

The data dictionary is a consolidated list of all 2001 NHTS variables in alphabetic order by variable name. It contains much of the information that is in the Codebook, such as source of the data (question number), 1995 NPTS variable comparison, 2001 variable name, variable type, variable length, variable format, a label describing the contents, and an indication of which file or files the variable is found on. Abbreviations used in this appendix are defined in Chapters 6 and 7 and in Appendix B.

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
C10	NQR	AGERANGE	C	2		HH member 18 years or older		P		
C8*	NQ	AGE_P1	N	8		Person 1 age	H			
C8*	NQ	AGE_P2	N	8		Person 2 age	H			
C8*	NQ	AGE_P3	N	8		Person 3 age	H			
C8*	NQ	AGE_P4	N	8		Person 4 age	H			
C8*	NQ	AGE_P5	N	8		Person 5 age	H			
C8*	NQ	AGE_P6	N	8		Person 6 age	H			
C8*	NQ	AGE_P7	N	8		Person 7 age	H			
C8*	NQ	AGE_P8	N	8		Person 8 age	H			
C8*	NQ	AGE_P9	N	8		Person 9 age	H			
C8*	NQ	AGE_P10	N	8		Person 10 age	H			
C8*	NQ	AGE_P11	N	8		Person 11 age	H			
C8*	NQ	AGE_P12	N	8		Person 12 age	H			
C8*	NQ	AGE_P13	N	8		Person 13 age	H			
C8*	NQ	AGE_P14	N	8		Person 14 age	H			
L10*	Y	ANMLTYR	N	8		Annualized mile estimate-owned < 1 year			V	
*	X	ANNMILES	N	8		Self-reported annualized mile estimate			V	
*		ANNUALZD	N	8		Odometer-based annual miles estimate			V	
*		ANN_FLG	C	2		Reasons for missing ANNUALZD value			V	
*		ANULZDSE	N	8		Standard error of ANNUALZD estimate			V	
G25	SD	AWAYHOME	C	2		Reason start travel day away from home				D
*		BESTMILE	N	8		Best estimate of annual miles			V	
*		BEST_EDT	C	2		Flag any edits/adjustments to BESTMILE			V	
*		BEST_FLG	C	2		How BESTMILE was computed			V	
*		BEST_OUT	C	2		Flag identifying BESTMILE outlier values			V	

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
M8	NQR	BORNINUS	C	2		Respondent was born in U.S.		P		
*		BTUCOST	N	8	12.0	Fuel cost in US cents per equivalent-gal			V	
*		BTUTCOST	N	8	12.0	Annual fuel expenditures in US dollars,			V	
*		BTUYEAR	N	8	12.0	Annual fuel consumption in gaoline-equiv			V	
E18	NQR	CARRODE	N	8		Number in carpool last week		P		
*	NQR	CDIVMSAR	C	2		HHs by Census div., MSA size, rail	H	P	V	D
*	Y	CENSUS_D	C	2		Household Census Division	H	P	V	D
*	Y	CENSUS_R	C	2		Household Census Region	H	P	V	D
*	NQR	CNTTDHH	N	8		No. trav day person trips made by HH	H			
*	NQR	CNTTDTR	N	8		Count of trav day trips for this resp.		P		
H1*		CNTTPHH	N	8		Sum of all travel period person trips	H			
H1*		CNTTPTR	N	8		Sum of travel period person trips		P		
H1*		CNTTPUNQ	N	8		Number of unique travel period trips		P		
E8*	NQR	COMMDRVR	C	2		Commercial driver		P		
M6C	NQR	CONDNIGH	C	2		Med cond limits driving to daytime		P		
M6E	NQR	CONDPUB	C	2		Med cond limits use of public trans		P		
M6B	NQR	CONDRIDE	C	2		Med cond results in asking for rides		P		
M6D	NQR	CONDRIVE	C	2		Med cond requires giving up driving		P		
M6F	NQR	CONDSPEC	C	2		Med cond requires special transport		P		
M6A	NQR	CONDTRAV	C	2		Med cond results in less travel		P		
G2*	Y	DIARYCMP	C	2		Was diary completed		P		
*	Y	DIFFDATE	N	8		Days between trav day and person int.		P		
E14*	NQR	DISTBLOC	N	8		Distance to work if reported in blocks		P		
E14*	Y	DISTTOWK	N	8	6.2	Distance to work in miles		P		
C8*	SD	DRIVER	C	2		Driver status of respondent		P		D
C8*	Y	DRVRCNT	N	8		Count of drivers in HH	H	P	V	D

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
G49*	Y	DRVR_FLG	C	2		Subject was driver on this trip				D
C8*	Y	DRV_P1	C	2		Person 1 driver status - derived	H			
C8*	Y	DRV_P2	C	2		Person 2 driver status - derived	H			
C8*	Y	DRV_P3	C	2		Person 3 driver status - derived	H			
C8*	Y	DRV_P4	C	2		Person 4 driver status - derived	H			
C8*	Y	DRV_P5	C	2		Person 5 driver status - derived	H			
C8*	Y	DRV_P6	C	2		Person 6 driver status - derived	H			
C8*	Y	DRV_P7	C	2		Person 7 driver status - derived	H			
C8*	Y	DRV_P8	C	2		Person 8 driver status - derived	H			
C8*	Y	DRV_P9	C	2		Person 9 driver status - derived	H			
C8*	Y	DRV_P10	C	2		Person 10 driver status - derived	H			
C8*	Y	DRV_P11	C	2		Person 11 driver status - derived	H			
C8*	Y	DRV_P12	C	2		Person 12 driver status - derived	H			
C8*	Y	DRV_P13	C	2		Person 13 driver status - derived	H			
C8*	Y	DRV_P14	C	2		Person 14 driver status - derived	H			
L2K	NR	DTACDT	C	2		Worrying about a traffic accident		P		
L2A	NR	DTCONJ	C	2		Highway congestion		P		
L2H	NQR	DTDISTRC	C	2		Distracted drivers		P		
L2G	NQR	DTDRUNK	C	2		Drunk drivers		P		
L2B	NQR	DTGAS	C	2		Price of gasoline		P		
L2C	NQR	DTNOWALK	C	2		Lack of walkways or sidewalks		P		
L2E	NQR	DTPVPOT	C	2		Rough pavement or potholes		P		
L2F	NQR	DTRRAGE	C	2		Aggressive drivers on the road		P		
L2I	NQR	DTSPEED	C	2		Drivers speeding		P		
L2D	NR	DTTIEUP	C	2		Traffic or road congestion		P		
L2J	NQR	DTTRUCKS	C	2		Number of large trucks on road		P		

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
G16*	SD	DWELTIME	N	8		Time spent at destination of trip				D
*	NQR	EDITENTM	C	2		ENDTIME edited				D
*	Y	EDITMILE	C	2		TRPDIST edited				D
*	Y	EDITMIN	C	2		TRVL_MIN edited				D
*	Y	EDITMODE	C	2		TRPTRANS edited				D
*	NQR	EDITPURP	C	2		WHYTRP edited				D
*	NQR	EDITSTTM	C	2		STRTTIME edited				D
M7	Y	EDUC	C	2		Highest grade completed		P		D
*	NQR	EIADMPG	N	8	12.0	EIA derived miles per equivalent-gallon			V	
G17	NQR	ENDHOUR	N	3		Travel day trip end time, hour				D
G17	NQR	ENDMIN	N	8		Travel day trip end time, minute				D
G17*	NQR	ENDTIME	C	4		Travel day trip end time, military				D
*	NQR	EPATMPG	N	8	12.0	Unadjusted 55/45 combined fuel economy,			V	
*		EPATMPGF	C	3	3.0	Imputation flag for EPATMPG variable			V	
L10*	Y	ESTMILES	N	8		Miles vehicle driven since purchased			V	
L10B	NQR	ESTMLCAT	C	2		Mileage range since purchased			V	
*		EXPFLHHN	N	8	14.6	HH Weight-100% completed - NATL	H		V	
*	NQR	EXPFLLHH	N	8		HH Weight-100% completed	H		V	
*	NQR	EXPFLLPR	N	8		Person Weight - 100% completed		P		
*	NQR	EXPFLLTD	N	8		Day Trip Weight 100% completed				D
*		EXPFLPRN	N	8		Person Weight - 100% completed - NATL		P		
*		EXPFLTDN	N	8		Day Trip Weight 100% completed - NATL				D
M22*	Y	FLGFINCM	C	2		Incomes of all HH members included	H			
*	NQR	FLGNXTDY	C	2		Flag for travel day trip ending next day				D
*	NQR	FLGPRDRV	C	2		Primary driver status of subject		P		
G8	NQR	FRSTHM	C	2		At home at start of travel day		P		

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
*		FUELTYPE	N	8		Type of transportation fuel			V	
*	NQR	GCDWORK	N	8	16.4	Great Circle distance to work (miles)		P		
*		GSCOST	N	8		Estimated Fuel cost			V	
*		GSTOTCST	N	8		Total cost of gas/year for vehicle			V	
*		GSYRGAL	N	8		Gallons of gas per year			V	
E6	Y	GT1JBLWK	C	2		Have more than one job		P		
*		HBHRESDN	C	9		Housing units per sq mile - Block group	H	P	V	D
*		HBHTNRNT	C	9		Percent renter-occupied - Block group	H	P	V	D
*		HBHUR	C	2		Urban / Rural indicator - Block group	H	P	V	D
*		HBPPOPDN	C	9		Population per sq mile - Block group	H	P	V	D
*		HHC_MSA	C	4		MSA / CMSA code for HH	H	P	V	D
M14*	SD	HHFAMINC	C	2		Total HH income last 12 months	H	P	V	D
M14*	NQR	HHINCTTL	C	2		Total income all HH members	H	P	V	D
*	Y	HHINTDT	C	6		HH interview - date (YYYYMM)	H			
G48	Y	HHMEMDRV	C	2		HH member drove on trip				D
M23*	NQR	HHMNINC	N	8		No. of HH members with income not incl	H			
B5	NQR	HHNUMBIK	N	3		Number of full size bicycles in HH	H			
*	Y	HHRESP	C	2		Person ID of HH respondent	H	P		D
C5	NQ	HHR_AGE	N	8		Respondent age	H			
*	NQ	HHR_DRVR	C	2		Driver status of HH respondent	H	P		D
M7*	NQ	HHR_EDUC	C	2		Education level of HH respondent	H	P		D
C6*	NQ	HHR_HISP	C	2		Hispanic status of HH respondent	H	P	V	D
C7*	NQ	HHR_RACE	C	2		Race of HH respondent	H	P	V	D
C5*	NQ	HHR_SEX	C	1		Gender of HH respondent	H			
*	Y	HHR_STAT	C	1		Extended Interview status-HH respondent	H			
*	NQ	HHR_WRKR	C	2		Worker status of HH respondent	H	P		D

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
C3*	Y	HHSIZE	N	8		Count of HH members	H	P	V	D
D4*	SD	HHSTATE	C	2		State-household location	H	P	V	D
*	SD	HHSTFIPS	C	2		FIPS state code for HH	H	P	V	D
*	NQR	HHTOTD	N	8		Days between HH interview and trav day	H			
B1*	Y	HHVEHCNT	N	8		Count of HH vehicles	H	P	V	D
G45*	Y	HH_ONTD	N	8		Count of HH members on trip				D
*	SD	HOMEGEO	C	2		Geocoding level -HH location	H			
C2	Y	HOMEOWN	C	2		Housing unit owned or rented	H	P	V	D
C1	NR	HOMETYPE	C	2		Type of housing unit	H	P	V	D
*	Y	HOUSEID	C	9		HH Identification Number	H	P	V	D
*		HTEEMPDN	C	9		Jobs per sq mile - Tract level	H	P	V	D
*		HTHRESDN	C	9		Housing units per sq mile - Tract level	H	P	V	D
*		HTHTNRNT	C	9		Percent renter-occupied - Tract level	H	P	V	D
*		HTHUR	C	2		Urban / Rural indicator - Tract level	H	P	V	D
*		HTPPOPDN	C	9		Population per sq mile - Tract level	H	P	V	D
*	X	IMPTAGE	C	1		Subjects age was imputed		P		D
*	NQR	IMPTENTM	C	1		ENDTIME was imputed				D
*	X	IMPTHOWN	C	1		HOMEOWN was imputed	H	P		D
*	X	IMPTHTYP	C	1		HOMETYPE was imputed	H	P		D
*	NQR	IMPTMILE	C	1		TRIPDIST was imputed				D
*	NQR	IMPTMIN	C	1		TRVL_MIN was imputed				D
*	X	IMPTPHON	C	1		Number of phones imputed	H			
*	X	IMPTRACE	C	1		Race of HH respondent was imputed		P	V	D
*	X	IMPTSEX	C	1		Subjects sex was imputed		P		D
*	NQR	IMPTSTTM	C	1		STRTTIME was imputed				D
*		IMPTTPUB	C	1		TRPPUB was imputed				D

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
*	NQR	IMPTTRIP	C	1		Whole trip was imputed				D
M24*	NQR	INCM_P1	C	2		Amount person 1 income	H			
M24*	NQR	INCM_P2	C	2		Amount person 2 income	H			
M24*	NQR	INCM_P3	C	2		Amount person 3 income	H			
M24*	NQR	INCM_P4	C	2		Amount person 4 income	H			
M24*	NQR	INCM_P5	C	2		Amount person 5 income	H			
M24*	NQR	INCM_P6	C	2		Amount person 6 income	H			
M24*	NQR	INCM_P7	C	2		Amount person 7 income	H			
M24*	NQR	INCM_P8	C	2		Amount person 8 income	H			
M24*	NQR	INCM_P9	C	2		Amount person 9 income	H			
M24*	NQR	INCM_P10	C	2		Amount person 10 income	H			
M24*	NQR	INCM_P11	C	2		Amount person 11 income	H			
M24*	NQR	INCM_P12	C	2		Amount person 12 income	H			
M24*	NQR	INCM_P13	C	2		Amount person 13 income	H			
M24*	NQR	INCM_P14	C	2		Amount person 14 income	H			
M23*	NQR	INC_P1	C	2		Person 1 income not included	H			
M23*	NQR	INC_P2	C	2		Person 2 income not included	H			
M23*	NQR	INC_P3	C	2		Person 3 income not included	H			
M23*	NQR	INC_P4	C	2		Person 4 income not included	H			
M23*	NQR	INC_P5	C	2		Person 5 income not included	H			
M23*	NQR	INC_P6	C	2		Person 6 income not included	H			
M23*	NQR	INC_P7	C	2		Person 7 income not included	H			
M23*	NQR	INC_P8	C	2		Person 8 income not included	H			
M23*	NQR	INC_P9	C	2		Person 9 income not included	H			
M23*	NQR	INC_P10	C	2		Person 10 income not included	H			
M23*	NQR	INC_P11	C	2		Person 11 income not included	H			

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
M23*	NQR	INC_P12	C	2		Person 12 income not included	H			
M23*	NQR	INC_P13	C	2		Person 13 income not included	H			
M23*	NQR	INC_P14	C	2		Person 14 income not included	H			
M24*	SD	INDVINC	C	2		Income of resp. if reported separately		P		
*	NQR	LANG	C	1		Language interview was conducted in	H	P	V	D
G14	NQR	LASTRPMM	C	2		Date of last trip before trav day, Month		P		
G14	NQR	LASTRPYY	C	4		Date of last trip before trav day, Year		P		
*	SD	LIF_CYC	C	2		HH life cycle	H	P	V	D
G15*	NQR	LSTTRDAY	N	8		Num days since last trip before trav day		P		
G14*	NQR	LSTTRDT	C	6		Month, Year of last trip before trav day		P		
*	NQR	MAILHOME	C	2		Pre-interview letter, not returned	H			
C11		MAINDRVR	C	2		Vehicle has a main driver			V	
B2*	Y	MAKECODE	C	3		Vehicle make code			V	
M4	NQR	MEDCOND	C	2		Have a med cond making travel difficult		P		
M5	NQR	MEDCOND6	C	2		Length of time with medical condition		P		
B2*	Y	MODLCODE	C	4		Vehicle model code			V	
*	NQR	MSACAT	C	2		MSA category	H	P	V	D
*	Y	MSASIZE	C	2		Population size of HH MSA	H	P	V	D
L4	NQR	NBIKETRP	N	3		No. of bike trips in past week		P		
G47*	Y	NONHHCNT	N	8		No of NON HH members on travel day trip				D
C8*	SD	NUMADLT	N	8		Number of adults in HH	H	P	V	D
G45*	Y	NUMONTRP	N	8		Total people on trav day trip, inc resp.				D
L3	NQR	NWALKTRP	N	3		No. of walk trips in past week		P		
E7*	NQR	OCCAT	C	2		Occupational category		P		D
*	SD	OD_READ1	N	8		Odometer reading 1			V	
*	SD	OD_READ2	N	8		Odometer reading 2			V	

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
G45*	NQR	ONTD_P1	C	2		Person 1 was on travel day trip				D
G45*	NQR	ONTD_P2	C	2		Person 2 was on travel day trip				D
G45*	NQR	ONTD_P3	C	2		Person 3 was on travel day trip				D
G45*	NQR	ONTD_P4	C	2		Person 4 was on travel day trip				D
G45*	NQR	ONTD_P5	C	2		Person 5 was on travel day trip				D
G45*	NQR	ONTD_P6	C	2		Person 6 was on travel day trip				D
G45*	NQR	ONTD_P7	C	2		Person 7 was on travel day trip				D
G45*	NQR	ONTD_P8	C	2		Person 8 was on travel day trip				D
G45*	NQR	ONTD_P9	C	2		Person 9 was on travel day trip				D
G45*	NQR	ONTD_P10	C	2		Person 10 was on travel day trip				D
G45*	NQR	ONTD_P11	C	2		Person 11 was on travel day trip				D
G45*	NQR	ONTD_P12	C	2		Person 12 was on travel day trip				D
G45*	NQR	ONTD_P13	C	2		Person 13 was on travel day trip				D
G45*	NQR	ONTD_P14	C	2		Person 14 was on travel day trip				D
G10	NQ	OUTCNTRY	C	2		Out of country entire travel day		P		
G9*	NQR	OUTOFTWN	C	2		Out of town entire travel day		P		D
L8	NQR	OWNUNIT	C	2		How long vehicle owned, unit			V	
G27 27A-27E	NR	PASSPURP	C	2		Passenger's trip purpose				D
E4	NQR	PAYPROF	C	2		Worked for pay or profit last week		P		
*	Y	PERSONID	C	2	2.0	Person ID number		P		D
*		PRCASEID	C	11		Composite person identification number		P		
E3	NQR	PRMACT	C	2		Primary activity last week		P		D
C12*	NQR	PRMDRVR1	C	2		HH vehicle resp is primary driver of		P		
C12*	NQR	PRMDRVR2	C	2		2nd HH vehicle resp is primary driver of		P		
C12*	NQR	PRMDRVR3	C	2		3rd HH vehicle resp is primary driver of		P		
*	NQR	PROXCAT	C	2		Respondent category who had proxy		P		D

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
E1	Y	PROXY	C	2		Trip info from respondent or proxy		P		D
G45*	NQR	PSGR_FLG	C	2		Respondent was passenger on trip				D
L11	Y	PTUSED	C	2		Public transit use last 2 months		P		
G33	NQR	PUBTYPE	C	2		Mode of public transit used				D
*	NQR	RAIL	C	2		Rail (subway) category	H	P	V	D
*	NQR	RATIO16V	N	8	6.4	Ratio - HH members (16+) to vehicles	H		V	
*	NQR	RATIO16W	N	8	6.4	Ratio - HH adults (16+) to workers	H		V	
*	NQR	RATIOWV	N	8	6.4	Ratio of HH workers to vehicles	H		V	
*	Y	READATE1	C	6		Date of odometer reading 1 - YYYYMM			V	
*	Y	READATE2	C	6		Date of odometer reading 2 - YYYYMM			V	
*		READDIFF	N	8		Days b/w 1st and 2nd Odometer Readings			V	
C8*	NQ	REL_P1	C	2		Person 1 relationship to HH respondent	H			
C8*	NQ	REL_P2	C	2		Person 2 relationship to HH respondent	H			
C8*	NQ	REL_P3	C	2		Person 3 relationship to HH respondent	H			
C8*	NQ	REL_P4	C	2		Person 4 relationship to HH respondent	H			
C8*	NQ	REL_P5	C	2		Person 5 relationship to HH respondent	H			
C8*	NQ	REL_P6	C	2		Person 6 relationship to HH respondent	H			
C8*	NQ	REL_P7	C	2		Person 7 relationship to HH respondent	H			
C8*	NQ	REL_P8	C	2		Person 8 relationship to HH respondent	H			
C8*	NQ	REL_P9	C	2		Person 9 relationship to HH respondent	H			
C8*	NQ	REL_P10	C	2		Person 10 relationship to HH respondent	H			
C8*	NQ	REL_P11	C	2		Person 11 relationship to HH respondent	H			
C8*	NQ	REL_P12	C	2		Person 12 relationship to HH respondent	H			
C8*	NQ	REL_P13	C	2		Person 13 relationship to HH respondent	H			
C8*	NQ	REL_P14	C	2		Person 14 relationship to HH respondent	H			
*	Y	RESP_CNT	N	8		Count of respondents in HH	H			

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
C8*	Y	R_AGE	N	8		Respondent age		P		D
*		R_AGEWGT	N	8		Age of Subject used in weighting		P		D
C8*	Y	R_RELAT	C	2		Respondent relationship to HH respondent		P		D
C8*	Y	R_SEX	C	2		Respondent gender		P		D
G13	Y	SAMEPLC	C	2		Stayed at same place all day		P		
C8*	NQ	SEX_P1	C	2		Person 1 gender	H			
C8*	NQ	SEX_P2	C	2		Person 2 gender	H			
C8*	NQ	SEX_P3	C	2		Person 3 gender	H			
C8*	NQ	SEX_P4	C	2		Person 4 gender	H			
C8*	NQ	SEX_P5	C	2		Person 5 gender	H			
C8*	NQ	SEX_P6	C	2		Person 6 gender	H			
C8*	NQ	SEX_P7	C	2		Person 7 gender	H			
C8*	NQ	SEX_P8	C	2		Person 8 gender	H			
C8*	NQ	SEX_P9	C	2		Person 9 gender	H			
C8*	NQ	SEX_P10	C	2		Person 10 gender	H			
C8*	NQ	SEX_P11	C	2		Person 11 gender	H			
C8*	NQ	SEX_P12	C	2		Person 12 gender	H			
C8*	NQ	SEX_P13	C	2		Person 13 gender	H			
C8*	NQ	SEX_P14	C	2		Person 14 gender	H			
*		SMPLAREA	C	2		Add-on area where HH resides	H	P	V	D
*		SMPLFIRM	C	2		Firm collecting the data	H	P	V	D
*		SMPLSRCE	C	2		Sample where the case originated	H	P	V	D
*	SD	STAT_P1	C	2		Person 1 extended interview status	H			
*	SD	STAT_P2	C	2		Person 2 extended interview status	H			
*	SD	STAT_P3	C	2		Person 3 extended interview status	H			
*	SD	STAT_P4	C	2		Person 4 extended interview status	H			

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
*	SD	STAT_P5	C	2		Person 5 extended interview status	H			
*	SD	STAT_P6	C	2		Person 6 extended interview status	H			
*	SD	STAT_P7	C	2		Person 7 extended interview status	H			
*	SD	STAT_P8	C	2		Person 8 extended interview status	H			
*	SD	STAT_P9	C	2		Person 9 extended interview status	H			
*	SD	STAT_P10	C	2		Person 10 extended interview status	H			
*	SD	STAT_P11	C	2		Person 11 extended interview status	H			
*	SD	STAT_P12	C	2		Person 12 extended interview status	H			
*	SD	STAT_P13	C	2		Person 13 extended interview status	H			
*	SD	STAT_P14	C	2		Person 14 extended interview status	H			
G16	NQR	STRTHR	N	8		Travel day trip start time, hour				D
G16	NQR	STRTMIN	N	8		Travel day trip start time, minute				D
G16*	Y	STRTTIME	C	4		Travel day trip start time, military				D
*	SD	SUM_STAT	C	2		Interview status of HH adults	H			
*	Y	TDAYDATE	C	6		Travel day date (YYYYMM)	H	P	V	D
*	X	TDBOA911	C	1		Travel Day Before or On/After 9/11	H	P	V	D
*		TDCASEID	C	13		Composite travel day trip ID number				D
*	NQR	TDMSDTRP	C	1		Orig missed trip incorp into trav day				D
*	Y	TDTRPNUM	C	2		Travel day trip number for respondent				D
*	X	TDWKND	C	2		Travel day trip on weekend				D
C16*	NQR	TELBFM	N	8		Number HH phone nos. used for business	H			
C14*	NQR	TELCELL	N	3		Number of HH cell phones	H			
C15*	NQ	TELLAND	N	8		Total number of HH landline phones	H			
C14*	NQR	TELTOTL	N	8		Total HH phones (land + cell)	H			
A1*	NQR	TELTYPE	C	2		Use of phone no. in sample	H			
E15	NQR	TIMETOWK	N	4		Minutes to go to work last week		P		

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
*		TPOVRLAP	C	2		Travel Period Overlap				D
G35*	NQR	TRACC1	C	2		1st mode to get to public transit				D
G35*	NQR	TRACC2	C	2		2nd mode to get to public transit				D
G35*	NQR	TRACC3	C	2		3rd mode to get to public transit				D
G35*	NQR	TRACC4	C	2		4th mode to get to public transit				D
G35*	NQR	TRACC5	C	2		5th mode to get to public transit				D
G36*	NQR	TRACCTM	N	8		Time to get to public transit				D
*		TRAVDAY	C	1		Travel day - day of week	H	P	V	D
G38*	NQR	TREGR1	C	2		1st mode from public transit to dest.				D
G38*	NQR	TREGR2	C	2		2nd mode from public transit to dest.				D
G38*	NQR	TREGR3	C	2		3rd mode from public transit to dest.				D
G38*	NQR	TREGR4	C	2		4th mode from public transit to dest.				D
G38*	NQR	TREGR5	C	2		5th mode from public transit to dest.				D
G39*	NQR	TREGRTM	N	8		Time to get from public transit,minutes				D
G40*	NQR	TRPBLKS	N	8		Trip distance in blocks-reported orig				D
G40*	Y	TRPDIST	N	5		Trip distance in miles or blocks				D
G44	Y	TRPHHACC	C	2		HH members were on trip				D
G30	Y	TRPHHVEH	C	2		HH vehicle used on trip				D
G40*	Y	TRPMILES	N	8		Trip distance in miles				D
*		TRPNUMSQ	C	2		Sequential Trip Number				D
G32	NQR	TRPPUB	C	2		Public transit used on trip				D
G34	NR	TRPTRANS	C	2		Transportation mode on travel day trip				D
*		TRVLCMIN	N	8		Calculated Time to complete trip (min.)				D
G42*	NQR	TRVL_MIN	N	8		Time to complete entire trip in minutes				D
G37*	NQR	TRWAITTM	N	8		Time waiting for public transit				D
*	SD	URBAN	C	2		Household in urbanized area	H	P	V	D

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
*		URBRUR	C	2		Household in urban/rural area	H	P	V	D
G19	NQ	USEPUBTR	C	2		Used public transit on travel day		P		
E17	NQ	USULDRV	C	2		Usually drive alone or carpool to work		P		
*		VEH12MNT	C	2		Vehicle received less than 12 months ago			V	
B2	Y	VEHID	C	2		Vehicle ID number			V	
L9	Y	VEHMILES	N	8		Miles vehicle driven last 12 months			V	
L9B*	NQR	VEHMLCAT	C	2		Vehicle annual mileage range			V	
L8*	NQR	VEHOWNMO	N	8		How long vehicle owned - months			V	
L7*	Y	VEHTYPE	C	2		Type of vehicle			V	
G31	Y	VEHUSED	C	2		HH vehicle no. used on travel day trip				D
B2* L7*	Y	VEHYEAR	C	4		Vehicle year - derived			V	
*		VHCASEID	C	11		Composite vehicle id number			V	
*		VTYPFUEL	C	3		Type of vehicle by fuel type			V	
M1	NQR	WEBACC	C	2		Access to Internet in past 6 months		P		
M3	NQR	WEBHOME	C	2		Use Internet from home		P		
M3	NQR	WEBOTHER	C	2		Use Internet from other than work & home		P		
M2	NQR	WEBUSE	C	2		Frequency of Internet use last 6 months		P		
M3*	NQR	WEBWHER	C	2		Where use Internet		P		
M3	NQR	WEBWORK	C	2		Use Internet from work		P		
M9*	NQR	WHERBORN	C	2		Region of birth		P		
G49	Y	WHODROVE	C	2		Person ID of driver on trip				D
C12	Y	WHOMAIN	C	2		Person number of primary driver			V	
G26*	Y	WHYFROM	C	2		Travel day trip purpose-why travel from				D
G26*	Y	WHYTO	C	2		Travel day trip purpose-why travel to				D
G26*	NR	WHYTRP01	C	2		Travel day trip purpose				D
*	X	WHYTRP1S	C	2		Travel day trip purpose - summary				D

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
*	SD	WHYTRP90	C	2		1990 NPTS trip purpose				D
E19	Y	WKFMHM2M	C	2		Work from home instead of workplace		P		
E20	NQR	WKFMHMXX	C	2		Frequency of working from home		P		
E5	NQR	WKFTPT	C	2		Work full or part time		P		
C8*	Y	WKR_P1	C	2		Person 1 worker status - derived	H			
C8*	Y	WKR_P2	C	2		Person 2 worker status - derived	H			
C8*	Y	WKR_P3	C	2		Person 3 worker status - derived	H			
C8*	Y	WKR_P4	C	2		Person 4 worker status - derived	H			
C8*	Y	WKR_P5	C	2		Person 5 worker status - derived	H			
C8*	Y	WKR_P6	C	2		Person 6 worker status - derived	H			
C8*	Y	WKR_P7	C	2		Person 7 worker status - derived	H			
C8*	Y	WKR_P8	C	2		Person 8 worker status - derived	H			
C8*	Y	WKR_P9	C	2		Person 9 worker status - derived	H			
C8*	Y	WKR_P10	C	2		Person 10 worker status - derived	H			
C8*	Y	WKR_P11	C	2		Person 11 worker status - derived	H			
C8*	Y	WKR_P12	C	2		Person 12 worker status - derived	H			
C8*	Y	WKR_P13	C	2		Person 13 worker status - derived	H			
C8*	Y	WKR_P14	C	2		Person 14 worker status - derived	H			
*	X	WKSTFIPS	C	2		FIPS state code for work		P		
E3*	Y	WORKER	C	2		Respondent has job		P		D
*	SD	WORKGEO	C	2		Level of geocoding work location		P		
E10*	NQR	WORKLOC	C	2		Workplace location		P		
E10*	Y	WORKSTAT	C	2		Workplace state		P		
E3*	Y	WRKCOUNT	N	8		Count of HH members with jobs	H	P	V	D
E8	NQ	WRKDRIVE	C	2		Job requires driving a motor vehicle		P		
E16	NQR	WRKTRANS	C	2		Transportation mode to work last week		P		

Question Number	*1995 Variable Comparison*	*2001 Variable Name*	*Variable Type*	*Variable Length*	*Variable Format Length*	*Label*	*HHOLD Var*	*PER Var*	*VEH Var*	*DTRIP Var*
G5	NQ	WRKTRPS	C	2		Made more than 10 trips for job		P		
*	Y	WTHHFIN	N	8		HH Weight-at least 50% completed	H		V	
*		WTHHNTL	N	8	14.6	HH Weight-at least 50% completed - NATL	H		V	
*	Y	WTPERFIN	N	8		Person Wt - At least 50% completed		P		
*		WTPRNTL	N	8		Person Wt - At least 50% completed-NATL		P		
*	Y	WTTRDFIN	N	8		Day Trip Wt at least 50% completed				D
*		WTTRDNTL	N	8		Day Trip Wt at least 50% completed-NATL				D
L5	NQ	YEARMILE	N	8		Miles respondent drove last 12 months		P		
*	Y	YRMLCAP	C	2		Year miles was capped		P		
L5B	NQR	YRMLCAT	C	2		Annual mileage range for subject		P		
M10*	NQR	YRTOUS	C	4		Year entered US		P		

APPENDIX B

2001 NHTS CODEBOOK

This Appendix contains information on the variables in each of the five NHTS data files. The Household file codebook has been included first followed by the codebook for the Person, Vehicle, Travel Day and Travel Period Files.

For each variable the codebook provides:

2001 Variable Name This is the variable name used in the 2001 NHTS

Changed in V4? (Y=Yes, N=No) Indicates whether a variable has values that changed in the V4 revision, or was a variable newly created in V4

Variable Type "N" indicates the data is numeric
"C" indicates character (alphanumeric) data

Variable Length This is the length of the variable including the decimal point. The format for the variable in SAS (are provided in Appendix A, Data Dictionary;

1995 Variable Comparison

Y (Identical to 1995) Indicates that the 1995 and 2001 questions were identical. That is, both the wording of the question and the response categories were identical,

NR (Response Categories are Different) Indicates that the wording of the questions were identical to 1995 but the response categories were different,

NQ (Question is Different) Indicates that the response categories were identical to 1995 but the wording of the question was different,

NQR (No match with 1995) Indicates both the wording and response categories were different,

SD (Some difference in the Derived Variable) Indicates the variable was derived and that the derived variable is not identical to the one in 1995, and

X Indicates the variable was derived and did not exist in 1995.

Label Provides a short description of the variable.

Question Number Documents the survey question (see Questionnaire in Appendix J) that was the source of the data. For derived variables (see Appendix G), the question number is followed by an * to indicate that the variable was derived from more than one source.

Value Range Code The legitimate data entries are identified. If special codes are used, they are also identified and defined.

Frequency For each item identified in the column Value Range and Codes, the frequency of its occurrence in the sample is documented.

Weighted Frequency Displays weighted frequencies for each item identified in the column Value Range and Codes.

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
AGE_P1	Y	N	8	NQ	Person 1 age	C8*	-1=Appropriate Skip	49	184,179
							-7=Refused	786	1,184,994
							-8=Don't Know	241	273,595
							16-88	68,741	105,722,578
AGE_P2	Y	N	8	NQ	Person 2 age	C8*	-1=Appropriate Skip	15,772	28,042,616
							-7=Refused	504	763,199
							-8=Don't Know	284	462,426
							-9=Not Ascertained	4	1,449
							0-88	53,253	78,095,656
AGE_P3	Y	N	8	NQ	Person 3 age	C8*	-1=Appropriate Skip	42,864	62,874,542
							-7=Refused	162	257,664
							-8=Don't Know	173	431,296
							-9=Not Ascertained	1	1,085
							0-88	26,617	43,800,760
AGE_P4	Y	N	8	NQ	Person 4 age	C8*	-1=Appropriate Skip	53,719	80,376,202
							-7=Refused	99	181,700
							-8=Don't Know	83	198,210
							-9=Not Ascertained	4	1,984
							0-88	15,912	26,607,250
AGE_P5	Y	N	8	NQ	Person 5 age	C8*	-1=Appropriate Skip	63,780	96,506,083
							-7=Refused	39	84,977
							-8=Don't Know	22	28,784
							-9=Not Ascertained	1	54
							0-88	5,975	10,745,448
AGE_P6	Y	N	8	NQ	Person 6 age	C8*	-1=Appropriate Skip	67,925	103,686,044
							-7=Refused	13	11,332
							-8=Don't Know	6	19,307
							0-88	1,873	3,648,663
AGE_P7	Y	N	8	NQ	Person 7 age	C8*	-1=Appropriate Skip	69,216	106,064,981
							-7=Refused	4	7,652
							-8=Don't Know	2	3,528
							0-88	595	1,289,186
AGE_P8	Y	N	8	NQ	Person 8 age	C8*	-1=Appropriate Skip	69,583	106,811,032
							-7=Refused	1	25
							0-84	233	554,289

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
AGE_P9	Y	N	8	NQ	Person 9 age	C8*	-1=Appropriate Skip	69,708	107,104,879
							-8=Don't Know	1	31
							0-54	108	260,437
AGE_P10	N	N	8	NQ	Person 10 age	C8*	-1=Appropriate Skip	69,765	107,228,732
							0-78	52	136,615
AGE_P11	Y	N	8	NQ	Person 11 age	C8*	-1=Appropriate Skip	69,798	107,304,914
							-7=Refused	1	52
							0-54	18	60,381
AGE_P12	N	N	8	NQ	Person 12 age	C8*	-1=Appropriate Skip	69,811	107,359,278
							0-37	6	6,068
AGE_P13	N	N	8	NQ	Person 13 age	C8*	-1=Appropriate Skip	69,815	107,364,325
							36-38	2	1,021
AGE_P14	N	N	8	NQ	Person 14 age	C8*	-1=Appropriate Skip	69,815	107,364,325
							33-45	2	1,021
BEGTRAV	Y	C	6		Beginning date of travel period	*	-1=Appropriate Skip	43,779	15,017,033
							200103	1,524	3,474,005
							200104	1,730	7,121,798
							200105	1,562	7,182,448
							200106	1,236	7,251,992
							200107	1,995	8,100,167
							200108	1,690	8,014,187
							200109	1,349	7,144,012
							200110	1,563	7,213,327
							200111	2,028	7,808,365
							200112	2,045	7,937,418
							200201	3,270	8,494,726
							200202	3,231	7,654,296
							200203	2,497	4,124,495
							200204	318	827,079
CDIVMSAR	Y	C	2	NQR	HHs by Census div., MSA size, rail	*	11=New England, MSA 1 million or more, rail	707	3,066,651
							12=New England, MSA 1 million or more, no rail	215	813,101
							13=New England, MSA less than 1 million	200	751,454
							14=New England, not in MSA	300	1,099,789
							21=Mid-Atlantic, MSA 1 million or more, rail	6,489	9,020,716
							22=Mid-Atlantic, MSA 1 million or more, no rail	1,822	1,824,640

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							23=Mid-Atlantic, MSA less than 1 million	6,351	2,744,823
							24=Mid-Atlantic, not in MSA	1,821	1,327,272
							31=E North Central, MSA 1 million or more, rail	768	2,984,539
							32=E North Central, MSA 1 million or more, no rail	2,654	6,553,216
							33=E North Central, MSA less than 1 million	14,285	4,019,494
							34=E North Central, not in MSA	3,759	3,834,057
							42=W North Central, MSA 1 million or more, no rail	714	2,687,212
							43=W North Central, MSA less than 1 million	1,824	2,019,999
							44=W North Central, not in MSA	1,063	3,078,586
							51=So Atlantic, MSA 1 million or more, rail	5,121	6,281,047
							52=So Atlantic, MSA 1 million or more, no rail	1,157	5,052,505
							53=So Atlantic, MSA less than 1 million	1,340	5,732,136
							54=So Atlantic, not in MSA	1,051	4,386,561
							62=E South Central, MSA 1 million or more, no rail	342	1,459,482
							63=E South Central, MSA less than 1 million	1,132	2,330,142
							64=E South Central, not in MSA	1,235	2,336,067
							72=W South Central, MSA 1 million or more, no rail	1,948	5,445,259
							73=W South Central, MSA less than 1 million	2,432	3,238,733
							74=W South Central, not in MSA	2,026	2,430,676
							82=Mountain, MSA 1 million or more, no rail	855	3,144,722
							83=Mountain, MSA less than 1 million	482	1,618,397
							84=Mountain, not in MSA	466	1,494,975
							91=Pacific, MSA 1 million or more, rail	1,695	8,257,085
							92=Pacific, MSA 1 million or more, no rail	1,063	4,306,686
							93=Pacific, MSA less than 1 million	2,414	2,723,615
							94=Pacific, not in MSA	2,086	1,301,707
CENSUS_D	N	C	2	Y	Household Census Division	*	1=New England	1,422	5,730,995
							2=Middle Atlantic	16,483	14,917,452
							3=East North Central	21,466	17,391,306
							4=West North Central	3,601	7,785,798
							5=South Atlantic	8,669	21,452,249
							6=East South Central	2,709	6,125,690
							7=West South Central	6,406	11,114,668
							8=Mountain	1,803	6,258,094

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							9=Pacific	7,258	16,589,094
CENSUS_R	N	C	2	Y	Household Census Region	*	1=Northeast	17,905	20,648,447
							2=Midwest	25,067	25,177,104
							3=South	17,784	38,692,608
							4=West	9,061	22,847,188
CNTTDHH	N	N	8	NQR	No. trav day person trips made by HH	*	0	4,754	7,899,615
							1	543	1,043,665
							2	6,299	10,220,211
							3	3,097	4,795,812
							4	6,850	10,476,988
							5	3,791	5,847,539
							6	5,975	8,806,983
							7	3,446	5,496,083
							8	5,075	7,456,808
							9	2,973	4,381,697
							10	3,982	5,680,443
							11	2,362	3,234,121
							12	3,127	4,576,326
							13	1,876	2,758,264
							14	2,304	3,508,137
							15	1,571	2,390,606
							16	1,827	2,660,705
							17	1,172	1,742,756
							18	1,311	1,934,360
							19	848	1,325,792
							20	980	1,593,395
							21	711	1,114,134
							22	684	1,180,806
							23	524	845,752
							24	594	951,922
							25	404	671,974
							26	382	574,177
							27	321	478,881
							28	286	462,200
							29	224	397,143

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
						30		229	416,985
						31		164	268,474
						32		181	359,628
						33		142	297,955
						34		134	253,478
						35		79	115,992
						36		97	206,980
						37		68	175,213
						38		55	111,316
						39		55	106,112
						40		55	58,021
						41		40	61,148
						42		31	68,423
						43		31	53,318
						44		16	32,049
						45		24	51,861
						46		13	33,442
						47		21	28,823
						48		16	33,341
						49		11	27,558
						50		7	10,422
						51		8	11,076
						52		5	13,603
						53		4	8,554
						54		4	12,748
						55		7	7,464
						56		5	10,352
						57		2	85
						58		3	455
						59		4	5,678
						60		3	2,310
						61		2	2,452
						64		1	23
						65		2	3,805
						67		2	3,812

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							70	1	686
							84	1	3,424
							119	1	985
CNTTPHH	Y	N	8		Sum of all travel period person trips	H1*	-1=Appropriate Skip	43,779	15,017,033
							0	13,025	48,128,185
							1	3,887	14,002,885
							2	3,307	10,850,791
							3	1,701	5,735,575
							4	1,501	4,926,647
							5	629	2,156,486
							6	566	1,850,274
							7	288	943,007
							8	280	924,031
							9	149	470,096
							10	127	418,371
							11	70	222,250
							12	68	210,904
							13	48	161,907
							14	35	120,495
							15	42	157,074
							16	47	171,839
							17	31	75,937
							18	26	87,502
							19	28	90,184
							20	36	139,607
							21	36	83,716
							22	19	52,141
							23	15	44,697
							24	20	86,899
							25	7	20,901
							26	7	24,715
							27	4	12,416
							28	9	22,207
							29	4	34,212
							30	1	4,912

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							31	4	16,168
							32	3	14,564
							33	2	3,769
							34	1	4,429
							35	1	8,128
							36	2	24,191
							37	1	2,159
							40	4	13,526
							41	3	7,131
							42	1	4,924
							52	1	4,051
							57	1	534
							60	1	13,877
DRVRCNT	N	N	8	Y	Count of drivers in HH	C8*	0	2,919	5,833,756
							1	19,349	34,343,396
							2	38,740	52,842,038
							3	6,785	10,896,404
							4	1,746	2,961,742
							5	227	375,867
							6	43	103,270
							7	6	7,670
							10	2	1,203
DRV_P1	N	C	2	Y	Person 1 driver status - derived	C8*	-1=Appropriate Skip	49	184,179
							1=Yes, a driver	65,083	97,758,486
							2=No, not a driver	4,685	9,422,681
DRV_P2	Y	C	2	Y	Person 2 driver status - derived	C8*	-1=Appropriate Skip	17,527	32,387,366
							-9=Not Ascertained	15	54,050
							1=Yes, a driver	47,806	67,481,751
							2=No, not a driver	4,469	7,442,180
DRV_P3	Y	C	2	Y	Person 3 driver status - derived	C8*	-1=Appropriate Skip	54,343	84,076,569
							-9=Not Ascertained	36	94,491
							1=Yes, a driver	9,242	15,301,714
							2=No, not a driver	6,196	7,892,573
DRV_P4	Y	C	2	Y	Person 4 driver status - derived	C8*	-1=Appropriate Skip	63,321	98,051,694
							-9=Not Ascertained	34	60,871

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							1=Yes, a driver	2,638	4,801,116
							2=No, not a driver	3,824	4,451,666
DRV_P5	Y	C	2	Y	Person 5 driver status - derived	C8*	-1=Appropriate Skip	67,831	104,550,155
							-8=Don't Know	1	207
							-9=Not Ascertained	16	43,379
							1=Yes, a driver	565	1,148,783
							2=No, not a driver	1,404	1,622,823
DRV_P6	Y	C	2	Y	Person 6 driver status - derived	C8*	-1=Appropriate Skip	69,198	106,399,028
							-9=Not Ascertained	8	27,501
							1=Yes, a driver	189	438,700
							2=No, not a driver	422	500,116
DRV_P7	Y	C	2	Y	Person 7 driver status - derived	C8*	-1=Appropriate Skip	69,625	107,081,572
							-9=Not Ascertained	6	18,197
							1=Yes, a driver	56	100,899
							2=No, not a driver	130	164,678
DRV_P8	N	C	2	Y	Person 8 driver status - derived	C8*	-1=Appropriate Skip	69,741	107,215,526
							-9=Not Ascertained	3	24,099
							1=Yes, a driver	19	42,927
							2=No, not a driver	54	82,795
DRV_P9	N	C	2	Y	Person 9 driver status - derived	C8*	-1=Appropriate Skip	69,778	107,273,028
							-9=Not Ascertained	3	16,942
							1=Yes, a driver	14	44,282
							2=No, not a driver	22	31,095
DRV_P10	N	C	2	Y	Person 10 driver status - derived	C8*	-1=Appropriate Skip	69,797	107,303,959
							-9=Not Ascertained	3	18,023
							1=Yes, a driver	5	7,065
							2=No, not a driver	12	36,299
DRV_P11	N	C	2	Y	Person 11 driver status - derived	C8*	-1=Appropriate Skip	69,811	107,348,402
							-9=Not Ascertained	2	16,270
							1=Yes, a driver	1	114
							2=No, not a driver	3	560
DRV_P12	N	C	2	Y	Person 12 driver status - derived	C8*	-1=Appropriate Skip	69,815	107,364,782
							1=Yes, a driver	1	450
							2=No, not a driver	1	114
DRV_P13	N	C	2	Y	Person 13 driver status - derived	C8*	-1=Appropriate Skip	69,815	107,364,325

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							1=Yes, a driver	2	1,021
DRV_P14	N	C	2	Y	Person 14 driver status - derived	C8*	-1=Appropriate Skip	69,815	107,364,325
							1=Yes, a driver	2	1,021
ENDTRAV	Y	C	6		Ending date of travel period	*	-1=Appropriate Skip	43,779	15,017,033
							200103	50	180,893
							200104	1,564	3,505,900
							200105	1,732	7,275,395
							200106	1,545	7,202,805
							200107	1,296	7,693,730
							200108	2,013	7,889,125
							200109	1,578	7,563,949
							200110	1,437	7,677,982
							200111	1,643	7,601,247
							200112	2,169	7,985,663
							200201	2,081	8,052,627
							200202	2,995	7,407,576
							200203	3,237	7,745,985
							200204	2,632	4,284,557
							200205	66	280,880
EXPFLHHN	N	N	8		HH Weight-100% completed - NATL	*	[missing]	47,639	29,672,506
							251.3774-21644.01	22,178	77,692,840
EXPFLLHH	N	N	8		HH Weight-100% completed	*	[missing]	9,296	16,670,563
							2.893723-21235.72	60,521	90,694,783
FLGFINCM	N	C	2	Y	Incomes of all HH members included	M22*	-7=Refused	9	8,283
							-8=Don't Know	10	14,606
							-9=Not Ascertained	27	50,870
							1=Yes	66,075	100,263,893
							2=No	3,696	7,027,695
HBHRESDN	Y	N	8		Housing units per sq mile - Block group	*	-9=Not Ascertained	24	45,163
							25=0 to 50	11,862	15,407,343
							150=50 to 250	11,301	15,082,363
							700=250 to 1000	15,511	22,616,252
							2000=1000 to 3000	20,203	33,030,174
							4000=3000 to 5000	4,803	9,683,522
							6000=5000 to 999K	6,113	11,500,529

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
HBHTNRNT	Y	N	8		Percent renter-occupied - Block group	*	-9=Not Ascertained	24	45,163
							0=0 to 4%	4,016	6,929,926
							5=5 to 14%	17,545	24,797,742
							20=15 to 24%	15,249	21,325,046
							30=25 to 34%	10,114	13,853,863
							40=35 to 44%	7,111	10,185,428
							50=45 to 54%	4,931	8,132,270
							60=55 to 64%	3,703	6,608,244
							70=65 to 74%	2,619	5,370,977
							80=75 to 84%	1,787	4,305,639
							90=85 to 94%	1,556	3,360,234
							95=95 to 100%	1,162	2,450,815
HBHUR	N	C	2		Urban / Rural indicator - Block group	*	-9=Not Ascertained	24	45,163
							C=Second City	14,836	20,965,824
							R=Rural	15,630	21,022,205
							S=Suburban	14,260	25,206,250
							T=Town	17,258	22,554,918
							U=Urban	7,809	17,570,985
HBPPOPDN	Y	N	8		Population per sq mile - Block group	*	-9=Not Ascertained	24	45,163
							50=0 to 100	10,391	13,751,514
							300=100 to 500	11,051	14,524,720
							750=500 to 1K	5,933	8,112,505
							1500=1K to 2K	8,355	12,073,680
							3000=2K to 4K	12,120	18,755,781
							7000=4K to 10K	14,843	26,081,192
							17000=10K to 25K	4,394	9,250,668
							30000=25K to 999K	2,706	4,770,123
HHC_MSA	Y	C	4		MSA / CMSA code for HH	*	0520=Atlanta, GA	338	1,556,826
							0640=Austin--San Marcos, TX	295	490,681
							1122=Boston--Worcester--Lawrence, MA--NH--ME--CT	559	2,319,618
							1280=Buffalo--Niagara Falls, NY	629	477,111
							1520=Charlotte--Gastonia--Rock Hill, NC--SC	125	512,650
							1602=Chicago--Gary--Kenosha, IL--IN--WI	768	2,984,539
							1642=Cincinnati--Hamilton, OH--KY--IN	195	880,759

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
							1692=Cleveland--Akron, OH	299	1,178,950
							1840=Columbus, OH	143	615,892
							1922=Dallas--Fort Worth, TX	603	1,922,857
							2082=Denver--Boulder--Greeley, CO	283	1,017,836
							2162=Detroit--Ann Arbor--Flint, MI	482	2,037,987
							3000=Grand Rapids--Muskegon--Holland, MI	116	399,388
							3120=Greensboro--Winston-Salem--High Point, NC	142	600,843
							3280=Hartford, CT	113	425,607
							3320=Honolulu, HI (entire Oahu Island)	1,809	291,027
							3362=Houston--Galveston--Brazoria, TX	588	1,665,448
							3480=Indianapolis, IN	175	694,824
							3600=Jacksonville, FL	105	451,886
							3760=Kansas City, MO--KS	189	715,045
							4120=Las Vegas, NV--AZ	140	619,553
							4472=Los Angeles--Riverside--Orange County, CA	1,094	5,439,296
							4520=Louisville, KY--IN	96	384,329
							4920=Memphis, TN--AR--MS	93	430,337
							4992=Miami--Fort Lauderdale, FL	242	1,160,878
							5082=Milwaukee--Racine, WI	1,139	641,803
							5120=Minneapolis--St. Paul, MN--WI	409	1,262,579
							5360=Nashville, TN	122	503,006
							5560=New Orleans, LA	113	513,963
							5602=New York--Northern New Jersey--Long Island, NY--NJ--CT--PA	6,173	7,905,784
							5720=Norfolk--Virginia Beach--Newport News, VA--NC	153	708,238
							5880=Oklahoma City, OK	70	285,911
							5960=Orlando, FL	141	642,473
							6162=Philadelphia--Wilmington--Atlantic City, PA--NJ--DE--MD	513	2,085,141
							6200=Phoenix--Mesa, AZ	314	1,146,223
							6280=Pittsburgh, PA	269	908,448
							6442=Portland--Salem, OR--WA	235	835,472
							6480=Providence--Fall River--Warwick, RI--MA	102	387,494
							6640=Raleigh--Durham--Chapel Hill, NC	139	641,417
							6840=Rochester, NY	924	439,081

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							6922=Sacramento--Yolo, CA	195	801,575
							7040=St. Louis, MO--IL	254	963,044
							7160=Salt Lake City--Ogden, UT	118	361,110
							7240=San Antonio, TX	277	558,369
							7320=San Diego, CA	221	1,023,806
							7362=San Francisco--Oakland--San Jose, CA	601	2,817,790
							7602=Seattle--Tacoma--Bremerton, WA	412	1,645,834
							8280=Tampa--St. Petersburg--Clearwater, FL	252	1,082,530
							8872=Washington--Baltimore, DC--MD--VA--WV	4,492	3,340,167
							8960=West Palm Beach--Boca Raton, FL	100	412,468
							9999=HH not in an MSA	13,806	21,288,758
							XXXX=Suppressed, in an MSA of less than 1 million	28,652	24,888,699
HHFAMINC	N	C	2	SD	Total HH income last 12 months	M14*	-1=Appropriate Skip	725	1,269,409
							-7=Refused	4,725	5,218,822
							-8=Don't Know	1,020	2,313,341
							-9=Not Ascertained	13	34,898
							01=< $5,000	1,227	3,000,362
							02=$5,000 - $9,999	3,011	6,420,148
							03=$10,000 - $14,999	3,051	5,845,969
							04=$15,000 - $19,999	3,948	7,132,927
							05=$20,000 - $24,999	3,537	5,999,622
							06=$25,000 - $29,999	5,135	8,210,405
							07=$30,000 - $34,999	3,337	5,437,544
							08=$35,000 - $39,999	5,251	8,164,422
							09=$40,000 - $44,999	2,828	4,011,735
							10=$45,000 - $49,999	4,847	6,939,904
							11=$50,000 - $54,999	2,403	3,229,471
							12=$55,000 - $59,999	4,094	5,603,327
							13=$60,000 - $64,999	1,656	2,387,541
							14=$65,000 - $69,999	3,071	3,988,927
							15=$70,000 - $74,999	1,468	1,993,975
							16=$75,000 - $79,999	2,601	3,479,717
							17=$80,000 - $99,999	4,762	6,300,090
							18=> = $100,000	7,107	10,382,791

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
HHINCTTL	N	C	2	NQR	Total income all HH members	M14*	-1=Appropriate Skip	725	1,269,409
							-7=Refused	4,725	5,218,822
							-8=Don't Know	1,020	2,313,341
							-9=Not Ascertained	13	34,898
							01=< $5,000	1,148	2,792,132
							02=$5,000 - $9,999	2,870	6,042,176
							03=$10,000 - $14,999	2,941	5,580,204
							04=$15,000 - $19,999	3,802	6,907,403
							05=$20,000 - $24,999	3,445	5,851,343
							06=$25,000 - $29,999	5,011	8,055,014
							07=$30,000 - $34,999	3,297	5,353,253
							08=$35,000 - $39,999	5,202	8,069,963
							09=$40,000 - $44,999	2,855	4,106,612
							10=$45,000 - $49,999	4,771	6,731,321
							11=$50,000 - $54,999	2,429	3,327,180
							12=$55,000 - $59,999	4,075	5,581,254
							13=$60,000 - $64,999	1,718	2,506,811
							14=$65,000 - $69,999	3,081	3,980,406
							15=$70,000 - $74,999	1,526	2,078,962
							16=$75,000 - $79,999	2,630	3,528,707
							17=$80,000 - $99,999	4,996	6,844,951
							18=> = $100,000	7,537	11,191,184
HHINTDT	N	C	6	Y	HH interview - date (YYYYMM)	*	200103-200206	69,817	107,365,346
HHMNINC	N	N	8	NQR	No. of HH members with income not incl	M23*	0	66,131	100,342,384
							1	2,664	4,778,400
							2	791	1,609,219
							3	170	435,230
							4	42	112,254
							5	13	56,218
							6	4	29,216
							7	1	1,439
							9	1	985
HHNUMBIK	N	N	4	NQR	Number of full size bicycles in HH	B5	-7=Refused	4	7,746
							-8=Don't Know	58	64,922
							0	34,969	59,741,781

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							1	12,208	19,113,104
							2	14,495	18,568,504
							3	4,388	5,526,625
							4	2,403	2,903,091
							5	759	888,027
							6	319	334,308
							7	90	99,183
							8	59	60,605
							9	16	18,488
							10	49	38,964
HHRESP	N	C	2	Y	Person ID of HH respondent	*	01-06	69,817	107,365,346
HHR_AGE	N	N	8	NQ	Respondent age	C5	-7=Refused	132	50,706
							-8=Don't Know	102	26,072
							16-88	69,583	107,288,568
HHR_DRVR	N	C	2	NQ	Driver status of HH respondent	*	1=Yes, a driver	65,083	97,875,781
							2=No, not a driver	4,734	9,489,565
HHR_EDUC	N	C	2	NQ	Education level of HH respondent	M7*	-1=Appropriate Skip	1	48
							-7=Refused	97	139,306
							-8=Don't Know	254	297,813
							-9=Not Ascertained	1,397	2,685,001
							1=Less then high school graduate	5,632	11,182,948
							2=High school graduate, include GED	21,541	31,571,870
							3=Vocational/technical training	3,129	4,138,467
							4=Some college, but no degree	11,537	19,016,173
							5=Associate"s degree (for example, AA)	4,877	7,019,105
							6=Bachelor"s degree (for example, BA, AB, BS)	11,781	17,589,315
							7=Some graduate or professional school, but no degree	1,549	2,349,644
							8=Graduate or professional school degree (for example, MA, MS, MBA, MD, DDS, PhD, EdD, JD)	8,022	11,375,655
HHR_HISP	N	C	2	NQ	Hispanic status of HH respondent	C6*	-7=Refused	26	12,753
							-8=Don't Know	7	627
							1=Yes	3,708	9,331,053
							2=No	66,076	98,020,913
HHR_RACE	Y	C	2	NQ	Race of HH respondent	C7*	-7=Refused	326	565,960

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-8=Don't Know	228	308,516
							-9=Not Ascertained	58	180,059
							01=White	58,453	80,304,713
							02=African American, Black	3,650	12,191,754
							03=Asian Only	2,096	2,280,699
							04=American Indian, Alaskan Native	401	879,635
							05=Native Hawaiian, other Pacific Islander	370	309,657
							06=Hispanic/Mexican Only	1,795	5,086,975
							07=White & African American	4	1,596
							08=White & Asian	67	140,101
							09=White & American Indian	547	1,171,121
							10=White & Hispanic	1,215	3,114,674
							11=African American & Hispanic	3	1,851
							12=American Indian & Hispanic	44	133,560
							13=Other Combination 2 Races	135	400,468
							14=Other Combination 3 Races	30	92,234
							16=Other multiracial not listed above	388	186,502
							17=Other specify	7	15,271
HHR_SEX	N	C	1	NQ	Gender of HH respondent	C5*	1=Male	28,075	42,345,153
							2=Female	41,742	65,020,193
HHR_STAT	N	C	1	Y	Extended Interview status-HH respondent	*	1=Completed Interview - Self	66,423	101,505,237
							2=Completed Interview - Proxy	2,022	3,237,136
							3=Language Barrier	14	43,455
							4=Refusal	292	492,560
							5=Max-Call	1,031	2,005,354
							6=Interview not Possible	27	68,205
							8=No Contact	8	13,399
HHR_WRKR	N	C	2	NQ	Worker status of HH respondent	*	-8=Don't Know	2	1,616
							-9=Not Ascertained	1	939
							1=Yes	44,741	68,505,064
							2=No	25,073	38,857,727
HHSIZE	N	N	8	Y	Count of HH members	C3*	1	15,606	27,717,611
							2	27,164	35,032,433
							3	11,047	17,748,759
							4	10,047	16,203,074

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							5	4,117	7,110,655
							6	1,271	2,342,229
							7	347	703,645
							8	117	274,333
							9	56	111,794
							10	29	68,331
							11	11	46,447
							12	3	5,014
							14	2	1,021
HHSTATE	Y	C	2	SD	State-household location	D4*	AL	376	1,628,426
							AR	262	1,081,675
							AZ	498	1,754,161
							CA	2,583	12,033,030
							CO	466	1,622,591
							CT	285	1,273,712
							FL	1,437	6,179,588
							GA	696	3,192,092
							HI	3,519	410,485
							IA	1,669	1,257,660
							IL	1,074	4,287,024
							IN	642	2,399,586
							KS	319	1,106,212
							KY	1,616	1,583,054
							LA	337	1,430,585
							MA	583	2,416,645
							MD	4,240	2,062,581
							MI	994	3,885,908
							MN	681	2,069,997
							MO	587	2,161,000
							MS	190	810,128
							NC	831	3,544,528
							NJ	698	2,950,468
							NY	13,423	7,183,208
							OH	1,210	4,714,499
							OK	264	1,079,987

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							OR	407	1,379,265
							PA	2,362	4,781,306
							SC	359	1,664,541
							TN	527	2,104,082
							TX	5,543	7,522,421
							UT	200	621,691
							VA	737	3,210,239
							WA	705	2,612,077
							WI	17,547	2,121,867
							XX=Suppressed, HH in state of less than 2 million	1,950	7,229,026
HHSTFIPS	Y	C	2	SD	FIPS state code for HH	*	01-55	67,865	100,127,822
							XX=Suppressed, HH in state of less than 2 million	1,952	7,237,525
HHTOTD	N	N	8	NQR	Days between HH interview and trav day	*	0	1	72
							4	5	23,974
							5	99	193,059
							6	310	368,319
							7	514	349,888
							8	825	375,008
							9	858	649,693
							10	8,864	14,524,712
							11	8,965	14,861,183
							12	8,943	14,999,651
							13	9,194	14,464,322
							14	9,533	15,359,533
							15	10,955	15,889,019
							16	8,905	15,017,309
							17	500	93,770
							18	328	41,232
							19	355	47,321
							20	248	32,983
							21	255	43,329
							22	122	19,705
							23	35	7,651
							24	1	2,653
							27	1	886

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							53	1	75
HHVEHCNT	N	N	8	Y	Count of vehicles in HH	B1*	0	4,271	8,715,580
							1	19,176	33,757,091
							2	28,817	39,937,920
							3	11,301	16,058,603
							4	4,068	5,750,301
							5	1,343	1,934,667
							6	506	747,959
							7	184	263,722
							8	74	99,359
							9	45	68,605
							10	16	19,239
							11	6	3,734
							12	5	5,109
							13	2	194
							15	2	619
							19	1	2,643
HOMEGEO	N	C	2	SD	Geocoding level -HH location	*	1=Street address	61,762	92,383,950
							2=Nearest intersection	5,469	8,849,288
							4=Zip code centroid	2,511	6,079,818
							6=Unable to geocode	75	52,289
HOMEOWN	N	C	2	Y	Housing unit owned or rented	C2	-7=Refused	9	2,786
							-8=Don't Know	10	2,213
							1=Own	54,251	71,067,084
							2=Rent	15,142	35,654,062
							3=Provided by job or military	335	553,123
							91=Other	70	86,078
HOMETYPE	N	C	2	NR	Type of housing unit	C1	-7=Refused	4	1,529
							-8=Don't Know	8	2,236
							1=Detached single house	49,629	68,456,190
							2=Duplex	3,114	4,982,777
							3=Rowhouse or townhouse	3,043	3,919,434
							4=Apartment, condominium	10,738	23,585,290
							5=Mobile home or trailer	3,102	6,105,530
							6=Dorm room, fraternity or sorority house	39	125,787

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							91=Other	140	186,572
HOUSEID	N	C	9	Y	HH Identification Number	*	010000018-915637259	69,817	107,365,346
HTEEMPDN	Y	N	8		Workers per square mile living in Tract	*	-9=Not Ascertained	2,749	4,998,463
							25=0 to 49	12,149	16,933,416
							75=50 to 99	5,459	6,211,351
							150=100 to 249	7,263	9,562,531
							350=250 to 499	6,197	9,049,487
							750=500 to 999	8,085	12,384,538
							1500=1000 to 1999	12,191	18,859,964
							3000=2000 to 3999	10,882	19,263,135
							5000=4000 to 999K	4,842	10,102,462
HTHRESDN	Y	N	8		Housing units per sq mile - Tract level	*	-9=Not Ascertained	24	45,163
							25=0 to 50	13,595	17,846,076
							150=50 to 250	12,507	16,262,831
							700=250 to 1000	16,310	23,642,145
							2000=1000 to 3000	18,557	32,246,351
							4000=3000 to 5000	3,731	7,932,180
							6000=5000 to 999K	5,093	9,390,599
HTHTNRNT	Y	N	8		Percent renter-occupied - Tract level	*	-9=Not Ascertained	24	45,163
							0=0 to 4%	1,497	3,147,309
							5=5 to 14%	13,529	19,924,764
							20=15 to 24%	18,421	25,300,489
							30=25 to 34%	13,330	18,387,593
							40=35 to 44%	8,467	12,461,637
							50=45 to 54%	5,259	9,042,366
							60=55 to 64%	3,589	6,565,689
							70=65 to 74%	2,339	5,205,132
							80=75 to 84%	1,514	3,579,616
							90=85 to 94%	1,088	2,402,120
							95=95 to 100%	760	1,303,469
HTHUR	N	C	2		Urban / Rural indicator - Tract level	*	-9=Not Ascertained	24	45,163
							C=Second City	14,416	20,147,106
							R=Rural	15,577	21,205,173
							S=Suburban	14,632	25,796,958
							T=Town	17,307	22,463,661

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							U=Urban	7,861	17,707,284
HTPPOPDN	Y	N	8		Population per sq mile - Tract level	*	-9=Not Ascertained	24	45,163
							50=0 to 100	11,962	16,131,347
							300=100 to 500	12,610	15,697,675
							750=500 to 1K	6,264	8,875,421
							1500=1K to 2K	8,431	12,304,657
							3000=2K to 4K	12,290	19,438,911
							7000=4K to 10K	12,106	23,042,937
							17000=10K to 25K	3,797	7,699,756
							30000=25K to 999K	2,333	4,129,479
IMPTHOWN	N	C	1	X	HOMEOWN was imputed	*	1=Yes	77	205,240
							2=No	69,740	107,160,107
IMPTHTYP	N	C	1	X	HOMETYPE was imputed	*	1=Yes	79	137,753
							2=No	69,738	107,227,593
IMPTPHON	N	C	1	X	Number of phones imputed	*	1=Yes	90	129,102
							2=No	69,727	107,236,244
INCM_P1	Y	C	2	NQR	Amount person 1 income	M24*	-1=Appropriate Skip	69,139	105,967,071
							-7=Refused	57	68,924
							-8=Don't Know	78	198,924
							01=< $5,000	40	118,438
							02=$5,000 - $9,999	36	73,470
							03=$10,000 - $14,999	49	121,067
							04=$15,000 - $19,999	55	144,650
							05=$20,000 - $24,999	37	71,751
							06=$25,000 - $29,999	53	122,786
							07=$30,000 - $34,999	22	38,248
							08=$35,000 - $39,999	37	52,181
							09=$40,000 - $44,999	28	56,707
							10=$45,000 - $49,999	36	89,267
							11=$50,000 - $54,999	16	21,823
							12=$55,000 - $59,999	34	38,448
							13=$60,000 - $64,999	8	25,173
							14=$65,000 - $69,999	21	41,923
							15=$70,000 - $74,999	6	12,257
							16=$75,000 - $79,999	9	11,906

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							17=$80,000 - $99,999	22	43,272
							18=> = $100,000	34	47,058
INCM_P2	Y	C	2	NQR	Amount person 2 income	M24*	-1=Appropriate Skip	68,428	104,793,105
							-7=Refused	268	199,194
							-8=Don't Know	101	225,136
							01=< $5,000	85	206,120
							02=$5,000 - $9,999	145	338,857
							03=$10,000 - $14,999	123	229,631
							04=$15,000 - $19,999	104	238,989
							05=$20,000 - $24,999	81	205,604
							06=$25,000 - $29,999	91	193,000
							07=$30,000 - $34,999	70	138,732
							08=$35,000 - $39,999	62	174,114
							09=$40,000 - $44,999	29	53,163
							10=$45,000 - $49,999	51	76,506
							11=$50,000 - $54,999	22	31,895
							12=$55,000 - $59,999	35	61,396
							13=$60,000 - $64,999	14	21,355
							14=$65,000 - $69,999	18	20,290
							15=$70,000 - $74,999	13	33,670
							16=$75,000 - $79,999	22	31,560
							17=$80,000 - $99,999	25	39,436
							18=> = $100,000	30	53,593
INCM_P3	Y	C	2	NQR	Amount person 3 income	M24*	-1=Appropriate Skip	68,776	105,511,594
							-7=Refused	177	136,065
							-8=Don't Know	72	106,987
							01=< $5,000	90	197,613
							02=$5,000 - $9,999	162	343,335
							03=$10,000 - $14,999	96	223,619
							04=$15,000 - $19,999	85	169,023
							05=$20,000 - $24,999	80	180,014
							06=$25,000 - $29,999	71	151,959
							07=$30,000 - $34,999	49	60,383
							08=$35,000 - $39,999	38	55,332
							09=$40,000 - $44,999	21	51,934

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							10=$45,000 - $49,999	18	24,408
							11=$50,000 - $54,999	14	9,480
							12=$55,000 - $59,999	11	26,862
							13=$60,000 - $64,999	5	9,164
							14=$65,000 - $69,999	10	18,717
							15=$70,000 - $74,999	8	13,687
							16=$75,000 - $79,999	6	5,064
							17=$80,000 - $99,999	13	35,094
							18=> = $100,000	15	35,014
INCM_P4	Y	C	2	NQR	Amount person 4 income	M24*	-1=Appropriate Skip	69,523	106,762,640
							-7=Refused	51	47,281
							-8=Don't Know	24	48,052
							01=< $5,000	40	107,102
							02=$5,000 - $9,999	36	94,200
							03=$10,000 - $14,999	31	75,488
							04=$15,000 - $19,999	19	24,422
							05=$20,000 - $24,999	16	62,823
							06=$25,000 - $29,999	20	42,059
							07=$30,000 - $34,999	8	6,695
							08=$35,000 - $39,999	5	22,370
							09=$40,000 - $44,999	4	15,058
							10=$45,000 - $49,999	8	7,672
							11=$50,000 - $54,999	3	4,006
							12=$55,000 - $59,999	3	2,402
							13=$60,000 - $64,999	2	1,144
							14=$65,000 - $69,999	4	6,948
							15=$70,000 - $74,999	2	6,048
							16=$75,000 - $79,999	3	2,665
							17=$80,000 - $99,999	5	194
							18=> = $100,000	10	26,076
INCM_P5	N	C	2	NQR	Amount person 5 income	M24*	-1=Appropriate Skip	69,752	107,202,068
							-7=Refused	5	6,339
							-8=Don't Know	11	27,397
							01=< $5,000	4	9,772
							02=$5,000 - $9,999	10	29,896

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							03=$10,000 - $14,999	4	1,801
							04=$15,000 - $19,999	6	11,691
							05=$20,000 - $24,999	4	4,415
							06=$25,000 - $29,999	6	13,786
							07=$30,000 - $34,999	3	14,354
							08=$35,000 - $39,999	2	14,420
							10=$45,000 - $49,999	2	2,065
							12=$55,000 - $59,999	1	71
							13=$60,000 - $64,999	1	1,991
							15=$70,000 - $74,999	1	5,283
							17=$80,000 - $99,999	2	12,227
							18=> = $100,000	3	7,769
INCM_P6	Y	C	2	NQR	Amount person 6 income	M24*	-1=Appropriate Skip	69,793	107,282,151
							-7=Refused	2	167
							-8=Don't Know	5	14,610
							01=< $5,000	1	906
							02=$5,000 - $9,999	5	17,771
							03=$10,000 - $14,999	5	28,725
							04=$15,000 - $19,999	1	469
							06=$25,000 - $29,999	2	9,714
							08=$35,000 - $39,999	1	720
							17=$80,000 - $99,999	1	3,216
							18=> = $100,000	1	6,898
INCM_P7	N	C	2	NQR	Amount person 7 income	M24*	-1=Appropriate Skip	69,811	107,349,646
							-7=Refused	1	98
							-8=Don't Know	1	108
							01=< $5,000	2	7,434
							04=$15,000 - $19,999	1	7,076
							10=$45,000 - $49,999	1	985
INCM_P8	N	C	2	NQR	Amount person 8 income	M24*	-1=Appropriate Skip	69,813	107,350,031
							-8=Don't Know	1	4,397
							01=< $5,000	2	10,844
							05=$20,000 - $24,999	1	74
INCM_P9	N	C	2	NQR	Amount person 9 income	M24*	-1=Appropriate Skip	69,817	107,365,346
INCM_P10	N	C	2	NQR	Amount person 10 income	M24*	-1=Appropriate Skip	69,816	107,348,952

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							02=$5,000 - $9,999	1	16,394
INCM_P11	N	C	2	NQR	Amount person 11 income	M24*	-1=Appropriate Skip	69,817	107,365,346
INCM_P12	N	C	2	NQR	Amount person 12 income	M24*	-1=Appropriate Skip	69,817	107,365,346
INCM_P13	N	C	2	NQR	Amount person 13 income	M24*	-1=Appropriate Skip	69,816	107,364,361
							16=$75,000 - $79,999	1	985
INCM_P14	N	C	2	NQR	Amount person 14 income	M24*	-1=Appropriate Skip	69,816	107,364,361
							05=$20,000 - $24,999	1	985
INC_P1	N	C	2	NQR	Person 1 income not included	M23*	-1=Appropriate Skip	45	165,484
							1=Yes	894	1,901,271
							2=No	68,878	105,298,591
INC_P2	N	C	2	NQR	Person 2 income not included	M23*	-1=Appropriate Skip	12,268	26,139,626
							1=Yes	1,921	3,777,710
							2=No	55,628	77,448,010
INC_P3	N	C	2	NQR	Person 3 income not included	M23*	-1=Appropriate Skip	33,298	58,648,667
							1=Yes	1,493	2,821,252
							2=No	35,026	45,895,427
INC_P4	N	C	2	NQR	Person 4 income not included	M23*	-1=Appropriate Skip	41,904	74,955,545
							1=Yes	523	1,130,228
							2=No	27,390	31,279,574
INC_P5	N	C	2	NQR	Person 5 income not included	M23*	-1=Appropriate Skip	50,018	89,815,326
							1=Yes	127	347,167
							2=No	19,672	17,202,853
INC_P6	N	C	2	NQR	Person 6 income not included	M23*	-1=Appropriate Skip	53,380	96,490,567
							1=Yes	50	180,225
							2=No	16,387	10,694,555
INC_P7	N	C	2	NQR	Person 7 income not included	M23*	-1=Appropriate Skip	54,445	98,742,560
							1=Yes	12	26,689
							2=No	15,360	8,596,097
INC_P8	N	C	2	NQR	Person 8 income not included	M23*	-1=Appropriate Skip	54,746	99,444,623
							1=Yes	6	22,749
							2=No	15,065	7,897,974
INC_P9	N	C	2	NQR	Person 9 income not included	M23*	-1=Appropriate Skip	54,851	99,726,053
							1=Yes	1	2,023
							2=No	14,965	7,637,271
INC_P10	N	C	2	NQR	Person 10 income not included	M23*	-1=Appropriate Skip	54,896	99,847,054

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							1=Yes	1	16,394
							2=No	14,920	7,501,898
INC_P11	N	C	2	NQR	Person 11 income not included	M23*	-1=Appropriate Skip	54,919	99,903,240
							2=No	14,898	7,462,106
INC_P12	N	C	2	NQR	Person 12 income not included	M23*	-1=Appropriate Skip	54,931	99,957,526
							2=No	14,886	7,407,821
INC_P13	N	C	2	NQR	Person 13 income not included	M23*	-1=Appropriate Skip	54,935	99,962,573
							1=Yes	1	985
							2=No	14,881	7,401,788
INC_P14	N	C	2	NQR	Person 14 income not included	M23*	-1=Appropriate Skip	54,935	99,962,573
							1=Yes	1	985
							2=No	14,881	7,401,788
LANG	N	C	1	NQR	Language HH interview conducted in	*	1=English	68,926	104,552,536
							2=Spanish	891	2,812,810
LIF_CYC	N	C	2	SD	HH Life Cycle	*	-9=Not Ascertained	69	30,121
							01=one adult, no children	8,881	16,331,560
							02=2+ adults, no children	16,320	22,458,419
							03=one adult, youngest child 0-5	717	1,949,882
							04=2+ adults, youngest child 0-5	8,995	15,426,565
							05=one adult, youngest child 6-15	1,659	3,058,419
							06=2+ adults, youngest child 6-15	9,799	15,015,819
							07=one adult, youngest child 16-21	690	1,134,961
							08=2+ adults, youngest child 16-21	3,262	5,138,912
							09=one adult, retired, no children	8,082	11,512,678
							10=2+ adults, retired, no children	11,343	15,308,011
MAILHOME	N	C	2	NQR	Pre-interview letter, not returned	*	-1=Appropriate Skip	4,509	16,695,325
							1=Yes	62,269	86,373,406
							2=No	3,039	4,296,616
MSACAT	Y	C	2	NQR	MSA category	*	1=MSA of 1 million or more, with rail	14,780	29,610,038
							2=MSA of 1 million or more, and not in 1	10,770	31,286,824
							3=MSA less than 1 million	30,460	25,178,793
							4=Not in MSA (CMSA)	13,807	21,289,690
MSAPOP	Y	N	8		2000 Census population of CMSA or MSA	*	-1=Appropriate Skip	42,515	46,180,319
							380783-21199865	27,302	61,185,027
MSASIZE	Y	C	2	Y	MSA size	*	1=In an MSA of Less than 250,000	12,064	7,790,997

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							2=In an MSA of 250,000 - 499,999	11,737	8,842,460
							3=In an MSA of 500,000 - 999,999	6,659	8,545,337
							4=In an MSA or CMSA of 1,000,000 - 2,999,999	8,371	22,868,475
							5=In an MSA or CMSA of 3 million or more	17,179	38,028,387
							6=Not in MSA or CMSA	13,807	21,289,690
NUMADLT	N	N	8	SD	Number of adults in HH	C8*	-8=Don't Know	208	69,720
							1	18,029	32,644,326
							2	43,580	59,387,388
							3	6,089	11,373,576
							4	1,589	3,226,948
							5	254	505,390
							6	53	141,137
							7	8	5,803
							8	4	6,619
							9	2	3,454
							10	1	985
RAIL	Y	C	2	NQR	Rail (subway) category	*	1=MSA has rail	14,780	29,610,038
							2=MSA does not have rail, or hh not in an MSA	55,037	77,755,308
RATIO16V	N	N	8	NQR	Ratio - HH members (16+) to vehicles	*	0-7	69,817	107,365,346
RATIO16W	N	N	8	NQR	Ratio - HH adults (16+) to workers	*	0-7	69,817	107,365,346
RATIOWV	N	N	8	NQR	Ratio of HH workers to vehicles	*	0-6	69,817	107,365,346
REL_P1	N	C	2	NQ	Person 1 relationship to HH respondent	C8*	-1=Appropriate Skip	49	184,179
							1=Self	69,751	107,149,631
							2=Spouse	12	3,579
							3=Child	2	15,513
							6=Other relative	2	1,909
							7=Unmarried Partner	1	10,536
REL_P2	Y	C	2	NQ	Person 2 relationship to HH respondent	C8*	-1=Appropriate Skip	15,772	28,042,616
							-7=Refused	60	138,863
							-8=Don't Know	15	27,039
							-9=Not Ascertained	3	13,263
							1=Self	41	132,123
							2=Spouse	41,349	55,816,387
							3=Child	4,891	9,189,486
							4=Parent	2,030	3,760,196

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							5=Sibling	792	1,455,004
							6=Other relative	655	1,489,006
							7=Unmarried Partner	2,453	4,187,292
							8=Non-relative	1,756	3,114,070
REL_P3	N	C	2	NQ	Person 3 relationship to HH respondent	C8*	-1=Appropriate Skip	42,864	62,874,542
							-7=Refused	22	58,190
							-8=Don't Know	7	11,524
							-9=Not Ascertained	6	12,497
							1=Self	14	37,519
							2=Spouse	465	1,074,856
							3=Child	22,366	34,662,264
							4=Parent	1,394	2,681,298
							5=Sibling	422	1,037,576
							6=Other relative	1,430	3,127,473
							7=Unmarried Partner	60	103,998
							8=Non-relative	767	1,683,609
REL_P4	N	C	2	NQ	Person 4 relationship to HH respondent	C8*	-1=Appropriate Skip	53,719	80,376,202
							-7=Refused	14	50,078
							-8=Don't Know	3	5,677
							-9=Not Ascertained	2	4,461
							1=Self	5	25,789
							2=Spouse	282	588,066
							3=Child	13,681	21,700,338
							4=Parent	295	543,779
							5=Sibling	482	1,134,725
							6=Other relative	944	2,124,566
							7=Unmarried Partner	20	23,528
							8=Non-relative	370	788,138
REL_P5	N	C	2	NQ	Person 5 relationship to HH respondent	C8*	-1=Appropriate Skip	63,781	96,506,367
							-7=Refused	7	36,625
							-8=Don't Know	1	761
							-9=Not Ascertained	3	12,465
							1=Self	4	9,271
							2=Spouse	103	223,260
							3=Child	4,873	8,052,889

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							4=Parent	111	296,435
							5=Sibling	202	508,730
							6=Other relative	555	1,358,580
							7=Unmarried Partner	16	22,892
							8=Non-relative	161	337,071
REL_P6	N	C	2	NQ	Person 6 relationship to HH respondent	C8*	-1=Appropriate Skip	67,925	103,686,044
							-7=Refused	4	27,096
							-8=Don't Know	1	455
							1=Self	2	11,014
							2=Spouse	52	103,896
							3=Child	1,357	2,347,538
							4=Parent	37	84,463
							5=Sibling	98	233,689
							6=Other relative	273	708,306
							7=Unmarried Partner	5	7,414
							8=Non-relative	63	155,430
REL_P7	N	C	2	NQ	Person 7 relationship to HH respondent	C8*	-1=Appropriate Skip	69,216	106,064,981
							-7=Refused	3	23,816
							-8=Don't Know	2	14,905
							2=Spouse	16	24,694
							3=Child	392	741,609
							4=Parent	10	17,845
							5=Sibling	31	84,373
							6=Other relative	128	348,490
							8=Non-relative	19	44,633
REL_P8	N	C	2	NQ	Person 8 relationship to HH respondent	C8*	-1=Appropriate Skip	69,583	106,811,032
							-7=Refused	1	16,218
							-8=Don't Know	2	14,905
							2=Spouse	5	11,521
							3=Child	136	238,522
							4=Parent	5	16,774
							5=Sibling	12	21,562
							6=Other relative	65	203,331
							8=Non-relative	8	31,482
REL_P9	N	C	2	NQ	Person 9 relationship to HH respondent	C8*	-1=Appropriate Skip	69,708	107,104,879

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-7=Refused	1	16,218
							2=Spouse	5	19,759
							3=Child	60	101,755
							4=Parent	1	10,641
							5=Sibling	10	12,846
							6=Other relative	26	77,687
							8=Non-relative	6	21,563
REL_P10	N	C	2	NQ	Person 10 relationship to HH respondent	C8*	-1=Appropriate Skip	69,765	107,228,732
							-7=Refused	1	16,218
							2=Spouse	1	67
							3=Child	25	47,107
							4=Parent	1	114
							5=Sibling	3	1,279
							6=Other relative	16	44,700
							8=Non-relative	5	27,130
REL_P11	N	C	2	NQ	Person 11 relationship to HH respondent	C8*	-1=Appropriate Skip	69,798	107,304,914
							-7=Refused	1	16,218
							3=Child	7	16,886
							4=Parent	1	114
							5=Sibling	2	66
							6=Other relative	6	26,619
							8=Non-relative	2	529
REL_P12	N	C	2	NQ	Person 12 relationship to HH respondent	C8*	-1=Appropriate Skip	69,811	107,359,278
							3=Child	1	33
							5=Sibling	1	35
							6=Other relative	3	5,550
							8=Non-relative	1	450
REL_P13	N	C	2	NQ	Person 13 relationship to HH respondent	C8*	-1=Appropriate Skip	69,815	107,364,325
							4=Parent	1	35
							8=Non-relative	1	985
REL_P14	N	C	2	NQ	Person 14 relationship to HH respondent	C8*	-1=Appropriate Skip	69,815	107,364,325
							4=Parent	1	35
							8=Non-relative	1	985
RESP_CNT	N	N	8	Y	Count of respondents in HH	*	1	21,290	37,055,794
							2	25,483	33,334,282

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							3	10,202	16,252,627
							4	8,279	13,090,653
							5	3,242	5,307,480
							6	931	1,511,199
							7	238	477,819
							8	91	188,697
							9	33	55,931
							10	22	65,404
							11	3	19,988
							12	1	4,450
							14	2	1,021
SEX_P1	Y	C	2	NQ	Person 1 gender	C8*	-1=Appropriate Skip	49	184,179
							1=Male	28,042	42,219,648
							2=Female	41,726	64,961,519
SEX_P2	N	C	2	NQ	Person 2 gender	C8*	-1=Appropriate Skip	15,775	28,046,023
							1=Male	30,241	44,163,638
							2=Female	23,801	35,155,686
SEX_P3	N	C	2	NQ	Person 3 gender	C8*	-1=Appropriate Skip	42,873	62,878,104
							1=Male	13,920	22,985,015
							2=Female	13,024	21,502,228
SEX_P4	N	C	2	NQ	Person 4 gender	C8*	-1=Appropriate Skip	53,725	80,378,564
							1=Male	8,198	13,946,247
							2=Female	7,894	13,040,535
SEX_P5	N	C	2	NQ	Person 5 gender	C8*	-1=Appropriate Skip	63,784	96,508,239
							1=Male	3,028	5,381,322
							2=Female	3,005	5,475,785
SEX_P6	Y	C	2	NQ	Person 6 gender	C8*	-1=Appropriate Skip	67,925	103,686,044
							1=Male	972	1,804,057
							2=Female	920	1,875,244
SEX_P7	N	C	2	NQ	Person 7 gender	C8*	-1=Appropriate Skip	69,216	106,064,981
							1=Male	292	641,079
							2=Female	309	659,287
SEX_P8	N	C	2	NQ	Person 8 gender	C8*	-1=Appropriate Skip	69,583	106,811,032
							1=Male	117	285,771
							2=Female	117	268,543

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
SEX_P9	N	C	2	NQ	Person 9 gender	C8*	-1=Appropriate Skip	69,708	107,104,879
							1=Male	53	126,616
							2=Female	56	133,852
SEX_P10	N	C	2	NQ	Person 10 gender	C8*	-1=Appropriate Skip	69,765	107,228,732
							1=Male	18	28,722
							2=Female	34	107,892
SEX_P11	N	C	2	NQ	Person 11 gender	C8*	-1=Appropriate Skip	69,798	107,304,914
							1=Male	6	28,262
							2=Female	13	32,170
SEX_P12	N	C	2	NQ	Person 12 gender	C8*	-1=Appropriate Skip	69,811	107,359,278
							1=Male	1	985
							2=Female	5	5,083
SEX_P13	N	C	2	NQ	Person 13 gender	C8*	-1=Appropriate Skip	69,815	107,364,325
							1=Male	1	985
							2=Female	1	35
SEX_P14	N	C	2	NQ	Person 14 gender	C8*	-1=Appropriate Skip	69,815	107,364,325
							1=Male	1	35
							2=Female	1	985
SMPLAREA	N	C	2		Add-on area where HH resides	*	01=Baltimore Add-on	4,035	975,922
							02=Des Moines Add-on	1,359	188,196
							03=Hawaii Add-on	1,713	119,589
							04=Kentucky Add-on	1,238	51,917
							05=Lancaster PA Add-on	1,076	176,244
							06=New York Add-on	13,423	7,183,208
							07=Oahu Add-on	1,806	290,895
							08=Texas Add-on	5,543	7,522,421
							09=Wisconsin Add-on	17,547	2,121,867
							10=Remaining cases	22,077	88,735,087
SMPLFIRM	N	C	2		Firm collecting the data	*	01=Westat	54,937	99,963,594
							02=Morpace	14,880	7,401,753
SMPLSRCE	N	C	2		Sample where the case originated	*	01=National Sample	26,038	92,348,313
							02=Baltimore Add-on	3,804	920,591
							03=Des Moines Add-on	1,310	183,975
							04=Hawaii Add-on	1,694	118,918
							05=Kentucky Add-on	1,226	51,690

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							06=Lancaster PA Add-on	1,030	172,451
							07=New York Add-on	11,887	5,752,576
							08=Oahu Add-on	1,751	287,556
							09=Texas Add-on	4,065	5,666,572
							10=Wisconsin Add-on	17,012	1,862,704
STAT_P1	N	C	2	SD	Person 1 extended interview status	*	-1=Appropriate Skip	49	184,179
							1=Completed Interview - Self	65,446	100,976,811
							2=Completed Interview - Proxy	2,811	3,526,560
							3=Language Barrier	14	43,455
							4=Refusal	292	490,607
							5=Max-Call	1,029	1,991,220
							6=Interview not Possible	27	68,205
							8=No Contact	149	84,308
STAT_P2	N	C	2	SD	Person 2 extended interview status	*	-1=Appropriate Skip	15,772	28,042,616
							1=Completed Interview - Self	22,757	34,275,479
							2=Completed Interview - Proxy	24,536	33,495,550
							3=Language Barrier	60	194,486
							4=Refusal	1,667	2,704,052
							5=Max-Call	3,969	7,806,858
							6=Interview not Possible	149	283,936
							8=No Contact	907	562,370
STAT_P3	N	C	2	SD	Person 3 extended interview status	*	-1=Appropriate Skip	42,864	62,874,542
							1=Completed Interview - Self	3,965	7,432,944
							2=Completed Interview - Proxy	19,717	30,511,897
							3=Language Barrier	22	58,909
							4=Refusal	551	1,047,324
							5=Max-Call	2,200	4,954,206
							6=Interview not Possible	63	190,252
							8=No Contact	435	295,274
STAT_P4	N	C	2	SD	Person 4 extended interview status	*	-1=Appropriate Skip	53,719	80,376,202
							1=Completed Interview - Self	1,100	2,252,291
							2=Completed Interview - Proxy	12,867	20,420,480
							3=Language Barrier	13	42,830
							4=Refusal	324	596,744
							5=Max-Call	1,497	3,377,552

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							6=Interview not Possible	28	77,804
							8=No Contact	269	221,442
STAT_P5	N	C	2	SD	Person 5 extended interview status	*	-1=Appropriate Skip	63,780	96,506,083
							1=Completed Interview - Self	289	763,380
							2=Completed Interview - Proxy	4,885	8,309,124
							3=Language Barrier	5	21,492
							4=Refusal	121	214,391
							5=Max-Call	624	1,458,120
							6=Interview not Possible	8	26,305
							8=No Contact	105	66,451
STAT_P6	N	C	2	SD	Person 6 extended interview status	*	-1=Appropriate Skip	67,925	103,686,044
							1=Completed Interview - Self	101	259,876
							2=Completed Interview - Proxy	1,465	2,667,194
							3=Language Barrier	2	12,853
							4=Refusal	44	83,028
							5=Max-Call	239	628,251
							6=Interview not Possible	2	10,325
							8=No Contact	39	17,773
STAT_P7	N	C	2	SD	Person 7 extended interview status	*	-1=Appropriate Skip	69,216	106,064,981
							1=Completed Interview - Self	27	84,169
							2=Completed Interview - Proxy	467	991,449
							3=Language Barrier	1	3,412
							4=Refusal	10	28,812
							5=Max-Call	84	173,743
							6=Interview not Possible	2	12,196
							8=No Contact	10	6,584
STAT_P8	N	C	2	SD	Person 8 extended interview status	*	-1=Appropriate Skip	69,583	106,811,032
							1=Completed Interview - Self	9	30,853
							2=Completed Interview - Proxy	176	407,104
							4=Refusal	2	502
							5=Max-Call	38	105,080
							6=Interview not Possible	1	4,787
							8=No Contact	8	5,988
STAT_P9	N	C	2	SD	Person 9 extended interview status	*	-1=Appropriate Skip	69,708	107,104,879
							1=Completed Interview - Self	5	33,297

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
							2=Completed Interview - Proxy	76	160,156
							4=Refusal	2	502
							5=Max-Call	21	62,767
							8=No Contact	5	3,745
STAT_P10	N	C	2	SD	Person 10 extended interview status	*	-1=Appropriate Skip	69,765	107,228,732
							1=Completed Interview - Self	2	16,508
							2=Completed Interview - Proxy	36	83,885
							4=Refusal	2	502
							5=Max-Call	10	29,003
							6=Interview not Possible	1	6,636
							8=No Contact	1	79
STAT_P11	N	C	2	SD	Person 11 extended interview status	*	-1=Appropriate Skip	69,798	107,304,914
							1=Completed Interview - Self	1	31
							2=Completed Interview - Proxy	11	41,712
							4=Refusal	1	450
							5=Max-Call	5	18,161
							8=No Contact	1	79
STAT_P12	N	C	2	SD	Person 12 extended interview status	*	-1=Appropriate Skip	69,811	107,359,278
							1=Completed Interview - Self	1	450
							2=Completed Interview - Proxy	4	5,504
							5=Max-Call	1	114
STAT_P13	N	C	2	SD	Person 13 extended interview status	*	-1=Appropriate Skip	69,815	107,364,325
							1=Completed Interview - Self	2	1,021
STAT_P14	N	C	2	SD	Person 14 extended interview status	*	-1=Appropriate Skip	69,815	107,364,325
							2=Completed Interview - Proxy	2	1,021
SUM_STAT	N	C	2	SD	Interview status of HH adults	*	1=All HH members interviewed	60,031	89,111,473
							2=50% or more of HH adults interviewed, but not all HH members	9,786	18,253,873
TDAYDATE	N	C	6	Y	Travel day date (YYYYMM)	*	200103-200206	69,817	107,365,346
TDBOA911	N	C	1	X	Travel Day Before or On/After 9/11	*	1=Travel day was before 9/11/01	22,216	42,633,015
							2=Travel day was on or after 9/11/01	47,601	64,732,331
TELBFM	N	N	8	NQR	Number HH phone nos. used for business	C16*	-7=Refused	46	59,094
							-8=Don't Know	12	42,419
							0	60,589	93,606,344
							1	8,286	12,216,452

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							2	721	1,156,591
							3	129	222,390
							4	21	45,701
							5=5-8	13	16,354
TELCELL	N	N	4	NQR	Number of HH cell phones	C14*	-7=Refused	143	204,487
							-8=Don't Know	61	109,640
							0	27,518	42,808,857
							1	24,201	36,863,190
							2	14,558	22,031,165
							3	2,580	4,159,974
							4	622	987,310
							5=5-10	134	200,721
TELLAND	N	N	8	NQ	Total number of HH landline phones	C15*	-1=Appropriate Skip	22	14,283
							-7=Refused	14	7,128
							-8=Don't Know	8	4,041
							1	55,614	88,997,786
							2	11,827	15,696,749
							3	1,820	2,049,713
							4	373	440,684
							5=5-10	139	154,963
TELTOTL	N	N	8	NQR	Total HH phones (land + cell)	C14*	-9=Not Ascertained	182	309,743
							1	25,132	40,046,470
							2	21,577	33,497,373
							3	13,797	20,401,998
							4	5,902	8,580,883
							5	2,156	3,171,357
							6	697	928,787
							7=7-12	374	428,734
TELTYPE	N	C	2	NQR	Use of phone no. in sample	A1*	1=Home use	64,249	99,152,604
							2=Home and business use	5,568	8,212,742
TRAVDAY	N	C	1		Travel date day of week	*	1=Sunday	9,749	15,590,518
							2=Monday	10,261	15,296,355
							3=Tuesday	10,210	15,296,356
							4=Wednesday	11,346	15,296,354
							5=Thursday	9,507	15,295,880

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							6=Friday	9,606	15,296,833
							7=Saturday	9,138	15,293,051
URBAN	N	C	2	SD	Household in urbanized area	*	1=In an Urban cluster	8,752	11,952,119
							2=In an urban area	43,414	72,921,297
							3=In an area surrounded by urban areas	391	227,877
							4=Not in urban area	17,260	22,264,054
URBRUR	N	C	2		Household in urban/rural area	*	1=Urban	52,557	85,101,293
							2=Rural	17,260	22,264,054
WKR_P1	N	C	2	Y	Person 1 worker status - derived	C8*	-1=Appropriate Skip	49	184,179
							-9=Not Ascertained	1	939
							1=Yes	45,234	68,649,539
							2=No	24,533	38,530,690
WKR_P2	N	C	2	Y	Person 2 worker status - derived	C8*	-1=Appropriate Skip	17,547	32,403,461
							-9=Not Ascertained	21	77,378
							1=Yes	37,324	53,642,977
							2=No	14,925	21,241,530
WKR_P3	N	C	2	Y	Person 3 worker status - derived	C8*	-1=Appropriate Skip	54,532	84,188,758
							-9=Not Ascertained	77	286,986
							1=Yes	7,681	12,773,514
							2=No	7,527	10,116,089
WKR_P4	N	C	2	Y	Person 4 worker status - derived	C8*	-1=Appropriate Skip	63,495	98,164,445
							-9=Not Ascertained	54	153,134
							1=Yes	2,278	4,177,001
							2=No	3,990	4,870,766
WKR_P5	N	C	2	Y	Person 5 worker status - derived	C8*	-1=Appropriate Skip	67,912	104,595,022
							-8=Don't Know	1	207
							-9=Not Ascertained	18	53,128
							1=Yes	521	1,109,530
							2=No	1,365	1,607,459
WKR_P6	N	C	2	Y	Person 6 worker status - derived	C8*	-1=Appropriate Skip	69,229	106,412,160
							-9=Not Ascertained	9	29,134
							1=Yes	183	410,186
							2=No	396	513,866
WKR_P7	N	C	2	Y	Person 7 worker status - derived	C8*	-1=Appropriate Skip	69,634	107,086,004
							-9=Not Ascertained	6	18,197

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							1=Yes	51	92,397
							2=No	126	168,748
WKR_P8	N	C	2	Y	Person 8 worker status - derived	C8*	-1=Appropriate Skip	69,746	107,217,251
							-9=Not Ascertained	3	24,099
							1=Yes	23	62,980
							2=No	45	61,017
WKR_P9	N	C	2	Y	Person 9 worker status - derived	C8*	-1=Appropriate Skip	69,781	107,274,428
							-9=Not Ascertained	3	16,942
							1=Yes	8	21,753
							2=No	25	52,223
WKR_P10	N	C	2	Y	Person 10 worker status - derived	C8*	-1=Appropriate Skip	69,798	107,304,039
							-9=Not Ascertained	3	18,023
							1=Yes	4	7,035
							2=No	12	36,250
WKR_P11	N	C	2	Y	Person 11 worker status - derived	C8*	-1=Appropriate Skip	69,812	107,348,482
							-9=Not Ascertained	2	16,270
							1=Yes	1	31
							2=No	2	564
WKR_P12	N	C	2	Y	Person 12 worker status - derived	C8*	-1=Appropriate Skip	69,815	107,364,782
							2=No	2	564
WKR_P13	N	C	2	Y	Person 13 worker status - derived	C8*	-1=Appropriate Skip	69,815	107,364,325
							1=Yes	1	985
							2=No	1	35
WKR_P14	N	C	2	Y	Person 14 worker status - derived	C8*	-1=Appropriate Skip	69,815	107,364,325
							1=Yes	2	1,021
WRKCOUNT	N	N	8	Y	Count of HH members with jobs	E3*	0	15,672	24,141,953
							1	22,313	37,582,389
							2	26,030	36,320,141
							3	4,503	7,019,300
							4	1,114	1,936,780
							5	150	280,841
							6	30	77,486
							7	1	1,914
							8	2	3,338
							10	2	1,203

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
WTHHFIN	N	N	8	Y	HH Weight-at least 50% completed	*	2.1882129018-17053.650301	69,817	107,365,346
WTHHNTL	N	N	8		HH Weight-at least 50% completed - NATL	*	[missing]	43,779	15,017,033
							220.3398-16853.45	26,038	92,348,313

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
AGERANGE	N	C	2	NQR	HH member 18 years or older	C10	-1=Appropriate Skip	158,372	272,773,967
							-7=Refused	12	20,177
							-8=Don't Know	4	2,037
							-9=Not Ascertained	1	98
							1=Yes	1,920	3,311,606
							2=No	449	1,095,350
BEGTRAV	Y	C	6		Beginning date of travel period	*	-1=Appropriate Skip	100,476	39,357,050
							200103	3,501	8,754,298
							200104	3,890	18,073,391
							200105	3,561	18,356,631
							200106	2,755	18,542,140
							200107	4,638	21,165,441
							200108	3,888	20,643,732
							200109	3,189	18,549,496
							200110	3,549	18,572,658
							200111	4,600	20,019,421
							200112	4,850	20,628,740
							200201	7,600	21,903,337
							200202	7,728	19,821,706
							200203	5,817	10,735,983
							200204	716	2,079,211
BORNINUS	N	C	2	NQR	Respondent was born in U.S.	M8	-1=Appropriate Skip	34,358	65,733,454
							-7=Refused	34	43,611
							-8=Don't Know	21	23,975
							-9=Not Ascertained	36	125,035
							1=Yes	116,458	184,435,699
							2=No	9,851	26,841,461
CARRODE	N	N	8	NQR	Number in carpool last week	E18	-1=Appropriate Skip	155,411	265,704,275
							-5=Did not work last week	23	38,010
							-7=Refused	9	1,125
							-8=Don't Know	60	74,049
							-9=Not Ascertained	87	252,725
							1	493	871,833
							2	3,753	7,717,595
							3	595	1,611,020

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							4	193	464,886
							5	41	183,219
							6	39	140,022
							7	7	12,492
							8	7	10,370
							9	6	22,851
							10	9	20,891
							11	3	2,753
							12	7	38,821
							13	3	2,708
							14	3	19,424
							15	7	11,869
							18	1	2,189
							20	1	106
CDIVMSAR	Y	C	2	NQR	HHs by Census div., MSA size, rail	*	11=New England, MSA 1 million or more, rail	1,707	7,957,034
							12=New England, MSA 1 million or more, no rail	477	1,986,603
							13=New England, MSA less than 1 million	452	1,803,135
							14=New England, not in MSA	686	2,620,151
							21=Mid-Atlantic, MSA 1 million or more, rail	14,909	23,369,232
							22=Mid-Atlantic, MSA 1 million or more, no rail	4,169	4,452,099
							23=Mid-Atlantic, MSA less than 1 million	14,485	7,056,829
							24=Mid-Atlantic, not in MSA	4,045	3,357,117
							31=E North Central, MSA 1 million or more, rail	1,824	7,827,039
							32=E North Central, MSA 1 million or more, no rail	6,147	16,353,341
							33=E North Central, MSA less than 1 million	32,757	10,099,237
							34=E North Central, not in MSA	8,884	9,697,365
							42=W North Central, MSA 1 million or more, no rail	1,689	7,082,588
							43=W North Central, MSA less than 1 million	4,285	5,038,565
							44=W North Central, not in MSA	2,488	7,318,070
							51=So Atlantic, MSA 1 million or more, rail	11,289	17,019,722
							52=So Atlantic, MSA 1 million or more, no rail	2,538	12,494,252
							53=So Atlantic, MSA less than 1 million	2,883	13,826,033
							54=So Atlantic, not in MSA	2,301	10,794,631
							62=E South Central, MSA 1 million or more, no rail	769	3,702,837

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							63=E South Central, MSA less than 1 million	2,639	5,506,614
							64=E South Central, not in MSA	2,777	5,657,846
							72=W South Central, MSA 1 million or more, no rail	4,539	14,774,202
							73=W South Central, MSA less than 1 million	5,774	8,678,309
							74=W South Central, not in MSA	4,594	6,209,863
							82=Mountain, MSA 1 million or more, no rail	2,022	8,550,690
							83=Mountain, MSA less than 1 million	1,158	4,367,973
							84=Mountain, not in MSA	1,153	4,179,683
							91=Pacific, MSA 1 million or more, rail	3,999	22,729,640
							92=Pacific, MSA 1 million or more, no rail	2,580	11,662,822
							93=Pacific, MSA less than 1 million	5,919	7,569,343
							94=Pacific, not in MSA	4,820	3,460,370
CENSUS_D	N	C	2	Y	Household Census Division	*	1=New England	3,322	14,366,923
							2=Middle Atlantic	37,608	38,235,277
							3=East North Central	49,612	43,976,982
							4=West North Central	8,462	19,439,223
							5=South Atlantic	19,011	54,134,639
							6=East South Central	6,185	14,867,297
							7=West South Central	14,907	29,662,373
							8=Mountain	4,333	17,098,347
							9=Pacific	17,318	45,422,175
CENSUS_R	N	C	2	Y	Household Census Region	*	1=Northeast	40,930	52,602,200
							2=Midwest	58,074	63,416,205
							3=South	40,103	98,664,309
							4=West	21,651	62,520,522
CNTTDTR	N	N	8	NQR	Count of trav day trips for this resp.	*	0	19,843	33,711,615
							1	3,034	5,509,255
							2	35,859	60,346,323
							3	16,106	27,760,256
							4	27,292	47,212,631
							5	16,096	28,410,164
							6	15,096	26,369,222
							7	9,278	16,361,864
							8	6,891	11,963,390

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							9	4,279	7,335,333
							10	2,851	4,968,359
							11	1,598	2,803,320
							12	1,051	1,806,267
							13	543	974,818
							14	361	657,829
							15	248	385,719
							16	132	242,036
							17	73	133,526
							18	44	112,730
							19	30	54,894
							20	21	45,004
							21	11	3,806
							22	5	6,792
							23	8	18,785
							24	2	247
							26	1	276
							27	2	280
							28	2	4,471
							36	1	4,022
CNTTPTR	Y	N	8		Sum of travel period person trips	H1*	-1=Appropriate Skip	100,476	39,357,050
							0	36,010	145,495,096
							1	15,613	59,695,663
							2	4,917	18,744,988
							3	1,679	6,138,987
							4	860	3,255,000
							5	389	1,455,722
							6	194	642,079
							7	122	471,245
							8	85	291,269
							9	47	178,832
							10	32	124,620
							11	22	93,851
							12	36	187,336
							13	18	56,181

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							14	15	57,428
							15	22	87,251
							16	30	115,850
							17	20	64,428
							18	19	80,536
							19	18	67,177
							20	60	259,379
							21	30	89,999
							22	8	20,095
							23	8	25,256
							24	11	66,091
							25	3	22,788
							26	7	26,975
							27	4	21,274
							28	3	10,787
CNTTPUNQ	Y	N	8		Number of unique travel period trips	H1*	-1=Appropriate Skip	100,476	39,357,050
							0	36,010	145,495,096
							1	18,233	70,057,982
							2	4,501	16,773,386
							3	1,080	3,944,683
							4	286	1,000,928
							5	93	281,144
							6	42	177,311
							7	21	74,553
							8	7	14,380
							9	2	2,862
							10	3	9,302
							11	1	6,938
							13	2	5,837
							15	1	1,784
COMMDRVR	N	C	2	NQR	Commercial driver	E8*	-1=Appropriate Skip	89,068	157,356,084
							-7=Refused	6	3,769
							-8=Don't Know	28	50,451
							-9=Not Ascertained	26	121,535
							1=Yes	15,873	26,085,887

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							2=No	55,757	93,585,508
CONDNIGH	N	C	2	NQR	Med cond limits driving to daytime	M6C	-1=Appropriate Skip	150,028	259,188,493
							-7=Refused	281	107,300
							-8=Don't Know	273	449,783
							-9=Not Ascertained	274	527,807
							1=Yes	4,223	7,288,001
							2=No	5,679	9,641,851
CONDPUB	N	C	2	NQR	Med cond limits use of public trans	M6E	-1=Appropriate Skip	150,028	259,188,493
							-7=Refused	507	225,238
							-8=Don't Know	266	398,178
							1=Yes	1,788	3,292,525
							2=No	8,169	14,098,801
CONDRIDE	N	C	2	NQR	Med cond results in asking for rides	M6B	-1=Appropriate Skip	150,028	259,188,493
							-7=Refused	10	2,828
							-8=Don't Know	22	28,577
							1=Yes	5,972	10,271,449
							2=No	4,726	7,711,888
CONDRIVE	N	C	2	NQR	Med cond requires giving up driving	M6D	-1=Appropriate Skip	150,028	259,188,493
							-7=Refused	95	33,278
							-8=Don't Know	126	242,530
							-9=Not Ascertained	649	1,348,148
							1=Yes	2,521	4,191,685
							2=No	7,339	12,199,100
CONDSPEC	N	C	2	NQR	Med cond requires special transport	M6F	-1=Appropriate Skip	150,028	259,188,493
							-7=Refused	71	33,564
							-8=Don't Know	43	51,100
							-9=Not Ascertained	305	534,449
							1=Yes	1,066	2,180,693
							2=No	9,245	15,214,936
CONDTRAV	N	C	2	NQR	Med cond results in less travel	M6A	-1=Appropriate Skip	150,028	259,188,493
							-7=Refused	14	18,272
							-8=Don't Know	20	19,629
							1=Yes	8,897	15,192,640
							2=No	1,799	2,784,202
DIARYCMP	N	C	2	Y	Was diary completed	G2*	-7=Refused	3	6,543

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-8=Don't Know	124	306,117
							-9=Not Ascertained	372	898,422
							1=Yes	114,353	179,915,328
							2=No	45,906	96,076,825
DIFFDATE	N	N	8	Y	Days between trav day and person int.	*	1-169	160,758	277,203,235
DISTBLOC	N	N	8		Distance to work if reported in blocks	*	-1=Appropriate Skip	114,762	185,775,540
							-9=Not Ascertained	43,194	86,575,313
							1	852	1,708,588
							2	305	455,967
							3	316	486,042
							4	260	369,316
							5	192	356,707
							6	214	330,616
							7	94	136,598
							8	136	238,984
							9	45	101,566
							10	114	172,631
							11	12	14,432
							12	36	58,916
							13	9	24,070
							14	11	36,996
							15	32	82,708
							16	7	3,530
							17	8	10,763
							18	9	3,462
							19	4	2,085
							20	24	38,601
							21	8	7,384
							22	3	686
							23	1	73
							24	1	2,195
							25	6	6,958
							26	2	2,497
							27	2	2,606
							28	3	7,258

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
						30	10	26,034	
						33	2	2,257	
						35	4	9,143	
						36	2	1,634	
						37	1	18,013	
						38	1	327	
						39	1	1,329	
						40	8	9,456	
						42	2	754	
						44	1	1,954	
						45	1	495	
						47	1	770	
						48	1	1,441	
						50	4	12,315	
						53	1	569	
						54	1	11,683	
						59	1	1,651	
						60	2	2,524	
						65	2	3,203	
						68	1	1,722	
						70	7	22,809	
						73	1	675	
						80	2	2,633	
						85	1	339	
						90	1	1,080	
						99	1	452	
						100	5	15,586	
						101	1	2,401	
						140	1	2,053	
						148	1	1,896	
						150	2	5,825	
						160	1	4,609	
						170	1	4,773	
						177	1	1,486	
						182	1	3,749	

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							240	1	2,588
							300	1	991
							996=Less than one block	20	8,928
DISTTOWK	N	N	8	Y	Distance to work in miles	E14*	-1=Appropriate Skip	45,334	71,263,047
							-7=Refused	137	97,081
							-9=Not Ascertained	43,921	86,984,868
							0-925	71,366	118,858,239
DRIVER	N	C	2	SD	Driver status of respondent	C8*	-1=Appropriate Skip	25,227	56,057,203
							-9=Not Ascertained	75	202,241
							1=Yes, a driver	116,345	190,424,751
							2=No, not a driver	19,111	30,519,040
DRVRCNT	Y	N	8	Y	Number of drivers in HH	C8*	0	4,140	8,457,544
							1	26,951	48,420,871
							2	97,992	158,988,154
							3	23,076	43,905,587
							4	7,133	14,227,232
							5	1,142	2,344,596
							6	263	771,590
							7	37	67,917
							10	24	19,744
DTACDT	N	C	2	NR	Worrying about a traffic accident	L2K	-1=Appropriate Skip	128,540	217,211,428
							-7=Refused	23	29,805
							-8=Don't Know	186	365,988
							-9=Not Ascertained	19	45,293
							1=Not a problem	11,134	18,972,513
							2=A little problem	8,214	14,177,984
							3=Somewhat of a problem	6,119	11,660,109
							4=Very much of a problem	2,818	6,015,361
							5=A severe problem	3,705	8,724,753
DTCONJ	N	C	2	NR	Highway congestion	L2A	-1=Appropriate Skip	67,206	118,088,682
							-7=Refused	150	121,112
							-8=Don't Know	654	1,235,341
							-9=Not Ascertained	43	102,050
							1=Not a problem	30,760	46,950,646
							2=A little problem	20,584	30,751,118

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							3=Somewhat of a problem	19,956	35,817,738
							4=Very much of a problem	10,156	19,644,006
							5=A severe problem	11,249	24,492,541
DTDISTRC	N	C	2	NQR	Distracted drivers	L2H	-1=Appropriate Skip	137,821	237,917,478
							-7=Refused	36	29,403
							-8=Don't Know	175	361,261
							-9=Not Ascertained	13	21,652
							1=Not a problem	3,904	6,265,125
							2=A little problem	5,210	7,914,572
							3=Somewhat of a problem	6,036	10,280,613
							4=Very much of a problem	3,843	6,864,117
							5=A severe problem	3,720	7,549,014
DTDRUNK	N	C	2	NQR	Drunk drivers	L2G	-1=Appropriate Skip	136,977	236,625,765
							-7=Refused	58	38,642
							-8=Don't Know	324	603,816
							-9=Not Ascertained	13	42,805
							1=Not a problem	10,002	16,158,662
							2=A little problem	4,219	7,525,353
							3=Somewhat of a problem	2,686	4,841,353
							4=Very much of a problem	1,505	2,650,944
							5=A severe problem	4,974	8,715,894
DTGAS	N	C	2	NQR	Price of gasoline	L2B	-1=Appropriate Skip	67,206	118,088,682
							-7=Refused	158	89,542
							-8=Don't Know	874	1,700,676
							-9=Not Ascertained	9,268	21,512,488
							1=Not a problem	16,809	27,684,315
							2=A little problem	15,300	24,294,938
							3=Somewhat of a problem	20,749	33,438,008
							4=Very much of a problem	12,346	19,834,316
							5=A severe problem	18,048	30,560,271
DTNOWALK	N	C	2	NQR	Lack of walkways or sidewalks	L2C	-1=Appropriate Skip	136,931	236,554,240
							-7=Refused	42	23,484
							-8=Don't Know	167	258,209
							-9=Not Ascertained	21	34,013
							1=Not a problem	13,487	21,633,061

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							2=A little problem	3,952	7,022,168
							3=Somewhat of a problem	2,625	5,005,415
							4=Very much of a problem	1,524	2,829,064
							5=A severe problem	2,009	3,843,581
DTPVPOT	N	C	2	NQR	Rough pavement or potholes	L2E	-1=Appropriate Skip	67,214	118,110,568
							-7=Refused	101	92,912
							-8=Don't Know	548	1,213,571
							-9=Not Ascertained	35	80,165
							1=Not a problem	19,923	33,508,138
							2=A little problem	23,393	37,322,429
							3=Somewhat of a problem	23,018	37,984,694
							4=Very much of a problem	13,901	24,036,647
							5=A severe problem	12,625	24,854,111
DTRRAGE	N	C	2	NQR	Aggressive drivers on the road	L2F	-1=Appropriate Skip	136,931	236,554,240
							-7=Refused	25	23,027
							-8=Don't Know	151	254,159
							-9=Not Ascertained	21	34,013
							1=Not a problem	4,173	6,598,172
							2=A little problem	5,218	7,924,342
							3=Somewhat of a problem	5,719	9,668,453
							4=Very much of a problem	4,105	7,361,005
							5=A severe problem	4,415	8,785,826
DTSPEED	N	C	2	NQR	Drivers speeding	L2I	-1=Appropriate Skip	128,540	217,211,428
							-7=Refused	21	16,530
							-8=Don't Know	144	262,812
							-9=Not Ascertained	9,244	21,455,486
							1=Not a problem	4,829	7,804,555
							2=A little problem	5,153	7,799,916
							3=Somewhat of a problem	5,248	8,716,757
							4=Very much of a problem	3,711	6,287,291
							5=A severe problem	3,868	7,648,459
DTTIEUP	N	C	2	NR	Traffic or road congestion	L2D	-1=Appropriate Skip	136,977	236,625,765
							-7=Refused	37	27,103
							-8=Don't Know	175	403,534
							-9=Not Ascertained	13	42,805

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							1=Not a problem	7,525	11,918,532
							2=A little problem	5,684	9,355,631
							3=Somewhat of a problem	4,602	8,112,734
							4=Very much of a problem	2,856	5,213,463
							5=A severe problem	2,889	5,503,667
DTTRUCKS	N	C	2	NQR	Number of large trucks on road	L2J	-1=Appropriate Skip	137,821	237,917,478
							-7=Refused	44	28,663
							-8=Don't Know	164	335,328
							-9=Not Ascertained	13	21,652
							1=Not a problem	5,683	8,627,223
							2=A little problem	5,439	8,554,483
							3=Somewhat of a problem	5,092	8,853,249
							4=Very much of a problem	3,249	6,097,717
							5=A severe problem	3,253	6,767,441
EDUC	N	C	2	Y	Highest grade completed	M7	-1=Appropriate Skip	34,358	65,733,454
							-7=Refused	172	255,700
							-8=Don't Know	413	981,151
							-9=Not Ascertained	35	124,934
							1=Less then high school graduate	15,305	31,020,363
							2=High school graduate, include GED	40,414	64,394,517
							3=Vocational/technical training	5,533	7,631,417
							4=Some college, but no degree	19,845	36,237,151
							5=Associate"s degree (for example, AA)	8,463	13,588,274
							6=Bachelor"s degree (for example, BA, AB, BS)	20,344	33,519,452
							7=Some graduate or professional school, but no degree	2,466	3,899,090
							8=Graduate or professional school degree (for example, MA, MS, MBA, MD, DDS, PhD, EdD, JD)	13,410	19,817,733
ENDTRAV	Y	C	6		Ending date of travel period	*	-1=Appropriate Skip	100,476	39,357,050
							200103	102	353,088
							200104	3,603	8,910,993
							200105	3,896	18,639,757
							200106	3,521	18,302,030
							200107	2,899	19,870,738
							200108	4,662	20,302,395

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							200109	3,636	19,554,059
							200110	3,403	19,992,323
							200111	3,714	19,460,588
							200112	4,953	20,621,330
							200201	4,891	20,751,651
							200202	6,999	19,156,835
							200203	7,748	20,082,276
							200204	6,114	11,190,882
							200205	141	657,240
EXPFLLPR	N	N	8		Person Weight - 100% completed	*	[missing]	15,874	37,300,983
							2.504155-23491.85	144,884	239,902,252
EXPFLPRN	N	N	8		Person Weight - 100% completed - NATL	*	[missing]	107,240	72,214,610
							230.8718-23816.93	53,518	204,988,625
FLGPRDRV	N	C	2	NQR	Primary driver status of subject	*	-1=Appropriate Skip	44,330	86,733,216
							1=Subject is a driver, but is not a primary driver of any HH vehicle	17,884	31,921,344
							2=Primary driver of one HH vehicle	86,778	140,789,554
							3=Primary driver of two HH vehicles	9,546	14,528,539
							4=Primary driver of three or more HH vehicles	2,220	3,230,582
FRSTHM	Y	C	2	NQR	At home at start of travel day	G8	-1=Appropriate Skip	1	1,522
							-7=Refused	9	38,016
							-8=Don't Know	20	53,773
							1=Yes	150,031	258,260,565
							2=No	10,697	18,849,359
GCDWORK	N	N	8	NQR	Great Circle distance to work (miles)	*	-1=Appropriate Skip	100,961	160,532,828
							-9=Not Ascertained	710	2,102,890
							0-1796	59,087	114,567,517
GT1JBLWK	N	C	2	Y	Have more than one job	E6	-1=Appropriate Skip	81,200	141,619,195
							-7=Refused	8	4,903
							-8=Don't Know	13	40,387
							-9=Not Ascertained	1,694	2,905,190
							1=Yes	7,223	11,955,821
							2=No	70,620	120,677,739
HBHRESDN	Y	N	8		Housing units per sq mile - Block group	*	-9=Not Ascertained	48	111,115
							25=0 to 50	28,830	41,906,673

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							150=50 to 250	27,683	41,392,344
							700=250 to 1000	36,427	59,667,467
							2000=1000 to 3000	45,405	84,526,508
							4000=3000 to 5000	10,411	23,631,654
							6000=5000 to 999K	11,954	25,967,474
HBHTNRNT	Y	N	8		Percent renter-occupied - Block group	*	-9=Not Ascertained	48	111,115
							0=0 to 4%	10,326	20,405,445
							5=5 to 14%	43,111	70,919,177
							20=15 to 24%	36,109	57,033,325
							30=25 to 34%	23,187	35,249,832
							40=35 to 44%	15,731	24,637,056
							50=45 to 54%	10,663	19,871,787
							60=55 to 64%	7,673	15,212,537
							70=65 to 74%	5,322	12,435,387
							80=75 to 84%	3,378	9,227,683
							90=85 to 94%	2,828	6,896,030
							95=95 to 100%	2,382	5,203,862
HBHUR	N	C	2		Urban / Rural indicator - Block group	*	-9=Not Ascertained	48	111,115
							C=Second City	32,383	50,263,497
							R=Rural	37,589	56,242,980
							S=Suburban	33,145	67,135,696
							T=Town	41,492	60,346,233
							U=Urban	16,101	43,103,714
HBPPOPDN	Y	N	8		Population per sq mile - Block group	*	-9=Not Ascertained	48	111,115
							50=0 to 100	25,015	37,091,330
							300=100 to 500	27,114	39,531,109
							750=500 to 1K	13,954	21,274,984
							1500=1K to 2K	19,459	31,412,782
							3000=2K to 4K	27,545	47,445,101
							7000=4K to 10K	32,880	65,587,477
							17000=10K to 25K	9,473	23,497,762
							30000=25K to 999K	5,270	11,251,576
HHC_MSA	Y	C	4		MSA / CMSA code for HH	*	0520=Atlanta, GA	832	4,433,137
							0640=Austin--San Marcos, TX	661	1,243,183

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
							1122=Boston--Worcester--Lawrence, MA--NH--ME--CT	1,362	6,175,156
							1280=Buffalo--Niagara Falls, NY	1,411	1,149,890
							1520=Charlotte--Gastonia--Rock Hill, NC--SC	306	1,567,725
							1602=Chicago--Gary--Kenosha, IL--IN--WI	1,824	7,827,039
							1642=Cincinnati--Hamilton, OH--KY--IN	426	2,024,565
							1692=Cleveland--Akron, OH	703	3,064,843
							1840=Columbus, OH	318	1,427,692
							1922=Dallas--Fort Worth, TX	1,443	5,147,811
							2082=Denver--Boulder--Greeley, CO	639	2,607,937
							2162=Detroit--Ann Arbor--Flint, MI	1,152	5,298,090
							3000=Grand Rapids--Muskegon--Holland, MI	301	1,145,087
							3120=Greensboro--Winston-Salem--High Point, NC	309	1,536,352
							3280=Hartford, CT	238	965,413
							3320=Honolulu, HI (entire Oahu Island)	4,474	854,440
							3362=Houston--Galveston--Brazoria, TX	1,350	4,650,786
							3480=Indianapolis, IN	389	1,595,082
							3600=Jacksonville, FL	258	1,330,843
							3760=Kansas City, MO--KS	440	1,822,076
							4120=Las Vegas, NV--AZ	326	1,554,073
							4472=Los Angeles--Riverside--Orange County, CA	2,630	15,584,082
							4520=Louisville, KY--IN	211	884,369
							4920=Memphis, TN--AR--MS	225	1,173,981
							4992=Miami--Fort Lauderdale, FL	543	3,322,891
							5082=Milwaukee--Racine, WI	2,600	1,552,458
							5120=Minneapolis--St. Paul, MN--WI	982	3,419,151
							5360=Nashville, TN	256	1,198,548
							5560=New Orleans, LA	275	1,430,211
							5602=New York--Northern New Jersey--Long Island, NY--NJ--CT--PA	14,190	20,261,062
							5720=Norfolk--Virginia Beach--Newport News, VA--NC	341	1,791,045
							5880=Oklahoma City, OK	171	758,679
							5960=Orlando, FL	297	1,510,698
							6162=Philadelphia--Wilmington--Atlantic City, PA--NJ--DE--MD	1,166	5,342,180

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							6200=Phoenix--Mesa, AZ	738	3,271,098
							6280=Pittsburgh, PA	605	2,158,532
							6442=Portland--Salem, OR--WA	553	2,076,713
							6480=Providence--Fall River--Warwick, RI--MA	239	1,021,190
							6640=Raleigh--Durham--Chapel Hill, NC	323	1,651,570
							6840=Rochester, NY	2,153	1,143,677
							6922=Sacramento--Yolo, CA	463	2,121,265
							7040=St. Louis, MO--IL	606	2,554,567
							7160=Salt Lake City--Ogden, UT	319	1,117,583
							7240=San Antonio, TX	635	1,521,789
							7320=San Diego, CA	566	2,994,729
							7362=San Francisco--Oakland--San Jose, CA	1,369	7,145,558
							7602=Seattle--Tacoma--Bremerton, WA	998	4,470,114
							8280=Tampa--St. Petersburg--Clearwater, FL	510	2,240,929
							8872=Washington--Baltimore, DC--MD--VA--WV	9,812	8,811,562
							8960=West Palm Beach--Boca Raton, FL	194	865,091
							9999=HH not in an MSA	31,745	53,292,356
							XXXX=Suppressed, in an MSA of less than 1 million	65,881	63,094,338
HHFAMINC	N	C	2	SD	Total HH income last 12 months	M14*	-1=Appropriate Skip	1,236	2,464,497
							-7=Refused	9,258	10,612,025
							-8=Don't Know	1,814	4,612,204
							-9=Not Ascertained	21	97,582
							01=< $5,000	2,183	6,121,822
							02=$5,000 - $9,999	5,025	11,733,530
							03=$10,000 - $14,999	5,266	11,405,290
							04=$15,000 - $19,999	7,518	15,824,771
							05=$20,000 - $24,999	6,958	13,622,338
							06=$25,000 - $29,999	10,783	19,192,205
							07=$30,000 - $34,999	7,240	13,133,497
							08=$35,000 - $39,999	11,979	21,360,787
							09=$40,000 - $44,999	6,651	10,244,121
							10=$45,000 - $49,999	12,019	19,487,108
							11=$50,000 - $54,999	6,133	9,626,677
							12=$55,000 - $59,999	10,560	16,438,310

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							13=$60,000 - $64,999	4,343	7,223,953
							14=$65,000 - $69,999	8,184	12,163,177
							15=$70,000 - $74,999	4,036	6,552,209
							16=$75,000 - $79,999	7,024	11,370,606
							17=$80,000 - $99,999	13,036	20,621,013
							18=> = $100,000	19,491	33,295,512
HHINCTTL	N	C	2	NQR	Total income all HH members	M14*	-1=Appropriate Skip	1,236	2,464,497
							-7=Refused	9,258	10,612,025
							-8=Don't Know	1,814	4,612,204
							-9=Not Ascertained	21	97,582
							01=< $5,000	1,947	5,349,418
							02=$5,000 - $9,999	4,604	10,141,557
							03=$10,000 - $14,999	4,983	10,524,391
							04=$15,000 - $19,999	7,078	14,710,676
							05=$20,000 - $24,999	6,674	13,173,088
							06=$25,000 - $29,999	10,426	18,541,901
							07=$30,000 - $34,999	7,106	12,816,902
							08=$35,000 - $39,999	11,779	20,744,533
							09=$40,000 - $44,999	6,733	10,704,324
							10=$45,000 - $49,999	11,726	18,779,088
							11=$50,000 - $54,999	6,177	10,026,154
							12=$55,000 - $59,999	10,444	16,248,961
							13=$60,000 - $64,999	4,544	7,714,569
							14=$65,000 - $69,999	8,181	12,001,399
							15=$70,000 - $74,999	4,200	6,847,085
							16=$75,000 - $79,999	7,093	11,544,548
							17=$80,000 - $99,999	13,739	22,691,020
							18=> = $100,000	20,995	36,857,311
HHRESP	N	C	2	Y	Person ID of HH respondent	*	01-06	160,758	277,203,235
HHR_DRVR	N	C	2	NQ	Driver status of HH respondent	*	1=Yes, a driver	151,969	256,865,545
							2=No, not a driver	8,789	20,337,690
HHR_EDUC	N	C	2	NQ	Education level of HH respondent	M7*	-1=Appropriate Skip	1	76
							-7=Refused	163	247,710
							-8=Don't Know	471	717,799
							-9=Not Ascertained	2,167	5,374,936

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
							1=Less then high school graduate	11,571	27,600,685
							2=High school graduate, include GED	49,046	81,121,191
							3=Vocational/technical training	7,134	10,033,412
							4=Some college, but no degree	27,344	50,155,880
							5=Associate"s degree (for example, AA)	12,386	20,293,615
							6=Bachelor"s degree (for example, BA, AB, BS)	28,801	48,236,092
							7=Some graduate or professional school, but no degree	3,440	5,352,602
							8=Graduate or professional school degree (for example, MA, MS, MBA, MD, DDS, PhD, EdD, JD)	18,234	28,069,236
HHR_HISP	N	C	2	NQ	Hispanic status of HH respondent	C6*	-7=Refused	53	26,313
							-8=Don't Know	12	1,106
							1=Yes	9,964	34,992,939
							2=No	150,729	242,182,878
HHR_RACE	Y	C	2	NQ	Race of HH respondent	C7*	-7=Refused	719	1,328,851
							-8=Don't Know	510	872,695
							-9=Not Ascertained	126	443,329
							01=White	133,196	194,910,232
							02=African American, Black	7,830	33,368,322
							03=Asian Only	5,309	6,594,653
							04=American Indian, Alaskan Native	882	1,971,158
							05=Native Hawaiian, other Pacific Islander	1,027	751,656
							06=Hispanic/Mexican Only	5,039	19,789,392
							07=White & African American	10	5,500
							08=White & Asian	189	489,101
							09=White & American Indian	1,275	2,811,929
							10=White & Hispanic	3,066	11,205,393
							11=African American & Hispanic	6	3,214
							12=American Indian & Hispanic	115	437,179
							13=Other Combination 2 Races	359	1,358,641
							14=Other Combination 3 Races	79	318,373
							16=Other multiracial not listed above	1,009	524,144
							17=Other specify	12	19,473
HHR_WRKR	N	C	2	NQ	Worker status of HH respondent	*	-8=Don't Know	4	2,228
							-9=Not Ascertained	1	839

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							1=Yes	109,921	190,691,754
							2=No	50,832	86,508,413
HHSIZE	N	N	8	Y	Count of HH members	C3*	1	15,606	22,457,611
							2	50,253	72,938,987
							3	30,292	56,183,961
							4	36,134	66,562,886
							5	18,234	36,205,995
							6	6,570	13,667,380
							7	2,064	4,893,554
							8	817	2,250,567
							9	403	939,304
							10	262	646,978
							11	75	376,911
							12	20	60,721
							14	28	18,380
HHSTATE	Y	C	2	SD	State-household location	D4*	AL	811	3,926,452
							AR	587	2,652,146
							AZ	1,143	4,751,914
							CA	6,173	33,423,848
							CO	1,092	4,287,030
							CT	647	3,065,555
							FL	3,016	14,529,896
							GA	1,656	8,825,174
							HI	8,392	1,190,994
							IA	3,926	3,057,996
							IL	2,547	11,362,888
							IN	1,447	5,713,890
							KS	750	2,655,878
							KY	3,784	3,693,179
							LA	798	3,873,951
							MA	1,398	6,282,911
							MD	9,225	5,451,625
							MI	2,374	9,937,944
							MN	1,611	5,430,062
							MO	1,392	5,545,780

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							MS	424	2,047,671
							NC	1,874	9,300,054
							NJ	1,663	7,220,596
							NY	30,268	18,635,650
							OH	2,836	11,713,629
							OK	584	2,586,165
							OR	920	3,234,052
							PA	5,678	12,374,206
							SC	775	4,149,218
							TN	1,166	5,199,995
							TX	12,938	20,550,112
							UT	552	1,975,558
							VA	1,664	8,087,623
							WA	1,715	7,092,654
							WI	40,409	5,275,561
							XX=Suppressed, HH in state of less than 2 million	4,523	18,101,380
HHSTFIPS	Y	C	2	SD	FIPS state code for HH	*	01-55	156,232	259,089,725
							XX=Suppressed, HH in state of less than 2 million	4,526	18,113,511
HHVEHCNT	N	N	8	Y	Count of vehicles in HH	B1*	0	6,630	14,523,819
							1	31,113	58,306,328
							2	72,269	117,721,521
							3	31,624	53,753,606
							4	12,345	21,020,476
							5	4,167	7,441,622
							6	1,566	2,729,421
							7	584	983,421
							8	219	381,285
							9	130	212,715
							10	55	76,688
							11	17	12,216
							12	24	29,576
							13	6	951
							15	7	2,751
							19	2	6,839
HOMEOWN	N	C	2	Y	Housing unit owned or rented	C2	-7=Refused	22	10,115

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-8=Don't Know	21	3,897
							1=Own	129,682	202,813,691
							2=Rent	29,941	72,614,471
							3=Provided by job or military	979	1,627,476
							91=Other	113	133,585
HOMETYPE	N	C	2	NR	Type of housing unit	C1	-7=Refused	16	11,680
							-8=Don't Know	18	5,020
							1=Detached single house	122,145	197,397,430
							2=Duplex	6,874	12,622,355
							3=Rowhouse or townhouse	6,537	9,699,703
							4=Apartment, condominium	17,903	40,993,176
							5=Mobile home or trailer	6,936	16,011,443
							6=Dorm room, fraternity or sorority house	57	164,768
							91=Other	272	297,660
HOUSEID	N	C	9	Y	HH Identification Number	*	010000018-915637259	160,758	277,203,235
HTEEMPDN	Y	N	8		Workers per square mile living in Tract	*	-9=Not Ascertained	5,285	11,556,609
							25=0 to 49	29,177	45,361,237
							75=50 to 99	13,154	16,449,547
							150=100 to 249	17,555	25,422,674
							350=250 to 499	14,653	23,770,027
							750=500 to 999	18,637	31,722,867
							1500=1000 to 1999	27,752	47,949,976
							3000=2000 to 3999	24,016	48,744,779
							5000=4000 to 999K	10,529	26,225,520
HTHRESDN	Y	N	8		Housing units per sq mile - Tract level	*	-9=Not Ascertained	48	111,115
							25=0 to 50	32,999	48,265,912
							150=50 to 250	30,077	43,309,234
							700=250 to 1000	38,145	62,600,505
							2000=1000 to 3000	41,509	81,973,694
							4000=3000 to 5000	8,045	19,562,180
							6000=5000 to 999K	9,935	21,380,595
HTHTNRNT	Y	N	8		Percent renter-occupied - Tract level	*	-9=Not Ascertained	48	111,115
							0=0 to 4%	3,897	9,452,180
							5=5 to 14%	33,463	56,582,964
							20=15 to 24%	43,840	67,106,434

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							30=25 to 34%	30,495	47,144,654
							40=35 to 44%	19,095	31,408,342
							50=45 to 54%	11,448	22,437,125
							60=55 to 64%	7,287	15,435,059
							70=65 to 74%	4,700	11,917,740
							80=75 to 84%	2,886	7,632,113
							90=85 to 94%	1,935	4,923,925
							95=95 to 100%	1,664	3,051,584
HTHUR	N	C	2		Urban / Rural indicator - Tract level	*	-9=Not Ascertained	48	111,115
							C=Second City	31,606	48,818,356
							R=Rural	37,387	56,652,098
							S=Suburban	34,001	68,151,752
							T=Town	41,500	60,019,944
							U=Urban	16,216	43,449,972
HTPPOPDN	Y	N	8		Population per sq mile - Tract level	*	-9=Not Ascertained	48	111,115
							50=0 to 100	28,842	43,207,590
							300=100 to 500	30,416	41,898,958
							750=500 to 1K	14,739	23,431,937
							1500=1K to 2K	19,480	32,257,648
							3000=2K to 4K	27,832	48,438,212
							7000=4K to 10K	26,751	58,215,202
							17000=10K to 25K	8,125	19,869,244
							30000=25K to 999K	4,525	9,773,330
IMPTAGE	N	C	1	X	Subjects age was imputed	*	1=Yes	1,807	4,219,756
							2=No	158,951	272,983,479
IMPTHOWN	N	C	1	X	HOMEOWN was imputed	*	1=Yes	136	401,679
							2=No	160,622	276,801,556
IMPTHTYP	N	C	1	X	HOMETYPE was imputed	*	1=Yes	147	294,758
							2=No	160,611	276,908,477
IMPTRACE	Y	C	1	X	Race of HH respondent was imputed	*	1=Yes	1,012	2,440,469
							2=No	159,746	274,762,766
IMPTSEX	N	C	1	X	Subjects sex was imputed	*	1=Yes	127	259,449
							2=No	160,631	276,943,786
INDVINC	N	C	2	SD	Income of resp. if reported separately	M24*	-1=Appropriate Skip	157,935	269,985,262
							-7=Refused	34	14,943

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-8=Don't Know	140	45,329
							01=< $5,000	263	824,675
							02=$5,000 - $9,999	395	1,179,156
							03=$10,000 - $14,999	308	853,665
							04=$15,000 - $19,999	271	751,530
							05=$20,000 - $24,999	220	702,510
							06=$25,000 - $29,999	243	681,951
							07=$30,000 - $34,999	152	343,449
							08=$35,000 - $39,999	145	415,775
							09=$40,000 - $44,999	82	218,093
							10=$45,000 - $49,999	116	229,574
							11=$50,000 - $54,999	55	86,032
							12=$55,000 - $59,999	84	171,090
							13=$60,000 - $64,999	30	69,046
							14=$65,000 - $69,999	53	105,977
							15=$70,000 - $74,999	30	88,661
							16=$75,000 - $79,999	41	55,629
							17=$80,000 - $99,999	68	158,206
							18=> = $100,000	93	222,682
LANG	N	C	1	NQR	Language interview was conducted in	*	1=English	158,210	266,228,460
							2=Spanish	2,548	10,974,775
LASTRPMM	N	C	2	NQR	Date of last trip before trav day, Month	G14	-1=Appropriate Skip	141,335	244,295,806
							-7=Refused	164	115,365
							-8=Don't Know	678	1,197,306
							-9=Not Ascertained	3	9,423
							01=January	1,679	2,821,010
							02=February	1,697	2,484,451
							03=March	2,048	2,824,485
							04=April	1,673	2,128,076
							05=May	1,167	2,250,686
							06=June	1,217	2,292,746
							07=July	1,185	2,913,480
							08=August	1,607	2,868,000
							09=September	1,298	2,116,977
							10=October	1,422	2,334,717

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							11=November	1,454	2,505,028
							12=December	2,131	4,045,679
LASTRPYY	N	C	4	NQR	Date of last trip before trav day, Year	G14	-1=Appropriate Skip	141,335	244,295,806
							-7=Refused	164	115,365
							-8=Don't Know	617	1,125,081
							-9=Not Ascertained	3	9,423
							1978-2002	18,639	31,657,560
LIF_CYC	Y	C	2	SD	HH life cycle	*	-9=Not Ascertained	168	87,408
							01=one adult, no children	8,948	13,585,989
							02=2+ adults, no children	31,439	51,422,806
							03=one adult, youngest child 0-5	2,079	6,378,839
							04=2+ adults, youngest child 0-5	34,087	69,134,148
							05=one adult, youngest child 6-15	4,131	8,332,635
							06=2+ adults, youngest child 6-15	35,797	63,083,613
							07=one adult, youngest child 16-21	1,338	2,636,693
							08=2+ adults, youngest child 16-21	10,002	18,404,961
							09=one adult, retired, no children	9,611	9,836,741
							10=2+ adults, retired, no children	23,158	34,299,402
LSTTRDAY	N	N	8	NQR	Num days since last trip before trav day	G15*	-1=Appropriate Skip	145,814	246,932,823
							-7=Refused	26	24,041
							-8=Don't Know	193	106,716
							-9=Not Ascertained	1,009	2,342,371
							0-730	13,716	27,797,284
LSTTRDT	N	C	6	NQR	Month, Year of last trip before trav day	G14*	-1=Appropriate Skip	141,335	244,295,806
							-7=Refused	157	103,507
							-8=Don't Know	180	94,053
							-9=Not Ascertained	1,009	2,342,371
							198504-200206	18,077	30,367,498
MEDCOND	N	C	2	NQR	Have a med cond making travel difficult	M4	-1=Appropriate Skip	34,358	65,733,454
							-7=Refused	52	69,929
							-8=Don't Know	64	80,447
							-9=Not Ascertained	36	125,035
							1=Yes	10,730	18,014,742
							2=No	115,518	193,179,628
MEDCOND6	N	C	2	NQR	Length of time with medical condition	M5	-1=Appropriate Skip	150,028	259,188,493

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-7=Refused	13	5,422
							-8=Don't Know	37	66,436
							1=0-5 months	766	1,382,730
							2=6-11 months	563	1,022,894
							3=1-4 years	3,288	5,386,876
							4=5-9 years	2,204	3,737,952
							5=10 years or more	3,292	5,351,738
							6=All his/her Life	567	1,060,694
MSACAT	Y	C	2	NQR	MSA category	*	1=MSA of 1 million or more, with rail	33,728	78,902,666
							2=MSA of 1 million or more, and not in 1	24,930	81,059,434
							3=MSA less than 1 million	70,352	63,946,039
							4=Not in MSA (CMSA)	31,748	53,295,097
MSAPOP	Y	N	8		2000 Census population of CMSA or MSA	*	-1=Appropriate Skip	97,767	116,399,931
							380783-21199865	62,991	160,803,304
MSASIZE	Y	C	2	Y	MSA size	*	1=In an MSA of Less than 250,000	27,668	19,087,122
							2=In an MSA of 250,000 - 499,999	27,178	22,763,332
							3=In an MSA of 500,000 - 999,999	15,506	22,095,584
							4=In an MSA or CMSA of 1,000,000 - 2,999,999	19,249	58,221,535
							5=In an MSA or CMSA of 3 million or more	39,409	101,740,565
							6=Not in MSA or CMSA	31,748	53,295,097
NBIKETRP	N	N	4	NQR	No. of bike trips in past week	L4	-1=Appropriate Skip	34,367	65,768,927
							-7=Refused	34	38,756
							-8=Don't Know	147	302,526
							-9=Not Ascertained	27	87,547
							0-70	126,183	211,005,479
NUMADLT	N	N	8	SD	Number of adults in HH	C8*	-8=Don't Know	407	132,982
							1	21,727	36,038,278
							2	110,018	175,635,976
							3	20,592	45,816,839
							4	6,290	15,242,799
							5	1,295	3,115,859
							6	311	1,071,397
							7	55	34,047
							8	31	64,036
							9	18	33,152

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							10	14	17,869
NWALKTRP	N	N	4	NQR	No. of walk trips in past week	L3	-1=Appropriate Skip	34,367	65,768,927
							-7=Refused	73	73,799
							-8=Don't Know	922	1,799,187
							-9=Not Ascertained	90	240,989
							0-90	125,306	209,320,333
OCCAT	N	C	2	NQR	Occupational category	E7*	-1=Appropriate Skip	79,637	140,609,363
							-7=Refused	1,621	1,124,716
							-8=Don't Know	58	96,079
							-9=Not Ascertained	11	22,353
							01=Sales or Service	21,307	38,661,149
							02=Clerical or administrative support	9,882	16,049,076
							03=Manufacturing, construction, maintenance, or farming	15,612	27,979,649
							04=Professional, managerial or technical	32,273	52,397,212
							91=Other	357	263,639
OUTCNTRY	N	C	2	NQ	Out of country entire travel day	G10	-1=Appropriate Skip	155,736	268,368,330
							-8=Don't Know	1	1,484
							1=Yes	398	733,262
							2=No	4,623	8,100,160
OUTOFTWN	N	C	2	NQR	Out of town entire travel day	G9*	-1=Appropriate Skip	151,796	261,897,560
							-8=Don't Know	2	1,132
							-9=Not Ascertained	2	6,320
							1=Yes	4,241	7,149,801
							2=No	4,717	8,148,423
PAYPROF	N	C	2	NQR	Worked for pay or profit last week	E4	-1=Appropriate Skip	107,716	191,147,855
							-7=Refused	35	72,911
							-8=Don't Know	46	53,564
							-9=Not Ascertained	16	55,529
							1=Yes	5,742	9,831,236
							2=No	47,203	76,042,141
PERSONID	N	C	2	Y	Person Identification Number	*	01-14	160,758	277,203,235
PRCASEID	N	C	11		Composite person identification number	*	01000001801-91563725907	160,758	277,203,235
PRMACT	Y	C	2	NQR	Primary activity last week	E3	-1=Appropriate Skip	34,358	65,759,222
							-7=Refused	39	112,335

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-8=Don't Know	100	185,246
							-9=Not Ascertained	31	59,341
							1=Working	68,785	116,921,960
							2=Temporarily absent from a job or business	4,976	8,749,930
							3=Looking for work	2,081	4,891,450
							4=A homemaker	11,296	20,648,789
							5=Going to school	6,477	13,112,270
							6=Retired	27,259	36,365,610
							7=Doing something else	5,356	10,397,083
PRMDRVR1	Y	C	2	NQR	HH vehicle resp is primary driver of	C12*	-1=Appropriate Skip	62,183	118,552,303
							01	56,023	88,785,901
							02	33,107	52,508,995
							03	7,118	12,925,513
							04	1,739	3,236,559
							05	396	813,379
							06	115	216,966
							07	44	75,149
							08	16	37,440
							09	7	17,693
							10	3	8,211
							11	2	8,173
							12	1	264
							13	1	653
							15	2	8,662
							17	1	7,376
PRMDRVR2	N	C	2	NQR	2nd HH vehicle resp is primary driver of	C12*	-1=Appropriate Skip	148,990	259,443,470
							02	5,176	7,908,127
							03	4,449	6,468,503
							04	1,397	2,193,104
							05	499	834,777
							06	164	246,708
							07	53	68,326
							08	16	32,708
							09	9	7,125
							10	3	295

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							11	1	48
							12	1	45
PRMDRVR3	N	C	2	NQR	3rd HH vehicle resp is primary driver of	C12*	-1=Appropriate Skip	158,538	273,972,653
							03	929	1,336,812
							04	823	1,181,793
							05	286	407,599
							06	111	193,461
							07	42	65,909
							08	16	19,512
							09	5	19,839
							10	4	1,830
							11	3	216
							12	1	3,610
PROXCAT	N	C	2	NQR	Respondent category who had proxy	*	1=Proxy Required - 13 years or younger	29,818	57,620,489
							2=Proxy Allowed - 14-15 years	4,344	7,733,450
							3=Proxy Often - 16-17 years	2,609	4,170,211
							4=Proxy for adult - 18 years or older	30,282	48,309,789
							5=Interview completed by self, not proxy	93,705	159,369,297
PROXY	N	C	2	Y	Trav day info from respondent or proxy	E1	1=Subject	93,705	159,369,297
							2=Proxy	67,053	117,833,939
PTUSED	N	C	2	Y	Public transit use last 2 months	L11	-1=Appropriate Skip	34,367	65,768,927
							-7=Refused	15	12,455
							-8=Don't Know	175	440,002
							-9=Not Ascertained	104	124,591
							1=Two or more days a week	6,596	14,299,192
							2=About once a week	2,639	5,466,577
							3=Once or twice a month	4,834	9,518,060
							4=Less than once a month	4,094	7,430,858
							5=Never	99,671	160,158,761
							6=Not available	8,263	13,983,813
RAIL	Y	C	2	NQR	Rail (subway) category	*	1=MSA has rail	33,728	78,902,666
							2=MSA does not have rail, or hh not in an MSA	127,030	198,300,569
R_AGE	Y	N	8	Y	Respondent age	C8*	-7=Refused	1,597	2,776,545
							-8=Don't Know	792	1,655,483
							-9=Not Ascertained	10	4,576

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							0-88	158,359	272,766,630
R_AGEWGT	Y	N	8		Age of Subject used in weighting	*	0-88	160,758	277,203,235
R_RELAT	Y	C	2	Y	Respondent relationship to HH resp	C8*	-7=Refused	71	208,952
							-8=Don't Know	18	75,604
							-9=Not Ascertained	13	45,027
							1=Self	68,304	110,232,247
							2=Spouse	37,581	57,230,822
							3=Child	41,838	79,446,323
							4=Parent	3,410	6,544,921
							5=Sibling	1,643	4,401,686
							6=Other relative	3,414	9,161,365
							7=Unmarried Partner	2,097	4,142,481
							8=Non-relative	2,369	5,713,808
R_SEX	N	C	2	Y	Respondent gender	C8*	-7=Refused	15	6,305
							-8=Don't Know	6	10,315
							1=Male	76,465	135,276,279
							2=Female	84,272	141,910,337
SAMEPLC	N	C	2	Y	Stayed at same place all day	G13	-1=Appropriate Skip	141,322	244,291,452
							1=Yes	19,423	32,907,429
							2=No	13	4,354
SMPLAREA	N	C	2		Add-on area where HH resides	*	01=Baltimore Add-on	8,744	2,476,131
							02=Des Moines Add-on	3,232	465,063
							03=Hawaii Add-on	3,923	336,785
							04=Kentucky Add-on	2,948	128,713
							05=Lancaster PA Add-on	2,639	463,120
							06=New York Add-on	30,268	18,635,650
							07=Oahu Add-on	4,469	854,209
							08=Texas Add-on	12,938	20,550,112
							09=Wisconsin Add-on	40,409	5,275,561
							10=Remaining cases	51,188	228,017,890
SMPLFIRM	N	C	2		Firm collecting the data	*	01=Westat	126,244	257,510,470
							02=Morpace	34,514	19,692,765
SMPLSRCE	N	C	2		Sample where the case originated	*	01=National Sample	60,282	237,846,185
							02=Baltimore Add-on	8,255	2,311,499
							03=Des Moines Add-on	3,127	453,583

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							04=Hawaii Add-on	3,883	334,290
							05=Kentucky Add-on	2,920	128,106
							06=Lancaster PA Add-on	2,515	449,317
							07=New York Add-on	26,843	15,019,574
							08=Oahu Add-on	4,328	838,875
							09=Texas Add-on	9,486	15,177,094
							10=Wisconsin Add-on	39,119	4,644,711
TDAYDATE	N	C	6	Y	Travel day date (YYYYMM)	*	200103-200206	160,758	277,203,235
TDBOA911	N	C	1	X	Travel Day Before or On/After 9/11	*	1=Travel day was before 9/11/01	50,147	109,182,475
							2=Travel day was on or after 9/11/01	110,611	168,020,760
TIMETOWK	N	N	5	NQR	Minutes to go to work last week	E15	-1=Appropriate Skip	89,448	155,777,327
							-4=Did not work in usual workplace last week	437	750,530
							-5=Did not work last week	1,777	2,956,278
							-7=Refused	30	42,135
							-8=Don't Know	259	523,771
							-9=Not Ascertained	7	24,772
							1-600	68,800	117,128,422
TRAVDAY	N	C	2		Travel day - day of week	*	1=Sunday	22,541	40,252,146
							2=Monday	23,686	39,492,670
							3=Tuesday	23,467	39,492,670
							4=Wednesday	26,059	39,492,670
							5=Thursday	21,463	39,491,229
							6=Friday	22,138	39,494,113
							7=Saturday	21,404	39,487,737
URBAN	N	C	2	SD	Household in urbanized area	*	1=In an Urban cluster	19,938	29,343,473
							2=In an urban area	97,901	186,588,347
							3=In an area surrounded by urban areas	924	640,988
							4=Not in urban area	41,995	60,630,427
URBRUR	N	C	2		Household in urban/rural area	*	1=Urban	118,763	216,572,808
							2=Rural	41,995	60,630,427
USEPUBTR	N	C	2	NQ	Used public transit on travel day	G19	-1=Appropriate Skip	15,051	31,299,904
							-8=Don't Know	6	21,544
							-9=Not Ascertained	7	33,611
							1=Yes	5,491	11,835,958
							2=No	140,203	234,012,219

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
USULDRV	N	C	2	NQ	Usually drive alone or carpool to work	E17	-1=Appropriate Skip	97,004	170,053,376
							-7=Refused	15	19,898
							-8=Don't Know	92	131,940
							-9=Not Ascertained	82	247,832
							1=Alone	58,407	95,650,899
							2=Carpool	5,158	11,099,291
WEBACC	N	C	2	NQR	Access to Internet in past 6 months	M1	-1=Appropriate Skip	34,358	65,733,454
							-7=Refused	34	41,597
							-8=Don't Know	87	138,884
							-9=Not Ascertained	34	118,078
							1=Yes	88,242	145,814,465
							2=No	38,003	65,356,758
WEBHOME	N	C	2	NQR	Use Internet from home	M3	-1=Appropriate Skip	79,680	142,293,137
							-7=Refused	3	12,822
							-8=Don't Know	2	104
							-9=Not Ascertained	5	12,677
							1=Yes	70,361	115,485,619
							2=No	10,707	19,398,876
WEBOTHER	N	C	2	NQR	Use Internet from other than work & home	M3	-1=Appropriate Skip	79,680	142,293,137
							-7=Refused	6	16,083
							-8=Don't Know	79	154,985
							-9=Not Ascertained	5	12,677
							1=Yes	14,854	29,300,817
							2=No	66,134	105,425,537
WEBUSE	N	C	2	NQR	Frequency of Internet use last 6 months	M2	-1=Appropriate Skip	72,406	131,109,235
							-7=Refused	44	42,505
							-8=Don't Know	208	369,430
							-9=Not Ascertained	34	118,078
							1=Almost everyday	44,571	73,546,914
							2=Several times a week	18,942	31,190,144
							3=Once a week	9,889	16,690,534
							4=Once a month	7,676	13,482,507
							5=Never	6,988	10,653,889
WEBWHER	N	C	2	NQR	Where use Internet	M3*	-1=Appropriate Skip	41,409	76,412,893
							-7=Refused	37	41,205

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-8=Don't Know	212	381,696
							-9=Not Ascertained	142	359,841
							01=Home only	34,184	53,868,621
							02=Work only	6,479	10,326,289
							03=Other only	3,158	6,827,632
							04=Home and Work	25,438	41,155,116
							05=Home and Other	6,639	12,068,304
							06=Work and Other	957	2,011,303
							07=Home, Work, and Other	4,100	8,393,578
							08=No internet access	38,003	65,356,758
WEBWORK	N	C	2	NQR	Use Internet from work	M3	-1=Appropriate Skip	79,680	142,293,137
							-7=Refused	27	23,712
							-8=Don't Know	175	319,022
							-9=Not Ascertained	5	12,677
							1=Yes	36,974	61,886,285
							2=No	43,897	72,668,402
WHERBORN	N	C	2	NQR	Region of birth	M9*	-1=Appropriate Skip	143,822	245,101,857
							-7=Refused	63	166,184
							-8=Don't Know	19	42,271
							-9=Not Ascertained	7,051	5,200,212
							01=US_Territories	370	888,081
							02=Canada	498	978,869
							03=Mexico	1,562	7,268,867
							04=Central America	303	1,512,198
							05=South America	566	1,986,112
							06=Europe & Scandinavia/Polar Regions	1,862	3,425,729
							07=Eastern Europe & Russia/USSR	616	1,328,868
							08=Middle East	249	705,844
							09=Africa	195	694,896
							10=Indian Subcontinent	477	1,253,752
							11=East Asia	2,000	3,026,745
							12=Pacific Islands/ Australia	324	1,102,186
							13=Caribbean/Atlantic Islands	740	2,474,500
							91=Other	41	46,064
WKFMHM2M	N	C	2	Y	Work from home instead of workplace	E19	-1=Appropriate Skip	89,448	155,777,327

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-7=Refused	12	8,499
							-8=Don't Know	49	86,776
							-9=Not Ascertained	11	25,802
							1=Yes (worked home instead of at work)	5,921	10,389,672
							2=No (never worked solely from home)	65,317	110,915,159
WKFMHMXX	N	C	2	NQR	Frequency of working from home	E20	-1=Appropriate Skip	154,837	266,813,564
							-7=Refused	2	228
							-8=Don't Know	20	32,032
							1=Almost every day	1,133	1,845,113
							2=Once a week or more	2,132	3,696,360
							3=Once a month or more	1,578	2,858,715
							4=A few times a year	955	1,810,963
							5=Once a year	101	146,260
WKFTPT	N	C	2	NQR	Work full or part time	E5	-1=Appropriate Skip	81,239	141,688,284
							-7=Refused	13	19,280
							-8=Don't Know	55	90,404
							-9=Not Ascertained	5	20,625
							1=Full-time	63,310	109,502,292
							2=Part-time	15,769	25,280,503
							3=Multiple Jobs	367	601,847
WKSTFIPS	Y	C	2	X	FIPS state code for work	*	-1=Appropriate Skip	85,453	148,047,003
							-7=Refused	5	773
							-9=Not Ascertained	334	147,724
							XX=Suppressed for confidential reason	2,356	9,030,497
							01-55	72,610	119,977,239
WORKER	N	C	2	Y	Respondent has a job	E3*	-1=Appropriate Skip	25,227	56,057,203
							-9=Not Ascertained	136	561,071
							1=Yes	85,350	145,272,118
							2=No	50,045	75,312,843
WORKGEO	N	C	2	SD	Level of geocoding work location	*	-1=Appropriate Skip	82,823	150,350,716
							-9=Not Ascertained	3,495	2,041,405
							1=Street address	48,100	72,426,962
							2=Nearest intersection	20,344	41,577,367
							3=Landmark	97	313,819
							4=Zip code centroid	3,617	6,388,510

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							5=Place name or employer	1,024	1,620,770
							6=City / County centroid	468	1,744,366
							7=State centroid	63	338,662
							8=Unable to geocode	727	400,658
WORKLOC	N	C	2	NQR	Workplace location	E10*	-1=Appropriate Skip	81,239	141,688,284
							-7=Refused	259	685,877
							-8=Don't Know	17,440	41,314,011
							-9=Not Ascertained	6	20,740
							1=Workplace	49,724	71,891,846
							2=Works Only at Home	5,470	8,700,714
							3=No Fixed Workplace	2,739	5,388,329
							4=Home and Work	3,881	7,513,434
WORKSTAT	Y	C	2	Y	Workplace state	E10*	-1=Appropriate Skip	85,365	147,624,122
							-7=Refused	33	116,057
							-8=Don't Know	384	433,021
							-9=Not Ascertained	10	22,300
							AL	365	1,843,334
							AR	243	1,085,457
							AZ	457	2,005,518
							CA	2,815	15,220,512
							CO	528	2,198,694
							CT	422	1,507,381
							FL	1,257	6,399,172
							GA	759	3,973,228
							HI	3,352	500,849
							IA	1,883	1,503,365
							IL	1,408	5,574,021
							IN	716	2,922,038
							KS	375	1,431,081
							KY	1,567	1,750,334
							LA	333	1,668,065
							MA	722	3,322,158
							MD	4,130	2,537,516
							MI	1,023	4,358,088
							MN	865	2,893,744

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							MO	635	2,487,553
							MS	192	920,326
							NC	868	4,343,162
							NJ	936	3,253,618
							NY	13,847	8,724,620
							OH	1,361	5,792,885
							OK	289	1,260,121
							OR	416	1,525,371
							PA	2,601	5,465,892
							SC	361	1,940,728
							TN	564	2,555,897
							TX	5,258	8,453,694
							UT	259	977,351
							VA	823	3,880,328
							WA	746	3,116,164
							WI	20,245	2,619,315
							XX=Suppressed for confidential reason	2,345	8,996,153
WRKCOUNT	N	N	8	Y	Count of HH members with jobs	E3*	0	23,872	35,061,875
							1	45,632	83,639,466
							2	70,014	117,348,143
							3	15,781	29,329,455
							4	4,499	9,413,935
							5	748	1,754,354
							6	167	595,114
							7	4	8,294
							8	17	32,856
							10	24	19,744
WRKDRIVE	N	C	2	NQ	Job requires driving a motor vehicle	E8	-1=Appropriate Skip	89,068	157,356,084
							-7=Refused	6	3,769
							-8=Don't Know	28	50,451
							-9=Not Ascertained	26	121,535
							1=Yes	15,873	26,085,887
							2=No	55,757	93,585,508
WRKTRANS	N	C	2	NQR	Transportation mode to work last week	E16	-1=Appropriate Skip	91,663	159,489,164
							-7=Refused	15	10,801

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
							-8=Don't Know	57	104,171
							-9=Not Ascertained	7	24,772
							01=Car	42,582	72,566,972
							02=Van	4,810	7,187,902
							03=SUV	5,647	8,974,063
							04=Pickup truck	10,266	17,560,507
							05=Other truck	275	524,363
							06=RV	7	11,565
							07=Motorcycle	166	319,459
							08=Commercial/charter airplane	35	59,481
							09=Private/corporate airplane	2	3,302
							10=Local public transit bus	1,254	2,923,310
							11=Commuter bus	122	205,851
							12=School bus	57	115,570
							13=Charter/tour bus	16	49,532
							14=City to city bus	52	77,941
							15=Amtrack/inter city train	87	169,328
							16=Commuter train	383	766,678
							17=Subway/elevated rail	740	1,975,934
							18=Street car/trolley	24	70,625
							20=Passenger line/ferry	27	27,912
							21=Sailboat/motorboat/yacht	1	2,724
							22=Taxicab	76	91,126
							23=Limousine	2	5,158
							24=Hotel/airport shuttle	2	4,454
							25=Bicycle	353	536,425
							26=Walk	1,968	3,256,790
							91=Other	62	87,355
WRKTRPS	N	C	2	NQ	Made more than 10 trips for job	G5	-1=Appropriate Skip	144,885	251,117,348
							-7=Refused	3	145
							-8=Don't Know	66	136,750
							-9=Not Ascertained	4	2,663
							1=Yes	1,431	2,667,280
							2=No	14,369	23,279,049
WTPERFIN	N	N	8	Y	Person Wt - At least 50% completed	*	2.6206580775-19488.963572	160,758	277,203,235

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
WTPRNTL	N	N	8		Person Wt - At least 50% completed-NATL	*	[missing]	100,476	39,357,050
							225.8455-19529.14	60,282	237,846,185
YEARMILE	N	N	8	NQ	Miles respondent drove last 12 months	L5	-1=Appropriate Skip	45,209	88,942,675
							-7=Refused	1,515	828,220
							-8=Don't Know	24,420	43,361,512
							-9=Not Ascertained	536	699,968
							0-200000	89,078	143,370,860
YRMLCAP	N	C	2	Y	Year miles was capped	*	-1=Appropriate Skip	64,649	129,795,588
							-7=Refused	1,490	788,770
							-8=Don't Know	5,526	3,242,023
							1=Yes	24	57,629
							2=No	89,069	143,319,226
YRMLCAT	N	C	2	NQR	Annual mileage range for subject	L5B	-1=Appropriate Skip	134,032	231,804,000
							-7=Refused	103	89,137
							-8=Don't Know	1,200	2,131,097
							-9=Not Ascertained	480	494,376
							1=5,000 miles or less	12,196	20,411,999
							2=5,001 to 10,000 miles	5,978	10,267,462
							3=10,001 to 15, 000 miles	3,164	5,498,025
							4=15,001 to 20,000 miles	1,733	3,153,520
							5=More than 20,000 miles	1,872	3,353,619
YRTOUS	N	C	4	NQR	Year entered US	M10*	-1=Appropriate Skip	150,867	250,193,546
							-7=Refused	81	172,982
							-8=Don't Know	237	571,810
							-9=Not Ascertained	281	816,505
							1958-2001	9,292	25,448,392

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
ANMLTYR	N	N	8	Y	Annualized mile estimate-owned < 1 year	L10*	-1=Appropriate Skip	39,971	40,122,443
							-9=Not Ascertained	78,693	132,410,411
							0-200000	20,718	30,053,346
ANNMILES	N	N	8	X	Self-reported annualized mile estimate	*	-1=Appropriate Skip	15,955	28,724,928
							-7=Refused	915	415,686
							-8=Don't Know	5,991	2,941,150
							-9=Not Ascertained	1,132	2,157,764
							0-200000	115,389	168,346,672
ANNUALZD	Y	N	8		Odometer-based annual miles estimate	*	-1=Appropriate Skip	84,843	25,245,781
							-9=Not Ascertained	29,599	98,281,776
							0-193533.19374	24,940	79,058,644
ANN_FLG	Y	C	2		Reasons for missing ANNUALZD value	*	-1=Appropriate Skip	112,353	108,549,867
							01=Incomplete Information (mileage or time data missing)	20,732	74,796,016
							02=Negative odometer difference	2	10,420
							03=Odometer mileage too large	60	176,975
							05=Negative time span	5	13,707
							07=Odometer/self-est > 4 or < .25 and |odom-self-est| > 10000	2,110	6,833,257
							08=No primary driver	3,399	10,048,494
							09=Other truck, RV, Motorcycle, other, dont know	613	1,831,900
							10=Data changed during final editing	108	325,565
ANULZDSE	Y	N	8		Standard error of ANNUALZD estimate	*	-1=Appropriate Skip	84,843	25,245,781
							-9=Not Ascertained	29,599	98,281,776
							95.300951777-17450.410894	24,940	79,058,644
BEGTRAV	Y	C	6		Beginning date of travel period	*	-1=Appropriate Skip	86,107	25,534,316
							200103	3,078	6,592,593
							200104	3,407	13,356,120
							200105	3,275	14,040,101
							200106	2,529	14,347,469
							200107	4,041	15,365,522
							200108	3,412	15,059,594
							200109	2,767	13,868,601
							200110	3,180	13,746,101
							200111	4,123	14,790,324
							200112	4,271	15,590,732

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							200201	6,675	16,087,178
							200202	6,747	14,824,338
							200203	5,138	7,885,513
							200204	632	1,497,701
BESTMILE	Y	N	8		Best estimate of annual miles	*	-1=Appropriate Skip	85,469	26,681,981
							-7=Refused	11	5,446
							-8=Don't Know	94	103,849
							-9=Not Ascertained	1,375	4,655,813
							0-200000	52,433	171,139,111
BEST_EDT	Y	C	2		Flag any edits/adjustments to BESTMILE	*	-1=Appropriate Skip	138,827	200,748,761
							01=BESTMILE<odo, days<366, set BESTMILE to difference in odom readings	536	1,757,007
							02=BESTMILE>odo, days>365, set BESTMILE to difference in odom readings	1	4,634
							03=BESTMILE<0, days>365, set BESTMILE to crude odom estimate	6	22,500
							04=BESTMILE capped at 200,000	3	18,803
							05=BESTMILE < 0, no odom readings, BESTMILE set to 0	9	34,495
BEST_FLG	Y	C	2		How BESTMILE was computed	*	-1=Appropriate Skip	84,843	25,245,781
							1=Annualized odometer readings based on odometer readings, self-reported VMT, and info on primary driver	22,245	69,857,583
							2=Used same model as in 1; no odometer readings present	16,316	57,708,589
							3=Annualized odometer readings based on odometer readings and info on primary driver	2,695	9,201,060
							4=Used same model as in 3; no odometer readings present	2,892	11,475,455
							5=Used model involving data from 1 and 3 relating self-estimated VMT to annualized estimates	4,142	12,719,813
							6=Used travel day information multiplied by adjustment factors for probability of driving	950	3,304,403
							7=Assigned ANNMILES value (other truck, RV, motorcycle and other vehicle type)	3,980	8,551,453
							8=No Best Estimate	1,150	3,923,110
							9=No Best Estimate, underlying values changed in editing	169	598,952

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
BEST_OUT	Y	C	2		Flag identifying BESTMILE outlier values	*	-1=Appropriate Skip	138,290	198,651,974
							01=BESTMILE<(crude estimate)/2	10	33,601
							02=BESTMILE<(self estimate)/4	143	533,734
							03=BESTMILE>2*(crude estimate)	8	30,528
							04=BESTMILE>4*(self estimate)	931	3,336,364
BTUCOST	N	N	8		Fuel cost in US cents per equivalent-gal	*	-1=Appropriate Skip	86,107	25,534,316
							-9=Not Ascertained	53,270	177,036,910
							70.951612236	1	598
							75.718816249	1	5,977
							97.901155282	1	5,061
							276.89689312	1	1,550
							325.577914285714	1	1,789
BTUTCOST	N	N	8		Annual fuel expenditures in US dollars,	*	-1=Appropriate Skip	86,107	25,534,316
							-9=Not Ascertained	53,270	177,036,910
							276.41560141-1916.5076869	5	14,974
BTUYEAR	N	N	8		Annual fuel consumption in gaoline-equiv	*	-1=Appropriate Skip	86,107	25,534,316
							-9=Not Ascertained	53,270	177,036,910
							84.899985314-1622.109915	5	14,974
CDIVMSAR	Y	C	2	NQR	HHs by Census div., MSA size, rail	*	11=New England, MSA 1 million or more, rail	1,322	5,235,440
							12=New England, MSA 1 million or more, no rail	418	1,515,755
							13=New England, MSA less than 1 million	400	1,380,199
							14=New England, not in MSA	651	2,301,225
							21=Mid-Atlantic, MSA 1 million or more, rail	10,292	12,015,130
							22=Mid-Atlantic, MSA 1 million or more, no rail	3,478	3,188,682
							23=Mid-Atlantic, MSA less than 1 million	12,367	4,967,607
							24=Mid-Atlantic, not in MSA	3,555	2,611,262
							31=E North Central, MSA 1 million or more, rail	1,420	5,155,779
							32=E North Central, MSA 1 million or more, no rail	5,394	12,612,664
							33=E North Central, MSA less than 1 million	30,211	8,446,096
							34=E North Central, not in MSA	8,745	8,622,311
							42=W North Central, MSA 1 million or more, no rail	1,461	5,139,359
							43=W North Central, MSA less than 1 million	3,983	4,078,478
							44=W North Central, not in MSA	2,492	6,750,969
							51=So Atlantic, MSA 1 million or more, rail	8,768	11,513,729

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							52=So Atlantic, MSA 1 million or more, no rail	2,309	9,394,497
							53=So Atlantic, MSA less than 1 million	2,661	10,545,649
							54=So Atlantic, not in MSA	2,225	8,730,673
							62=E South Central, MSA 1 million or more, no rail	731	2,875,850
							63=E South Central, MSA less than 1 million	2,486	4,744,274
							64=E South Central, not in MSA	2,763	4,869,241
							72=W South Central, MSA 1 million or more, no rail	3,861	10,200,181
							73=W South Central, MSA less than 1 million	4,885	6,149,587
							74=W South Central, not in MSA	4,306	5,013,075
							82=Mountain, MSA 1 million or more, no rail	1,693	5,907,281
							83=Mountain, MSA less than 1 million	1,054	3,366,292
							84=Mountain, not in MSA	1,131	3,450,361
							91=Pacific, MSA 1 million or more, rail	3,391	15,040,723
							92=Pacific, MSA 1 million or more, no rail	2,217	8,573,819
							93=Pacific, MSA less than 1 million	4,502	5,264,723
							94=Pacific, not in MSA	4,210	2,925,291
CENSUS_D	N	C	2	Y	Household Census Division	*	1=New England	2,791	10,432,618
							2=Middle Atlantic	29,692	22,782,681
							3=East North Central	45,770	34,836,850
							4=West North Central	7,936	15,968,806
							5=South Atlantic	15,963	40,184,548
							6=East South Central	5,980	12,489,365
							7=West South Central	13,052	21,362,843
							8=Mountain	3,878	12,723,934
							9=Pacific	14,320	31,804,556
CENSUS_R	N	C	2	Y	Household Census Region	*	1=Northeast	32,483	33,215,299
							2=Midwest	53,706	50,805,656
							3=South	34,995	74,036,755
							4=West	18,198	44,528,490
DRVRCNT	Y	N	8	Y	Count of drivers in HH	C8*	0	227	462,577
							1	23,331	40,140,574
							2	86,528	115,604,878
							3	21,239	33,110,489
							4	6,743	11,111,326

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							5	1,038	1,590,483
							6	226	506,303
							7	29	45,788
							10	21	13,782
EIADMPG	N	N	8	NQR	EIA derived miles per equivalent-gallon	*	-1=Appropriate Skip	86,107	25,534,316
							-9=Not Ascertained	5,330	17,908,054
							5.9256218269-147.9906231	47,945	159,143,831
ENDTRAV	Y	C	6		Ending date of travel period	*	-1=Appropriate Skip	86,107	25,534,316
							200103	106	343,324
							200104	3,139	6,611,630
							200105	3,429	13,719,083
							200106	3,230	14,044,744
							200107	2,672	15,257,696
							200108	4,053	14,879,604
							200109	3,203	14,270,674
							200110	2,957	14,994,921
							200111	3,306	14,174,606
							200112	4,454	15,348,284
							200201	4,335	15,679,924
							200202	6,084	13,985,281
							200203	6,771	15,055,425
							200204	5,402	8,209,099
							200205	134	477,589
EPATMPG	N	N	8	NQR	Unadjusted 55/45 combined fuel economy,	*	-1=Appropriate Skip	86,107	25,534,316
							-9=Not Ascertained	3,695	12,559,068
							2.58-147.9906231	49,580	164,492,817
EPATMPGF	N	C	3		Imputation flag for EPATMPG variable	*	-1=Appropriate Skip	86,107	25,534,316
							100-999	53,275	177,051,885
ESTMILES	N	N	8	Y	Miles vehicle driven since purchased	L10*	-1=Appropriate Skip	118,349	172,021,589
							-7=Refused	89	40,901
							-8=Don't Know	1,577	2,322,415
							-9=Not Ascertained	4	8,903
							0-191223	19,363	28,192,393
ESTMLCAT	N	C	2	NQR	Mileage range since purchased	L10B	-1=Appropriate Skip	137,758	200,285,792
							-7=Refused	13	11,628

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-8=Don't Know	214	365,002
							-9=Not Ascertained	1	4,504
							1=5,000 miles or less	1,036	1,415,179
							2=5,001 to 10,000 miles	233	307,526
							3=10,001 to 15, 000 miles	71	96,902
							4=15,001 to 20,000 miles	30	60,147
							5=More than 20,000 miles	26	39,521
EXPFLHHN	N	N	8		HH Weight-100% completed - NATL	*	[missing]	95,028	58,500,200
							251.3774-21644.01	44,354	144,086,000
EXPFLLHH	N	N	8		HH Weight-100% completed	*	[missing]	21,269	36,636,686
							2.893723-21235.72	118,113	165,949,514
FUELTYPE	N	N	8		Type of transportation fuel	*	-1=Appropriate Skip	86,107	25,534,316
							-9=Not Ascertained	3,695	12,559,068
							1=Diesel	190	618,154
							2=Natural Gas	4	16,396
							3=Electricity	2	3,339
							4=Gasoline	49,384	163,854,928
GSCOST	N	N	8		Estimated Fuel cost	*	-1=Appropriate Skip	86,107	25,534,316
							-9=Not Ascertained	5,475	18,508,701
							114.01665216-170.62891005	47,800	158,543,183
GSTOTCST	N	N	8		Total cost of gas/year for vehicle	*	-1=Appropriate Skip	86,107	25,534,316
							-9=Not Ascertained	5,475	18,508,701
							0.0252618476-16331.499819	47,800	158,543,183
GSYRGAL	N	N	8		Gallons of gas per year	*	-1=Appropriate Skip	86,107	25,534,316
							-9=Not Ascertained	5,475	18,508,701
							0.02-11926.588084	47,800	158,543,183
HBHRESDN	Y	N	8		Housing units per sq mile - Block group	*	-9=Not Ascertained	50	81,855
							25=0 to 50	28,744	36,227,485
							150=50 to 250	25,723	33,040,363
							700=250 to 1000	32,076	45,485,041
							2000=1000 to 3000	38,272	59,961,500
							4000=3000 to 5000	8,017	15,498,777
							6000=5000 to 999K	6,500	12,291,179
HBHTNRNT	Y	N	8		Percent renter-occupied - Block group	*	-9=Not Ascertained	50	81,855
							0=0 to 4%	9,114	15,357,755

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							5=5 to 14%	40,479	54,909,851
							20=15 to 24%	33,044	45,541,935
							30=25 to 34%	20,251	26,445,113
							40=35 to 44%	13,350	18,231,571
							50=45 to 54%	8,587	13,230,237
							60=55 to 64%	5,818	9,947,166
							70=65 to 74%	3,739	7,465,103
							80=75 to 84%	2,140	5,121,734
							90=85 to 94%	1,631	3,636,687
							95=95 to 100%	1,179	2,617,193
HBHUR	N	C	2		Urban / Rural indicator - Block group	*	-9=Not Ascertained	50	81,855
							C=Second City	27,114	35,625,719
							R=Rural	36,646	47,505,879
							S=Suburban	28,341	48,590,618
							T=Town	37,443	47,186,872
							U=Urban	9,788	23,595,257
HBPPOPDN	Y	N	8		Population per sq mile - Block group	*	-9=Not Ascertained	50	81,855
							50=0 to 100	25,238	32,448,091
							300=100 to 500	25,440	32,279,526
							750=500 to 1K	12,596	16,359,082
							1500=1K to 2K	16,960	23,937,924
							3000=2K to 4K	23,800	35,207,176
							7000=4K to 10K	26,785	45,374,605
							17000=10K to 25K	6,264	13,158,535
							30000=25K to 999K	2,249	3,739,406
HHC_MSA	Y	C	4		MSA / CMSA code for HH	*	0520=Atlanta, GA	735	3,036,263
							0640=Austin--San Marcos, TX	557	912,800
							1122=Boston--Worcester--Lawrence, MA--NH--ME--CT	1,045	4,053,617
							1280=Buffalo--Niagara Falls, NY	1,129	816,633
							1520=Charlotte--Gastonia--Rock Hill, NC--SC	278	1,059,471
							1602=Chicago--Gary--Kenosha, IL--IN--WI	1,420	5,155,779
							1642=Cincinnati--Hamilton, OH--KY--IN	389	1,670,102
							1692=Cleveland--Akron, OH	599	2,241,262
							1840=Columbus, OH	298	1,202,789

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							1922=Dallas--Fort Worth, TX	1,259	3,696,302
							2082=Denver--Boulder--Greeley, CO	580	2,027,962
							2162=Detroit--Ann Arbor--Flint, MI	1,005	3,897,390
							3000=Grand Rapids--Muskegon--Holland, MI	262	894,302
							3120=Greensboro--Winston-Salem--High Point, NC	324	1,273,475
							3280=Hartford, CT	220	761,146
							3320=Honolulu, HI (entire Oahu Island)	3,218	499,704
							3362=Houston--Galveston--Brazoria, TX	1,179	3,173,056
							3480=Indianapolis, IN	360	1,363,526
							3600=Jacksonville, FL	228	940,806
							3760=Kansas City, MO--KS	390	1,352,438
							4120=Las Vegas, NV--AZ	261	1,069,909
							4472=Los Angeles--Riverside--Orange County, CA	2,205	10,104,941
							4520=Louisville, KY--IN	202	717,828
							4920=Memphis, TN--AR--MS	197	832,957
							4992=Miami--Fort Lauderdale, FL	428	1,989,900
							5082=Milwaukee--Racine, WI	2,227	1,143,811
							5120=Minneapolis--St. Paul, MN--WI	870	2,479,110
							5360=Nashville, TN	268	1,004,946
							5560=New Orleans, LA	208	891,668
							5602=New York--Northern New Jersey--Long Island, NY--NJ--CT--PA	9,751	10,222,949
							5720=Norfolk--Virginia Beach--Newport News, VA--NC	312	1,339,400
							5880=Oklahoma City, OK	141	551,045
							5960=Orlando, FL	254	1,072,896
							6162=Philadelphia--Wilmington--Atlantic City, PA--NJ--DE--MD	922	3,436,133
							6200=Phoenix--Mesa, AZ	585	2,033,213
							6280=Pittsburgh, PA	497	1,548,170
							6442=Portland--Salem, OR--WA	493	1,659,214
							6480=Providence--Fall River--Warwick, RI--MA	198	754,609
							6640=Raleigh--Durham--Chapel Hill, NC	291	1,272,051
							6840=Rochester, NY	1,852	823,879
							6922=Sacramento--Yolo, CA	416	1,610,969
							7040=St. Louis, MO--IL	524	1,848,085

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							7160=Salt Lake City--Ogden, UT	267	776,197
							7240=San Antonio, TX	512	954,637
							7320=San Diego, CA	459	2,021,952
							7362=San Francisco--Oakland--San Jose, CA	1,186	4,935,782
							7602=Seattle--Tacoma--Bremerton, WA	849	3,281,684
							8280=Tampa--St. Petersburg--Clearwater, FL	463	1,842,811
							8872=Washington--Baltimore, DC--MD--VA--WV	7,501	6,025,436
							8960=West Palm Beach--Boca Raton, FL	159	593,587
							9999=HH not in an MSA	30,076	45,272,542
							XXXX=Suppressed, in an MSA of less than 1 million	59,333	48,445,066
HHFAMINC	Y	C	2	SD	Total HH income last 12 months	M14*	-1=Appropriate Skip	1,191	2,040,853
							-7=Refused	8,680	9,125,658
							-8=Don't Know	1,458	3,063,940
							-9=Not Ascertained	28	69,869
							01=< $5,000	1,141	2,499,618
							02=$5,000 - $9,999	3,094	6,538,670
							03=$10,000 - $14,999	3,683	7,128,254
							04=$15,000 - $19,999	5,704	10,257,970
							05=$20,000 - $24,999	5,594	9,396,026
							06=$25,000 - $29,999	8,986	14,186,389
							07=$30,000 - $34,999	6,189	9,686,595
							08=$35,000 - $39,999	10,560	16,046,906
							09=$40,000 - $44,999	5,844	7,979,153
							10=$45,000 - $49,999	10,587	14,755,996
							11=$50,000 - $54,999	5,275	7,027,408
							12=$55,000 - $59,999	9,619	12,593,725
							13=$60,000 - $64,999	3,881	5,317,416
							14=$65,000 - $69,999	7,387	9,127,962
							15=$70,000 - $74,999	3,601	4,921,487
							16=$75,000 - $79,999	6,443	8,643,430
							17=$80,000 - $99,999	12,074	15,870,914
							18=> = $100,000	18,363	26,307,962
HHINCTTL	N	C	2	NQR	Total income all HH members	M14*	-1=Appropriate Skip	1,191	2,040,853
							-7=Refused	8,680	9,125,658

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-8=Don't Know	1,458	3,063,940
							-9=Not Ascertained	28	69,869
							01=< $5,000	972	2,080,916
							02=$5,000 - $9,999	2,787	5,696,275
							03=$10,000 - $14,999	3,458	6,650,490
							04=$15,000 - $19,999	5,333	9,550,583
							05=$20,000 - $24,999	5,323	8,979,740
							06=$25,000 - $29,999	8,639	13,734,485
							07=$30,000 - $34,999	6,068	9,386,028
							08=$35,000 - $39,999	10,313	15,557,152
							09=$40,000 - $44,999	5,885	8,196,988
							10=$45,000 - $49,999	10,326	14,188,195
							11=$50,000 - $54,999	5,325	7,222,284
							12=$55,000 - $59,999	9,443	12,322,673
							13=$60,000 - $64,999	4,037	5,550,613
							14=$65,000 - $69,999	7,378	9,007,965
							15=$70,000 - $74,999	3,753	5,147,743
							16=$75,000 - $79,999	6,505	8,723,737
							17=$80,000 - $99,999	12,707	17,272,586
							18=> = $100,000	19,773	29,017,429
HHR_HISP	N	C	2	NQ	Hispanic status of HH respondent	C6*	-7=Refused	49	23,729
							-8=Don't Know	13	1,227
							1=Yes	6,261	15,763,033
							2=No	133,059	186,798,211
HHR_RACE	Y	C	2	NQ	Race of HH respondent	C7*	-7=Refused	612	972,606
							-8=Don't Know	405	573,026
							-9=Not Ascertained	161	499,686
							01=White	120,877	159,772,144
							02=African American, Black	4,638	16,826,227
							03=Asian Only	3,840	3,973,141
							04=American Indian, Alaskan Native	697	1,428,305
							05=Native Hawaiian, other Pacific Islander	720	518,536
							06=Hispanic/Mexican Only	2,782	8,079,527
							07=White & African American	6	2,858
							08=White & Asian	145	287,967

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							09=White & American Indian	1,189	2,551,953
							10=White & Hispanic	2,191	5,600,670
							11=African American & Hispanic	4	2,765
							12=American Indian & Hispanic	62	191,546
							13=Other Combination 2 Races	246	808,513
							14=Other Combination 3 Races	57	191,437
							16=Other multiracial not listed above	739	287,030
							17=Other specify	11	18,264
HHSIZE	N	N	8	Y	Count of HH members	C3*	1	16,634	28,417,243
							2	55,576	69,133,386
							3	26,726	40,462,052
							4	25,004	38,208,538
							5	10,512	17,306,509
							6	3,347	5,845,559
							7	947	1,771,581
							8	336	818,383
							9	145	315,784
							10	100	163,135
							11	30	112,942
							12	10	19,157
							14	15	11,931
HHSTATE	Y	C	2	SD	State-household location	D4*	AL	877	3,501,822
							AR	521	2,012,001
							AZ	935	3,176,339
							CA	5,288	22,656,007
							CO	1,026	3,439,761
							CT	555	2,162,627
							FL	2,628	10,688,829
							GA	1,495	6,154,955
							HI	6,518	729,586
							IA	3,730	2,780,210
							IL	2,137	8,090,542
							IN	1,391	4,988,008
							KS	714	2,312,956
							KY	3,539	3,073,870

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							LA	671	2,607,094
							MA	1,047	4,008,788
							MD	7,014	3,693,298
							MI	2,153	7,997,640
							MN	1,482	4,206,896
							MO	1,225	4,188,956
							MS	406	1,606,977
							NC	1,788	7,105,734
							NJ	1,259	4,917,613
							NY	23,732	9,545,482
							OH	2,577	9,489,158
							OK	587	2,341,499
							OR	893	2,804,320
							PA	4,703	8,322,794
							SC	734	3,211,786
							TN	1,158	4,306,697
							TX	11,273	14,402,248
							UT	472	1,385,102
							VA	1,587	6,445,355
							WA	1,517	5,266,558
							WI	37,513	4,291,396
							XX=Suppressed, HH in state of less than 2 million	4,237	14,673,294
HHSTFIPS	Y	C	2	SD	FIPS state code for HH	*	01-55	135,143	187,905,064
							XX=Suppressed, HH in state of less than 2 million	4,239	14,681,136
HHVEHCNT	Y	N	8	Y	Count of vehicles in HH	B1*	1	19,176	33,757,091
							2	57,634	79,875,841
							3	33,903	48,175,810
							4	16,272	23,001,206
							5	6,715	9,673,336
							6	3,036	4,487,756
							7	1,288	1,846,051
							8	592	794,873
							9	405	617,441
							10	160	192,389
							11	66	41,070

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							12	60	61,308
							13	26	2,522
							15	30	9,288
							19	19	50,221
HOMEOWN	N	C	2	Y	Housing unit owned or rented	C2	-7=Refused	21	6,292
							-8=Don't Know	11	2,682
							1=Own	118,705	154,462,761
							2=Rent	19,965	47,055,574
							3=Provided by job or military	607	975,510
							91=Other	73	83,381
HOMETYPE	N	C	2	NR	Type of housing unit	C1	-7=Refused	15	4,821
							-8=Don't Know	13	3,757
							1=Detached single house	111,225	149,806,377
							2=Duplex	5,370	7,955,497
							3=Rowhouse or townhouse	4,660	6,465,500
							4=Apartment, condominium	11,892	26,255,278
							5=Mobile home or trailer	5,958	11,692,514
							6=Dorm room, fraternity or sorority house	49	153,791
							91=Other	200	248,664
HOUSEID	N	C	9	Y	HH Identification Number	*	010000018-915637259	139,382	202,586,200
HTEEMPDN	Y	N	8		Workers per square mile living in Tract	*	-9=Not Ascertained	2,377	4,244,645
							25=0 to 49	28,871	39,020,969
							75=50 to 99	12,526	13,557,381
							150=100 to 249	16,058	20,086,712
							350=250 to 499	12,950	17,924,061
							750=500 to 999	16,350	24,289,300
							1500=1000 to 1999	23,390	34,593,905
							3000=2000 to 3999	19,546	33,344,066
							5000=4000 to 999K	7,314	15,525,161
HTHRESDN	Y	N	8		Housing units per sq mile - Tract level	*	-9=Not Ascertained	50	81,855
							25=0 to 50	32,565	41,483,633
							150=50 to 250	27,808	34,253,253
							700=250 to 1000	33,288	47,008,631
							2000=1000 to 3000	34,666	58,116,706
							4000=3000 to 5000	5,932	11,887,631

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							6000=5000 to 999K	5,073	9,754,491
HTHTNRNT	Y	N	8		Percent renter-occupied - Tract level	*	-9=Not Ascertained	50	81,855
							0=0 to 4%	3,419	7,113,612
							5=5 to 14%	31,401	44,229,887
							20=15 to 24%	40,537	53,661,957
							30=25 to 34%	26,750	35,705,856
							40=35 to 44%	16,104	22,383,496
							50=45 to 54%	9,062	14,892,295
							60=55 to 64%	5,435	9,850,995
							70=65 to 74%	3,181	6,978,707
							80=75 to 84%	1,675	4,017,182
							90=85 to 94%	974	2,269,428
							95=95 to 100%	794	1,400,931
HTHUR	N	C	2		Urban / Rural indicator - Tract level	*	-9=Not Ascertained	50	81,855
							C=Second City	26,455	34,560,914
							R=Rural	36,463	47,904,236
							S=Suburban	28,952	49,067,754
							T=Town	37,576	47,046,807
							U=Urban	9,886	23,924,635
HTPPOPDN	Y	N	8		Population per sq mile - Tract level	*	-9=Not Ascertained	50	81,855
							50=0 to 100	28,637	37,297,099
							300=100 to 500	28,367	33,848,536
							750=500 to 1K	13,181	17,909,533
							1500=1K to 2K	17,061	24,403,325
							3000=2K to 4K	23,603	35,887,110
							7000=4K to 10K	21,545	39,380,748
							17000=10K to 25K	5,122	10,709,788
							30000=25K to 999K	1,816	3,068,207
IMPTRACE	Y	C	1	X	Race of HH respondent was imputed	*	1=Yes	892	1,883,548
							2=No	138,490	200,702,653
LANG	N	C	1	NQR	Language HH interview conducted in	*	1=English	138,333	199,038,751
							2=Spanish	1,049	3,547,449
LIF_CYC	N	C	2	SD	HH life cycle	*	-9=Not Ascertained	157	40,587
							01=one adult, no children	10,408	18,162,168
							02=2+ adults, no children	37,904	50,061,273

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							03=one adult, youngest child 0-5	788	1,924,681
							04=2+ adults, youngest child 0-5	19,865	33,158,523
							05=one adult, youngest child 6-15	2,121	3,663,081
							06=2+ adults, youngest child 6-15	24,740	36,803,609
							07=one adult, youngest child 16-21	1,277	1,992,586
							08=2+ adults, youngest child 16-21	10,571	15,795,098
							09=one adult, retired, no children	9,078	10,841,760
							10=2+ adults, retired, no children	22,473	30,142,834
MAINDRVR	N	C	2		Vehicle has a main driver	C11	-1=Appropriate Skip	1,312	2,498,783
							-7=Refused	29	64,463
							-8=Don't Know	414	275,102
							-9=Not Ascertained	1	17
							01=Yes	111	11,320
							02=No	14	710
							1=Yes	122,367	178,872,076
							2=No	15,134	20,863,728
MAKECODE	Y	C	3	Y	Vehicle make code	B2*	-7=Refused	276	450,945
							-8=Don't Know	907	1,514,864
							XXX=Suppressed for confidential reason	1,078	1,410,865
							2	3,439	4,949,157
							6	2,892	3,704,385
							7	10,868	13,971,176
							9	2,883	3,626,576
							10	217	254,085
							12	25,315	38,559,639
							13	1,425	2,422,000
							14	3,703	5,331,979
							18	6,092	7,652,472
							19	1,918	3,304,203
							20	23,960	33,029,089
							21	4,854	6,541,448
							22	5,361	7,132,145
							23	3,670	5,000,869
							24	1,918	2,488,291
							30	1,711	2,552,262

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							32	346	490,894
							34	823	1,484,093
							35	4,417	7,395,459
							37	7,874	12,118,312
							38	710	1,230,702
							39	168	307,674
							41	2,165	3,583,457
							42	941	1,729,734
							45	133	154,494
							47	333	494,009
							48	1,508	1,781,415
							49	9,296	14,982,921
							51	986	1,639,966
							52	1,014	2,037,286
							53	632	798,762
							54	807	1,391,030
							55	730	1,155,982
							58	251	458,552
							59	607	1,071,408
							63	259	510,459
							72	995	1,185,447
							73	471	658,918
							76	696	878,347
							91	733	1,150,431
MODLCODE	Y	C	4	Y	Vehicle model code	B2*	-7=Refused	379	505,021
							-8=Don't Know	4,072	6,533,784
							XXXX=Suppressed for confidential reason	5,146	4,188,679
							1	1,706	3,133,000
							2	4,087	5,815,021
							3	2,129	4,279,862
							4	1,574	2,905,948
							5	878	1,549,038
							6	942	1,743,238
							7	1,423	2,001,805
							8	260	451,347

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							9	729	1,531,084
							10	323	531,276
							11	193	377,154
							12	143	272,980
							1200	369	216,869
							1201	1,171	616,293
							1203	200	91,423
							1240	647	337,993
							1242	172	130,514
							1244	328	141,150
							1246	130	77,036
							1247	582	241,828
							1248	1,619	962,324
							13	1,550	2,781,968
							1300	293	177,760
							14	550	1,006,664
							1400	266	130,001
							1401	213	119,945
							1403	123	57,894
							15	830	1,341,737
							16	2,784	4,477,007
							17	4,881	7,362,568
							18	2,119	3,358,537
							1800	766	371,151
							1801	132	64,258
							1802	104	34,683
							19	1,225	1,809,893
							1900	259	153,277
							20	4,210	6,055,355
							2000	475	259,839
							2001	652	289,486
							2002	238	105,640
							2003	400	201,604
							2040	259	105,584
							2042	349	185,042

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
						2043		242	213,822
						2044		244	103,123
						2047		343	140,116
						2048		1,191	720,285
						21		372	491,727
						2100		265	132,057
						2101		118	54,573
						2102		286	112,959
						22		118	184,532
						2200		167	127,170
						2201		375	196,562
						2202		108	56,498
						23		213	344,245
						2348		307	197,412
						2400		289	103,209
						2402		123	66,155
						2404		416	193,725
						3004		306	147,713
						31		2,691	5,472,793
						32		4,707	9,716,455
						33		688	1,421,159
						34		2,082	3,804,175
						3403		142	98,959
						35		1,565	3,124,622
						3503		257	118,388
						3504		418	194,830
						3540		106	49,686
						3547		321	126,735
						36		889	1,544,935
						37		1,778	3,248,763
						3703		1,376	604,533
						3740		109	81,627
						3770		143	49,204
						38		628	1,149,710
						3840		151	95,768

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							39	817	1,783,524
							40	2,801	5,342,901
							401	5,452	8,833,089
							402	1,705	3,155,976
							403	396	751,427
							404	1,856	3,044,106
							41	1,058	1,461,539
							4103	285	131,921
							4104	100	37,035
							4147	168	67,231
							42	776	1,395,862
							4203	108	36,096
							421	1,876	3,123,732
							422	434	856,096
							43	1,683	3,091,533
							431	985	1,588,158
							44	313	599,437
							441	2,935	4,784,766
							442	5,145	6,885,407
							443	797	1,246,573
							45	260	491,691
							46	301	489,125
							461	1,266	2,069,643
							47	592	1,240,741
							470	193	346,744
							471	5,786	10,869,554
							472	1,301	2,311,050
							4803	198	72,931
							481	9,447	15,962,373
							482	923	1,567,845
							4903	729	262,136
							4904	936	313,197
							4940	215	93,120
							4944	108	39,223
							4947	498	146,865

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							5104	115	59,825
							52	130	178,191
							5203	132	70,126
							5403	184	67,158
							5503	116	87,727
							5903	110	92,628
							7020	126	78,143
							703	170	263,476
							704	112	150,165
							7041	144	95,951
							705	384	457,462
							706	1,160	1,432,558
							709	390	502,543
							733	102	185,853
							7442	496	181,860
							7461	140	95,502
							7472	280	116,786
							7481	206	126,097
							7482	311	147,102
							850	155	224,017
							91	5,799	9,619,570
							9442	223	81,353
							9999	540	206,678
MSACAT	Y	C	2	NQR	MSA category	*	1=MSA of 1 million or more, with rail	25,193	48,960,800
							2=MSA of 1 million or more, and not in 1	21,562	59,408,088
							3=MSA less than 1 million	62,549	48,942,904
							4=Not in MSA (CMSA)	30,078	45,274,408
MSAPOP	Y	N	8		2000 Census population of CMSA or MSA	*	-1=Appropriate Skip	89,516	93,722,548
							380783-21199865	49,866	108,863,652
MSASIZE	Y	C	2	Y	MSA size	*	1=In an MSA of Less than 250,000	25,428	15,226,570
							2=In an MSA of 250,000 - 499,999	24,388	17,130,129
							3=In an MSA of 500,000 - 999,999	12,733	16,586,205
							4=In an MSA or CMSA of 1,000,000 - 2,999,999	16,685	43,326,444
							5=In an MSA or CMSA of 3 million or more	30,070	65,042,445
							6=Not in MSA or CMSA	30,078	45,274,408

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
NUMADLT	Y	N	8	SD	Number of adults in HH	C8*	-8=Don't Know	350	103,622
							1	19,676	33,927,199
							2	94,840	124,749,369
							3	17,810	31,383,434
							4	5,461	10,181,109
							5	960	1,689,837
							6	197	453,546
							7	43	35,152
							8	21	39,442
							9	12	11,666
							10	12	11,825
OD_READ1	N	N	8	SD	Odometer reading 1	*	-1=Appropriate Skip	28,529	13,876,100
							-3=No contact	5,107	16,373,082
							-4=Vehicle sold/no longer in hh	518	1,143,353
							-5=No odometer	463	869,351
							-6=Odometer broken/unreliable	25	11,078
							-7=Refused	1,743	4,845,623
							-8=Don't Know	889	2,020,460
							-9=Not Ascertained	8,825	6,373,711
							0-999999	93,283	157,073,441
OD_READ2	N	N	8	SD	Odometer reading 2	*	-1=Appropriate Skip	37,156	41,083,200
							-3=No contact	17,377	31,905,396
							-4=Vehicle sold/no longer in hh	3,237	5,495,995
							-5=No odometer	74	201,162
							-6=Odometer broken/unreliable	353	774,821
							-7=Refused	3,019	5,234,490
							-8=Don't Know	530	921,822
							-9=Not Ascertained	7,321	7,884,039
							0-999999	70,315	109,085,275
OWNUNIT	N	C	2	NQR	How long vehicle owned, unit	L8	-1=Appropriate Skip	15,704	28,469,782
							-8=Don't Know	7	16,058
							-9=Not Ascertained	2	3,123
							1=Days	28,690	14,140,966
							2=Weeks	1,023	1,716,204
							3=Month	21,520	35,663,037

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							4=Years	72,436	122,577,030
RAIL	Y	C	2	NQR	Rail (subway) category	*	1=MSA has rail	25,193	48,960,800
							2=MSA does not have rail, or hh not in an MSA	114,189	153,625,400
RATIO16V	N	N	8	NQR	Ratio - HH members (16+) to vehicles	*	0-7	139,382	202,586,200
RATIO16W	N	N	8	NQR	Ratio - HH adults (16+) to workers	*	0-7	139,382	202,586,200
RATIOWV	N	N	8	NQR	Ratio of HH workers to vehicles	*	0-6	139,382	202,586,200
READATE1	N	C	6	Y	Date of odometer reading 1 - YYYYMM	*	-1=Appropriate Skip	34,430	31,944,254
							-7=Refused	1,247	3,332,360
							-8=Don't Know	754	1,687,090
							-9=Not Ascertained	9,293	7,003,370
							200103-200206	93,658	158,619,126
READATE2	N	C	6	Y	Date of odometer reading 2 - YYYYMM	*	-1=Appropriate Skip	58,198	79,460,669
							-7=Refused	3,019	5,234,490
							-8=Don't Know	530	921,822
							-9=Not Ascertained	7,643	8,389,708
							200104-200304	69,992	108,579,511
READDIFF	N	N	8		Days b/w 1st and 2nd Odometer Readings	*	-1=Appropriate Skip	39,412	42,295,069
							-9=Not Ascertained	32,517	53,332,077
							0-583	67,453	106,959,054
SMPLAREA	N	C	2		Add-on area where HH resides	*	01=Baltimore Add-on	6,591	1,687,585
							02=Des Moines Add-on	3,028	382,880
							03=Hawaii Add-on	3,304	229,971
							04=Kentucky Add-on	2,740	107,197
							05=Lancaster PA Add-on	2,225	345,985
							06=New York Add-on	23,732	9,545,482
							07=Oahu Add-on	3,214	499,615
							08=Texas Add-on	11,273	14,402,248
							09=Wisconsin Add-on	37,513	4,291,396
							10=Remaining cases	45,762	171,093,841
SMPLFIRM	N	C	2		Firm collecting the data	*	01=Westat	110,854	188,713,593
							02=Morpace	28,528	13,872,607
SMPLSRCE	N	C	2		Sample where the case originated	*	01=National Sample	53,275	177,051,885
							02=Baltimore Add-on	6,147	1,558,067
							03=Des Moines Add-on	2,919	374,649
							04=Hawaii Add-on	3,275	229,029

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							05=Kentucky Add-on	2,704	106,351
							06=Lancaster PA Add-on	2,127	338,446
							07=New York Add-on	21,226	7,902,672
							08=Oahu Add-on	3,110	493,525
							09=Texas Add-on	8,246	10,772,539
							10=Wisconsin Add-on	36,353	3,759,036
TDAYDATE	N	C	6	Y	Travel day date (YYYYMM)	*	200103-200206	139,382	202,586,200
TDBOA911	N	C	1	X	Travel Day Before or On/After 9/11	*	1=Travel day was before 9/11/01	44,296	80,630,832
							2=Travel day was on or after 9/11/01	95,086	121,955,368
TRAVDAY	N	C	1		Travel day - day of week	*	1=Sunday	19,449	29,491,827
							2=Monday	20,554	28,594,539
							3=Tuesday	20,458	28,870,029
							4=Wednesday	22,580	28,847,021
							5=Thursday	18,641	28,559,290
							6=Friday	19,095	28,556,979
							7=Saturday	18,605	29,666,514
URBAN	N	C	2	SD	Household in urbanized area	*	1=In an Urban cluster	17,485	22,889,445
							2=In an urban area	79,678	127,262,162
							3=In an area surrounded by urban areas	823	485,671
							4=Not in urban area	41,396	51,948,922
URBRUR	N	C	2		Household in urban/rural area	*	1=Urban	97,986	150,637,278
							2=Rural	41,396	51,948,922
VEH12MNT	N	C	2		Vehicle received less than 12 months ago	*	-9=Not Ascertained	5	4,872
							1=Yes	25,377	31,466,532
							2=No	114,000	171,114,797
VEHAGE	Y	N	8		Age of vehicle in years	*	-9=Not Ascertained	3,801	7,088,480
							1	11,298	15,221,706
							2	12,097	16,770,235
							3	10,772	15,334,009
							4	10,309	14,186,202
							5	9,656	13,664,078
							6	8,816	12,278,588
							7	9,452	13,127,041
							8	8,251	11,693,938
							9	7,319	10,399,691

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							10	6,580	9,482,080
							11	6,062	8,770,052
							12	5,580	7,975,829
							13	5,464	7,984,899
							14	4,262	6,245,208
							15	3,601	5,473,909
							16	3,158	5,007,402
							17	2,369	3,936,314
							18	1,769	3,017,647
							19	1,026	1,861,904
							20	851	1,276,324
							21	608	1,031,897
							22	616	1,063,685
							23	783	1,410,598
							24	707	1,173,910
							25	447	808,317
							26	402	680,302
							27	266	492,415
							28	287	443,677
							29	277	504,419
							30	311	540,846
							31	205	390,350
							32	235	375,809
							40	1,745	2,874,439
VEHID	N	C	2	Y	Vehicle ID number	B2	01	64,798	97,345,303
							02	45,958	64,164,427
							03	17,822	25,391,766
							04	6,597	9,554,482
							05	2,433	3,614,069
							06	986	1,448,058
							07	414	586,315
							08	184	246,748
							09	89	121,030
							10	44	47,660
							11	23	18,638

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							12	14	10,465
							13	5	3,456
							14	5	3,456
							15	5	13,100
							16	1	2,643
							17	2	9,297
							18	1	2,643
							19	1	2,643
VEHMILES	N	N	8	Y	Miles vehicle driven last 12 months	L9	-1=Appropriate Skip	21,036	30,560,510
							-7=Refused	987	516,067
							-8=Don't Know	17,466	24,398,597
							-9=Not Ascertained	14,266	26,229,417
							0-200000	85,627	120,881,609
VEHMLCAT	N	C	2	NQR	Vehicle annual mileage range	L9B*	-1=Appropriate Skip	120,554	176,915,984
							-7=Refused	241	198,716
							-8=Don't Know	4,549	4,512,024
							-9=Not Ascertained	50	139,338
							1=5,000 miles or less	7,108	10,633,191
							2=5,001 to 10,000 miles	3,689	5,327,581
							3=10,001 to 15, 000 miles	1,789	2,685,673
							4=15,001 to 20,000 miles	766	1,139,516
							5=More than 20,000 miles	636	1,034,177
VEHOWNMO	N	N	8	NQR	How long vehicle owned - months	L8*	-1=Appropriate Skip	118,366	172,023,762
							-9=Not Ascertained	11	19,450
							0-11.7	21,005	30,542,988
VEHTYPE	N	C	2	Y	Type of vehicle	L7*	-7=Refused	50	60,761
							-8=Don't Know	64	106,813
							01=Automobile/car/station wagon	76,526	114,527,932
							02=Van (mini, cargo, passenger)	13,885	18,246,715
							03=Sports utility vehicle	16,937	24,291,424
							04=Pickup truck	25,572	37,341,439
							05=Other truck	587	996,360
							06=RV (recreational vehicle)	958	1,400,452
							07=Motorcycle	4,011	4,503,600
							91=Other	792	1,110,705

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
VEHYEAR	N	C	4	Y	Vehicle year - derived	B2* L7*	-7=Refused	297	366,846
							-8=Don't Know	3,150	5,458,178
							-9=Not Ascertained	354	1,263,456
							1962=1908-1969	1,745	2,874,439
							1970	235	375,809
							1971	205	390,350
							1972	311	540,846
							1973	277	504,419
							1974	287	443,677
							1975	266	492,415
							1976	402	680,302
							1977	447	808,317
							1978	707	1,173,910
							1979	783	1,410,598
							1980	616	1,063,685
							1981	608	1,031,897
							1982	851	1,276,324
							1983	1,026	1,861,904
							1984	1,769	3,017,647
							1985	2,369	3,936,314
							1986	3,158	5,007,402
							1987	3,601	5,473,909
							1988	4,262	6,245,208
							1989	5,464	7,984,899
							1990	5,580	7,975,829
							1991	6,062	8,770,052
							1992	6,580	9,482,080
							1993	7,319	10,399,691
							1994	8,251	11,693,938
							1995	9,452	13,127,041
							1996	8,816	12,278,588
							1997	9,656	13,664,078
							1998	10,309	14,186,202
							1999	10,772	15,334,009
							2000	12,097	16,770,235

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							2001	8,922	12,345,638
							2002	2,376	2,876,067
VHCASEID	N	C	11		Composite vehicle id number	*	01000001801-91563725904	139,382	202,586,200
VTYPFUEL	N	C	3		Type of vehicle by fuel type	*	-1=Appropriate Skip	86,107	25,534,316
							004=Unknown Vehicle Type, Gasoline	57	192,290
							011=Car, Diesel	121	414,186
							012=Car, Natural Gas	2	11,037
							013=Car, Electricity	2	3,339
							014=Car, Gasoline	28,929	99,794,372
							020=Van, Unknown Fuel Type	1	1,331
							021=Van, Diesel	2	8,176
							022=Van, Natural Gas	1	598
							024=Van, Gasoline	4,908	15,909,174
							030=SUV, Unknown Fuel Type	1	2,264
							031=SUV, Diesel	10	31,828
							034=SUV, Gasoline	6,501	20,818,030
							040=Pickup Truck, Unknown Fuel Type	3	9,198
							041=Pickup Truck, Diesel	57	163,964
							042=Pickup Truck, Natural Gas	1	4,761
							044=Pickup Truck, Gasoline	10,310	32,559,076
							050=Other Truck, Unknown Fuel Type	264	785,940
							060=RV, Unknown Fuel Type	447	1,268,953
							070=Motorcycle, Unknown Fuel Type	6	17,325
							074=Motorcycle, Gasoline	1,419	4,345,354
							910=Other Vehicle Type, Unknown Fuel Type	233	710,690
WHOMAIN	Y	C	2	Y	Person number of primary driver	C12	-1=Appropriate Skip	16,902	23,702,753
							-7=Refused	23	48,482
							-8=Don't Know	133	110,209
							-9=Not Ascertained	16	24,766
							01	67,416	100,102,177
							02	45,422	62,756,511
							03	7,114	11,516,052
							04	1,813	3,242,474
							05	364	674,097
							06	115	270,147

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							07	37	58,936
							08	11	29,303
							09	10	48,106
							10	2	145
							13	2	1,021
							14	2	1,021
WRKCOUNT	Y	N	8	Y	Count of HH members with jobs	E3*	0	20,672	29,538,831
							1	37,884	59,531,164
							2	61,596	83,792,661
							3	14,214	21,596,837
							4	4,190	6,710,653
							5	657	1,127,002
							6	133	251,652
							7	7	13,399
							8	8	10,219
							10	21	13,782
WTHHFIN	N	N	8	Y	HH Weight-at least 50% completed	*	2.1882129018-17053.650301	139,382	202,586,200
WTHHNTL	N	N	8		HH Weight-at least 50% completed - NATL	*	[missing]	86,107	25,534,316
							220.3398-16853.45	53,275	177,051,885

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
AWAYHOME	Y	C	2	SD	Reason start travel day away from home	G25	-1=Appropriate Skip	639,350	405,492,658,952
							-8=Don't Know	170	95,356,578
							-9=Not Ascertained	11	5,530,065
							10=Work	1	18,828
							11=Go to work	1,162	763,761,397
							12=Return to work	36	17,395,858
							13=Attend business meeting/trip	29	31,458,626
							14=Other work related	189	99,197,300
							20=School/religious activity	2	139,756
							21=Go to school as student	8	6,735,930
							22=Go to religious activity	11	6,902,521
							23=Go to library: school related	2	6,562,428
							24=OS - Day care	7	2,660,505
							30=Medical/dental services	40	14,210,183
							40=Shopping/errands	7	2,919,086
							41=Buy goods: groceries/clothing/hardware store	4	1,727,416
							43=Buy gas	14	2,214,970
							50=Social/recreational	73	36,190,776
							51=Go to gym/exercise/play sports	19	15,103,053
							52=Rest or relaxation/vacation	157	77,871,377
							53=Visit friends/relatives	647	408,872,878
							54=Go out/hang out: entertainment/theater/sports event/go to bar	55	30,069,793
							55=Visit public place: historical site/museum/park/library	12	4,391,759
							60=Family personal business/obligations	128	80,329,597
							62=Attend funeral/wedding	16	4,643,545
							64=Pet care: walk the dog/vet visits	3	1,590,760
							65=Attend meeting: PTA/home owners association/local government	5	2,232,713
							70=Transport someone	5	3,506,554
							71=Pick up someone	2	1,185,135
							72=Take and wait	2	1,386,177
							73=Drop someone off	1	19,860
							80=Meals	1	211,028
							81=Social event	28	17,518,120

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							82=Get/eat meal	2	2,191,356
							83=Coffee/ice cream/snacks	1	1,729,520
							91=Other reason	92	23,990,809
BEGTRAV	Y	C	6		Beginning date of travel period	*	-1=Appropriate Skip	393,791	53,849,778,704
							200103	15,095	13,638,912,934
							200104	17,137	28,942,411,253
							200105	15,774	29,468,677,068
							200106	11,576	28,003,738,534
							200107	19,199	31,735,307,114
							200108	16,285	31,072,336,820
							200109	13,206	27,068,126,008
							200110	14,273	27,108,246,280
							200111	17,887	27,942,785,506
							200112	18,257	28,350,244,346
							200201	31,102	32,065,208,336
							200202	31,723	29,276,312,380
							200203	24,094	15,790,747,021
							200204	2,893	2,949,652,904
CDIVMSAR	Y	C	2	NQR	HHs by Census div., MSA size, rail	*	11=New England, MSA 1 million or more, rail	7,329	12,235,408,171
							12=New England, MSA 1 million or more, no rail	2,120	3,172,267,411
							13=New England, MSA less than 1 million	2,017	2,889,327,094
							14=New England, not in MSA	2,913	4,138,238,032
							21=Mid-Atlantic, MSA 1 million or more, rail	57,345	31,841,790,324
							22=Mid-Atlantic, MSA 1 million or more, no rail	16,555	6,505,809,163
							23=Mid-Atlantic, MSA less than 1 million	58,564	10,352,081,160
							24=Mid-Atlantic, not in MSA	16,147	4,767,551,949
							31=E North Central, MSA 1 million or more, rail	7,603	11,942,219,448
							32=E North Central, MSA 1 million or more, no rail	24,950	24,843,227,688
							33=E North Central, MSA less than 1 million	135,617	15,749,060,757
							34=E North Central, not in MSA	34,872	14,190,399,159
							42=W North Central, MSA 1 million or more, no rail	7,082	10,663,174,865
							43=W North Central, MSA less than 1 million	17,531	8,228,784,866
							44=W North Central, not in MSA	10,436	11,621,757,340
							51=So Atlantic, MSA 1 million or more, rail	42,457	23,386,062,399

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							52=So Atlantic, MSA 1 million or more, no rail	10,747	19,275,543,359
							53=So Atlantic, MSA less than 1 million	11,968	21,136,666,490
							54=So Atlantic, not in MSA	9,019	15,184,663,333
							62=E South Central, MSA 1 million or more, no rail	3,387	6,031,064,648
							63=E South Central, MSA less than 1 million	9,604	7,941,826,716
							64=E South Central, not in MSA	10,390	7,722,156,456
							72=W South Central, MSA 1 million or more, no rail	17,497	20,549,613,958
							73=W South Central, MSA less than 1 million	23,490	12,879,875,949
							74=W South Central, not in MSA	17,555	8,336,366,486
							82=Mountain, MSA 1 million or more, no rail	8,489	12,615,339,734
							83=Mountain, MSA less than 1 million	4,973	6,788,848,489
							84=Mountain, not in MSA	4,811	6,365,206,806
							91=Pacific, MSA 1 million or more, rail	16,558	33,540,803,206
							92=Pacific, MSA 1 million or more, no rail	10,222	16,269,080,564
							93=Pacific, MSA less than 1 million	22,283	11,321,509,939
							94=Pacific, not in MSA	17,761	4,776,759,249
CENSUS_D	N	C	2	Y	Household Census Division	*	1=New England	14,379	22,435,240,708
							2=Middle Atlantic	148,611	53,467,232,597
							3=East North Central	203,042	66,724,907,052
							4=West North Central	35,049	30,513,717,070
							5=South Atlantic	74,191	78,982,935,581
							6=East South Central	23,381	21,695,047,820
							7=West South Central	58,542	41,765,856,392
							8=Mountain	18,273	25,769,395,029
							9=Pacific	66,824	65,908,152,958
CENSUS_R	N	C	2	Y	Household Census Region	*	1=Northeast	162,990	75,902,473,305
							2=Midwest	238,091	97,238,624,122
							3=South	156,114	142,443,839,794
							4=West	85,097	91,677,547,987
DRIVER	N	C	2	SD	Driver status of respondent	C8*	-1=Appropriate Skip	83,274	68,965,699,341
							-9=Not Ascertained	189	183,846,911
							1=Yes, a driver	507,167	308,648,719,503
							2=No, not a driver	51,662	29,464,219,453
DRVRCNT	Y	N	8	Y	Number of drivers in HH	C8*	0	9,387	7,181,344,298

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							1	103,789	67,261,686,890
							2	398,521	239,745,158,946
							3	95,662	66,943,867,557
							4	29,092	21,406,003,358
							5	4,414	3,332,420,438
							6	1,094	1,265,446,475
							7	159	66,258,089
							10	174	60,299,158
DRVR_FLG	Y	C	2	Y	Subject was driver on this trip	G49*	-1=Appropriate Skip	81,989	55,554,974,997
							-9=Not Ascertained	415	166,160,828
							1=Yes	387,384	233,036,695,764
							2=No	172,504	118,504,653,618
DWELTIME	N	N	8	SD	Time spent at destination of trip	G16*	-1=Appropriate Skip	139,572	88,762,835,909
							-9=Not Ascertained	622	446,899,134
							0-1380	502,098	318,052,750,164
EDITENTM	N	C	2	NQR	ENDTIME edited	*	1=Yes	53	71,177,662
							2=No	642,239	407,191,307,546
EDITMILE	N	C	2	Y	TRPDIST edited	*	1=Yes	47	51,044,164
							2=No	642,245	407,211,441,043
EDITMIN	N	C	2	Y	TRVL_MIN edited	*	1=Yes	72	102,104,745
							2=No	642,220	407,160,380,462
EDITMODE	N	C	2	Y	TRPTRANS edited	*	2=No	642,292	407,262,485,207
EDITPURP	N	C	2	NQR	WHYTRP edited	*	1=Yes	77	14,663,836
							2=No	642,215	407,247,821,371
EDITSTTM	N	C	2	NQR	STRTTIME edited	*	1=Yes	67	99,917,977
							2=No	642,225	407,162,567,230
EDUC	N	C	2	Y	Highest grade completed	M7	-1=Appropriate Skip	112,389	80,538,546,892
							-7=Refused	450	253,958,762
							-8=Don't Know	1,035	778,431,212
							-9=Not Ascertained	176	200,236,311
							1=Less then high school graduate	50,777	38,240,386,450
							2=High school graduate, include GED	156,349	92,619,967,411
							3=Vocational/technical training	23,379	12,059,837,504
							4=Some college, but no degree	86,881	59,015,156,675
							5=Associate"s degree (for example, AA)	38,463	22,795,012,907

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							6=Bachelor"s degree (for example, BA, AB, BS)	95,474	58,466,866,776
							7=Some graduate or professional school, but no degree	12,068	7,006,165,049
							8=Graduate or professional school degree (for example, MA, MS, MBA, MD, DDS, PhD, EdD, JD)	64,851	35,287,919,257
ENDHOUR	N	N	4	NQR	Travel day trip end time, hour	G17	-1=Appropriate Skip	10	1,279,611
							-7=Refused	24	10,258,631
							-8=Don't Know	659	509,227,442
							0-23	641,599	406,741,719,524
ENDMIN	N	N	8	NQR	Travel day trip end time, minute	G17	-1=Appropriate Skip	12	1,553,105
							-7=Refused	24	10,258,631
							-8=Don't Know	668	520,946,696
							0-59	641,588	406,729,726,775
ENDTIME	N	C	4	NQR	Travel day trip end time, military	G17*	-1=Appropriate Skip	53	6,124,863
							-9=Not Ascertained	687	531,196,491
							0000-2359	641,552	406,725,163,853
ENDTRAV	Y	C	6		Ending date of travel period	*	-1=Appropriate Skip	393,791	53,849,778,704
							200103	521	560,600,989
							200104	15,461	13,837,606,920
							200105	17,183	29,868,895,787
							200106	15,578	29,339,418,773
							200107	12,009	29,492,810,583
							200108	19,566	31,110,264,136
							200109	15,098	29,198,012,926
							200110	14,122	29,262,337,241
							200111	15,018	28,726,348,784
							200112	18,929	28,059,012,486
							200201	18,754	28,769,609,097
							200202	28,537	28,085,286,272
							200203	31,669	29,507,300,506
							200204	25,484	16,672,692,741
							200205	572	922,509,261
EXPFLLTD	N	N	8		Day Trip Weight 100% completed	*	[missing]	61,908	52,299,872,239
							914.0166-8574525	580,384	354,962,612,969
EXPFLTDN	N	N	8		Day Trip Weight 100% completed - NATL	*	[missing]	420,360	99,997,485,410

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							84268.22-8693180	221,932	307,264,999,797
FLGNXTDY	N	C	2	NQR	Flag for travel day trip ending next day	*	1=Yes	5,512	4,461,587,809
							2=No	636,780	402,800,897,399
HBHRESDN	Y	N	8		Housing units per sq mile - Block group	*	-9=Not Ascertained	190	141,833,998
							25=0 to 50	107,556	58,097,686,647
							150=50 to 250	110,906	61,833,051,695
							700=250 to 1000	150,170	91,410,446,111
							2000=1000 to 3000	188,493	127,806,664,622
							4000=3000 to 5000	41,500	33,698,908,198
							6000=5000 to 999K	43,477	34,273,893,937
HBHTNRNT	Y	N	8		Percent renter-occupied - Block group	*	-9=Not Ascertained	190	141,833,998
							0=0 to 4%	44,039	32,170,804,375
							5=5 to 14%	171,946	105,138,912,673
							20=15 to 24%	144,091	83,188,691,811
							30=25 to 34%	92,974	52,385,574,710
							40=35 to 44%	63,035	35,957,284,314
							50=45 to 54%	43,136	29,615,911,926
							60=55 to 64%	30,359	22,029,933,897
							70=65 to 74%	20,582	17,436,568,262
							80=75 to 84%	12,874	12,321,969,406
							90=85 to 94%	10,460	9,408,485,943
							95=95 to 100%	8,606	7,466,513,894
HBHUR	N	C	2		Urban / Rural indicator - Block group	*	-9=Not Ascertained	190	141,833,998
							C=Second City	134,059	75,556,167,418
							R=Rural	141,805	78,864,404,814
							S=Suburban	138,141	101,865,654,499
							T=Town	168,464	91,854,327,511
							U=Urban	59,633	58,980,096,967
HBPPOPDN	Y	N	8		Population per sq mile - Block group	*	-9=Not Ascertained	190	141,833,998
							50=0 to 100	93,396	51,754,053,144
							300=100 to 500	107,037	58,158,664,516
							750=500 to 1K	57,013	32,349,577,546
							1500=1K to 2K	80,823	48,551,345,121
							3000=2K to 4K	115,644	72,635,874,606
							7000=4K to 10K	134,318	97,785,952,462

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							17000=10K to 25K	35,372	31,854,298,171
							30000=25K to 999K	18,499	14,030,885,644
HHC_MSA	Y	C	4		MSA / CMSA code for HH	*	0520=Atlanta, GA	3,400	6,297,110,529
							0640=Austin--San Marcos, TX	2,529	1,650,470,384
							1122=Boston--Worcester--Lawrence, MA--NH--ME--CT	5,743	9,401,101,709
							1280=Buffalo--Niagara Falls, NY	5,557	1,662,437,303
							1520=Charlotte--Gastonia--Rock Hill, NC--SC	1,315	2,632,806,929
							1602=Chicago--Gary--Kenosha, IL--IN--WI	7,603	11,942,219,448
							1642=Cincinnati--Hamilton, OH--KY--IN	1,774	3,226,252,968
							1692=Cleveland--Akron, OH	2,903	4,472,031,087
							1840=Columbus, OH	1,446	2,402,687,191
							1922=Dallas--Fort Worth, TX	5,647	7,237,322,580
							2082=Denver--Boulder--Greeley, CO	2,864	4,154,495,873
							2162=Detroit--Ann Arbor--Flint, MI	4,884	8,209,661,872
							3000=Grand Rapids--Muskegon--Holland, MI	1,276	1,796,504,012
							3120=Greensboro--Winston-Salem--High Point, NC	1,359	2,363,911,161
							3280=Hartford, CT	1,067	1,505,670,663
							3320=Honolulu, HI (entire Oahu Island)	16,379	1,116,139,953
							3362=Houston--Galveston--Brazoria, TX	4,973	6,218,257,118
							3480=Indianapolis, IN	1,508	2,251,741,932
							3600=Jacksonville, FL	1,110	2,105,848,534
							3760=Kansas City, MO--KS	1,922	2,829,226,054
							4120=Las Vegas, NV--AZ	1,270	2,042,759,286
							4472=Los Angeles--Riverside--Orange County, CA	11,022	23,349,516,705
							4520=Louisville, KY--IN	934	1,426,260,934
							4920=Memphis, TN--AR--MS	938	1,746,247,052
							4992=Miami--Fort Lauderdale, FL	1,995	4,228,416,557
							5082=Milwaukee--Racine, WI	10,188	2,196,352,290
							5120=Minneapolis--St. Paul, MN--WI	3,845	5,002,798,503
							5360=Nashville, TN	1,216	2,119,038,469
							5560=New Orleans, LA	1,099	1,950,100,170
							5602=New York--Northern New Jersey--Long Island, NY--NJ--CT--PA	54,403	27,419,882,609
							5720=Norfolk--Virginia Beach--Newport News, VA--NC	1,412	2,626,198,138

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							5880=Oklahoma City, OK	820	1,389,218,366
							5960=Orlando, FL	1,223	2,305,316,688
							6162=Philadelphia--Wilmington--Atlantic City, PA--NJ--DE--MD	4,952	7,905,190,437
							6200=Phoenix--Mesa, AZ	2,980	4,707,356,311
							6280=Pittsburgh, PA	2,440	3,203,135,351
							6442=Portland--Salem, OR--WA	2,186	3,023,078,305
							6480=Providence--Fall River--Warwick, RI--MA	1,053	1,666,596,748
							6640=Raleigh--Durham--Chapel Hill, NC	1,405	2,551,509,854
							6840=Rochester, NY	8,558	1,640,236,510
							6922=Sacramento--Yolo, CA	1,798	2,756,046,058
							7040=St. Louis, MO--IL	2,608	3,905,078,589
							7160=Salt Lake City--Ogden, UT	1,375	1,710,728,264
							7240=San Antonio, TX	2,406	2,057,831,586
							7320=San Diego, CA	2,238	4,151,614,847
							7362=San Francisco--Oakland--San Jose, CA	5,536	10,191,286,500
							7602=Seattle--Tacoma--Bremerton, WA	4,000	6,338,341,355
							8280=Tampa--St. Petersburg--Clearwater, FL	2,119	3,446,173,977
							8872=Washington--Baltimore, DC--MD--VA--WV	36,638	12,211,559,054
							8960=West Palm Beach--Boca Raton, FL	804	1,243,778,078
							9999=HH not in an MSA	123,896	77,100,439,820
							XXXX=Suppressed, in an MSA of less than 1 million	269,676	96,174,500,497
HHFAMINC	N	C	2	SD	Total HH income last 12 months	M14*	-1=Appropriate Skip	4,791	3,432,135,394
							-7=Refused	33,556	13,512,985,823
							-8=Don't Know	5,437	4,994,101,887
							-9=Not Ascertained	103	143,575,778
							01=< $5,000	6,352	6,437,618,021
							02=$5,000 - $9,999	16,091	14,254,199,982
							03=$10,000 - $14,999	17,418	13,996,701,867
							04=$15,000 - $19,999	26,864	20,900,224,011
							05=$20,000 - $24,999	26,169	18,869,174,870
							06=$25,000 - $29,999	40,596	27,287,960,444
							07=$30,000 - $34,999	28,598	19,261,713,843
							08=$35,000 - $39,999	47,447	31,473,254,761
							09=$40,000 - $44,999	26,757	15,504,822,674

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							10=$45,000 - $49,999	49,282	29,771,934,322
							11=$50,000 - $54,999	25,536	14,747,091,000
							12=$55,000 - $59,999	44,601	26,045,253,410
							13=$60,000 - $64,999	18,474	11,476,833,361
							14=$65,000 - $69,999	34,280	19,308,314,241
							15=$70,000 - $74,999	17,074	10,318,884,793
							16=$75,000 - $79,999	29,818	17,932,198,628
							17=$80,000 - $99,999	56,509	33,056,642,710
							18=> = $100,000	86,539	54,536,863,388
HHINCTTL	N	C	2	NQR	Total income all HH members	M14*	-1=Appropriate Skip	4,791	3,432,135,394
							-7=Refused	33,556	13,512,985,823
							-8=Don't Know	5,437	4,994,101,887
							-9=Not Ascertained	103	143,575,778
							01=< $5,000	5,557	5,420,475,655
							02=$5,000 - $9,999	14,549	12,133,446,647
							03=$10,000 - $14,999	16,346	12,903,500,449
							04=$15,000 - $19,999	25,310	19,563,799,571
							05=$20,000 - $24,999	24,928	18,160,002,089
							06=$25,000 - $29,999	39,171	26,183,303,263
							07=$30,000 - $34,999	28,199	18,838,424,133
							08=$35,000 - $39,999	46,471	30,254,103,760
							09=$40,000 - $44,999	26,942	15,913,116,655
							10=$45,000 - $49,999	47,946	28,599,542,203
							11=$50,000 - $54,999	25,654	15,240,897,575
							12=$55,000 - $59,999	43,926	25,583,768,481
							13=$60,000 - $64,999	19,238	12,144,819,335
							14=$65,000 - $69,999	34,093	18,843,926,818
							15=$70,000 - $74,999	17,771	10,917,352,370
							16=$75,000 - $79,999	29,947	18,037,137,903
							17=$80,000 - $99,999	59,374	36,223,888,512
							18=> = $100,000	92,983	60,218,180,904
HHMEMDRV	N	C	2	Y	HH member drove on trip	G48	-1=Appropriate Skip	81,167	55,264,188,301
							-7=Refused	14	4,485,366
							-8=Don't Know	121	77,707,587
							-9=Not Ascertained	19	16,438,578

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							1=Yes	531,737	329,771,453,551
							2=No	29,098	22,049,247,554
							3=Drove on part of trip	136	78,964,271
HHRESP	N	C	2	Y	Person ID of HH respondent	*	01-06	642,292	407,262,485,207
HHR_DRVR	N	C	2	NQ	Driver status of HH respondent	*	1=Yes, a driver	618,028	385,893,628,093
							2=No, not a driver	24,264	21,368,857,114
HHR_EDUC	N	C	2	NQ	Education level of HH respondent	M7*	-1=Appropriate Skip	2	55,789
							-7=Refused	507	322,425,807
							-8=Don't Know	1,604	854,786,261
							-9=Not Ascertained	8,402	7,817,505,187
							1=Less then high school graduate	35,904	32,305,027,841
							2=High school graduate, include GED	183,181	112,265,126,574
							3=Vocational/technical training	28,380	14,756,429,127
							4=Some college, but no degree	110,462	74,951,822,820
							5=Associate"s degree (for example, AA)	51,189	30,994,779,445
							6=Bachelor"s degree (for example, BA, AB, BS)	125,144	77,679,489,629
							7=Some graduate or professional school, but no degree	15,658	9,062,087,931
							8=Graduate or professional school degree (for example, MA, MS, MBA, MD, DDS, PhD, EdD, JD)	81,859	46,252,948,796
HHR_HISP	N	C	2	NQ	Hispanic status of HH respondent	C6*	-7=Refused	203	33,367,694
							-8=Don't Know	52	2,026,311
							1=Yes	36,313	46,466,984,813
							2=No	605,724	360,760,106,390
HHR_RACE	Y	C	2	NQ	Race of HH respondent	C7*	-7=Refused	2,920	1,941,878,020
							-8=Don't Know	1,973	1,178,190,132
							-9=Not Ascertained	523	686,836,632
							01=White	542,978	297,053,418,142
							02=African American, Black	26,978	43,997,875,484
							03=Asian Only	19,138	8,872,867,500
							04=American Indian, Alaskan Native	3,383	2,890,546,646
							05=Native Hawaiian, other Pacific Islander	3,794	1,117,491,487
							06=Hispanic/Mexican Only	17,541	26,213,347,804
							07=White & African American	26	4,019,050
							08=White & Asian	844	822,688,454

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							09=White & American Indian	4,834	3,818,066,367
							10=White & Hispanic	11,747	15,074,009,110
							11=African American & Hispanic	25	7,981,363
							12=American Indian & Hispanic	413	554,352,700
							13=Other Combination 2 Races	1,352	1,882,935,017
							14=Other Combination 3 Races	280	401,372,307
							16=Other multiracial not listed above	3,485	712,788,719
							17=Other specify	58	31,820,272
HHR_WRKR	N	C	2	NQ	Worker status of HH respondent	*	-8=Don't Know	22	2,540,895
							-9=Not Ascertained	2	612,730
							1=Yes	452,748	289,004,403,613
							2=No	189,520	118,254,927,969
HHSIZE	N	N	8	Y	Count of HH members	C3*	1	61,615	33,066,877,486
							2	202,374	108,408,077,600
							3	120,952	81,220,600,856
							4	147,622	100,213,580,240
							5	72,265	52,865,069,074
							6	25,043	19,766,927,985
							7	7,387	6,547,020,031
							8	2,530	2,711,430,371
							9	1,252	1,341,789,896
							10	821	720,946,919
							11	245	304,301,854
							12	53	39,303,990
							14	133	56,558,904
HHSTATE	Y	C	2	SD	State-household location	D4*	AL	3,319	5,663,852,626
							AR	2,184	3,680,493,946
							AZ	4,637	6,873,134,023
							CA	25,267	48,862,043,725
							CO	4,692	6,634,016,104
							CT	2,962	4,939,560,334
							FL	12,110	20,849,683,642
							GA	6,602	12,569,875,655
							HI	30,592	1,553,453,917
							IA	15,696	4,855,915,108

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							IL	11,054	17,638,089,007
							IN	5,982	8,576,928,230
							KS	3,356	4,343,400,373
							KY	13,442	5,325,164,742
							LA	3,187	5,412,643,568
							MA	5,831	9,390,931,671
							MD	34,211	7,427,555,400
							MI	10,118	15,357,885,995
							MN	6,511	8,075,893,656
							MO	5,967	8,647,145,689
							MS	1,683	2,720,500,798
							NC	7,819	14,265,712,133
							NJ	6,893	10,507,909,262
							NY	118,708	24,978,573,227
							OH	11,861	17,779,147,344
							OK	2,530	4,092,853,861
							OR	3,730	4,687,339,803
							PA	23,014	17,983,435,302
							SC	3,474	6,771,409,100
							TN	4,937	7,985,529,655
							TX	50,641	28,579,865,017
							UT	2,509	3,106,318,332
							VA	6,975	11,987,233,434
							WA	6,724	10,063,700,232
							WI	164,049	7,456,883,910
							XX=Suppressed, HH in state of less than 2 million	19,025	27,618,406,386
HHSTFIPS	Y	C	2	SD	FIPS state code for HH	*	01-55	623,258	379,630,721,246
							XX=Suppressed, HH in state of less than 2 million	19,034	27,631,763,962
HHVEHCNT	Y	N	8	Y	Count of HH vehicles	B1*	0	17,856	14,677,885,545
							1	119,993	82,278,018,005
							2	293,493	176,625,035,596
							3	130,874	81,881,479,804
							4	51,570	33,308,743,449
							5	17,591	11,626,192,956
							6	6,561	4,330,369,516

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							7	2,315	1,349,009,486
							8	953	643,593,916
							9	539	301,459,083
							10	250	126,718,833
							11	73	17,083,955
							12	174	78,416,544
							13	10	592,505
							15	30	5,403,973
							19	10	12,482,040
HH_ONTD	Y	N	8	Y	Count of HH members on trip	G45*	1	370,446	224,002,370,640
							2	167,019	104,537,337,751
							3	58,935	42,215,657,174
							4	31,389	24,167,503,516
							5	10,659	8,839,941,104
							6	2,950	2,807,002,576
							7	632	496,340,415
							8	80	67,038,771
							9	147	123,486,199
							10	10	65,243
							11	25	5,741,818
HOMEOWN	N	C	2	Y	Housing unit owned or rented	C2	-7=Refused	73	9,539,668
							-8=Don't Know	80	5,674,530
							1=Own	527,001	303,631,279,610
							2=Rent	111,121	101,216,754,241
							3=Provided by job or military	3,681	2,261,959,713
							91=Other	336	137,277,446
HOMETYPE	N	C	2	NR	Type of housing unit	C1	-7=Refused	40	8,421,233
							-8=Don't Know	61	6,085,626
							1=Detached single house	497,092	295,829,080,273
							2=Duplex	26,966	18,299,374,072
							3=Rowhouse or townhouse	25,191	14,462,371,300
							4=Apartment, condominium	67,216	57,231,817,093
							5=Mobile home or trailer	24,468	20,792,325,510
							6=Dorm room, fraternity or sorority house	254	208,293,246
							91=Other	1,004	424,716,853

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
HOUSEID	N	C	9	Y	HH Identification Number	*	010000018-915637259	642,292	407,262,485,207
HTEEMPDN	Y	N	8		Workers per square mile living in Tract	*	-9=Not Ascertained	18,820	14,904,772,385
							25=0 to 49	109,597	63,970,364,269
							75=50 to 99	51,548	23,727,510,651
							150=100 to 249	69,739	37,004,134,980
							350=250 to 499	60,699	37,462,022,717
							750=500 to 999	77,675	48,369,919,092
							1500=1000 to 1999	115,261	73,383,470,003
							3000=2000 to 3999	98,936	72,758,984,859
							5000=4000 to 999K	40,017	35,681,306,251
HTHRESDN	Y	N	8		Housing units per sq mile - Tract level	*	-9=Not Ascertained	190	141,833,998
							25=0 to 50	124,515	68,152,846,410
							150=50 to 250	119,791	63,508,131,988
							700=250 to 1000	158,691	96,814,349,161
							2000=1000 to 3000	171,800	123,167,994,034
							4000=3000 to 5000	31,681	27,132,208,482
							6000=5000 to 999K	35,624	28,345,121,133
HTHTNRNT	Y	N	8		Percent renter-occupied - Tract level	*	-9=Not Ascertained	190	141,833,998
							0=0 to 4%	16,764	14,912,833,903
							5=5 to 14%	133,810	84,600,839,466
							20=15 to 24%	173,204	97,618,484,191
							30=25 to 34%	124,665	71,629,549,889
							40=35 to 44%	76,811	45,926,240,832
							50=45 to 54%	45,613	32,759,105,630
							60=55 to 64%	28,875	21,463,009,266
							70=65 to 74%	18,549	17,041,022,937
							80=75 to 84%	10,812	10,294,531,258
							90=85 to 94%	7,119	6,682,160,164
							95=95 to 100%	5,880	4,192,873,673
HTHUR	N	C	2		Urban / Rural indicator - Tract level	*	-9=Not Ascertained	190	141,833,998
							C=Second City	131,596	73,648,434,594
							R=Rural	141,415	79,438,354,433
							S=Suburban	141,096	103,085,357,111
							T=Town	167,841	91,477,985,700
							U=Urban	60,154	59,470,519,372

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
HTPPOPDN	Y	N	8		Population per sq mile - Tract level	*	-9=Not Ascertained	190	141,833,998
							50=0 to 100	108,404	60,848,803,864
							300=100 to 500	120,209	60,850,273,531
							750=500 to 1K	60,974	36,919,864,291
							1500=1K to 2K	81,459	49,652,639,793
							3000=2K to 4K	116,480	74,569,614,100
							7000=4K to 10K	109,394	85,650,664,641
							17000=10K to 25K	29,412	26,509,859,857
							30000=25K to 999K	15,770	12,118,931,132
IMPTAGE	N	C	1	X	Subjects age was imputed	*	1=Yes	6,762	5,651,132,551
							2=No	635,530	401,611,352,657
IMPTENTM	N	C	1	NQR	ENDTIME was imputed	*	1=Yes	66	106,529,892
							2=No	642,226	407,155,955,315
IMPTHOWN	N	C	1	X	HOMEOWN was imputed	*	1=Yes	509	517,897,741
							2=No	641,783	406,744,587,466
IMPTHTYP	N	C	1	X	HOMETYPE was imputed	*	1=Yes	541	358,238,309
							2=No	641,751	406,904,246,898
IMPTMILE	N	C	1	NQR	TRIPDIST was imputed	*	2=No	642,292	407,262,485,207
IMPTMIN	N	C	1	NQR	TRVL_MIN was imputed	*	1=Yes	93	154,435,249
							2=No	642,199	407,108,049,959
IMPTRACE	Y	C	1	X	Race of HH respondent was imputed	*	1=Yes	4,046	3,488,100,792
							2=No	638,246	403,774,384,416
IMPTSEX	N	C	1	X	Subjects sex was imputed	*	1=Yes	466	344,373,597
							2=No	641,826	406,918,111,611
IMPTSTTM	N	C	1	NQR	STRTTIME was imputed	*	1=Yes	42	58,154,207
							2=No	642,250	407,204,331,001
IMPTTPUB	N	C	1		TRPPUB was imputed	*	1=Yes	6,432	6,452,264,097
							2=No	635,860	400,810,221,110
IMPTTRIP	N	C	1	NQR	Whole trip was imputed	*	1=Yes	2	2,861,161
							2=No	642,290	407,259,624,046
LANG	N	C	1	NQR	Language interview was conducted in	*	1=English	634,519	394,784,200,388
							2=Spanish	7,773	12,478,284,819
LIF_CYC	Y	C	2	SD	HH life cycle	*	-9=Not Ascertained	706	156,835,746
							01=one adult, no children	38,689	21,950,660,564
							02=2+ adults, no children	128,150	77,581,534,707

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							03=one adult, youngest child 0-5	7,523	8,342,573,361
							04=2+ adults, youngest child 0-5	129,661	99,311,211,157
							05=one adult, youngest child 6-15	16,914	12,472,342,730
							06=2+ adults, youngest child 6-15	151,095	95,883,029,365
							07=one adult, youngest child 16-21	5,595	4,209,659,579
							08=2+ adults, youngest child 16-21	42,468	29,106,117,597
							09=one adult, retired, no children	33,701	12,262,387,629
							10=2+ adults, retired, no children	87,790	45,986,132,772
MSACAT	Y	C	2	NQR	MSA category	*	1=MSA of 1 million or more, with rail	131,292	112,946,283,548
							2=MSA of 1 million or more, and not in 1	101,049	119,925,121,389
							3=MSA less than 1 million	286,047	97,287,981,460
							4=Not in MSA (CMSA)	123,904	77,103,098,810
MSAPOP	Y	N	8		2000 Census population of CMSA or MSA	*	-1=Appropriate Skip	394,062	173,293,096,057
							380783-21199865	248,230	233,969,389,151
MSASIZE	Y	C	2	Y	Population size of HH MSA	*	1=In an MSA of Less than 250,000	113,978	30,169,944,386
							2=In an MSA of 250,000 - 499,999	110,652	33,975,462,894
							3=In an MSA of 500,000 - 999,999	61,417	33,142,574,180
							4=In an MSA or CMSA of 1,000,000 - 2,999,999	78,565	87,214,182,154
							5=In an MSA or CMSA of 3 million or more	153,776	145,657,222,784
							6=Not in MSA or CMSA	123,904	77,103,098,810
NONHHCNT	Y	N	8	Y	No of NON HH members on travel day trip	G47*	-7=Refused	44	9,300,407
							-8=Don't Know	522	277,108,125
							-9=Not Ascertained	64	30,966,256
							0	550,146	341,213,202,534
							1	60,034	43,100,000,860
							2	18,522	13,099,036,916
							3	6,591	5,094,125,659
							4	2,728	2,015,110,748
							5	1,080	774,774,829
							6	468	282,454,088
							7	185	180,972,787
							8	193	119,274,472
							9	74	42,152,413
							10	263	160,755,184
							11	32	27,068,973

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							12	90	46,924,537
							13	30	28,658,839
							14	34	27,024,063
							15	120	105,906,800
							16	15	7,730,507
							17	10	5,337,030
							18	19	11,126,266
							19	10	7,606,488
							20	177	97,428,747
							21	4	3,173,731
							22	19	7,305,499
							23	1	6,471
							24	17	19,301,588
							25	100	49,196,016
							26	12	426,442
							27	6	15,139,298
							28	12	2,033,915
							29	4	1,795,376
							30	242	126,321,911
							32	10	1,898,325
							33	10	3,409,964
							34	2	4,817,575
							35	56	56,288,508
							36	11	10,307,047
							38	3	478,656
							40	146	77,007,975
							41	5	3,746,600
							42	6	3,504,051
							43	1	95,562
							44	4	690,952
							45	25	17,785,991
							46	6	95,214
							48	5	5,876,331
							49	3	14,601
							50	45	35,219,108

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							52	8	11,317,771
							55	10	192,733
							56	4	3,255,784
							57	1	417,371
							60	26	10,599,832
							62	2	848,985
							64	2	1,737,165
							65	2	41,649
							68	2	2,484,735
							70	5	449,109
							72	4	1,577,270
							75	4	3,185,140
							82	4	1,609,802
							84	7	12,874,435
							90	3	1,176,750
							99	2	732,440
NUMADLT	Y	N	8	SD	Number of adults in HH	C8*	-8=Don't Know	1,471	189,200,644
							1	85,972	52,713,744,630
							2	445,790	262,665,995,184
							3	80,308	65,376,860,545
							4	22,745	20,776,633,890
							5	4,433	3,895,003,340
							6	1,076	1,384,817,560
							7	193	67,668,769
							8	75	54,124,127
							9	110	82,057,958
							10	119	56,378,559
NUMONTRP	Y	N	8	Y	Total people on trav day trip, inc resp.	G45*	1	313,203	184,250,342,283
							2	184,877	117,057,403,525
							3	73,742	52,015,302,855
							4	42,413	31,021,366,711
							5	16,734	13,558,089,173
							6	6,140	5,174,005,459
							7	2,136	1,737,248,444
							8	694	693,329,730

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
							9	457	537,367,513
							10	176	143,068,113
							11	203	100,621,679
							12	142	108,665,588
							13	87	56,253,999
							14	34	25,701,207
							15	33	31,664,509
							16	96	67,736,984
							17	54	38,982,044
							18	14	5,355,017
							19	20	29,390,968
							20	16	14,437,467
							21	133	81,491,816
							22	38	17,097,796
							23	24	8,635,320
							24	7	864,932
							25	5	1,433,086
							26	76	45,902,062
							27	41	19,984,260
							28	9	16,809,551
							29	8	90,065
							30	12	2,012,095
							31	142	88,661,990
							32	82	36,353,556
							33	22	4,492,201
							34	16	3,595,035
							35	4	5,116,606
							36	26	34,391,199
							37	34	24,961,206
							38	7	7,243,150
							39	3	478,656
							41	88	66,524,425
							42	30	8,577,861
							43	35	8,880,998
							44	5	370,905

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							46	17	10,406,302
							47	18	8,165,855
							49	3	4,356,317
							50	2	1,520,013
							51	34	22,454,119
							52	14	12,779,591
							53	4	4,752,722
							54	4	6,565,049
							56	10	192,733
							57	4	3,255,784
							58	1	417,371
							61	18	10,474,337
							63	2	848,985
							64	8	125,495
							65	2	1,737,165
							66	2	41,649
							69	2	2,484,735
							71	3	59,984
							72	2	389,124
							74	4	1,577,270
							76	2	21,399
							77	2	3,163,741
							84	4	1,609,802
							85	7	12,874,435
							91	1	113,107
							92	2	1,063,643
							100	2	732,440
OCCAT	Y	C	2	NQR	Occupational category	E7*	-1=Appropriate Skip	279,087	181,315,298,576
							-7=Refused	6,313	1,516,346,876
							-8=Don't Know	221	138,497,864
							-9=Not Ascertained	40	45,589,577
							01=Sales or Service	94,545	63,249,888,824
							02=Clerical or administrative support	45,666	27,773,273,547
							03=Manufacturing, construction, maintenance, or farming	62,774	41,885,122,724

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							04=Professional, managerial or technical	152,296	90,967,731,450
							91=Other	1,350	370,735,769
ONTD_P1	Y	C	2	NQR	Person 1 was on travel day trip	G45*	-1=Appropriate Skip	393	536,491,444
							1=Yes	423,183	262,689,160,122
							2=No	218,716	144,036,833,642
ONTD_P2	Y	C	2	NQR	Person 2 was on travel day trip	G45*	-1=Appropriate Skip	49,798	32,497,820,151
							1=Yes	301,153	189,515,750,046
							2=No	291,341	185,248,915,010
ONTD_P3	Y	C	2	NQR	Person 3 was on travel day trip	G45*	-1=Appropriate Skip	208,190	133,185,233,733
							1=Yes	168,195	122,585,338,444
							2=No	265,907	151,491,913,031
ONTD_P4	Y	C	2	NQR	Person 4 was on travel day trip	G45*	-1=Appropriate Skip	302,860	208,376,726,669
							1=Yes	119,095	87,285,014,693
							2=No	220,337	111,600,743,845
ONTD_P5	Y	C	2	NQR	Person 5 was on travel day trip	G45*	-1=Appropriate Skip	422,029	300,458,835,350
							1=Yes	49,459	38,925,821,296
							2=No	170,804	67,877,828,561
ONTD_P6	Y	C	2	NQR	Person 6 was on travel day trip	G45*	-1=Appropriate Skip	481,187	349,791,915,584
							1=Yes	15,812	13,672,544,205
							2=No	145,293	43,798,025,418
ONTD_P7	Y	C	2	NQR	Person 7 was on travel day trip	G45*	-1=Appropriate Skip	501,887	368,624,348,652
							1=Yes	4,867	4,876,589,652
							2=No	135,538	33,761,546,903
ONTD_P8	Y	C	2	NQR	Person 8 was on travel day trip	G45*	-1=Appropriate Skip	508,329	374,946,099,090
							1=Yes	1,502	1,545,910,748
							2=No	132,461	30,770,475,369
ONTD_P9	Y	C	2	NQR	Person 9 was on travel day trip	G45*	-1=Appropriate Skip	510,722	377,797,614,466
							1=Yes	697	912,623,990
							2=No	130,873	28,552,246,751
ONTD_P10	N	C	2	NQR	Person 10 was on travel day trip	G45*	-1=Appropriate Skip	511,677	379,157,028,253
							1=Yes	302	328,026,863
							2=No	130,313	27,777,430,092
ONTD_P11	N	C	2	NQR	Person 11 was on travel day trip	G45*	-1=Appropriate Skip	512,280	379,737,670,959
							1=Yes	80	73,549,037
							2=No	129,932	27,451,265,210

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
ONTD_P12	N	C	2	NQR	Person 12 was on travel day trip	G45*	-1=Appropriate Skip	512,520	380,072,645,913
							1=Yes	34	11,762,757
							2=No	129,738	27,178,076,537
ONTD_P13	N	C	2	NQR	Person 13 was on travel day trip	G45*	-1=Appropriate Skip	512,611	380,112,498,158
							1=Yes	8	3,569,698
							2=No	129,673	27,146,417,351
ONTD_P14	N	C	2	NQR	Person 14 was on travel day trip	G45*	-1=Appropriate Skip	642,159	407,205,926,303
							1=Yes	7	2,344,633
							2=No	126	54,214,271
OUTOFTWN	N	C	2	NQR	Out of town entire travel day	G9*	-1=Appropriate Skip	610,823	387,129,479,538
							-9=Not Ascertained	6	8,215,120
							1=Yes	12,764	8,070,283,780
							2=No	18,699	12,054,506,770
PASSPURP	N	C	2	NR	Passenger's trip purpose	G27 27A-27E	-1=Appropriate Skip	618,571	391,154,564,629
							-7=Refused	1	1,228,239
							-8=Don't Know	121	35,740,421
							-9=Not Ascertained	2,802	2,370,308,226
							01=Home	4,436	2,882,574,177
							11=Go to work	1,727	1,264,475,510
							12=Return to work	146	101,048,584
							13=Attend business meeting/trip	36	27,669,798
							14=Other work related	120	68,723,013
							20=School/religious activity	585	266,806,762
							21=Go to school as student	5,792	4,038,863,707
							22=Go to religious activity	244	126,857,625
							23=Go to library: school related	99	58,937,160
							24=OS - Day care	1,185	865,322,690
							30=Medical/dental services	778	448,537,971
							40=Shopping/errands	275	169,358,790
							41=Buy goods: groceries/clothing/hardware store	350	242,985,666
							42=Buy services: video rentals/dry cleaner/post office/car service/bank	184	168,974,723
							43=Buy gas	19	15,497,339
							50=Social/recreational	285	154,166,695
							51=Go to gym/exercise/play sports	920	528,132,178

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							52=Rest or relaxation/vacation	76	75,537,847
							53=Visit friends/relatives	963	620,336,485
							54=Go out/hang out: entertainment/theater/sports event/go to bar	343	199,869,700
							55=Visit public place: historical site/museum/park/library	39	27,033,287
							60=Family personal business/obligations	241	144,875,434
							61=Use professional services: attorney/accountant	40	35,779,816
							62=Attend funeral/wedding	28	24,059,895
							63=Use personal services: grooming/haircut/nails	116	91,008,900
							64=Pet care: walk the dog/vet visits	20	6,594,229
							65=Attend meeting: PTA/home owners association/local government	62	34,209,538
							70=Transport someone	128	55,254,911
							71=Pick up someone	89	55,409,748
							72=Take and wait	151	101,969,803
							73=Drop someone off	671	479,626,592
							80=Meals	14	7,576,941
							81=Social event	141	100,671,790
							82=Get/eat meal	99	75,206,886
							83=Coffee/ice cream/snacks	7	6,194,722
							91=Other reason	388	130,494,778
PERSONID	N	C	2	Y	Person ID number	*	01-14	642,292	407,262,485,207
PRMACT	N	C	2	NQR	Primary activity last week	E3	-1=Appropriate Skip	112,425	80,583,093,572
							-7=Refused	100	83,218,122
							-8=Don't Know	346	185,421,591
							-9=Not Ascertained	137	82,597,551
							1=Working	308,965	194,187,778,567
							2=Temporarily absent from a job or business	20,253	12,912,875,365
							3=Looking for work	8,553	7,310,582,747
							4=A homemaker	46,888	31,787,023,642
							5=Going to school	27,130	20,580,376,804
							6=Retired	99,061	46,811,528,515
							7=Doing something else	18,434	12,737,988,730
PROXCAT	N	C	2	NQR	Respondent category who had proxy	*	1=Proxy Required - 13 years or younger	97,462	70,856,196,854
							2=Proxy Allowed - 14-15 years	14,156	9,137,342,597

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							3=Proxy Often - 16-17 years	9,527	5,389,903,809
							4=Proxy for adult - 18 years or older	106,731	63,313,482,148
							5=Interview completed by self, not proxy	414,416	258,565,559,799
PROXY	N	C	2	Y	Trip info from respondent or proxy	E1	1=Subject	414,416	258,565,559,799
							2=Proxy	227,876	148,696,925,408
PSGR_FLG	Y	C	2	NQR	Respondent was passenger on trip	G45*	-1=Appropriate Skip	81,820	55,471,827,485
							-9=Not Ascertained	579	243,117,475
							1=Yes	172,416	118,489,735,527
							2=No	387,477	233,057,804,721
PUBTYPE	N	C	2	NQR	Mode of public transit used	G33	-1=Appropriate Skip	632,181	399,124,562,986
							-8=Don't Know	21	11,551,672
							1=Bus	6,727	5,264,398,929
							2=Subway/train/streetcar	3,251	2,803,645,183
							3=Boat	112	58,326,438
RAIL	Y	C	2	NQR	Rail (subway) category	*	1=MSA has rail	131,292	112,946,283,548
							2=MSA does not have rail, or hh not in an MSA	511,000	294,316,201,659
R_AGE	Y	N	8	Y	Respondent age	C8*	-7=Refused	5,984	3,763,963,469
							-8=Don't Know	2,835	2,177,478,695
							-9=Not Ascertained	47	7,310,373
							0-88	633,426	401,313,732,670
R_AGEWGT	Y	N	8		Age of Subject used in weighting	*	0-88	642,292	407,262,485,207
R_RELAT	Y	C	2	Y	Respondent relationship to HH respondent	C8*	-7=Refused	240	194,218,271
							-8=Don't Know	67	71,801,941
							-9=Not Ascertained	30	31,174,315
							1=Self	299,577	178,625,288,409
							2=Spouse	155,461	88,003,749,803
							3=Child	144,310	103,723,930,913
							4=Parent	10,670	7,727,075,179
							5=Sibling	5,501	5,342,895,942
							6=Other relative	9,519	9,518,907,326
							7=Unmarried Partner	8,317	6,148,072,166
							8=Non-relative	8,600	7,875,370,943
R_SEX	N	C	2	Y	Respondent gender	C8*	-7=Refused	28	5,497,185
							-8=Don't Know	23	15,731,719
							1=Male	303,123	198,338,062,062

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							2=Female	339,118	208,903,194,243
SMPLAREA	N	C	2		Add-on area where HH resides	*	01=Baltimore Add-on	32,359	3,264,226,932
							02=Des Moines Add-on	12,656	672,522,251
							03=Hawaii Add-on	14,228	437,528,041
							04=Kentucky Add-on	10,178	164,586,424
							05=Lancaster PA Add-on	10,564	659,347,253
							06=New York Add-on	118,708	24,978,573,227
							07=Oahu Add-on	16,364	1,115,925,876
							08=Texas Add-on	50,641	28,579,865,017
							09=Wisconsin Add-on	164,049	7,456,883,910
							10=Remaining cases	212,545	339,933,026,277
SMPLFIRM	N	C	2		Firm collecting the data	*	01=Westat	512,744	380,169,057,063
							02=Morpace	129,548	27,093,428,144
SMPLSRCE	N	C	2		Sample where the case originated	*	01=National Sample	248,501	353,412,706,503
							02=Baltimore Add-on	30,474	3,049,224,409
							03=Des Moines Add-on	12,212	653,280,005
							04=Hawaii Add-on	14,040	433,403,015
							05=Kentucky Add-on	10,098	164,012,503
							06=Lancaster PA Add-on	10,081	641,255,052
							07=New York Add-on	105,434	20,179,140,826
							08=Oahu Add-on	15,880	1,095,980,289
							09=Texas Add-on	36,763	21,056,272,871
							10=Wisconsin Add-on	158,809	6,577,209,733
STRTHR	N	N	8	NQR	Travel day trip start time, hour	G16	-7=Refused	24	10,258,631
							-8=Don't Know	626	478,869,953
							0-23	641,642	406,773,356,623
STRTMIN	N	N	8	NQR	Travel day trip start time, minute	G16	-7=Refused	24	10,258,631
							-8=Don't Know	632	480,799,494
							0-59	641,636	406,771,427,083
STRTTIME	N	C	4	Y	Travel day trip start time, military	G16*	-9=Not Ascertained	659	493,086,326
							0000-2359	641,633	406,769,398,882
TDAYDATE	N	C	6	Y	Travel day date (YYYYMM)	*	200103-200206	642,292	407,262,485,207
TDBOA911	N	C	1	X	Travel Day Before or On/After 9/11	*	1=Travel day was before 9/11/01	209,049	166,749,112,556
							2=Travel day was on or after 9/11/01	433,243	240,513,372,651
TDCASEID	N	C	13		Composite travel day trip ID number	*	0100000180101-9156372590203	642,292	407,262,485,207

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
TDMSDTRP	N	C	1	NQR	Orig missed trip incorp into trav day	*	1=Missed trip reported by HH	1,357	959,304,814
							2=No missed trip reported by HH	640,935	406,303,180,394
TDTRPNUM	N	C	2	Y	Travel day trip number for respondent	*	01-36	642,292	407,262,485,207
TDWKND	N	C	2	X	Travel day trip on weekend	*	1=Yes	184,861	125,482,352,515
							2=No	457,431	281,780,132,692
TPOVRLAP	N	C	2		Travel Period Overlap	*	-1=Appropriate Skip	393,791	53,849,778,704
							01=Yes	5,509	7,669,049,241
							02=No	242,992	345,743,657,262
TRACC1	N	C	2	NQR	1st mode to get to public transit	G35*	-1=Appropriate Skip	631,805	399,078,389,879
							-7=Refused	3	198,660
							-8=Don't Know	39	19,926,884
							-9=Not Ascertained	98	100,340,463
							01=Car	680	468,904,652
							02=Van	55	24,984,653
							03=SUV	45	27,537,502
							04=Pickup truck	48	24,030,952
							05=Other truck	3	1,750,977
							06=RV	1	1,845,538
							07=Motorcycle	1	729,705
							08=Commercial/charter airplane	22	5,069,228
							10=Local public transit bus	280	267,787,660
							11=Commuter bus	20	5,245,744
							12=School bus	42	23,255,987
							13=Charter/tour bus	22	6,828,458
							14=City to city bus	8	3,152,465
							15=Amtrack/inter city train	6	2,185,098
							16=Commuter train	36	13,940,114
							17=Subway/elevated rail	111	82,290,570
							18=Street car/trolley	8	9,480,623
							20=Passenger line/ferry	16	17,191,998
							22=Taxicab	50	33,199,913
							24=Hotel/airport shuttle	16	18,962,228
							25=Bicycle	17	11,532,077
							26=Walk	8,709	6,920,136,212
							91=Other	151	93,586,966

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
TRACC2	N	C	2	NQR	2nd mode to get to public transit	G35*	-1=Appropriate Skip	641,750	406,814,924,090
							-9=Not Ascertained	230	179,467,254
							01=Car	6	7,129,454
							02=Van	1	34,961
							05=Other truck	2	115,157
							06=RV	1	398,544
							09=Private/corporate airplane	2	124,619
							10=Local public transit bus	46	48,107,722
							12=School bus	2	538,880
							14=City to city bus	2	342,673
							15=Amtrack/inter city train	2	126,572
							16=Commuter train	3	1,988,078
							17=Subway/elevated rail	48	34,334,256
							20=Passenger line/ferry	7	1,163,819
							22=Taxicab	1	1,862,380
							24=Hotel/airport shuttle	3	741,313
							26=Walk	183	170,530,639
							91=Other	3	554,796
TRACC3	N	C	2	NQR	3rd mode to get to public transit	G35*	-1=Appropriate Skip	642,049	407,072,283,648
							-9=Not Ascertained	230	179,467,254
							10=Local public transit bus	1	372,945
							17=Subway/elevated rail	4	1,094,952
							20=Passenger line/ferry	2	144,153
							26=Walk	6	9,122,256
TRACC4	N	C	2	NQR	4th mode to get to public transit	G35*	-1=Appropriate Skip	642,062	407,083,017,953
							-9=Not Ascertained	230	179,467,254
TRACC5	N	C	2	NQR	5th mode to get to public transit	G35*	-1=Appropriate Skip	642,062	407,083,017,953
							-9=Not Ascertained	230	179,467,254
TRACCTM	N	N	8	NQR	Time to get to public transit	G36*	-1=Appropriate Skip	632,272	399,463,286,464
							-7=Refused	10	2,559,852
							-8=Don't Know	35	3,212,440
							-9=Not Ascertained	251	197,260,360
							0-902	9,724	7,596,166,090
TRAVDAY	N	C	1		Travel day - day of week	*	1=Sunday	78,386	52,059,594,783
							2=Monday	92,657	56,640,747,879

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							3=Tuesday	93,022	57,102,116,229
							4=Wednesday	107,617	59,713,236,818
							5=Thursday	87,316	58,863,571,656
							6=Friday	97,290	63,610,871,797
							7=Saturday	86,004	59,272,346,045
TREGR1	N	C	2	NQR	1st mode from public transit to dest.	G38*	-1=Appropriate Skip	631,902	399,178,581,473
							-7=Refused	9	1,422,067
							-8=Don't Know	51	30,874,766
							-9=Not Ascertained	1	148,869
							01=Car	467	297,037,370
							02=Van	33	21,634,458
							03=SUV	35	20,269,104
							04=Pickup truck	24	11,102,642
							05=Other truck	4	1,834,759
							08=Commercial/charter airplane	54	12,776,839
							09=Private/corporate airplane	1	183,334
							10=Local public transit bus	528	461,437,518
							11=Commuter bus	21	7,556,307
							12=School bus	107	90,690,786
							13=Charter/tour bus	59	23,890,869
							14=City to city bus	15	10,683,424
							15=Amtrack/inter city train	17	10,733,688
							16=Commuter train	54	46,591,778
							17=Subway/elevated rail	283	200,637,136
							18=Street car/trolley	22	26,254,602
							20=Passenger line/ferry	53	19,143,554
							21=Sailboat/motorboat/yacht	2	6,829,658
							22=Taxicab	69	62,326,754
							24=Hotel/airport shuttle	14	17,075,971
							25=Bicycle	12	14,448,678
							26=Walk	8,286	6,558,068,217
							91=Other	169	130,250,587
TREGR2	N	C	2	NQR	2nd mode from public transit to dest.	G38*	-1=Appropriate Skip	641,696	406,776,563,628
							-9=Not Ascertained	230	179,467,254
							01=Car	13	15,666,257

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
							02=Van	5	241,115
							03=SUV	2	473,091
							04=Pickup truck	2	443,155
							05=Other truck	2	74,354
							06=RV	1	19,348
							10=Local public transit bus	40	44,485,238
							11=Commuter bus	1	208,037
							12=School bus	3	1,489,974
							13=Charter/tour bus	1	489,913
							15=Amtrack/inter city train	3	349,118
							16=Commuter train	1	328,496
							17=Subway/elevated rail	29	22,542,879
							18=Street car/trolley	3	6,764,144
							20=Passenger line/ferry	6	657,799
							22=Taxicab	2	1,434,588
							24=Hotel/airport shuttle	2	767,138
							25=Bicycle	1	6,581,026
							26=Walk	245	197,312,390
							91=Other	4	6,126,265
TREGR3	N	C	2	NQR	3rd mode from public transit to dest.	G38*	-1=Appropriate Skip	642,027	407,036,931,767
							-9=Not Ascertained	230	179,467,254
							01=Car	1	328,496
							10=Local public transit bus	4	8,590,852
							16=Commuter train	1	465,013
							17=Subway/elevated rail	5	3,458,016
							26=Walk	24	33,243,808
TREGR4	N	C	2	NQR	4th mode from public transit to dest.	G38*	-1=Appropriate Skip	642,062	407,083,017,953
							-9=Not Ascertained	230	179,467,254
TREGR5	N	C	2	NQR	5th mode from public transit to dest.	G38*	-1=Appropriate Skip	642,062	407,083,017,953
							-9=Not Ascertained	230	179,467,254
TREGRTM	N	N	8	NQR	Time to get from public transit,minutes	G39*	-1=Appropriate Skip	632,290	399,504,184,240
							-7=Refused	12	4,045,500
							-8=Don't Know	41	3,178,148
							-9=Not Ascertained	251	204,681,197
							0-1202	9,698	7,546,396,122

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
TRIPPURP	Y	C	2		Trip purpose	*	-9=Not Ascertained	659	493,086,326
							1=Home-base work	71,871	43,181,014,940
							2=Home-based shopping	143,155	89,574,879,791
							3=Home-based social/recreational	86,980	55,571,820,381
							4=Other home-based	138,401	88,508,267,189
							5=Not home-based	201,226	129,933,416,581
TRPBLKS	N	N	8	NQR	Trip distance in blocks-reported orig	G40*	-1=Appropriate Skip	565,983	359,765,373,817
							-7=Refused	146	25,949,587
							-8=Don't Know	701	214,403,843
							-9=Not Ascertained	1	133,250
							0-240	75,461	47,256,624,710
TRPDIST	N	N	6	Y	Trip distance in miles or blocks	G40*	-1=Appropriate Skip	21	16,708,791
							-7=Refused	175	44,891,978
							-8=Don't Know	7,671	7,512,543,449
							-9=Not Ascertained	42	65,433,787
							0-7000	634,383	399,622,907,203
TRPHHACC	N	C	2	Y	HH members were on trip	G44	-1=Appropriate Skip	31,284	14,008,473,896
							-7=Refused	11	5,241,428
							-8=Don't Know	160	138,202,070
							-9=Not Ascertained	72	57,470,119
							1=Yes	271,808	183,250,022,803
							2=No	338,957	209,803,074,891
TRPHHVEH	N	C	2	Y	HH vehicle used on trip	G30	-1=Appropriate Skip	81,085	55,209,307,532
							-7=Refused	13	6,475,402
							-8=Don't Know	126	58,723,677
							-9=Not Ascertained	3	2,421,432
							1=Yes	519,367	320,681,144,422
							2=No	41,698	31,304,412,742
TRPMILES	N	N	8	Y	Trip distance in miles	G40*	-1=Appropriate Skip	21	16,708,791
							-7=Refused	29	18,942,391
							-8=Don't Know	7,023	7,345,113,352
							-9=Not Ascertained	846	261,708,586
							0-7000	634,373	399,620,012,088
TRPNUMSQ	N	C	2		Sequential Trip Number	*	01	140,915	88,874,441,318
							02	137,881	86,863,563,395

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							03	102,022	64,837,155,381
							04	85,916	54,704,661,889
							05	58,624	37,472,051,415
							06	42,528	27,102,341,499
							07	27,432	17,477,575,357
							08	18,154	11,505,495,021
							09	11,263	7,138,857,778
							10	6,984	4,461,461,138
							11	4,133	2,648,010,136
							12	2,535	1,624,798,405
							13	1,484	965,511,024
							14	941	609,702,416
							15	580	369,594,809
							16	332	228,807,254
							17	200	140,464,047
							18	127	91,726,888
							19	83	50,580,521
							20	53	30,544,221
							21	32	14,117,836
							22	21	12,728,642
							23	16	10,249,726
							24	8	3,393,021
							25	6	3,302,778
							26	6	3,302,778
							27	5	3,202,099
							28	3	3,099,995
							29	1	1,468,053
							30	1	1,468,053
							31	1	1,468,053
							32	1	1,468,053
							33	1	1,468,053
							34	1	1,468,053
							35	1	1,468,053
							36	1	1,468,053
TRPPUB	N	C	2	NQR	Public transit used on trip	G32	-1=Appropriate Skip	618,469	388,651,892,724

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-7=Refused	1	404,501
							-8=Don't Know	10	3,875,905
							-9=Not Ascertained	21	19,086,652
							1=Yes	10,294	8,155,785,390
							2=No	13,497	10,431,440,035
TRPTRANS	Y	C	2	NR	Transportation mode on travel day trip	G34	-1=Appropriate Skip	21	16,708,791
							-7=Refused	56	21,368,525
							-8=Don't Know	795	267,843,150
							-9=Not Ascertained	19	15,907,097
							01=Car	314,884	200,321,044,867
							02=Van	88,625	51,274,030,936
							03=SUV	79,555	50,689,957,871
							04=Pickup truck	73,811	46,840,394,361
							05=Other truck	2,340	1,951,322,985
							06=RV	203	98,702,202
							07=Motorcycle	942	579,584,917
							08=Commercial/charter airplane	562	349,087,082
							09=Private/corporate airplane	39	18,898,831
							10=Local public transit bus	4,892	3,949,871,420
							11=Commuter bus	306	195,094,225
							12=School bus	11,544	6,831,823,452
							13=Charter/tour bus	526	303,839,715
							14=City to city bus	265	177,737,673
							15=Amtrack/inter city train	149	130,791,236
							16=Commuter train	484	345,567,721
							17=Subway/elevated rail	2,123	1,875,674,431
							18=Street car/trolley	102	108,435,231
							19=Ship/cruise	11	827,856
							20=Passenger line/ferry	95	46,694,221
							21=Sailboat/motorboat/yacht	175	152,798,063
							22=Taxicab	971	609,647,658
							23=Limousine	118	121,783,124
							24=Hotel/airport shuttle	125	94,644,177
							25=Bicycle	5,184	3,314,343,628
							26=Walk	51,526	35,366,367,239

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							91=Other	1,844	1,191,692,523
TRVLCMIN	N	N	8		Calculated Time to complete trip (min.)	*	-9=Not Ascertained	794	562,759,928
							0-1439	641,498	406,699,725,279
TRVL_MIN	N	N	8	NQR	Time to complete entire trip in minutes	G42*	-1=Appropriate Skip	38	49,710,265
							-8=Don't Know	65	123,457,303
							-9=Not Ascertained	9,727	8,254,448,090
							0-1470	632,462	398,834,869,549
TRWAITTM	N	N	8	NQR	Time waiting for public transit	G37*	-1=Appropriate Skip	632,344	399,551,686,234
							-7=Refused	13	2,742,724
							-8=Don't Know	78	15,223,734
							-9=Not Ascertained	317	258,540,264
							0-902	9,540	7,434,292,251
URBAN	N	C	2	SD	Household in urbanized area	*	1=In an Urban cluster	80,594	44,122,765,933
							2=In an urban area	399,401	276,998,199,230
							3=In an area surrounded by urban areas	3,657	958,922,505
							4=Not in urban area	158,640	85,182,597,540
URBRUR	N	C	2		Household in urban/rural area	*	1=Urban	483,652	322,079,887,668
							2=Rural	158,640	85,182,597,540
VEHID	Y	C	2		Vehicle ID number	*	-1=Appropriate Skip	122,926	86,581,358,168
							-7=Refused	10	15,549,693
							-8=Don't Know	647	220,042,108
							-9=Not Ascertained	25	31,825,984
							01	311,343	192,129,698,067
							02	154,799	92,504,743,395
							03	37,829	24,837,080,060
							04	10,026	7,360,472,770
							05	3,036	2,270,350,938
							06	980	798,270,437
							07	348	244,799,844
							08	175	113,570,323
							09	50	45,949,032
							10	42	49,993,555
							11	17	2,516,253
							12	14	5,673,193
							14	3	721,700

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							15	12	23,327,750
							17	10	26,541,938
VEHTYPE	Y	C	2		Type of vehicle	*	-1=Appropriate Skip	123,611	86,849,022,897
							-7=Refused	89	75,585,634
							-8=Don't Know	100	49,611,228
							01=Car	289,082	180,619,031,002
							02=Van	82,632	47,118,103,135
							03=SUV	76,463	48,592,354,829
							04=Pickup truck	68,763	42,893,034,965
							05=Other truck	473	415,139,749
							06=RV	163	74,752,528
							07=Motorcycle	873	547,856,615
							91=Other	43	27,992,626
VEHUSED	Y	C	2	Y	HH vehicle no. used on travel day trip	G31	-1=Appropriate Skip	122,932	86,581,914,454
							-7=Refused	10	15,549,693
							-8=Don't Know	647	220,042,108
							-9=Not Ascertained	25	31,825,984
							01	311,339	192,129,477,441
							02	154,798	92,504,600,880
							03	37,828	24,836,886,915
							04	10,026	7,360,472,770
							05	3,036	2,270,350,938
							06	980	798,270,437
							07	348	244,799,844
							08	175	113,570,323
							09	50	45,949,032
							10	42	49,993,555
							11	17	2,516,253
							12	14	5,673,193
							14	3	721,700
							15	12	23,327,750
							17	10	26,541,938
WHODROVE	Y	C	2	Y	Person ID of driver on trip	G49	-1=Appropriate Skip	118,417	83,560,352,452
							-7=Refused	15	8,007,027
							-8=Don't Know	66	43,111,354

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-9=Not Ascertained	487	135,374,096
							01-14	523,307	323,515,640,278
WHYFROM	Y	C	2	Y	Travel day trip purpose-why travel from	G26*	-1=Appropriate Skip	6,055	3,988,634,658
							-7=Refused	61	19,374,328
							-8=Don't Know	403	219,491,665
							-9=Not Ascertained	117	34,808,375
							01=Home	221,904	139,706,007,533
							10=Work	1	18,828
							11=Go to work	47,475	29,073,528,419
							12=Return to work	11,057	7,542,496,008
							13=Attend business meeting/trip	1,316	848,842,156
							14=Other work related	11,692	7,863,635,167
							20=School/religious activity	3,980	2,028,460,305
							21=Go to school as student	18,506	12,540,294,690
							22=Go to religious activity	9,888	6,721,918,380
							23=Go to library: school related	863	615,963,896
							24=OS - Day care	2,408	1,868,717,455
							30=Medical/dental services	9,145	5,535,865,215
							40=Shopping/errands	18,335	9,554,238,281
							41=Buy goods: groceries/clothing/hardware store	72,773	45,713,196,925
							42=Buy services: video rentals/dry cleaner/post office/car service/bank	21,147	13,360,210,535
							43=Buy gas	9,527	6,511,238,240
							50=Social/recreational	6,528	3,078,372,258
							51=Go to gym/exercise/play sports	18,775	12,000,854,656
							52=Rest or relaxation/vacation	2,236	1,453,075,096
							53=Visit friends/relatives	28,532	18,729,683,644
							54=Go out/hang out: entertainment/theater/sports event/go to bar	10,654	7,323,846,107
							55=Visit public place: historical site/museum/park/library	2,714	1,613,372,118
							60=Family personal business/obligations	9,665	5,915,344,874
							61=Use professional services: attorney/accountant	1,355	946,368,376
							62=Attend funeral/wedding	1,098	711,266,094
							63=Use personal services: grooming/haircut/nails	2,372	1,523,665,371
							64=Pet care: walk the dog/vet visits	2,453	1,461,956,171

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
							65=Attend meeting: PTA/home owners association/local government	3,112	1,843,846,643
							70=Transport someone	786	446,913,533
							71=Pick up someone	17,363	11,343,631,526
							72=Take and wait	3,877	3,134,113,040
							73=Drop someone off	18,976	12,473,360,285
							80=Meals	3,986	1,376,323,098
							81=Social event	3,128	2,114,062,147
							82=Get/eat meal	30,196	21,308,165,845
							83=Coffee/ice cream/snacks	3,827	2,601,769,871
							91=Other reason	4,006	2,115,553,395
WHYTO	Y	C	2	Y	Travel day trip purpose-why travel to	G26*	-7=Refused	64	19,794,097
							-8=Don't Know	259	132,632,045
							-9=Not Ascertained	126	44,702,675
							01=Home	219,701	137,689,298,480
							11=Go to work	47,975	29,451,746,910
							12=Return to work	11,141	7,613,650,347
							13=Attend business meeting/trip	1,363	871,580,135
							14=Other work related	11,719	7,907,627,500
							20=School/religious activity	4,019	2,042,102,857
							21=Go to school as student	18,557	12,580,912,637
							22=Go to religious activity	9,925	6,748,570,907
							23=Go to library: school related	868	611,747,616
							24=OS - Day care	2,487	1,946,703,725
							30=Medical/dental services	9,241	5,591,347,518
							40=Shopping/errands	18,445	9,664,073,513
							41=Buy goods: groceries/clothing/hardware store	72,946	45,833,056,825
							42=Buy services: video rentals/dry cleaner/post office/car service/bank	21,226	13,413,581,011
							43=Buy gas	9,536	6,527,025,830
							50=Social/recreational	7,042	3,361,065,902
							51=Go to gym/exercise/play sports	19,898	12,826,376,945
							52=Rest or relaxation/vacation	2,916	1,867,012,600
							53=Visit friends/relatives	30,680	20,272,463,086
							54=Go out/hang out: entertainment/theater/sports event/go to bar	11,006	7,627,672,634

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							55=Visit public place: historical site/museum/park/library	2,775	1,667,634,692
							60=Family personal business/obligations	9,990	6,123,424,057
							61=Use professional services: attorney/accountant	1,360	952,077,862
							62=Attend funeral/wedding	1,133	733,967,929
							63=Use personal services: grooming/haircut/nails	2,384	1,530,137,567
							64=Pet care: walk the dog/vet visits	2,689	1,681,188,074
							65=Attend meeting: PTA/home owners association/local government	3,139	1,866,480,387
							70=Transport someone	801	466,247,452
							71=Pick up someone	17,431	11,382,208,501
							72=Take and wait	3,910	3,163,771,957
							73=Drop someone off	19,085	12,587,299,015
							80=Meals	3,999	1,383,289,688
							81=Social event	3,201	2,168,662,259
							82=Get/eat meal	30,313	21,394,703,354
							83=Coffee/ice cream/snacks	3,844	2,611,957,719
							91=Other reason	5,098	2,904,688,900
WHYTRP01	Y	C	2	NR	Travel day trip purpose	G26*	-7=Refused	64	19,794,097
							-8=Don't Know	259	132,632,045
							-9=Not Ascertained	126	44,702,675
							01=Home	219,701	137,689,298,480
							11=Go to work	47,975	29,451,746,910
							12=Return to work	11,141	7,613,650,347
							13=Attend business meeting/trip	1,363	871,580,135
							14=Other work related	11,719	7,907,627,500
							20=School/religious activity	4,019	2,042,102,857
							21=Go to school as student	18,557	12,580,912,637
							22=Go to religious activity	9,925	6,748,570,907
							23=Go to library: school related	868	611,747,616
							24=OS - Day care	2,487	1,946,703,725
							30=Medical/dental services	9,241	5,591,347,518
							40=Shopping/errands	18,445	9,664,073,513
							41=Buy goods: groceries/clothing/hardware store	72,946	45,833,056,825
							42=Buy services: video rentals/dry cleaner/post office/car service/bank	21,226	13,413,581,011

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							43=Buy gas	9,536	6,527,025,830
							50=Social/recreational	7,042	3,361,065,902
							51=Go to gym/exercise/play sports	19,898	12,826,376,945
							52=Rest or relaxation/vacation	2,916	1,867,012,600
							53=Visit friends/relatives	30,680	20,272,463,086
							54=Go out/hang out: entertainment/theater/sports event/go to bar	11,006	7,627,672,634
							55=Visit public place: historical site/museum/park/library	2,775	1,667,634,692
							60=Family personal business/obligations	9,990	6,123,424,057
							61=Use professional services: attorney/accountant	1,360	952,077,862
							62=Attend funeral/wedding	1,133	733,967,929
							63=Use personal services: grooming/haircut/nails	2,384	1,530,137,567
							64=Pet care: walk the dog/vet visits	2,689	1,681,188,074
							65=Attend meeting: PTA/home owners association/local government	3,139	1,866,480,387
							70=Transport someone	801	466,247,452
							71=Pick up someone	17,431	11,382,208,501
							72=Take and wait	3,910	3,163,771,957
							73=Drop someone off	19,085	12,587,299,015
							80=Meals	3,999	1,383,289,688
							81=Social event	3,201	2,168,662,259
							82=Get/eat meal	30,313	21,394,703,354
							83=Coffee/ice cream/snacks	3,844	2,611,957,719
							91=Other reason	5,098	2,904,688,900
WHYTRP1S	Y	C	2	X	Travel day trip purpose - summary	*	-9=Not Ascertained	99	20,344,440
							01=To work (11)	47,975	29,451,746,910
							02=Work-related (13,14)	12,957	8,757,638,702
							03=School (21,23)	19,425	13,192,660,253
							04=Religious (22)	9,925	6,748,570,907
							05=Medical/dental (30)	9,241	5,591,347,518
							06=Shopping (41,43)	82,482	52,360,082,655
							07=Other family & personal (24, entire 60 series)	62,853	37,911,634,125
							08=Social Recreation (entire 50 series)	74,317	47,622,225,858
							09=Eat meal (entire 80 series)	41,358	27,558,929,518
							10=Serve passenger (entire 70 series)	41,227	27,599,526,926

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							11=Return to work (12)	11,141	7,613,650,347
							12=Return home (17)	219,700	137,688,981,982
							13=Trip purpose does not fall w/in categories 1 thru 12	9,592	5,145,145,067
WHYTRP90	Y	C	2	SD	1990 NPTS trip purpose	*	01=ToFrmWrk	98,954	60,647,333,998
							02=WorkRel	17,670	11,708,249,440
							03=Shopping	142,964	88,002,401,503
							04=Fam/Pers	128,026	84,285,473,819
							05=SchlChch	61,160	40,012,983,047
							06=Md/DDS	14,691	8,852,582,394
							07=Vacation	3,937	2,587,982,890
							08=VistFrnd	47,268	31,113,445,029
							10=Soc/Rec	119,823	76,037,021,773
							11=Other	6,288	3,434,389,909
							98=N/A	1,426	553,557,494
							99=Refused	85	27,063,911
WORKER	N	C	2	Y	Respondent has job	E3*	-1=Appropriate Skip	83,274	68,965,699,341
							-9=Not Ascertained	478	800,166,854
							1=Yes	380,231	238,793,888,048
							2=No	178,309	98,702,730,964
WRKCOUNT	Y	N	8	Y	Count of HH members with jobs	E3*	0	84,871	44,414,769,064
							1	181,621	123,104,344,245
							2	288,127	177,553,352,183
							3	65,425	44,726,828,055
							4	18,300	13,901,557,949
							5	3,034	2,686,601,189
							6	640	716,464,948
							7	25	18,919,913
							8	75	79,348,504
							10	174	60,299,158
WTTRDFIN	N	N	8	Y	Day Trip Wt at least 50% completed	*	956.5401983-7113471.7037	642,292	407,262,485,207
WTTRDNTL	N	N	8		Day Trip Wt at least 50% completed-NATL	*	[missing]	393,791	53,849,778,704
							82433.62-7128136	248,501	353,412,706,503

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
ACCDIV		C	2		Access place (to far dest)-Census divisi	*	-1=Appropriate Skip	40,412	2,339,979,834
							-9 = Not Ascertained	172	12,054,086
							1 = New England	262	15,247,446
							2 = Middle Atlantic	827	45,793,299
							3 = East North Central	674	39,360,664
							4 = West North Central	336	16,394,224
							5 = South Atlantic	751	50,278,570
							6 = East South Central	172	9,656,483
							7 = West South Central	404	25,003,629
							8 = Mountain	377	18,858,062
							9 = Pacific	778	44,500,070
ACCMODE1		C	2		Detail-Trans used: start to access place	I8	-1=Appropriate Skip	40,459	2,345,367,633
							-9 = Not Ascertained	103	5,648,374
							01 = Car	2,771	153,611,328
							02 = Van	281	16,307,599
							03 = SUV	440	24,862,577
							04 = Pickup truck	239	12,343,636
							05 = Other truck	3	122,173
							08 = Commercial/charter airplane	20	927,960
							09 = Private/corporate airplane	1	52,475
							10 = Local public transit bus	37	3,282,972
							11 = Commuter bus	27	1,588,005
							12 = School bus	71	4,270,244
							13 = Charter/tour bus	56	3,124,943
							14 = City to city bus	4	141,001
							15 = Amtrak/inter city train	2	223,342
							16 = Commuter train	13	1,060,051
							17 = Subway/elevated rail	34	3,916,008
							18 = Street car/trolley	2	191,062
							19 = Ship/cruise	1	72,030
							22 = Taxicab	247	18,651,069
							23 = Limousine	120	7,543,832
							24 = Hotel/airport shuttle	67	3,953,822
							25 = Bicycle	1	38,779
							26 = Walk	157	9,207,191

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							91 = Other	9	618,259
ACCMODE2		C	2		Detail-Trans used: start to access place	I8	-1=Appropriate Skip	44,686	2,589,702,151
							01 = Car	34	1,526,587
							02 = Van	14	684,385
							04 = Pickup truck	3	135,771
							08 = Commercial/charter airplane	4	160,194
							09 = Private/corporate airplane	1	89,081
							10 = Local public transit bus	5	396,921
							11 = Commuter bus	4	364,538
							13 = Charter/tour bus	5	494,229
							15 = Amtrak/inter city train	7	377,156
							16 = Commuter train	4	167,614
							17 = Subway/elevated rail	18	1,400,672
							18 = Street car/trolley	2	177,181
							22 = Taxicab	22	1,081,657
							23 = Limousine	1	30,559
							24 = Hotel/airport shuttle	170	9,262,699
							25 = Bicycle	4	386,868
							26 = Walk	181	10,688,106
ACCMODE3		C	2		Detail-Trans used: start to access place	I8	-1=Appropriate Skip	45,122	2,614,230,042
							01 = Car	2	215,244
							02 = Van	2	97,063
							11 = Commuter bus	1	40,497
							13 = Charter/tour bus	1	66,416
							16 = Commuter train	1	101,657
							17 = Subway/elevated rail	2	170,185
							24 = Hotel/airport shuttle	3	57,417
							26 = Walk	30	2,042,577
							91 = Other	1	105,269
ACCMSA		C	4		Access place (to far dest)-PMSA/MSA/CMSA	*	-1=Appropriate Skip	40,412	2,339,979,834
							-9 = Not Ascertained	160	11,412,606
							0520 = Atlanta, GA MSA	85	6,426,172
							0720 = Baltimore, MD PMSA	55	3,531,784
							1120 = Boston, MA-NH PMSA	79	5,519,473
							1600 = Chicago, IL PMSA	200	13,508,897

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
							1640 = Cincinnati, OH-KY-IN PMSA	30	1,625,211
							1680 = Cleveland-Lorain-Elyria, OH PMSA	58	3,231,624
							1840 = Columbus, OH MSA	49	3,227,006
							2080 = Denver, CO PMSA	63	3,373,213
							2160 = Detroit, MI PMSA	91	5,933,481
							2281 = Dutchess County, NY PMSA	32	640,070
							2680 = Fort Lauderdale, FL PMSA	31	2,185,870
							2800 = Fort Worth-Arlington, TX PMSA	84	5,525,534
							3280 = Hartford, CT MSA	36	1,994,149
							3360 = Houston, TX PMSA	81	4,880,464
							3760 = Kansas City, MO-KS MSA	43	2,462,313
							4120 = Las Vegas, NV-AZ MSA	48	2,237,933
							4480 = Los Angeles-Long Beach, CA PMSA	130	9,834,629
							5080 = Milwaukee-Waukesha, WI PMSA	30	1,186,090
							5120 = Minneapolis-St. Paul, MN-WI MSA	78	3,578,019
							5360 = Nashville, TN MSA	38	1,644,353
							5380 = Nassau-Suffolk, NY PMSA	50	2,649,902
							5560 = New Orleans, LA MSA	37	2,285,426
							5600 = New York, NY PMSA	216	15,149,842
							5640 = Newark, NJ PMSA	108	6,092,399
							5775 = Oakland, CA PMSA	46	2,714,217
							5960 = Orlando, FL MSA	40	2,547,534
							6160 = Philadelphia, PA-NJ PMSA	113	7,173,119
							6200 = Phoenix-Mesa, AZ MSA	81	4,075,735
							6280 = Pittsburgh, PA MSA	63	3,035,494
							6440 = Portland-Vancouver, OR-WA PMSA	52	2,280,454
							6780 = Riverside-San Bernardino, CA PMSA	33	2,338,644
							6920 = Sacramento, CA PMSA	54	2,815,367
							7040 = St. Louis, MO-IL MSA	54	2,367,460
							7160 = Salt Lake City-Ogden, UT MSA	30	1,142,920
							7320 = San Diego, CA MSA	36	1,990,100
							7360 = San Francisco, CA PMSA	81	4,446,498
							7400 = San Jose, CA PMSA	37	2,290,673
							7600 = Seattle-Bellevue-Everett, WA PMSA	105	5,664,212
							8280 = Tampa-St. Petersburg-Clearwater, FL MSA	45	2,215,558

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							8840 = Washington, DC-MD-VA-WV PMSA	149	10,985,664
							9999 = Not in an MSA	269	13,910,904
							XXXX = Suppressed, in an MSA of less than 1 million	1,553	85,015,523
ACCREG		C	2		Access place (to far dest)-Census region	*	-1=Appropriate Skip	40,412	2,339,979,834
							-9 = Not Ascertained	172	12,054,086
							1 = Northeast	1,089	61,040,746
							2 = Midwest	1,010	55,754,888
							3 = South	1,327	84,938,682
							4 = West	1,155	63,358,132
ACCST		C	2		Access place (to far dest)-State	I9	-1=Appropriate Skip	40,412	2,339,979,834
							-8 = Don't Know	2	101,821
							-9 = Not Ascertained	172	12,054,086
							AL = Alabama	37	2,652,962
							AZ = Arizona	121	5,685,757
							CA = California	518	31,681,194
							CO = Colorado	89	4,746,922
							CT = Connecticut	57	3,076,438
							DC = District of Columbia	101	8,070,341
							FL = Florida	232	14,031,858
							GA = Georgia	105	8,189,579
							IA = Iowa	34	2,113,059
							IL = Illinois	229	15,374,007
							IN = Indiana	57	2,893,025
							KY = Kentucky	49	2,715,053
							LA = Louisiana	58	3,521,485
							MA = Massachusetts	96	6,577,719
							MD = Maryland	72	4,590,665
							MI = Michigan	147	8,728,442
							MN = Minnesota	104	4,859,569
							MO = Missouri	137	7,374,840
							NC = North Carolina	85	5,957,305
							NJ = New Jersey	160	8,840,062
							NY = New York	408	23,011,078
							OH = Ohio	161	8,732,838

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							OK = Oklahoma	37	2,156,628
							OR = Oregon	72	2,976,175
							PA = Pennsylvania	248	13,223,282
							SC = South Carolina	35	2,101,134
							TN = Tennessee	77	3,763,961
							TX = Texas	296	18,551,622
							UT = Utah	40	1,612,344
							VA = Virginia	65	3,557,922
							WA = Washington	140	7,058,417
							WI = Wisconsin	79	3,604,694
							XX = Suppressed, HH in state of less than 2 million	433	22,960,250
BEGTRAV		C	6		Beginning date of travel period	*	200103	2,566	85,538,912
							200104	2,803	191,902,316
							200105	2,851	217,403,768
							200106	2,493	260,018,891
							200107	4,268	272,184,763
							200108	3,254	245,104,830
							200109	2,546	214,853,889
							200110	2,498	184,808,244
							200111	3,342	206,421,337
							200112	3,756	225,557,600
							200201	4,939	191,519,011
							200202	5,268	193,549,891
							200203	3,986	100,023,738
							200204	595	28,239,176
BEGTRIP		C	6		Beginning date of trip (YYYYMM)	H1	200010	4	175,940
							200012	1	34,171
							200101	2	110,122
							200102	7	265,342
							200103	1,397	46,998,503
							200104	2,828	153,693,898
							200105	2,728	197,695,894
							200106	2,900	262,870,797
							200107	3,533	267,892,928
							200108	3,916	272,168,659

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							200109	2,342	193,426,098
							200110	2,497	193,657,694
							200111	2,996	204,182,383
							200112	3,860	225,095,798
							200201	3,861	188,112,965
							200202	5,116	196,986,338
							200203	4,923	143,637,604
							200204	2,243	68,979,177
							200205	11	1,142,056
CDIVMSAR		C	2		HHs by Census div., MSA size, rail	*	11=New England, MSA 1 million or more, rail	1,152	72,340,341
							12=New England, MSA 1 million or more, no rail	360	20,800,942
							13=New England, MSA less than 1 million	416	24,687,333
							14=New England, not in MSA	685	35,427,559
							21=Mid-Atlantic, MSA 1 million or more, rail	2,896	178,843,959
							22=Mid-Atlantic, MSA 1 million or more, no rail	705	35,589,084
							23=Mid-Atlantic, MSA less than 1 million	1,260	62,571,523
							24=Mid-Atlantic, not in MSA	880	41,312,633
							31=E North Central, MSA 1 million or more, rail	894	60,415,715
							32=E North Central, MSA 1 million or more, no rail	2,385	138,121,240
							33=E North Central, MSA less than 1 million	1,999	103,151,009
							34=E North Central, not in MSA	2,543	117,750,962
							42=W North Central, MSA 1 million or more, no rail	1,046	52,788,720
							43=W North Central, MSA less than 1 million	1,057	53,391,074
							44=W North Central, not in MSA	2,406	107,039,882
							51=So Atlantic, MSA 1 million or more, rail	2,016	148,815,562
							52=So Atlantic, MSA 1 million or more, no rail	1,624	104,650,538
							53=So Atlantic, MSA less than 1 million	2,002	119,073,982
							54=So Atlantic, not in MSA	2,138	141,299,572
							62=E South Central, MSA 1 million or more, no rail	498	30,733,284
							63=E South Central, MSA less than 1 million	783	48,815,465
							64=E South Central, not in MSA	1,294	80,415,174
							72=W South Central, MSA 1 million or more, no rail	1,694	109,040,738
							73=W South Central, MSA less than 1 million	1,188	81,804,241
							74=W South Central, not in MSA	1,490	90,455,357

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							82=Mountain, MSA 1 million or more, no rail	1,136	65,886,062
							83=Mountain, MSA less than 1 million	840	39,977,808
							84=Mountain, not in MSA	1,222	57,996,900
							91=Pacific, MSA 1 million or more, rail	2,674	177,748,448
							92=Pacific, MSA 1 million or more, no rail	1,693	96,396,875
							93=Pacific, MSA less than 1 million	1,265	79,895,334
							94=Pacific, not in MSA	924	39,889,051
CENSUS_D		C	2		Household Census Division	*	1=New England	2,613	153,256,175
							2=Middle Atlantic	5,741	318,317,199
							3=East North Central	7,821	419,438,926
							4=West North Central	4,509	213,219,675
							5=South Atlantic	7,780	513,839,654
							6=East South Central	2,575	159,963,923
							7=West South Central	4,372	281,300,336
							8=Mountain	3,198	163,860,770
							9=Pacific	6,556	393,929,708
CENSUS_R		C	2		Household Census Region	*	1=Northeast	8,354	471,573,374
							2=Midwest	12,330	632,658,601
							3=South	14,727	955,103,914
							4=West	9,754	557,790,479
COMMUTE		C	2		Trip purpose was to commute?	I13	-7 = Refused	11	505,999
							-8 = Don't Know	38	4,861,689
							-9 = Not Ascertained	13	650,963
							1 = Yes	5,229	330,368,607
							2 = No	39,874	2,280,739,110
DRIVER		C	2		Driver status of respondent	C8	-1=Appropriate Skip	5,744	373,712,309
							-9=Not Ascertained	14	1,261,089
							1=Yes, a driver	37,992	2,147,140,375
							2=No, not a driver	1,415	95,012,595
DRVRCNT		N	8		Count of drivers in HH	C8	0	197	14,821,441
							1	5,562	337,495,530
							2	29,494	1,657,866,698
							3	7,183	437,623,600
							4	2,278	140,211,527
							5	314	19,923,392

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							6	96	6,415,308
							7	30	2,537,493
							10	11	231,378
EDITRECU		C	1		RECURR imputed	*	1 = Yes	1,672	100,079,290
							2 = No	43,493	2,517,047,077
EDUC		C	2		Highest grade completed	M7	-1=Appropriate Skip	6,336	409,887,481
							-7=Refused	23	1,085,790
							-8=Don't Know	74	5,441,337
							-9=Not Ascertained	8	474,068
							1=Less then high school graduate	3,048	189,282,099
							2=High school graduate, include GED	10,323	589,868,898
							3=Vocational/technical training	1,458	82,147,044
							4=Some college, but no degree	6,526	384,461,880
							5=Associate"s degree (for example, AA)	2,902	164,055,475
							6=Bachelor"s degree (for example, BA, AB, BS)	8,043	446,156,715
							7=Some graduate or professional school, but no degree	932	50,593,021
							8=Graduate or professional school degree (for example, MA, MS, MBA, MD, DDS, PhD, EdD, JD)	5,492	293,672,562
EGRDIV		C	2		Egress place (to far dest)-Census divisi	*	-1=Appropriate Skip	40,412	2,339,979,834
							-9 = Not Ascertained	637	40,928,682
							1 = New England	184	12,540,436
							2 = Middle Atlantic	598	35,108,762
							3 = East North Central	419	24,895,744
							4 = West North Central	255	13,820,388
							5 = South Atlantic	858	47,684,665
							6 = East South Central	142	9,865,577
							7 = West South Central	364	21,220,018
							8 = Mountain	556	29,801,440
							9 = Pacific	740	41,280,821
EGRMODE1		C	2		Detail-Trans used: egress place to dest-	I11	-1=Appropriate Skip	40,459	2,345,367,633
							-8 = Don't Know	27	1,577,029
							-9 = Not Ascertained	103	5,648,374
							01 = Car	2,003	119,824,342
							02 = Van	210	12,562,129

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							03 = SUV	115	5,869,263
							04 = Pickup truck	56	2,836,020
							05 = Other truck	4	413,480
							08 = Commercial/charter airplane	25	1,803,871
							09 = Private/corporate airplane	8	470,123
							10 = Local public transit bus	50	3,073,302
							11 = Commuter bus	9	668,392
							12 = School bus	114	6,572,667
							13 = Charter/tour bus	308	16,638,030
							14 = City to city bus	8	689,783
							15 = Amtrak/inter city train	17	798,272
							16 = Commuter train	16	1,058,032
							17 = Subway/elevated rail	122	7,431,995
							18 = Street car/trolley	1	75,435
							19 = Ship/cruise	7	173,395
							20 = Passenger line/ferry	5	206,159
							21 = Sailboat/motorboat/yacht	4	319,752
							22 = Taxicab	502	28,603,109
							23 = Limousine	77	4,237,843
							24 = Hotel/airport shuttle	273	14,455,639
							26 = Walk	598	33,066,150
							91 = Other	44	2,686,148
EGRMODE2		C	2		Detail-Trans used: egress place to dest-	I11	-1=Appropriate Skip	44,691	2,590,002,263
							01 = Car	36	2,358,226
							02 = Van	9	443,285
							03 = SUV	3	525,790
							04 = Pickup truck	3	101,728
							08 = Commercial/charter airplane	4	196,490
							10 = Local public transit bus	6	556,090
							11 = Commuter bus	1	45,048
							12 = School bus	8	335,167
							13 = Charter/tour bus	13	919,833
							15 = Amtrak/inter city train	2	124,617
							16 = Commuter train	5	282,952
							17 = Subway/elevated rail	23	1,223,028

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							18 = Street car/trolley	9	434,360
							19 = Ship/cruise	3	180,766
							20 = Passenger line/ferry	11	312,511
							21 = Sailboat/motorboat/yacht	2	36,964
							22 = Taxicab	22	1,361,569
							24 = Hotel/airport shuttle	85	3,814,372
							25 = Bicycle	1	32,120
							26 = Walk	219	13,319,562
							91 = Other	9	519,626
EGRMODE3		C	2		Detail-Trans used: egress place to dest-	I11	-1=Appropriate Skip	45,109	2,614,246,738
							01 = Car	4	122,621
							10 = Local public transit bus	3	96,412
							13 = Charter/tour bus	6	331,688
							17 = Subway/elevated rail	6	344,412
							19 = Ship/cruise	1	65,986
							20 = Passenger line/ferry	2	104,210
							22 = Taxicab	8	311,181
							24 = Hotel/airport shuttle	8	561,316
							26 = Walk	18	941,804
EGRMSA		C	4		Egress place (to far dest)-PMSA/MSA/CMSA	*	-1=Appropriate Skip	40,412	2,339,979,834
							-9 = Not Ascertained	161	11,808,594
							0520 = Atlanta, GA MSA	80	5,126,154
							0560 = Atlantic-Cape May, NJ PMSA	49	2,894,374
							0720 = Baltimore, MD PMSA	78	4,458,166
							1120 = Boston, MA-NH PMSA	62	3,588,277
							1600 = Chicago, IL PMSA	121	6,742,135
							2080 = Denver, CO PMSA	83	4,916,223
							2160 = Detroit, MI PMSA	56	3,541,833
							2680 = Fort Lauderdale, FL PMSA	40	2,103,671
							2700 = Fort Myers-Cape Coral, FL MSA	34	1,747,503
							2800 = Fort Worth-Arlington, TX PMSA	69	4,767,968
							3360 = Houston, TX PMSA	43	2,305,198
							3480 = Indianapolis, IN MSA	30	1,577,143
							3760 = Kansas City, MO-KS MSA	32	1,745,250
							4120 = Las Vegas, NV-AZ MSA	168	9,145,331

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							4480 = Los Angeles-Long Beach, CA PMSA	145	8,139,825
							5120 = Minneapolis-St. Paul, MN-WI MSA	72	3,859,238
							5560 = New Orleans, LA MSA	57	3,596,052
							5600 = New York, NY PMSA	284	15,126,461
							5640 = Newark, NJ PMSA	34	2,524,315
							5775 = Oakland, CA PMSA	40	2,437,443
							5945 = Orange County, CA PMSA	35	1,811,227
							5960 = Orlando, FL MSA	140	8,138,550
							6160 = Philadelphia, PA-NJ PMSA	58	4,111,443
							6200 = Phoenix-Mesa, AZ MSA	121	6,634,135
							6280 = Pittsburgh, PA MSA	33	1,865,538
							6440 = Portland-Vancouver, OR-WA PMSA	38	1,862,957
							6780 = Riverside-San Bernardino, CA PMSA	37	1,974,001
							6920 = Sacramento, CA PMSA	36	1,988,916
							7040 = St. Louis, MO-IL MSA	49	2,831,295
							7160 = Salt Lake City-Ogden, UT MSA	42	2,121,265
							7240 = San Antonio, TX MSA	35	2,054,021
							7320 = San Diego, CA MSA	46	2,914,519
							7360 = San Francisco, CA PMSA	61	3,218,791
							7400 = San Jose, CA PMSA	44	2,631,410
							7600 = Seattle-Bellevue-Everett, WA PMSA	67	4,028,381
							8280 = Tampa-St. Petersburg-Clearwater, FL MSA	64	2,787,024
							8840 = Washington, DC-MD-VA-WV PMSA	116	6,540,494
							8960 = West Palm Beach-Boca Raton, FL MSA	33	1,639,501
							9999 = Not in an MSA	784	47,539,049
							XXXX = Suppressed, in an MSA of less than 1 million	1,176	68,302,863
EGRREG		C	2		Egress place (to far dest)-Census region	*	-1=Appropriate Skip	40,412	2,339,979,834
							-9 = Not Ascertained	637	40,928,682
							1 = Northeast	782	47,649,198
							2 = Midwest	674	38,716,132
							3 = South	1,364	78,770,260
							4 = West	1,296	71,082,261
EGRST		C	2		Egress place (to far dest)-State	I10	-1=Appropriate Skip	40,459	2,345,367,633
							-8 = Don't Know	28	2,014,143

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-9 = Not Ascertained	130	7,197,597
							AK = Alaska	30	1,543,781
							AL = Alabama	32	2,129,472
							AZ = Arizona	157	8,487,713
							CA = California	516	29,416,729
							CO = Colorado	107	6,120,798
							CT = Connecticut	43	3,346,309
							DC = District of Columbia	87	4,909,128
							FL = Florida	398	20,907,644
							GA = Georgia	97	6,231,427
							HI = Hawaii	53	2,698,958
							IL = Illinois	140	8,053,636
							IN = Indiana	43	2,399,431
							KY = Kentucky	31	2,562,759
							LA = Louisiana	75	4,316,264
							MA = Massachusetts	79	4,642,707
							MD = Maryland	86	5,054,379
							MI = Michigan	93	6,141,897
							MN = Minnesota	93	5,003,868
							MO = Missouri	84	4,587,379
							NC = North Carolina	75	4,343,810
							NJ = New Jersey	88	5,663,623
							NV = Nevada	188	10,113,365
							NY = New York	382	21,023,332
							OH = Ohio	84	4,815,380
							OR = Oregon	43	2,008,237
							PA = Pennsylvania	128	8,421,807
							SC = South Carolina	34	1,777,319
							TN = Tennessee	59	3,851,058
							TX = Texas	238	14,217,041
							UT = Utah	48	2,364,363
							VA = Virginia	66	3,496,301
							WA = Washington	96	5,540,731
							WI = Wisconsin	58	3,408,021
							XX = Suppressed, HH in state of less than 2 million	282	16,469,419

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							ZZ = Foreign country	435	26,478,906
ENDTRAV		C	6		Ending date of travel period	*	200103	86	3,974,614
							200104	2,644	88,064,210
							200105	2,797	196,695,078
							200106	2,843	219,725,710
							200107	2,631	274,883,380
							200108	4,311	264,056,411
							200109	2,971	227,879,994
							200110	2,695	228,156,525
							200111	2,695	204,249,849
							200112	3,654	209,744,024
							200201	3,585	216,967,569
							200202	4,554	166,924,681
							200203	5,284	194,667,231
							200204	4,241	106,495,992
							200205	174	14,641,098
ENDTRIP		C	6		Ending date of trip (YYYYMM)	H1	200103	1,205	39,767,881
							200104	2,950	155,801,405
							200105	2,714	196,973,698
							200106	2,740	242,909,597
							200107	3,567	280,500,683
							200108	3,898	266,185,619
							200109	2,495	205,610,091
							200110	2,513	195,812,974
							200111	2,949	203,411,641
							200112	3,684	213,170,214
							200201	3,988	200,407,187
							200202	5,085	195,561,024
							200203	4,809	142,468,639
							200204	2,552	77,210,340
							200205	16	1,335,375
EXPFLPTP		N	8		Person trip travel period weight-100%	*	[missing]	4,418	323,234,970
							3309.910466-309802.82063	40,747	2,293,891,397
FARDIV		C	2		Farthest destination Census division	*	-9 = Not Ascertained	947	63,058,715
							1 = New England	2,463	143,520,534

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							2 = Middle Atlantic	5,384	311,079,463
							3 = East North Central	7,102	378,160,776
							4 = West North Central	4,451	216,163,347
							5 = South Atlantic	8,112	519,522,842
							6 = East South Central	2,780	170,644,619
							7 = West South Central	4,100	256,435,105
							8 = Mountain	3,515	184,803,752
							9 = Pacific	6,311	373,737,214
FARMSA		C	4		Farthest Destination PMSA/MSA	I12	-9 = Not Ascertained	70	6,513,692
							0160 = Albany-Schenectady-Troy, NY MSA	152	7,282,105
							0520 = Atlanta, GA MSA	578	40,051,733
							0560 = Atlantic-Cape May, NJ PMSA	257	16,288,611
							0640 = Austin-San Marcos, TX MSA	147	9,971,936
							0720 = Baltimore, MD PMSA	315	21,046,365
							0875 = Bergen-Passaic, NJ PMSA	169	11,836,952
							1000 = Birmingham, AL MSA	145	9,170,255
							1120 = Boston, MA-NH PMSA	526	32,205,644
							1280 = Buffalo-Niagara Falls, NY MSA	158	6,583,743
							1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	214	12,619,930
							1600 = Chicago, IL PMSA	606	32,548,414
							1640 = Cincinnati, OH-KY-IN PMSA	201	12,331,365
							1680 = Cleveland-Lorain-Elyria, OH PMSA	253	14,227,055
							1760 = Columbia, SC MSA	129	12,799,586
							1840 = Columbus, OH MSA	454	21,094,938
							1920 = Dallas, TX PMSA	432	28,935,921
							2000 = Dayton-Springfield, OH MSA	110	6,627,275
							2020 = Daytona Beach, FL MSA	137	8,384,612
							2080 = Denver, CO PMSA	215	10,882,314
							2120 = Des Moines, IA MSA	130	6,694,601
							2160 = Detroit, MI PMSA	317	17,883,071
							2800 = Fort Worth-Arlington, TX PMSA	100	6,883,487
							2840 = Fresno, CA MSA	137	9,084,125
							3000 = Grand Rapids-Muskegon-Holland, MI MSA	129	7,093,752
							3120 = Greensboro--Winston-Salem--High Point, NC MSA	123	7,076,986

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
							3160 = Greenville-Spartanburg-Anderson, SC MSA	122	6,858,800
							3240 = Harrisburg-Lebanon-Carlisle, PA MSA	176	11,336,976
							3360 = Houston, TX PMSA	393	25,221,113
							3480 = Indianapolis, IN MSA	347	17,376,466
							3600 = Jacksonville, FL MSA	173	12,490,173
							3760 = Kansas City, MO-KS MSA	209	9,892,841
							3840 = Knoxville, TN MSA	188	9,915,276
							4000 = Lancaster, PA MSA	100	5,634,952
							4040 = Lansing-East Lansing, MI MSA	115	5,680,932
							4120 = Las Vegas, NV-AZ MSA	404	22,860,869
							4280 = Lexington, KY MSA	116	5,584,162
							4360 = Lincoln, NE MSA	104	5,194,402
							4400 = Little Rock-North Little Rock, AR MSA	130	5,509,447
							4480 = Los Angeles-Long Beach, CA PMSA	723	45,791,264
							4520 = Louisville, KY-IN MSA	162	13,316,915
							4720 = Madison, WI MSA	138	7,166,890
							4920 = Memphis, TN-AR-MS MSA	179	12,156,496
							5000 = Miami, FL PMSA	133	11,947,623
							5015 = Middlesex-Somerset-Hunterdon, NJ PMSA	143	10,744,924
							5080 = Milwaukee-Waukesha, WI PMSA	204	10,974,081
							5120 = Minneapolis-St. Paul, MN-WI MSA	414	19,772,473
							5160 = Mobile, AL MSA	125	8,149,265
							5190 = Monmouth-Ocean, NJ PMSA	160	10,115,771
							5330 = Myrtle Beach, SC MSA	125	8,273,821
							5360 = Nashville, TN MSA	232	14,138,288
							5380 = Nassau-Suffolk, NY PMSA	161	10,949,080
							5520 = New London-Norwich, CT-RI MSA	111	5,488,478
							5560 = New Orleans, LA MSA	174	10,462,640
							5600 = New York, NY PMSA	849	47,562,582
							5640 = Newark, NJ PMSA	226	12,620,906
							5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	222	14,571,907
							5775 = Oakland, CA PMSA	385	30,943,578
							5880 = Oklahoma City, OK MSA	150	10,101,862
							5920 = Omaha, NE-IA MSA	110	5,102,521

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							5945 = Orange County, CA PMSA	311	20,633,677
							5960 = Orlando, FL MSA	451	25,885,056
							6160 = Philadelphia, PA-NJ PMSA	528	32,180,914
							6200 = Phoenix-Mesa, AZ MSA	352	17,722,465
							6280 = Pittsburgh, PA MSA	229	12,039,705
							6440 = Portland-Vancouver, OR-WA PMSA	251	11,785,716
							6480 = Providence-Fall River-Warwick, RI-MA MSA	115	6,651,184
							6640 = Raleigh-Durham-Chapel Hill, NC MSA	206	11,865,446
							6760 = Richmond-Petersburg, VA MSA	203	11,626,314
							6780 = Riverside-San Bernardino, CA PMSA	463	31,583,700
							6840 = Rochester, NY MSA	143	6,392,288
							6920 = Sacramento, CA PMSA	302	18,872,324
							7040 = St. Louis, MO-IL MSA	341	16,049,189
							7160 = Salt Lake City-Ogden, UT MSA	142	7,308,081
							7240 = San Antonio, TX MSA	192	13,098,260
							7320 = San Diego, CA MSA	298	19,672,966
							7360 = San Francisco, CA PMSA	263	15,638,171
							7400 = San Jose, CA PMSA	197	14,380,105
							7600 = Seattle-Bellevue-Everett, WA PMSA	320	14,554,596
							7920 = Springfield, MO MSA	119	6,439,520
							8160 = Syracuse, NY MSA	145	7,391,973
							8280 = Tampa-St. Petersburg-Clearwater, FL MSA	218	12,461,788
							8520 = Tucson, AZ MSA	116	5,589,770
							8735 = Ventura, CA PMSA	105	6,018,865
							8840 = Washington, DC-MD-VA-WV PMSA	666	45,105,694
							8960 = West Palm Beach-Boca Raton, FL MSA	168	13,114,398
							9040 = Wichita, KS MSA	100	3,917,325
							9999 = Not in an MSA	13,715	765,839,899
							XXXX	10,599	603,280,730
FARREA21		C	2		Main reason for trip-1	I13	-9 = Not Ascertained	62	6,018,650
							01 = Business	12,739	744,859,382
							02 = Pleasure	24,868	1,449,734,653
							03 = Personal business	5,981	327,876,465
							04 = Other	1,515	88,637,217

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
FARREAS1		C	2		Detail-Main reason for trip-1	I13	-7 = Refused	11	505,999
							-8 = Don't Know	38	4,861,689
							-9 = Not Ascertained	13	650,963
							01 = To and from work	5,229	330,368,607
							02 = Business (work-related meeting, convention & seminar)	7,229	399,311,600
							03 = Combined business and pleasure	281	15,179,175
							04 = School-related activity	844	48,137,562
							05 = Vacation	3,455	213,466,018
							06 = Visit friends or relatives	11,173	663,203,017
							07 = Rest or relaxation	1,207	73,809,922
							08 = Sightseeing	673	39,763,956
							09 = Outdoor recreation (sports, fishing, hunting, camping boating, etc.)	2,138	125,626,984
							10 = Entertainment (theater, concert, sports event, gambling, etc.)	3,297	176,061,618
							11 = Shopping	2,697	145,998,567
							12 = Went out to eat	228	11,804,571
							13 = Spend the night	14	634,893
							15 = Family/Personal business	3,040	168,347,727
							16 = Religious	524	34,059,801
							17 = Medical	1,573	77,331,375
							18 = Give someone a ride	1,283	76,396,272
							91 = Other	218	11,606,052
FARREAS2		C	2		Detail-Main reason for trip-2	I13	-1=Appropriate Skip	39,716	2,308,773,378
							01 = To and from work	59	2,841,852
							02 = Business (work-related meeting, convention & seminar)	262	14,774,832
							03 = Combined business and pleasure	51	2,152,082
							04 = School-related activity	66	3,745,514
							05 = Vacation	407	25,760,201
							06 = Visit friends or relatives	1,094	62,747,767
							07 = Rest or relaxation	342	19,724,755
							08 = Sightseeing	328	19,398,760
							09 = Outdoor recreation (sports, fishing, hunting, camping boating, etc.)	423	26,182,687

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							10 = Entertainment (theater, concert, sports event, gambling, etc.)	485	27,815,394
							11 = Shopping	483	25,065,225
							12 = Went out to eat	406	18,474,442
							13 = Spend the night	28	1,716,086
							15 = Family/Personal business	645	37,735,776
							16 = Religious	79	5,294,266
							17 = Medical	117	4,439,533
							18 = Give someone a ride	132	7,867,453
							91 = Other	42	2,616,363
FARREAS3		C	2		Detail-Main reason for trip-3	I13	-1=Appropriate Skip	44,150	2,562,052,533
							02 = Business (work-related meeting, convention & seminar)	10	415,620
							03 = Combined business and pleasure	19	840,945
							04 = School-related activity	15	1,593,893
							05 = Vacation	55	3,183,345
							06 = Visit friends or relatives	100	4,895,411
							07 = Rest or relaxation	136	9,380,581
							08 = Sightseeing	129	6,619,203
							09 = Outdoor recreation (sports, fishing, hunting, camping boating, etc.)	63	3,516,450
							10 = Entertainment (theater, concert, sports event, gambling, etc.)	77	3,733,613
							11 = Shopping	83	3,913,347
							12 = Went out to eat	128	6,448,259
							13 = Spend the night	38	2,091,058
							15 = Family/Personal business	127	6,873,512
							16 = Religious	7	146,498
							17 = Medical	9	540,717
							18 = Give someone a ride	16	739,965
							91 = Other	3	141,419
FARREAS4		C	2		Detail-Main reason for trip-4	I13	-1=Appropriate Skip	44,895	2,602,437,798
							01 = To and from work	2	80,493
							02 = Business (work-related meeting, convention & seminar)	5	252,921
							03 = Combined business and pleasure	6	416,080

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							05 = Vacation	6	212,983
							06 = Visit friends or relatives	32	2,099,642
							07 = Rest or relaxation	31	1,581,755
							08 = Sightseeing	15	798,915
							09 = Outdoor recreation (sports, fishing, hunting, camping boating, etc.)	24	1,429,996
							10 = Entertainment (theater, concert, sports event, gambling, etc.)	39	2,928,528
							11 = Shopping	45	1,868,386
							12 = Went out to eat	43	1,908,561
							13 = Spend the night	9	534,523
							15 = Family/Personal business	9	321,253
							18 = Give someone a ride	4	254,535
FARREG		C	2		Farthest destination: Census region	*	-9 = Not Ascertained	947	63,058,715
							1 = Northeast	7,846	454,539,161
							2 = Midwest	11,553	594,324,123
							3 = South	14,992	946,602,566
							4 = West	9,827	558,601,802
FARST		C	2		Farthest destination: State	H1	-7 = Refused	2	114,646
							-8 = Don't Know	69	6,468,708
							AK = Alaska	123	5,354,191
							AL = Alabama	707	46,509,072
							AR = Arkansas	426	24,346,877
							AZ = Arizona	800	42,859,633
							CA = California	4,323	278,527,576
							CO = Colorado	838	42,902,012
							CT = Connecticut	391	24,066,861
							DC = District of Columbia	237	15,334,120
							DE = Delaware	121	7,572,820
							FL = Florida	2,210	136,105,818
							GA = Georgia	1,225	78,889,185
							HI = Hawaii	80	4,891,031
							IA = Iowa	617	31,668,823
							ID = Idaho	274	14,037,874
							IL = Illinois	1,455	75,144,986
							IN = Indiana	1,125	58,095,717

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
							KS = Kansas	582	26,955,382
							KY = Kentucky	659	40,172,536
							LA = Louisiana	585	36,687,460
							MA = Massachusetts	945	56,651,979
							MD = Maryland	691	44,403,965
							ME = Maine	450	22,734,589
							MI = Michigan	1,526	86,404,801
							MN = Minnesota	1,163	58,768,608
							MO = Missouri	1,224	59,492,484
							MS = Mississippi	459	27,465,510
							MT = Montana	291	13,380,129
							NC = North Carolina	1,288	75,718,788
							ND = North Dakota	341	15,757,291
							NE = Nebraska	367	16,699,720
							NH = New Hampshire	355	21,947,247
							NJ = New Jersey	1,210	76,471,521
							NM = New Mexico	254	14,829,798
							NV = Nevada	528	30,456,170
							NY = New York	2,395	132,339,655
							OH = Ohio	1,702	89,848,414
							OK = Oklahoma	498	29,391,314
							OR = Oregon	809	38,306,074
							PA = Pennsylvania	1,778	102,207,451
							RI = Rhode Island	146	8,611,301
							SC = South Carolina	670	48,896,098
							SD = South Dakota	158	6,881,874
							TN = Tennessee	955	56,497,501
							TX = Texas	2,591	166,009,454
							UT = Utah	383	19,216,242
							VA = Virginia	1,195	83,633,739
							VT = Vermont	176	9,508,556
							WA = Washington	976	46,658,343
							WI = Wisconsin	1,294	68,666,858
							WV = West Virginia	475	28,968,310
							WY = Wyoming	147	7,121,894

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							ZZ = Foreign country	876	56,475,361
FARSTOP		C	2		Any overnight stops to destination	I16	-1=Appropriate Skip	24,305	1,385,807,318
							-7 = Refused	5	136,973
							-8 = Don't Know	51	5,636,578
							-9 = Not Ascertained	6	364,048
							1 = Yes	1,670	88,151,108
							2 = No	19,128	1,137,030,342
GCDTOT		N	8		Total trip great circle distance (miles)	*	-9=Not Ascertained	165	12,311,546
							23.98-22486.81	45,000	2,604,814,821
HBHRESDN		N	8		Housing units per sq mile - Block group	*	-9=Not Ascertained	4	303,430
							25=0 to 50	9,936	508,925,007
							150=50 to 250	8,544	468,535,097
							700=250 to 1000	10,463	592,820,114
							2000=1000 to 3000	12,180	739,524,488
							4000=3000 to 5000	2,396	166,708,729
							6000=5000 to 999K	1,642	140,309,502
HBHTNRNT		N	8		Percent renter-occupied - Block group	*	-9=Not Ascertained	4	303,430
							0=0 to 4%	3,755	196,887,284
							5=5 to 14%	13,253	705,558,672
							20=15 to 24%	11,259	636,217,694
							30=25 to 34%	5,979	337,530,899
							40=35 to 44%	3,813	228,363,376
							50=45 to 54%	2,597	159,284,959
							60=55 to 64%	1,719	124,204,800
							70=65 to 74%	1,180	91,626,594
							80=75 to 84%	789	63,977,072
							90=85 to 94%	470	39,563,197
							95=95 to 100%	347	33,608,390
HBHUR		C	2		Urban / Rural indicator - Block group	*	-9=Not Ascertained	4	303,430
							C=Second City	7,093	434,034,909
							R=Rural	13,198	684,890,545
							S=Suburban	9,788	585,438,806
							T=Town	11,595	639,871,180
							U=Urban	3,487	272,587,498
HBPPOPDN		N	8		Population per sq mile - Block group	*	-9=Not Ascertained	4	303,430

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							50=0 to 100	9,012	457,724,185
							300=100 to 500	8,394	453,385,471
							750=500 to 1K	3,930	219,603,365
							1500=1K to 2K	5,401	297,180,027
							3000=2K to 4K	7,668	457,050,911
							7000=4K to 10K	8,582	547,351,181
							17000=10K to 25K	1,556	126,080,862
							30000=25K to 999K	618	58,446,935
HHC_MSA		C	4		MSA / CMSA code for HH	*	0520=Atlanta, GA	567	39,066,046
							0640=Austin--San Marcos, TX	161	10,094,247
							1122=Boston--Worcester--Lawrence, MA--NH--ME--CT	893	56,767,546
							1280=Buffalo--Niagara Falls, NY	129	6,455,438
							1520=Charlotte--Gastonia--Rock Hill, NC--SC	202	14,848,300
							1602=Chicago--Gary--Kenosha, IL--IN--WI	894	60,415,715
							1642=Cincinnati--Hamilton, OH--KY--IN	208	13,202,556
							1692=Cleveland--Akron, OH	378	22,969,379
							1840=Columbus, OH	234	12,465,565
							1922=Dallas--Fort Worth, TX	563	36,379,521
							2082=Denver--Boulder--Greeley, CO	362	20,768,881
							2162=Detroit--Ann Arbor--Flint, MI	677	41,141,068
							3000=Grand Rapids--Muskegon--Holland, MI	247	12,543,032
							3120=Greensboro--Winston-Salem--High Point, NC	269	15,359,908
							3280=Hartford, CT	177	10,862,918
							3320=Honolulu, HI (entire Oahu Island)	18	1,453,152
							3362=Houston--Galveston--Brazoria, TX	489	29,698,704
							3480=Indianapolis, IN	273	14,970,597
							3600=Jacksonville, FL	153	9,791,810
							3760=Kansas City, MO--KS	231	10,789,962
							4120=Las Vegas, NV--AZ	154	7,348,150
							4472=Los Angeles--Riverside--Orange County, CA	1,743	117,850,389
							4520=Louisville, KY--IN	129	6,831,028
							4920=Memphis, TN--AR--MS	149	9,087,943
							4992=Miami--Fort Lauderdale, FL	252	25,338,542
							5082=Milwaukee--Racine, WI	280	17,802,965

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							5120=Minneapolis--St. Paul, MN--WI	571	29,601,727
							5360=Nashville, TN	188	11,933,454
							5560=New Orleans, LA	185	11,673,741
							5602=New York--Northern New Jersey--Long Island, NY--NJ--CT--PA	2,411	147,719,686
							5720=Norfolk--Virginia Beach--Newport News, VA--NC	174	11,560,720
							5880=Oklahoma City, OK	140	10,754,510
							5960=Orlando, FL	219	14,601,755
							6162=Philadelphia--Wilmington--Atlantic City, PA--NJ--DE--MD	829	52,236,336
							6200=Phoenix--Mesa, AZ	426	27,045,566
							6280=Pittsburgh, PA	339	18,872,742
							6442=Portland--Salem, OR--WA	360	17,593,367
							6480=Providence--Fall River--Warwick, RI--MA	183	9,938,024
							6640=Raleigh--Durham--Chapel Hill, NC	224	14,628,920
							6840=Rochester, NY	237	10,260,904
							6922=Sacramento--Yolo, CA	464	30,132,426
							7040=St. Louis, MO--IL	364	18,303,967
							7160=Salt Lake City--Ogden, UT	194	10,723,465
							7240=San Antonio, TX	156	10,440,015
							7320=San Diego, CA	301	19,401,955
							7362=San Francisco--Oakland--San Jose, CA	931	59,898,059
							7602=Seattle--Tacoma--Bremerton, WA	568	29,269,127
							8280=Tampa--St. Petersburg--Clearwater, FL	304	18,756,986
							8872=Washington--Baltimore, DC--MD--VA--WV	1,112	78,871,706
							8960=West Palm Beach--Boca Raton, FL	79	5,102,138
							9999=HH not in an MSA	13,582	711,587,089
							XXXX=Suppressed, in an MSA of less than 1 million	10,792	611,914,617
HHFAMINC		C	2		Total HH income last 12 months	M14	-1=Appropriate Skip	420	28,753,638
							-7=Refused	1,342	68,695,119
							-8=Don't Know	400	23,742,499
							-9=Not Ascertained	3	124,564
							01=< $5,000	296	22,473,533
							02=$5,000 - $9,999	673	45,950,578

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							03=$10,000 - $14,999	1,052	71,424,053
							04=$15,000 - $19,999	1,497	94,837,503
							05=$20,000 - $24,999	1,548	93,820,908
							06=$25,000 - $29,999	2,583	155,118,350
							07=$30,000 - $34,999	1,804	103,269,532
							08=$35,000 - $39,999	3,098	195,501,156
							09=$40,000 - $44,999	1,896	105,265,964
							10=$45,000 - $49,999	3,467	192,116,894
							11=$50,000 - $54,999	1,876	107,697,334
							12=$55,000 - $59,999	2,961	177,700,226
							13=$60,000 - $64,999	1,382	86,490,595
							14=$65,000 - $69,999	2,462	137,964,947
							15=$70,000 - $74,999	1,403	81,125,762
							16=$75,000 - $79,999	2,123	122,497,450
							17=$80,000 - $99,999	4,553	257,753,644
							18=> = $100,000	8,326	444,802,120
HHINCTTL		C	2		Total income all HH members	*	-1=Appropriate Skip	420	28,753,638
							-7=Refused	1,342	68,695,119
							-8=Don't Know	400	23,742,499
							-9=Not Ascertained	3	124,564
							01=< $5,000	256	18,432,222
							02=$5,000 - $9,999	577	38,702,714
							03=$10,000 - $14,999	936	63,768,235
							04=$15,000 - $19,999	1,347	84,816,104
							05=$20,000 - $24,999	1,477	91,195,385
							06=$25,000 - $29,999	2,458	144,642,249
							07=$30,000 - $34,999	1,726	99,007,072
							08=$35,000 - $39,999	2,955	185,771,613
							09=$40,000 - $44,999	1,929	107,742,378
							10=$45,000 - $49,999	3,313	182,182,139
							11=$50,000 - $54,999	1,896	110,438,026
							12=$55,000 - $59,999	2,949	176,030,221
							13=$60,000 - $64,999	1,428	87,569,560
							14=$65,000 - $69,999	2,405	136,608,318
							15=$70,000 - $74,999	1,513	88,795,044

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							16=$75,000 - $79,999	2,172	125,219,255
							17=$80,000 - $99,999	4,775	276,853,409
							18=> = $100,000	8,888	478,036,603
HHMDRV		C	2		Person number of driver	I7	-1=Appropriate Skip	9,055	552,775,216
							-8=Don't Know	3	76,797
							-9 = Not Ascertained	152	9,107,876
							01	19,138	1,070,307,710
							02	14,810	837,283,141
							03	1,419	107,417,132
							04	423	27,525,486
							05	85	6,265,854
							06	64	5,275,939
							07	13	815,307
							09	1	87,958
							10	2	187,952
HHRESP		C	2		Person ID of HH respondent	*	01-06	45,165	2,617,126,367
HHR_EDUC		C	2		Education level of HH respondent	*	-7=Refused	45	2,896,985
							-8=Don't Know	56	4,914,126
							-9=Not Ascertained	698	46,444,541
							1=Less then high school graduate	2,432	165,664,545
							2=High school graduate, include GED	11,788	689,766,004
							3=Vocational/technical training	1,552	84,911,180
							4=Some college, but no degree	8,062	462,706,595
							5=Associate"s degree (for example, AA)	3,542	202,558,459
							6=Bachelor"s degree (for example, BA, AB, BS)	9,520	540,542,057
							7=Some graduate or professional school, but no degree	1,115	63,281,859
							8=Graduate or professional school degree (for example, MA, MS, MBA, MD, DDS, PhD, EdD, JD)	6,355	353,440,017
HHR_HISP		C	2		Hispanic status of HH respondent	*	1=Yes	2,532	253,100,154
							2=No	42,633	2,364,026,213
HHR_RACE		C	2		Race of HH respondent	C7	-7=Refused	240	12,401,174
							-8=Don't Know	49	3,396,696
							-9=Not Ascertained	110	7,146,430
							01=White	38,749	2,035,394,390

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							02=African American, Black	1,739	203,516,300
							03=Asian Only	593	41,872,179
							04=American Indian, Alaskan Native	277	14,756,985
							05=Native Hawaiian, other Pacific Islander	127	7,687,044
							06=Hispanic/Mexican Only	1,184	118,496,112
							08=White & Asian	44	2,109,692
							09=White & American Indian	609	33,139,062
							10=White & Hispanic	1,202	117,870,146
							12=American Indian & Hispanic	24	2,561,145
							13=Other Combination 2 Races	136	10,143,796
							14=Other Combination 3 Races	26	2,949,110
							16=Other multiracial not listed above	49	3,213,532
							17=Other specify	7	472,574
HHR_WRKR		C	2		Worker status of HH respondent	*	1=Yes	32,613	1,933,335,554
							2=No	12,552	683,790,813
HHSIZE		N	8		Count of HH members	C3	1	3,346	189,234,924
							2	16,130	807,461,764
							3	8,796	539,253,687
							4	10,000	628,767,095
							5	4,586	291,908,071
							6	1,430	100,053,967
							7	511	33,914,897
							8	186	12,394,214
							9	57	3,528,101
							10	66	4,788,976
							11	32	4,757,175
							12	14	832,118
							14	11	231,378
HHSTATE		C	2		State-household location	D4	AL	727	46,419,045
							AR	507	32,444,313
							AZ	788	42,857,068
							CA	4,543	299,352,068
							CO	801	40,306,056
							CT	490	29,165,534
							FL	1,813	117,074,188

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							GA	1,304	86,584,806
							HI	45	3,557,009
							IA	764	37,996,343
							IL	1,688	97,969,796
							IN	1,136	56,490,361
							KS	626	27,604,745
							KY	678	42,190,880
							LA	621	36,914,542
							MA	1,002	64,632,473
							MD	594	41,305,100
							MI	1,698	93,456,961
							MN	1,195	60,252,411
							MO	1,155	54,783,435
							MS	431	27,186,152
							NC	1,376	86,778,191
							NJ	1,221	69,773,907
							NY	2,381	133,201,000
							OH	1,991	105,773,795
							OK	523	32,064,867
							OR	806	35,429,498
							PA	2,142	115,401,796
							SC	553	38,471,121
							TN	739	44,167,847
							TX	2,721	179,876,615
							UT	370	17,869,859
							VA	1,458	97,341,791
							WA	1,052	51,185,032
							WI	1,314	66,258,889
							XX=Suppressed, HH in state of less than 2 million	3,912	204,988,876
HHSTFIPS		C	2		FIPS state code for HH	*	XX=Suppressed, HH in state of less than 2 million	3,913	205,048,121
							01-55	41,252	2,412,078,246
HHVEHCNT		N	8		Count of vehicles in HH	B1	0	549	45,605,591
							1	6,189	387,651,022
							2	20,596	1,192,472,496
							3	10,575	593,683,720

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							4	4,473	254,737,568
							5	1,677	89,900,108
							6	668	32,888,788
							7	228	11,436,223
							8	78	3,388,069
							9	45	2,999,574
							10	31	1,032,668
							11	27	724,774
							12	12	282,438
							15	13	125,013
							19	4	198,315
HH_ONTP		N	8		Number of HH members on travel period tr	I2	1	20,081	1,174,154,328
							2	14,191	735,984,638
							3	4,623	293,803,386
							4	3,948	260,144,785
							5	1,590	105,375,282
							6	420	25,991,912
							7	210	14,358,978
							8	56	3,507,781
							9	12	998,821
							10	34	2,806,455
HOMEOWN		C	2		Housing unit owned or rented	C2	1=Own	38,356	2,065,958,748
							2=Rent	6,610	536,612,873
							3=Provided by job or military	191	13,755,523
							91=Other	8	799,224
HOMETYPE		C	2		Type of housing unit	C1	1=Detached single house	36,802	2,014,248,744
							2=Duplex	1,244	95,289,792
							3=Rowhouse or townhouse	1,169	81,032,513
							4=Apartment, condominium	3,465	276,509,686
							5=Mobile home or trailer	2,411	145,837,527
							6=Dorm room, fraternity or sorority house	18	984,720
							91=Other	56	3,223,385
HOUSEID		C	9		HH Identification Number	*	010000577-915609256	45,165	2,617,126,367
HTEEMPDN		N	8		Workers per square mile living in Tract	*	-9=Not Ascertained	684	67,682,769
							25=0 to 49	11,138	578,222,779

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							75=50 to 99	3,160	164,214,793
							150=100 to 249	4,984	271,247,972
							350=250 to 499	4,526	256,833,634
							750=500 to 999	5,287	303,161,721
							1500=1000 to 1999	7,100	427,199,763
							3000=2000 to 3999	6,340	402,109,217
							5000=4000 to 999K	1,946	146,453,719
HTHRESDN		N	8		Housing units per sq mile - Tract level	*	-9=Not Ascertained	4	303,430
							25=0 to 50	11,586	600,041,572
							150=50 to 250	8,575	460,017,304
							700=250 to 1000	10,916	634,235,712
							2000=1000 to 3000	11,009	684,968,335
							4000=3000 to 5000	1,760	120,622,049
							6000=5000 to 999K	1,315	116,937,966
HTHTNRNT		N	8		Percent renter-occupied - Tract level	*	-9=Not Ascertained	4	303,430
							0=0 to 4%	1,741	92,413,562
							5=5 to 14%	10,617	577,174,601
							20=15 to 24%	13,547	737,913,945
							30=25 to 34%	8,259	455,176,392
							40=35 to 44%	4,450	264,386,151
							50=45 to 54%	2,790	193,859,492
							60=55 to 64%	1,686	123,510,097
							70=65 to 74%	1,004	80,308,229
							80=75 to 84%	581	45,569,426
							90=85 to 94%	329	30,841,168
							95=95 to 100%	157	15,669,876
HTHUR		C	2		Urban / Rural indicator - Tract level	*	-9=Not Ascertained	4	303,430
							C=Second City	7,228	447,542,338
							R=Rural	13,171	686,477,510
							S=Suburban	9,828	581,627,943
							T=Town	11,508	631,897,436
							U=Urban	3,426	269,277,711
HTPPOPDN		N	8		Population per sq mile - Tract level	*	-9=Not Ascertained	4	303,430
							50=0 to 100	10,618	550,167,800
							300=100 to 500	8,421	449,099,430

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							750=500 to 1K	4,487	250,926,074
							1500=1K to 2K	5,441	313,777,521
							3000=2K to 4K	7,303	432,656,959
							7000=4K to 10K	7,119	465,481,633
							17000=10K to 25K	1,270	104,349,928
							30000=25K to 999K	502	50,363,592
IFARCTRY		C	9		Farthest country reached on trip	H1	-1=Appropriate Skip	44,289	2,560,651,007
							-9 = Not Ascertained	45	3,423,894
							Canada	269	15,599,883
							Caribbean	89	4,420,990
							Europe	156	9,028,821
							Mexico	238	18,311,118
							Other	79	5,690,655
IMPTAGE		C	1		Subjects age was imputed	*	1=Yes	612	41,703,769
							2=No	44,553	2,575,422,598
IMPTHOWN		C	1		HOMEOWN was imputed	*	1=Yes	43	2,030,769
							2=No	45,122	2,615,095,598
IMPTHTYP		C	1		HOMETYPE was imputed	*	1=Yes	45	1,571,329
							2=No	45,120	2,615,555,038
IMPTLEDT		C	1		LVEDATE imputed	*	1 = Yes	13,683	824,092,805
							2 = No	31,482	1,793,033,562
IMPTNTIM		C	1		NTIMES imputed	*	1 = Yes	1,332	79,116,767
							2 = No	43,833	2,538,009,600
IMPTRACE		C	1		Race of HH respondent was imputed	*	1=Yes	403	26,741,970
							2=No	44,762	2,590,384,397
IMPTREDT		C	1		Recurring date imputed	*	1 = Yes	13,691	825,059,802
							2 = No	31,474	1,792,066,565
IMPTSEX		C	1		Subjects sex was imputed	*	1=Yes	27	1,646,907
							2=No	45,138	2,615,479,460
INT_FLAG		C	2		International destination flag	*	-9 = Not Ascertained	71	6,583,354
							1 = Yes	876	56,475,361
							2 = No	44,218	2,554,067,653
LANG		C	1		Language HH interview conducted in	*	1=English	44,580	2,564,827,195
							2=Spanish	585	52,299,172
LIF_CYC		C	2		HH Life Cycle	*	01=one adult, no children	2,372	139,195,063

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							02=2+ adults, no children	11,229	620,148,024
							03=one adult, youngest child 0-5	322	25,736,445
							04=2+ adults, youngest child 0-5	8,758	593,105,535
							05=one adult, youngest child 6-15	1,047	70,325,005
							06=2+ adults, youngest child 6-15	10,106	590,786,556
							07=one adult, youngest child 16-21	348	22,079,763
							08=2+ adults, youngest child 16-21	3,333	205,092,871
							09=one adult, retired, no children	886	42,932,044
							10=2+ adults, retired, no children	6,764	307,725,061
LVEMNT		C	2		Month the travel period trip began	H1	01 = January	3,863	188,223,087
							02 = February	5,123	197,251,681
							03 = March	6,320	190,636,107
							04 = April	5,071	222,673,074
							05 = May	2,739	198,837,950
							06 = June	2,900	262,870,797
							07 = July	3,533	267,892,928
							08 = August	3,916	272,168,659
							09 = September	2,342	193,426,098
							10 = October	2,501	193,833,634
							11 = November	2,996	204,182,383
							12 = December	3,861	225,129,969
LVEYR		C	4		Year the travel period trip began	H1	2000	5	210,111
							2001	29,006	2,018,058,116
							2002	16,154	598,858,140
MAINMOD2		C	2		Trans used most to get to destination	I5	-9 = Not Ascertained	47	5,387,799
							01 = Personal Vehicle	40,333	2,336,093,692
							02 = Air	3,347	193,289,524
							03 = Bus	933	55,443,050
							04 = Train	392	21,144,317
							05 = Ship	36	2,040,136
							06 = Other	77	3,727,848
MAINMODE		C	2		Detail-Trans used most to get to destina	I5	-9 = Not Ascertained	47	5,387,799
							01 = Car	20,497	1,195,145,608
							02 = Van	6,453	366,519,527
							03 = SUV	5,451	309,365,821

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							04 = Pickup truck	6,290	364,214,636
							05 = Other truck	1,385	87,858,188
							06 = RV	174	7,613,558
							07 = Motorcycle	83	5,376,355
							08 = Commercial/charter airplane	3,236	187,063,018
							09 = Private/corporate airplane	111	6,226,506
							10 = Local public transit bus	71	4,084,899
							12 = School bus	273	15,335,067
							13 = Charter/tour bus	531	32,501,923
							14 = City to city bus	58	3,521,161
							15 = Amtrak/inter city train	229	14,587,488
							16 = Commuter train	158	6,343,273
							17 = Subway/elevated rail	5	213,556
							19 = Ship/cruise	36	2,040,136
							91 = Other	77	3,727,848
MSACAT		C	2		MSA category	*	1=MSA of 1 million or more, with rail	9,632	638,164,025
							2=MSA of 1 million or more, and not in 1	11,141	654,007,483
							3=MSA less than 1 million	10,810	613,367,769
							4=Not in MSA (CMSA)	13,582	711,587,089
MSAPOP		N	8		2000 Census population of CMSA or MSA	*	-1=Appropriate Skip	24,392	1,324,954,859
							1025598-21199865	20,773	1,292,171,509
MSASIZE		C	2		MSA size	*	1=In an MSA of Less than 250,000	3,880	214,117,958
							2=In an MSA of 250,000 - 499,999	3,664	209,035,927
							3=In an MSA of 500,000 - 999,999	3,266	190,213,884
							4=In an MSA or CMSA of 1,000,000 - 2,999,999	8,418	490,473,497
							5=In an MSA or CMSA of 3 million or more	12,355	801,698,012
							6=Not in MSA or CMSA	13,582	711,587,089
NTIMES		N	8		Number of times trip was taken	H1	-1 = Appropriate Skip	27,626	1,576,569,195
							2	6,032	333,544,229
							3	2,478	135,292,865
							4	2,344	137,864,630
							5	605	37,343,275
							6	438	29,583,202
							7	161	11,158,379
							8	488	32,705,464

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							9	72	4,166,001
							10	350	20,990,720
							11	121	8,124,959
							12	372	20,326,145
							13	156	7,055,195
							14	196	11,253,323
							15	300	24,358,577
							16	400	23,895,329
							17	238	12,775,616
							18	162	11,345,177
							19	399	33,368,344
							20	1,540	98,664,689
							21	231	13,809,574
							22	66	1,513,751
							23	92	8,678,586
							24	144	11,769,142
							25	50	1,606,942
							26	104	9,363,056
NTSAWAY		N	8		Nights away on travel period trip	H1	0	25,723	1,472,088,805
							1	5,903	340,224,162
							2	5,379	325,558,363
							3	2,716	155,528,137
							4	1,699	99,404,390
							5	951	57,911,335
							6	540	31,283,303
							7	688	41,736,330
							8	333	19,777,156
							9	274	16,343,917
							10	198	11,707,004
							11	113	6,521,406
							12	74	5,131,782
							13	59	2,970,842
							14	108	6,350,756
							15	59	3,695,912
							16	37	2,375,536

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
						17	22	1,179,025	
						18	32	2,108,699	
						19	22	1,498,468	
						20	13	572,789	
						21	18	1,244,818	
						22	12	550,920	
						23	13	1,061,348	
						24	6	396,788	
						25	9	608,749	
						26	5	70,633	
						27	12	1,130,658	
						28	12	669,987	
						29	12	824,820	
						30	9	664,973	
						31	6	455,339	
						32	10	467,200	
						33	4	319,273	
						34	4	181,363	
						35	3	307,161	
						36	3	52,999	
						37	1	47,773	
						38	5	238,482	
						39	1	48,766	
						40	6	339,885	
						41	1	44,758	
						42	2	137,905	
						44	5	224,531	
						45	4	159,891	
						49	1	65,197	
						50	1	108,137	
						51	1	66,603	
						52	3	301,366	
						53	3	60,391	
						55	4	278,476	
						57	2	114,164	

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							61	1	45,735
							62	2	34,235
							63	3	175,901
							64	3	297,896
							65	1	10,579
							66	1	18,043
							70	2	40,356
							77	2	110,165
							81	2	40,273
							84	2	53,897
							85	1	98,344
							86	2	68,842
							90	1	26,928
							94	1	79,086
							97	2	73,356
							102	2	125,895
							107	1	31,301
							119	1	37,957
							120	2	102,709
							122	1	55,421
							129	2	31,421
							155	2	76,200
							180	1	34,171
							184	2	82,094
							186	2	70,246
							199	2	93,846
NUMADLT		N	8		Number of adults in HH	*	1	4,622	276,427,830
							2	32,544	1,787,347,457
							3	5,959	410,619,223
							4	1,637	115,149,465
							5	294	20,238,334
							6	66	5,019,606
							7	3	203,820
							8	29	1,889,253
							10	11	231,378

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
NUMNHHM		N	8		Number of non-HH members on trip	I4	-7 = Refused	2	114,646
							-8 = Don't Know	141	14,105,683
							-9 = Not Ascertained	28	1,928,662
							0	31,888	1,819,808,284
							1	6,732	396,831,240
							2	3,348	200,715,361
							3	1,193	71,686,781
							4	589	34,180,084
							5	243	17,402,283
							6	147	8,048,474
							7	70	4,380,951
							8	62	3,510,368
							9	32	2,214,473
							10	71	3,931,411
							11	19	1,221,975
							12	22	1,474,569
							13	10	732,945
							14	22	1,630,545
							15	48	3,169,446
							16	22	1,846,973
							17	27	1,038,824
							18	2	66,134
							19	8	769,283
							20	44	2,927,683
							21	7	377,216
							22	18	1,136,663
							23	14	646,124
							24	12	798,764
							25	16	817,678
							26	5	392,060
							27	11	605,389
							28	6	159,460
							29	5	169,652
							30	52	2,986,985
							31	1	30,796

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							32	3	143,102
							33	7	423,898
							34	1	81,107
							35	16	677,563
							36	7	596,764
							37	1	142,974
							38	4	186,488
							39	5	462,245
							40	38	3,232,137
							41	1	39,950
							42	6	346,527
							43	9	381,517
							44	5	277,599
							45	16	968,531
							46	5	343,578
							47	3	289,812
							48	7	231,502
							49	4	216,755
							50	44	2,795,572
							51	1	58,043
							52	3	88,839
							53	1	50,042
							55	3	94,447
							60	22	1,359,328
							65	2	72,545
							70	6	230,404
							72	3	155,787
							75	6	283,904
							78	1	65,986
							80	8	335,746
							85	2	187,612
							87	1	96,191
							90	1	65,674
							100	6	286,334
OCCAT		C	2		Occupational category	E7	-1=Appropriate Skip	16,874	962,592,651

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							-7=Refused	3	302,025
							-8=Don't Know	31	3,771,640
							01=Sales or Service	7,001	398,221,238
							02=Clerical or administrative support	2,388	132,268,419
							03=Manufacturing, construction, maintenance, or farming	5,723	357,940,587
							04=Professional, managerial or technical	13,135	761,636,332
							91=Other	10	393,476
ONTP_P1		C	2		HH member 1 was on travel period trip	I3	-1=Appropriate Skip	99	6,501,029
							1 = Yes	34,049	1,940,459,010
							2 = No	11,017	670,166,328
ONTP_P2		C	2		HH member 2 was on travel period trip	I3	-1=Appropriate Skip	3,473	200,311,943
							1 = Yes	29,090	1,648,909,747
							2 = No	12,602	767,904,678
ONTP_P3		C	2		HH member 3 was on travel period trip	I3	-1=Appropriate Skip	19,674	1,002,451,423
							1 = Yes	13,105	858,600,161
							2 = No	12,386	756,074,783
ONTP_P4		C	2		HH member 4 was on travel period trip	I3	-1=Appropriate Skip	28,191	1,534,974,093
							1 = Yes	8,973	585,301,955
							2 = No	8,001	496,850,319
ONTP_P5		C	2		HH member 5 was on travel period trip	I3	-1=Appropriate Skip	38,220	2,163,455,487
							1 = Yes	3,625	232,572,909
							2 = No	3,320	221,097,972
ONTP_P6		C	2		HH member 6 was on travel period trip	I3	-1=Appropriate Skip	42,757	2,452,068,416
							1 = Yes	1,307	89,055,312
							2 = No	1,101	76,002,639
ONTP_P7		C	2		HH member 7 was on travel period trip	I3	-1=Appropriate Skip	44,216	2,550,664,286
							1 = Yes	445	31,273,713
							2 = No	504	35,188,368
ONTP_P8		C	2		HH member 8 was on travel period trip	I3	-1=Appropriate Skip	44,744	2,585,651,369
							1 = Yes	182	14,663,072
							2 = No	239	16,811,927
ONTP_P9		C	2		HH member 9 was on travel period trip	I3	-1=Appropriate Skip	44,964	2,601,112,108
							1 = Yes	86	7,097,473
							2 = No	115	8,916,786

2001 Variable Name	Changed in V4?	Variable Type	Variable Length	1995 Variable Comparison	Label	Question Number	Value Range Code	Frequency	Weighted Frequency
ONTP_P10		C	2		HH member 10 was on travel period trip	I3	-1=Appropriate Skip	45,032	2,605,213,770
							1 = Yes	53	5,164,261
							2 = No	80	6,748,336
ONTP_P11		C	2		HH member 11 was on travel period trip	I3	-1=Appropriate Skip	45,076	2,608,906,022
							1 = Yes	39	3,118,911
							2 = No	50	5,101,434
ONTP_P12		C	2		HH member 12 was on travel period trip	I3	-1=Appropriate Skip	45,140	2,616,062,871
							1 = Yes	6	353,297
							2 = No	19	710,199
ONTP_P13		C	2		HH member 13 was on travel period trip	I3	-1=Appropriate Skip	45,154	2,616,894,989
							2 = No	11	231,378
ONTP_P14		C	2		HH member 14 was on travel period trip	I3	-1=Appropriate Skip	45,154	2,616,894,989
							2 = No	11	231,378
PERSONID		C	2		Person ID number	*	01-12	45,165	2,617,126,367
PRMACT		C	2		Primary activity last week	E3	-1=Appropriate Skip	6,336	409,884,842
							-7=Refused	9	587,327
							-8=Don't Know	20	1,111,922
							-9=Not Ascertained	3	116,760
							1=Working	24,751	1,446,598,386
							2=Temporarily absent from a job or business	1,793	108,001,704
							3=Looking for work	491	36,694,852
							4=A homemaker	2,827	155,956,664
							5=Going to school	1,632	111,530,315
							6=Retired	5,809	258,006,238
							7=Doing something else	1,494	88,637,357
PROXCAT		C	2		Respondent category who had proxy	*	1=Proxy Required - 13 years or younger	5,398	352,562,138
							2=Proxy Allowed - 14-15 years	896	54,359,413
							3=Proxy Often - 16-17 years	426	24,487,196
							4=Proxy for adult - 18 years or older	7,676	433,574,044
							5=Interview completed by self, not proxy	30,769	1,752,143,577
PROXY		C	2		Trav day info from respondent or proxy	E1	1=Subject	30,769	1,752,143,577
							2=Proxy	14,396	864,982,791
RAIL		C	2		Rail (subway) category	*	1=MSA has rail	9,632	638,164,025
							2=MSA does not have rail, or hh not in an MSA	35,533	1,978,962,342
RATIO16W		N	8		Ratio - HH adults (16+) to workers	*	0-7	45,165	2,617,126,367

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
RATIOWV		N	8		Ratio of HH workers to vehicles	*	0-6	45,165	2,617,126,367
RECURR		C	2		The trip was a recurring trip	H1	1 = Yes	17,539	1,040,557,172
							2 = No	27,626	1,576,569,195
RETMNT		C	2		Month returned home after trip	H1	01 = January	3,988	200,407,187
							02 = February	5,085	195,561,024
							03 = March	6,014	182,236,520
							04 = April	5,502	233,011,744
							05 = May	2,730	198,309,073
							06 = June	2,740	242,909,597
							07 = July	3,567	280,500,683
							08 = August	3,898	266,185,619
							09 = September	2,495	205,610,091
							10 = October	2,513	195,812,974
							11 = November	2,949	203,411,641
							12 = December	3,684	213,170,214
RETMOD2		C	2		Trans used most to return home	I15	-9 = Not Ascertained	69	7,464,443
							01 = Personal Vehicle	40,405	2,338,783,787
							02 = Air	3,304	190,747,809
							03 = Bus	871	52,316,445
							04 = Train	375	20,036,554
							05 = Ship	40	2,326,747
							06 = Other	101	5,450,583
RETMODE		C	2		Detail-Trans used most on return trip	I15	-9 = Not Ascertained	69	7,464,443
							01 = Car	20,494	1,194,118,742
							02 = Van	6,457	366,912,177
							03 = SUV	5,513	312,839,883
							04 = Pickup truck	6,310	365,067,838
							05 = Other truck	1,373	86,678,139
							06 = RV	176	7,848,099
							07 = Motorcycle	82	5,318,909
							08 = Commercial/charter airplane	3,192	184,476,753
							09 = Private/corporate airplane	112	6,271,056
							10 = Local public transit bus	70	3,961,967
							12 = School bus	246	14,345,221
							13 = Charter/tour bus	503	31,077,730

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							14 = City to city bus	52	2,931,527
							15 = Amtrak/inter city train	212	13,515,084
							16 = Commuter train	156	5,987,406
							17 = Subway/elevated rail	7	534,064
							19 = Ship/cruise	40	2,326,747
							91 = Other	101	5,450,583
RETSTOP		C	2		Overnight stops on return trip	I17	-1=Appropriate Skip	24,307	1,385,895,772
							-7 = Refused	5	136,973
							-8 = Don't Know	59	6,401,050
							-9 = Not Ascertained	6	364,048
							1 = Yes	1,644	91,473,783
							2 = No	19,144	1,132,854,741
RETYR		C	4		Year returned home after trip	H1	2001	28,715	2,000,143,802
							2002	16,450	616,982,565
RTETOT		N	8		Route distance: roundtrip	*	-9=Not Ascertained	165	12,311,546
							83.9-22491.31	45,000	2,604,814,821
R_AGE		N	8		Respondent age	*	-7=Refused	380	24,287,164
							-8=Don't Know	232	17,416,606
							0-88	44,553	2,575,422,598
R_AGEWGT		N	8		Age of Subject used in weighting	*	0-88	45,165	2,617,126,367
R_RELAT		C	2		Respondent relationship to HH resp	C8	-7=Refused	20	1,590,311
							-8=Don't Know	11	1,047,697
							-9=Not Ascertained	1	79,238
							1=Self	20,394	1,142,727,664
							2=Spouse	13,351	705,873,855
							3=Child	8,337	556,224,151
							4=Parent	799	47,929,486
							5=Sibling	283	23,263,339
							6=Other relative	612	45,182,903
							7=Unmarried Partner	717	47,689,695
							8=Non-relative	640	45,518,028
R_SEX		C	2		Respondent gender	C8	1=Male	25,259	1,499,966,646
							2=Female	19,906	1,117,159,721
SMPLAREA		C	2		Add-on area where HH resides	*	01=Baltimore Add-on	301	19,798,666
							02=Des Moines Add-on	60	2,319,534

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							03=Hawaii Add-on	27	2,103,856
							04=Kentucky Add-on	17	730,461
							05=Lancaster PA Add-on	101	4,818,362
							06=New York Add-on	2,381	133,201,000
							07=Oahu Add-on	18	1,453,152
							08=Texas Add-on	2,721	179,876,615
							09=Wisconsin Add-on	1,314	66,258,889
							10=Remaining cases	38,225	2,206,565,831
STPS_FRM		N	8		Number of overnight stops to destination	I17	-1 = Appropriate Skip	42,851	2,490,036,062
							0	756	40,741,473
							1	1,196	68,434,733
							2	243	12,428,832
							3	72	3,398,078
							4	15	704,315
							5	21	890,436
							6	7	305,114
							7	1	36,287
							9	1	28,439
							14	2	122,598
STPS_TO		N	8		Number of overnight stops to origin	I16	-1 = Appropriate Skip	42,851	2,490,036,062
							0	667	40,110,758
							1	1,258	66,795,419
							2	257	13,167,702
							3	67	3,888,505
							4	28	1,161,953
							5	19	838,430
							6	6	328,614
							7	1	51,904
							8	1	46,974
							9	2	83,967
							10	4	329,960
							11	2	122,598
							12	1	93,177
							15	1	70,344
TDAYDATE		C	6		Travel day date (YYYYMM)	*	200103-200205	45,165	2,617,126,367

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
TPBOA911		C	2		Travel period before or on/after 9/11	H1	1 = Travel period trip began and ended before 9/11/01	18,125	1,264,807,395
							2 = Travel period trip began on or before and ended on or after 9/11/01	142	11,821,326
							3 = Travel Period trip began and ended after 9/11/01	26,898	1,340,497,647
TPCASEID		C	13		Composite travel period trip ID number	*	0100005770101-9156092560201	45,165	2,617,126,367
TPDRVFLG		C	2		Main driver on trip	I6	-1=Appropriate Skip	4,833	281,041,638
							-8 = Don't Know	212	11,057,548
							-9 = Not Ascertained	421	31,957,011
							1 = Subject	26,125	1,485,249,878
							2 = Other household member	9,985	579,101,273
							3 = Someone else	3,589	228,719,019
TPMSDTRP		C	2		Missed trip - incorp in travel record	*	-1=Appropriate Skip	45,076	2,612,400,413
							1 = Missed trip reported by household	89	4,725,954
TPNUMTRP		N	8		Number of people on travel period trip	I2	1	12,728	733,352,810
							2	14,941	794,491,990
							3	6,262	375,029,437
							4	5,679	361,494,409
							5	2,669	176,279,940
							6	1,121	61,852,655
							7	565	39,662,973
							8	270	17,794,812
							9	93	6,814,492
							10	100	5,583,853
							11	93	4,537,601
							12	25	1,759,020
							13	17	767,458
							14	24	1,825,875
							15	20	1,698,352
							16	38	2,366,311
							17	31	2,243,250
							18	28	1,231,742
							19	10	946,484
							20	11	942,353
							21	36	2,457,763
							22	12	798,978

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
						23	10	329,975	
						24	12	605,579	
						25	12	462,244	
						26	27	1,941,906	
						27	5	392,060	
						28	7	335,884	
						29	10	598,478	
						30	8	241,398	
						31	26	1,301,648	
						32	25	1,511,487	
						33	5	347,749	
						34	3	83,095	
						35	5	421,909	
						36	13	608,103	
						37	8	502,601	
						38	3	306,598	
						39	2	165,224	
						40	4	222,513	
						41	24	1,819,860	
						42	10	787,615	
						43	11	1,122,251	
						44	1	46,373	
						45	12	598,306	
						46	12	726,683	
						47	11	610,894	
						48	5	428,665	
						49	4	128,931	
						50	7	319,326	
						51	33	1,901,153	
						52	8	651,907	
						53	4	207,332	
						54	4	232,104	
						56	1	83,985	
						57	2	10,462	
						61	15	817,731	

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							62	3	277,020
							63	2	49,374
							64	2	215,204
							66	1	65,297
							67	1	7,247
							71	2	150,341
							72	4	80,063
							73	3	155,787
							76	4	213,193
							77	2	70,712
							79	1	65,986
							81	8	335,746
							86	2	187,612
							88	1	96,191
							92	1	65,674
							101	4	225,551
							102	2	60,783
TPRECURR		N	8		Number of recurring trips	*	-1 = Appropriate Skip	27,626	1,576,569,195
							2	6,032	333,544,229
							3	2,478	135,292,865
							4	2,344	137,864,630
							5	605	37,343,275
							6	438	29,583,202
							7	161	11,158,379
							8	488	32,705,464
							9	72	4,166,001
							10	350	20,990,720
							11	121	8,124,959
							12	372	20,326,145
							13	156	7,055,195
							14	196	11,253,323
							15	300	24,358,577
							16	400	23,895,329
							17	238	12,775,616
							18	162	11,345,177

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							19	399	33,368,344
							20	1,540	98,664,689
							21	231	13,809,574
							22	66	1,513,751
							23	92	8,678,586
							24	144	11,769,142
							25	50	1,606,942
							26	104	9,363,056
TPTRPNUM		C	2		Travel period trip number	*	01	22,908	1,321,486,908
							02	8,905	508,766,917
							03	4,100	228,929,888
							04	2,281	129,804,830
							05	1,375	79,285,348
							06	894	52,370,096
							07	676	40,218,774
							08	542	33,148,522
							09	445	27,317,661
							10	388	24,379,121
							11	349	22,265,028
							12	322	20,722,421
							13	285	18,133,241
							14	264	16,984,233
							15	252	16,403,967
							16	227	14,415,373
							17	200	12,767,020
							18	184	12,114,518
							19	161	10,736,430
							20	140	9,185,448
							21	83	5,456,911
							22	55	3,483,913
							23	44	2,971,224
							24	32	2,345,062
							25	21	1,584,899
							26	16	989,663
							27	8	555,886

* For additional details refer to Appendix G: Derived Variables

2001 Variable Name	*Changed in V4?*	*Variable Type*	*Variable Length*	*1995 Variable Comparison*	*Label*	*Question Number*	*Value Range Code*	*Frequency*	*Weighted Frequency*
							28	5	187,722
							29	3	115,343
URBAN		C	2		Household in urbanized area	*	1=In an Urban cluster	6,513	356,716,026
							2=In an urban area	24,792	1,542,836,043
							3=In an area surrounded by urban areas	68	2,832,194
							4=Not in urban area	13,792	714,742,104
URBRUR		C	2		Household in urban/rural area	*	1=Urban	31,373	1,902,384,264
							2=Rural	13,792	714,742,104
WEEKEND		C	2		Trip includes weekend	H1	1 = Short weekend (2 or 3 days and includes a FRI and/or SAT) and return date not FRI	7,422	445,676,171
							2 = Long weekend (4 to 6 days and includes a FRI and/or SAT) and return date not FRI	3,937	230,585,589
							3 = Not weekend trip (all other trips)	33,806	1,940,864,607
WORKER		C	2		Respondent has a job	E3	-1=Appropriate Skip	5,744	373,712,309
							-9=Not Ascertained	59	4,840,707
							1=Yes	29,713	1,737,680,596
							2=No	9,649	500,892,755
WRKCOUNT		N	8		Count of HH members with jobs	E3	0	4,961	230,865,493
							1	13,057	763,886,293
							2	20,984	1,236,483,280
							3	4,720	291,460,952
							4	1,180	74,523,429
							5	219	15,686,699
							6	33	3,988,843
							10	11	231,378
WTPTPFIN		N	8		Person trip travel period weight-50%	*	3292.67693-254576.27183	45,165	2,617,126,367

* For additional details refer to Appendix G: Derived Variables

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APPENDIX C

FILE CONTENTS (SAS)

For each of the delivery files this appendix provides:

- the SAS Proc Contents on pages C-2 through C-25,

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Data Set Name:	NHTS.HHV3PUB	**Observations:**	69817
Member Type:	DATA	**Variables:**	185
Engine:	V6	**Indexes:**	0
Created:	15:28 Friday, April 30, 2004	**Observation Length:**	640
Last Modified:	15:28 Friday, April 30, 2004	**Deleted Observations:**	0
Protection:		**Compressed:**	NO
Data Set Type:		**Sorted:**	YES
Label:			

-----Engine/Host Dependent Information-----	
Data Set Page Size:	16384
Number of Data Set Pages:	2795
First Data Page:	2
Max Obs per Page:	25
Obs in First Data Page:	14
Number of Data Set Repairs:	0
File Name:	K:\ATS2001\ATN_V3\Data\Public\DOT_Final\hhv3pub.sd2
Release Created:	6.08.00
Host Created:	WIN

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Format	Label
179	AGE_P1	Num	8	584		Person 1 age
180	AGE_P2	Num	8	592		Person 2 age
181	AGE_P3	Num	8	600		Person 3 age
182	AGE_P4	Num	8	608		Person 4 age
183	AGE_P5	Num	8	616		Person 5 age
184	AGE_P6	Num	8	624		Person 6 age
185	AGE_P7	Num	8	632		Person 7 age
136	AGE_P8	Num	8	339		Person 8 age
138	AGE_P9	Num	8	349		Person 9 age

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-----Alphabetic List of Variables and Attributes-----						
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Label**
140	AGE_P10	Num	8	359		Person 10 age
142	AGE_P11	Num	8	369		Person 11 age
144	AGE_P12	Num	8	379		Person 12 age
146	AGE_P13	Num	8	389		Person 13 age
148	AGE_P14	Num	8	399		Person 14 age
3	CDIVMSAR	Char	2	4		HHs by Census div., MSA size, rail
158	CENSUS_D	Char	2	449		Household Census Division
157	CENSUS_R	Char	2	447		Household Census Region
151	CNTTDHH	Num	8	417		No. trav day person trips made by HH
152	CNTTPHH	Num	8	425		Sum of all travel period person trips
163	DRVRCNT	Num	8	465		Count of drivers in HH
20	DRV_P1	Char	2	41		Person 1 driver status - derived
21	DRV_P2	Char	2	43		Person 2 driver status - derived
22	DRV_P3	Char	2	45		Person 3 driver status - derived
23	DRV_P4	Char	2	47		Person 4 driver status - derived
24	DRV_P5	Char	2	49		Person 5 driver status - derived
25	DRV_P6	Char	2	51		Person 6 driver status - derived
26	DRV_P7	Char	2	53		Person 7 driver status - derived
27	DRV_P8	Char	2	55		Person 8 driver status - derived
28	DRV_P9	Char	2	57		Person 9 driver status - derived
29	DRV_P10	Char	2	59		Person 10 driver status - derived
30	DRV_P11	Char	2	61		Person 11 driver status - derived
31	DRV_P12	Char	2	63		Person 12 driver status - derived
5	DRV_P13	Char	2	8		Person 13 driver status - derived
6	DRV_P14	Char	2	10		Person 14 driver status - derived
164	EXPFLHHN	Num	8	473		HH Weight-100% completed - NATL
166	EXPFLLHH	Num	8	489		HH Weight-100% completed
4	FLGFINCM	Char	2	6		Incomes of all HH members included
171	HBHRESDN	Char	9	532		Housing units per sq mile - Block group
172	HBHTNRNT	Char	9	541		Percent renter-occupied - Block group

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-----Alphabetic List of Variables and Attributes-----						
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Label**
8	HBHUR	Char	2	14		Urban / Rural indicator - Block group
170	HBPPOPDN	Char	9	523		Population per sq mile - Block group
177	HHC_MSA	Char	4	572		MSA / CMSA code for HH
107	HHFAMINC	Char	2	259		Total HH income last 12 months
79	HHINCTTL	Char	2	159		Total income all HH members
86	HHINTDT	Char	6	193		HH interview - date (YYYYMM)
108	HHMNINC	Num	8	261		No. of HH members with income not incl
101	HHNUMBIK	Num	3	227		Number of full size bicycles in HH
103	HHRESP	Char	2	233		Person ID of HH respondent
178	HHR_AGE	Num	8	576		Respondent age
160	HHR_DRVR	Char	2	453		Driver status of HH respondent
77	HHR_EDUC	Char	2	155		Education level of HH respondent
46	HHR_HISP	Char	2	93		Hispanic status of HH respondent
110	HHR_RACE	Char	2	277		Race of HH respondent
111	HHR_SEX	Char	1	279		Gender of HH respondent
112	HHR_STAT	Char	1	280		Extended Interview status-HH respondent
161	HHR_WRKR	Char	2	455		Worker status of HH respondent
114	HHSIZE	Num	8	289		Count of HH members
175	HHSTATE	Char	2	568		State-household location
176	HHSTFIPS	Char	2	570		FIPS state code for HH
109	HHTOTD	Num	8	269		Days between HH interview and trav day
153	HHVEHCNT	Num	8	433		Count of vehicles in HH
155	HOMEGEO	Char	2	443		Geocoding level -HH location
47	HOMEOWN	Char	2	95		Housing unit owned or rented
48	HOMETYPE	Char	2	97		Type of housing unit
10	HOUSEID	Char	9	18		HH Identification Number
173	HTEEMPDN	Char	9	550		Jobs per sq mile - Tract level
169	HTHRESDN	Char	9	514		Housing units per sq mile - Tract level
174	HTHTNRNT	Char	9	559		Percent renter-occupied - Tract level
9	HTHUR	Char	2	16		Urban / Rural indicator - Tract level

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-----Alphabetic List of Variables and Attributes-----						
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Label**
168	HTPPOPDN	Char	9	505		Population per sq mile - Tract level
11	IMPTHOWN	Char	1	27		HOMEOWN was imputed
12	IMPTHTYP	Char	1	28		HOMETYPE was imputed
13	IMPTPHON	Char	1	29		Number of phones imputed
129	INCM_P1	Char	2	325		Amount person 1 income
130	INCM_P2	Char	2	327		Amount person 2 income
131	INCM_P3	Char	2	329		Amount person 3 income
132	INCM_P4	Char	2	331		Amount person 4 income
133	INCM_P5	Char	2	333		Amount person 5 income
134	INCM_P6	Char	2	335		Amount person 6 income
135	INCM_P7	Char	2	337		Amount person 7 income
137	INCM_P8	Char	2	347		Amount person 8 income
139	INCM_P9	Char	2	357		Amount person 9 income
141	INCM_P10	Char	2	367		Amount person 10 income
143	INCM_P11	Char	2	377		Amount person 11 income
145	INCM_P12	Char	2	387		Amount person 12 income
147	INCM_P13	Char	2	397		Amount person 13 income
149	INCM_P14	Char	2	407		Amount person 14 income
15	INC_P1	Char	2	32		Person 1 income not included
87	INC_P2	Char	2	199		Person 2 income not included
88	INC_P3	Char	2	201		Person 3 income not included
89	INC_P4	Char	2	203		Person 4 income not included
90	INC_P5	Char	2	205		Person 5 income not included
91	INC_P6	Char	2	207		Person 6 income not included
92	INC_P7	Char	2	209		Person 7 income not included
93	INC_P8	Char	2	211		Person 8 income not included
94	INC_P9	Char	2	213		Person 9 income not included
95	INC_P10	Char	2	215		Person 10 income not included
96	INC_P11	Char	2	217		Person 11 income not included
97	INC_P12	Char	2	219		Person 12 income not included

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-----Alphabetic List of Variables and Attributes-----						
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Label**
98	INC_P13	Char	2	221		Person 13 income not included
99	INC_P14	Char	2	223		Person 14 income not included
84	LANG	Char	1	186		Language HH interview conducted in
14	LIF_CYC	Char	2	30		HH Life Cycle
78	MAILHOME	Char	2	157		Pre-interview letter, not returned
1	MSACAT	Char	2	0		MSA category
156	MSASIZE	Char	2	445		MSA size
113	NUMADLT	Num	8	281		Number of adults in HH
2	RAIL	Char	2	2		Rail (subway) category
80	RATIO16V	Num	8	161	6.4	Ratio - HH members (16+) to vehicles
81	RATIO16W	Num	8	169	6.4	Ratio - HH adults (16+) to workers
82	RATIOWV	Num	8	177	6.4	Ratio of HH workers to vehicles
49	REL_P1	Char	2	99		Person 1 relationship to HH respondent
50	REL_P2	Char	2	101		Person 2 relationship to HH respondent
51	REL_P3	Char	2	103		Person 3 relationship to HH respondent
52	REL_P4	Char	2	105		Person 4 relationship to HH respondent
53	REL_P5	Char	2	107		Person 5 relationship to HH respondent
54	REL_P6	Char	2	109		Person 6 relationship to HH respondent
55	REL_P7	Char	2	111		Person 7 relationship to HH respondent
56	REL_P8	Char	2	113		Person 8 relationship to HH respondent
57	REL_P9	Char	2	115		Person 9 relationship to HH respondent
58	REL_P10	Char	2	117		Person 10 relationship to HH respondent
59	REL_P11	Char	2	119		Person 11 relationship to HH respondent
60	REL_P12	Char	2	121		Person 12 relationship to HH respondent
61	REL_P13	Char	2	123		Person 13 relationship to HH respondent
62	REL_P14	Char	2	125		Person 14 relationship to HH respondent
150	RESP_CNT	Num	8	409		Count of respondents in HH
115	SEX_P1	Char	2	297		Person 1 gender
116	SEX_P2	Char	2	299		Person 2 gender
117	SEX_P3	Char	2	301		Person 3 gender

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-----Alphabetic List of Variables and Attributes-----						
#	Variable	Type	Len	Pos	Format	Label
118	SEX_P4	Char	2	303		Person 4 gender
119	SEX_P5	Char	2	305		Person 5 gender
120	SEX_P6	Char	2	307		Person 6 gender
121	SEX_P7	Char	2	309		Person 7 gender
122	SEX_P8	Char	2	311		Person 8 gender
123	SEX_P9	Char	2	313		Person 9 gender
124	SEX_P10	Char	2	315		Person 10 gender
125	SEX_P11	Char	2	317		Person 11 gender
126	SEX_P12	Char	2	319		Person 12 gender
127	SEX_P13	Char	2	321		Person 13 gender
128	SEX_P14	Char	2	323		Person 14 gender
17	SMPLAREA	Char	2	35		Add-on area where HH resides
18	SMPLFIRM	Char	2	37		Firm collecting the data
19	SMPLSRCE	Char	2	39		Sample where the case originated
63	STAT_P1	Char	2	127		Person 1 extended interview status
64	STAT_P2	Char	2	129		Person 2 extended interview status
65	STAT_P3	Char	2	131		Person 3 extended interview status
66	STAT_P4	Char	2	133		Person 4 extended interview status
67	STAT_P5	Char	2	135		Person 5 extended interview status
68	STAT_P6	Char	2	137		Person 6 extended interview status
69	STAT_P7	Char	2	139		Person 7 extended interview status
70	STAT_P8	Char	2	141		Person 8 extended interview status
71	STAT_P9	Char	2	143		Person 9 extended interview status
72	STAT_P10	Char	2	145		Person 10 extended interview status
73	STAT_P11	Char	2	147		Person 11 extended interview status
74	STAT_P12	Char	2	149		Person 12 extended interview status
75	STAT_P13	Char	2	151		Person 13 extended interview status
76	STAT_P14	Char	2	153		Person 14 extended interview status
159	SUM_STAT	Char	2	451		Interview status of HH adults
85	TDAYDATE	Char	6	187		Travel day date (YYYYMM)

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-----Alphabetic List of Variables and Attributes-----						
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Label**
16	TDBOA911	Char	1	34		Travel Day Before or On/After 9/11
104	TELBFM	Num	8	235		Number HH phone nos. used for business
102	TELCELL	Num	3	230		Number of HH cell phones
105	TELLAND	Num	8	243		Total number of HH landline phones
106	TELTOTL	Num	8	251		Total HH phones (land + cell)
100	TELTYPE	Char	2	225		Use of phone no. in sample
83	TRAVDAY	Char	1	185		Travel date day of week
154	URBAN	Char	2	441		Household in urbanized area
7	URBRUR	Char	2	12		Household in urban/rural area
32	WKR_P1	Char	2	65		Person 1 worker status - derived
33	WKR_P2	Char	2	67		Person 2 worker status - derived
34	WKR_P3	Char	2	69		Person 3 worker status - derived
35	WKR_P4	Char	2	71		Person 4 worker status - derived
36	WKR_P5	Char	2	73		Person 5 worker status - derived
37	WKR_P6	Char	2	75		Person 6 worker status - derived
38	WKR_P7	Char	2	77		Person 7 worker status - derived
39	WKR_P8	Char	2	79		Person 8 worker status - derived
40	WKR_P9	Char	2	81		Person 9 worker status - derived
41	WKR_P10	Char	2	83		Person 10 worker status - derived
42	WKR_P11	Char	2	85		Person 11 worker status - derived
43	WKR_P12	Char	2	87		Person 12 worker status - derived
44	WKR_P13	Char	2	89		Person 13 worker status - derived
45	WKR_P14	Char	2	91		Person 14 worker status - derived
162	WRKCOUNT	Num	8	457		Count of HH members with jobs
167	WTHHFIN	Num	8	497		HH Weight-at least 50% completed
165	WTHHNTL	Num	8	481		HH Weight-at least 50% completed - NATL

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-----Sort Information-----	
Sortedby:	HOUSEID
Validated:	YES
Character Set:	ANSI

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Data Set Name:	NHTS.PERV3PUB	**Observations:**	160758
Member Type:	DATA	**Variables:**	139
Engine:	V6	**Indexes:**	0
Created:	15:45 Friday, April 30, 2004	**Observation Length:**	480
Last Modified:	15:45 Friday, April 30, 2004	**Deleted Observations:**	0
Protection:		**Compressed:**	NO
Data Set Type:		**Sorted:**	YES
Label:			

-----Engine/Host Dependent Information-----	
Data Set Page Size:	16384
Number of Data Set Pages:	4730
First Data Page:	2
Max Obs per Page:	34
Obs in First Data Page:	31
Number of Data Set Repairs:	0
File Name:	K:\ATS2001\ATN_V3\Data\Public\DOT_Final\perv3pub.sd2
Release Created:	6.08.00
Host Created:	WIN

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Format	Informat	Label
21	AGERANGE	Char	2	51			HH member 18 years or older
22	BORNINUS	Char	2	53			Respondent was born in U.S.
107	CARRODE	Num	8	283			Number in carpool last week
3	CDIVMSAR	Char	2	4			HHs by Census div., MSA size, rail
84	CENSUS_D	Char	2	197			Household Census Division
83	CENSUS_R	Char	2	195			Household Census Region
94	CNTTDTR	Num	8	235			Count of trav day trips for this resp.
110	CNTTPTR	Num	8	307			Sum of travel period person trips
111	CNTTPUNQ	Num	8	315			Number of unique travel period trips
101	COMMDRVR	Char	2	263			Commercial driver

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-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
20	CONDNIGH	Char	2	49			Med cond limits driving to daytime
23	CONDPUB	Char	2	55			Med cond limits use of public trans
24	CONDRIDE	Char	2	57			Med cond results in asking for rides
18	CONDRIVE	Char	2	45			Med cond requires giving up driving
25	CONDSPEC	Char	2	59			Med cond requires special transport
26	CONDTRAV	Char	2	61			Med cond results in less travel
27	DIARYCMP	Char	2	63			Was diary completed
109	DIFFDATE	Num	8	299			Days between trav day and person int.
108	DISTBLOC	Num	8	291			Distance to work if reported in blocks
104	DISTTOWK	Num	8	269	6.2		Distance to work in miles
115	DRIVER	Char	2	329			Driver status of respondent
89	DRVRCNT	Num	8	213			Number of drivers in HH
28	DTACDT	Char	2	65			Worrying about a traffic accident
29	DTCONJ	Char	2	67			Highway congestion
30	DTDISTRC	Char	2	69			Distracted drivers
31	DTDRUNK	Char	2	71			Drunk drivers
32	DTGAS	Char	2	73			Price of gasoline
95	DTNOWALK	Char	2	243			Lack of walkways or sidewalks
96	DTPVPOT	Char	2	245			Rough pavement or potholes
33	DTRRAGE	Char	2	75			Aggressive drivers on the road
34	DTSPEED	Char	2	77			Drivers speeding
35	DTTIEUP	Char	2	79			Traffic or road congestion
36	DTTRUCKS	Char	2	81			Number of large trucks on road
37	EDUC	Char	2	83			Highest grade completed
127	EXPFLLPR	Num	8	389			Person Weight - 100% completed
117	EXPFLPRN	Num	8	333			Person Weight - 100% completed - NATL
15	FLGPRDRV	Char	2	39			Primary driver status of subject
38	FRSTHM	Char	2	85			At home at start of travel day
91	GCDWORK	Num	8	223	16.4	16.4	Great Circle distance to work (miles)
19	GT1JBLWK	Char	2	47			Have more than one job

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-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
131	HBHRESDN	Char	9	424			Housing units per sq mile - Block group
132	HBHTNRNT	Char	9	433			Percent renter-occupied - Block group
6	HBHUR	Char	2	10			Urban / Rural indicator - Block group
130	HBPPOPDN	Char	9	415			Population per sq mile - Block group
137	HHC_MSA	Char	4	464			MSA / CMSA code for HH
76	HHFAMINC	Char	2	163			Total HH income last 12 months
119	HHINCTTL	Char	2	349			Total income all HH members
75	HHRESP	Char	2	161			Person ID of HH respondent
86	HHR_DRVR	Char	2	201			Driver status of HH respondent
72	HHR_EDUC	Char	2	152			Education level of HH respondent
69	HHR_HISP	Char	2	146			Hispanic status of HH respondent
77	HHR_RACE	Char	2	165			Race of HH respondent
87	HHR_WRKR	Char	2	203			Worker status of HH respondent
79	HHSIZE	Num	8	175			Count of HH members
135	HHSTATE	Char	2	460			State-household location
136	HHSTFIPS	Char	2	462			FIPS state code for HH
80	HHVEHCNT	Num	8	183			Count of vehicles in HH
70	HOMEOWN	Char	2	148			Housing unit owned or rented
71	HOMETYPE	Char	2	150			Type of housing unit
8	HOUSEID	Char	9	14			HH Identification Number
133	HTEEMPDN	Char	9	442			Jobs per sq mile - Tract level
129	HTHRESDN	Char	9	406			Housing units per sq mile - Tract level
134	HTHTNRNT	Char	9	451			Percent renter-occupied - Tract level
7	HTHUR	Char	2	12			Urban / Rural indicator - Tract level
128	HTPPOPDN	Char	9	397			Population per sq mile - Tract level
10	IMPTAGE	Char	1	34			Subjects age was imputed
13	IMPTHOWN	Char	1	37			HOMEOWN was imputed
14	IMPTHTYP	Char	1	38			HOMETYPE was imputed
12	IMPTRACE	Char	1	36			Race of HH respondent was imputed
11	IMPTSEX	Char	1	35			Subjects sex was imputed

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-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
4	INDVINC	Char	2	6			Income of resp. if reported separately
73	LANG	Char	1	154			Language interview was conducted in
121	LASTRPMM	Char	2	353			Date of last trip before trav day, Month
122	LASTRPYY	Char	4	355			Date of last trip before trav day, Year
85	LIF_CYC	Char	2	199			HH life cycle
124	LSTTRDAY	Num	8	365			Num days since last trip before trav day
123	LSTTRDT	Char	6	359			Month, Year of last trip before trav day
39	MEDCOND	Char	2	87			Have a med cond making travel difficult
40	MEDCOND6	Char	2	89			Length of time with medical condition
1	MSACAT	Char	2	0			MSA category
82	MSASIZE	Char	2	193			MSA size
99	NBIKETRP	Num	3	252			No. of bike trips in past week
78	NUMADLT	Num	8	167			Number of adults in HH
98	NWALKTRP	Num	3	249			No. of walk trips in past week
41	OCCAT	Char	2	91			Occupational category
43	OUTCNTRY	Char	2	95			Out of country entire travel day
42	OUTOFTWN	Char	2	93			Out of town entire travel day
44	PAYPROF	Char	2	97			Worked for pay or profit last week
17	PERSONID	Char	2	43	$2.	$2.	Person Identification Number
9	PRCASEID	Char	11	23			Composite person identification number
45	PRMACT	Char	2	99			Primary activity last week
112	PRMDRVR1	Char	2	323			HH vehicle resp is primary driver of
113	PRMDRVR2	Char	2	325			2nd HH vehicle resp is primary driver of
114	PRMDRVR3	Char	2	327			3rd HH vehicle resp is primary driver of
63	PROXCAT	Char	2	135			Respondent category who had proxy
46	PROXY	Char	2	101			Trav day info from respondent or proxy
47	PTUSED	Char	2	103			Public transit use last 2 months
2	RAIL	Char	2	2			Rail (subway) category
138	R_AGE	Num	8	468			Respondent age
125	R_AGEWGT	Num	8	373			Age of Subject used in weighting

The SAS System
2001-2002 National Household Travel Survey
Person File

The CONTENTS Procedure

-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
92	R_RELAT	Char	2	231			Respondent relationship to HH resp
93	R_SEX	Char	2	233			Respondent gender
120	SAMEPLC	Char	2	351			Stayed at same place all day
66	SMPLAREA	Char	2	140			Add-on area where HH resides
67	SMPLFIRM	Char	2	142			Firm collecting the data
68	SMPLSRCE	Char	2	144			Sample where the case originated
74	TDAYDATE	Char	6	155			Travel day date (YYYYMM)
65	TDBOA911	Char	1	139			Travel Day Before or On/After 9/11
106	TIMETOWK	Num	4	279			Minutes to go to work last week
64	TRAVDAY	Char	2	137			Travel day - day of week
81	URBAN	Char	2	191			Household in urbanized area
5	URBRUR	Char	2	8			Household in urban/rural area
61	USEPUBTR	Char	2	131			Used public transit on travel day
48	USULDRV	Char	2	105			Usually drive alone or carpool to work
49	WEBACC	Char	2	107			Access to Internet in past 6 months
50	WEBHOME	Char	2	109			Use Internet from home
51	WEBOTHER	Char	2	111			Use Internet from other than work & home
52	WEBUSE	Char	2	113			Frequency of Internet use last 6 months
102	WEBWHER	Char	2	265			Where use Internet
53	WEBWORK	Char	2	115			Use Internet from work
60	WHERBORN	Char	2	129			Region of birth
54	WKFMHM2M	Char	2	117			Work from home instead of workplace
55	WKFMHMXX	Char	2	119			Frequency of working from home
56	WKFTPT	Char	2	121			Work full or part time
90	WKSTFIPS	Char	2	221			FIPS state code for work
116	WORKER	Char	2	331			Respondent has a job
16	WORKGEO	Char	2	41			Level of geocoding work location
103	WORKLOC	Char	2	267			Workplace location
105	WORKSTAT	Char	2	277			Workplace state
88	WRKCOUNT	Num	8	205			Count of HH members with jobs

The SAS System
2001-2002 National Household Travel Survey
Person File

The CONTENTS Procedure

-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
57	WRKDRIVE	Char	2	123			Job requires driving a motor vehicle
58	WRKTRANS	Char	2	125			Transportation mode to work last week
59	WRKTRPS	Char	2	127			Made more than 10 trips for job
126	WTPERFIN	Num	8	381			Person Wt - At least 50% completed
118	WTPRNTL	Num	8	341			Person Wt - At least 50% completed-NATL
100	YEARMILE	Num	8	255			Miles respondent drove last 12 months
97	YRMLCAP	Char	2	247			Year miles was capped
62	YRMLCAT	Char	2	133			Annual mileage range for subject
139	YRTOUS	Char	4	476			Year entered US

-----Sort Information-----	
Sortedby:	PRCASEID
Validated:	YES
Character Set:	ANSI

The SAS System
2001-2002 National Household Travel Survey
Travel Day File

The CONTENTS Procedure

Data Set Name:	NHTS.DAYV3PUB	**Observations:**	642292
Member Type:	DATA	**Variables:**	144
Engine:	V6	**Indexes:**	0
Created:	17:42 Friday, April 30, 2004	**Observation Length:**	504
Last Modified:	17:42 Friday, April 30, 2004	**Deleted Observations:**	0
Protection:		**Compressed:**	NO
Data Set Type:		**Sorted:**	YES
Label:			

-----Engine/Host Dependent Information-----	
Data Set Page Size:	16384
Number of Data Set Pages:	20073
First Data Page:	2
Max Obs per Page:	32
Obs in First Data Page:	28
Number of Data Set Repairs:	0
File Name:	K:\ATS2001\ATN_V3\Data\Public\DOT_Final\dayv3pub.sd2
Release Created:	6.08.00
Host Created:	WIN

-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
33	AWAYHOME	Char	2	70			Reason start travel day away from home
3	CDIVMSAR	Char	2	4			HHs by Census div., MSA size, rail
102	CENSUS_D	Char	2	251			Household Census Division
101	CENSUS_R	Char	2	249			Household Census Region
34	DRIVER	Char	2	72			Driver status of respondent
105	DRVRCNT	Num	8	263			Count of drivers in HH
7	DRVR_FLG	Char	2	12			Subject was driver on this trip
108	DWELTIME	Num	8	287			Time spent at destination of trip
112	EDITENTM	Char	2	301			ENDTIME edited
113	EDITMILE	Char	2	303			TRPDIST edited

The SAS System
2001-2002 National Household Travel Survey
Travel Day File

The CONTENTS Procedure

-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
114	EDITMIN	Char	2	305			TRVL_MIN edited
109	EDITMODE	Char	2	295			TRPTRANS edited
110	EDITPURP	Char	2	297			WHYTRP edited
111	EDITSTTM	Char	2	299			STRTTIME edited
73	EDUC	Char	2	174			Highest grade completed
69	ENDHOUR	Num	3	147			Travel day trip end time, hour
118	ENDMIN	Num	8	325			Travel day trip end time, minute
144	ENDTIME	Char	4	500			Travel day trip end time, military
129	EXPFLLTD	Num	8	389			Day Trip Weight 100% completed
127	EXPFLTDN	Num	8	373			Day Trip Weight 100% completed - NATL
115	FLGNXTDY	Char	2	307			Flag for travel day trip ending next day
133	HBHRESDN	Char	9	424			Housing units per sq mile - Block group
137	HBHTNRNT	Char	9	457			Percent renter-occupied - Block group
15	HBHUR	Char	2	28			Urban / Rural indicator - Block group
132	HBPPOPDN	Char	9	415			Population per sq mile - Block group
142	HHC_MSA	Char	4	488			MSA / CMSA code for HH
96	HHFAMINC	Char	2	227			Total HH income last 12 months
123	HHINCTTL	Char	2	353			Total income all HH members
11	HHMEMDRV	Char	2	20			HH member drove on trip
95	HHRESP	Char	2	225			Person ID of HH respondent
82	HHR_DRVR	Char	2	198			Driver status of HH respondent
93	HHR_EDUC	Char	2	222			Education level of HH respondent
79	HHR_HISP	Char	2	186			Hispanic status of HH respondent
80	HHR_RACE	Char	2	188			Race of HH respondent
83	HHR_WRKR	Char	2	200			Worker status of HH respondent
97	HHSIZE	Num	8	229			Count of HH members
140	HHSTATE	Char	2	484			State-household location
141	HHSTFIPS	Char	2	486			FIPS state code for HH
98	HHVEHCNT	Num	8	237			Count of HH vehicles
106	HH_ONTD	Num	8	271			Count of HH members on trip

The SAS System
2001-2002 National Household Travel Survey
Travel Day File

The CONTENTS Procedure

-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
91	HOMEOWN	Char	2	218			Housing unit owned or rented
92	HOMETYPE	Char	2	220			Type of housing unit
16	HOUSEID	Char	9	30			HH Identification Number
138	HTEEMPDN	Char	9	466			Jobs per sq mile - Tract level
131	HTHRESDN	Char	9	406			Housing units per sq mile - Tract level
139	HTHTNRNT	Char	9	475			Percent renter-occupied - Tract level
14	HTHUR	Char	2	26			Urban / Rural indicator - Tract level
130	HTPPOPDN	Char	9	397			Population per sq mile - Tract level
18	IMPTAGE	Char	1	52			Subjects age was imputed
25	IMPTENTM	Char	1	59			ENDTIME was imputed
23	IMPTHOWN	Char	1	57			HOMEOWN was imputed
24	IMPTHTYP	Char	1	58			HOMETYPE was imputed
21	IMPTMILE	Char	1	55			TRIPDIST was imputed
22	IMPTMIN	Char	1	56			TRVL_MIN was imputed
20	IMPTRACE	Char	1	54			Race of HH respondent was imputed
19	IMPTSEX	Char	1	53			Subjects sex was imputed
26	IMPTSTTM	Char	1	60			STRTTIME was imputed
27	IMPTTPUB	Char	1	61			TRPPUB was imputed
28	IMPTTRIP	Char	1	62			Whole trip was imputed
94	LANG	Char	1	224			Language interview was conducted in
103	LIF_CYC	Char	2	253			HH life cycle
1	MSACAT	Char	2	0			MSA category
100	MSASIZE	Char	2	247			Population size of HH MSA
134	NONHHCNT	Num	8	433			No of NON HH members on travel day trip
81	NUMADLT	Num	8	190			Number of adults in HH
107	NUMONTRP	Num	8	279			Total people on trav day trip, inc resp.
74	OCCAT	Char	2	176			Occupational category
35	ONTD_P1	Char	2	74			Person 1 was on travel day trip
36	ONTD_P2	Char	2	76			Person 2 was on travel day trip
37	ONTD_P3	Char	2	78			Person 3 was on travel day trip

The SAS System
2001-2002 National Household Travel Survey
Travel Day File

The CONTENTS Procedure

-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
38	ONTD_P4	Char	2	80			Person 4 was on travel day trip
39	ONTD_P5	Char	2	82			Person 5 was on travel day trip
40	ONTD_P6	Char	2	84			Person 6 was on travel day trip
41	ONTD_P7	Char	2	86			Person 7 was on travel day trip
42	ONTD_P8	Char	2	88			Person 8 was on travel day trip
43	ONTD_P9	Char	2	90			Person 9 was on travel day trip
44	ONTD_P10	Char	2	92			Person 10 was on travel day trip
45	ONTD_P11	Char	2	94			Person 11 was on travel day trip
46	ONTD_P12	Char	2	96			Person 12 was on travel day trip
64	ONTD_P13	Char	2	132			Person 13 was on travel day trip
65	ONTD_P14	Char	2	134			Person 14 was on travel day trip
75	OUTOFTWN	Char	2	178			Out of town entire travel day
47	PASSPURP	Char	2	98			Passenger's trip purpose
30	PERSONID	Char	2	64	$2.	$2.	Person ID number
76	PRMACT	Char	2	180			Primary activity last week
78	PROXCAT	Char	2	184			Respondent category who had proxy
77	PROXY	Char	2	182			Trip info from respondent or proxy
6	PSGR_FLG	Char	2	10			Respondent was passenger on trip
48	PUBTYPE	Char	2	100			Mode of public transit used
2	RAIL	Char	2	2			Rail (subway) category
143	R_AGE	Num	8	492			Respondent age
125	R_AGEWGT	Num	8	357			Age of Subject used in weighting
49	R_RELAT	Char	2	102			Respondent relationship to HH respondent
84	R_SEX	Char	2	202			Respondent gender
88	SMPLAREA	Char	2	212			Add-on area where HH resides
89	SMPLFIRM	Char	2	214			Firm collecting the data
90	SMPLSRCE	Char	2	216			Sample where the case originated
116	STRTHR	Num	8	309			Travel day trip start time, hour
117	STRTMIN	Num	8	317			Travel day trip start time, minute
67	STRTTIME	Char	4	138			Travel day trip start time, military

The SAS System
2001-2002 National Household Travel Survey
Travel Day File

The CONTENTS Procedure

-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
86	TDAYDATE	Char	6	205			Travel day date (YYYYMM)
87	TDBOA911	Char	1	211			Travel Day Before or On/After 9/11
17	TDCASEID	Char	13	39			Composite travel day trip ID number
29	TDMSDTRP	Char	1	63			Orig missed trip incorp into trav day
31	TDTRPNUM	Char	2	66			Travel day trip number for respondent
63	TDWKND	Char	2	130			Travel day trip on weekend
32	TPOVRLAP	Char	2	68			Travel Period Overlap
50	TRACC1	Char	2	104			1st mode to get to public transit
51	TRACC2	Char	2	106			2nd mode to get to public transit
52	TRACC3	Char	2	108			3rd mode to get to public transit
53	TRACC4	Char	2	110			4th mode to get to public transit
54	TRACC5	Char	2	112			5th mode to get to public transit
70	TRACCTM	Num	8	150			Time to get to public transit
85	TRAVDAY	Char	1	204			Travel day - day of week
55	TREGR1	Char	2	114			1st mode from public transit to dest.
56	TREGR2	Char	2	116			2nd mode from public transit to dest.
57	TREGR3	Char	2	118			3rd mode from public transit to dest.
58	TREGR4	Char	2	120			4th mode from public transit to dest.
59	TREGR5	Char	2	122			5th mode from public transit to dest.
136	TREGRTM	Num	8	449			Time to get from public transit,minutes
72	TRPBLKS	Num	8	166			Trip distance in blocks-reported orig
68	TRPDIST	Num	5	142			Trip distance in miles or blocks
61	TRPHHACC	Char	2	126			HH members were on trip
10	TRPHHVEH	Char	2	18			HH vehicle used on trip
135	TRPMILES	Num	8	441			Trip distance in miles
124	TRPNUMSQ	Char	2	355			Sequential Trip Number
5	TRPPUB	Char	2	8			Public transit used on trip
4	TRPTRANS	Char	2	6			Transportation mode on travel day trip
122	TRVLCMIN	Num	8	345			Calculated Time to complete trip (min.)
120	TRVL_MIN	Num	8	335			Time to complete entire trip in minutes

The SAS System
2001-2002 National Household Travel Survey
Travel Day File

The CONTENTS Procedure

-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
71	TRWAITTM	Num	8	158			Time waiting for public transit
99	URBAN	Char	2	245			Household in urbanized area
12	URBRUR	Char	2	22			Household in urban/rural area
8	VEHUSED	Char	2	14			HH vehicle no. used on travel day trip
9	WHODROVE	Char	2	16			Person ID of driver on trip
13	WHYFROM	Char	2	24			Travel day trip purpose-why travel from
62	WHYTO	Char	2	128			Travel day trip purpose-why travel to
121	WHYTRP01	Char	2	343			Travel day trip purpose
119	WHYTRP90	Char	2	333			1990 NPTS trip purpose
66	WHYTRP1S	Char	2	136			Travel day trip purpose - summary
60	WORKER	Char	2	124			Respondent has job
104	WRKCOUNT	Num	8	255			Count of HH members with jobs
128	WTTRDFIN	Num	8	381			Day Trip Wt at least 50% completed
126	WTTRDNTL	Num	8	365			Day Trip Wt at least 50% completed-NATL

-----Sort Information-----	
Sortedby:	TDCASEID
Validated:	YES
Character Set:	ANSI

The SAS System
2001-2002 National Household Travel Survey
Vehicle File

The CONTENTS Procedure

Data Set Name:	NHTS.VEHV3PUB	**Observations:**	139382
Member Type:	DATA	**Variables:**	88
Engine:	V6	**Indexes:**	0
Created:	17:50 Friday, April 30, 2004	**Observation Length:**	450
Last Modified:	17:50 Friday, April 30, 2004	**Deleted Observations:**	0
Protection:		**Compressed:**	NO
Data Set Type:		**Sorted:**	YES
Label:			

-----Engine/Host Dependent Information-----	
Data Set Page Size:	16384
Number of Data Set Pages:	3873
First Data Page:	1
Max Obs per Page:	36
Obs in First Data Page:	11
Number of Data Set Repairs:	0
File Name:	K:\ATS2001\ATN_V3\Data\Public\DOT_Final\vehv3pub.sd2
Release Created:	6.08.00
Host Created:	WIN

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Format	Informat	Label
77	ANMLTYR	Num	8	380			Annualized mile estimate-owned < 1 year
78	ANNMILES	Num	8	388			Self-reported annualized mile estimate
67	ANNUALZD	Num	8	300			Odometer-based annual miles estimate
14	ANN_FLG	Char	2	33			Reasons for missing ANNUALZD value
68	ANULZDSE	Num	8	308			Standard error of ANNUALZD estimate
69	BESTMILE	Num	8	316			Best estimate of annual miles
7	BEST_EDT	Char	2	19			Flag any edits/adjustments to BESTMILE
5	BEST_FLG	Char	2	15			How BESTMILE was computed
6	BEST_OUT	Char	2	17			Flag identifying BESTMILE outlier values
58	BTUCOST	Num	8	224	BEST12.	BEST32.	Fuel cost in US cents per equivalent-gal

The SAS System
2001-2002 National Household Travel Survey
Vehicle File

The CONTENTS Procedure

-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
56	BTUTCOST	Num	8	208	BEST12.	BEST32.	Annual fuel expenditures in US dollars,
55	BTUYEAR	Num	8	200	BEST12.	BEST32.	Annual fuel consumption in gaoline-equiv
3	CDIVMSAR	Char	2	4			HHs by Census div., MSA size, rail
28	CENSUS_D	Char	2	95			Household Census Division
27	CENSUS_R	Char	2	93			Household Census Region
29	DRVRCNT	Num	8	97			Count of drivers in HH
57	EIADMPG	Num	8	216	BEST12.	BEST32.	EIA derived miles per equivalent-gallon
54	EPATMPG	Num	8	192	BEST12.	BEST32.	Unadjusted 55/45 combined fuel economy,
53	EPATMPGF	Char	3	189	$3.	$3.	Imputation flag for EPATMPG variable
76	ESTMILES	Num	8	372			Miles vehicle driven since purchased
11	ESTMLCAT	Char	2	27			Mileage range since purchased
50	EXPFLHHN	Num	8	170	14.6		HH Weight-100% completed - NATL
61	EXPFLLHH	Num	8	248			HH Weight-100% completed
59	FUELTYPE	Num	8	232			Type of transportation fuel
70	GSCOST	Num	8	324			Estimated Fuel cost
71	GSTOTCST	Num	8	332			Total cost of gas/year for vehicle
72	GSYRGAL	Num	8	340			Gallons of gas per year
66	HBHRESDN	Char	9	291			Housing units per sq mile - Block group
80	HBHTNRNT	Char	9	404			Percent renter-occupied - Block group
8	HBHUR	Char	2	21			Urban / Rural indicator - Block group
65	HBPPOPDN	Char	9	282			Population per sq mile - Block group
85	HHC_MSA	Char	4	435			MSA / CMSA code for HH
22	HHFAMINC	Char	2	65			Total HH income last 12 months
42	HHINCTTL	Char	2	137			Total income all HH members
21	HHR_HISP	Char	2	63			Hispanic status of HH respondent
23	HHR_RACE	Char	2	67			Race of HH respondent
25	HHSIZE	Num	8	77			Count of HH members
83	HHSTATE	Char	2	431			State-household location
84	HHSTFIPS	Char	2	433			FIPS state code for HH
26	HHVEHCNT	Num	8	85			Count of vehicles in HH

The SAS System
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Vehicle File

The CONTENTS Procedure

-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
40	HOMEOWN	Char	2	133			Housing unit owned or rented
41	HOMETYPE	Char	2	135			Type of housing unit
4	HOUSEID	Char	9	6			HH Identification Number
81	HTEEMPDN	Char	9	413			Jobs per sq mile - Tract level
64	HTHRESDN	Char	9	273			Housing units per sq mile - Tract level
82	HTHTNRNT	Char	9	422			Percent renter-occupied - Tract level
9	HTHUR	Char	2	23			Urban / Rural indicator - Tract level
63	HTPPOPDN	Char	9	264			Population per sq mile - Tract level
20	IMPTRACE	Char	1	62			Race of HH respondent was imputed
46	LANG	Char	1	163			Language HH interview conducted in
49	LIF_CYC	Char	2	168			HH life cycle
31	MAINDRVR	Char	2	107			Vehicle has a main driver
87	MAKECODE	Char	3	443			Vehicle make code
88	MODLCODE	Char	4	446			Vehicle model code
1	MSACAT	Char	2	0			MSA category
48	MSASIZE	Char	2	166			MSA size
24	NUMADLT	Num	8	69			Number of adults in HH
79	OD_READ1	Num	8	396			Odometer reading 1
60	OD_READ2	Num	8	240			Odometer reading 2
30	OWNUNIT	Char	2	105			How long vehicle owned, unit
2	RAIL	Char	2	2			Rail (subway) category
43	RATIO16V	Num	8	139	6.4		Ratio - HH members (16+) to vehicles
44	RATIO16W	Num	8	147	6.4		Ratio - HH adults (16+) to workers
45	RATIOWV	Num	8	155	6.4		Ratio of HH workers to vehicles
17	READATE1	Char	6	39			Date of odometer reading 1 - YYYYMM
18	READATE2	Char	6	45			Date of odometer reading 2 - YYYYMM
73	READDIFF	Num	8	348			Days b/w 1st and 2nd Odometer Readings
35	SMPLAREA	Char	2	113			Add-on area where HH resides
36	SMPLFIRM	Char	2	115			Firm collecting the data
37	SMPLSRCE	Char	2	117			Sample where the case originated

The SAS System
2001-2002 National Household Travel Survey
Vehicle File

The CONTENTS Procedure

-----Alphabetic List of Variables and Attributes-----							
#	**Variable**	**Type**	**Len**	**Pos**	**Format**	**Informat**	**Label**
38	TDAYDATE	Char	6	119			Travel day date (YYYYMM)
33	TDBOA911	Char	1	111			Travel Day Before or On/After 9/11
34	TRAVDAY	Char	1	112			Travel day - day of week
47	URBAN	Char	2	164			Household in urbanized area
15	URBRUR	Char	2	35			Household in urban/rural area
10	VEH12MNT	Char	2	25			Vehicle received less than 12 months ago
32	VEHID	Char	2	109			Vehicle ID number
75	VEHMILES	Num	8	364			Miles vehicle driven last 12 months
12	VEHMLCAT	Char	2	29			Vehicle annual mileage range
74	VEHOWNMO	Num	8	356			How long vehicle owned - months
13	VEHTYPE	Char	2	31			Type of vehicle
86	VEHYEAR	Char	4	439			Vehicle year - derived
19	VHCASEID	Char	11	51			Composite vehicle id number
52	VTYPFUEL	Char	3	186			Type of vehicle by fuel type
16	WHOMAIN	Char	2	37			Person number of primary driver
39	WRKCOUNT	Num	8	125			Count of HH members with jobs
62	WTHHFIN	Num	8	256			HH Weight-at least 50% completed
51	WTHHNTL	Num	8	178	14.6		HH Weight-at least 50% completed - NATL

-----Sort Information-----	
Sortedby:	VHCASEID
Validated:	YES
Character Set:	ANSI

APPENDIX D

DERIVED VARIABLES

This appendix contains variables in the codebooks for the public use and DOT research files that do not exist in the 2001 NHTS questionnaire included as Appendix M to this User's Guide. These variables were derived by:

- Simply renaming variables in the 2001 questionnaire so that the names correspond to those used in earlier NPTS Surveys. This group of variables have an * following the variable name,
- combining one or more questionnaire variables into a single variable, or
- obtaining the variable from external sources other than the survey questionnaire.

We list each "derived" variable and for variables created by Westat, this Appendix describes how each was calculated. If the derived variable was derived from variables in the questionnaire, the description provides the name of the variable that was used to derive the new variable followed in parenthesis by the question number in the questionnaire where the variable is located. If the variable is derived from a variable not in the questionnaire (from another derived variable), the variable name is followed by the word "derived" in parenthesis.

For variables created by Oak Ridge National Laboratory (ORNL), Appendix J provides a description of how each was calculated. For more information on the variables provided by Energy Information Administration (EIA), please refer to Appendix K. Additional detail on variables created by Claritas is provided in Appendix Q.

1. AGE_P1 to AGE_P14*: Age of each household member derived from AGE (C8). The P1, P2 etc. correspond to the last two digits of the person ID. In 1995 this variable was named P1_AGE to P14_AGE.

2. ANMLTYR: This variable is an annualized mile estimate for vehicles owned less than 1 year using ESTMILES (L10) as follows: (12xL10)/(L8 converted to months). Do not include vehicles where L8 is -7, -8 or -9. If ESTMILES is -7 or -8, use ESTMILE2. The value of this variable has been capped at 200,000 miles in the public use file. In 1995 this variable was named ANNMILES.

3. ANNMILES: Annualized mile estimate for all vehicles as reported during the person interview.
   - If VEHOWNMO (derived) is 12 months or more, the annualized mileage is the miles reported in VEHMILES (L9), or VEHMILE2 (L9A). Use VEHMILE2 instead of VEHMILES if VEHMILES is -7 or -8. Use the mid-point of the range in VEHMILE2.
   - If VEHOWNMO is less than 12 months, use the annualized mileage estimate reported in ANMLTYR (derived).
   - If VEHOWNMO is -7, -8, or -9, ANNMILES should be -7, -8 or -9.

4. ANNUALZD: Annual miles estimates derived from the odometer readings. Variable provided by ORNL.

5. ANN_FLG: Reasons for missing ANNUALZD value. Variable provided by ORNL.

6. ANULZDSE: Standard error of ANNUALZD estimate. Variable provided by ORNL.

7. BESTMILE: Estimated best estimate of annual miles this vehicle was driven derived by ORNL.

8. BEST_EDT: Indicates BESTMILE was edited. Variable provided by ORNL.

9. BEST_FLG: Indicates how BESTMILE was derived. Variable provided by ORNL.

10. BEST_OUT: Indicates outlier values for BESTMILE. Variable provided by ORNL.

11. BTUCOST: Fuel cost estimated in units of cents per million British Thermal Units provided by EIA.

12. BTUTCOST: Total dollar cost of fuel per year derived from BTUCOST and BTUYEAR provided by EIA.

13. BTUYEAR: Estimate of the amount of million British Thermal Units consumed per

* This derived variable was created by simply renaming the variable name in the 2001 questionnaire.

year. Provided by EIA.

14. CDIVMSAR: This variable is derived from variables CENSUS_D and MSACAT. This represents the smallest geographic level that is appropriate for tabulations of the national sample data.

15. CENSUS_D: The classification is derived from the geocode for the household's home address. The 2000 Census Division source used was HTTP://WWW.CENSUS.GOV/GEO/WWW/COB/DV2000.HTML. The categories are:

    1 = New England (ME, NH, VT, CT, MA, RI)
    2 = Mid-Atlantic (NY, NJ, PA)
    3 = East North Central (IL, IN, MI, OH, WI)
    4 = West North Central (IA, KS, MO,MN, ND,NE, SD)
    5 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA)
    6 = East South Central (AL, KY, MS, TN)
    7 = West South Central (AR, LA, OK, TX)
    8 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY)
    9 = Pacific (AK, CA, HI, OR, WA)

16. CENSUS_R: The classification is derived from the geocode for the household's home address. The 2000 Census Region source used was HTTP://WWW.CENSUS.GOV/GEO/WWW/COB/RG2000.HTML. The categories are:

    1 = Northeast
    2 = Midwest
    3 = South
    4 = West

17. CNTTDHH: This variable is the sum of all Travel Day person trips enumerated (G12 through G14) by interviewed household members in useable households.

18. CNTTDTR: This variable is the sum of Travel Day person trips, including zero, made by this subject. It will include trips reported by this subject for which trip detail was obtained from another household member.

19. CNTTPHH: This variable is the sum of all Travel Period person trips enumerated (H1) by interviewed household members in useable households. For recurring trips where RECURR (H1) is 1 the count of trips is the number reported in NTIMES (H1). Do not include most recent trips. It is the sum of CNTTPTR for each household member.

20. CNTTPTR: This variable is the sum of Travel Period person trips, including zero, made by this subject. It will include trips reported by this subject for which trip detail was obtained from another household member.

21. CNTTPUNQ: The number of unique travel period trips for this respondent. If the subject has no recurring trips, it is the total number of travel period trips enumerated. If the subject has recurring trips (RECURR (H1)), count each recurring trip just once when calculating the total number of unique trips. Do not include most recent trips. Include trips reported by this subject for which trip detail was obtained from another household member.

22. COMMDRVR*: This variable is 1 if WRKDRIVE (E8) is 1.

23. COMMOCC*: The variable is obtained from OCCUPATN (E9).

24. DIARYCMP: Indicates whether the travel day diary was completed. Derived by combining categories 2 and 3 in question (G2) into category 2.

25. DIFFDATE: Variable calculated by subtracting the date of the travel day from the date the subject completed the person interview.

26. DISTBLOC: The one way distance from home to work, if reported in blocks. If DISTUNIT (E14) = 1 (blocks), then the number of blocks from (E14) is in DISTBLOC. If DISTTOWK (E14) is 996, set DISTBLOC to 1.

27. DISTTOWK: The one way distance from home to work reported in or converted to miles. The variable is derived from DISTTOWK (E14) and DISTUNIT (E14). If DISTUNIT (E14) is 1 (blocks), then the number of blocks is converted to miles using the equation 9 blocks = 1 mile. If already reported in miles, use the number of miles reported. If DISTTOWK (E14) is 996, set 996 to 0.1. If DISTTOWK (E14) is 997, set 997 to 0.25.

28. DRIVER: Driver status of subject. If DRVR (C8), DRIVER (C13), or WRKDRIVE (E8) is 1, or if the subject was reported as the driver on any travel day trip by any household member (WHODROVE (G49) on any household member travel day trip has the subject's person number) then the subject is a driver (DRIVER (derived) = 1).

29. DRVRCNT: The number of drivers in the household. The variable is derived by counting the number of occurrences of DRV_P1 through DRV_P14 that are 1.

30. DRVR_FLG: The variable is 1 if the subject drove on the travel day trip (WHODROVE (G49) has the subject's person number). This flag should only be set on trips where TRPTRANS (G34), HOWPUB1-5 (G35), or HOWFRP1-5 (G38) is 1 through 7 or 91.

31. DRVR_P1 to DRVR_P14*: Indicates if the household member was a driver on the day of the household interview. Derived from DRVR (C8). The P1, P2 etc. correspond to the last two digits of the person ID. In 1995 this variable was named P1_DRVR to P14_DRVR.

32. DRV_P1 to DRV_P14: Derived from DRIVER (derived). For household members who did not complete a person interview, the value is derived from DRVR (C8).

33. DTNOWALK*: The variable is obtained from DTWALK (L2c).

34. DWELTIME: The time spent at destination. The variable is calculated by subtracting the start time of the subsequent travel day trip (STRTHR, STRTMIN, STRTAMPM (G16)) from the end time of the current trip (ENDHOUR, ENDMIN, ENDAMPM (G17)).

35. EDITENTM: The end time (ENDHOUR, ENDMIN, ENDAMPM (G17)) for a travel day trip was edited.

36. EDITMILE: The trip distance (TRIPDIST, TRIPUNIT (G40)) for a travel day trip was edited.

37. EDITMIN: The time it took to make the travel day trip (TRVLHR, TRVLMIN (G42)) was edited. In 1995 this variable was named EDIT_MIN.

38. EDITMODE: The main transportation mode (TRPTRANS (G34)) for the travel day trip was edited.

39. EDITPURP: The purpose (AWAYHOME (G25) or WHYTRP90 (G26)) for a travel day trip was edited.

40. EDITSTTM: The start time (STRTHR, STRTMIN, STRTAMPM (G16)) for a travel day trip was edited.

41. EIADMPG: Miles per gallon estimate for this vehicle derived by EIA.

42. EPATMPG: EPA estimate of total miles per gallon for this vehicle provided by EIA.

43. EPATMPGF: Indicates that EPATMPG was imputed. Variable provided by EIA.

44. ESTMILES: Mileage for vehicles owned less than 12 months. For vehicles where L8 is -7, -8 or -9, ESTMILES (L10) should be set to -9. In 1995 this variable was named VEHMILES.

45. ESTMLCAT*: Mileage category for vehicles owned less than 12 months. Derived from ESTMILE2 (L10B).

46. EXPFLHHN: HH weight for 100 percent completed households for the national sample only provided on the Version 2 file in variable EXPFLLHH.

47. EXPFLLHH: Household weight for households where 100 percent of household members 18 and over completed a person interview.

48. EXPFLLPR: Person weight for households where 100 percent of household members 18 and over completed a person interview.

49. EXPFLLTD: Travel day trip weight for persons in households where 100 percent of household members 18 and over completed a person interview.

50. EXPFLPRN: Person weight for 100 percent households for the national sample only. Delivered as variable EXPFLLPR in Version 2.

51. EXPFLTDN: Travel day trip weight for 100 percent households provided as variable EXPFLLTD in Version 2.

52. EXPSCRHH: Household weight for households that have completed a household interview.

53. FINSAS: Travel day end time in SAS. The variable is derived from ENDHOUR, ENDMIN, ENDAMPM (G17).

54. FLGFINCM: Indicates that the income of all household members is included in HHFAMINC (derived). The variable is derived from NONFMFLG (M22). In 1995 this variable was named NONFMFLG.

55. FLGNXTDY: The variable indicates that the travel day trip started on the travel day but ended on the day following the travel day. Identify the trips based on their order in the trip roster and the time they started and ended.

56. FLGPRDRV: Indicates the number of vehicles in the household for which the subject is the primary driver. Used WHOMAIN (C12) to determine who is the primary driver of each household vehicle. Then, for each household member counted the number of vehicles where s(he) is the primary driver and coded into the appropriate categories.

57. FUELTYPE: Vehicle fuel type provided by EIA

58. GCDWORK: Great circle distance in miles between home and work. Calculated using the home address (D4/D5/D8/D9/M11/M12) and work address (E10/E11/E12/E13) provided by the household. A -9 indicates that no distance was calculated.

59. GSCOST: Fuel cost estimated in cents per gallon for this vehicle in the local area provided by EIA.

60. GSTOTCST: Total cost of fuel per year for this vehicle derived from variables GSCST and GSYRGAL. Provided by EIA.

61. GSYRGAL: Gallons of gasoline per year for this vehicle derived from variables BESTMILE and EIADMPG. Provided by EIA.

62. HBHRESDN: Housing units density in units per square mile provided by Claritas.

63. HBHTNRNT: Percent renter-occupied housing provided by Claritas.

64. HBHUR: Urban/rural code provided by Claritas.

65. HBPPOPDN: Population density provided by Claritas.

66. HHBG: Census Block Group for the household's home address. The source used was the GDT Dynamap 2000 (from Census 2000 TIGER/Line files).

67. HHCITY: This is the city where the subject resides. Use the city provided by geocoders based on responses provided to D4 or M11. If MAILHOME (D6) is 1, it is the city reported in MAILCITY (D4/D5). Else, it is the city reported in HMCITY (M11).

68. HHCITYFP: City FIPS Code for the household's home address. The source used was the 2000 Incorporated Places/ Census Designated Place FIP Code, Geographic Data Technology (GDT) Dynamap/2000. A -999 indicates that we were unable to identify a FIPS code.

69. HHCNTY*: The variable is obtained from COUNTYNY (D10).

70. HHCNTYFP: County FIPS Code for the geocode for the household's home address. The source used was the United States Census Bureau State and County: 2000 County and County Equivalent Areas: Cartographic Boundary Files. File co99_d00.shp from HTTP://WWW.CENSUS.GOV/GEO/WWW/COB/CO2000.HTM

71. HHCT: This is the Census Tract for the geocode for the household's home address. The source used was the GDT Dynamap 2000 (from Census 2000 TIGER/Line files).

72. HHC_MSA: The CMSA or MSA code for the household's home address. In 1995 this variable was named HHMSA.

73. HHFAMINC: Total household family income for the last 12 months derived from HHFAMINC (M13) and HHINC (M14-M21). If HHINC is missing, randomly pick either the lower or upper range from HHFAMINC (M13). The income in this variable will be less than the income in HHINCTTL if at least one household member's income was not reported in M13.

74. HHINCTTL: This is the derived total income for the household and includes the income for individual household members even if they were reported individually. It is the sum of HHFAMINC (derived) and INCM_P1 through INCM_P14 (derived). Obtain the sum by adding the mid-point of the ranges for these derived variables.

75. HHINTDOW: The day of week the household interview was completed.

76. HHINTDT: The month and year the household interview was completed (YYYYMM).

77. HHINTDT2: The day, month and year the household interview was completed (YYYYMMDD).

78. HHMNINC: Number of household members with income NOT included in HHFAMINC. Count the number of person numbers in HHMINC1-15 (M23).

79. HHRESP: The unique 2-digit person ID number for the household respondent. This is the last two digits of the person ID number.

80. HHR_AGE*: Age of the household respondent. Derived from AGE (C5).

81. HHR_DRVR: Indicates whether the household respondent is a driver. Derived from DRVR (C8). In 1995 this variable was named REF_DRVR.

82. HHR_EDUC: Indicates the education level of the household respondent. Derived from EDUC (M7).

83. HHR_HISP*: Indicates the Hispanic ethnicity for the household respondent. Derived from HH_HISP (C6).

84. HHR_RACE: The race of the household respondent for the household. Code the variable as follows:

    01 Variable HH_RACE1 (C7) is yes (White) and no other variable is yes.
    02 Variable HH_RACE2 (C7) is yes (African American, Black) and no other variable is yes.
    03 Variable HH_RACE3 (C7) is yes (Asian) and no other variable is yes.
    04 Variable HH_RACE4 (C7) is yes (American Indian, Alaskan Native) and no other variable is yes.

05 Variable HH_RACE5 (C7) is yes (Native Hawaiian, Other Pacific Islander) and no other variable is yes.
06 Variable HH_RACE7 (C7) is yes (Hispanic/Mexican) and no other variable is yes.
07 Variables HH_RACE1 and HH_RACE2 (C7) are yes (White and African American, Black) and no other variables are yes.
08 Variables HH_RACE1 and HH_RACE3 (C7) are yes (White and Asian) and no other variables are yes.
09 Variables HH-RACE1 and HH_RACE4 (C7) are yes (White and American Indian, Alaskan Native) and no other variables are yes.
10 Variables HH_RACE1 and HH_RACE7 (C7) are yes (White and Hispanic/Mexican) and no other variables are yes.
11 Variables HH_RACE2 and HH_RACE7 (C7) are yes (African American, Black and Hispanic/Mexican) and no other variables are yes.
12 Variables HH_RACE4 and HH_RACE7 (C7) are yes (American Indian, Alaskan Native and Hispanic/Mexican) and no other variables are yes.
13 Only two race variables in HH_RACE1 through HH_RACE8 (C7) are yes and they are not categories 07 through 12 above.
14 Three race variables in HH_RACE1 through HH_RACE8 (C7) are yes.
15 Four race variables in HH_RACE1 through HH_RACE8 (C7) are yes.
16 Variable HH_RACE6 (C7) is yes or the combination of races provided in HH_RACE1 through HH_RACE7 do not match categories 07 through 14.
17 Variable HH_RACE8 (C7) is yes and none of the categories above apply.

85. HHR_SEX*: Indicates the gender of the household respondent. Derived from SEX (C5).

86. HHR_STAT: Final Person Interview Status Code for the household respondent. The household respondent in the household is the household member with a code of 1 for variable HH_RELAT (C8). Store the final person interview result code for this household member in the field. In 1995 this variable was named REF_STAT.

87. HHR_WRKR: Indicates if the household respondent is a worker. It is derived from WORKER (derived) and HHRESP (derived). In 1995 this variable was named REF_WKR.

88. HHSIZE: Count of household members in the household. Use the number enumerated in C8, excluding persons with a final result code beginning with "O."

89. HHSTATE: This is the geocoded state for the household's home address.

90. HHSTFIPS: State FIPS code for the geocode for the household's home address. The source used was the United States Census Bureau State and County: 2000 County and County Equivalent Areas: Cartographic Boundary Files. File co99_d00.shp from HTTP://WWW.CENSUS.GOV/GEO/WWW/COB/CO2000.HTM.

91. HHTOTD: Number of days between the date the household completed the household interview and the date of the travel day.

92. HHVEHCNT: The number of vehicles in the household on the date of the household interview. This is the number of vehicles enumerated in B2 and verified in L7 and during the odometer collection process. Note, a vehicle that is determined to be sold either during the person interview or odometer collection process is still counted as a household vehicle on the date of the household interview. Vehicles used on the travel day or travel period are also counted as household vehicles.

93. HHZIP: This is the ZIP code for the place where the subject resides. If MAILHOME (D6) is 1, it is the ZIP (D9) reported in MAILZIP (D4/D5). Else, it is the ZIP reported in ZIP (D9) or HMZIP (M11). However, the geocoded ZIP if present should be used instead of either the ZIP in D4, D9 or M11.

94. HH_ONTD: Total number of household members on this travel day trip including subject. Derived from the sum of ONTD_P1 through ONTD_P14 (derived). In 1995 this variable was named NUMONTRP.

95. HOMEGEO: Indicates the geocoding level to which the home address was geocoded. Code the variable as follows:

    1 An exact street address was used to geocode the address.
    2 The nearest intersection was used to geocode the address.
    4 The Zip code centroid was used to geocode the address.

96. HOMELAT: The latitude for the home address.

97. HOMELONG: The longitude for the home address.

98. HOUSEID*: The nine-digit household ID number.

99. HTEEMPDN: Jobs per square mile at the tract level provided by Claritas.

100. HTHRESDN: Housing units per square mile at the tract level provided by Claritas.

101. HTHTNRNT: Percent renter-occupied housing at the tract level provided by Claritas.

102. HTHUR: Census tract urban/rural code provided by Claritas.

103. HTPPOPDN: Population density (persons per square mile) at the tract level provided by Claritas.

104. IMPTAGE: Subject's age (AGE (C8)) was imputed.

105. IMPTENTM: The end time (ENDHOUR, ENDMIN, ENDAMPM (G17)) for a travel day trip was imputed.

106. IMPTHOWN: Whether the home was owned or rented (HOMEOWN (C2)) was imputed.

107. IMPTHTYP: The type of home (HOMETYPE (C1)) the household lives in was imputed.

108. IMPTMILE: The trip distance (TRIPDIST, TRIPUNIT (G40)) for a travel day trip was imputed.

109. IMPTMIN: The travel time (TRVLHR, TRVLMIN (G42)) for a travel day trip was imputed.

110. IMPTPHON: The values of OTHRPHON (C15) and NONVOICE (C16) were modified to agree with each other.

111. IMPTRACE: The race (HH_RACE1 through HH_RACE8 (C7)) for the household respondent was imputed.

112. IMPTSEX: The subject's gender (SEX (C8)) was imputed.

113. IMPTSTTM: The start time (STRTHR, STRTMIN, STRTAMPM (G16)) for a travel day trip was imputed.

114. IMPTTPUB: Presence of public transportation on this travel day trip has been imputed. Code the value of the variable as 1 (yes) if TRPTRANS (G34), HOWPUB1-5 (G35), or HOWFRP1-5 (G38) is code 10, 11, 16, 17 or 18. Else, code it as 2 (no).

115. IMPTTRIP: An entire travel day trip (Section G trip) was imputed.

116. INCM_P1 through INCM_P14: Person income derived from NONFMINC (M24) and PERINC (M25 through M32). If PERINC is missing, randomly pick either the lower or upper range from NONFMINC.

117. INC_P1 through INC_P14*: Indicates whether the subject's income is not included in HHFAMINC (derived). Derived from HHMINC1 through HHMINC15 (M23).

118. INDVINC: Income of this household member, if reported separately. Derived from NONFMINC (M24) and PERINC (M25 through M32). If PERINC is missing,

randomly pick either the lower or upper range from NONFMINC. In 1995 this variable was named NONFMINC.

119. LANG: Language the household interview was conducted in. Derived from variable SCRN.ENGLSPAN.

120. LIF_CYC: The life cycle code for the household. The variable is derived as follows:

    01 Household has one adult, no children and no retired persons.
    02 Household has 2 or more adults, no children and no retired persons.
    03 Household has one adult and the youngest child is 0 to 5 years old.
    04 Household has 2 or more adults and the youngest child is 0 to 5 years old.
    05 Household has one adult and the youngest child is 6 to 15 years old.
    06 Household has 2 or more adults and the youngest child is 6 to 15 years old.
    07 Household has one adult and the youngest child is 16 to 21 years old.
    08 Household has 2 or more adults and the youngest child is 16 to 21 years old.
    09 Household has one retired adult and no children.
    10 Household has 2 or more adults, at least one is retired and no children.

    Classify each household member as adult or child and determine retirement status for adults. Then, use the adult, child and retired classification of each household member to classify the household into one of the 10 categories above.

    An adult is defined as a household member that is 18 and over. A child is a household member 21 years or younger. A household member between the ages of 18 and 21 is classified as an adult or child depending on his/her relationship to the household respondent. If age is missing, use the imputed age. A household member is retired if PRMACT=6 and is not retired if PRMACT > 0, but PRMACT is not equal to 6.

    If retirement status is missing, use age to determine retirement status. If age is 65 or more, consider the person retired. If less than 65, consider the person not retired. Assign these households to Life Cycle catetgories 1, 2, 9 or 10.

    Use the following rules to determine whether the household member is an adult or child:

    1. If household member's age is less than 18 years, classify a household member as a CHILD regardless of value of REL_Pn (C8) and classify household member's CHILD AGE in the appropriate group 0-5, 6-15, or 16-21.
    2. If household member's age is greater than 21 years, classify a household member as an ADULT regardless of value of REL_Pn.
    3. If household member's age is 18-21 and REL_Pn= 3 (CHILD), classify household member as CHILD and classify household member's CHILD AGE in

16-21 group.

4. If household member's age is 18-21 and household member is the household respondent (REL_Pn=1) and any other household member is coded as PARENT to the household respondent (REL_Pn=4), classify subject household member as CHILD and classify subject's CHILD AGE in 16-21 group. If no other household member is PARENT, classify subject household member as ADULT.
5. If household member is BROTHER/SISTER to the household respondent (REL_Pn=5) and any other household member is coded as PARENT to the household respondent (REL_Pn=4), classify subject household member as CHILD and classify subject's CHILD AGE in 16-21 group. If no other household member is PARENT, classify subject household member as ADULT.
6. If household member's age is 18-21 and household member is OTHER RELATIVE (REL_Pn=6) and any other household member is coded as PARENT to the household respondent (REL_Pn=4), classify subject household member as CHILD and classify subject's CHILD AGE in 16-21 group. If no other household member is PARENT, classify subject household member as ADULT.
7. If household member's age is 18-21 and household member is a NON-RELATIVE (REL_Pn=8) to the household respondent, and any other household member is over 21 and is a SPOUSE (REL_Pn= 2) or any other household member is over 21 and is an UNMARRIED PARTNER (REL_Pn= 7), then classify the household member as a CHILD in the 16-21 age group; otherwise classify the household member as an ADULT.
8. If household member's HH_RELAT is missing: If age is <18, classify adult status of household member as CHILD and classify CHILD AGE according to age. If age is >21 classify adult status as ADULT. If age is 18-21, and any other household member is coded as PARENT, then classify subject household member as CHILD and CHILD AGE in 16-21 age group. If no other household member is classified as PARENT classify adult status of subject household member as UNKNOWN.
9. Households with HH_RELAT=2 (SPOUSE) or 7 (UNMARRIED PARTNER) between the ages of 18 and 21 that are not classified should be classified as ADULTS.

121. LSTTRDAY: Number of days since last trip before travel day. Derived from LSTTRDT2 (derived), LASTRPNU and LASTRPUT (G15) and TDAYDAT2 (derived). Use information from LSTTRDT2 and G15 to determine when the subject last took a trip and then calculate the difference between this date and the assigned travel day.

122. LSTTRDT: Month and year of last trip before travel day. Derived from LASTRPMM, LASTRPYY (G14). Not reported if month or year is missing (YYYYMM).

123. LSTTRDT2: Date of last trip before travel day. Derived from LASTRPDD, LASTRPMM, LASTRPYY (G14). Not reported if day, month or year is missing (YYYYMMDD).

124. LSTTRUNT*: Units reported for time since last trip before travel day. Derived from LASTRPUT (G15).

125. MAILHOME: Pre-household interview letter was mailed to the household and not returned.

126. MAKECODE: NASS vehicle make code. Derived from MAKECODE (B2), E_MAKE (L7), and odometer readings.

127. MAKENAME: NASS description of vehicle make in vehicle file obtained from NHTSA. Derived from VEHIMAKE (B2), E_VMAKE (L7), and odometer readings.

128. MILELIMT: Indicates that ANNMILES (derived) was capped at 200,000.

129. MODLCODE: NASS vehicle model code. Derived from MODLCODE (B2), E_MODL (L7), and odometer readings.

130. MODLNAME: NASS description of vehicle model in vehicle file obtained from NHTSA. Derived from VEHIMODL (B2), E_VMODL (L7), and odometer readings.

131. MSACAT: MSA category for the geocode for the household's home address. The source used for MSA's was the 1999 Metropolitan Areas: Cartographic Boundary Files. File ma99_99.shp from HTTP://WWW.CENSUS.GOV/GEO/WWW/COB/MA1999.HTML. The MSACAT variable was derived using information on population and the presence of transit. The variable is derived as follows:

    1 MSA or CMSA of 1 million or more with rail.
    2 MSA or CMSA of 1 million or more and not in category 1.
    3 MSA of less than 1 million.
    4 Not in a MSA.

132. MSASIZE: Population size category of the MSA for the household's home address. The source used was the Total Population by MSA from Census 2000 STF1. The variable is derived as follows:

    1 MSA of less than 250,000.
    2 MSA of 250,000 to 499,999.
    3 MSA of 500,000 to 999,999.
    4 MSA or CMSA of 1,000,000 to 2,999,999.
    5 MSA or CMSA of 3 million or more.
    6 Not in a MSA.

133. NBIKETRP*: The variable was obtained from BIKETRIP (L4)

134. NONHHCNT: Number of non household members on travel day trip. Derived from NONHHACC (G46) and NONHHCNT (G47). If G46 = 2, then put in a 0 for count.

135. NUMADLT: Count of adults, household members 18 and older in household. Derived by using the age reported in AGE (C8) and AGERANGE (C10). If both C8 and C10 are missing, use the imputed age.

136. NUMONTRP: Total count of people on travel day trip, including subject. Derived by adding HH_ONTD (derived) and NONHHCNT(derived).

137. OCCAT*: Subject's occupation. Derived from JOBCATEG (E7).

138. OD_READ1: The first odometer reading. This is derived from the reading collected during the person interview (OD_READ (N3)) or through a subsequent call to the household.

139. OD_READ2: The second odometer reading. This is derived from readings obtained through the US mail, faxes, Internet, incoming telephone calls from the household, or outgoing telephone calls to the household.

140. ONTD_P1 through ONTD_P14: Household member was on the travel day trip. Derived by assuming the subject was on the trip and adding anyone else reported in WHOACC1 through WHOACCN (G45).

141. OUTOFTWN*: Indicates whether the subject was out of town for the entire travel day. Derived from OUTOFTWN (G9). Display the variable for on each travel day trip.

142. PERINDOW: The day of week that corresponds to the date the person interview was completed.

143. PERINDT2: The date the person interview was completed (YYYYMMDD).

144. PERSONID: A unique two-digit number for each household member often appended to the household ID number. Derived from the last two digits of the person's identification number.

145. PRCASEID*: The 11 digit person ID derived from ENUMID.

146. PRMDRVR1: Household vehicle that subject is primary driver of, derived from WHOMAIN (C12) and B2 (VEHID).

147. PRMDRVR2: A second household vehicle that subject is primary driver of, derived from WHOMAIN (C12) and B2 (VEHID)

148. PRMDRVR3: A third household vehicle that subject is primary driver of, derived from WHOMAIN (C12) and B2 (VEHID).

149. PROXCAT: Breakdown of proxy interviews by age of the subject. The variable is derived using AGE (C8), AGERANGE (C10) and the final completion result code for the subject. If age is missing, use imputed age.
    1 Proxy for subject who is 13 years or younger.
    2 Proxy for subject who is 14 or 15 years old.
    3 Proxy for subject who is 16 or 17 years old.
    4 Proxy for subject who is 18 years or older.
    5 No proxy, interview completed by subject

150. PSGR_FLG: Subject was passenger on travel day trip that involved only POV modes. Derived from ONTD_P1 (derived) and DRVR_FLG (G49). Add the variable only to POV trips where person was not a driver, but was on the trip. POV trips are those where TRPTRANS (G34) has a value of 1 through7.

151. RAIL: Indicates whether the household is located in a MSA with rail. Derived from MSACAT (derived). If MSACAT is 1, RAIL is 1 (MSA has rail). Else, RAIL is 2.

152. RATIO16V: Ratio of household members 16+ to number of household vehicles. Derived from AGE (C8) and HHVEHCNT (derived). If age is missing use the imputed age.

153. RATIO16W. Ratio of household members 16+ to number of workers in the household. Derived from AGE (C8) and WRKCOUNT (derived). If age is missing use the imputed age.

154. RATIOWV: Ratio of number of workers tothe number of vehicles in the household. Derived by dividing WRKCOUNT (derived) by HHVEHCNT (derived).

155. READATE1: Date of the 1st odometer reading. Derived from OD_MONTH, OD_YEAR (N3) obtained during the person interview and subsequent calls to the household. Deliver in YYYYMM format.

156. READATE2: Date of the 2nd odometer reading. This is derived from reading dates obtained through the US mail, faxes, Internet, incoming telephone calls from the household, or outgoing telephone calls to the household. Deliver in YYYYMM format.

157. READAT1: Date of the 1st odometer reading. Derived from OD_MONTH, OD_YEAR, OD_DAY (N3) obtained during the person interview and subsequent

calls to the household. Deliver in YYYYMMDD format.

158. READAT2: Date of the 2nd odometer reading. This is derived from reading dates obtained through the US mail, faxes, Internet, incoming telephone calls from the household, or outgoing telephone calls to the household. Deliver in YYYYMMDD format.

159. REL_P1 to REL_P14*: The household member's relationship to the household respondent. Derived from HH_RELAT (C8). In 1995 this variable was named P1_REL to P14_REL.

160. RESP_CNT: Count of total responding persons in the household, all ages. A responding person is one who completed a person-level interview (either by self or proxy). Derived by counting the number of persons with a final result code beginning with a "C."

161. R_AGE*: Age of subject. Derived from AGE (C8). Do not put in the imputed age. Leave values as -7, -8 and -9.

162. R_AGEWGT: Age of subject used in weighting. Replace values in R_AGE that are -7, -8 or -9 with the imputed age values.

163. R_RELAT*: Relationship of subject to household respondent. Derived from HH_RELAT (C8).

164. R_SEX*: Gender of subject. Derived from SEX (C8).

165. SEX_P1 to SEX_P14*: The gender of the subject. Derived from SEX (C8). In 1995 this variable was named P1_SEX to P14_SEX.

166. SMPLAREA: Indicates the add-on area where the household resides. Cases in the national sample that cannot be allocated to one of the 9 add-on areas should be put in category 10.
Code 01=Baltimore Area (derive from variables SITEID and SAMPL).
Code 02=Des Moines (derive from variables SITEID and SAMPL).
Code 03=Hawaii (derive from variables SITEID and SAMPL).
Code 04=Kentucky (derive from variables SITEID and SAMPL).
Code 05=Lancaster (derive from variables SITEID and SAMPL).
Code 06=New York (derive from variables SITEID and SAMPL).
Code 07=Oahu (derive from variables SITEID and SAMPL).
Code 08=Texas (derive from variables SITEID and SAMPL).
Code 09=Wisconsin(derive from variables SITEID and SAMPL).
Code 10=Cases where SAMPSRCE is main and not in categories 1 through 9.

167. SMPLFIRM: Holds the name of the firm that collected the data. Code 1 for Westat

if SAMPSRCE is Main or Add-on. Else, code 2 for Morpace.

168. SMPLSRCE: Indicates if the case was in the main national sample or an add-on sample. Code as follows:
Code 01=National sample if SAMPSRCE is main.
Code 02=Baltimore Add-on (use SITEID).
Code 03=Des Moines Add-on (use SITEID).
Code 04=Hawaii Add-on (use SITEID).
Code 05=Kentucky Add-on (use SITEID).
Code 06=Lancaster Add-on (use SITEID).
Code 07=New York Add-on (use SITEID)..
Code 08=Oahu Add-on (use SITEID).
Code 09=Texas Add-on (use SITEID).
Code 10=Wisconsin Add-on (use SITEID).

169. STAT_P1 to STAT_P14: The final response status for each household member. In 1995 this variable was named P1_STAT to P14_STAT. The variable is derived as follows:

1 Interview completed by subject. Includes result code CS.
2 Interview completed by proxy. Includes result code CP.
3 Language or communication barrier. Includes result codes LH, LM, LP.
4 Subject refused. Includes result codes R3, RB, RM, RX.
5 Maximum Calls made. Includes result codes MC, ML, MR, MT.
6 Interview not Possible: Subject deceased.
7 Other non-interview. Includes result codes NF, NO, NS.
8 Unable to contact. Includes result codes NR and NW.

170. STRTSAS: Travel day trip start time in SAS. Derived from STRTHR, STRTMIN, STRTAMPM (G16).

171. STRTTIME: The start time of a travel day trip (STRTHR, STRTMIN, STRTAMPM (G16)) reported in military time (0001 through 2400 hours).

172. SUM_STAT: The variable indicates the households where all adult persons have completed a person interview. If all household members have a result code that begins with C, code as 1. Else, code as 2.

173. TDAYDAT2: The day, month and year for the household's assigned travel day (YYYYMMDD).

174. TDAYDATE: The month and year for the household's assigned travel day (YYYYMM). In 1995 this variable was named TDAY_MON, TDAY_YR.

175. TDBOA911: Indicates whether the travel day was before or on or after September

11, 2001. Derived from variable TDAYDAT2. The variable is 1 if the travel day was before 9/11/01 and 2 if it was on or after 9/11/01.

176. TDCASEID: The 13 digit travel day trip ID derived from PRCASEID (derived) and DTRPNUM.

177. TDMSDTRP: Indicates missed travel day trips.
    - The variable is 1 if the missed trip was reported by the subject after all other travel day trips were rostered. Derived from DP_FLAG.
    - The variable is 2 if the missed trip was not reported by the subject but reported by a subsequent household member who indicated the subject was on the trip too.

178. TDTRPNUM: The travel day trip number for the subject. This is derived from the last two digits of the trip identification number.

179. TDWKND: Variable indicates if the travel day trip fell on a weekend. Derived from TRAVDAY (derived) and STRTTIME (derived). Weekend is defined as all trips starting between 1800 hours on Friday and 2400/0000 hours on Sunday.

180. TELBFM*: The number of additional non-cellular household telephone numbers used exclusively for business, fax, or as computer modems. Does not include the household phone that was sampled. Derived from NONVOICE (C16).

181. TELCELL*: The number of cellular phones used by household members. Derived from HHNUMCEL (C14).

182. TELLAND: Total number of landline phones. Derived from OTHRPHON (C15) + 1.

183. TELTOTL: Total number of land lines and cellular phones including those used exclusively for business, fax, or as modem. Derived by adding TELLAND (derived) and TELCELL (derived).

184. TELTYPE: Indicates whether the sampled telephone number is used for home use only or for both home and business use. Derived from SFONEUSE (A1).

185. TPOVRLAP: Code 1 if this travel day trip overlaps with an entire or portion of a trip reported during the enumeration of travel period trips.

186. TRACC1 through TRACC5*: The transportation mode (access) used to get to public transportation. Derived from HOWPUB1-5 (G35).

187. TRACCTM: Time taken to get to public transportation on travel day trip, converted to minutes. Derived by converting LONGTO, LONGMIN (G36) to minutes.

188. TRAVDAY: The day of week for the household's assigned travel day.

189. TREGR1 through TREGR5*: The transportation mode (egress) used to get from public transportation to the final destination. Derived from HOWFRP1-5 (G38).

190. TREGRTM: Time taken to get from public transportation, converted to minutes. Derived from LONGFR and LONFMIN (G39).

191. TRPBLKS: Travel day trip distance if reported in blocks by the respondent. Derived from TRIPDIST and TRIPUNIT (G40). If TRIPUNIT is 1, then code the value in TRIPDIST in TRPBLKS.

192. TRPDIST*: Travel day trip distance reported in miles or blocks. Code the value in TRIPDIST (G40).

193. TRPMILES: Travel day trip distance in miles, whether originally reported in miles or blocks. Derived from TRIPDIST and TRIPUNIT (G40). If TRIPUNIT is in blocks, convert 9 blocks to 1 mile.

194. TRVL_MIN: Time to complete entire travel day trip in minutes. Derived from TRVLHR and TRVLMIN (G42).

195. TRWAITTM: Time spent waiting for public transportation on travel day trip in minutes. Derived from WAITMINU and WAIT_MIN (G37).

196. URBAN: The household's home address is in an urbanized area. The source used is Urban Areas: 2000 Urbanized Areas: Cartographic Boundary Files. File ua00_d00.shp from HTTP://WWW.CENSUS.GOV/GEO/WWW/COB/UA2000.HTML. The categories are:

    1 = Urban Area, in Urban Cluster
    2 = Urban Area
    3 = Urban Area, surrounded by Urban Areas
    4 = Not in an Urban Area

197. URBRUR: The household's home address is in an urban or rural area. Derived from URBAN. If URBAN is 1, 2 or 3, code as 1 (Urban). Else, code as 2 (Rural).

198. VEH12MNT: The variable indicates whether the vehicle was received in the last 12 months. If VEHOWNMO is 12 months or less, code 1 for yes. Else, code 2.

199. VEHID: The household vehicle number derived from the last two digits of the 11 digit vehicle ID in CATI.

200. VEHMLCAT*: The variable was obtained from VEHMILE2 (L9b).

201. VEHOWNMO: How long the vehicle has been owned, converted to months. Derived from VEHOWNED and OWNUNIT (L8).

202. VEHTYPE*: This is derived from variable E_VTYPE (L7).

203. VEHUSED*: The variable was obtained from VEHID (G31).

204. VEHYEAR: Vehicle year, derived from VEHYEAR (B2), E_VYEAR (L7) and odometer readings.

205. VHCASEID*: The 11 digit vehicle identification number derived from VEHIID in CATI.

206. VTYPFUEL: This variable is derived from VEHTYPE and FUELTYPE. The variable is provided by ORNL.

207. WEBWHER: Location from where the Internet is used. Derived from variables WEBACC (M1), WEBHOME (M3), WEBWORK (M3) and WEBOTHER (M3).

208. WHERBORN: Region of birth, derived from BORNWHER.

1	US-Territories.
2	Canada.
3	Mexico.
4	Central America.
5	South America.
6	Europe (includes Scandinavia/Polar Regions).
7	Eastern Europe & Russia/Former USSR
8	Middle East.
9	Africa (is both Sub and North Africa).
10	Indian Subcontinent .
11	East Asia.
12	Pacific Islands/Australia.
13	Caribbean/Atlantic Islands.

209. WHERESP*: Description of travel day trip destination. Derived from WHERE and WHEREOS (G12).

210. WHYFROM: Travel day trip purpose for the previous trip. Derived from AWAYHOME (G25) or WHYTRP90 (G26) for previous trip. Note the addition of code 24 (daycare), which is not on the questionnaire.

211. WHYTO: Travel day trip purpose for the current trip. Derived from AWAYHOME (G25) or WHYTRP90 (G26) for current trip. Note the addition of code 24

(daycare), which is not on the questionnaire.

212. WHYTRP01: Detailed travel day trip purpose. Derived from AWAYHOME (G25) and WHYTRP90 (G26).

213. WHYTRP1S: Travel day trip purpose summary. The variable is derived as follows:

1	To work. If G25/G26 is 11.
2	Work related. If G25/G26 is 13 or 14.
3	School. If G25/G26 is 21 or 23.
4	Religious. If G25/G26 is 22
5	Medical/dental. If G25/G26 is 30.
6	Shopping. If G25/G26 is 41 or 43
7	Other family and personal. If G25/G26 is 24, 40, 42 or begins with a 6.
8	Social and recreational. If G25/G26 begins with a 5
9	Eat meal. If G25/G26 begins with an 8
10	Serve passenger. If G25/G26 begins with a 7.
11	Return to work. If G25/G26 is 12.
12	Return home. If G25/26 is 1 or 17.
13	Trip purpose does not fall in categories 1 through 12.

214. WHYTRP90: Travel day trip purpose codes as defined in the 1990 NPTS.

215. WKCITYA: Name of the city where the subject's work place is located. Derived from the geocoded address. The source used was the 2000 Incorporated Places/ Census Designated Place, Geographic Data Technology (GDT) Dynamap/2000. A NIP indicates "not in place," NA indicates "unable to identify a city name".

216. WKCNFIPS: County FIPS Code for the geocode for the subject's work address. The source used was the United States Census Bureau State and County: 2000 County and County Equivalent Areas: Cartographic Boundary Files. A 99 indicates that we were unable to code to the county level.

217. WKCNTYA: Name of the county where the subject's work place is located. Derived from the geocoded address. The source used was the United States Census Bureau State and County: 2000 County and County Equivalent Areas: Cartographic Boundary Files. A NA indicates that we were unable to identify a county name.

218. WKCTFIPS: City FIPS Code for the geocode for the subject's work address.

219. WKR_P1 to WKR_P14: Derived from WORKER (derived). For household members who did not complete a person interview the value is the response provided in WRKR (C8). In 1995 this variable was named P1_WKR to P14_WKR.

220. WKSTFIPS: State FIPS Code for the geocode for the subject's work address. The source used was the United States Census Bureau State and County: 2000 County and County Equivalent Areas: Cartographic Boundary Files. File co99_d00.shp from HTTP://WWW.CENSUS.GOV/GEO/WWW/COB/CO2000.HTM. A -9 indicates that we were unable to geocode the state where the workplace is located.

221. WORKCT: Census Tract for the geocode for the subject's work address. The source used was the GDT Dynamap 2000 (from Census 2000 TIGER/Line files). A 9999 indicates that we were unable to identify a Census Tract.

222. WORKER: Indicates whether the subject is a worker. The subject is a worker if WRKR (C8) = 1, PRMACT (E3) = 1 or 2, or PAYPROF (E4) = 1.

223. WORKGEO: A description of the information used to geocode the work address. Code the variable as follows:

1	An exact street address was used to geocode the address.
2	The nearest intersection was used to geocode the address.
3	A landmark was used to code the address.
4	The address was geocoded to the ZIP code centroid.
5	Information on the employer was used to geocode the address.
6	The address was geocoded to the city/county centroid or the county equivalent area.
7	The address was geocoded to the state centroid.
8	The address was not geocoded or was international.

224. WORKLAT: The latitude for the work address.

225. WORKLOC: The variable indicates whether the subject worked from home, a fixed work place or had some other work arrangement. The variable is derived as follows:

1	Works only at a workplace. If E10 (WKSTNAME, WKCITY, WKSTATE, WKZIP) has a street address, city, state or ZIP and WKFMHM2M (E19) is 2.
2	Works only at home. If E10 (WKSTNUM) is "home."
3	No fixed workplace. If E10 (WKSTNUM) is "none."
4	Home and work. If E10 (WKSTNAME, WKCITY, WKSTATE, WKZIP) has a street address, city, state or ZIP and WKFMHM2M (E19) is 1.

226. WORKLONG: The longitude for the work address.

227. WORKSTAT: State in which subject's workplace is located. Derived from the geocoded workplace address.

228. WORKZIP: Zip Code for the jurisdiction in which the subject's workplace is located.

Derived from the geocoded workplace address.

229. WRKCOUNT: The number of household members that are workers. Derived by summing all occurrences where WKR_P1 through WKR_P14 is 1.

230. WRKR_P1 to WRKR_P14*: Indicates whether the subject had a job at the time of the household interview. Derived from WRKR (C8).

231. WTHHFIN: Household weight for households where at least 50 percent of household members 18 and over completed a person interview.

232. WTHHNTL: The household weight for 50 percent households provided in the Version 2 delivery in variable WTHHFIN.

233. WTPERFIN: Person weight for households where at least 50 percent of household members 18 and over completed a person interview.

234. WTPRNTL: The person weight for 50 percent households provided in the Version 2 delivery in variable WTPERFIN.

235. WTTRDFIN: Travel day trip weight for persons in households where at least 50 percent of household members 18 and over completed a person interview.

236. WTTRDNTL: Travel day trip weight for 50 percent households provided in variable WTTRDFIN in Version 2.

237. YRMLCAP: Flag indicates that the variable YEARMILE (L5) was capped at 200,000 miles. In 1995 this variable was named YMILEFLG.

238. YRMLCAT*: The variable was obtained from YEARMIL2 (L5b).

239. YRTOUS*: Year the subject entered the United States. Derived from variable WHENTOUS (M10).

APPENDIX E

ABBREVIATIONS, TRAVEL CONCEPTS AND GLOSSARY OF TERMS

ABBREVIATIONS

ASCII	American Standard Code for Information Interchange
ATS	American Travel Survey
BTS	Bureau of Transportation Statistics
CASRO	Council of American Survey Research Organizations
CATI	Computer Assisted Telephone Interviewing
CMSA	Consolidated Metropolitan Statistical Area
DOT	Department of Transportation
FHWA	Federal Highway Administration
FIPS	Federal Information Processing Standards
HH	Household
ID	Identification Number
HHM	Household Member
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NHTS	National Household Travel Survey
NHTSA	National Highway Traffic Safety Administration
NPTS	National Personal Transportation Survey
NTS	National Travel Survey
PMSA	Primary Metropolitan Statistical Area
PMT	Person Miles of Travel
POV	Privately Owned Vehicle
PSU	Probability Sampling Unit
RDD	Random Digit Dialing
SAS	Statistical Analysis System
TRC	Telephone Research Center
VMT	Vehicle miles of Travel

TRAVEL CONCEPTS

PERSON TRIP

DEFINITION - A trip by one person in any mode of transportation. This is the most basic and universal measure of personal travel. Each record in the Travel Day and Travel Period files in the NHTS dataset represents one person trip.

EXAMPLES - Two household members travelling together in one

car are counted as two person trips. Three household members walking to the store together are counted as three person trips.

WHEN TO USE -The unit of person trips must be used when comparing travel by various modes (e.g., private vehicles, public transportation, walking, school bus, air, etc.). It is the appropriate unit of measure for the movement of people, as opposed to vehicles, e.g., "the High Occupancy Vehicle (HOV) lanes carry 42 percent of all person trips to the central city."

HOW TO COMPUTE - Because the person trip is the basic unit of measure on the Travel Day files, to obtain total person trips for useable households, the user should sum the weighted travel day records, i.e. sum WTTRDFIN.

PERSON MILES OF TRAVEL (PMT)

DEFINITION - The number of miles traveled by each person on a trip.

EXAMPLES - If two people travelling together take a six-mile subway trip to the airport, that trip results in 12 person miles of travel. A four-mile van trip with a driver and three passengers counts as 16 person miles of travel (4 people times 4 miles).

WHEN TO USE - As with person trips, person miles must be used when analyzing travel by the various modes of transport. It is the appropriate measure when the topic of analysis is the miles traveled by people, not vehicles.

ALIAS - Person miles is often called Passenger Miles, particularly in the transit and airline industries.

HOW TO COMPUTE- Multiply each weighted person trip (WTTRDFIN) by the travel day trip distance in miles (TRPMILES).

WARNING - When computing TRPMILES, be sure to exclude entries of:

-1 question not applicable,
-7 miles refused,
-8 miles not known, and
-9 miles not ascertained.

VEHICLE TRIPS

DEFINITION - A trip by a single privately operated vehicle (POV)

regardless of the number of persons in the vehicle.

EXAMPLES - Two people travelling together in a car would be counted as one vehicle trip. Four people going to a restaurant in a van is considered one vehicle trip.

NPTS MODE RESTRICTIONS - To be considered a vehicle trip in NHTS, the trip must have been made in a privately operated vehicle, namely a household-based car, van, sport utility vehicle, pickup truck, other truck, recreational vehicle, motorcycle or other POV. The vehicle does not need to belong to the household.

Trips made in other highway vehicles, such as buses, streetcars, taxis, and school buses are collected in the NHTS, but these are shown as person trips by those modes. The design of the NHTS is such that it does not serve as a source for vehicle trips in modes such as buses, because there is no way to trace the movement of the bus fleet throughout the day. Those interested in vehicle trips by buses, taxis, etc. need to use a data source that relies on reports from the fleet operators of those vehicles. The National Transit Database of the Federal Transit Administration is one such source.

WHEN TO USE - The unit of vehicle trips is most appropriately used when considering POV travel, e.g., “20 percent of all POV trips are for commuting to and from work.”

HOW TO COMPUTE - The variable DRVR_FLG was created to allow the data user to select the vehicle trip records from the travel day file. The typical manner of computing vehicle trips from the NHTS file is to impose two limits on the full universe of Travel Day trips:

- travel mode must be POV (TRPTRANS = 01 -07), and
- only the driver’s trip is captured (DRVR_FLG = 01).

The second limitation is to insure that the trip is counted only once. Remember that the NHTS Travel Day file is a person trip file, so if three household members went somewhere by car, that trip is reflected in three travel day trip records. To ensure that it is only counted once as a vehicle trip, the driver’s record is used.

To obtain the total of all vehicle trips, sum all weighted trips that meet the two conditions above, i.e., where DRVR_FLG=1.

VEHICLE MILES OF TRAVEL (VMT)

DEFINITION - One vehicle mile of travel is the movement of one privately operated vehicle (POV) for one mile, regardless of the number of people in the vehicle.

EXAMPLES - When one person drives her car 12 miles to work, 12 vehicle miles of travel have been made. If two people travel three miles by pickup, three vehicle miles of travel have been made.

SAME MODE RESTRICTIONS - For NHTS data, vehicle miles are restricted to the same privately-operated vehicles as vehicle trips(see above), that is a household-based car, van, sport utility vehicle, pickup truck, other truck, recreational vehicle, or other POV. .

WHEN TO USE - Vehicle miles of travel (VMT) are a very commonly used measure of highway travel. This measure is particularly important when analyzing highway capacity, congestion and air quality.

HOW TO COMPUTE - Multiply each weighted vehicle trip by the distance. In terms of NPTS variables, this would look like (DRVR_FLG=1 times WTTRDFIN) times TRPMILES.

WARNING - When computing TRPMILES, be sure to exclude entries of:

-1 question not applicable,
-7 miles refused,
-8 miles not known, and
-9 miles not ascertained.

VEHICLE OCCUPANCY

DEFINITION - For NHTS data, vehicle occupancy is generally computed as person miles of travel per vehicle mile (referred to as the travel method). Note that the other commonly-used definition of vehicle occupancy is persons per vehicle trip (referred to as the trip method) .

COMMENTS - Because longer trips often have higher occupancies, the travel method generally yields a higher rate than the trip method. The calculation of the travel method requires that trip miles be reported, thus it is calculated on a slightly smaller number of trips than the trip method.

HOW TO COMPUTE - The four variables that may be used in the computation are described earlier in this section. Just remember to limit the denominator to person trips or person miles in POVs.

GLOSSARY

This glossary provides the most common terms used in the NHTS and definitions of those terms. These definitions are provided to assist the user in the interpretation of the NHTS data.

Adult For NHTS, this is defined as a person 18 years or older.

Block Group A subdivision of a Census tract that averages 1000 to 1100 people, and approximately 400-500 housing units. The source used for the 2001 NHTS was GDT Dynamap 2000 (from Census 2000 TIGER/Line files)

Census Region and Division The Census Bureau divides the states into four regions and nine divisions. Note that the divisions are wholly contained within a region, i.e., region lines do not split division lines. The regions and their component divisions are:

Northeast Region
- New England Division: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont
- Middle Atlantic Division: New Jersey, New York, Pennsylvania

North Central (Midwest) Region
- East North Central Division: Illinois, Indiana, Michigan, Ohio, Wisconsin
- West North Central Division: Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota

South Region
- South Atlantic Division: Delaware, Florida, Georgia, Maryland, North Carolina, South Carolina, Virginia, West Virginia
- East South Central Division: Alabama, Kentucky, Mississippi, Tennessee
- West South Central Division: Arkansas, Louisiana, Oklahoma,

Texas

West Region
- Mountain Division: Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, Wyoming
- Pacific Division: Alaska, California, Hawaii, Oregon, Washington

Puerto Rico

For the 2001 NHTS the source used for the 2000 Census Region was:http://www.census.gov/geo/www/cob/rg2000.html
The source used for the 2000 Census Division was:
http://www.census.gov/geo/www/cob/dv2000.html

Census Tract

A small subdivision of a county, containing approximately 4,000 persons. Tracts can range in population from 2,500 to 8,000. The geographic size of the tract may vary considerably, depending on population density. Tracts were designed to be homogeneous in regard to population characteristics, economic status and living conditions when they were first delineated. Since the first tracts were delineated for the 1890 Census, today's tracts may be far from homogeneous. The source used for the 2001 NHTS was GDT Dynamap 2000 (from Census 2000 TIGER/Line files).

Consolidated Metropolitan Statistical Area (CMSA)

A large metropolitan complex of 1 million or more population, containing two or more identifiable component parts designated as primary metropolitan statistical areas (PMSAs). For example, the Boston CMSA is composed of six PMSAs.

Destination

For travel day trips, the destination is the point at which there is a break in travel, except if the break is only to change vehicles or means of transport. For travel period trips, the destination is the farthest point of travel from home.

Driver

A driver is 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.

Employed A person is considered employed if (s)he worked for pay, either full time or part time, during the week before the interview.

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 advances a person toward an elementary or high school diploma, or a college, university, or professional school degree.

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. A household does not include group quarters (i.e., 10 or more persons living together, none of whom are related).

Household Income Household income is the money earned by all family members in a household, including those temporarily absent. Annual income consisted of the income earned 12 months preceding the interview. Household income includes monies from all sources, such as wages and salary, commissions, tips, cash bonuses, income from a business or farm, 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. Household income excludes in-kind income such as room and board, insurance payments, lump-sum inheritances, occasional gifts of money from persons not living in the same household, withdrawal of savings from banks, tax refunds, and the proceeds of the sale of one's house, car, or other personal property.

Household income has been provided in two variables. HHINCTTL is the variable that reflects the basic household income (HHFAMINC) plus the income of household members that were not reported in HHFAMINC but instead reported separately (INC_Pn, INCM_Pn). The purpose of creating HHINCTTL is to provide a more accurate level of household income for those households where some members reported separate income. HHFAMINC was the main income variable in the earlier NPTS series. When

comparing 2001 data to the earlier surveys, conducted in 1969, 1977, 1983, 1990 and 1995, use HHFAMINC. Appendix D provides details on how these variables were created.

Household Members

Household members include all people, whether present or temporarily absent, whose usual place of residence is in the sample unit. Household members also include people staying in the sample unit who have no other usual place of residence elsewhere.

Household Vehicle

A household vehicle is a motorized vehicle that is owned, leased, rented or company-owned and available to be used regularly by household members. Household vehicles include vehicles used solely for business purposes or business-owned vehicles, so long as they are driven home and can be used for the home to work trip, (e.g., taxicabs, police cars, etc.). Household vehicles include all vehicles that were owned or available for use by members of the household during the travel period, even though a vehicle may have been sold before the interview. Vehicles excluded from household vehicles are those that were not working and were not expected to be working, and vehicles that were purchased or received after the designated travel day.

Means of Transportation

A mode of travel used for going from one place (origin) to another (destination). A means of transportation includes private and public modes, as well as walking.

The following transportation modes, grouped by major mode, are included in the NHTS data. The numbers correspond to the code for the mode in the NHTS questionnaire (see Appendix J).

Private Vehicle

1. Car. A privately owned and/or operated licensed motorized vehicle including cars and station wagons. Leased and rented cars are included if they are privately operated and not used for picking up passengers in return for fare.
2. Van. A privately owned and/or operated van or minivan designed to carry 5 to 13 passengers, or to haul cargo.
3. Sport Utility Vehicle. A privately owned and/or operated vehicle that is a hybrid of design elements from a van, a pickup truck and a station wagon. Examples include a Chevrolet Blazer, Ford Bronco, Jeep Cherokee, or Nissan Pathfinder.

4. Pickup Truck. A pickup truck is a motorized vehicle, privately owned and/or operated, with an enclosed cab that usually accommodates 2-3 passengers, and an open cargo area in the rear. Later model pickups often have a back seat that allows for total seating of 4 -6 passengers. Pickup trucks usually have the same size of wheel-base as a full-size station wagon. This category also includes pickups with campers.
5. Other Truck: This category consists of all trucks other than pickup trucks (i.e., dump trucks, trailer trucks, etc.).
6. RV or Motor Home: An RV or motor home includes a self-powered recreational vehicle that is operated as a unit without being towed by another vehicle (e.g., a Winnebago motor home).
7. Motorcycle: This category includes large, medium, and small motorcycles and mopeds.

Public Transportation

10. Local public transit buses (mass transit buses that are available to the general public)
11. Commuter buses.
16. Commuter train.
17. Subway/Elevated rail (also know as rail rapid transit is a high capacity system operated on a fixed rail or guide way system on a private right of way).
18. Street car/Trolley (vehicles that run on a fixed rail system powered by electricity obtained from an overhead power distribution system).

Other Modes

8. Commercial/Charter Airplane (airplanes that are available for use by the general public in exchange for a fare).
9. Private/Corporate Airplanes.
12. School Buses.
13. Charter/Tour buses (privately owned buses that are either rented by a group or are available to the public for a fee for sightseeing).
14. City to City Buses (buses that run from one urban center to the other).
15. Amtrak/Intercity Train (heavy passenger rail that runs form one urban center to another).
19. Ship/Cruise Ships.
20. Passenger Line /Ferry.
21. Sailboat/Motorboat/Yacht.
22. Taxicab (include the use of a taxicab by a passenger for fare.

The taxi category does not include rental cars if they are privately operated).

23. Limousine (includes the use of a limousine by passenger for fare. The limousine category does not include rental cars if they are privately operated.)
24. Hotel/Airport Shuttle (includes privately operated shuttle buses that are operated between a limited number of points for a fare).
25. Bicycle (includes bicycles of all speeds and sizes that do not have a motor).
26. Walk (includes walking and jogging).
91. Other. Includes any types of transportation not previously listed, e.g. skate boards.

Metropolitan Statistical Area (MSA)

Except in the New England States, a 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 MSA if, according to certain criteria, they are socially and economically integrated with the central city. In the New England States, MSA's consist of towns and cities instead of counties. The source used for the 2001 NHTS was 1999 Metropolitan Areas: Cartographic Boundary Files. File ma99_99.shp from http://www.census.gov/geo/www/cob/ma1999.html.

Motorized Vehicle

Motorized vehicles are all vehicles that are licensed for highway driving.

Occupancy

Occupancy is the number of persons, including driver and passenger(s) in a vehicle. NHTS occupancy rates are generally calculated as person miles divided by vehicle miles.

Origin

Origin is the starting point of a trip.

Overlap Trip

A travel period trip that occurs on travel day, and is thus collected in both portions of the NHTS questionnaire. To ensure that this trip is not counted twice, eliminate overlap trips from travel day data when travel day and travel period data will be added together.

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

Person Miles of Travel (PMT) PMT is a primary 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 5 miles in the same vehicle results in 20 person miles (4 x 5 = 20).

Person Trip A person trip is a trip by one or more persons in any mode of transportation. Each person is considered as making one person trip. For example, four persons traveling together in one auto are counted as four person trips.

POV A privately-owned vehicle or privately-operated vehicle. Either way, the intent here is that this is not a vehicle available to the public for a fee, such as a bus, subway, taxi, etc.

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

Travel Period A travel period consists of a four-week period ending with the travel day.

Travel Day Trip A travel day trip is defined as any time the respondent went from one address to another by private motor vehicle, public transportation, bicycle, walking, or other means. However, a separate trip is not counted in two instances:

1. When the sole purpose for the trip is to get to another vehicle or mode of transportation in order to continue to the destination.
2. Travel within a shopping center, mall or shopping areas of 4-5 blocks is to be considered as travel to one destination.

Travel Period Trip A travel period trip is a trip where the farthest destination is at least 50 miles from home. The outgoing portion of this trip can take

place at any time, but the return must be within the four-week travel period. The four-week travel period ends on and includes the assigned travel day.

Travel Day Trip Purpose

A trip purpose is the main reason that motivates a trip. There are 36 travel day trip purposes used in the 2001 NHTS.

For the 2001 Survey, trip purposes were collected using a From-To approach. For each trip, the origin and destination are on the file in generic terms, e.g. from work to shopping. The 36 trip reasons are defined as follows:

1. To Home. Travel to home after leaving for some reason.
2. Go to Work. The first trip to the work location on travel day.
3. Return to Work. A trip to work that is not the first trip to work on the travel day.
4. Attend Business Meeting/Trip. A work related trip whose purpose is to attend a business meeting.
5. Other Work Related. A work related trip whose purpose is not specifically to attend a business meeting.
6. Go to School as a Student. A trip whose purpose is to go to school as a student.
7. Go to Religious Activity. A trip whose purpose is to go to a place to attend a religious activity.
8. Go to Library, School Related. A trip whose purpose is to go to the library as part of a school related activity.
9. Go to Daycare. A trip whose purpose is to attend day care.
10. Other School/Religious Activity. School and religious activities not covered by categories 6 through 8 above.
11. Medical/Dental Services. A trip made for medical, dental, or mental health treatment, or other related professional services.
12. Buy Goods, (e.g., groceries/clothing/hardware store). A shopping trip whose purpose is to purchase commodities for use or consumption elsewhere. This purpose also includes window-shopping and trip made to shop even if nothing is purchased.
13. Buy Services, (e.g., video rentals/dry cleaning/post office/car service/bank). The category includes the purchase of services other than medical/dental or other professional services.
14. Buy Gas. A trip made specifically to get gas.
15. Shopping/Errands. Shopping/errand trips not covered by categories 12 through 14 above.
16. Go to the Gym/Exercise/Play Sports. A trip made for exercise

or to participate in a sport.

17. Rest or Relaxation/Vacation.
18. Visit Friends/Relatives. The social/recreational trip whose purpose is to visit with family and friends.
19. Go out/Hang out, Entertainment/Theater/Sports Event/Go to Bar. The purpose of the trip is entertainment or hanging out with friends.
20. Visit Public Place, Historical Site/Museum/Park/Library.
21. Social/Recreational. Includes social and recreational trips not covered by categories 16 through 20 above.
22. Use Professional Services, Attorney/Accountant. A trip made for professional services other than for medical/dental purposes.
23. Attend Funeral/Wedding. A personal trip to attend a funeral or a wedding.
24. Use Personal Services, Grooming/Haircut/Nails. A trip for personal services such as to a hairdresser.
25. Pet Care, Walk the dog/Vet visits.
26. Attend Meeting, PTA/Home Owners Association/Local Government. The purpose of the trip is to attend a non-work related meeting, such as a community meeting.
27. Family Personal Business/Obligations. A trip for personal business not covered by categories 22 through 26 above.
28. Pickup Someone.
29. Take and Wait. A trip made to take someone to a destination and then wait with them at the destination and return together.
30. Drop Someone Off.
31. Transport Someone. Trips with a passenger that are related to picking up or dropping off someone but not covered by categories 28 through 30.
32. Social Event. A trip whose purpose is to eat a meal at a social event.
33. Get/Eat Meal. A trip whose purpose is to get and eat a meal but not at a social event.
34. Coffee/Ice Cream/Snacks. A trip whose purpose is to get/eat a snack or drink, something less than a meal.
35. Meals. A trip whose purpose is to eat or get a meal but not covered by categories 32 through 34 above.
36. Other. A trip purpose not covered by categories 1 through 36 above.

For more on trip purpose coding and variables, see Appendix M.

Travel Period Trip Purpose

A trip purpose is the main reason that motivates a trip. There were 18 travel period trip purposes in the 2001 NHTS. The main reason and all other reasons for the trip were collected.

Urbanized Area

An urbanized area consists of the built up area surrounding a central core (or central city), with a population density of at least 1,000 persons per square mile. Urbanized areas do not follow jurisdictional boundaries thus it is common for the urbanized area boundary to divide a county.

For the 2001 NHTS, Urban Areas were calculated two ways.

- Variable URBAN uses the 2000 Urbanized Areas: Cartographic Boundary Files. File ua00_d00.shp from http://www.census.gov/geo/www/cob/ua2000.html. Four codes are used. 1 = in Urban Cluster, 2 = in Urban Area, 3 = in area surrounded by urban areas. 4 = not in Urban Area,
- Variable URBRUR uses the 2000 Urbanized Areas: Cartographic Boundary Files. File ua00_d00.shp from http://www.census.gov/geo/www/cob/ua2000.html. Two codes are used: 1 = in Urban Area, 2 = Rural (Not in Urban Area).

Vehicle

The 2001 NHTS, the term vehicle includes autos, passenger vans, sport utility vehicles, pickups and other light trucks, RV's, motorcycles and mopeds owned or available to the household.

Vehicle Miles of Travel (VMT)

VMT is a unit to measure vehicle travel made by a private vehicle, such as an automobile, van, pickup truck, or motorcycle. Each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle.

Vehicle Occupancy

Vehicle occupancy is the number of persons, including driver and passenger(s) in a vehicle; also includes persons who did not complete a whole trip. NHTS occupancy rates are generally calculated as person miles divided by vehicle miles.

Vehicle Trip

A trip by a single privately-operated vehicle (POV) regardless of the number of persons in the vehicle.

Vehicle Type

For purposes of the 2001 NHTS, one of the following:

1. Automobile (including station wagon)
2. Van
3. Sport Utility Vehicle
4. Pickup Truck (including pickup with camper)
5. Other Truck
6. RV or Motor Home
7. Motorcycle
8. Other

See “Means of Transportation” for definitions of these vehicle types. For NHTS, vehicle types are limited to privately operated vehicles (POV) because other vehicles that the respondent may have rode in (e.g., bus) were not tracked throughout the day, as was the case with household vehicles.

Worker See “Employed”.

APPENDIX F

CONTROL TOTALS AND ADJUSTMENT FACTORS

Table 1. Full Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes

First Raking Dimension (Post Stratum)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Lancaster, Lancaster	175,650	1.01	1,021	0.85	1,073
Baltimore, Rural/ Suburban/Urban	879,677	1.03	2,396	0.98	2,606
Baltimore, City Center	96,245	1.48	1,323	1.43	1,429
Kentucky, Carter	10,527	1.45	151	1.41	165
Kentucky, Edmonson	4,731	1.37	162	1.42	169
Kentucky, Pulaski	23,126	1.02	426	1.01	447
Kentucky, Scott	12,327	1.14	404	1.11	427
Des Moines, Dallas	15,863	1.02	266	0.95	280
Des Moines, Madison	5,421	1.10	130	1.03	135
Des Moines, Polk	151,782	1.14	633	0.99	677
Des Moines, Warren	14,971	1.31	245	1.15	263
Texas, Area 1	147,546	1.10	125	1.12	135
Texas, Area 2	11,027	1.25	58	1.15	66
Texas, Area 3	80,556	1.19	140	1.16	151
Texas, Area 4	139,141	1.00	170	0.98	185
Texas, Area 5	1,989,054	1.08	495	1.10	576
Texas, Area 6	43,478	1.15	104	1.11	112
Texas, Area 7	81,390	1.08	125	1.00	137
Texas, Area 8	149,843	1.06	149	1.01	167
Texas, Area 9	134,751	1.25	124	1.24	135
Texas, Area 10	50,737	0.84	104	0.82	113
Texas, Area 11	32,895	0.99	97	0.98	105
Texas, Area 12	216,932	1.05	213	0.98	231
Texas, Area 13	93,767	1.34	155	1.34	166
Texas, Area 14	197,215	1.23	196	1.17	217
Texas, Area 15	126,480	1.39	148	1.35	160
Texas, Area 16	135,458	1.20	178	1.12	199
Texas, Area 17	521,127	1.15	290	1.10	323
Texas, Area 18	22,001	1.38	84	1.30	92
Texas, Area 19	214,894	1.13	216	1.07	254
Texas, Area 20	644,969	1.09	282	1.09	320
Texas, Area 21	120,435	1.11	207	1.06	234
Texas, Area 22	1,668,753	1.12	505	1.13	589
Texas, Area 23	144,875	1.26	214	1.20	235
Texas, Area 24	192,202	1.11	195	1.14	215
Texas, Area 25	78,469	1.65	150	1.66	165
Texas, Area 26	287,731	1.44	227	1.37	262

Table 1. Full Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

First Raking Dimension (Post Stratum) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Hawaii, Hawaii	53,934	1.12	502	1.18	549
Hawaii, Kauai	20,544	1.07	520	1.10	579
Hawaii, Maui	44,286	1.06	514	1.07	576
Oahu, Honolulu	291,579	1.19	1,625	1.15	1,814
Ny, Albany	323,953	1.06	1,550	1.06	1,841
Ny, Glen Falls	49,047	0.97	406	0.97	477
Ny, Utica-Rome	118,311	1.02	431	1.04	511
Ny, Syracuse	184,396	1.01	439	1.00	521
Ny, Ithaca	37,072	0.86	427	0.86	499
Ny, Rochester	291,642	0.86	555	0.88	651
Ny, Buffalo	477,111	1.05	527	1.04	629
Ny, Elmira	35,677	1.04	464	1.09	547
Ny, Poughkeepsi	101,318	0.82	447	0.81	538
Ny, Binghamton	102,273	0.96	484	0.98	554
Ny, Newburgh	116,843	0.81	436	0.83	519
Ny, Bronx	471,506	1.17	334	1.16	450
Ny, Kings	896,496	1.30	343	1.18	469
Ny, New York	751,869	1.24	373	1.23	475
Ny, Queens	796,677	1.18	311	1.09	422
Ny, Richmond	159,140	0.86	374	0.96	462
Ny, Nassau	455,397	1.03	344	1.03	440
Ny, Suffolk	477,701	0.75	347	0.73	419
Ny, Putnam	33,289	0.87	322	0.87	400
Ny, Rockland	94,334	0.81	336	0.88	426
Ny, Westchester	343,178	0.92	355	0.97	441
Ny, Remaining Non-Urban Areas	865,978	0.91	1,494	0.92	1,732
Wi, Calumet	139,043	1.29	2,129	1.30	2,451
Wi, Dane	176,590	1.28	2,501	1.29	2,895
Wi, Eau Clair	44,711	1.29	1,010	1.35	1,153
Wi, Green Bay	76,144	1.32	1,256	1.35	1,450
Wi, Lacrosse	39,375	1.20	892	1.19	1,035
Wi, Rock County	59,667	1.26	1,365	1.28	1,584
Wi, Sheboygan	44,325	1.28	1,214	1.29	1,383
Wi, Stevensport	18,366	1.36	493	1.39	589
Wi, Wausau	33,988	1.23	854	1.22	987
Wi, Wisconsin Rapids	16,144	1.30	360	1.26	402
Wi, Non-Urban	1,473,514	1.23	3,151	1.22	3,618
Other	88,737,187	1.06	18,928	1.06	22,115

Table 1. Full Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Second Raking Dimension (Hispanic/Non-Hispanic by Month)					
Hispanic, Jan	793,610	1.13	241	1.14	300
Hispanic, Feb	716,810	0.75	251	0.79	318
Hispanic, Mar	793,610	0.76	342	0.77	452
Hispanic, Apr	768,010	0.60	380	0.60	506
Hispanic, May	793,610	1.70	217	1.64	261
Hispanic, Jun	768,010	2.00	226	1.91	280
Hispanic, Jul	793,610	3.33	108	2.62	149
Hispanic, Aug	793,610	1.41	203	1.26	278
Hispanic, Sep	768,010	0.96	206	0.82	324
Hispanic, Oct	793,610	1.26	204	1.21	279
Hispanic, Nov	768,010	1.53	201	1.34	265
Hispanic, Dec	793,611	1.09	230	1.02	306
Non-Hispanic, Jan	8,325,370	1.18	4,593	1.19	5,174
Non-Hispanic, Feb	7,519,693	0.70	5,430	0.74	6,036
Non-Hispanic, Mar	8,325,370	0.76	5,875	0.78	6,565
Non-Hispanic, Apr	8,056,812	0.57	6,408	0.57	7,345
Non-Hispanic, May	8,325,370	1.37	3,812	1.35	4,443
Non-Hispanic, Jun	8,056,812	1.69	3,971	1.64	4,602
Non-Hispanic, Jul	8,325,370	1.81	3,279	1.74	3,916
Non-Hispanic, Aug	8,325,369	1.23	5,001	1.24	5,689
Non-Hispanic, Sep	8,056,812	1.20	4,741	1.15	5,605
Non-Hispanic, Oct	8,325,370	1.23	5,264	1.23	5,965
Non-Hispanic, Nov	8,056,812	1.32	4,444	1.29	5,173
Non-Hispanic, Dec	8,325,370	1.02	4,894	1.02	5,587
Third Raking Dimension (Black/Non-Black)					
Black	12,191,754	1.58	2,902	1.51	3,650
Non-Black	95,176,897	1.10	57,619	1.09	66,168
Fourth Raking Dimension (Census Region by Pair Month by Day of Week)					
Northeast, Jan-Feb, Sun	295,136	0.84	91	0.78	104
Northeast, Jan-Feb, Mon	295,137	0.84	96	0.80	108
Northeast, Jan-Feb, Tue	332,029	0.72	121	0.71	129
Northeast, Jan-Feb, Wed	332,029	0.82	115	0.85	126
Northeast, Jan-Feb, Thurs	332,029	1.02	91	0.98	106
Northeast, Jan-Feb, Fri	295,136	0.86	87	0.89	95
Northeast, Jan-Feb, Sat	295,137	0.64	106	0.66	119
Northeast, Mar-Apr, Sun	368,921	0.73	127	0.69	146
Northeast, Mar-Apr, Mon	332,029	0.48	167	0.48	195
Northeast, Mar-Apr, Tue	295,136	0.62	125	0.63	143
Northeast, Mar-Apr, Wed	295,137	0.24	293	0.25	324

Table 1. Full Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fourth Raking Dimension (Census Region by Pair Month by Day of Week) (Con't.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Northeast, Mar-Apr, Thurs	295,136	0.95	81	1.00	90
Northeast, Mar-Apr, Fri	332,029	0.92	85	0.82	106
Northeast, Mar-Apr, Sat	332,029	0.95	94	0.92	102
Northeast, May-Jun, Sun	295,136	1.28	68	1.30	76
Northeast, May-Jun, Mon	295,137	1.20	65	1.30	72
Northeast, May-Jun, Tue	332,029	1.14	76	1.04	90
Northeast, May-Jun, Wed	332,029	1.32	71	1.17	87
Northeast, May-Jun, Thurs	332,029	1.17	65	1.27	77
Northeast, May-Jun, Fri	332,029	1.37	70	1.35	81
Northeast, May-Jun, Sat	332,029	1.21	68	1.13	83
Northeast, Jul-Aug, Sun	332,029	1.24	89	1.22	102
Northeast, Jul-Aug, Mon	332,029	1.51	85	1.60	88
Northeast, Jul-Aug, Tue	332,029	1.06	97	0.95	114
Northeast, Jul-Aug, Wed	332,029	1.21	83	1.27	95
Northeast, Jul-Aug, Thurs	332,029	1.16	90	1.19	101
Northeast, Jul-Aug, Fri	332,029	1.37	90	1.29	101
Northeast, Jul-Aug, Sat	295,136	1.31	79	1.14	92
Northeast, Sep-Oct, Sun	332,029	1.26	90	1.26	99
Northeast, Sep-Oct, Mon	332,029	1.63	67	1.50	77
Northeast, Sep-Oct, Tue	332,029	1.31	77	1.28	89
Northeast, Sep-Oct, Wed	332,029	1.14	94	1.10	110
Northeast, Sep-Oct, Thurs	295,136	0.95	86	1.05	88
Northeast, Sep-Oct, Fri	295,137	1.71	66	1.42	76
Northeast, Sep-Oct, Sat	332,029	1.48	79	1.46	85
Northeast, Nov-Dec, Sun	332,029	1.02	100	1.01	110
Northeast, Nov-Dec, Mon	332,029	1.43	85	1.22	97
Northeast, Nov-Dec, Tue	295,136	1.01	89	0.95	103
Northeast, Nov-Dec, Wed	295,137	1.28	72	1.24	81
Northeast, Nov-Dec, Thurs	332,029	1.18	84	1.07	100
Northeast, Nov-Dec, Fri	332,029	1.05	96	0.86	121
Northeast, Nov-Dec, Sat	332,029	1.13	88	1.14	97
Midwest, Jan-Feb, Sun	505,327	0.79	179	0.78	207
Midwest, Jan-Feb, Mon	505,327	0.81	173	0.80	193
Midwest, Jan-Feb, Tue	568,492	0.80	189	0.85	205
Midwest, Jan-Feb, Wed	568,492	0.74	219	0.79	235
Midwest, Jan-Feb, Thurs	568,492	0.89	185	0.96	197
Midwest, Jan-Feb, Fri	505,327	0.92	169	0.91	190
Midwest, Jan-Feb, Sat	505,326	0.95	164	1.00	179
Midwest, Mar-Apr, Sun	631,659	0.81	221	0.78	254
Midwest, Mar-Apr, Mon	568,492	0.51	278	0.55	310
Midwest, Mar-Apr, Tue	505,327	0.61	239	0.59	270

Table 1. Full Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fourth Raking Dimension (Census Region by Pair Month by Day of Week) (Con't.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Midwest, Mar-Apr, Wed	505,326	0.25	528	0.26	586
Midwest, Mar-Apr, Thurs	505,327	0.89	159	0.94	176
Midwest, Mar-Apr, Fri	568,492	1.11	157	1.06	180
Midwest, Mar-Apr, Sat	568,492	0.97	167	0.98	190
Midwest, May-Jun, Sun	505,327	1.53	91	1.55	104
Midwest, May-Jun, Mon	505,327	1.15	116	1.09	135
Midwest, May-Jun, Tue	568,492	1.40	114	1.39	134
Midwest, May-Jun, Wed	568,492	1.44	111	1.24	140
Midwest, May-Jun, Thurs	568,492	1.62	100	1.52	120
Midwest, May-Jun, Fri	568,492	1.85	94	1.83	108
Midwest, May-Jun, Sat	568,492	1.62	113	1.55	126
Midwest, Jul-Aug, Sun	568,493	1.26	154	1.26	171
Midwest, Jul-Aug, Mon	568,492	1.36	136	1.23	167
Midwest, Jul-Aug, Tue	568,492	1.82	114	1.63	133
Midwest, Jul-Aug, Wed	568,492	1.41	127	1.33	148
Midwest, Jul-Aug, Thurs	568,492	1.89	102	1.76	125
Midwest, Jul-Aug, Fri	568,492	1.30	135	1.38	152
Midwest, Jul-Aug, Sat	505,327	1.16	137	1.14	158
Midwest, Sep-Oct, Sun	568,492	1.40	135	1.35	154
Midwest, Sep-Oct, Mon	568,492	1.41	136	1.41	152
Midwest, Sep-Oct, Tue	568,492	1.36	137	1.29	164
Midwest, Sep-Oct, Wed	568,492	1.37	139	1.32	163
Midwest, Sep-Oct, Thurs	505,327	1.32	116	1.31	136
Midwest, Sep-Oct, Fri	505,327	1.42	119	1.29	140
Midwest, Sep-Oct, Sat	568,492	1.37	145	1.36	161
Midwest, Nov-Dec, Sun	568,492	1.17	161	1.17	180
Midwest, Nov-Dec, Mon	568,492	1.08	173	1.06	195
Midwest, Nov-Dec, Tue	505,327	1.18	137	1.13	161
Midwest, Nov-Dec, Wed	505,327	1.45	115	1.28	139
Midwest, Nov-Dec, Thurs	568,492	1.20	156	1.15	182
Midwest, Nov-Dec, Fri	568,492	1.48	127	1.57	141
Midwest, Nov-Dec, Sat	568,492	1.18	150	1.19	163
South, Jan-Feb, Sun	848,129	0.96	316	0.97	358
South, Jan-Feb, Mon	848,129	0.70	423	0.70	469
South, Jan-Feb, Tue	954,144	1.00	400	0.97	441
South, Jan-Feb, Wed	954,144	0.91	389	0.98	431
South, Jan-Feb, Thurs	954,144	0.88	466	0.88	523
South, Jan-Feb, Fri	848,129	0.97	310	0.98	351
South, Jan-Feb, Sat	848,129	1.08	287	1.09	323
South, Mar-Apr, Sun	1,060,160	0.73	501	0.72	575

Table 1. Full Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fourth Raking Dimension (Census Region by Pair Month by Day of Week) (Con't.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
South, Mar-Apr, Mon	954,144	0.65	588	0.66	658
South, Mar-Apr, Tue	848,129	0.59	572	0.60	634
South, Mar-Apr, Wed	848,129	0.27	966	0.28	1,102
South, Mar-Apr, Thurs	848,129	1.01	330	1.04	374
South, Mar-Apr, Fri	954,144	1.10	449	1.08	499
South, Mar-Apr, Sat	954,144	1.08	387	1.07	434
South, May-Jun, Sun	848,129	1.41	332	1.33	367
South, May-Jun, Mon	848,129	1.35	374	1.31	428
South, May-Jun, Tue	954,144	1.48	401	1.41	454
South, May-Jun, Wed	954,144	1.35	400	1.31	455
South, May-Jun, Thurs	954,144	1.64	411	1.60	453
South, May-Jun, Fri	954,144	1.35	467	1.32	521
South, May-Jun, Sat	954,144	1.65	295	1.70	327
South, Jul-Aug, Sun	954,144	1.62	250	1.61	287
South, Jul-Aug, Mon	954,144	1.40	368	1.46	397
South, Jul-Aug, Tue	954,144	1.31	346	1.31	387
South, Jul-Aug, Wed	954,144	1.40	329	1.38	381
South, Jul-Aug, Thurs	954,144	1.43	336	1.39	387
South, Jul-Aug, Fri	954,144	1.50	338	1.45	392
South, Jul-Aug, Sat	848,129	1.44	251	1.42	296
South, Sep-Oct, Sun	954,144	1.60	290	1.42	340
South, Sep-Oct, Mon	954,144	1.65	349	1.60	393
South, Sep-Oct, Tue	954,144	1.53	352	1.40	411
South, Sep-Oct, Wed	954,144	1.59	331	1.46	380
South, Sep-Oct, Thurs	848,129	1.58	293	1.45	346
South, Sep-Oct, Fri	848,129	1.38	298	1.30	350
South, Sep-Oct, Sat	954,144	1.54	265	1.50	302
South, Nov-Dec, Sun	954,144	1.32	287	1.26	322
South, Nov-Dec, Mon	954,144	1.09	394	1.07	439
South, Nov-Dec, Tue	848,128	1.13	327	1.11	367
South, Nov-Dec, Wed	848,128	1.29	269	1.30	302
South, Nov-Dec, Thurs	954,144	1.35	351	1.24	402
South, Nov-Dec, Fri	954,144	1.32	342	1.28	392
South, Nov-Dec, Sat	954,144	1.37	281	1.24	331
West, Jan-Feb, Sun	500,747	1.15	187	1.13	205
West, Jan-Feb, Mon	500,747	0.91	211	0.93	236
West, Jan-Feb, Tue	563,341	0.88	208	0.94	236
West, Jan-Feb, Wed	563,340	1.10	194	1.13	214
West, Jan-Feb, Thurs	563,341	0.80	229	0.83	251
West, Jan-Feb, Fri	500,747	0.78	197	0.78	218
West, Jan-Feb, Sat	500,747	0.94	183	0.98	207

Table 1. Full Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fourth Raking Dimension (Census Region by Pair Month by Day of Week) (Con't.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
West, Mar-Apr, Sun	625,934	0.54	345	0.58	388
West, Mar-Apr, Mon	563,341	0.53	316	0.56	347
West, Mar-Apr, Tue	500,747	0.50	299	0.51	341
West, Mar-Apr, Wed	500,747	0.25	527	0.27	586
West, Mar-Apr, Thurs	500,747	0.99	185	0.97	206
West, Mar-Apr, Fri	563,341	0.97	238	0.94	272
West, Mar-Apr, Sat	563,340	1.03	216	1.05	247
West, May-Jun, Sun	500,747	0.88	193	0.88	215
West, May-Jun, Mon	500,747	1.30	162	1.17	186
West, May-Jun, Tue	563,341	1.16	190	1.18	220
West, May-Jun, Wed	563,341	1.02	207	1.05	232
West, May-Jun, Thurs	563,340	1.10	217	1.12	239
West, May-Jun, Fri	563,341	1.42	181	1.27	210
West, May-Jun, Sat	563,341	1.16	190	1.21	214
West, Jul-Aug, Sun	563,340	1.29	160	1.27	191
West, Jul-Aug, Mon	563,341	1.31	154	1.31	182
West, Jul-Aug, Tue	563,340	1.59	131	1.47	168
West, Jul-Aug, Wed	563,341	1.21	158	1.17	186
West, Jul-Aug, Thurs	563,340	1.28	141	1.26	170
West, Jul-Aug, Fri	563,341	1.31	162	1.33	188
West, Jul-Aug, Sat	500,747	1.03	174	1.04	198
West, Sep-Oct, Sun	563,341	2.06	121	1.87	147
West, Sep-Oct., Mon	563,340	1.69	138	1.68	162
West, Sep-Oct, Tue	563,341	1.71	126	1.56	155
West, Sep-Oct, Wed	563,341	1.69	130	1.53	158
West, Sep-Oct, Thurs	500,747	1.91	108	1.94	128
West, Sep-Oct, Fri	500,747	1.82	113	1.76	129
West, Sep-Oct, Sat	563,341	1.50	144	1.63	164
West, Nov-Dec, Sun	563,340	0.93	175	1.01	195
West, Nov-Dec, Mon	563,341	1.04	177	1.09	202
West, Nov-Dec, Tue	500,747	1.25	142	1.24	174
West, Nov-Dec, Wed	500,747	1.34	134	1.25	156
West, Nov-Dec, Thurs	563,341	1.48	142	1.35	169
West, Nov-Dec, Fri	563,340	1.21	163	1.14	192
West, Nov-Dec, Sat	563,341	1.24	153	1.18	174
New York, Jan-Feb, Sun	157,441	0.76	245	0.83	284
New York, Jan-Feb, Mon	157,440	0.80	236	0.88	275
New York, Jan-Feb, Tue	177,120	0.91	267	0.96	314
New York, Jan-Feb, Wed	177,120	0.90	265	0.86	317
New York, Jan-Feb, Thurs	177,120	0.83	270	0.85	321
New York, Jan-Feb, Fri	157,441	0.86	237	0.93	272

Table 1. Full Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fourth Raking Dimension (Census Region by Pair Month by Day of Week) (Con't.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
New York, Jan-Feb, Sat	157,440	1.09	204	0.96	249
New York, Mar-Apr, Sun	196,800	0.49	400	0.51	492
New York, Mar-Apr, Mon	177,120	0.44	426	0.46	517
New York, Mar-Apr, Tue	157,441	0.49	332	0.53	403
New York, Mar-Apr, Wed	157,440	0.38	405	0.40	494
New York, Mar-Apr, Thurs	157,441	0.57	301	0.63	364
New York, Mar-Apr, Fri	177,120	0.55	343	0.55	427
New York, Mar-Apr, Sat	177,120	0.51	355	0.56	427
New York, May-Jun, Sun	157,441	1.01	247	1.04	308
New York, May-Jun, Mon	157,440	1.19	230	1.16	289
New York, May-Jun, Tue	177,120	1.18	245	1.31	296
New York, May-Jun, Wed	177,120	1.13	240	1.13	305
New York, May-Jun, Thurs	177,120	1.16	237	1.15	295
New York, May-Jun, Fri	177,120	1.23	239	1.12	298
New York, May-Jun, Sat	177,120	1.24	245	1.20	300
New York, Jul-Aug, Sun	177,120	1.39	231	1.43	277
New York, Jul-Aug,	177,120	1.40	241	1.39	297
New York, Jul-Aug,	177,120	1.33	240	1.29	292
New York, Jul-Aug,	177,120	1.37	231	1.30	277
New York, Jul-Aug,	177,120	1.69	238	1.59	285
New York, Jul-Aug, Fri	177,120	1.15	266	1.18	319
New York, Jul-Aug, Sat	157,441	1.17	228	1.20	265
New York, Sep-Oct, Sun	177,120	1.06	294	0.96	356
New York, Sep-Oct, Mon	177,120	1.29	236	1.27	290
New York, Sep-Oct, Tue	177,120	0.97	302	1.03	358
New York, Sep-Oct, Wed	177,120	0.90	301	0.89	368
New York, Sep-Oct, Thurs	157,441	1.12	252	1.12	309
New York, Sep-Oct, Fri	157,440	1.20	234	1.20	284
New York, Sep-Oct, Sat	177,120	1.34	228	1.38	277
New York, Nov-Dec, Sun	177,120	1.09	237	1.19	285
New York, Nov-Dec, Mon	177,120	1.06	278	1.09	320
New York, Nov-Dec, Tue	157,441	1.18	208	1.14	242
New York, Nov-Dec, Wed	157,440	1.27	193	1.21	234
New York, Nov-Dec, Thurs	177,120	1.00	217	1.07	267
New York, Nov-Dec, Fri	177,120	1.08	237	1.18	280
New York, Nov-Dec, Sat	177,120	1.14	238	1.14	294
Wisconsin, Jan-Feb, Sun	46,507	1.01	382	1.04	429
Wisconsin, Jan-Feb, Mon	46,506	1.21	338	1.23	385
Wisconsin, Jan-Feb, Tue	52,320	1.15	439	1.24	488
Wisconsin, Jan-Feb, Wed	52,320	1.00	442	1.06	482
Wisconsin, Jan-Feb, Thurs	52,320	0.88	449	0.93	505
Wisconsin, Jan-Feb, Fri	46,507	0.95	379	1.00	424
Wisconsin, Jan-Feb, Sat	46,507	0.98	377	1.01	427
Wisconsin, Mar-Apr, Sun	58,133	1.15	252	1.18	287

Table 1. Full Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fourth Raking Dimension (Census Region by Pair Month by Day of Week) (Con't.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Wisconsin, Mar-Apr, Mon	52,320	0.93	284	0.99	329
Wisconsin, Mar-Apr, Tue	46,507	0.91	238	1.00	262
Wisconsin, Mar-Apr, Wed	46,507	0.79	285	0.83	305
Wisconsin, Mar-Apr, Thurs	46,507	1.23	221	1.22	252
Wisconsin, Mar-Apr, Fri	52,320	1.13	247	1.19	270
Wisconsin, Mar-Apr, Sat	52,320	0.95	276	1.02	304
Wisconsin, May-Jun, Sun	46,507	3.26	162	3.12	183
Wisconsin, May-Jun, Mon	46,506	2.13	213	2.11	245
Wisconsin, May-Jun, Tue	52,320	2.88	189	2.54	237
Wisconsin, May-Jun, Wed	52,320	2.86	176	3.08	210
Wisconsin, May-Jun, Thurs	52,320	3.52	190	3.37	221
Wisconsin, May-Jun, Fri	52,320	2.95	183	2.77	224
Wisconsin, May-Jun, Sat	52,320	2.30	188	2.23	221
Wisconsin, Jul-Aug, Sun	52,320	1.97	291	1.93	328
Wisconsin, Jul-Aug, Mon	52,320	1.99	319	1.96	369
Wisconsin, Jul-Aug, Tue	52,320	1.74	297	1.64	360
Wisconsin, Jul-Aug, Wed	52,320	1.67	298	1.63	344
Wisconsin, Jul-Aug, Thurs	52,320	1.47	294	1.50	350
Wisconsin, Jul-Aug, Fri	52,320	2.02	310	2.05	370
Wisconsin, Jul-Aug, Sat	46,507	1.88	291	1.76	342
Wisconsin, Sep-Oct, Sun	52,320	0.97	559	0.96	661
Wisconsin, Sep-Oct, Mon	52,320	1.18	449	1.15	527
Wisconsin, Sep-Oct, Tue	52,320	0.86	624	0.86	722
Wisconsin, Sep-Oct, Wed	52,320	0.84	616	0.87	721
Wisconsin, Sep-Oct, Thurs	46,507	0.82	581	0.83	655
Wisconsin, Sep-Oct, Fri	46,506	0.79	605	0.80	706
Wisconsin, Sep-Oct, Sat	52,320	0.91	590	0.94	680
Wisconsin, Nov-Dec, Sun	52,320	1.11	486	1.06	562
Wisconsin, Nov-Dec, Mon	52,320	1.17	452	1.21	530
Wisconsin, Nov-Dec, Tue	46,507	1.09	439	1.12	513
Wisconsin, Nov-Dec, Wed	46,506	1.15	403	1.13	472
Wisconsin, Nov-Dec, Thurs	52,320	1.15	454	1.08	538
Wisconsin, Nov-Dec, Fri	52,320	1.03	456	1.08	526
Wisconsin, Nov-Dec, Sat	52,320	1.09	501	1.05	581
Fifth Raking Dimension (Household Size)					
One Person	27,717,611	1.32	15,606	1.32	15,606
Two Persons	35,034,278	1.01	23,184	1.00	27,166
Three Persons	17,751,261	1.07	9,104	1.08	11,048
Four Plus Persons	26,865,501	1.12	12,627	1.12	15,998

Table 1. Full Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Sixth Raking Dimension (Tenure)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Owner	71,065,757	1.02	47,338	1.01	54,272
Renter	36,302,894	1.49	13,183	1.47	15,546
Seventh Raking Dimension (MSA by Month)					
1+million, rail, Jan	1,609,353	1.22	633	1.22	754
1+million, rail, Feb	1,453,610	0.64	847	0.68	986
1+million, rail, Mar	1,609,353	0.65	1,216	0.67	1,459
1+million, rail, Apr	1,557,439	0.51	1,349	0.51	1,607
1+million, rail, May	1,609,353	1.48	711	1.43	842
1+million, rail, Jun	1,557,439	1.74	658	1.72	762
1+million, rail, July	1,609,353	1.75	502	1.76	592
1+million, rail, Aug	1,609,353	1.12	712	1.13	825
1+million, rail, Sept	1,557,439	1.41	576	1.27	710
1+million, rail, Oct	1,609,353	1.63	614	1.58	722
1+million, rail, Nov	1,557,439	1.52	542	1.42	643
1+million, rail, Dec	1,609,353	1.11	627	1.14	743
1+mil, no rail, Jan	3,562,978	1.07	1,023	1.06	1,194
1+mil, no rail, Feb	3,218,174	0.71	1,357	0.74	1,530
1+mil, no rail, Mar	3,562,978	0.73	1,526	0.74	1,758
1+mil, no rail, Apr	3,448,044	0.54	1,841	0.54	2,157
1+mil, no rail, May	3,562,978	1.21	899	1.19	1,072
1+mil, no rail, Jun	3,448,044	1.28	852	1.28	991
1+mil, no rail, July	3,562,978	1.96	639	1.82	789
1+mil, no rail, Aug	3,562,978	1.22	985	1.22	1,143
1+mil, no rail, Sept	3,448,044	1.33	815	1.28	998
1+mil, no rail, Oct	3,562,978	1.42	869	1.39	1,020
1+mil, no rail, Nov	3,448,044	1.27	854	1.25	1,027
1+mil, no rail, Dec	3,562,979	1.04	1,049	1.04	1,224
< 1 million, Jan	2,116,007	1.17	2,096	1.19	2,326
< 1 million, Feb	1,911,232	0.73	2,117	0.77	2,355
< 1 million, Mar	2,116,007	0.82	1,967	0.86	2,155
< 1 million, Apr	2,047,748	0.62	1,992	0.64	2,295
< 1 million, May	2,116,007	1.60	1,361	1.59	1,588
< 1 million, Jun	2,047,748	1.98	1,748	1.90	2,048
< 1 million, July	2,116,007	1.79	1,513	1.71	1,781
< 1 million, Aug	2,116,007	1.35	2,390	1.35	2,733
< 1 million, Sept	2,047,748	1.07	2,494	1.02	2,987
< 1 million, Oct	2,116,007	1.00	2,805	1.01	3,178
< 1 million, Nov	2,047,748	1.30	2,242	1.27	2,600
< 1 million, Dec	2,116,007	1.02	2,341	1.00	2,673
Non-MSA, Jan	1,830,643	1.27	1,082	1.26	1,200

Table 1. Full Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Seventh Raking Dimension (MSA by Month) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Non-MSA, Feb	1,653,484	0.70	1,360	0.73	1,483
Non-MSA, Mar	1,830,643	0.77	1,508	0.80	1,645
Non-MSA, Apr	1,771,590	0.58	1,606	0.59	1,792
Non-MSA, May	1,830,643	1.21	1,058	1.18	1,202
Non-MSA, Jun	1,771,590	1.56	939	1.49	1,081
Non-MSA, July	1,830,643	1.97	733	1.84	903
Non-MSA, Aug	1,830,643	1.09	1,117	1.11	1,266
Non-MSA, Sept	1,771,590	1.24	1,062	1.19	1,234
Non-MSA, Oct	1,830,643	1.44	1,180	1.42	1,324
Non-MSA, Nov	1,771,590	1.34	1,007	1.29	1,168
Non-MSA, Dec	1,830,642	0.98	1,107	0.98	1,253

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

First Raking Dimension (Post Stratum)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Male, Lancaster, Lancaster	226,473	1.04	1,241	1.08	1,284
Male,Baltimore, Rural/Suburban/Urban	1,076,721	0.99	2,759	0.99	2,908
Male, Baltimore, City Center	106,156	1.54	1,075	1.58	1,128
Male, Kentucky, Carter	13,071	1.51	166	1.58	171
Male, Kentucky, Edmonson	5,738	1.31	200	1.31	205
Male, Kentucky, Pulaski	27,190	1.02	457	1.06	468
Male, Kentucky, Scott	15,777	1.12	520	1.13	532
Male, Des Moines, Dallas	20,243	1.06	320	1.02	334
Male, Des Moines, Madison	6,905	1.08	160	1.17	165
Male, Des Moines, Polk	180,223	1.21	683	1.17	718
Male, Des Moines, Warren	19,308	1.25	304	1.13	316
Male, Texas, Area 1	186,025	1.10	143	1.09	148
Male, Texas, Area 2	12,468	1.22	66	1.13	69
Male, Texas, Area 3	96,129	1.12	145	1.13	152
Male, Texas, Area 4	168,630	1.02	176	1.00	182
Male, Texas, Area 5	2,652,002	1.12	589	1.14	655
Male, Texas, Area 6	52,622	1.08	121	0.99	127
Male, Texas, Area 7	98,665	1.05	129	1.02	142
Male, Texas, Area 8	190,521	0.92	167	0.94	179
Male, Texas, Area 9	175,656	1.25	139	1.24	146
Male, Texas, Area 10	61,296	0.79	113	0.81	121
Male, Texas, Area 11	39,648	0.80	113	0.84	116
Male, Texas, Area 12	280,116	1.03	233	1.06	238
Male, Texas, Area 13	116,882	1.20	174	1.23	181
Male, Texas, Area 14	244,375	1.19	209	1.13	223
Male, Texas, Area 15	155,060	1.42	153	1.37	162
Male, Texas, Area 16	168,829	1.24	184	1.15	204
Male, Texas, Area 17	670,476	1.12	322	1.11	340
Male, Texas, Area 18	31,331	1.32	99	1.34	103
Male, Texas, Area 19	323,447	1.33	262	1.28	290
Male, Texas, Area 20	862,946	1.07	343	1.08	369
Male, Texas, Area 21	156,299	1.14	228	1.14	242
Male, Texas, Area 22	2,308,686	1.11	612	1.22	666
Male, Texas, Area 23	180,434	1.11	248	1.11	261
Male, Texas, Area 24	261,404	1.19	234	1.16	247

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

First Raking Dimension (Post Stratum) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Male, Texas, Area 25	134,617	1.98	215	1.96	225
Male, Texas, Area 26	483,687	1.57	305	1.50	336
Male, Hawaii, Hawaii	73,994	1.15	596	1.19	634
Male, Hawaii, Kauai	29,255	1.11	613	1.11	649
Male, Hawaii, Maui	64,373	1.20	583	1.15	628
Male, Oahu, Honolulu	424,186	1.22	2,017	1.21	2,174
Male, NY, Albany	375,127	1.02	1,714	1.06	1,917
Male, NY, Glen Falls	59,100	0.97	458	0.98	516
Male, NY, Utica-Rome	138,976	1.05	462	1.05	532
Male, NY, Syracuse	216,026	1.03	473	1.06	534
Male, NY, Ithaca	41,903	0.80	458	0.82	523
Male, NY, Rochester	345,459	0.79	663	0.80	736
Male, NY, Buffalo	549,983	0.93	596	0.96	685
Male, NY, Elmira	41,703	1.10	504	1.13	558
Male, NY, Poughkeepsi	129,911	0.79	547	0.78	626
Male, NY, Binghamton	119,570	0.94	522	1.00	573
Male, NY, Newburgh	162,972	0.81	563	0.87	625
Male, NY, Bronx	600,056	1.24	300	1.22	388
Male, NY, Kings	1,150,015	1.33	318	1.19	415
Male, NY, New York	708,267	1.14	296	1.12	365
Male, NY, Queens	1,074,191	1.19	320	1.11	403
Male, NY, Richmond	212,398	0.76	455	0.94	516
Male, NY, Nassau	641,101	1.03	427	1.02	506
Male, NY, Suffolk	690,563	0.83	436	0.81	489
Male, NY, Putnam	46,998	0.70	439	0.80	500
Male, NY, Rockland	138,063	0.84	412	0.97	472
Male, NY, Westchester	435,997	0.84	410	0.89	484
Male, NY, Remaining Non-Urban Areas	1,060,069	0.91	1,699	0.95	1,863
Male, WI, Calumet	174,197	1.34	2,519	1.31	2,780
Male, WI, Dane	205,774	1.32	2,744	1.29	3,045
Male, WI, Eau Clair	52,957	1.37	1,134	1.34	1,252
Male, WI, Green Bay	91,461	1.40	1,423	1.37	1,575
Male, WI, Lacrosse	46,258	1.18	1,019	1.10	1,139
Male, WI, Rock County	74,425	1.33	1,590	1.31	1,757
Male, WI, Sheboygan	54,969	1.29	1,425	1.29	1,542
Male, WI, Stevensport	22,435	1.45	585	1.44	658
Male, WI, Wausau	42,086	1.21	1,026	1.22	1,121

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

First Raking Dimension (Post Stratum) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Male, WI, Wisconsin Rapids	19,438	1.36	385	1.42	415
Male, WI, Non-Urban	1,819,354	1.25	3,847	1.28	4,182
Male, Othr Sites	111,347,541	1.06	21,769	1.07	24,351
Female, Lancaster, Lancaster	235,773	1.04	1,296	1.07	1,350
Female, Baltimore, Rural/Suburban/Urban	1,172,436	0.95	3,029	0.98	3,227
Female, Baltimore, City Center	120,818	1.20	1,395	1.31	1,481
Female, Kentucky, Carter	13,535	1.42	187	1.45	198
Female, Kentucky, Edmonson	5,896	1.33	197	1.36	203
Female, Kentucky, Pulaski	28,524	0.99	512	1.03	525
Female, Kentucky, Scott	16,228	1.05	561	1.07	579
Female, Des Moines, Dallas	20,573	0.93	349	0.90	364
Female, Des Moines, Madison	6,994	1.02	175	1.13	179
Female, Des Moines, Polk	190,212	1.12	773	1.11	815
Female, Des Moines, Warren	20,155	1.30	316	1.23	330
Female, Texas, Area 1	195,446	0.99	165	0.98	176
Female, Texas, Area 2	13,737	1.35	65	1.17	73
Female, Texas, Area 3	102,562	1.05	171	1.04	181
Female, Texas, Area 4	179,701	0.88	206	0.87	218
Female, Texas, Area 5	2,681,730	1.00	651	1.02	730
Female, Texas, Area 6	54,565	1.11	119	1.06	126
Female, Texas, Area 7	105,766	1.05	148	0.99	157
Female, Texas, Area 8	200,857	1.01	176	0.97	192
Female, Texas, Area 9	186,410	1.05	166	1.09	173
Female, Texas, Area 10	65,795	0.69	140	0.73	149
Female, Texas, Area 11	41,889	0.94	110	0.88	117
Female, Texas, Area 12	291,059	0.96	262	0.95	283
Female, Texas, Area 13	122,868	1.25	180	1.32	188
Female, Texas, Area 14	260,702	1.07	252	1.04	271
Female, Texas, Area 15	165,033	1.18	187	1.13	201
Female, Texas, Area 16	172,048	1.15	217	1.11	232
Female, Texas, Area 17	656,710	1.04	353	1.02	383
Female, Texas, Area 18	32,620	1.35	111	1.28	120
Female, Texas, Area 19	355,474	1.37	287	1.24	327
Female, Texas, Area 20	915,188	1.16	338	1.17	370
Female, Texas, Area 21	162,241	1.04	245	1.05	263
Female, Texas, Area 22	2,347,034	1.14	606	1.18	685

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

First Raking Dimension (Post Stratum) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Female, Texas, Area 23	192,951	1.12	275	1.08	299
Female, Texas, Area 24	272,077	1.09	256	1.03	284
Female, Texas, Area 25	146,228	1.84	241	1.81	257
Female, Texas, Area 26	522,104	1.76	319	1.59	360
Female, Hawaii, Hawaii	73,780	1.17	606	1.21	643
Female, Hawaii, Kauai	29,329	1.15	617	1.12	669
Female, Hawaii, Maui	63,971	1.16	620	1.08	678
Female, Oahu, Honolulu	432,036	1.17	2,143	1.17	2,316
Female, NY, Albany	399,406	1.05	1,884	1.03	2,138
Female, NY, Glen Falls	61,758	0.97	483	0.98	548
Female, NY, Utica-Rome	148,089	0.98	527	0.97	611
Female, NY, Syracuse	234,599	0.98	552	0.99	633
Female, NY, Ithaca	43,745	0.87	466	0.89	530
Female, NY, Rochester	372,610	0.86	671	0.84	758
Female, NY, Buffalo	599,907	0.96	643	0.98	726
Female, NY, Elmira	44,968	1.13	556	1.09	637
Female, NY, Poughkeepsi	135,489	0.82	566	0.78	657
Female, NY, Binghamton	126,286	0.91	591	0.92	662
Female, NY, Newburgh	168,972	0.75	622	0.80	692
Female, NY, Bronx	702,105	1.13	419	1.09	554
Female, NY, Kings	1,307,617	1.27	413	1.14	536
Female, NY, New York	788,337	1.01	380	1.01	472
Female, NY, Queens	1,157,008	1.17	378	1.08	483
Female, NY, Richmond	227,805	0.81	494	0.89	594
Female, NY, Nassau	688,889	1.10	471	1.02	564
Female, NY, Suffolk	718,347	0.85	447	0.84	512
Female, NY, Putnam	47,802	0.69	460	0.78	537
Female, NY, Rockland	144,677	0.83	462	0.87	564
Female, NY, Westchester	475,531	0.88	458	0.94	540
Female, NY, Remaining Non-Urban Areas	1,103,255	0.86	1,869	0.87	2,094
Female, WI, Calumet	176,743	1.32	2,647	1.28	2,958
Female, WI, Dane	210,295	1.29	2,961	1.27	3,293
Female, WI, Eau Clair	55,508	1.36	1,246	1.34	1,363
Female, WI, Green Bay	94,175	1.32	1,556	1.28	1,731
Female, WI, Lacrosse	48,681	1.18	1,118	1.15	1,238
Female, WI, Rock County	76,351	1.31	1,689	1.28	1,900
Female, WI, Sheboygan	55,532	1.29	1,460	1.28	1,620

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

First Raking Dimension (Post Stratum) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Female, WI, Stevensport	22,814	1.52	600	1.46	692
Female, WI, Wausau	43,227	1.20	1,075	1.18	1,203
Female, WI, Wisconsin Rapids	20,158	1.38	404	1.41	440
Female, WI, Non-Urban	1,868,723	1.20	4,051	1.20	4,505
Female, Other Sites	116,674,498	1.02	23,889	1.02	26,921
Second Raking Dimension (Hispanic/Non-Hispanic by Month)					
Hispanic, Jan	2,976,272	1.48	694	1.43	819
Hispanic, Feb	2,688,246	0.92	756	0.87	904
Hispanic, Mar	2,976,272	0.96	1,015	0.93	1,248
Hispanic, Apr	2,880,264	0.82	1,091	0.76	1,371
Hispanic, May	2,976,272	2.47	621	2.25	700
Hispanic, Jun	2,880,264	2.64	677	2.49	767
Hispanic, Jul	2,976,272	4.23	299	3.32	382
Hispanic, Aug	2,976,273	2.04	572	1.84	711
Hispanic, Sep	2,880,264	1.32	599	1.08	841
Hispanic, Oct	2,976,272	1.76	598	1.60	727
Hispanic, Nov	2,880,264	2.14	564	1.79	703
Hispanic, Dec	2,976,273	1.51	652	1.27	806
Non-Hispanic, Jan	20,567,435	1.12	11,001	1.14	12,012
Non-Hispanic, Feb	18,577,038	0.68	12,913	0.71	13,971
Non-Hispanic, Mar	20,567,435	0.70	14,288	0.73	15,465
Non-Hispanic, Apr	19,903,970	0.52	15,174	0.54	16,736
Non-Hispanic, May	20,567,435	1.31	8,800	1.32	9,847
Non-Hispanic, Jun	19,903,970	1.68	9,306	1.66	10,330
Non-Hispanic, Jul	20,567,435	1.87	7,663	1.79	8,728
Non-Hispanic, Aug	20,567,435	1.23	11,780	1.25	12,937
Non-Hispanic, Sep	19,903,969	1.18	11,207	1.16	12,621
Non-Hispanic, Oct	20,567,435	1.14	12,605	1.14	13,783
Non-Hispanic, Nov	19,903,969	1.29	10,517	1.28	11,698
Non-Hispanic, Dec	20,567,435	1.00	11,492	1.00	12,652
Third Raking Dimension (Black/Non-Black)					
Black	33,368,322	1.54	6,520	1.55	7,830
Non-Black	243,839,847	1.09	138,364	1.09	152,929

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

Fourth Raking Dimension (Sex by Age)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Male, 0 to 17 years	37,324,345	1.13	17,562	1.13	19,621
Male, 18 to 34 years	32,949,783	1.45	11,204	1.42	12,883
Male, 35 to 44 years	21,758,024	1.19	11,003	1.21	12,030
Male, 45 to 64 years	29,216,368	0.95	19,227	0.95	20,966
Male, 65 and over	14,042,687	1.03	10,358	1.04	10,981
Female, 0 to 17 years	35,584,159	1.13	16,830	1.14	18,836
Female, 18 to 34 years	32,812,831	1.30	12,330	1.29	14,377
Female, 35 to 44 years	22,544,089	1.16	11,842	1.12	13,505
Female, 45 to 64 years	31,590,554	0.91	21,174	0.90	23,453
Female, 65 and over	19,385,329	1.10	13,354	1.11	14,107
Fifth Raking Dimension (Census Region by Pair Month by Day of Week)					
Northeast, Jan-Feb, Sun	744,493	0.93	205	0.88	235
Northeast, Jan-Feb, Mon	744,493	0.83	225	0.83	251
Northeast, Jan-Feb, Tue	837,553	0.76	284	0.77	297
Northeast, Jan-Feb, Wed	837,553	0.75	305	0.81	323
Northeast, Jan-Feb, Thurs	837,553	1.11	217	1.07	242
Northeast, Jan-Feb, Fri	744,492	0.81	222	0.80	239
Northeast, Jan-Feb, Sat	744,492	0.57	280	0.65	298
Northeast, Mar-Apr, Sun	930,615	0.72	303	0.70	339
Northeast, Mar-Apr, Mon	837,553	0.45	429	0.46	470
Northeast, Mar-Apr, Tue	744,492	0.55	318	0.60	344
Northeast, Mar-Apr, Wed	744,492	0.22	729	0.23	783
Northeast, Mar-Apr, Thurs	744,492	0.89	212	0.95	225
Northeast, Mar-Apr, Fri	837,553	0.81	239	0.72	281
Northeast, Mar-Apr, Sat	837,553	1.00	227	1.01	238
Northeast, May-Jun, Sun	744,492	1.18	176	1.12	193
Northeast, May-Jun, Mon	744,492	1.16	156	1.33	165
Northeast, May-Jun, Tue	837,553	1.12	186	1.11	209
Northeast, May-Jun, Wed	837,553	1.21	178	1.21	200
Northeast, May-Jun, Thurs	837,553	1.17	145	1.25	167
Northeast, May-Jun, Fri	837,553	1.25	181	1.29	199
Northeast, May-Jun, Sat	837,553	1.23	166	1.21	188
Northeast, Jul-Aug, Sun	837,553	1.11	235	1.12	257
Northeast, Jul-Aug, Mon	837,553	1.57	212	1.69	218

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

Fifth Raking Dimension (Census Region by Pair Month by Day of Week) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Northeast, Jul-Aug, Tue	837,553	1.15	231	1.09	258
Northeast, Jul-Aug, Wed	837,553	1.22	200	1.37	217
Northeast, Jul-Aug, Thurs	837,553	1.11	223	1.14	241
Northeast, Jul-Aug, Fri	837,553	1.33	221	1.30	240
Northeast, Jul-Aug, Sat	744,492	1.33	180	1.25	206
Northeast, Sep-Oct, Sun	837,553	1.44	218	1.50	239
Northeast, Sep-Oct, Mon	837,553	1.36	178	1.51	193
Northeast, Sep-Oct, Tue	837,553	1.18	179	1.33	197
Northeast, Sep-Oct, Wed	837,553	0.93	265	0.97	290
Northeast, Sep-Oct, Thurs	744,492	0.82	232	1.01	234
Northeast, Sep-Oct, Fri	744,492	1.64	170	1.55	188
Northeast, Sep-Oct, Sat	837,553	1.61	178	1.75	186
Northeast, Nov-Dec, Sun	837,553	0.90	266	0.93	282
Northeast, Nov-Dec, Mon	837,553	1.50	199	1.30	225
Northeast, Nov-Dec, Tue	744,492	0.92	215	0.96	237
Northeast, Nov-Dec, Wed	744,492	1.29	163	1.35	175
Northeast, Nov-Dec, Thurs	837,554	1.41	180	1.35	209
Northeast, Nov-Dec, Fri	837,554	1.20	215	1.04	264
Northeast, Nov-Dec, Sat	837,554	1.19	206	1.23	226
Midwest, Jan-Feb, Sun	1,274,323	0.72	452	0.72	505
Midwest, Jan-Feb, Mon	1,274,322	0.73	410	0.80	443
Midwest, Jan-Feb, Tue	1,433,612	0.85	430	0.91	453
Midwest, Jan-Feb, Wed	1,433,612	0.76	522	0.77	562
Midwest, Jan-Feb, Thurs	1,433,612	0.82	458	0.91	474
Midwest, Jan-Feb, Fri	1,274,322	0.94	369	0.93	409
Midwest, Jan-Feb, Sat	1,274,323	0.89	414	0.94	437
Midwest, Mar-Apr, Sun	1,592,902	0.82	516	0.83	571
Midwest, Mar-Apr, Mon	1,433,612	0.48	718	0.49	789
Midwest, Mar-Apr, Tue	1,274,322	0.65	549	0.63	598
Midwest, Mar-Apr, Wed	1,274,322	0.25	1,274	0.25	1,388
Midwest, Mar-Apr, Thurs	1,274,322	0.84	391	0.91	411
Midwest, Mar-Apr, Fri	1,433,612	1.06	396	1.02	442
Midwest, Mar-Apr, Sat	1,433,612	0.78	402	0.90	444
Midwest, May-Jun, Sun	1,274,322	1.23	242	1.28	266
Midwest, May-Jun, Mon	1,274,322	1.18	261	1.15	296
Midwest, May-Jun, Tue	1,433,612	1.24	301	1.27	339

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

Fifth Raking Dimension (Census Region by Pair Month by Day of Week) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Midwest, May-Jun, Wed	1,433,612	1.58	252	1.28	311
Midwest, May-Jun, Thurs	1,433,612	1.76	224	1.69	253
Midwest, May-Jun, Fri	1,433,612	1.74	240	1.78	261
Midwest, May-Jun, Sat	1,433,612	1.74	255	1.66	278
Midwest, Jul-Aug, Sun	1,433,612	1.23	386	1.28	418
Midwest, Jul-Aug, Mon	1,433,612	1.32	347	1.24	397
Midwest, Jul-Aug, Tue	1,433,612	1.99	271	1.69	317
Midwest, Jul-Aug, Wed	1,433,612	1.37	297	1.30	346
Midwest, Jul-Aug, Thurs	1,433,612	1.70	264	1.63	305
Midwest, Jul-Aug, Fri	1,433,612	1.20	328	1.26	359
Midwest, Jul-Aug, Sat	1,274,322	1.09	343	1.14	373
Midwest, Sep-Oct, Sun	1,433,612	1.24	352	1.23	387
Midwest, Sep-Oct, Mon	1,433,612	1.34	336	1.29	367
Midwest, Sep-Oct, Tue	1,433,612	1.40	320	1.33	371
Midwest, Sep-Oct, Wed	1,433,612	1.25	334	1.27	374
Midwest, Sep-Oct, Thurs	1,274,323	1.27	283	1.29	313
Midwest, Sep-Oct, Fri	1,274,322	1.39	282	1.32	320
Midwest, Sep-Oct, Sat	1,433,612	1.34	351	1.32	380
Midwest, Nov-Dec, Sun	1,433,612	1.16	380	1.17	414
Midwest, Nov-Dec, Mon	1,433,612	1.07	422	1.08	460
Midwest, Nov-Dec, Tue	1,274,322	1.13	327	1.11	372
Midwest, Nov-Dec, Wed	1,274,322	1.54	250	1.38	294
Midwest, Nov-Dec, Thurs	1,433,612	1.14	382	1.12	423
Midwest, Nov-Dec, Fri	1,433,612	1.35	324	1.46	347
Midwest, Nov-Dec, Sat	1,433,612	1.05	384	1.07	403
South, Jan-Feb, Sun	2,162,608	0.89	761	0.90	836
South, Jan-Feb, Mon	2,162,609	0.69	986	0.70	1,072
South, Jan-Feb, Tue	2,432,935	1.01	905	1.02	964
South, Jan-Feb, Wed	2,432,935	0.78	944	0.88	1,008
South, Jan-Feb, Thurs	2,432,935	0.88	1,071	0.90	1,164
South, Jan-Feb, Fri	2,162,609	0.97	715	0.99	774
South, Jan-Feb, Sat	2,162,609	1.10	694	1.08	779
South, Mar-Apr, Sun	2,703,261	0.71	1,199	0.73	1,312
South, Mar-Apr, Mon	2,432,935	0.62	1,370	0.66	1,499
South, Mar-Apr, Tue	2,162,609	0.53	1,381	0.55	1,486
South, Mar-Apr, Wed	2,162,609	0.25	2,259	0.26	2,504

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

Fifth Raking Dimension (Census Region by Pair Month by Day of Week) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
South, Mar-Apr, Thurs	2,162,609	0.90	764	1.03	826
South, Mar-Apr, Fri	2,432,935	1.07	1,036	1.11	1,115
South, Mar-Apr, Sat	2,432,935	1.03	935	1.05	1,006
South, May-Jun, Sun	2,162,609	1.46	801	1.40	856
South, May-Jun, Mon	2,162,609	1.32	851	1.34	932
South, May-Jun, Tue	2,432,935	1.46	923	1.36	1,011
South, May-Jun, Wed	2,432,935	1.32	858	1.22	946
South, May-Jun, Thurs	2,432,935	1.79	882	1.74	954
South, May-Jun, Fri	2,432,935	1.27	1,099	1.27	1,173
South, May-Jun, Sat	2,432,935	1.62	748	1.69	810
South, Jul-Aug, Sun	2,432,935	1.54	598	1.60	666
South, Jul-Aug, Mon	2,432,935	1.48	863	1.58	913
South, Jul-Aug, Tue	2,432,935	1.34	781	1.37	842
South, Jul-Aug, Wed	2,432,935	1.35	755	1.40	841
South, Jul-Aug, Thurs	2,432,935	1.47	776	1.46	858
South, Jul-Aug, Fri	2,432,935	1.52	778	1.58	859
South, Jul-Aug, Sat	2,162,609	1.46	598	1.41	668
South, Sep-Oct, Sun	2,432,935	1.49	692	1.37	780
South, Sep-Oct, Mon	2,432,935	1.49	863	1.49	930
South, Sep-Oct, Tue	2,432,935	1.41	799	1.35	888
South, Sep-Oct, Wed	2,432,935	1.56	758	1.51	834
South, Sep-Oct, Thurs	2,162,609	1.49	685	1.39	779
South, Sep-Oct, Fri	2,162,609	1.18	704	1.21	784
South, Sep-Oct, Sat	2,432,935	1.54	614	1.53	674
South, Nov-Dec, Sun	2,432,935	1.44	643	1.35	699
South, Nov-Dec, Mon	2,432,935	1.05	898	1.07	970
South, Nov-Dec, Tue	2,162,609	0.96	793	1.05	864
South, Nov-Dec, Wed	2,162,609	1.20	651	1.22	706
South, Nov-Dec, Thurs	2,432,935	1.39	797	1.30	876
South, Nov-Dec, Fri	2,432,935	1.28	804	1.33	874
South, Nov-Dec, Sat	2,432,935	1.39	682	1.27	765
West, Jan-Feb, Sun	1,370,291	1.18	490	1.14	521
West, Jan-Feb, Mon	1,370,292	0.93	506	0.93	557
West, Jan-Feb, Tue	1,541,578	0.77	559	0.83	621
West, Jan-Feb, Wed	1,541,578	1.05	510	1.06	549
West, Jan-Feb, Thurs	1,541,578	0.90	534	0.92	575

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

Fifth Raking Dimension (Census Region by Pair Month by Day of Week) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
West, Jan-Feb, Fri	1,370,292	0.87	468	0.85	507
West, Jan-Feb, Sat	1,370,291	0.90	464	0.93	511
West, Mar-Apr, Sun	1,712,865	0.55	873	0.58	961
West, Mar-Apr, Mon	1,541,577	0.55	809	0.56	873
West, Mar-Apr, Tue	1,370,292	0.53	744	0.53	823
West, Mar-Apr, Wed	1,370,292	0.27	1,324	0.28	1,426
West, Mar-Apr, Thurs	1,370,292	0.99	449	0.99	484
West, Mar-Apr, Fri	1,541,577	1.01	599	0.95	658
West, Mar-Apr, Sat	1,541,578	1.00	567	1.06	620
West, May-Jun, Sun	1,370,292	0.87	500	0.95	532
West, May-Jun, Mon	1,370,292	1.44	365	1.30	411
West, May-Jun, Tue	1,541,577	1.22	469	1.28	514
West, May-Jun, Wed	1,541,578	1.14	482	1.13	524
West, May-Jun, Thurs	1,541,578	1.22	510	1.24	554
West, May-Jun, Fri	1,541,578	1.69	427	1.46	483
West, May-Jun, Sat	1,541,578	1.12	461	1.15	500
West, Jul-Aug, Sun	1,541,578	1.20	398	1.19	452
West, Jul-Aug, Mon	1,541,578	1.41	361	1.40	414
West, Jul-Aug, Tue	1,541,578	1.72	319	1.60	386
West, Jul-Aug, Wed	1,541,577	1.24	385	1.22	430
West, Jul-Aug, Thurs	1,541,578	1.35	323	1.30	372
West, Jul-Aug, Fri	1,541,578	1.44	398	1.43	450
West, Jul-Aug, Sat	1,370,292	1.08	433	1.09	471
West, Sep-Oct, Sun	1,541,578	2.21	285	1.96	338
West, Sep-Oct, Mon	1,541,578	1.60	338	1.69	374
West, Sep-Oct, Tue	1,541,578	1.81	302	1.67	348
West, Sep-Oct, Wed	1,541,578	1.86	333	1.55	385
West, Sep-Oct, Thurs	1,370,291	1.98	259	2.05	289
West, Sep-Oct, Fri	1,370,292	1.70	290	1.67	318
West, Sep-Oct, Sat	1,541,578	1.42	373	1.54	409
West, Nov-Dec, Sun	1,541,578	0.98	439	1.09	474
West, Nov-Dec, Mon	1,541,578	1.03	461	1.05	507
West, Nov-Dec, Tue	1,370,292	1.21	340	1.25	406
West, Nov-Dec, Wed	1,370,292	1.38	317	1.37	348
West, Nov-Dec, Thurs	1,541,578	1.64	334	1.49	383
West, Nov-Dec, Fri	1,541,577	1.11	425	1.09	479

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

Fifth Raking Dimension (Census Region by Pair Month by Day of Week) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
West, Nov-Dec, Sat	1,541,578	1.45	371	1.38	410
New York, Jan-Feb, Sun	408,453	0.71	569	0.76	650
New York, Jan-Feb, Mon	408,452	0.69	580	0.79	647
New York, Jan-Feb, Tue	459,509	0.81	645	0.89	729
New York, Jan-Feb, Wed	459,509	0.86	625	0.83	705
New York, Jan-Feb, Thurs	459,509	0.74	629	0.78	724
New York, Jan-Feb, Fri	408,453	0.84	579	0.96	639
New York, Jan-Feb, Sat	408,453	0.98	469	0.87	547
New York, Mar-Apr, Sun	510,566	0.47	938	0.51	1,081
New York, Mar-Apr, Mon	459,509	0.36	1,008	0.39	1,190
New York, Mar-Apr, Tue	408,453	0.44	791	0.46	935
New York, Mar-Apr, Wed	408,453	0.31	967	0.35	1,119
New York, Mar-Apr, Thurs	408,453	0.49	736	0.54	850
New York, Mar-Apr, Fri	459,509	0.54	808	0.55	956
New York, Mar-Apr, Sat	459,509	0.44	885	0.49	1,017
New York, May-Jun, Sun	408,453	1.07	546	1.15	645
New York, May-Jun, Mon	408,453	1.15	540	1.15	632
New York, May-Jun, Tue	459,509	1.11	567	1.30	648
New York, May-Jun, Wed	459,509	1.12	561	1.19	664
New York, May-Jun, Thurs	459,509	1.15	556	1.15	650
New York, May-Jun, Fri	459,509	1.21	582	1.27	668
New York, May-Jun, Sat	459,509	1.07	601	1.15	684
New York, Jul-Aug, Sun	459,509	1.47	545	1.40	622
New York, Jul-Aug, Mon	459,509	1.37	529	1.44	625
New York, Jul-Aug, Tue	459,509	1.44	535	1.39	615
New York, Jul-Aug, Wed	459,509	1.53	533	1.38	608
New York, Jul-Aug, Thurs	459,509	1.99	542	1.78	622
New York, Jul-Aug, Fri	459,509	1.10	644	1.13	735
New York, Jul-Aug, Sat	408,453	1.16	540	1.12	610
New York, Sep-Oct, Sun	459,509	0.99	703	0.94	822
New York, Sep-Oct, Mon	459,509	1.16	543	1.15	639
New York, Sep-Oct, Tue	459,509	0.90	740	0.94	828
New York, Sep-Oct, Wed	459,509	0.91	746	0.89	858
New York, Sep-Oct, Thurs	408,453	1.02	633	1.04	729
New York, Sep-Oct, Fri	408,453	1.26	548	1.28	626
New York, Sep-Oct, Sat	459,509	1.19	541	1.18	638

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

Fifth Raking Dimension (Census Region by Pair Month by Day of Week) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
New York, Nov-Dec, Sun	459,509	1.05	542	1.11	620
New York, Nov-Dec, Mon	459,509	1.11	678	1.10	743
New York, Nov-Dec, Tue	408,453	1.16	501	1.01	564
New York, Nov-Dec, Wed	408,453	1.41	453	1.35	522
New York, Nov-Dec, Thurs	459,509	0.84	484	1.05	564
New York, Nov-Dec, Fri	459,509	1.23	547	1.19	632
New York, Nov-Dec, Sat	459,509	1.08	575	1.07	666
Wisconsin, Jan-Feb, Sun	115,629	1.04	907	1.04	989
Wisconsin, Jan-Feb, Mon	115,629	1.36	793	1.37	869
Wisconsin, Jan-Feb, Tue	130,082	1.04	1,108	1.08	1,206
Wisconsin, Jan-Feb, Wed	130,082	1.08	1,082	1.10	1,151
Wisconsin, Jan-Feb, Thurs	130,082	0.82	1,087	0.86	1,193
Wisconsin, Jan-Feb, Fri	115,629	0.91	935	0.93	1,012
Wisconsin, Jan-Feb, Sat	115,629	0.84	956	0.88	1,039
Wisconsin, Mar-Apr, Sun	144,536	0.95	647	0.97	703
Wisconsin, Mar-Apr, Mon	130,083	0.77	720	0.80	804
Wisconsin, Mar-Apr, Tue	115,629	0.79	586	0.85	620
Wisconsin, Mar-Apr, Wed	115,629	0.89	641	0.92	673
Wisconsin, Mar-Apr, Thurs	115,629	1.18	564	1.17	613
Wisconsin, Mar-Apr, Fri	130,083	1.13	603	1.18	637
Wisconsin, Mar-Apr, Sat	130,082	0.96	662	0.98	706
Wisconsin, May-Jun, Sun	115,629	3.42	403	3.30	435
Wisconsin, May-Jun, Mon	115,629	2.19	494	2.09	559
Wisconsin, May-Jun, Tue	130,083	3.41	441	2.94	524
Wisconsin, May-Jun, Wed	130,082	2.68	426	2.89	468
Wisconsin, May-Jun, Thurs	130,082	3.31	459	3.20	515
Wisconsin, May-Jun, Fri	130,082	3.01	431	2.87	509
Wisconsin, May-Jun, Sat	130,082	2.68	458	2.50	518
Wisconsin, Jul-Aug, Sun	130,082	2.33	657	2.24	711
Wisconsin, Jul-Aug, Mon	130,082	2.08	761	1.97	852
Wisconsin, Jul-Aug, Tue	130,082	1.97	688	1.84	798
Wisconsin, Jul-Aug, Wed	130,083	1.89	712	1.81	789
Wisconsin, Jul-Aug, Thurs	130,082	1.61	683	1.58	774
Wisconsin, Jul-Aug, Fri	130,082	1.99	741	1.96	839
Wisconsin, Jul-Aug, Sat	115,629	1.98	700	1.87	784
Wisconsin, Sep-Oct, Sun	130,082	1.18	1,256	1.13	1,425

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

Fifth Raking Dimension (Census Region by Pair Month by Day of Week) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Wisconsin, Sep-Oct, Mon	130,082	1.14	1,069	1.13	1,199
Wisconsin, Sep-Oct, Tue	130,082	0.88	1,493	0.85	1,665
Wisconsin, Sep-Oct, Wed	130,082	0.80	1,507	0.80	1,676
Wisconsin, Sep-Oct, Thurs	115,629	0.84	1,320	0.83	1,445
Wisconsin, Sep-Oct, Fri	115,629	0.75	1,506	0.75	1,675
Wisconsin, Sep-Oct, Sat	130,082	0.85	1,431	0.88	1,578
Wisconsin, Nov-Dec, Sun	130,082	1.12	1,170	1.03	1,305
Wisconsin, Nov-Dec, Mon	130,082	1.22	1,067	1.22	1,201
Wisconsin, Nov-Dec, Tue	115,629	1.05	1,067	1.07	1,190
Wisconsin, Nov-Dec, Wed	115,629	1.14	956	1.12	1,062
Wisconsin, Nov-Dec, Thurs	130,082	1.26	1,044	1.19	1,176
Wisconsin, Nov-Dec, Fri	130,083	1.04	1,065	1.08	1,184
Wisconsin, Nov-Dec, Sat	130,082	1.07	1,208	1.03	1,338
Sixth Raking Dimension (MSA by Month)					
1+million, rail, Jan	4,304,608	1.26	1,427	1.24	1,641
1+million, rail, Feb	3,888,034	0.61	1,969	0.64	2,203
1+million, rail, Mar	4,304,608	0.58	2,883	0.62	3,327
1+million, rail, Apr	4,165,750	0.47	3,135	0.50	3,596
1+million, rail, May	4,304,608	1.50	1,485	1.44	1,698
1+million, rail, Jun	4,165,750	1.63	1,460	1.65	1,638
1+million, rail, July	4,304,608	1.75	1,210	1.79	1,364
1+million, rail, Aug	4,304,609	1.06	1,657	1.13	1,851
1+million, rail, Sept	4,165,750	1.31	1,426	1.28	1,651
1+million, rail, Oct	4,304,609	1.42	1,453	1.40	1,639
1+million, rail, Nov	4,165,750	1.43	1,310	1.40	1,489
1+million, rail, Dec	4,304,609	1.07	1,458	1.12	1,656
1+mil, no rail, Jan	9,281,594	1.03	2,524	1.05	2,838
1+mil, no rail, Feb	8,383,376	0.69	3,286	0.72	3,612
1+mil, no rail, Mar	9,281,594	0.70	3,864	0.71	4,286
1+mil, no rail, Apr	8,982,187	0.50	4,587	0.52	5,120
1+mil, no rail, May	9,281,594	1.20	2,115	1.20	2,392
1+mil, no rail, Jun	8,982,187	1.29	2,061	1.30	2,298
1+mil, no rail, July	9,281,595	2.04	1,493	1.91	1,740
1+mil, no rail, Aug	9,281,595	1.22	2,394	1.23	2,660
1+mil, no rail, Sept	8,982,187	1.29	2,004	1.27	2,342

Table 2. Full Sample Person Control Totals and Adjustment Factors Used in Weighting and Sample Size

Sixth Raking Dimension (MSA by Month) (Cont'd)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
1+mil, no rail, Oct	9,281,593	1.39	2,118	1.41	2,364
1+mil, no rail, Nov	8,982,187	1.29	2,114	1.29	2,414
1+mil, no rail, Dec	9,281,593	1.04	2,509	1.03	2,830
< 1 million, Jan	5,362,696	1.14	5,066	1.18	5,462
< 1 million, Feb	4,843,724	0.71	5,147	0.73	5,573
< 1 million, Mar	5,362,696	0.79	4,823	0.82	5,138
< 1 million, Apr	5,189,705	0.60	4,726	0.61	5,253
< 1 million, May	5,362,696	1.61	3,241	1.62	3,635
< 1 million, Jun	5,189,705	2.09	4,212	2.03	4,671
< 1 million, July	5,362,696	1.94	3,567	1.79	4,044
< 1 million, Aug	5,362,696	1.42	5,643	1.42	6,226
< 1 million, Sept	5,189,705	1.08	5,900	1.05	6,714
< 1 million, Oct	5,362,696	0.94	6,719	0.95	7,351
< 1 million, Nov	5,189,705	1.30	5,320	1.27	5,905
< 1 million, Dec	5,362,696	1.04	5,501	1.01	6,069
Non-MSA, Jan	4,594,810	1.19	2,678	1.20	2,890
Non-MSA, Feb	4,150,151	0.70	3,267	0.75	3,487
Non-MSA, Mar	4,594,810	0.75	3,733	0.77	3,962
Non-MSA, Apr	4,446,589	0.56	3,817	0.57	4,138
Non-MSA, May	4,594,810	1.20	2,580	1.18	2,822
Non-MSA, Jun	4,446,589	1.60	2,250	1.54	2,490
Non-MSA, July	4,594,810	2.08	1,692	1.99	1,962
Non-MSA, Aug	4,594,810	1.11	2,658	1.12	2,911
Non-MSA, Sept	4,446,589	1.28	2,476	1.24	2,755
Non-MSA, Oct	4,594,810	1.38	2,913	1.37	3,156
Non-MSA, Nov	4,446,590	1.38	2,337	1.36	2,593
Non-MSA, Dec	4,594,810	0.96	2,676	0.98	2,903

Table 3. National Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes

First Raking Dimension (Hispanic/Non-Hispanic by Month)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Hispanic, Jan	793,610	1.03	111	1.06	145
Hispanic, Feb	716,810	0.66	140	0.74	183
Hispanic, Mar	793,610	0.63	165	0.68	221
Hispanic, Apr	768,010	0.52	200	0.53	269
Hispanic, May	793,610	2.02	60	1.82	85
Hispanic, Jun	768,010	1.97	57	1.95	79
Hispanic, Jul	793,610	3.04	42	2.46	66
Hispanic, Aug	793,610	1.18	95	1.08	141
Hispanic, Sept	768,010	1.06	90	0.90	152
Hispanic, Oct	793,610	1.43	74	1.30	111
Hispanic, Nov	768,010	1.29	80	1.23	119
Hispanic, Dec	793,611	0.98	106	0.94	157
Non-Hispanic, Jan	8,325,370	1.15	1,678	1.15	1,936
Non-Hispanic, Feb	7,519,693	0.68	2,512	0.71	2,812
Non-Hispanic, Mar	8,325,370	0.71	2,711	0.72	3,066
Non-Hispanic, Apr	8,056,812	0.54	3,393	0.55	3,927
Non-Hispanic, May	8,325,370	1.33	1,440	1.30	1,713
Non-Hispanic, Jun	8,056,812	1.50	1,243	1.47	1,466
Non-Hispanic, Jul	8,325,370	1.89	1,013	1.83	1,230
Non-Hispanic, Aug	8,325,369	1.17	1,639	1.20	1,872
Non-Hispanic, Sept	8,056,812	1.59	1,180	1.53	1,426
Non-Hispanic, Oct	8,325,370	1.71	1,137	1.71	1,326
Non-Hispanic, Nov	8,056,812	1.48	1,281	1.42	1,524
Non-Hispanic, Dec	8,325,370	1.13	1,731	1.12	2,012
Total	107,368,651	1.08	22,178	1.08	26,038

Table 3. National Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Second Raking Dimension (Black/Non-black)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Black	12,191,754	1.41	1,305	1.41	1,736
White	95,176,897	1.04	20,873	1.04	24,302
Total	107,368,651	1.08	22,178	1.08	26,038

Third Raking Dimension (Census Region by Pair Month by Day of Week)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Northeast, Jan-Feb, Sun	452,577	0.77	119	0.80	137
Northeast, Jan-Feb, Mon	452,577	0.82	116	0.86	130
Northeast, Jan-Feb, Tue	509,149	0.76	137	0.80	153
Northeast, Jan-Feb, Wed	509,149	0.84	132	0.80	156
Northeast, Jan-Feb, Thurs	509,149	0.92	112	0.95	132
Northeast, Jan-Feb, Fri	452,577	0.84	102	0.94	117
Northeast, Jan-Feb, Sat	452,577	0.77	117	0.79	138
Northeast, Mar-Apr, Sun	565,721	0.72	160	0.69	191
Northeast, Mar-Apr, Mon	509,149	0.50	208	0.50	248
Northeast, Mar-Apr, Tue	452,577	0.67	141	0.71	163
Northeast, Mar-Apr, Wed	452,577	0.24	395	0.25	445
Northeast, Mar-Apr, Thurs	452,577	1.16	89	1.16	103
Northeast, Mar-Apr, Fri	509,149	1.07	101	0.99	129
Northeast, Mar-Apr, Sat	509,149	1.08	103	1.12	116
Northeast, May-Jun, Sun	452,577	1.38	74	1.38	87
Northeast, May-Jun, Mon	452,577	1.39	70	1.42	83
Northeast, May-Jun, Tue	509,149	1.19	89	1.20	108
Northeast, May-Jun, Wed	509,149	1.35	78	1.27	98
Northeast, May-Jun, Thurs	509,149	1.30	76	1.41	90
Northeast, May-Jun, Fri	509,149	1.45	76	1.33	94
Northeast, May-Jun, Sat	509,149	1.23	84	1.19	102
Northeast, Jul-Aug, Sun	509,149	1.32	80	1.33	96
Northeast, Jul-Aug, Mon	509,149	1.75	60	1.85	69
Northeast, Jul-Aug, Tue	509,149	1.17	93	1.12	114
Northeast, Jul-Aug, Wed	509,149	1.45	76	1.49	88
Northeast, Jul-Aug, Thurs	509,149	1.44	78	1.43	93
Northeast, Jul-Aug, Fri	509,149	1.21	90	1.21	106

Table 3. National Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Third Raking Dimension (Census Region by Pair Month by Day of Week) (Cont.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Northeast, Jul-Aug, Sat	452,577	1.28	77	1.25	91
Northeast, Sept-Oct, Sun	509,149	1.56	69	1.57	83
Northeast, Sept-Oct, Mon	509,149	1.81	52	1.75	64
Northeast, Sept-Oct, Tue	509,149	1.43	74	1.44	91
Northeast, Sept-Oct, Wed	509,149	1.26	83	1.29	102
Northeast, Sept-Oct, Thurs	452,577	1.27	66	1.53	69
Northeast, Sept-Oct, Fri	452,577	1.89	52	1.74	67
Northeast, Sept-Oct, Sat	509,149	1.49	69	1.55	80
Northeast, Nov-Dec, Sun	509,149	0.99	110	0.99	128
Northeast, Nov-Dec, Mon	509,149	1.27	91	1.20	109
Northeast, Nov-Dec, Tue	452,577	1.04	93	1.02	112
Northeast, Nov-Dec, Wed	452,577	1.41	71	1.31	85
Northeast, Nov-Dec, Thurs	509,149	1.30	82	1.24	97
Northeast, Nov-Dec, Fri	509,149	1.14	96	0.98	126
Northeast, Nov-Dec, Sat	509,149	1.29	86	1.29	101
Midwest, Jan-Feb, Sun	551,834	0.89	158	0.87	184
Midwest, Jan-Feb, Mon	551,833	0.82	163	0.85	183
Midwest, Jan-Feb, Tue	620,812	0.87	176	0.93	191
Midwest, Jan-Feb, Wed	620,812	0.76	214	0.80	230
Midwest, Jan-Feb, Thurs	620,812	0.91	170	0.98	185
Midwest, Jan-Feb, Fri	551,834	0.92	155	0.94	175
Midwest, Jan-Feb, Sat	551,833	0.98	147	1.03	163
Midwest, Mar-Apr, Sun	689,792	0.83	214	0.81	250
Midwest, Mar-Apr, Mon	620,812	0.54	278	0.57	310
Midwest, Mar-Apr, Tue	551,834	0.63	228	0.61	260
Midwest, Mar-Apr, Wed	551,833	0.25	551	0.26	611
Midwest, Mar-Apr, Thurs	551,834	0.98	141	0.99	161
Midwest, Mar-Apr, Fri	620,812	1.12	142	1.09	166
Midwest, Mar-Apr, Sat	620,812	1.05	152	1.05	176
Midwest, May-Jun, Sun	551,834	1.59	88	1.54	105
Midwest, May-Jun, Mon	551,833	1.33	107	1.25	126
Midwest, May-Jun, Tue	620,812	1.47	108	1.44	129
Midwest, May-Jun, Wed	620,812	1.52	106	1.33	136
Midwest, May-Jun, Thurs	620,812	1.74	89	1.60	112
Midwest, May-Jun, Fri	620,812	1.98	85	1.92	100
Midwest, May-Jun, Sat	620,812	1.58	106	1.57	120
Midwest, Jul-Aug, Sun	620,813	1.38	116	1.44	130

Table 3. National Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Third Raking Dimension (Census Region by Pair Month by Day of Week) (Cont.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Midwest, Jul-Aug, Mon	620,812	1.39	111	1.34	136
Midwest, Jul-Aug, Tue	620,812	2.04	82	1.87	99
Midwest, Jul-Aug, Wed	620,812	1.60	95	1.57	113
Midwest, Jul-Aug, Thurs	620,812	1.85	80	1.81	100
Midwest, Jul-Aug, Fri	620,812	1.46	104	1.57	116
Midwest, Jul-Aug, Sat	551,834	1.29	110	1.26	130
Midwest, Sept-Oct, Sun	620,812	1.51	104	1.46	122
Midwest, Sept-Oct, Mon	620,812	1.58	103	1.56	117
Midwest, Sept-Oct, Tue	620,812	1.40	115	1.32	140
Midwest, Sept-Oct, Wed	620,812	1.41	109	1.34	132
Midwest, Sept-Oct, Thurs	551,834	1.40	100	1.40	117
Midwest, Sept-Oct, Fri	551,833	1.64	88	1.52	106
Midwest, Sept-Oct, Sat	620,812	1.51	114	1.48	128
Midwest, Nov-Dec, Sun	620,812	1.16	138	1.14	159
Midwest, Nov-Dec, Mon	620,812	1.13	144	1.15	162
Midwest, Nov-Dec, Tue	551,834	1.18	114	1.15	138
Midwest, Nov-Dec, Wed	551,833	1.42	101	1.29	124
Midwest, Nov-Dec, Thurs	620,812	1.23	126	1.18	151
Midwest, Nov-Dec, Fri	620,812	1.46	105	1.55	119
Midwest, Nov-Dec, Sat	620,812	1.23	124	1.29	137
South, Jan-Feb, Sun	848,129	0.91	202	0.92	240
South, Jan-Feb, Mon	848,129	0.71	247	0.73	283
South, Jan-Feb, Tue	954,144	0.87	230	0.87	267
South, Jan-Feb, Wed	954,144	0.81	241	0.86	279
South, Jan-Feb, Thurs	954,144	0.86	240	0.84	287
South, Jan-Feb, Fri	848,129	0.90	197	0.95	229
South, Jan-Feb, Sat	848,129	0.95	183	0.98	215
South, Mar-Apr, Sun	1,060,160	0.71	306	0.71	367
South, Mar-Apr, Mon	954,144	0.64	317	0.65	371
South, Mar-Apr, Tue	848,129	0.61	294	0.63	339
South, Mar-Apr, Wed	848,129	0.25	689	0.26	812
South, Mar-Apr, Thurs	848,129	0.99	171	1.02	203
South, Mar-Apr, Fri	954,144	1.25	170	1.22	200
South, Mar-Apr, Sat	954,144	1.08	183	1.15	213
South, May-Jun, Sun	848,129	1.59	117	1.50	143
South, May-Jun, Mon	848,129	1.48	117	1.46	145
South, May-Jun, Tue	954,144	1.59	127	1.54	154

Table 3. National Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Third Raking Dimension (Census Region by Pair Month by Day of Week) (Cont.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
South, May-Jun, Wed	954,144	1.85	108	1.71	139
South, May-Jun, Thurs	954,144	1.95	109	1.91	129
South, May-Jun, Fri	954,144	1.35	146	1.42	170
South, May-Jun, Sat	954,144	1.77	117	1.82	135
South, Jul-Aug, Sun	954,144	1.78	111	1.78	137
South, Jul-Aug, Mon	954,144	1.57	132	1.71	145
South, Jul-Aug, Tue	954,144	1.46	139	1.48	164
South, Jul-Aug, Wed	954,144	1.62	122	1.55	153
South, Jul-Aug, Thurs	954,144	1.65	129	1.60	154
South, Jul-Aug, Fri	954,144	1.70	125	1.64	152
South, Jul-Aug, Sat	848,129	1.51	117	1.43	147
South, Sept-Oct, Sun	954,144	1.61	127	1.45	165
South, Sept-Oct, Mon	954,144	1.94	111	1.91	131
South, Sept-Oct, Tue	954,144	1.57	124	1.45	162
South, Sept-Oct, Wed	954,144	1.75	119	1.59	152
South, Sept-Oct, Thurs	848,129	1.63	108	1.47	143
South, Sept-Oct, Fri	848,129	1.50	117	1.49	143
South, Sept-Oct, Sat	954,144	1.55	129	1.50	156
South, Nov-Dec, Sun	954,144	1.35	157	1.33	183
South, Nov-Dec, Mon	954,144	1.19	176	1.15	210
South, Nov-Dec, Tue	848,128	1.27	142	1.24	171
South, Nov-Dec, Wed	848,128	1.33	137	1.38	160
South, Nov-Dec, Thurs	954,144	1.45	137	1.42	169
South, Nov-Dec, Fri	954,144	1.48	144	1.44	176
South, Nov-Dec, Sat	954,144	1.35	150	1.21	191
West, Jan-Feb, Sun	500,747	1.04	103	1.06	117
West, Jan-Feb, Mon	500,747	0.90	125	0.92	143
West, Jan-Feb, Tue	563,341	0.96	130	0.96	151
West, Jan-Feb, Wed	563,340	1.04	116	1.07	132
West, Jan-Feb , Thurs	563,341	0.84	154	0.89	169
West, Jan-Feb, Fri	500,747	0.79	134	0.84	151
West, Jan-Feb, Sat	500,747	0.89	121	0.92	139
West, Mar-Apr, Sun	625,934	0.56	236	0.59	269
West, Mar-Apr, Mon	563,341	0.55	222	0.58	249
West, Mar-Apr, Tue	500,747	0.52	206	0.54	240
West, Mar-Apr, Wed	500,747	0.26	430	0.27	483
West, Mar-Apr, Thurs	500,747	1.01	107	1.03	124

Table 3. National Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Third Raking Dimension (Census Region by Pair Month by Day of Week) (Cont.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
West, Mar-Apr , Fri	563,341	0.99	122	0.95	150
West, Mar-Apr, Sat	563,340	1.05	113	1.07	134
West, May-Jun, Sun	500,747	0.93	119	0.95	137
West, May-Jun, Mon	500,747	1.36	89	1.23	107
West, May-Jun, Tue	563,341	1.23	103	1.29	114
West, May-Jun, Wed	563,341	1.09	121	1.09	140
West, May-Jun, Thurs	563,340	1.17	107	1.20	119
West, May-Jun, Fri	563,341	1.39	92	1.28	112
West, May-Jun, Sat	563,341	1.33	92	1.34	109
West, Jul-Aug, Sun	563,340	1.32	95	1.27	113
West, Jul-Aug, Mon	563,341	1.26	100	1.27	115
West, Jul-Aug, Tue	563,340	1.72	77	1.54	98
West, Jul-Aug, Wed	563,341	1.21	103	1.24	115
West, Jul-Aug, Thurs	563,340	1.32	96	1.31	111
West, Jul-Aug, Fri	563,341	1.32	91	1.29	107
West, Jul-Aug, Sat	500,747	1.05	100	1.05	117
West, Sept-Oct, Sun	563,341	2.06	59	1.91	75
West, Sept-Oct, Mon	563,340	1.69	70	1.73	82
West, Sept-Oct, Tue	563,341	1.83	65	1.63	82
West, Sept-Oct, Wed	563,341	1.77	69	1.56	86
West, Sept-Oct, Thurs	500,747	1.93	55	2.01	64
West, Sept-Oct, Fri	500,747	1.77	57	1.74	71
West, Sept-Oct, Sat	563,341	1.54	73	1.60	85
West, Nov-Dec, Sun	563,340	0.96	115	1.12	127
West, Nov-Dec, Mon	563,341	1.02	116	1.04	136
West, Nov-Dec, Tue	500,747	1.23	84	1.20	104
West, Nov-Dec, Wed	500,747	1.34	81	1.26	98
West, Nov-Dec, Thurs	563,341	1.59	85	1.41	106
West, Nov-Dec, Fri	563,340	1.29	98	1.15	125
West, Nov-Dec, Sat	563,341	1.28	95	1.30	108
Total	107,368,651	1.08	22,178	1.08	26,038

Table 3. National Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fourth Raking Dimension (Household Size)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
One Person	27,717,611	1.24	5,613	1.24	5,613
Two Pesons	35,034,278	0.98	8,445	0.98	10,062
Three Persons	17,751,261	1.05	3,397	1.05	4,168
Four Plus Persons	26,865,501	1.09	4,723	1.08	6,195
Total	107,368,651	1.08	22,178	1.08	26,038

Fifth Raking Dimension (Tenure)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Owner	71,065,757	0.96	17,580	0.96	20,515
Renter	36,302,894	1.41	4,598	1.42	5,523
Total	107,368,651	1.08	22,178	1.08	26,038

Sixth Raking Dimension (MSA status by Month)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
1+ million, rail, Jan	1,609,353	1.17	238	1.16	300
1+ million, rail, Feb	1,453,610	0.66	380	0.71	448
1+ million, rail, Mar	1,609,353	0.75	371	0.78	443
1+ million, rail, Apr	1,557,439	0.53	518	0.54	633
1+ million, rail, May	1,609,353	1.35	224	1.30	277
1+ million, rail, Jun	1,557,439	1.70	165	1.65	210
1+ million, rail, July	1,609,353	1.90	160	1.89	195
1+ million, rail, Aug	1,609,353	1.11	265	1.09	331
1+ million, rail, Sept	1,557,439	1.53	182	1.42	238
1+ million, rail, Oct	1,609,353	1.82	148	1.82	188
1+ million, rail, Nov	1,557,439	1.59	178	1.45	233
1+ million, rail, Dec	1,609,353	1.13	260	1.12	320
1+ mil, no rail, Jan	3,562,978	1.08	724	1.07	843
1+ mil, no rail, Feb	3,218,174	0.70	991	0.73	1,122
1+ mil, no rail, Mar	3,562,978	0.70	1,104	0.69	1,284

Table 3. National Sample Household Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Sixth Raking Dimension (MSA status by Month) (Cont.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
1+ mil, no rail, Apr	3,448,044	0.54	1,371	0.54	1,614
1+ mil, no rail, May	3,562,978	1.38	570	1.34	680
1+ mil, no rail, Jun	3,448,044	1.47	519	1.47	599
1+ mil, no rail, July	3,562,978	1.99	404	1.85	506
1+ mil, no rail, Aug	3,562,978	1.22	633	1.25	732
1+ mil, no rail, Sept	3,448,044	1.58	461	1.49	578
1+ mil, no rail, Oct	3,562,978	1.72	463	1.71	541
1+ mil, no rail, Nov	3,448,044	1.36	544	1.31	655
1+ mil, no rail, Dec	3,562,979	1.09	714	1.09	831
< 1 million, Jan	2,116,007	1.11	453	1.14	513
< 1 million, Feb	1,911,232	0.66	667	0.70	750
< 1 million, Mar	2,116,007	0.66	737	0.70	821
< 1 million, Apr	2,047,748	0.55	870	0.56	999
< 1 million, May	2,116,007	1.36	364	1.37	430
< 1 million, Jun	2,047,748	1.51	314	1.49	373
< 1 million, July	2,116,007	1.79	272	1.76	325
< 1 million, Aug	2,116,007	1.19	416	1.19	477
< 1 million, Sept	2,047,748	1.49	317	1.39	398
< 1 million, Oct	2,116,007	1.54	319	1.51	379
< 1 million, Nov	2,047,748	1.49	326	1.49	382
< 1 million, Dec	2,116,007	1.17	424	1.14	501
Non-MSA, Jan	1,830,643	1.27	374	1.27	425
Non-MSA, Feb	1,653,484	0.69	614	0.72	675
Non-MSA, Mar	1,830,643	0.71	664	0.73	739
Non-MSA, Apr	1,771,590	0.54	834	0.55	950
Non-MSA, May	1,830,643	1.39	342	1.34	411
Non-MSA, Jun	1,771,590	1.53	302	1.47	363
Non-MSA, July	1,830,643	2.19	219	2.05	270
Non-MSA, Aug	1,830,643	1.12	420	1.15	473
Non-MSA, Sept	1,771,590	1.45	310	1.43	364
Non-MSA, Oct	1,830,643	1.69	281	1.67	329
Non-MSA, Nov	1,771,590	1.51	313	1.43	373
Non-MSA, Dec	1,830,642	1.08	439	1.06	517
Total	107,368,651	1.08	22,178	1.08	26,038

Table 4. National Sample Person Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes

First Raking Dimension (Hispanic/Non-Hispanic by Month)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Hispanic, Jan	2,976,272	1.13	312	1.21	387
Hispanic, Feb	2,688,246	0.65	450	0.73	548
Hispanic, Mar	2,976,272	0.66	517	0.71	634
Hispanic, Apr	2,880,264	0.60	571	0.55	740
Hispanic, May	2,976,272	2.14	173	2.22	219
Hispanic, Jun	2,880,264	2.28	155	2.26	197
Hispanic, Jul	2,976,272	3.18	130	2.75	175
Hispanic, Aug	2,976,273	1.33	271	1.20	363
Hispanic, Sept	2,880,264	1.07	282	1.00	423
Hispanic, Oct	2,976,272	1.56	224	1.44	301
Hispanic, Nov	2,880,264	1.40	235	1.42	319
Hispanic, Dec	2,976,273	1.09	309	1.04	421
Non-Hispanic, Jan	20,567,435	1.10	4,054	1.10	4,504
Non-Hispanic, Feb	18,577,038	0.67	5,927	0.69	6,451
Non-Hispanic, Mar	20,567,435	0.68	6,587	0.69	7,216
Non-Hispanic, Apr	19,903,970	0.53	8,120	0.54	8,977
Non-Hispanic, May	20,567,435	1.33	3,341	1.31	3,818
Non-Hispanic, Jun	19,903,970	1.48	2,950	1.46	3,324
Non-Hispanic, Jul	20,567,435	1.92	2,338	1.85	2,724
Non-Hispanic, Aug	20,567,435	1.16	3,903	1.16	4,299
Non-Hispanic, Sept	19,903,969	1.55	2,809	1.51	3,213
Non-Hispanic, Oct	20,567,435	1.62	2,790	1.63	3,102
Non-Hispanic, Nov	19,903,969	1.50	3,004	1.43	3,395
Non-Hispanic, Dec	20,567,435	1.10	4,066	1.12	4,532
Total	277,208,169	1.06	53,518	1.06	60,282

Second Raking Dimension (Black/Non-Black)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Black	33,368,322	1.44	3,010	1.44	3,773
Non-Black	243,839,847	1.03	50,508	1.03	56,509
Total	277,208,169	1.06	53,518	1.06	60,282

Table 4. National Sample Person Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Third Raking Dimension (Sex by Age)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Male, 0 to 17 years	37,324,345	1.11	6,504	1.10	7,404
Male, 18 to 34 years	32,949,783	1.37	4,193	1.35	4,931
Male, 35 to 44 years	21,758,024	1.12	3,955	1.14	4,390
Male, 45 to 64 years	29,216,368	0.90	7,001	0.90	7,745
Male, 65 and over	14,042,687	0.94	3,853	0.96	4,113
Female, 0 to 17 years	35,584,159	1.09	6,283	1.08	7,174
Female, 18 to 34 yrs	32,812,831	1.25	4,671	1.25	5,541
Female, 35 to 44 yrs	22,544,089	1.10	4,184	1.07	4,857
Female, 45 to 64 yrs	31,590,554	0.85	7,876	0.86	8,788
Female, 65 and over	19,385,329	1.00	4,998	1.01	5,339
Total	277,208,169	1.06	53,518	1.06	60,282

Fourth Raking Dimension (Census Region by Pair Month by Day of Week)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Northeast, Jan-Feb, Sun	1,152,946	0.77	280	0.80	316
Northeast, Jan-Feb, Mon	1,152,945	0.83	267	0.83	294
Northeast, Jan-Feb, Tue	1,297,062	0.74	331	0.78	361
Northeast, Jan-Feb, Wed	1,297,062	0.84	326	0.79	367
Northeast, Jan-Feb, Thurs	1,297,062	0.82	279	0.90	306
Northeast, Jan-Feb, Fri	1,152,945	0.73	274	0.80	302
Northeast, Jan-Feb, Sat	1,152,945	0.67	289	0.73	324
Northeast, Mar-Apr, Sun	1,441,181	0.77	365	0.71	420
Northeast, Mar-Apr, Mon	1,297,062	0.48	515	0.47	581
Northeast, Mar-Apr, Tue	1,152,945	0.64	365	0.66	398
Northeast, Mar-Apr, Wed	1,152,945	0.21	978	0.23	1,065
Northeast, Mar-Apr, Thurs	1,152,945	1.12	231	1.14	250
Northeast, Mar-Apr, Fri	1,297,062	1.02	267	0.92	321
Northeast, Mar-Apr, Sat	1,297,062	1.10	251	1.12	272
Northeast, May-Jun, Sun	1,152,945	1.44	179	1.37	203
Northeast, May-Jun, Mon	1,152,945	1.22	184	1.34	200
Northeast, May-Jun, Tue	1,297,062	1.16	216	1.17	247
Northeast, May-Jun, Wed	1,297,062	1.39	180	1.32	210
Northeast, May-Jun, Thurs	1,297,062	1.28	181	1.31	209

Table 4. National Sample Person Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fourth Raking Dimension (Census Region by Pair Month by Day of Week) (Cont.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Northeast, May-Jun, Fri	1,297,062	1.45	191	1.37	217
Northeast, May-Jun, Sat	1,297,062	1.24	207	1.22	233
Northeast, Jul-Aug, Sun	1,297,062	1.25	202	1.21	232
Northeast, Jul-Aug, Mon	1,297,062	1.87	147	1.79	162
Northeast, Jul-Aug, Tue	1,297,062	1.20	220	1.17	252
Northeast, Jul-Aug, Wed	1,297,062	1.47	185	1.51	201
Northeast, Jul-Aug, Thurs	1,297,062	1.44	185	1.43	212
Northeast, Jul-Aug, Fri	1,297,062	1.21	216	1.19	244
Northeast, Jul-Aug, Sat	1,152,945	1.46	165	1.25	191
Northeast, Sept-Oct, Sun	1,297,062	1.40	169	1.44	199
Northeast, Sept-Oct, Mon	1,297,062	1.83	126	1.67	145
Northeast, Sept-Oct, Tue	1,297,062	1.41	179	1.39	206
Northeast, Sept-Oct, Wed	1,297,062	1.20	226	1.20	254
Northeast, Sept-Oct, Thurs	1,152,945	1.17	178	1.31	182
Northeast, Sept-Oct, Fri	1,152,945	1.87	123	1.82	147
Northeast, Sept-Oct, Sat	1,297,062	1.43	165	1.60	178
Northeast, Nov-Dec, Sun	1,297,062	0.89	290	0.89	319
Northeast, Nov-Dec, Mon	1,297,062	1.43	202	1.25	240
Northeast, Nov-Dec, Tue	1,152,945	1.01	228	0.99	260
Northeast, Nov-Dec, Wed	1,152,945	1.58	152	1.50	175
Northeast, Nov-Dec, Thurs	1,297,063	1.45	173	1.39	197
Northeast, Nov-Dec, Fri	1,297,063	1.34	207	1.10	260
Northeast, Nov-Dec, Sat	1,297,063	1.33	203	1.31	226
Midwest, Jan-Feb, Sun	1,389,952	0.81	399	0.81	450
Midwest, Jan-Feb, Mon	1,389,951	0.85	380	0.86	414
Midwest, Jan-Feb, Tue	1,563,694	0.89	397	0.95	419
Midwest, Jan-Feb, Wed	1,563,694	0.75	518	0.75	558
Midwest, Jan-Feb, Thurs	1,563,694	0.84	425	0.90	448
Midwest, Jan-Feb, Fri	1,389,951	0.98	350	0.97	388
Midwest, Jan-Feb, Sat	1,389,952	0.90	371	0.95	396
Midwest, Mar-Apr, Sun	1,737,438	0.82	505	0.82	565
Midwest, Mar-Apr, Mon	1,563,695	0.47	718	0.49	786
Midwest, Mar-Apr, Tue	1,389,951	0.67	521	0.65	573
Midwest, Mar-Apr, Wed	1,389,951	0.25	1,323	0.25	1,441
Midwest, Mar-Apr, Thurs	1,389,951	0.95	344	0.98	370
Midwest, Mar-Apr, Fri	1,563,695	1.04	359	0.99	408
Midwest, Mar-Apr, Sat	1,563,694	0.94	375	1.01	419

Table 4. National Sample Person Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fourth Raking Dimension (Census Region by Pair Month by Day of Week) (Cont.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Midwest, May-Jun, Sun	1,389,951	1.35	232	1.36	263
Midwest, May-Jun, Mon	1,389,951	1.40	245	1.30	279
Midwest, May-Jun, Tue	1,563,695	1.25	279	1.32	316
Midwest, May-Jun, Wed	1,563,694	1.60	239	1.39	299
Midwest, May-Jun, Thurs	1,563,694	1.88	199	1.79	233
Midwest, May-Jun, Fri	1,563,694	1.74	224	1.81	246
Midwest, May-Jun, Sat	1,563,694	1.64	247	1.64	271
Midwest, Jul-Aug, Sun	1,563,694	1.36	274	1.41	299
Midwest, Jul-Aug, Mon	1,563,694	1.38	271	1.28	313
Midwest, Jul-Aug, Tue	1,563,694	2.26	181	1.96	223
Midwest, Jul-Aug, Wed	1,563,695	1.59	221	1.52	264
Midwest, Jul-Aug, Thurs	1,563,694	1.73	213	1.66	245
Midwest, Jul-Aug, Fri	1,563,694	1.36	253	1.47	278
Midwest, Jul-Aug, Sat	1,389,951	1.21	287	1.20	314
Midwest, Sept-Oct, Sun	1,563,694	1.29	267	1.35	297
Midwest, Sept-Oct, Mon	1,563,694	1.44	268	1.38	293
Midwest, Sept-Oct, Tue	1,563,694	1.44	267	1.32	317
Midwest, Sept-Oct, Wed	1,563,694	1.24	283	1.23	320
Midwest, Sept-Oct, Thurs	1,389,952	1.30	240	1.36	267
Midwest, Sept-Oct, Fri	1,389,951	1.65	213	1.53	246
Midwest, Sept-Oct, Sat	1,563,694	1.53	271	1.45	297
Midwest, Nov-Dec, Sun	1,563,694	1.13	330	1.11	371
Midwest, Nov-Dec, Mon	1,563,694	1.10	352	1.13	382
Midwest, Nov-Dec, Tue	1,389,951	1.12	285	1.10	329
Midwest, Nov-Dec, Wed	1,389,951	1.61	211	1.43	254
Midwest, Nov-Dec, Thurs	1,563,694	1.18	315	1.13	358
Midwest, Nov-Dec, Fri	1,563,695	1.36	265	1.43	286
Midwest, Nov-Dec, Sat	1,563,694	1.09	320	1.16	338
South, Jan-Feb, Sun	2,162,608	0.89	491	0.89	558
South, Jan-Feb, Mon	2,162,609	0.71	588	0.70	659
South, Jan-Feb, Tue	2,432,935	0.94	503	0.96	556
South, Jan-Feb, Wed	2,432,935	0.72	602	0.79	661
South, Jan-Feb, Thurs	2,432,935	0.85	556	0.85	636
South, Jan-Feb, Fri	2,162,609	0.87	481	0.95	527
South, Jan-Feb, Sat	2,162,609	0.89	440	0.90	520
South, Mar-Apr, Sun	2,703,261	0.71	720	0.70	808
South, Mar-Apr, Mon	2,432,935	0.65	736	0.63	839

Table 4. National Sample Person Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fourth Raking Dimension (Census Region by Pair Month by Day of Week) (Cont.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
South, Mar-Apr, Tue	2,162,609	0.56	723	0.60	805
South, Mar-Apr, Wed	2,162,609	0.25	1,633	0.25	1,859
South, Mar-Apr, Thurs	2,162,609	0.95	389	1.05	429
South, Mar-Apr, Fri	2,432,935	1.31	383	1.29	427
South, Mar-Apr, Sat	2,432,935	1.00	457	1.10	504
South, May-Jun, Sun	2,162,609	1.71	263	1.59	308
South, May-Jun, Mon	2,162,609	1.46	269	1.44	316
South, May-Jun, Tue	2,432,935	1.68	286	1.54	338
South, May-Jun, Wed	2,432,935	2.00	246	1.78	301
South, May-Jun, Thurs	2,432,935	2.30	231	2.12	272
South, May-Jun, Fri	2,432,935	1.31	345	1.40	382
South, May-Jun, Sat	2,432,935	1.74	271	1.82	305
South, Jul-Aug, Sun	2,432,935	1.81	258	1.73	304
South, Jul-Aug, Mon	2,432,935	1.65	302	1.76	325
South, Jul-Aug, Tue	2,432,935	1.53	309	1.55	346
South, Jul-Aug, Wed	2,432,935	1.69	286	1.60	334
South, Jul-Aug, Thurs	2,432,935	1.70	302	1.69	341
South, Jul-Aug, Fri	2,432,935	1.76	285	1.71	327
South, Jul-Aug, Sat	2,162,609	1.42	274	1.39	325
South, Sept-Oct, Sun	2,432,935	1.54	304	1.38	376
South, Sept-Oct, Mon	2,432,935	1.81	287	1.76	324
South, Sept-Oct, Tue	2,432,935	1.54	296	1.42	354
South, Sept-Oct, Wed	2,432,935	1.73	270	1.68	320
South, Sept-Oct, Thurs	2,162,609	1.47	255	1.42	321
South, Sept-Oct, Fri	2,162,609	1.43	300	1.39	346
South, Sept-Oct, Sat	2,432,935	1.61	293	1.57	338
South, Nov-Dec, Sun	2,432,935	1.46	344	1.45	387
South, Nov-Dec, Mon	2,432,935	1.20	405	1.20	460
South, Nov-Dec, Tue	2,162,609	1.26	320	1.22	371
South, Nov-Dec, Wed	2,162,609	1.25	328	1.36	367
South, Nov-Dec, Thurs	2,432,935	1.51	322	1.47	375
South, Nov-Dec, Fri	2,432,935	1.48	320	1.57	363
South, Nov-Dec, Sat	2,432,935	1.41	346	1.23	419
West, Jan-Feb, Sun	1,370,291	1.07	247	1.07	273
West, Jan-Feb, Mon	1,370,292	0.92	298	0.98	336
West, Jan-Feb, Tue	1,541,578	0.86	351	0.90	387
West, Jan-Feb, Wed	1,541,578	1.02	313	1.03	343

Table 4. National Sample Person Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fourth Raking Dimension (Census Region by Pair Month by Day of Week) (Cont.)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
West, Jan-Feb , Thurs	1,541,578	0.90	361	0.93	392
West, Jan-Feb, Fri	1,370,292	0.85	315	0.89	347
West, Jan-Feb, Sat	1,370,291	0.93	311	0.89	352
West, Mar-Apr, Sun	1,712,865	0.55	599	0.60	663
West, Mar-Apr, Mon	1,541,577	0.57	559	0.57	614
West, Mar-Apr, Tue	1,370,292	0.54	517	0.53	582
West, Mar-Apr, Wed	1,370,292	0.28	1,070	0.27	1,165
West, Mar-Apr, Thurs	1,370,292	1.01	276	1.04	304
West, Mar-Apr, Fri	1,541,577	1.00	315	0.95	363
West, Mar-Apr, Sat	1,541,578	1.02	301	1.05	336
West, May-Jun, Sun	1,370,292	1.00	293	1.03	316
West, May-Jun, Mon	1,370,292	1.62	201	1.38	239
West, May-Jun, Tue	1,541,577	1.26	259	1.38	275
West, May-Jun, Wed	1,541,578	1.18	276	1.22	309
West, May-Jun, Thurs	1,541,578	1.24	242	1.31	268
West, May-Jun, Fri	1,541,578	1.66	204	1.46	246
West, May-Jun, Sat	1,541,578	1.37	230	1.40	257
West, Jul-Aug, Sun	1,541,578	1.34	237	1.23	272
West, Jul-Aug, Mon	1,541,578	1.50	230	1.42	262
West, Jul-Aug, Tue	1,541,578	1.81	188	1.66	231
West, Jul-Aug, Wed	1,541,577	1.25	257	1.25	282
West, Jul-Aug, Thurs	1,541,578	1.50	215	1.47	247
West, Jul-Aug, Fri	1,541,578	1.34	225	1.34	255
West, Jul-Aug, Sat	1,370,292	0.98	254	1.04	280
West, Sept-Oct, Sun	1,541,578	2.03	140	1.93	174
West, Sept-Oct, Mon	1,541,578	1.69	184	1.72	202
West, Sept-Oct, Tue	1,541,578	1.94	153	1.84	183
West, Sept-Oct, Wed	1,541,578	1.86	168	1.51	208
West, Sept-Oct, Thurs	1,370,291	2.01	140	2.13	153
West, Sept-Oct, Fri	1,370,292	1.67	146	1.62	172
West, Sept-Oct, Sat	1,541,578	1.30	194	1.51	220
West, Nov-Dec, Sun	1,541,578	0.96	287	1.07	308
West, Nov-Dec, Mon	1,541,578	0.97	308	1.02	343
West, Nov-Dec, Tue	1,370,292	1.16	207	1.24	249
West, Nov-Dec, Wed	1,370,292	1.32	202	1.37	228
West, Nov-Dec, Thurs	1,541,578	1.86	203	1.57	241
West, Nov-Dec, Fri	1,541,577	1.13	265	1.07	317
West, Nov-Dec, Sat	1,541,578	1.40	224	1.41	244
Total	277,208,169	1.06	53,518	1.06	60,282

Table 4. National Sample Person Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fifth Raking Dimension (MSA by Month)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
1+ million, rail, Jan	4,304,608	1.24	539	1.17	650
1+ million, rail, Feb	3,888,034	0.64	894	0.69	1,018
1+ million, rail, Mar	4,304,608	0.72	915	0.76	1,049
1+ million, rail, Apr	4,165,750	0.54	1,237	0.54	1,436
1+ million, rail, May	4,304,608	1.47	530	1.35	626
1+ million, rail, Jun	4,165,750	1.62	402	1.64	490
1+ million, rail, July	4,304,608	1.92	392	1.88	454
1+ million, rail, Aug	4,304,609	1.17	639	1.08	745
1+ million, rail, Sept	4,165,750	1.40	469	1.34	564
1+ million, rail, Oct	4,304,609	1.70	401	1.60	479
1+ million, rail, Nov	4,165,750	1.68	420	1.46	521
1+ million, rail, Dec	4,304,609	1.14	615	1.17	717
1+ mil, no rail, Jan	9,281,594	1.03	1,784	1.06	2,001
1+ mil, no rail, Feb	8,383,376	0.68	2,428	0.70	2,683
1+ mil, no rail, Mar	9,281,594	0.69	2,749	0.67	3,085
1+ mil, no rail, Apr	8,982,187	0.53	3,397	0.53	3,808
1+ mil, no rail, May	9,281,594	1.43	1,322	1.40	1,511
1+ mil, no rail, Jun	8,982,187	1.50	1,245	1.49	1,379
1+ mil, no rail, July	9,281,595	2.06	961	1.97	1,131
1+ mil, no rail, Aug	9,281,595	1.19	1,564	1.23	1,736
1+ mil, no rail, Sept	8,982,187	1.44	1,156	1.43	1,375
1+ mil, no rail, Oct	9,281,593	1.72	1,121	1.74	1,243
1+ mil, no rail, Nov	8,982,187	1.38	1,314	1.35	1,503
1+ mil, no rail, Dec	9,281,593	1.06	1,723	1.07	1,942
< 1 million, Jan	5,362,696	1.08	1,113	1.12	1,213
< 1 million, Feb	4,843,724	0.64	1,635	0.67	1,781
< 1 million, Mar	5,362,696	0.62	1,803	0.67	1,949
< 1 million, Apr	5,189,705	0.54	2,072	0.55	2,298
< 1 million, May	5,362,696	1.37	838	1.42	957
< 1 million, Jun	5,189,705	1.55	741	1.57	829
< 1 million, July	5,362,696	1.82	623	1.75	736
< 1 million, Aug	5,362,696	1.22	969	1.20	1,074
< 1 million, Sept	5,189,705	1.50	755	1.42	892
< 1 million, Oct	5,362,696	1.41	804	1.42	908
< 1 million, Nov	5,189,705	1.50	779	1.52	873
< 1 million, Dec	5,362,696	1.19	988	1.18	1,117
Non-MSA, Jan	4,594,810	1.19	930	1.17	1,027
Non-MSA, Feb	4,150,151	0.70	1,420	0.72	1,517

Table 4. National Sample Person Control Totals and Adjustment Factors Used in Weighting, and Sample Sizes (Continued)

Fifth Raking Dimension (MSA by Month)					
Cell ID	Control Total	Adjustment for 100% Reported Households	Sample Size	Adjustment for Useable Households	Sample Size
Non-MSA, Mar	4,594,810	0.69	1,637	0.69	1,767
Non-MSA, Apr	4,446,589	0.55	1,985	0.55	2,175
Non-MSA, May	4,594,810	1.34	824	1.34	943
Non-MSA, Jun	4,446,589	1.59	717	1.47	823
Non-MSA, July	4,594,810	2.32	492	2.18	578
Non-MSA, Aug	4,594,810	1.12	1,002	1.11	1,107
Non-MSA, Sept	4,446,589	1.55	711	1.46	805
Non-MSA, Oct	4,594,810	1.62	688	1.60	773
Non-MSA, Nov	4,446,590	1.54	726	1.48	817
Non-MSA, Dec	4,594,810	1.07	1,049	1.05	1,177
Total	277,208,169	1.06	53,518	1.06	60,282

Table 5. Control Totals for Checking Output

Variable	Sample Size	Weighted Sum (1000000's)	Lower 95% Confidence Interval Estimate* (1000000's)	Upper 95% Confidence Interval Estimate* (1000000's)	File Processed	Comments
Households	69,817	107	107	107	Household	Sum over WTHHFIN
Persons	160,758	277	277	277	Person	Sum over WTPERFIN
Household vehicles	139,382	203	201	204	Vehicle	Sum over WTHHFIN
Drivers	116,345	190	190	191	Person	Sum over WTPERFIN Where DRIVER="1"
Workers	85,350	145	144	146	Person	Sum over WTPERFIN Where WORKER="1"
Travel Day Person Trips	642,292	407,262	404,073	410,452	Travel Day	Sum over WTTRDFIN
Person Miles of Travel (PMT) **	634,373	3,972,749	3,844,264	4,101,234	Travel Day	Sum over TRPMILES weighted with WTTRDFIN where TRPMILES >= 0

Table 5. Control Totals for Checking Output (Cont.)

Variable	Sample Size	Weighted Sum (1000000's)	Lower 95% Confidence Interval Estimate* (1000000's)	Upper 95% Confidence Interval Estimate* (1000000's)	File Processed	Comments
Vehicle Trips (travel day)	387,428	233,040	230,966	235,114	Travel Day	Sum over WTTRDFIN where DRVR_FLG='1', POV only.
Vehicle Miles of Travel (VMT) **	384,732	2,274,797	2,231,694	2,317,901	Travel Day	Sum over TRPMILES weighted with WTTRDFIN where TRPMILES >= 0, DRVR_FLG='1', POV only.

* The Upper 95% confidence interval is calculated by adding two standard errors to the Weighted Sum and the Lower 95% confidence interval is calculated by subtracting two standard errors from the Weighted Sum.

** Sample sizes for Person Miles of Travel and Vehicle Miles of Travel are for trips with miles reported.

APPENDIX G

STANDARD TABLES AND LOGIC

The Excel file named "APPENDIX G.xls" contains one worksheet for each of the commonly requested tables listed below. For each cell, the table contains the sample size (unweighted number of cases), weighted size, and the standard error of the weighted estimate. Standard errors are more important when sample sizes are smaller. The cells of the tables show the standard errors for subsets of the data.

Table 1: Number of Households by Household Income and Household Vehicles

Table 2: Number of Household Vehicles by Vehicle Age and Type

Table 3: Number of Persons in Households, by Age and Sex

Table 4: Number of Drivers by Annual Miles Driven, Age and Sex

Table 5: Number of Workers by Work Trip Time and MSA Size

Table 6: Number of Travel Day Person Trips, by Mode and Purpose

Table 7: Average Number of Travel Day Trips per Person, by Age and Sex
(NOTE: The rates in this table are per travelling person. Persons who made no travel day trips are excluded from the rates shown here.)

Table 8: Number of Travel Day Person Miles Traveled, by Mode and Purpose

Table 9: Number of Travel Day Vehicle Trips, by Trip Length and Purpose (POV Only)

Table 10: Number of Travel Day Vehicle Miles Traveled, by Trip Length and Purpose (POV Only)

Table 12: Average Vehicle Occupancy, by Trip Length and Purpose (POV Only)
(NOTE: The rates in this table are computed as POV person trips divided by vehicle trips. A different rate will be obtained if POV person miles are divided by vehicle miles of travel.)

Appendix G Notes

Table 2: The age of the vehicle was determined by subtracting the year of the vehicle from the year of the household interview. For example, if the household interview was completed in 2001 and the vehicle was a 1998 model, the age of the vehicle would be 3 years old (2001–1998=3).

Table 6: POV travel includes car, van, SUV, pickup or other truck, RV, or motorcycle. Bus includes public transit, commuter bus, school, or charter. Train includes Amtrak, commuter train, subway/rail, or street car. Other includes taxi, limo, shuttle, bicycle, and other modes.

Table 8: POV travel includes car, van, SUV, pickup or other truck, RV, or motorcycle. Bus includes public transit, commuter bus, school, or charter. Train includes Amtrak, commuter train, subway/rail, or street car. Other includes taxi, limo, shuttle, bicycle, and other modes. Sample size reflects the number of travel day trips with miles reported.

Table 9: The trip distance for eighteen records fell between the “0-5” and “6-10” mile categories. The trip distance for these eighteen records was rounded down to 5 or up to 6 so they could be categorized. POV travel includes car, van, SUV, pickup or other truck, RV, or motorcycle.

Table 10: The trip distance for eighteen records fell between the “0-5” and “6-10” mile categories. The trip distance for these eighteen records was rounded down to 5 or up to 6 so they could be categorized. The weighted sum shown in Table 10 (wgt=2,274,801,227,000) will differ slightly from the weighted sum reported in Appendix F, Table 5 (wgt=2,274,797,000,000) due to the rounding of these eighteen trip distances. POV travel includes car, van, SUV, pickup or other truck, RV, or motorcycle.

Table 12: This table reflects a trip-based occupancy rate (i.e. persons per vehicle trip), as opposed to a mileage-based occupancy rate (i.e. person miles per vehicle mile). The trip distance for eighteen records fell between the “0-5” and “6-10” mile categories. The trip distance for these eighteen records was rounded down to 5 or up to 6 so they could be categorized. POV travel includes car, van, SUV, pickup or other truck, RV, or motorcycle.

Table 1: Number of Households, By Family Income and Household Vehicles

		Number of Household Vehicles					
Household Income		None	One	Two	Three	Four or more	**Total**
Under $10,000	Sample Size	1392	1906	648	190	102	4238
	Weighted Size	3363831.16	4055978.68	1328524.71	454577.35	217598.03	9420509.92
	SE Weighted	121843.22	145412.58	87926.89	48291.51	42033.60	194981.85
$10,000 - $24,999	Sample Size	1271	5257	2848	799	361	10536
	Weighted Size	2380861.96	9564876.84	4888855.61	1472032.02	671891.55	18978517.99
	SE Weighted	96830.63	214705.30	174661.68	80572.23	51632.23	259962.48
$25,000 - $49,999	Sample Size	639	6732	9176	3228	1623	21398
	Weighted Size	1205178.01	11318644.88	13152043.35	4661211.53	2426932.84	32764010.63
	SE Weighted	73934.27	210932.41	235527.15	126203.64	91379.71	301076.46
$50,000 - $99,999	Sample Size	183	2641	10130	4491	2610	20055
	Weighted Size	297818.67	4646145.98	12635598.96	5933625.12	3469858.55	26983047.28
	SE Weighted	33524.70	170110.71	200959.82	140251.84	118437.15	265745.87
$100,000 and over	Sample Size	99	574	3492	1763	1179	7107
	Weighted Size	209831.40	992009.49	5016482.57	2576533.91	1587933.74	10382791.10
	SE Weighted	32046.38	70475.36	141398.03	100098.41	71324.18	178321.54
Not Determined	Sample Size	687	2066	2523	830	377	6483
	Weighted Size	1258059.27	3179435.16	2916415.23	960623.45	521936.21	8836469.32
	SE Weighted	78759.75	126415.84	106946.23	67963.33	46330.68	204951.03
Total	Sample Size	4271	19176	28817	11301	6252	69817
	Weighted Size	8715580.48	33757091.03	39937920.45	16058603.37	8896150.91	107365346.24
	SE Weighted	181221.82	310534.50	304303.54	219995.16	179647.38	3323.57

Table 2: Number of Household Vehicles, By Vehicle Age and Type

		Vehicle Age in Years					
Vehicle Type		0 to 2	3 to 5	6 to 9	10 or more	Not Determined	**Total**
Automobile	Sample Size	15120	15850	19330	24471	1755	76526
	Weighted Size	21570128.97	22880247.76	27819481.94	38774239.97	3483833.75	114527932.39
	SE Weighted	319112.28	328994.00	375659.77	462614.96	143667.95	643571.78
Van	Sample Size	3275	3506	3646	3100	358	13885
	Weighted Size	4073551.17	4205787.63	4716549.54	4530865.81	719961.14	18246715.28
	SE Weighted	124392.59	118449.00	141529.97	137802.99	71752.91	248022.60
Sport utility	Sample Size	5529	4551	3384	3142	331	16937
	Weighted Size	8362714.19	6110390.18	4529568.51	4657809.24	630941.84	24291423.96
	SE Weighted	179025.35	167409.56	139214.41	152681.35	53780.97	309056.12
Pickup Truck	Sample Size	5278	4823	5347	9403	721	25572
	Weighted Size	7322552.22	6772157.17	7413606.36	14468865.84	1364257.64	37341439.23
	SE Weighted	176433.79	191273.76	170248.63	257234.11	85347.83	358270.67
Other Truck	Sample Size	71	58	71	339	48	587
	Weighted Size	114833.92	99536.69	101406.77	591011.09	89571.08	996359.55
	SE Weighted	27270.28	20057.76	21010.94	53675.34	25341.19	66676.90
RV	Sample Size	121	137	153	507	40	958
	Weighted Size	172108.97	176367.85	254288.61	737043.64	60642.57	1400451.64
	SE Weighted	24290.80	23863.61	31446.76	52570.18	17459.05	71041.71
Motorcycle	Sample Size	780	525	426	1962	318	4011
	Weighted Size	935463.44	715921.62	483297.07	1923397.89	445519.90	4503599.92
	SE Weighted	82146.51	52857.07	42978.14	93799.69	49786.31	151425.42
Other	Sample Size	193	122	93	252	132	792
	Weighted Size	324475.32	192261.55	118887.28	322784.15	152296.24	1110704.54
	SE Weighted	39276.32	43363.29	23771.45	40945.11	28825.65	88112.74
Not Determined	Sample Size	3	1	5	7	98	114
	Weighted Size	4547.85	1878.41	5058.45	14633.74	141455.36	167573.80
	SE Weighted	4291.08	1887.21	4711.99	14123.19	34703.99	38472.81
Total	Sample Size	30370	29573	32455	43183	3801	139382
	Weighted Size	42880376.06	41154548.85	45442144.51	66020651.38	7088479.51	202586200.30
	SE Weighted	447979.99	378865.07	430035.19	590540.72	211860.26	672071.90

Note: Vehicle age is determined by subtracting the year of the vehicle from the year of the household interview.

Table 3: Number of Persons in Households, By Sex and Age

		Age										
Sex		0-4	5-15	16-19	20-24	25-34	35-44	45-54	55-64	65 and over	Not Determined	**Total**
Male	Sample Size	4891	12348	3582	3061	8213	11894	12123	8587	10836	930	76465
	Weighted Size	9955518.93	23113048.99	7401497.93	8554523.54	20234465.67	21454709.22	17107720.00	11656373.49	13898970.17	1899450.58	135276278.51
	SE Weighted	191738.87	214846.18	211858.24	215435.61	231971.46	39700.61	174221.15	178516.98	23862.91	121020.16	6384.24
Female	Sample Size	4853	11789	3277	3366	9449	13277	13484	9530	13798	1449	84272
	Weighted Size	9671282.49	21871639.79	6894046.16	8297342.07	20593695.78	22127552.58	18477928.67	12471490.34	18985098.72	2520260.74	141910337.34
	SE Weighted	221202.52	237908.85	219808.94	183289.35	228049.92	46729.42	178263.18	178363.33	43069.30	126875.12	11782.80
Not Determined	Sample Size	2	2	0	0	0	0	0	0	0	17	21
	Weighted Size	137.18	205.47	.	.	.	.	.	.	.	16276.72	16619.38
	SE Weighted	138.48	155.73	.	.	.	.	.	.	.	8868.34	8863.33
Total	Sample Size	9746	24139	6859	6427	17662	25171	25607	18117	24634	2396	160758
	Weighted Size	19626938.60	44984894.25	14295544.09	16851865.61	40828161.44	43582261.80	35585648.68	24127863.83	32884068.88	4435988.05	277203235.22
	SE Weighted	306790.80	345710.49	335850.86	310263.65	377308.57	62678.16	276061.22	282797.80	46691.86	206199.12	4972.94

Table 4: Number of Drivers, by Annual Miles Driven, Sex and Age
Sample Size

		Annual Miles Driven							
Sex, Age		< 5000	5,000 to 9,999	10,000 to 14,999	15,000 to 24,999	25,000 to 39,999	40,000 and Over	Not Determined	**Total**
Male	<16	0	0	0	0	0	0	211	211
	16-24	1492	762	782	674	264	208	1308	5490
	25-44	1416	1903	3732	4844	2388	1569	3548	19400
	45-64	1555	2571	4403	5041	2232	1282	3071	20155
	65 and Over	1846	2268	2270	1382	383	136	1659	9944
	Not Determined	79	92	137	100	41	17	231	697
	Total	6388	7596	11324	12041	5308	3212	10028	55897
Female	<16	0	0	0	0	0	0	213	213
	16-24	1466	723	762	571	169	83	1716	5490
	25-44	2724	3094	4711	3873	1136	327	5647	21512
	45-64	3775	3882	4478	2850	786	210	5630	21611
	65 and Over	3891	1667	926	308	49	7	3609	10457
	Not Determined	217	173	211	112	24	4	422	1163
	Total	12073	9539	11088	7714	2164	631	17237	60446
Not Determined	<16	0	0	0	0	0	0	0	0
	16-24	0	0	0	0	0	0	0	0
	25-44	0	0	0	0	0	0	0	0
	45-64	0	0	0	0	0	0	0	0
	65 and Over	0	0	0	0	0	0	0	0
	Not Determined	0	0	0	0	0	0	2	2
	Total	0	0	0	0	0	0	2	2
Total	<16	0	0	0	0	0	0	424	424
	16-24	2958	1485	1544	1245	433	291	3024	10980
	25-44	4140	4997	8443	8717	3524	1896	9195	40912
	45-64	5330	6453	8881	7891	3018	1492	8701	41766
	65 and Over	5737	3935	3196	1690	432	143	5268	20401
	Not Determined	296	265	348	212	65	21	655	1862
	Total	18461	17135	22412	19755	7472	3843	27267	116345

Table 4: Number of Drivers, by Annual Miles Driven, Sex and Age
Weighted Size

		Annual Miles Driven							
Sex, Age		< 5000	5,000 to 9,999	10,000 to 14,999	15,000 to 24,999	25,000 to 39,999	40,000 and Over	Not Determined	**Total**
Male	<16	.	.	.	.	.	.	408545.04	408545.04
	16-24	3241943.23	1572355.15	1796994.33	1739477.73	739719.34	648014.32	3250397.31	12988901.41
	25-44	3399887.18	3993370.24	7161144.21	9417206.07	4627405.65	3213672.82	7870702.02	39683388.18
	45-64	2349275.91	3420193.30	5697073.96	6904171.29	3164336.33	1902760.74	4357071.71	27794883.25
	65 and Over	2446428.19	2880299.31	2711090.88	1724582.70	486679.03	147272.69	2040540.93	12436893.74
	Not Determined	117646.77	139997.64	197782.84	186466.64	86416.57	39021.45	570672.02	1338003.93
	Total	11555181.28	12006215.64	17564086.22	19971904.43	9104556.92	5950742.02	18497929.02	94650615.55
Female	<16	.	.	.	.	.	.	410140.69	410140.69
	16-24	2945078.19	1538042.98	1637708.63	1178757.26	416378.49	191189.88	3860069.76	11767225.19
	25-44	5867866.76	5254001.47	7686722.61	6724068.68	2271359.16	660156.03	11113888.24	39578062.94
	45-64	5388512.10	4824409.32	5577465.02	3519807.55	1076330.32	350826.69	7668558.61	28405909.61
	65 and Over	5247842.63	2002569.12	1190733.38	435196.09	67303.99	2656.00	4682574.50	13628875.71
	Not Determined	416189.84	226513.59	309332.89	175615.18	33609.64	1930.34	819927.10	1983118.58
	Total	19865489.52	13845536.48	16401962.52	12033444.76	3864981.60	1206758.94	28555158.89	95773332.72
Not	<16	.	.	.	.	.	.	.	.
Determined	16-24	.	.	.	.	.	.	.	.
	25-44	.	.	.	.	.	.	.	.
	45-64	.	.	.	.	.	.	.	.
	65 and Over	.	.	.	.	.	.	.	.
	Not Determined	.	.	.	.	.	.	803.03	803.03
	Total	.	.	.	.	.	.	803.03	803.03
Total	<16	.	.	.	.	.	.	818685.73	818685.73
	16-24	6187021.42	3110398.13	3434702.96	2918235.00	1156097.83	839204.20	7110467.06	24756126.60
	25-44	9267753.94	9247371.71	14847866.82	16141274.74	6898764.81	3873828.85	18984590.25	79261451.12
	45-64	7737788.01	8244602.62	11274538.98	10423978.84	4240666.66	2253587.43	12025630.32	56200792.86
	65 and Over	7694270.82	4882868.43	3901824.26	2159778.79	553983.02	149928.69	6723115.43	26065769.45
	Not Determined	533836.60	366511.24	507115.73	362081.82	120026.21	40951.80	1391402.15	3321925.53
	Total	31420670.80	25851752.13	33966048.75	32005349.19	12969538.53	7157500.96	47053890.94	190424751.30

Table 4: Number of Drivers, by Annual Miles Driven, Sex and Age
SE Weighted

		Annual Miles Driven							
Sex, Age		< 5000	5,000 to 9,999	10,000 to 14,999	15,000 to 24,999	25,000 to 39,999	40,000 and Over	Not Determined	**Total**
Male	<16	.	.	.	.	.	.	43331.44	43331.44
	16-24	159028.99	103071.32	98409.40	106194.43	76275.23	62000.75	136281.13	244123.18
	25-44	146633.81	158459.19	212344.29	221469.80	143602.76	153732.59	199448.22	248160.22
	45-64	112272.22	110647.94	138026.09	151825.89	111619.20	89877.04	139857.20	95168.91
	65 and Over	91770.00	101414.10	97281.83	79575.34	35592.07	22513.36	83644.14	83332.45
	Not Determined	24389.93	32414.99	29640.80	33527.22	18442.08	14807.18	67823.42	87724.58
	Total	255207.89	241860.26	278227.15	303138.15	218685.68	174733.01	300509.83	237465.90
Female	<16	.	.	.	.	.	.	39092.21	39092.21
	16-24	122278.85	107993.38	92773.85	87453.52	49539.87	38476.98	150999.80	258004.78
	25-44	190127.74	186225.90	172853.20	171362.85	116992.65	59936.70	244101.93	262168.27
	45-64	145305.15	126249.62	132479.29	105788.91	65889.60	36811.90	151722.27	117841.29
	65 and Over	125408.21	83213.38	70598.14	39494.15	16085.49	1133.64	112098.63	127595.93
	Not Determined	49978.64	29690.06	37150.85	28134.94	14167.30	1762.76	63039.24	96653.73
	Total	307666.67	239917.67	257052.73	234434.56	140795.75	68564.42	377390.83	286668.86
Not Determined	<16	.	.	.	.	.	.	.	.
	16-24	.	.	.	.	.	.	.	.
	25-44	.	.	.	.	.	.	.	.
	45-64	.	.	.	.	.	.	.	.
	65 and Over	.	.	.	.	.	.	.	.
	Not Determined	.	.	.	.	.	.	810.66	810.66
	Total	.	.	.	.	.	.	810.66	810.66
Total	<16	.	.	.	.	.	.	57171.48	57171.48
	16-24	204015.79	151946.68	148139.53	137534.24	91718.16	72533.43	215873.79	399367.71
	25-44	238898.31	248732.12	295257.47	313599.12	174591.05	172513.47	358800.57	393645.48
	45-64	181707.30	162321.07	199700.26	200029.62	129577.02	97339.41	230611.90	162949.50
	65 and Over	169056.93	128045.38	121788.11	88114.95	37310.01	22354.68	136932.19	160103.29
	Not Determined	62011.18	47514.69	53911.35	44252.54	23641.75	14876.78	106300.23	151937.66
	Total	421765.86	339730.85	412270.40	428787.87	253349.26	201461.24	518209.70	357296.13

Table 5: Number of Workers, By MSA Size and Work Trip Time

		Work Trip Time in Minutes						
MSA Size		<10	11-20	21-30	31-60	Over 60	Not Determined	**Total**
< 250,000	Sample Size	5376	4755	1405	811	149	2678	15174
	Weighted Size	3222208.71	3092935.20	1050879.11	635019.61	154224.13	1880636.55	10035903.30
	SE Weighted	137095.83	123690.62	83847.76	59019.00	26702.43	93727.76	257278.45
250,000 to 499,999	Sample Size	4092	4638	2190	1141	133	2669	14863
	Weighted Size	3133273.23	3545993.00	1639236.26	940714.31	180691.40	2187338.27	11627246.48
	SE Weighted	126833.44	161362.81	84440.75	65201.73	40823.25	101419.38	309407.36
500,000 to 999,999	Sample Size	1394	1823	878	575	61	1039	5770
	Weighted Size	2662097.03	3584999.33	1855191.20	1032814.45	150739.17	1989820.97	11275662.15
	SE Weighted	136900.06	147197.01	120189.69	70055.72	30127.04	107570.46	299486.45
1,000,000 to 2,999,999	Sample Size	2314	2973	1811	1198	109	1899	10304
	Weighted Size	6601784.68	9374345.65	5680980.59	3928022.38	356408.59	5761393.64	31702935.53
	SE Weighted	214673.38	228693.46	189613.46	139555.06	37842.90	189364.43	461500.59
3,000,000 or more	Sample Size	3591	4516	3191	4264	1112	4135	20809
	Weighted Size	9527396.93	11847039.53	8504268.41	10954101.60	2097817.67	10479550.44	53410174.58
	SE Weighted	249216.11	275131.21	211648.35	215575.52	100127.32	270027.94	495322.59
Not in MSA	Sample Size	5547	4128	2185	2103	337	4130	18430
	Weighted Size	8443015.13	5956031.94	3086208.00	3201981.55	688002.82	5844956.63	27220196.07
	SE Weighted	215862.15	163976.18	124974.66	122288.05	68323.50	183574.36	254063.33
Total	Sample Size	22314	22833	11660	10092	1901	16550	85350
	Weighted Size	33589775.70	37401344.65	21816763.58	20692653.90	3627883.78	28143696.49	145272118.11
	SE Weighted	393070.31	418536.89	370519.29	288903.12	134207.19	383531.93	523656.75

Table 6: Number of Travel Day Person Trips, By Mode and Purpose

		Transportation Mode							
Trip Purpose		POV Travel	Air Travel	Bus Travel	Train Travel	Ship Travel	Other	Not Determined	**Total**
To Work	Sample Size	44499	17	862	715	26	1764	99	47982
	Weighted Size	27073806325.64	21692146.30	683855577.94	631777073.60	11211668.23	1001614456.15	33371373.56	29457328621.42
	SE Weighted	198964912.40	5974642.24	42291404.52	39403857.32	3623418.96	52120218.23	7696949.03	199051783.51
Work Related	Sample Size	11787	131	233	97	6	689	15	12958
	Weighted Size	7960233917.52	93868350.32	128475635.08	86225327.28	4973289.98	477406068.66	7831799.57	8759014388.42
	SE Weighted	195371682.32	17266250.68	20827919.63	13337942.12	2900868.72	64276915.59	5989592.12	200782842.37
School activity	Sample Size	11276	5	5686	126	2	2377	16	19488
	Weighted Size	7842220590.09	1674222.54	3491785205.27	120453117.98	914508.80	1752782877.16	9045905.07	13218876426.92
	SE Weighted	157560860.99	1425703.60	98542873.13	14419304.14	341134.38	78488775.56	5881759.03	184087360.17
Religious activity	Sample Size	9357	0	83	15	0	460	22	9937
	Weighted Size	6443861706.15	.	60201435.94	9102130.41	.	233864404.48	6993716.82	6754023393.79
	SE Weighted	189752761.97	.	16731545.03	2943971.15	.	31471507.62	3263768.73	188909338.68
Medical/dental	Sample Size	8574	2	241	50	5	365	4	9241
	Weighted Size	5134869494.88	38123.99	191987251.97	39290169.68	3583288.56	220961984.12	617204.33	5591347517.53
	SE Weighted	146366377.97	27158.65	28987073.34	9814796.39	2843636.87	29575406.23	439828.45	143662926.83
Shopping	Sample Size	77502	3	571	164	10	4167	69	82486
	Weighted Size	48515872183.69	41907.02	468166789.61	121420737.26	6332845.74	3219618593.12	32758625.68	52364211682.12
	SE Weighted	524800237.93	37298.10	42649089.03	15712641.84	3153112.30	121196528.15	11173988.16	555635858.02
Other Family,	Sample Size	56260	24	657	137	16	5700	78	62872
Personal Business	Weighted Size	33556364009.03	7474696.29	481699765.31	112969617.38	12511850.06	3730975451.92	23642568.90	37925637958.87
	SE Weighted	394290759.73	2717259.48	48079361.43	15603551.19	5501178.15	102009961.27	7446312.58	420959704.66
Social/Recreational	Sample Size	56026	128	982	292	122	16698	96	74344
	Weighted Size	35296917473.30	78556875.05	668146321.14	266714777.77	88694982.15	11211943862.99	28630806.58	47639605098.98
	SE Weighted	418785844.96	13744304.47	48967820.92	30967830.75	22101219.47	220057658.11	10796341.63	478653825.91
Eat Meal	Sample Size	37535	7	178	90	9	3497	45	41361
	Weighted Size	24883515373.48	545218.41	126846609.31	72507567.15	4120691.00	2446294371.18	25400759.77	27559230590.31
	SE Weighted	306441424.98	341480.64	17315668.22	13151905.92	2686621.48	90814455.14	10699115.14	318689869.93
Serve Passenger	Sample Size	39707	8	276	42	11	1153	42	41239
	Weighted Size	26328009634.57	5313388.21	200968823.76	33923726.65	11152273.44	1006790970.14	19079914.65	27605238731.42
	SE Weighted	388165873.01	3442604.61	32936773.20	8495305.26	7567749.17	62692482.17	6728953.28	399350472.32
Return to Work	Sample Size	9449	3	63	29	3	1582	12	11141
	Weighted Size	6474005626.05	2169683.63	30289819.99	31024639.34	4152159.99	1067232275.63	4776142.18	7613650346.81
	SE Weighted	131691375.51	1856625.03	7429153.46	8106084.62	4145820.81	50229369.02	2206196.76	140846581.97
Return Home	Sample Size	190960	92	6988	971	58	20039	338	219446
	Weighted Size	118381403170.06	29584620.10	4534338239.31	821245536.40	48493139.39	13588985457.37	133464850.97	137537515013.60
	SE Weighted	523482735.73	6819618.93	107968398.54	38495803.45	13024839.27	227084592.83	22596413.63	546835482.68
Other	Sample Size	7316	181	710	130	13	1243	105	9698
	Weighted Size	3785818682.68	127026681.14	391218965.67	113814197.96	4179442.54	734670638.34	59732389.21	5216460997.53
	SE Weighted	130384535.60	23792625.81	42669526.52	24017059.78	2465282.75	40763591.84	12258180.65	154066396.66
Not	Sample Size	62	0	3	0	0	34	0	99
Determined	Weighted Size	14621457.89	.	386044.08	.	.	5336937.69	.	20344439.66
	SE Weighted	5574302.99	.	292654.07	.	.	2227560.67	.	5907802.46
Total	Sample Size	560310	601	17533	2858	281	59768	941	642292
	Weighted Size	351691519645.04	367985913.01	11458366484.37	2460468618.86	200320139.87	40698478348.95	385346057.29	407262485207.39
	SE Weighted	1562248471.92	36400747.54	265048442.25	95909285.62	31802795.23	527372980.00	53279547.24	1594664625.01

Note: POV travel includes car, van, SUV, pickup or other truck, RV, or motorcycle. Bus includes public transit, commuter bus, school, or charter. Train includes Amtrack, commuter train, subway/rail, or street car. Other includes taxi, limo, shuttle, bicycle, and other modes.

Table 7: Average Number of Travel Day Trips per Person, By Age and Sex. (The rates in this table are per travelling person. Persons who made no travel day trips are excluded from the rates shown here.)

		Sex			
Age		Male	Female	Not Determined	**Total**
0-4	Sample Size	3915	3821	0	7736
	Mean	3.884	4.003	.	3.942
	SE Mean	0.0540	0.0585	.	0.0409
5-15	Sample Size	10907	10507	2	21416
	Mean	3.913	3.828	4.020	3.872
	SE Mean	0.0381	0.0386	2.2386	0.0317
16-19	Sample Size	3233	2975	0	6208
	Mean	4.478	4.676	.	4.573
	SE Mean	0.0774	0.0782	.	0.0567
20-24	Sample Size	2792	3025	0	5817
	Mean	4.331	4.710	.	4.516
	SE Mean	0.0813	0.0844	.	0.0552
25-34	Sample Size	7593	8562	0	16155
	Mean	4.505	4.970	.	4.737
	SE Mean	0.0446	0.0452	.	0.0318
35-44	Sample Size	11041	12207	0	23248
	Mean	4.817	5.395	.	5.107
	SE Mean	0.0422	0.0500	.	0.0320
45-54	Sample Size	11124	12235	0	23359
	Mean	4.826	5.046	.	4.939
	SE Mean	0.0503	0.0500	.	0.0395
55-64	Sample Size	7728	8216	0	15944
	Mean	4.839	4.636	.	4.737
	SE Mean	0.0550	0.0483	.	0.0376
65 and over	Sample Size	8901	10082	0	18983
	Mean	4.768	4.369	.	4.550
	SE Mean	0.0494	0.0437	.	0.0382
Not Determined	Sample Size	815	1223	11	2049
	Mean	4.235	4.276	4.046	4.258
	SE Mean	0.1434	0.1228	1.3749	0.0929
Total	Sample Size	68049	72853	13	140915
	Mean	4.493	4.671	4.045	4.582
	SE Mean	0.0176	0.0184	1.3363	0.0142

Table 8: Number of Travel Day Person Miles Traveled, By Mode and Purpose

		Transportation Mode							
Trip Purpose		POV Travel	Air Travel	Bus Travel	Train Travel	Ship Travel	Other	Not Determined	**Total**
To Work	Sample Size	44168	16	773	603	20	1744	93	47417
	Total	348867020981.96	18820762680.00	4890561026.23	9032282479.35	93289263.45	1461787544.68	533710617.00	383699414592.68
	SE Total	4142469682.20	7809937682.37	464006568.66	1064844556.43	42512745.14	124665853.32	153890903.97	8369255966.32
Work Related	Sample Size	11627	91	210	77	6	681	15	12707
	Total	163187031530.85	98317351511.12	1858425342.86	806529606.41	162843001.18	1806932934.27	893235057.18	267032348983.87
	SE Total	5949337012.05	27914947168.12	474165532.88	276749046.43	110863940.06	909046359.47	610375078.89	28319602492.77
School activity	Sample Size	11201	3	5552	92	2	2361	16	19227
	Total	49337875678.48	11497315.32	21391778284.84	790054110.19	12612463.91	1189879979.60	38813785.30	72772511617.65
	SE Total	1611800270.47	11084279.28	1138620186.14	160814544.96	1024965.84	84936805.24	19233005.23	1962562735.29
Religious activity	Sample Size	9250	0	73	7	0	454	22	9806
	Total	45420041168.42	.	951449025.54	19689310.46	.	145684203.86	46800608.03	46583664316.32
	SE Total	2198742348.85	.	640159284.58	10256079.88	.	27204254.38	25135729.21	2273137477.45
Medical/dental	Sample Size	8471	2	202	42	5	344	4	9070
	Total	58212761572.80	64145839.13	1064040111.91	313014648.85	9727352.11	379383815.66	4297470.25	60047370810.70
	SE Total	4140129376.40	58520535.37	328901502.44	125157181.09	6788152.30	69088349.32	3080183.43	4101447453.16
Shopping	Sample Size	76829	3	497	134	10	4106	66	81645
	Total	345533937221.48	11959853.09	2281821759.22	659508819.44	31209148.42	1882541423.99	151755321.82	350552733547.47
	SE Total	7753576311.86	9522307.65	364376515.91	124101832.65	17468393.39	103905755.04	65585728.59	7807482446.32
Other Family,	Sample Size	55797	15	602	112	15	5654	75	62270
Personal Business	Total	276678803159.34	3418133330.35	4552662559.01	1184862506.85	252490200.50	3353901190.91	495854911.41	289936707858.38
	SE Total	9471387863.58	2384916567.21	1142868897.11	283825108.50	204556572.08	365586526.38	408416105.87	9690078286.06
Social/Recreation	Sample Size	55242	87	882	216	109	16430	88	73054
	Total	561035003230.19	56718061115.66	8833940563.05	1660256160.38	1094580992.80	14742027684.79	485862430.90	644569732177.77
	SE Total	17701677211.40	15320677534.39	1225021798.91	251514214.82	376573028.86	630146529.67	233660941.14	24541322078.18
Eat Meal	Sample Size	37159	6	160	77	6	3465	44	40917
	Total	194869315064.61	114285644.97	1338495238.02	363249665.12	12278017.53	1635628726.78	198181734.53	198531434091.56
	SE Total	7150062000.22	104830707.83	362603830.59	74167359.02	6761713.64	121329981.27	140241985.61	7106815143.40
Serve Passenger	Sample Size	39341	6	248	30	9	1143	40	40817
	Total	224243175947.57	2817182873.91	2428822499.92	256775316.72	21370812.48	1004699355.53	215594639.63	230987621445.76
	SE Total	11339753313.21	2040917134.71	669943118.52	111665602.07	12627441.81	284434342.81	90016657.73	11455951639.89
Return to Work	Sample Size	9404	3	61	24	3	1571	11	11077
	Total	46630918401.82	1330436175.55	621015231.92	289996495.94	206617126.93	825887490.46	14011278.46	49918882201.07
	SE Total	2431385056.58	1284960815.11	225132432.56	236199916.67	207287754.99	159505961.22	9239038.55	2747433136.15
Return Home	Sample Size	189376	75	6585	770	49	19810	281	216946
	Total	1163110402000.00	25670602179.14	27811982405.15	9021494909.27	327906234.85	11932548216.84	1114082377.05	1238989018000.00
	SE Total	15164851136.24	7978016186.67	1691229632.99	751693574.81	188637822.10	431190463.35	241328605.40	17478108113.17
Other	Sample Size	7178	120	660	113	13	1216	22	9322
	Total	41640348502.97	76012790020.41	5257344501.97	1552969301.43	171438071.44	1233770046.43	13186173159.85	139054833604.50
	SE Total	2578251921.66	21788510897.41	1007243687.67	428592211.51	141007561.15	207811809.78	12810100884.41	27916728345.20
Not	Sample Size	61	0	3	0	0	34	0	98
Determined	Total	67907154.02	.	1587671.99	.	.	3138872.81	.	72633698.83
	SE Total	29692693.38	.	1435599.82	.	.	1197097.78	.	29704295.35
Total	Sample Size	555104	427	16508	2297	247	59013	777	634373
	Total	3518834541000.00	283307208538.65	83283926221.66	25950683330.42	2396362685.59	41597811486.63	17378373391.42	3972748907000.00
	SE Total	41017261550.41	40367294525.20	4128620505.37	1818037284.45	641349183.73	1542958719.54	12814241595.18	64242559837.53

Note: POV travel includes car, van, SUV, pickup or other truck, RV, or motorcycle. Bus includes public transit, commuter bus, school, or charter. Train includes Amtrack, commuter train, subway/rail, or street car. Other includes taxi, limo, shuttle, bicycle, and other modes.
Sample size reflects the number of travel day trips with miles reported.

Table 9: Number of Travel Day Vehicle Trips, By Trip Length and Purpose - (POV Only)

		Trip Length in Miles							
Trip Purpose		0-5	6-10	11-15	16-20	21-30	31+	Not Determined	**Total**
To Work	Sample Size	16359	9137	5770	3447	3645	3070	240	41668
	Weighted Size	8971624154.04	5366892417.09	3509964442.78	2215691705.01	2494708053.10	2070376785.61	271431130.81	24900688688.44
	SE Weighted	126306265.10	102817161.48	87746254.05	76696966.46	67472319.84	59531426.90	31579523.56	188251793.14
Work Related	Sample Size	4529	2006	1119	698	833	1475	110	10770
	Weighted Size	2746920958.51	1319134766.89	769347940.16	507998662.96	674851535.99	1048348677.83	116824840.07	7183427382.41
	SE Weighted	108377832.46	53751068.70	47678711.06	42153971.82	42473416.47	54251690.27	22151304.67	183846253.63
School activity	Sample Size	1897	821	346	207	198	172	34	3675
	Weighted Size	1240253230.63	597114578.77	262921980.44	183234588.34	132157825.06	121326012.61	24229757.81	2561237973.66
	SE Weighted	56977252.19	43728680.12	25149704.11	20445957.44	16925663.70	15031554.49	6527367.62	90090798.45
Religious activity	Sample Size	3304	905	362	139	91	65	30	4896
	Weighted Size	1938870624.87	591082672.48	269576784.94	130193295.82	95359950.92	49973233.18	32395360.65	3107451922.86
	SE Weighted	65161306.65	38512717.77	23467110.91	16255077.46	16974799.01	11340598.30	8993908.87	86311861.75
Medical/dental	Sample Size	2911	1267	558	331	298	310	50	5725
	Weighted Size	1604873487.69	699163870.05	317218738.29	207726996.00	198681408.24	171404064.79	37927914.85	3236996479.90
	SE Weighted	57686178.32	34827846.67	28123236.95	19874201.45	17026799.23	19416220.09	8517563.91	86132274.01
Shopping	Sample Size	38180	7997	2989	1543	1312	1360	353	53734
	Weighted Size	22472477949.08	4862416818.51	1885453445.47	940974815.03	764028897.83	866150629.58	287469397.03	32078971952.54
	SE Weighted	250169758.80	102127282.88	61374190.60	48062780.43	40723561.94	35169595.47	29091475.02	315150867.52
Other Family,	Sample Size	26765	6200	2520	1244	1078	1201	253	39261
Personal Busines	Weighted Size	14678036613.02	3514358401.61	1542054000.77	810779496.18	707592738.25	718873999.07	167121957.85	22138817206.75
	SE Weighted	225735581.34	93432616.04	63304835.16	39491583.30	37424120.80	36096890.09	21360548.07	270489126.00
Social/Recreation	Sample Size	16070	6136	2972	1626	1536	2908	304	31552
	Weighted Size	9154755378.59	3716265135.66	1945005635.94	995615025.41	983338356.86	1709376485.58	267985637.99	18772341656.04
	SE Weighted	152161525.76	79221362.98	64796562.11	51606570.86	52756192.76	68131163.00	27158195.63	217955863.46
Eat Meal	Sample Size	15291	3512	1306	620	584	743	160	22216
	Weighted Size	9785111132.41	2281008427.65	865139836.16	384043582.31	351765216.35	511376029.11	138690877.63	14317135101.62
	SE Weighted	133236430.16	81583233.56	46372007.83	26338772.99	22969267.32	32891099.67	20755115.27	169797012.33
Serve Passenger	Sample Size	18358	5321	2130	1015	926	953	234	28937
	Weighted Size	11207987694.34	3468508267.15	1504889386.10	712971572.95	649895407.38	703787628.26	237536314.16	18485576270.34
	SE Weighted	193724646.44	89191119.12	54745206.01	43665659.17	33480399.68	41225001.88	39142533.00	270783186.13
Return to Work	Sample Size	6313	1245	456	231	185	277	39	8746
	Weighted Size	4181325612.86	819739873.06	354603973.95	192035070.10	132083811.52	177996450.38	49754533.39	5907539325.25
	SE Weighted	90635860.48	41425975.30	31256229.52	21173713.14	17192736.99	22752173.25	12823485.55	118058659.53
Return Home	Sample Size	74491	25873	12189	6461	6208	6622	839	132683
	Weighted Size	42601582980.45	15328659227.17	7630989835.59	4055192025.09	4099929290.24	4053059363.38	779401662.33	78548814384.26
	SE Weighted	333841096.69	177516462.41	123392389.95	93333780.26	102689613.22	90627176.68	49565837.80	367841929.93
Other	Sample Size	1991	687	291	180	122	244	50	3565
	Weighted Size	954716312.89	341577626.02	159179891.61	108521429.94	75738215.35	119695382.31	41688314.60	1801117172.72
	SE Weighted	52909191.35	27461228.73	19397110.31	15608041.85	13444102.22	15771601.51	8507080.56	69199071.47
Total	Sample Size	226459	71107	33008	17742	17016	19400	2696	387428
	Weighted Size	131538536129.40	42905922082.11	21016345892.22	11444978265.14	11360130707.09	12321744741.67	2452457699.18	233040115516.80
	SE Weighted	876771915.75	430086315.87	267300454.38	201361002.62	222303257.27	187044477.49	138373934.00	1037017455.82

Note: POV includes car, van, SUV, pickup or other truck, RV, or motorcycle.

Table 10: Number of Travel Day Vehicle Miles Traveled, By Trip Length and Purpose - (POV Only)

		Trip Length in Miles						
Trip Purpose		0-5	6-10	11-15	16-20	21-30	31+	**Total**
To Work	Sample Size	16359	9137	5770	3447	3645	3070	41428
	Total	24522320400.52	42702074082.26	46309086170.78	40559299835.70	63188627399.64	105157137964.54	322438545853.44
	SE Total	435084972.75	836402067.34	1169647118.71	1398344650.03	1728764861.86	3863391894.58	4204411404.02
Work Related	Sample Size	4529	2006	1119	698	833	1475	10660
	Total	6964788245.54	10572238396.89	10246330277.02	9506721860.09	17326086142.82	91358196151.19	145974361073.55
	SE Total	307489535.79	451911202.32	635703842.11	813722893.26	1112353049.50	5291839047.27	5384060021.77
School activity	Sample Size	1897	821	346	207	198	172	3641
	Total	3067798586.17	4643402418.96	3553230766.78	3317852598.12	3380230005.74	6045892041.96	24008406417.73
	SE Total	177020003.52	350918057.58	341892367.06	366673277.17	426106030.03	777289617.06	1218300511.65
Religious activity	Sample Size	3304	905	362	139	91	65	4866
	Total	4593612966.95	4495177624.13	3563253605.39	2389027879.45	2385488574.52	2767538184.20	20194098834.63
	SE Total	179980120.29	295408991.30	314731294.77	291537919.39	418648096.49	710548276.98	926284588.12
Medical/dental	Sample Size	2911	1267	558	331	298	310	5675
	Total	4219806898.03	5603939994.41	4221492989.95	3782002083.94	5063148782.50	9668723895.78	32559114644.61
	SE Total	174311609.50	285198036.94	379509748.64	359292046.45	437369695.08	1238694770.14	1512258178.42
Shopping	Sample Size	38180	7997	2989	1543	1312	1360	53381
	Total	46988899702.27	37950939200.29	24888721169.51	17379724384.05	19658267557.60	62655816367.46	209522368381.19
	SE Total	628123726.64	799285506.73	787616898.98	869855920.55	1049642731.53	3681242249.13	4065291164.75
Other Family,	Sample Size	26765	6200	2520	1244	1078	1201	39008
Personal Busines	Total	32073635334.08	27220227998.41	20354882131.67	14968967771.58	18174993065.78	53121828656.17	165914534957.69
	SE Total	539625766.57	742318016.73	839538945.22	739260727.29	977786006.97	3496650319.63	3837010871.63
Social/Recreation	Sample Size	16070	6136	2972	1626	1536	2908	31248
	Total	22927549898.02	29452528845.68	25932613685.89	18492596494.22	25250468351.19	160289983873.30	282345741148.30
	SE Total	390416056.90	645179819.14	879157163.04	940042502.68	1375995088.18	8815701972.52	9146476034.34
Eat Meal	Sample Size	15291	3512	1306	620	584	743	22056
	Total	21207362420.61	17566574262.11	11399157089.43	7122569539.61	8876298271.05	37308196042.10	103480157624.90
	SE Total	329390147.23	655027159.02	608902614.03	494135344.68	587542614.34	4536953903.78	4733733585.89
Serve Passenger	Sample Size	18358	5321	2130	1015	926	953	28703
	Total	25649630387.72	27128920737.68	19821615262.20	13252413026.15	16715175924.48	46438961988.00	149006717326.22
	SE Total	492424977.93	725669693.77	738353675.71	814159077.49	868501616.37	4459081834.94	4872421176.05
Return to Work	Sample Size	6313	1245	456	231	185	277	8707
	Total	9549475527.79	6308716381.41	4608517179.71	3503317346.13	3321450162.75	13923503356.20	41214979953.98
	SE Total	235940720.20	323161169.66	400324337.66	387599700.30	432546407.19	2039226465.66	2196422515.47
Return Home	Sample Size	74491	25873	12189	6461	6208	6622	131844
	Total	103858379847.92	119946950646.72	100475994816.71	74363009833.59	104686464698.69	254805488360.93	758136288204.57
	SE Total	937646369.70	1429718520.50	1660250391.44	1715404168.25	2653029362.18	8442968869.89	8598935720.64
Other	Sample Size	1991	687	291	180	122	244	3515
	Total	2270864238.07	2709337353.51	2066812949.32	2006664977.41	1959052141.98	8993180742.45	20005912402.73
	SE Total	134273462.92	219384425.81	249011619.62	295966114.94	338847929.73	1386353115.22	1480441846.59
Total	Sample Size	226459	71107	33008	17742	17016	19400	384732
	Total	307894124453.70	336301027942.46	277441708094.35	210644167630.04	289985751078.73	852534447624.28	2274801227000.00
	SE Total	2431803844.93	3423261497.93	3626252533.42	3700985920.75	5758830602.29	21133863185.21	21551709406.69

Note: POV includes car, van, SUV, pickup or other truck, RV, or motorcycle.

Table 12: Average Vehicle Occupancy, By Trip Purpose and Length - (POV Only)

		Trip Length in Miles							
Trip Purpose		0-5	6-10	11-15	16-20	21-30	31+	Not Determined	**Total**
To Work	Sample Size	16359	9137	5770	3447	3645	3070	240	41668
	Mean	1.079	1.070	1.072	1.087	1.095	1.155	1.175	1.086
	SE Mean	0.0051	0.0072	0.0085	0.0098	0.0109	0.0162	0.0614	0.0032
Work Related	Sample Size	4529	2006	1119	698	833	1475	110	10770
	Mean	1.220	1.218	1.203	1.166	1.208	1.248	1.283	1.218
	SE Mean	0.0268	0.0267	0.0517	0.0327	0.0317	0.0266	0.1402	0.0149
School activity	Sample Size	1897	821	346	207	198	172	34	3675
	Mean	1.375	1.297	1.172	1.178	1.098	1.181	1.172	1.297
	SE Mean	0.0319	0.0395	0.0429	0.0352	0.0336	0.0571	0.1488	0.0190
Religious activity	Sample Size	3304	905	362	139	91	65	30	4896
	Mean	2.036	2.027	2.065	2.373	2.891	2.713	2.718	2.095
	SE Mean	0.0439	0.0758	0.0981	0.1950	0.3587	0.5345	0.2994	0.0369
Medical/dental	Sample Size	2911	1267	558	331	298	310	50	5725
	Mean	1.419	1.509	1.477	1.491	2.014	1.846	1.609	1.510
	SE Mean	0.0255	0.0454	0.0539	0.0737	0.0955	0.0913	0.1922	0.0195
Shopping	Sample Size	38180	7997	2989	1543	1312	1360	353	53734
	Mean	1.525	1.649	1.732	1.761	1.896	2.009	1.645	1.586
	SE Mean	0.0109	0.0294	0.0278	0.0545	0.0508	0.0583	0.0973	0.0099
Other Family,	Sample Size	26765	6200	2520	1244	1078	1201	253	39261
Personal Busines	Mean	1.423	1.574	1.569	1.578	1.667	1.796	1.769	1.486
	SE Mean	0.0119	0.0253	0.0395	0.0451	0.0535	0.0552	0.1295	0.0112
Social/Recreation	Sample Size	16070	6136	2972	1626	1536	2908	304	31552
	Mean	1.672	1.718	1.835	1.852	1.889	2.112	2.221	1.767
	SE Mean	0.0178	0.0263	0.0465	0.0500	0.0518	0.0367	0.1589	0.0141
Eat Meal	Sample Size	15291	3512	1306	620	584	743	160	22216
	Mean	1.747	2.013	1.923	2.290	2.180	2.263	2.123	1.848
	SE Mean	0.0130	0.0326	0.0538	0.0976	0.0940	0.0791	0.1330	0.0122
Serve Passenger	Sample Size	18358	5321	2130	1015	926	953	234	28937
	Mean	2.021	2.024	2.011	1.934	2.044	2.234	2.358	2.031
	SE Mean	0.0166	0.0253	0.0379	0.0630	0.0549	0.0719	0.1822	0.0123
Return to Work	Sample Size	6313	1245	456	231	185	277	39	8746
	Mean	1.228	1.191	1.169	1.343	1.160	1.308	1.405	1.226
	SE Mean	0.0190	0.0277	0.0421	0.1147	0.0447	0.0577	0.2098	0.0159
Return Home	Sample Size	74491	25873	12189	6461	6208	6622	839	132683
	Mean	1.498	1.512	1.501	1.507	1.498	1.653	1.675	1.511
	SE Mean	0.0069	0.0099	0.0147	0.0200	0.0227	0.0203	0.0589	0.0048
Other	Sample Size	1991	687	291	180	122	244	50	3565
	Mean	1.759	1.847	1.732	1.445	1.746	1.964	1.786	1.768
	SE Mean	0.0408	0.1055	0.1154	0.1111	0.3341	0.1228	0.2884	0.0411
Total	Sample Size	226459	71107	33008	17742	17016	19400	2696	387428
	Mean	1.534	1.555	1.528	1.520	1.530	1.691	1.759	1.547
	SE Mean	0.0061	0.0091	0.0122	0.0157	0.0194	0.0166	0.0527	0.0047

Note: POV includes car, van, SUV, pickup or other truck, RV, or motorcycle.
This table reflects a trip-based occupancy rate (i.e. persons per vehicle trip),
as opposed to a mileage-based occupancy rate (i.e. person miles per vehicle mile).

APPENDIX H

DEFINING NON RESPONSE ADJUSTMENT CELLS

H-1. VARIABLES USED TO DEFINE NONRESPONSE ADJUSTMENT CELLS FOR FULL SAMPLE

In Chapter 5 we discussed the steps in the calculation of the household and person weights for the 2001 NHTS. As mentioned in this chapter, we made adjustments to the weights for nonresponse. The nonresponse adjustment had to be done separately for each weight, because there are households that are considered as respondents for useable households (i.e., 50% or more of household adults interviewed) that are non respondents for 100% reported households. In the nonresponse adjustment, cells were formed, with a separate nonresponse adjustment factor applied for each cell. These were examined to determine where response rates differed. The variables for which response rates differed significantly are listed here. These differ for the full sample weighting and for the national sample weighting. The variables for the full sample are listed below. The variables for the national sample follow in Section H-2.

Household Interview

Address Flag (1, 2)
- 1 = Address matched to address lists
- 2 = Address not matched to address lists

Site ID (0, 1, 2, 3, 4, 5, 6, 7, 8, 9)
- 1 = Lancaster
- 2 = Baltimore
- 3 = Kentucky
- 4 = Des Moines
- 5 = Texas
- 6 = Hawaii
- 7 = Oahu
- 8 = New York
- 9 = Wisconsin
- 0 = the rest of the country

Median Home Value (1, 2, 3, 4)
- 1 = Median Home Value < Q1

2 = Median Home Value between Q1 and Median
3 = Median Home Value between Median and Q3
4 = Median Home Value > Q3

Percent White (1, 2)
1 = Percent White < Median of the Percentages
2 = Percent White > Median of the Percentages

Percent Hispanic (1; 2)
1 = Percent Hispanic < Median of the Percentages
2 = Percent Hispanic > Median of the Percentages

MSA Central City (0, 1, 2)
0 = Non-MSA
1 = MSA – Central City
2 = MSA – Non-Central City

Percent Owner Occupied Housing Unit (1; 2)
1 = Percent Owner Occupied < Median of the Percentages
2 = Percent Owner Occupied > Median of the Percentages

Census Region (1; 2; 3; 4)
1 = North East
2 = North Central
3 = South
4 = West

Percent Age 25 - 34 (1, 2)
1 = Percent Age 25 - 34 < Median of the Percentages
2 = Percent Age 25 – 34 > Median of the Percentages

Percent Black (1, 2)
1 = Percent Black < Median of the Percentages
2 = Percent Black > Median of the Percentages

Percent College Graduate (1, 2)
1 = Percent College Graduate < Median of the Percentages
2 = Percent College Graduate > Median of the Percentages

Median Household Income (1; 2)
1 = Median Household Income < Median of the Medians
2 = Median Household Income > Median of the Medians

Median Years of Education (1, 2)
1 = Median Years of Education < Median of the Medians
2 = Median Years of Education > Median of the Medians

Percent Age 65+ (1, 2)
1 = Percent Age 65 + < Median of the Percentages
2 = Percent Age 65+ > Median of the Percentages

Notes: Variables for these Household Nonrespondent Adjustment Cells are the RDD frame variables. Median of the Percentages for a particular variable refers to the median value of the set of percentages provided for that variable by the telephone sample vendor for all telephone exchanges in the country for which the vendor has data. Median of the Medians for a particular variable similarly refers to the median value of the set of median values provided for that variable by the telephone sample vendor for all telephone exchanges in the country for which the vendor has data.

Household Weighting for 100% Adults Reported Households

Address Flag (1, 2) – Frame
Site ID (0, 1, 2, 3, 4, 5, 6, 7, 8, 9) - Household interview
Number of Adults in the Household (1, 2, 3 or more) - Household interview
Household Size (1, 2, 3, 4 or more) - Household interview
Ethnicity of the Reference Person – (Hispanic/Non-Hispanic) - Household interview
Home Ownership – (Owner/Renter) - Household interview
Race of the Reference Person – (Black/Non-Black) - Household interview
Percent White (1, 2) - Frame
Percent Black (1, 2) - Frame
MSASIZE (1, 2, 3, 4, 5, 6) – Household interview
1. In an MSA (or a CMSA) less than or equal to 249,999
2. In an MSA (or a CMSA) 250,000 – 499,999
3. In an MSA (or a CMSA) 500,000 – 999,999
4. In an MSA (or a CMSA) 1,000,000 – 2,999,999
5. In an MSA (or a CMSA) greater than or equal to 3,000,000
6. Not in MSA nor in CMSA

Census Region (1, 2, 3, 4) - Household interview
Kids in the Household – (Yes or No) - Household interview
Percent Age 25-34 (1 [<median], 2 [>median]) - Frame
Median Years of Education (1, 2) - Frame
Median Household Income (1, 2) - Frame
Median Home Value (1, 2, 3, 4) – Frame

Household Weighting for at Least 50% Adults Reported Households

Address Flag (1, 2) – Frame
Site ID (0, 1, 2, 3, 4, 5, 6, 7, 8, 9) - Household interview
Percent Age 25-34 (1 [<median], 2 [>median]) – Frame
Percent White (1, 2) - Frame
Number of Adults in the Household (1, 2, 3 or more) - Household interview

Household Size (1, 2, 3, 4 or more) - Household interview
Ethnicity of the Reference Person – (Hispanic/Non-Hispanic) - Household interview
Home Ownership – (Owner/Renter) - Household interview
Race of the Reference Person – (Black/Non-Black) - Household interview
Percent Black (1, 2) - Frame
MSA Category (1, 2, 3, 4) - Household interview
    1 = MSA greater than or equal to 1 million with a rail transit system
    2 = MSA greater than or equal to 1 million with no rail transit system
    3 = MSA less than 1 million population
    4 = Non-MSA
MSASIZE (1, 2, 3, 4, 5, 6) – Household interview
    1. In an MSA (or a CMSA) less than or equal to 249,999
    2. In an MSA (or a CMSA) 250,000 – 499,999
    3. In an MSA (or a CMSA) 500,000 – 999,999
    4. In an MSA (or a CMSA) 1,000,000 – 2,999,999
    5. In an MSA (or a CMSA) greater than or equal to 3,000,000
    6. Not in MSA nor in CMSA
Census Region (1, 2, 3, 4) - Household interview
Percent Age 65+ (1 [<median], 2 [>median]) - Frame
Median Years of Education (1, 2) - Frame

Person Weighting for 100% Adults Reported Households

Address Flag (1, 2) – Frame
Site ID (0, 1, 2, 3, 4, 5, 6, 7, 8, 9) - Household interview
Number of Adults in the Household (1, 2, 3 or more) - Household interview
Household Size (1, 2, 3, 4 or more) - Household interview
Home Ownership – (Owner/Renter) - Household interview
Race of the Reference Person – (Black/Non-Black) - Household interview
MSA Category (1, 2, 3, 4) - Household interview
Home Type – (Detached Single House/Other) - Household interview
Census Region (1, 2, 3, 4) - Household interview
Number of Vehicles in the Household (0, 1, 2 or more) - Household interview
Median Years of Education (1, 2) - Frame
Kids in the Household (Yes/No) - Household interview
Median Income (1, 2) - Frame
Age Category (1, 2, 3) - Household interview

Person Weighting for at Least 50% Adults Reported Households

Address Flag (1, 2) – Frame
Site ID (0, 1, 2, 3, 4, 5, 6, 7, 8, 9) - Household interview
MSASIZE (1, 2, 3, 4, 5, 6) – Household interview

1. In an MSA (or a CMSA) less than or equal to 249,999
2. In an MSA (or a CMSA) 250,000 – 499,999
3. In an MSA (or a CMSA) 500,000 – 999,999
4. In an MSA (or a CMSA) 1,000,000 – 2,999,999
5. In an MSA (or a CMSA) greater than or equal to 3,000,000
6. Not in MSA nor in CMSA

Number of Adults in the Household (1, 2, 3 or more) - Household interview
Household Size (1, 2, 3, 4 or more) - Household interview
Home Ownership – (Owner/Renter) - Household interview
Race of the Reference Person – (Black/Non-Black) - Household interview
MSA Category (1, 2, 3, 4) - Household interview
Home Type – (Detached Single House/Other) - Household interview
Census Region (1, 2, 3, 4) - Household interview
Number of Vehicles in the Household (0, 1, 2 or more) - Household interview
Median Years of Education (1, 2) - Frame
Sex (Male/Female) - Household interview
Age Category (1, 2, 3) - Household interview
Median Home Value (1; 2) – Frame

H-2. VARIABLES USED TO DEFINE NONRESPONSE ADJUSTMENT CELLS FOR NATIONAL SAMPLE

Household Interview

Median Home Value (1, 2, 3, 4)
- 1 = Median Home Value < Q1
- 2 = Median Home Value between Q1 and Median
- 3 = Median Home Value between Median and Q3
- 4 = Median Home Value > Q3

Percent White (1, 2)
- 1 = Percent White < Median of the Percentages
- 2 = Percent White > Median of the Percentages

Percent Hispanic (1; 2)
- 1 = Percent Hispanic < Median of the Percentages
- 2 = Percent Hispanic > Median of the Percentages

MSA Central City (0, 1, 2)
- 0 = Non-MSA
- 1 = MSA – Central City
- 2 = MSA – Non-Central City

Percent Owner Occupied Housing Unit (1; 2)
- 1 = Percent Owner Occupied < Median of the Percentages
- 2 = Percent Owner Occupied > Median of the Percentages

Census Region (1; 2; 3; 4)
- 1 = North East
- 2 = North Central
- 3 = South
- 4 = West

Percent Age 25 - 34 (1, 2)
- 1 = Percent Age 25 - 34 < Median of the Percentages
- 2 = Percent Age 25 – 34 > Median of the Percentages

Percent Black (1, 2)
- 1 = Percent Black < Median of the Percentages
- 2 = Percent Black > Median of the Percentages

Percent College Graduate (1, 2)
- 1 = Percent College Graduate < Median of the Percentages
- 2 = Percent College Graduate > Median of the Percentages

Median Household Income (1; 2)
1 = Median Household Income < Median of the Medians
2 = Median Household Income > Median of the Medians

Median Years of Education (1, 2)
1 = Median Years of Education < Median of the Medians
2 = Median Years of Education > Median of the Medians

Percent Age 65+ (1, 2)
1 = Percent Age 65 + < Median of the Percentages
2 = Percent Age 65+ > Median of the Percentages

Notes: Variables for these Household Nonrespondent Adjustment Cells are the RDD frame variables. Median of the Percentages for a particular variable refers to the median value of the set of percentages provided for that variable by the telephone sample vendor for all telephone exchanges in the country for which the vendor has data. Median of the Medians for a particular variable similarly refers to the median value of the set of median values provided for that variable by the telephone sample vendor for all telephone exchanges in the country for which the vendor has data.

Household Weighting for at Least 50% Adults Reported Households
Number of Adults in the Household (1, 2, 3 or more) - Household interview
Household Size (1, 2, 3, 4 or more) - Household interview
Ethnicity of the Reference Person – (Hispanic/Non-Hispanic) - Household interview
Home Ownership – (Owner/Renter) - Household interview
Race of the Reference Person – (Black/Non-Black) - Household interview
Percent Black (1, 2) - Frame
MSA Category (1, 2, 3, 4) - Household interview
1 = MSA greater than or equal to 1 million with a rail transit system
2 = MSA greater than or equal to 1 million with no rail transit system
3 = MSA less than 1 million population
4 = Non-MSA
Home Type – (Detached Single/Other) - Household interview
Census Region (1, 2, 3, 4) - Household interview
Percent Age 65+ (1, 2) - Frame
Number of Vehicles in the Household (0, 1, 2 or more) - Household interview
Median Years of Education (1, 2) - Frame
Median Home Value (1, 2, 3, 4) - Frame
Percent Hispanic (1, 2) - Frame

Household Weighting for 100% Adults Reported Households
Number of Adults in the Household (1, 2, 3 or more) - Household interview
Household Size (1, 2, 3, 4 or more) - Household interview
Ethnicity of the Reference Person – (Hispanic/Non-Hispanic) - Household interview

Home Ownership – (Owner/Renter) - Household interview
Race of the Reference Person – (Black/Non-Black) - Household interview
Percent White (1, 2) - Frame
Percent Black (1, 2) - Frame
MSA Category (1, 2, 3, 4) – Household interview
    1 = MSA greater than or equal to 1 million with a rail transit system
    2 = MSA greater than or equal to 1 million with no rail transit system
    3 = MSA less than 1 million population
    4 = Non-MSA
Home Type – (Detached Single/Other) - Household interview
Census Region (1, 2, 3, 4) - Household interview
Kids in the Household – (Yes or No) - Household interview
Percent Age 65+ (1 [<median], 2 [>median]) - Frame
Number of Vehicles in the Household (0, 1, 2 or more) - Household interview
Median Years of Education (1, 2) - Frame
Median Household Income (1, 2) - Frame
Median Home Value (1, 2, 3, 4) - Frame

Person Weighting – All Options
Number of Adults in the Household (1, 2, 3 or more) - Household interview
Household Size (1, 2, 3, 4 or more) - Household interview
Ethnicity of the Reference Person – (Hispanic/Non-Hispanic) - Household interview
Home Ownership – (Owner/Renter) - Household interview
Race of the Reference Person – (Black/Non-Black) - Household interview
MSA Category (1, 2, 3, 4) - Household interview
Home Type – (Detached Single House/Other) - Household interview
Census Region (1, 2, 3, 4) - Household interview
Number of Vehicles in the Household (0, 1, 2 or more) - Household interview
Median Years of Education (1, 2) - Frame
Kids in the Household (Yes/No) - Household interview
Percent College graduates (1, 2) - Frame
Sex (Male/Female) - Household interview
Median Income (1, 2) - Frame
Age Category (1, 2, 3) - Household interview
Median Home Value (1; 2) - Frame

APPENDIX I

UNWEIGHTED SURVEY RESPONSE RATES

I-1. OVERVIEW

Chapter 4 presented weighted response rates for the 2001 NHTS. This appendix presents unweighted survey response rates and the details of how those rates were determined. Unweighted response rates may be useful for comparison to similar unweighted response rates presented in the user's documentation for the 1995 and earlier implementations of the Nationwide Personal Transportation Survey. A summary of the overall unweighted response rates, as well as the rates at key stages of the survey process are documented in this section.

For the 2001 NHTS, the overall CASRO unweighted response rate for useable households was 41 percent for the national sample. The CASRO response rate for the full sample which included the national sample and 9 add-on regions was 32 percent. This included all households considered useable (persons interviews were conducted for at least half of the household members 18 and older), which are the households (and people within those households) comprising the final data set. Note that the full sample's lower unweighted response rate is due to the impact of the lower response rates obtained in several of the add-on samples. This influence, explained in Chapter 4, underscores the importance of the need for weighted response rates.

I-2. CLASSIFICATION OF ALL TELEPHONE NUMBERS USED

The first step in the calculation of response rates is to classify all telephone numbers in the sample into residential (in-scope) and non-residential/non-working (out-of-scope) totals. Table I-1 displays the final classification of all telephone numbers in the 2001 NHTS full sample and national sample at the household level. The total number of telephone numbers used to achieve the 106,598 completed household interviews in the full sample was 568,796. For the national sample a total of 152,191 telephone numbers was used. These numbers fall into three main groups:

- Numbers that are in-scope. Telephone screening showed that 33.1 percent (188,395 numbers) of the full sample was residential. Interviewers completed household interviews with 106,598 households, yielding a household completion rate of 56.6 percent. For the national sample, 36,810 household interviews were completed resulting in a completion rate of 64.0 percent. Westat considered a household interview complete if the interviewer administered all questions in the household interview and was able to set an appointment to call back to complete person interviews in the household. The detailed breakdowns for refusals, households that reached the maximum call limit, language problems, and other non-interviews were not obtained for some of the add-on locations, thus these are shown as "not available" in the table for the full sample.

- Numbers that are out-of-scope. Over half the telephone numbers in the samples (full sample: 53.7 percent, national sample: 52.8 percent) were found to be either non-working or non-residential. The detailed breakdown of out-of-scope households was not obtained for some of the add-on locations, thus these are shown as "not available" in the table for the full sample.

- Numbers whose eligibility is unknown. At the end of data collection, the residency status of 13.2 percent of the full sample (9.4 percent of the national sample) was not determined.

Table I-1. Classification of Telephone Numbers in the Sample After Completion of the Household Interview

Household Interview Classification Result	Full Sample		National Sample	
	Number	Percent	Number	Percent
In-Scope - Total	188,395	33.1%	57,506	37.8%
Completed Household Interviews	106,598	18.7%	36,810	24.2%
Refusals	*Not Available*	*Not Available*	*13,904*	*9.1%*
Maximum Call Attempts Reached	*Not Available*	*Not Available*	*5,392*	*3.5%*
Language or Communication Barrier	*Not Available*	*Not Available*	*1,309*	*0.9%*
Other Non-Interview	*Not Available*	*Not Available*	*98*	*0.1%*
All Non-Interviews	81,797	14.4%	20,703	13.6%
Out-of-Scope - Total	305,354	53.7%	80,379	52.8%
Non-working	Not Available	Not Available	60,654	39.8%
Non-residential	Not Available	Not Available	19,814	13.0%
Group Quarters	Not Available	Not Available	1	0.0007%
Eligibility Unknown - Total	75,047	13.2%	14,306	9.4%
Answering Machines	Not Available	Not Available	4,071	2.7%
No Answer	Not Available	Not Available	10,235	6.7%
Total Telephone Numbers in Sample	568,796	100%	152,191	100%

I-3. HOUSEHOLD INTERVIEW UNWEIGHTED RESPONSE RATE

The overall survey response rate is a product of the response rate for the household interview and the response rate for the person interview. In this section we calculate the unweighted household interview response rates.

In order to calculate the household interview response rate, it is necessary to estimate the residency status of the telephone numbers in Table I-1 whose eligibility was unknown at the end of data collection. Westat used the Council of American

Survey Research Organizations (CASRO) method[1] to determine the residency rate for the telephone numbers coded as "answering machines" or "no answers." This method assumes that the residency rate for the numbers whose eligibility is unknown is similar to the rate for those numbers whose eligibility is known. Therefore, the residency rate was calculated as follows:

$$\frac{\text{Number of In-Scope Telephone Numbers}}{\text{Number with Scope Determined ((In-Scope Tel. Numbers) + (Out-of-Scope Tel. Numbers))}}$$

For the full sample, this analysis estimated that 38.2 percent of the 75,047 telephone numbers whose residency status was "unknown" at the end of data collection should be considered residential. Using this residency rate, the household interview response rate was calculated as follows:

$$\frac{\text{(Number of Completed Household Interviews)*100}}{\text{(Number of In-Scope Telephone Numbers) + (0.382)*(Number of Telephones with Eligibility Unknown)}}$$

The numerator includes the 106,598 completed household interviews. The denominator includes all 188,395 in-scope telephone numbers and 38.2 percent of the 75,047 telephone numbers whose eligibility was "unknown" at the end of data collection. Using this formula **the household interview response rate for the 2001 NHTS full sample was 49.1 percent.**

For the national sample, this analysis estimated that 41.7 percent of 14,306 telephone numbers whose residency status was “unknown” at the end of data collection should be considered residential. Despite this higher residency rate, the household interview response rate for the national sample was 58.0 percent, substantially higher than the 49.1 percent rate for the full sample.

I-4. PERSON INTERVIEW CLASSIFICATION

In this section the final classification result is shown for each household member for the full sample and national sample households in which a household interview was completed. The number of household members enumerated in these

[1] Frankel, 1983

completed households was 281,555 in the full sample and 97,314 in the national sample. Table 4-2 displays the final result classification after all call attempts to each household member had been exhausted or the six-day window to complete a person interview had expired whichever date came first.

As shown in Table I-2, person interviews were completed with 58.2 percent of the household members in the 106,598 households in the full sample.

Table I-2. Classification of Household Members in Households Where a Household Interview was Completed

Person Interview Classification Result	Full Sample		National Sample	
	Number	Percent	Number	Percent
Completed Person Interviews	163,856	58.2%	61,709	63.4%
Person Interviews Not Completed	117,698	41.8%	35,605	36.6%
Maximum Calls/Six-Day Window Reached	Not Available	Not Available	28,053	78.8%
Refusals	Not Available	Not Available	6,167	17.3%
Language or Communication Barrier	Not Available	Not Available	461	1.3%
Non-working	Not Available	Not Available	435	1.2%
Non-residential	Not Available	Not Available	63	0.2%
Not Available or Sick	Not Available	Not Available	401	1.1%
Other Non-Interview	Not Available	Not Available	25	0.1%
Total Person Interviews Attempted	281,555	100%	97,314	100%

I-5. PERSON INTERVIEW UNWEIGHTED RESPONSE RATE

The person interview response rate is calculated by dividing the number of person interviews that were completed by the total number of household members eligible for a person interview. Since all the 97,314 household members (national sample) enumerated in the 36,810 households were eligible for participation in the 2001 NHTS, the national sample person response rate for the survey, 63.4 percent, is

identical to the person interview completion rate reported in Table I-2. Similarly, **the full sample person response rate is 58.2 percent.**

I-6. OVERALL CASRO RESPONSE RATES

Unweighted response rates are provided as a basis of comparison to previous NPTS surveys. During the 2001 NHTS, household interviews were completed in 106,598 households (36,810 in the national sample) and person interviews were completed with 163,856 persons (61,709 in the national sample). A sample of 568,796 telephone numbers (152,191 in the national sample) was needed to obtain these completed interviews. Sections I-3 and I-5 presented the household and person interview response rates. The overall CASRO survey response rates are presented in Table I-3. The table shows that this response rate is 28.6 percent for the full sample and 36.8 percent for the national sample.

Table I-3. Overall CASRO Unweighted Response Rates Using Person Rates for All Households

	Full Sample		National Sample	
	Rate Calculation	**Response Rate**	**Rate Calculation**	**Response Rate**
Household Interview Response Rate	106,598 / (188,395 + 188,395/ (188,395 + 305,354) * 75,047)	49.1%	36,810 / (57,506 + 57,506 / (57,506 + 80,379) * 14,306)	58.0%
Person Interview Response Rate	163,856 / 281,555	58.2%	61,709 / 97,314	63.4%
Overall Survey Response Rate	49.1 * 58.2	28.6%	58.0 * 63.4	36.8%

I-7. USEABLE HOUSEHOLDS

I-7.1. HOUSEHOLD RESULTS: USEABLE VERSUS NON-USEABLE

The 2001 NHTS defined a "useable" household as one in which person interviews were completed with at least 50 percent of the household's adults. The 2001 NHTS public use dataset contains the information collected from these useable households.

Table I-4 shows the breakdown of the households with completed household interviews by the number of household members in these households that completed person interviews. The table shows that, for the full sample, 69,817 or 65.5 percent of the 106,598 households were considered useable households. In 60,520 (86.7 percent) of these useable households, person interviews were completed with all adult household members. For the national sample, 70.7 percent of the 36,810 households were considered useable households. In 85.2 percent of these useable households, person interviews were completed with all adult household members.

Table I-4. Classification of Households into Useable Households Based on Person Interview Results

Breakdown of Households into Useable and Non-Useable	Full Sample		National Sample	
	Number	Percent	Number	Percent
Useable Households - Total	69,817	65.5%	26,038	70.7%
Households with All Adult Household Members Completing a Person Interview	60,520	86.7%	22,178	85.2%
Households with 50 Percent or More but Less Than 100 Percent Adult Person Interviews Completed	9,297	13.3%	3,860	14.8%
Households with Less than 50 Percent of Adult Household Members Completing a Person Interview	36,781	34.5%	10,772	29.3%
Households with at least one Person Interview Completed	2,187	5.9%	957	8.9%
Households with Zero Person Interviews Completed	34,594	94.1%	9,815	91.1%
Total Household Interviews Completed	106,598	100%	36,810	100%

I-7.2. PERSON RESULTS IN USEABLE HOUSEHOLDS

Table I-5 shows the person response rate information within 2001 NHTS useable households. Data for each of the 160,758 responding persons for the full sample in useable households is included in the 2001 NHTS public use dataset, and accounts for nearly all of the 163,856 (see Table I-2) person interviews completed during the 2001 NHTS. The person interview response rate was 91.4 percent in useable households (90.6 percent for the national sample). As discussed in Section 2-B.4, proxy interviews were either required or preferred for subjects under age 16.

However, interviews with the subject were preferred for the 47,248 persons age 16 and older in the national sample. For these, 36,208 interviews were completed with the subject, representing 76.6 percent of interviews with persons age 16 and older. These numbers are not available for seven of the add-on areas and therefore provided only for the national sample.

Table I-5. Person Unweighted Response Rate Within Useable Households

Breakdown of Person Interviews in Useable Households	Full Sample		National Sample	
	Number	Percent	Number	Percent
Completed Person Interviews - Total	160,758	91.4%	60,282	90.6%
Subject 16 and Older: Person Interview with Subject	Not available	Not available	36,208	60.1%
Subject 16 and Older: Person Interview by Proxy	Not available	Not available	11,040	18.3%
Subject 16 and Older, Total	126,498	78.7%	47,248	78.4%
Subject less than 16: Person Interview with Subject	Not available	Not available	45	0.1%
Subject less than 16: Person Interview by Proxy	Not available	Not available	12,989	21.5%
Subject less than 16, Total	34,260	21.3%	13,034	21.6%
Person Interview Not Completed	15,056	8.6%	6,262	9.4%
Total Household Members in Useable Households	175,814	100%	66,544	100%

I-8. OVERALL UNWEIGHTED SURVEY RESPONSE RATES FOR USEABLE HOUSEHOLDS

In this section the overall unweighted response rate for useable households is calculated. Table I-6 shows that this overall response rate is 32.2 percent for the full sample and 41.0 percent for the national sample. Within the 69,817 full sample useable households, 91.4 percent of all household members were interviewed. This produces a

useable household person interview response rate of 29.4 percent. This calculation of the overall response rates mimics the method used during the 1995 NPTS. The method uses person response rates for useable households instead of all households. [Note: The overall unweighted survey response rate for all households, 28.6 percent, is calculated in Section I-6.]

For the national sample, 90.6 percent of all household members in useable households were interviewed. This results in a useable household person interview response rate of 37.1 percent.

Table I-6. Overall Unweighted Response Rates Using Person Rates for Useable Households

	Rate Calculation	**Individual Rate**	**Rate Calculation**	**Composite Rate**
Full Sample:				
Estimated In-Scope Telephone Numbers	188,395 + (188,395 / (188,395 + 305,354) * 75,047) = 217,030			
Telephone Number Screening Rate	188,395 / 217,030	86.8%		86.8%
Household Interview Rate	106,598 / 188,395	56.6%	86.8 * 56.6	49.1%
Useable Household Rate	**69,817 / 106,598**	**65.5%**	**65.5 * 49.1**	**32.2%**
Useable Household Person Interview Rate	160,758 / 175,814	91.4%	91.4 * 32.2	29.4%
National Sample:				
Estimated In-Scope Telephone Numbers	57,506 + 57,506 / (57,506 + 80,379) * 14,306 = 63,471			
Telephone Number Screening Rate	57,506 / 63,471	90.6%		90.6%
Household Interview Rate	36,810 / 57,506	64.0%	90.6 * 64.0	58.0%
Useable Household Rate	**26,038 / 36,810**	**70.7%**	**70.7 * 58.0**	**41.0%**
Useable Household Person Interview Rate	60,282 / 66,544	90.6%	90.6 * 41.0	37.1%

APPENDIX J

METHODS TO ESTIMATE ANNUAL MILES DRIVER PER VEHICLE

J-1. INTRODUCTION

In the 2001 NHTS, the amount of driving (VMT) driven by an NHTS household vehicle could be estimated in three different ways. First, one can annualize the odometer readings recorded approximately two to three months apart. Second, a designated household member was asked to report the total number of miles driven in each of the household vehicles (hereafter referred to as "self-reported VMT"). Finally, the amount of annual driving can be estimated based on the amount a vehicle is driven during the designated sample day (i.e., the travel day). Ideally, annualizing the odometer readings would probably generate the most reliable VMT estimate compared to estimates based on the other two approaches. Unfortunately, not all vehicles had their odometer readings recorded. Furthermore, of those that had their odometer reading recorded, the quality of some of the odometer readings is less than desirable. As such, ORNL was asked to estimate the number of miles driven by each of the NHTS vehicles based on the best available data. This estimate is hereafter referred to as the *BESTMILE*. *BESTMILE*s are furnished only for automobiles, pickup trucks, vans, sport utility vehicles, and motorcycles. The value of the *BESTMILE* for motorcycles equals the value of the self-reported VMT. There are no *BESTMILE* estimates for other trucks or recreational vehicles (RV). The *BESTMILE* estimates were computed only for vehicles in the National Sample households.

The *BESTMILE* estimates were developed using the National sample of the NHTS data (Version 1, dated January 2003). Since then, some of the data used in the development of the *BESTMILE* estimates were modified during the editing process for the January 2004 version of the NHTS. These modifications affected data on 187 sampled vehicles including data on vehicle type (*VEHTYPE*), self-estimated annual miles driven (*ANNMILES*), household vehicle count (*HHVEHCNT*), and other variables that were used

to estimate the annual miles driven per vehicle. Due to the resource constraints in this study, the *BESTMILE* estimates for these vehicles were not updated to reflect January 2004 data. For these vehicles, *BESTMILE* was set to "Not Ascertained," and the associated *BEST_FLG* (i.e., How the *BESTMILE* was computed) was set to "No Best_Estimate, underlying values changed in editing, and all other associated variables were changed accordingly."

J-2. QUALITY OF ODOMETER READINGS

Odometer readings were collected for each household vehicle at two points in time. The first was at or around the time of the person interviews. The second was at least two months later. The dates of each reading were recorded to facilitate the estimation of annual mileage. Of the 31,939 vehicles with two valid recording dates, 3% of them recorded odometer readings less than 2 months apart while less than 1% recorded the readings more than one year apart (Table J-1).

Table J-1. Lag Time between Two Odometer Readings 2001 NHTS

Lag Time in Days	No. of NHTS Vehicles with two valid dates	% of NHTS Vehicles
0 - 30	100	0.3%
31 - 60	979	3.1%
61 - 90	5,367	16.8%
91 - 120	12,121	38.0%
121 - 150	1,871	5.9%
151 - 180	2,157	6.8%
181 - 210	2,889	9.1%
211 - 365	6,235	19.5%
> 365	220	0.7%
Total	31,939	100.0%

* Applies to 31,939 vehicles that have two valid recording dates.

To determine whether odometer reading data are usable for estimating annual mileage, they were checked with respect to:

(1) the *completeness* of data – Both the beginning and the ending odometer readings and the corresponding recording dates are reported.

(2) the *reasonableness* of the readings – Example of such reasonableness checks are that the second reading must be greater than the first reading, and the second date chronologically follows the first date.

(3) the *consistency* to the self-reported VMT – If the odometer readings of a vehicle are not reliable for estimation purposes, its self-reported VMT is used. Therefore, the relationship between the difference between two odometer readings and the self-reported VMT needs to be reasonable and consistent. Arbitrary boundaries were set to determine the "consistency" between the self-reported VMT and the difference between two odometer readings. If the ratio of the odometer-based daily driving to the self-reported daily driving was

greater than 4 or less than 0.25, and the difference between the two VMT estimates is greater than 10,000 miles per year, then the odometer readings were considered *unusable*.

After accounting for the vehicle types that are excluded for the purpose of estimating the *BESTMILE* and the vehicles that failed the data quality checks, 25,292 of the 53,278 vehicles in the national sample had reasonable odometer readings and other key data elements that could be used to estimate *BESTMILE* based on odometer readings (Table J-2).

Table J-2. 2001 NHTS Sample Vehicles by Data Required to Estimate Odometer-based *BESTMILE*

Data Quality Checks	Number of Sample Vehicles*	%
Total 2001 NHTS Vehicles (National Sample)	**53,278**	**100.0**
- Incomplete odometer readings and/or date data	21,357	40.09
- Negative differences between 2 odometer readings	2	0.00
- Differences between 2 odometer readings too large (more than 550 miles per day)	64	0.12
- The second reading chronologically proceeded the first one.	7	0.01
Vehicles with usable odometer reading data (Total vehicles less all of the above)	**31,848**	**59.77**
- No primary driver associated with the vehicle	3,492	6.55
- Out-of-scope vehicles (such as “Other truck”, RV, motorcycle, “other”, “don’t know” vehicle types)	943	1.77
- The ratio of odometer-based daily driving to self-reported daily driving is outside the range of 0.25 - 4.0; and the absolute difference between the two driving estimates is greater than 10,000 miles per year	2,121	3.98
Vehicles with their *BESTMILE* estimated based on odometer readings	**25,292**	**47.47**

* Data quality checks were done **sequentially**. Therefore, the number of vehicles reported is those that have passed all of the preceding data quality check criteria. For example, 64 vehicles that report too large a difference between 2 readings had passed preceding data quality checks on missing readings or dates, and on negative difference between 2 readings.

J-3. EXTENT OF DATA AVAILABILITY

Given that only 25,292 vehicles could have their *BESTMILE* estimated based on odometer readings, the next question was how to estimate *BESTMILE* for the remaining 25,558 vehicles. Even with usable odometer readings, it was felt that the *BESTMILE* can be more accurately estimated if other driving-related data were taken into account, such as the self-reported VMT and the characteristics of the primary driver.

Therefore, the method to estimate the *BESTMILE* is largely dictated by the extent to which information is available for a vehicle. The method becomes less sophisticated as less data are available for an individual vehicle. The NHTS sample vehicle population was grouped into six categories based on the availability and usefulness of the key data elements that are necessary to estimate the number of miles driven by a vehicle in a year. The key data elements are: (1) usable odometer readings at two time points, (2) the self-reported VMT, (3) the number of miles driven on the travel day, and (4) the characteristics of the vehicle's primary driver. Because characteristics of the primary driver are used in the estimation of *BESTMILE*, the *BESTMILE*s are not estimated for vehicles that are regularly driven by more than one person or vehicles where a primary driver was not indicated. The vehicle population was further categorized by the relationship between the number of vehicles and the number of drivers in the household. The rationale for this additional classification is the hypothesis that vehicles in a household where there are more drivers than vehicles are likely to be driven more than those in a household where there are fewer drivers than vehicles, everything else being equal. Table J-3 summarizes the distribution of the NHTS sample vehicles based on the availability of these key data elements. This distribution helps outline how BESTMILE is estimated for each subgroup of vehicles (Section 5).

Table J-3. NHTS Vehicles[1] by Data Required for BESTMILE Estimation

	Usable Data to Estimate Odometer-based *BESTMILE*?					
	Yes		*No*			
	Usage self-reported VMT?		**Usage self-reported VMT?**			
	Yes	*No*	*Yes*		*No*	
	Information on Primary Driver?		**Information on Primary Driver?**		**Information on Primary Driver?**	
	Yes		*Yes*	*No*	*Yes*	*No*
One driver/One vehicle HHs	3,137	129	1,835	8	176	22
Two drivers/two vehicles HHs	8,729	1,143	5,427	968	946	394
Other 'Drivers=Vehicles' HHs	1,996	393	1,718	238	469	159
'Drivers > Vehicles' HHs	1,341	208	1,189	444	230	182
'Drivers < Vehicles' HHs	7,357	859	6,284	2,492	1,100	1,277
Subtotal	22,560	2,732	16,453	4,150	2,921	2,034
Subtotal by Usable Data	***25,292***		***25,558***			

[1] There were 53,278 vehicles included in the NHTS national sample. However, 2,428 of these vehicles were out of scope for the *BESTMILE* estimate. The out-of-scope vehicle types include "other trucks," "recreational vehicles," and vehicles with missing vehicle type information.

J-4. ADJUSTING ODOMETER READINGS TO A FIXED TWELVE-MONTH TIME FRAME

The recordings of odometer readings began on January 1, 2001 and ended on December 30, 2002, spanning a period of twenty-four months. In order to facilitate the estimation of fuel economy (MPG), fuel consumption, and fuel costs (Appendix K), the odometer readings were standardized to a 12-month period, from May 1, 2001 to April 30, 2002. This time frame was selected because it contained the largest proportion of odometer readings compared to all other possible time spans beginning on the first day of a given month. The goal, therefore, was to adjust odometer readings that were recorded outside the designated 12-month period to within the designated 12-month period. This adjustment was not done in the 1995 NPTS.

Aggregate VMTs reported in Federal Highway Administration's (FHWA) *Highway Statistics* were used to account for seasonal and yearly differences in driving (Table J-4). For example, the seasonal difference in driving between June and July of 2001 was that the amount of driving in July was about 2.6% greater than that in June. And, the difference in driving between June and July of 2002 was 3.2%. It was assumed that the seasonal difference and the difference from one year to the next apply to the amount of driving by individual vehicles.

Therefore, if the odometer readings of a vehicle were recorded on July 1 and July 31, **2002** (outside the designated 12-month period), then the adjustment needs to be made as if the readings were recorded on July 1 and 31, **2001** (within the designated period), respectively. Since the dependent variable for estimating the *BESTMILE* was the miles driven per day, the adjustment to this vehicle was

$$\frac{Odometer2 - Odometer1}{Date2 - Date1} \times \frac{VMT_{July2001}}{VMT_{July2002}} \left(= \frac{248.8}{254.2} \right)$$

where Odometer 2 and Date 2 are the reading and the recording date of the second odometer reading while Odometer 1 and Date 1 are the first reading and the recording date. According to Table J-4, driving on July 2001 is 97.8% (=248.8/254.2) of that on July 2002.

Table J-4. Total Miles Traveled (VMT) in the United States for All Systems (in Billions)

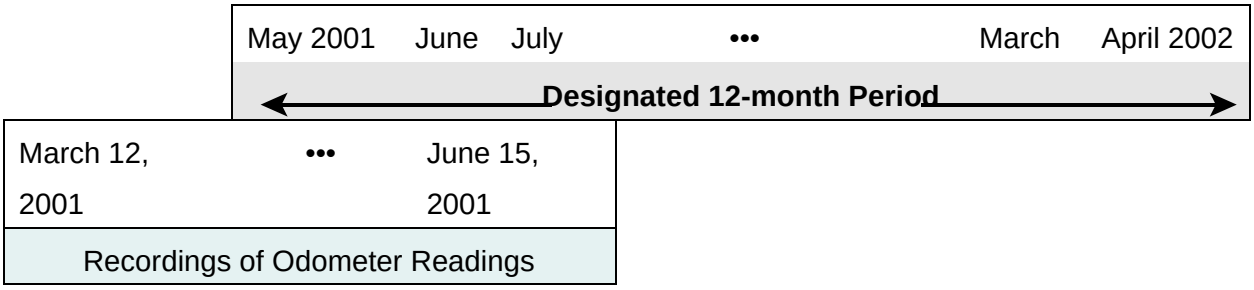
Month	Year 2001	Year 2002
January	209.3	213.8
February	199.9	206.5
March	231.5	234.0
April	231.4	234.8
May	244.3	249.9
June	242.6	246.4
July	248.8	254.2
August	251.7	256.2
September	224.6	230.6
October	240.0	243.2
November	229.5	228.4
December	228.1	231.3

Let's assume that (Odometer 2 - Odometer 1) = 300 miles. Without any adjustments to the designated 12-month period, the number of miles driven per day is 10 miles (=300 miles/30 days). However, if the odometer readings were recorded on July 2001 instead of

July 2002, then the number of miles driven per day for the days on July 2001 would have been 9.8 miles ($= \frac{300 miles}{30 days} \times \frac{248.8}{254.2}$).

The adjustment procedure is complicated when there were multiple months involved and/or odometer readings were recorded over two years. The adjustment procedure became even more complicated if the recordings of the odometer readings straddled dates *inside* and *outside* the designated time period, such as if the odometer readings were recorded from March 12, 2001 to June 15, 2001 (Figure J-1). Rather than shifting the entire recording period to "inside" the designated time period, the procedure adjusted only the miles driven outside the designated period, and left the miles driven inside the designated period intact. In this example, the task was to adjust the number of miles driven during the period from March 12, **2001** through April 30, **2001**, as if the driving had taken place from March 12, **2002** through April 30, **2002**.

Figure J-1. Example of Odometer Readings Straddling Dates *Inside* and *Outside* the Designated 12-Month Period



Rather than adjusting the number of miles driven between the first and the second odometer readings, the adjustment was made to the shares of driving attributable to each of the forty-eight different temporal categories. These forty-eight categories are the unique combinations of 2 years, 12 months, and weekend vs. weekday. A set of forty-eight percentages was created for each NHTS vehicle, each percentage being the proportion of days in a given category over the total number of days between two readings. Each of

these 48 percentages was used as a proxy of the share of driving that was attributable to the days in that year/month/weekday (vs. weekend) category. The sum of these 48 percentages is equal to 1.

The rationale for adjusting the proportion of days in each of the 48 categories, rather than the total miles driven, was the modeling specifications of the *BESTMILE* estimation approaches. First, the dependent variable of the *BESTMILE* estimation approaches was the miles driven per day. Second, terms were included in the models to account for the temporal differences in driving (i.e., the seasonal, the yearly, and weekend/weekend differences in driving). The adjustments to the percentages of days, rather than the total miles driven between two readings, facilitated the modeling process.

Table J-5 illustrates the rationale and steps taken to adjust the odometer readings recorded from March 12 through June 15, 2001. Reading from March 12 through April 30 was outside the designated period while the remaining dates were inside the period. The odometer readings were recorded over a period of 96 days, from March 12 through June 15. Therefore, the contribution of *weekday* driving in March 2001 toward the total driving during the 96-day period was approximated to be 15.6%, while the corresponding *weekend* contribution was 5.2%. May and June percentages were not adjusted because they were within the designated time period. Since *Highway Statistics* does not categorize VMT by weekday vs. weekend, the adjustment factors for weekend-days and weekdays are identical.

Based on *Highway Statistics*, the driving in March 2001 was 98.9% (=231.5/234.0) that in March 2002 (Table J-4). To adjust the March 2001 driving as if it took place in March 2002, the share of March 2001 days was adjusted by multiplying it by 0.989. Similarly, the share of April 2001 days was adjusted by multiplying it by 0.986 (=231.4/234.8). The percentages were re-calculated after the adjustments [Column (7)].

Table J-5. Adjustments to Miles Driven during March 12 through June 15, 2001

Month (1)	(2)	No. of Days (3)	% of Days (4)	Adjustment factor[1] (5)	Adjusted No. of Days (6)	% of Adjusted Days (7)
March	Weekday	15	15.6%	0.989=231.5/234.0	14.8=15×0.989	15.6%
	Weekend	5	5.2%	0.989=231.5/234.0	4.95=5×0.989	5.2%
April	Weekday	21	21.9%	0.986=231.4/234.8	20.7=21×0.986	21.7%
	Weekend	9	9.4%	0.986=231.4/234.8	8.87=9×0.986	9.3%
May	Weekday	23	24.0%	*	23	24.1%
	Weekend	8	8.3%	*	8	8.4%
June	Weekday	11	11.5%	*	11	11.5%
	Weekend	4	4.2%	*	4	4.2%
Total		96	100.0%		95.36	100.0%

[1] Based on the total monthly VMT as reported in the *Highway Statistics*.

[*] No adjustments were made because May and June were inside the designated time period.

These 48 percentages were then consolidated into 24 terms for modeling purposes by adding together the proportions of days in the same month (e.g., March) but in different years. For example, if odometer readings were recorded from March 2001 through March 2002. Then, the proportion of weekdays in March 2001 (which was outside the designated period) was adjusted and added to the unadjusted proportion of weekdays in March 2002 (which was inside the designated period). A single term was then created to represent the contribution of *weekday* driving in March 2002. Similarly, a single term was created to represent the contribution of *weekend* driving in March 2002. This consolidation was necessary so that the temporal differences in driving are represented by 23 terms (*n1* - *n23*) in the *BESTMILE* estimation approaches (Section 5). Driving attributable to the weekends in December 2001 was the baseline in the estimation models; thus there were only 23 terms.

J-5. ESTIMATION METHODS

Six different estimation approaches were developed.

Approach 1. *For vehicles with usable odometer readings, self-reported VMT, and information on the primary driver.*

There were 22,560 vehicles in this category (Table J-3). This approach assumes that the daily driving of a vehicle, which is calculated based on two odometer readings, is a function of:

- the daily driving based on self-reported VMT,
- the characteristics of the primary driver, and
- other household and geographical attributes.

Since the number of drivers and vehicles in a household affects the amount of driving per vehicle, models were estimated separately for three different types of households: (1) households with one vehicle and one driver, (2) multi-driver households with an equal number of vehicles and drivers, and (3) households with unequal numbers of vehicles and drivers. The models are represented in Equation (1),

$$Y \quad X\beta \quad R, \tag{1}$$

where Y is the vector of observed average daily mileages (based on odometer readings), X is the vector of independent variables, β is the matrix of model parameter estimates, and R is the vector of residuals. The vector of independent variables, X, includes the month-weekend/weekday terms (*n1* - *n23*), daily self-reported VMT (*ANNMILES/365*), education level (*EDUC*), age of the respondent (*R_AGE*), vehicle age class (*VEHAGEC*), vehicle type (*VEHTYPE*), area size (*MSASIZE*), census division (*CENSUS_D*), life cycle of the

household (*LIF_CYC*), worker status and gender of the primary driver (*WORKER* and *R_SEX*, respectively), and size of the household (*HHSIZE*). The model for the case with an unequal number of drivers and vehicles also used a categorical variable for the driver to vehicle ratio (*DRVEH*).

The seasonally-adjusted daily driving estimates are computed using the residual for each vehicle, plus the predicted value of the model, and adjusted to values of *n1* through *n23* to reflect the twelve months from May 2001 to April 2002. The residual was retained since the goal was to create seasonally-adjusted annualized estimates, as opposed to predictions completely free from random noise. The best estimate on the annual driving per vehicle was computed by multiplying this seasonally-adjusted daily driving by 365.

Approach 2. *For vehicles with self-reported VMT, and information on the primary driver, but <u>without</u> usable odometer readings.*

Equation (1) was used to estimate their annual driving for the 16,453 vehicles with usable self-reported VMT and information on the primary driver, but without usable odometer readings. However, since information from these vehicles was not used to estimate the model, there were no residuals. As such, the estimates for this group of vehicles have a significantly small random noise term than the 22,560 vehicles used to estimate the model. To overcome this problem, residuals from the original 22,560 vehicles were randomly assigned, *without* replacement, to the 16,453 vehicles.

If an estimated $\hat{y}$ is less than 0 or greater than 200,000 miles per year, then a second randomly assigned residual was used. This process was repeated one more time if the estimated $\hat{y}$ was still outside the range of 0 and 200,000 miles per year. However, after this point, if $\hat{y}$ was still outside the range, then *BESTMILE* was set at 0 or 200,000 miles.

Approach 3. *For vehicles with self-reported VMT, but <u>without</u> odometer readings and usable information on the primary driver.*

There were 4,150 vehicles in this category (Table J-3). Although odometer readings were missing for these vehicles, the strong relationship between self-reported VMT and odometer readings suggested the following estimation approach:

$$BESTMILE_i = \hat{\alpha} + \hat{\beta} \times ANNMILES_i + R_i \quad (2)$$

where $\hat{\alpha}$ and $\hat{\beta}$ are from Equation (1). The pseudo-residuals were assigned similar to Approach 2, *without* replacement.

Approach 4. *For vehicles with usable odometer readings and information on the primary driver, but <u>without</u> self-reported VMT.*

There were 2,732 vehicles in this category (Table J-3). The estimation model was similar to Equation (1), except for the exclusion of the self-reported VMT. Furthermore, the small sample sizes precluded separate estimation models from being developed for households with different ratios of vehicles to drivers. Instead, the *DRVEH* variable was included in the model. The *BESTMILE* estimate for this group of vehicles was $\hat{y}$ multiplied by 365.

Approach 5. *For vehicles with usable information on the primary driver, but <u>without</u> odometer readings and self-reported VMT.*

There were 2,921 vehicles in this group (Table J-3). The estimation model was that developed based on data from the vehicles described in Approach 4. $\hat{y}'s$ for this group of vehicles had the issue of a small random noise term, similar to the vehicles included in Approach 2. Therefore, this group of 2,921 vehicles required the assignment of pseudo-residuals. However, because the estimation model was developed based on information from 2,732 vehicles and there were 2,921 vehicles requiring pseudo-residuals, the

residuals were randomly assigned *with* replacement.

Approach 6. *For vehicles with no driving information except that collected on the travel day.*

There were 2,034 vehicles that had no usable odometer readings, no self-reported VMT, and no information on the primary driver. Of these, driving was recorded for only 958 vehicles during the travel day while the remaining 1,076 vehicles were assumed not to be used on that day. For the 958 vehicles, the total number of miles driven on the travel day was annualized by multiplying the number of miles driven in the travel day by 365. Since a vehicle was unlikely to be driven every day of the year, the annualized miles were adjusted by the probability that a vehicle was driven on a typical weekday, or weekend, depending on whether the travel day was a weekday or a weekend. The equation below indicates how the *BESTMILE* was estimated for vehicles in which their travel day fell on a weekday:

$$\begin{aligned} BESTMILE = 365 \times &(\text{Miles driven on the travel day}) \\ &\times Prob(\text{vehicle was driven on a weekday}) \\ &\times Mean(\text{miles driven on a weekday}) \end{aligned} \quad (3)$$

where *Prob*(vehicle was driven on a weekday) is the weighted proportion of vehicles driven on a *weekday* travel day to all vehicles; and *Mean*(daily miles driven on a weekday) is the weighted average of miles driven for vehicles driven on a *weekday* travel day. A similar approach was used for vehicles that were driven on a travel day that was a weekend.

BESTMILES was missing for vehicles that were not used on the designated travel day and that had no information on their primary drivers or driving patterns (e.g., odometer readings, self-reported VMT). There were 2,080 such vehicles.

J-6. SCREENING OF BESTMILE ESTIMATES

Once the *BESTMILE* estimates were derived using one of the aforementioned approaches, they were evaluated for *reasonableness*. With two odometer readings recorded less than one year apart, if the value of the *BESTMILE* is less than the difference between two odometer readings, then the *BESTMILE* is deemed unreasonable. Furthermore, since the estimation approaches do not constrain the values, some *BESTMILE* estimates could be negative. As in 1995, adjustments were made to the estimated annual mileage if it had a negative value, or if it was less than the difference between the two odometer readings. Similar to the approach used in the 1995 NPTS, unreasonable *BESTMILE* estimates were adjusted in one of two ways. First, if odometer readings were present and valid, then the *BESTMILE* is

$$\frac{(Odometer2 - Odometer1)}{(Date2 - Date1)} \times 365 \qquad (4)$$

where *Odometer2* and *Date2* are the reading and the recording date of the second odometer reading while *Odometer1* and *Date1* are for the first reading. The annual milage calculated using Equation (4) is hereafter referred to as the *Crude Estimate*. However, If no odometer readings were present or valid, then the *BESTMILE* was set at 0.

Finally, in keeping with the cap of 200,000 miles on the self-estimated VMT, if the value of *BESTMILE* exceeds 200,000 miles per year, then the estimate was set at 200,000 miles per year. Table J-6 summarizes various adjustments to the *BESTMILE* estimates.

Table J-6. Adjustments to *BESTMILES*

Adjustment Code	Frequency	Percent	Criteria	Adjustment
	52,361	98.28%	No adjustment	None
1	798	1.50%	No. of days between two odometer readings is less than 365 and the *BESTMILE* is less than the difference between two readings	*BESTMILE* = difference between two readings
2	5	.0.1	No. of days between two odometer readings is greater than 365 and the *BESTMILE* is greater than the difference between two readings	*BESTMILE* = difference between two readings
3	8	0.02%	No. of days between two odometer readings is greater than 365 and the value of *BESTMILE* is negative	*BESTMILE* = *Crude Estimate*
4	3	0.01%	*BESTMILE* > 200,000 miles	*BESTMILE* = 200,000 miles
6	103	0.19%	No usable odometer readings and *BESTMILE* is negative	*BESTMILE* = 0
Total	**53,278**	**100.00%**		

Consistently to the data quality checks used in the 1995 NPTS, each *BESTMIL*E estimate was compared to its *Crude Estimate* (Equation (4)) and the corresponding self-reported VMT. Outlier codes were then assigned on the basis of these comparisons and the subjectively determined thresholds (Table J-7). Because the self-reported VMTs were considered less reliable than the *Crude Estimates*, the thresholds are tighter for the *Crude*-vs-*BESTMILE* comparisons. Codes based on comparisons of the *BESTMILE* estimate and the *Crude Estimate* were only assigned if the difference exceeded 5,000 miles. Codes based on comparisons of the *BESTMILE* estimate and the self-reported estimate were only assigned if the difference exceeded 10,000 miles. The outlier codes were recorded as numeric codes (*BEST-OUT*) as indicated in Table J-7.

Table J-7. Outline Codes of *BESTMILES*

BEST_OUT	Frequency	Percent	Criteria
No code	52,155	97.89%	
1	10	0.02%	$BESTMILE < \frac{CruedEstimate}{2}$ and $\lvert BESTMILE - CrudeEstimate \rvert > 5{,}000 miles$
2	173	0.32%	$BESTMILE < \frac{Self - reportedVMT}{4}$ and $\lvert BESTMILE - Self - reportedVMT \rvert > 10{,}000 miles$
4	9	0.02%	$BESTMILE > CrudeEstimate \times 2$ and $\lvert BESTMILE - CrudeEstimate \rvert > 5{,}000 miles$
5	931	1.75%	$BESTMILE . > Self - reportedVMT \times 4$ and $\lvert BESTMILE - Self - reportedVMT \rvert > 10{,}000 miles$
Total	53,278	100.00%	

APPENDIX K

ESTIMATION METHODOLOGIES FOR FUEL ECONOMY AND FUEL COST

Introduction and Overview

The methodology EIA used to estimate the vehicle fuel economy (given in terms of miles per gasoline equivalent gallon (MPG)), vehicle fuel consumption, and vehicle fuel expenditures relied on data from the U.S. Federal Highway Administration (FHWA) 2001 National Household Travel Survey (NHTS); the U.S. Energy Information Administration (EIA) 1985, 1988, and 1991 Residential Transportation Energy Consumption Survey (RTECS); the U.S. Environmental Protection Agency (EPA) fuel economy test results; and the EIA's retail pump price series[1] for 2001 and 2002.

The following sections of this appendix describe the estimation procedures used for calculating the MPG, the vehicle fuel consumption, the vehicle fuel prices, and the vehicle fuel expenditures. Also described in this appendix are the sources of data that were used in the estimation procedures.

The following terms are used throughout this appendix:

Term	Definition
EPA Composite MPG	The EPA dynamometer test procedure, performed on pre-production prototype vehicles, yields separate test values for EPA city and highway MPG. These city and highway MPG are often combined to form the "composite" MPG.
On-Road MPG	A Composite MPG that was adjusted to account for the shortfall between the test value and the fuel economy actually obtained on the road. The adjustment did not take into account the driving patterns of individual drivers and seasonal differences.

[1] Energy Information Administration. Forms EIA-782A, "Refiners'/Gas Plant Operators' Monthly Petroleum Product Sales report," and EIA-782B, "Resellers'/Retailers' Monthly Petroleum Product Sales Report." Form EIA-888, "On-Highway Diesel Fuel Price Survey." Form EIA-895, "Monthly Quantity and Value of Natural Gas Report." Form EIA-826, "Monthly Electric Utility Sales and Revenue Report with State Distributions."

Term	Definition
In-Use MPG	MPG that were adjusted for seasonal differences and annual miles driven. Vehicles that are driven relatively few miles during the year are assumed to be driven mostly on short trips that involve frequent stops. Vehicles that are driven relatively many miles are assumed to be driven mostly on long trips where few stops are needed.
MPG Shortfall	A measure of the difference between actual on-road MPG and the EPA laboratory test MPG, expressed as the ratio of test MPG to on-road MPG.

The use of EPA test value data from NHTSA is restricted to vehicles that are used to derive Corporate Average Fuel Economy under Title V of the Motor Vehicle Information and Cost Savings Act (15 U.S.C. 1901, et seq.) with subsequent amendments and Subtitle VI (49 U.S.C. 329). Corporate Average Fuel Economy (CAFE) is the sales-weighted average fuel economy, expressed in miles per gallon, of a manufacturer's fleet of passenger cars or light trucks with a gross vehicle weight rating (GVWR) of 8,500 lbs. or less, manufactured for sale in the United States, for any given model year.[2] Fuel economy is defined as the average mileage traveled by a vehicle per gallon of gasoline (or equivalent amount of other fuel) consumed as measured in accordance with the testing and evaluation protocol set forth by Environmental Protection Agency (EPA).

Manufacturers also perform their own fuel economy tests of new vehicle models and submit the results to EPA. EPA is responsible for conducting its own tests or verifying the manufacturers' dynamometer tests. EPA also is responsible for compiling the production data from manufacturers' reports and furnishing CAFE results to NHTSA.

Fuel economy test data from the manufacturers and EPA serves as the starting point for both CAFE values and real-world fuel economy projections. For CAFE, the test data are adjusted upward to account for any credits for dual-fuel alternative fuel vehicles (AFV) and dedicated AFV, and for passenger cars only, is also adjusted upward for credits available to manufacturers to account for test procedure changes since the CAFE program was established. For NHTS, such credits and their associated upward adjustments were removed.

[2] These vehicles are consistent with 2001 NHTS sample vehicles having a vehicle type of 01 (Automobile), 02 (Van), 03 (Sport Utility Vehicle), or 04 (Pickup Truck). EPA does not provide test data for vehicles such as the Ford Excursion, Hummer H1 and Hummer H2 because they have a GVWR greater than 8,500 lbs.

The estimation of these statistics (vehicle fuel economy, vehicle fuel consumption, and fuel expenditures) occurred in several steps (see Figure 1).

1) The basic input for the process was the VMT estimate for each NHTS vehicle in the national sample (see Appendix J).

2) Second, the annual on-road fuel economy, given in terms of MPG, was estimated using the characteristics of the vehicle from the household interview[3], EPA fuel economy test results, and the fixed 12-month period between May 1, 2001 and April 30, 2002 that the vehicle was in use. The Composite MPG (i.e., an unadjusted 45 percent highway and 55 percent city weighted estimate) values were adjusted to account for the difference between EPA test values and on-road values.

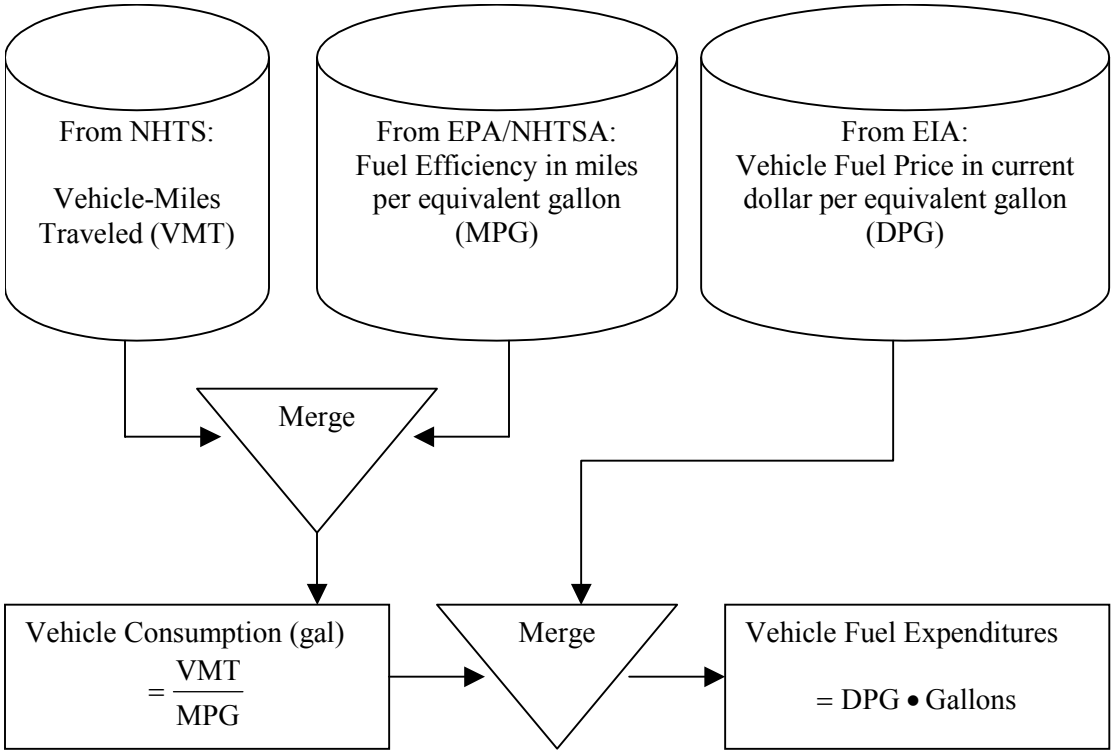
3) Third, estimated vehicle fuel consumption was derived by dividing the VMT by the estimated MPG.

4) Finally, multiplying the vehicle fuel consumption by the fuel price derived the estimated vehicle fuel expenditures.

The NHTS did not collect vehicle fuel prices via fuel purchase diaries. Instead, each NHTS vehicle was assigned a price based on its imputed fuel type. All fuel price information was obtained from the EIAs fuel price series, with the notable exception of fuel tax rates for gasoline. Information on gas tax rates were obtained from FHWA's *Highway Statistic* reports.

[3] Vehicle Identification Numbers (VIN) were not collected in the 2001 NHTS. Instead, vehicles were classified using make (MAKECODE), model (MODLCODE), model year (VEHYEAR), and 8 categories of vehicle type (VEHTYPE), as given in *Section B: Vehicle Data* of the 2001 NHTS questionnaire.

Figure 1. Estimation Schematic



Note: NHTS – National Household Travel Survey, EPA – Environmental Protection Agency, EIA – Energy Information Administration, and NHTSA – National Highway Transportation Safety Administration.

Vehicle Fuel Economy

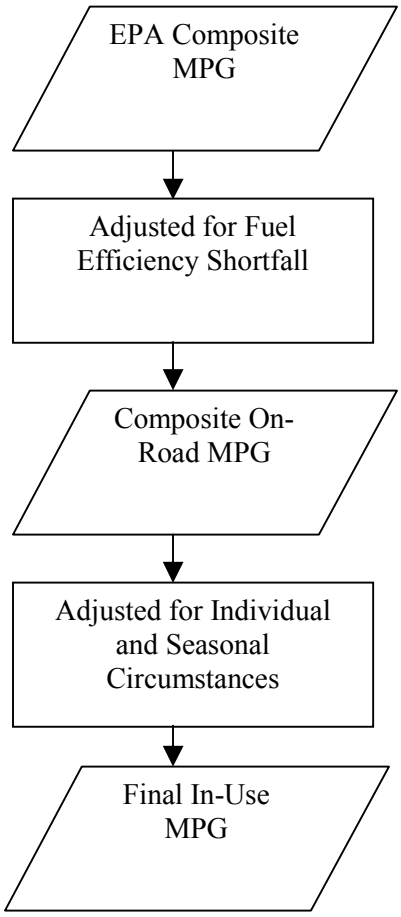
Fuel economy (MPG) was estimated for each NHTS sample vehicle in order to estimate each vehicle's fuel consumption for the survey year. Fuel consumption was estimated by dividing the VMT for time of possession (a fixed 12-month period starting on May 1, 2001 and ending April 30, 2002[4]) by the MPG. MPG values were estimated using EPA laboratory test MPG that were adjusted to account for differences between actual on-road MPG and the EPA test MPG. This difference is known as MPG "shortfall". The adequacy of current shortfall adjustment methods is sufficient for late 1980 through early 1993's motor vehicle model years also (RTECS Technical Note 5).[5] For the 2001 NHTS, the

[4] The 2001 NHTS was conducted over the 14-month period from March 2001 to May 2002. For estimating annual VMT a fixed twelve-month period was calculated.

[5] Harrison, I.M. "VMT 1991 Patterns," Residential Transportation Energy Consumption Survey Technical Note 5, unpublished document. (Washington, DC).

adequacy of shortfall adjustments has been extended for 1994 through 2002's motor vehicle model years. The process employs a sequential adjustment procedure where the EPA Composite MPG was adjusted first to an on-road MPG, and then to an in-use MPG. (see Figure 2)

Figure 2. Miles per Gasoline Equivalent Gallon Adjustment Procedures



EPA test MPG was assigned by linking the NHTS vehicle file to the NHTSA Corporate Average Fuel Economy files. Each record of the NHTSA files contained an EPA Composite MPG (i.e., an unadjusted 45 percent highway and 55 percent city weighted estimate) for each unique combination of vehicle attributes within a given manufacture, model/carline, type and model year. The NHTS vehicles were matched based on the make, model, vehicle type, and model year characteristics collected in the NHTS interview.

Although merging (or statistical linking) the NHTS vehicles to the NHTSA Corporate Average Fuel Economy files were restricted to those four attributes, the NHSTA file actually includes a wealth of detail. Vehicle attributes included (1) number of cylinders, (2) cubic inches of engine displacement (CID), (3) type of transmission (manual or automatic), and (4) fuel metering (gasoline, diesel, electric, natural gas, duel-, or flexible- fuel vehicle). However, NHTSA file

records did not include whether the vehicle's emissions control package met Federal or California standards. Each record of the NHTSA files also contained the number of vehicles sold, in thousands of vehicles, for each unique combination of attributes, which helped when imputing of some vehicle attributes was required.

Hence, in addition to assigning a Composite MPG, the NHTSA files were used to impute “missing” vehicle attributes: fuel metering and engine type for purposes of assigning an appropriate fuel price. Based on the nonmissing vehicle attributes obtained from the NHTS questionnaire, several records from the NHTSA files were usually found to be potential “matches” to a given sample vehicle. This is referred to as a 1-to-many record linkage. A matching record was chosen from among the several applicable ones, with probability proportional to sales, using the sales figures on the NHTSA files. Once chosen, a record provided (1) EPA Composite MPG, (2) fuel metering, and (3) engine type. Although more attributes were available for selection, EIA limited its matched attributes to those required to assign an appropriate fuel price to a sample vehicle.

EPA Composite MPG

Beginning in the early 1970's, EPA measured fuel economy from tests that were conducted on a dynamometer to simulate actual driving conditions. By 1975, EPA had incorporated separate “city” and “highway” driving cycles into the test. The city and highway MPG were combined to form a “composite” MPG that was then weighted according to sales of the production vehicles in order to assess compliance with Corporate Average Fuel Economy (CAFE) standards. The EPA Composite MPG is based on the assumption of a "typical" vehicle-use pattern of 55 percent city driving and 45 percent highway driving, and has become a convenient single fuel economy measure for analytical and regulatory purposes.

The EPA Composite MPG[6] is defined as:

$$MPG_{(EPA\ 55/45)} = \frac{1}{0.55 \bullet \frac{1}{MPG_{(EPA\ city)}} + 0.45 \bullet \frac{1}{MPG_{(EPA\ hwy)}}} \qquad (1)$$

where:

[6] Specifically, the following formulas, as stated in Part 600, Subpart F, §600.207-86, §600.208-77, §600.209-85, §600.510-86 of the 7-1-1994 edition of the 40 CFR, are identified for these calculations.

$MPG_{(EPA\ 55/45)}$ denotes the composite MPG; $MPG_{(EPA\ city)}$ denotes the fuel economy when vehicle use pattern is city driving only; and, $MPG_{(EPA\ hwy)}$ denotes the fuel economy when vehicle use pattern is highway driving only.

Because separate city and highway fuel economy estimates were not available on the NHTSA files, a single "shortfall" adjustment factor was derived, as described in the following sections.

Fuel Economy Shortfall

Fuel economy shortfall occurs when the fuel economy that is actually obtained while using the vehicle is lower than the EPA test results. Reasons for this shortfall are (1) a result of the differences between EPA test vehicles and the vehicles actually in use and (2) the differences between EPA procedures for simulated driving conditions and actual driving conditions. For example, EPA test vehicles are prototypes that do not contain the wide variety of power-consuming accessories often found on vehicles sold to consumers. The test procedures also do not simulate the actual driving conditions that affect fuel economy such as speed and acceleration of individual drivers, road conditions, weather, and traffic. In the 2001 NHTS, adjustments for this fuel economy shortfall were made to the composite MPG ($MPG_{(EPA\ 55/45)}$) that were assigned to the sample vehicles.

Fuel economy shortfall was expressed in terms of the "Gallons per Mile Ratio" or GPMR:

$$GPMR_i = \frac{MPG_{i\,(EPA55/45)}}{MPG_i} \qquad (2)$$

where:

$GPMR_i$ denotes Gallons per Mile Ratio for the i^{th} vehicle; MPG_i denotes the on-road MPG or in-use MPG for the i^{th} vehicle, depending on the analysis; and, $MPG_{i\ (EPA\ 55/45)}$ denotes the EPA Composite MPG applicable to the i^{th} vehicle.

If $GPMR_i = 1$ then there is no perceived shortfall. If $GPMR_i > 1$ then there is a shortfall for vehicle i. That is, the on-road or in-use fuel economy is less than the fuel economy indicated by the EPA Composite MPG. Note that $GPMR_i$ can represent shortfall with respect to either the on-road or in-use MPG_i, depending on the analysis being performed. $GPMR_i$ is commonly chosen as a measure of shortfall as opposed to MPG_i for the following reasons:

- A shortfall adjustment is most often thought of as a correction factor, or multiplicative constant, rather than as an additive correction. $GPMR_i$ satisfies this convention.
- Shortfall is usually dependent on a vehicle's

fuel economy level. That is, shortfall is usually higher at high levels of $MPG_{(EPA\ 55/45)}$ than at low levels of $MPG_{(EPA\ 55/45)}$. Therefore, it is more informative to express the amount of shortfall relative to $MPG_{(EPA\ 55/45)}$ rather than as an absolute quantity.

- $GPMR_i$ is a linear function of $MPG_{(EPA\ 55/45)}$ and can be modeled using ordinary least squares linear regression.

- $GPMR_i$ is a transformation that stabilizes error variances for the purposes of least squares linear regression.

The On-Road MPG

On-road MPG is a composite MPG that was adjusted to account for the shortfall between the EPA fuel economy and the actual fuel economy obtained on the road.

The EPA developed two general procedures for adjusting $MPG_{(EPA\ 55/45)}$ to an on-road value. One procedure bases the size of the adjustment on specific technology features of the vehicle. The other procedure uses just two MPG discount factors, one to adjust the EPA highway estimate, the other to adjust the city estimate. These two factors are used for all vehicles, regardless of vehicle type technology.

Either of these procedures could have been used to approximate an adjusted $MPG_{(EPA\ 55/45)}$ to an on-road MPG value for use in the 2001 NHTS. Since both procedures were unbiased for trucks, the choice as to which to employ in the 2001 NHTS was based on their performance with cars. According to the 1994 RTECS, the adjustment based on discount factors seemed to be less biased than the Technology-Specific Adjustment when applied to cars. Therefore, a single discount adjustment factor was used.

Shortfall Adjustment Based on Discount Factors

EPA's discount factors have widespread appeal because of their simplicity (Hellman and Murrell, 1985[7]; Hellman and Murrell, 1984[8]). The factors are 10 percent for city MPG and 22 percent for highway MPG. That is, for any vehicle i,

[7] Hellman, K.H., and Murrell, J.D. 1985. "On the Stability of the EPA MPG Adjustment Factors." Society of Automotive Engineers Technical Paper Series, SAE Paper No. 851216, Warrendale, PA.

[8] Hellman, K.H., and Murrell, J.D. 1984. "Development of Adjustment Factors for the EPA City and Highway MPG Values." Society of Automotive Engineers Technical Paper Series, SAE Paper No. 840496, Warrendale, PA.

$$MPG_{i(\text{on - road, EPA city})} = 0.90 \bullet MPG_{i(\text{epa city})}$$
$$MPG_{i(\text{on - road, EPA hwy})} = 0.78 \bullet MPG_{i(\text{EPA hwy})} \quad (3)$$

These discount factors are the ones used to produce the "sticker" MPG figures seen on vehicles on dealer lots, and are used to produce the DOE/EPA Gas Mileage Guide.

Fuel economy shortfall is affected by the vehicle use pattern: frequent starts and short trip lengths characterize city-driving pattern, while highway-driving pattern is characterized by infrequent starts and long trips. AMPD (Average Miles Driven per Day) is a good surrogate variable for representing these different driving patterns.

The city-driving pattern was characterized by AMPD from 5 to 22 miles per day, while the highway-driving pattern was characterized by AMPD's from 15 to 105 miles per day (Hellman and Murrell, 1984). City fraction and AMPD were used to split the data into two sets, one for development of the city discount factor, the other for development of the highway factor. The “city” and “highway” data sets were each stratified by vehicle technology classes. Linear regression was performed within each stratum. GPMR was regressed on city fraction, AMPD, $MPG_{(EPA\ 55/45)}$, odometer reading, and average temperature. The fitted models were then weighted and combined across vehicle technology strata, to produce a single "city" shortfall model and a single "highway" shortfall model. The weights were used to increase the influence of those models that represented technology mixes expected to become more prominent in the future (e.g., front-wheel drive and fuel-injected vehicles). The discount factors were derived from the two.

The In-Use MPG

The “In-use MPG” rates are adjusted for individual driving circumstances, such as:

- Urban versus rural driving pattern. That is, frequent starts and short trips as opposed to infrequent starts and longer trips. As mentioned in the previous section, a useful single variable for representing this effect is AMPD. High AMPD's usually represent mileage accumulated on the highway.

- Traffic congestion, which increases with population density.

- Seasonal temperature variations, especially for gasoline-carbureted vehicles.

- Humidity, which together with temperature affects air-conditioner use.

- Differences among geographic areas of the country.
- Altitude.
- Wind.
- Road gradient and road surface conditions.

The on-road adjustments to $MPG_{(EPA\ 55/45)}$ discussed in the previous sections were "general" in that they did not take into account any effects on fuel economy that are due to the driver's individual circumstances.

However, this appendix does address some of the individual vehicle influences. In general, the first four items are considered the most significant in-use influences (Crawford, 1983).[9] In the cited study, shortfall variations as high as 25 percent or more occurred over the range of typical AMPD. Shortfall was 16 percent higher in urban areas than in completely uncongested areas, and was 12 percent higher in suburban areas. Shortfall varied seasonally (i.e., monthly) by 7 percent in the South and by 13 percent in the North. To define the North and South geographic areas the continental United States were divided into 97 two-digit ZIP Code regions. These regions were grouped to form two aggregate regions ("North" and "South") according to average winter and summer temperatures, and seasonal shortfall trends.

Regression models were developed (Crawford, 1983) for use in adjusting $GPMR_{i(on\text{-}road)}$ to an in-use shortfall employing measurements of several in-use effects as the independent variables.

One regression model from the Crawford reference that is appropriate for use in NHTS is as follows:

$$\delta_{ij} = 3.296 \bullet \left[\left(\frac{1}{AMPD_{ij}}\right) - \left(\frac{1}{35.6}\right)\right] + \text{NORTH} \bullet \left[0.050 \bullet \sin\left(\frac{j\pi}{6}\right) + 0.075 \bullet \cos\left(\frac{j\pi}{6}\right)\right] + \text{SOUTH} \bullet \left[0.030 \bullet \sin\left(\frac{j\pi}{6}\right) + 0.031 \bullet \cos\left(\frac{j\pi}{6}\right)\right] \quad (7)$$

where $AMPD_{ij}$ = Average Miles per Day for vehicle i and month j, typically 35.6 (i.e., 13,000 miles per year); NORTH = 1 if the household is in the North, otherwise NORTH = 0 if the household is not in the North; and, SOUTH = 1 if the

[9] Crawford, R. 1983. "Seasonal and Regional MPG as Influenced by Environmental Conditions and Travel Patterns." Research performed under contract for DOE. Energy and Environmental Analysis, Inc., Arlington, VA.

household is in the South, otherwise SOUTH = 0 if the household is not in the South.

This regression model was chosen because the independent variables that are important in explaining shortfall were readily available from the 2001 NHTS data, using BESTMILE and the distribution of average monthly vehicle miles travel fractions found in Table 2. The model had two components. One component involved $AMPD_{ij}$ and represented the influence of individual driving patterns for a given vehicle and month. The other component represented the change in shortfall that occurred throughout the seasons, due to the annual temperature cycle.

Once a $GPMR_{ij(in\text{-}use)}$ was estimated it was used to estimate the final in-use fuel economy for vehicle i and month j as follows:

$$MPG_{ij(in\ -\ use)} = \frac{MPG_{i(EPA\ 55/45)}}{GPMR_{ij(in\ -\ use)}} \qquad (8)$$

Annual Vehicle Fuel Consumption

In the 2001 NHTS, annual fuel consumption was calculated by dividing the annual VMT by the annual MPG. The derivation of the “annualized” VMT is given in ORNL Appendix.

The $MPG_{ij(in\text{-}use)}$ shown in the above section about fuel economy estimation procedures were final estimates of monthly in-use fuel economies for vehicle i, and could have been used for estimating monthly fuel consumptions and expenditures, if monthly VMT were known. Unfortunately, NHTS only collected data to annualize VMT. Nevertheless, the 2001 NHTS still made use of the $MPG_{ij(in\text{-}use)}$ by disaggregating the annual VMT of sample vehicles into monthly VMT, using monthly VMT driving fractions from the standard distribution in Table 2.

Table 2. Distribution of Average Monthly Vehicle-Miles Traveled Fractions

$Month_j$	Average VMT per Vehicle	F_j
January	688	0.0728
February	697	0.0738
March	771	0.0816
April	783	0.0829
May	832	0.0880
June	847	0.0896
July	868	0.0919
August	872	0.0923
September	800	0.0847
October	802	0.0849
November	756	0.0800
December	734	0.0777
Total	9,450	1.0000

Source: 1984 Petroleum Marketing Index (PMI) Survey, NPD Research Inc. The survey is a demographically and geographically balanced-quota sample of 4,100 households. Respondents maintained fuel purchase diaries for an average of 10 months. As part of the survey, information was collected on the characteristics of trips taken in vehicles during a designated day. Trip lengths were recorded as respondent perception rather than from odometer readings. The distribution of monthly mileage fractions has been obtained from this survey.

The annual consumption for vehicle i can be thought of as the sum of the individual monthly consumptions:

$$C_i = \sum_{j=1}^{12} c_{ij} \qquad (9)$$

where C_i denotes annual consumption of vehicle fuel for the ith vehicle, in gasoline equivalent gallons and c_{ij} denotes consumption of vehicle fuel for the i^{th} vehicle during the j^{th} month.

Consumption is calculated over 12 months, based on the assumption that the sample vehicle is assumed to exist for a complete 12-month duration in a sample household. Consumption for each month may be expressed in terms of monthly VMT and monthly in-use fuel economy:

$$c_{ij} = \frac{m_{ij}}{mpg_{ij}}, \forall\ j = 1, 2, \ldots, 12 \quad (10)$$

where m_{ij} denotes VMT for the i^{th} vehicle during the j^{th} month and mpg_{ij} denotes fuel economy in miles per gasoline equivalent gallon for the i^{th} vehicle during the j^{th} month. Now, the equation can be rewritten as:

$$C_i = \sum_{j=1}^{12} \frac{m_{ij}}{mpg_{ij}} \quad (11)$$

ORNL provided the annualized VMT estimate for NHTS that was used to calculate monthly VMT values. Given that value, a monthly VMT was derived for each annualized vehicle VMT as:

$$m_{ij} = M_i \bullet f_{ij} \quad (12)$$

where M_i denotes for the i^{th} vehicle, calculated using odometer readings and procedures discussed in Appendix J and f_{ij} denotes the average fraction of "annual" VMT that was driven during the j^{th} month, estimate for the i^{th} vehicle. For all sample vehicles, f_{ij} was approximated with the average fractions, F_j, found in Table 2.

Substituting $mpg_{ij} = MPG_{ij(in\text{-}use)}$ and m_{ij} from Equation 12 into Equation 11 yields the following estimate of annual consumption for the i^{th} vehicle:

$$C_i = \sum_{j=1}^{12} \frac{M_i \bullet f_{ij}}{MPG_{ij(in\ -\ use)}} \quad (13)$$

Since NHTS assumes that each sample vehicle exists in the sample household for an entire year, no alternative estimators for acquired or disposed vehicles were created.

To simply calculations, a single "annualized" fuel economy that is analogous to the "annualized" MPG_i was estimated as:

$$MPG_{i(annualized)} = \frac{MPG_{i(EPA\ 55/45)}}{\sum_{j=1}^{12} f_{ij} \bullet GPMR_{ij(in\ -\ use)}} \quad (14)$$

Thus, annual consumption equals:

$$C_i = \frac{M_i}{MPG_{i(annualized)}}. \quad (15)$$

Vehicle Fuel Expenditures

Fuel prices, by month, were obtained from the following Energy Information Administration survey questionnaires:

- Form EIA-782A[10] "Refiners'/Gas Plant Operators' Monthly Petroleum Product Sales Report."
- Form EIA-782B[11] "Resellers'/Retailers' Monthly Petroleum Product Sales Report."
- Form EIA-888[12] "On-Highway Diesel Fuel Price Survey."
- Form EIA-895[13] "Monthly Quantity and Value of Natural Gas Report."
- Form EIA-826[14] "Monthly Electric Utility Sales and Revenue Report with State Distributions."

Unfortunately, respondents were not asked the type of fuel purchased for their transportation demands. Further, respondents were not queried on the grade of their purchased fuels. Thus, fuel type was imputed to a sample vehicle based on its representative "match" with the selected vehicle from the NHTSA files. A matching record was chosen from among the several applicable ones, with probability proportional to sales, using the sales figures on the NHTSA files. Once chosen, a record provided (1) EPA Composite MPG, (2) fuel metering, and (3) engine type. The later two items provided enough information to impute a fuel type to a "matched" sample vehicle.

The EIA price series are published by month, by State, 5 PAD districts (PADD), and by type and grade of fuel. For the 2001 NHTS, annual fuel

[10] Price and volume data at a State level for 14 petroleum products for various retail and wholesale marketing categories are reported by the universe of refiners and gas plant operators.

[11] Price and volume data at the State level for gasoline, No. 2 distillate, propane, and residual fuel are reported by a sample of distillate fuel oil resellers and retailers, motor gasoline wholesalers, and residual fuel oil resellers and retailers.

[12] The Form EIA-888 survey collects data on the National and Petroleum Administration for Defense (PAD) District level cash price of self-serve, motor vehicle diesel fuel. The data are used to monitor changes in motor vehicle diesel fuel prices and to report to the Congress and others when requested. Respondents are a scientifically selected sample of companies owning retail outlets which sell motor vehicle diesel fuel.

[13] Monthly and annual production data are collected from the appropriate agencies of the natural gas producing States.

[14] Form EIA-826 collects information from regulated and unregulated companies that sell or deliver electric power to end users, including electric utilities, energy service providers, and distribution companies..

expenditures, E_i, was estimated by multiplying monthly gasoline prices by monthly consumption to produce monthly expenditures, summing over the monthly expenditures derived annual expenditures.

Gasoline Prices

Prices published by the EIA supplier surveys are pre-tax prices for conventional, oxygenated, and reformulated motor gasoline. Pre-tax prices were supplemented with Federal and State tax rates, by month, to derive retail motor gasoline prices; information on tax rates for gasoline are available from the Federal Highway Administration's web site. These pre-tax prices are published monthly, by State, in EIA's *Petroleum Marketing Monthly*, which includes price (excluding taxes) and volume data at a State level for 14 petroleum products for various retail and wholesale marketing categories are reported by the universe of refiners and gas plant operators.

Because the NHTS did not collect the type or grade of gasoline consumed in each sampled vehicle, gasoline prices were assigned a monthly fuel price that represents the State's volume-weighted average of gasoline by type.

Because the NHTS did not collect the type or grade of diesel consumed in each sample vehicle, diesel price was assigned to a diesel-powered vehicle based on a monthly fuel price represented by a PAD that includes the State in which the sample vehicle resides, according to NHTS, with the notable exception of the state of California where assignment was completed within state geographic boundaries.

More detail about the supplemental energy-related data for the 2001 NHTS can be found in the methodology paper on the EIA website:

http://www.eia.doe.gov/emeu/rtecs/nhts_survey/2001/index.html

Variable Names

1. **EIADMPG** – RECOMMENDED MPG MEASURE. EIA derived/adjusted miles per gallon estimate. Because of alternate-fuel vehicles, this is a 5-digit (###.#) derived estimate. Note this value represents an adjusted **EPATMPG** variable (see below).

2. **EPATMPG** – EPA estimate of 55/45 combined total MPG, unadjusted for discount factors. This is a 5-digit (###.#) estimate obtained from EPA test data.

3. **GSCOST** – should be a 6-digit (###.##) Fuel cost estimated in

cents per gallon (diesel or gasoline) in local area, based on the sample household location.

4. **BTUCOST** – should be a 6-digit (###.##) Fuel cost estimated in units of cents per gasoline equivalent gallon for electric or compressed natural gas vehicles, rather than cents per physical gallon.

5. **BESTMILE** – should be a 6-digit (######) Estimated annual miles this car was driven (derived by ORNL). These values represent ORNL's (see ORNL APPENDIX of the User's Guide) estimate of miles driven for a sample vehicle.

6. **GSTOTCST** – 4-digit (####) Total dollar cost of fuel per year for gasoline and diesel vehicles (derived from **GSCST** and **GSYRGAL**).

7. **BTUTCOST** – 4-digit (####) Total dollar cost of fuel per year (derived from **BTUCOST** and **BTUYEAR**). This value is available for non-gasoline and -diesel vehicles.

8. **GSYRGAL** – 4-digit (####) estimate of the number of gallons of gasoline consumed per year. This value is derived from **BESTMILE** and **EIADMPG**.

9. **BTUYEAR** – 4-digit (####) estimate of the amount of gasoline equivalent gallons consumed per year. This value is derived from **BESTMILE** and **EIADMPG** and is available for non-diesel and -gasoline vehicles.

10. **FUELTYPE** – 1-digit (#) classification code for fuel consumed in a sample vehicle, where 1 represents diesel, 2 represents natural gas, 3 represents electricity, and 4 represents motor gasoline.

This appendix describes the methods developed to estimate: (1) vehicle fuel economy (in terms of miles per gasoline equivalent gallon (MPG)), (2) vehicle fuel consumption, and (3) vehicle fuel expenditures. The MPG was estimated for most of the vehicles in the 2001 NHTS NATIONAL SAMPLE, while fuel consumption and fuel expenditures were estimated for vehicles whose *BESTMILE* was estimated. The methods and the estimates were developed using the January 2003 data. Since then, some of the critical data used in the development of the *BESTMILE* estimates were modified during the editing process for the January 2004 Version of the NHTS data. Due to the time constraints, the fuel economy and fuel consumption estimates were not updated to reflect January 04 data. Fuel economy and fuel consumption for vehicles where the underlying data changed between the January 2003 Version and the

January 2004 Version were set to “Not Ascertained,” and the associated data flag *,BEST_FLG*, was set to “No Best Estimate, underlying values changed in editing.” Numbers found in this appendix reflect the January 2003 NATIONAL SAMPLE data, and may not be identical to those found in the January 2004 data.

Summary Tables

Table 3. Number of Vehicles, Vehicle Miles, Motor Fuel Consumption and Expenditures, 2001

Census Division	Vehicle Type	Number of Vehicles (million)	Sample Count of Vehicles	Vehicle-Miles Traveled (billion)	Motor Fuel Consumption (billion GEG)	Motor Fuel Consumption (billion liters)	Motor Fuel Expenditures (billion dollars)
NE	Passenger Car	6.1	1,548	72	3.0	11.4	4.2
	Van	0.9	237	12	0.6	2.3	0.8
	SUV	1.1	320	17	0.9	3.6	1.3
	Pickup Truck	1.3	371	17	1.0	3.8	1.4
	Motorcycle	0.2	53	1	(S)	(S)	(S)
NE Total		**9.6**	**2,529**	**119**	**5.6**	**21.2**	**7.7**
MA	Passenger Car	13.8	3,651	155	6.6	25.1	8.8
	Van	2.2	621	30	1.5	5.8	2.0
	SUV	2.5	728	34	2.0	7.5	2.6
	Pickup Truck	1.9	630	24	1.4	5.3	1.9
	Motorcycle	0.3	94	1	(S)	0.1	(S)
MA Total		**20.7**	**5,724**	**244**	**11.5**	**43.7**	**15.3**
ENC	Passenger Car	18.4	4,854	216	9.3	35.2	12.6
	Van	3.5	984	47	2.4	9.2	3.3
	SUV	3.3	940	48	2.8	10.5	3.8
	Pickup Truck	5.3	1,560	66	3.9	14.7	5.2
	Motorcycle	0.6	185	2	(S)	0.1	(S)
ENC Total		**31.0**	**8,523**	**378**	**18.4**	**69.7**	**24.9**
WNC	Passenger Car	7.8	2,281	95	4.1	15.4	5.4
	Van	1.4	433	19	1.0	3.7	1.3
	SUV	1.5	481	20	1.2	4.5	1.6
	Pickup Truck	2.9	918	38	2.2	8.3	2.9
	Motorcycle	0.3	83	(S)	(S)	(S)	(S)
WNC Total		**14.0**	**4,196**	**172**	**8.5**	**32.0**	**11.3**
SA	Passenger Car	22.4	5,048	271	11.5	43.6	14.4
	Van	3.4	836	46	2.4	9.2	3.1
	SUV	4.5	1,093	64	3.7	14.0	4.6
	Pickup Truck	6.2	1,607	77	4.4	16.7	5.5
	Motorcycle	0.6	161	2	(S)	0.1	(S)
SA Total		**37.1**	**8,745**	**461**	**22.1**	**83.7**	**27.6**
ESC	Passenger Car	6.0	1,481	72	3.1	11.9	4.0
	Van	1.0	245	13	0.7	2.6	0.9
	SUV	1.3	315	18	1.1	4.0	1.3
	Pickup Truck	2.9	752	40	2.3	8.6	2.9

Table 3. Number of Vehicles, Vehicle Miles, Motor Fuel Consumption and Expenditures, 2001

Census Division	Vehicle Type	Number of Vehicles (million)	Sample Count of Vehicles	Vehicle-Miles Traveled (billion)	Motor Fuel Consumption (billion GEG)	Motor Fuel Consumption (billion liters)	Motor Fuel Expenditures (billion dollars)
	Motorcycle	0.2	56	(S)	(S)	(S)	(S)
ESC Total		**11.3**	**2,849**	**143**	**7.2**	**27.1**	**9.1**
WSC	Passenger Car	9.8	2,165	118	5.1	19.2	6.4
	Van	1.4	324	17	0.9	3.5	1.2
	SUV	2.4	589	35	2.1	7.9	2.6
	Pickup Truck	4.5	1,129	65	3.7	14.2	4.7
	Motorcycle	0.2	54	1	(S)	0.1	(S)
WSC Total		**18.3**	**4,261**	**236**	**11.9**	**44.9**	**14.9**
Mountain	Passenger Car	5.9	1,742	65	2.8	10.5	3.9
	Van	0.9	265	13	0.7	2.5	0.9
	SUV	1.7	481	22	1.3	5.0	1.9
	Pickup Truck	2.5	766	29	1.7	6.3	2.3
	Motorcycle	0.2	76	1	(S)	0.1	(S)
Mountain Total		**11.1**	**3,330**	**129**	**6.4**	**24.3**	**9.0**
Pacific	Passenger Car	16.6	3,930	188	7.9	29.9	11.4
	Van	2.4	575	30	1.6	6.0	2.3
	SUV	3.5	910	50	3.0	11.2	4.3
	Pickup Truck	4.8	1,268	58	3.3	12.4	4.7
	Motorcycle	0.5	150	2	(S)	0.2	0.1
Pacific Total		**27.8**	**6,833**	**328**	**15.7**	**59.6**	**22.7**
Total		**181.0**	**46,990**	**2,210**	**107.3**	**406.1**	**142.6**

(s) = Data rounds to zero in the units given.

Note: Data included in this table represent ONLY those vehicles having non-negative values for vehicle-miles traveled (BESTMILE) and fuel economy (EIADMPG) in the Version 3 release of the 2001 National Household Travel Survey sponsored by the U.S. Department of Transportation. NE denotes New England; MA denotes Middle Atlantic; ENC denotes East North Central; WNC denotes West North Central; SA denotes South Atlantic; ESC denotes East South Central; and, WSC denotes West South Central. GEG represents a gasoline equivalent gallon.

Source: Energy Information Administration, Office of Energy Markets and End Use, value-added addendum to Version 3 release of the 2001 National Household Travel Survey by the U.S. Department of Transportation (Washington DC).

Table 4. United States per Vehicle-Miles Traveled, Vehicle Fuel Consumption and Expenditures, 2001

Census Division	Vehicle Type	Number of Vehicles (million)	Sample Count of Vehicles	Average per Vehicle			Miles per Equivalent Gallon	Liters per 100 km
				Motor Fuel Consumption (GEG)	Motor Fuel Expenditures (dollars)	Vehicle-Miles Traveled (thousands)		
NE	Passenger Car	6.1	1,548	493	684	11.8	23.9	9.9
	Van	0.9	237	691	958	13.6	19.7	12.0
	SUV	1.1	320	849	1,174	14.8	17.5	13.5
	Pickup Truck	1.3	371	763	1,051	13.2	17.3	13.6
	Motorcycle	0.2	53	66	91	3.3	50.0	4.7
NE Total		**9.6**	**2,529**	**582**	**805**	**12.4**	**21.3**	**11.1**
MA	Passenger Car	13.8	3,651	482	637	11.3	23.5	10.0
	Van	2.2	621	704	931	13.7	19.5	12.1
	SUV	2.5	728	782	1,034	13.6	17.4	13.5
	Pickup Truck	1.9	630	723	956	12.3	17.0	13.9
	Motorcycle	0.3	94	44	59	2.2	50.0	4.7
MA Total		**20.7**	**5,724**	**558**	**737**	**11.8**	**21.1**	**11.1**
ENC	Passenger Car	18.4	4,854	506	686	11.8	23.2	10.1
	Van	3.5	984	702	950	13.5	19.3	12.2
	SUV	3.3	940	834	1,130	14.3	17.2	13.7
	Pickup Truck	5.3	1,560	734	992	12.5	17.1	13.8
	Motorcycle	0.6	185	51	70	2.6	50.0	4.7
ENC Total		**31.0**	**8,523**	**593**	**803**	**12.2**	**20.5**	**11.5**
WNC	Passenger Car	7.8	2,281	520	695	12.1	23.4	10.1
	Van	1.4	433	692	926	13.4	19.3	12.2
	SUV	1.5	481	783	1,045	13.0	16.7	14.1
	Pickup Truck	2.9	918	747	996	12.8	17.1	13.8
	Motorcycle	0.3	83	30	41	1.5	50.0	4.7
WNC Total		**14.0**	**4,196**	**604**	**807**	**12.3**	**20.4**	**11.6**
SA	Passenger Car	22.4	5,048	515	644	12.1	23.5	10.0
	Van	3.4	836	718	903	13.7	19.1	12.3
	SUV	4.5	1,093	829	1,036	14.2	17.2	13.7
	Pickup Truck	6.2	1,607	709	881	12.4	17.5	13.5
	Motorcycle	0.6	161	61	76	3.0	50.0	4.7
SA Total		**37.1**	**8,745**	**597**	**746**	**12.4**	**20.8**	**11.3**
ESC	Passenger Car	6.0	1,481	521	661	12.0	23.0	10.2
	Van	1.0	245	707	896	13.4	19.0	12.4
	SUV	1.3	315	844	1,068	14.2	16.9	14.0
	Pickup Truck	2.9	752	793	1,005	13.9	17.5	13.5
	Motorcycle	0.2	56	45	58	2.3	50.0	4.7

Table 4. United States per Vehicle-Miles Traveled, Vehicle Fuel Consumption and Expenditures, 2001

Census Division	Vehicle Type	Number of Vehicles (million)	Sample Count of Vehicles	Average per Vehicle			Miles per Equivalent Gallon	Liters per 100 km
				Motor Fuel Consumption (GEG)	Motor Fuel Expenditures (dollars)	Vehicle-Miles Traveled (thousands)		
ESC Total		**11.3**	**2,849**	**633**	**803**	**12.7**	**20.0**	**11.8**
WSC	Passenger Car	9.8	2,165	519	654	12.0	23.2	10.2
	Van	1.4	324	681	857	12.9	18.9	12.5
	SUV	2.4	589	870	1,095	14.5	16.7	14.1
	Pickup Truck	4.5	1,129	828	1,042	14.4	17.3	13.6
	Motorcycle	0.2	54	73	93	3.7	50.0	4.7
WSC Total		**18.3**	**4,261**	**648**	**816**	**12.9**	**19.9**	**11.8**
Mountain	Passenger Car	5.9	1,742	465	655	10.9	23.4	10.1
	Van	0.9	265	764	1,065	14.9	19.5	12.1
	SUV	1.7	481	799	1,124	13.4	16.7	14.1
	Pickup Truck	2.5	766	677	953	11.6	17.2	13.7
	Motorcycle	0.2	76	76	108	3.8	50.0	4.7
Mountain Total		**11.1**	**3,330**	**577**	**812**	**11.6**	**20.1**	**11.7**
Pacific	Passenger Car	16.6	3,930	475	685	11.3	23.8	9.9
	Van	2.4	575	665	958	12.6	18.9	12.4
	SUV	3.5	910	844	1,216	14.3	17.0	13.9
	Pickup Truck	4.8	1,268	680	983	12.1	17.8	13.2
	Motorcycle	0.5	150	74	108	3.7	50.0	4.7
Pacific Total		**27.8**	**6,833**	**565**	**815**	**11.8**	**20.8**	**11.3**
Total		**181.0**	**46,990**	**593**	**788**	**12.2**	**20.6**	**11.4**

Note: Data included in this table represent ONLY those vehicles having non-negative values for vehicle-miles traveled (BESTMILE) and fuel economy (EIADMPG) in the Version 3 release of the 2001 National Household Travel Survey sponsored by the U.S. Department of Transportation. NE denotes New England; MA denotes Middle Atlantic; ENC denotes East North Central; WNC denotes West North Central; SA denotes South Atlantic; ESC denotes East South Central; and, WSC denotes West South Central. GEG represents a gasoline equivalent gallon.

Source: Energy Information Administration, Office of Energy Markets and End Use, value-added addendum to Version 3 release of the 2001 National Household Travel Survey by the U.S. Department of Transportation (Washington DC).

APPENDIX L

MAKE AND MODEL CODES FOR THE 2001 NHTS VEHICLE FILE

The codes used for vehicle make and model are from the 2002 Fatality Analysis Reporting System (FARS), a major database created and maintained by the National Highway Traffic Safety Administration (NHTSA). These make and model codes are identical to those used in the National Automotive Sampling System database, which was used for the 1995 NPTS. The 2002 FARS listing is more up to date than currently-available NASS listing.

This Appendix contains the portion of the FARS documentation identifying the codes that were used in the NHTS. Within the Appendix, the codes are in alphabetical order by vehicle make. A summary listing in numerical order is provided below.

For cases when the respondent **refused to identify** either the make or model, it was denoted by a -7 in the corresponding data field. Similarly, when the respondent indicated that they **did not know** either the make or model, it was denoted by a -8.

Note that a code 91 was used in the survey data for both make and model to represent Other (Specify). However, the 2002 FARS database includes a Make Code 91 (Eagle Coach). There were no Eagle Coach vehicles reported in the 2001 NHTS. Consequently all vehicles in the survey database with a make code = 91 represent Other Vehicle Make.

MAKE	MAKE CODE	PAGE #			
American Motors	01	H-5	Checker	29	H-53
Jeep	02	H-29	Panoz	29	H-53
Kaiser-Jeep	02	H-29	Saleen	29	H-53
Willys-Jeep	02	H-29	Mini Cooper	29	H-6
AM General	03	H-4	Desoto	29	H-53
Chrysler	06	H-13	Excaliber	29	H-53
Dodge	07	H-14	Hudson	29	H-53
Imperial	08	H-26	Packard	29	H-53
Plymouth	09	H-41	Stutz	29	H-53
Eagle	10	H-18	Volkswagen	30	H-50
Ford	12	H-19	Alfa Romeo	31	H-3
Lincoln	13	H-31	Audi	32	H-5
Mercury	14	H-35	Austin/Austin Healey	33	H-6
Buick	18	H-8	BMW	34	H-7
Opel	18	H-8	Datsun	35	H-38
Cadillac	19	H-9	Nissan	35	H-38
Chevrolet	20	H-9	Fiat	36	H-18
Oldsmobile	21	H-39	Honda	37	H-25
Pontiac	22	H-43	Isuzu	38	H-27
GMC	23	H-22	Jaguar	39	H-28
Saturn	24	H-46	Lancia	40	H-30
Grumman	25	H-25	Mazda	41	H-32
Avanti	29	H-54	Mercedes-Benz	42	H-33
Studebaker	29	H-54	MG	43	H-36

Peugeot	44	H-42	Lada	69	H-56
Porsche	45	H-45	Singer	69	H-56
Renault	46	H-46	BSA	70	H-55
Saab	47	H-46	Ducati	71	H-56
Subaru	48	H-47	Harley-Davidson	72	H-56
Toyota	49	H-49	Kawasaki	73	H-56
Triumph	50	H-51	Moto-Guzzi	74	H-57
Volvo	51	H-53	Norton	75	H-57
Mitsubishi	52	H-38	Yamaha	76	H-57
Suzuki	53	H-48	Brockway	80	H-58
Acura	54	H-4	Diamond Reo or Reo	81	H-58
Hyundai	55	H-27	Freightliner	82	H-59
Merkur	56	H-37	FWD	83	H-60
Yugo	57	H-54	International Harvester	84	H-61
Infiniti	58	H-28	Navistar	84	H-61
Lexus	59	H-32	Kenworth	85	H-62
Daihatsu	60	H-15	Mack	86	H-63
Sterling	61	H-47	Peterbilt	87	H-64
Land Rover	62	H-31	Iveco/Magirus	88	H-63
KIA	63	H-30	White/Autocar	89	H-65
Daewoo	64	H-14	White/GMC	89	H-65
Maserati	69	H-55	Bluebird	90	H-66
Aston Martin	69	H-54	Gillig	92	H-66
Bricklin	69	H-54	MCI	93	H-66
Citroen	69	H-54	Thomas Built	94	H-66
De Lorean	69	H-54	Sterling	98	H-46
Ferrari	69	H-54	Auto-Union-DKW	98	H-67
Hillman	69	H-54	Divco	98	H-67
Jensen	69	H-54	Western Star	98	H-67
Lamborghini	69	H-55	Oshkosh	98	H-67
Lotus	69	H-55	Hino	98	H-67
Morris	69	H-55	Scania	98	H-67
Bentley	69	H-55	UD	98	H-67
Rolls Royce	69	H-55	Neoplan	98	H-68
Simca	69	H-55	Carpenter	98	H-68
Sunbeam	69	H-55	Collins Bus	98	H-68
TVR	69	H-55	DINA	98	H-68
Desta	69	H-55	Mid Bus	98	H-68
Reliant (British)	69	H-55	Orion	98	H-68
Bertone	69	H-56	Van Hool	98	H-68

PASSENGER CARS

MAKE:	Acura	(54)		(ACUR)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Integra	GS, LS, RS, GS-R, Type R	1986-01, 9999	03-05,07, 09
032	Legend	L, LS, GS, Special Edition, GS-R	1986-95, 9999	02, 04, 08
033	NSX	NSX-T	1991-02, 9999	02
034	Vigor		1992-94, 9999	04
035	TL	3.2,Type S	1996-02, 9999	04
036	RL	3.5	1996-02, 9999	04
037	CL	2.2, 2.3, 3.0, 3.2, Type S	1997-02, 9999	02
038	RSX	2.0, Type S	2002	02
398	Other (automobile)		1986-02, 9999	02-05, 07-09
399	Unknown (automobile)		1986-02, 9999	02-05, 07-09
LIGHT TRUCKS				
401	SLX		1996-00, 9999	14
421	MDX		2001-02,9999	15
499	Unknown (light truck)		1996-02,9999	19
999	Unknown (ACURA)		1986-02, 9999	49

MAKE:	Alfa Romeo	(31)		(ALFA)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Spider (Spyder)	Roadsters, Veloce, Quadrifoglio, Duetoo, Graduate, 1600/1750/1900/ 2000 roadsters, Giulia, Giulietta, Giulietta Veloce, Tipo	1933-94, 9999	01-02, 09
032	Sports Sedan	4-door sedans (except 164); Milano, Giulietta, Super, Berlina, Alfetta, Giulia 1750/1900/2000/2600 sedans, Alpha 90	1933-89, 9999	04

MAKE:	Alfa Romeo (Cont.) (31)			(ALFA)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
033	Sprint/Special	2-door coupes; Alfetta GT, Monteal, 1750/1900/2000/ 2600 GTV, Sprint GT, GT Veloce, Giulia, Giulietta, Supper, GTA, GTV, GTZ, TZ2	1933-80, 9999	02
034	GTV-6		1981-86, 9999	02
035	164 (Alpha 164)	LS, Q, Quadrifoglio	1990-95, 9999	04
398	Other (automobile)	Alfa, Montreal	1933-95, 9999	01-04,08-09
399	Unknown (automobile)		1933-95,9999	04-04,08-09

MAKE:	AM General (03)			(AMGN)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS				
401	Dispatcher	Post Office (Jeep)	1965-94,9999	14
421	Hummer (SUV) (for Pickup see model 481)	Slantback-HMSB	1993-03,9999	15
466	Dispatcher	DJ-series-Post Office Van	1965-91,9999	14
481	Hummer (Pickup) (for SUV seemodel 421)	H1, H2	2002-03,9999	31
498	Other (light truck)		1940-03,9999	14-16,19,31-33,39-42,45,48
499	Unknown (light truck)		1940-03,9999	14-16,19,31-33,39-42,45,48-49
MEDIUM/HEAVY TRUCKS				
884	Medium/Heavy Truck	Military off-road	1965-94,9999	60-64,71-72,78
898	Other (medium/heavy Truck		1965-94,9999	60-64,71-72,78
899	Unknown (medium/heavy truck)		1965-94,9999	60-64,71-72,78
BUSES				
983	Bus: Rear engine Flat front	Transit	1965-94,9999	52
988	Other Bus		1965-94,9999	50-52,58-59
989	Unknown Bus Type		1965-94,9999	50-52,58-59
998	Other (vehicle)		1965-94,9999	91-93,97
999	Unknown (AM General)		1965-03,9999	49,79,99
	Unknown (AM General)		1965-03,9999	49,79,99

MAKE:	American Motors* (01)			(AMER)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
001	Rambler/American	Rogue, 220,330,440, Scrambler Deluxe, Custom, Super, Classic, Brougham	1954-69,9999	01-02,04,06,08-09
002	Rebel/Matador/Marlin	550, 660, 770, Classic Brougham Barcelona	1964-78,9999	01-02,04,06,08-09
003	Ambassador	880, 880, 990, SST, DPL, Brougham DDL, Limited	1958-74,9999	02,04,06,08-09
004	Pacer	D/L, X, Limited	1975-80,9999	02-03,06,09
005	AMX	(2-seater only)	1968-70,9999	02-03,09
006	Javelin	SST, AMX (1971-1974)	1968-74,9999	02-03,09
007	Hornet/Concord	SSt, Sportabout, AMX (1975-1978) Limited, DL, SC-360	1970-83,9999	01-04,06,08-09
008	Spirit/Gremlin	Limited, DL, GT (1983 on), Custom, X, AMX (1979 on)	1970-83,9999	02-03,09
009	Eagle	Concord based, 30 Series	1980-88,9999	01-04,06,08-09
010	Eagle SX-4	Eagle SX-4	1981-84,9999	02-03,09
398	Other (automobile)	Other (automobile)		01-04,06,08-09
399	Unknown (automobile)	Unknown (automobile)		01-04,06,08-09

***NOTE: Alliance, Encore, Premier (including L, DL, and Limited) is coded under Renault (46).**

MAKE:	Audi	(32)		(AUDI)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Super 90		1966-72,9999	02,04,06,08-09
032	100	S, CS, LS, GL, Quattro (1989-0n)	1970-77; 1989-94,9999	02,04,06,08-09
033	Fox		1973-79,9999	02,04,06,08-09
034	4000	Quattro, Coupe, Coupe GT, CS, S	1980-93,9999	02,04,08
035	5000	Quattro, CS, S, CS Turbo Quattro, T	1978-93,9999	04,06,09
036	80/90	Quattro, Coupe Quattro	1988-95,9999	04
037	200	Turbo Quattro	1989-92,9999	04,06,09
038	V-8 Quattro	100 series	1990-94,9999	04
039	Coupe Quattro	4000 series	1990-91,9999	02-03,09

MAKE:	Audi (Cont.)	(32)		(AUDI)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Cont.)				
040	S4/S6	Quattro, Avant Quattro (Wagon, 4.2 Saloon, Avant (2.7)	1992-95	01
041	Cabriolet (1994-1998)		2000-02,9999	04,06,09
042	A6	Avant Quattro Wagon (3.OL), Quattro (2.7T/4.2), FrontTrak (1.8,2.8,3.0L)	1994-98,9999	04,06,09
043	A4	Avant Wagon (1.8T, 2.8, 3.0), Avant Quattro Wagon FrontTrack (1.8,2.8,3.0)	1995-02,9999	04
044	A8	4.2 Quattro, L	1996-02,9999	01-02,09
045	TT	FWD, Quattro AWD, 180, 225 Quattro Roadster, Front Trak (180)	1997-02,9999	
046	S8	4.2 Quattro	2000-02,9999	02,04
047	Allroad	Quattro Wagon	2001-02,9999	06
398	Other (automobile)		1970-02,9999	01-04,06,08-09
399	Unknown (automobile)		1970-02,9999	01-04,06,08-09

MAKE:	Austin/Austin Healey	(33)		(AUST)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Marina	GT	1973-75,9999	01-04,08-09
032	America		1968-72,9999	02
033	Healey Sprite	Mark II, MKIV/Princess (Special Order)	1958-70,9999	01,04,09
034	Healey 100/3000	M, S, Mark III	1953-67,9999	01
035	Mini/Mini Cooper/Mini Moke	850, S	1960-69,9999	01-02,06,09
398	Other (automobile)	A35, A40, Westminster, Cambridge Somerset, Seven, Hereford, Sports Sheerline, Atlantic, Countryman, Dorset, Devon	1947-75,9999	01-04,06,08-09
399	Unknown (automobile)		1947-75,9999	01-04,06,08-09

MAKE:	BMW	(34)		(BMW)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	1600, 1800, 2000, 2002	Ti, Tii, Tilux, TR, CS, 1600-2,SA,Turbo,A, 1500, 2600, 501, 502	1955-76,9999	01-04,08-09
032	Coupe (before 1975)	2800CS, 3.0CS,3.0csi, 3.0csl, 3200, 503, 507, M1, 1802, 2000c/cs, 2002	1956-76,9999	01-03,09
033	Bavarian Sedan	2500, 2800, 2.8 Barvarian	1969-74,9999	04
034	3-series	3.0s/si, 318i/is/ti/ic, 320i, 323iS/iC/i/Ci,325e/es/i/iS/ii/ C/Ci/Cic/ii/xi/ Sport Wagon (iT, xiT), 328i/iS/ti/iC/Ci, 330i/Ci/Cic/xi, M3	1971-02,9999	01-04,06,08-09
035	5-series	524i, 528i/iT, 530i/iT, 533i, 535i, 540/i/iA/iT, TD, Sport Wagon, 525i/iT (wagon-1992-93), M5, Sport Wagon	1975-02,9999	04,06,09
036	6-series	630, 633, 635, csi, M6, L6	1976-89,9999	02
037	7-series	733i, 735i, L7, 740i/L/iL/iA/iL Protection, 750iL/Protection	1978-02,9999	04,02,01-03,09
038	8-series	840Ci/cia, 850i/iS/Ci/Cia	1991-97,9999	01
039	Z3	2.3/2.8/2.5i/3.0i Roadster, MRoadster, MCoupe, 2.8/3.0i Coupe	1996-02,9999	01
040	Z8		2000-02,9999	01-04,06,08-09
041	SL500		2002	01-04,06,08-09
398	Other (automobile)		1955-02,9999	01-04,06,08-09
399	Unknown (automobile)		1955-02,9999	01-04,06,08-09
LIGHT TRUCKS				
401	X5	3.0i, 4.4i, 4*4.6is*	2000-02,9999	14
MOTORCYCLES				
703	125-349cc		1948-66,9999	80
705	450-749cc		1950-02,9999	80
706	750cc and over		1969-02,9999	80
709	Unknown cc		1948-02,9999	80
999	Unknown (BMW)		1948-02,9999	99

MAKE:	Buick	(18)		(BUIC)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
001	Special/Skylark	GS (350, 400, 455), Deluxe GS California, Sport Wagon, Custom Roadmaster (1946-59)	1946-73,9999	01-04,06, 08-09
002	LeSabre/Centurion/ Wildcat	Estate Wagon, Invicta, Custom, Limited, T-Type, Ltd, C.M.I, *LE*	1959-02,9999	01-02,04,06,
003	Electra/Electra 225/ Park Avenue (1991-on)	Limited, Park Avenue, Ultra, Base	1959-02,9999	01-02,04,06, 08-09
004	Roadmaster	Estate Wagon, Limited	1991-96,9999	04,06,09
005	Riviera	S-Type, T-Type, Coupe Anniv. Edition, Silver Arrow	1963-93;1995-99,9999	01-02,09
007	Century	Luxus, T-Type, FWD (82-on), Custom, Regal (72-77), Limited, *LE, SE*	1954-02,9999	01-02,04,06,
008	Apollo/Skylark	Skylark (75), S/R	1973-76,9999	02-04,08-09
010	Regal (RWD only)	Turbo, Luxus, Grand National GNX, T-Type	1978-88,9999	02,04,06, 08-09
012	Skyhawk	S-Type, Roadhawk, T-Type, GT	1975-80;	05-04,06,08-08
015	Skylark (76-85)	S/R, S, Limited, Sport, T-Type	1975-85,9999	02-04,08-09
018	Somerset/Skylark	Skylark (86-on), Sommerset, GS,Regal, Custom, Limited, T-Type	1985-98,9999	02,04,08
020	Regal (FWD)	Limited, Custom, Gold, Grand Sport GS, LS, Sport	1987-*02,*9999	02,04,08
021	Reatta		1988-91,9999	01-02,09
031	Opel Kadett		1965-72,9999	02,04,06,08-09
032	Opel Manta	1900, luxus, Rallye, Sports Coupe	1966-75,9999	02,04,06,08-09
033	Opel GT		1969-75,9999	02
034	Opel Isuzu	Deluxe, Sport	1976-79,9999	02,04,08
398	Other (automobile)		1965-02, 9999	01-04,06,08-09
399	Unknown (automobile)		1950-02,9999	01-04,06,08-09
LIGHT TRUCKS				
401	Rendezvous	CX, *CXL*	2002	14
999	Unknown BUICK		1946-02,9999	49

MAKE:	Cadillac	(19)		(CADI)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
003	Deville/Fleetwood (except Limousine)	Coupe de Ville, Sedan de Ville, Fleetwood Brougham, Fleetwood 60 Special, d'Elegance, Concours, DHS, DTS	1940-02, 9999	01-02,04,08-09
004	Limousine	Fleetwood 75, Formal DeVille-based	1940-02, 9999	12
005	Eldorado	Biarritz, El-doro, Touring Coupe, ESC, ETC	1967-02, 9999	01-02,09
006	Commercial Series	Ambulance/Hearse, Professional	1940-02, 9999	09-12
009	Allante'		1987-93,9999	01-02,09
014	Seville	Elegante, STS, SLS	1976-02,9999	04
016	Cimarron	D'Oro	1982-88,9999	04
017	Catera	Sport	1997-01, 9999	04
018	CTS		2003	04
398	Other (automobile)		1965-03, 9999	04-02,04, 08-09,12
399	Unknown (automobile)		1950-03, 9999	01-02,04, 08-09,12
LIGHT TRUCKS				
421		4WD, 2WD	1999-02, 9999	15
480	Escalade EXT	4WD. 2WD	2002	31
499	Unknown (light truck)		1999-00 2002,9999	49
999	Unknown CADILLAC		1940-03,9999	4

MAKE:	Chevrolet	(20)		(CHEV)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
001	Chevelle/Malibu (thru '83)	Classic, Councours, Laguna**, S-3, Greenbriar, Estate, 300,SS-396/454, Deluxe	1963-83,9999	01-02,04,06,
002	Impala/Caprice	Biscayne, Belair, Super Sport, Classic, Classic Brougham, Townsman, Brookwood, Kingswood, LS, Sport	2000-02, 9999	01-02,04,06, 08-09

MAKE:	Chevrolet (Cont.)	(20)		(CHEV)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Cont.)				
004	Corvette	Stingray, C5, Z06	1953-82; 1984-02,9999	01-03,09
006	Corvair	Monza, Corsa, 500, Yenko	1960-69,9999	01-02,04,06,
007	El Camino	Royal Knight SS	1958-94,9999	10
008	Nova (-'79)	Chevy II, LN, LE, Concours, SS-350-396, Rally	1962-79,9999	01-04,06,09
009	Camaro	SS,RS,LT,Berlinetta, Iroc-Z, Z28	1967-02,9999	01-03,09
010	Monte Carlo (thru '88)	LS, SS, Aerocoupe, Landau, Z34	1970-88,9999	02
011	Vega	GT, Cosworth	1971-77,9999	02-04,06,08-09
012	Monza	Spyder, 2 + 2, Towne Coupe	1974-80,9999	02-04,06,08-09
013	Chevette	S, Scooter, CS	1976-87,9999	03-05,07,09
015	Citation	X-11,Citation II	1980-85,9999	02-05,07,09
016	Cavalier	CS,RS,Z24,LS,Sport	1982-02,9999	01-04,06,08-09
017	Celebrity	CS, Eurosport, VR	1982-90,9999	02,04,06,08-09
019	Beretta/Corsica	GT, GTZ, LT, LTZ, PX, QX, KX, LX, MX, Z26	96,9999	02,04-05,08-09
020	Lumina	Z-34, Euro, LTZ, LS	1990-01,9999	02,04,06,08-09
031	Spectrum		1985-89,9999	02-05,08-09
032	Nova/Geo Prizm/Prism	NUMMI-built vehicles Lsi	1985--02,9999	02-05,07-09
033	Sprint/Geo Sprint	(Cultus - foreign)	1985-01,9999	01,03-05,07,09
034	Geo Metro/Metro	Lsi, Xfi	1989-01,9999	01,03-05,07,09
035	Geo Storm	Gsi	1985-93,9999	02-03,09
036	Monte Carlo (1995 on)	FWD, LS Z34, SS, Sport	1995-02,9999	02
037	Malibu	LS	1997-02,9999	04
398	Other (automobile)	Fleetmaster, Fleetline, Styline Special, One-fifty, Bel-air, Del Ray, Biscayne	1930-02,9999	01-11
399	Unknown (automobile)		1930-02,9999	01-11

**** Nomad, Malibu, Laguna and other similar terms may be used on all models as a reflection of trim type**

MAKE:	Chevrolet (Cont.) (20)			(CHEV)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS				
401	S-10 Blazer/TrailBlazer	S-10 p/u based,LS,LT,ZR2 TrailBlazer, Xtreme, *ZR2, LS, LT, LTZ, EXT*	1982-02,9999	14
402	Geo Tracker/Tracker	Lsi, LT, ZR2	1989-02,9999	14
421	Fullsize Blazer/Tahoe	K-series, fullsized p/u Based, LS, LT Ltd, 4WD, Z71	1969-02,9999	15
431	Suburban	all models (C1500/2500, K1500/2500), *LS, LT, Z71*	1950-02,9999	16
441	Astro Van	Minivan, Cargo, Passenger, *LT, LS*	1985-02,9999	20
442	Lumina APV	Minivan, MPV	1990-96,9999	20
443	Venture	Cargo van, Passenger Van, Plus, LS, LT, Value, *Extended, Warner Brothers Edition*	1997-02,9999	20
461	G-series van	Beauville, Chevy Van, Sport Van, G10-G30, Express, G1500/2500/3500, *LT*	1957-02,9999	21-25,28-29
466	P-series van		1965-96,9999	21-25,28-29
470	Van derivative	Parcel Van, Hi-cube	1965-02,9999	28-29
471	S-10/T-10 Pickup	4 x 4, Fleetside, Extended, Crew, LS, S-10, *Xtreme, ZR2*, electric pickup*	1982-02,9999	30,32,40,42
472	LUV	Imported Pickup	1972-91,9999	30,32,40,42,
481	C, K, R, V-series pickup/Silverado	C10-C30, K10-K30, R10-R30, V10-V30, Silverado: 1500 (C-K,HD, 2500 (C-K, HD), 3500 (CK), ST, LS, LT, Z71, Fleetside, Sportside, CrewCab	1940-02,9999	31-32,39-40,42
482	Avalanche	1500/2500 Premium North Face Edition, Z71,Z66	2002	31
498	Other (light truck)		1940-02,9999	14-16,19-25,28-32,40,42,45,48
499	Unknown (light truck)		1932-02,9999	14-16,19-25,28-32,39-40,42,45,48-49

***Electric Vehicle, Be sure to code Related Factors-Vehicle Level, Code "36"**

MAKE:	Chevrolet (Cont.) (20)			(CHEV)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MOTORHOME				
850	Motorhome	Truck-based	1949-02,9999	65,73
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE low entry	C50/60/65; M60/65; H70/80/90; J70/80/90; Bison 90; all other CBE	1955-02,9999	60-64,66 71-72,78
882	Medium/Heavy – CBE high entry	T60/65, all other COE low Entry	1960-02,9999	60-64,66,71-72,78
883	Medium/Heavy – COE high entry	Titan 90, all other COE high Entry	1971-80,9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1951-02,9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-02,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1949-02,9999	60-64,66, 71-72,78
MEDIUM/HEAVY TRUCKS				
899	Unknown (medium/heavy truck)		1949-02,9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	S-60 series	1967-02,9999	50-52,58-59
988 Other	Other (bus)		1965-02,9999	50-52,58-59
998	Other (vehicle)		1934-02,9999	91-93,97
999	Unknown (CHEVROLET)		1933-02,9999	49,79,99

**** Use code "981" (bus) if the frontal plane or the engine location is unknown.**

MAKE:	Chrysler/DaimlerChrysler		(06	(CHRY)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
009	Cordoba	Crown, 300, LS	1975-83,9999	02
010	New Yorker (thru 78)/ Newport/5th Avenue/ Imperial (1979-83) (excludes all FWD)	town and Country, Brougham, Custom, Royal, 6300 (thru 1971) Frank Sinatra editions (FS), Royal Limo, Windsor Wagon/ Ambulance	1946-89,9999	01-02,04,06,08-09,11-12
014	New Yorker/E-Class/ Imperial (1990-93)/ Fifth Avenue	FWD vehicles, Turbo, Salon	1980-93,9999	02,04,08
015	Laser	Turbo, XE, XT	1984-86,9999	03
016	LeBaron	Premium, Salon (RWD), Landau, LX, Town and Country cars and wagon, Medallion, FWD except GTS or GTC Sport Coupe	1977-94,9999	01-09
017	LeBaron GTS/GTC	GT, GTS-Turbo, GTC-Sport Coupe	1982-95,9999	01-09
031	TC (Maserati Sport)	Turbo Convertible	1988-91,9999	01-03,09
035	Conquest	TSI, Turbo	1987-89,9999	03
041	Concorde	LX, Lxi, Limited	1993-02,9999	04
042	LHS	New Yorker (1994-on)	1994-97,1999-01,9999	04
043	Sebring	JX, Jxi, LX, Lxi, GTC, Limited, Plus	1995-02,9999	01-02,04,08-09
044	Cirrus	LX, Lxi	1995-00,9999	04
050	Executive	Sedan and Limo	1983-87,9999	04,09,11-12
051	300M	Special	1999-02,9999	04
052	PT Cruiser	Base, Touring, Limited	2001-02,9999	06
053	Prowler (2002 on) (1997, 1999-01 see Plymouth)	Roadster, Black Tie Edition	2002	01
398	Other (automobile)		1946-02,9999	01-04,06,08-09, 11-12
399	Unknown (automobile)		1946-02,9999	01-04,06,08-09, 11-12

MAKE:	Chrysler/DaimlerChrysler (Cont.)	(06)	(CHRY)

Codes	Model	Includes	Model Years	Body Types
LIGHT TRUCKS				
441	Town and Country	Minivan, SX,LX,LXi, Ltd., SWB, LWB, AWD, FWD, eL, eX	1990-02,9999	20,23
442	Voyager (2001 on) (1984-00 see Plymouth)	Base, LX, eC	2001-02, 9999	20
499	Unknown (light truck)		1990-02,9999	20,29
999	Unknown (CHRYSLER)		1946-02,9999	49

MAKE:	Daewoo	(64)	(DAEW)

Codes	Model	Includes	Model Years	Body Types
AUTOMOBILES				
031	Lanos	S, SE, SX, Sport	1999-02,9999	03-04,09
032	Nubira	SX, CDX, SE	1999-02,9999	04-06,09
033	Leganza	SE, SX CDX	1999-02,9999	04
398	Other (automobile)		1999-02,9999	03-07,09
399	Unknown (automobile)		1999-02,9999	03-07,09

MAKE:	Daihatsu	(60)	(DAIH)

Codes	Model	Includes	Model Years	Body Types
AUTOMOBILES				
031	Charade		1988-94,9999	03-04,09
LIGHT TRUCKS				
401	Rocky		1990-92,9999	14
999	Unknown (DAIHATSU)		1990-94,9999	49

MAKE:	Dodge	(07)	(DODG)

Codes	Model	Includes	Model Years	Body Types
AUTOMOBILES				
001	Dart	170, 270, Custom, GT, Swinger, Demon, 340, 360, Special, Sport, Special Edition	1960-76,9999	01-02,04,06, 08-09

MAKE:	Dodge	(07)		(DODG)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Cont.)				
002	Coronet/Magnum/ Charger (thru 1978)	Brougham, Custom, Superbee, 500, Crestwood, Deluxe, XE, R/T, 440, SE, Police	1964-79,9999	01-02,04,06, 08-09
003	Polara/Monaco/ Royal Monaco	Custom, Special, Police, Taxi, Crestwood, Brougham		
004	Viper	TRT/10, GTS, ACR	1992-02,9999	01-02,09
005	Challenger	R/T, T/A, Rallye	1970-74,9999	01-02,09
006	Aspen	Custom, Special Edition, Police, R/T, Sport	1976-80,9999	02,04,06,08-09
007	Diplomat	Medallion, S, Salon, SE	1977-89,9999	02,04,06,08-09
008	Omni/Charger (1983 on)	024,Detomaso, Miser, Charger 2.2, GLH, Custom, Shelby, GLHS, America, Expo, SE	1978-90,9999	03,05,07
009	Mirada		1980-83,9999	02
010	St Regis	Police, Taxi	1979-81,9999	04
011	Aries (K)	Custom, SE, LE	1981-89,9999	02,04,06,08-09
012	400	LS	1982-83,9999	01-02,04,08-09
013	Rampage (car-based pickup)	2.2, GT, Sport	1982-84,9999	10
014	600	ES, Turbo, SE	1983-88,9999	01-02,04,08-09
015	Daytona	Turbo Z, C/X Competition, Shelby Z/CSX, Pacifica, IROC R/T	1984-93,9999	03
016	Lancer	Pacifica, Turbo, ES, Shelby	1985-89,9999	02-09
017	Shadow	ES, Turbo, America	1987-94,9999	01-03,05,07,09
018	Dynasty		1988-93,9999	02,04,08
019	Spirit	ES, Shelby, R/T	1989-95,9999	01-02,04,08-09
020	Neon	Competition, Highline, SE, ES, ACR R/T	1995-02,9999	02,04,08
033	Challenger	All import	1978-83,9999	03
034	Colt (includes 2WD Vista)	GT, Custom, Carousel, Premier, Deluxe, E, DL, GTS, Turbo, RS	1974-94,9999	02-09
035	Conquest	Turbo	1984-89,9999	03

MAKE:	Dodge	(07)		(DODG)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Cont.)				
039	Stealth	RT, ES	1991-96,9999	02-03,09
040	Monaco		1990-92,9999	02,04,08
041	Intrepid	ES,R/T,S,SE	1993-02,9999	04
042	Avenger	ES	1995-00,9999	02
043	Stratus	ES, SE, R/T, Plus	1995-02,9999	02,04,08
398	Other (automobile)		1946-02,9999	01-10,12
399	Unknown (automobile)		1946-02,9999	01-10,12
LIGHT TRUCKS				
401	RaiderSport	Sport	1986-94,9999	14
402	Durango	Sprot, R/T, SLT, SXT, Plus	1998-02,9999	14
421	Ramcharger		1974-93,9999	15
441	Vista Van	4x4 (Only)	1984-91,9999	20
442	Caravan	Mini Ram Van,112 & 119 WB,SE, ES,LE,Sport,Grand Caravan (ES,LE,SE, EX eC, eL) AWD,Sport, EPIC-electric*	1984-02,9999	20
461	B-Series Van/Ram Van/ Ram Wagon	Sportsman, Royal, Maxiwagon, Ram, B1500- B3500, Tradesman, Ram Maxivan (1500,2500, 3500), Ram Wagon (1500, 2500,3500) Conversion, Cargo Van (1500: van, Non-Maxi van, Maxi van 2500: non maxi), Dodge Wagon (1500, 2500, 3500 Maxi Wagon)	1963-02,9999	21,23-25,28, 40-42,48
470	Van Derivative	kary Van, Parcel Van	1971-02,9999	28-29
471	D50, Colt pickup, Ram 50/Ram 100		1979-93,9999	30,32

MAKE:	Dodge (Cont.)	(07)		(DODG)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS (Cont.)				
472	Dakota	R/T, Limited Edition, Quad Cab, Club Cab, Plus, SLT, SXT, Sport	1987-02,9999	30-33,39,40
481	D, W-Series pickup	Custom, Royal, Ram, Miser, D100-D350, W100-W350	1955-93,9999	31-32,40,42
482	Ram Pickup	1500,2500,3500, Quad Cab, SLT, SLT+, ST	1994-02,9999	31-32,40,42
498	Other (light truck)		1979-02,9999	14-15,19,20-25,28-33,39-42,45,48
499	Unknown (light truck)		1949-02,9999	14-15,19,20-25,28-33,39-42,45,48
*** Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."**				
MOTORHOME				
850	Motor Home	Truck-based	1949-02,9999	65,73
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1966-02,9999	60-64,66,71-72,78
883	Medium/Heavy – COE		1967-02,9999	60-64,66,71-72,78
884	Medium/Heavy – Unknown engine		1962-02,9999	60-64,66,71-72,78
890	Medium/Heavy – COE		1965-02,9999	60-64,66,71-72,78
890	Medium/Heavy – COE		1930-02,9999	60-64,66,71-72,78
898	Other (medium/heavy ruck)		1966-02,9999	60-64,66,71-72,78
899	Unknown (medium/heavy truck)		1966-02,9999	60-64,66,71-72,78
BUSES				
981	Bus**:Conventional (Engine out front)	(not van based	1966-02,9999	50-52,58-59
988	Other (bus)		1965-02,9999	50-52,58-59
998	Other (vehicle)		1965-02,9999	91-93,97
999	Unknown (Dodge)		1952-02,9999	49,79,99

MAKE:	Eagle*	(10)		(EGIL)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
034	Summit (excludes wagon)	DL, LX, ES,ESi	1989-96,9999	02-04,08-09
037	Talon	FWD,TSi, TSi-FWD, Esi	1990-98,9999	02-03,09
040	Premier	LX, ES, ES Limited	1988-92,9999	02,04,08
041	Vision	ESi, TSi	1993-97,9999	04
044	Medallion	DL, LX	1988-89,9999	04,06,09
045	Summit Wagon	FWD, AWD, DX, LX (Mitsubishi)	1992-96,9999	06
398	Other (automobile)		1988-98,9999	02-04,06,08-09
399	Unknown (automobile)		1988-98,9999	02-04,06,08-09

*Note: Eagle model listed under American Motors.

MAKE:	Fiat	(36)		(FIAT)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	124 (Coupe/Sedan)	Sport	1967-75,9999	01-02,04,06, 08-09
032	124 Spider/Racer	Spider 2000/1500	1968-83,9999	01-02,09
033	Brava/131		1975-82,9999	02,04,06,08-09
034	850 (Coupe/Spider)		1967-73,9999	01-02,09
035	128		1972-79,9999	01-02,04,06, 08-09
036	X-1/9		1975-83,9999	01-02,09
037	Strada		1979-83,9999	03,05,07
398	Other (automobile)	600, 1100	1967-83,9999	01-09
399	Unknown (automobile)		1967-83,9999	01-09
MEDIUM/HEAVY TRUCKS				
882	Medium/Heavy - COE low entry		1967-83,9999	60-64,66, 71-72,78
883	Medium/Heavy - COE high entry		1967-83,9999	60-64,66, 71-72,78
890	Medium/Heavy - COE Entry Poisition known		1967-83,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1967-83,9999	60-64,66, 71-72,78
899	Unknown (medium/heavy truck)		1967-83,9999	60-64,66, 71-72,78

MAKE:	Fiat (Cont.)	(36)		(FIAT)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MEDIUM/HEAVY TRUCKS (Cont.)				
998	Other (vehicle)		1967-83,9999	60-64,66, 71-72,78
999	Unknown (FIAT)		1967-83,9999	60-64,66, 71-72,78

MAKE:	Ford	(12)		(FORD)
Codes	**Model**	**Includes**	**Model**	**Years**
AUTOMOBILES				
001	Falcon	FuturaSprint, GT, Futura	1960-70,9999	2,04,06,08-09
002	Fairlane	Fairlane Torino (1968-70), 500, Brougham	1955-70,9999	01-02,04,06, 08-09
003	Mustang/Mustang II	Mach, Boss, Grande, Cobra (SVT), Ghia, SVO, GT, LX, Shelby, Deluxe, Premium	1964-02,9999	01-03,09
004	Thunderbird (all sizes)	Landau, Heritage, Turbo coupe, Elan, Fila, Sport, LX, SC, Deluxe, Premium	1955-98, 2002, 9999	01-02,04,08-09
005	LTD II			
006	LTD/Custom/Galaxy (all Sizes)	S, Squire, Brougham	1977-79,9999	01-02,04,06, 08-09
007	Ranchero	XL, Landau, Ranch Wagon, Country Squire, S, 500, Brougham, XL, GT	1963-86,9999	10
008	Maverick	Falcon/Fairlane based Troino/LTD II based	1960-79,9999	02,04,08
009	Pinto	Pony, MPG, ESS	1971-80,9999	02-03,06,09
010	Troino/Gran Torino/Elite	GT, Cobra, Sport, Squire, Brougham	1971-76,9999	01-02,04,06, 08-09
011	Granada	ESS, Ghia	1975-82,9999	02,04,06,08-09
012	Fairmont	Futura, Sport Coupe	1978-83,9999	02,04,06,08-09

Codes	Model	Includes	Model	Years
AUTOMOBILES (Cont.)				
013	Escort/EXP/ZX2	L, GL, GLX, SS, GT, LX, LXE, SE, ZX2, Deluxe, Preimium, Standard	1981-02,9999	02-09
015	Tempo L	L, GL, GLX, Sport, 4X4	1984-94,9999	02,04,08
016	Crown Victoria	LX, LTD Crown Victoria, LX Sport	1981-02,9999	02,04,06,08-09
017	Taurus	MT-5, L, GL, LX, SHO, G, SE, SVG, SES, SEL	1986-02,9999	03
018	Probe	GL, LX, GT	1988-97,9999	03
031	English Ford	Cortina, Anglia, Zephyr/Zodiac Mark III	1946-70,9999	02,04,06,08-09
032	Fiesta	Sport, Ghia	1978-80,9999	03
033	Festiva	L, GL	1988-93,9999	03
034	Laser		1993-94,9999	02-03,09
035	Contour	Sport, LX, SE, SVT	1994-01,9999	04
036	Aspire			
037	Focus	ZX3, LX, SE, ZTS, SVT, ZX5, ZTW	2000-02,9999	03-06,09
398	Other (automobile)	Deluxe, Ford Six, Mainline, Crestline, Futura, Galaxie, Model A	1924-02,9999	01-11
399	Unknown (automoible)		1924-02,9999	01-11
LIGHT TRUCKS				
401	401 Bronco (thru 1977)/ Bronco II/Explorer/ Explorer Sport	Eddie Bauer, XL, XLT, Explorer, (1990 on) Eddie Bauer, Limited, XL, XLT, XLS, Explorer Sport (Value, Choice Premium)	1966-77; 1983-02,9999	14
402	Escape	XLS (Value, Sport, V6 Choice/ Premium), XLT (Choice, Premium, Sport)	2001-02,9999	14
421	Bronco-fullsize (1978-on)	Eddie Bauer,Custom,XL,XLT	1978-96,9999	15
422	Expedition	XLT (4x4,4x2), Eddie Bauer (4x4,4x2)	1996-02,9999	15
423	Excursion	XLT, Limited (ltd.), Ultimate, Premium	2000-02,9999	15

Codes	Model	Includes	Model	Years
LIGHT TRUCKS (Cont.)				
441	Aerostar	Aerostar XLT, Cargo Van	1985-97,9999	20
442	Windstar	GL, LX, XLT, Splash, Cargo Limited, SE, SEL	1995-02,9999	20
461	E-Series Van/Econoline	Van/Econoline Econoline (E150-E350), Clubwagon (XL, XLT), Chateau, (XL,XLT), Parcel Van, Econoline Wagon (E150 XL/XLT; E350 XL/XLT)	1960-02,9999	21-25,28,29
470	Van Derivative		1960-02,9999	28-29
471	Ranger	Supercab, 4 X 4, STX, SL, SLT, Splash, XL (Standard/Super Cab), XLT (Standard/Super Cab/Off- Road/FX4), Edge (Regular/Super Cab), EV* (electric)	1982-02, 9999	30,32,40,42
472	Courier	Imported pickup	1972-91,9999	30-32,39,40,42,
473	Explorer Sport Trac	2WD/4WD, Value, Choice, Premium	2001-02,9999	30
481	F-Series pickup	F100, F150-F350, (XL, XLT, Crew Cab, Super Cab, Regular Cab, Lariat, Super Duty, Flareside, Styleside, SVT Lightning Fireside, Harley-Davidson Edition, King Ranch SuperCrew,), F450 (10,000 GVWR and under) (see model 880 for F450 >10,000 GVWR)	1940-02,9999	31-32,39,40,42
498	Other (light truck)		1972-02,9999	14-16,20-23,28-32,40-42,45,48
499	Unknown (light truck)	2, Deluxe,	1928-02,9999	14-16,19-25,28-32,39-42, 45,48-49

***Electric Vehicle, Be sure to code Related Factors-Vehicle Level, Code "36"**

MAKE:	Ford (Cont.)	(12)		(FORD)
Codes	**Model**	**Includes**	**Model**	**Years**
MOTORHOME				
850	Motorhome	Truck-based, F-550	1956-02,9999	65,73
880	Medium/Heavy Pickup (Pickup-style only - over 10,000 ils)	Super Duty F450/550	1964-02,9999	
881	Medium/Heavy – CBE low entry	F-5 thru F-8, L-series, FT-series, Super Duty F–series: 450/550/650/750/800 (does not include pickup style)	1967-02,9999	60,64,66, 71-72,78
882	Medium/Heavy – COE low entry		1956-02,9999	60,64,66, 71-72,78
883	Medium/Heavy – COE high entry		1956-02,9999	60,64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1965-02,9999	60,64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1956-02,9999	60,64,66, 71-72,78
898	Other (medium/heavy truck)		1965-02,9999	60,64,66, 71-72,78
899	Unknown (medium/heavy truck)		1956-02,9999	60,64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	B-series (not van based)	1964-02,9999	50,52,58-59
988	Other (bus)		1940-02,9999	50,52,58-59
998	Other (vehicle)		1940-02,9999	91-93,97
999	Unknown (FORD)		1940-02,9999	49,79,99

****Use code "981" (bus) if the frontal plane or the engine location is unknown.**

MAKE:	GMC	(23)	(GMC)	
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
007	Caballero	1965-87,9999	10	
LIGHT TRUCKS				
401	Jimmy/Typhoon/Envoy	S-15 based, (100.5 WB),T15, SLE, SL, SLS, SLT	1983-02, 9999	14

MAKE:	GMC (Cont.)	(23)	(GMC)	
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS (Cont.)				
421	Fullsize Jimmy/Yukon	Fullsize pickup based, K5, K18, SL, SLE, SLT, SLS, Diamond Edition,Yukon,Yukon Denali, Denali	1969-02,9999	15
431	Suburban/Yukon XL (2000 on)	all models, SLE, C16, C26, K16. K26, C1500-2500, K1500-2500, Yukon XL (Denali -1500-2500)	1950-02,9999	16
441	Safari (Minivan)	SLT, SLX, SLE, M15, L15, SL	1985-02,9999	20
461	G-series van/Savana	Rally Van, Vandura, G15-G35, Savana (G1500-3500) SLT, Extended	1965-02,9999	21-25,28-29
466	P-series van		1965-02,9999	22-25,28-29
470	Van derivative	Hicube,Magna Van, Value Van, Parcel Van	1965-02,9999	28-29
471	S15/T15/Sonoma	4 X 4, Syclone, SL, SLS, SLE, Extended/Crew Cab	1982-02,9999	30,32,40,42
481	C, K, R, V-series pickup/Sierra	Excluding Yukon, C15-35, K15-K35, R15-R35,V15-V35, Sierra, C/K1500,2500, 3500, Sportside, X81,SL, Special, SLE, Classic, ExtendedCab, Denali,1500HD/2500HD, C3	1940-02,9999	31-32,39-40,42
498	Other (light truck)		1930-02,9999	15,21-25,28-29,40,42,45,48
499	Unknown (light truck)		1951-02,9999	14,15,19,21-25,28-29,39-40,42,45,48-49
MOTORHOME				
850	Motor Home		1950-02,9999	65,73

MAKE:	GMC (Cont.)	(23)		(GMC)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy - CBE	W5000/6000/7000 series, Kodiak Brigadier/General models, Topkic	1967-02,9999	60-64,66,71-72,78
882	Medium/Heavy – COE low entry	W6000/W7000, all other	COE, low entry	1968-02,9999
883	Medium/Heavy – COE high entry	Astro 95, all other COE, high entry	1969-02,9999	60-64,66,71-72,78
884	Medium/Heavy –Unknown engine location		1948-02,9999	60-64,66,71-72,78
890	Medium/Heavy – COE entry position unknown		1967-02,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1930-02,9999	60-64,66, 71-72,78
899	Unknown medium/heavy truck)		948-02,9999	60-64,66,71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	B600	1950-02,9999	50-52,58-59
988	Other (bus)		1965-02,9999	50,58-59
998	Other (vehicle)		1965-02,9999	91-93,97
999	Unknown (GMC)		1940-02,9999	49,79,99

** Use code “981”(bus) if the frontal plane or the engine location is unknown.

MAKE:	/Grumman-Olson		(25)	
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS				
401	LLV	Postal vehicle	1987-02,9999	22
441	Step-in van	Multi-stop, step van	1987-02,9999	22
498	Other (light truck)	1987-02,9999 22		
499	Unknown (light truck)		1987-02,9999	22
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1950-02,9999	65,73
882	Medium/Heavy - COE low entry		1987-02,9999	60-64,66,71-72,78
883	Medium/Heavy - COE high entry		1987-02,9999	60-64,66,71-72,78
884	Medium/Heavy - engine location unknown		1987-02,9999	60-64,66,71-72,78
890	Medium/Heavy - entry position unknown		1987-02,9999	60-64,66,71-72,78

MAKE:	Grumman/Grumman-Olson (Cont.)		(25)	
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MEDIUM/HEAVY TRUCKS (Cont.)				
898	Other (Medium/Heavy truck)		1987-02,9999	60-64,66,71-72,78
899	Unknown (Medium/Heavy truck)		1987-02,9999	60-64,66,71-72,78
BUSES				
983	us: Flat front, rear engine	Transit	950-02,9999	50-52,58-59
988	Other (bus)		1950-02,9999	50-52,58-59
999	Unknown (GRUMMAN/ GRUMMAN-OLSON)		1950-02,9999	79,99

**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

MAKE:	Honda (Acura: See "54")		(37)	(HOND)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Civic/CRX, del Sol	1300, 1500, CVCC, DX,EX, VX, CX, FE, CRX,CRXSi, S, Si, HF, LX,4WD Wagon, GX, HX,VTEC, VP, Si	1973-02,9999	02-09
032	Accord	LX (V-6, ULEV), LXI, DX,CVCC, SE-i, LX-i,V-6,SJE, SME, SMH, SMK, EX(Wagon, ULEV, V-6), SE (ULEV), Special Edition	1976-02,9999	02-09
033	Prelude	S, Si, VTEC, SNF, SH, SE	1979-01,9999	02
034	600	Coupe, Sedan	1968-72,9999	02
035	S2000	Roadster	2000-02,9999	01
036	EV Plus*	*Electric vehicle (EV+)	1997-00,9999	03
037	Insight	*(Gasoline-Electric)	2000-02,9999	03
398	Other (automobile)		1968-02,9999	01-09
399	Unknown (automobile)		1968-02,9999	01-09
*** Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."**				
LIGHT TRUCKS				
401	Passport	LX, EX, DX, EX-L	1994-02,9999	14
402	CR-V	LX,EX,Special Edition (SE)	1997-02,9999	14
441	Odyssey	LX, EX, EX-L (Res, NAVI)	1995-02,9999	20
499	Unknown (light truck)		1994-02,9999	14, 49

MAKE:	Honda (Acura: See "54") (Cont.)	(37)	(HOND)

Codes	Model	Includes	Model Years	Body Types
MOTORCYCLES				
701	0- 50 cc		1978-02,9999	80-81,83,88-89
702	51-124 cc		1965-02,9999	80-81,83,88-89
703	125-349 cc		1965-02,9999	80,83,88-89
704	350-449 cc		1965-02,9999	80,83,88-89
705	450-749 cc		1970-02,9999	80,83,88-89
706	750 cc or greater		1970-02,9999	80,82-83,88-89
709	Unknown cc		1965-02,9999	80-81,83,88-89
ALL TERRAIN VEHICLES				
732	51-124cc	includes all ATVs, ATCs,	1972-02,9999	90
733	125-349cc	TRXs designed solely for	1972-02,9999	90
734	350cc or greater	off-road use and have 3	1999-02,9999	90
739	Unknown cc	or 4 wheels.	1972-02,9999	90
998	(Other Vehicle)	Go Carts	1968-02,9999	97
999	Unknown (HONDA)		1965-02,9999	49,99

MAKE:	Hyundai	(55)	(HYUN)

Codes	Model	Includes	Model Years	Body Types
AUTOMOBILES				
031	Pony	Pony Excel (Foreign)	1979-88,9999	02-03,09
032	Excel	GL, GLS, GS	1984-94,9999	03-05,07,09
033	Sonata	GL, GLS, LX	1989-02,9999	04
034	Scoupe	LS, Turbo	1991-95,9999	02
035	Elantra	GLS, GL, GT	1992-02,9999	04-06, 09
036	Accent	L,GL,GS,GSi,GT	1995-02,9999	03-05,07,09
037	Tiburon	FX	1997-02,9999	02-03,09
038	XG300/XG 350	L	2001-02,9999	04
398	Other (automobile)		1984-02,9999	02-09
399	Unknown (automobile)		1984-02,9999	02-09
LIGHT TRUCKS				
401	Santa Fe GL, GLS, LX	2001-02,9999	2001-02,9999	14
999	Unknown (HYUNDAI)	1979-02,9999	1979-02,9999	49

MAKE:	Imperial	(8)	(CHRY)

Codes	Model	Includes	Model Years	Body Types
AUTOMOBILES				
010	Imperial	LeBaron, Mark Cross, Crown Imperial	1954-75,9999	01-02,04,08-09
398	Other (automobile		1965-75,9999	
399	Unknown (automobile)		1965-75,9999	

MAKE:	Infiniti	(58)		(INFI)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	M30		1990-92,9999	01-02,09
032	Q45	Standard Touring, Q45t, Luxury, Sport, Premium	1990-02,9999	04
033	G20 G20t,	Touring, Standard, Luxury	1991-96,1999-02, 9999	04
034	J30		1993-97,9999	04
035	I30	Standard, Touring, Luxury	1996-01,9999	04
036	I35	Touring, Luxury	2002	04
037	G35		2003	04
398	Other (automobile)		1990-02,9999	01-02,04,08-09
399	Unknown (automobile)		1990-02,9999	01-02,04,08-09
LIGHT TRUCKS				
401	QX4	Luxury	1997-02,9999	14
999	Unknown (INFINITI)		1990-02,9999	

MAKE:	Isuzu	(38)		(ISU)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	I-Mark	S, RS, Turbo, DOHC	1981-90,9999	02-04,08-09
032	Impulse	Turbo, RS	1983-92,9999	02-03,09
033	Stylus		1991-94,9999	04
398	Other (automobile)		1981-94,9999	02-04,08-09
399	Unknown (automobile)		1981-94,9999	02-04,08-09
LIGHT TRUCKS				
401	Trooper/Trooper II	Deluxe, LS, S, LTD	1984-02,9999	14
402	Rodeo/ Rodeo Sport	S, LS, LSE	1991-02,9999	14
403	Amigo		1989-94; 1998-00,9999	14
404	VehiCROSS	VXO	1999-01,9999	14
405	Axiom	XS	2002	14
441	Oasis	S, LS	1996-99,9999	20
471	P'up (pickup)	4 X 4	1976-95,9999	30,32
472	Hombre	S, XS, XS Space Cab	1996-00,9999	30,32,40,42
498	Other (light truck)	1981-02,9999	14,20,30,32,40, 42	
499	Unknown (light truck)		1981-02,9999	14,20,30,32,39-40,42, 48-49
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1981-02,9999	60-64,66,71-72,78

MAKE:	Isuzu (Cont.)	(38)		(ISU)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MEDIUM/HEAVY TRUCKS (Cont.)				
882	Medium/Heavy – COE low entry	FSR.FTR.FVR, NPR, NQR	1981-02,9999	60-64,66,71-72,78
883	Medium/Heavy - COE, high entry		1981-02,9999	60-64,66,1-72,78
884	Medium/Heavy –Unknown Engine location		1981-02,9999	60-64,66,71-72,78
890	Medium/Heavy – COE Entry position unknown		1981-02,9999	60-64,66,71-72,78
898	Other (medium/heavy truck)		1981-02,9999	60-64,66,71-72,78,97
899	Unknown (medium/heavy truck)		1981-02,9999	60-64,66,71-72,78,97
BUSES				
981	Bus**: Conventional (Engine out front)		1981-02,9999	50-52,58-59
982	Bus: Front engine, Flat front		1981-02,9999	50-52,58-59
983	Bus: Rear engine Flat front		1981-02,9999	50-52,58-59
988	Other (bus)		1981-02,9999	50-52,58-59
**** Use code "981" (bus) if the frontal plane or the engine location is unknown.**				
999	Unknown (ISUZU)		1981-02,9999	49,79,99

MAKE:	Jaguar	(39)		(JAGU)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	XJ-S, XK8, Coupe	S, SC,GT,H.E.	1976-02,9999	01-02,09
032	XJ/XJ6/12/XJR/XJ8 Sedan/Coupe	Mk II, Mk X, XJ,3.85,3.8,340/420 Sedan; XJ8(LWB, L,Vanden Plas, Sport);XJ6(L), C, L, Vanden Plas,III, GT	1949-02,9999	02,04,08
033	XK-E	V12, Roadster, 120,140,150, 2+2	1946-74,9999	01-03,09
034	S-Type	3.0, 4.0, Base, Sport, L	2000-02,9999	04
035	XKR		2000-02,9999	01-02,09
036	X-Type		2002	04
398	Other (automobile)		1949-02,9999	01-04,08-09
399	Unknown (automobile)		1949-02,9999	01-04,08-09

MAKE:	Jeep * (Includes Willys**/Kaiser-Jeep)	(02)	(AMER)

Codes	Model	Includes	Model Years	Body Types
LIGHT TRUCKS				
401	CJ-2/CJ-3/CJ-4	Military	1940-66,9999	14
402	CJ-5/CJ-6/CJ-7/CJ-8	Scrambler, Renegade, Golden Eagle, Laredo,Wrangler	1967-93,9999	14
403	YJ series/Wrangler	Wrangler (SE, Sport, Sahara, X)	1986-95;1997-02,9999	14
404	Cherokee (1984-on)	Limited,Laredo,Pioneer, Sport,Grand Cherokee,TSi, Briarwood, Country, RHD,SE, Classic, Overlamd	1984-02,9999	14
405	Liberty	Sport, Limited Edition	2002	14
421	Cherokee (thru 1983)	Wide Track, Chief, Commando, Jeepster	1969-83,9999	15
431	Grand Wagoneer	Custom, Brougham Limited, Wagoneer	1971-91,1993, 9999	16
481	Pick-up	J-10, J-20, Honcho	1940-93,9999	31-32,40,42
482	Comanche	Chief	1986-92,9999	31-32,40,42
498	Other (light truck)		1940-02,9999	14-16,19,31-32,40-42,45,48-49
499	Unknown (light truck)		1940-02,9999	14-16,19,31-32,39-42,45,48-49

***Note that Jeep DJ-series are coded under MAKE 03, MODEL 466**
**** Willys Jeep can be coded 401, or 999**

MAKE:	KIA	(63)	(KIA)

Codes	Model	Includes	Model Years	Body Types
AUTOMOBILES				
031	Sephia	RS, LS, GS	1994-01,9999	04
032	Rio	Cinco (Wagon)	2001-02,9999	04,06,09
033	Spectra	GS, GSX, LS	2000-02,9999	05
034	Optima	LX, SE	2001-02,9999	04
399	Unknown (automobile)		1994-02,9999	04-06,09
LIGHT TRUCKS				
401	Sportage	EX, 4WD, Limited	1995-02,9999	14
441	Sedona	EX, LX	2002	20
499	Unknown (light truck)		995-02,9999	14, 20
999	Unknown (KIA)		1994-02,9999	49

MAKE:	Lancia	(40)		(LINCI)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Beta Sedan – HPE	Zagato	1976-82,	02,04,06,08-09
032	Zagato		1976-82,9999	01-02,09
033	Scorpion	(Mote Carlo- Europe Only)	1977	02
398	Other (automobile)	Stratos, Fulvia, Flavia, Appia, Aurelia, Aprilia	1946-82,9999	01-09
399	Unknown (automobile)		1946-82,9999	01-02,04,06,08-09

***NOTE: Lancia did not import in 1980. 1982 - last year imported.**

MAKE:	Land Rover	(62)		
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS				
401	Discovery	SD, SE, SE7, LE, LSE, Series II, Kalahari Edition	1994-02,9999	14
402	Defender	90	1993-95;1997,9999	14
421	Range Rover	County, County SE, Great Divide, Hunter, LSE, County LWB, 4.0SE, 4.6HSE, S, SE, HSE	1987-02,9999	15
422	Freelander	HSE, SE, S	2002	15

MAKE:	Land Rover(Cont.)	(62)		
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS (Cont.)				
498	Other (light truck)	Land Rover (1948-1990),Range Rover (Before 1987)	1948-02,9999	14-15
499	Unknown (light truck)		1948-02,9999	14-15, 19

MAKE:	Lexus	(59)		(LEXS)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	ES-250/ES-300		1990-02,9999	04
032	LS-400/430		1990-02,9999	04
033	SC-400/SC-300 2-door Coupe		1992-00,9999	02
034	GS-300/400/430		1993-02,9999	04
035	IS-300 SportCross, Sport		2001-02,9999	04
036	SC-430		2002	01
398	Other (automobile)		1990-02,9999	04
399	Unknown (automobile)		1990-02,9999	02,04,08
LIGHT TRUCKS				
401	RX300 2WD, 4WD		1999-02,9999	14
421	LX450/LX470		1996-02,9999	15
499	Unknown (light truck)		1996-02,9999	19
999	Unknown (LEXUS)		1990-02,9999	49

MAKE:	Lincoln	(13)		(LINC)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
001	Continental (thru '81)/Town Car Continental, (thru '81), Signature/ Designer Series, Town Car ('81 on, body 04 only), Cartier, Executive,Premium		1940-02,9999	01-02,04,08-09,11-12
002	Mark I, II, III, IV, V, VI, VII, VIII LSC, Signature/Designer series		1956-98,9999	01-02,04,08-09
005	Continental ('82 on)	Signature/Designer series, Luxury	1982-02,9999	02,04,08
011	Versailles		1977-80,9999	04
012	LS	Convenience,Premium,Sport	2000-02,9999	04
398	Other (automobile)	Cosmopolitan,Capri, Premiere	1940-02,9999	01-12

MAKE:	Lincoln (Cont.)	(13)		(LINC)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS				
421	Navigator	2WD, 4WD	1997-02,9999	15
481	Blackwood		2002	31
499	Unknown (light truck)		1997-02,9999	49
999	Unknown (LINCOLN)		1990-02,9999	49

MAKE:	Mazda	(41)		(MAZD)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	RX2		1970-74,9999	02,04,06,08-09
032	RX3		1970-78,9999	02,04,06,08-09
033	RX4		1974-78,9999	02,04,06,08-09

MAKE:	Mazda	(41)		(MAZD)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
034	RX7	S, GS, GSL, SE	1979-96,9999	01-03,09
035	323/GLC/ Protégé/Protégé5 DX, LX, ES	DX, Protégé (1990-on),	1977-02,9999	03-07,09
036	Cosmo		1976-78,9999	02
037	626	GT,GS,GSL,SE,DX,LX, ES	1979-02,9999	02,04-05,08-09
038	808		1972-77,9999	02,04,06,08-09
039	Mizer		1976	02,04,06,08-09
040	R-100		1950-72,9999	02
041	616/618		1968-72,9999	02,04,08
042	1800		1968-72,9999	04,06,09
043	929		1988-95,9999	04
044	MX-6	Turbo, LS, M-Edition	1988-97,9999	02
045	Miata/MX-5	Miata (LS)	1990-97,1999-02, 9999	01
046	MX-3	GS	1992-95,9999	02
047	Millenia	L, S, P, Millennium Edition	1995-02,9999	04
048	MP3	Limited Edition	2001	04
398	Other (automobile)	1200,616	1950-02,9999	02-03,09
399	Unknown (automobile)		1950-02,9999	01-09

MAKE:	Mazda	(41)		(MAZD)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS				
401	Navajo		1991-94,9999	14
402	Tribute	DX, DX-V6, LX-V6, ES-V6, ES, LX	2001-02,9999	14
441	MPV	LX, ES, DX, All Sport	1989-98,2000-02,9999	20
471	Pickup/ B-Series Pickup	B-2000, B2200, B2300, SE-5, LX, SE (2WD,4WD), SX, DS,Cab Plus, B2500/B2600/B3000/ B4000	1972-02,9999	30,32,40,42
498	Other (light truck)		1965-02,9999	14,20,30,32,40,42
499	Unknown (light truck)		1965-02,9999	14,20,30,32,39-40,42,48-49
999	Unknown (MAZDA)		1950-02,9999	49

MAKE:	Mercedes Benz	(42)		(MERZ)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	200/220/230/240/250/260/280/300/320/420	Sedan and 5-passenger “C” only; SE, CD, D, SD, TD, TE, CE, E; DOES NOT include 280 SE (1975 on) or 300 SD-see code 037;C-Class up to 1993, E-Class up to 1997	1950-97,9999	01-02,04,06, 08-09,12
032	230/280 SL	2-seater only	1964-71,9999	01-02,09
033	300/350/380/450/500/560 300/500 SL(1990 on)	SL2-seater only;	1972-94,9999	01-02,09
034	350/380/420/450/560 SLC		1973-94,9999	02
035	280/300 SEL		1967-72,9999	02,04,08
036	300/380/420/450/500/560/ SEL& 500/560, 600 SEC & 300/350 SDL		1973-94,9999	02,04,06,08,09
037	300/380/420/450/500/ 560/SEL &500/560,600 SEC & 300/350 SDL	280 S, 280 SE (1975 on), 300 SD Sedan/350 SD	1968-94,9999	01-02,04,08-09
038	600, 6.9 Sedan	Pullman	1978-87,9999	04,12
039	190	D, E, 2.3, 2.5	1984-93,9999	04, 06, 09
040	300	CE Cabriolet	1993-94,9999	01

MAKE:	Mercedes Benz (Cont.)		(42)	(MERZ)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Cont.)				
041	400/500E		1992-94,9999	01-02,04,06,08,09
042	C Class (94 on)	C220/C230 (Kompressor)/C240/C280/C320/C36/C43, C-32 (AMG)	1994-02,9999	02,04,06,09
043	S Class (95 on)	S320/350/420/430/500/600, S-55 (AMG)	1995-02,9999	02,04,08
044	SL Class (95 on)	SL 320/500/600, Silver Arrow Edition	1995-02,9999	01,02
045	SLK	SLK 230/320, Kompressor, SLK-32 (AMG)	1998-02,9999	01
046	CL Class	CL 500/600, CL-55 (AMG)	1998-02,9999	02
047	CLK	CLK 320/430, Cabriolet, CLK 55	1998-02,9999	01-02
048	E Class (97 on)	E 300/TD, 320 (Wagon) 420, 430, E-55 (AMG)	1996-02,9999	04, 06, 09
398	Other (automobile)		1946-02,9999	01-12
399	Unknown (automobile)		1946-02,9999	01-12
LIGHT TRUCKS				
401	M/ML Class	ML320/ML430/ML500, ML55 (AMG)	1998-02,9999	14
402	G Class	G500	2002	14
461	Sprinter		2002	21-22,24-25,28-29
470	Van derivative	Kurbstar	1982-02,9999	28-29
498	Other (light truck)		1946-02,9999	14-16,19,31-32,40-42, 45,48
499	Unknown (light truck)		1946-02,9999	14-16,19,28-29,31-32,40-42,45,48-49
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy - CBE		1965-02,9999	60-64,78
882	Medium/Heavy – COE low entry		1965-02,9999	60-64,78
883	Medium/Heavy – COE high entry		1965-02,9999	60-64,78
884	Medium/Heavy – Unknown engine location		1965-02,9999	60-64,78
890	Medium/Heavy – COE entry position unknown		1965-02,9999	60-64,78

MAKE:	Mercedes-Benz (Cont.)	(42)	(MERZ)

Codes	Model	Includes	Model Years	Body Types
898	Other (medium/heavy truck)		1965-02,9999	60-64,78
899	Unknown(medium/heavy truck)		1965-02,9999	60-64,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-02,9999	50-52,58-59
988	Other (bus)		1965-02,9999	50-52,58-59
989	Unknown (bus type)		1965-02,9999	91-93,97
998	Other (vehicle)		1965-02,9999	49,79,99
999	Unknown (MERCEDES-BENZ)		1950-02,9999	49,79,99

**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

MAKE:	Mercury (Merkur: See "56")	(14)	(MERC)

Codes	Model	Includes	Model Years	Body Types
AUTOMOBILES				
002	Cyclone	GT, CJ, Spoiler	1964-70,9999	01-02,09
003	Capri- domestic (1967 see 008)	RS, Turbo, GS, Black Magic, 5.0	1979-86;1989-94,9999	01,03,09
004	Cougar/XR7 (1967-1997)	Villager, Brougham, RS, LS, GS, Eliminator, XR-7	1967-97,9999	01-02,04,06,08-09
006	Marquis/Monterey Grand Marquis	Marauder, Montclair,X-100,5-55, Parklane, S-55,Custom, Brougham Grand Marquis (GS, LS), Medalist, Turnpike, Colony Park, GS, LS, LSE	1952-02,9999	01-02,04,06,08-09
008	Comet	Caliente, Capri (1967), GT, Voyager, 202, 404, Villager Wagon	1960-79,9999	01-02,04,06,08-09
009	Bobcat	Runabout, Villager Wagon	1975-80,9999	03,06,09
010	Montego	GT, MX, Villager, Brougham, Comet (1968-1970)	1968-76,9999	01-02,04,06,08-09
011	Monarch	Ghia	1975-80,9999	02,04,08
012	Zephyr	GS, Z-7	1978-83,9999	02,04,06,08-09
013	Lynx/LN7	L, LS, GS, RS, XR-3	1981-87,9999	03,05-07,09
015	Topaz	L, LS, GS, 4X4, XR5, LTS, Sport	1984-94,9999	02,04,08

MAKE:	Mercury (Merkur: See "56") (Cont.)	(14)		(MERC)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Cont.)				
017	Sable	LS, GS (Premium), GS Plus	1986-02,9999	04,06,09
031	Capri-foreign	Capri II, 2+2	1970-77,9999	03
033	Pantera-foreign	deTomaso	1972-74,9999	01-10
036	Tracer	L, GL, LTS, GS, LS	1988-99,9999	03-06,09
037	Mystique	GS, LS	1995-00,9999	04
038	Cougar (1999 on)	V-6, I-4, S, Sport, CR, XR	1999-02,9999	02-03,09
398	Other (automobile)		1962-02,9999	01-10
399	Unknown (automobile)		1952-02,999	01-10
LIGHT TRUCKS				
401	Mountaineer		1996-02,9999	14
443	Villager	LS, GS, Nautica, Estate, Sport, Sport Plus, Popular	1993-02,9999	20
498	Other (light truck)		1993-02,9999	14,20
499	Unknown (light truck)		1993-02,9999	49
999	Unknown (MERCURY)		1950-02,9999	49

MAKE:	Merkur	(56)		(MERK)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	XR4Ti	Turbo	1985-89,9999	03
032	Scorpio	Turbo	1988-90,9999	05
398	Other (automobile)		1985-90,9999	03-05,07,09
399	Unknown (automobile)	1985-90,9999	03-05,07,09	

MAKE:	MG	(43)		(MG)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Midget	GAN I/II/III/4/5, MK I, MK II, MKIII	1962-80,9999	01
032	MGB	MK I/II/IV, 600 Limited, V-8	1955-80,9999	01-02,09
033	MGB	GT, MK III	1967-74,9999	02-03,09
034	MGA	1500, 1600, YT,TC,TD/II, MK I/II, A	1945-62,9999	01-02,09
035	TA/TC/TD/TF	Y-Type, 430, TDC	1945-62,9999	01-02,09
036	MGC	GT	1968-69,9999	01-02,09

MAKE:	MG (Cont.)	(43)		(MG)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Cont.)				
037	Magnette/Sports Sedans	ZB,ZA/YA/YB, MK III, MK IV, 1100, 1300	1945-66,9999	02,04,08
398	Other (automobile)		1945-80,9999	01-04,08-09
399	Unknown (automobile)		1945-80,9999	01-04,08-09

MAKE:	Mitsubishi	(52)		(MITS)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Starion	2+2, LE, Turbo, ESI	1982-89,9999	03
032	Tredia	L, LS, Turbo	1982-88,9999	04
033	Cordia	L, Turbo	1982-88,9999	03
034	Galant	ECS, Sigma (thru 88), ES, LS, DE, GTZ-V6	1985-02,9999	04
035	Mirage	L, Turbo, GS, LS, DS, DE, ES	1985-02,9999	02-04,08-09
036	Precis		1987-94,9999	03,05,07
037	Eclipse	GS, DOHL, Turbo, GS-T, GSX, Spyder, RS, GT	1990-02,9999	01-03,09
038	Sigma	(prior '89 see 034)	1989-90,9999	04
039	3000 GT	SL, VR-4, Spyder	1991-99,9999	01-03,09
040	Diamante	LS, ES, LE	1992-02,9999	04,06,09
045	Expo Wagon	LRV, Sport	1992-95,9999	06
046	Lancer	ES, LS, O-Z Rally	2002	04
398	Other (automobile)	500, 1000, Debonair, Galant (1969)	1960-02,9999	01-09
399	Unknown (automobile)		1960-02,9999	01-09
LIGHT TRUCKS				
401	Montero/Montero Sport	Sport, LS, SR, XLS, ES, LTD	1983-02,9999	14
441	Mini-Van	LS	1987-90,9999	20
471	Pickup	Mighty Max, SPX, 4x4	1983-96,9999	30,32,40,42
498	Other (light truck)		1983-02,9999	14,20,30,40,42
499	Unknown (light truck)		1983-02,9999	14,20,30,40,42,48-49

MAKE:	Mitsubishi (Cont.)		(52)	(MITS)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MEDIUM/HEAVY TRUCKS				
882	Medium/Heavy – COE low entry	FUSO FE	1983-02,9999	60-64,66,71-72,78
898	Other (medium/heavy truck)		1983-02,9999	60-64,66,71-72,78
899	Unknown (medium/heavy truck		1983-02,9999	60-64,66,71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1981-02,9999	50-52,58-59
982	Bus: Front engine, Flat Front		1981-02,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1981-02,9999	50-52,58-59
988	Other (bus)		1981-02,9999	50-52,58-59
**** Use code "981"(bus) if the frontal plane or the engine location is unknown**				
999	Unknown (MITSUBISHI)		1983-02,9999	49,79,99

MAKE:	Nissan/Datsun	(35)		(DATS)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	F-10		1977-78,9999	03,05-07,09
032	200SX/240SX	SE, SE-R, LE	1977-98,9999	01-03,09
033	210/1200/B210	110 series, Honeybee	1971-82,9999	02-04,06,08-09
034	Z-car, ZX	240/260/280Z&ZX, 300 ZX, 2+2, Turbo	1970-96,9999	01-03,09
035	310 SPL		1979-82,9999	02-03,05,07,09
036	510	PL,WPL	1968-73;1978-81,9999	02-09
037	610	PL,HL	1973-76,9999	02-04,06,08-09
038	710	PL	1974-77,9999	02-04,06,08-09
039	810/Maxima	SE, GXE, GLE	1977-02,9999	04,06,09
040	Roadster	SPL311, SRL311, 1500,1600, 2000, convertible, Fairlady	1950-70,9999	01
041	311/411	1000,Bluebird,PL311/PL312/ PL410/PL411/RL411	1959-67,9999	04,06,09
042	Stanza	XE	1982-93,9999	03-07,09
043	Sentra	E, XE, GXE, SE,SE-R, GLE,CA	1982-02,9999	02,04,06,08-09
044	Pulsar	NX,EXA (1986 on)	1983-90,9999	02-03,05,07,09
045	Micra		1987-94,9999	01-05,07-09
046	NX 1600/2000	T-bar coupe	1991-94,9999	02-03,09

MAKE:	Nissan/Datsun (Cont.) (35)			(DATS)
Codes	**Model**	**Includes**	**Model**	**Years Body**
AUTOMOBILES (Cont.)				
047	Altima	XE, GXE, SE, GLE, 2.53.5, S/SE/SL	1993-02,9999	04
398	Other (automobile)	110 sedan,K110	1955-02,9999	01-10
399	Unknown (automobile)		1955-02,9999	01-10
LIGHT TRUCKS				
401	Pathfinder	MPV, 4X4, XE, LE, SE	1986-02,9999	14
402	Xterra	XE (I-4), SE, S/C	2000-02,9999	14
441	Van	XE, GXE	1987-91,9999	20
442	Axxess		1989-90,9999	20
443	Quest	XE, GXE, SE, GLE	1993-02,9999	20
444	Altra EV*	(electric vehicle*)	1998-02,999	20
471	Datsun/Nissan Pickup 1955-1997)	120,620 series, King Cab, Hardbody, XE, SE	1955-97,9999	30,32,40,42
472	Frontier (1998 on)	XE, SE , SC (Regular Cab, KingCab, Desert Runner, CrewCab)	1998-02,9999	30,32,40,42
498	Other (light truck)	Patrol (1960)	1955-02,9999	15,20,30,32
499	Unknown (light truck)		1955-02,9999	14,20,30,32,39-40,42,48-49

*** Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."**

MEDIUM/HEAVY TRUCKS				
883	Medium/Heavy – COE high entry		1986-02,9999	60-64,66,71-72,78
898	Other (medium/heavy truck)		1986-02,9999	60-64,66,71-72,78
899	Unknown (medium/heavy truck)		1986-02,9999	60-64,66,71-72,78
999	Unknown (NISSAN/DATSUN)		1950-02,9999	49,79,99

MAKE:	Oldsmobile (21)			(OLDS)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
001	Cutlass (RWD-only)	Supreme, S, LS, Salon, Brougham Vista Cruiser, F85 (thru 1972), Rallye 350,Hurst Olds, 442, Calais (thru 1985), Classic (88)	1960-88,9999	01-02,04,06,08-09

MAKE:	Oldsmobile (Cont.)	(21)		(OLDS)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Cont.)				
002	Delta 88/LSS	Royale, Custom, Delta, Jetstar 88, Delmont 88, Starfire (Thru 1966), Custom Cruiser, Jetfire, Eighty-Eight (LS, 50th Anniv. Edition)	1949-99,9999	01-04,06,08-09
003	Ninety-Eight/Regency	Luxury, Futuramic, Brougham	1949-99,9999	01-02,04,08-09
005	Toronado	XS,XSR, Trofeo, Brougham Custom	1966-92,9999	02
006	Commercial Series	Ambulance/Hearse	1940-02,9999	09-12
012	Starfire	SX, GT, ST	1975-80,9999	01-03,09
015	Omega	X-body type, Brougham	1973-85,9999	02-04,08-09
016	Firenza	S, LS, SX, Cruiser, GT	1982-88,9999	03-06,07,09
017	Ciera	Cutlass Ciera, Cutlass Cruiser, Brougham, ES,I (International)	1982-96,9999	01-02,04,06,08-09
018	Calais	GT, ES, 500	1985-91,9999	02,04,08
020	Cutlass (FWD)	Supreme (Excludes Ciera),GLS, GL	1988-99,9999	01,02,04,08-09
021	Achieva/Alero	SC, SL, GX, GL (1,2,4), GLS	1992-02,9999	02,04,08
022	Aurora	3.5L, 4.0L	1995-99,2001-02,9999	04
023	Intrigue	GL, GX, GLS	1997-02,9999	02,04,08
398	Other (automobile)	66/68/70/90, Dynamic 70	1930-02,9999	01-12
399	Unknown (automobile)		1930-02,9999	01-12
LIGHT TRUCKS				
401	Bravada	2WD, 4WD	1991-94;1996-02,9999	14
441	Silhouette	GL, GLS, Series I, Series II, GS Premier Edition	1990-02,9999	20
499	Unknown (light truck)		1932-02,9999	49
999	Unknown (OLDSMOBILE)		1932-02,9999	49

MAKE:	Peugeot	(44)		(PEUG)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	304		1971-72,9999	04-06,09
032	403	Station Wagon	1955-67,9999	01,04,06,09
033	404	tation Wagon 1961-70,9999 01,04,06,09	1961-70,9999	01,04,06,09
034	504/505	STI, STX, Turbo, S, STI, STX, GL, GLS Liberte, Station Wagon, DSL, DL, GLX	1970-91,9999	04-06,09
035	604	SL, D	1977-84,9999	04
036	405	Mi-16, DL, S	1989-91,9999	04,06,09
398	Other (automobile)	202,203	1945-91,9999	01-09
399	Unknown (automobile)		1945-91,9999	01-09
MOTORCYCLES				
701	0 - 50cc		1965-83,9999	81
702	51-124cc		1965-83,9999	81
709	Unknown cc		1965-83,9999	81
999	Unknown (PEUGEOT)		1960-83,9999	99

MAKE:	Plymouth	(09)		(PLYM)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
001	Valiant/Scamp/Duster (thru 1976)	100, 200, Brougham, Signet, Custom, Special, 340, 360, Twister	1960-76,9999	01-02,04,06,08-09
002	Satellite/Belvedere	Belvedere I/II, GTX, Roadrunner (through 1974), Brougham, Sebring, Sebring Plus, Superbird	1951-74,9999	01-02,04,06,08-12
003	Fury (Fury Gran thru ‘78)	I, II, III, Roadrunner (1975), Suburban, Salon, VIP, Sport	1957-78,9999	01-02,04,06,08-09
004	Gran Fury (‘80 on)	Sedan, Coupe, Salon	1980-89,9999	02,04,06,08-09
005	Barracuda	Formula, S, 340, Gran Coupe, AAR, Cuda	1964-74,9999	01-02,09
006	Volare’	Custom, Premier, Roadrunner (1976 on), Police	1976-80,9999	02,04,06,08-09
007	Caravelle	Turbo, SE	1985-88,9999	04

MAKE:	Plymouth (Cont.)	(09)		(PLYM)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Cont.)				
008	Horizon/Turismo	TC-3, Turismo 2.2, Miser, America, Custom, SE, Duster (1985 on), Expo	1978-90,9999	03,05,07
011	Reliant (K)	SE, LE, Reliant America, Limited	1981-89,9999	02,04,06,08-09
013	Scamp-(car-based p/u)	GT, 2.2	1982-84,9999	10
017	Sundance	RS, Turbo, Sundance Duster, America	1987-94,9999	03,05,07
019	Acclaim	LX, LE	1989-95,9999	04
020	Neon (2002 and on, see Dodge)	Sport, Competition, Highline	1995-01,9999	02,04,08
031	Cricket		1971-72,9999	04,06,09
032	Arrow	GS, GT, Fire Arrow	1976-80,9999	03
033	Sapporo	all imported	1978-83,9999	02-03,09
034	Champ/Colt import (includes 2WD Vista)	Turbo, Custom, GL, SE, DL, E Station wagon (1984 on)	1979-94,9999	02-09
035	Conquest	TSI	1984-87,9999	03
037	Laser	RS, Turbo	1989-94,9999	02-03,09
038	Breeze		1996-00,9999	04
039	Prowler (2002 and on, see Chrysler)	Roadster, Black Tie Edition	1997,1999-01,9999	01
398	Other (automobile)	Regent, Fleet, Savoy, Concord, Cambridge	1930-95,9999	01-12
399	Unknown (automobile)		1965-01,9999	01-12
LIGHT TRUCKS				
421	Trailduster		1974-93,9999	15
441	Vista Van	4X4 (only)	1987-94,9999	20
442	Voyager (minivan) (2001 and on, see Chrysler)	SE, LX, Grand Voyager, SE Expresso, EPIC-electric*	1984-00,9999	20
461	Van-fullsize (B-series)	Voyager (thru 1983), Sport, Premier	1965-95,9999	21,23
471	Arrow pickup (foreign)		1975-91,9999	30,32
498	Other (light truck)		1965-00,9999	15,20-21,23,28-29,42,45,48
499	Unknown (light truck)		1974-00,9999	15,20-21,23,29,48-49
*** Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."**				
998	Other (vehicle)		1965-01,9999	91-93,97
999	Unknown (PLYMOUTH)		1957-01,9999	49

MAKE:	Pontiac	(22)		(PONT)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
001	Lemans/Tempest (thru 1970)	Safari, T-37, Luxury, Grand Sport, GTO (thru 1973), GT-37, Sprint, Judge, Grand AM (73-75), Grand Lemans	1961-81,9999	01-02,04,06,08-09
002	Bonneville/Catalina/ Parisienne	Brougham, Grand Safari, Safari, Grandville, 2+2, Executive, Starchief, SE, SSE, SSEi,G, SLE	1954-02,9999	01-02,04,06,08-09
005	Fiero	2M4, 2M6, GT, SE	1984-89,9999	02
008	Ventura	II, SJ, Sprint, GTO (74-77), Custom	1971-77,9999	02-04,09
009	Firebird/Trans AM	Esprit, Formula, GTA, Redbird, Yellowbird, Skybird, SE, Bandit, TransAm	1967-02,9999	01-03,09
010	Grand Prix (RWD)	J, LJ, SJ, Brougham, 2+2, GT, STE, SE	1962-87,9999	01-02,09
011	Astre	Safari, SJ, Custom	1975-77,9999	02-03,06,09
012	Sunbird (thru 1980;1985 on see model 016)	Safari, Sport, Formula	1976-80,9999	01-09
013	T-1000/1000	2T	1981-87,9999	03,05,07
015	Phoenix	LJ, SJ	1977-84,9999	02-05,07-09
016	Sunbird (1985-1994)/J-2000/Sunfire (1995 on)	LE, SE, GT, 2000 Convertible, 2J,S, SE, GT	1982-02,9999	01-09
017	6000	STE, SE, LE	1982-91,9999	02,04,06,08-09
018	Grand AM	SE, LE, GT, GT1, SE, SE1, SE2	1973-02,9999	02,04,08
020	Grand Prix (FWD)	LE, SE, STE, GT, McLaren Turbo, GTP,40th Anniversary Edition	1988-02,9999	01-02,04,08-09
031	Lemans (1988-on)	LE, SE, Tempest (Canadian)	1988-93,9999	01-09
398	Other (automobile)	Torpedo, Sreamliner, Chieftain Star Chief, Super Chief	1946-02,9999	01-10
399	Unknown (automobile)		1926-02,9999	01-10

MAKE:	Pontiac (Cont.)	(22)		(PONT)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS				
401	Aztek	GT, SE	2001-02,9999	14
402	Vibe	GT, AWD	2003	14
441	Trans Sport/Montana	SE, Montana, Extended, Versatrak	1990-02,9999	20
499	Unknown (light truck)		1990-02,9999	14,49
999	Unknown (PONTIAC)		1951-02,9999	49

MAKE:	Porsche	(45)		(PORS)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	911/996	L, S, E, T, SC, Carrera (2, 4, Cabriolet, Targa), Slopenose, 4S, Targa, Speedster, Turbo, B series, S-Coupe, Cabriolet (S),GT2	1965-02,9999	01-02,09
032	912	1600, E, T	1966-69;1976, 9999	01-02,09
033	914	1.7, 1.8, 2.0, S, 914/4/6	1970-76,9999	01
034	924	Turbo, S	1977-88,9999	01-03,09
035	928	S, S4, GT, GTS	1978-95,9999	02-03,09
036	930	Turbo	1979	02
037	944	Turbo, S, S2	1983-91,9999	01-03,09
038	959	Not Imported to U.S.	1989-94,9999	01-03,09
039	968		1992-95,9999	01,02,09
040	986/Boxster	Boxster, Boxster Cabriolet, S Roadster	1997-02,9999	01
398	Other (automobile)	Spyder, Speedster (prior to ‘65), 356 (A,B,C) Grund, America, Super, 1500	1948-02,9999	01-03,09
399	Unknown (automobile)		1948-02,9999	01-03,09

MAKE:	Renault	(46)		(RENA)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	LeCar	R-5, R5TL, GTL, TL, DLX	1976-83,9999	02-05,07-09
032	Dauphine/10/R-8 Caravelle	all models, R-1190, R8 –1100	1955-71,9999	01-02,04,08-09
033	12	R-12L, R-12TL/GTL	1972-77,9999	04,06,09
034	15	R-15TL	1973-76,9999	02-03,09
035	16	R-16, R-1152	1969-72,9999	06
036	17	R17, Gordini Coupe, R17TL	1972-80,9999	01-02,09
037	18i/Sportwagon	R18i, Deluxe, DLX	1981-86,9999	04,06,09
039	Alliance/Encore	GTA, Convertible L, DL, Limited, X-37	1983-87,9999	01-05,07-09
041	Alpine	GT, GTA Coupe, Not imported to U.S.	1971-90,9999	02-03,09
044	Medallion **	DL, LX	1987	04,06,09
045	Premier**		1987	04
398	Other (automobile)	Juvaquatre, 4CV, Fregate, Domaine	1946-89,9999	01-11
399	Unknown (automobile)		1946-89,9999	01-11

**** Note: Medallion and Premier listed under Eagle after 1987.**

MAKE:	Saab	(47)		(SAA)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	99/99E/900	S,GL, GLE, L, LE, 2CM, 4CM Turbo, Cabriolet, 2EM, 4EM, CM, SE	1969-98,9999	01-05,07-09
032	Sonnett	II, III, 97	1967-74,9999	02
033	95/96	V-4, M, S, M-S, SPECIAL	1959-73,9999	02,06,09
034	9000	S, Turbo, CS, CD, CDE, E, AERO,CSE	1985-98,9999	04,05,09
035	9-3	SE (Hot), Viggen	1999-02,9999	01,03,05,07,09
036	9-5	SE, Aero, 2.3t, Set	1999-02,9999	02,04,06,08,09
398	Other (automobile)	Monte Carlo 850, GT850, GT750, 92/93	1950-02,9999	01-09
399	Unknown (automobile)		1950-02,9999	01-09

MAKE:	Saturn	(24)		(STrN)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
001	SL	SL, SL1, SL2	1991-02,9999	04
002	SC	SC1, SC2	1991-02,9999	02
003	SW	SW1, SW2	1993-01,9999	06
004	EV1/EGV1*	Electric Vehicle (Gen II)	1997-02,9999	02
005	LS	LS, LS1, LS2, L100/L200/L300	2000-02,9999	04
006	LW	LW1, LW2, LW200/300	2000-02,9999	06
*** Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."**				
398	Other (automobile)		1991-02,9999	02,04,06,08-09
399	Unknown (automobile)		1991-02,9999	02,04,06,08-09
LIGHT TRUCKS				
401	Vue		2002	14
999	Unknown (SATURN)		1991-02,9999	49

MAKE:	Sterling	(61)		(STLG)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	827	Li, SL, S, SLI	1987-91,9999	04-05,09
398	Other (automobile)	825, S, SL, Oxford Edition	1987-91,9999	04-05,09
399	Unknown (automobile)		1987-91,9999	04-05,09

MAKE:	Subaru	(48)	Q	(SUBA)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Loyale (1990 on)/DL/FE/G/GF/GL/GLF/STD	4-wheel drive, S, 1300, 1400, 1600, 1800, A15L, A44L, Touring Wagon, Turbo	1972-94,9999	02-09
032	Star	FF -1 Star, 1100	1971	02,04,06,08-09
033	360		1958-70,9999	02

MAKE:	Subaru	(48)	Q	(SUBA)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
034	Legacy	L, LS, LSI, 4WD, Outback (Limited, Ltd, Sport, VDC, L.L. Bean Edition), GT, Brighton, Sport Utility Sedan (Ltd.), 30th Anniv. Outback, H-6	1990-02,9999	04-06,09
035	XT/XT6	4WD Turbo, convertible, DL, GL	1985-91,9999	01-02,09
036	Justy	DL, GL, 4WD	1987-94,9999	03,05,07
037	SVX	LS, LSL, XR, LSi	1992-97,9999	02
038	Impreza	L, LS,Brighton, Outback Sport, RS, L-Sport, LX, 2.5 RS/TS, WRX, WRX Sport	1993-02,9999	02,04,06,08-09
039	RX		1986-89,9999	03-04,09
043	Brat	DL, GL	1978-87,9999	10
398	Other (automobile)		1968-02,9999	01-10
399	Unknown (automobile)		1968-02,9999	01-10
LIGHT TRUCKS				
401	Forester	L, S	1997-02,9999	14
999	Unknown (SUBARU)		1958-02,9999	49

MAKE:	Suzuki	(53)		(SUZI)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Swift/SA310	GTi, GTX, GLX, GA, GT, GL	1989-01,9999	03-05,07,09
032	Esteem	GL, GLX, GLX+	1995-02,9999	04,06,09
398	Other (automobile)	800 Fronte, Alto	1981-02,9999	03-05,07,09
399	Unknown (automobile)		1981-02,9999	03-05,07,09
LIGHT TRUCKS				
401	Samurai	Standard, Deluxe, JL	1986-96,9999	14
402	Sidekick/Vitara/Grand Vitara/XL7	JS, JX, JLX, JLS, Sport, Grand Vitara (JS,JLX,JLS,Ltd.,XL-7)	1989-02,9999	14
403	X-90		1996-98,9999	14
498	Other (light truck)	Jimmy	1981-02,9999	14
499	Unknown (light truck)		1981-02,9999	14

MAKE:	Suzuki	(53)		(SUZI)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MOTORCYCLES				
701	0-50cc		1970-02,9999	80-81,83,88-89
702	51-124cc		1970-02,9999	80-81,83,88-89
703	125-349cc		1969-02,9999	80,83,88-89
704	350-449cc		1970-93,2000-02,9999	80,83,88-89
705	450-749cc		1969-02,9999	80,83,88-89
706	750cc-over		1970-02,9999	80,83,88-89
709	Unknown cc		1969-02,9999	80-83,88-89
ALL TERRAIN VEHICLES				
731	0-50cc	includes all ATVs	1969-87 2002,9999	90
732	51-124cc	designed solely for	1969-02,9999	90
733	125-349cc	off-road use and have 3	1969-02,9999	90
734	350cc or greater	or 4 wheels.	1969-93,1999-02, 9999	90
739	Unknown cc		1969-02,9999	90
999	Unknown (SUZUKI)		1969-02,9999	49,99

MAKE:	Toyota	(49)		(TOYT)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Corona	Mark II, Custom,	1900,2000, Deluxe	1966-83,9999
032	Corolla	1100, 1200, 1600, SR-5, LE, DX, CE, Deluxe, Custom, FX, FX16, Sport, GTS, VE, S	1969-02,9999	02-09
033	Celica	1900, 2000, GT, ST, GTS, VE	1971-02,9999	01-03,09
034	Supra	Celica Supra, Soarer, Turbo	1979-98,9999	04-06,09
035	Cressida		1978-92,9999	04-06,09
036	Crown	2300, 2600, Toyopets	1958-71,9999	02,04,06,08-09
037	Carina	2000	1972-73,9999	02
038	Tercel	Corolla Tercel,4WD,EZ, DX,LE, DLX, CE	1980-98,9999	02-09
039	Starlet		1981-84,9999	03
040	Camry	LE, Deluxe, XLE, DLX, SE, All-Trac, CE	1983-02,9999	02,04-06,08-09
041	MR-2/MR Spyder	Super Charged	1984-95,2000-02,9999	01-02,09

MAKE:	Toyota (Cont.)	(49)		(TOYT)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Cont.)				
042	Paseo	Turbo, T-bar	1992-97,9999	01-02,09
043	Avalon	XL, XLS	1995-02,9999	04
044	Solara	Camry Solara (SE,SLE)	1999-02,9999	01-02,09
045	ECHO		2000-02,9999	02,04,09
046	Pirus*	* *Electric hybrid	2001-02,9999	04
047	Matrix		2003	06
398	Other (automobile)	2000 GT Coupe (1960s), Sports 800, Vipor, Tiara	1960-02,9999	01-10
399	Unknown (automobile)		1960-02,9999	01-10
LIGHT TRUCKS				
401	4-Runner	SR5, Limited	1984-02,9999	14
402	RAV4*	L, EVs-electric*	1996-02,9999	14
403	Highlander	Limited 2001-02,9999	14	
421	Landcruiser	4WD 1964-02,9999	15	
422	Sequoia	SR5, Limited 2001-02,9999	15	
441	Minivan (1984-90)/ Previa (1991 on)	LE, Cargo, DX, XLE	1984-97,9999	20
442	Sienna CE, LE, XLE, Symphony	1998-02,9999	20	
471	Pickup SR-5,Extra Cab, Sport, LN44, Chinook, Wonder Wagon	1974-95,9999	30-32,40,42	
472	Tacoma	SR5, Xtracab, Limited Prerunner,Side Step, Double Cab, S-Runner	1995-02,9999	30,32,40, 42
481	T-100	DX, SR5, Limited, Xtracab	1993-98,9999	31-32,40,42
482	Tundra	SR5 (Access Cab), LTD, (Access Cab)	1999-02,9999	31-32,40,42
498	Other (light truck)		1970-02,9999	14-15,19-20,29-30,32,39
499	Unknown (light truck)		1973-02,9999	14-15,19-20,30-32,39-40,42,48-49
999	Unknown (TOYOTA)		1966-02,9999	49

MAKE:	Triumph	(50)		(TRIU)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Spitfire	I, II, III, IV, 1500	1962-81,9999	01,02,09
032	GT-6	MK3	1967-73,9999	01,02,09
033	TR4 TR2, TR3, TR4A	1958-68,9999	01,02,09	
034	TR6	1969-76,9999	01,02,09	
035	TR7/TR8	1975-81,9999	01,02,09	
036	Herald Vitesse	1960-74,9999	01-02,06,09	
037	Stag		1971-73,9999	01,02,09
398	Other (automobile)	1800,2000,Mayflower, Renown,1200	1946-81,9999	01-02,04,08-09
399	Unknown (automobile)		1946-81,9999	01-02,04,08-09
MOTORCYCLES				
701	0-50cc		1965-83,9999	80
702	51-124cc		1965-83,9999	80
703	125-349cc		1950-74,9999	80
704	350-449cc		1950-71,9999	80
705	450-749cc		1950-83 2002,9999	80
706	750cc or greater		1950-74,1983-02,9999	80
709	Unknown cc		1950-02,9999	80
799	Unknown (motoredcycle)		1950-02,9999	80
999 Unknown (TRIUMPH)	Unknown (TRIUMPH)		1950-02,9999	99

MAKE:	Volkswagen	(30)		(VOLK)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Karmann Ghia		1954-75,9999	01-02,09
032	Beetle	1300/1500 Flat windshield, 94.5” WB	1948-77,9999	01-02,09
033	Super Beetle	Curved windshield, 95.3” WB	1971-80,9999	01-02,09
034	411/412	Squareback/Fastback	1971-74,9999	03-04,09
035	Squareback/Fastback	Type 3, 1600	1965-74,9999	02
036	Rabbit	L, GTI, Sport, LS, Custom, DL, Deluxe	1975-84,9999	01,03,05-07,09
037	Dasher		1974-81,9999	03,05-07,09
038	Scirocco	16V	1975-88,9999	02

MAKE:	Volkswagen (Cont.)	(30)		(VOLK)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Cont.)				
040	Jetta	Jetta III, GL (TDI, .9L,2.0L), GLI, GLS (1.8T,1.8L/l.9L/2.0L/2.8 L/TDI,/VR6),GT, Carat, TDI, GLX (VR6/2.8L), Wolfsburg Edition	1981-02,9999	02,04,06,08
041	Quantum Synco		1982-88,9999	02,04,06,08-09
042	Golf/Cabriolet/Cabrio/GTI	Golf II, GTI (GLS, GLX 1.8T/2.8L), GT,GL(1.8T/VR6/2.0L/1 .9L/TDI), Golf III, GLS (1.8T/1.8L/1.9L/2.0/TDI) ,Wolfsburg, Cabrio (GL, GLS, GLX)	1985-02,9999	01,03,05-07-09
043	Rabbit Pickup	car-based pickup	1980-83,9999	10
044	Fox	GL	1987-94,9999	02,04,06,08-09
045	Corrado		1989-94,9999	02
046	Passat	GL, GLS (1.8T, Synchro,V6), TDI, GLX (1.8T, W8,Synchro, V6), 4MOTION	1990-02,9999	04,06,09
047	New Beetle	GL (2.0L), GLS TDI,1.8T/1.8L/1.9L/2.0L /Syncro/V6), GLX (1.8T), Turbo S	1998-02,9999	03
398	Other (automobile)		1965-02,9999	01-10
399	Unknown (automobile)		1956-02,9999	01-10
LIGHT TRUCKS				
401	The Thing (181)		1973-75,9999	14
441	Vanagon/Camper	Bus, Kombi, Van		1955-91,9999
442	Eurovan	GLS, MV, Camper, Weekender Package	1992-02,9999	20
498	Other (light truck)		1967-80,9999	14,20
499	Unknown (light truck)		1965-02,9999	14,20,49
998	Other (vehicle)		1965-02,9999	91-93,97
999	Unknown (VOLKSWAGEN)		1956-02,9999	49

MAKE:	Volvo	(51)		(VOLVO)

Codes	Model	Includes	Model Years	Body Types
AUTOMOBILES				
031	122	S	1958-68,9999	02,04,06,08-09
032	140/142/144/145 *		1968-74,	02,04,06,08-09
033	164	S, E	1970-75,9999	04
034	240 series*/DL/GL/GLT	242, 244, 245, DL, GL, GLT, Deluxe	1975-93,9999	02,04,06,08-09
035	260 series/GLE	264,265,262, c, Volvo Coupe, Volvo Diesel	1976-82,9999	02,04,06,08-09,12
036	1800	E, S, ES, P1800	1960-73,9999	02,06,09
037	PV544	PV444	1947-65,9999	04,06,09
038	760/780	GLE, Turbo, Bertone Coupe	1983-92,9999	02,04,06,08-09,12
039	740	GLE, GT, Turbo, GL, SE	1983-92,9999	04,06,09
040	940	GLE, Turbo, SE	1991-95,9999	04,06,09,12
041	960		1992-97,9999	04,06,09,12
042	850	GLT, Turbo, T-5, GTAS, GTMS Cross Country	1993-97,9999	04,06,09
043	70 Series	C70 (LT, HT), S70 (GLT, T5, AWD) V70 (R, SC Cross Country, GLT, T-5,XC, M, 2.4T),	1998-02,9999	01-02, 04, 06, 09
044	90 Series	S90, V90	1998	04,06,09
045	80 Series	S80 (2.9, T-6, Executive)	1999-02,9999	04
046	40 Series	S40, V40	2000-02,9999	04,06,09
047	60 Series	S60 (2.4T, T5)	2001-02,9999	04
398	Other (automobile)		1958-02,9999	01-12
399	Unknown (automobile)		1958-02,9999	01-12
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1981-93,1996-02,9999	60-64,66,78
882	Medium/Heavy - COE low entry		1981-93,1996-02,9999	60-64,66,78
883	Medium/Heavy - COE high entry		1981-93,1996-02, 9999	60-64,66,78
884	Medium/Heavy – Unknown engine location		1981-93,1996-02, 9999	60-64,66,71-72,78
890	Medium/Heavy – COE entry position unknown		1981-93,1996-02, 9999	60-64,66,78
898	Other (medium/heavy truck)		1981-93, 1996-02, 9999	60-64,66,71-72,78
899	Unknown (medium/heavy truck)		1981-93,1996-02, 9999	60-64,66,71-72,78

MAKE:	Volvo (Cont.)	(51)		(VOLVO)

Codes	Model	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS (Cont.)				
BUSES				
981	Bus**: Conventional (Engine out front)		1981-02,9999	50-52,58-59
988	Other (bus)		1965-02,9999	50-52,58-59
**** Use "981" (bus) if the frontal plane or the engine location is unknown.**				
999	Unknown (VOLVO)		1958-02,9999	79,99

MAKE:	Yugo	(57)		(YUGO)

Codes	Model	Includes	Model Years	Body Types
AUTOMOBILES				
031	GV/GVL/GVX	All models, Cabriolet	1986-92,9999	01-03,09

MAKE:	Other Domestic Manufacturers	(29)		

Codes	Model	Includes	Model Years	Body Types
AUTOMOBILES				
001	Studabaker/Avanti	Lark, Gran Turismo, Hawk, Cruiser, all associated subseries, light pick-up	1940-91,2001-02, 9999	01-02,04,06,08-09,39
002	Checker	Marathon, Superba, Taxi, Aerobus	1965-82,9999	04,06,09,12
003	Panoz	Experante, GTS	2000-02,9999	01-02,09
004	Saleen S7	2001-02,9999	2001-02,9999	02
398	Other (automobile)	Desoto, Excaliber, Stutz, FiberFab Hudson, Packard, Consulier, GatsbyAuburn Phaeton, Citicar, Clenet	1940-91,9999	01-13
399	Unknown Make		1940-02,9999	01-13

MAKE:	Other Import	(69)		
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
031	Aston Martin	Lagonda, Vantage, Volante, Saloon, DBMarkIII, DB4, DB4GT, DB5, DB6, DB7 (Heritage, Vantage, Volante), V12 Vanquish, V8	1950-02,9999	01-09
032	Bricklin		1965-91,9999	02
033	Citroen		1965-91,9999	02-09
034	DeLorean		1981-83,9999	02
035	Ferrari	F355 (Berlinetta, GTS, Spider, F1), 456 (GTA, M, MGTA), F550 (Maranello, Barchetta Pininfarina), 360 Maranello, Modena, Berlinetta, MGT (Vintage)	1965-02,9999	01-05,07-09
036	Hillman		1965-91,9999	01-09
037	Jensen	Healy-Interceptor, 541R	1965-91,9999	01-05,07-09

MAKE:	Other Import (Cont.)	(69)		
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Cont.)				
038	Lamborghini	Countach, 5000S, Jalpa, Diablo, Miura, Murciélago	1965-02,9999	01-02,04,08-09
039	Lotus	Europe, Espirit (V8, GT-3, V8-GT) Ellse	1967-02,9999	01-02,04,08-09
040	Maserati	Biturbo, Ghibli, 3200 GT, Quattroporte, Spyder GT	1965-99, 2002,9999	01-05,07-09
041	Morris	Minor	1965-91,9999	01-10
042	Rolls Royce/Bentley	Rolls Royce: Cloud/Shadow series, Silver Spur, Silver Dawn, Silver Spirit, Silver Seraph, Corniche, Park Ward); Bently: (Arnage, Azure, Continental)	1926-02,9999	01-02,04,08-09
044	Simca		1965-91,9999	01-09
045	Sunbeam		1965-91,9999	01-02,04,08-09
046	TVR		1965-91,9999	01-02,09
048	Desta		1985-99,9999	14-15,19
049	Reliant		1960-91,9999	01-09
052	Bertone	X/19	1989-91,9999	01-02,09
053	Lada		1965-91,9999	01-09
054	Mini-Cooper	Mark I,II,III, S, SE, Sport	1961-74,2002,9999	02
398	Other Imported	Auto Morgan, Singer, Gazelle	1965-91,9999	01-13
399	Unknown Make		1928-02,9999	01-10,19

Note: Refer to Passenger Car section of this table for motored cycles produced by automobile manufacturers (BMW, Honda, Peugeot, Suzuki, Triumph)

MAKE:	BSA	(70)		(BSA)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MOTORCYCLES				
701	0-50cc		1950-72,9999	80-81,83,88-89
702	51-124cc		1950-72,9999	80-81,83,88-89
703	125-349cc		1950-72,9999	80,83,88-89
704	350-449cc		1950-72,9999	80,83,88-89
705	450-749cc		1950-72,9999	80,83,88-89

MAKE:	BSA	(70)		(BSA)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MOTORCYCLES				
706	750cc or greater		1950-72,9999	80,83,88-89
709	Unknown cc		1950-72,9999	80,83,88-89

MAKE:	Ducati	(71)		(DUCA)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MOTORCYCLES				
701	0-50cc		1958-65,9999	80-81,88-89
702	51-124cc		1958-65,9999	80-81,88-89
703	125-349cc		1958-65,9999	80,88-89
704	350-449cc		1958-65,9999	80,88-89
705	450-749cc		1958-93,1997-02,9999	80,88-89
706	750cc or greater		1958-02,9999	80,88-89
709	Unknown cc		1958-02,9999	80-83,88-89

MAKE:	Harley-Davidson	(72)		(HD)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MOTORCYCLES				
701	0-50cc		1965-66,9999	80-81
702	51-124cc		1948-78,9999	80-81,88-89
703	125-349cc		1948-78,9999	80,88-89
704	350-449cc		1969-74,9999	80,88-89
705	450-749cc		1971-78,9999	80,88-89
706	750cc or greater		1932-02,9999	80,82,88-89
709	Unknown cc		1932-02,9999	80,82,88-89

MAKE:	Kawasaki	(73)		(KAWK)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MOTORCYCLES				
701	0-50cc		1965-82,9999	80-81,83,88-89
702	51-124cc		1965-02,9999	80-81,83,88-89
703	125-349cc		1965-02,9999	80,83,88-89
704	350-449cc		1975-98,9999	80,83,88-89
705	450-749cc		1972-02,9999	80,83,88-89
706	750cc or greater		1972-02,9999	80,83,88-89
709	Unknown cc		1965-02,9999	80-83,88-89

MAKE:	Kawasaki (Cont.)	(73)		(KAWK)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
ALL TERRAIN VEHICLES				
732	51-124cc	includes all ATVs	1970-88,9999	90
733	125-349cc	designed solely for	1970-02,9999	90
734	350cc or greater	off-road use and have 3	1970-02,9999	90
739	Unknown cc	or 4 wheels.	1970-02,9999	90

MAKE:	Moto-Guzzi	(74)		(MOGU)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MOTORCYCLES				
704	350-449cc		1965-76,9999	80,88-89
705	450-749cc		1965-87,9999	80,88-89
706	750cc or greater		1965-02,9999	80,88-89
709	Unknown cc		1965-02,9999	80,88-89

MAKE:	Norton	(75)		(NORT)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MOTORCYCLES				
704	350-449cc		1950-76,9999	80,83,88-89
705	450-749cc		1950-76,9999	80,83,88-89
706	750cc or greater		1950-76,9999	80,83,88-89
709	Unknown cc		1950-76,9999	80,83,88-89

MAKE:	Yamaha	(76)		(YAMA)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MOTORCYCLES				
701	0-50cc		1979-02,9999	80-81,83,88-89
702	51-124cc		1972-02,9999	80-81,83,88-89
703	125-349cc		1969-02,9999	80,83,88-89
704	350-449cc		1972-02,9999	80,83,88-89
705	450-749cc		1971-02,9999	80,83,88-89
706	750cc or greater		1974-02,9999	80,83,88-89
709	Unknown cc		1969-02,9999	80, 88-89
ALL TERRAIN VEHICLES				
731	0-50cc	includes all ATVs	1965-91,9999	90
732	51-124cc	designed solely for	1965-02,9999	90
733	125-349cc	off-road use and have 3	1965-02,9999	90
734	350cc or greater	or 4 wheels.	1999-02,9999	90
739	Unknown cc		1965-02,9999	90

MAKE:	Yamaha (Cont)	(76)		(YAMA)

Codes	Model	Includes	Model Years	Body Types
ALL TERRAIN VEHICLES (Cont.)				
998	Other (Vehicle)	Snowmobiles	1965-02,9999	91

MAKE: Brockway (80) (BROC)

Codes	Model	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1965-77,9999	60-64,66,71-72,78
882	Medium/Heavy – COE low entry		1965-77,9999	60-64,66,71-72,78
883	Medium/Heavy – COE high entry		1965-77,9999	60-64,66,71-72,78
884	Medium/Heavy – Unknown engine location		1965-77,9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-77,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-77,9999	60-64,66, 71-72,78
899	Unknown (medium/heavy truck)		1965-77,9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-77,9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-77,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-77,9999	50-52,58-59
988	Other (bus)		1965-77,9999	50-52,58-59
**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**				
MOTOR HOME				
850	Motor Home	Truck based	1965-77,9999	65,73
998	Other (vehicle)		1965-77,9999	91-93,97
999	Unknown (BROCKWAY)		1965-77,9999	99

MAKE: Diamond Reo or Reo (81) (DIAT)

Codes	Model	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy - CBE	DC101,C116	1954-75,9999	60-64,66,71-72,78
882	Medium/Heavy – COE low entry		1954-75,9999	60-64,66,71-72,78
883	Medium/Heavy – COE high entry	C054-C088	1954-75,9999	60-64,66,71-72,78
884	Medium/Heavy – Unknown engine location		1954-75,9999	60-64,66,71-72,78

MAKE:	Diamond Reo or Reo (Cont.)		(81)	(DIAT)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MEDIUM/HEAVY TRUCKS (Cont.)				
890	Medium/Heavy – COE entry position unknown		1954-75,9999	60-64,66,71- 72,78
898	Other (medium/heavy truck)		1954-75,9999	60-64,66,71- 72,78
899	Unknown (medium/heavy truck)		1954-75,9999	60-64,66,71- 72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1954-75,9999	50-52,58-59
982	Bus: Front engine, Flat front		1954-75,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1954-75,9999	50-52,58-59
988	Other (bus)		1954-75,9999	50-52,58-59
**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**				
MOTOR HOME				
850	Motor Home	Truck based	1954-75,9999	65,73
998	Other (vehicle)		1954-75,9999	91-93,97
999	Unknown (DIAMOND REO or REO)		1954-75,9999	99

MAKE:	Freightliner	(82)		(FRHT)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS				
461	Sprinter/Advantage	2500 (HC/SHC), 3500 (HC/SHC)	2002	21-22 24-25,28-29
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy - CBE		1965-02,9999	60-64,66,71-72,78
882	Medium/Heavy – COE low entry		1968-02,9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1965-02,9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1963-02,9999	60-64,66,71-72,78
890	Medium/Heavy – COE entry position unknown		1965-02,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-02,9999	60-64,66,71-72,78
899	Unknown (medium/heavy truck)		1964-02,9999	60-64,66,71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-02,9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-02,9999	50-52,58-59

MAKE:	Freightliner (Cont.)	(82)		(FRHT)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
BUSES (Cont.)				
983	Bus: Rear engine, Flat front		1965-02,9999	50-52,58-59
988	Other (bus)		1965-02,9999	50-52,58-59
MOTOR HOME				
850	Motor Home	Truck based	1965-02,9999	65,73
998	Other (vehicle)		1963-02,9999	91-93,97
999	Unknown (FREIGHTLINER)		1963-02,9999	99

**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

MAKE:	FWD	(83)		(FWD)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1965-01,9999	60-64,66,71-72,78
882	Medium/Heavy – COE low entry		1965-01,9999	60-64,66,71-72,78
883	Medium/Heavy – COE high entry		1965-01,9999	60-64,66,71-72,78
884	Medium/Heavy – Unknown engine location		1965-01,9999	60-64,66,71-72,78
890	Medium/Heavy – COE entry position unknown		1965-01,9999	60-64,66,71-72,78
898	Other (medium/heavy truck)		1965-01,9999	60-64,66,71-72,78
899	Unknown medium/heavy truck)		1965-01,9999	60-64,66,71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-01,9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-01,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-01,9999	50-52,58-59
988	Other (bus)		1965-01,9999	50-52,58-59

**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

MOTOR HOME				
850	Motor Home Truck based		1965-01,9999	65,73
998	Other (vehicle)		1965-01,9999	91-93,97
999	Unknown (FWD)		1965-01,9999	99

MAKE:	International Harvester/ Navistar	(84)	(INTL)

Codes	Model	Includes	Model Years	Body Types
LIGHT TRUCKS				
421	Scout	Scout II, Utility pickup, SS-2, Roadster, 800 series, Traveler, Terra Traveltop	1962-80,9999	15
431	Travelall	1010-1210, 100-200	1963-75,9999	16
466	Multistop Van	Metro RM, MS1510, 120-160, MS1210	1960-84,9999	22-25,28-29
481	Pickup	R-100-500, 900A-1500C/D, 1010-1510	1951-76,9999	31,33
498	Other light truck		1960-02,9999	15-16,22-25,28-29
499	Unknown light truck		1951-02,9999	15-16,19,22-25,28-29
MEDIUM/HEAVY TRUCK				
881	Medium/Heavy – CBE	Loadstar/Fleetstar, Paystar,CBE Transtar, 4200, SseriesMixer, 8100, 9100, 9200, 9400, 9900	1963-02,9999	60-64,66,71-72,78
882	Medium/Heavy – COE low entry	CO, VCO, DCO, 190-1950, Cargostar, LFM, 5370 (Garbage)	1973-02,9999	60-64,66,71-72,78
883	Medium/Heavy – COE high entry	DCO, DCOT, UCO, VCOT, 405-series, COE Transtar, Unistar, Conco 707B,'9600	1961-02,9999	60-64,66,71-72,78
884	Medium/Heavy – Unknown engine location		1948-02,9999	60-64,66,71-72,78
890	Medium/Heavy – COE entry position unknown		1964-02,9999	60-64,66,71-72,78
898	Other (medium/heavy truck)	Fire truck - R140-R306, CO 8190	1955-02,9999	60-64,66,71-72,78
899	Unknown (medium/heavy truck)		1953-02,9999	60-64,66,71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	R153-1853 Loadstar, 1603-1853	1953-02,9999	50-52,58-59
982	Bus: Front engine, Flat front	173FC, 183FC	1972-02,9999	50-52,58-59
983	Bus**: Rear engine, Flat front	183RE, 193RE-transit	1965-02,9999	50-52,58-59
988	Other (bus)		1953-02,9999	50-52,58-59

**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

MAKE:	International Harvester/ Navistar (Cont.)	(84)	(INTL)

Codes	Model	Includes	Model Years	Body Types
MOTOR HOME				
850	Motorhome	Truck based	1965-02,9999	65,73
998	Other (vehicle)		1954-02,9999	91-93,97
999	Unknown (INTL. HARVESTER/ NAVISTAR)		1951-02,9999	79,99

MAKE:	Kenworth	(85)	(KW)

Codes	Model	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE	520,540,T400,T600,T800,C500-550, W900, T300	1947-02,9999	60-64,66,71-72, 78
882	Medium/Heavy – COE low entry	L700	1972-02,9999	60-64,66,71-72,78
883	Medium/Heavy – COE high entry	K100, K100E, K300	1965-02,9999	60-64,66,71-72,78
884	Medium/Heavy – Unknown engine location		1954-02,9999	60-64,66,71-72,78
890	Medium/Heavy – COE entry position unknown		1964-02,9999	60-64,66,71-72,78
898	Other (medium/heavy truck)		1965-02,9999	60-64,66,71-72,78
899	Unknown (medium/heavy truck)		1956-02,9999	60-64,66,71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-02,9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-02,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-02,9999	50-52,58-59
988	Other (bus)		1965-02,9999	50-52,58-59
**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**				
MOTOR HOME				
850	Motor Home	Truck based	1965-02,9999	65,73
998	Other (vehicle)		1965-02,9999	91-93,97
999	Unknown (KENWORTH)		1965-03,9999	99

MAKE:	Mack	(8)		(MACK)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1968-02,9999	60-64,66,71-72,78
882	Medium/Heavy – COE low entry		1965-02,9999	60-64,66,71-72,78
883	Medium/Heavy – COE high entry		1977-02,9999	60-64,66,71-72,78
884	Medium/Heavy – Unknown engine location		1956-02,9999	60-64,66,71-72,78
890	Medium/Heavy – COE entry position unknown		1972-02,9999	60-64,66,71-72,78
898	Other (medium/heavy truck)		1971-02,9999	60-64,66,71-72,78
899	Unknown (medium/heavy truck)		1956-02,9999	60-64,66,71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-02,9999	50-52,58-59
982	Bus: Front engine, Flat front		1976-02,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-02,9999	50-52,58-59
988	Other (bus)		1965-02,9999	50-52,58-59
**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**				
MOTOR HOME				
850	Motor Home	Truck based	1965-02,9999	65,73
998	Other (vehicle)		1965-02,9999	91-93,97
999	Unknown (MACK)		1965-02,9999	99

MAKE:	Iveco/Magirus*	(88)		(IVEC)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE	LCF	1980-91,9999	60-64,66,71-72,78
882	Medium/Heavy – COE low entry	FL, FS	1980-91,9999	60-64,66,71-72,78
883	Medium/Heavy – COE high entry		1980-91,9999	60-64,66,71-72,78
884	Medium/Heavy – Unknown engine location		1980-91,9999	60-64,66,71-72,78
890	Medium/Heavy – COE entry position unknown		1980-91,9999	60-64,66,71-72,78
898	Other (medium/heavy truck)		1980-91,9999	60-64,66,71-72,78
899	Unknown (medium/heavy truck)		1980-91,9999	60-64,66,71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1980-91,9999	50-52,58-59
982	Bus: Front engine, Flat front		1980-91,9999	50-52,58-59

MAKE:	Iveco/Magirus* (Cont.) (88)			(IVEC)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
BUSES (Cont.)				
983	Bus: Rear engine, Flat front		1980-91,9999	50-52,58-59
988	Other (bus)		1980-91,9999	50-52,58-59
**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**				
MOTOR HOME				
850	Motor Home	Truck based	1980-91,9999	65,73
998	Other (vehicle)		1980-91,9999	91-93,97
999	Unknown (IVECO/MAGIRUS)		1980-91,9999	99
*** Magirus stopped production in 1985; Iveco stopped production in 1991.**				

MAKE:	Peterbilt (87)			(PTRB)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE	357-379, 387, 385	1974-02,9999	60-64,66,71-72,78
882	Medium/Heavy – COE low entry	270	1965-02,9999	60-64,66,71-72,78
883	Medium/Heavy – COE high entry	362, 320	1965-02,9999	60-64,66,71-72,78
884	Medium/Heavy – Unknown engine location		1961-02,9999	60-64,66,71-72,78
890	Medium/Heavy – COE entry position unknown		1964-02,9999	60-64,66,71-72,78
898	Other (medium/heavy truck)		1965-02,9999	60-64,66,71-72,78
899	Unknown (medium/heavy truck)		1961-02,9999	60-64,66,71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-02,9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-02,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-02,9999	50-52,58-59
988	Other (bus)		1965-02,9999	50-52,58-59
**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**				
MOTOR HOME				
850	Motor Home	Truck based	1965-02,9999	65,73
998	Other (vehicle)		1965-02,9999	91-93,97
999	Unknown (PETERBILT)		1965-02,9999	99

MAKE:	White/Autocar - White/GMC	(89)	(WHIT)-(WHGM)

Codes	Model	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1965-02,9999	60-64,66,71-72,78
882	Medium/Heavy – COE low entry		1968-02,9999	60-64,66,71-72,78
883	Medium/Heavy – COE high entry		1965-02,9999	60-64,66,71-72,78
884	Medium/Heavy – Unknown engine location		1963-02,9999	60-64,66,71-72,78
890	Medium/Heavy – COE entry position unknown		1965-02,9999	60-64,66,71-72,78
898	Other (medium/heavy truck)		1965-02,9999	60-64,66,71-72,78
899	Unknown (medium/heavy truck)		1964-02,9999	60-64,66,71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-02,9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-02,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-02,9999	50-52,58-59
988	Other (bus)		1965-02,9999	50-52,58-59
**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**				
MOTOR HOME				
850	Motor Home	Truck based	1965-02,9999	65,73
998	Other (vehicle)		1963-02,9999	91-93,97
999	Unknown (WHITE/AUTOCAR-WHITE/GMC)		1963-02,9999	99

MAKE:	Bluebird	(90)	(BLUI)

Codes	Model	Includes	Model Years	Body Types
LIGHT TRUCKS				
461	Van Based	van-based school bus, shuttle bus	1927-02,9999	24-25,29
BUSES				
981	Bus**: Conventional (Engine out front)		1927-02,9999	50-52,58-59
982	Bus: Front engine, Flat front		1927-02,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1927-02,9999	50-52,58-59
988	Other (bus)		1927-02,9999	50-52,58-59
999	Unknown (BLUEBIRD)		1927-02,9999	99
**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**				

MAKE:	Gillig	(92)		
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
BUSES				
981	Bus**: Conventional (Engine out front)		1932-02,9999	50-52,58-59
982	Bus: Front engine, Flat front		1932-02,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1932-02,9999	50-52,58-59
988	Other (bus)		1932-02,9999	50-52,58-59

**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

MAKE:	MCI	(93)		
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
BUSES				
981	Bus**: Conventional (Engine out front)		1963-02,9999	50-52,58-59
982	Bus: Front engine, Flat front		1963-02,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1963-02,9999	50-52,58-59
988	Other (bus)		1963-02,9999	50-52,58-59

**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

MAKE:	Thomas Built	(92)		(THMS)
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS				
461	Van Based	van-based school bus, shuttle bus	1936-02,9999	24-25,29
BUSES				
981	Bus**: Conventional (Engine out front)		1936-02,9999	50-52,58-59
982	Bus: Front engine, Flat front		1936-02,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1936-02,9999	50-52,58-59
988	Other (bus)		1936-02,9999	50-52,58-59
999	**Unknown (THOMAS BUILT)**		1936-02,9999	99

**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

MAKE:	Other Make	(98)		
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES (Unknown if DOMESTIC or FOREIGN)**				
398	Other (automobile)	Solectra (electric: Force)	1945-02,9999	01-13
LIGHT TRUCKS				
498	Other (light truck)	Solectra (electric: Citivan Flash)	1960-02,9999	14-16,19-25,28-33,39-42,45-48
MOTORCYCLES				
701	0-50cc	(Includes: ATK, Beta,	1965-02,9999	80-81,88-89
702	51-124cc	Buell, Ducati, Cagiva,	1965-02,9999	80-83,88-89
703	125-349cc	Cobra Trike,	1965-02,9999	80-83,88-89
704	350-449cc	Husqvarna, Jawa, KTM,	1965-02,9999	80-83,88-89
705	450-749cc	Maely, Riva, Strociek,	1965-02,9999	80-83,88-89
706	750cc or greater	Aprilia, MV Agusta, Bimota, Husaberg, Indian Scout, Laverda, Victory, Big Dog, Titan, Twin Eagle, Viza Viper)	1965-02,9999	80-83,88-89
709	Unknown cc		1945-02,9999	80-83,88-89
ALL TERRAIN VEHICLES				
731	0-50cc	includes all ATVs	1965-02,9999	90
732	51-124cc	designed solely for	1965-02,9999	90
733	125-349cc	off-road use and have 3	1965-02,9999	90
734	350cc	or greater or 4 wheels. Includes: Polaris	1965-02,9999	90
739	Unknown cc		1965-02,9999	90
MEDIUM/HEAVY TRUCKS				
802	Auto-Union-DKW		1965-88 9999	60-64,66,71-72,78
803	Divco		1963-88,9999	60-64,66,71-72,78
804	Western Star		1965-02,9999	60-64,66,71-72,78
805	Oshkosh	(includes trucks & buses)	1965-02,9999	50, 52-59,60-64,66,71-72,78
806	Hino	(includes trucks & buses)	1985-02,9999	50-52,58,59,60-64,66,71-72,78
807	Scania	(includes trucks & buses)	1986-02,9999	50-52,58,59,60-64,66,71-72,78
*** Occurs when make is not explicitly listed here.**				
**** Do not use MAKE 98 if Other Domestic (29) or Other Import (69) is applicable.**				
808	UD		1986-02,9999	60-64,66,71-72,78
809	Sterling		1998-02,9999	60-64,66,71-72,78
881	Medium/Heavy – CBE	DINA	1965-02,9999	60-64,66,71-72,78
882	Medium/Heavy – COE low entry	DINA	1965-02,9999	60-64,66,71-72,78

MAKE:	Other Make (Cont.)	(98)		
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
MEDIUM/HEAVY TRUCKS (Cont.)				
883	Medium/ Heavy – COE high entry		1965-02,9999	60-64,66,71-72,78
884	Medium/Heavy – Unknown engine location		1965-02,9999	60-64,66,71-72,78
890	Medium/Heavy – COE entry position unknown		1965-02,9999	60-64,66,71-72,78
898	Other (medium/heavy truck)**	e.g., Marmon, Ward LaFrance	1945-02,9999	60-64,66,71-72,78
BUSES				
902	Neoplan		1950-02,9999	50-52,58-59
903	Carpenter		1923-00,9999	24-25,29,50-52,58-59
904	Collins Bus		1967-02,9999	24-25,29
905	DINA		1989-02,9999	50-52,58-59
906	Mid Bus		1963-02,9999	24-25,29
907	Orion		1978-02,9999	50-52,58-59
908	Van Hool		1947-02,9999	50-52,58-59
981	Bus***: Conventional (Engine out front)		1965-02,9999	50-52,58-59
982	Bus: Front engine, Flat front		1976-02,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-02,9999	50-52,58-59
988	Other (bus) **** (see below)		1945-02,9999	50-52,58-59
MOTOR HOME				
850	Motor Home	Truck-based	1965-02,9999	65,73
998	Other (vehicle)	(e.g., farm vehicle, snowmobile, go-cart, golf carts)	1940-02,9999	91-93,97
999	Unknown (OTHER MAKE)		1940-02,9999	49,79,99

*** Occurs when make is not explicitly listed here.**
**** Do not use MAKE 98 if Other Domestic (29) or Other Import (69) is applicable.**
***** Use code "981" (bus) if the frontal plane or the engine location is unknown.**
****** Prior to 1999, MCI buses were coded Other Make/Other Bus. Starting in 1999, MCI has its own Make Code 93.**

MAKE:	Unknown Make	(99)		
Codes	**Model**	**Includes**	**Model Years**	**Body Types**
AUTOMOBILES				
399	Unknown (automobile)		1945-02,9999	01-13
LIGHT TRUCKS				
499	Unknown (light truck)		1945-02,9999	14-16,19,20-25,28-33,35,39-42,45-48

MAKE: Unknown Make (Cont.) (99)

Codes	Model	Includes	Model Years	Body Types
MOTORCYCLES				
701	0-50cc		1965-02,9999	80-83,88-89
702	51-124cc		1965-02,9999	80-83,88-89
703	125-349cc		1965-02,9999	80-83,88-89
704	350-449cc		1965-02,9999	80-83,88-89
705	450-749cc		1965-02,9999	80-83,88-89
706	750cc or greater		1965-02,9999	80-83,88-89
709	Unknown cc		1945-02,9999	80-83,88-89
ALL TERRAIN VEHICLES				
731	0-50cc	includes all ATVs	1965-02,9999	90
732	51-124cc	designed solely for	1965-02,9999	90
733	125-349cc	off-road use and have 3	1965-02,9999	90
734	350cc or greater	or 4 wheels.	1965-02,9999	90
739	Unknown cc		1965-02,9999	90
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1965-02,9999	60-64,66,71-72,78
882	Medium/Heavy – COE low entry		1965-02,9999	60-64,66,71-72,78
883	Medium/Heavy – COE high entry		1965-02,9999	60-64,66,71-72,78
884	Medium/Heavy - Unknown engine location		1965-02,9999	60-64,66,71-72,78
890	Medium/Heavy – COE entry position unknown		1965-02,9999	60-64,66,71-72,78
898	Other (medium/heavy truck)		1965-02,9999	60-64,66,71-72,78
899	Unknown (medium/heavy truck)		1945-01,9999	60-64,66,71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-02,9999	50-52,58-59
982	Bus: Front engine. Flat front		1976-02,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-02,9999	50-52,58-59
988	Other (bus)		1945-02,9999	50-52,58-59
989	Unknown (bus)		1945-02,9999	50-52,58-59
**** Use code "981"(bus) if the frontal plane or the engine location is unknown.**				
MOTOR HOME				
850	Motor Home	Truck based	1965-02,9999	65,73
998	Other (vehicle)	(e.g., farm vehicle, snowmobile, go-cart)	1943-02,9999	91-93,97
999	Unknown (as to automobile, truck or truck)	motored cycle, light	1945-02,9999	49,79,99

APPENDIX M

2001 NHTS QUESTIONNAIRE

This Appendix contains the household and person questionnaires that were used during the 2001 NHTS Survey. The questionnaires are annotated with:

- Variable names that were used in the CATI program (in all caps, bold text and in parenthesis after each question),
- Programmer notes that indicate which questions were asked and under what conditions (in all caps, bold text and in boxes),
- Displays (denoted by text in { }'s. Information displayed here was automatically displayed by the CATI program and is designed to personalize the questionnaire),
- Screen names that were used in the CATI (the number in parenthesis following the question number), and
- Notes to the interviewers that are read to respondents only when needed (in bold, all caps and in [ ] brackets).

Question and response category text was read aloud to respondents if it was in lower and upper case. All other text was for the interviewers.

The questionnaire was administered in both English and Spanish. Pages 2 through 101 contain the English version. The Spanish version begins on page 102; it does not contain programmer notes.

NATIONAL HOUSEHOLD TRAVEL SURVEY

Telephone (CATI) Questionnaire

HOUSEHOLD (SCREENER) INTERVIEW

SECTION A: TELEPHONE NUMBER SCREENING

PROGRAMMER NOTE:

DISPLAY AT THE TOP OF EACH SCREEN IF THE HOUSEHOLD RECEIVED AN ADVANCE LETTER {LETTER SENT/NO LETTER SENT}.

A1. (SINTRO_1 & SINTRO_3)
Hello, this is {INTERVIEWER'S NAME} and I'm calling for the U.S. Department of Transportation. We are conducting the National Household Travel Survey.

(RESIDENTIAL)
Are you a member of this household and at least 18 years old?
(SHHQUEX1)

YES..... 1
NO..... 2
PROBABLE BUSINESS..... 3
ANSWERING MACHINE.....AM
RETRY AUTODIALER.....RT
NONWORKING,
DISCONNECTED, CHANGED...NW
GO TO RESULT.....GT

(BUSINESS)
Is this phone number used for...

(SFONEUSE)

Home use, ... 4 GO TO BINTRO
Home and business use, or..... 5 GO TO BINTRO
Business use only?..... 6
GO TO RESULT..... GT

[HOME USE EXCLUDES PHONES IN MOTELS, HOTELS, GROUP QUARTERS SUCH AS NURSING HOMES, PRISONS, BARRACKS, CONVENTS OR MONASTERIES AND ANY LIVING QUARTERS WITH 10 OR MORE UNRELATED ROOMMATES.]

SECTION B: VEHICLE DATA

PROGRAMMER NOTE:

IN BINTRO, IF THE SAMPLED TELEPHONE NUMBER IS IN WISCONSIN, DISPLAY "Wisconsin". IF THE NUMBER IS IN NEW YORK STATE, DISPLAY "New York". ELSE, DISPLAY "your area".

BINTRO The purpose of this survey is to understand your travel and to help improve transportation in {Wisconsin/New York/your area}.

Your participation is voluntary, and your answers will be completely confidential.

[IF ASKED: The survey has been authorized by Title 23, United States Code. The OMB clearance numbers are 2139-0008 and 2125-0545 with an expiration date of February 29, 2004.]

[PRESS RETURN TO CONTINUE.]

PROGRAMMER NOTE:

RANGE FOR HHNUMVEH = 0-10.

B1. My first questions are about vehicles.

How many vehicles are owned, leased, or available for **regular use** by the people who currently live in your household? Please be sure to include motorcycles, mopeds and RVs. **(HHNUMVEH)**

[INCLUDE LEASED OR COMPANY-OWNED MOTORIZED VEHICLES IF THEY ARE USED BY HOUSEHOLD MEMBERS ON A REGULAR BASIS.]

NUMBER OF VEHICLES.....|___|___|		
NONE.....	0	GO TO B5
REFUSED.....	-7	GO TO B5
DON'T KNOW.....	-8	GO TO B5

PROGRAMMER NOTE:

IN VMAT SERIES, DISPLAY VEHICLE MATRIX.

HARD RANGE FOR VEHYEAR = 1930-2002.

IF HHNUMVEH > 1 USE DISPLAY IN VMAT2Y THROUGH VMAT6Y, ELSE USE NO DISPLAY.

IF VEHICLE TYPE CAN BE AUTOCODED DO SO AND DISPLAY TYPE.
IF VEHI.MODLCODE IS:
1-399, AUTOCODE (VMAT6Y) VEHI.E_VTYPE = 1,
441-443, 461, OR 466 AUTOCODE (VMAT6Y) VEHI.E_VTYPE = 2,
401-404, 421-423, OR 431, AUTOCODE (VMAT6Y) VEHI.E_VTYPE = 3,
471-472, OR 481-482, AUTOCODE (VMAT6Y) VEHI.E_VTYPE = 4,
850, AUTOCODE (VMAT6Y) VEHI.E_VTYPE = 6,
700-739, AUTOCODE (VMAT6Y) VEHI.E_VTYPE = 7,
ELSE, ASK VMAT6Y DIRECTLY AFTER VEHYEAR IS RECORDED.

ALLOW INTERVIEWERS TO ENTER 91 AND RECORD OTHER SPECIFY FOR VEHICLES NOT IN THE TABLE.

VEHI.VEHYEAR IS THE MODEL YEAR OF THE VEHICLE.
VEHI.WHEREFLG INDICATES WHERE THE VEHI RECORD WAS CREATED.
VEHICNT IS THE COUNT OF VEHICLES IN THE MATRIX ON THE DATE OF THE SCREENER.

B2. (VMAT2Y THROUGH VMAT6Y)
{I have a few questions about each of these vehicles. Let's start with the newest vehicle.} What is the make, model and year of this vehicle?

KEY	MAKE **(MAKECODE)**	MODEL **(MODLCODE)**	YEAR **(VEHYEAR)**	TYP **(VEHTYPE)**
01				
02				
03				
04				
05				
thru' 99				

B3. (VMAT6Y) What type of vehicle is it?
(VEHTYPE)

1. AUTOMOBILE/CAR/STATION WAGON
2. VAN [MINI, CARGO, PASSENGER]
3. SPORTS UTILITY VEHICLE [BRONCO, BLAZER, 4RUNNER, PATHFINDER, JEEP, ETC.]
4. PICKUP TRUCK
5. OTHER TRUCK
6. RV [RECREATIONAL VEHICLE]
7. MOTORCYCLE
91. OTHER? **(VEHTYOS)** (SPECIFY) _____

PROGRAMMER NOTE:

SET SCRN.VEHICNT. IN B4VERF DISPLAY SCRN.VEHICNT.

SEGMENT SCRN

B4. (B4VERF) I have recorded {SCRN.VEHICNT} vehicles.

Are these all of the vehicles that are available to the people that currently live in your household?
(VEHIYN)

YES	1	GO TO B5
NO	2	RETURN TO MATRIX
GO TO RESULT	GT	

PROGRAMMER NOTE:

RANGE FOR HHNUMBIK = 0-10.

B5. How many adult-size bicycles does your household have in working order?
(HHNUMBIK)

[ALL BIKES, IN WORKING CONDITION, THAT ARE LARGE ENOUGH TO BE USED BY AN ADULT.]

NUMBER OF BICYCLES	|___|___|
REFUSED	-7
DON'T KNOW	-8

SECTION C: PERSON DATA FOR EACH HOUSEHOLD MEMBER

C1. Besides vehicles, there are other factors that affect travel.

First, I would like to ask you a few questions about your home.

Do you live in a...
(HOMETYPE)

[CODE DOUBLE TOWNHOUSE AS DUPLEX.]

Detached single house,	1
Duplex, triplex,	2
Rowhouse, townhouse,	3
Apartment, condominium,	4
Mobile home or trailer?	5
DORM ROOM, FRATERNITY OR SORORITY HOUSE	6
OTHER **(HOMETYOS)**	91
(SPECIFY) _____	
REFUSED	-7
DON'T KNOW	-8

C2. Is your home owned or rented?
(HOMEOWN)

[CODE "OWNED" IF:
A) HOME IS NOT OWNED OUTRIGHT, BUT UNDER MORTGAGE.
B) RESPONDENT RENTS, BUT SOMEONE WHO LIVES IN THE HOME OWNS IT.]

OWNED	1
RENTED	2
PROVIDED BY JOB OR MILITARY	3
OTHER **(HOMEOWOS)**	91
[SPECIFY] _____	
REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

SOFT RANGE FOR HHNUMPPL = 1-15. HARD RANGE 1-99.

C3. (C8) Including yourself, how many people live in your household? Please do **not** include anyone who usually lives somewhere else or is just visiting, such as a college student away at school. **(HHNUMPPL)**

NUMBER OF PEOPLE .....|___|___|
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF HHNUMPPL GE 10 DISPLAY C4 (A8), ELSE GO TO PROGRAMMER NOTE BEFORE C5 (C9A).

C4. (A8) Are <u>any</u> of these people related to each other? **(HHRELATD)**

YES 1
NO ..... 2 GO TO THANK02
REFUSED ..... -7
DON'T KNOW -8

PROGRAMMER NOTE:

IN C5 (C9A), AGE MUST BE GE 16. DO NOT ALLOW INTERVIEWERS TO CONTINUE WITHOUT AN APPROPRIATE SCREENER RESPONDENT.

C5. (C9A) Please tell me your first name, age and sex. **(FNAME, AGE, SEX)**

FIRST NAME: _____

AGE: _____

SEX: _____ [M=MALE, F=FEMALE]

REFUSED..... -7
DON'T KNOW..... -8

C6. (C12) Are you of Hispanic, Latino, or Spanish origin? **(HH_HISP)**

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

DELIVERY SPEC'S:

DELIVERY VARIABLE FOR HH_RACOS IS HH_RACE1 THROUGH HH_RACE8. RACEARRAY CAPTURES THE ORDER THAT RACE WAS PROVIDED BY THE RESPONDENT.

PROGRAMMER NOTE:

IF HH_HISP = 1 DISPLAY "In addition…" ELSE DISPLAY "Please" IN C7 (C13).

C7. (C13) I'm going to read a list of races. {In addition to being Hispanic, please/Please} tell me which best describes your race. Are you…
(HH_RACE1 - HH_RACE8)

[CODE ALL THAT APPLY. USE CTRL/P TO EXIT.]

White,	1
African American, Black,	2
Asian,	3
American Indian, Alaskan Native,	4
Native Hawaiian, or other Pacific Islander?	5
MULTIRACIAL	6
HISPANIC/MEXICAN	7
OTHER **(HH_RACOS)**	91
[SPECIFY] _____	
REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

DO NOT ALLOW SCRESP = X OR HH_RELAT = 1 IF AGE < 16.

IF HH_RELAT = 3 (CHILD) AND AGE GE AGE OF THE REFERENCE PERSON (HH_RELAT = 1), THEN DISPLAY REVERSE VIDEO MESSAGE, "PERSON {ENUM #} IS CODED CHILD BUT IS OLDER THAN THE REFERENCE PERSON" AND RECOLLECT AGE.

ELSE, IF HH_RELAT = 3 (CHILD) AND AGE IS LESS THAN 12 YEARS YOUNGER THAN THE REFERENCE PERSON (HH_RELAT = 1), THEN DISPLAY REVERSE VIDEO MESSAGE, "PERSON {ENUM #} CHILD IS LESS THAN 12 YEARS YOUNGER THAN THE REFERENCE PERSON" AND RECOLLECT AGE.

IF HH_RELAT = 4 (PARENT) AND AGE LE AGE OF THE REFERENCE PERSON (HH_RELAT = 1), THEN DISPLAY REVERSE VIDEO MESSAGE "PERSON {ENUM #} IS CODED PARENT BUT IS YOUNGER THAN THE REFERENCE PERSON" AND RECOLLECT AGE.

ELSE, IF HH_RELAT = 4 (PARENT) AND AGE IS LESS THAN 12 YEARS OLDER THAN REFERENCE PERSON (HH_RELAT = 1), THEN DISPLAY REVERSE VIDEO MESSAGE "PERSON {ENUM #} PARENT IS LESS THAN 12 YEARS OLDER THAN THE REFERENCE PERSON" AND RECOLLECT AGE.

IF HH_RELAT = 2 (SPOUSE) OCCURS MORE THAN ONCE DISPLAY REVERSE VIDEO MESSAGE "MORE THAN ONE PERSON IS CODED SPOUSE. PLEASE VERIFY." .

IF AGE GE 15 OR IF AGE IS –7 OR –8 ASK DRVR AND WRKR QUESTIONS. FOR (DRVR) IF SCRESP = X DISPLAY "Are you a driver?" ELSE DISPLAY "Is {FNAME/AGE/SEX} a driver?" WHEN (DRVR) IS DISPLAYED ALSO DISPLAY THE FOLLOWING INTERVIEWER INSTRUCTION: [PERMANENT LICENSE NOT REQUIRED TO BE CONSIDERED A DRIVER.].

FOR (WRKR) IF SCRESP = X DISPLAY "Do you have a job?" ELSE DISPLAY "Does {FNAME/AGE/SEX} have a job?" WHEN (WRKR) IS DISPLAYED ALSO DISPLAY THE FOLLOWING INTERVIEWER INSTRUCTION: [HAVING A JOB IS WORKING FOR PAY OR PROFIT.]

COUNT THE NUMBER OF DRIVERS (DRVR = N) IN THE HH. STORE AND DELIVER THIS AS SCRN.DRVRCNT.

COUNT THE NUMBER OF HHM'S THAT WORK (WRKR = N). STORE AND DELIVER THIS AS SCRN.WKRCOUNT.

COUNT AGE GE 16 AND STORE IN VARIABLE SCRN.ADLTCNT.

COUNT AGE LE 15 AND STORE IN VARIALBE SCRN.CHLDCNT.

SET SCRN.ONEPERHH IF ONLY ONE PERSON HH.

C8. (S7A THROUGH S7H) Please tell me the first name and age of everyone living in the household.

[What is {FNAME/AGE/SEX OF NEXT HHM}'s relationship to {you/FNAME/AGE/SEX OF 1ST SCREENER RESPONDENT}?]

{{Are you/Is {FNAME/AGE/SEX}} a driver?}

{{Do you/Does FNAME/AGE/SEX}} have a job?}

[ENTER AGE AS 0 FOR EVERYONE UNDER ONE YEAR.]

[1=YES, 2=NO]

(FNAME)	**(AGE)**	**(SEX)**	**(SCRESP)**	**(HH_RELAT)**	**(DRVR)**	**(WRKR)**
FIRST NAME	AGE	M/F	X BY SCREENER RESPONDENT	RELATIONSHIP TO REFERENCE PERSON	DRIVER	JOB
01						
02						
03						
04						
05						
thru' 99						

1. REFERENCE PERSON
2. SPOUSE
3. CHILD
4. PARENT
5. BROTHER/SISTER
6. OTHER RELATIVE
7. UNMARRIED PARTNER
8. NON-RELATIVE

C9. (S6VERF1) I have recorded {SCRN.SELCTCNT} {people/person}. Have we missed anyone else who usually lives there but is temporarily away on business, vacation, or in the hospital?

(S6VERF1)

NUMBER OF HOUSEHOLD MEMBERS IN MATRIX CORRECT.....	1	
RETURN TO MATRIX.....	2	SKIP TO MATRIX
GO TO RESULT	GT	GO TO RESULT

PROGRAMMER NOTE:

IF AGE = -7 OR –8 GO TO C10 (SC20), ELSE GO TO BOX BEFORE C11 (C21).

C10. (SC20) Going back to the ages of the members of your household, is {FNAME/AGE/SEX} 18 years or older?
(AGERANGE)

YES (18 OR OLDER)	1
NO (UNDER 18)	2
REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

IF # OF HHM'S ENUMERATED GE 10 AUTOCODE HHLARGE (1995 DELIVERY VARIABLE) = 1.

IF SCRN.DRVRCNT=0 OR SCRN.VEHICNT=0, GO TO BOX BEFORE C14 (C3).

IF JUST ONE PERSON IN HH, AUTOCODE MAINDRVR = 1 FOR ALL VEHICLES IN HH, AND AUTOCODE WHOMAIN WITH PERSNUM AS THE DRIVER OF ALL VEHICLES, THEN GO TO BOX BEFORE C14 (C3), ELSE CONTINUE BELOW.

ASK C11 (C21 FOR EACH VEHICLE IN THE HH. THEN, ASK C12 (C22) FOR EACH VEHICLE WHERE MAINDRVR = 1. IN C11 (C21) IF MAINDRVR = 2, -7 OR -8 ASK ABOUT NEXT VEHICLE IN HH.

IN C12 (C22), DISPLAY PERSNUM/FNAME/AGE/SEX IF AGE IS GE 15 YEARS OLD SO THAT INTERVIEWER CAN SELECT APPROPRIATE HHM.

IF MAINDRVR HAS BEEN ASKED FOR ALL VEHICLES, GO TO BOX BEFORE C14 (C3).

C11. (C21) [Now, about the household vehicle(s) you told me about earlier,] does one household member drive the {VEHYEAR, MAKECODE, AND MODLCODE} most of the time?
(MAINDRVR)

YES	1	
NO	2	GO TO BOX BEFORE C14 (C3)
REFUSED	-7	GO TO BOX BEFORE C14 (C3)
DON'T KNOW	-8	GO TO BOX BEFORE C14 (C3)

C12. (C22) Who is that?
(WHOMAIN)

|___|___|

PROGRAMMER NOTE:

IF ENUM.DRVR NE 1 FOR PERSNUM ENTERED IN C12 (C22) (WHOMAIN) DISPLAY C13 (C22A).

C13. (C22A) Should {FNAME/AGE/SEX} have been recorded as a driver?
(DRIVER)

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF ENUM.DRIVER = 1, AUTOCODE ENUM.DRVR = 1 FOR PERSNUM ENTERED IN C12 (C22) (WHOMAIN).

RANGE FOR HHNUMCEL = 0-10.

C14. (C3) Since we are conducting this survey by phone, I have some questions about the telephones in your household.

How many cellular phones does your household have?
(HHNUMCEL)

NUMBER OF CELLULAR PHONES....|___|___|
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF HHNUMCEL > 1, DISPLAY "Not counting these {HHNUMCEL} cellular phones, how"
IF HHNUMCEL = 1, DISPLAY "Not counting this cellular phone, how"
IF HHNUMCEL = -7 OR –8, DISPLAY "Not counting any cellular phones, how"
ELSE DISPLAY "How".

RANGE FOR OTHRPHON = 0-10.

C15. (C4) {Not counting these {HHNUMCEL} cellular phones, how/Not counting this cellular phone, how/Not counting any cellular phones, how/How} many home telephone numbers does your household have in addition to {BASE.BASEAREA, BASE.BASEEXCH, BASE.BASELOCL}?
(OTHRPHON)

NUMBER OF ADDITIONAL HOME TELEPHONE
NUMBERS .....|___|___|
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF OTHRPHON = 0, GO TO BOX BEFORE D1.
IF OTHRPHON = 1, GO TO C17 (C5A).
ELSE CONTINUE BELOW.

IN C16 (C5), IF HHNUMCEL > 0, -7 OR –8, DISPLAY "excluding cellular phones".
IN C16 (C5), IF HHNUMCEL = –7 OR –8, DISPLAY C16 (C5) WITHOUT THE FIRST DISPLAY.

NONVOICE MUST BE LE OTHRPHON.

C16. (C5) How many of these {OTHRPHON} telephone numbers {excluding cellular phones} are used **exclusively** for business, fax or computer modems?
(NONVOICE)

NUMBER OF TELEPHONE NUMBERS	|___|___|	GO TO BOX BEFORE D1
REFUSED	-7	GO TO BOX BEFORE D1
DON'T KNOW	-8	GO TO BOX BEFORE D1

C17. (C5A) Is that telephone number used exclusively for business, fax or computer modem?
(QC5A)

YES	1
NO	2
REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

IF QC5A = 1, AUTOCODE NONVOICE = 1.
IF QC5A = 2, AUTOCODE NONVOICE = 0.
IF QC5A = –7 OR –8, AUTOCODE NONVOICE =–7 OR –8.

SECTION D. DIARY REQUEST

PROGRAMMER NOTE:

IF DESIGN = 3 (COMBINED RETROSPECTIVE WITH ADD-ON TRIP DETAIL) OR 5 (COMBINED RETROSPECTIVE WITHOUT ADD-ON TRIP DETAIL), ASSIGN BOTH THE TRAVEL DAY DATE (TRIPDATE) AND THE TRAVEL PERIOD DATES (TPBDATE AND TPEDATE).

IN THE 1ST PARAGRAPH, IF SELCTCNT = 1, DISPLAY "your travel/you" ELSE DISPLAY, "travel by you and each member of your household/each of you".

NPTS TRAVEL DATE IS IN VARIABLE SCRN.TRIPDATE.
ATS TRAVEL PERIOD IS IN VARIABLES SCRN.TPBDATE AND SCRN.TPEDATE.
THE DAY OF THE WEEK AND TRAVEL DAY ARE DISPLAYED IN D1 AND STORED IN THE VARIABLE SCRN.TRDDATE

D1. Understanding {your travel/travel by you and each member of your household} is very important for improving transportation in your area. We would like to send {you/each of you} a diary to keep track of your travel for just one day {TRDDATE}.
(QD1)

CONTINUE	1	GO TO D3 (D4)
RESPONDENT UNSURE ABOUT PARTICIPATION	2	

PROGRAMMER NOTE:

IF QD1 = 2 OR IF COMING FROM THE BOX AFTER D5 (D3) (COMPLETE ADDRESS NOT PROVIDED), GO TO D2 (D7) ONE TIME.

D2. (D7) We want to ensure that your household is properly represented in this survey. You will represent thousands of others in your area, and no one else can be substituted for you. Will you help the Department of Transportation by participating in this national survey?
(QD7)

AGREE TO PARTICIPATE	1
REFUSAL	GT

PROGRAMMER NOTE:

IF QD7 = 1, GO TO D3 (D4).

D3. (D4) To whom should we address the envelope?
(MAILFNAM, MAILLNAM)

_____ _____
FIRST NAME LAST NAME

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

DELIVERY VARIABLE FOR MAILFNAM AND MAILLNAM IS MAILATTN

IF QD1 = 1 OR QD7 = 1 AND MAILADDR, MAILCITY, MAILSTAT, AND MAILZIP ARE NOT MISSING GO TO D4 (D2), ELSE GO TO D5 (D3).

IN D4 (D2) AND D5 (D3): IF SELCTCNT=1 DISPLAY, "diary", ELSE DISPLAY, "diaries".

VERIFY THAT A VALID STATE ABBREVIATION AND 5-DIGIT ZIP ARE ENTERED IN D4 (D2) AND D5 (D3).

D4. (D2) In order to mail the {diary/diaries} to you, I need to verify that your address is...
(MAILADDR, MAILAPT, MAILCITY, MAILSTAT, MAILZIP)

[PRESS RETURN THROUGH CORRECT FIELDS. IF DIFFERENT, RETYPE <u>ENTIRE</u> FIELD.]

_____ _____
STREET ADDRESS APT #

_____ _____ _____
CITY/TOWN STATE ZIP CODE

REFUSED ..... -7
DON'T KNOW ..... -8

D5. (D3) In order to mail the {diary/diaries} to you, could you please tell me your mailing address?
(MAILADDR, MAILAPT, MAILCITY, MAILSTAT, MAILZIP)

_____ _____
STREET ADDRESS APT #

_____ _____ _____
CITY/TOWN STATE ZIP CODE

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

ALL ADDRESS FIELDS (D4 (D2)/D5 (D3) DEPENDING ON WHICH ONE IS BEING USED) EXCEPT APT # NEED A VALUE. THAT IS, THEY CANNOT BE -1.

IF STREET ADDRESS, CITY OR STATE ARE -7 OR –8 ON ROUND 1, GO TO BOX BEFORE D2 (D7).

IF STREET ADDRESS, CITY OR STATE ARE -7 OR -8 ON ROUND 2, GO TO THANK02 AND AUTO CODE CASE RA.

D6. (D5) Is this your home address?
(MAILHOME)

YES	1	
NO	2	GO TO D8 (D6)
REFUSED	-7	GO TO D8 (D6)
DON'T KNOW	-8	GO TO D8 (D6)

PROGRAMMER NOTE:

DISPLAY MAILADDR, MAILAPT, MAILCITY, MAILSTAT, AND MAILZIP FROM D4 (D2) OR D5 (D3) IN D7 (D5A).

D7. (D5A) STREET ADDRESS:
APARTMENT NUMBER:
CITY:
STATE:
ZIP CODE:

RECORD IF THE STREET ADDRESS DISPLAYED IS A:
(QD5A)

NORMAL STREET ADDRESS [NOT A PO BOX, RURAL ROUTE/RR, RURAL DELIVERY/RD, OR RFD]	1	
PO BOX, RR, RD, OR RFD	2	GO TO D8 (D6)

PROGRAMMER NOTE:

IF MAILADDR NE -7 OR -8, AND MAILZIP =-7 OR -8, GO TO D8 (D6). ELSE, GO TO BOX BEFORE D10

D8. (D6) Travel patterns are affected by where people choose to live. It is important that we get at least a general location of your household. {Would you please give me the name of the street or road you live on?}
(HHRD1)

[IF NEEDED: Transportation planners use data from this survey to assess current travel patterns and anticipate new ones. These patterns are affected by where people choose to live.]

_____
FIRST CROSS ROAD

{And what is the name of the nearest intersecting street or road?}
(HHRD2)

_____
SECOND CROSS ROAD

REFUSED..... -7
DON'T KNOW..... -8

D9. (D6A) What is the ZIP Code for where your home is located?
(ZIP)

[IF NEEDED: Transportation planners use data from this survey to assess current travel patterns and anticipate new ones. These patterns are affected by where people choose to live.]

_____
ZIP CODE

REFUSED..... -7
DON'T KNOW..... -8

PROGRAMMER NOTE:

VERIFY THAT A VALID 5-DIGIT ZIP IS ENTERED IN D9 (D6A).

IF SAMPLED TELEPHONE NUMBER IS IN NEW YORK STATE GO TO D10 (D6B). ELSE GO TO BOX BEFORE D11 (D9).

D10. (D6B) In what borough or county do you live?
(COUNTYNY)

_____

91. OTHER (SPECIFY) **(CNTYNYOS)** _____
REFUSED..... -7
DON'T KNOW..... -8

PROGRAMMER NOTE:

IN D11 (D9) IF SELCTCNT = 1 DISPLAY "diary", ELSE DISPLAY "diaries".

ALLOW HHCALLMM, HHCALLDD, AND HHCALLYY BETWEEN BEGCDATE AND ENDCDATE.

REM1DATE IS THE DAY PRIOR TO THE TRAVEL DATE. BEGCDATE IS THE FIRST DAY AFTER THE TRAVEL DAY.

D11. (D9) We will mail the {diary/diaries} to you in a few days and will call you again on {REM1DATE}, to make sure you have received your {diary/diaries} and answer any questions.

Then we will call to ask about your travel on {BEGCDATE}. What would be a good time to reach you?

DATE: _____ _____ _____
(HHCALLMM) **(HHCALLDD)** **(HHCALLYY)**
MONTH DAY YEAR

TIME: _____ _____ _____
(HHCALLHR) **(HHCALLMN)** **(HHCALLAP)**
HOUR MINUTES AM/PM

PROGRAMMER NOTE:

IF THERE ARE CHILDREN AGED 0 – 15 IN THE HH, GO TO D12 (D8), ELSE GO TO PROGRAMMER NOTE BEFORE D13 (D10).

IF AGE GE 16, DISPLAY RESPNUM/FNAME/AGE/SEX IN D12 (D8).

AUTOCODE WHOPROXY = SELECTED RESPNUM FOR ALL HHM'S WHEN AGE LE 15.

D12. (D8) When we call back to collect your diary information, we will not ask to speak to anyone under 16 years old, but we would like to ask about their travel. Who would be the best person to give the information about them?
(WHOPROXY)

|___|___|

PROGRAMMER NOTE:

IF JUST ONE MEMBER IN HH, DO NOT DISPLAY THE 2ND SENTENCE IN D13 (D10).

D13. (D10) Thank you for agreeing to take part in this survey. {Please tell the other members of your household how important their participation is.} We look forward to talking with you again.

[PRESS RETURN TO CONTINUE.]

NATIONAL HOUSEHOLD TRAVEL SURVEY

Telephone (CATI) Questionnaire

PERSON (EXTENDED) INTERVIEW

SECTION E: TRAVEL TO WORK

PROGRAMMER NOTE:

TRAVEL INFORMATION HAS TO BE COLLECTED FOR ALL HHMS.

A HH IS INCLUDED AT THE EXTENDED LEVEL EVEN IN CASES WHERE THERE IS A CHANGE IN PHONE NUMBER OR ADDRESS. HOWEVER, WE NEED TO RETAIN INFORMATION ON WHETHER THE HH WAS REACHED AT THE SAME OR A DIFFERENT NUMBER OR ADDRESS AT THE EXTENDED LEVEL.

WE CAN SPEAK DIRECTLY TO PERSONS AGE 16 AND OLDER. HOWEVER, A PROXY FOR THESE INDIVIDUALS IS ACCEPTABLE BEGINNING ON THE FOURTH DAY AFTER THE TRIPDATE. A PROXY IS REQUIRED FOR PERSONS 13 AND UNDER. FOR PERSONS 14 OR 15 OR IF C10 (SC20) AGERANGE = 2, -7 OR -8, WE BEGIN BY ASKING FOR THE PROXY. HOWEVER IF REQUESTED BY AN ADULT, WE CAN DIRECTLY TALK TO THESE INDIVIDUALS. WE NEED TO TRACK IF THE INFORMATION WAS PROVIDED BY A PROXY.

FOR HHMS UNDER 16, DISPLAY WHOPROXY ON HHSELECT. NTERVIEWERS WILL SELECT THE APPROPRIATE SUBJECT FROM HHSELECT. IF THE SUBJECT IS LESS THAN 16, ASK FOR THE PROXY NAMED IN THE SCREENER. IF AGE IS MISSING AND AGERANGE = 2, -7 OR –8 ASK FOR PROXY.

A HH IS CONSIDERED COMPLETED IF 50 PERCENT OF THE HHMS 18 AND OLDER HAVE COMPLETED INTERVIEWS. HOWEVER, WE NEED TO TRY TO COMPLETE INTERVIEWS WITH THE REMAINING MEMBERS UP TO 6 DAYS AFTER THE TRIPDATE.

INTRO2. Hello, may I please speak to {SUBJECT/WHOPROXY (WHOPROXY IS THE PROXY FOR SUBJECT/AGE/SEX)}?

[Hello, this is {INTERVIEWER'S NAME} and I am calling for the U.S. Department of Transportation. We recently spoke with {SCRESP} about the National Household Travel Survey. We're calling back now to complete the interview.

SUBJECT SPEAKING/COMING TO THE PHONE.....	1	GO TO E1 (E2)
SUBJECT LIVES HERE, NEEDS APPOINTMENT.	2	
SUBJECT KNOWN, LIVES AT ANOTHER NUMBER .	3	
NEVER HEARD OF SUBJECT	4	
TELEPHONE COMPANY RECORDING	5	
ANSWERING MACHINE.....	AM	
RETRY AUTODIALER	RT	
GO TO RESULT.....	GT	GO TO RESULT

SEGMENT BASM

E1. (E2) [YOU ARE IN {SUBJECT'S NAME/AGE/SEX}'S CASE.]

[INDICATE IF TRIP INFORMATION IS BEING PROVIDED BY THE SUBJECT OR BY PROXY.]
(RESPROXY)

SUBJECT	1
PROXY	2

PROGRAMMER NOTE:

USE RESPROXY TO DETERMINE THE NAME THAT SHOULD BE DISPLAYED IN EACH QUESTION.

IF SUBJECT'S AGE GREATER THAN 15 YEARS, GO TO E2 (FINTRO), ELSE GO TO BOX BEFORE G1 (G2A).

SEGMENT WORK

E2. (FINTRO) A couple of weeks ago we spoke with {you/SCRESP} about the National Household Travel Survey. We sent you a diary to record your travel on {TRDDATE}. I'd like to collect {your/SUBJECT's} information now.

Travel is greatly influenced by where people work and the type of work they do. Let's start with some general questions about {you/SUBJECT} and {your/his/her} work.

[IF NEEDED: All of your answers will be kept confidential; your participation is voluntary.]

[PRESS RETURN TO CONTINUE.]

E3 (N_F1) During most of last week, {were you/was SUBJECT}...
(PRMACT)

working,	1	GO TO E5 (N_F2)
temporarily absent from a job or business,	2	GO TO E5 (N_F2)
looking for work,	3	
a homemaker,	4	
going to school,	5	
retired,	6	
or doing something else?	7	
REFUSED	-7	
DON'T KNOW	-8	

E4. (N_F1A) Last week, did {you/SUBJECT} do **any** work for either pay or profit?
(PAYPROF)

YES	1	
NO	2	GO TO BOX BEFORE G1 (N_G2A)
REFUSED	-7	GO TO BOX BEFORE G1 (N_G2A)
DON'T KNOW	-8	GO TO BOX BEFORE G1 (N_G2A)

E5. (N_F2) {Do you/Does SUBJECT} work...
(WKFTPT)

[IF ASKED: A full time job is at least 35 hours per week.]

[DO NOT INCLUDE VOLUNTEER WORK.]

[IF "SELF-EMPLOYED" PROBE FOR NUMBER OF HOURS USUALLY WORKED.]

full-time, or	1
part-time?	2
MULTIPLE JOBS	3
REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

IF E5 (F2) WKFTPT = 3, AUTOCODE E6 (N_F2A) GT1JBLWK = 1 AND GO TO BOX BEFORE E7(N_F3), ELSE GO TO E6 (N_F2A).

E6. (N_F2A) {Do you/Does {SUBJECT}} have more than one job?
(GT1JBLWK)

YES	1
NO	2
REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

IF E6 (N_F2A) GT1JBLWK = 1 DISPLAY "primary" IN E7 (N_F3), E10 (N_F4), E11 (N_F4A), E13 (N_F4B), E14 (N_F5) AND E19 (N_F9), ELSE USE NO DISPLAY.

E7. (N_F3) I am going to read four categories of occupations. Please tell me which one {your/SUBJECT'S} {primary} job falls under.
(JOBCATEG)

[IF R CAN'T DECIDE WHICH JOB IS PRIMARY, USE THE ONE AT WHICH HE/SHE USUALLY WORKS THE MOST HOURS.]

[IF R HAS TROUBLE DECIDING, RECORD THE JOB TITLE IN OTHER SPECIFY.]

Sales or service,..... 1
Clerical or administrative support,..... 2
Manufacturing, construction, maintenance,
or farming, or..... 3
Professional, managerial, or technical?..... 4
OTHER..... 91
(SPECIFY) _____
(JOBCATOS)
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF E3 (N_F1) PRMACT = 1 OR (E4 (N_F1A)) PAYPROF = 1 (EMPLOYED) AND A ENUM.DRVR = 1, GO TO E8 (N_G3). ELSE, GO TO E10 (N_F4).

SEGMENT TRAD

E8. (N_G3) Not including getting to and from work, {do you/does SUBJECT} work at any job that requires {you/him/her} to drive a licensed motor vehicle as **part** of the job?
(WRKDRIVE)

[EXAMPLES IF NEEDED: CAB OR TRUCK DRIVER, DELIVERY PERSON, POLICE OFFICER, OR TRAVELING SALESPERSON.]

YES 1
NO ..... 2 GO TO E10 (N_F4)
REFUSED ..... -7 GO TO E10 (N_F4)
DON'T KNOW ..... -8 GO TO E10 (N_F4)

E9. (N_G4) What is that job or occupation?
(OCCUPATN)

_____
OCCUPATION
REFUSED ..... -7
DON'T KNOW ..... -8

SEGMENT WORK

E10. (N_F4) Transportation planners are interested in workplace locations because travel to work often affects other daily travel. What is the street address of {your/SUBJECT'S} {primary} workplace?
(WKSTNUM, WKSTNAME, WKCITY, WKSTATE, WKZIP)

[IF S WORKS AT OR OUT OF HOME, ENTER "HOME" FOR STREET NUMBER.
IF S SAYS "I work both at home and work" GET THE WORK ADDRESS. IF S HAS NO FIXED WORKPLACE, ENTER "NONE" FOR STREET NUMBER.]

[DO NOT ENTER POST OFFICE BOX!]

[IF NEEDED: We are <u>not</u> going to contact you there. Transportation planners are interested in workplace location because travel to work often affects other daily travel.]

_____ _____
STREET NUMBER STREET NAME

_____ _____ _____
CITY STATE ZIP CODE

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF WKSTNUM = HOME, SET WORK.WKATHOME = 1 AND GO TO BOX BEFORE G1 (N_G2A). IF WKSTNUM = NONE, SET WORK.FXDWKPL = 1 AND GO TO BOX BEFORE G1 (N_G2A).

VERIFY THAT STATE ABBREVIATION AND ZIP CODE ARE LEGAL VALUES.

IN E11 (N_F4A), IF WKSTNAME = -7 OR –8, DISPLAY "We would…", ELSE DISPLAY "I have recorded…" AND WKSTNAME IN WKROAD1 FIELD AND INTERVIEWER INSTRUCTION.

E11. (N_F4A) {We would like to know the approximate location of {your/SUBJECT'S} {primary} workplace. What is the name of the street or road nearest {your/SUBJECT'S} {primary} workplace?}

{I have recorded that your {primary} workplace is on…

[IF STREET NAME IS CORRECT PRESS RETURN OR RETYPE ENTIRE FIELD.]}

(WKROAD1)

{WKSTNAME}

FIRST ROAD: _____

{What is the name of the nearest intersecting street or road?}

(**WKROAD2)**

SECOND ROAD: _____

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF E10 (N_F4) WKSTNAME, WKCITY, WKSTATE OR E11 (N_F4A) WKROAD1 OR E11 (N_F4A) WKROAD2 = –7 OR –8, GO TO E12 (N_F4C), ELSE GO TO BOX BEFORE E14 (N_F5).

E12. (N_F4C) Would you please give me the name of {your/SUBJECT'S} employer so we can look up the address?

(EMPLOYER)

[IF NEEDED: We are not going to contact {you/SUBJECT} there. Transportation planners are interested in workplace location because travel to work often affects other daily travel.]

_____

NAME OF EMPLOYER

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF E12 (N_F4C) EMPLOYER = -7 OR -8 GO TO E13 (N_F4B), ELSE GO TO BOX BEFORE E14 (N_F5).

WKLNDMRK FIELD SHOULD BE 75 CHARACTERS (3 LINES).

E13. (N_F4B) Would you please provide a landmark that is close to {your/his/her} {primary} workplace? This could be a well-known building, park, monument, or school.
(WKLDMRK1-3)

[IF NEEDED: Transportation planners are interested in workplace location because travel to work often affects other daily travel.]

_____
NAME OF A LANDMARK

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IN E14 (N_F5), THERE IS NO UNIT NEEDED FOR 996 AND 997. RANGE IS 0 THROUGH 997.

E14. (N_F5) What is the **one-way** distance from {your/SUBJECT'S} home to {your/his/her} {primary} workplace?
(DISTTOWK, DISTUNIT)

[IF LESS THAN 1 BLOCK, ENTER -4 IN NUMBER. IF ½ MILE OR LESS ENTER -5.]

NUMBER..... |___|___|___|
UNIT ..... |___|
1 = BLOCKS
2 = MILES
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

SOFT RANGE FOR E15 (N_F6) TIMETOWK = 1 – 90, 998, 999. HARD RANGE FOR TIMETOWK = 1 – 680, 998, 999.

E15. (N_F6) How many minutes did it usually take {you/SUBJECT} to get from home to work last week?
(TIMETOWK)

[PROBE: ON AN AVERAGE DAY HOW LONG WOULD IT TAKE TO GO FROM HOME TO WORK.]

[ENTER -4 IF S DID NOT WORK IN USUAL WORKPLACE LAST WEEK.]
[ENTER -5 IF S DID NOT WORK LAST WEEK.]

MINUTES	|___|___|___|	
DID NOT WORK IN USUAL WORKPLACE LAST WEEK.....	998	GO TO E19 (N_F9)
DID NOT WORK LAST WEEK.....	999	GO TO E19 (N_F9)
REFUSED	-7	
DON'T KNOW	-8	

E16. (N_F7) How did {you/SUBJECT} **usually** get to work last week?
(WRKTRANS)

[IF NEEDED: That is, the one used for most of the distance?]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER? 91
  (SPECIFY)_____

(WRKTRAOS)
- REFUSED ..... -7
- DON'T KNOW ..... -8

PROGRAMMER NOTE:

VERIFY THAT MILES PER HOUR IS WITHIN ACCEPTABLE RANGE BASED ON DISTANCE E14 (N_F5), TIME E15 (N_F6), AND MODE E16 (N_F7).

MODE IN E16 (N_F7)	**VALID MPH RANGE [(E14 (N_F5)x60)/E15 (N_F6)]**
1 - 7, 10 – 18, 22 - 24	**10-80**
19 - 21	**5-60**
8, 9	**80-600**
25	**1-20**
26	**1-10**

IF OUT OF RANGE, DISPLAY:
(N_FCH) "I have recorded that {you/SUBJECT} usually {get/gets} to work by {WRKTRANS}. {Your/His/Her} workplace is {DISTTOWK, DISTUNIT} from home and it takes {you/SUBJECT} {TIMETOWK} to get to work. Is that correct?"
(F567CHK)

YES	**1**	**GO TO BOX BEFORE E17 (N_F8)**
NO	**2**	

IF NO, DISPLAY "Okay, please let me verify that information. [PRESS RETURN TO CONTINUE.]" THEN RE-ASK E14 (N_F5) THROUGH E16 (N_F7) ONE MORE TIME.

PROGRAMMER NOTE:

IF E16 (N_F7) WRKTRANS = 1 – 7, GO TO E17 (N_F8), ELSE GO TO E19 (N_F9).

E17. (N_F8) Last week, did {you/SUBJECT} **usually** drive to work alone or in a carpool with other adults?
(USULDRV)

[CARPOOLING DOES <u>NOT</u> INCLUDE THE PRESENCE OF CHILDREN. IT DOES INCLUDE ONE ADULT DROPPING OFF ANOTHER ON THE WAY.]

ALONE	1	GO TO E19 (N_F9)
CARPOOL	2	
REFUSED	-7	
DON'T KNOW	-8	

PROGRAMMER NOTE:

IN E18 (N_F8A) SOFT RANGE = 2 – 10, 99. HARD RANGE = 1 – 20, 99.

E18. (N_F8A) How many people, including {yourself/SUBJECT}, **usually** rode in the vehicle last week?
(CARRODE)

[IF S DID NOT WORK LAST WEEK ENTER -5.]

NUMBER OF PEOPLE ..... |___|___|
REFUSED ..... -7
DON'T KNOW ..... -8

E19. (N_F9) On any day in the past **two months**, did {you/SUBJECT} work from home **instead** of traveling to {your/his/her} usual {primary} workplace?
(WKFMHM2M)

[DO NOT INCLUDE WORKING AT HOME IN ADDITION TO WORKING AT THE WORKPLACE.]

YES [WORKED AT HOME **INSTEAD** OF WORK]	1	
NO [NEVER WORKED SOLELY FROM HOME].....	2	GO TO BOX BEFORE G1 (N_G2A)
REFUSED	-7	GO TO BOX BEFORE G1 (N_G2A)
DON'T KNOW	-8	GO TO BOX BEFORE G1 (N_G2A)

E20. (N_F10) About how often {do you/does SUBJECT} do this? Would you say...
(WKFMHMXX)

[DO <u>NOT</u> INCLUDE DAYS WORKED AT HOME IN <u>ADDITION</u> TO AT THE WORKPLACE.]

almost every day, ... 1
once a week or more,..... 2
once a month or more, ... 3
a few times a year, or..... 4
once a year? 5
REFUSED ..... -7
DON'T KNOW ..... -8

SECTION G - TRAVEL DAY

PROGRAMMER NOTE:

IN G1 (N_G2A), IF THIS IS THE FIRST TIME THIS SCREEN DISPLAYED DURING THIS CALL DISPLAY "Even though…", ELSE DO NOT USE THE DISPLAY.

SEGMENT TRAD

G1. (N_G2A) [Now I'd like to talk about the trips {you/SUBJECT} recorded in the diary we sent.]

[Now] I have some questions about **all** trips {you/SUBJECT} took on {TRIPDATE}. {Even though {your/his/her} travel on this day may have been unusual for some reason, we still want to know about {your/SUBJECT'S} trips on this particular day.}

[PRESS ENTER TO CONTINUE.]

PROGRAMMER NOTE:

IF SUBJECT AGE LE 10 OR IF AGE IS MISSING AND AGERANGE = 2, -7 OR –8 USE "someone" AND "for SUBJECT" FOR THE DISPLAYS IN G2 (N_G9), ELSE USE "you" OR IF RESPROXY = 1 USE "SUBJECT" AND DO NOT SHOW SECOND DISPLAY.

G2. (N_G9) Did {you/someone/SUBJECT} fill-out the diary {for SUBJECT}?
(DIARYCMP)

YES [COMPLETED]	1	
NO [NOT COMPLETED]	2	GO TO G4 (N_G11A)
DID NOT RECEIVE MATERIALS	3	GO TO G4 (N_G11A)
REFUSED	-7	GO TO G4 (N_G11A)
DON'T KNOW	-8	GO TO G4 (N_G11A)

G3. (N_G10) Do you have {your/SUBJECT'S} completed diary with you now?
(DIARYHAV)

[IF NEEDED: I can wait while you get it.]

YES	1	GO TO BOX BEFORE G5 (N_G5)
NO	2	
REFUSED	-7	
DON'T KNOW	-8	

G4. (N_G11A) Let's continue with the interview anyway. Information on {your/SUBJECT'S} travel is important to us. Please try to recall the information as best you can.

[PRESS ENTER TO CONTINUE.]

PROGRAMMER NOTE:

IF E8 (N_G3) WRKDRIVE = 1 GO TO G5 (N_G5), ELSE GO TO G8 (N_G12).

G5. (N_G5) On {TRIPDATE}, did {you/SUBJECT} make more than ten trips as part of {your/his/her} job as a {OCCUPATN}?
(WRKTRPS)

YES	1	
NO	2	GO TO G8 (N_G12)
REFUSED	-7	GO TO G8 (N_G12)
DON'T KNOW	-8	GO TO G8 (N_G12)

PROGRAMMER NOTE:

IF G3 (N_G10) DIARYHAV = 1 OR G2 (N_G9) DIARYCMP = 1 GO TO G6 (N_G9A), ELSE GO TO G8 (N_G12).

G6. (N_G9A) Did {you/SUBJECT} record these trips in {your/his/her} diary?
(**DIARYWRK)**

YES	1	GO TO BOX BEFORE G7 (N_G9B)
NO	2	GO TO G8 (N_G12)
REFUSED	-7	GO TO G8 (N_G12)
DON'T KNOW	-8	GO TO G8 (N_G12)

PROGRAMMER NOTE:

IF G6 (N_G9A) DIARYWRK = 1, PRODUCE A MAIL LIST AS WE NEED TO SEND A PREPAID ENVELOPE TO THE HH. STORE THE DATE WHEN THE REQUEST WAS MADE IN TRAD.PREPMAIL.

G7. (N_G9B) Since it would be too difficult to cover all these trips over the phone, we will send you a self-addressed, stamped envelope to mail {your/his/her} diary to us. For this interview, we'll focus on {your/his/her} other trips.

[PRESS ENTER TO CONTINUE.]

G8. (N_G12) To be sure we include all the trips {you/SUBJECT} took during {your/his/her} travel day, we'll list all {your/SUBJECT'S} trips that occurred between 4 in the morning on {TRDDATE} and 4 the next morning.

On {TRIPDATE} at 4 in the morning, {were you/was SUBJECT} at home or someplace else? **(FRSTHM)**

HOME	1	GO TO BOX BEFORE G11 (N_G15)
SOMEPLACE ELSE	2	
REFUSED	-7	
DON'T KNOW	-8	

G9. (N_G13) {Were you/Was SUBJECT} out of town for the **entire travel day**? **(OUTOFTWN)**

[ENTER YES IF SUBJECT WAS OUT OF TOWN STARTING AT 4 A.M. ON THE TRAVEL DAY UNTIL 4 A.M. THE NEXT DAY.]

YES	1	
NO	2	GO TO BOX BEFORE G11 (N_G15)
REFUSED	-7	GO TO BOX BEFORE G11 (N_G15)
DON'T KNOW	-8	GO TO BOX BEFORE G11 (N_G15)

G10. {Were you/Was SUBJECT} out of the country for the entire travel day? **(OUTCNTRY)**

YES	1	GO TO BOX BEFORE INTRO_H
NO	2	
REFUSED	-7	
DON'T KNOW	-8	

PROGRAMMER NOTE:

IF G5 (N_G5) WRKTRPS = 1 DISPLAY SECOND PARAGRAPH IN G11 (N_G15).

G11. (N_G15) For the next questions, a "trip" is any time {you/SUBJECT} went from one address to another. Be sure to include stops made for **any** reason, such as buying gas or taking someone somewhere. However, do not include stops made just to change {your/his/her} type of transportation.

{We do not want to include the trips {you/SUBJECT} made as part of {your/his/her} job, but we do want to include trips to and from {your/his/her} workplace.}

[PRESS ENTER TO CONTINUE.]

PROGRAMMER NOTE:

VERIFY IF PREVIOUS HHMS REPORTED THE CURRENT SUBJECT WAS ON A TRIP (G45 (N_G32) FROM PREVIOUS SUBJECTS HAS CURRENT SUBJECT).

IF YES, SET A "MATCH" FLAG (DTRP.MATCHFLG). TRIPS REPORTED BY THESE PREVIOUS SUBJECTS WILL BE DISPLAYED AS THE TRIPS FOR THE CURRENT SUBJECT ARE ROSTERED.

ORDER THE TRIPS BASED ON TIME (STRTHR, STRTMIN) AS FOLLOWS:

Trip #	G12 (N_G15A) (Place)	G16 (N_G18ABC) (Time)	G17 (N_G18DEF) (Time)	Reported by (DTRP.DTRPREP)
1	Work	7:10 am	7:50am	John
2	Home	9:22 am	9:25am	John
3	Sears	10:05 am	10:15am	Karen
5	Mall	10:00 am	10:15am	Current SUBJECT

THROUGHOUT SECTION G, DISPLAY CURRENT TRIP ORIGIN, DESTINATION AND TIME AT TOP OF THE SCREEN.

SEGMENT DTRP

G12. (N_G15A) Where did {you/SUBJECT} go first/next on {TRIPDATE}?
(WHERE)

HOME	1	GO TO BOX BEFORE G16 (N_G18ABC)
WORK	2	GO TO BOX BEFORE G16 (N_G18ABC)
NOWHERE	3	
NO MORE TRIPS TAKEN ON TRAVEL DAY	4	GO TO BOX BEFORE G18 (N_G15V)
OTHER	91	
(SPECIFY)		GO TO BOX BEFORE G16 (N_G18ABC)
(WHEREOS)		
REFUSED	-7	
DON'T KNOW	-8	

SEGMENT TRAD

PROGRAMMER NOTE:

IF G8 (N_G12) FRSTHM = 1 DISPLAY "home", ELSE DISPLAY "the same place".

GO TO G13 (N_G16) IF THERE ARE ZERO TRIPS RECORDED.

G13. (N_G16) Does this mean {you/SUBJECT} stayed at {the same place/home} all day?
(SAMEPLC)

YES	1	
NO	2	RE-ASK G12 (N_G15A)
REFUSED	-7	RE-ASK G12 (N_G15A)
DON'T KNOW	-8	RE-ASK G12 (N_G15A)

G14. (N_G17) On what date did {you/SUBJECT} last take a trip to another address before {TRIPDATE}?
(LASTRPMM, LASTRPDD, LASTRPYY)

|___|___| |___|___| |___|___|___|___|
MONTH DAY YEAR

REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

REQUIRE ENTRY IN G14 (N_G17) LASTRPMM, LASTRPDD, LASTRPYY TO BE PRIOR TO TRIPDATE.

VERIFY THAT MONTH, DAY AND YEAR ARE VALID. THAT IS, 30 DAYS IN NOVEMBER, ETC.

IF LASTRPMM OR LASTRPYY IS –7 OR –8, GO TO G15 (N_G17A), ELSE GO TO BOX BEFORE INTRO_H. DELIVERY VARIABLES FOR G15 ARE LASTRPLG AND LASTRPUT.

G15. (N_G17A) About how long ago before {TRIPDATE} did {you/SUBJECT} last take a trip to another address?
(LASTRPNU, LASTRPUT)

NUMBER	|___|___|___|
UNIT	|___|
1 = DAYS	
2 = WEEKS	
3 = MONTHS	
4 = YEARS	
REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

START TIME FOR FIRST TRIP SHOULD BE 4 AM OR LATER.

START TIME FOR EACH SUBSEQUENT TRIP SHOULD BE GREATER THAN THE START TIME OF THE PREVIOUS TRIP.

IF G15 (N_G17A) IS NOT ASKED GO TO G16 (N_G18ABC), ELSE GO TO BOX BEFORE INTRO_H. DELIVERY VARIABLES FOR G16 ARE STRTTIME AND STRTAMPM.

SEGMENT DTRP

G16. (N_G18ABC) What time did this trip begin?
(STRTHR, STRTMIN, STRTAMPM)

	(A)	**(B)**	
TIME	|___|___| :	|___|___|	
UNIT	|___|		**(C)**
1 = AM			
2 = PM			
REFUSED	-7		
DON'T KNOW	-8		

PROGRAMMER NOTE:

FOR EACH TRIP RECORDED, (ENDHOUR AND ENDMINTE) END TIME MUST BE GE START TIME (STRTHR AND STRTMIN). DELIVERY VARIABLES FOR G17 ARE ENDTIME AND ENDAMPM.

G17. (N_G18DEF) What time did {you/SUBJECT} arrive?
(ENDHOUR, ENDMIN, ENDAMPM)

	(D)	**(E)**	
TIME	|___|___| :	|___|___|	**(F)**
UNIT	|___|		
1 = AM			
2 = PM			
REFUSED	-7		
DON'T KNOW	-8		

PROGRAMMER NOTE:

REPEAT G12 (N_G15A), G16 (N_G18ABC) AND G17 (N_G18DEF) UNTIL INTERVIEWER ESCAPES FROM THE MATRIX, THEN DISPLAY G18 (N_G15V).

SEGMENT TRAD

G18. (N_G15V) So far, I have recorded {N} trip(s). Before we continue, did {you/SUBJECT} take any other walks, bike rides, or drives on {TRIPDATE}? Please include any other trips where {you/SUBJECT} started and ended in the same place.
(VERDTRP)

CONTINUE.....	1	
ADD MORE TRIPS	2	RETURN TO MATRIX

SPECIFICATION NOTE:

COMPARE ALL TRIPS WHERE PREVIOUS SUBJECTS SAID THE CURRENT SUBJECT WENT ON THE TRIP TOO WITH TRIPS RECORDED FOR THE CURRENT SUBJECT. IF ANY PREVIOUSLY-REPORTED TRIPS REMAIN DISPLAY EACH AS FOLLOWS:

I also show a trip to {PLACE} at {TIME} reported by {NAME}. Did you take this trip?

YES 1		**ADD THIS TRIP TO LIST OF TRIPS**
NO 2		

WHEN ALL TRIPS MADE ON TRAVEL DAY HAVE BEEN LISTED, DISPLAY: "While I read the trips I've recorded, please think back to see if there were any additional ones."

DISPLAY TRIP NUMBER, TRIP ORIGINATION, TRIP DESTINATION, TRIP START TIME AND TRIP END TIME. ALLOW INTERVIEWERS TO MODIFY, ADD AND DELETE RECORDS.

NEXT, SORT THE TRIPS BASED ON G18. IF TWO TRIPS HAVE THE SAME TIME, DISPLAY BOTH AND SAY: "I have recorded that {you/SUBJECT} left for {PLACE1} and {PLACE2} at {TIME}. Which place did {you/s(he)} leave for at {TIME}?

Start Time

PLACE 1 ..... |___|___| : |___|___| AM/PM

PLACE 2 ..... |___|___| : |___|___| AM/PM

At what time did {you/SUBJECT} begin {your/his/her} trip to [READ THE PLACE WITH NO TIME]?"

PLACE ..... |___|___| : |___|___| AM/PM

THEY ARE THE SAME TRIP 99

PROGRAMMER NOTE:

ASK G19 (N_G20) ONCE FOR SUBJECT'S TRAVEL DAY.

G19. (N_G20) Did {you/SUBJECT} use a bus, subway, train, or some other type of public transportation during any part of these trips?
(USEPUBTR)

[PUBLIC TRANSPORTATION DOES NOT INCLUDE A TAXI, AIRPLANE, SCHOOL OR CHARTER BUS.]

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF THIS IS AN ADD-ON CASE (DESIGN 3), CONTINUE BELOW. ELSE, GO TO BOX BEFORE G25 (N_G21)

PROGRAMMER NOTE:

IF DATA ON THIS TRIP HAS NOT BEEN REPORTED PREVIOUSLY, GO TO THE NEXT PROGRAMMER NOTE.

IF DATA ON THIS TRIP HAS BEEN REPORTED BY ANOTHER HHM AND PLSTNUM, PLSTNAME, PLCITY, AND PLSTATE IN G21 (MPO2) ARE NOT –7 OR –8, LINK TRIPS AND GO TO THE BOX BEFORE G25 (N_G21).

IF DATA ON THIS TRIP HAS BEEN REPORTED BY ANOTHER HHM AND AT LEAST ONE ADDRESS VARIABLE (PLSTNUM, PLSTNAME, PLCITY, PLSTATE IN G21 (MPO2)) IS –7 OR –8, CONTINUE WITH THE NEXT PROGRAMMER NOTE.

PROGRAMMER NOTE:

IN G20 (MPO1) PLACNAME, IF G12 (N_G15A) WHERE IS HOME AND SCRN.MAILHOME = 1 DISPLAY HOME ADDRESS IN G21 (MPO2) AND STORE IN DETL.PLADDR. FOR EACH HH, THE FIRST TIME THAT WHERE = HOME ASK G20 THROUGH G24 (MPO 1-5) IF APPLICABLE. SUBSEQUENT TRIPS WHERE WHERE = HOME DO NOT ASK G20 THROUGH G24 (MPO 1-5), AUTOCODE THE RESPONSES.

IN G20 (MPO1) DISPLAY G12 (N_G15A) WHERE ABOVE RESPONSE FIELD. ALLOW INTERVIEWERS TO RE-ENTER OR PRESS RETURN TO ACCEPT AND CONTINUE.

FOR THE CURRENT TRIP, IF G12 (N_G15A) WHERE IS IDENTICAL TO WHERE ON AN EARLIER TRIP FOR THE CURRENT SUBJECT (IF MORE THAN ONE TRIP WITH WHERE IDENTICAL, PICK THE ONE IMMEDIATELY PRIOR TO THE CURRENT TRIP), DISPLAY THE PREVIOUSLY PROVIDED ADDRESS IN G21 (MPO2). IF THE INTERVIEWER ACCEPTS THIS ADDRESS WITH NO CHANGES, SKIP TO BOX AFTER G23 (MPO4). IF THE INTERVIEWER MODIFIES G21 (MPO2) THEN CONTINUE WITH THE BOX AFTER G21 (MPO2).

IF PLACNAME IS NOT ENTERED COPY WHERE INTO PLACNAME.

SEGMENT DETL

G20. (MPO1) [Now I have a few questions about each trip.]

I have recorded that {you/SUBJECT} went to…
(PLACNAME)

[IF NAME OF LOCATION, PLACE, STORE, ETC. NOT PROVIDED PROBE FOR "NAME" AND RECORD.]

{WHERE}

NAME OF PLACE: _____

PROGRAMMER NOTE:
VERIFY THAT A VALID STATE ABBREVIATION AND 5-DIGIT ZIP HAVE BEEN PROVIDED IN G21 (MPO2).

G21. (MPO2) What is the address of {PLACNAME}?
(PLSTNUM, PLSTNAME, PLCITY, PLSTATE, PLZIP)

_____ _____
STREET NUMBER STREET NAME

_____ _____ _____
CITY/TOWN/VILLAGE/BOROUGH STATE ZIP CODE

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:
IN G22 (MPO3), IF PLSTNAME = -7 OR –8 DISPLAY "What is the…," ELSE DISPLAY "I have recorded…"

G22. (MPO3) {What is the name of the street or road that {PLACNAME} is on?/I have recorded that {PLACNAME} is on {PLSTNAME/PLADDR}.

[IF HOME ADDRESS DISPLAYED YOU MUST RE-TYPE STREET NAME BELOW.]

{PLSTNAME/PLADDR}

_____
STREET NAME
(PLROAD1)

What is the name of the nearest intersecting street or road?

_____
STREET NAME
(PLROAD2)

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

DATA ENTRY FIELD FOR PLLNMRK1-3 SHOULD BE 75 CHARACTERS (3 LINES).

G23. (MPO4) Would you please provide a landmark that is close to {PLACNAME}? [This could be a well-known building, park, monument, or school.]
(PLLNMRK1-3)

[IF NEEDED: PROBE FOR LANDMARK/BUSINESS NAME/TRANSIT STATION]

_____

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF PLSTATE G21 (MPO2) IS NY OR WI, CONTINUE BELOW. ELSE, GO TO PROGRAMMER NOTE BEFORE G25 (N_G21).

IF SAMPLED TELEPHONE NUMBER IS PART OF THE NEW YORK OR WISCONSIN ADD-ON GO TO G24 (MPO5), ELSE GO TO BOX AFTER G24 (MPO5). IF COUNTY LIST PROVIDED, DISPLAY COUNTY OPTIONS ON SCREEN.

IF SAMPLED TELEPHONE NUMBER IS PART OF THE NEW YORK ADD-ON USE FIRST DISPLAY IN G24 (MPO5).

G24. (MPO5) What {borough or} county is {PLACNAME} in?
(PLCNTYNY, PLCNTYWI)

91. OTHER SPECIFY **(PLCYNYOS, PLCYWIOS)**_____

PROGRAMMER NOTE:

IF THIS IS THE FIRST TRIP AND WHERE = 1 (HOME) GO TO G25 (N_G21), ELSE GO TO BOX BEFORE G26 (N_G22).

SEGMENT DTRP

G25. (N_G21) Now I have a few questions about each trip.

You told me the first place {you/SUBJECT} went was home. What was the **main** reason {you were/SUBJECT was} away from home?
(AWAYHOME)

10 WORK	GO TO G25A (N_G211)
20 SCHOOL/RELIGIOUS ACTIVITY	GO TO G25B (N_G212)
30 MEDICAL/DENTAL SERVICES	GO TO BOX BEFORE G26 (N_G22)
40 SHOPPING/ERRANDS	GO TO G25C (N_G214)
50 SOCIAL/RECREATIONAL	GO TO G25D (N_G215)
60 FAMILY PERSONAL BUSINESS/OBLIGATIONS	GO TO G25C (N_G214)
70 TRANSPORT SOMEONE	GO TO G25E (N_G217)
80 MEALS	GO TO G25D (N_G215)
91 MISC REASONS **(AWAYHMSP)**	GO TO BOX BEFORE G26 (N_G22)
-7 REFUSED	GO TO BOX BEFORE G26 (N_G22)
-8 DON'T KNOW	GO TO BOX BEFORE G26 (N_G22)

G25A. (N_G211) [Now I have a few questions about each trip.

You told me the first place {you/SUBJECT} went was home. What was the **main** reason {you were/SUBJECT was} away from home?]
(AWAYHOME)

11 GO TO WORK	GO TO BOX BEFORE G26 (N_G22)
12 RETURN TO WORK	GO TO BOX BEFORE G26 (N_G22)
13 ATTEND BUSINESS MEETING/TRIP	GO TO BOX BEFORE G26 (N_G22)
14 OTHER WORK RELATED	GO TO BOX BEFORE G26 (N_G22)
99 RETURN TO MAIN SCREEN	GO TO G25 (N_G21)

G25B. (N_G212) [Now I have a few questions about each trip.

You told me the first place {you/SUBJECT} went was home. What was the **main** reason {you were/SUBJECT was} away from home?]
(AWAYHOME)

20 SCHOOL/RELIGIOUS ACTIVITY	GO TO BOX BEFORE G26 (N_G22)
21 GO TO SCHOOL AS A STUDENT	GO TO BOX BEFORE G26 (N_G22)
22 GO TO RELIGIOUS ACTIVITY	GO TO BOX BEFORE G26 (N_G22)
23 GO TO LIBRARY: SCHOOL RELATED	GO TO BOX BEFORE G26 (N_G22)
99 RETURN TO MAIN SCREEN	GO TO G25 (N_G21)

G25C. (N_G214) [Now I have a few questions about each trip.

You told me the first place {you/SUBJECT} went was home. What was the **main** reason {you were/SUBJECT was} away from home?]
(AWAYHOME)

40 SHOPPING/ERRANDS	GO TO BOX BEFORE G26 (N_G22)
41 BUY GOODS: GROCERIES/CLOTHING/ HARDWARE STORE	GO TO BOX BEFORE G26 (N_G22)
42 BUY SERVICES: VIDEO RENTALS/DRY CLEANER/POST OFFICE/ CAR SERVICE/BANK	GO TO BOX BEFORE G26 (N_G22)
43 BUY GAS	GO TO BOX BEFORE G26 (N_G22)
60 FAMILY PERSONAL BUSINESS/OBLIGATIONS	GO TO BOX BEFORE G26 (N_G22)
61 USE PROFESSIONAL SERVICES: ATTORNEY/ACCOUNTANT	GO TO BOX BEFORE G26 (N_G22)
62 ATTEND FUNERAL/WEDDING	GO TO BOX BEFORE G26 (N_G22)
63 USE PERSONAL SERVICES: GROOMING/ HAIRCUT/NAILS	GO TO BOX BEFORE G26 (N_G22)
64 PET CARE: WALK THE DOG/VET VISITS	GO TO BOX BEFORE G26 (N_G22)
65 ATTEND MEETING: PTA/HOME OWNERS ASSOCIATION/LOCAL GOVERNMENT	GO TO BOX BEFORE G26 (N_G22)
99 RETURN TO MAIN SCREEN	GO TO G25 (N_G21)

G25D. (N_G215) [Now I have a few questions about each trip.

You told me the first place {you/SUBJECT} went was home. What was the **main** reason {you were/SUBJECT was} away from home?]
(AWAYHOME)

50 SOCIAL/RECREATIONAL	GO TO BOX BEFORE G26 (N_G22)
51 GO TO GYM/EXERCISE/PLAY SPORTS	GO TO BOX BEFORE G26 (N_G22)
52 REST OR RELAXATION/VACATION	GO TO BOX BEFORE G26 (N_G22)
53 VISIT FRIENDS/RELATIVES	GO TO BOX BEFORE G26 (N_G22)
54 GO OUT/HANG OUT: ENTERTAINMENT/ THEATER/SPORTS EVENT/GO TO BAR	GO TO BOX BEFORE G26 (N_G22)
55 VISIT PUBLIC PLACE: HISTORICAL SITE/ MUSEUM/PARK/LIBRARY	GO TO BOX BEFORE G26 (N_G22)
80 MEALS	GO TO BOX BEFORE G26 (N_G22)
81 SOCIAL EVENT	GO TO BOX BEFORE G26 (N_G22)
82 GET/EAT MEAL	GO TO BOX BEFORE G26 (N_G22)
83 COFFEE/ICE CREAM/SNACKS	GO TO BOX BEFORE G26 (N_G22)
99 RETURN TO MAIN SCREEN	GO TO G25 (N_G21)

G25E. (N_G217) [Now I have a few questions about each trip.

You told me the first place {you/SUBJECT} went was home. What was the **main** reason {you were/SUBJECT was} away from home?]
(AWAYHOME)

70 TRANSPORT SOMEONE	GO TO BOX BEFORE G26 (N_G22)
71 PICKUP SOMEONE	GO TO BOX BEFORE G26 (N_G22)
72 TAKE AND WAIT	GO TO BOX BEFORE G26 (N_G22)
73 DROP SOMEONE OFF	GO TO BOX BEFORE G26 (N_G22)
99 RETURN TO MAIN SCREEN	GO TO G25 (N_G21)

PROGRAMMER NOTE:

IF COMING FROM G25 (N_G21), GO TO BOX BEFORE G27 (N_G23), ELSE CONTINUE.

IF G12 (N_G15A) WHERE FOR THE SECOND TRIP ONWARDS IS "HOME," AUTOCODE (G26 (N_G22) WHYTRP90 = HOME AND GO TO BOX AFTER G27E (N_G217).

DELIVERY VARIABLE FOR WHYTRP90 IS WHYTRP.

FIRST TIME G26 (N_G22) IS ASKED FOR EACH SUBJECT USE FIRST DISPLAY, ELSE DO NOT USE THIS DISPLAY AT ALL.

G26. (N_G22) {Now I have a few questions about each trip.}

What was the **main** reason for the trip to {DISPLAY CURRENT TRIP DESTINATION}? **(WHYTRP90)**

1 HOME	GO TO BOX BEFORE G27 (N_G23)
10 WORK	GO TO G26A (N_G211)
20 SCHOOL/RELIGIOUS ACTIVITY	GO TO G26B (N_G212)
30 MEDICAL/DENTAL SERVICES	GO TO BOX BEFORE G27 (N_G23)
40 SHOPPING/ERRANDS	GO TO G26C (N_G214)
50 SOCIAL/RECREATIONAL	GO TO G26D (N_G215)
60 FAMILY PERSONAL BUSINESS/OBLIGATIONS	GO TO G26C (N_G214)
70 TRANSPORT SOMEONE	GO TO G26E (N_G217)
80 MEALS	GO TO G26D (N_G215)
91 MISC REASONS **(WHYTRPSP)**	GO TO BOX BEFORE G27 (N_G23)
-7 REFUSED	GO TO BOX BEFORE G27 (N_G23)
-8 DON'T KNOW	GO TO BOX BEFORE G27 (N_G23)

G26A. (N_G211) [Now I have a few questions about each trip.

What was the **main** reason for the trip to {DISPLAY CURRENT TRIP DESTINATION}?] **(WHYTRP90)**

11 GO TO WORK	GO TO BOX BEFORE G27 (N_G23)
12 RETURN TO WORK	GO TO BOX BEFORE G27 (N_G23)
13 ATTEND BUSINESS MEETING/TRIP	GO TO BOX BEFORE G27 (N_G23)
14 OTHER WORK RELATED	GO TO BOX BEFORE G27 (N_G23)
99 RETURN TO MAIN SCREEN	GO TO G26 (N_G22)

G26B. (N_G212) [Now I have a few questions about each trip.

What was the **main** reason for the trip to {DISPLAY CURRENT TRIP DESTINATION}?] **(WHYTRP90)**

20 SCHOOL/RELIGIOUS ACTIVITY	GO TO BOX BEFORE G27 (N_G23)
21 GO TO SCHOOL AS A STUDENT	GO TO BOX BEFORE G27 (N_G23)
22 GO TO RELIGIOUS ACTIVITY	GO TO BOX BEFORE G27 (N_G23)
23 GO TO LIBRARY: SCHOOL RELATED	GO TO BOX BEFORE G27 (N_G23)
99 RETURN TO MAIN SCREEN	GO TO G26 (N_G22)

G26C. (N_G214) [Now I have a few questions about each trip.

What was the **main** reason for the trip to {DISPLAY CURRENT TRIP DESTINATION}?]
(WHYTRP90)

40 SHOPPING/ERRANDS	GO TO BOX BEFORE G27 (N_G23)
41 BUY GOODS: GROCERIES/CLOTHING/HARDWARE STORE	GO TO BOX BEFORE G27 (N_G23)
42 BUY SERVICES: VIDEO RENTALS/DRY CLEANER/POST OFFICE/CAR SERVICE/BANK	GO TO BOX BEFORE G27 (N_G23)
43 BUY GAS	GO TO BOX BEFORE G27 (N_G23)
60 FAMILY PERSONAL BUSINESS/OBLIGATIONS	GO TO BOX BEFORE G27 (N_G23)
61 USE PROFESSIONAL SERVICES: ATTORNEY/ACCOUNTANT	GO TO BOX BEFORE G27 (N_G23)
62 ATTEND FUNERAL/WEDDING	GO TO BOX BEFORE G27 (N_G23)
63 USE PERSONAL SERVICES: GROOMING/HAIRCUT/NAILS	GO TO BOX BEFORE G27 (N_G23)
64 PET CARE: WALK THE DOG/VET VISITS	GO TO BOX BEFORE G27 (N_G23)
65 ATTEND MEETING: PTA/HOME OWNERS ASSOCIATION/LOCAL GOVERNMENT	GO TO BOX BEFORE G27 (N_G23)
99 RETURN TO MAIN SCREEN	GO TO G26 (N_G22)

G26D. (N_G215) [Now I have a few questions about each trip.

What was the **main** reason for the trip to {DISPLAY CURRENT TRIP DESTINATION}?]
(WHYTRP90)

50 SOCIAL/RECREATIONAL	GO TO BOX BEFORE G27 (N_G23)
51 GO TO GYM/EXERCISE/PLAY SPORTS	GO TO BOX BEFORE G27 (N_G23)
52 REST OR RELAXATION/VACATION	GO TO BOX BEFORE G27 (N_G23)
53 VISIT FRIENDS/RELATIVES	GO TO BOX BEFORE G27 (N_G23)
54 GO OUT/HANG OUT: ENTERTAINMENT/THEATER/SPORTS EVENT/GO TO BAR	GO TO BOX BEFORE G27 (N_G23)
55 VISIT PUBLIC PLACE: HISTORICAL SITE/MUSEUM/PARK/LIBRARY	GO TO BOX BEFORE G27 (N_G23)
80 MEALS	GO TO BOX BEFORE G27 (N_G23)
81 SOCIAL EVENT	GO TO BOX BEFORE G27 (N_G23)
82 GET/EAT MEAL	GO TO BOX BEFORE G27 (N_G23)
83 COFFEE/ICE CREAM/SNACKS	GO TO BOX BEFORE G27 (N_G23)
99 RETURN TO MAIN SCREEN	GO TO G26 (N_G22)

G26E. (N_G217) [Now I have a few questions about each trip.

What was the **main** reason for the trip to {DISPLAY CURRENT TRIP DESTINATION}?]
(WHYTRP90)

70 TRANSPORT SOMEONE	GO TO BOX BEFORE G27 (N_G23)
71 PICKUP SOMEONE	GO TO BOX BEFORE G27 (N_G23)
72 TAKE AND WAIT	GO TO BOX BEFORE G27 (N_G23)
73 DROP SOMEONE OFF	GO TO BOX BEFORE G27 (N_G23)
99 RETURN TO MAIN SCREEN	GO TO G26 (N_G22)

PROGRAMMER NOTE:

IF WHYTRP90 OR AWAYHOME = 70, 72 OR 73, GO TO G27 (N_G23), ELSE GO TO BOX AFTER G27E (N_G217).

G27. (N_G23) What was {your/his/her} passenger's **main** reason for the trip?
(PASSPURP)

1 HOME	GO TO BOX AFTER G27E (N_G217)
10 WORK	GO TO G27A (N_G211)
20 SCHOOL/RELIGIOUS ACTIVITY	GO TO G27B (N_G212)
30 MEDICAL/DENTAL SERVICES	GO TO BOX AFTER G27E (N_G217)
40 SHOPPING/ERRANDS	GO TO G27C (N_G214)
50 SOCIAL/RECREATIONAL	GO TO G27D (N_G215)
60 FAMILY PERSONAL BUSINESS/OBLIGATIONS	GO TO G27C (N_G214)
70 TRANSPORT SOMEONE	GO TO G27E (N_G217)
80 MEALS	GO TO G27D (N_G215)
91 MISC REASONS **(PASSPUOS)**	GO TO BOX AFTER G27E (N_G217)
-7 REFUSED	GO TO BOX AFTER G27E (N_G217)
-8 DON'T KNOW	GO TO BOX AFTER G27E (N_G217)

G27A. (N_G211) What was {your/his/her} passenger's **main** reason for the trip?
(PASSPURP)

11 GO TO WORK	GO TO BOX AFTER G27E (N_G217)
12 RETURN TO WORK	GO TO BOX AFTER G27E (N_G217)
13 ATTEND BUSINESS MEETING/TRIP	GO TO BOX AFTER G27E (N_G217)
14 OTHER WORK RELATED	GO TO BOX AFTER G27E (N_G217)
99 RETURN TO MAIN SCREEN	GO TO G27 (N_G23)

G27B. (N_G212) What was {your/his/her} passenger's **main** reason for the trip?
(PASSPURP)

20 SCHOOL/RELIGIOUS ACTIVITY	GO TO BOX AFTER G27E (N_G217)
21 GO TO SCHOOL AS A STUDENT	GO TO BOX AFTER G27E (N_G217)
22 GO TO RELIGIOUS ACTIVITY	GO TO BOX AFTER G27E (N_G217)
23 GO TO LIBRARY: SCHOOL RELATED	GO TO BOX AFTER G27E (N_G217)
99 RETURN TO MAIN SCREEN	GO TO G27 (N_G23)

G27C. (N_G214) What was {your/his/her} passenger's **main** reason for the trip?
(PASSPURP)

40 SHOPPING/ERRANDS	GO TO BOX AFTER G27E (N_G217)
41 BUY GOODS: GROCERIES/CLOTHING/ HARDWARE STORE	GO TO BOX AFTER G27E (N_G217)
42 BUY SERVICES: VIDEO RENTALS/ DRY CLEANER/POST OFFICE/ CAR SERVICE/BANK	GO TO BOX AFTER G27E (N_G217)
43 BUY GAS	GO TO BOX AFTER G27E (N_G217)
60 FAMILY PERSONAL BUSINESS/OBLIGATIONS	GO TO BOX AFTER G27E (N_G217)
61 USE PROFESSIONAL SERVICES: ATTORNEY/ACCOUNTANT	GO TO BOX AFTER G27E (N_G217)
62 ATTEND FUNERAL/WEDDING	GO TO BOX AFTER G27E (N_G217)
63 USE PERSONAL SERVICES: GROOMING/HAIRCUT/NAILS	GO TO BOX AFTER G27E (N_G217)
64 PET CARE: WALK THE DOG/VET VISITS	GO TO BOX AFTER G27E (N_G217)
65 ATTEND MEETING: PTA/HOME OWNERS ASSOCIATION/LOCAL GOVERNMENT	GO TO BOX AFTER G27E (N_G217)
99 RETURN TO MAIN SCREEN	GO TO G27 (N_G23)

G27D. (N_G215) What was {your/his/her} passenger's **main** reason for the trip?
(PASSPURP)

50 SOCIAL/RECREATIONAL	GO TO BOX AFTER G27E (N_G217)
51 GO TO GYM/EXERCISE/PLAY SPORTS	GO TO BOX AFTER G27E (N_G217)
52 REST OR RELAXATION/VACATION	GO TO BOX AFTER G27E (N_G217)
53 VISIT FRIENDS/RELATIVES	GO TO BOX AFTER G27E (N_G217)
54 GO OUT/HANG OUT: ENTERTAINMENT/ THEATER/SPORTS EVENT/GO TO BAR	GO TO BOX AFTER G27E (N_G217)
55 VISIT PUBLIC PLACE: HISTORICAL SITE/ MUSEUM/PARK/LIBRARY	GO TO BOX AFTER G27E (N_G217)
80 MEALS	GO TO BOX AFTER G27E (N_G217)
81 SOCIAL EVENT	GO TO BOX AFTER G27E (N_G217)
82 GET/EAT MEAL	GO TO BOX AFTER G27E (N_G217)
83 COFFEE/ICE CREAM/SNACKS	GO TO BOX AFTER G27E (N_G217)
99 RETURN TO MAIN SCREEN	GO TO G27 (N_G23)

G27E. (N_G217) What was {your/his/her} passenger's **main** reason for the trip?
(PASSPURP)

70 TRANSPORT SOMEONE	GO TO BOX AFTER G27E (N_G217)
71 PICKUP SOMEONE	GO TO BOX AFTER G27E (N_G217)
72 TAKE AND WAIT	GO TO BOX AFTER G27E (N_G217)
73 DROP SOMEONE OFF	GO TO BOX AFTER G27E (N_G217)
99 RETURN TO MAIN SCREEN	GO TO G27 (N_G23)

PROGRAMMER NOTE:

IF DATA ON THIS TRIP HAS NOT BEEN REPORTED BY ANOTHER HHM, GO TO G28 (N_G23INT) IF THIS IS A DESIGN 5 CASE. IF AN ADD-ON CASE, GO TO THE NEXT PROGRAMMER NOTE. ELSE, CONTINUE.

IF THIS IS A PROXY INTERVIEW, GO TO PROGRAMMER NOTE BEFORE G26 (N_G22) (IF THIS IS NOT AN ADD-ON) OR THE PROGRAMMER NOTE AFTER G19 (N_G20) (IF AN ADD-ON) TO RECORD DETAIL ON THE NEXT TRIP OR INTRO_H IF TRIP DETAIL HAS BEEN RECORDED FOR ALL TRIPS. ELSE, CONTINUE.

IF THE SUBJECT WAS THE DRIVER ON THIS TRIP, AS REPORTED BY OTHER HHMs (DRVR_FLG IN G49 (N_G34)), GO TO G28 (N_G23INT) IF THIS IS A DESIGN 5 CASE AND THEN GO TO BOX BEFORE G40 (N_G24), OR GO DIRECTLY TO THE BOX BEFORE G40 (N_G24) IF AN ADD ON CASE. ELSE, GO TO THE PROGRAMMER NOTE BEFORE G26 (N_G22) (IF THIS IS NOT AN ADD-ON) OR THE PROGRAMMER NOTE AFTER G19 (N_G20) (IF AN ADD-ON) TO RECORD DETAIL ON THE NEXT TRIP OR INTRO_H IF TRIP DETAIL HAS BEEN RECORDED FOR ALL TRIPS.

G28. (N_G23INT) I've recorded {your/SUBJECT's} next trip was from {ORIGINATION} to home.

[PRESS RETURN TO CONTINUE.]

PROGRAMMER NOTE:

IF NO VEHICLES WERE REPORTED IN SECTION B (SCREENER), AUTOCODE "2" IN G30 (N_G25) AND GO TO BOX BEFORE G32 (N_G26NEW), ELSE CONTINUE BELOW.

IF THIS IS NOT THE FIRST TRIP BEING ASKED ABOUT GO TO G29 (N_G23A), ELSE GO TO G30 (N_G25).

G29. (N_G23A) Was the {VEHICLE} used on this trip?
(VEHSAME)

YES	1	AUTOCODE G30 (N_G25) AND G31 (N_G26) AND GO TO BOX BEFORE G32 (N_G26NEW)
NO	2	
REFUSED	-7	
DON'T KNOW	-8	

G30. (N_G25) Was a household vehicle used for this trip?
(TRPHHVEH)

YES	1	
NO	2	GO TO BOX BEFORE G32 (N_G26NEW)
REFUSED	-7	GO TO BOX BEFORE G32 (N_G26NEW)
DON'T KNOW	-8	GO TO BOX BEFORE G32 (N_G26NEW)

PROGRAMMER NOTE:

IF ONLY 1 VEHICLE IS REPORTED IN SECTION B, AUTOCODE THIS VEHICLE IN G31 (N_G26) VEHID, AND THEN GO TO BOX BEFORE G32 (N_G26NEW). ELSE, DISPLAY VEHICLE NUMBER, MAKE, MODEL AND YEAR. ALLOW INTERVIEWER TO ENTER NUMBER.

G31. (N_G26) Which vehicle?
(VEHID)

[IF NEEDED: Which one was used for the longest distance?]

VEHICLE NUMBER	|___|___|	
VEHICLE NOT ON LIST	99	ADD VEHICLE TO HH. RECORD MAKE, MODEL AND YEAR OF NEW VEHICLE
REFUSED	-7	
DON'T KNOW	-8	

PROGRAMMER NOTE:

IF G31 (N_G26) VEHID = 99 COLLECT NEW VEHICLE INFORMATION IN N_G26A, N_G26B, N_G26D AND N_G26G USING THE SAME RULES AS IN SCREENER VMAT SERIES.

IF G19 USEPUBTR = 1 GO TO G32 (N_G26NEW), ELSE GO TO G34 (N_G27).

G32. (N_G26NEW) Did {you/SUBJECT} take a bus, subway, train, or some other type of public transportation during **this** trip?
(TRPPUB)

[PUBLIC TRANSPORTATION DOES NOT INCLUDE A TAXI, AIRPLANE, SCHOOL OR CHARTER BUS.]

YES	1	
NO	2	GO TO G34 (N_G27)
REFUSED	-7	GO TO G34 (N_G27)
DON'T KNOW	-8	GO TO G34 (N_G27)

G33. (N_G26OV) Which one?
(PUBTYPE)

[PROBE FOR MAIN TYPE OF PUBLIC TRANSPORTATION USED.]

BUS 1
SUBWAY/TRAIN 2
BOAT 3
REFUSED ..... -7
DON'T KNOW ..... -8

G34. (N_G27) How did {you/SUBJECT} get to {CURRENT TRIP DESTINATION}?
(TRPTRANS)

[IF NEEDED: That is, what means of transportation did {you/SUBJECT} use for this trip?]

PERSONAL VEHICLES
CAR 1
VAN 2
SUV 3
PICKUP TRUCK 4
OTHER TRUCK 5
RV 6
MOTORCYCLE 7

AIR TRAVEL
COMMERCIAL/CHARTER 8
PRIVATE/CORPORATE 9

BUS TRAVEL
LOCAL PUBLIC TRANSIT 10
COMMUTER 11
SCHOOL 12
CHARTER/TOUR 13
CITY TO CITY 14

TRAIN TRAVEL
AMTRAK/INTER CITY 15
COMMUTER 16
SUBWAY/ELEVATED 17
STREET CAR/TROLLEY 18

SHIP TRAVEL
SHIP/CRUISE 19
PASSENGER LINE/FERRY 20
SAILBOAT/MOTORBOAT/YACHT 21

OTHER
TAXICAB 22
LIMOUSINE 23
HOTEL/AIRPORT SHUTTLE 24
BICYCLE 25
WALK 26
OTHER (**TRPTRAOS)** (SPECIFY) ____ 91
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF G34 (N_G27) TRPTRANS = 10, 11, 16, 17, 18 OR 20 OR G32 (N_G26NEW) TRPPUB = 1, GO TO BOX BEFORE G35 (N_G27A), ELSE GO TO BOX BEFORE G40 (N_G24).

PROGRAMMER NOTE:

IF (G33 (N_G26OV)) PUBTYPE = 1 DISPLAY "bus," IF PUBTYPE = 2 DISPLAY "train," IF PUBTYPE = 3 DISPLAY "pier." IF PUBTYPE IS MISSING, -7 OR -8 AND (G34 (N_G27)) TRPTRANS = 10 OR 11, DISPLAY "bus," IF TRPTRANS = 16 DISPLAY "train," IF TRPTRANS = 17 DISPLAY "subway," IF TRPTRANS = 18 DISPLAY "street car," AND IF TRPTRANS = 20 DISPLAY "pier." ELSE DISPLAY "terminal."

ALLOW INTERVIEWERS TO CODE UP TO 5 RESPONSES.

G35. (N_G27A) How did {you/SUBJECT} get **to** the {bus/train/subway/street car/pier/terminal}? {Anything else?}
(HOWPUB1-5)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**HOWTOPOS)** (SPECIFY) ___ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF (G33 (N_G26OV)) PUBTYPE = 1 DISPLAY "bus," IF PUBTYPE = 2 DISPLAY "train," IF PUBTYPE = 3 DISPLAY "pier." IF PUBTYPE IS MISSING, -7 OR -8 AND (G34 (N_G27)) TRPTRANS = 10 OR 11, DISPLAY "bus," IF TRPTRANS = 16 DISPLAY "train," IF TRPTRANS = 17 DISPLAY "subway," IF TRPTRANS = 18 DISPLAY "street car," AND IF TRPTRANS = 20 DISPLAY "pier." ELSE DISPLAY "terminal."

RANGES FOR G36 (N_G27B) AND G37 (N_G28) ARE MINUTES 0 – 200, HOURS 0 - 24.

G36. (N_G27B) How long did it take {you/SUBJECT} to get **to** the {bus/train/subway/street car/pier/terminal}?
(LONGTO, LONGMIN)

HOURS |___|___|
MINUTES |___|___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF (G33 (N_G26OV)) PUBTYPE = 1 DISPLAY "bus," IF PUBTYPE = 2 DISPLAY "train," IF PUBTYPE = 3 DISPLAY "boat." IF PUBTYPE IS MISSING, -7 OR -8 AND (G34 (N_G27)) TRPTRANS = 10 OR 11, DISPLAY "bus," IF TRPTRANS = 16 DISPLAY "train," IF TRPTRANS = 17 DISPLAY "subway," IF TRPTRANS = 18 DISPLAY "street car," AND IF TRPTRANS = 20 DISPLAY "boat or ferry." ELSE DISPLAY "transportation."

G37. (N_G28) How long did {you/SUBJECT} have to wait for the {bus/train/subway/street car/boat or ferry/ transportation}?
(WAIT_MIN, WAITMINU)

HOURS |___|___|
MINUTES |___|___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF (G33 (N_G26OV)) PUBTYPE = 1 DISPLAY "bus," IF PUBTYPE = 2 DISPLAY "train," IF PUBTYPE = 3 DISPLAY "pier." IF PUBTYPE IS MISSING, -7 OR -8 AND (G34 (N_G27)) TRPTRANS = 10 OR 11, DISPLAY "bus," IF TRPTRANS = 16 DISPLAY "train," IF TRPTRANS = 17 DISPLAY "subway," IF TRPTRANS = 18 DISPLAY "street car," AND IF TRPTRANS = 20 DISPLAY "pier." ELSE DISPLAY "terminal."

ALLOW INTERVIEWERS TO CODE UP TO 5 MODES.

G38. (N_G28A) How did {you/SUBJECT} get **from** the {bus/train/subway/street car/pier/terminal} to {DESTINATION}? {Anything else?}
(HOWFRP1-5)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER **(HOWFRPOS)** (SPECIFY) ___ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

PROGRAMMER NOTE:

RANGES FOR G39 (N_G28B) IS MINUTES 0 – 200, HOURS 0 - 24.

IF (G33 (N_G26OV)) PUBTYPE = 1 DISPLAY "bus," IF PUBTYPE = 2 DISPLAY "train," IF PUBTYPE = 3 DISPLAY "pier." IF PUBTYPE IS MISSING, -7 OR -8 AND (G34 (N_G27)) TRPTRANS = 10 OR 11, DISPLAY "bus," IF TRPTRANS = 16 DISPLAY "train," IF TRPTRANS = 17 DISPLAY "subway," IF TRPTRANS = 18 DISPLAY "street car," AND IF TRPTRANS = 20 DISPLAY "pier." ELSE DISPLAY "terminal."

G39. (N_G28B) How long did it take {you/SUBJECT} to get to {DESTINATION **from** the {bus/train/subway/street car/pier/terminal/airport}?
(LONGFR, LONFMIN)

HOURS |___|___|
MINUTES |___|___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

RANGE FOR TRIPDIST, TRIPUNIT IS 1 - 15,000. SOFT RANGE IS 0 - 999. DELIVERY VARIABLES FOR G40 ARE TRPMILES, HOWFARU.

G40. (N_G24) How far is it from {LAST DESTINATION} to {CURRENT DESTINATION}?
(TRIPDIST, TRIPUNIT)

[IF LESS THAN 1 BLOCK OR ½ MILE OR LESS ENTER 0.]

IF ASKED, RECORD ACTUAL DISTANCE TRAVELED, NOT DISTANCE "AS THE CROW FLIES."]

NUMBER..... |___|___|___|___|___|
UNIT ..... |___|
1 = BLOCKS
2 = MILES
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

SUBTRACT (TRIP START TIME) (G16) STRTHR, STRTMIN FROM (TRIP END TIME) (G17) ENDHOUR, ENDMINTE FOR USE IN G41 (N_G29A) DISPLAY. IF TIME CANNOT BE COMPUTED, GO TO BOX BEFORE G42 (N_G29).

G41. (N_G29A) Earlier I recorded this entire trip took you {TIME}. Is that about right?
(TRIPTIME)

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF (G41 (N_G29A)) TRIPTIME = 1 AUTOCODE (G42 (N_G29)) TRVLHR, TRVLMIN AND GO TO BOX AFTER G42 (N_G29), ELSE CONTINUE BELOW.

RANGE FOR G42 (N_G29) IS MINUTES 0 – 200, HOURS 0 - 24.

IN G42 (N_G29), IF (G32 (N_G26NEW)) TRPPUB = 1, OR IF G34 (N_G27) (TRPTRANS) = 10, 11, 16, 17, 18 OR 20 DISPLAY "About how long did the entire trip…", ELSE DISPLAY "About how long did this trip take?"

G42. (N_G29) {About how long did this trip take?/About how long did the entire trip to {CURRENT TRIP DESTINATION} take you?}
(TRVLHR, TRVLMIN)

[IF LESS THAN 1 MINUTE, ENTER 1]

HOURS |___|___|
MINUTES |___|___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

VERIFY THAT MILES PER HOUR IS WITHIN ACCEPTABLE RANGE BASED ON DISTANCE, TIME, AND MODE (DTRP.G29CHK). IF THE CURRENT RESPONDENT WAS NOT ASKED G40 (N_G24), G34 (N_G27) OR G42 (N_G29), SKIP THE CHECK. CONVERT G42 (N_G29) TO MINUTES FIRST.

MODE IN G34 (N_G27)	VALID MPH RANGE [(G40 (N_G24)x60)/G42 (N_G29)]
1 - 7, 10 – 18, 22 - 24	10-80
19 - 21	50 - 60
8, 9	80 - 600
25	1 - 20
26	1 - 10

IF NOT IN RANGE DISPLAY: "I have recorded that the distance between {CURRENT TRIP ORIGINATION} and {CURRENT DESTINATION} is {(G40 (N_G24)) TRIPDIST, TRIPUNIT} and it took {G42 (N_G29) VALUE/UNIT} to get there. Is that correct?" IF YES, CONTINUE BELOW. IF NO, DISPLAY "Okay, let me verify that information." THEN, PERMIT INTERVIEWERS TO MODIFY G40 (N_G24), G34 (N_G27) AND G42 (N_G29).

PROGRAMMER NOTE:

IF DATA ON THIS TRIP HAS ALREADY BEEN REPORTED BY ANOTHER HHM, GO TO BOX BEFORE G48 (N_G33), ELSE CONTINUE BELOW.

PROGRAMMER NOTE:

IF (G30 (N_G25)) TRPHHVEH = 1 OR IF (G34 (N_G27)) TRPTRANS, (G35 (N_G27A)) HOWPUB1-5 OR (G38 (N_G28A)) HOWFRP1-5 = 1 - 7 GO TO G43 (N_G30), ELSE GO TO BOX BEFORE G44 (N_G31).

G43. (N_G30) Was anyone with {you/SUBJECT} on this trip?
(TRPACCMP)

YES	1
NO	2
REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

IF (G43 (N_G30)) TRPACCMP = 2, AUTOCODE (G44 (N_G31)) TRPHHACC AND (G46 (N_G35)) NONHHACC = 2. CODE SUBJECT AS THE DRIVER IN G49 (N_G34). THEN GO TO PROGRAMMER NOTE AFTER G49 (N_G34).

IF (G43 (N_G30)) TRPACCMP = –7 OR –8, GO TO BOX BEFORE G26 (N_G22) FOR NEXT TRIP (IF THIS IS NOT AN ADD-ON) OR THE PROGRAMMER NOTE AFTER G19 (N_G20) (IF THIS IS AN ADD-ON) OR TO INTRO_H IF DETAIL ON ALL TRIPS HAS BEEN OBTAINED.

ELSE, IF SCRN.SELCTCNT = 1, AUTOCODE G44 (N_G31) = 2 AND THEN GO TO BOX AFTER G45 (N_G32), ELSE GO TO G44 (N_G31).

G44. (N_G31) Were any household members with {you/SUBJECT} on this trip?
(TRPHHACC)

YES	1	
NO	2	GO TO BOX AFTER G45 (N_G32)
REFUSED	-7	GO TO BOX AFTER G45 (N_G32)
DON'T KNOW	-8	GO TO BOX AFTER G45 (N_G32)

PROGRAMMER NOTE:

DISPLAY FNAME, AGE AND SEX OF HHMS AND ALLOW INTERVIEWER TO ENTER PERSNUM FOR THOSE ON THE TRIP.

IF A HHM NAMED IS NOT ON THE MATRIX, VERIFY THAT THE HHM WAS A MEMBER OF THE HH ON DATE OF SCREENER.

IF YES, ADD THE PERSON TO THE HH, ASK ALL SCREENER QUESTIONS FOR THIS INDIVIDUAL, AND ENTER PERSON IN G45 (N_G32). IF NO, DO NOT ADD PERSON IN G45 (N_G32).

FLAG HHMS ADDED DURING THE EXTENDED INTERVIEW. EVEN THOUGH DIARIES WERE NOT MAILED, ADMINISTER THE EXTENDED INSTRUMENT TO THESE INDIVIDUALS.

G45. (N_G32) Which household members?
(WHOACC1_15)

[IF R PROVIDES A NAME NOT LISTED BELOW, PROBE TO DETERMINE IF A HHM.]

[CODE ALL THAT APPLY. USE CTRL/P TO EXIT.]

ENTER ROSTER NUMBER(S): _____

NO HHM ON THE TRIP 98
RECORD NEW HHM 99

PROGRAMMER NOTE:

AS INSTRUCTED IN BOX BEFORE (G44 (N_G31)), IF (G43 (N_G30)) TRPACCMP = 2, AUTOCODE (G46 (N_G35)) NONHHACC = 2.

IF TRPACCMP = 1 AND TRPHHACC = 2 SKIP G46 (N_G35) AND AUTOCODE NONHHACC = 1.

G46. (N_G35) Did any non-household members go with {you/SUBJECT} on this trip, such as friends, relatives, or other people {you know/he/she knows}?
(NONHHACC)

YES	1	
NO	2	GO TO BOX BEFORE G48 (N_G33)
REFUSED	-7	GO TO BOX BEFORE G48 (N_G33)
DON'T KNOW	-8	GO TO BOX BEFORE G48 (N_G33)

PROGRAMMER NOTE:

RANGE FOR (G47 (N_G36)) NONHHCNT IS 1 - 99. PROGRAM A SOFT RANGE CHECK BASED UPON MODE AS FOLLOWS:
IF (G34 (N_G27)) TRPTRANS (G35 (N_G27A)) HOWPUB1-5 OR (G38 (N_G28A)) HOWFRP1-5:
= 1, 11, 17, 21, 24 OR 26, THE RANGE = 1-5
= 2, 3, 6, 18, OR 20, THE RANGE = 1-10
= 4 OR 5, THE RANGE = 1-3
= 7 OR 25, THE RANGE = 1-2
= 8, 9, 10, 12, 13, 14, 15 16, OR 19, THE RANGE = 1-50
= 22 OR 23, THE RANGE = 1-4.

G47. (N_G36) How many non-household members went on this trip with {you/SUBJECT}?
(NONHHCNT)

[DO NOT COUNT OTHERS THAT HAPPENED TO BE USING THE SAME BUS, PLANE, TRAIN, ETC.]

NON-HOUSEHOLD MEMBERS |___|___|

PROGRAMMER NOTE:

IF (G44 (N_G31)) TRPHHACC = 2 AND SUBJECT IS NOT A DRIVER, AUTOCODE G48 (N_G33) = 2 AND GO TO BOX AFTER G49 (N_G34). ELSE, CONTINUE.

IN G48 (N_G33), IF (G44 (N_G31)) TRPHHACC = 2, -7, –8 OR -1 DISPLAY "you" OR SUBJECT, ELSE DISPLAY "a member of the household".

G48. (N_G33) Did {you/SUBJECT/a member of the household} drive on the trip?
(HHMEMDRV)

YES	1	
NO	2	GO TO BOX BEFORE G49 (N_G34)
PART OF TRIP	3	
REFUSED	-7	GO TO BOX BEFORE G49 (N_G34)
DON'T KNOW	-8	GO TO BOX BEFORE G49 (N_G34)

PROGRAMMER NOTE:

IF SCRN.SELCTCNT = 1, AUTOCODE CURRENT SUBJECT IN DRVR_FLG, WHODROVE AND GO TO BOX AFTER G49 (N_G34).

IF (G48 (N_G33)) HHMEMDRV = 1 OR 3 AND (G44 (N_G31)) TRPHHACC = 2 CODE CURRENT SUBJECT AS DRIVER IN DRVR_FLG, WHODROVE AND GO TO BOX AFTER G49 (N_G34).

ELSE, DISPLAY HHMS 15 AND OLDER OR HHMS WHOSE AGE IS MISSING IN G49 (N_G34) AND ALLOW INTERVIEWER TO SELECT ONE.

G49. (N_G34) Who was the driver?
(DRVR_FLG, WHODROVE)

[IF NEEDED: Which one drove the longest distance?]

ENTER 1 FOR DRIVER

REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

FOR HHM ENTERED IN (G49 (N_G34)) DRVR_FLG, WHODROVE, VERIFY THAT HE/SHE WAS REPORTED TO BE ON THIS TRIP (G45 (N_G32)) (EVEN IF REPORTED BY A PREVIOUS HHM) AND THAT HE/SHE IS LISTED AS DRIVER IN HH ROSTER. IF NOT ON TRIP, ASK IF HHM WAS ON TRIP AND MODIFY G45 (N_G32). ASK IF HHM SHOULD BE RECORDED AS A DRIVER AND MODIFY ENUM.DRVR IN SCREENER.

GO TO BOX BEFORE G26 (N_G22) FOR NEXT TRIP (IF THIS IS NOT AN ADD-ON), OR THE PROGRAMMER NOTE AFTER G19 (N_G20) (IF AN ADD-ON), OR TO INTRO_H IF TRIP DETAIL HAS BEEN OBTAINED FOR ALL TRIPS.

SECTION H: FARTHEST TRIP ROSTERING

SEGMENT - TRIP

INTRO_H.

Now I'd like you to think back to the, 4-week, period between {SCRN.TPBDATE} and {SCRN.TPEDATE}. I'm going to ask you some questions about {your/SUBJECT} **long-distance** travel during that time. These are trips where the **farthest** destination was **at least 50 miles** away from your home even if you did not begin the trip at home. Only include trips that ended between {SCRN.TPBDATE} and {SCRN.TPEDATE}.

[PRESS RETURN TO CONTINUE.]

PROGRAMMER NOTE:

IF A PREVIOUS HHM INDICATED THAT THE CURRENT RESPONDENT WAS ON A LONG DISTANCE TRIP (I3), AUTOFILL THE CITY, STATE, DEPARTURE AND RETURN FIELDS FOR THAT TRIP.

IN THE MATRIX, FOR SCREENS GATHERING THE DEPARTURE AND RETURN DATES, DISPLAY "RECORD ALL TRIPS THAT ENDED BETWEEN {TPBDATE} AND {TPEDATE}".

FOR DELIVERY RETAIN ONLY TRIPS WHERE LVEMNT, LVEDAY, LVEYR AND RETMNT, RETDAY, RETYR ARE LE TPEDATE.

PROGRAMMER NOTE:

IF THE CURSOR IS IN THE FIRST OR SECOND ENTRY FIELDS DISPLAY "What was the farthest city…" THROUGH THE INTERVIEWER INSTRUCTIONS.

IF RESPROXY = 1 USE "you" IN DISPLAYS, ELSE USE "SUBJECT".

IF THE CURSOR IS IN THE THIRD ENTRY FIELD USE THE NEXT DISPLAY.

IF THE CURSOR IS IN THE FOURTH ENTRY FIELD USE THE NEXT DISPLAY.

IF THE CURSOR IS IN THE FIFTH ENTRY FIELD DISPLAY "Was this trip…" AND ALLOW ENTRIES OF 1 OR 2. IF RECURR = 1 DISPLAY "YES" IN THE COLUMN, ELSE DISPLAY "NO".

IF RECURR = 1 MOVE CURSOR TO SIXTH ENTRY FIELD AND DISPLAY "Altogether, how many…". HARD RANGE FOR NTIMES = 1 – 99, SOFT RANGE = 1 – 50.

FOR LVEMNT/LVEDAY/RETMNT/RETDAY ALLOW ONLY VALID DAY AND MONTH COMBINATIONS TO BE ENTERED. [I.E., IF MONTH IS 02, DAY CAN NOT BE > 29, ETC.]

VERIFY THAT A VALID STATE ABBREVIATION IS ENTERED.

H1. (H2_4) {What was the farthest city and state {you/SUBJECT} reached on the first /next trip that took {you/SUBJECT} 50 miles or more away from home?
(FARCTY, FARST)

[IF AN INTERNATIONAL TRIP, ENTER THE NAME OF THE COUNTRY AND CITY IN THE CITY FIELD AND "ZZ" IN THE STATE FIELD.]

[IF R PROVIDES A PLACE, I.E. "Disney World," AND IS UNABLE TO PROVIDE CITY WHEN PROBED, ENTER THE PLACE PROVIDED IN THE CITY FIELD.]}

{On what date did {you/SUBJECT} begin this trip?}
(LVEMNT, LVEDAY, LVEYR)

{On what date did {you/SUBJECT} return home after completing this trip?}
(RETMNT, RETDAY, RETYR)

{Was this trip made more than one time during this 4-week period for the **same** reason?}
(RECURR) **[1=YES, 2=NO]**

{Altogether, how many times did {you/SUBJECT} make this trip between {SCRN.TPBDATE} and {SCRN.TPEDATE}?}
(NTIMES)

[CITY]	[STATE]	[DEPARTURE DATE] MTH DAY YEAR	[RETURN DATE] MTH DAY YEAR	RECUR	FREQ
_____	_____	_____	_____	_____	_____

PROGRAMMER NOTE:

IF NO LONG DISTANCE TRIPS ARE RECORDED IN H1 (H2_4) DISPLAY H2 (TRIPCHK), ELSE GO TO NEXT PROGRAMMER NOTE.

H2. (TRIPCHK) Let me verify that between {TPBDATE} and {TPEDATE} you did not make **any** trips that took you 50 miles or more away from home?
(TRIPCHK)

CORRECT, NO MORE TRIPS.....	1	GO TO BOX BEFORE K1
ADD TRIPS	2	RETURN TO MATRIX

PROGRAMMER NOTE:

IN H3 (TRIPCHK1) DISPLAY THE NUMBER OF TRIPS RECORDED IN H1 (H2_4). IF NTIMES IS NOT MISSING INCLUDE THE NUMBER RECORDED THERE IN THE COUNT OF TOTAL TRIPS.

IN H3, DISPLAY "including trips on {TRDDATE}" IF A CHECK OF TRIPDIST AND TRIPUNIT (G40 (N_G24)) SHOWS THAT THE SUBJECT MADE AT LEAST ONE TRIP WHERE MILES IS GE 50 OR BLOCKS IS GE 450. DO NOT COUNT TRIPS WHERE G12 (G15A) (WHERE) IS "HOME."

H3. (TRIPCHK1) I have recorded that you made {N} trips of 50 miles or more away from home between {TPBDATE} and {TPEDATE}? Have I missed anything {including trips on {TRDDATE}}? **(TRIPCHK1)**

CORRECT, NO MORE TRIPS.....	1	
ADD TRIPS	2	RETURN TO MATRIX

PROGRAMMER NOTE:

COMPARE THE CURRENT SUBJECT'S RESPONSES TO H1 (H2_4) TO THOSE PROVIDED BY HHMS WHO HAVE INDICATED THAT THE SUBJECT WAS ON THE TRIP WITH THEM (USE I3).

IF THIS TRIPS DETAIL WAS REPORTED BY ANOTHER HHM, DISPLAY: "We have recorded that {FNAME/AGE/SEX OF OTHER HHMS ON TRIP} {was/were} with {you/SUBJECT} on the trip to {FARCTY, FARST}. From the time {you/s(he)} left until the time {you/s(he)} returned home, did {you/s(he)} travel together with {him/her/them} on all legs of the trip?"

IF NO OR IF THE YES APPLIES TO ONLY SOME HHMS NAMED, ADMINISTER SECTIONS I AND J (IF RETMNT, RETDAY, RETYR NE LVEMNT, LVEDAY, LVEYR).

IF YES, DO <u>NOT</u> ADMINISTER SECTIONS I OR J FOR THIS TRIP. INSTEAD, COPY EXISTING DATA TO CURRENT SUBJECT.

IF THERE WAS AN EXACT TRIP MATCH VARIABLE TRIP.TRIPLINK SHOWS THE ID OF PERSON ON WHOSE RECORD THE MATCHED TRIPS ARE STORED.

IF NTIMES > 1, ASK TRIP DETAIL (SECTION I) ONLY ONCE FOR THIS TRIP.

SECTION I: FARTHEST TRIP DETAIL

PROGRAMMER NOTE:

IN REMAINING SECTIONS, IF RESPROXY = 1 USE "you", "yourself" AND "your" IN DISPLAYS AS APPROPRIATE, ELSE USE SUBJECT, "him/her", "s(he)" AND "his/her".

ASK SECTIONS I AND J (IF FARSTOP OR RETSTOP = 1) FOR EACH FARCTY, FARST.

AFTER ALL FARCTY AND FARST RECORDS HAVE BEEN ASKED ABOUT, GO TO BOX BEFORE K1.

SEGMENT - TRIP

I1. Next, I'd like to get some more detail about {your/SUBJECT} round trip to {FARCTY, FARST} that began on {LVEMNT, LVEDAY, LVEYR} and ended on {RETMNT, RETDAY, RETYR}.

[PRESS RETURN TO CONTINUE.]

PROGRAMMER NOTE:

IF SCRN.SELCTCNT > 1 GO TO I2, ELSE GO TO I4.

I2. Not counting {yourself/SUBJECT}, how many members of {your/his/her} household traveled with {you/SUBJECT} on the trip to {FARCTY, FARST}?
(NUMHHM)

|___|___| **NUMBER OF HOUSEHOLD MEMBERS**
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF (I2) NUMHHM = 0, -7 OR -8 GO TO I4, ELSE GO TO I3.

IN I3, DISPLAY FNAME/AGE/SEX AND ENUM.PERSNUM OF ALL HHM'S EXCEPT SUBJECT AND ALLOW INTERVIEWERS TO SELECT THE APPROPRIATE INDIVIDUALS.

IF HHM1 – 15 = 99, PROMPT INTERVIEWER TO ASK IF THE PERSON WAS A HHM ON THE DATE OF THE SCREENER. IF YES, ADMINISTER ALL SCREENER QUESTIONS FOR THIS INDIVIDUAL AND ADD HIM/HER TO I3. IF NO, DO NOT ADD PERSON TO I3.

FLAG HHM'S THAT WERE ADDED DURING THE EXTENDED INTERVIEW. NEWLY ADDED HHM'S SHOULD BE ADMINISTERED THE EXTENDED INSTRUMENT.

IF (I2) NUMHHM = 1 DISPLAY: "And, who was this?" ELSE, DISPLAY "Who were they?"

I3. {And, who was this/Who were they}?
(HHM1-15)

[IF R PROVIDES A NAME NOT LISTED BELOW, PROBE TO SEE IF HHM.]

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]
{Is there anyone else?}

|___|___|
REFUSED ..... -7
DON'T KNOW ..... -8
NO HHM ON TRIP 98
RECORD NEW HHM 99

I4. How many non-household members, such as {your/SUBJECT} friends, relatives or business associates traveled with {you/him/her} on the trip to {FARCTY, FARST}?
(NUMNHHM)

[IF NEEDED: Do not include other people on the plane, train, bus, etc, who were not part of {your/his/her} travel party.]

|___|___|___| NUMBER OF NON-HOUSEHOLD MEMBERS
REFUSED ..... -7
DON'T KNOW ..... -8

I5. What type of transportation did {you/SUBJECT} use for most of the distance traveled to {FARCTY, FARST}?
(MAINMODE)

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**MAINMOOS)** (SPECIFY) ____ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF (I5) MAINMODE = 1 THROUGH 7 GO TO BOX BEFORE I6, ELSE GO TO BOX BEFORE I8.

PROGRAMMER NOTE:

IF (I2) NUMHHM + (I4) NUMNHHM > 0 GO TO I6, ELSE, AUTOCODE (I6) DRIVER = 1 AND (I7) HHMDRV = THE ENUM.PERSNUM OF THE SUBJECT.

I6. Who was the driver?
(DRIVER)

[IF R SAYS MORE THAN ONE PERSON DROVE SAY: Who drove most of the distance on the trip?]

SUBJECT	1	GO TO BOX BEFORE I7
OTHER HH MEMBER	2	GO TO BOX BEFORE I7
SOMEONE ELSE	3	GO TO BOX BEFORE I8
REFUSED	-7	GO TO BOX BEFORE I8
DON'T KNOW	-8	GO TO BOX BEFORE I8

PROGRAMMER NOTE:

IF (I6) DRIVER = 1, AUTOCODE (I7) HHMDRV = ENUM.PERSNUM OF THE SUBJECT AND GO TO BOX BEFORE I8. ELSE GO TO I7 AND DISPLAY FNAME/AGE/SEX AND ENUM.PERSNUM FOR EACH HHM. ALLOW INTERVIEWERS TO SELECT THE APPROPRIATE INDIVIDUAL.

I7. {Who was it?}
(HHMDRV)

[IF THE RESPONDENT PROVIDES A NAME, SELECT THE PERSON NUMBER.]

REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

IF (I5) MAINMODE = 8 THROUGH 20 GO TO I8, ELSE GO TO BOX BEFORE I12.

IF (I5) MAINMODE = 8 OR 9, DISPLAY "airport" IN I8, I9, I10, AND I11.
IF (I5) MAINMODE = 10, DISPLAY "bus station" IN I8, I9, I10, AND I11.
IF (I5) MAINMODE = 11 THROUGH 14, DISPLAY "place" IN I8, I9, I10, AND I11.
IF (I5) MAINMODE = 15 THROUGH 18, DISPLAY "terminal" IN I8, I9, I10, AND I11.
IF (I5) MAINMODE = 19 OR 20, DISPLAY "pier" IN I8, I9, I10, AND I11.

ALLOW INTERVIEWERS TO RECORD UP TO 9 RESPONSES IN I8. RETAIN THE ORDER THAT THE RESPONSES ARE RECORDED. CONTINUE TO ALLOW RESPONSES UNTIL INTERVIEWER ENTERS CTRL/P OR ALL FIELDS ARE FILLED. THEN GO TO BOX BEFORE I9.

AFTER THE INTERVIEWER RECORDS THE FIRST MODE, DISPLAY "Did {you/s(he)} use any other type of transportation to get to the {airport/ bus station/place/terminal/pier}, including bicycling and walking?" NEXT DISPLAY "Anything else?"

I8. What type of transportation did {you/SUBJECT} use for most of the distance to get **to** the {airport/ bus station/place/terminal/pier} to begin {your/his/her} trip to {FARCTY, FARST}?
(ACCMODE1-9)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**ACCMODOS)** (SPECIFY) ___ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

PROGRAMMER NOTE:

VERIFY THAT ACCST AND EGRST HAVE VALID STATE ABBREVIATIONS.

I9. What was the name of the {airport/bus station/place/terminal/pier} from which {you/s(he)} departed?
(ACCNAME, ACCCTY, ACCST)

[IF AN INTERNATIONAL TRIP, ENTER THE NAME OF THE COUNTRY IN THE CITY FIELD AND "ZZ" IN THE STATE FIELD.]

_____ DEPARTURE PLACE NAME

_____ CITY WHERE DEPARTURE PLACE IS LOCATED

|___|___| STATE WHERE DEPARTURE PLACE IS LOCATED

REFUSED .....-7
DON'T KNOW .....-8

I10. What was the name of the {airport/bus station/place/terminal/pier} in {FARCTY, FARST} where {you/s(he)} arrived?
(EGRNAME, EGRCTY, EGRST)

[IF AN INTERNATIONAL TRIP, ENTER THE NAME OF THE COUNTRY IN THE CITY FIELD AND "ZZ" IN THE STATE FIELD.]

_____ ARRIVAL PLACE NAME

_____ CITY WHERE ARRIVAL PLACE IS LOCATED

|___|___| STATE WHERE ARRIVAL PLACE IS LOCATED

REFUSED .....-7
DON'T KNOW .....-8

PROGRAMMER NOTE:

ALLOW INTERVIEWER TO RECORD UP TO 9 RESPONSES FOR (I11) EGRMODE1-9. RETAIN THE ORDER THAT THE RESPONSES ARE RECORDED. CONTINUE TO ALLOW RESPONSES UNTIL INTERVIEWER ENTERS CTRL/P OR ALL FIELDS ARE FILLED. THEN, GO TO BOX BEFORE I12.

AFTER THE INTERVIEWER RECORDS THE FIRST MODE, DISPLAY "Did {you/s(he)} use any other type of transportation to get from the {airport/bus station/place/terminal/pier} to {your/his/her} stopping point including bicycling and walking?" NEXT DISPLAY "Anything else?"

I11. After {you/s(he)} arrived at the {airport/bus station/place/terminal/pier}, what type of transportation did {you/SUBJECT} use for most of the distance **from** the {airport/bus station/place/terminal/pier}to {your/his/her} final destination?
(EGRMODE1-9)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**EGRMODOS)** (SPECIFY) ___ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

PROGRAMMER NOTE:

ALLOW INTERVIEWERS TO RECORD UP TO 9 RESPONSES IN (I12) FARMODE1-9. RETAIN THE ORDER THAT THE RESPONSES ARE RECORDED. CONTINUE TO ALLOW RESPONSES UNTIL INTERVIEWER ENTERS CTRL/P OR ALL FIELDS ARE FILLED, THEN GO BOX BEFORE I13.

AFTER THE INTERVIEWER RECORDS THE FIRST MODE, DISPLAY "Did {you/s(he)} use any other type of transportation during {your/his/her} stay in {FARCTY, FARST}, including bicycling and walking?" ["Anything else?"]

I12. Tell me all the types of transportation that {you/SUBJECT} used during {your/his/her} stay in {FARCTY, FARST}?
(FARMODE1-9)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**FARMODOS)** (SPECIFY) ___ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

PROGRAMMER NOTE:

ALLOW INTERVIEWERS TO RECORD UP TO 5 RESPONSES IN I13. AFTER THE INTERVIEWER RECORDS THE FIRST REASON, DISPLAY: "Was there another reason that {you/s(he)} made this trip? [Any other reason?]"

CONTINUE TO ALLOW RESPONSES UNTIL INTERVIEWER ENTERS CTRL/P OR ALL FIELDS ARE FILLED. RETAIN THE ORDER THAT THE REASONS ARE RECORDED.

I13. What was the main reason that {you/SUBJECT} took the trip to {FARCTY, FARST}? **(FARREAS1-5)**

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

TO AND FROM WORK.....1
BUSINESS [WORK-RELATED MEETING, CONVENTION & SEMINAR].....2
COMBINED BUSINESS & PLEASURE.....3
SCHOOL RELATED ACTIVITY.....4
VACATION.....5
VISIT FRIENDS OR RELATIVES.....6
REST OR RELAXATION.....7
SIGHTSEEING.....8
OUTDOOR RECREATION [SPORTS, FISHING, HUNTING, CAMPING, BOATING, ETC.].....9
ENTERTAINMENT [THEATER, CONCERT, SPORTS EVENT, GAMBLING, ETC.].....10
SHOPPING.....11
WENT OUT TO EAT.....12
SPEND THE NIGHT.....13
FAMILY/PERSONAL PURPOSES.....15
RELIGIOUS.....16
MEDICAL.....17
GIVE SOMEONE A RIDE.....18
OTHER **(FARREAOS) (SPECIFY)**_____..91
REFUSED..... -7
DON'T KNOW..... -8

PROGRAMMER NOTE:

IF H1 (H2_4) LVEMNT, LVEDAY, LVEYR = RETMNT, RETDAY, RETYR AND NONE OF THE FIELDS = -7 OR -8, AUTOCODE (I14) FARLODG1 = 1 AND GO TO I15, ELSE ASK I14.

ALLOW INTERVIEWERS TO RECORD UP TO FIVE RESPONSES IN I14.

IF (I14) FARLODG1 = 1, THERE IS JUST ONE ALLOWABLE RESPONSE.

I14. While in {FARCTY, FARST}, in what types of lodging did {you/SUBJECT} stay? {Any others?} **(FARLODG1-5)**

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

DID NOT STAY OVERNIGHT 1
FRIEND OR RELATIVE'S HOME 2
HOTEL, MOTEL, BED & BREAKFAST, RESORT 3
RENTED CABIN, CONDOMINIUM OR VACATION HOME 4
OWNED CABIN, CONDOMINIUM, VACATION HOME, TIMESHARE 5
CAMPER, TRAILER, TENT, OR OTHER RECREATIONAL VEHICLE 6
OVERNIGHT IN AUTOMOBILE, PLANE, SHIP, TRAIN, ETC. 7
CORPORATE OWNED HOUSING 8
CONFERENCE CENTER FOR PARTICIPANTS ONLY 9
MILITARY HOUSING 10
DORMITORY, YOUTH HOSTEL 11
YMCA 12
OTHER **(FARLODOS) (SPECIFY)**_____ 91
REFUSED ..... -7
DON'T KNOW ..... -8

I15. What type of transportation did {you/SUBJECT} use for most of the distance to **return** home from {your/his/her} trip to {FARCTY, FARST}?
(RETMODE)

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**RETMODOS)** (SPECIFY) ___ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF (H2_4) LVEMNT, LVEDAY, LVEYR = RETMNT, RETDAY, RETYR, AND NONE OF THE FIELDS = –7 OR -8, GO TO BOX AFTER I17, ELSE GO TO I16.

IF (I14) FARLODG1 = 1 AND H1 (H2_4) LVEMNT, LVEDAY, LVEYR NE RETMNT, RETDAY, RETYR, I16 SHOULD READ "I understand that {you/SUBJECT} did not stay overnight while in {FARCTY, FARST}, however, did {you/s(he)} make any overnight stops on {your/his/her} trip <u>to</u> {FARCTY, FARST?}

I16. Did {you/s(he)} make any overnight stops on {your/his/her} trip **to** {FARCTY, FARST}?
(FARSTOP)

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

I17. Did {you/s(he)} make any overnight stops on {your/his/her} **return** trip home from {FARCTY, FARST}?
(RETSTOP)

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF (I16) FARSTOP OR (17) RETSTOP = 1, GO TO BOX BEFORE J1 AND ASK ABOUT THE OVERNIGHT STOPS FOR FARCTY, FARST. THEN RETURN TO THE BOX BEFORE I1 AND ASK ABOUT THE NEXT DESTINATION. ELSE GO TO BOX BEFORE I1 TO ASK ABOUT THE NEXT DESTINATION.

SECTION J: OVERNIGHT STOPS ROSTERING AND DETAIL

PROGRAMMER NOTE:

IF (I16) FARSTOP AND (I17) RETSTOP = 1, ASK ABOUT OVERNIGHT STOPS ON THE WAY TO AND FROM THE FARTHEST DESTINATION.

IF ONLY (I16) FARSTOP = 1, ASK ABOUT OVERNIGHT STOPS ON THE WAY TO THE FARTHEST DESTINATION AND DISPLAY "FARCTY, FARST".

IF ONLY (I17) RETSTOP = 1, ASK ABOUT OVERNIGHT STOPS FROM THE FARTHEST DESTINATION TO HOME AND DISPLAY "FARCTY, FARST".

CREATE A FLAG (OVERNGHT) TO INDICATE IF THE STOP WAS ON THE WAY TO OR FROM THE FARTHEST DESTINATION.

SEGMENT - STAY

J1. What was the name of the city and state where {you/SUBJECT} made {your/his/her} {first/next} overnight stop on {your/his/her} trip {to FARCTY, FARST/from FARCTY, FARST to home}? **(STPCITY, STPSTAT)**

[IF AN INTERNATIONAL TRIP, ENTER THE NAME OF THE COUNTRY IN THE CITY FIELD AND "ZZ" IN THE STATE FIELD.]

[IF THE RESPONDENT PROVIDES A PLACE NAME SUCH AS "Disney World," AND IS UNABLE TO PROVIDE A CITY WHEN PROBED, ENTER THE PLACE PROVIDED IN THE CITY FIELD.]

[ENTER "99" IN CITY FIELD, IF NO MORE OVERNIGHT STOPS.]

CITY : _____

STATE: |___|___|

REFUSED.....-7
DON'T KNOW.....-8

PROGRAMMER NOTE:

IF (J1) STPCITY = 99, -7 OR -8 GO TO BOX BEFORE I1, ELSE GO TO J2.

VERIFY THAT THE STATE ABBREVIATION IN STPSTAT IS VALID.

J2. What was the **main** reason that {you/SUBJECT} stayed overnight in {STPCITY, STPSTAT}? **(STPREAS)**

TO AND FROM WORK.....1
BUSINESS [WORK-RELATED MEETING, CONVENTION & SEMINAR] 2
COMBINED BUSINESS & PLEASURE.....3
SCHOOL RELATED ACTIVITY 4
VACATION.....5
VISIT FRIENDS OR RELATIVES 6
REST OR RELAXATION 7
SIGHTSEEING.....8
OUTDOOR RECREATION [SPORTS, FISHING, HUNTING, CAMPING, BOATING, ETC.] 9
ENTERTAINMENT [THEATER, CONCERT, SPORTS EVENT, GAMBLING, ETC.].....10
SHOPPING 11
WENT OUT TO EAT 12
SPEND THE NIGHT 13
CHANGE TRANSPORTATION MODES 14
FAMILY/PERSONAL PURPOSES 15
RELIGIOUS.....16
MEDICAL 17
GIVE SOMEONE A RIDE 18
OTHER **(STPREAOS) (SPECIFY)**_____ ..91
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

ALLOW 9 RESPONSES IN J3. RETAIN THE ORDER THAT THE RESPONSES ARE RECORDED. CONTINUE TO PROMPT FOR RESPONSES UNTIL THE INTERVIEWER ENTERS CTRL/P OR ALL FIELDS ARE FILLED, THEN GO TO BOX AFTER J3.

AFTER THE INTERVIEWER RECORDS THE FIRST MODE, DISPLAY "Did {you/s(he)} use any other type of transportation during {your/his/her} stay in {STPCITY, STPSTAT}, including bicycling and walking?" NEXT DISPLAY "Anything else?"

J3. Tell me all the types of transportation {you/SUBJECT} used during {your/his/her} stay {STPCITY, STPSTAT}?
(STPMODE1-9)

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**STPMODOS)** (SPECIFY_____ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

PROGRAMMER NOTE:

REPEAT J1 THROUGH J3 UNTIL THE RESPONSE TO J1 = 99 AT WHICH TIME WE GO TO BOX BEFORE I1.

SECTION K: MOST RECENT TRIP

SEGMENT - TRAV

PROGRAMMER NOTE:

IF NO LONG DISTANCE TRIPS ARE RECORDED IN SECTION H GO TO K1 (G1), ELSE GO TO BOX BEFORE K6 (T1).

HARD RANGE FOR MRTYR = 99, 1910 – CURRENT YEAR, SOFT RANGE = 99, 1970 – CURRENT YEAR.

K1. (G1) In what year did {you/SUBJECT} make {your/his/her} most recent trip that took {you/him/her} 50 miles or more away from home?
(MRTYR)

[IF THE RESPONDENT IS UNABLE TO RECALL THE EXACT YEAR, SAY: About how many years ago was that?]
[ENTER "99," IF NEVER MADE A 50+ MILE TRIP FROM HOME.]

|__|__|__|__| YEAR

NEVER MADE A 50+ MILE TRIP FROM HOME..... 99
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF K1 (G1) MRTYR = –7 OR –8 GO TO BOX BEFORE K6 (T1). IF MRTYR = 99 GO TO BOX BEFORE L1 (EINTRO). ELSE, CONTINUE

HARD RANGE FOR MRTMTH = 1 – 12.

K2. (G2) In what month did {you/SUBJECT} make this trip?
(MRTMTH)

[IF THE RESPONDENT IS UNABLE TO RECALL THE EXACT MONTH, SAY: Can you provide an approximate date when you made this trip?]

|__|__| MONTH

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF K2 (G2) MRTMTH AND K1 (G1) MRTYR COULD FALL IN TRAVEL PERIOD DISPLAY K3 (G2A), ELSE CONTINUE BELOW.

COMPARE MONTH AND YEAR RECORDED IN K2 (G2) AND K1 (G1) TO CURRENT DATE, IF THE MOST RECENT TRIP WAS GE 1 YEAR AGO, GO TO BOX BEFORE K6 (T1), ELSE GO TO K4 (G3).

K3. (G2A) Did you make this trip between {TPBDATE} and {TPEDATE}?
(TRAVTRP)

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

K4. (G3) What was the farthest city and state {you/SUBJECT} reached on this trip that took you 50 miles or more away from home?
(MRTCITY, MRTST)

[IF AN INTERNATIONAL TRIP, ENTER THE NAME OF THE COUNTRY IN THE CITY FIELD AND "ZZ" IN THE STATE FIELD.]

[IF R PROVIDES A PLACE, I.E. "Disney World," AND IS UNABLE TO PROVIDE CITY WHEN PROBED, ENTER THE PLACE PROVIDED IN THE CITY FIELD.]}

_____ CITY

|___|___| STATE

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

CREATE TRIP SEGMENT AND STORE MOST RECENT TRIP INFO IN THAT SEGMENT.

PROGRAMMER NOTE:

HARD RANGE FOR MRTDAYS= 1 - 365. SOFT RANGE = 1 - 30.

K5. (G4) From the date {you/she/he} started till the entire trip was over, how many days did this trip take?
(MRTDAYS)

|__|__|__| DAYS

REFUSED.....-7
DON'T KNOW.....-8

PROGRAMMER NOTE:

GO TO BOX BEFORE I2 AND COLLECT ALL TRIP DETAIL FOR MOST RECENT TRIP (SECTIONS I AND J).

PROGRAMMER NOTE:

CHECK I5, IF MAINMODE = 15 OR 16 GO TO BOX AFTER K7 (T2), ELSE GO TO K6 (T1).

HARD RANGE FOR TMRTYR = 99, 1910 – CURRENT YEAR, SOFT RANGE = 99, 1970 – CURRENT YEAR.

K6. (T1) In what year did {you/SUBJECT} make {your/his/her} most recent train trip that took {you/SUBJECT} 50 miles or more away from home? Please do not include trips on subway, trolley or light rail transit systems.
(TMRTYR)

[IF THE RESPONDENT IS UNABLE TO RECALL THE EXACT YEAR, SAY: About how many years ago was that?]
[ENTER "99", IF NEVER MADE A 50+ MILE FROM HOME TRAIN TRIP.]

|__|__|__|__| YEAR

NEVER MADE A 50+ MILE TRAIN TRIP FROM HOME..... 99
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF K6 (T1) TMRTYR = –7, –8, 99 GO TO BOX BEFORE L1 (EINTRO), ELSE GO TO K7 (T2).

HARD RANGE FOR TMRTMTH = 1 – 12.

K7. (T2) In what month did {you/SUBJECT} make this trip?
(TMRTMTH)

[IF THE R IS UNABLE TO RECALL THE EXACT MONTH, SAY: Can you provide an approximate date when {you/he/she} made this trip?]

|__|__| MONTH

REFUSED ..... -7
DON'T KNOW ..... -8

SECTION L: GENERAL TRAVEL AND VEHICLE MILEAGE

PROGRAMMER NOTE:

IN REMAINING SECTIONS, IF RESPROXY = 1 USE "you", "yourself" AND "your" IN DISPLAYS AS APPROPRIATE, ELSE USE SUBJECT, "him/her", "s(he)" AND "his/her".

IF SUBJECT AGE = 0-15 YEARS END INTERVIEW.

SEGMENT GTRV

L1 (N_EINTRO) Now I'd like to ask you some general questions related to travel.

[PRESS RETURN TO CONTINUE.]

PROGRAMMER NOTE:

IF RESPROXY = 2, GO TO BOX BEFORE L3 (E9). ELSE, CONTINUE WITH L2 (E1).

PROGRAMMER NOTE:

IN L2 (N_E1A-D), ALWAYS DISPLAY A, B, E AND 1 OTHER SET OF QUESTIONS RANDOMLY (BY SUBJECT). ALWAYS PAIR THE RANDOM QUESTIONS AS FOLLOWS: C AND F, D AND G, H AND J, I AND K.

L2. (N_E1A-D) Thinking about your **day-to-day** travel, please tell me how much of a problem each of the following issues is for you. Use a number between 1 and 5, where 1 means it is not a problem for you at all, and 5 means it is the worst travel problem it could be for you.

On a scale from 1 to 5, how much of a problem is…

[REPEAT RESPONSE CATEGORIES AS NECESSARY.]

	NOT A PROBLEM	A LITTLE PROBLEM	SOMEWHAT OF A PROBLEM	VERY MUCH OF A PROBLEM	A SEVERE PROBLEM	RF	DK
a. Highway congestion? ..... **(DTCONJ)**	1	2	3	4	5	-7	-8
b. The price of gasoline? ..... **(DTGAS)**	1	2	3	4	5	-7	-8
c. Lack of walkways or sidewalks? ..... **(DTWALK)**	1	2	3	4	5	-7	-8
d. Not knowing about traffic tie-ups or road construction? ..... **(DTTIEUP)**	1	2	3	4	5	-7	-8
e. Rough pavement or potholes? ..... **(DTSTRTS)**	1	2	3	4	5	-7	-8
f. Aggressive drivers on the road? **(DTRRAGE)**	1	2	3	4	5	-7	-8
g. Drunk drivers on the road? **(DTDRUNK)**	1	2	3	4	5	-7	-8
h. Distracted drivers on the roads? **(DTDISTRC)**	1	2	3	4	5	-7	-8
i. Drivers speeding on the roads? **(DTSPEED)**	1	2	3	4	5	-7	-8
j. The number of large trucks on highways? **(DTTRUCKS)**	1	2	3	4	5	-7	-8
k. Worrying about getting into a traffic accident? **(DTACDT)**	1	2	3	4	5	-7	-8

PROGRAMMER NOTE:

SOFT RANGE FOR L3 (N_E9) (NWALKTRP) = 0 - 21. HARD RANGE = 0 - 99.

L3. (N_E9) In **the past week**, how many times did {you/SUBJECT} take a walk outside including walks for exercise?
(NWALKTRP)

[DO NOT INCLUDE WALKS ON A TREADMILL.]

WALKS OUTSIDE IN PAST WEEK..... |___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

SOFT RANGE FOR L4 (N_E10) (BIKETRIP) -= 0 - 21. HARD RANGE = 0 - 99.

L4. (N_E10) In **the past week**, how many times did {you/SUBJECT} ride a bicycle outside including bicycling for exercise?
(BIKETRIP)

[DO NOT INCLUDE BICYCLING ON A STATIONARY BIKE.]

BIKE RIDES ..... |___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF SUBJECT IS A DRIVER (SCREENER C8), GO TO L5 (N_E2). ELSE, GO TO L11 (N_E8).

SOFT RANGE FOR YEARMILE = 2,000 - 30,000 MILES. HARD RANGE IS 0 - 200,000 MILES.

L5. (N_E2) About how many miles did {you/SUBJECT} personally drive during the past 12 months in **all** motorized vehicles?
(YEARMILE)

[INCLUDE MILES DRIVEN AS A PART OF WORK.]

MILES..... |___|____|___|,|___|___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF L5 (N_E2) YEARMILE < 2,000 OR > 30,000 MILES DISPLAY L5A (N_E2OV), IF L5 (N_E2) YEARMILE = -7 OR –8 GO TO L5B (N_E2A), ELSE GO TO BOX BEFORE L6 (N_E3).

L5A. (N_E2OV) I recorded that {you/she/he} drove a total of about {YEARMILE} miles during the past year. Is that correct?
(VERYRMIL)

YES	1	GO TO BOX BEFORE L6 (N_E3)
NO	2	
REFUSED	-7	
DON'T KNOW	-8	

L5B. (N_E2A) Would you say it was…
(YEARMIL2)

5,000 miles or less,	1
5,001 to 10,000 miles,	2
10,001 to 15,000 miles,	3
15,001 to 20,000 miles, or	4
More than 20,000 miles?	5
REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

IF RESPROXY = 2, GO TO L11 (N_E8).

IF SUBJECT IS THE SCREENER RESPONDENT OR IF SUBJECT WAS THE PRIMARY DRIVER FOR ANY HH VEHICLE (SCREENER C12) WHOMAIN, GO TO L6 (N_E3). IF SUBJECT IS THE SCREENER RESPONDENT, DO NOT DISPLAY THE PHRASE "for which you are the primary driver." IN L6 (N_E3), FOR THE VEHICLE DISPLAY, USE SCRN.VEHICNT TO DETERMINE IF THERE IS MORE THAN ONE VEHICLE.

L6. (N_E3) Now we'd like to ask a few questions about the household {vehicle/vehicles} {for which you are the primary driver.}

[PRESS RETURN TO CONTINUE.]

PROGRAMMER NOTE:

IF TALKING TO THE SCREENER RESPONDENT, ASK L8 (N_E5A) THROUGH L10B (N_E5BX) IF APPLICABLE FOR EACH HH VEHICLE. HOWEVER, IF DATA HAS BEEN OBTAINED FROM THE PRIMARY DRIVER FOR A PARTICULAR VEHICLE, DO NOT ASK THE SCREENER RESPONDENT ABOUT THAT VEHICLE.

ASK L7 (VMAT2Y) THROUGH L10B (N_E5BX) FOR EACH VEHICLE FOR WHICH SUBJECT IS THE PRIMARY DRIVER.

IN L7 (VMAT2Y) VERIFY THE MAKE, MODEL AND YEAR OBTAINED DURING THE SCREENER AND OBTAIN MISSING INFORMATION. ALLOW RESPONDENT TO UPDATE MAKE, MODEL AND/OR YEAR AS NECESSARY. AS IN THE SCREENER, PERMIT THEM TO ACCESS THE ON-LINE LOOK-UP TABLE. DO NOT WRITE OVER SCREENER INFORMATION. INSTEAD STORE INFO. PROVIDED AT THE EXTENDED LEVEL IN THE VARIABLES BELOW.

VARIABLES E_VMAKE, E_VMODL SHOW THE TEXT FOR THE VEHICLE MAKE AND MODEL.
VARIABLES E_VTYPE & E_VTYPOS SHOW THE TYPE OF VEHICLE.

SEGMENT VEHI

L7. (VMAT2Y) Please verify that you have a . . .
(E_MAKE, E_MODL, E_VYEAR)

KEY	MAKE	MODEL	YEAR	TYP
____	_____	_____	_____	____

[ENTER THE FIRST LETTER OF THE VEHICLE MAKE.]

PROGRAMMER NOTE:

IN L8 (N_E5A), IF UNIT = 1 HARD RANGE = 1 – 31. IF UNIT = 2 HARD RANGE = 1 – 50. IF UNIT = 3 HARD RANGE = 1 – 36. IF UNIT = 4 HARD RANGE = 1 – 40.

L8. (N_E5A) How long have you had the {VEHYEAR, MAKECODE, MODLCODE}?
(VEHOWNED, OWNUNIT)

NUMBER..... |___|___|
UNIT..... |___|___|

DAYS 1
WEEKS 2
MONTHS..... 3
YEARS 4
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF THE VEHICLE IS OWNED FOR 1 YEAR OR MORE, CONTINUE BELOW. ELSE, GO TO PROGRAMMER NOTE BEFORE L10 (N_E5B).

SOFT RANGE FOR VEHMILES = 2,000 - 30,000. HARD RANGE = 0 - 200,000.

L9. (N_E5) During the past 12 months, about how many miles was the {VEHYEAR, MAKECODE, MODLCODE} driven by all drivers?
(VEHMILES)

MILES ..... |___|____|___|,|___|___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF L9 (N_E5) VEHMILES < 2,000 OR > 30,000 MILES DISPLAY L9A (N_E5OV), IF L9 (N_E5) VEHMILES = -7 OR –8 GO TO L9B (N_E5X), ELSE GO TO L11 (N_E8).

L9A. (N_E5OV) I recorded that this vehicle was driven a total of about {VEHMILES} miles by **all** drivers during the past year. Is that correct?
(VERMILES)

YES ..... 1 GO TO L11 (N_E8)
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

L9B. (N_E5X) Would you say it was…
(VEHMILE2)

5,000 miles or less, ... 1
5,001 to 10,000 miles, ... 2
10,001 to 15,000 miles, ... 3
15,001 to 20,000 miles, or 4
More than 20,000 miles? 5
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE

IF COMING FROM L9B (N_E5X) VEHMILE2, GO TO L11 (N_E8). ELSE CONTINUE BELOW.

SOFT RANGE FOR ESTMILES = 2,000 - 30,000 MILES. HARD RANGE IS 0 - 200,000 MILES.

L10. (N_E5B) About how many miles has this vehicle been driven since you've had it?
(ESTMILES)

MILES..... |___|___|___|,|___|___|___|
REFUSED .....-7
DON'T KNOW .....-8

PROGRAMMER NOTE:

IF L10 (N_E5B) ESTMILES > 30,000 MILES DISPLAY L10A (N_E5BOV), IF L10 (N_E5B) ESTMILES = -7 OR –8 GO TO L10B (N_E5BX), ELSE GO TO L11 (N_E8).

L10A. (N_E5BOV) I recorded that this vehicle was driven a total of about {ESTMILES} miles by **all** drivers since you've had it. Is that correct?
(VERESTML)

YES 1	GO TO L11 (N_E8)
NO 2	
REFUSED ..... -7	
DON'T KNOW ..... -8	

L10B. (N_E5BX) Would you say it was…
(ESTMILE2)

5,000 miles or less, ... 1
5,001 to 10,000 miles,..... 2
10,001 to 15,000 miles,..... 3
15,001 to 20,000 miles, or 4
More than 20,000 miles? 5
REFUSED ..... -7
DON'T KNOW ..... -8

L11. (N_E8) In **the past two months**, about how often {have you/has SUBJECT} used public transportation such as buses, subways, streetcars, or commuter trains?
(PTUSED)

[DO NOT INCLUDE TAXIS.]

TWO OR MORE DAYS A WEEK [11+ TIMES], ... 1
ABOUT ONCE A WEEK [5-10 TIMES], ... 2
ONCE OR TWICE A MONTH [2-4 TIMES], 3
LESS THAN ONCE A MONTH [ONE TIME], ... 4
NEVER 5
NOT AVAILABLE 6
REFUSED ..... -7
DON'T KNOW ..... -8

SECTION M: INTERNET USAGE AND DEMOGRAPHIC INFORMATION

SEGMENT TRAV

M1. (N_E8A) Now I'd like to ask a few background questions about {yourself/SUBJECT}.

During the last 6 months, did {you/SUBJECT} have access to the Internet or world-wide web?
(WEBACC)

YES	1	
NO	2	GO TO M4 (N_K5C)
REFUSED	-7	
DON'T KNOW	-8	

M2. (N_K5A) During the last 6 months, how often {have you/has SUBJECT} used the Internet? Would you say…
(WEBUSE)

almost everyday,	1	
several times a week,	2	
once a week,	3	
once a month, or	4	
never?	5	GO TO M4 (N_K5C)
REFUSED	-7	GO TO M4 (N_K5C)
DON'T KNOW	-8	GO TO M4 (N_K5C)

M3. (N_K5B) {Do you/Does SUBJECT} use the Internet from…
(WEBHOME, WEBWORK, WEBOTHER)

	YES	NO	RF	DK
a) home?	1	2	-7	-8
b) work?	1	2	-7	-8
c) anywhere else?	1	2	-7	-8

M4. (N_K5C) {Do you/Does SUBJECT} have a medical condition that makes it difficult to travel outside of the home?
(MEDCOND)

YES	1	
NO	2	GO TO M7 (K5)
REFUSED	-7	GO TO M7 (K5)
DON'T KNOW	-8	GO TO M7 (K5)

M5. (N_K5D) How long {have you/has SUBJECT} had this condition? **(MEDCOND6)**

[CODE 6 ONLY IF RESPONDENT OFFERS.]

0 - 5 MONTHS	1
6 – 11 MONTHS	2
1 – 4 YEARS	3
5 – 9 YEARS	4
10 YEARS OR MORE	5
ALL HIS/HER LIFE	6
REFUSED	-7
DON'T KNOW	-8

M6. (N_K5E) Because of this condition, {have you/has SUBJECT}...

		YES	NO	RF	DK
(CONDTRAV)	a) reduced {your/his/her} day-to-day travel?	1	2	-7	-8
(CONDRIDE)	b) asked others for rides?	1	2	-7	-8
(CONDNIGH)	c) limited driving to daytime?	1	2	-7	-8
(CONDRIVE)	d) given up driving altogether?	1	2	-7	-8
(CONDPUB)	e) used the bus and subway less frequently?	1	2	-7	-8
(CONDSPEC)	f) used special transportation services such as dial-a-ride?	1	2	-7	-8

M7. (K5) What is the highest grade or year of school {you have/ SUBJECT} **completed**? **(EDUC)**

[READ CHOICES AS NECESSARY.]

LESS THAN HIGH SCHOOL GRADUATE	1
HIGH SCHOOL GRADUATE, INCLUDE GED	2
VOCATIONAL/TECHNICAL TRAINING	3
SOME COLLEGE, BUT NO DEGREE	4
ASSOCIATE'S DEGREE (FOR EXAMPLE, AA)	5
BACHELOR'S DEGREE (FOR EXAMPLE, BA, AB, BS)	6
SOME GRADUATE OR PROFESSIONAL SCHOOL, BUT NO DEGREE	7
GRADUATE OR PROFESSIONAL SCHOOL DEGREE (FOR EXAMPLE, MA, MS, MBA, MD, DDS, PHD, EdD, JD)	8
REFUSED	-7
DON'T KNOW	-8

PROGRAMMER NOTE:

IF M7 (K5) EDUC = 5, USE ENUM.AGE TO VERIFY THAT AGE GE 18.
IF M7 (K5) EDUC = 6 OR 7, USE ENUM.AGE TO VERIFY THAT AGE GE 20.
IF M7 (K5) EDUC = 8, USE ENUM.AGE TO VERIFY THAT AGE GE 22.

IF THE RESPONDENT'S RESPONSE FAILS THE EDIT, RE-ASK M7 (K5). IF THE RESPONSE TO M7 (K5) STILL DOES NOT PASS THE EDIT, ASK FOR THE SUBJECT'S AGE AND RETAIN THIS AGE IN VARIABLE NEWAGE.

M8. (N_K5F) {Were you/Was SUBJECT} born in the United States?
(BORNINUS)

[IF NEEDED: Sometimes people who have immigrated to the United States have unique travel difficulties and we want to understand this.]

YES	1	GO TO BOX BEFORE M11 (N_J1)
NO	2	
REFUSED	-7	
DON'T KNOW	-8	

M9. (N_K5G) Where {were you/was SUBJECT} born?
(BORNWHER)

[IF NEEDED: Sometimes people who have immigrated to the United States have unique travel difficulties and we want to understand this.]

CANADA	1	
CHINA	2	
CUBA	3	
DOMINICAN REPUBLIC	4	
EL SALVADOR	5	
GERMANY	6	
INDIA	7	
ITALY	8	
KOREA	9	
MEXICO	10	
PHILIPPINES	11	
RUSSIA [FORMER USSR]	12	
UNITED KINGDOM	13	
U.S. TERRITORIES [GUAM, PUERTO RICO, SAMOA]	14	GO TO BOX BEFORE M11 (N_J1)
VIETNAM	15	
OTHER	91	
(SPECIFY) _____ (**BORNWHOS**)		
REFUSED	-7	
DON'T KNOW	-8	

PROGRAMMER NOTE:

RANGE FOR M10 (N_K5H) WHENTOUS IS 1900 – CURRENT YEAR.

M10. (N_K5H) In what year did {you/SUBJECT} come to the United States?
(WHENTOUS)

[IF NEEDED: Sometimes people who have immigrated to the United States have unique travel difficulties and we want to understand this.]

YEAR..... |___|___|___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

IF SUBJECT AGE LE 17 END INTERVIEW, ELSE CONTINUE WITH THIS BOX.

IF HMSTNAME, HMCITY, HMSTATE, HMZIP ARE MISSING CONTINUE BELOW, ELSE GO TO BOX BEFORE M13 (K6). IF (MAILHOME) D6 = 1 AND SCRN.MAILADDR, MAILCITY, MAILSTATE, MAILZIP IS MISSING OR IF D6 NE 1, GO TO M11 (N_J1), ELSE GO TO BOX BEFORE M13 (K6).

IF HMSTNAME = -7 OR –8 GO TO M12 (N_J2) (HMROAD1 AND HMROAD2), ELSE GO TO HMCITY.

SEGMENT BASM

M11. (N_J1) Transportation planners use data from this survey to assess current travel patterns and anticipate new ones. These patterns are affected by where people choose to live. Would you please tell me the address of your home?
(HMSTNAME, HMAPTNUM, HMCITY, HMSTATE, HMZIP)

[IF NEEDED: It is important that we get at least a general location of your household. Would you please identify the intersection of roads which is closest to your home?]

_____ _____
STREET ADDRESS APT#

_____ _____ _____
CITY/TOWN STATE ZIP CODE
REFUSED ..... -7
DON'T KNOW ..... -8

M12. (N_J2) What is the name of the street or road that {you live/SUBJECT lives}on?
(HMROAD1)

FIRST ROAD: _____

What is the name of the nearest intersecting street or road?
(**HMROAD2)**

SECOND ROAD: _____

REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

ADMINISTER THE M13 (K6) THROUGH M22 (K15) ONCE FOR THE HOUSEHOLD.

THE QUESTIONS CAN BE ASKED OF ANY ADULT 18 OR OLDER. IF THE RESPONSE TO M13 (K6) OR THE SUBSEQUENT QUESTION (M14 (K7) THROUGH M21 (K14)) IS –7 OR –8, ASK M13 (K6) THROUGH M22 (K15) OF THE NEXT ADULT IN THE HH, ELSE GO TO BOX BEFORE N1 (M1).

SEGMENT SCRN

M13. (K6) In surveys like these, households are sometimes grouped according to income. Please stop me when I get to the category that best describes your total household income, before taxes, in the past 12 months.
(HHFAMINC)

[IF NEEDED: We want to include income from sources such as wages and salaries, income from a business or a farm, Social Security, pensions, dividends, interest, rent, and any other income received.]

$10,000 or less,.....	1	GO TO M14 (K7)
$10,001 to $20,000, ...	2	GO TO M15 (K8)
$20,001 to $30,000, ...	3	GO TO M16 (K9)
$30,001 to $40,000, ...	4	GO TO M17 (K10)
$40,001 to $50,000, ...	5	GO TO M18 (K11)
$50,001 to $60,000, ...	6	GO TO M19 (K12)
$60,001 to $70,000, ...	7	GO TO M20 (K13)
$70,001 to $80,000, ...	8	GO TO M21 (K14)
$80,001 to $100,000, or	9	GO TO BOX BEFORE M22 (K15)
More than $100,000?	10	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M14. (K7) Was your household income more or less than $5,000?
(HHINC)

$5,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $5,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M15. (K8) Was your household income more or less than $15,000?
(HHINC)

$15,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $15,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M16. (K9) Was your household income more or less than $25,000?
(HHINC)

$25,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $25,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M17. (K10) Was your household income more or less than $35,000?
(HHINC)

$35,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $35,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M18. (K11) Was your household income more or less than $45,000?
(HHINC)

$45,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $45,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M19. (K12) Was your household income more or less than $55,000?
(HHINC)

$55,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $55,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M20. (K13) Was your household income more or less than $65,000?
(HHINC)

$65,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $65,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M21. (K14) Was your household income more or less than $75,000?
(HHINC)

$75,000 OR MORE	1	
LESS THAN $75,000	2	
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

PROGRAMMER NOTE:

IF SELCTCNT = 1 AUTO CODE (M22 (K15)) NONFMFLG = 1 AND GO TO BOX BEFORE N1 (M1), ELSE DISPLAY M22 (K15).

M22. (K15) Does this include income of **all** household members?
(NONFMFLG)

YES	1	GO TO BOX BEFORE N1 (M1)
NO	2	
REFUSED	-7	
DON'T KNOW	-8	

PROGRAMMER NOTE:

IF (M22 (K15)) NONFMFLG = 2, DISPLAY FNAME/AGE/SEX OF ALL HHMS 15 AND OLDER. ALLOW INTERVIEWERS TO SELECT THE HHMS WHOSE INCOME IS NOT INCLUDED.

FOR HHMS IDENTIFIED IN HHMINC1-15, GO TO BOX BEFORE M24 (K17). IF AN EXTENDED INTERVIEW HAS ALREADY BEEN COMPLETED FOR THAT SUBJECT, M24 (K17) – M32 (K25) WILL NOT BE ADMINISTERED. GO TO BOX BEFORE N1 (M1).

M23. (K16) Whose income isn't included? {Is there anyone else?}
(HHMINC1-15)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

PROGRAMMER NOTE:

GO TO M24 (K17) FOR EACH HHM RECORDED IN HHMINC1-15.

SEGMENT ENUM

M24. (K17) In surveys like these, households are sometimes grouped according to income. Please stop me when I get to the category that best describes {your/SUBJECT'S} total income, before taxes, in the past 12 months.
(NONFMINC)

[IF NEEDED: We want to include income from sources such as wages and salaries, income from a business or a farm, Social Security, pensions, dividends, interest, rent, and any other income received.]

$10,000 or less,	1	GO TO M25 (K18)
$10,001 to $20,000,	2	GO TO M26 (K19)
$20,001 to $30,000,	3	GO TO M27 (K20)
$30,001 to $40,000,	4	GO TO M28 (K21)
$40,001 to $50,000,	5	GO TO M29 (K22)
$50,001 to $60,000,	6	GO TO M30 (K23)
$60,001 to $70,000,	7	GO TO M31 (K24)
$70,001 to $80,000,	8	GO TO M32 (K25)
$80,001 to $100,000, or	9	GO TO BOX BEFORE N1 (M1)
More than $100,000?	10	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M25. (K18) Was {your/his/her} income more or less than $5,000?
(PERINC)

$5,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $5,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M26. (K19) Was {your/his/her} income more or less than $15,000?
(PERINC)

$15,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $15,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M27. (K20) Was {your/his/her} income more or less than $25,000?
(PERINC)

$25,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $25,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M28. (K21) Was {your/his/her} income more or less than $35,000?
(PERINC)

$35,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $35,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M29. (K22) Was {your/his/her} income more or less than $45,000?
(PERINC)

$45,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $45,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M30. (K23) Was {your/his/her} income more or less than $55,000?
(PERINC)

$55,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $55,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M31. (K24) Was {your/his/her} income more or less than $65,000?
(PERINC)

$65,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $65,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M32. (K25) Was {your/his/her} income more or less than $75,000?
(PERINC)

$75,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $75,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

SECTION N: COLLECTION OF ODOMETER READINGS

PROGRAMMER NOTE:

MARK INTERVIEW AS COMPLETE AND CONTINUE BELOW.

SECTION N IS ONLY ASKED OF HHM'S WHOSE AGE GE 18.

IF VEHICNT = 0 END INTERVIEW.

IF VEHICNT GE 1 AND INFORMATION ON ANY VEHICLE IS MISSING GO TO N1 (M1), ELSE END INTERVIEW.

IF VEHICNT = 1 DISPLAY "Is the reading", ELSE DISPLAY "Are any…".

SEGMENT TRAV

N1. (M1) In the packet we sent to {you/your household}, there was a form to record the odometer reading(s) for your vehicle(s).

{Is the reading/Are any of the readings} available now?
(READINGS)

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

PROGRAMMER NOTE:

DISPLAY EACH HH VEHICLE. IF THE MILEAGE HAS ALREADY BEEN REPORTED DISPLAY MILEAGE AND DATE REPORTED, ELSE ALLOW INTERVIEWER TO RECORD THE MILEAGE AND THE DATE MILEAGE WAS RECORDED.

THE DATE OF THE READING SHOULD NOT BE BEFORE THE DATE OF THE SCREENER.

SEGMENT VEHI

N2. (VEHOD) **[RECORD THE ODOMETER MILEAGE FOR VEHICLES.]**

MAKE	MODEL	YEAR	ODOMETER READING **(OD_READ)**	DATE/READING MON/DAY/YEAR **(OD_MONTH/OD_YEAR/OD_DAY)**

N3. (ODVERF) **[RECORD THE ODOMETER MILEAGE FOR VEHICLES.]**

MAKE	MODEL	YEAR	ODOMETER READING **(OD_READ)**	DATE/READING MON/DAY/YEAR **(OD_MONTH/OD_YEAR/OD_DAY)**

Is that all of the readings?

1. YES
2. NO RETURN TO MATRIX

NATIONAL HOUSEHOLD TRAVEL SURVEY

Telephone (CATI) Questionnaire

HOUSEHOLD (SCREENER) INTERVIEW (in Spanish)

SECTION A: TELEPHONE NUMBER SCREENING

SEGMENT SCRN

A1. (SINTRO_1 & SINTRO_3)
Hola, me llamo {INTERVIEWER'S NAME} y estoy llamando de parte del Departamento de Transporte de Estados Unidos. Estamos llevando a cabo la Encuesta Nacional de Transporte en el Hogar.

(RESIDENTIAL)
¿Usted es parte de este hogar y tiene por lo menos 18 años de edad?
(SHHQUEX1)

YES..... 1
NO..... 2
PROBABLE BUSINESS..... 3
ANSWERING MACHINE.....AM
RETRY AUTODIALER.....RT
NONWORKING,
DISCONNECTED, CHANGED...NW
GO TO RESULT.....GT

(BUSINESS)
¿Este número telefóonico se usa para
(SFONEUSE)

El hogar, ... 4 GO TO BINTRO
El hogar y el negocio o ..... 5 GO TO BINTRO
El negocio solamente? 6
GO TO RESULT..... GT

[HOME USE EXCLUDES PHONES IN MOTELS, HOTELS, GROUP QUARTERS SUCH AS NURSING HOMES, PRISONS, BARRACKS, CONVENTS OR MONASTERIES AND ANY LIVING QUARTERS WITH 10 OR MORE UNRELATED ROOMMATES.]

SECTION B: VEHICLE DATA

BINTRO El propósito de esta encuesta es conocer más cómo usted se moviliza en {Wisconsin/New York/your area}.

Su participación es voluntaria y sus respuestas serán completamente confidenciales.

[IF ASKED: La encuesta ha sido autorizada por Título 23, código de los Estados Unidos. Los números de OMB son 2139-0008 y 2125-0545, con fecha de expiración del 29 febrero del 2004.]

[PRESS RETURN TO CONTINUE.]

B1. Mis primeras preguntas son acerca de vehículos.

¿Cuántos vehículos tienen las personas que actualmente viven en su hogar, ya sea que los vehículos sean propios o en forma de "lease" o estén disponibles para **uso regular?** Por favor incluya motos, motocicletas o vehículos de recreación.
(HHNUMVEH)

[INCLUDE LEASED OR COMPANY-OWNED MOTORIZED VEHICLES IF THEY ARE USED BY HOUSEHOLD MEMBERS ON A REGULAR BASIS.]

NUMBER OF VEHICLES.....|___|___|		
NONE.....	0	GO TO B5
REFUSED.....	-7	GO TO B5
DON'T KNOW.....	-8	GO TO B5

B2. (VMAT2Y THROUGH VMAT6Y)
{Tengo unas cuantas preguntas sobre cada uno de estos vehículos. Comencemos con el vehículo más nuevo.} ¿Cuál es la marca, modelo y año de este vehículo?

KEY	MAKE	MODEL	YEAR	TYP
(MAKEALPH)	**(MAKECODE)**	**(MODLCODE)**	**(VEHYEAR)**	**(VEHTYPE)**
01				
02				
03				
04				
05				
thru' 99				

(VMAT6Y) ¿Qué tipo de vehículo es este?
(VEHTYPE)

1. AUTOMOBILE/CAR/STATION WAGON
2. VAN [MINI, CARGO, PASSENGER]
3. SPORTS UTILITY VEHICLE [BRONCO, BLAZER, 4RUNNER, PATHFINDER, JEEP, ETC.]
4. PICKUP TRUCK
5. OTHER TRUCK
6. RV [RECREATIONAL VEHICLE]
7. MOTORCYCLE
91. OTHER? **(VEHTYOS)** (SPECIFY) _____

B4. (B4VERF) He anotado {SCRN.VEHICNT} vehículos.

¿Son estos todos los vehículos disponibles para las personas que actualmente viven en su hogar?
(VEHIYN)

YES	1	GO TO B5
NO	2	RETURN TO MATRIX
GO TO RESULT	GT	

B5. ¿Cuántas bicicletas de tamaño adulto tiene su hogar y que estén funcionando?
(HHNUMBIK)

[ALL BIKES, IN WORKING CONDITION, THAT ARE LARGE ENOUGH TO BE USED BY AN ADULT.]

NUMBER OF BICYCLES	|___|___|
REFUSED	-7
DON'T KNOW	-8

SECTION C: PERSON DATA FOR EACH HOUSEHOLD MEMBER

C1. Además de vehículos, hay otros factores que afectan movilización.

Primero, me gustaría hacerle unas cuantas preguntas acerca de su hogar.

¿Usted vive en...
(HOMETYPE)

[CODE DOUBLE TOWNHOUSE AS DUPLEX]

Una casa separada “single family”,.....	1
Una “Duplex”, “triplex”, ...	2
Una “Rowhouse”, “townhouse”, ...	3
Apartamento, condominio, ...	4
Una casa móvil o “trailer”?	5
DORM ROOM FRATERNITY OR SORORITY HOUSE.....	6
OTHER **(HOMETYOS)**.....	91
(SPECIFY) _____	
REFUSED	-7
DON'T KNOW	-8

C2. ¿Su vivienda es comprada o está siendo alquilada?
(HOMEOWN)

[CODE “OWNED” IF:
A) HOME IS NOT OWNED OUTRIGHT, BUT UNDER MORTGAGE.
B) RESPONDENT RENTS, BUT SOMEONE WHO LIVES IN THE HOME OWNS IT.]

OWNED	1
RENTED	2
PROVIDED BY JOB OR MILITARY	3
OTHER **(HOMEOWOS)**	91
[SPECIFY] _____	
REFUSED	-7
DON'T KNOW	-8

C3. (C8) Incluyéndose a usted mismo(a), ¿cuántas personas viven en su hogar? Por favor **no** incluya a alguien que usualmente vive en otra parte o que esté solamente de visita, tal como un estudiante de universidad que no vive en el hogar por estar estudiando lejos.
(HHNUMPPL)

NUMBER OF PEOPLE .....|___|___|	
REFUSED	-7
DON'T KNOW	-8

C4. (A8) ¿Algunas de estas personas son parientes entre sí?
(HHRELATD)

YES	1	
NO	2	GO TO THANK02
REFUSED	-7	
DON'T KNOW	-8	

C5. (C9A) Por favor dígame el nombre, edad y sexo suyo.
(FNAME, AGE, SEX)

FIRST NAME: _____

AGE: _____

SEX: _____ [M=MALE, F=FEMALE]

REFUSED	-7
DON'T KNOW	-8

C6. (C12) ¿Es usted de origen hispano, latino o español?
(HH_HISP)

YES	1
NO	2
REFUSED	-7
DON'T KNOW	-8

C7. (C13) Voy a leerle una lista de razas. {Además de ser Hispano(a), por favor} dígame cuál de lo siguiente describe mejor su raza. ¿Es usted de…
(HH_RACE1 - HH_RACE8)

[CODE ALL THAT APPLY. USE CTRL/P TO EXIT.]

Raza blanca,	1
Raza Africana Americana, Negra,	2
Raza Asiática,	3
Raza indio americana, nativo de Alaska,	4
Nativo de Hawaii o de las islas del Pacífico?	5
MULTIRACIAL	6
HISPANIC/MEXICAN	7
OTHER **(HH_RACOS)**	91
[SPECIFY] _____	
REFUSED	-7
DON'T KNOW	-8

C8. (S7A THROUGH S7H) Por favor dígame el nombre y edad de todas las personas que viven en el hogar.

[¿Cuál es la relación de {FNAME/AGE/SEX OF NEXT HHHM} con {usted/FNAME/AGE/SEX OF 1ST SCREENER RESPONDENT}?]

{{¿Usted/{FNAME/AGE/SEX}} maneja?}

{{¿Usted/FNAME/AGE/SEX}} tiene un empleo?}

[ENTER AGE AS 0 FOR EVERYONE UNDER ONE YEAR.]

[1=YES, 2=NO]

(FNAME)	**(AGE)**	**(SEX)**	**(SCRESP)**	**(HH_RELAT)**	**(DRVR)**	**(WRKR)**
FIRST NAME	AGE	M/F	X BY SCREENER RESPONDENT	RELATIONSHIP TO REFERENCE PERSON	DRIVER	JOB
01						
02						
03						
04						
05						
thru' 99						

1. REFERENCE PERSON
2. SPOUSE
3. CHILD
4. PARENT
5. BROTHER/SISTER
6. OTHER RELATIVE
7. UNMARRIED PARTNER
8. NON-RELATIVE

C9. (S6VERF1) He anotado {SCRN.SELCTCNT} {personas}. ¿Falta alguna otra persona que normalmente vive ahí pero que está temporalmente ausente en negocios, de vacación o en el hospital?

(S6VERF1)

NUMBER OF HOUSEHOLD MEMBERS IN MATRIX CORRECT	1	
RETURN TO MATRIX	2	SKIP TO MATRIX
GO TO RESULT	GT	GO TO RESULT

C10. (SC20) Volviendo a las edades de los miembros de su hogar, ¿Tiene {FNAME/AGE/SEX} 18 años o más?
(AGERANGE)

YES (18 OR OLDER)	1
NO (UNDER 18)	2
REFUSED	-7
DON'T KNOW	-8

C11. (C21) [Ahora hablemos de el/los vehículo(s) del hogar que usted mencionó anteriormente,] ¿hay algún miembro del hogar que maneja el {VEHYEAR, MAKECODE, AND MODLCODE} la mayoría del tiempo?
(MAINDRVR)

YES	1	
NO	2	
REFUSED	-7	GO TO BOX BEFORE C14 (C3)
DON'T KNOW	-8	GO TO BOX BEFORE C14 (C3)

C12. (C22) ¿Quién es esa persona?
(WHOMAIN)

|___|___|

C13. (C22A) ¿{FNAME/AGE/SEX} debió haber sido anotado(a) como alguien que maneja?
(DRIVER)

YES	1
NO	2
REFUSED	-7
DON'T KNOW	-8

C14. (C3) Ya que estamos llevando a cabo esta encuesta por teléfono, tengo algunas preguntas sobre los teléfonos que hay en su hogar.

¿Cuántos teléfonos celulares hay en su hogar?
(HHNUMCEL)

NUMBER OF CELLULAR PHONES	|___|___|
REFUSED	-7
DON'T KNOW	-8

C15. (C4) {Sin contar este/estos {HHNUMCEL} teléfono(s) celular(es), ¿cuántos números telefónicos tiene su hogar además del {BASE.BASEAREA, BASE.BASEEXCH, BASE.BASELOCL}?
(OTHRPHON)

NUMBER OF ADDITIONAL HOME TELEPHONE NUMBERS	|___|___|
REFUSED	-7
DON'T KNOW	-8

C16. (C5) ¿Cuántos de estos {OTHRPHON} números telefónicos {excluyendo sus teléfonos celulares} se usan **exclusivamente** para el negocio, trabajo, fax o para el modem de la computadora?
(NONVOICE)

NUMBER OF TELEPHONE NUMBERS	|___|___|	GO TO BOX BEFORE D1
REFUSED	-7	GO TO BOX BEFORE D1
DON'T KNOW	-8	GO TO BOX BEFORE D1

C17. (C5A) ¿Este número telefónico se usa exclusivamente para el negocio, trabajo, fax o modem de la computadora?
(QC5A)

YES	1
NO	2
REFUSED	-7
DON'T KNOW	-8

SECTION D. DIARY REQUEST

D1. Conocer cómo es que usted se moviliza es muy importante para mejorar la transportación de su área. Nos gustaría enviarle a usted una Hoja de registro donde usted pueda anotar todos sus recorridos realizados durante un solo día, que sería el día {TRDDATE}.
(QD1)

CONTINUE .....1 GO TO D3 (D4)
RESPONDENT UNSURE ABOUT PARTICIPATION 2

D2. (D7) Queremos asegurarnos de que su hogar está representado apropiadamente en esta encuesta. Usted representará a miles de otras personas en su área. Nadie puede sustituirlo(a) a usted. ¿Está dispuesto(a) a ayudarle al Departamento de Transporte de los Estados Unidos, participando en esta encuesta nacional?
(QD7)

AGREE TO PARTICIPATE..... 1
REFUSAL..... GT

D3. (D4) ¿A nombre de quién escribimos el sobre que enviaremos por correo?
(MAILFNAM, MAILLNAM)

_____ _____
FIRST NAME LAST NAME
REFUSED ..... -7
DON'T KNOW ..... -8

D4. (D2) Para poder enviarle a usted {la Hoja/las Hojas} por correo, necesito revisar si su dirección es...
(MAILADDR, MAILAPT, MAILCITY, MAILSTAT, MAILZIP)

[PRESS RETURN THROUGH CORRECT FIELDS. IF DIFFERENT, RETYPE <u>ENTIRE</u> FIELD.]

_____ _____
STREET ADDRESS APT #

_____ _____ _____
CITY/TOWN STATE ZIP CODE
REFUSED..... -7
DON'T KNOW..... -8

D5. (D3) Para poder enviarle a usted {la Hoja/las Hojas} por correo, ¿por favor dígame cuál es su dirección por correo?
(MAILADDR, MAILAPT, MAILCITY, MAILSTAT, MAILZIP)

_____ _____
STREET ADDRESS APT #

_____ _____ _____
CITY/TOWN STATE ZIP CODE

REFUSED ..... -7
DON'T KNOW ..... -8

D6. (D5) ¿Es esta la dirección de su hogar?
(MAILHOME)

YES	1	
NO	2	GO TO D8 (D6)
REFUSED	-7	GO TO D8 (D6)
DON'T KNOW	-8	GO TO D8 (D6)

D7. (D5A) STREET ADDRESS:
APARTMENT NUMBER:
CITY:
STATE:
ZIP CODE:

RECORD IF THE STREET ADDRESS DISPLAYED IS A:
(QD5A)

NORMAL STREET ADDRESS [NOT A PO BOX, RURAL ROUTE/RR, RURAL DELIVERY/RD, OR RFD]	1	
PO BOX, RR, RD, OR RFD	2	GO TO D8 (D6)

D8. (D6) Los patrones de movilización se ven afectados según donde las personas escogen vivir. Es importante que anotemos por lo menos la localización general de su hogar. {¿Por favor podría darme el nombre de la calle donde usted vive?}
(HHRD1)

[IF NEEDED: Las personas que planean la transportación usan los datos de esta encuesta para evaluar patrones actuales de movilización y anticipar patrones nuevos. Estos patrones de movilización se ven afectados de acuerdo a donde las personas escogen vivir.]

_____
FIRST CROSS ROAD

{¿Y cuál es el nombre de la calle de intersección más cercana?}
(HHRD2)

_____
SECOND CROSS ROAD

REFUSED..... -7
DON'T KNOW..... -8

D9. (D6A) ¿Cuál es el código postal ("ZIP Code") del lugar donde está su vivienda?
(ZIP)

[IF NEEDED: Los que planean transportación usan los datos de esta encuesta para evaluar los patrones actuales de transporte y para anticipar nuevos patrones. Estos patrones se ven afectados según donde la gente escoge vivir.]

_____
ZIP CODE

REFUSED..... -7
DON'T KNOW..... -8

D10. (D6B) ¿En qué "borough" o condado "county" vive usted?
(COUNTYNY)

_____

91. OTHER (SPECIFY) **(CNTYNYOS)** _____
REFUSED..... -7
DON'T KNOW..... -8

D11. (D9) Le enviaremos a usted {la Hoja de Registro/las hojas de registro} por correo en unos días y le llamaremos de nuevo el día {REM1DATE}, para asegurarnos que ha recibido {la Hoja de registro/las Hojas de registro} y contestarle cualquier pregunta que pueda tener.

Luego llamaremos para informarnos sobre sus recorridos durante el dia {BEGCDATE}. ¿Cuál sería un buen momento para encontrarle a usted en casa?

DATE:	_____	_____	_____
	(HHCALLMM)	**(HHCALLDD)**	**(HHCALLYY)**
	MONTH	DAY	YEAR
TIME:	_____	_____	_____
	(HHCALLHR)	**(HHCALLMN)**	**(HHCALLAP)**
	HOUR	MINUTES	AM/PM

D12. (D8) Cuando llamemos de vuelta para pedirle la información anotada en su hoja de registro, no vamos a pedir hablar con nadie menor que 16 años de edad, pero sí nos gustaría preguntar sobre los recorridos realizados por estos menores. ¿Quién sería la persona adecuada para darnos esta información sobre los recorridos de estos menores de edad que hayan en este hogar?
(WHOPROXY)

|___|___|

D13. (D10) Muchas gracias por estar de acuerdo en participar en esta encuesta. {Por favor digale a las otras personas de su hogar que es muy importante que ellos también participen.} Esperamos hablar con usted de nuevo.

NATIONAL HOUSEHOLD TRAVEL SURVEY

Telephone (CATI) Questionnaire

PERSON (EXTENDED) INTERVIEW (in Spanish)

SECTION E: TRAVEL TO WORK

INTRO2. Hola, por favor podría hablar con {SUBJECT/WHOPROXY (WHOPROXY IS THE PROXY FOR SUBJECT/AGE/SEX)}?

[Hola, me llamo {INTERVIEWER'S NAME} y estoy llamando de parte del Departamento de Transporte de los Estados Unidos. Recientemente hablamos con {SCRESP} acerca de la Encuesta Nacional de Transporte en el Hogar. Ahora estamos llamando de vuelta para completar la entrevista.]

SUBJECT SPEAKING/COMING TO THE PHONE.....	1	GO TO E1 (E2)
SUBJECT LIVES HERE, NEEDS APPOINTMENT.	2	
SUBJECT KNOWN, LIVES AT ANOTHER NUMBER .	3	
NEVER HEARD OF SUBJECT	4	
TELEPHONE COMPANY RECORDING	5	
ANSWERING MACHINE.....	AM	
RETRY AUTODIALER	RT	
GO TO RESULT.....	GT	GO TO RESULT

E1. (E2) [YOU ARE IN {SUBJECT'S NAME/AGE/SEX}'S CASE.]

[INDICATE IF TRIP INFORMATION IS BEING PROVIDED BY THE SUBJECT OR BY PROXY.]

SUBJECT.....	1
PROXY.....	2

E2. (FINTRO) Hace unas dos semanas hablamos con {you/SCRESP} acerca de la Encuesta Nacional de Transporte en el Hogar. Le enviamos una Hoja de Registro para que usted anotara todos sus recorridos realizados el {TRDDATE}. Ahora me gustaría recoger la información {suya/de SUBJECT}.

El movilizarse de un lado para otro está muy influenciado por el lugar donde trabaja la gente y por el tipo de trabajo que hace la gente. Comencemos con unas preguntas generales sobre {usted/SUBJECT} y sobre {su} trabajo.

[IF NEEDED: Todas sus respuestas se mantendrán confidenciales y su participación es voluntaria.]

[PRESS RETURN TO CONTINUE.]

E3 (N_F1) Durante la mayoría de la semana pasada, {usted/SUBJECT}...
(PRMACT)

estaba trabajando,	1	GO TO E5 (N_F2)
estaba temporalmente ausente de un empleo o negocio,	2	GO TO E5 (N_F2)
estaba buscando trabajo,	3	
estaba al cuidado de la casa,	4	
estaba yendo a estudiar,	5	
estaba retirado(a),	6	
o estaba haciendo alguna otra cosa?	7	
REFUSED	-7	
DON'T KNOW	-8	

E4. (N_F1A) La semana pasada, ¿{usted/SUBJECT} hizo **algún** trabajo a cambio de recibir un pago o alguna ganancia?
(PAYPROF)

YES	1	
NO	2	GO TO BOX BEFORE G1 (N_G2A)
REFUSED	-7	GO TO BOX BEFORE G1 (N_G2A)
DON'T KNOW	-8	GO TO BOX BEFORE G1 (N_G2A)

E5. (N_F2) ¿{Usted/SUBJECT} trabajó...
(WKFTPT)

[IF ASKED: Un trabajo de tiempo completo es de por lo menos 35 horas por semana.]

[DO NOT INCLUDE VOLUNTEER WORK.]

[IF "SELF-EMPLOYED" PROBE FOR NUMBER OF HOURS USUALLY WORKED.]

tiempo completo o	1
medio tiempo?	2
MULTIPLE JOBS	3
REFUSED	-7
DON'T KNOW	-8

E6. (N_F2A) ¿{Usted/SUBJECT} tiene más de un trabajo?
(GT1JBLWK)

YES	1
NO	2
REFUSED	-7
DON'T KNOW	-8

E7. (N_F3) Voy a leerle cuatro categorías de empleos. Por favor dígame en cuál categoría está el {principal} empleo {suyo/de SUBJECT}.
(JOBCATEG)

[IF R CAN'T DECIDE WHICH JOB IS PRIMARY, USE THE ONE AT WHICH HE/SHE USUALLY WORKS THE MOST HOURS.]

[IF R HAS TROUBLE DECIDING, RECORD THE JOB <u>TITLE</u> IN OTHER SPECIFY.]

Ventas o servicio,	1
Trabajo de oficina no-profesional (Clerical) o apoyo administrativo,	2
Manufactura, construcción, mantenimiento o trabajo de granja, finca o	3
Profesional, gerencia (manager) o técnico?	4
OTHER	91
(SPECIFY) _____	
(JOBCATOS)	
REFUSED	-7
DON'T KNOW	-8

E8. (N_G3) Sin incluir el ir y venir del trabajo, ¿{usted/SUBJECT} tiene algún trabajo que requiera que {usted/él/ella} maneje un vehículo motorizado registrado, como **parte** del empleo?
(WRKDRIVE)

[EXAMPLES IF NEEDED: CAB OR TRUCK DRIVER, DELIVERY PERSON, POLICE OFFICER, OR TRAVELING SALESPERSON.]

YES	1	
NO	2	GO TO E10 (N_F4)
REFUSED	-7	GO TO E10 (N_F4)
DON'T KNOW	-8	GO TO E10 (N_F4)

E9. (N_G4) ¿Cuál es ese trabajo u ocupación?
(OCCUPATN)

_____
OCCUPATION

REFUSED	-7
DON'T KNOW	-8

E10. (N_F4) Quienes planean la transportación desean conocer adonde se encuentran los empleos ya que viajar al trabajo frecuentemente afecta otros viajes que se hagan en el día. ¿Cuál es la dirección, por calle, del lugar del trabajo (principal} {suyo/de SUBJECT}?
(WKSTNUM, WKSTNAME, WKCITY, WKSTATE, WKZIP)

[IF S WORKS AT OR OUT OF HOME, ENTER "HOME" FOR STREET NUMBER.
IF S SAYS "I work both at home and work" GET THE WORK ADDRESS. IF S HAS NO FIXED WORKPLACE, ENTER "NONE" FOR STREET NUMBER.]

[DO NOT ENTER POST OFFICE BOX!]

[IF NEEDED: <u>No</u> vamos a contactarle allí. Los que planean transportación están interesados en la localización del empleo porque el viaje al trabajo frecuentemente afecta otros viajes del día.]

_____ _____
STREET NUMBER STREET NAME

_____ _____ _____
CITY STATE ZIP CODE

REFUSED ..... -7
DON'T KNOW ..... -8

E11. (N_F4A) {Nos interesa conocer cuál es la localización aproximada del lugar de trabajo {principal} {suyo/de SUBJECT}. ¿Cuá es el nombre de la calle más cercana a el lugar de trabajo {principal} {suyo/de SUBJECT}?

{Tengo anotado que su lugar de trabajo {principal} está en…

[IF STREET NAME IS CORRECT PRESS RETURN OR RETYPE ENTIRE FIELD.]}

(WKROAD1)
{WKSTNAME}
FIRST ROAD: _____

{¿Cuál es el nombre de la calle de intersección más cercana?}
(**WKROAD2)**

SECOND ROAD: _____

REFUSED ..... -7
DON'T KNOW ..... -8

E12. (N_F4C) ¿Por favor podría darme el nombre del empleador {suyo/de SUBJECT} para que podamos buscar la dirección del empleador?
(EMPLOYER)

[IF NEEDED: No vamos a contactarle a {usted/SUBJECT} allí. Quienes planean transportación están interesados en la localización de los empleos porque el viajar al trabajo frecuentemente afecta otros viajes del día.]

_____
NAME OF EMPLOYER

REFUSED ..... -7
DON'T KNOW ..... -8

E13. (N_F4B) ¿Por favor podría darme una señal que esté cercana a {su} lugar de trabajo {principal}? Esta señal puede ser un edificio muy conocido, un parque, un monumento o escuela.
(WKLDMRK1-3)

[IF NEEDED: Quienes planean transportación están interesados en conocer dónde están localizados los lugares de empleo ya que los viajes al trabajo frecuentemente afectan otros viajes del día.]

_____
NAME OF A LANDMARK

REFUSED ..... -7
DON'T KNOW ..... -8

E14. (N_F5) ¿Cuánta distancia hay entre la casa {suya/de SUBJECT} y {su} lugar de trabajo {principal}?
(DISTTOWK, DISTUNIT)

[IF LESS THAN 1 BLOCK, ENTER -4 IN NUMBER. IF ½ MILE OR LESS ENTER -5.]

NUMBER..... |___|___|___|
UNIT ..... |___|
1 = BLOCKS
2 = MILES
REFUSED ..... -7
DON'T KNOW ..... -8

E15. (N_F6) La semana pasada, ¿cuántos minutos le tomó normalmente a {usted/SUBJECT} para ir de la casa al trabajo?
(TIMETOWK)

[PROBE: ON AN AVERAGE DAY HOW LONG WOULD IT TAKE TO GO FROM HOME TO WORK.]

[ENTER -4 IF S DID NOT WORK IN USUAL WORKPLACE LAST WEEK.]
[ENTER -5 IF S DID NOT WORK LAST WEEK.]

MINUTES	|___|___|___|	
DID NOT WORK IN USUAL WORKPLACE LAST WEEK.....	998	GO TO E19 (N_F9)
DID NOT WORK LAST WEEK.....	999	GO TO E19 (N_F9)
REFUSED	-7	
DON'T KNOW	-8	

E16. (N_F7) ¿**Normalmente** cómo llegó {usted/SUBJECT} al trabajo?
(WRKTRANS)

[IF NEEDED: O sea, ¿cuál fue el medio de transportación usado durante la mayor parte de la distancia?]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER? 91
  (SPECIFY)_____

(WRKTRAOS)
- REFUSED ..... -7
- DON'T KNOW ..... -8

E17. (N_F8) La semana pasada, ¿{usted/SUBJECT} **normalmente** viajó al trabajo solo(a) o en un "carpool" con otros adultos?
(USULDRV)

[CARPOOLING DOES NOT INCLUDE THE PRESENCE OF CHILDREN. IT DOES INCLUDE ONE ADULT DROPPING OFF ANOTHER ON THE WAY.]

ALONE	1	GO TO E19 (N_F9)
CARPOOL	2	
REFUSED	-7	
DON'T KNOW	-8	

E18. (N_F8A) **Normalmente**, ¿cuántas personas, incluyendo a {usted/SUBJECT}, viajaron en el vehículo la semana pasada?
(CARRODE)

[IF S DID NOT WORK LAST WEEK ENTER 99.]

NUMBER OF PEOPLE	|___|___|
REFUSED	-7
DON'T KNOW	-8

E19. (N_F9) Durante algún día en los últimos **dos meses**, ¿{usted/SUBJECT} se quedó trabajando en casa **en vez de** viajar a {su} lugar usual donde está su empleo {principal}?
(WKFMHM2M)

[DO NOT INCLUDE WORKING AT HOME IN ADDITION TO WORKING AT THE WORKPLACE.]

YES [WORKED AT HOME **INSTEAD** OF WORK]	1	
NO [NEVER WORKED SOLELY FROM HOME]	2	GO TO BOX BEFORE G1 (N_G2A)
REFUSED	-7	GO TO BOX BEFORE G1 (N_G2A)
DON'T KNOW	-8	GO TO BOX BEFORE G1 (N_G2A)

E20. (N_F10) ¿Más o menos con qué frecuencia {usted/SUBJECT} hace esto? ¿Usted diría que...
(WKFMHMXX)

[DO NOT INCLUDE DAYS WORKED AT HOME IN ADDITION TO AT THE WORKPLACE.]

casi todos los días,	1
una vez por semana o más,	2
una vez al mes o más,	3
unas cuantas veces al año o	4
una vez al año?	5
REFUSED	-7
DON'T KNOW	-8

SECTION G - TRAVEL DAY

G1. (N_G2A) [Ahora me gustaría hablar de los recorridos que {usted/SUBJECT} hizo y anotó en la Hoja de Registro que le enviamos.]

Ahora tengo algunas preguntas sobre **todos** los viajes que {usted/SUBJECT} hizo el {TRIPDATE}. {A pesar de que sus recorridos en este día pudieron haber sido poco usuales por alguna razón, aún así queremos saber acerca de sus recorridos durante este día en particular.}

[PRESS ENTER TO CONTINUE.]

G2. (N_G9) ¿Llenó {usted/alguien/SUBJECT} la Hoja de Registro {para SUBJECT}?
(DIARYCMP)

YES [COMPLETED]	1	
NO [NOT COMPLETED]	2	GO TO G4 (N_G11A)
DID NOT RECEIVE MATERIALS	3	GO TO G4 (N_G11A)
REFUSED	-7	GO TO G4 (N_G11A)
DON'T KNOW	-8	GO TO G4 (N_G11A)

G3. (N_G10) En estos momentos, ¿usted tiene la Hoja de Registro {suya/de SUBJECT} ya llena?
(DIARYHAV)

[IF NEEDED: Puedo esperar mientras usted va y trae su Hoja de Registro.]

YES	1	GO TO BOX BEFORE G5 (N_G5)
NO	2	
REFUSED	-7	
DON'T KNOW	-8	

G4. (N_G11A) Continuemos con la entrevista de todos modos. Es importante para nosotros obtener la información de recorridos {suya/de SUBJECT}. Hasta donde le sea posible, por favor trate de recordar la información.

[PRESS ENTER TO CONTINUE.]

G5. (N_G5) El {TRIPDATE}, ¿{usted/SUBJECT} hizo más de diez viajes como parte de su empleo como {OCCUPATN}?
(WRKTRPS)

YES	1	
NO	2	GO TO G8 (N_G12)
REFUSED	-7	GO TO G8 (N_G12)
DON'T KNOW	-8	GO TO G8 (N_G12)

G6. (N_G9A) ¿Anotó {usted/SUBJECT} estos viajes en su Hoja de Registro?
(**DIARYWRK)**

YES	1	GO TO BOX BEFORE G7 (N_G9B)
NO	2	GO TO G8 (N_G12)
REFUSED	-7	GO TO G8 (N_G12)
DON'T KNOW	-8	GO TO G8 (N_G12)

G7. (N_G9B) Ya que sería muy difícil cubrir todos estos viajes por teléfono, le enviaremos por correo un sobre con nuestra dirección y estampilla para que pueda enviarnos de vuelta su Hoja de Registro. Para esta entrevista nos enfocaremos en sus otros viajes.

[PRESS ENTER TO CONTINUE.]

G8. (N_G12) Para estar seguros que incluimos todos los viajes que {usted/SUBJECT} hizo durante su día en que le tocaba anotarlos, vamos a anotar todos los recorridos {suyos/de él/de ella} que hizo entre las 4 de la mañana el día {TRDDATE} y las 4 de la mañana siguiente.

¿El día {TRIPDATE} a las 4 de la manana, {usted/SUBJECT} estaba en casa o en algún otro lugar?
(FRSTHM)

HOME	1	GO TO BOX BEFORE G11 (N_G15)
SOMEPLACE ELSE	2	
REFUSED	-7	
DON'T KNOW	-8	

G9. (N_G13) ¿{Usted/SUBJECT} estuvo afuera del área, durante **todo el día que le tocaba anotar sus recorridos**?
(OUTOFTWN)

[ENTER YES IF SUBJECT WAS OUT OF TOWN STARTING AT 4 A.M. ON THE TRAVEL DAY UNTIL 4 A.M. THE NEXT DAY.]

YES	1	
NO	2	GO TO BOX BEFORE G11 (N_G15)
REFUSED	-7	GO TO BOX BEFORE G11 (N_G15)
DON'T KNOW	-8	GO TO BOX BEFORE G11 (N_G15)

G14. ¿{Usted/SUBJECT} estuvo afuera del país durante el día que le tocaba anotar sus recorridos? **(OUTCNTRY)**

YES	1	GO TO BOX BEFORE INTRO_H
NO	2	
REFUSED	-7	
DON'T KNOW	-8	

G11. (N_G15) Para las siguientes preguntas, nos referimos a un "recorrido" o "viaje" cualquier vez que {usted/SUBJECT} se mueva de una dirección a otra. Asegúrese de incluir paradas hechas por **cualquier** razón, tal como para comprar gasolina o llevar a alguien a alguna parte. Sin embargo, no incluya paradas que haya hecho sólo para cambiar su tipo de transportación.

{No queremos incluir viajes que {usted/SUBJECT} hizo como parte de su empleo, pero sí queremos incluir viajes hacia y desde su lugar de empleo.}

[PRESS ENTER TO CONTINUE.]

G12. (N_G15A) ¿Adónde fue {usted/SUBJECT} primero/después el {TRIPDATE}? **(WHERE)**

HOME	1	GO TO BOX BEFORE G16 (N_G18ABC)
WORK	2	GO TO BOX BEFORE G16 (N_G18ABC)
NOWHERE	3	
NO MORE TRIPS TAKEN ON TRAVEL DAY	4	GO TO BOX BEFORE G18 (N_G15V)
OTHER	91	
(SPECIFY)		GO TO BOX BEFORE G16 (N_G18ABC)
(WHEREOS)		
REFUSED	-7	
DON'T KNOW	-8	

G13. (N_G16) ¿Esto significa que {usted/SUBJECT} se quedó en {el mismo lugar/casa} todo el día? **(SAMEPLC)**

YES	1	
NO	2	RE-ASK G12 (N_G15A)
REFUSED	-7	RE-ASK G12 (N_G15A)
DON'T KNOW	-8	RE-ASK G12 (N_G15A)

G14. (N_G17) ¿En qué fecha hizo {usted/SUBJECT} el último viaje a otra dirección (lugar) antes de {TRIPDATE}?
(LASTRPMM, LASTRPDD, LASTRPYY)

|___|___| |___|___| |___|___|___|___|
MONTH DAY YEAR

REFUSED ..... -7
DON'T KNOW ..... -8

G15. (N_G17A) ¿Hace como cuánto tiempo antes del {TRIPDATE} fue que {usted/SUBJECT} hizo un viaje por última vez a otra dirección?
(LASTRPNU, LASTRPUT)

NUMBER..... |___|___|___|
UNIT ..... |___|
1 = DAYS
2 = WEEKS
3 = MONTHS
4 = YEARS
REFUSED ..... -7
DON'T KNOW ..... -8

G16. (N_G18ABC) ¿A qué hora comenzó este viaje?
(STRTHR, STRTMIN)

(A) **(B)**
TIME..... |___|___| : |___|___|
UNIT ..... |___| **(C)**
1 = AM
2 = PM
REFUSED ..... -7
DON'T KNOW ..... -8

G17. (N_G18DEF) ¿A qué hora llegó {usted/SUBJECT}?
(ENDHOUR, ENDMINTE)

(D) **(E)**
TIME..... |___|___| : |___|___| **(F)**
UNIT ..... |___|
1 = AM
2 = PM
REFUSED ..... -7
DON'T KNOW ..... -8

G18. (N_G15V) Hasta ahora, he anotado {N} viaje(s). Antes de continuar, ¿{usted/SUBJECT} hizo alguna otra caminata, anduvo en bicicleta o en auto el {TRIPDATE}? Por favor incluya cualquier otro recorrido que {usted/SUBJECT} haya empezado y terminado en el mismo lugar.

CONTINUE..... 1
ADD MORE TRIPS ..... 2 RETURN TO MATRIX

G19. (N_G20) ¿Usó {usted/SUBJECT} un autobus, "subway" metro, tren o algún otro tipo de transportación pública durante cualquiera de estos viajes?
(USEPUBTR)

[PUBLIC TRANSPORTATION DOES NOT INCLUDE A TAXI, AIRPLANE, SCHOOL OR CHARTER BUS.]

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

G20. (MPO1) [Ahora tengo unas cuantas preguntas sobre cada viaje o recorrido.]

Tengo anotado que {usted/SUBJECT} fue a…
(PLACNAME)

[IF NAME OF LOCATION, PLACE, STORE, ETC. NOT PROVIDED PROBE FOR "NAME" AND RECORD.]

{WHERE}

NAME OF PLACE: _____

G21. (MPO2) ¿Cuál es la dirección de {PLACNAME}?
(PLSTNUM, PLSTNAME, PLCITY, PLSTATE, PLZIP)

_____ _____
STREET NUMBER STREET NAME

_____ _____ _____
CITY/TOWN/VILLAGE/BOROUGH STATE ZIP CODE

REFUSED ..... -7
DON'T KNOW ..... -8

G22. (MPO3) {¿Cuál es el nombre de la calle donde está {PLACNAME}?/He anotado que {PLACNAME} está en {PLSTNAME/PLADDR}.

[IF HOME ADDRESS DISPLAYED YOU MUST RE-TYPE STREET NAME BELOW.]

{PLSTNAME/PLADDR}

_____
STREET NAME
(PLROAD1)

¿Cómo se llama la calle de intersección más cercana?

_____
STREET NAME
(PLROAD2)

REFUSED ..... -7
DON'T KNOW ..... -8

G23. (MPO4) ¿Por favor podría darme una señal que esté cerca de {PLACNAME}? [Esta señal podría ser un edificio bien conocido, un parque, monumento o escuela.]
(PLLNMRK1-3)

[IF NEEDED: PROBE FOR LANDMARK/BUSINESS NAME/TRANSIT STATION]

_____

REFUSED ..... -7
DON'T KNOW ..... -8

G24. (MPO5) ¿En qué {"borough" o} "county" (condado) está {PLACNAME}?
(PLCNTYNY, PLCNTYWI)

91. OTHER SPECIFY **(PLCYNYOS, PLCYWIOS)**_____

G25. (N_G21) Ahora tengo unas cuantas preguntas sobre cada viaje o recorrido.

Usted me dijo que {usted/SUBJECT} primero fue a su casa. ¿Cuál fue fue la razón **principal** por la que {usted/SUBJECT} estaba alejado(a) de casa?
(AWAYHOME)

10 WORK	GO TO G25A (N_G211)
20 SCHOOL/RELIGIOUS ACTIVITY	GO TO G25B (N_G212)
30 MEDICAL/DENTAL SERVICES	GO TO BOX BEFORE G26 (N_G22)
40 SHOPPING/ERRANDS	GO TO G25C (N_G214)
50 SOCIAL/RECREATIONAL	GO TO G25D (N_G215)
60 FAMILY PERSONAL BUSINESS/OBLIGATIONS	GO TO G25C (N_G214)
70 TRANSPORT SOMEONE	GO TO G25E (N_G217)
80 MEALS	GO TO G25D (N_G215)
91 MISC REASONS **(AWAYHMSP)**	GO TO BOX BEFORE G26 (N_G22)
-7 REFUSED	GO TO BOX BEFORE G26 (N_G22)
-8 DON'T KNOW	GO TO BOX BEFORE G26 (N_G22)

G25A. (N_G211) [Ahora tengo unas cuantas preguntas sobre cada viaje o recorrido.

Usted me dijo que {usted/SUBJECT} primero fue a su casa. ¿Cuál fue fue la razón **principal** por la que {usted/SUBJECT} estaba alejado(a) de casa]
(AWAYHOME)

11 GO TO WORK	GO TO BOX BEFORE G26 (N_G22)
12 RETURN TO WORK	GO TO BOX BEFORE G26 (N_G22)
13 ATTEND BUSINESS MEETING/TRIP	GO TO BOX BEFORE G26 (N_G22)
14 OTHER WORK RELATED	GO TO BOX BEFORE G26 (N_G22)
99 RETURN TO MAIN SCREEN	GO TO G25 (N_G21)

G25B. (N_G212) [Ahora tengo unas cuantas preguntas acerca de cada viaje.

Usted me dijo que {usted/SUBJECT} primero fue a su casa. ¿Cuál fue fue la razón **principal** por la que {usted/SUBJECT} estaba alejado(a) de casa?]
(AWAYHOME)

20 SCHOOL/RELIGIOUS ACTIVITY	GO TO BOX BEFORE G26 (N_G22)
21 GO TO SCHOOL AS A STUDENT	GO TO BOX BEFORE G26 (N_G22)
22 GO TO RELIGIOUS ACTIVITY	GO TO BOX BEFORE G26 (N_G22)
23 GO TO LIBRARY: SCHOOL RELATED	GO TO BOX BEFORE G26 (N_G22)
99 RETURN TO MAIN SCREEN	GO TO G25 (N_G21)

G25C. (N_G214) [Ahora tengo unas cuantas preguntas sobre cada viaje.

Usted me dijo que {usted/SUBJECT} primero fue a su casa. ¿Cuál fue fue la razón **principal** por la que {usted/SUBJECT} estaba alejado(a) de casa?]
(AWAYHOME)

40 SHOPPING/ERRANDS	GO TO BOX BEFORE G26 (N_G22)
41 BUY GOODS: GROCERIES/CLOTHING/ HARDWARE STORE	GO TO BOX BEFORE G26 (N_G22)
42 BUY SERVICES: VIDEO RENTALS/DRY CLEANER/POST OFFICE/ CAR SERVICE/BANK	GO TO BOX BEFORE G26 (N_G22)
43 BUY GAS	GO TO BOX BEFORE G26 (N_G22)
60 FAMILY PERSONAL BUSINESS/OBLIGATIONS	GO TO BOX BEFORE G26 (N_G22)
61 USE PROFESSIONAL SERVICES: ATTORNEY/ACCOUNTANT	GO TO BOX BEFORE G26 (N_G22)
62 ATTEND FUNERAL/WEDDING	GO TO BOX BEFORE G26 (N_G22)
63 USE PERSONAL SERVICES: GROOMING/ HAIRCUT/NAILS	GO TO BOX BEFORE G26 (N_G22)
64 PET CARE: WALK THE DOG/VET VISITS	GO TO BOX BEFORE G26 (N_G22)
65 ATTEND MEETING: PTA/HOME OWNERS ASSOCIATION/LOCAL GOVERNMENT	GO TO BOX BEFORE G26 (N_G22)
99 RETURN TO MAIN SCREEN	GO TO G25 (N_G21)

G25D. (N_G215) [Ahora tengo unas cuantas preguntas sobre cada viaje.

Usted me dijo que {usted/SUBJECT} primero fue a su casa. ¿Cuál fue fue la razón **principal** por la que {usted/SUBJECT} estaba alejado(a) de casa?]
(AWAYHOME)

50 SOCIAL/RECREATIONAL	GO TO BOX BEFORE G26 (N_G22)
51 GO TO GYM/EXERCISE/PLAY SPORTS	GO TO BOX BEFORE G26 (N_G22)
52 REST OR RELAXATION/VACATION	GO TO BOX BEFORE G26 (N_G22)
53 VISIT FRIENDS/RELATIVES	GO TO BOX BEFORE G26 (N_G22)
54 GO OUT/HANG OUT: ENTERTAINMENT/ THEATER/SPORTS EVENT/GO TO BAR	GO TO BOX BEFORE G26 (N_G22)
55 VISIT PUBLIC PLACE: HISTORICAL SITE/ MUSEUM/PARK/LIBRARY	GO TO BOX BEFORE G26 (N_G22)
80 MEALS	GO TO BOX BEFORE G26 (N_G22)
81 SOCIAL EVENT	GO TO BOX BEFORE G26 (N_G22)
82 GET/EAT MEAL	GO TO BOX BEFORE G26 (N_G22)
83 COFFEE/ICE CREAM/SNACKS	GO TO BOX BEFORE G26 (N_G22)
99 RETURN TO MAIN SCREEN	GO TO G25 (N_G21)

G25E. (N_G217) [Ahora tengo unas cuantas preguntas sobre cada viaje.

Usted me dijo que {usted/SUBJECT} primero fue a su casa. ¿Cuál fue fue la razón **principal** por la que {usted/SUBJECT} estaba alejado(a) de casa?]
(AWAYHOME)

70 TRANSPORT SOMEONE	GO TO BOX BEFORE G26 (N_G22)
71 PICKUP SOMEONE	GO TO BOX BEFORE G26 (N_G22)
72 TAKE AND WAIT	GO TO BOX BEFORE G26 (N_G22)
73 DROP SOMEONE OFF	GO TO BOX BEFORE G26 (N_G22)
99 RETURN TO MAIN SCREEN	GO TO G25 (N_G21)

G26. (N_G22) {Ahora tengo unas cuantas preguntas sobre cada viaje.}

¿Cuál fue la razón **principal** del viaje a {DISPLAY CURRENT TRIP DESTINATION}?
(WHYTRP90)

1 HOME	GO TO BOX BEFORE G27 (N_G23)
10 WORK	GO TO G26A (N_G211)
20 SCHOOL/RELIGIOUS ACTIVITY	GO TO G26B (N_G212)
30 MEDICAL/DENTAL SERVICES	GO TO BOX BEFORE G27 (N_G23)
40 SHOPPING/ERRANDS	GO TO G26C (N_G214)
50 SOCIAL/RECREATIONAL	GO TO G26D (N_G215)
60 FAMILY PERSONAL BUSINESS/OBLIGATIONS	GO TO G26C (N_G214)
70 TRANSPORT SOMEONE	GO TO G26E (N_G217)
80 MEALS	GO TO G26D (N_G215)
91 MISC REASONS **(WHYTRPSP)**	GO TO BOX BEFORE G27 (N_G23)
-7 REFUSED	GO TO BOX BEFORE G27 (N_G23)
-8 DON'T KNOW	GO TO BOX BEFORE G27 (N_G23)

G26A. (N_G211) {Ahora tengo unas cuantas preguntas sobre cada viaje.}

¿Cuál fue la razón **principal** del viaje a {DISPLAY CURRENT TRIP DESTINATION}?
(WHYTRP90)

11 GO TO WORK	GO TO BOX BEFORE G27 (N_G23)
12 RETURN TO WORK	GO TO BOX BEFORE G27 (N_G23)
13 ATTEND BUSINESS MEETING/TRIP	GO TO BOX BEFORE G27 (N_G23)
14 OTHER WORK RELATED	GO TO BOX BEFORE G27 (N_G23)
99 RETURN TO MAIN SCREEN	GO TO G26 (N_G22)

G26B. (N_G212) {Ahora tengo unas cuantas preguntas sobre cada viaje.}

¿Cuál fue la razón **principal** del viaje a {DISPLAY CURRENT TRIP DESTINATION}?
(WHYTRP90)

20 SCHOOL/RELIGIOUS ACTIVITY	GO TO BOX BEFORE G27 (N_G23)
21 GO TO SCHOOL AS A STUDENT	GO TO BOX BEFORE G27 (N_G23)
22 GO TO RELIGIOUS ACTIVITY	GO TO BOX BEFORE G27 (N_G23)
23 GO TO LIBRARY: SCHOOL RELATED	GO TO BOX BEFORE G27 (N_G23)
99 RETURN TO MAIN SCREEN	GO TO G26 (N_G22)

G26C. (N_G214) {Ahora tengo unas cuantas preguntas sobre cada viaje.}

¿Cuál fue la razón **principal** del viaje a {DISPLAY CURRENT TRIP DESTINATION}?
(WHYTRP90)

40 SHOPPING/ERRANDS	GO TO BOX BEFORE G27 (N_G23)
41 BUY GOODS: GROCERIES/CLOTHING/ HARDWARE STORE	GO TO BOX BEFORE G27 (N_G23)
42 BUY SERVICES: VIDEO RENTALS/DRY CLEANER/POST OFFICE/CAR SERVICE/ BANK	GO TO BOX BEFORE G27 (N_G23)
43 BUY GAS	GO TO BOX BEFORE G27 (N_G23)
60 FAMILY PERSONAL BUSINESS/OBLIGATIONS	GO TO BOX BEFORE G27 (N_G23)
61 USE PROFESSIONAL SERVICES: ATTORNEY/ACCOUNTANT	GO TO BOX BEFORE G27 (N_G23)
62 ATTEND FUNERAL/WEDDING	GO TO BOX BEFORE G27 (N_G23)
63 USE PERSONAL SERVICES: GROOMING/ HAIRCUT/NAILS	GO TO BOX BEFORE G27 (N_G23)
64 PET CARE: WALK THE DOG/VET VISITS	GO TO BOX BEFORE G27 (N_G23)
65 ATTEND MEETING: PTA/HOME OWNERS ASSOCIATION/LOCAL GOVERNMENT	GO TO BOX BEFORE G27 (N_G23)
99 RETURN TO MAIN SCREEN	GO TO G26 (N_G22)

G26D. (N_G215) {Ahora tengo unas cuantas preguntas sobre cada viaje.}

¿Cuál fue la razón **principal** del viaje a {DISPLAY CURRENT TRIP DESTINATION}?
(WHYTRP90)

50 SOCIAL/RECREATIONAL	GO TO BOX BEFORE G27 (N_G23)
51 GO TO GYM/EXERCISE/PLAY SPORTS	GO TO BOX BEFORE G27 (N_G23)
52 REST OR RELAXATION/VACATION	GO TO BOX BEFORE G27 (N_G23)
53 VISIT FRIENDS/RELATIVES	GO TO BOX BEFORE G27 (N_G23)
54 GO OUT/HANG OUT: ENTERTAINMENT/ THEATER/SPORTS EVENT/GO TO BAR	GO TO BOX BEFORE G27 (N_G23)
55 VISIT PUBLIC PLACE: HISTORICAL SITE/ MUSEUM/PARK/LIBRARY	GO TO BOX BEFORE G27 (N_G23)
80 MEALS	GO TO BOX BEFORE G27 (N_G23)
81 SOCIAL EVENT	GO TO BOX BEFORE G27 (N_G23)
82 GET/EAT MEAL	GO TO BOX BEFORE G27 (N_G23)
83 COFFEE/ICE CREAM/SNACKS	GO TO BOX BEFORE G27 (N_G23)
99 RETURN TO MAIN SCREEN	GO TO G26 (N_G22)

G26E. (N_G217) {Ahora tengo unas cuantas preguntas sobre cada viaje.}

¿Cuál fue la razón **principal** del viaje a {DISPLAY CURRENT TRIP DESTINATION}?
(WHYTRP90)

70 TRANSPORT SOMEONE	GO TO BOX BEFORE G27 (N_G23)
71 PICKUP SOMEONE	GO TO BOX BEFORE G27 (N_G23)
72 TAKE AND WAIT	GO TO BOX BEFORE G27 (N_G23)
73 DROP SOMEONE OFF	GO TO BOX BEFORE G27 (N_G23)
99 RETURN TO MAIN SCREEN	GO TO G26 (N_G22)

G27. (N_G23) ¿Cuál fue la razón **principal** que tenía su pasajero para hacer el viaje?
(PASSPURP)

1 HOME	GO TO BOX AFTER G27E (N_G217)
10 WORK	GO TO G27A (N_G211)
20 SCHOOL/RELIGIOUS ACTIVITY	GO TO G27B (N_G212)
30 MEDICAL/DENTAL SERVICES	GO TO BOX AFTER G27E (N_G217)
40 SHOPPING/ERRANDS	GO TO G27C (N_G214)
50 SOCIAL/RECREATIONAL	GO TO G27D (N_G215)
60 FAMILY PERSONAL BUSINESS/OBLIGATIONS	GO TO G27C (N_G214)
70 TRANSPORT SOMEONE	GO TO G27E (N_G217)
80 MEALS	GO TO G27D (N_G215)
91 MISC REASONS **(PASSPUOS)**	GO TO BOX AFTER G27E (N_G217)
-7 REFUSED	GO TO BOX AFTER G27E (N_G217)
-8 DON'T KNOW	GO TO BOX AFTER G27E (N_G217)

G27A. (N_G211) ¿Cuál fue la razón **principal** que tenía su pasajero para hacer el viaje? **(PASSPURP)**

11 GO TO WORK	GO TO BOX AFTER G27E (N_G217)
12 RETURN TO WORK	GO TO BOX AFTER G27E (N_G217)
13 ATTEND BUSINESS MEETING/TRIP	GO TO BOX AFTER G27E (N_G217)
14 OTHER WORK RELATED	GO TO BOX AFTER G27E (N_G217)
99 RETURN TO MAIN SCREEN	GO TO G27 (N_G23)

G27B. (N_G212) ¿Cuál fue la razón **principal** que tenía su pasajero para hacer el viaje? **(PASSPURP)**

20 SCHOOL/RELIGIOUS ACTIVITY	GO TO BOX AFTER G27E (N_G217)
21 GO TO SCHOOL AS A STUDENT	GO TO BOX AFTER G27E (N_G217)
22 GO TO RELIGIOUS ACTIVITY	GO TO BOX AFTER G27E (N_G217)
23 GO TO LIBRARY: SCHOOL RELATED	GO TO BOX AFTER G27E (N_G217)
99 RETURN TO MAIN SCREEN	GO TO G27 (N_G23)

G27C. (N_G214) ¿Cuál fue la razón **principal** que tenía su pasajero para hacer el viaje? **(PASSPURP)**

40 SHOPPING/ERRANDS	GO TO BOX AFTER G27E (N_G217)
41 BUY GOODS: GROCERIES/CLOTHING/ HARDWARE STORE	GO TO BOX AFTER G27E (N_G217)
42 BUY SERVICES: VIDEO RENTALS/ DRY CLEANER/POST OFFICE/ CAR SERVICE/BANK	GO TO BOX AFTER G27E (N_G217)
43 BUY GAS	GO TO BOX AFTER G27E (N_G217)
60 FAMILY PERSONAL BUSINESS/OBLIGATIONS	GO TO BOX AFTER G27E (N_G217)
61 USE PROFESSIONAL SERVICES: ATTORNEY/ACCOUNTANT	GO TO BOX AFTER G27E (N_G217)
62 ATTEND FUNERAL/WEDDING	GO TO BOX AFTER G27E (N_G217)
63 USE PERSONAL SERVICES: GROOMING/HAIRCUT/NAILS	GO TO BOX AFTER G27E (N_G217)
64 PET CARE: WALK THE DOG/VET VISITS	GO TO BOX AFTER G27E (N_G217)
65 ATTEND MEETING: PTA/HOME OWNERS ASSOCIATION/LOCAL GOVERNMENT	GO TO BOX AFTER G27E (N_G217)
99 RETURN TO MAIN SCREEN	GO TO G27 (N_G23)

G27D. (N_G215) ¿Cuál fue la razón **principal** que tenía su pasajero para hacer el viaje?
(PASSPURP)

50 SOCIAL/RECREATIONAL	GO TO BOX AFTER G27E (N_G217)
51 GO TO GYM/EXERCISE/PLAY SPORTS	GO TO BOX AFTER G27E (N_G217)
52 REST OR RELAXATION/VACATION	GO TO BOX AFTER G27E (N_G217)
53 VISIT FRIENDS/RELATIVES	GO TO BOX AFTER G27E (N_G217)
54 GO OUT/HANG OUT: ENTERTAINMENT/ THEATER/SPORTS EVENT/GO TO BAR	GO TO BOX AFTER G27E (N_G217)
55 VISIT PUBLIC PLACE: HISTORICAL SITE/ MUSEUM/PARK/LIBRARY	GO TO BOX AFTER G27E (N_G217)
80 MEALS	GO TO BOX AFTER G27E (N_G217)
81 SOCIAL EVENT	GO TO BOX AFTER G27E (N_G217)
82 GET/EAT MEAL	GO TO BOX AFTER G27E (N_G217)
83 COFFEE/ICE CREAM/SNACKS	GO TO BOX AFTER G27E (N_G217)
99 RETURN TO MAIN SCREEN	GO TO G27 (N_G23)

G27E. (N_G217) ¿Cuál fue la razón **principal** que tenía su pasajero para hacer el viaje?
(PASSPURP)

70 TRANSPORT SOMEONE	GO TO BOX AFTER G27E (N_G217)
71 PICKUP SOMEONE	GO TO BOX AFTER G27E (N_G217)
72 TAKE AND WAIT	GO TO BOX AFTER G27E (N_G217)
73 DROP SOMEONE OFF	GO TO BOX AFTER G27E (N_G217)
99 RETURN TO MAIN SCREEN	GO TO G27 (N_G23)

G28. (N_G23INT) He anotado que el siguiente viaje {suyo/de SUBJECT} fue desde {ORIGINATION} hasta su casa.

[PRESS RETURN TO CONTINUE.]

G29. (N_G23A) ¿El {VEHICLE} fue usado en este viaje?
(VEHSAME)

YES	1	AUTOCODE G30 (N_G25) AND G31 (N_G26) AND GO TO BOX BEFORE G32 (N_G26NEW)
NO	2	
REFUSED	-7	
DON'T KNOW	-8	

G30. (N_G25) ¿Se usó un vehículo del hogar para este viaje?
(TRPHHVEH)

YES	1	
NO	2	GO TO BOX BEFORE G32 (N_G26NEW)
REFUSED	-7	GO TO BOX BEFORE G32 (N_G26NEW)
DON'T KNOW	-8	GO TO BOX BEFORE G32 (N_G26NEW)

G31. (N_G26) ¿Cuál vehículo?
(VEHID)

[IF NEEDED: ¿Cuál fue usado para la distancia más larga?]

VEHICLE NUMBER	|___|___|	
VEHICLE NOT ON LIST	99	ADD VEHICLE TO HH. RECORD MAKE, MODEL AND YEAR OF NEW VEHICLE
REFUSED	-7	
DON'T KNOW	-8	

G32. (N_G26NEW) ¿Usó {usted/SUBJECT} un autobús, "subway", metro, tren o algún otro tipo de transportación pública durante **este** viaje?
(TRPPUB)

[PUBLIC TRANSPORTATION DOES NOT INCLUDE A TAXI, AIRPLANE, SCHOOL OR CHARTER BUS.]

YES	1	
NO	2	GO TO G34 (N_G27)
REFUSED	-7	GO TO G34 (N_G27)
DON'T KNOW	-8	GO TO G34 (N_G27)

G33. (N_G26OV) ¿Cuál?
(PUBTYPE)

[PROBE FOR MAIN TYPE OF PUBLIC TRANSPORTATION USED.]

BUS	1
SUBWAY/TRAIN	2
BOAT	3
REFUSED	-7
DON'T KNOW	-8

G34. (N_G27) ¿Cómo fue que {usted/SUBJECT} llegó a {CURRENT TRIP DESTINATION}? **(TRPTRANS)**

[IF NEEDED: O sea, ¿qué medio de transportación usó {usted/SUBJECT} para este viaje?]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**TRPTRAOS)** (SPECIFY) ____ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

G35. (N_G27A) ¿De qué manera llegó {you/SUBJECT} **al** {autobus/tren/"subway" metro/calle/auto/muelle/terminal}? {Algo más?}
(HOWPUB1-5)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**HOWTOPOS)** (SPECIFY) ___ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

G36. (N_G27B) ¿Cuánto tiempo le tomó a {usted/SUBJECT} **llegar** al {autobus/tren/"subway" metro/calle/auto/muelle/terminal}?
(LONGTO, LONGMIN)

HOURS |___|___|
MINUTES |___|___|___|

- REFUSED ..... -7
- DON'T KNOW ..... -8

G37. (N_G28) ¿Cuánto tiempo tuvo que esperar {usted/SUBJECT} por el {autobus/tren/"subway" metro/calle/auto/bote o ferry/medio de transporte}?
(WAIT_MIN, WAITMINU)

HOURS |___|___|
MINUTES |___|___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

G38. (N_G28A) ¿Cómo llegó {usted/SUBJECT} **de** el/la {autobus/tren/"subway" metro/calle/auto/muelle/terminal} a {DESTINATION}? {¿Algo más?}
(HOWFRP1-5)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER **(HOWFRPOS)** (SPECIFY) ___ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

G39. (N_G28B) ¿Cuánto tiempo le tomó a {usted/SUBJECT} llegar al {DESTINO **desde** {autobus/tren/"subway" metro/calle/auto/muelle/terminal}?
(LONGFR, LONFMIN)

HOURS |___|___|
MINUTES |___|___|___|

- REFUSED ..... -7
- DON'T KNOW ..... -8

G40. (N_G24) ¿Que distancia hay entre {LAST DESTINATION} y {CURRENT DESTINATION}?
(TRIPDIST, TRIPUNIT)

[IF LESS THAN 1 BLOCK OR ½ MILE OR LESS ENTER 0.]

IF ASKED, RECORD ACTUAL DISTANCE TRAVELED, NOT DISTANCE "AS THE CROW FLIES."]

NUMBER..... |___|___|___|___|___|
UNIT ..... |___|
1 = BLOCKS
2 = MILES
REFUSED ..... -7
DON'T KNOW ..... -8

G41. (N_G29A) Anteriormente anoté que este viaje completo le tomó a usted {TIME}. ¿Es eso más o menos correcto?
(TRIPTIME)

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

G42. (N_G29) {¿Cómo cuánto tiempo duró este viaje?/¿Como cuánto tiempo le tomó a usted todo el viaje a {CURRENT TRIP DESTINATION}?}
(TRVLHR, TRVLMIN)

[IF LESS THAN 1 MINUTE, ENTER 1]

HOURS |___|___|
MINUTES |___|___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

G43. (N_G30) ¿Había alguien con {usted/SUBJECT} en este viaje?
(TRPACCMP)

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

G44. (N_G31) ¿Había algún miembro del hogar con {usted/SUBJECT} en este viaje?
(TRPHHACC)

YES	1	
NO	2	GO TO BOX AFTER G45 (N_G32)
REFUSED	-7	GO TO BOX AFTER G45 (N_G32)
DON'T KNOW	-8	GO TO BOX AFTER G45 (N_G32)

G45. (N_G32) ¿Cuáles miembros del hogar?
(WHOACC1_15)

[IF R PROVIDES A NAME NOT LISTED BELOW, PROBE TO DETERMINE IF A HHM.]

[CODE ALL THAT APPLY. USE CTRL/P TO EXIT.]

ENTER ROSTER NUMBER(S): _____

NO HHM ON THE TRIP	98
RECORD NEW HHM	99

G46. (N_G35) ¿En este recorrido, ¿fueron con {usted/SUBJECT} personas que no son miembros del hogar, tal como amistades, parientes u otras personas que {usted/el/ella} conoce?
(NONHHACC)

YES	1	
NO	2	GO TO BOX BEFORE G48 (N_G33)
REFUSED	-7	GO TO BOX BEFORE G48 (N_G33)
DON'T KNOW	-8	GO TO BOX BEFORE G48 (N_G33)

G47. (N_G36)¿Cuántas personas que no son parte del hogar hicieron este recorrido con {usted/SUBJECT}?
(NONHHCNT)

[DO NOT COUNT OTHERS THAT HAPPENED TO BE USING THE SAME BUS, PLANE, TRAIN, ETC.]

NON-HOUSEHOLD MEMBERS .. |___|___|

G48. (N_G33) ¿Manejó {you/SUBJECT/un miembro del hogar} en este viaje o recorrido?
(HHMEMDRV)

YES	1	
NO	2	GO TO BOX BEFORE G49 (N_G34)
PART OF TRIP	3	
REFUSED	-7	GO TO BOX BEFORE G49 (N_G34)
DON'T KNOW	-8	GO TO BOX BEFORE G49 (N_G34)

G49. (N_G34) ¿Quién fue el chofer? (¿Quién manejó)?
(DRVR_FLG, WHODROVE)

[IF NEEDED: ¿Quién manejó la mayor distancia?]

ENTER 1 FOR DRIVER

REFUSED ..... -7
DON'T KNOW ..... -8

SECTION H: FARTHEST TRIP ROSTERING

SEGMENT - TRIP

INTRO_H.

Ahora me gustaría que usted pensara en las 4 semanas entre {SCRN.TPBDATE} y {SCRN.TPEDATE}. Voy a hacerle algunas preguntas sobre viajes {suyos/de SUBJECT} de **larga distancia**, durante ese tiempo. Estos son viajes donde el viaje de **mayor** distancia fue de **por lo menos 50 millas** lejos de su casa, aún si usted no comenzó el viaje desde su casa. Incluya solamente viajes que terminaron entre el {SCRN.TPBDATE} y el {SCRN.TPEDATE}.

[PRESS RETURN TO CONTINUE.]

H1. (H2_4) {¿Cuál fue la ciudad y estado más lejos al que {usted/SUBJECT} llegó en el primer/siguiente viaje que le llevó a {usted/SUBJECT} alejarse de casa 50 o más millas?
(FARCTY, FARST)

[IF AN INTERNATIONAL TRIP, ENTER THE NAME OF THE COUNTRY IN THE CITY FIELD AND "ZZ" IN THE STATE FIELD.]

[IF R PROVIDES A PLACE, I.E. "Disney World," AND IS UNABLE TO PROVIDE CITY WHEN PROBED, ENTER THE PLACE PROVIDED IN THE CITY FIELD.]}

{¿En qué fecha comenzó {usted/SUBJECT} este viaje?}
(LVEMNT, LVEDAY, LVEYR)

{¿En qué fecha regresó {usted/SUBJECT} a casa después de completar este viaje?}
(RETMNT, RETDAY, RETYR)

{¿Este viaje se hizo más de una vez durante este período de 4 semanas por la **misma** razón?}
(RECURR) **[1=YES, 2=NO]**

{En total, cuántas veces hizo {usted/SUBJECT} este viaje entre el {SCRN.TPBDATE} y el {SCRN.TPEDATE}?}
(NTIMES)

[CITY]	[STATE]	[DEPARTURE DATE] MTH DAY YEAR	[RETURN DATE] MTH DAY YEAR	RECUR	FREQ
_____	_____	_____	_____	_____	_____

H2. (TRIPCHK) Permítame verificar que entre {TPBDATE} y {TPEDATE} {usted/SUBJECT} no hizo **ningún** viaje que le haya alejado a {usted/SUBJECT} de casa por 50 o más millas?

CORRECT, NO MORE TRIPS.....	1	GO TO BOX BEFORE K1
ADD TRIPS	2	RETURN TO MATRIX

H3. (TRIPCHK1) He anotado que usted hizo {N} viajes de 50 o más millas lejos de casa entre el {TPBDATE} y el {TPEDATE}? ¿Me he equivocado en algo {incluyendo viajes el día {TRDDATE}}?

CORRECT, NO MORE TRIPS.....	1	
ADD TRIPS	2	RETURN TO MATRIX

SECTION I: FARTHEST TRIP DETAIL

SEGMENT - TRIP

I1. Ahora me gustaría obtener un poco más de detalle acerca del viaje ida y vuelta {suyo/de SUBJECT} a {FARCTY, FARST} que comenzó el {LVEMNT, LVEDAY, LVEYR} y terminó el {RETMNT, RETDAY, RETYR}.

[PRESS RETURN TO CONTINUE.]

I2. Sin contar {usted/SUBJECT}, ¿cuántos miembros de su hogar viajaron con {usted/SUBJECT} en el viaje a {FARCTY, FARST}?
(NUMHHM)

|___|___| **NUMBER OF HOUSEHOLD MEMBERS**
REFUSED ..... -7
DON'T KNOW ..... -8

I3. {¿Y quién fue esta persona/quienes fueron estas personas}?
(HHM1-15)

[IF R PROVIDES A NAME NOT LISTED BELOW, PROBE TO SEE IF HHM.]

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]
{Is there anyone else?}

|___|___|
REFUSED ..... -7
DON'T KNOW ..... -8
NO HHM ON TRIP 98
RECORD NEW HHM 99

I4. ¿Cuántas personas, que no eran miembros del hogar, tal como amistades, parientes o colegas {suyos/de SUBJECT} viajaron con {usted/el/ella} en el viaje a {FARCTY, FARST}?
(NUMNHHM)

[IF NEEDED: No incluya a otras personas viajando en el avión, tren, bus, etc, que no eran parte de {su} grupo de viaje.]

|___|___|___| NUMBER OF NON-HOUSEHOLD MEMBERS
REFUSED ..... -7
DON'T KNOW ..... -8

I5. ¿Qué tipo de transportación usó {usted/SUBJECT} para la mayoría de distancia de viaje a {FARCTY, FARST}?
(MAINMODE)

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**MAINMOOS)** (SPECIFY) ____ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

I6. ¿Quién era el chofer? (¿Quién conducía, manejaba?)
(DRIVER)

[IF R SAYS MORE THAN ONE PERSON DROVE SAY: ¿Quién manejó la mayor parte de la distancia del viaje?]

SUBJECT	1	GO TO BOX BEFORE I7
OTHER HH MEMBER	2	GO TO BOX BEFORE I7
SOMEONE ELSE	3	GO TO BOX BEFORE I8
REFUSED	-7	GO TO BOX BEFORE I8
DON'T KNOW	-8	GO TO BOX BEFORE I8

I7. {¿Quién fue?}
(HHMDRV)

[IF THE RESPONDENT PROVIDES A NAME, SELECT THE PERSON NUMBER.]

REFUSED	-7
DON'T KNOW	-8

I8. ¿Qué tipo de transportación usó {usted/SUBJECT} para la mayoría de la distancia para ir **a** {el aeropuerto/ la estación de bus/el lugar/la terminal/el muella} para comenzar {su} viaje a {FARCTY, FARST}?

(ACCMODE1-9)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**ACCMODOS)** (SPECIFY) ___ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

I9. ¿Cómo se llamaba el/la {aeropuerto/estación de bus/lugar/terminal/muelle} de donde {usted/el/ella} salió?
(ACCNAME, ACCCTY, ACCST)

[IF AN INTERNATIONAL TRIP, ENTER THE NAME OF THE COUNTRY IN THE CITY FIELD AND "ZZ" IN THE STATE FIELD.]

_____ DEPARTURE PLACE NAME

_____ CITY WHERE DEPARTURE PLACE IS LOCATED

|___|___| STATE WHERE DEPARTURE PLACE IS LOCATED

REFUSED .....-7
DON'T KNOW .....-8

I10. ¿Cuál era el nombre de el/la {aeropuerto/estación de bus/lugar/terminal/muelle} en {FARCTY, FARST} donde {usted/el/ella} llegó?
(EGRNAME, EGRCTY, EGRST)

[IF AN INTERNATIONAL TRIP, ENTER THE NAME OF THE COUNTRY IN THE CITY FIELD AND "ZZ" IN THE STATE FIELD.]

_____ ARRIVAL PLACE NAME

_____ CITY WHERE ARRIVAL PLACE IS LOCATED

|___|___| STATE WHERE ARRIVAL PLACE IS LOCATED

REFUSED .....-7
DON'T KNOW .....-8

I11. Después de que {usted/él/ella} llegó a el/la {aeropuerto/estación de bus /lugar/terminal/muelle}, ¿qué tipo de transportación usó {usted/SUBJECT} para la mayoría de la distancia **desde** el/la {aeropuerto/estación de bus/lugar/terminal/muelle} a {su} destino final?
(EGRMODE1-9)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**EGRMODOS)** (SPECIFY) ___ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

I12. Dígame todos los tipos de transportación que {usted/SUBJECT} usó durante {su} estadía en {FARCTY, FARST}?
(FARMODE1-9)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**FARMODOS)** (SPECIFY) ___ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

I13. ¿Cuál fue la razón principal por la que {usted/SUBJECT} hizo el viaje a {FARCTY, FARST}?
(FARREAS1-5)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

TO AND FROM WORK....1
BUSINESS [WORK-RELATED MEETING, CONVENTION & SEMINAR]....2
COMBINED BUSINESS & PLEASURE....3
SCHOOL RELATED ACTIVITY....4
VACATION....5
VISIT FRIENDS OR RELATIVES....6
REST OR RELAXATION....7
SIGHTSEEING....8
OUTDOOR RECREATION [SPORTS, FISHING, HUNTING, CAMPING, BOATING, ETC.]....9
ENTERTAINMENT [THEATER, CONCERT, SPORTS EVENT, GAMBLING, ETC.]....10
SHOPPING....11
WENT OUT TO EAT....12
SPEND THE NIGHT....13
FAMILY/PERSONAL PURPOSES....15
RELIGIOUS....16
MEDICAL....17
GIVE SOMEONE A RIDE....18
OTHER **(FARREAOS) (SPECIFY)**_____..91
REFUSED....-7
DON'T KNOW....-8

I14. Mientras estuvo en {FARCTY, FARST}, ¿en qué tipo de hotel/lugar se quedó {usted/SUBJECT} a dormir? {Algo más?}
(FARLODG1-5)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

DID NOT STAY OVERNIGHT....1
FRIEND OR RELATIVE'S HOME....2
HOTEL, MOTEL, BED & BREAKFAST, RESORT....3
RENTED CABIN, CONDOMINIUM OR VACATION HOME....4
OWNED CABIN, CONDOMINIUM, VACATION HOME, TIMESHARE....5
CAMPER, TRAILER, TENT, OR OTHER RECREATIONAL VEHICLE....6
OVERNIGHT IN AUTOMOBILE, PLANE, SHIP, TRAIN, ETC.....7
CORPORATE OWNED HOUSING....8
CONFERENCE CENTER FOR PARTICIPANTS ONLY....9
MILITARY HOUSING....10
DORMITORY, YOUTH HOSTEL....11
YMCA....12
OTHER **(FARLODOS) (SPECIFY)**_____...91
REFUSED....-7
DON'T KNOW....-8

I15. ¿Qué tipo de transportación usó {usted/SUBJECT} la mayorí de la distancia para **regresar** a casa después de {su} viaje a {FARCTY, FARST}?
(RETMODE)

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**RETMODOS)** (SPECIFY) ___ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

I16. Hizo {usted/el/ella} alguna parada para pasar la noche durante su viaje **a** {FARCTY, FARST}?
(FARSTOP)

- YES 1
- NO 2

REFUSED ..... -7
DON'T KNOW ..... -8

I17. ¿Hizo {usted/el/ella} alguna parada a dormir en {su} viaje de **regreso** a casa, desde {FARCTY, FARST}?
(RETSTOP)

YES	1
NO	2
REFUSED	-7
DON'T KNOW	-8

SECTION J: OVERNIGHT STOPS ROSTERING AND DETAIL

SEGMENT - STAY

J1. ¿Cuál fue el nombre de la ciudad y estado donde {usted/SUBJECT} hizo {su} {primer/siguiente} parada a dormir en {su} viaje {to FARCTY, FARST/from FARCTY, FARST to home}?
(STPCITY, STPSTAT)

[IF AN INTERNATIONAL TRIP, ENTER THE NAME OF THE COUNTRY IN THE CITY FIELD AND "ZZ" IN THE STATE FIELD.]

[IF THE RESPONDENT PROVIDES A PLACE NAME SUCH AS "Disney World," AND IS UNABLE TO PROVIDE A CITY WHEN PROBED, ENTER THE PLACE PROVIDED IN THE CITY FIELD.]

[ENTER "99" IN CITY FIELD, IF NO MORE OVERNIGHT STOPS.]

CITY : _____

STATE: |___|___|

REFUSED.....-7
DON'T KNOW.....-8

J2. ¿Cuál fue la razón **principal** por la que {usted/SUBJECT} hizo una parada a dormir en {STPCITY, STPSTAT}?
(STPREAS)

TO AND FROM WORK.....1
BUSINESS [WORK-RELATED MEETING, CONVENTION & SEMINAR] 2
COMBINED BUSINESS & PLEASURE.....3
SCHOOL RELATED ACTIVITY 4
VACATION.....5
VISIT FRIENDS OR RELATIVES 6
REST OR RELAXATION 7
SIGHTSEEING.....8
OUTDOOR RECREATION [SPORTS, FISHING, HUNTING, CAMPING, BOATING, ETC.] 9
ENTERTAINMENT [THEATER, CONCERT, SPORTS EVENT, GAMBLING, ETC.].....10
SHOPPING 11
WENT OUT TO EAT 12
SPEND THE NIGHT 13
CHANGE TRANSPORTATION MODES 14
FAMILY/PERSONAL PURPOSES 15
RELIGIOUS.....16
MEDICAL 17
GIVE SOMEONE A RIDE 18
OTHER **(STPREAOS) (SPECIFY)**_____ ..91
REFUSED ..... -7
DON'T KNOW ..... -8

J3. Dígame todos los tipos de transportación que {usted/SUBJECT} usó durante {su} estadía en {STPCITY, STPSTAT}?
(STPMODE1-9)

PERSONAL VEHICLES
- CAR 1
- VAN 2
- SUV 3
- PICKUP TRUCK 4
- OTHER TRUCK 5
- RV 6
- MOTORCYCLE 7

AIR TRAVEL
- COMMERCIAL/CHARTER 8
- PRIVATE/CORPORATE 9

BUS TRAVEL
- LOCAL PUBLIC TRANSIT 10
- COMMUTER 11
- SCHOOL 12
- CHARTER/TOUR 13
- CITY TO CITY 14

TRAIN TRAVEL
- AMTRAK/INTER CITY 15
- COMMUTER 16
- SUBWAY/ELEVATED 17
- STREET CAR/TROLLEY 18

SHIP TRAVEL
- SHIP/CRUISE 19
- PASSENGER LINE/FERRY 20
- SAILBOAT/MOTORBOAT/YACHT 21

OTHER
- TAXICAB 22
- LIMOUSINE 23
- HOTEL/AIRPORT SHUTTLE 24
- BICYCLE 25
- WALK 26
- OTHER (**STPMODOS)** (SPECIFY_____ 91
- REFUSED ..... -7
- DON'T KNOW ..... -8

SECTION K: MOST RECENT TRIP

SEGMENT - TRAV

K1. (G1) ¿En qué año hizo {usted/SUBJECT} {su} último viaje que lo/la llevó a {usted/él/ella} 50 o más millas lejos de su hogar?
(MRTYR)

[IF THE RESPONDENT IS UNABLE TO RECALL THE EXACT YEAR, SAY: ¿Hace como cuántos años fue eso?]
[ENTER "99," IF NEVER MADE A 50+ MILE TRIP FROM HOME.]

|__|__|__|__| YEAR

NEVER MADE A 50+ MILE TRIP FROM HOME..... 99
REFUSED ..... -7
DON'T KNOW ..... -8

K2. (G2) ¿En qué mes hizo {usted/SUBJECT} este viaje?
(MRTMTH)

[IF THE RESPONDENT IS UNABLE TO RECALL THE EXACT MONTH, SAY: ¿Puede darme una fecha aproximada de cuándo usted hizo este viaje?]

|__|__| MONTH

REFUSED ..... -7
DON'T KNOW ..... -8

K3. (G2A) ¿Hizo este viaje entre el {TPBDATE} y el {TPEDATE}?
(TRAVTRP)

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

K4. (G3) ¿Cuál fue la ciudad y estado más lejos al que {usted/SUBJECT} llegó en este viaje, que le llevó a usted 50 o más millas lejos de su hogar?
(MRTCITY, MRTST)

[IF AN INTERNATIONAL TRIP, ENTER THE NAME OF THE COUNTRY IN THE CITY FIELD AND "ZZ" IN THE STATE FIELD.]

[IF R PROVIDES A PLACE, I.E. "Disney World," AND IS UNABLE TO PROVIDE CITY WHEN PROBED, ENTER THE PLACE PROVIDED IN THE CITY FIELD.]}

_____ CITY

|___|___| STATE

REFUSED.....-7
DON'T KNOW.....-8

K5. (G4) Desde que {el/ella} comenzo hasta que el viaje terminó, ¿cuántos días tomó este viaje?
(MRTDAYS)

|__|__|__| DAYS

REFUSED.....-7
DON'T KNOW.....-8

K6. (T1) ¿En qué año hizo {usted/SUBJECT} {su} último viaje en tren que le tomó a {usted/SUBJECT} 50 o más millas lejos del hogar? Por favor no incluya viajes en metro (subway), trolley o sistemas de tránsito en tren.
(TMRTYR)

[IF THE RESPONDENT IS UNABLE TO RECALL THE EXACT YEAR, SAY: ¿Hace como cuántos años fue eso?]
[ENTER "99", IF NEVER MADE A 50+ MILE FROM HOME TRAIN TRIP.]

|__|__|__|__| YEAR

NEVER MADE A 50+ MILE TRAIN TRIP FROM HOME..... 99
REFUSED ..... -7
DON'T KNOW ..... -8

K7. (T2) ¿En qué mes hizo {usted/SUBJECT} este viaje?
(TMRTMTH)

[IF THE R IS UNABLE TO RECALL THE EXACT MONTH, SAY: ¿Podría darme una fecha aproximada cuando {usted/él/ella} hizo este viaje?]

|__|__| MONTH

REFUSED ..... -7
DON'T KNOW ..... -8

SECTION L: GENERAL TRAVEL AND VEHICLE MILEAGE

SEGMENT GTRV

L1 (N_EINTRO) Ahora me gustaría hacerle unas preguntas generales acerca de viajes y transportación.

[PRESS RETURN TO CONTINUE.]

L2. (N_E1A-D) Pensando en sus recorridos **diarios**, por favor dígame qué tan problemático es cada uno de lo siguiente para usted. Use un número entre 1 y 5, donde 1 significa que no es problema para usted del todo y 5 significa que es el peor problema de transportación para usted.

Usando una escala del 1 al 5, ¿qué tan problemático es…

[REPEAT RESPONSE CATEGORIES AS NECESSARY.]

	NO ES PROBLEMA	UN PEQUENO PROBLEMA	ALGO DE PROBLEMA	MUCHO PROBLEMA	UN PRO-BLEMA MUY GRAVE	RF	DK
a. la congestión en las carreteras? ..... **(DTCONJ)**	1	2	3	4	5	-7	-8
b. el precio de la gasolina? .. **(DTGAS)**	1	2	3	4	5	-7	-8
c. ausencia de áreas o acercas para caminar?..... **(DTWALK)**	1	2	3	4	5	-7	-8
d. La incertidumbre de encontrarse con tráfico o construcción? ..... **(DTTIEUP)**	1	2	3	4	5	-7	-8
e. Carretera mal pavimentada o con hoyos, grietas, aberturas? ..... **(DTSTRTS)**	1	2	3	4	5	-7	-8
f. Choferes agresivos en la carretera? **(DTRRAGE)**	1	2	3	4	5	-7	-8
g. Choferes borrachos en la carretera? **(DTDRUNK)**	1	2	3	4	5	-7	-8
h. Choferes distraídos en las carreteras? **(DTDISTRC)**	1	2	3	4	5	-7	-8
i. Choferes que conducen a velocidad alta por las carreteras? **(DTSPEED)**	1	2	3	4	5	-7	-8
j. La cantidad de camiones grandes en las carreteras? **(DTTRUCKS)**	1	2	3	4	5	-7	-8
k. Preocupación de un accidente de tráfico? **(DTACDT)**	1	2	3	4	5	-7	-8

L3. (N_E9) En **la última semana**, ¿cuántas veces {usted/SUBJECT} salió a caminar afuera, incluyendo caminatas para hacer ejercicio?
(NWALKTRP)

[DO <u>NOT</u> INCLUDE WALKS ON A TREADMILL.]

WALKS OUTSIDE IN PAST WEEK..... |___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

L4. (N_E10) En **la última semana**, ¿cuántas veces ha usado {usted/SUBJECT} una bicicleta afuera, incluyendo el uso de una bicicleta para hacer ejercicio?
(BIKETRIP)

[DO <u>NOT</u> INCLUDE BICYCLING ON A STATIONARY BIKE.]

BIKE RIDES ..... |___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

L5. (N_E2) ¿Como cuántas millas manejó {usted/SUBJECT} personalmente durante los últimos 12 meses, usando **todos** los vehículos motorizados?
(YEARMILE)

[INCLUDE MILES DRIVEN AS A PART OF WORK.]

MILES..... |___|____|___|,|___|___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

L5A. (N_E2OV) Anoté que {usted/ella/el/SUBJECT} manejó un total de más o menos {YEARMILE} millas en el año pasado. ¿Está correcto?
(VERYRMIL)

YES ..... 1 GO TO BOX BEFORE L6 (N_E3)
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

L5B. (N_E2A) ¿Usted diría que fue…
(YEARMIL2)

5,000 millas o menos, ... 1
5,001 a 10,000 millas, ... 2
10,001 a 15,000 millas, ... 3
15,001 a 20,000 millas o 4
Más de 20,000 millas? 5
REFUSED ..... -7
DON'T KNOW ..... -8

L6. (N_E3) Ahora me gustaría hacerle unas cuantas preguntas acerca de (el/los) {vehiculo(s)} {para el cual/los cuales usted es el chofer principal.}

[PRESS RETURN TO CONTINUE.]

SEGMENT VEHI

L7. (VMAT2Y) Por favor confírmeme que usted tiene . . .
(E_MAKE, E_MODL, E_VYEAR)

KEY	MAKE	MODEL	YEAR	TYP
____	_____	_____	_____	____

[ENTER THE FIRST LETTER OF THE VEHICLE MAKE.]

L8. (N_E5A) ¿Por cuánto tiempo ha tenido usted el {VEHYEAR, MAKECODE, MODLCODE}?
(VEHOWNED, OWNUNIT)

NUMBER..... |___|___|
UNIT ..... |___|___|

DAYS 1
WEEKS 2
MONTHS..... 3
YEARS 4
REFUSED ..... -7
DON'T KNOW ..... -8

L9. (N_E5) En los últimos 12 meses, ¿como cuántas millas se manejó el vehículo {VEHYEAR, MAKECODE, MODLCODE} por parte de todas las personas que lo usaron?
(VEHMILES)

MILES ..... |___|____|___|,|___|___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

L9A. (N_E5OV) He anotado que este vehículo se manejó un total de más o menos {VEHMILES} millas por **todas** las personas, en los últimos 12 meses. ¿Está correcto?
(VERMILES)

YES ..... 1 GO TO L11 (N_E8)
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

L9B. (N_E5X) ¿Usted diría que fue…
(VEHMILE2)

5,000 millas o menos, ... 1
5,001 a 10,000 millas, ... 2
10,001 a 15,000 millas, ... 3
15,001 a 20,000 millas o 4
Más de 20,000 millas? 5
REFUSED ..... -7
DON'T KNOW ..... -8

L10. (N_E5B) ¿Como cuántas millas ha sido manejado este vehículo desde que usted lo ha tenido?
(ESTMILES)

MILES..... |___|___|___|,|___|___|___|
REFUSED ..... -7
DON'T KNOW ..... -8

L10A. (N_E5BOV) Anoté que este vehículo fue manejado un total de como {ESTMILES} millas por **todos** los choferes, desde que usted lo ha tenido. ¿Está correcto?
(VERESTML)

YES ..... 1 GO TO L11 (N_E8)
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

L10B. (N_E5BX) ¿Usted diría que fue…
(ESTMILE2)

5,000 millas o menos,	1
5,001 a 10,000 millas,	2
10,001 a 15,000 millas,	3
15,001 a 20,000 millas o	4
Más de 20,000 millas?	5
REFUSED	-7
DON'T KNOW	-8

L11. (N_E8) En **los últimos dos meses**, ¿mas o menos con qué frecuencia ha usado {you/SUBJECT} transportación pública tal como autobuses, "subways" (metros), "streetcars" o trenes?
(PTUSED)

[DO NOT INCLUDE TAXIS.]

TWO OR MORE DAYS A WEEK [11+ TIMES],	1
ABOUT ONCE A WEEK [5-10 TIMES],	2
ONCE OR TWICE A MONTH [2-4 TIMES],	3
LESS THAN ONCE A MONTH [ONE TIME],	4
NEVER	5
NOT AVAILABLE	6
REFUSED	-7
DON'T KNOW	-8

SECTION M: INTERNET USAGE AND DEMOGRAPHIC INFORMATION

SEGMENT TRAV

M1. (N_E8A) Ahora me gustaría hacerle unas cuantas preguntas generales acerca de {usted/SUBJECT}.

En los últimos 6 meses, ¿tuvo {usted/SUBJECT} acceso al Internet o al "world-wide web" (la red electrónica)?
(WEBACC)

YES	1	
NO	2	GO TO M4 (N_K5C)
REFUSED	-7	
DON'T KNOW	-8	

M2. (N_K5A) En los últimos 6 meses, ¿con qué frecuencia ha usado {usted/SUBJECT} el Internet? ¿Usted diría que…
(WEBUSE)

casi todos los días,	1	
varias veces por semana,	2	
una vez por semana,	3	
una vez por mes o	4	
nunca?	5	GO TO M4 (N_K5C)
REFUSED	-7	GO TO M4 (N_K5C)
DON'T KNOW	-8	GO TO M4 (N_K5C)

M3. (N_K5B) ¿Usa {usted/SUBJECT} el Internet desde su…
(WEBHOME, WEBWORK, WEBOTHER)

	YES	NO	RF	DK
a) casa?	1	2	-7	-8
b) trabajo?	1	2	-7	-8
c) algún otro lugar?	1	2	-7	-8

M4. (N_K5C) ¿Tiene {usted/SUBJECT} una condición médica que le haga difícil alejarse de su hogar?
(MEDCOND)

YES	1	
NO	2	GO TO M7 (K5)
REFUSED	-7	GO TO M7 (K5)
DON'T KNOW	-8	GO TO M7 (K5)

M5. (N_K5D) ¿Por cuánto tiempo {usted/SUBJECT} ha tenido esta condición? **(MEDCOND6)**

[CODE 6 ONLY IF RESPONDENT OFFERS.]

0 - 5 MONTHS	1
6 – 11 MONTHS	2
1 – 4 YEARS	3
5 – 9 YEARS	4
10 YEARS OR MORE	5
ALL HIS/HER LIFE	6
REFUSED	-7
DON'T KNOW	-8

M6. (N_K5E) Debido a esta condición, ¿{usted/SUBJECT}...

		YES	NO	RF	DK
(CONDTRAV)	a) ha reducido {sus} recorridos diarios?	1	2	-7	-8
(CONDRIDE)	b) le ha pedido a otros que lo/la lleven a algún sitio?	1	2	-7	-8
(CONDNIGH)	c) se ha limitado a conducir durante el día solamente?	1	2	-7	-8
(CONDRIVE)	d) ha dejado de conducir por completo?	1	2	-7	-8
(CONDPUB)	e) ha usado el autobús y metro (subway) con menos frecuencia?	1	2	-7	-8
(CONDSPEC)	f) ha usado servicios de transporte especiales tal como "dial-a-ride"?	1	2	-7	-8

M7. (K5) ¿Cuál es el grado o año escolar más alto que {usted/ SUBJECT} ha **completado**? **(EDUC)**

[READ CHOICES AS NECESSARY.]

LESS THAN HIGH SCHOOL GRADUATE	1
HIGH SCHOOL GRADUATE, INCLUDE GED	2
VOCATIONAL/TECHNICAL TRAINING	3
SOME COLLEGE, BUT NO DEGREE	4
ASSOCIATE'S DEGREE [FOR EXAMPLE, AA)	5
BACHELOR'S DEGREE [FOR EXAMPLE, BA, AB, BS]	6
SOME GRADUATE OR PROFESSIONAL SCHOOL, BUT NO DEGREE	7
GRADUATE OR PROFESSIONAL SCHOOL DEGREE [FOR EXAMPLE, MA, MS, MBA, MD, DDS, PHD, EdD, JD]	8
REFUSED	-7
DON'T KNOW	-8

M8. (N_K5F) ¿Nació {usted/SUBJECT} en los Estados Unidos?
(BORNINUS)

[IF NEEDED: A veces personas que han inmigrado a los Estados Unidos tienen dificultades únicas para viajar y queremos entender estas dificultades.]

YES	1	GO TO BOX BEFORE M11 (N_J1)
NO	2	
REFUSED	-7	
DON'T KNOW	-8	

M9. (N_K5G) ¿Dónde nació {usted/SUBJECT}?
(BORNWHER)

[IF NEEDED: A veces personas que han inmigrado a los Estados Unidos tienen dificultades únicas para movilizarse y queremos entender estas dificultades.]

CANADA	1	
CHINA	2	
CUBA	3	
DOMINICAN REPUBLIC	4	
EL SALVADOR	5	
GERMANY	6	
INDIA	7	
ITALY	8	
KOREA	9	
MEXICO	10	
PHILIPPINES	11	
RUSSIA [FORMER USSR]	12	
UNITED KINGDOM	13	
U.S. TERRITORIES [GUAM, PUERTO RICO, SAMOA]	14	GO TO BOX BEFORE M11 (N_J1)
VIETNAM	15	
OTHER	91	
(SPECIFY) _____ (**BORNWHOS)**		
REFUSED	-7	
DON'T KNOW	-8	

M10. (N_K5H) ¿En qué año vino {usted/SUBJECT} a los Estados Unidos?
(WHENTOUS)

[IF NEEDED: A veces gente que ha inmigrado a los Estados Unidos tienen dificultades únicas para movilizarse y queremos entender esto.]

YEAR..... |___|___|___|___|

REFUSED ..... -7
DON'T KNOW ..... -8

SEGMENT BASM

M11. (N_J1) Quienes planean transportación usan datos de esta encuesta para evaluar patrones actuales de movilización y anticipar patrones nuevos. Estos patrones se ven afectados según donde la gente escoge vivir. Por favor dígame cuál es la dirección de su hogar?
(HMSTNAME, HMAPTNUM, HMCITY, HMSTATE, HMZIP)

[IF NEEDED: Es importante que tengamos por lo menos una localización general de su hogar. Por favor podría identificar la intersección de las calles que están más cercanas a su casa?]

_____ _____
STREET ADDRESS APT#

_____ _____ _____
CITY/TOWN STATE ZIP CODE
REFUSED ..... -7
DON'T KNOW ..... -8

M12. (N_J2) ¿Cómo se llama la calle en la que {usted/SUBJECT } vive?
(HMROAD1)

FIRST ROAD: _____

¿Cómo se llama la calle de intersección más cercana?
(**HMROAD2)**

SECOND ROAD: _____

REFUSED ..... -7
DON'T KNOW ..... -8

SEGMENT SCRN

M13. (K6) En encuestas como éstas, a veces los hogares se agrupan de acuerdo a ingreso. Por favor dígame cuando llego a la categoría que mejor describe su ingreso total del hogar, antes de pagar impuestos, en los últimos 12 meses.
(HHFAMINC)

[IF NEEDED: Queremos incluir ingresos de fuentes tal como salarios y sueldos, ingreso de un negocio o finca, "Social Security", pensiones, dividendos, intereses, dinero recibido por alquiler y cualquier otro ingreso recibido.]

$10,000 o menos,	1	GO TO M14 (K7)
$10,001 a $20,000,	2	GO TO M15 (K8)
$20,001 a $30,000,	3	GO TO M16 (K9)
$30,001 a $40,000,	4	GO TO M17 (K10)
$40,001 a $50,000,	5	GO TO M18 (K11)
$50,001 a $60,000,	6	GO TO M19 (K12)
$60,001 a $70,000,	7	GO TO M20 (K13)
$70,001 a $80,000,	8	GO TO M21 (K14)
$80,001 a $100,000 o	9	GO TO BOX BEFORE M22 (K15)
Más de $100,000?	10	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M14. (K7) ¿Su ingreso del hogar fue más de $5,000 o menos?
(HHINC)

$5,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $5,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M15. (K8) ¿El ingreso del hogar fue más de $15,000 o menos?
(HHINC)

$15,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $15,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M16. (K9) ¿Su ingreso del hogar fue más de $25,000 o menos?
(HHINC)

$25,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $25,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M17. (K10) ¿Su ingreso de hogar fue más o menos de $35,000?
(HHINC)

$35,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $35,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M18. (K11) ¿Su ingreso del hogar fue más de $45,000 o menos?
(HHINC)

$45,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $45,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M19. (K12) ¿Su ingreso del hogar fue más de $55,000 o menos?
(HHINC)

$55,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $55,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M20. (K13) ¿Su ingreso del hogar fue más de $65,000 o menos?
(HHINC)

$65,000 OR MORE	1	GO TO BOX BEFORE M22 (K15)
LESS THAN $65,000	2	GO TO BOX BEFORE M22 (K15)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M21. (K14) ¿Su ingreso del hogar fue más de $75,000 o menos?
(HHINC)

$75,000 OR MORE	1	
LESS THAN $75,000	2	
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M22. (K15) ¿Esto incluye el ingreso de todos los miembros del hogar?
(NONFMFLG)

YES	1	GO TO BOX BEFORE N1 (M1)
NO	2	
REFUSED	-7	
DON'T KNOW	-8	

M23. (K16) ¿El ingreso de quién no fue incluido? {¿Hay alguien más?}
(HHMINC1-15)

[CODE ALL THAT APPLY. CTRL/P TO EXIT.]

SEGMENT ENUM

M24. (K17) En encuestas como éstas, los hogares a veces se agrupan de acuerdo a ingreso. Por favor avíseme cuando llego a la categoría que mejor describe el ingreso total {suyo/de SUBJECT}, antes de impuestos, en los últimos 12 meses.
(NONFMINC)

[IF NEEDED: Queremos incluir ingreso de fuentes tal como salarios e ingresos, ingreso de un negocio o finca, "Social Security", pensiones, dividendos, intereses, alquiler y cualquier otro ingreso recibido.]

$10,000 o menos,	1	GO TO M25 (K18)
$10,001 a $20,000,	2	GO TO M26 (K19)
$20,001 a $30,000,	3	GO TO M27 (K20)
$30,001 a $40,000,	4	GO TO M28 (K21)
$40,001 a $50,000,	5	GO TO M29 (K22)
$50,001 a $60,000,	6	GO TO M30 (K23)
$60,001 a $70,000,	7	GO TO M31 (K24)
$70,001 a $80,000,	8	GO TO M32 (K25)
$80,001 a $100,000, o	9	GO TO BOX BEFORE N1 (M1)
Más de $100,000?	10	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M25. (K18) ¿{Su} ingreso fue más de $5,000 o menos?
(PERINC)

$5,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $5,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M26. (K19) ¿{Su} ingreso fue más de $15,000 o menos?
(PERINC)

$15,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $15,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M27. (K20) ¿{Su} ingreso fue más de $25,000 o menos?
(PERINC)

$25,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $25,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M28. (K21) ¿{Su} ingreso fue más de $35,000 o menos?
(PERINC)

$35,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $35,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M29. (K22) ¿{Su} ingreso fue más de $45,000 o menos?
(PERINC)

$45,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $45,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M30. (K23) ¿{Su} ingreso fue más de $55,000 o menos?
(PERINC)

$55,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $55,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M31. (K24) ¿{Su} ingreso fue más de $65,000 o menos?
(PERINC)

$65,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $65,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

M32. (K25) ¿{Su} ingreso fue más de $75,000 o menos?
(PERINC)

$75,000 OR MORE	1	GO TO BOX BEFORE N1 (M1)
LESS THAN $75,000	2	GO TO BOX BEFORE N1 (M1)
REFUSED	-7	GO TO BOX BEFORE N1 (M1)
DON'T KNOW	-8	GO TO BOX BEFORE N1 (M1)

SECTION N: COLLECTION OF ODOMETER READINGS

SEGMENT VEHI

N1. (M1) En el paquete que le enviamos a {usted/su hogar}, había una hoja para anotar la(s) lectura(s) de millaje (odómetro) de su(s) vehículo(s).

En estos momentos, ¿tiene usted {esa lectura/alguna de esas lecturas}?
(READINGS)

YES 1
NO 2
REFUSED ..... -7
DON'T KNOW ..... -8

N2. (VEHOD) **[RECORD THE ODOMETER MILEAGE FOR VEHICLES.]**

MAKE	MODEL	YEAR	ODOMETER READING **(OD_READ)**	DATE/READING MON/DAY/YEAR **(OD_MONTH/OD_YEAR/OD_DAY)**

N3. (ODVERF) **[RECORD THE ODOMETER MILEAGE FOR VEHICLES.]**

MAKE	MODEL	YEAR	ODOMETER READING **(OD_READ)**	DATE/READING MON/DAY/YEAR **(OD_MONTH/OD_YEAR/OD_DAY)**

¿Son esas todas las lecturas?

1. YES
2. NO RETURN TO MATRIX

APPENDIX N

NHTS FIELD DOCUMENTS

This Appendix contains samples of the documents used during the conduct of the 2001 NHTS. The first 19 documents are those used by Westat. Documents 20 through 32 were used by Morpace. The documents are included in the appendix in the following order:

1. Pre-Interview letter and envelope,
2. English Brochure sent with the pre-interview letter and also with the travel diary package,
3. Spanish Brochure sent with the travel diary package,
4. English cover letter sent with the travel diary package,
5. Spanish cover letter sent with the travel diary package,
6. English travel day diary sent with the travel diary package,
7. Spanish travel day diary sent with the travel diary package,
8. Reminder note (English and Spanish) for travel day sent with the travel diary package,
9. English map showing demarcating a distance of 50 miles from the subject's home sent with the travel diary package,
10. Spanish map showing demarcating a distance of 50 miles from the subject's home sent with the travel diary package,
11. English first odometer reading form mailed with the travel diary package,
12. Spanish first odometer reading form mailed with the travel diary package,
13. English second odometer reading form mailed to the household at least two months after the receipt of the first set of odometer readings,
14. Spanish second odometer reading form mailed to the household at least two months after the receipt of the first set of odometer readings,
15. Form used by telephone interviewers to collect the first odometer reading if not collected during person interview,
16. Form used by telephone interviewers to collect the second odometer reading if not received via the mail, Internet, facsimile or the toll-free number,
17. Form used by telephone interviewers the day before the travel day to remind the household of the travel day,
18. Missed Trip information sheet – Travel Day Trips, and
19. Missed Trip information sheet – Long Distance Trips.

20. Morpace: Pre-Interview Letter, Texas
21. Morpace: Pre-Interview Letter, Baltimore
22. Morpace: Pre-Interview Letter, Hawaii
23. Morpace: Pre-Interview Letter, Iowa
24. Morpace: Pre-Interview Letter, Kentucky
25. Morpace: Pre-Interview Letter, Lancaster
26. Morpace: Pre-Interview Letter, Oahu

27. Morpace: Cover letter sent with the diary package
28. Morpace: English travel day diary
29. Morpace: Spanish travel day diary
30. Morpace: Reminder post card
31. Morpace: Form to record additional travel day trips
32. Morpace: Form to record additional travel period trips for Texas.

U. S. Department
of Transportation

National Household
Travel Survey

Are you concerned about traffic? Travel and traffic have increased everywhere. The U. S. Department of Transportation is conducting a survey of people all across the nation to better understand travel and evaluate plans for the future. The National Household Travel Survey is about how we travel in our daily lives. We are interested in all of the ways that you travel from one place to another, including trips by car, bus, train, airplane, and boat, as well as walking and bicycling trips.

In about a week, an interviewer for the National Household Travel Survey will call and ask some questions about you and your household. Your participation is voluntary, and we promise that any personal or identifying information will be kept confidential.

This survey is so important for the future of our nation's transportation that we have included a small token of our appreciation. You are unique, and no one can substitute for you. Each selected household represents about 4,000 other households. Together you and the other participants will help provide an accurate picture of how we travel.

For more information about the survey, you may visit our website at:

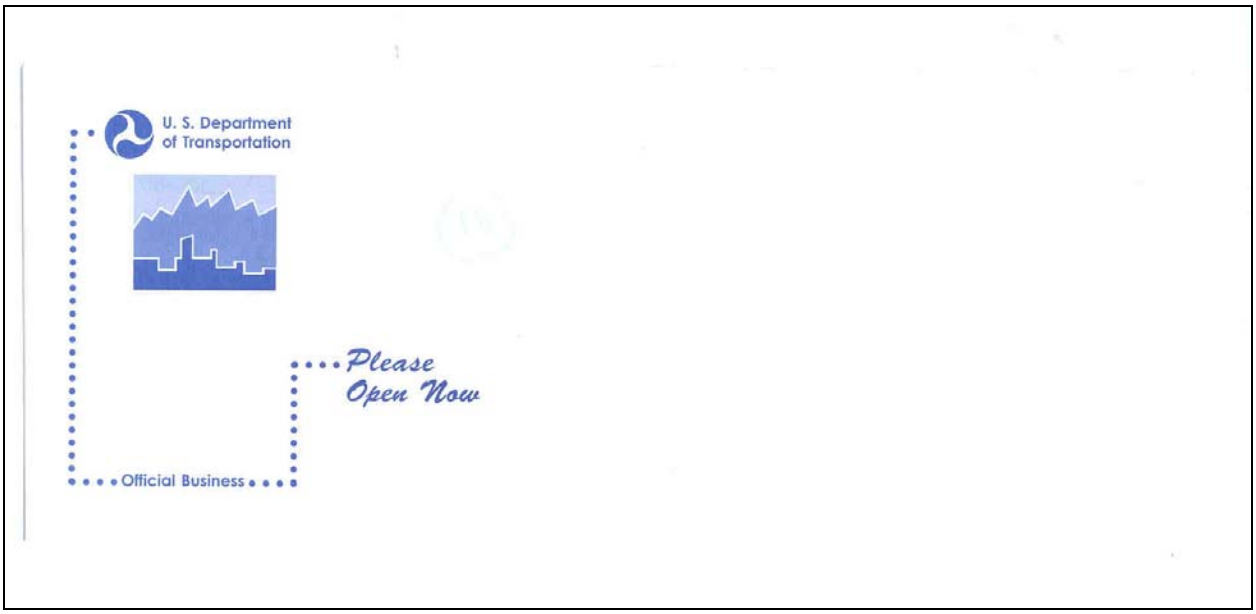
www.bts.gov/nhts

If you have any questions, you may call our survey manager, Mark Freedman, at **1-888-813-7447**. You may also contact Susan Liss, our project manager at the U.S. Department of Transportation at **1-800-307-8243**.

I would like to thank you in advance for your participation.

Sincerely yours,

Norman Y. Mineta
Secretary of Transportation


U. S. Department
of Transportation
Please
Open Now
Official Business

We need YOU...

Your participation helps us make the right decisions about future improvements.

What It Is All About

The U.S. Department of Transportation collects information about your travel to understand how well the roads and highways, bus, and rail systems are working, and to plan for the future. We are asking you to help us by taking part in this survey. Your answers help us build a snapshot of how, when, and why people travel in their daily lives.

Tell Us About Your Travel

You and the members of your household are asked to keep track of all the places you go, by any type of transportation, for one day. A diary will be sent to you to help you keep track of your travel. We will also ask you about recent travel to places further away from home.

About the Survey

The American public has been telling us about their travel periodically since 1969. The results have been used to help improve safety, track air quality improvements, and plan for future transportation investments. If you would like to know more about the survey please visit our website at:

www.bts.gov/nhts

What's In It For You?

Satisfaction: Good decisions need good information. You can make a difference!

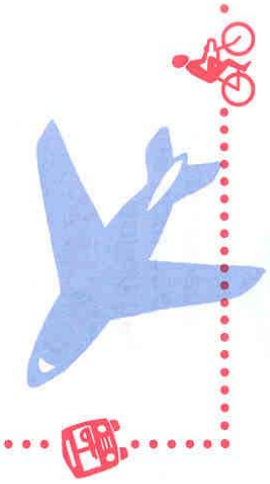
Importance: We picked **You** to represent 4,000 others. Your travel information is very important.

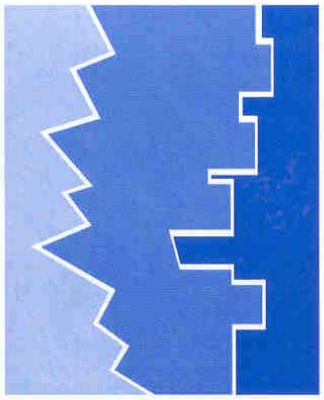
Enjoyment: Our telephone interviewers are well-trained and courteous. We hope you will enjoy talking to them.

Security: Your name, address, telephone number, and other personal information **WILL NOT** be released to anyone. **We respect and protect your privacy!**

Appreciation: On behalf of the project team, we thank you for your time, trust, and participation!

Questions? Call Toll-Free at **1-888-813-7447**





National Household Travel Survey

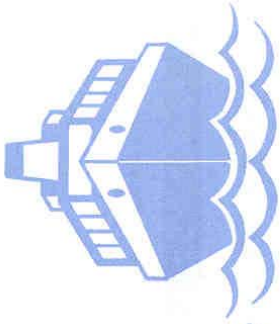
Survey Information

Thank you

from our project sponsors:

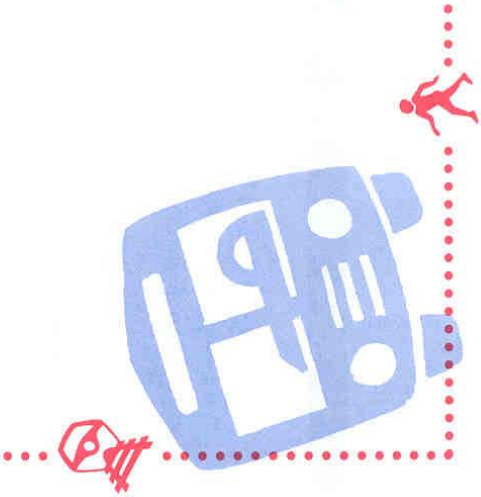
- Bureau of Transportation Statistics
- Federal Highway Administration
- National Highway Traffic Safety Administration

U. S. Department of Transportation



Your Answers Are Important

Did you know that an average household spends more on transportation than on groceries or entertainment? Every year the U.S. DOT spends billions of taxpayer dollars in transportation improvements. You can make sure these dollars are spent wisely by being part of our travel research group.



Necesitamos de usted...

Su participación nos ayuda a tomar las decisiones correctas para hacer mejoras en el futuro.

¿De qué se trata?

El Departamento de Transporte de los Estados Unidos recoge información sobre sus recorridos para conocer qué tan bien funcionan las calles y autopistas, los autobuses y trenes, así como planear para el futuro. Le estamos pidiendo que nos ayude participando en esta encuesta. Sus respuestas nos ayudan a construir una imagen de cómo, cuándo y por qué la gente se moviliza diariamente de un lado para otro.

Díganos acerca de sus recorridos

Durante un día, a usted y a los miembros de su hogar se les pide que anoten todos los lugares adonde vayan, usando cualquier medio de transporte. Se le enviará una hoja de registro adonde usted puede anotar sus recorridos. También le preguntaremos sobre viajes recientes a lugares más alejados del hogar.

Acerca de la Encuesta

Periódicamente desde 1969, el público norteamericano nos ha estado informando acerca de recorridos y viajes que hace. Los resultados han sido usados para ayudar a mejorar la seguridad, anotar mejoras en la calidad del aire y a planear inversiones futuras de transportación. Si usted quisiera conocer más acerca de esta encuesta, por favor visite nuestro sitio de la Internet:

www.bts.gov/nhts

¿De qué manera se favorece usted?

Satisfacción: Para tomar buenas decisiones, se necesita buena información. ¡Usted puede ayudar a hacer la diferencia!

Importancia: **Usted** fue seleccionado para representar a otras 4,000 personas. Es muy importante conocer sobre sus recorridos y viajes.

Experiencia Agradable: Nuestros entrevistadores telefónicos están bien entrenados y son amables. Esperamos que usted tenga una experiencia agradable al hablar con ellos.

Seguridad: Su nombre, dirección, número telefónico y otra información personal **NO** se divulgará a nadie. **¡Respetamos y protegemos su privacidad!**

Agradecimiento: ¡De parte del equipo del proyecto, agradecemos su tiempo, confianza y participación!

¿Preguntas? Llame al número gratis **1-888-813-7447**

Encuesta Nacional de Transporte en el Hogar

Información de la Encuesta

Muchas Gracias

de parte de nuestros patrocinadores del proyecto:

- Bureau of Transportation Statistics
- Federal Highway Administration
- National Highway Traffic Safety Administration

U. S. Department of Transportation

Sus respuestas son importantes ¿Sabía usted que un hogar promedio gasta más en transportación que en supermercado o entretenimiento? Cada año el Departamento de Transporte de los Estados Unidos gasta miles de millones de dólares, recogidos en impuestos, para hacer mejoras en la transportación. Puede asegurarse que estos dólares se gastan cuidadosamente al ser usted parte de nuestro grupo que investiga movilización y transportación.

U. S. Department
of Transportation

National Household
Travel Survey

Dear Respondent:

Thank You! On behalf of the U.S. Department of Transportation, I thank you and the members of your household for taking part in the *National Household Travel Survey.*

As we explained in our recent telephone call, this packet provides everything your household will need to record your travel for our interview.

- A travel diary for each household member with instructions and an example on the back.
- A card reminding you of the assigned travel day. *Please put it where everyone can see it, such as on your refrigerator.*
- A brochure telling you more about the study.
- A map to help you note any recent travel to places further from home.
- A form to record the odometer (mileage) readings from each household vehicle.

Please record all trips that you and each member of your household take on your assigned travel day. **We ask each member to complete his or her own diary whenever possible.** Even if your travel on that day is not typical, we still want to know about it. If you are uncertain about whether to include a trip, go ahead and record it.

After your assigned travel day, we will call you to ask some additional questions about transportation. We will also ask about recent travel to places further away from home during the four weeks before your travel day. We would like to talk to each person age 16 or older individually, but ask that an adult respond for younger household members.

The information you give us will be held confidential, nothing will be shared that could identify you or your household. We really appreciate your participation—it is extremely important for planning for future transportation.

If you have any questions, you may contact the survey team toll free at 1-888-813-7447 or by e-mail at DOTSurvey@Westat.com. Thank you once again for participating in the survey.

Sincerely,

Susan Liss

Susan Liss
U.S. Department of Transportation

Travel Day: Saturday, March 23
14110595

U. S. Department
of Transportation

National Household
Travel Survey

Estimado(a) Respondent:

¡**Muchas Gracias**! De parte del Departamento de Transportación de los Estados Unidos, agradezco a usted y miembros de su hogar por participar en la *Encuesta Nacional de Transporte en el Hogar*.

Como le explicamos en nuestra reciente llamada telefónica, este paquete contiene todo lo que su hogar necesitará para anotar su patrón de movilización para nuestra entrevista.

- Una Hoja de Registro por cada miembro del hogar, con instrucciones y un ejemplo al dorso de la Hoja.
- Una tarjeta recordándole su día asignado para anotar sus recorridos. *Por favor ponga esta tarjeta donde todos puedan mirarla, tal como en el refrigerador.*
- Un folleto informándole más acerca del estudio.
- Un mapa para ayudarle a anotar cualquier viaje reciente a lugares más alejados de su hogar.
- Una Hoja para anotar las lecturas del odómetro (millaje) de cada vehículo del hogar.

Por favor anote todos los recorridos que usted y cada miembro de su hogar hagan durante su día asignado. **Hasta donde sea posible, pedimos que cada miembro complete su propia Hoja de Registro**. Aunque sus recorridos durante ese día asignado no sean típicos para usted, todavía queremos que usted nos dé su información. Si usted no está seguro(a) si debe incluir o no uno de sus recorridos, anótelo de todas maneras.

Después de que pase su día asignado, le llamaremos por teléfono para hacerle unas preguntas adicionales sobre transportación. También preguntaremos sobre viajes recientes a lugares más alejados de su hogar, que hayan sucedido en las cuatro semanas anteriores a su día asignado. Nos gustaría hablar individualmente con cada persona de 16 o más años de edad, pero pedimos que un adulto responda por los miembros del hogar menores de 16 años.

La información que usted nos dé es confidencial y nada se compartirá que pueda identificarlo(a) a usted o a su hogar. De verdad agradecemos su participación – es extremadamente importante para planear futura transportación.

Si usted tiene cualquier pregunta, puede comunicarse con el equipo a cargo de esta encuesta, llamando gratuitamente al 1-888-813-7447 o enviando un e-mail al DOTSurvey@Westat.com. Una vez más, muchas gracias por participar en la encuesta.

Atentamente,

Susan Liss

Susan Liss
U.S. Department of Transportation

Travel Day: sabado, 23 de marzo
14590861

NATIONAL HOUSEHOLD TRAVEL SURVEY

TRAVEL DIARY

At the beginning of my travel day (4:00 a.m.) I was:
☐ Home ☐ Some other place

WHERE did you go? (Name of place)	What **TIME** did you start and end each trip?		**WHY** did you go there?	**HOW** did you travel?	How **FAR** was it? (blocks or miles)
	Started at:	**Arrived at:**			
EXAMPLE: *West Park Theater*	*2:00 p.m.*	*2:55 p.m.*	*To see a movie*	*walk, bus, walk*	*6 miles*
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					

Please remember, a trip is whenever you go from one address to another.
Have this travel diary by the phone when the interviewer calls. You do not need to mail the diary back to us. Thanks!

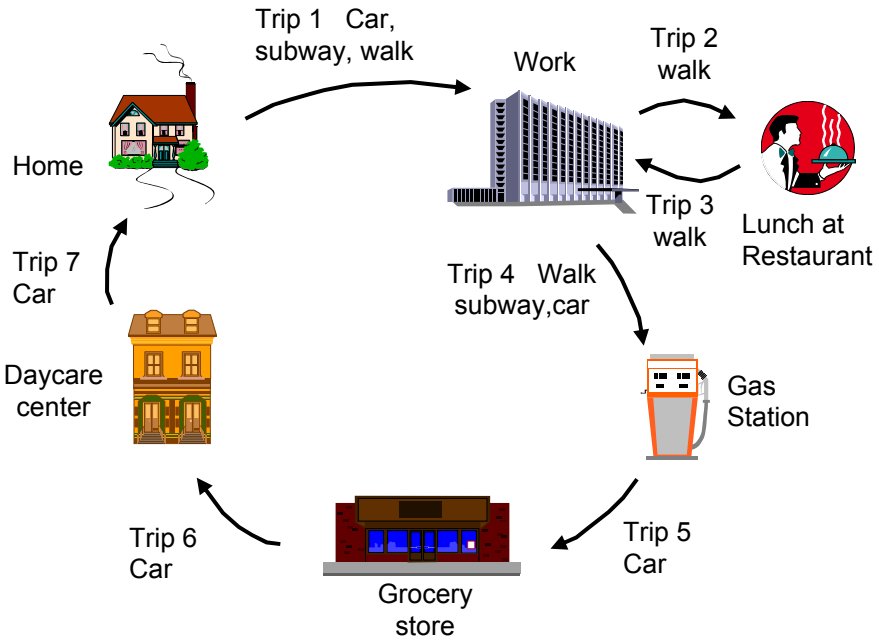
OMB Nos.: 2139-0008; 2125-0545
Expiration date: 02/29/2004

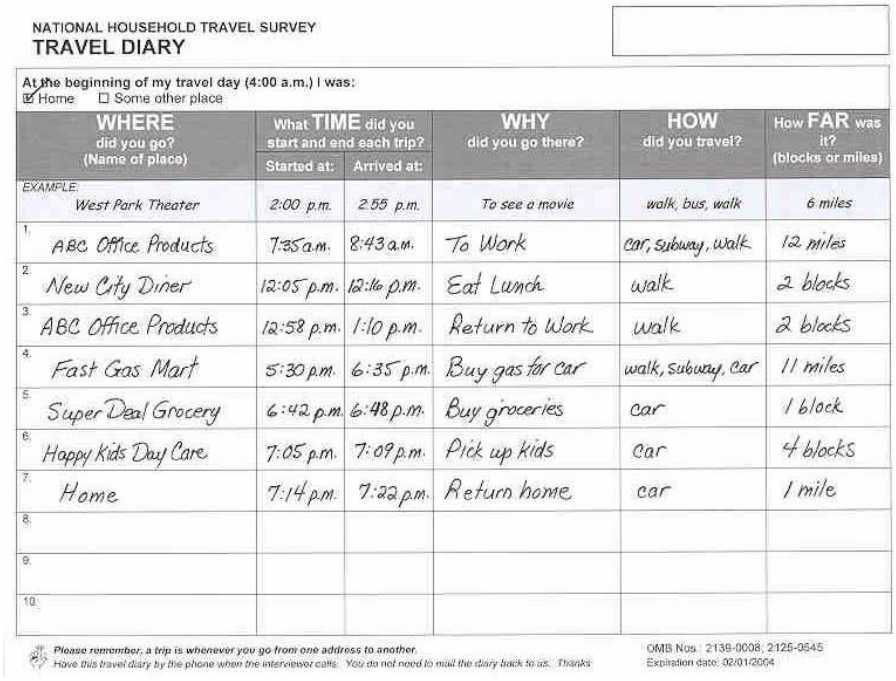
NATIONAL HOUSEHOLD TRAVEL SURVEY

Instructions for completing your Travel Diary

- Use this diary on your **assigned travel day,** shown on the front.
- The travel day starts at 4:00 a.m. and ends at 4:00 a.m. the next day.
- A **trip** is whenever you travel **from one address to another**. Use one line to record each trip. **Include:**
  - All trips you made for a specific reason, such as to go to work or school, buy gas, or drop someone off.
  - Return trips, such as coming home from work or school.
  - Walks, jogs, bike rides, and short drives. If you started and ended in the same place, list the farthest point you reached and record a return trip.
  - **Do not** include stops just to change the type of transportation.
  - Record all of your child's trips on the child's diary, including the trips that were not taken with an adult member of your household, such as riding the school bus.
- If you made more than ten trips as part of your job (examples: a cab driver, delivery person, police officer):
  - **Don't** record the trips that were made as part of your job.
  - **Do** record the trips that got you to and from your work place.
  - **Do** record all other trips that **were not** part of your job.
- If you made more trips than will fit on the diary, record the rest on a blank sheet of paper.

Example of Trips on a Travel Day





NATIONAL HOUSEHOLD TRAVEL SURVEY
TRAVEL DIARY

At the beginning of my travel day (4:00 a.m.) I was:
☑ Home ☐ Some other place

	WHERE did you go? (Name of place)	What TIME did you start and end each trip? Started at:	Arrived at:	WHY did you go there?	HOW did you travel?	How FAR was it? (blocks or miles)
EXAMPLE:	West Park Theater	2:00 p.m.	2:55 p.m.	To see a movie	walk, bus, walk	6 miles
1.	ABC Office Products	7:35 a.m.	8:43 a.m.	To Work	car, subway, walk	12 miles
2.	New City Diner	12:05 p.m.	12:16 p.m.	Eat Lunch	walk	2 blocks
3.	ABC Office Products	12:58 p.m.	1:10 p.m.	Return to Work	walk	2 blocks
4.	Fast Gas Mart	5:30 p.m.	6:35 p.m.	Buy gas for car	walk, subway, car	11 miles
5.	Super Deal Grocery	6:42 p.m.	6:48 p.m.	Buy groceries	car	1 block
6.	Happy Kids Day Care	7:05 p.m.	7:09 p.m.	Pick up kids	car	4 blocks
7.	Home	7:14 p.m.	7:22 p.m.	Return home	car	1 mile
8.						
9.						
10.						

Please remember, a trip is whenever you go from one address to another.
Have this travel diary by the phone when the interviewer calls. You do not need to mail the diary back to us. Thanks!

OMB Nos.: 2139-0008; 2125-0545
Expiration date: 02/01/2004

ENCUESTA NACIONAL DE TRANSPORTE EN EL HOGAR

HOJA DE REGISTRO

A las 4:00 a.m. cuando comenzaba mi día asignado para registrar mis recorridos de ese día, yo estaba:
☐ En casa ☐ En algún otro lugar

¿A DONDE fue usted? (Nombre del lugar)	**¿A qué HORA comenzó y terminó usted cada recorrido?**		**¿POR QUE fue usted allí?**	**¿COMO llegó usted allí?**	**¿Cuánta DISTANCIA anduvo usted? (cuadras o millas)**
	Comenzó a las:	**Llegó a las:**			
EJEMPLO: *West Park Theater*	*2:00 p.m.*	*2:55 p.m.*	*Para mirar una pelicula*	*Caminé, autobús, caminé*	*6 millas*
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					

Por favor recuerde, un recorrido es cuando usted va de una dirección a otra.
Tenga esta Hoja de Registro a mano, cerca del teléfono, lista para cuando llame el entrevistador.
Usted no tiene que enviarnos esta Hoja de Registro de vuelta por correo. ¡Gracias!

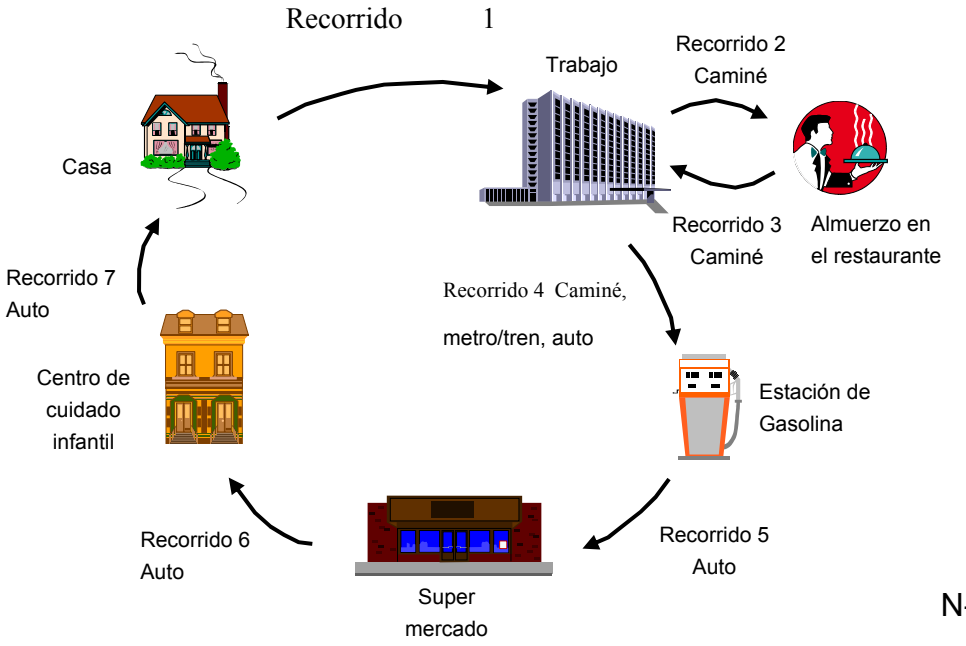
OMB Nos.: 2139-0008; 2125-0545
Expiration date: 02/29/2004

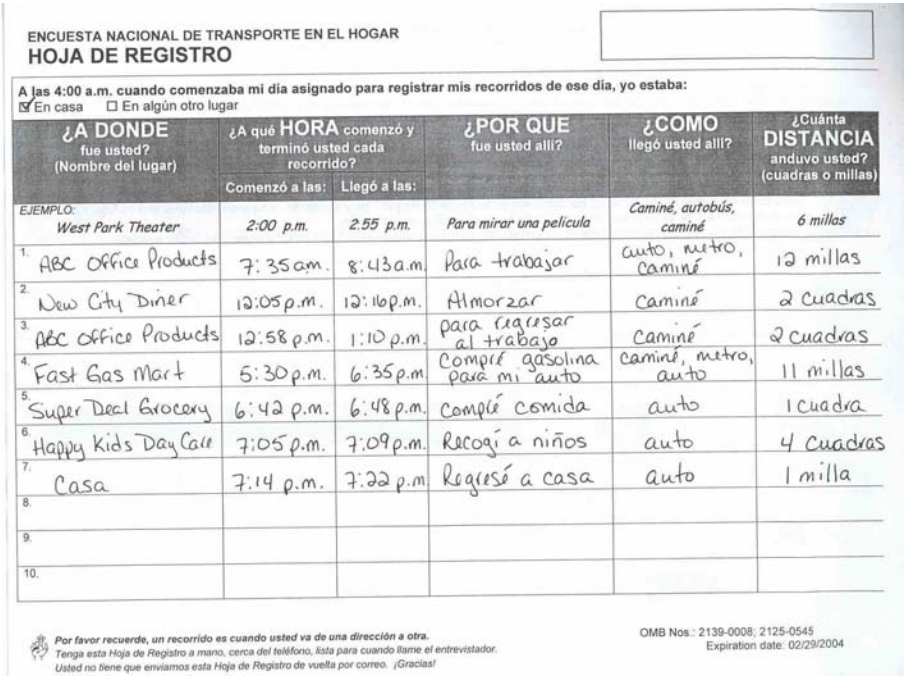
ENCUESTA NACIONAL DE TRANSPORTE EN EL HOGAR

Instrucciones para completar esta Hoja de Registro

- Use esta Hoja de Registro el **día asignado para anotar sus recorridos,** día que aparece al frente.
- El día asignado para anotar sus recorridos comienza a las 4:00 a.m. y finaliza a las 4:00 a.m. del día siguiente.
- Un **recorrido** quiere decir cualquier vez que usted va **de una dirección a otra**. Use una línea para anotar cada recorrido. **Incluya:**
  - Todos los recorridos que usted hizo por una razón específica, tal como ir al trabajo o a estudiar, comprar gasolina o ir a dejar a alguien a alguna parte.
  - Viajes de regreso, tal como regresar a casa de trabajar o después de ir a estudiar.
  - Caminatas a pie, correr para hacer ejercicios, salidas en bicicleta y recorridos cortos. Si usted comenzó y terminó en el mismo lugar, anote el punto más lejos al que llegó en una línea y anote en la siguiente línea el recorrido de regreso.
  - **No** incluya paradas que hizo solamente para cambiar el tipo de transportación.
  - Anote todos los recorridos de su hijo(a) por separado en una Hoja de Registro para su hijo(a), incluyendo recorridos que no fueron realizados con un miembro adulto de su hogar, tal como montarse en el autobús de la escuela.
- Si usted hizo más de diez recorridos como parte de su trabajo (por ejemplo si usted es chofer de taxi, mensajero, oficial de policía):
  - **No** anote recorridos que hizo como parte de su trabajo.
  - **Anote** recorridos que le llevó a usted hacia y desde su lugar de trabajo.
  - **Anote** todos los otros recorridos que **no eran** parte de su trabajo.
- Si usted hizo más recorridos que los que caben en la Hoja de Registro, anote el resto de sus recorridos aparte en una hoja en blanco.

Ejemplo de recorridos hechos durante el día asignado





ENCUESTA NACIONAL DE TRANSPORTE EN EL HOGAR
HOJA DE REGISTRO

A las 4:00 a.m. cuando comenzaba mi día asignado para registrar mis recorridos de ese día, yo estaba:
☑ En casa ☐ En algún otro lugar

	¿A DONDE fue usted? (Nombre del lugar)	¿A qué HORA comenzó y terminó usted cada recorrido? Comenzó a las:	Llegó a las:	¿POR QUE fue usted allí?	¿COMO llegó usted allí?	¿Cuánta DISTANCIA anduvo usted? (cuadras o millas)
EJEMPLO:	*West Park Theater*	*2:00 p.m.*	*2:55 p.m.*	*Para mirar una película*	*Caminé, autobús, caminé*	*6 millas*
1.	ABC Office Products	7:35 a.m.	8:43 a.m.	Para trabajar	auto, metro, caminé	12 millas
2.	New City Diner	12:05 p.m.	12:16 p.m.	Almorzar	caminé	2 cuadras
3.	ABC Office Products	12:58 p.m.	1:10 p.m.	para regresar al trabajo	caminé	2 cuadras
4.	Fast Gas Mart	5:30 p.m.	6:35 p.m.	Compré gasolina para mi auto	caminé, metro, auto	11 millas
5.	Super Deal Grocery	6:42 p.m.	6:48 p.m.	compré comida	auto	1 cuadra
6.	Happy Kids Day Care	7:05 p.m.	7:09 p.m.	Recogí a niños	auto	4 cuadras
7.	Casa	7:14 p.m.	7:22 p.m.	Regresé a casa	auto	1 milla
8.						
9.						
10.						

Por favor recuerde, un recorrido es cuando usted va de una dirección a otra.
Tenga esta Hoja de Registro a mano, cerca del teléfono, lista para cuando llame el entrevistador.
Usted no tiene que enviarnos esta Hoja de Registro de vuelta por correo. ¡Gracias!

OMB Nos.: 2139-0008; 2125-0545
Expiration date: 02/29/2004

REMINDER

Your Travel Day is:

Sunday, April 15

Please use your diary to keep track of all the places you go.

RECORDATORIO

Su día para anotar los viajes es el:

Domingo, 15 de abril

Por favor use su hoja de registro para anotar todos los lugares adonde usted va.

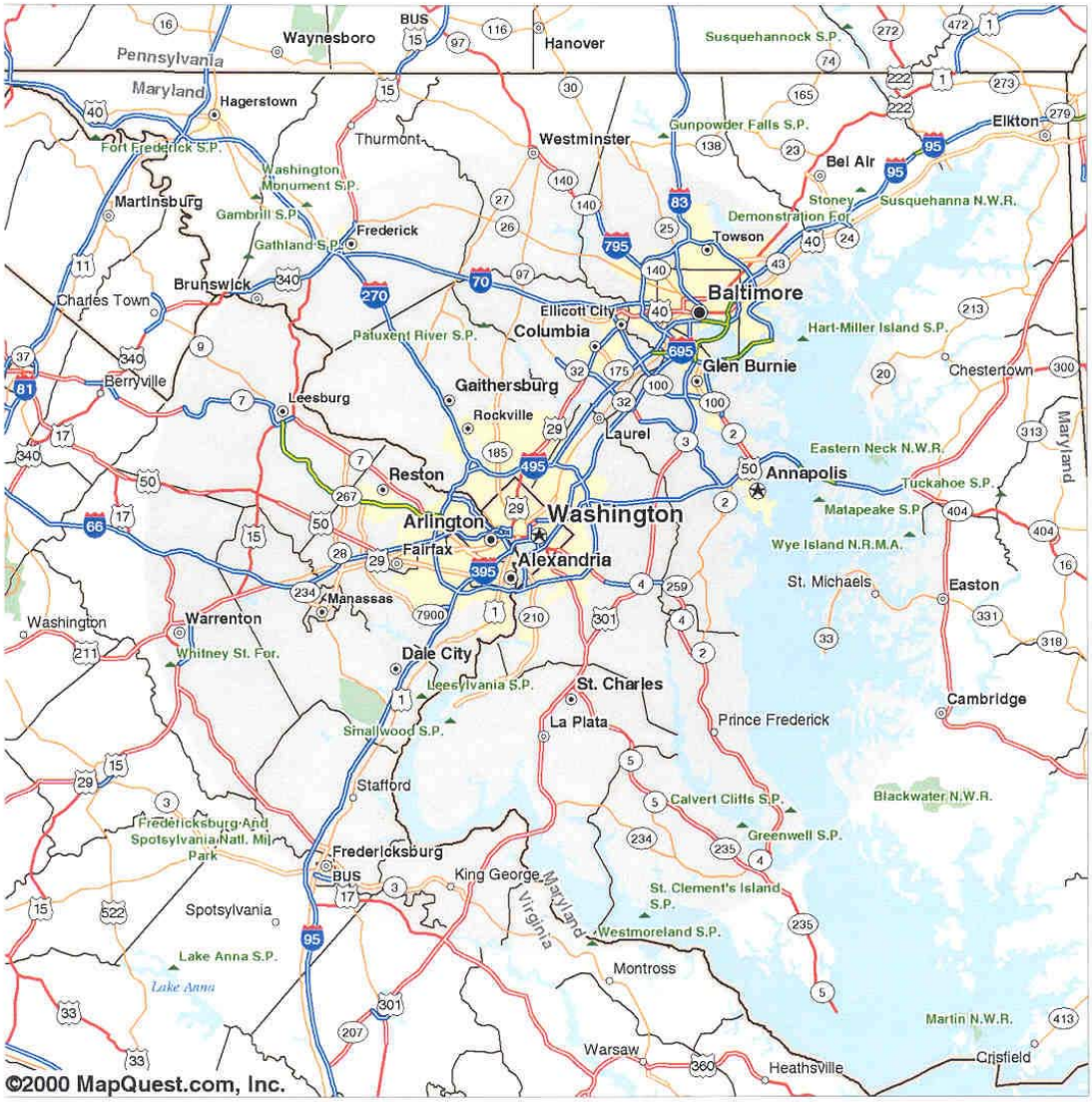
11236 **11273408**

TRIPS OUTSIDE YOUR HOME AREA

This map shows the area surrounding the place where you live. When we call you about your travel day, we will also ask you a few questions about any trips you took during the four week period from:

Saturday, April 21 to Friday, May 18

to places **outside** the shaded circle on the map.



VIAJES HECHOS AFUERA DE SU AREA

Este mapa muestra el área alrededor del lugar adonde usted vive. Cuando le llamemos por teléfono para preguntarle sobre lo que usted registró durante su día asignado, también le haremos unas pocas preguntas acerca de viajes que usted hizo a lugares afuera del círculo sombreado en el mapa, realizados durante las siguientes cuatro semanas:

martes, 2 de abril hasta lunes, 29 de abril

NHTS 2001 Odometer Mileage Form

For each household vehicle listed below:

Please use this form to record the odometer mileage reading and the date when you read the odometer. The best time to record the mileage is sometime during your travel day.

Many odometers show two readings -- one shows the mileage since the vehicle was new and the other can be reset to zero whenever you want. Write down the odometer reading that shows the mileage for the entire life of the vehicle, not the reading that can be reset. Do not record the last digit if it represents tenths of a mile. For example, if the odometer reading is 53,562.4, record | | 5 | 3 | 5 | 6 | 2 | . |

An interviewer will ask you for the readings when we call to collect your tavel information. Thank you for participating in this important part of the study!

Record odometer mileage and the reading date for the following vehicles:

Vehicle Number	Year	Make	Model	Odometer Reading (do not include tenths of a mile)	Date of Reading (month/day/year)
1	1999	DODGE	CARAVAN		__ / ___ / ___

Please list any vehicles not shown above that you owned, leased, or that were available for regular use by your household on **FRIDAY, June 15**

Vehicle Number	Year	Make	Model	Odometer Reading (do not include tenths of a mile)	Date of Reading (month/day/year)
_____	_____	_____	_____	_____	___ / ___ / ___
_____	_____	_____	_____	_____	___ / ___ / ___
_____	_____	_____	_____	_____	___ / ___ / ___
_____	_____	_____	_____	_____	___ / ___ / ___

PLEASE PLACE THIS COMPLETED FORM NEAR THE TELEPHONE OR IN A CONVENIENT PLACE FOR WHEN WE CALL YOU BACK.

OMB Nos: 2139-0008; 2125-0545
Expiration Date: 02/29/2004

Hoja del Odómetro (Millaje)
para la Encuesta Nacional de Transporte en el Hogar 2001

HH ID #: 12345678

Por cada vehículo anotado en esta hoja:

Por favor use esta hoja para anotar la medición del odómetro (millaje) y la fecha de cuándo usted leyó el odómetro. El mejor momento para anotar el millaje es en el algún momento durante su día asignado.

Muchos odómetros muestran dos mediciones – una muestra el millaje desde que el vehículo era nuevo y la otra es un contador que puede ponerse en cero cuando se desee. Registre la medición del odómetro que muestre el millaje de toda la vida del vehículo y no la medición del contador que puede ponerse en cero. No registre el último dígito si representa décimos de milla. Por ejemplo, si la medición del odómetro es 53,562.4, anote | | 5 | 3 | 5 | 6 | 2 | . |

Cuando llamemos a recoleccionar su información de recorridos, un entrevistador le preguntará a usted por estas mediciones. ¡Gracias por participar en esta parte importante del estudio!

Registre el odómetro (millaje) y la fecha de medición para los siguientes vehículos:

Número de Vehículo	Año	Marca	Modelo	Medición del Odómetro ((no incluya décimos de milla)	Fecha de Medición (mes/día/año)
1	1999	DODGE	CARAVAN		___ / ___ / ___

Por favor registre cualquier vehículo que no esté anotado arriba, pero que era suyo (como propiedad o en "lease") o anote vehículos disponibles para uso regular por parte de su hogar, durante el día **FRIDAY, June 15**

Número de Vehículo	Año	Marca	Modelo	Medición del Odómetro ((no incluya décimos de milla)	Fecha de Medición (mes/día/año)
_____	_____	_____	_____	_____	___ / ___ / ___
_____	_____	_____	_____	_____	___ / ___ / ___
_____	_____	_____	_____	_____	___ / ___ / ___

UNA VEZ QUE HAYA COMPLETADO ESTA HOJA, POR FAVOR PONGALA CERCA DEL TELEFONO O EN UN LUGAR CONVENIENTE PARA CUANDO LE LLAMEMOS DE VUELTA.

OMB Nos: 2139-0008; 2125-0545
Expiration Date: 02/29/2002

NHTS 2001 Odometer Mileage Form

Thank you for participating in the National Household Travel Survey. This is the last part of the survey, and when we receive the mileage information for the vehicles in your household, you will have completed the survey.

Please record the **Current Odometer Mileage** and the **Date** you read the mileage for each household vehicle listed below. If any information shown below is incorrect, please write the changes above the incorrect entry.

Vehicle Number	Year	Make	Model	Previous Odometer Reading	Date of Previous Reading	Current Odometer Reading (do not include tenths of a mile)	Date of Current Reading (month/day/year)
01	1988	DODGE	SHADOW	169000	01/14/2002	☐☐☐☐☐☐☐.☐	___ / ___ / ___

After recording the mileage and date on the form, please use any one of the following methods to send the information to us. Your reply is greatly appreciated!

- Use the enclosed postage-paid return envelope,
- Access the NHTS website at www.nhtsmiles.org,

  Your user ID: **13522285**
  Your password is: **16602**

- Fax the information to NHTS-Westat toll-free at 1-888-825-8678, or
- Call the NHTS toll-free phone line at 1-888-813-7447.

HH ID #: 13522285

OMB Nos: 2139-0008; 2125-0545 Expiration Date: 02/29/2004

Hoja del Odómetro (Millaje) para NHTS

Muchas gracias por participar en el Encuesta Nacional de Transporte en el Hogar. Esta es la última parte de la encuesta. Cuando recibamos la información de millaje para los vehículos en su hogar, usted habrá completado la encuesta.

Por favor registre el **odómetro (millaje) actual** y la **fecha** en que usted leyó el millaje de cada vehículo del hogar que se adjunta a continuación: Si alguna información a continuación está incorrecta, por favor escriba los cambios arriba de lo que está incorrecto.

Número de Vehículo	Año	Marca	Modelo	Medición Original del Odómetro	Fecha original de la lectura de medición	Medición Actual del Odómetro (no incluya décimos de milla))	Fecha Actual de la lectura de Medición (mes/día/año)
01	1988	DODGE	SHADOW	169000	01/14/2002		___ / ___ / ___

Después de anotar el millaje y fecha en esta hoja, por favor use cualquiera de los siguientes métodos para enviarnos la información. ¡Su respuesta será muy agradecida!

- Use el sobre de regreso que se adjunta y que ya tiene pago los gastos de correo,
- Conéctese al web de NHTS al: www.nhtsmiles.org,

  Su identificación de usario es: **13522285**
  Su palabra clave (password) es: **16602**

- Envíe por fax la información a NHTS-Westat al número gratis: 1-888-825-8678, o
- Llame a NHTS al número gratuito 1-888-813-7447.

HH ID #: 13522285

OMB Nos: 2139-0008; 2125-0545 Expiration Date: 02/29/2004

National Household Travel Survey
Respondent Information Sheet

*** ODOMETER READINGS - RESPONDENT INFORMATION SHEET ***

ID - 14959963
PHONE: (---) ___ - ____

TIME ZONE: PACIFIC

MAILING ADDRESS
Respondent Name
Respondent Street
Respondent City, State, Zip

HOUSEHOLD VEHICLES

YEAR/MAKE/MODEL	ODOMETER READING	DATE OF READING
1999 /HONDA /CIVIC	47329	4/29/2002
1997 /FORD /RANGER	70168	5/3/2002
1996 /NISSAN /200SX	104980	5/3/2002

RESULT OF CALL

_____ COMPLETED

_____ REFUSED

_____ LEFT MESSAGE

_____ NO CONTACT

INTERVIEWER INITIALS:_____

National Household Travel Survey
Respondent Information Sheet

****
*** 2ND ODOMETER READINGS - RESPONDENT INFORMATION SHEET ***
****

ID - 13363901
PHONE: (---) ___ - ____

TIME ZONE: PACIFIC

MAILING ADDRESS
Respondent Name
Respondent Street
Respondent City, State, Zip

HOUSEHOLD VEHICLES

	First Odometer Reading		Second Odometer Reading	
YEAR/MAKE/MODEL	Mileage	Date	Mileage	Date
1993 /FORD /AEROSTAR	117000	12/22/2001	_____	_____
1993 /TOYOTA /CAMRY	123000	12/22/2001	_____	_____

RESULT OF CALL

_____ COMPLETED _____ LEFT MESSAGE

_____ REFUSED _____ NO CONTACT

INTERVIEWER INITIALS:_____

National Household Travel Survey
Respondent Information Sheet

ID - 10362631
PHONE: (---) ___ - ____

TRAVEL DAY: 20020413
REMINDER CALL DATE: 04 /12 /2002

TIME ZONE: EASTERN

MAILING ADDRESS
Respondent Name
Respondent Street
Respondent City, State, Zip

HOUSEHOLD MEMBERS	
NAME/AGE/SEX	APPOINTMENT DATE AND TIME
Respondent 1/36 /M	04 /14 /2002 8 :30 PM
Respondent 2/26 /F	04 /14 /2002 8 :30 PM
Respondent 3/7 /M	04 /14 /2002 8 :30 PM
Respondent 4 /3 /M	04 /14 /2002 8 :30 PM
Respondent 5 /17 /M	04 /14 /2002 8 :30 PM
Respondent 6 /16 /F	04 /14 /2002 8 :30 PM

RESULT OF CALL

_____ COMPLETED

_____ REFUSED

_____ LEFT MESSAGE

_____ NO CONTACT

INTERVIEWER INITIALS:__

NATIONAL HOUSEHOLD TRAVEL SURVEY
MISSED TRIP INFORMATION SHEET
TRAVEL DAY TRIPS ONLY

CATI Initials:_____

Today's Date_____ Proxy: YES/NO

CASE ID_____ **Subject's Name**_____

1. Where did this missed trip begin? {CURRENT TRIP ORIGINATION/LAST TRIP DESTINATION}

2. Where did {you/SUBJECT} go on this trip? {CURRENT TRIP DESTINATION}

3. How many people were with {you/SUBJECT} on this trip?

IF ANY ASK:
4. Not counting {yourself/SUBJECT}, how many of these were household members?

IF ANY ASK:
5. Who was this?

6. What time did this trip begin?

7. What was the main purpose of this trip?

8. How far is it {BLOCKS/MILES} from where the trip began to {CURRENT TRIP DESTINATION}?

9. About how long {MINUTES/HOURS} did it take you to get from where the trip began to {CURRENT TRIP DESTINATION}?

10. What type of transportation did {you/SUBJECT} use to get from where the trip began to {CURRENT TRIP DESTINATION}?

IF PUBLIC TRANSPORTATION ASK:

11. About how many minutes did {you/SUBJECT} have to wait for {TYPE OF PUBLIC TRANSPORTATION FROM QUESTION 10}?

IF PRIVATE VEHICLE ASK:

12. Was a household vehicle used for this trip?

IF YES ASK:
14. Which Vehicle was this?

15. Did {you/SUBJECT}/{a member of the household} drive on the trip?

IF YES ASK:

16. Who was that?

NATIONAL HOUSEHOLD TRAVEL SURVEY
MISSED TRIP INFORMATION SHEET
LONG DISTANCE ONLY – AT LEAST 50 MILES ONE WAY FROM HOME

CATI Initials:_____

Today's Date_____ Proxy: YES/NO

CASE ID_____ Subject's Name_____

1. What is the farthest city and state {you/SUBJECT} reached on this trip?

   City_____ State_____

2. What was the main reason for this trip?

3. What type of transportation did {you/SUBJECT} use for most of the distance to travel from home to {DESTINATION FROM QUESTION 1}?

4. On what date did {you/SUBJECT} leave home to begin this trip?

5. On what date did {you/SUBJECT} return home after completing this trip?

6. While in {DESTINATION FROM QUESTION 2} did {you/SUBJECT} stay overnight?

   IF YES ASK:

7. In what types of lodging did {you/SUBJECT} stay?

8. How many people traveled with {you/SUBJECT} on this trip?

   IF ANY ASK:

9. Not counting {yourself/SUBJECT}, how many of these were household members?

   IF HOUSEHOLD MEMBER(S) ASK:

10. Who were they?

11. What type of transportation did {you/SUBJECT} use for most of the distance to return from {your/SUBJECT} trip?

    IF ANSWER TO QUESTION 3 IS A PRIVATE VEHICLE ASK:

12. Who was the driver?

    IF ANSWER TO QUESTION 3 IS PUBLIC TRANSPORTATION ASK:

13. What type of transportation did {you/SUBJECT} use for most of the distance to get to the {AIRPORT/BUS STATION/TERMINAL/PIER} to begin the trip?

Texas Department of Transportation

National Household

Are you concerned about traffic in the State of Texas? Travel and traffic has increased everywhere. The Texas Department of Transportation (TxDOT) in cooperation with the United States Department of Transportation (US DOT) is conducting a survey, known as the National Household Travel Survey (NHTS), to better understand how people across our great state and nation travel. As part of the NHTS, TxDOT has arranged to conduct 3,500 surveys specifically in Texas. Local transportation planners will use the data collected by the surveys to update travel models as well as to evaluate transportation plans for the future.

How we use transportation systems has changed. We are interested in all of the ways that you travel from one place to another, including trips by car, bus, train, and airplane, as well as bicycle and pedestrian trips. To better assist local transportation planners in understanding daily travel and projecting future needs in your region, we are asking you to participate in the travel survey.

In about a week, a trained interviewer for the National Household Travel Survey will call and ask some questions about you and your household. Your participation is voluntary. We promise the information you give will be kept confidential and will only be used for statistical purposes.

This survey is so important for the transportation future of the State of Texas as well as our nation's transportation system that we have included a small token of our appreciation for your participation. Together, you and the other participants will help provide an accurate picture of how we travel throughout the Lone Star State.

For more information about the survey, you may visit the NHTS website, www.bts.gov/nhts.

If you have questions, you may contact Tim Juarez from the Texas Department of Transportation at (512) 486-5026 or the NHTS Survey Team at 1-800-566-6262.

We would like to thank you in advance for your participation.

Tim Juarez

Metropolitan Planning Supervisor
Transportation Planning & Programming Division
Texas Department of Transportation

Baltimore Metropolitan Council

2700 Lighthouse Point East, Suite 310
Baltimore, Maryland 21224-4774

Telephone: (410) 732-0500
Facsimile: (410) 732-8248

Anne Arundel County
Baltimore City
Baltimore County
Carroll County
Harford County
Howard County

PAUL FARRAGUT

Executive Director

Are you concerned about congestion? Traffic delays? Travel and traffic have increased 20 percent over the past 10 years in the Baltimore Metropolitan region. The United States Department of Transportation (US DOT) and the Baltimore Metropolitan Council (BMC) are conducting a survey, known as the National Household Travel Survey (NHTS), to better understand how people across the nation and Baltimore travel. Local transportation planners will use the collected survey data to develop transportation plans containing needed system improvements.

Use of the transportation system is constantly changing. We are interested in all of the ways that you travel from one place to another, including trips by car, bus, train, and airplane, as well as walking and bicycling trips. To better assist local transportation planners in understanding daily travel and projecting future needs, we are asking you to participate in a travel survey.

In about a week, a trained interviewer for the National Household Travel Survey will call and ask some questions about you and your household. Your participation is voluntary. We promise the information you give will be kept confidential and will only be used for statistical purposes.

This survey is so important for the future of the Baltimore region as well as our nation's transportation system that we have included a small token of our appreciation for your participation. Together, you and the other participants will help provide an accurate picture of how we travel throughout the Baltimore area.

For more information about the survey, you may visit the NHTS website, www.bts.gov/nhts.

If you have questions, you may contact Charles Baber from the Baltimore Metropolitan Council at (410) 732-0500, extension 1056, or the NHTS Survey Team at 1-800-566-6262.

We would like to thank you in advance for your participation.

Sincerely,

Paul Farragut

Paul Farragut
Executive Director
Baltimore Metropolitan Council

BENJAMIN J. CAYETANO
GOVERNOR

BRIAN K. MINAAI
DIRECTOR

DEPUTY DIRECTORS
GLENN M. OKIMOTO
JADINE Y. URASAKI

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

National Household Travel Survey

Dear Participating Household:

Are you concerned about traffic? Travel and traffic has increased everywhere. The United States Department of Transportation (US DOT) is conducting a survey, known as the National Household Travel Survey (NHTS), to better understand how people across the nation travel, and to evaluate plans for the future. The Hawaii Department of Transportation, as part of the NHTS, has arranged to conduct 1,500 surveys specifically for the neighbor island counties. Local transportation planners will use the data collected by the surveys to update travel models.

How we use transportation systems has changed. We are interested in all of the ways that you travel from one place to another, including trips by car, bus, train, and airplane, as well as walking and bicycling trips. To better assist local transportation planners in understanding daily travel and projecting future needs, we are asking you to participate in a travel survey.

In about a week, a trained interviewer for the National Household Travel Survey will call and ask some questions about you and your household. Your participation is voluntary. We promise the information you give will be kept confidential and will only be used for statistical purposes.

This survey is so important for the future of the Hawaii area as well as our nation's transportation system that we have included a small token of our appreciation for your participation. Together, you and the other participants will help provide an accurate picture of how we travel throughout the Hawaii area.

For more information about the survey, you may visit the NHTS website, www.bts.gov/nhts.

If you have questions, you may contact Dina Lau from our Hawaii Department of Transportation at (808) 587-1845 or the NHTS Survey Team at 1-800-566-6262.

We would like to thank you in advance for your participation.

Very truly yours,

BRIAN MINAAI
Director of Transportation

THE MPO
DES MOINES AREA METROPOLITAN PLANNING ORGANIZATION
6200 AURORA AVENUE, SUITE 300W
URBANDALE, IOWA 50322-2866 - PHONE: (515) 334-0075 - FAX: (515) 334-0098 - WEBSITE: www.dmampo.org

nhts 2001

Are you concerned about traffic? Travel and traffic has increased everywhere. The United States Department of Transportation (US DOT) is conducting a survey, known as the National Household Travel Survey (NHTS), to better understand how people across the nation travel, and to evaluate plans for the future. The Des Moines Area Metropolitan Planning Organization (MPO), as part of the NHTS, has arranged to conduct a number of surveys specifically in the Des Moines metropolitan area. Local transportation planners will use the data collected by the surveys to update travel models.

How we use transportation systems has changed. We are interested in all of the ways that you travel from one place to another, including trips by car, bus, train, and airplane, as well as walking and bicycling trips. To better assist local transportation planners in understanding daily travel and projecting future needs, we are asking you to participate in a travel survey.

In about a week a trained interviewer for the National Household Travel Survey will call and ask some questions about you and your household. Your participation is voluntary. We promise the information you give will be kept confidential and will only be used for statistical purposes.

This survey is so important for the future of the Des Moines metropolitan area as well as our nation's transportation system that we have included a small token of our appreciation for your participation. Together, you and the other participants will help provide an accurate picture of how we travel throughout the Des Moines metropolitan area.

For more information about the survey, you may visit the NHTS website, **www.bts.gov/nhts**, or the Des Moines Area MPO website, **www.dmampo.org**.

If you have questions, you may contact the Des Moines Area MPO staff at (515) 334-0075 or the U.S. Department of Transportation Project Manager, Susan Liss, at (800) 307-8243.

We would like to thank you in advance for your participation.

Loretta Sieman
MPO Executive Committee
City of West Des Moines

Geri Huser
MPO Executive Committee
City of Altoona

Carl Metzger
MPO Executive Committee
City of Ankeny

Christine Hensley
MPO Executive Committee
City of Des Moines

Jim Lane
MPO Executive Committee
City of Norwalk

John Ruan III
MPO Executive Committee
City of Des Moines

Alice Wicker
Dallas County Supervisor

Cy McDonald
Madison County Supervisor

Angela Connolly
Polk County Supervisor

E. David Mineart
Warren County Supervisor

ALTOONA - ANKENY - BONDURANT - CARLISLE - CLIVE - DALLAS COUNTY - DES MOINES - GRIMES - JOHNSTON - NORWALK
PLEASANT HILL - POLK CITY - POLK COUNTY - URBANDALE - WARREN COUNTY - WAUKEE - WEST DES MOINES - WINDSOR HEIGHTS

National Household

Travel Survey

Dear Kentucky Traveler:

Are you concerned about the increase in traffic on Kentucky's roads? The Kentucky Transportation Cabinet, as part of a National Household Travel Survey (NHTS), is conducting 1,100 surveys specifically in your area. Local transportation planners will use the data collected by the surveys to update travel models to better understand how people travel, and to evaluate plans for the future.

How we use transportation systems has changed. We are interested in all of the ways that you travel from one place to another, including trips by car, bus, train, and airplane, as well as by foot or bicycle. To help local transportation planners understand daily travel and project future needs, we are asking you to participate in the travel survey.

In about a week, a trained interviewer for the National Household Travel Survey will call and ask some questions about you and your household. Your participation is voluntary. We promise the information you give will be kept confidential and will only be used for statistical purposes.

Because this survey is so important to the future of Kentucky, we have included a small token of our appreciation for your participation. Together, you and your neighbors will help provide an accurate picture of how we travel throughout the area.

For more information about the survey, visit the NHTS website at www.bts.gov/nhts, contact Mark Pfeiffer from the Kentucky Transportation Cabinet at (502) 564-4890, or the NHTS Survey Team at 1-800-566-6262.

We would like to thank you in advance for your participation.

Sincerely,

Mark Pfeiffer
Executive Director
Office of Public Affairs

LANCASTER COUNTY

OFFICE OF THE COUNTY COMMISSIONERS

COUNTY COMMISSIONERS
PAUL THIBAULT, Chairman
HOWARD "PETE" SHAUB, Vice-Chairman
RON FORD

50 NORTH DUKE STREET
PO BOX 83480
LANCASTER, PA 17608-3480
TELEPHONE: 717-299-8300
FAX: 717-293-7208
www.co.lancaster.pa.us

TIMOTHEA M. KIRCHNER
County Administrator

TERRY L. STYER
Chief Clerk

JOHN W. ESPENSHADE
County Solicitor

Dear Resident:

Are you concerned about traffic? Do your trips seem to take longer than expected? Do you take more trips? To better understand how and why people travel and to evaluate the future transportation needs, the Lancaster County Planning Commission, under the direction of the Lancaster County Board of Commissioners and the United States Department of Transportation (USDOT), has arranged to conduct a household survey of residents within the County. This survey is known as the National Household Travel Survey (NHTS). The data collected by the survey will assist transportation planners in understanding how and why people travel and will help evaluate transportation plans for the future within our County.

The way people travel is changing, and we are very interested in studying the movement of people from one place to another whether it is by car, bus, train, airplane, walking, bicycle, or horse and buggy. In order to better understand daily travel and project future needs, we are asking for your help. We would like to invite you to become a part of this survey.

You probably have many questions about this survey, which is understandable. If you wish to visit the NHTS website, www.bts.gov/nhts, or the Lancaster County website, www.co.lancaster.pa.us, most of your questions will be answered. If you do not have access to the websites and you would like to speak to someone, give us a call. You can ask for the Lancaster County Planning Commission's Senior Transportation Planner, Carol K. Palmoski, at (717) 299-8333 or the NHTS Survey Team at 1-800-566-6262.

If we have answered all of your questions, then join the team. In approximately one week, a trained interviewer for the NHTS will telephone to discuss the survey with you. Your participation is strictly voluntary. The information that you will provide will be kept strictly confidential and will only be used for statistical purposes.

This survey is so important for the future of Lancaster County and the nation's transportation system that a small token has been included in this letter to show our appreciation for your effort and dedication in becoming part of this survey. By becoming part of the team, a picture of our travel patterns and a vision of future planning throughout Lancaster County will become clearer.

If you have any questions about this survey, please call either Carol or Susan, for your questions are very important. We would like to thank you in advance for you participation.

Sincerely,

PAUL THIBAULT, Chairman

HOWARD "PETE" SHAUB, Vice-Chairman

RON FORD, Commissioner

OMPO Oahu Metropolitan Planning Organization

National Household Travel Survey

Are you concerned about traffic? Travel and traffic has increased everywhere. The United States Department of Transportation (US DOT) is conducting a survey, known as the National Household Travel Survey (NHTS), to better understand how people across the nation travel and to evaluate plans for the future. The Oahu Metropolitan Planning Organization, as part of the NHTS, has arranged to conduct 1,500 surveys specifically on Oahu. Local transportation planners will use the data collected by the surveys to update travel models.

How we use transportation systems has changed. We are interested in all of the ways that you travel from one place to another, including trips by car and bus, as well as walking and bicycling trips. To better assist local transportation planners in understanding daily travel and projecting future needs, we are asking you to participate in a travel survey.

In about a week, a trained interviewer for the National Household Travel Survey will call and ask some questions about you and your household. Your participation is voluntary. We promise the information you give will be kept confidential and will only be used for statistical purposes.

This survey is so important for the future of Oahu as well as our nation's transportation system that we have included $2.00 as a small token of our appreciation for your participation. Together, you and the other participants will help provide an accurate picture of how we travel throughout the Oahu area.

For more information about the survey, you may visit the NHTS website, www.bts.gov/nhts.

If you have questions, you may contact Laureen Brennan from the Oahu Metropolitan Planning Organization at (808) 587-2015 or the NHTS Survey Team at 1-800-566-6262.

We would like to thank you in advance for your participation.

Gordon Lum
Executive Director
Oahu Metropolitan Planning Organization

National Household Travel Survey

Dear «MAILATTN»:

Thank You! On behalf of the U.S. Department of Transportation, I thank you and the members of your household for taking part in the *National Household Travel Survey.*

As we explained in our recent telephone call, this packet provides everything your household will need to record your travel for our interview.

- A travel diary for each household member with instructions and an example on the back.
- A card reminding you of the assigned travel day. *Please put it where everyone can see it, such as on your refrigerator*.
- A brochure telling you more about the study.

Please record all trips that you and each member of your household take on your assigned travel day. **We ask each member to complete his or her own diary whenever possible.** Even if your travel on that day is not typical, we still want to know about it. If you are uncertain about whether to include a trip, go ahead and record it.

After your assigned travel day, we will call you to ask some additional questions about transportation. We would like to talk to each person age 16 or older individually, but ask that an adult respond for younger household members.

The information you give us will be held confidential, nothing will be shared that could identify you or your household. We really appreciate your participation—it is extremely important for planning for future transportation.

If you have any questions, you may contact the survey team toll-free at 1-800-566-6262 or by e-mail at SurveyHelp@morpace.com. Thank you once again for participating in the survey.

Sincerely,

Susan Liss

Susan Liss
U.S. Department of Transportation

«QNO»

NATIONAL HOUSEHOLD TRAVEL SURVEY

TRAVEL DIARY

At the beginning of my travel day (4:00 a.m.) I was:
☐ Home ☐ Some other place

WHERE did you go? (Name of place)	What was the **LOCATION?**			What **TIME** did you start and end each trip?		**HOW** did you travel?	How **FAR** was it? (blocks or miles)
	ADDRESS	INTERSECTION	TYPE OF PLACE OR BUSINESS	Started at:	Arrived at:		
EXAMPLE: West Park	2900 Main St. Southfield, MI 48031	Main St. & Evergreen Rd.	Shopping Mall	2:00 pm	2:55 pm	Walk, bus, walk	6 miles
1.							
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							

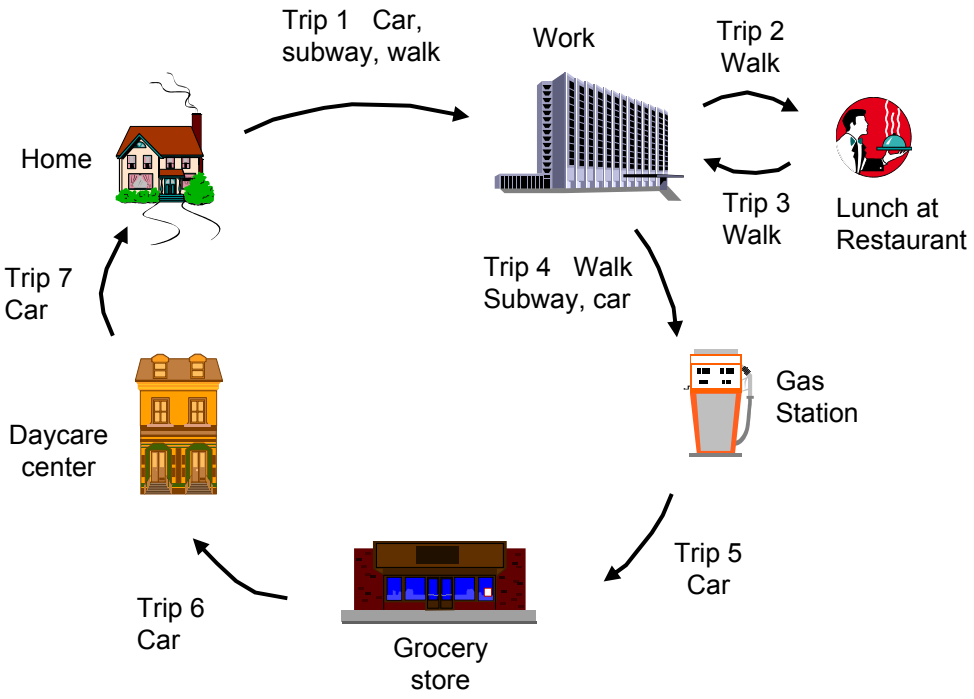
Please remember, a trip is whenever you go from one address to another.

Have this diary by the phone when the interviewer calls. You do not need to mail it back to us. Thanks!

NATIONAL HOUSEHOLD TRAVEL SURVEY
Instructions for Completing the Travel Diary

- Use this diary on your **assigned travel day,** shown on the front.
- The travel day starts at 4:00 a.m. and ends at 4:00 a.m. the next day.
- A **trip** is whenever you travel **from one address to another**. Use one line to record each trip. **Include:**
  - All trips you made for a specific reason, such as to go to work or school, buy gas, or drop someone off.
  - Return trips, such as coming home from work or school.
  - Walks, jogs, bike rides, and short drives. If you started and ended in the same place, list the farthest point you reached and record a return trip.
  - **Do not** include stops just to change the type of transportation.
  - Record all of your child's trips on the child's diary, including the trips that were not taken with an adult member of your household, such as riding the school bus.
- For each trip, fill in the **street address**, **nearest intersection**, and **type of place or business**. Please give as much detail as you can.
- If you made **more than ten trips** as **part of your job** (examples: a cab driver, delivery person, police officer):
  - **Don't** record the trips that were made as part of your job.
  - **Do** record the trips that got you to and from your work place.
  - **Do** record all other trips that **were not** part of your job.
- If you made more trips than will fit on the diary, record the rest on a blank sheet of paper.

Example of Trips on a Travel Day



NATIONAL HOUSEHOLD TRAVEL SURVEY

TRAVEL DIARY

At the beginning of my travel day (4:00 a.m.) I was:
☒ Home ☐ Some other place

WHERE did you go? (Name of place)	What was the LOCATION?			What TIME did you start and end each trip?		HOW did you travel?	How FAR was it? (blocks or miles)
	ADDRESS	INTERSECTION	TYPE OF PLACE OR BUSINESS	Started at:	Arrived at:		
EXAMPLE: West Park	2900 Main St. Southfield, MI 48031	Main St. & Evergreen Rd.	Shopping Mall	2:00 pm	2:55 pm	Walk, bus, walk	6 miles
1. *ABC*	*123 Polk St. Chicago, IL 60602*	*Polk St. & State St.*	*Office Products*	*7:35 a.m.*	*8:43 a.m.*	*Car, Subway, Walk*	*12 miles*
2. *New City Diner*	*1220 Wabash St. Chicago, IL 60602*	*9th St. & Wabash St.*	*Restaurant*	*12:04 p.m.*	*12:16 p.m.*	*Walk*	*2 blocks*
3. *ABC*	*123 Polk St. Chicago, IL 60602*	*Polk St. & State St.*	*Office Products*	*12:58 p.m.*	*1:10 p.m.*	*Walk*	*2 blocks*
4. *Fast Gas*	*3437 Stone Park Rd. Melrose Park, IL 60571*	*Stone Park Rd. & Chicago Ave.*	*Gas Station*	*5:50 p.m.*	*6:35 p.m.*	*Walk, Subway, Car*	*11 miles*
5. *Super Deal*	*3560 Stone Park Rd. Melrose Park, IL 60571*	*Stone Park Rd. & 35th St.*	*Grocery Store*	*6:42 p.m.*	*6:48 p.m.*	*Car*	*1 block*
6. *Happy Kids*	*1832 Wolf Rd. Northlake, IL 60575*	*Wolf Rd. & Franklin Ave.*	*Daycare Center*	*7:05 p.m.*	*7:09 p.m.*	*Car*	*4 blocks*
7. *Home*	*279 Fair Oaks Rd. South Plainfield, IL 60521*	*Fair Oaks Rd. & Ridge Rd.*	*Residence*	*7:14 p.m.*	*7:22 p.m.*	*Car*	*1 mile*
8.							
9.							
10.							

Please remember, a trip is whenever you go from one address to another.
Have this diary by the phone when the interviewer calls. You do not need to mail it back to us. Thanks!

ENCUESTA NACIONAL DE TRANSPORTE EN EL HOGAR

HOJA DE REGISTRO

A las 4:00 a.m. cuando comenzaba mi día asignado para registrar mis recorridos de ese día, yo estaba:
☐ En casa ☐ En algún otro lugar

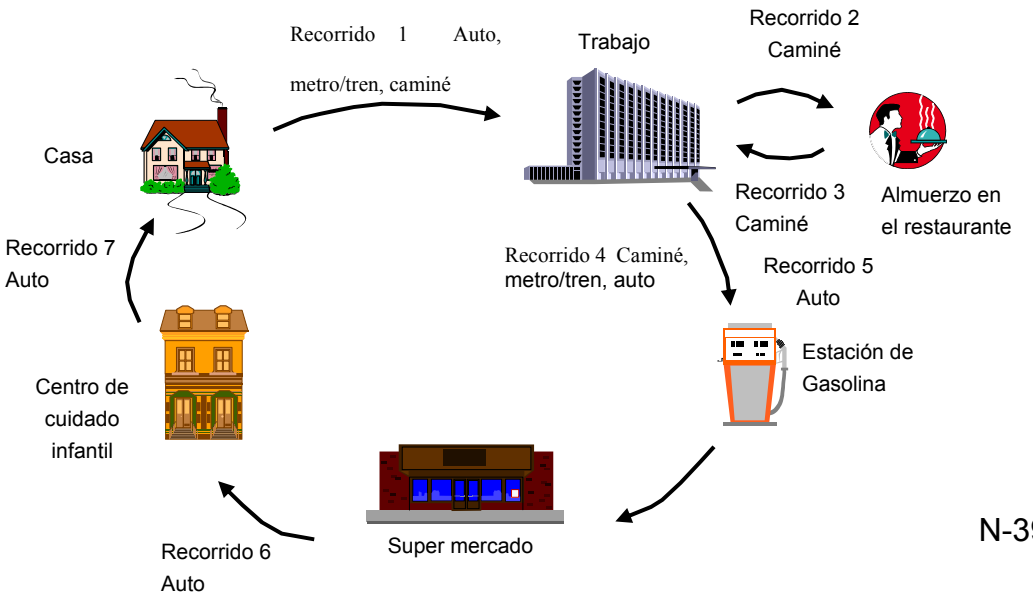
¿A DONDE fue usted? (Nombre del lugar)	¿Cuál fue la **LOCALIZACION** de ese lugar?			¿A qué **HORA** comenzó y terminó usted cada recorrido?		**¿COMO** llegó usted allí?	¿Cuánta **DISTANCIA** anduvo usted? (cuadras o millas)
	DIRECCION	**INTERSECCION**	**TIPO DE LUGAR O NEGOCIO**	**Comenzó a las:**	**Llegó a las:**		
EJEMPLO: West Park	2900 Main St. Southfield, MI 48031	Main St. & Evergreen Rd.	Centro comercial	2:00 pm	2:55 pm	Caminé, autobús, caminé	6 millas
1.							
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							

ENCUESTA NACIONAL DE TRANSPORTE EN EL HOGAR

Instrucciones para completar esta Hoja de Registro

- Use esta Hoja de Registro el **día asignado para anotar sus recorridos,** día que aparece al frente.
- El día asignado para anotar sus recorridos comienza las 4:00 a.m. y finaliza a las 4:00 a.m. del día siguiente.
- Un **recorrido** quiere decir cualquier vez que usted va **de una dirección a otra**. Use una línea para anotar cada recorrido. **Incluya:**
  - Todos los recorridos que usted hizo por una razón específica, tal como ir al trabajo o a estudiar, comprar gasolina o ir a dejar a alguien a alguna parte.
  - Viajes de regreso, tal como regresar a casa después de trabajar o después de ir a estudiar.
  - Caminatas a pie, correr para hacer ejercicios, salidas en bicicleta y recorridos cortos. Si usted comenzó y terminó en el mismo lugar, anote el punto más lejos al que llegó en una línea y anote en la siguiente línea el recorrido de regreso.
  - **No** incluya paradas que hizo solamente para cambiar el tipo de transportación.
  - Anote todos los recorridos de su hijo(a) por separado en una Hoja de Registro para su hijo(a), incluyendo recorridos que no fueron realizados
    con un miembro adulto de su hogar, tal como montarse en el autobús de la escuela.
- Para cada recorrido, anote **la dirección por calle**, **la intersección más cercana** y **otra señal cercana a la dirección**. Por favor anote tanto detalle como usted pueda.
- Si usted hizo más de **diez recorridos** como **parte de su trabajo** (por ejemplo si usted es chofer de taxi, mensajero, oficial de policía):
  - **No** anote los recorridos que hizo como parte de su trabajo.
  - **Anote** recorridos que le llevó a usted hacia y desde su lugar de trabajo.
  - **Anote** todos los otros recorridos que **no eran** parte de su trabajo.
- Si usted hizo más recorridos que los que caben en la Hoja de Registro, anote el resto de sus recorridos aparte en una hoja en blanco.

Ejemplo de recorridos hechos durante el día asignado



ENCUESTA NACIONAL DE TRANSPORTE EN EL HOGAR
HOJA DE REGISTRO

A las 4:00 a.m. cuando comenzaba mi día asignado para registrar mis recorridos de ese día, yo estaba:
☒ En casa ❶ En algún otro lugar

¿A DONDE fue usted? (Nombre del lugar	¿Cuál fue la LOCALIZACION de ese lugar?			¿A qué HORA comenzó y terminó usted cada recorrido?		¿COMO llegó usted allí?	¿Cuánta DISTANCIA anduvo usted? (cuadras o millas)
	DIRECCION	INTERSECCION	TIPO DE LUGAR O NEGOCIO	Comenzó a las:	Llegó a las:		
EXAMPLE: West Park	2900 Main St. Southfield, MI 48031	Main St. & Evergreen Rd.	Centro comercial	2:00 pm	2:55 pm	Caminé, autobús, caminé	6 millas
1. *ABC*	*123 Polk St. Chicago, IL 60602*	*Polk St. & State St.*	*Tienda de artículos de oficina*	*7:35 a.m.*	*8:43 a.m.*	*Automóvil, Metro, Caminé*	*12 millas*
2. *New City Diner*	*1220 Wabash St. Chicago, IL 60602*	*9th St. & Wabash St.*	*Restaurante*	*12:04 p.m.*	*12:16 p.m.*	*Caminé*	*2 cuadras*
3. *ABC*	*123 Polk St. Chicago, IL 60602*	*Polk St. & State St.*	*Tienda de artículos de oficina*	*12:58 p.m.*	*1:10 p.m.*	*Caminé*	*2 cuadras*
4. *Fast Gas*	*3437 Stone Park Rd. Melrose Park, IL 60571*	*Stone Park Rd. & Chicago Ave.*	*Estación de gasolina*	*5:50 p.m.*	*6:35 p.m.*	*Caminé, Metro, Automóvil*	*11 millas*
5. *Super Deal*	*3560 Stone Park Rd. Melrose Park, IL 60571*	*Stone Park Rd. & 35th St.*	*Supermercado*	*6:42 p.m.*	*6:48 p.m.*	*Automóvil*	*1 cuadra*
6. *Happy Kids*	*1832 Wolf Rd. Northlake, IL 60575*	*Wolf Rd. & Franklin Ave.*	*Guardería*	*7:05 p.m.*	*7:09 p.m.*	*Automóvil*	*4 cuadras*
7. *Home*	*279 Fair Oaks Rd. South Plainfield, IL 60521*	*Fair Oaks Rd. & Ridge Rd.*	*Residencia*	*7:14 p.m.*	*7:22 p.m.*	*Automóvil*	*1 milla*
8.							
9.							

Por favor recuerde, un recorrido es cuando usted va de una dirección a otra.
Tenga esta Hoja de Registro a mano, cerca del teléfono lista para cuando llame el entrevistador.

Record ALL trips taken on:

Please keep track of all trips for every member of your household.

Questions???

Call 1-800-566-6262

Record ALL trips taken on:

Please keep track of all trips for every member of your household.

Questions???

Call 1-800-566-6262

Record ALL trips taken on:

Please keep track of all trips for every member of your household.

Questions???

Call 1-800-566-6262

Record ALL trips taken on:

Please keep track of all trips for every member of your household.

Questions???

Call 1-800-566-6262

PHONE NUMBER: (__ __ __) __ __ __ - __ __ __ __ PERSON'S NAME: _____

ADD-ON AREA (CIRCLE ONE): A B C D E F G

NATIONAL HOUSEHOLD TRAVEL SURVEY
JOB M010299 – ADDITIONAL TRAVEL DAY TRIP

WHERE. Where did you/NAME go next on **"TRAVEL DAY"?**

_____

G18_A. What time did this trip begin?

RECORD HOUR:	RECORD MINUTES:	RECORD AM/PM:
__ __	__ __	☐ AM ☐ PM
(1 TO 12)	(0 TO 59)	

☐ Don't Know
☐ Refused

G18_B. What time did you/NAME arrive?

RECORD HOUR:	RECORD MINUTES:	RECORD AM/PM:
__ __	__ __	☐ AM ☐ PM
(1 TO 12)	(0 TO 59)	

☐ Don't Know
☐ Refused

NEXT??. Did you/NAME take any other walks, bike rides, or drives on this day?

☐ Yes (FILL OUT ANOTHER ADDITIONAL TRIP SHEET)
☐ No (CONTINUE WITH NEXT SECTION FOR DETAIL OF THIS TRIP)

PLADDR. What is the address of **"WHERE"**?
(RECORD STREET NUMBER AND STREET NAME)

_____

PLCITY/STATE. City? State?

_____ _____

PLZIP. Zip code?

__ __ __ __ __

PHONE NUMBER: (__ __ __) __ __ __ - __ __ __ __ PERSON'S NAME: _____

ADD-ON AREA (CIRCLE ONE): A B C D E F G

PLROAD. What is the name of the nearest intersecting street or road?

_____

PLTYPE. What type of business or place is that?

_____

WHYTRP. What was the MAIN reason for the trip to **"WHERE"??**

- ☐ Home
- ☐ Work
  - ☐ Go to work
  - ☐ Return to work
  - ☐ Attend business meeting/trip
  - ☐ Other work related
- ☐ School/Religious Activity
- ☐ Go to school as a student
  - ☐ Go to religious activity
  - ☐ Go to library (school-related)
- ☐ Medical/Dental Services
- ☐ Shopping/Errands
  - ☐ Buy goods (groceries, clothing, hardware store)
  - ☐ Buy services (video rentals, dry cleaner, post office, car service, bank)
  - ☐ Buy gas
- ☐ Social/Recreational
  - ☐ Go to gym, exercise, play sports
  - ☐ Rest or relaxation/vacation
  - ☐ Visit friends/relatives
  - ☐ Go out/hang out (entertainment, theater, sports event, go to bar)
  - ☐ Visit public place (historical site, museum, park, library)
- ☐ Family Personal Business/Obligations
  - ☐ Use professional services: attorney/accountant
  - ☐ Attend funeral/wedding
  - ☐ Use personal services: grooming/haircut/nails
  - ☐ Pet care (walk the dog, vet visits)
  - ☐ Attend meeting (PTA, homeowners association, local government)
- ☐ **Transport Someone →**
  - ☐ Pickup someone
  - ☐ **Take and wait →**
  - ☐ **Drop someone off →**

  What was the passenger's main reason for the trip?

  _____
- ☐ Meals
  - ☐ Social event
  - ☐ Get/Eat meal
  - ☐ Coffee/ice cream/snacks
- ☐ Other (Specify _____)

PHONE NUMBER: (__ __ __) __ __ __ - __ __ __ __ PERSON'S NAME: _____

ADD-ON AREA (CIRCLE ONE): A B C D E F G

TRPHHVEH. Was a household vehicle used for this trip?

- ☐ **Yes** → Which vehicle? (Record Year, Make & Model) _____
- ☐ No

TRPPUB. Did you/NAME take a bus, subway, train, or some other type of public transportation during THIS trip?

- ☐ Yes
- ☐ No
- ☐ Don't Know
- ☐ Refused

(ASK IF TRPPUB="Yes")

PUBTYPE. Which one?

- ☐ Bus
- ☐ Subway/Train
- ☐ Boat
- ☐ Don't Know
- ☐ Refused

(ASK IF A HOUSEHOLD VEHICLE WAS NOT USED FOR THIS TRIP)

TRPTRANS. How did you/NAME get to **"WHERE"**?

- ☐ 1 Car
- ☐ 2 Van
- ☐ 3 SUV
- ☐ 4 Pickup Truck
- ☐ 5 Other Truck
- ☐ 6 RV
- ☐ 7 Motorcycle
- ☐ 8 Airplane – Commercial/Charter
- ☐ 9 Airplane – Private/Corporate
- ☐ 10 Bus – Local Public Transit
- ☐ 11 Bus – Commuter
- ☐ 12 Bus – School
- ☐ 13 Bus – Charter/Tour
- ☐ 14 Bus – City to City
- ☐ 15 Train – Amtrak/Inter City
- ☐ 16 Train – Commuter
- ☐ 17 Train – Subway/Elevated
- ☐ 18 Train – Streetcar/Trolley
- ☐ 19 Boat – Ship/Cruise
- ☐ 20 Boat – Passenger Line/Ferry
- ☐ 21 Boat – Sailboat/Motorboat/Yacht
- ☐ 22 Taxicab
- ☐ 23 Limousine
- ☐ 24 Hotel/Airport Shuttle
- ☐ 25 Bicycle
- ☐ 26 Walk
- ☐ 27 Other (Specify _____)
- ☐ Don't Know
- ☐ Refused

PHONE NUMBER: (__ __ __) __ __ __ - __ __ __ __ PERSON'S NAME: _____

ADD-ON AREA (CIRCLE ONE): A B C D E F G

(ASK IF TRPPUB="Yes" OR IF TRPTRANS=8, 9, 10, 11, 16, 17, 18, OR 20)

HOWPUB. How did you/NAME get TO the bus/train/pier/airport/subway/street car?
(MULTIPLE MENTION. UP TO FIVE RESPONSES.)

- ☐ 1 Car
- ☐ 2 Van
- ☐ 3 SUV
- ☐ 4 Pickup Truck
- ☐ 5 Other Truck
- ☐ 6 RV
- ☐ 7 Motorcycle
- ☐ 8 Airplane – Commercial/Charter
- ☐ 9 Airplane – Private/Corporate
- ☐ 10 Bus – Local Public Transit
- ☐ 11 Bus – Commuter
- ☐ 12 Bus – School
- ☐ 13 Bus – Charter/Tour
- ☐ 14 Bus – City to City
- ☐ 15 Train – Amtrak/Inter City
- ☐ 16 Train – Commuter
- ☐ 17 Train – Subway/Elevated
- ☐ 18 Train – Streetcar/Trolley
- ☐ 19 Boat – Ship/Cruise
- ☐ 20 Boat – Passenger Line/Ferry
- ☐ 21 Boat – Sailboat/Motorboat/Yacht
- ☐ 22 Taxicab
- ☐ 23 Limousine
- ☐ 24 Hotel/Airport Shuttle
- ☐ 25 Bicycle
- ☐ 26 Walk
- ☐ 27 Other (Specify _____)

- ☐ Don't Know
- ☐ Refused

(ASK IF TRPPUB="Yes" OR IF TRPTRANS=8, 9, 10, 11, 16, 17, 18, OR 20)

G27B. How long did it take you/NAME to get TO the bus/train/pier/airport/subway/street car?

RECORD HOURS:	RECORD MINUTES:
__ __	__ __
(0 TO 24)	(0 TO 59)

- ☐ Don't Know
- ☐ Refused

(ASK IF TRPPUB="Yes" OR IF TRPTRANS=8, 9, 10, 11, 16, 17, 18, OR 20)

G28. How long did you/NAME have to wait for the bus/train/pier/airport/subway/street car?

RECORD HOURS:	RECORD MINUTES:
__ __	__ __
(0 TO 24)	(0 TO 59)

- ☐ Don't Know
- ☐ Refused

ADD-ON AREA (CIRCLE ONE): A B C D E F G

(ASK IF TRPPUB="Yes" OR IF TRPTRANS=8, 9, 10, 11, 16, 17, 18, OR 20)

HOWFRP. How did you/NAME get FROM the bus/train/pier/airport/subway/street car to **"WHERE"**?
(MULTIPLE MENTION. UP TO FIVE RESPONSES.)

- ☐ 1 Car
- ☐ 2 Van
- ☐ 3 SUV
- ☐ 4 Pickup Truck
- ☐ 5 Other Truck
- ☐ 6 RV
- ☐ 7 Motorcycle
- ☐ 8 Airplane – Commercial/Charter
- ☐ 9 Airplane – Private/Corporate
- ☐ 10 Bus – Local Public Transit
- ☐ 11 Bus – Commuter
- ☐ 12 Bus – School
- ☐ 13 Bus – Charter/Tour
- ☐ 14 Bus – City to City
- ☐ 15 Train – Amtrak/Inter City
- ☐ 16 Train – Commuter
- ☐ 17 Train – Subway/Elevated
- ☐ 18 Train – Streetcar/Trolley
- ☐ 19 Boat – Ship/Cruise
- ☐ 20 Boat – Passenger Line/Ferry
- ☐ 21 Boat – Sailboat/Motorboat/Yacht
- ☐ 22 Taxicab
- ☐ 23 Limousine
- ☐ 24 Hotel/Airport Shuttle
- ☐ 25 Bicycle
- ☐ 26 Walk
- ☐ 27 Other (Specify _____)

- ☐ Don't Know
- ☐ Refused

(ASK IF TRPPUB="Yes" OR IF TRPTRANS=8, 9, 10, 11, 16, 17, 18, OR 20)

G28B. How long did it take you/NAME to get to **"WHERE"** FROM the bus/train/pier airport/subway/street car?

RECORD HOURS: RECORD MINUTES:

__ __ (0 TO 24) __ __ (0 TO 59)

- ☐ Don't Know
- ☐ Refused

G24. How far is it from where you/NAME started to **"WHERE"**?

RECORD NUMBER: RECORD BLOCKS/MILES:

__ __ __ __ __ (0 TO 15,000) ☐ Blocks ☐ Miles

- ☐ Don't Know
- ☐ Refused

TRPACCMP. Was anyone with you/NAME on this trip?

- ☐ Yes
- ☐ No
- ☐ Don't Know
- ☐ Refused

ADD-ON AREA (CIRCLE ONE): A B C D E F G

(ASK IF TRPACCMP="Yes" – RESPONDENT WAS NOT ALONE ON THE TRIP)

TRPHHACC. Were any HOUSEHOLD members with you/NAME on this trip?

- ☐ Yes
- ☐ No
- ☐ Don't Know
- ☐ Refused

(ASK IF TRPHHACC="Yes" – HOUSEHOLD MEMBERS WERE ON THE TRIP)

WHOACC. Which household members?
(MULTIPLE MENTION. UP TO 15 HOUSEHOLD MEMBERS.)

_____

_____

_____

(ASK IF TRPACCMP="Yes" – RESPONDENT WAS NOT ALONE ON THE TRIP)

NONHHACC. Did any non-household members go with you/NAME on this trip, such as friends, relatives, or other people you/he/she know(s)?

- ☐ Yes
- ☐ No
- ☐ Don't Know
- ☐ Refused

(ASK IF NONHHACC="Yes" – NON-HOUSEHOLD MEMBERS WERE ON THE TRIP)

REFERENCE G36

NONHHCNT. How many non-household members went on this trip with you/NAME?

__ __
(1 TO 99)

- ☐ Don't Know
- ☐ Refused

HHMEMDRV. Did you/NAME, (or a member of the household) drive on the trip?

- ☐ **Yes**
- ☐ No
- ☐ **Part of the trip**
- ☐ Don't Know
- ☐ Refused

Who was the driver?

_____

NATIONAL HOUSEHOLD TRAVEL SURVEY
JOB M010299E – TEXAS
ADDITIONAL LONG-DISTANCE TRIPS (ATS SECTION)

FARCTY. What was the farthest city and state you/NAME reached on the next trip that took you/NAME 50 miles or more away from home?
(RECORD CITY) (RECORD STATE)

_____, _____

H2_4_A. On what date did you/NAME begin this trip?
(DATE MUST BE PRIOR TO OR EQUAL TO THE TRAVEL DAY)

YEAR	MONTH	DAY
__ __ __ __	__ __	__ __
(2000/2001)	(1 TO 12)	(1 TO 31)

H2_4_B. On what date did you/NAME return home after completing this trip?
(DATE MUST BE THE SAME OR AFTER THE H2_4_A DATE AND PRIOR TO OR EQUAL TO THE TRAVEL DAY)

YEAR	MONTH	DAY
__ __ __ __	__ __	__ __
(2000/2001)	(1 TO 12)	(1 TO 31)

RECURR. Was this trip made more than one time during this 4-week period for the SAME reason?

- ☐ Yes
- ☐ No
- ☐ Don't Know
- ☐ Refused

(ASK IF RECURR=YES)

NTIMES. Altogether, how many times did you/NAME make this trip during this 4-week period?
(INTERVIEWER NOTE: Verify if more than 50.)

__ __ (MUST BE BETWEEN 1 AND 99)

- ☐ Don't Know
- ☐ Refused

NEXTTRP. Did you/NAME make any other trips of 50 miles or more away from home during this 4-week period?

- ☐ Yes (FILL OUT ANOTHER ADDITIONAL LONG-DISTANCE TRIP SHEET)
- ☐ No (CONTINUE WITH NEXT SECTION FOR DETAIL OF THIS TRIP)

I1. Next, I'd like to get some more detail about your/NAME's round trip to **"CITY AND STATE"** that began on **"START DATE"** and ended on **"END DATE"**.

NUMHHM. NOT counting yourself/NAME, how many members of your/his/her household traveled with you/NAME on the trip to **"CITY AND STATE"**?
(RECORD NUMBER OF HOUSEHOLD MEMBERS)

__ __ (MUST BE LESS THAN THE NUMBER OF HOUSEHOLD MEMBERS)

☐ Don't Know ☐ Refused

(ASK IF NUMHHM IS NOT ZERO, D/K OR REFUSED)

HHM1-15. Who was with you/NAME?
(RECORD ALL HOUSEHOLD MEMBERS ON TRIP, NOT INCLUDING RESPONDENT)

_____, _____, _____

☐ Don't Know ☐ Refused

NUMNHHM. How many non-household members, such as your/NAME's friends, relatives, or business associates, traveled with you/him/her on the trip to **"CITY AND STATE"**?
(IF NEEDED: "Do not include other people on the plane, train, bus, etc., who were not part of your/his/her travel party.")
(RECORD NUMBER OF NON-HOUSEHOLD MEMBERS)

__ __ __ (MUST BE BETWEEN 0 AND 990)

☐ Don't Know ☐ Refused

MAINMODE. What type of transportation did you/NAME use for most of the distance traveled to **"CITY AND STATE"**? (DO NOT READ LIST)

☐ 1 Car
☐ 2 Van
☐ 3 SUV
☐ 4 Pickup Truck
☐ 5 Other Truck
☐ 6 RV
☐ 7 Motorcycle
☐ 8 Airplane – Commercial/Charter
☐ 9 Airplane – Private/Corporate
☐ 10 Bus – Local Public Transit
☐ 11 Bus – Commuter
☐ 12 Bus – School
☐ 13 Bus – Charter/Tour
☐ 14 Bus – City to City
☐ 15 Train – Amtrak/Inter City
☐ 16 Train – Commuter
☐ 17 Train – Subway/Elevated
☐ 18 Train – Streetcar/Trolley
☐ 19 Boat – Ship/Cruise
☐ 20 Boat – Passenger Line/Ferry
☐ 21 Boat – Sailboat/Motorboat/Yacht
☐ 22 Taxicab
☐ 23 Limousine
☐ 24 Hotel/Airport Shuttle
☐ 25 Bicycle
☐ 26 Walk
☐ 27 Other (Specify _____)

☐ Don't Know
☐ Refused

(ASK IF MAINMODE<8 (PRIVATELY OWNED VEHICLE USED) AND NUMHHM+NUMNHHM>0)

DRIVER. Who was the driver?
(INTERVIEWER NOTE: If respondent says more than one person drove, say: "Who drove most of the distance on the trip?")

- ☐ Subject
- ☐ Other household member
- ☐ Someone else

- ☐ Don't Know
- ☐ Refused

(ASK IF DRIVER=OTHER HOUSEHOLD MEMBER)

HHMDRV. Who was it?
(RECORD ONE HOUSEHOLD MEMBER WHO DROVE ON THE TRIP)

_____

- ☐ Don't Know
- ☐ Refused

(ASK IF MAINMODE=8-20, ELSE GO TO FARMODE)

ACCMODE. What type of transportation did you/NAME use for most of the distance to get TO the place to begin your/his/her trip to **"CITY AND STATE"**?
Did you/NAME use any other type of transportation to get to the place, including bicycling and walking?
Anything else?
(DO NOT READ LIST)
(MULTIPLE MENTION. CHECK UP TO NINE RESPONSES.)

- ☐ 1 Car
- ☐ 2 Van
- ☐ 3 SUV
- ☐ 4 Pickup Truck
- ☐ 5 Other Truck
- ☐ 6 RV
- ☐ 7 Motorcycle
- ☐ 8 Airplane – Commercial/Charter
- ☐ 9 Airplane – Private/Corporate
- ☐ 10 Bus – Local Public Transit
- ☐ 11 Bus – Commuter
- ☐ 12 Bus – School
- ☐ 13 Bus – Charter/Tour
- ☐ 14 Bus – City to City
- ☐ 15 Train – Amtrak/Inter City
- ☐ 16 Train – Commuter
- ☐ 17 Train – Subway/Elevated
- ☐ 18 Train – Streetcar/Trolley
- ☐ 19 Boat – Ship/Cruise
- ☐ 20 Boat – Passenger Line/Ferry
- ☐ 21 Boat – Sailboat/Motorboat/Yacht
- ☐ 22 Taxicab
- ☐ 23 Limousine
- ☐ 24 Hotel/Airport Shuttle
- ☐ 25 Bicycle
- ☐ 26 Walk
- ☐ 27 Other (Specify _____)

- ☐ Don't Know
- ☐ Refused

ACCNAME. What was the name of the place from which you/he/she departed?
(RECORD DEPARTURE PLACE NAME)

_____

ACCCTY. City?
State?
(RECORD DEPARTURE CITY) (RECORD DEPARTURE STATE)

_____, _____

EGRNAME. What was the name of the place in **"CITY AND STATE"** where you/he/she arrived?
(RECORD ARRIVAL PLACE NAME)

_____

EGRCTY. City?
State?
(RECORD ARRIVAL CITY) (RECORD ARRIVAL STATE)

_____, _____

EGRMODE. After you/he/she arrived at the place, what type of transportation did you/NAME use for most of the distance FROM the place to your/his/her final destination?
Did you/he/she use any other type of transportation to get from the place to your/his/her stopping point, including bicycling and walking?
Anything else?
(DO NOT READ LIST)
(MULTIPLE MENTION. CHECK UP TO NINE RESPONSES.)

- ☐ 1 Car
- ☐ 2 Van
- ☐ 3 SUV
- ☐ 4 Pickup Truck
- ☐ 5 Other Truck
- ☐ 6 RV
- ☐ 7 Motorcycle
- ☐ 8 Airplane – Commercial/Charter
- ☐ 9 Airplane – Private/Corporate
- ☐ 10 Bus – Local Public Transit
- ☐ 11 Bus – Commuter
- ☐ 12 Bus – School
- ☐ 13 Bus – Charter/Tour
- ☐ 14 Bus – City to City
- ☐ 15 Train – Amtrak/Inter City
- ☐ 16 Train – Commuter
- ☐ 17 Train – Subway/Elevated
- ☐ 18 Train – Streetcar/Trolley
- ☐ 19 Boat – Ship/Cruise
- ☐ 20 Boat – Passenger Line/Ferry
- ☐ 21 Boat – Sailboat/Motorboat/Yacht
- ☐ 22 Taxicab
- ☐ 23 Limousine
- ☐ 24 Hotel/Airport Shuttle
- ☐ 25 Bicycle
- ☐ 26 Walk
- ☐ 27 Other (Specify _____)

- ☐ Don't Know
- ☐ Refused

FARMODE. Tell me all the types of transportation that you/NAME used during your/his/her stay in **"CITY AND STATE"**?

Did you/he/she use any other type of transportation during your/his/her stay in **"CITY AND STATE"**, including bicycling and walking?
Anything else?
(DO NOT READ LIST)
(MULTIPLE MENTION. CHECK UP TO NINE RESPONSES.)

- ☐ 1 Car
- ☐ 2 Van
- ☐ 3 SUV
- ☐ 4 Pickup Truck
- ☐ 5 Other Truck
- ☐ 6 RV
- ☐ 7 Motorcycle
- ☐ 8 Airplane – Commercial/Charter
- ☐ 9 Airplane – Private/Corporate
- ☐ 10 Bus – Local Public Transit
- ☐ 11 Bus – Commuter
- ☐ 12 Bus – School
- ☐ 13 Bus – Charter/Tour
- ☐ 14 Bus – City to City
- ☐ 15 Train – Amtrak/Inter City
- ☐ 16 Train – Commuter
- ☐ 17 Train – Subway/Elevated
- ☐ 18 Train – Streetcar/Trolley
- ☐ 19 Boat – Ship/Cruise
- ☐ 20 Boat – Passenger Line/Ferry
- ☐ 21 Boat – Sailboat/Motorboat/Yacht
- ☐ 22 Taxicab
- ☐ 23 Limousine
- ☐ 24 Hotel/Airport Shuttle
- ☐ 25 Bicycle
- ☐ 26 Walk
- ☐ 27 Other (Specify _____)

- ☐ Don't Know
- ☐ Refused

FARREAS. What was the main reason that you/NAME took the trip **"CITY AND STATE"**?
Was there another reason that you/he/she made this trip?
Any other reason?
(DO NOT READ LIST)
(MULTIPLE MENTION. CHECK UP TO FIVE RESPONSES.)

- ☐ To and from work
- ☐ Business (work-related meeting, convention, or seminar)
- ☐ Combined business and pleasure
- ☐ School-related activity
- ☐ Vacation
- ☐ Visit friends or relatives
- ☐ Rest or relaxation
- ☐ Sightseeing
- ☐ Outdoor recreation (sports, fishing, hunting, camping, boating, etc.)
- ☐ Entertainment (theater, concert, sports event, gambling, etc.)
- ☐ Shopping
- ☐ Went out to eat
- ☐ Spend the night
- ☐ Change transportation modes
- ☐ Family/Personal reasons
- ☐ Religious
- ☐ Medical
- ☐ Give someone a ride
- ☐ Other (Specify _____)

☐ Don't Know ☐ Refused

(ASK IF START DATE AND END DATE ARE DIFFERENT, OR IF DATES WERE D/K OR REFUSED)

FARLODG. While in **"CITY AND STATE"**, in what types of lodging did you/NAME stay?
Any others?
(DO NOT READ LIST)
(MULTIPLE MENTION. CHECK UP TO FIVE RESPONSES. ANSWER 01 IS SINGLE RESPONSE.)

- ☐ DID NOT STAY OVERNIGHT (IF THIS IS CHECKED, NO OTHERS SHOULD BE!)
- ☐ Friend or relative's home
- ☐ Hotel, motel, bed & breakfast, or resort
- ☐ Rented cabin, condominium, or vacation home
- ☐ Owned cabin, condominium, vacation home, or timeshare
- ☐ Camper, trailer, tent, or other recreational vehicle
- ☐ Overnight in automobile, plane, ship, train, etc.
- ☐ Corporate-owned housing
- ☐ Conference center for participants only
- ☐ Military housing
- ☐ Dormitory or youth hostel
- ☐ YMCA
- ☐ Other (Specify _____)

- ☐ Don't Know
- ☐ Refused

RETMODE. What type of transportation did you/NAME use for most of the distance to RETURN home from your/his/her trip to **"CITY AND STATE"**?
(DO NOT READ LIST)

- ☐ 1 Car
- ☐ 2 Van
- ☐ 3 SUV
- ☐ 4 Pickup Truck
- ☐ 5 Other Truck
- ☐ 6 RV
- ☐ 7 Motorcycle
- ☐ 8 Airplane – Commercial/Charter
- ☐ 9 Airplane – Private/Corporate
- ☐ 10 Bus – Local Public Transit
- ☐ 11 Bus – Commuter
- ☐ 12 Bus – School
- ☐ 13 Bus – Charter/Tour
- ☐ 14 Bus – City to City
- ☐ 15 Train – Amtrak/Inter City
- ☐ 16 Train – Commuter
- ☐ 17 Train – Subway/Elevated
- ☐ 18 Train – Streetcar/Trolley
- ☐ 19 Boat – Ship/Cruise
- ☐ 20 Boat – Passenger Line/Ferry
- ☐ 21 Boat – Sailboat/Motorboat/Yacht
- ☐ 22 Taxicab
- ☐ 23 Limousine
- ☐ 24 Hotel/Airport Shuttle
- ☐ 25 Bicycle
- ☐ 26 Walk
- ☐ 27 Other (Specify _____)

- ☐ Don't Know
- ☐ Refused

(ASK IF START DATE AND END DATE ARE DIFFERENT, OR IF DATES WERE D/K OR REFUSED)

FARSTOP. Did you/he/she make any overnight stops on your/his/her trip TO **"CITY AND STATE"**?

- Yes
- No
- Don't Know
- Refused

(ASK IF START DATE AND END DATE ARE DIFFERENT, OR IF DATES WERE D/K OR REFUSED)

RETSTOP. Did you/he/she make any overnight stops on your/his/her RETURN trip home from **"CITY AND STATE"**?

- Yes
- No
- Don't Know
- Refused

(ASK IF FARSTOP=YES OR IF RETSTOP=YES, ELSE GO TO TMRTYR)

STPCITY. What was the name of the city and state where you/NAME made your/his/her overnight stop on your/his/her trip <TO or FROM> **"CITY AND STATE"**?

	(RECORD STOP CITY)	(RECORD STOP STATE)
1.	_____,	_____
2.	_____,	_____
3.	_____,	_____

STPREAS. What was the MAIN reason that you/NAME stayed overnight in **"STOP CITY AND STATE"**?

(DO NOT READ LIST. IF MORE THAN ONE STOP WAS MADE, PUT THE STOP NUMBER NEXT TO THE REASON.)

- To and from work
- Business (work-related meeting, convention, or seminar)
- Combined business and pleasure
- School-related activity
- Vacation
- Visit friends or relatives
- Rest or relaxation
- Sightseeing
- Outdoor recreation (sports, fishing, hunting, camping, boating, etc.)
- Entertainment (theater, concert, sports event, gambling, etc.)
- Shopping
- Went out to eat
- Spend the night
- Change transportation modes
- Family/Personal reasons
- Religious
- Medical
- Give someone a ride
- Other (Specify _____)

- Don't Know
- Refused

STPMODE. Tell me all the types of transportation that you/NAME used during your/his/her stay in **"STOP CITY AND STATE"**?
Did you/he/she use any other type of transportation during your/his/her stay in **"STOP CITY AND STATE"**, including bicycling and walking?
Anything else?
(DO NOT READ LIST)
(MULTIPLE MENTION. CHECK UP TO NINE RESPONSES. IF MORE THAN ONE STOP WAS MADE, PUT THE STOP NUMBER NEXT TO EACH TRANSPORTATION TYPE SELECTED.)

- ☐ 1 Car
- ☐ 2 Van
- ☐ 3 SUV
- ☐ 4 Pickup Truck
- ☐ 5 Other Truck
- ☐ 6 RV
- ☐ 7 Motorcycle
- ☐ 8 Airplane – Commercial/Charter
- ☐ 9 Airplane – Private/Corporate
- ☐ 10 Bus – Local Public Transit
- ☐ 11 Bus – Commuter
- ☐ 12 Bus – School
- ☐ 13 Bus – Charter/Tour
- ☐ 14 Bus – City to City
- ☐ 15 Train – Amtrak/Inter City
- ☐ 16 Train – Commuter
- ☐ 17 Train – Subway/Elevated
- ☐ 18 Train – Streetcar/Trolley
- ☐ 19 Boat – Ship/Cruise
- ☐ 20 Boat – Passenger Line/Ferry
- ☐ 21 Boat – Sailboat/Motorboat/Yacht
- ☐ 22 Taxicab
- ☐ 23 Limousine
- ☐ 24 Hotel/Airport Shuttle
- ☐ 25 Bicycle
- ☐ 26 Walk
- ☐ 27 Other (Specify _____)

- ☐ Don't Know
- ☐ Refused

TMRTYR. In what year did you/NAME make your/his/her most recent train trip that took you/NAME 50 miles or more away from home? Please do NOT include trips on subway, trolley, or light rail transit systems.
(INTERVIEWER NOTE: If the respondent is unable to recall the exact year, say: "About how many years ago was that?")
(RECORD YEAR)

__ __ __ __ (ALLOW 1910 TO CURRENT YEAR)

- ☐ Never made a 50+ mile train trip from home
- ☐ Don't Know
- ☐ Refused

(ASK IF VALID YEAR WAS RECORDED IN TMRTYR)
REFERENCE T2
TMRTMTH. In what month did you/NAME make this trip?
(INTERVIEWER NOTE: If the respondent is unable to recall the exact month, say: "Can you provide an approximate date when you/he/she made this trip?")
(RECORD MONTH)

__ __ (MUST BE BETWEEN 1 AND 12)

- ☐ Don't Know
- ☐ Refused

APPENDIX O

COMPARABILITY WITH EARLIER NPTS SURVEYS

Exhibit 1-1 in Section 1-D provides summary information on the NPTS surveys that were conducted between 1969 and 2001. This Appendix provides additional detail on each of these surveys.

1969 NPTS

The original NPTS was conducted from 1969 to 1970 by the U.S. Bureau of the Census, which collected the survey data for the Federal Highway Administration (FHWA) of the U.S. Department of Transportation. That first NPTS survey was based on a multi-state probability sample of housing units located in 235 sample areas, which included 485 counties and independent cities representing every state of the U.S. and the District of Columbia. Experienced Census Bureau field staff conducted personal interviews in some 15,000 households, obtaining transportation-related information for all occupants.

Sections of that initial questionnaire provided information including:

- automobile record (ownership, whether an automobile was purchased new or used, and annual miles driven),
- proximity to public transportation and shopping,
- travel to work,
- driver information, such as estimated annual miles driven by licensed drivers,
- travel to school,
- all one-way trips by motor vehicle or some form of public transportation during the previous 24 hours (referred to as the travel day), and

- record of all trips lasting one or more nights during the seven days that ended the day before the pre-assigned travel day.

1977 NPTS

During the 1977 NPTS, an update of the 1969 nationwide survey, the data were again collected from households in a national sample of area segments, with basically the same sampling, collection, and processing procedures as the 1969 version. The Census Bureau collected the data from approximately 18,000 households nationwide. The 1977 survey questionnaires were expanded considerably and updated to better address then-current issues, and the survey procedures were modified to upgrade the effort.

One of the major differences between the 1969 and the 1977 surveys was the extension of vehicle coverage to all motor vehicles owned by a sample household. While the 1969 survey included only automobiles as part of the vehicle record, the 1977 survey also included personal trucks and vans, camper vehicles, motorcycles, and mopeds.

1983 NPTS

When the 1983 NPTS was conducted between February 1983 and January 1984, the Census Bureau again collected survey data by using face-to-face interviews in an area probability sample of nearly 6,500 households. Additional, information was obtained about the use of safety devices in household vehicles including seat belt usage: when, how often, under what conditions; and information about child safety topics such as type of safety seat used and its position in the vehicle, internal harnesses in use, and injuries sustained from an emergency stop when a child was not using a child safety seat or other safety device.

1990 NPTS

Research Triangle Institute (RTI) conducted the 1990 NPTS using a computer-assisted telephone interviewing (CATI) technology. This was a significant change from the in-home interview methodology previously used for the NPTS. The national sample consisted of 18,000 households. One state and two Metropolitan Planning Organizations purchased additional interviews in their areas, increasing the total sample to more than 22,000 households.

Other methodology changes in 1990 were:

- the use of the random-digit dialing (RDD) sampling procedures,
- greater utilization of proxy respondents, and
- an increase in the allowable window for interviewing sampled persons about their travel from four to six days.

The 1990 NPTS included new questions about vehicle accidents that members of the household had experienced and the highway types used for selected vehicle trips on the household's travel day. The core data components, however, were comparable to previous surveys in the series.

The 1990 NPTS features which were the same as in previous NPTS surveys included the:

- definitions of eligible persons, trip purposes, and modes of transportation,
- concepts of a travel-day section for all trips taken on the travel day and a travel period section for reporting long trips taken during a 14-day period, and
- core information collected for sample households, persons, vehicles, drivers, travel period, and travel day trips. For each travel day trip, information was collected regarding the trip purpose, mode, distance, time taken, and accompanying persons, as it was during earlier surveys.

1995 METHODS RESEARCH

Prior to the 1995 NPTS pretest, the following methodology issues, which could improve the 1995 survey results or strengthen analysis capability, were studied:

- methods to obtain more complete trip reporting,
- alternate definitions of a completed household interview,
- use of proxy respondents,
- obtaining data on trip chaining,
- enhanced geographic coding of household and work locations,
- expanded on-line editing during the interviews, and
- vehicle odometer readings to obtain more accurate vehicle miles traveled (VMT) estimates.

1995 PRETEST

In preparation for the 1995 NPTS, a large methodological pretest was conducted from November 1994 through January 1995 to identify problems with new questions, determine the average interview time, and test the data collection procedures. A methodological experiment was embedded within the pretest sample in order to test three different survey methods: recall, memory jogger, and travel diary. The major pretest result was the indication that the use of travel diaries would lead to more complete NPTS trip reporting, and FHWA decided to utilize a one-day trip diary in the 1995 NPTS.

Other pretest results included the following:

- practicality of mailing advance letters to selected households,

- feasibility of collecting more detailed information about the household location,
- feasibility of collecting paired odometer readings for the sample vehicles, and
- advantage of using a household roster of trips to reduce respondent burden and increase trip recall.

The household roster of trips allowed the CATI interviewer to skip trip detail for a specific respondent if another household member had already reported information about that trip.

Mailing advance letters informed the sample households of their selection for the 1995 NTPS, legitimized the survey and presented it in the larger context, and notified them that an interviewer would telephone their household to interview the members.

1995 NEW CONTENT

Research Triangle Institute (RTI) conducted the 1995 NPTS. The survey included new questions to:

- measure the public's perceptions of, or satisfaction with, the nation's transportation system,
- determine respondents usual modes of travel,
- elicit their reactions to statements about mobility and congestion,
- identify perceived difficulties in travel,
- collect information on the use of seat belts,
- describe the household's location, type of structure, and tenure, and
- improve trip purpose coding.

2001 NHTS

2000 PRETEST

From February through May 2000, FHWA and BTS funded a pretest of the 2001 NHTS. This pretest was conducted jointly by RTI and Westat. One of the key objectives of the pretest was to determine whether the Nationwide Personal Transportation Survey (NPTS) (focus on daily travel) should be combined with the American Travel Survey (ATS) (focus on long-distance travel). Both survey instruments were redesigned to better suit the objectives of the 2000 data collection effort. Other objectives included:

- improving the content of the questionnaires to avoid duplication between the two surveys and improve trip data,
- study the use of incentives at different stages during data collection,
- study the differences in trip data quality with and without the use of travel period diaries,
- study different data collection modes,
- study different questionnaire sequencing--administer the NPTS prior to the ATS and vice versa, and
- determine the study design that was the most cost-effective while maximizing response rates.

Eight different study designs were examined. These are presented in Exhibit O-1.

Exhibit O-1. 2000 NHTS Pretest Designs

Design Number	Design Name	Sample Type	Data Collection Mode	Type of Incentive
1	NPTS only	List-assisted RDD	CATI	No incentive
2	NPTS only	List-assisted RDD	CATI	$2 cash per household with travel diaries
3	NPTS only	List-assisted RDD	CATI	$5 cash per household with advance letter and $10 per household with travel diaries
4	ATS only	List-assisted RDD	CATI	$2 cash per household member with travel diaries
5	NPTS and ATS (retrospectively)	List-assisted RDD	CATI	$2 cash per household member with travel diaries
6	NPTS and ATS	List-assisted RDD	CATI	$2 cash per household member with travel diaries
7	ATS and NPTS	List-assisted RDD	CATI	$2 cash per household member with travel diaries
8	NPTS and ATS (retrospectively)	Address-based sample	CATI and In-Person	$5 cash per household with advance letter and $2 per household member with travel diaries

2001 NHTS DESIGN

The findings of the 2000 pretest resulted in the 2001 NHTS being a combined survey. Pretest Design 5 (see Exhibit O-1) was the study design selected. Key modifications to the 1995 NPTS included:

- the assignment of a four-week travel period and the collection of trip data on all long-distance round trips of 50 miles or more from home,

- the collection of travel day and travel period data from all household members, not just household members 5 years and older,

- requesting a proxy for all household members less than 16 years. Household members age 14 and 15 could respond for themselves if approval was obtained from an adult household member. In 1995, proxy interviews were required of household members age 13 and below,

- modifying the definition of a travel day trip to exclude stops to change type of transportation,

- obtaining more detail on trip purposes,

- using a cash incentive in the pre-household interview mailing, and

- making additional modes available to collect odometer readings (Internet, facsimile and a toll-free number).

APPENDIX P

DATA EDITING

Section 3-D discusses data editing implemented in the conduct of the 2001 NHTS. The following is a list of the edits that Westat ran on the national, New York and Wisconsin CATI database. After the edits were run cases that failed the edit were manually examined to determine if the value provided by the respondent was a likely response. If it was, the value was left unchanged even if it failed the edit. However, if the value was highly unlikely it was set to a not ascertained response (a code of -9). If the value was set to something other than -9, edit or imputation flags were set to indicate items that were modified.

Vehicle:

1. The number of years each vehicle is owned (L8) will be compared to the model year of the vehicle (B2).

2. The number of years each vehicle is owned must be equal to or less than the difference between interview year and the model year plus 1.

3. When both odometer readings have been obtained, compute the annualized mileage and compare it to the mileage in L9/L10.

4. Review cases where L9/L10 is 0 miles and the vehicle was used on travel day (G31).

5. Review cases where G30 is 1 on any trip and the count of vehicles in B2 is 0.

6. Review cases where the vehicle ID in G31 does not exist in B2.

Worker:

7. Compare worker status between the screener and extended. Review cases where C8=1 and E3 is not 1 or 2, E4 is not 1 or E5 is not 1, 2 or 3 and vice versa.

8. Review cases where age in C8 < 14 years and E3 is 1 or 2, E4 is 1, or E5 is 1, 2 or 3.

9. Review cases where the person is not a worker based on the screener (C8) but they took trips to work. That is G25 or G26 on any trip is 11 or 12.

10. Review cases where E5 is not 3 or E6 is not 1 (the person does not have multiple jobs) and there is more than one work trip (G25 or G26 is 11 on more than one trip).

Driver:

11. Check if the screener (C8) says the person is not a driver but the person drives on the job (E8 is 1), drove on travel day (G49 has enum of person), driver flag has been set for person (G49), or person drove on travel period trip (I7 has enum of person).

12. Check for cases where the person is a driver (C8) and also < 14 years old (C8).

13. Check for persons that are <15 and E8 is 1, or G49 or I7 has persons enum.

14. Review cases where L5 is > 200,000 miles.

15. Review cases where L9 is > 200,000 miles.

16. Use L8 to annualize L10 and provide cases where the mileage is > 200,000 miles.

17. Number of persons where L5 = 0 (did not drive in last 12 months) and E8 =1 (drives on job) or G49 or I7 have the persons enum number (the person drove on travel day or travel period).

18. Number of persons where L5 = 0 (did not drive in last 12 months), C12 indicates they are the primary driver on a vehicle and L9/L10 shows the vehicle was driven in the past 12 months.

Household Enumeration:

19. Review cases where the screener respondent or reference person is < 16 years.

20. Review cases where the household member is <16 and his/her relationship to the reference person is spouse (C8).

21. Review cases where the screener respondent and reference person are different.

22. Review cases where G45 or I3 are 99. Will need to verify if this person was a household member on date of screener.

Survey Parameters:

23. Review cases where age is < 14 (C8) and the extended was not completed by proxy (E1 = 1).

24. Review cases where E1=1 and result code is CP and E1=2 and result code is CS.

25. Review cases where the interview date for a household member is more than six days after the travel date.

26. Review cases where the interview date is > 16 days after the travel date.

27. Check file to make sure the day of week and travel day match.

Travel Day:

28. Review cases where E14 is 998 (this was a code on the pretest for this question but not on the main study.)

29. Review cases where F567CHK = 1 (the distance/time/mode check for work failed but the R did not alter his/her response).

30. For cases where F567CHK = 2, conduct the check in programmer box after E16 in the 6/29th version of the questionnaire (verify if this box matches CATI and let me know if it does not) to see if the person would have failed the check a 2nd time. If yes, review those cases.

31. For cases that are not missed trips, review cases where the start time on a subsequent trip (G16) is < the end time on a previous trip (G17) for at least one trip.

32. Provide the number of cases where G13 is 1 (took no trips) and the trip count is not 0 (G12).

33. Provide the number of cases where G9 is 1 or G10 is 1 and the trip count is not 0 (G12).

34. For trips where G44 = 1 (household members on trip), review the cases where G25 or G26 and G27 have a code of 21 (both persons went to school as a student).

35. For trips where G44 = 1 (household members on trip), review the cases where G25 or G26 and G27 have a code of 11 (both household members went to work).

36. Review cases where G19 = 1 (took public transportation on travel day) and G34 is not 10, 11, 16, 17, 18 or 20 on any trip (did not report using public transportation on any trip).

37. Review cases where G33 is 1 and G34 is not 10 or 11 on any trip.

38. Review cases where G33 is 2 and G34 is not 16, 17, or 18 on any trip.

39. Review cases where G33 is 3 and G34 is not 20 on any trip.

40. Review cases where the sum of the time in G36, G37 and G39 is > than the time in G42 for any trip.

41. Review cases where G40 is 996, 997 or 998.

42. Provide the number of cases where G29CHK = 1 (the distance/time/mode check for G34, G40 and G42 failed but the R did not alter his/her response).

43. For cases where G29CHK = 2, conduct the check in programmer box after G42 in the 6/29th version of the questionnaire (verify if this box matches CATI and let me know if it does not) to see if the person would have failed the check a 2nd time. If yes, review those cases.

Travel Period:

44. For H1, I9, I10, J1 and K4. Need to split the city field into a city and country field for international trips. Initially, do this only where the state is ZZ. Once geocoding is complete, provide trips where the state was not ZZ but should have been so that these trips can be added to the file e.g., CA for Canada.

45. For each trip, provide cases where the return date is before the departure date (in H1).

46. Review cases where the return date for a trip is not between the start and end date of the travel period (in H1).

47. Sort trips by start date (H1). Provide cases where the start date for any trip, excluding the current trip, is contained in another trip.

48. Review cases where the departure and return date are not the same (the subject did not leave and return on the same day) and there is another travel day trip for the subject that has the same departure and return date, city and state (H1). The edit is designed to capture duplicate travel period trips. We are excluding trips where the departure and return dates are the same as it is possible to make multiple long trips on the same day to the same place.

49. Review cases where RECURR is 1 and NTIMES is not > 1.

50. Review cases where the number of recurring trips provided is not possible within the travel period. This can be calculated by: 1) Calculating the difference between the return date and the departure date of the trip, 2) Multiplying the number in 1) by

NTIMES, 3) Calculating the number of days between the end of the travel period and the departure date, and 4) If the number in 2 is more than the number in 3 then NTIMES should be made -9 (not ascertained). Otherwise NTIMES should be left unchanged.

51. Provide a crosstab of number of recurring trips (NTIMES) by trip purpose (I13).

52. Check ranges around the number of non-HHMs on each trip. Provide cases where: I5 is 1, 11, 17, 21, 24 or 26 and I4 is not 1 to5. I5 is 2, 3, 6, 18 or 20 and I4 is not 1 to 10. I5 is 4 or 5 and I4 is not 1 to 3. I5 is 7 or 25 and I4 is not 1 to 2. I5 is 8, 9, 10, 12, 13, 14, 15, 16, or 19 and I4 is not 1 to 100. I5 is 22 or 23 and I4 is not 1 to 4.

53. Review cases where I5 is 14 and I8 is 8 or 9 (airplane is access to an intercity bus).

54. Review cases where the state for I9 is ZZ.

55. Verify that when the MRT flag is set, we have just one trip.

56. If K1 is 99, Review cases with travel day trips of 42 miles or more.

57. Review cases where I15 is 15 or 16 and K6 is not -1.

58. Review cases where K6 is 99 and on any travel day trip G40 is >41 miles and G34 is 15 or 16.

Other:

59. Review cases where M6d is 1 (this subject has given up driving) and the same subject drove on a travel day or on a travel period trip (G48 (HHMEMDRV) or I7 (HHMDRV has the person number of the subject).

60. If L11 is 5, Review cases where G32 is 1 on any trip.

61. Review cases where current year less M10 is more than the age of the respondent in C8

APPENDIX Q

TRACT AND BLOCK GROUP VARIABLES

WHY ADD THESE VARIABLES

These variables were added to describe the characteristics of the areas where the NHTS survey respondents live. This allows the data analyst to look for patterns in travel behavior, not only by individual characteristics, but by neighborhood characteristics. The data user can examine how characteristics such as population density, housing density, renter occupancy rate, and urbanicity of the household location may affect individual travel behavior.

TYPICAL NHTS HOUSEHOLD

For example, the respondents from our typical NHTS household, Amy and Keith, live in a townhouse in the suburbs of a metropolitan area. The neighborhood that they live in (at the block group level) is a mix of detached homes and townhouses and apartments. There are approximately 2,500 housing units per square mile in their neighborhood. Is their travel more like people who live in medium-density mixed housing in other neighborhoods, or is their travel more like other people who live in lower-density single family detached houses in their neighborhood or other neighborhoods like it? The tract and block group variables allow an examination of these similarities and differences.

SOURCE OF TRACT AND BLOCK GROUP DATA

The data contained in these variables was derived from 2000 Census data and estimated forward to 2001 by Claritas, Inc. An annual demographic update is developed by this company to serve as a source of estimates of population, household, and housing unit characteristics. These estimates are made at relatively small units of geography, such as census tracts and block groups, which make this update effective for use in supplementing the NHTS data. The update is a comprehensive process that relies on a number of data sources, including regional and city planning agencies, federal agencies (e.g., Bureau of Labor Statistics, Bureau of Census, Bureau of Economic Analysis) U.S. Postal Service, the direct mail industry, the real estate industry, and experts in the fields of geographic information systems and mapmaking.

VARIABLE NAMING SCHEME

The variable names were designed so that:
- many of these variables would fall together in an alphabetic listing, and
- the variable name would help in describing the contents.

The naming scheme is:

First letter -	H for household descriptor
Second letter -	B for block group level data T for tract level data
Third letter of Household variables -	H for housing characteristic P for population characteristic.

For example, HTHRESDN is a household descriptor, at the tract level, describing a housing characteristic, specifically, residential density (RESDN).

The last 5 letters of the variable describe the data in the variable, e.g. POPDN = population density.

The set of tract and block group variables derived by Claritas are:

HOUSEHOLD DESCRIPTOR, BLOCK GROUP LEVEL

HBHRESDN - housing units per square mile
HBHTNRNT - percent renter-occupied housing
HBHUR - urban/rural code (see below)
HBPPOPDN - population density (persons per square mile)

HOUSEHOLD DESCRIPTOR, TRACT LEVEL

These are the same as the Block Group variables, but a “T” (tract) replaces the “B” (block group) in the second letter of the variable name. There is one additional household descriptor variable at the tract level that is related to the amount of employment in the residence census tract:

HTEEMPDN - jobs per square mile

This was added to give a picture of the degree of business activity at the residence end.

URBAN- RURAL CONTINUUM

The remainder of the Appendix describes the urban/rural continuum developed by Claritas, Inc. These variables:

HTHUR: Urban/rural code, census tract
HBHUR: Urban/rural code, block group

should not be confused with the variable URBAN, which is the urbanized area status of the sample household.

The categories of the Urban/Rural Continuum, and the distribution of NHTS households within these categories, are presented in the following two tables. The first table shows the distribution of the weighted sample, which estimates the national distribution of households across the urban/rural continuum. The second table presents the distribution of the unweighted (raw) NHTS sample, which represents only the distribution of the respondent households.

Urban/Rural Continuum - Distribution of Weighted NHTS Sample

	Households in NHTS **block group level**	Percent of households **block**	Households in NHTS **tract level**	Percent of households **tract level**
Urban	17,570,985	16.37	17,707,284	16.49
Second City	20,965,824	19.53	20,147,106	18.76
Suburb	25,206,250	23.48	25,796,958	24.03
Town	22,554,918	21.01	22,463,661	20.92
Rural	21,022,205	19.58	21,205,173	19.75
Subtotal	107,320,182	99.96	107,320,182	99.96
Not Ascertained	45,163	0.04	45,163	0.04
Total	107,365,345	100.0%	107,365,345	100.0%

Urban/Rural Continuum - Distribution of Unweighted NHTS Sample

	Households in NHTS **block group level**	Percent of households **block**	Households in NHTS **tract level**	Percent of households **tract level**
Urban	7,809	11.18	7,861	11.26
Second City	14,836	21.25	14,416	20.65
Suburb	14,260	20.42	14,632	20.96
Town	17,258	24.72	17,307	24.79
Rural	15,630	22.39	15,577	22.31
Subtotal	69,793	99.97	69,793	99.97
Not Ascertained	24	0.03	24	0.03
Total	69,817	100.0%	69,817	100.0%

BACKGROUND OF URBAN-RURAL

Claritas, Inc. developed an urban-rural dimension to incorporate into their lifestyle cluster system, which is used primarily for research and marketing applications. The goal was to establish objective classifications that were less boundary-dependent than previous topologies.

URBAN- RURAL VARIABLE

The classification that is reflected in the Urban/Rural variable is based on population density, but not just the density of a specific geography, but the density in context of its surrounding area, or “contextual density”. To establish this classification, the United States was divided into a grid to reduce the impact of variation in size (land area) of census tracts and block groups. Density was converted into centiles, that is, the raw numbers (persons per square mile) were translated into a scale from 0 to 99.

“Rural” (centiles 19 and less) and “small town” (centiles 20 to 39) definitions are based solely on the density. Population centers were defined if a route through the 8 neighboring cells could be constructed in which the density of successive cells was decreasing or equal. Population centers with centiles greater than 79 were designated “urban.” Other centers were classified as “second cities.” Finally, “suburban” areas of the population centers were defined, using both the cell density and the cell’s density relative to the population center’s density.

Reference: David R. Miller and Ken Hodges, “A Population Density Approach to Incorporating an Urban-Rural Dimension into Small Area Lifestyle Clusters.” Paper presented at the Annual Meeting of the Population Association of America, Miami, Florida, May 1994.