U.S. Department
of Transportation

Bureau of
Transportation Statistics

National Household Travel Survey (NHTS) 2001--National Data and Analysis Tool CD

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Chapter 1. Introduction

2001 NHTS

The 2001 National Household Travel Survey (NHTS) 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

This data release contains two CDs. The first CD contains the SuperTABLE table-generating software, which allows for quick cross-tabulations of NHTS variables. Users can categorize variables depending upon their needs and generate multi-dimensional tables. SuperTABLE software does not, however, generate standard errors. To compute standard errors and perform more complex analyses, users can create SAS or SPSS files from the comma-delimited ASCII data files included in the second CD. SAS and SPSS programming code is included in Appendix C of the second CD. Not all the variables available on the datasets are included in the SuperTABLE database. For example, methodological variables such as imputation flags are not included in the table generator.

The five publicly available data files with data from the 2001 NHTS have the following general features:

- Each data file 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 five ASCII comma-delimited datasets are the
    - Household File (househld.csv),
    - Person File (person.csv),
    - Vehicle File (vehicle.csv),
    - Daily Travel File (daytrip.csv), and
    - Travel Period (Long Distance) File (longtrip.csv).
- Each record contains variables that were included in the SuperTABLE software, as well as additional variables such as flags, variables indicating multiple modes of transportation, the second odometer reading, etc. Appendix A indicates which variables were included in the SAS data files but not the Super Table software.
- There are five such files [household, person, vehicle, daily and long distance (travel period)], and the data are available in ASCII format with SAS and SPSS code that can be used to convert the ASCII dataset (see appendix C).
- This release is a national data set with complete household, person, daily and long distance, and vehicle data. It does not include data from the add-on jurisdictions. Not all data on this file were collected for add-on jurisdictions. For example, travel period (long distance) data were only collected for two of the nine add-ons. This release also does not include most recent trip data, as the data were collected for research purposes.

User’s Guide

The User's 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, ASCII record layout, SAS and SPSS code to convert the ASCII files, control totals, sample tables, glossary of NHTS terms and abbreviations, a copy of the 2001 NHTS questionnaire, and additional background information.

Terminology

Throughout the user’s guide, readers will find references to "travel period," "long-distance trips," "travel day," and "daily travel trips." Travel period and travel day refer to the duration of time that long distance and daily travel trips, respectively, were collected. Thus, if text mentions travel period data, it is referring to long-distance trip data, and similarly, the term, "travel day data" refers to data on daily travel trips. Further details on how the travel day and travel period were assigned can be found in Section 1-C.

Publication Schedule for the NHTS Dataset

These data files are complete for analyzing national data from the NHTS household, person, vehicle, daily trip and (long distance) travel period files. This release differs from the prior two 2001 data releases in the following manner:

- Version 1.0 (released in mid-January 2003) contains preliminary versions of the 26,038 national sample households and data for the households, persons, vehicles, and daily (travel day) trips. Version 1.0 does not contain any travel period data.
- January 2004 release supplements Version 1.0 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). It also contains neighborhood characteristics data, odometer readings, and fuel economy data for household vehicles. The January 2004 release does not contain any travel period data.

The current release contains complete interview data as well as odometer readings and fuel economy data for household vehicles for all cases that are part of the NHTS national sample. As mentioned, five datasets pertain to the characteristics of the households, household members, and household vehicles and daily, as well as long-distance (travel period) trips taken by these household members.

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. Users 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 also 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, uses 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 and 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 also 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 traveling 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.2. Data Collected

Historically, 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 collected on daily trips include

- 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 on the way to the destination 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. The dataset only contains data on long distance trips during the assigned four-week travel period and does not include data on the most recent trip.

1-B.3. Scope - What the 2001 NHTS Includes

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

- household data on the relationship of household members, education level, income, housing characteristics, and other demographic information;
- 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 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 (50 states and the District of Columbia, but not outlying areas). Therefore, persons living in motels; hotels; group quarters such as nursing homes, prisons, barracks, convents or monasteries; and any living quarters with 10 or more unrelated roommates are excluded from the survey.

Persons living in dormitories and 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. Persons living in households without a telephone (land line) were not included in the sample frame and sample.

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 was conducted over a period from March 2001 through May 2002. The first telephone call to recruit a household was made on March 19, 2001. Travel days for daily-travel trip reporting 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 last travel period assigned was April 7 through May 4, 2002.

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, they 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 the long-distance (travel period) trips, each household 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 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

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.

Additional steps were 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 L.

In addition to changes in the survey design and administration, a few other factors possibly affected travel behavior and data collection during the 2001 NHTS. The events of September 11, 2001, the security measures that followed, and sense of insecurity in the nation severely disrupted travel in the United States for months, changing the amount and modes of travel during that period. In addition, during the period from mid-September through mid-November 2001, the public's suspicion regarding unanticipated mail packages was heightened after letters containing anthrax were sent to individuals through the mail. Although the impact of this suspicion on travel is yet to be determined, since the survey had a mail component, it may have affected 2001 NHTS response rates.

1-E. Typical NHTS Household

To illustrate key NHTS concepts, we present a hypothetical typical NHTS household:

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.

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

Sample Year	Sample Size	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	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	- more vehicle characteristics collected - designed to collect travel	93.3% (6,900 eligible household units 6,438 responding)	none

		Population Survey					14 days preceding and including travel day	period and travel day trips occurring on the same day - relatively small national sample created comparability issues in the series		
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
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	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

								- 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		
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	69,758 (26,038 national and 43,720 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 54,877 interviews in the National sample and 2 add-ons); Morpace, Farmington Hills, MI (completed 14,881 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	41.0% (63,472 eligible and presumed eligible residential telephone numbers in national sample, 26,038 households completing)	Baltimore, MPO Des Moines, MPO Hawaii Kentucky (4 counties) Lancaster PA, MPO New York State Oahu (Honolulu MPO) Texas Wisconsin

								- 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 - Travel period data was only collected for the National sample, NY, WI and TX add-ons		

Chapter 2. Survey Content and Interviews

2-A. Interview Process Overview

2-A.1. Overview

Understanding the NHTS data collection is essential to properly using and interpreting the data. For the purposes of this User's Guide we use a Typical Household example to give the reader a clear understanding of the interview process. The basic background on the interview process in the next sections will also aid in understanding the Typical Household's involvement in the survey.

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.
- **OdometerReadings** - 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.

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, and a brochure introducing the survey. The letter and brochure are shown in Appendix K, 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 J, 2001 NHTS Questionnaire.

Westat completed household interviews with 36,810 households. However, the public use dataset contains the 26,038 households that were considered complete or useable both at the household and person level. A household was deemed complete or useable only if at least half of the adult members (18 years or older) completed a person interview. About 1.9 percent of these 26,038 households completed the interview in Spanish. Exhibit 2-1 describes the Household Interview. Staff from BTS and FHWA routinely monitored the data collection interviews from Westat's telephone monitoring center in Rockville, Maryland.

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 K) 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 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.

Exhibit 2-1. Household Interview Contents

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 26,038 useable households was 60,282, of which 47,248 were for persons age 16 or older. Overall, 24,029 interviews (or 39.9 percent) were completed by proxy. Among those, 12,989 were for persons younger than 16, for whom a proxy interview was either preferred or required. The remaining 11,040 proxy interviews were for persons age 16 and older. Thus, 36,208 of the 47,248 (76.6 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 was 14.8 minutes. The average time to complete a person interview by proxy was 7.7 minutes, whereas the average time to complete a person interview with the subject was 19.5 minutes. 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.

About 1.9 percent of the 60,282 person interviews were completed in Spanish. The average time to complete a person interview in English was 14.8 minutes; the average to complete it in Spanish was 15.5 minutes. 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.

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 K, NHTS Field Documents, displays the odometer forms used to collect readings.

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. These readings were collected 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 K, 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. The majority of households (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. These readings and annualized mileage estimates based on the odometer readings are available in the vehicle file.

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 (Questionnaire item numbers are provided for reference to exact item wording as found in the questionnaire provided in Appendix J).

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: occupation - item E7
4. If worker: employer information - items E10 through E13
5. If worker: typical work trip - items E14 through E20
6. Driver status - items C8, C13 and G49
7. If driver: annual miles driven - items L5 through L5B
8. 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 - 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 I 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. These data are not included in the dataset, but are included in continuing research efforts by the Department of Transportation to inform subsequent passenger travel surveys.

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 J.

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 K, 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.

Exhibit 2-1.
Household Interview Contents

Eligibility screening	Information to determine whether the sampled telephone number was for home use, home and business use, or only for business use.
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. The 26,038 interviews took an average of 7.8 minutes to administer, with an average of 7.7 minutes in English and 11.1 minutes in Spanish.

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

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.

Chapter 3. Survey Procedures and Methodology

3-A. Overview

3-A.1. Sample Design and Selection

The target population for the 2001 National Household Travel Survey (NHTS) was all non-institutional persons living in households, excluding group quarters, in the 50 states and the District of Columbia, during the data collection period, March 19, 2001 through May 9, 2002. To obtain information from this target population, the NHTS relied on a sample design that used a list-assisted random digit dialing (RDD) methodology. The sample design called for a random probability sample of telephone numbers, with the aim of completing interviews with 25,000 households.

3-A.2. Sampling Frame

The list-assisted telephone frame was constructed using a commercially compiled database. The database contained approximately 65,000,000 listed residential telephone numbers nationwide, and was updated continuously as new White Page Directories were published.

The listed telephone numbers were collapsed to the 100-bank level, providing a count of listed households for each bank. (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.) The sampling frame consisted of all telephone numbers in 100-banks of numbers in which there was at least one listed residential number. For the national sample, all telephone numbers, including unlisted numbers, in the frame of 100-banks had an equal probability of selection.

Each quarter, a new sampling frame was constructed and a 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-A.3. Sample Selection

Based on the experience of other similar list-assisted RDD surveys, residential numbers comprise about 49 percent of the telephone numbers from the 100-banks with at least one residential number. From the pretest and recent experience in similar RDD studies it was assumed that 45 percent of the residences would cooperate and that 75 percent of the cooperating households would complete trip interviews. (A completed household interview was one for which half or more of the household members aged 18 years and older completed interviews.) Therefore an initial sample of slightly more than 151,000 telephone numbers was needed to yield 25,000 completed household trip interviews. Since the vendor database is updated quarterly, quarterly samples of about 37,800 telephone numbers, plus a reserve, were drawn every three months starting in December 2000.

The quarterly samples were uniformly distributed across the three months. The monthly samples were in turn subsampled so that one-seventh of the household travel days were assigned to each day of the week.

Each quarterly sample was pre-screened for business numbers and non-working numbers. Two methods were used to reduce the cost associated with identifying nonresidential telephone numbers. One was to match all the sampled telephone numbers against a file of Yellow Pages

Directory listings of business numbers. This procedure was done automatically after selecting the sample of telephone numbers. The second method was an automated procedure developed by the commercial vendor to detect non-working numbers.

3-A.4. Sample Coverage

The NHTS sample fell short of the target population for two groups of households: (1) households without telephones and (2) households with telephone numbers in 100-banks that had no listed residential numbers.

Because data were collected by telephone interview, households without telephones were not included by design. This design decision excluded about three to four percent of the households in the United States that do not have telephones, and who tend to have lower incomes and more children than households with telephones. As a result, the 2001 NHTS could potentially underestimate certain types of travel behavior such as use of public transport. One solution to this might have been in-person household interviews, but such an approach would have been considerably more costly. Poststratification to population estimates by age, race/ethnicity, and gender reduced the bias resulting from exclusion of households without telephones.

Also, the list-assisted RDD sample excluded about two to four percent of the telephone households whose telephone numbers were not contained in the 100-banks with any listed residential numbers. The classification as to residential service, combined with the known time lags due to the publishing, compilation and database update schedules results in the elimination or misclassification of some small proportion of all banks which actually do contain residential telephone numbers. The decision not to screen the 100-banks without listed residential numbers to find the missing two to four percent of numbers was a tradeoff between reducing the potential noncoverage bias and the cost of screening a large number of telephone numbers. Studies that compared households in 100-banks with no listed residential numbers to households in 100-banks with at least one listed residential number have indicated little or no difference when examining important demographic variables, including income and race (Brick, J. M., Waksberg, J., Kuip, D., and Starer, A. 1995. “Bias in List-assisted Telephone Samples,” Public Opinion Quarterly, Vol. 59, pp. 218-235).

3-B.1. Households Eligible for the NHTS

As mentioned in the previous section, the target population for the NHTS was the civilian, non-institutionalized population of the United States, including persons living in all 50 states and the District of Columbia. Persons living in United States territories, such as the Virgin Islands and Puerto Rico, were not included in the survey. Likewise, people living in medical institutions, prisons and in barracks on military bases were excluded from the sample. However, those living 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 26,038 households in the national sample. The first public release of preliminary data for the households was made in January 2003. The January 2003 dataset contained the daily trips for the national sample households, but not their long-distance trips. The second release of the data, in January 2004, contained only the daily trips for the national sample for the national and add-on samples. This dataset contains the complete national datasets, with both daily and travel period trips. Add-on data is not included in this release because of the limited collection of the long-distance information for the majority of add-on areas, and the incompatibility of these data between the national sample and those add-on areas that collected long-distance data.

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-B.2. How the Data Were Collected

The NHTS was conducted as a telephone survey, using Computer-Assisted Telephone Interviewing (CATI) technology. The sample design was a list-assisted random digit dialing (RDD) telephone number sample.

Each telephone number in the sample had been randomly pre-assigned 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.

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 were also collected by contacts at two points in time.

3-B.3. When the Data Were Collected

The 2001 NHTS interviews for the national sample were conducted from March 19, 2001 through May 9, 2002.

The survey was 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-B.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-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.

3-C.2. Interviewer Training

A staff of approximately 345 Westat interviewers and 58supervisors 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 both Westat 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.

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. Approximately one percent of the 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 we 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, and a brochure introducing the survey. Appendix K, 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, the 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 CATI program 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. April in particular 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 D, for further details.

The variation in travel by day of the week 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.

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 60,282 persons who completed person interviews in completed households in the national sample, 66 percent or 39,551 reported having filled out the travel diary. The diary package was mailed 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, about 0.5 percent or 277 persons provided their travel information after the end of the six-day window. Approximately 80 percent of the 60,282 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 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 K, 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., determined what the logical response would be given the response to other items). Imputation was limited to variables required in the weighting process and a subset of key trip variables, such as trip times and dates. If data were 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 M, 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

Key travel variables that were missing, such as trip start and end times and travel time and distance, were imputed in the public use data set. Likewise, variables need for the weighting process (e.g., respondent race and gender) were imputed. For each of these variables, a corresponding flag appears on the file to indicate 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 R_AGE, R_SEX, 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 Long-Distance 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 time, end time, 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 assigned 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 G, Derived Variables. During this step, the survey weights and other variables not collected during the survey were also appended to the data files.

This release contains both travel day and long distance trip data and includes the following five files:

- **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
- **Travel period trip file**- data items collected for each trip an interviewed person made during the household's travel period (once record for each travel period trip each person made).

3-D.8. Useable Households

The five 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 five 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.

Exhibit 3-1 shows the number of household and person interviews completed during the 2001 NHTS. This public use dataset contains information on the 26,038 useable households in the national sample. Although the definition of a useable household required only 50 percent of adults to complete a person interview,Exhibit 3-1 shows that Westat completed person interviews with all adult household members in 22,178 or 85.2 percent of useable households.

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 22,178 households shown in Exhibit 3-1. 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 EXPFLHHN on the household and vehicle files, EXPFLPRN on the person file, EXPFLTDN on the travel day trip file and EXPFLPTP on the travel period trip file.

3-D.10. Final Preparation of 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 five delivery data sets to ensure consistency in the reporting of values across the five 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 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 3-2 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.

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 days 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.

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

Survey Completion Level	Completed Household Interviews	Completed Person Interviews
Overall number of completed interviews	36,810	61,709
Useable households	26,038	60,282
Number of completed interview in 100% households (all adult household members completed a Person Interview)	22,178	53,518
Non-useable households	10,772	1,427

Exhibit 3-2. 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 is a 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
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 Potential for lower trip-reporting without recall aid
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
Most recent long-distance trip	Not collected	Collected	Facilitate understanding of long-distance trip making to help evaluate and inform future travel surveys
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	Not conducted	Conducted	Walk and bike trip rates

and bike trips at the end of travel day			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*	Several stages of separate nonresponse adjustment and trimming as well as raking. Changes to cells used for raking	Improves survey estimates by helping to reduce bias associated with survey nonresponse

*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.

Chapter 4. Survey Response Rates

4-A. Overview

The 2001 NHTS data were collected during the period from March 19, 2001 through May 9, 2002. As described in Chapter 2, Survey Content and Interviews, households were sampled through their telephone numbers, and there were several stages of data collection for each sampled household. First, each sample telephone number was screened to determine whether it was or was not a residential household. Second, an adult household member in verified residential households was asked a series of questions about the persons and vehicles of the household (household interview). During this household interview, the household was assigned a travel day and corresponding travel period for daily and long distance 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 (extended interview) with each household member. During the person interviews, travel information 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.

For the national survey, the overall response rate for sampled households was 41 percent for all useable households (see Section 4-G). The final data sets just contain data collected from these useable households.

4-B. 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 4-1 displays the final classification of all telephone numbers in the 2001 NHTS national sample at the household level. The total number of telephone numbers used to achieve the 36,810 completed household interviews was 152,191. These numbers fall into three main groups:

- **Numbers that are in-scope**. Telephone screening showed that 37.8 percent (57,505 numbers) of the sample was residential. Interviewers completed household interviews with 36,810 households, yielding a household completion rate of 64 percent. A household interview was considered 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.
- **Numbers that are out-of-scope.** Over half the telephone numbers in the sample (52.8 percent) were found to be either non-working or non-residential.
- **Numbers whose eligibility is unknown.** At the end of data collection, the residency status of 9.4 percent of the sample was not determined. The majority of these cases (71.5 percent) were ring-no-answers. For the remainder of the cases, the interviewer reached an answering machine but never spoke to anyone at the phone number.

4-C. Household Interview 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 household interview response rates.

In order to calculate the household interview response rate, it is necessary to estimate the residency status of the 9.4 percent of telephone numbers in Exhibit 4-1 whose eligibility was unknown at the end of data collection. Westat used the Council of American Survey Research Organizations (CASRO) method (Frankel, Lester. 1983. "Report of the CASRO Task Force on Response Rates." In Improving Data Quality in a Sample Survey, ed. F. Wiseman. Cambridge, MA: Marketing Science Institute) to determine the residency rate for the 14,306 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 of the 14,306 numbers was calculated as follows:

Number of In-Scope Telephone Numbers

Number with Scope Determined ((In-Scope Tel. Numbers) + (Out-of-Scope Tel. Numbers))

This analysis estimated that 41.7 percent of the 14,306 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:

*(Number of Completed Household Interviews)*100*

(Number of In-Scope Telephone Numbers) + (0.417)*(Number of Telephones with Eligibility Unknown)

The numerator includes the 36,810 completed household interviews. The denominator includes all 57,506 in-scope telephone numbers and 41.7 percent of the 14,306 telephone numbers whose eligibility was "unknown" at the end of data collection. Using this formula **the household interview response rate for the 2001 NHTS was 58.0 percent.**

4-D. Person Interview Classification

In this section we show the final classification result for each household member in the 36,810 households in which a household interview was completed. The number of household members enumerated in these completed households was 97,314. 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 which ever date came first.

As shown in Table 4-2, person interviews were completed with 63.4 percent of the household members in the 36,810 households. Of these 61,709 completed interviews, 60.5 percent (37,349 interviews) were completed directly with the subject. The remaining 24,360 interviews were completed by proxy. The majority of the proxy interviews were for household members younger than 16 years, for whom a proxy interview was mandated by survey methodological requirements. About 16 percent of the 61,709 completed interviews were done by proxy for household members who were adults.

4-E. Person Interview 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 enumerated in the 36,810 households were eligible for participation in the 2001 NHTS,**the person response rate for the survey, 63.4 percent**, is identical to the person interview completion rate reported in Table 4-2.

4-F. Overall CASRO Response Rates

Unweighted response rates are provided in this section as a basis of comparison to previous NPTS surveys. Weighted response rates are provided in Appendix F, Weighted Response Rates and Variables Used to Define Non Response Cells. During the 2001 NHTS, household interviews were completed in 36,810 households and person interviews were completed with 61,709 persons. A sample of 152,191 telephone numbers was needed to obtain these completed interviews. Sections 4-C and 4-E presented the household and person interview response rates. The overall CASRO survey response rate is presented in Table 4-3. The table shows that this response rate is 36.8 percent.

4-G. Useable Households

4-G.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 4-4 shows the breakdown of the 36,810 households with completed household interviews by the number of household members in these households that completed person interviews. The table shows that 26,038 or 70.7 percent of the 36,810 households were considered useable households. In 22,178 (85.2 percent) of these useable households, person interviews were completed with *all* adult household members.

4-G.2. Person Results in Useable Households

Table 4-5 shows the person response rate information within 2001 NHTS useable households. Data for each of the 60,282 responding persons in useable households is included in the 2001 NHTS public use dataset, and accounts for nearly all of the 61,709 (see Table 4-2) person interviews completed during the 2001 NHTS. The person interview response rate was 90.6 percent in useable households. 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. For these, 36,208 interviews were completed with the subject, representing 76.6 percent of interviews with persons age 16 and older.

4-H. Overall Survey Response Rates for Useable Households

In this section we calculate the overall response rate for useable households. Table 4-6 shows that this overall response rate is 41 percent. Within the 26,038 useable households, 90.6 percent of all household members were interviewed. This produces a useable household person interview response rate of 37.1 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 person response rates for all households, 36.8 percent, is calculated in Section 4-F.]

Table 4-1.
Classification of Telephone Numbers in the Sample After Completion of the Household Interview

Household Interview Classification Result	Number	Percent
In-Scope - Total	57,506	37.8%
Completed Household Interviews	36,810	24.2%
Refusals	13,904	9.1%
Maximum Call Attempts Reached	5,392	3.5%
Language or Communication Barrier	1,302	0.9%
Other Non-Interview	98	0.1%
Out-of-Scope - Total	80,379	52.8%
Non-working	60,564	39.8%
Non-residential	19,814	13.0%
Group Quarters	1	0.0007%
Eligibility Unknown - Total	14,306	9.4%
Answering Machines	4,071	2.7%
No Answer	10,235	6.7%
Total Telephone Numbers in Sample	152,191	100%

Table 4-2.
Classification of Household Members in Households Where a Household Interview was Completed

Person Interview Classification Result	Number	Percent
Completed Person Interviews	61,709	63.4%
Person Interviews Not Completed	35,605	36.6%
Maximum Calls/Six-Day Window Reached	28,053	78.8%
Refusals	6,167	17.3%
Language or Communication Barrier	461	1.3%
Non-working	435	1.2%
Non-residential	63	0.2%
Not Available or Sick	401	1.1%
Other Non-Interview	25	0.1%
Total Person Interviews Attempted	97,314	100%

Table 4-3.
Overall CASRO Response Rates Using Person Rates for All Households

	Rate Calculation	Response Rate
Household Interview Response Rate	36,810 / (57,505 + 57,505 / (57,505 + 80,380) * 14,306)	58.0%
Person Interview Response Rate	61,709 / 97,314	63.4%
Overall Survey Response Rate	58.0 * 63.4	36.8%

Table 4-4.
Classification of Households into Useable Households Based on Person Interview Results

Breakdown of Households into Useable and Non-Useable	Number	Percent
Useable Households - Total	26,038	70.7%
Households with All Adult Household Members Completing a Person Interview	22,178	85.2%
Households with 50 Percent or More but Less Than 100 Percent Adult Person Interviews Completed	3,860	14.8%
Households with Less than 50 Percent of Adult Household Members Completing a Person Interview	10,772	29.3%
Households with at least one Person Interview Completed	1,072	10.0%
Households with Zero Person Interviews Completed	9,700	90.0%
Total Household Interviews Completed	36,810	100%

Table 4-5.
Person Response Rate Within Useable Households

Breakdown of Person Interviews in Useable Households	Number	Percent
Completed Person Interviews - Total	60,282	90.6%
Subject 16 and Older: Person Interview with Subject	36,208	60.1%
Subject 16 and Older: Person Interview by Proxy	11,040	18.3%
Subject less than 16: Person Interview with Subject	45	0.1%
Subject less than 16: Person Interview by Proxy	12,989	21.5%
Person Interview Not Completed	6,262	9.4%
Total Household Members in Useable Households	66,544	100%

Table 4-6.
Overall Response Rates Using Person Rates for Useable Households

	Rate Calculation	Individual Rate	Rate Calculation	Composite Rate
Estimated In-Scope Telephone Numbers	57,505 + 57,505 / (57,505 + 80,380) * 14,306 = 63,471			
Telephone Number Screening Rate	57,505 / 63,471	90.6%		90.6%
Household Interview Rate	36,810 / 57,505	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%

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. 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 datasets each contain weights for records from

- ***Useable households*** in which person interviews were completed with at least 50 percent of adults in the household (26,038 households in the national sample) and
- ***100 percent households*** in which person interviews were completed with all adults in the household (22,178 households in the national sample).

Each of the five files contains a set of two weights appropriate for data analysis at that level. Each file contains one weight for the useable households and the second for the 100 percent households. There are eight distinct weights, two each in the household, person, daily travel (travel day) and long distance (travel period) files. The vehicle file contains the same weights as the household file. Each weight has a corresponding set of 99 replicate weights.

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 person interviews were completed with at least one adult in the household (26,995 households in the national sample), and
- Households for which there was a completed household interview (36,810 households in the national sample), whether or not there were any completed person 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 (with no evidence that the number is non-working or business), 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 (Brick, J. M., Montaquila, J., Scheuren, F. 2002. “Estimating residency rates for undetermined telephone numbers,” *Public Opinion Quarterly*, Vol. 66, pp. 18-39).

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 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 F, **Weighted Response Rates and Variables Used to Define Nonresponse Adjustment Cells.**

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.

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 F.

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 D, along with the average adjustment factor for each category. 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. Eighty-nine weights were trimmed because they were more than four times the mean weight. 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 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 Appendices D and F.

Raking was then performed separately for each weight. The average adjustment factors for each category in the raking are provided in Appendix D, 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 weights that needed trimming.

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 (Section 5-A.1).

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 F. The next step for this person weight was to control survey estimates to control totals from the 2000 Census. Table 2 in Appendix D 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 weights that needed trimming. 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 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 D.

5-C. Person Trip Weights for Daily Trip (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. Person Trip Weights for Long-Distance (Travel Period) Data

Long-distance (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 long-distance (travel period) person weight is similarly calculated from the corresponding person weight.

5-E. Distribution of Number of Long-Distance (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 few trips during the year.

5-F. Replicate Weights

Each weight has a corresponding set of 99 replicate weights. The replicate weights were calculated using the delete-one Jackknife method (JK1) and can be used to calculate standard error estimates using WesVar or SUDAAN. See Section 7-E.1 for further details.

Chapter 6. Description of Data Files

6-A. Structure of the Data Files

6-A.1. Basic Structure

Public-use national data from the 2001 NHTS are organized into five different data files, which are available to users in ASCII format. Appendix C also contains the SAS and SPSS code that can be used to convert each of the five ASCII files into SAS or SPSS. Exhibit 6-1 illustrates the structure of the five 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).

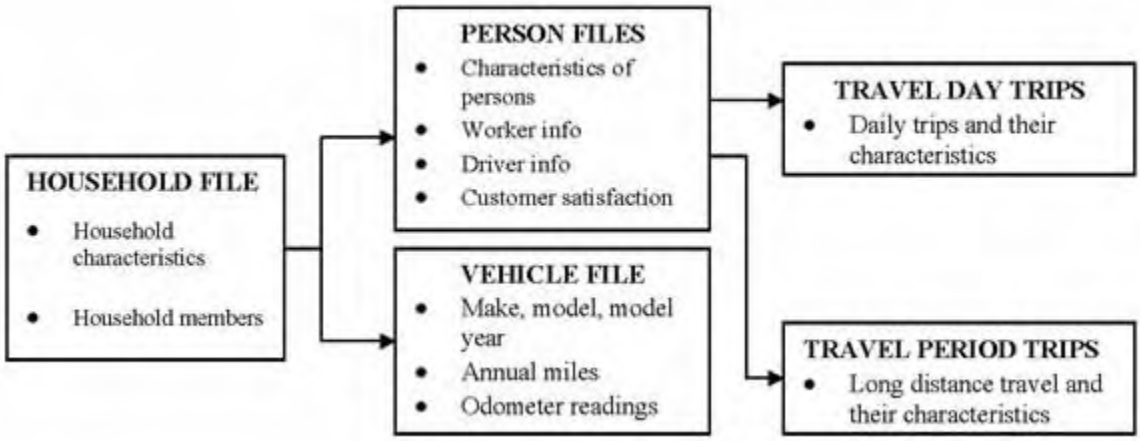
The file variables are identified by the variable name in the SAS versions. For each file variable, the codebook (Appendix B) contains:

- 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
- he weighted frequency of responses for each value or code shown.

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

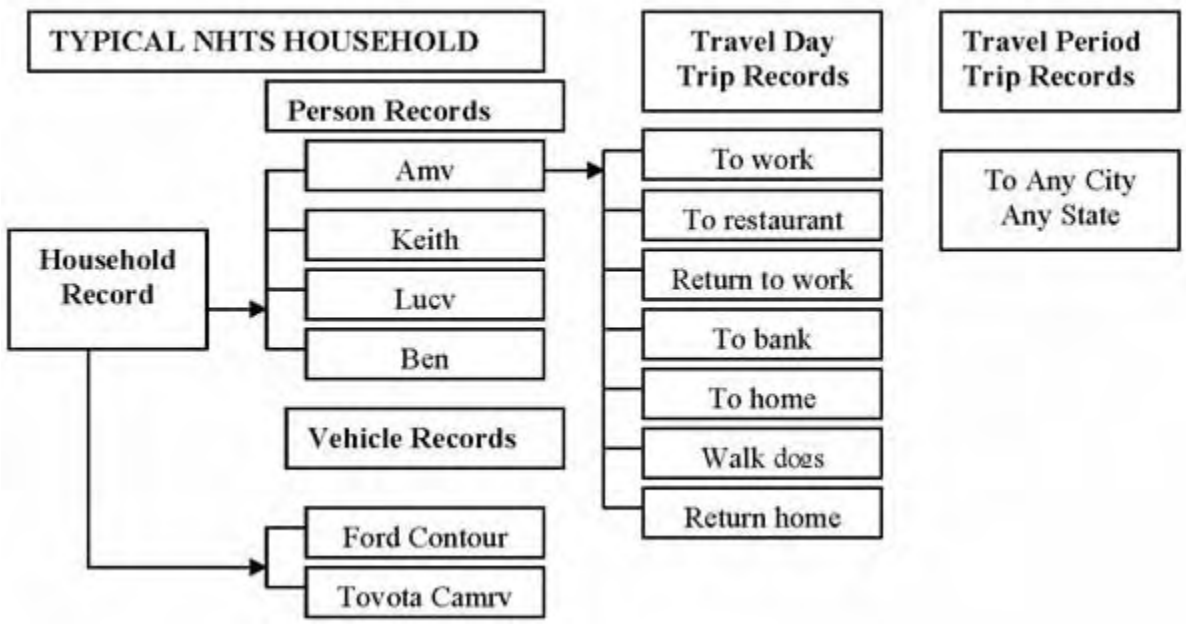
6-B. Relationship between the Five NHTS Data Files

The figure below depicts the five 2001 NHTS public-use data files and their relationships.



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. Criteria for Placing Records on Files

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.

Vehicle record. A vehicle record exists 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.

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 60,282 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, 20 percent had Saturday as their travel day and 18 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.

Travel Period Trip Record - A record is present only when the subject made a trip of 50 miles or more from home during the assigned four-week travel period. Going back to our Typical NHTS Household in Chapter 2, we see that Amy made one long-distance trip during her 28-day travel period.

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 G, Derived Variables provides additional detail on how each of the derived variables in the codebook were calculated.

6-C.2. Codebook Example

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

- It is a numeric variable of length eight characters. Formats for each variable are provided in Appendix A, Data Dictionary.
- It is a derived variable (denoted by an asterisk in the question number column). The variable was derived and not calculated the same way as in the 1995 NPTS.
- The variable contains the count of day trips this person took on his or her travel day. It is the sum of the number of day trips for this particular person as provided on the travel day file.
- Further details on the calculation of this variable are found in Appendix G.

6-C.3. Comparability with 1995 NHTS

In an effort to make 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 that 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 following are possible codes in the column:

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.

Due to the extensive changes in long-distance trip reporting from the 1995 American Travel Survey as compared to the 2001 NHTS, no attempt was made to compare the 1995 and 2001 survey questions. Therefore, no such notations are available for variables appearing solely on the travel period file.

6-D. Variables Repeated

In addition to the information specific to its file, each of the five 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.

The following commonly used variables are included in all five data files:

VARIABLE NAME	VARIABLE DESCRIPTION
CDIVMSAR	Census Division, MSA status, & presence of a rail system
CENSUS_D	Census Division
CENSUS_R	Census Region
DRVRCNT	Number of household drivers
HHC_MSA	CMSA of household (Consolidated Metropolitan Statistical Area)
HHFAMINC	Total household family income
HHR_RACE	Race of household respondent
HHSIZE	Number of household members
HHSTATE	State where the household is located
HHSTFIPS	FIPS code for state where household is located
HHVEHCNT	Number of household vehicles
HOMEOWN	Housing unit owned or rented
HOMETYPE	Type of housing unit
HOUSEID	Eight digit household ID number
LANG	Language used during household interview
LIF_CYC	Household life cycle
MSACAT	MSA category of household
MSASIZE	Population size of household MSA
RAIL	MSA of household has rail
TDAYDATE	Travel day date
URBAN	Household in urbanized area
URBRUR	Household in urban/rural area
WRKCOUNT	Number of workers in the household

6-E. Derived Variables

6-E.1. Derived Variables

Over 350 derived variables were created during the development of the five public-use files for the 2001 survey. These variables are included in Appendix G, Derived Variables, which 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 J 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, or
- restructuring variables that were asked as ‘select all that apply’ to respondents such that they appear as dichotomous yes/no variables on the datafile.

6-E.2. 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 variables that provide both 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.

Exhibit 6-1.
Structure of 2001 NHTS Version 2 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 EXPFLLHH
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 EXPFLLPR
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 EXPFLLHH
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 EXPFLLTD
Travel period trip file	Data about each trip the person made during the household's randomly-assigned 28-day travel period. Questions from interview section C Person Data, H, I, J Travel Period Data.	One record per travel period person trip	HOUSEID, PERSONID, and TPTRPNUM	WTHTPFIN WTPTPFIN EXPFLHTP EXPFLPTP

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

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	0.03 - 588.00 -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	0-588 = 45,875 -1 = 6,759 -7 = 27 -8 = 568 -9 = 46
Weighted Frequencies	Shows the corresponding weight for each listed value for the variable	172,684,207 -1 = 28,513,346 -7 = 115,324 -8 = 2,324,681 -9 = 244,192
Footnote	Refers the user to other sections of the User's Guide for more information	Refer to Appendix G for more detail on derived variables

Chapter 7. Using the Data

7-A. Travel Concepts

7-A.1. Overview

Appendix I 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 I 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 exact usage of certain travel terms and concepts often vary by individual survey. Appendix I 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 E contains a few sample tables from the 2001 NHTS Highlights Report, computed at the national level using some of the most commonly used variables. Tables were chosen to illustrate the national-level estimates that would be tabulated by many data users. These tables were prepared using the WesVar survey data analysis software developed by Westat.

7-B.2. Additional Resources

Data users can contact answers@bts.gov with questions and assistance.

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 D contains the full complement of Control numbers for

the 2001 NHTS data set. The variables used to define nonresponse adjustment cells are in Appendix F.

7-C.2. Sum of Sample Weights

The calculated sums of the survey weights are helpful to users in verifying the correctness of data tabulations. The 2001 NHTS total sample sizes and weight sums for useable (50 percent) household weights in the five 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 D, Table 3.

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 to use the appropriate weight for a particular estimate. There are household weights, person weights, daily travel (travel day) and long-distance (travel period) weights. Each file has two weights, one for 100 percent households, and the other for useable (50 percent) households. The weights on the vehicle file are the same as those on the household file.

- Household weights are used for 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.
- Long-distance (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 long-distance (travel period) 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).

7-D.3. Which Household Weight to Use

Two different household weights are given, as shown in Table 7-2. For analysis of those households for which there were completed interviews for at least half of the adults, choose the useable household weight. For analysis of only those households for which there were completed interviews with all adults in the household, use the 100 percent reported weight.

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 provides 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. There are two different travel period household weights that differ from the household weights only in that they have a multiplier of 365/28. 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.

Table7-2 provides 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.

7-E. Source of Errors

7-E.1. Sampling Errors

Since the survey did not include every person and household in the U.S., 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 measuring 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. Replicate weights in the NHTS were calculated using the delete-one Jackknife method (Wolter, K.M. 1985. *Introduction to Variance Estimation*. New York: Springer-Verlag). 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), REP(*i*) is the estimate calculated by using the replicate weights, and the summation over the index *i* is from 1 to 99.

One example of the use of standard errors is that 97.9 percent of all domestic long-distance commute trips between 50 to 74 miles occur using personal vehicles (POV). This weighted survey estimate has an estimated standard error of 0.726.

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 five NHTS data files, the following variable lists are available to assist users in locating NHTS variables:

1. **ASCII file variable lists.** Appendix C contains the list of all ASCII variables, with their positions and lengths on each of the five 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.
    - Last, all stratification variables, computed or derived variables and external variables.

    Appendix C also contains the SAS and SPSS code that can be used to convert each of the five ASCII files into SAS or SPSS respectively.

2. **Data dictionary listing.** This list shows, in a single alphabetic listing, all of the variables that are contained in all five 2001 NHTS data files. 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, it is necessary to merge together two or more of the five files.

File merging can be complicated and confusing, and a mistake can lead to invalid analysis results. However, an understanding of how the five 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 eight 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 12345678, 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 1234567801 and the second member 1234567802.

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 123456780101 will uniquely identify the first trip taken by the first household member of Household 12345678. Likewise, an ID of 123456780102 and an ID of 123456780103 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 = {12345678}{01}{03}

Table 7-3 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.

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 other words, 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.

In some of the cases, the merges can be done with the combined ID variables described in section 7-G.2.

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. Data Anomalies

For multiple reasons, the data collected are not always clear and require editing. However, in certain cases, the data cannot be further edited without losing integrity. In this section, we describe some of the data anomalies so that users can decide on the approach that best suits their analyses.

7-H.1. Overnight Stops Versus Farthest Destination

Because of the complexity of the questionnaire section on long-distance trips, in a few areas, respondents' interpretation of the questions strongly influenced their answers. To a certain extent, respondents may not have consistently interpreted the meaning of "farthest destination." For example, if a person stayed at point A for four nights, but went to a point B, which was 25 miles further away for a day trip, they might either report point A as their furthest destination or point B. Consequently, depending upon which destination respondents reported as the farthest, responses on lodging and mode used at farthest destination as well as stops to and from the farthest destination would vary. The main impact of the variations in interpretation is seen in the creation of the variable on number of nights spent away from home.

7-H.2. Number of Nights Spent Away from Home (NTSAWAY)

As mentioned in the previous section, it was not always clear to respondents what their furthest destinations were for the purposes of the questionnaire. In addition, a number of trips were embedded one within the other. The process of determining the total number of nights spent away from home on a long-distance (travel period) trip involved using multiple sources to determine the appropriate value and was affected by the data editing and cleaning steps. The imputation of the leave and return date also affected the creation of this derived variable. Despite all our efforts, it was not always possible to determine what the respondent intended to convey, and there are cases of inconsistency where there are data on type of lodging used overnight but NTSAWAY=0. Conversely, there are cases where NTSAWAY>0 but there are legitimate skips for variables such as type of lodging used at the farthest destination.

Instead of forcing these variables to be consistent, we have maintained them in the files. Based on the nature of their analyses, analysts can decide how best to adjust for the anomalies. There are 537 cases on the long-distance (travel period) file where NTSAWAY=0, and there is a value greater than zero for FARLODG1 (i.e., the person used some kind of overnight accommodation on the trip). In addition, there are 20 cases where NTSAWAY=1 and FARSTOP=1 (indicating at least one night away) and 23 cases where NTSAWAY=0 and RETSTOP=1 (also indicating at least one night away).

7-I. Special User Notes

7-I.1. Data File Conventions

A number of conventions are 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 or 1=yes/0=no.
- Calendar dates - Multiple variables contain these dates, and usually the year and month are shown as YYYYMM (year followed by the month).
- Times - All reported time variables are in military time as 0000 to 2359.
- Reserve codes - On the ASCII file, the reserve codes of –1, -8, -7 and –9 were used to indicate legitimate skips, don't knows, refused, and non-ascertained values.
    - 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 was 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

Table 7-1.
File Sample Sizes and Weight Sums

Data File	Sample Size	Weight Sum
Household	26,038	107,368,651
Person	60,282	277,208,169
Vehicle	53,275	203,860,195
Travel day trip (annualized)	248,483	410,903,925,397
Travel period trip (annualized)	**54,206**	**3,202,473,661**

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

		Household	Person	Travel day person	Travel period household	Travel period person
Usable Households	Weight Replicates	WTHHFIN FHHWT01-99	WTPERFIN FPERWT01-99	WTTRDFIN FTRDWT01-99	WTHTPFIN WTHTPFIN-1-99	WTPTFIN WTPTPFIN01-99
100% Reported Households	Weight Replicates	EXPFLLHH EHHWT01-99	EXPFLLPR EPERWT01-99	EXPFLLTD ETRDWT01-99	EXPFLHTP EXPFLHTP01-99	EXPFLPTP EXPFLPTP01-99

Table 7-3.
Examples of Link Variables Between the Five 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
Household file	Travel period file	HOUSEID
Person file	Vehicle file	HOUSEID
Person file	Travel day or travel period trip files	HOUSEID and PERSONID
Vehicle file	Travel day or travel period trip file	HOUSEID

Appendix A: 2001 NHTS Data Dictionary

The 2001 NHTS is a large, complex data set, with hundreds of variables contained in five 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 (excluding replicate weights) in alphabetic order by variable name. It contains much of the information that is in the Codebook, such as the 2001 variable name, survey question number, 1995 NPTS variable comparison, variable type, variable length, SAS format, a label describing the contents, an indication of which file or files the variable is found on, and whether or not the variable in included in SuperTABLE (ST). Abbreviations used in this appendix are defined in Chapters 6 and 7 and in Appendix B.

1995 NPTS 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.

ATS Indicates the 1995 version was in the American Travel Survey.

Variable	Question #	1995	Type	Len	Format	Variable Label	Hhld	Per	Veh	Day	Long	ST
ACC_FLAG	I5*	ATS	Char	2	$YES_NO	Access place-airport/bus terminal					L	S
ACCDIV	X	ATS	Char	2	$CEN_DIV	Access place (to far dest)-Census div					L	S
ACCMDOB	X	ATS	Num	8	YES_NO	Charter/school/other bus- to airport/terminal					L	S
ACCMDOT	X	ATS	Num	8	YES_NO	Intercity/other train- to airport/terminal					L	S
ACCMDOTH	X	ATS	Num	8	YES_NO	Other means- to airport/terminal					L	S
ACCMDPOV	X	ATS	Num	8	YES_NO	Personal vehicle- to airport/terminal					L	S
ACCMDPTB	X	ATS	Num	8	YES_NO	Public transit bus- to airport/terminal					L	S

ACCMDSHP	X	ATS	Num	8	YES_NO	Ferry/boat/ship- to airport/terminal					L	S
ACCMDSHT	X	ATS	Num	8	YES_NO	Shuttle/limo- to airport/terminal					L	S
ACCMDSUB	X	ATS	Num	8	YES_NO	Subway/commuter train- to airport/terminal					L	S
ACCMDTXI	X	ATS	Num	8	YES_NO	Taxi- to airport/terminal					L	S
ACCMDWLK	X	ATS	Num	8	YES_NO	Walking- to airport/terminal					L	S
ACCMOD21	I8*	ATS	Char	2	$MODEB	Trans used: start to access place-1					L	
ACCMOD22	I8*	ATS	Char	2	$MODEB	Trans used: start to access place-2					L	
ACCMOD23	I8*	ATS	Char	2	$MODEB	Trans used: start to access place-3					L	
ACCMODE1	I8	ATS	Char	2	$MODE	Det trans used: start to access place-1					L	
ACCMODE2	I8	ATS	Char	2	$MODE	Det trans used: start to access place-2					L	
ACCMODE3	I8	ATS	Char	2	$MODE	Det trans used: start to access place-3					L	
ACCMSA	X	ATS	Char	4	$MSA	Access place (to far dest)-PMSA/MSA/CMSA					L	S
ACCREG	X	ATS	Char	2	$CEN_REG	Access place (to far dest)-Census region					L	S
ACCST	I9	ATS	Char	2	$STATE	Access place (to far dest)-State					L	S
AGE_P1	C8*	NQ	Num	8	MISSING	Person 1 age	H					
AGE_P10	C8*	NQ	Num	8	MISSING	Person 10 age	H					
AGE_P11	C8*	NQ	Num	8	MISSING	Person 11 age	H					
AGE_P12	C8*	NQ	Num	8	MISSING	Person 12 age	H					
AGE_P13	C8*	NQ	Num	8	MISSING	Person 13 age	H					
AGE_P14	C8*	NQ	Num	8	MISSING	Person 14 age	H					
AGE_P2	C8*	NQ	Num	8	MISSING	Person 2 age	H					
AGE_P3	C8*	NQ	Num	8	MISSING	Person 3 age	H					
AGE_P4	C8*	NQ	Num	8	MISSING	Person 4 age	H					
AGE_P5	C8*	NQ	Num	8	MISSING	Person 5 age	H					
AGE_P6	C8*	NQ	Num	8	MISSING	Person 6 age	H					
AGE_P7	C8*	NQ	Num	8	MISSING	Person 7 age	H					

AGE_P8	C8*	NQ	Num	8	MISSING	Person 8 age	H					
AGE_P9	C8*	NQ	Num	8	MISSING	Person 9 age	H					
AGERANGE	C10	NQR	Char	2	$YES_NO	HH member 18 years or older		P				S
ANMLTYR	L10*	Y	Num	8	MISSING	Annualized mile estimate, owned < 1 year			V			
ANN_FLG			Char	2	$ANN_FLG	Reasons for missing ANNUALZD value			V			
ANNMILES	X	X	Num	8	MISSING	Annual miles travelled			V			
ANNUALZD			Num	8	MISSING	Odometer-based annual miles estimate			V			
ANULZDSE			Num	8	MISSING	Standard error of ANNUALZD estimate			V			
AWAYHOME	G25	SD	Char	2	$AWAYHOM	Reason start travel day away from home				D		S
BEGTRAV	X	ATS	Char	6		Beginning date of travel period					L	S
BEGTRIP	H1*	ATS	Char	6		Beginning date of trip (YYYYMM)					L	S
BEST_EDT			Char	2	$BESTEDT	Flag any edits/adjustments to BESTMILE			V			
BEST_FLG			Char	2	$BESTFLG	How BESTMILE was computed			V			S
BEST_OUT			Char	2	$BESTOUT	Flag identifying BESTMILE outlier values			V			
BESTMILE			Num	8	MISSING	Best estimate of annual miles			V			S
BORNINUS	M8	NQR	Char	2	$YES_NO	Respondent was born in U.S.		P				S
BTUCOST			Num	8	MISSING	Fuel cost in US cents per equivalent-gal			V			S
BTUTCOST			Num	8	MISSING	Annual fuel expenditures in US dollars,			V			S
BTUYEAR			Num	8	MISSING	Annual fuel consumption in gasoline-equiv			V			S
CARRODE	E18	NQR	Num	8	CARRODE	Number of people in work carpool		P				S
CDIVMSAR	X	NQR	Char	2	$CDIVMSA	HHs by Census div., MSA size, rail	H	P	V	D	L	S
CENSUS_D	X	Y	Char	2	$CEN_DIV	Household Census	H	P	V	D	L	S

						division						
CENSUS_R	X	Y	Char	2	$CEN_REG	Household Census region	H	P	V	D	L	S
CNTTDHH	X	NQR	Num	8		No. trav day person trips made by HH	H					S
CNTTDTR	X	NQR	Num	8		Cnt of trav day pers trips for this resp		P				S
CNTTPHH	H1*		Num	8	MISSING	No. trav period person trips made by HH	H					S
CNTTPTR	H1*		Num	8	MISSING	Cnt of trav period pers trips- this resp		P				S
CNTTPUNQ	H1*		Num	8	MISSING	Number of unique travel period trips		P				S
COMMDRVR	E8*	NQR	Char	2	$YES_NO	Commercial driver		P				S
COMMUTE	I13*	ATS	Char	2	$YES_NO	Trip purpose was to commute?					L	S
CONDNIGH	M6C	NQR	Char	2	$YES_NO	Med cond limits driving to daytime		P				S
CONDPUB	M6E	NQR	Char	2	$YES_NO	Med cond limits use of public trans		P				S
CONDRIDE	M6B	NQR	Char	2	$YES_NO	Med cond results in asking for rides		P				S
CONDRIVE	M6D	NQR	Char	2	$YES_NO	Med cond requires giving up driving		P				S
CONDSPEC	M6F	NQR	Char	2	$YES_NO	Med cond requires special transport		P				S
CONDTRAV	M6A	NQR	Char	2	$YES_NO	Med cond results in less travel		P				S
DIARYCMP	G2*	Y	Char	2	$YES_NO	Was diary completed		P				S
DIFFDATE	X	Y	Num	8	MISSING	Days between trav day and person int.		P				S
DISTBLOC	E14*	NQR	Num	8	MISSING	Distance to work if reported in blocks		P				
DISTTOWK	E14*	Y	Num	8	MISSING	Distance to work in miles		P				S
DRIVER	C8*	SD	Char	2	$DRIVER	Driver status of respondent		P		D	L	S
DRV_P1	C8*	Y	Char	2	$DRVSTAT	Person 1 driver status - derived	H					
DRV_P10	C8*	Y	Char	2	$DRVSTAT	Person 10 driver status - derived	H					
DRV_P11	C8*	Y	Char	2	$DRVSTAT	Person 11 driver status - derived	H					

DRV_P12	C8*	Y	Char	2	$DRVSTAT	Person 12 driver status - derived	H					
DRV_P13	C8*	Y	Char	2	$DRVSTAT	Person 13 driver status - derived	H					
DRV_P14	C8*	Y	Char	2	$DRVSTAT	Person 14 driver status - derived	H					
DRV_P2	C8*	Y	Char	2	$DRVSTAT	Person 2 driver status - derived	H					
DRV_P3	C8*	Y	Char	2	$DRVSTAT	Person 3 driver status - derived	H					
DRV_P4	C8*	Y	Char	2	$DRVSTAT	Person 4 driver status - derived	H					
DRV_P5	C8*	Y	Char	2	$DRVSTAT	Person 5 driver status - derived	H					
DRV_P6	C8*	Y	Char	2	$DRVSTAT	Person 6 driver status - derived	H					
DRV_P7	C8*	Y	Char	2	$DRVSTAT	Person 7 driver status - derived	H					
DRV_P8	C8*	Y	Char	2	$DRVSTAT	Person 8 driver status - derived	H					
DRV_P9	C8*	Y	Char	2	$DRVSTAT	Person 9 driver status - derived	H					
DRVR_FLG	G49*	Y	Char	2	$YES_NO	Respondent was driver on trip				D		S
DRVRCNT	C8*	Y	Num	8		Count of drivers in HH	H	P	V	D	L	S
DTACDT	L2K	NR	Char	2	$DT	Worrying about a traffic accident		P				S
DTCONJ	L2A	NR	Char	2	$DT	Highway congestion		P				S
DTDISTRC	L2H	NQR	Char	2	$DT	Distracted drivers		P				S
DTDRUNK	L2G	NQR	Char	2	$DT	Drunk drivers		P				S
DTGAS	L2B	NQR	Char	2	$DT	Price of gasoline		P				S
DTNOWALK	L2C	NQR	Char	2	$DT	Lack of walkways or sidewalks		P				S
DTPVPOT	L2E	NQR	Char	2	$DT	Rough pavement or potholes		P				S
DTRRAGE	L2F	NQR	Char	2	$DT	Aggressive drivers on the road		P				S
DTSPEED	L2I	NQR	Char	2	$DT	Drivers speeding		P				S
DTTIEUP	L2D	NR	Char	2	$DT	Traffic or road congestion		P				S
DTTRUCKS	L2J	NQR	Char	2	$DT	Number of large trucks on road		P				S

DWELTIME	G16*	SD	Num	8	MISSING	Time spent at destination of trip				D		S
EDITENTM	X	NQR	Char	2	$YES_NO	ENDTIME edited				D		
EDITMILE	X	Y	Char	2	$YES_NO	TRPDIST edited				D		
EDITMIN	X	Y	Char	2	$YES_NO	TRVL_MIN edited				D		
EDITMODE	X	Y	Char	2	$YES_NO	TRPTRANS edited				D		
EDITPURP	X	NQR	Char	2	$YES_NO	WHYTRP edited				D		
EDITRECU	X	ATS	Char	1	$YES_NO	RECURR imputed. 1:Yes, 0:No					L	
EDITSTTM	X	NQR	Char	2	$YES_NO	STRTTIME edited				D		
EDUC	M7	Y	Char	2	$EDUC	Highest Education Level		P		D	L	S
EGR_FLAG	I5*	ATS	Char	2	$YES_NO	Egress place-airport/bus terminal					L	S
EGRDIV	X	ATS	Char	2	$CEN_DIV	Egress place (to far dest)-Census div					L	S
EGRMDOB	X	ATS	Num	8	YES_NO	Charter/school/other bus- from airport/terminal					L	S
EGRMDOT	X	ATS	Num	8	YES_NO	Intercity/other train-from airport/terminal					L	S
EGRMDOTH	X	ATS	Num	8	YES_NO	Other means- from airport/terminal					L	S
EGRMDPOV	X	ATS	Num	8	YES_NO	Personal vehicle- from airport/terminal					L	S
EGRMDPTB	X	ATS	Num	8	YES_NO	Public transit bus- from airport/terminal					L	S
EGRMDSHP	X	ATS	Num	8	YES_NO	Ferry/boat/ship- from airport/terminal					L	S
EGRMDSHT	X	ATS	Num	8	YES_NO	Shuttle/limo- from airport/terminal					L	S
EGRMDSUB	X	ATS	Num	8	YES_NO	Subway/commuter train- from airport/terminal					L	S
EGRMDTXI	X	ATS	Num	8	YES_NO	Taxi- from airport/terminal					L	S
EGRMDWLK	X	ATS	Num	8	YES_NO	Walking- from airport/terminal					L	S
EGRMOD21	I11*	ATS	Char	2	$MODEB	Trans used: egress place to dest-1					L	
EGRMOD22	I11*	ATS	Char	2	$MODEB	Trans used: egress place to dest-2					L	
EGRMOD23	I11*	ATS	Char	2	$MODEB	Trans used: egress					L	

						place to dest-3						
EGRMODE1	I11	ATS	Char	2	$MODE	Det trans used: egress place to dest-1					L	
EGRMODE2	I11	ATS	Char	2	$MODE	Det trans used: egress place to dest-2					L	
EGRMODE3	I11	ATS	Char	2	$MODE	Det trans used: egress place to dest-3					L	
EGRMSA	X	ATS	Char	4	$MSA	Egress place (to far dest)-PMSA/MSA/CMSA					L	S
EGRREG	X	ATS	Char	2	$CEN_REG	Egress place (to far dest)-Census region					L	S
EGRST	I10	ATS	Char	2	$STATE	Egress place (to far dest)-State					L	S
EIADMPG			Num	8	MISSING	EIA derived miles per equivalent-gallon			V			S
ENDHOUR	G17	NQR	Num	3	MISSING	Travel day trip end time, hour				D		
ENDMIN	G17	NQR	Num	8	MISSING	Travel day trip end time, minute				D		
ENDTIME	G17*	NQR	Char	4	$MISSING	Travel day trip end time, military				D		S
ENDTRAV	X	ATS	Char	6		Ending date of travel period					L	S
ENDTRIP	H1*	ATS	Char	6		Ending date of trip (YYYYMM)					L	S
EPATMPG			Num	8	MISSING	Unadjusted 55/45 combined fuel economy,			V			S
EPATMPGF			Char	3	$MISSING	Imputation flag for EPATMPG variable			V			
ESTMILES	L10*	Y	Num	8	MISSING	Miles vehicle driven since purchased			V			S
ESTMLCAT	L10B	NQR	Char	2	$ESTMLCA	Mileage range since purchased			V			S
EXPFLHHN			Num	8		HH Weight-100% completed - NATL	H		V			S
EXPFLPRN			Num	8		Person Weight - 100% completed - NATL		P				S
EXPFLPTP	X	ATS	Num	8		Person trip travel period weight-100%					L	S
EXPFLTDN			Num	8		Day Trip Weight 100% completed - NATL				D		S
FARDIV	X	ATS	Char	2	$CEN_DIV	Farthest destination Census division					L	S

FARLODG1	I14	ATS	Char	2	$FARLODG	Farthest destination-lodging1					L	
FARLODG2	I14	ATS	Char	2	$FARLODG	Farthest destination-lodging1					L	
FARLODG3	I14	ATS	Char	2	$FARLODG	Farthest destination-lodging1					L	
FARMDOB	X	ATS	Num	8	YES_NO	Charter/school/other bus- at destination					L	S
FARMDOT	X	ATS	Num	8	YES_NO	Intercity/other train- at destination					L	S
FARMDOTH	X	ATS	Num	8	YES_NO	Other means- at destination					L	S
FARMDPOV	X	ATS	Num	8	YES_NO	Personal vehicle- at destination					L	S
FARMDPTB	X	ATS	Num	8	YES_NO	Public transit bus- at destination					L	S
FARMDSHP	X	ATS	Num	8	YES_NO	Ferry/boat/ship- at destination					L	S
FARMDSHT	X	ATS	Num	8	YES_NO	Shuttle/limo- at destination					L	S
FARMDSUB	X	ATS	Num	8	YES_NO	Subway/commuter train- at destination					L	S
FARMDTXI	X	ATS	Num	8	YES_NO	Taxi- at destination					L	S
FARMDWLK	X	ATS	Num	8	YES_NO	Walking- to at destination					L	S
FARMOD21	I12*	ATS	Char	2	$MODEB	Trans used: farthest destination-1					L	
FARMOD22	I12*	ATS	Char	2	$MODEB	Trans used: farthest destination-2					L	
FARMOD23	I12*	ATS	Char	2	$MODEB	Trans used: farthest destination-3					L	
FARMOD24	I12*	ATS	Char	2	$MODEB	Trans used: farthest destination-4					L	
FARMOD25	I12*	ATS	Char	2	$MODEB	Trans used: farthest destination-5					L	
FARMODE1	I12	ATS	Char	2	$MODE	Det trans used: farthest dest-1					L	
FARMODE2	I12	ATS	Char	2	$MODE	Det trans used: farthest dest-2					L	
FARMODE3	I12	ATS	Char	2	$MODE	Det trans used: farthest dest-3					L	
FARMODE4	I12	ATS	Char	2	$MODE	Det trans used: farthest dest-4					L	
FARMODE5	I12	ATS	Char	2	$MODE	Det trans used:					L	

						farthest dest-5						
FARMSA	X	ATS	Char	4	$MSA	Farthest destination PMSA/MSA/CMSA					L	S
FARREA21	I13*	ATS	Char	2	$REASONB	Main reason for TP trip-1					L	S
FARREA22	I13*	ATS	Char	2	$REASONB	Other reason for TP trip-1					L	
FARREA23	I13*	ATS	Char	2	$REASONB	Other reason for TP trip-2					L	
FARREA24	I13*	ATS	Char	2	$REASONB	Other reason for TP trip-3					L	
FARREAS1	I13	ATS	Char	2	$REASON	Det main reason for trip-1					L	S
FARREAS2	I13	ATS	Char	2	$REASON	Det main reason for trip-2					L	
FARREAS3	I13	ATS	Char	2	$REASON	Det main reason for trip-3					L	
FARREAS4	I13	ATS	Char	2	$REASON	Det main reason for trip-4					L	
FARREG	X	ATS	Char	2	$CEN_REG	Farthest destination: Census region					L	S
FARST	H1	ATS	Char	2	$STATE	Farthest destination: State					L	S
FARSTOP	I16	ATS	Char	2	$YES_NO	Any overnight stops to destination					L	S
FLCAMPRV	X	ATS	Num	8	YES_NO	Camper/trailer/tent/RV-dest lodge					L	S
FLCONF	X	ATS	Num	8	YES_NO	Conference center-dest lodge					L	S
FLCORP	X	ATS	Num	8	YES_NO	Corporate owned housing-dest lodge					L	S
FLDORM	X	ATS	Num	8	YES_NO	Dormitory/youth hostel-dest lodge					L	S
FLFRNREL	X	ATS	Num	8	YES_NO	Friend/relative-dest lodge					L	S
FLGFINCM	M22*	Y	Char	2	$YES_NO	Incomes of all HH members included	H					S
FLGNXTDY	X	NQR	Char	2	$YES_NO	Flag for travel day trip ending next day				D		S
FLGPRDRV	X	NQR	Char	2	$FLGPRDR	Primary driver status of respondent		P				S
FLHOTEL	X	ATS	Num	8	YES_NO	Hotel/motel/resort-dest lodge					L	S
FLMIL	X	ATS	Num	8	YES_NO	Military housing-dest					L	S

						lodge						
FLNONT	X	ATS	Num	8	YES_NO	No overnight stay-dest lodge					L	S
FLOTHR	X	ATS	Num	8	YES_NO	Other-dest lodge					L	S
FLOWNP	X	ATS	Num	8	YES_NO	Own cabin/condo/home-dest lodge					L	S
FLRENTP	X	ATS	Num	8	YES_NO	Rented cabin/condo/home-dest lodge					L	S
FLTRANST	X	ATS	Num	8	YES_NO	Overnight in car/plane-dest lodge					L	S
FLYMCA	X	ATS	Num	8	YES_NO	YMCA-dest lodge					L	S
FRSTHM	G8	NQR	Char	2	$YES_NO	At home at start of travel day		P				S
FUELTYPE			Num	8	FUELTYPE	Type of transportation fuel			V			S
GCDACCOD	X	ATS	Num	8	MISSING	Great Circle Distance: origin to access					L	S
GCDDO	X	ATS	Num	8	MISSING	Great Circle Distance: dest to origin					L	S
GCDEGROD	X	ATS	Num	8	MISSING	Great Circle Distance: egress to dest					L	S
GCDOD	X	ATS	Num	8	MISSING	Great Circle Distance: origin to dest					L	S
GCDTOT	X	ATS	Num	8	MISSING	Total trip great circle distance miles					L	S
GCDWORK	X	NQR	Num	8	GCDWORK	Great Circle distance to work (miles)		P				S
GSCOST			Num	8	MISSING	Estimated Fuel cost			V			S
GSTOTCST			Num	8	MISSING	Total cost of gas/year for vehicle			V			S
GSYRGAL			Num	8	MISSING	Gallons of gas per year			V			S
GT1JBLWK	E6	Y	Char	2	$YES_NO	Have more than one job		P				S
HBHRESDN			Char	9	$RESD	Housing units per sq mile - Block group	H	P	V	D	L	S
HBHTNRNT			Char	9	$MISSING	Percent renter-occupied - Block group	H	P	V	D	L	S
HBHUR			Char	2	$HUR	Urban / Rural indicator - Block group	H	P	V	D	L	S
HBPPOPDN			Char	9	$POPD	Population per sq mile - Block group	H	P	V	D	L	S

HH_HISP	C6	ATS	Char	2	$YES_NO	Hispanic status of HH respondent					L	S
HH_ONTD	G45*	Y	Num	8		Count of HH members on trip				D		S
HH_ONTP	I2*	ATS	Num	8		Num of HH members on travel period trip					L	S
HHC_MSA	X	ATS	Char	4	$MSA	MSA or CMSA Code for HH	H	P	V	D	L	S
HHFAMINC	M14*	SD	Char	2	$INCOME	Total HH family income (last 12 months)	H	P	V	D	L	S
HHINCTTL	M14*	NQR	Char	2	$INCOME	Total income all HH members	H	P	V	D	L	
HHINTDT	X	Y	Char	6		HH interview - date (YYYYMM)	H					S
HHMDRV	I7	ATS	Char	2	$HHMDRV	Person number of driver					L	S
HHMEMDRV	G48	Y	Char	2	$HHMEMDR	HH member drove on trip				D		S
HHMNINC	M23*	NQR	Num	8		No. of HH members with income not incl	H					
HHNUMBIK	B5	NQR	Num	3	MISSING	Number of full size bicycles in HH	H					S
HHR_AGE	C5	NQ	Num	8	MISSING	Age of HH respondent	H					S
HHR_DRVR	X	NQ	Char	2	$HHR_DRV	Driver status of HH respondent	H	P		D		S
HHR_EDUC	M7*	NQ	Char	2	$EDUC	Education level of HH respondent	H	P		D	L	S
HHR_HISP	C6*	NQ	Char	2	$YES_NO	Hispanic status of HH respondent	H	P	V	D	L	S
HHR_RACE	C7*	NQ	Char	2	$HHR_RAC	Race of HH respondent	H	P	V	D	L	S
HHR_SEX	C5*	NQ	Char	1	$SEX	Gender of HH respondent	H					S
HHR_STAT	X	Y	Char	1	$HHR_STA	Extended Interview status-HH respondent	H					S
HHR_WRKR	X	NQ	Char	2	$YES_NO	Worker status of HH respondent	H	P		D	L	S
HHRESP	X	Y	Char	2		Person number of HH interview respondent	H	P		D	L	
HHSIZE	C3*	Y	Num	8		Count of HH members	H	P	V	D	L	S
HHSTATE	D4*	SD	Char	2	$STATE	State of HH location	H	P	V	D	L	S
HHSTFIPS	X	SD	Char	2	$FIPSTAT	FIPS State Code for HH	H	P	V	D	L	S

HHTOTD	X	NQR	Num	8		Days between HH interview and trav day	H					S
HHVEHCNT	B1*	Y	Num	8		Count of vehicles in HH	H	P	V	D	L	S
HOMEGEO	X	SD	Char	2	$HOMEGEO	Geocoding level -HH location	H					S
HOMEOWN	C2	Y	Char	2	$HOMEOWN	Housing unit owned or rented	H	P	V	D	L	S
HOMETYPE	C1	NR	Char	2	$HOMETYP	Type of housing unit	H	P	V	D	L	S
HOUSEID	X	Y	Char	8		Household ID	H	P	V	D	L	
HTEEMPDN			Num	8	MISSING	Jobs per sq mile - Tract level	H	P	V	D	L	S
HTHRESDN			Char	9	$RESD	Housing units per sq mile - Tract level	H	P	V	D	L	S
HTHTNRNT			Num	8	MISSING	Percent renter-occupied - Tract level	H	P	V	D	L	S
HTHUR			Char	2	$HUR	Urban / Rural indicator - Tract level	H	P	V	D	L	S
HTPPOPDN			Char	9	$POPD	Population per sq mile - Tract level	H	P	V	D	L	S
IFARCTRY	H1*	ATS	Char	20	$MISSING	Farthest intl country reached - LD trip					L	S
IMPTAGE	X	X	Char	1	$YES_NO	Respondent age imputed		P		D	L	
IMPTENTM	X	NQR	Char	2	$YES_NO	ENDTIME imputed				D		
IMPTHOWN	X	X	Char	1	$YES_NO	Home ownership imputed	H	P		D	L	
IMPTHTYP	X	X	Char	1	$YES_NO	Home type imputed	H	P		D	L	
IMPTLEDT	X	ATS	Char	1	$YES_NO	LVEDATE imputed. 1:Yes, 0:No					L	S
IMPTMILE	X	NQR	Char	2	$YES_NO	TRPDIST imputed				D		
IMPTMIN	X	NQR	Char	2	$YES_NO	TRVL_MIN imputed				D		
IMPTNTIM	X	ATS	Char	1	$YES_NO	NTIMES imputed. 1:Yes, 0:No					L	S
IMPTPHON	X	X	Char	1	$YES_NO	No. HH phones imputed	H					
IMPTRACE	X	X	Char	1	$YES_NO	Race of HH respondent imputed		P	V	D	L	
IMPTREDT	X	ATS	Char	1	$YES_NO	Recurring date imputed					L	S
IMPTSEX	X	X	Char	1	$YES_NO	Respondent gender imputed		P		D	L	

IMPTSTTM	X	NQR	Char	2	$YES_NO	STRTTIME imputed				D		
IMPTTPUB	X		Char	1	$YES_NO	Public transportation imputed				D		
IMPTTRIP	X	NQR	Char	2	$YES_NO	Entire trip imputed				D		
INC_P1	M23*	NQR	Char	2	$YES_NO	Person 1 income not included	H					
INC_P10	M23*	NQR	Char	2	$YES_NO	Person 10 income not included	H					
INC_P11	M23*	NQR	Char	2	$YES_NO	Person 11 income not included	H					
INC_P12	M23*	NQR	Char	2	$YES_NO	Person 12 income not included	H					
INC_P13	M23*	NQR	Char	2	$YES_NO	Person 13 income not included	H					
INC_P14	M23*	NQR	Char	2	$YES_NO	Person 14 income not included	H					
INC_P2	M23*	NQR	Char	2	$YES_NO	Person 2 income not included	H					
INC_P3	M23*	NQR	Char	2	$YES_NO	Person 3 income not included	H					
INC_P4	M23*	NQR	Char	2	$YES_NO	Person 4 income not included	H					
INC_P5	M23*	NQR	Char	2	$YES_NO	Person 5 income not included	H					
INC_P6	M23*	NQR	Char	2	$YES_NO	Person 6 income not included	H					
INC_P7	M23*	NQR	Char	2	$YES_NO	Person 7 income not included	H					
INC_P8	M23*	NQR	Char	2	$YES_NO	Person 8 income not included	H					
INC_P9	M23*	NQR	Char	2	$YES_NO	Person 9 income not included	H					
INCM_P1	M24*	NQR	Char	2	$INCOME	Amount person 1 income	H					
INCM_P10	M24*	NQR	Char	2	$INCOME	Amount person 10 income	H					
INCM_P11	M24*	NQR	Char	2	$INCOME	Amount person 11 income	H					
INCM_P12	M24*	NQR	Char	2	$INCOME	Amount person 12 income	H					
INCM_P13	M24*	NQR	Char	2	$INCOME	Amount person 13 income	H					
INCM_P14	M24*	NQR	Char	2	$INCOME	Amount person 14 income	H					

INCM_P2	M24*	NQR	Char	2	$INCOME	Amount person 2 income	H					
INCM_P3	M24*	NQR	Char	2	$INCOME	Amount person 3 income	H					
INCM_P4	M24*	NQR	Char	2	$INCOME	Amount person 4 income	H					
INCM_P5	M24*	NQR	Char	2	$INCOME	Amount person 5 income	H					
INCM_P6	M24*	NQR	Char	2	$INCOME	Amount person 6 income	H					
INCM_P7	M24*	NQR	Char	2	$INCOME	Amount person 7 income	H					
INCM_P8	M24*	NQR	Char	2	$INCOME	Amount person 8 income	H					
INCM_P9	M24*	NQR	Char	2	$INCOME	Amount person 9 income	H					
INDVINC	M24*	SD	Char	2	$INCOME	Income of resp. if reported separately		P				
INT_FLAG	X	ATS	Char	2	$YES_NO	International destination flag					L	S
LANG	X	NQR	Char	1	$LANG	Language HH interview conducted in	H	P	V	D	L	S
LASTRPMM	G14	NQR	Char	2	$LASTRPM	Month of last trip before travel day		P				
LASTRPYY	G14	NQR	Char	4	$MISSING	Year of last trip before travel day		P				
LIF_CYC	X	SD	Char	2	$LIF_CYC	HH Life cycle classification	H	P	V	D	L	S
LSTTRDAY	G15*	NQR	Num	8	MISSING	Days since last trip before travel day		P				S
LSTTRDT	G14*	NQR	Char	6	$MISSING	Date of last trip before travel day		P				
LVEMNT	H1	ATS	Char	2	$MONTH	Month the travel period trip began					L	S
LVEYR	H1	ATS	Char	4		Year the travel period trip began					L	S
MAILHOME	X	NQR	Char	2	$YES_NO	Pre-interview letter, not returned	H					
MAINDRVR			Char	2	$YES_NO	Vehicle has a main driver			V			S
MAINMOD2	I5*	ATS	Char	2	$MODEB	Trans used most to get to destination					L	S
MAINMODE	I5*	ATS	Char	2	$MAINRET	Detail-Trans used most to get to dest					L	S

MAKECODE	B2*	Y	Char	3	$MAKECOD	Vehicle make code			V			S
MAKEMODL			Char	5	$MAKEMDL	Vehicle make and model			V			S
MEDCOND	M4	NQR	Char	2	$YES_NO	Have a med cond making travel difficult		P				S
MEDCOND6	M5	NQR	Char	2	$MEDCOND	Length of time with medical condition		P				S
MODLCODE	B2*	Y	Char	4	$MISSING	Vehicle model code			V			
MSACAT	X	NQR	Char	2	$MSACAT	MSA Category of HH	H	P	V	D	L	S
MSASIZE	X	Y	Char	2	$MSASIZE	MSA size of HH	H	P	V	D	L	S
NBIKETRP	L4	NQR	Num	3	MISSING	No. of bike trips in past week		P				S
NONHHCNT	G47*	Y	Num	3	MISSING	No of non HH members on travel day trip				D		S
NTIMES	H1	ATS	Num	3	MISSING	Number of times TP trip was taken					L	S
NTSAWAY	H1*	ATS	Num	8		Nights away on travel period trip					L	S
NUMADLT	C8*	SD	Num	8	MISSING	Number of adults (18+) in HH	H	P	V	D	L	S
NUMNHHM	I4	ATS	Num	4	MISSING	Number of non-HH members on TP trip					L	S
NUMONTRP	G45*	Y	Num	8		Total people on trav day trip, inc resp.				D		S
NWALKTRP	L3	NQR	Num	3	MISSING	No. of walk trips in past week		P				S
OCCAT	E7*	NQR	Char	2	$OCCAT	Occupational category of resp		P		D	L	S
OD_READ1			Num	8	OD_1READ	Odometer reading 1			V			S
OD_READ2			Num	8	OD_2READ	Odometer reading 2			V			
ONTD_P1	G45*	NQR	Char	2	$YES_NO	Person 1 was on travel day trip				D		
ONTD_P10	G45*	NQR	Char	2	$YES_NO	Person 10 was on travel day trip				D		
ONTD_P11	G45*	NQR	Char	2	$YES_NO	Person 11 was on travel day trip				D		
ONTD_P12	G45*	NQR	Char	2	$YES_NO	Person 12 was on travel day trip				D		
ONTD_P13	G45*	NQR	Char	2	$YES_NO	Person 13 was on travel day trip				D		
ONTD_P14	G45*	NQR	Char	2	$YES_NO	Person 14 was on travel day trip				D		

ONTD_P2	G45*	NQR	Char	2	$YES_NO	Person 2 was on travel day trip				D		
ONTD_P3	G45*	NQR	Char	2	$YES_NO	Person 3 was on travel day trip				D		
ONTD_P4	G45*	NQR	Char	2	$YES_NO	Person 4 was on travel day trip				D		
ONTD_P5	G45*	NQR	Char	2	$YES_NO	Person 5 was on travel day trip				D		
ONTD_P6	G45*	NQR	Char	2	$YES_NO	Person 6 was on travel day trip				D		
ONTD_P7	G45*	NQR	Char	2	$YES_NO	Person 7 was on travel day trip				D		
ONTD_P8	G45*	NQR	Char	2	$YES_NO	Person 8 was on travel day trip				D		
ONTD_P9	G45*	NQR	Char	2	$YES_NO	Person 9 was on travel day trip				D		
ONTP_P1	I3*	ATS	Char	2	$YES_NO	HH member 1 was on travel period trip					L	
ONTP_P10	I3*	ATS	Char	2	$YES_NO	HH member 10 was on travel period trip					L	
ONTP_P11	I3*	ATS	Char	2	$YES_NO	HH member 11 was on travel period trip					L	
ONTP_P12	I3*	ATS	Char	2	$YES_NO	HH member 12 was on travel period trip					L	
ONTP_P13	I3*	ATS	Char	2	$YES_NO	HH member 13 was on travel period trip					L	
ONTP_P14	I3*	ATS	Char	2	$YES_NO	HH member 14 was on travel period trip					L	
ONTP_P2	I3*	ATS	Char	2	$YES_NO	HH member 2 was on travel period trip					L	
ONTP_P3	I3*	ATS	Char	2	$YES_NO	HH member 3 was on travel period trip					L	
ONTP_P4	I3*	ATS	Char	2	$YES_NO	HH member 4 was on travel period trip					L	
ONTP_P5	I3*	ATS	Char	2	$YES_NO	HH member 5 was on travel period trip					L	
ONTP_P6	I3*	ATS	Char	2	$YES_NO	HH member 6 was on travel period trip					L	
ONTP_P7	I3*	ATS	Char	2	$YES_NO	HH member 7 was on travel period trip					L	
ONTP_P8	I3*	ATS	Char	2	$YES_NO	HH member 8 was on travel period trip					L	
ONTP_P9	I3*	ATS	Char	2	$YES_NO	HH member 9 was on travel period trip					L	

OUTCNTRY	G10	NQ	Char	2	$YES_NO	Out of country entire travel day		P				S
OUTOFTWN	G9*	NQR	Char	2	$YES_NO	Out of town entire travel day		P		D		S
OWNUNIT	L8	NQR	Char	2	$OWNUNIT	How long vehicle owned, unit			V			S
PASSPURP	G27 27A-27E	NR	Char	2	$PASSPUR	Passenger's trip purpose				D		S
PAYPROF	E4	NQR	Char	2	$YES_NO	Worked for pay or profit last week		P				S
PERSONID	X	Y	Char	2	$	Person identification number		P		D	L	
PRCASEID	X		Char	10		Composite person ID number		P				
PRMACT	E3	NQR	Char	2	$PRMACT	Primary activity last week		P		D	L	S
PRMDRVR1	C12*	NQR	Char	2	$MISSING	HH vehicle resp is primary driver of		P				
PRMDRVR2	C12*	NQR	Char	2	$MISSING	2nd HH vehicle resp is primary driver of		P				
PRMDRVR3	C12*	NQR	Char	2	$MISSING	3rd HH vehicle resp is primary driver of		P				
PROXCAT	X	NQR	Char	2	$PROXCAT	Proxy status of ext int respondent		P		D	L	S
PROXY	E1	Y	Char	2	$PROXY	Ext int info from respondent or proxy		P		D	L	S
PSGR_FLG	G45*	NQR	Char	2	$YES_NO	Respondent was passenger on trip				D		S
PTUSED	L11	Y	Char	2	$PTUSED	Public transit use last 2 months		P				S
PUBTYPE	G33	NQR	Char	2	$PUBTYPE	Mode of public transit used				D		S
R_AGEWGT	X	ATS	Num	8		Age of respondent (imp)		P		D	L	S
R_RELAT	C8*	Y	Char	2	$R_RELAT	Ext int resp relation to HH int resp		P		D	L	
R_SEX	C8*	Y	Char	2	$R_SEX	Sex of respondent		P		D	L	S
RAIL	X	NQR	Char	2	$RAIL	Rail (subway) category of HH	H	P	V	D	L	S
RATIO16V	X	NQR	Num	8		Ratio - HH members (16+) to vehicles	H		V			S
RATIO16W	X	NQR	Num	8		Ratio of HH adults (16+) to workers	H		V		L	S
RATIOWV	X	NQR	Num	8		Ratio of HH workers to	H		V		L	S

						vehicles						
READATE1			Char	6	$MISSING	Date of odometer reading 1 - YYYYMM			V			
READATE2			Char	6	$MISSING	Date of odometer reading 2 - YYYYMM			V			
READDIFF			Num	8	MISSING	Days b/w 1st and 2nd Odometer Readings			V			
RECURR	H1	ATS	Char	2	$YES_NO	The trip was a recurring trip					L	S
REL_P1	C8*	NQ	Char	2	$RELTORF	Person 1 relationship to HH respondent	H					
REL_P10	C8*	NQ	Char	2	$RELTORF	Person 10 relationship to HH respondent	H					
REL_P11	C8*	NQ	Char	2	$RELTORF	Person 11 relationship to HH respondent	H					
REL_P12	C8*	NQ	Char	2	$RELTORF	Person 12 relationship to HH respondent	H					
REL_P13	C8*	NQ	Char	2	$RELTORF	Person 13 relationship to HH respondent	H					
REL_P14	C8*	NQ	Char	2	$RELTORF	Person 14 relationship to HH respondent	H					
REL_P2	C8*	NQ	Char	2	$RELTORF	Person 2 relationship to HH respondent	H					
REL_P3	C8*	NQ	Char	2	$RELTORF	Person 3 relationship to HH respondent	H					
REL_P4	C8*	NQ	Char	2	$RELTORF	Person 4 relationship to HH respondent	H					
REL_P5	C8*	NQ	Char	2	$RELTORF	Person 5 relationship to HH respondent	H					
REL_P6	C8*	NQ	Char	2	$RELTORF	Person 6 relationship to HH respondent	H					
REL_P7	C8*	NQ	Char	2	$RELTORF	Person 7 relationship to HH respondent	H					
REL_P8	C8*	NQ	Char	2	$RELTORF	Person 8 relationship to HH respondent	H					
REL_P9	C8*	NQ	Char	2	$RELTORF	Person 9 relationship to HH respondent	H					
RESP_CNT	X	Y	Num	8		Count of respondents in HH	H					S
RETMNT	H1	ATS	Char	2	$MONTH	Month returned home after trip					L	S
RETMOD2	I15*	ATS	Char	2	$MODEB	Trans used most to return home					L	S
RETMODE	I15*	ATS	Char	2	$MAINRET	Detail trans used most					L	S

						on return trip						
RETSTOP	I17	ATS	Char	2	$YES_NO	Overnight stops on return TP trip					L	S
RETYR	H1	ATS	Char	4		Year returned home after TP trip					L	S
RSTP1DIV	X	ATS	Char	2	$CEN_DIV	Ret overnight stop 1: Census division					L	
RSTP1MSA	X	ATS	Char	4	$MSA	Ret overnight stop 1: PMSA/MSA/CMSA					L	
RSTP1REG	X	ATS	Char	2	$CEN_REG	Ret overnight stop 1: Census region					L	
RSTP2DIV	X	ATS	Char	2	$CEN_DIV	Ret overnight stop 2: Census division					L	
RSTP2MSA	X	ATS	Char	4	$MSA	Ret overnight stop 2: PMSA/MSA/CMSA					L	
RSTP2REG	X	ATS	Char	2	$CEN_REG	Ret overnight stop 2: Census region					L	
RSTP3DIV	X	ATS	Char	2	$CEN_DIV	Ret overnight stop 3: Census division					L	
RSTP3MSA	X	ATS	Char	4	$MSA	Ret overnight stop 3: PMSA/MSA/CMSA					L	
RSTP3REG	X	ATS	Char	2	$CEN_REG	Ret overnight stop 3: Census region					L	
RSTP4DIV	X	ATS	Char	2	$CEN_DIV	Ret overnight stop 4: Census division					L	
RSTP4MSA	X	ATS	Char	4	$MSA	Ret overnight stop 4: PMSA/MSA/CMSA					L	
RSTP4REG	X	ATS	Char	2	$CEN_REG	Ret overnight stop 4: Census region					L	
RSTPM211	J3*	ATS	Char	2	$MODEB	Trans used: ret overnight stop 1-1					L	
RSTPM212	J3*	ATS	Char	2	$MODEB	Trans used: ret overnight stop 1-2					L	
RSTPM213	J3*	ATS	Char	2	$MODEB	Trans used: ret overnight stop 1-3					L	
RSTPM221	J3*	ATS	Char	2	$MODEB	Trans used: ret overnight stop 2-1					L	
RSTPM222	J3*	ATS	Char	2	$MODEB	Trans used: ret overnight stop 2-2					L	
RSTPM223	J3*	ATS	Char	2	$MODEB	Trans used: ret overnight stop 2-3					L	
RSTPM231	J3*	ATS	Char	2	$MODEB	Trans used: ret overnight stop 3-1					L	
RSTPM232	J3*	ATS	Char	2	$MODEB	Trans used: ret					L	

						overnight stop 3-2						
RSTPM233	J3*	ATS	Char	2	$MODEB	Trans used: ret overnight stop 3-3					L	
RSTPM241	J3*	ATS	Char	2	$MODEB	Trans used: ret overnight stop 4-1					L	
RSTPM242	J3*	ATS	Char	2	$MODEB	Trans used: ret overnight stop 4-2					L	
RSTPM243	J3*	ATS	Char	2	$MODEB	Trans used: ret overnight stop 4-3					L	
RSTPMD11	J3*	ATS	Char	2	$MODE	Det trans used: ret overnight 1-1					L	
RSTPMD12	J3*	ATS	Char	2	$MODE	Det trans used: ret overnight 1-2					L	
RSTPMD13	J3*	ATS	Char	2	$MODE	Det trans used: ret overnight 1-3					L	
RSTPMD21	J3*	ATS	Char	2	$MODE	Det trans used: ret overnight 2-1					L	
RSTPMD22	J3*	ATS	Char	2	$MODE	Det trans used: ret overnight 2-2					L	
RSTPMD23	J3*	ATS	Char	2	$MODE	Det trans used: ret overnight 2-3					L	
RSTPMD31	J3*	ATS	Char	2	$MODE	Det trans used: ret overnight 3-1					L	
RSTPMD32	J3*	ATS	Char	2	$MODE	Det trans used: ret overnight 3-2					L	
RSTPMD33	J3*	ATS	Char	2	$MODE	Det trans used: ret overnight 3-3					L	
RSTPMD41	J3*	ATS	Char	2	$MODE	Det trans used: ret overnight 4-1					L	
RSTPMD42	J3*	ATS	Char	2	$MODE	Det trans used: ret overnight 4-2					L	
RSTPMD43	J3*	ATS	Char	2	$MODE	Det trans used: ret overnight 4-3					L	
RSTPRE21	J2*	ATS	Char	2	$REASONB	Ret overnight stop 1-reason					L	S
RSTPRE22	J2*	ATS	Char	2	$REASONB	Ret overnight stop 2-reason					L	S
RSTPRE23	J2*	ATS	Char	2	$REASONB	Ret overnight stop 3-reason					L	S
RSTPRE24	J2*	ATS	Char	2	$REASONB	Ret overnight stop 4-reason					L	S
RSTPREA1	J2*	ATS	Char	2	$REASON	Ret overnight stop 1-detailed reason					L	S
RSTPREA2	J2*	ATS	Char	2	$REASON	Ret overnight stop 2-					L	S

						detailed reason						
RSTPREA3	J2*	ATS	Char	2	$REASON	Ret overnight stop 3-detailed reason					L	S
RSTPREA4	J2*	ATS	Char	2	$REASON	Ret overnight stop 4-detailed reason					L	S
RSTPST1	J1*	ATS	Char	2	$STATE	Ret overnight stop 1-State					L	
RSTPST2	J1*	ATS	Char	2	$STATE	Ret overnight stop 2-State					L	
RSTPST3	J1*	ATS	Char	2	$STATE	Ret overnight stop 3-State					L	
RSTPST4	J1*	ATS	Char	2	$STATE	Ret overnight stop 4-State					L	
RTEACCOD	X	ATS	Num	8	MISSING	Route distance: origin to access					L	S
RTEDSTDO	X	ATS	Num	8	MISSING	Route distance: dest to origin					L	S
RTEDSTOD	X	ATS	Num	8	MISSING	Route distance: origin to dest					L	S
RTEEGROD	X	ATS	Num	8	MISSING	Route distance: egress to dest					L	S
RTETOT	X	ATS	Num	8	MISSING	Route distance: roundtrip					L	S
SAMEPLC	G13	Y	Char	2	$YES_NO	Stayed at same place all day		P				S
SEX_P1	C8*	NQ	Char	2	$SEX	Person 1 gender	H					
SEX_P10	C8*	NQ	Char	2	$SEX	Person 10 gender	H					
SEX_P11	C8*	NQ	Char	2	$SEX	Person 11 gender	H					
SEX_P12	C8*	NQ	Char	2	$SEX	Person 12 gender	H					
SEX_P13	C8*	NQ	Char	2	$SEX	Person 13 gender	H					
SEX_P14	C8*	NQ	Char	2	$SEX	Person 14 gender	H					
SEX_P2	C8*	NQ	Char	2	$SEX	Person 2 gender	H					
SEX_P3	C8*	NQ	Char	2	$SEX	Person 3 gender	H					
SEX_P4	C8*	NQ	Char	2	$SEX	Person 4 gender	H					
SEX_P5	C8*	NQ	Char	2	$SEX	Person 5 gender	H					
SEX_P6	C8*	NQ	Char	2	$SEX	Person 6 gender	H					
SEX_P7	C8*	NQ	Char	2	$SEX	Person 7 gender	H					
SEX_P8	C8*	NQ	Char	2	$SEX	Person 8 gender	H					
SEX_P9	C8*	NQ	Char	2	$SEX	Person 9 gender	H					
STAT_P1	X	SD	Char	2	$STATPER	Person 1 extended	H					

						interview status						
STAT_P10	X	SD	Char	2	$STATPER	Person 10 extended interview status	H					
STAT_P11	X	SD	Char	2	$STATPER	Person 11 extended interview status	H					
STAT_P12	X	SD	Char	2	$STATPER	Person 12 extended interview status	H					
STAT_P13	X	SD	Char	2	$STATPER	Person 13 extended interview status	H					
STAT_P14	X	SD	Char	2	$STATPER	Person 14 extended interview status	H					
STAT_P2	X	SD	Char	2	$STATPER	Person 2 extended interview status	H					
STAT_P3	X	SD	Char	2	$STATPER	Person 3 extended interview status	H					
STAT_P4	X	SD	Char	2	$STATPER	Person 4 extended interview status	H					
STAT_P5	X	SD	Char	2	$STATPER	Person 5 extended interview status	H					
STAT_P6	X	SD	Char	2	$STATPER	Person 6 extended interview status	H					
STAT_P7	X	SD	Char	2	$STATPER	Person 7 extended interview status	H					
STAT_P8	X	SD	Char	2	$STATPER	Person 8 extended interview status	H					
STAT_P9	X	SD	Char	2	$STATPER	Person 9 extended interview status	H					
STPS_FRM	I17*	ATS	Num	8	MISSING	Num overnight stops to dest					L	S
STPS_TO	I16*	ATS	Num	8	MISSING	Num overnight stops to origin					L	S
STRTHR	G16	NQR	Num	8	MISSING	Travel day trip start time, hour				D		
STRTMIN	G16	NQR	Num	8	MISSING	Travel day trip start time, minute				D		
STRTTIME	G16*	Y	Char	4	$MISSING	Travel day trip start time, military				D		S
SUM_STAT	X	SD	Char	1	$SUM_STA	Interview status of HH adults	H					S
TDAYDATE	X	Y	Char	6		Travel day date (yyyymm)	H	P	V	D	L	S
TDBOA911	X	X	Char	1	$TD911BA	Travel day before or on/after 9/11	H	P	V	D		S
TDCASEID	X		Char	12		Composite travel day				D		

						trip ID number						
TDMSDTRP	X	NQR	Char	2	$TDMSDTR	This trip originally missed & was added				D		
TDTRPNUM	X	Y	Char	2		Travel day trip number for respondent				D		
TDWKND	X	X	Char	2	$YES_NO	Travel day trip on weekend				D		S
TELBFM	C16*	NQR	Num	8	TELBFM	Number HH phone nos. used for business	H					S
TELCELL	C14*	NQR	Num	3	TELCELL	Number of HH cell phones	H					S
TELLAND	C15*	NQ	Num	8	TELLAND	Total number of HH landline phones	H					S
TELTOTL	C14*	NQR	Num	8	TELTOTL	Total HH phones (land + cell)	H					S
TELTYPE	A1*	NQR	Char	2	$TELTYPE	Use of phone no. in sample	H					S
TIMETOWK	E15	NQR	Num	4	TIMETOWK	Minutes to go to work last week		P				S
TOT_DTM1	X		Num	8	MISSING	Total Daily Trips- POV		P				S
TOT_DTM2	X		Num	8	MISSING	Total Daily Trips- Transit		P				S
TOT_DTM3	X		Num	8	MISSING	Total Daily Trips- School Bus		P				S
TOT_DTM4	X		Num	8	MISSING	Total Daily Trips- Walk		P				S
TOT_DTM5	X		Num	8	MISSING	Total Daily Trips- Other		P				S
TOT_DTR1	X		Num	8	MISSING	Total Daily Trips- Work		P				S
TOT_DTR2	X		Num	8	MISSING	Total Daily Trips- Work Related		P				S
TOT_DTR3	X		Num	8	MISSING	Total Daily Trips- Family/Personal		P				S
TOT_DTR4	X		Num	8	MISSING	Total Daily Trips- Church/School		P				S
TOT_DTR5	X		Num	8	MISSING	Total Daily Trips- Social/Recreation		P				S
TOT_DTR6	X		Num	8	MISSING	Total Daily Trips- Other		P				S
TOT_TTM1	X		Num	8	MISSING	Total Travel Period Trips-POV		P				S
TOT_TTM2	X		Num	8	MISSING	Total Travel Period Trips-Air		P				S
TOT_TTM3	X		Num	8	MISSING	Total Travel Period		P				S

						Trips-Bus						
TOT_TTM4	X		Num	8	MISSING	Total Travel Period Trips-Train		P				S
TOT_TTM5	X		Num	8	MISSING	Total Travel Period Trips-Ship		P				S
TOT_TTM6	X		Num	8	MISSING	Total Travel Period Trips-Other		P				S
TOT_TTR1	X		Num	8	MISSING	Total Travel Period Trips-Business		P				S
TOT_TTR2	X		Num	8	MISSING	Total Travel Period Trips-Pleasure/Leisure		P				S
TOT_TTR3	X		Num	8	MISSING	Total Travel Period Trips-Personal Business		P				S
TOT_TTR4	X		Num	8	MISSING	Total Travel Period Trips-Other		P				S
TPBOA911	H1*	ATS	Char	2	$TP911B	Travel period before or on/after 9/11					L	S
TPCASEID	X	ATS	Char	12		Composite travel period trip ID number					L	
TPDRVFLG	I6*	ATS	Char	2	$TPDRVFL	Main driver on TP trip					L	S
TPMSDTRP	X	ATS	Char	2	$MISSED	Missed trip - incorp in travel record					L	
TPNUMTRP	I2*	ATS	Num	8		Number of people on travel period trip					L	S
TPRECURR	X	ATS	Num	8	MISSING	Number of recurring TP trips					L	S
TPTRPNUM	X	ATS	Char	2		Travel period trip number					L	
TRACC1	G35*	NQR	Char	2	$MODE	1st mode to get to public transit				D		
TRACC2	G35*	NQR	Char	2	$MODE	2nd mode to get to public transit				D		
TRACC3	G35*	NQR	Char	2	$MODE	3rd mode to get to public transit				D		
TRACC4	G35*	NQR	Char	2	$MODE	4th mode to get to public transit				D		
TRACC5	G35*	NQR	Char	2	$MODE	5th mode to get to public transit				D		
TRACCOB	X		Num	8	YES_NO	Charter/school/other bus- get to transit				D		S
TRACCOT	X		Num	8	YES_NO	Intercity/other train- get to transit				D		S
TRACCOTH	X		Num	8	YES_NO	Other means- get to				D		S

						transit						
TRACCPOV	X		Num	8	YES_NO	Personal vehicle- get to transit				D		S
TRACCPTB	X		Num	8	YES_NO	Public transit bus- get to transit				D		S
TRACCSHP	X		Num	8	YES_NO	Ferry/boat/ship- get to transit				D		S
TRACCSUB	X		Num	8	YES_NO	Subway/commuter train- get to transit				D		S
TRACCTM	G36*	NQR	Num	8	MISSING	Time to get to public transit				D		S
TRACCTXI	X		Num	8	YES_NO	Taxi- get to transit				D		S
TRACCWLK	X		Num	8	YES_NO	Walking- get to transit				D		S
TRAVDAY	X		Char	1	$TRAVDAY	Travel day - day of week	H	P	V	D		S
TREGR1	G38*	NQR	Char	2	$MODE	1st mode from public transit to dest.				D		
TREGR2	G38*	NQR	Char	2	$MODE	2nd mode from public transit to dest.				D		
TREGR3	G38*	NQR	Char	2	$MODE	3rd mode from public transit to dest.				D		
TREGR4	G38*	NQR	Char	2	$MODE	4th mode from public transit to dest.				D		
TREGR5	G38*	NQR	Char	2	$MODE	5th mode from public transit to dest.				D		
TREGROB	X		Num	8	YES_NO	Charter/school/other bus- transit to Destination				D		S
TREGROT	X		Num	8	YES_NO	Intercity/other train- transit to Destination				D		S
TREGROTH	X		Num	8	YES_NO	Other means- transit to Destination				D		S
TREGRPOV	X		Num	8	YES_NO	Personal vehicle- transit to Destination				D		S
TREGRPTB	X		Num	8	YES_NO	Public transit bus- transit to Destination				D		S
TREGRSHP	X		Num	8	YES_NO	Ferry/boat/ship- transit to Destination				D		S
TREGRSUB	X		Num	8	YES_NO	Subway/Commuter train- transit to Destination				D		S
TREGRTM	G39*	NQR	Num	8	MISSING	Time to get from public transit,minutes				D		S
TREGRTXI	X		Num	8	YES_NO	Taxi- transit to				D		S

						Destination						
TREGRWLK	X		Num	8	YES_NO	Walking- transit to Destination				D		S
TRPBLKS	G40*	NQR	Num	8	MISSING	Trip distance in blocks-reported orig				D		
TRPDIST	G40*	Y	Num	5	MISSING	Trip distance in miles or blocks				D		
TRPHHACC	G44	Y	Char	2	$YES_NO	HH members were on trip				D		S
TRPHHVEH	G30	Y	Char	2	$YES_NO	HH vehicle used on trip				D		S
TRPMILES	G40*	Y	Num	8	MISSING	Trip distance in miles				D		S
TRPNUMSQ			Char	2		Sequential Trip Number				D		
TRPPUB	G32	NQR	Char	2	$YES_NO	Public transit used on trip				D		S
TRPTRANS	G34	NR	Char	2	$MODE	Transportation mode on trip				D		S
TRVL_MIN	G42*	NQR	Num	8	MISSING	Time to complete entire trip in minutes				D		
TRVLCMIN			Num	8	MISSING	Calculated Time to complete trip (min.)				D		S
TRWAITTM	G37*	NQR	Num	8	MISSING	Time waiting for public transit				D		S
TSTP1DIV	X	ATS	Char	2	$CEN_DIV	Overnight stop 1 to dest: census div					L	
TSTP1MSA	X	ATS	Char	4	$MSA	Overnight stop 1 to dest: PMSA/MSA/CMSA					L	
TSTP1REG	X	ATS	Char	2	$CEN_REG	Overnight stop 1 to dest: census reg					L	
TSTP2DIV	X	ATS	Char	2	$CEN_DIV	Overnight stop 2 to dest: census div					L	
TSTP2MSA	X	ATS	Char	4	$MSA	Overnight stop 2 to dest: PMSA/MSA/CMSA					L	
TSTP2REG	X	ATS	Char	2	$CEN_REG	Overnight stop 2 to dest: census reg					L	
TSTP3DIV	X	ATS	Char	2	$CEN_DIV	Overnight stop 3 to dest: census div					L	
TSTP3MSA	X	ATS	Char	4	$MSA	Overnight stop 3 to dest: PMSA/MSA/CMSA					L	
TSTP3REG	X	ATS	Char	2	$CEN_REG	Overnight stop 3 to dest: census reg					L	

TSTP4DIV	X	ATS	Char	2	$CEN_DIV	Overnight stop 4 to dest: census div					L	
TSTP4MSA	X	ATS	Char	4	$MSA	Overnight stop 4 to dest: PMSA/MSA/CMSA					L	
TSTP4REG	X	ATS	Char	2	$CEN_REG	Overnight stop 4 to dest: census reg					L	
TSTPM211	J3*	ATS	Char	2	$MODEB	Trans used: overnight stop to dest 1-1					L	
TSTPM212	J3*	ATS	Char	2	$MODEB	Trans used: overnight stop to dest 1-2					L	
TSTPM213	J3*	ATS	Char	2	$MODEB	Trans used: overnight stop to dest 1-3					L	
TSTPM221	J3*	ATS	Char	2	$MODEB	Trans used: overnight stop to dest 2-1					L	
TSTPM222	J3*	ATS	Char	2	$MODEB	Trans used: overnight stop to dest 2-2					L	
TSTPM223	J3*	ATS	Char	2	$MODEB	Trans used: overnight stop to dest 2-3					L	
TSTPM231	J3*	ATS	Char	2	$MODEB	Trans used: overnight stop to dest 3-1					L	
TSTPM232	J3*	ATS	Char	2	$MODEB	Trans used: overnight stop to dest 3-2					L	
TSTPM233	J3*	ATS	Char	2	$MODEB	Trans used: overnight stop to dest 3-3					L	
TSTPM241	J3*	ATS	Char	2	$MODEB	Trans used: overnight stop to dest 4-1					L	
TSTPM242	J3*	ATS	Char	2	$MODEB	Trans used: overnight stop to dest 4-2					L	
TSTPM243	J3*	ATS	Char	2	$MODEB	Trans used: overnight stop to dest 4-3					L	
TSTPMD11	J3*	ATS	Char	2	$MODE	Det trans used: ovrnight stp to dest 1-1					L	
TSTPMD12	J3*	ATS	Char	2	$MODE	Det trans used: ovrnight stp to dest 1-2					L	
TSTPMD13	J3*	ATS	Char	2	$MODE	Det trans used: ovrnight stp to dest 1-3					L	
TSTPMD21	J3*	ATS	Char	2	$MODE	Det trans used: ovrnight stp to dest 2-1					L	
TSTPMD22	J3*	ATS	Char	2	$MODE	Det trans used: ovrnight stp to dest 2-2					L	
TSTPMD23	J3*	ATS	Char	2	$MODE	Det trans used: ovrnight stp to dest 2-3					L	
TSTPMD31	J3*	ATS	Char	2	$MODE	Det trans used: ovrnight stp to dest 3-1					L	

TSTPMD32	J3*	ATS	Char	2	$MODE	Det trans used: ovrnight stp to dest 3-2					L	
TSTPMD33	J3*	ATS	Char	2	$MODE	Det trans used: ovrnight stp to dest 3-3					L	
TSTPMD41	J3*	ATS	Char	2	$MODE	Det trans used: ovrnight stp to dest 4-1					L	
TSTPMD42	J3*	ATS	Char	2	$MODE	Det trans used: ovrnight stp to dest 4-2					L	
TSTPMD43	J3*	ATS	Char	2	$MODE	Det trans used: ovrnight stp to dest 4-3					L	
TSTPRE21	J3*	ATS	Char	2	$REASONB	Overnight stop 1 to dest: reason					L	S
TSTPRE22	J3*	ATS	Char	2	$REASONB	Overnight stop 2 to dest: reason					L	S
TSTPRE23	J3*	ATS	Char	2	$REASONB	Overnight stop 3 to dest: reason					L	S
TSTPRE24	J3*	ATS	Char	2	$REASONB	Overnight stop 4 to dest: reason					L	S
TSTPREA1	J2*	ATS	Char	2	$REASON	Overnight stop 1 to dest: detail reason					L	S
TSTPREA2	J2*	ATS	Char	2	$REASON	Overnight stop 2 to dest: detail reason					L	S
TSTPREA3	J2*	ATS	Char	2	$REASON	Overnight stop 3 to dest: detail reason					L	S
TSTPREA4	J2*	ATS	Char	2	$REASON	Overnight stop 4 to dest: detail reason					L	S
TSTPST1	J1*	ATS	Char	2	$STATE	Overnight stop 1 to dest: State					L	
TSTPST2	J1*	ATS	Char	2	$STATE	Overnight stop 2 to dest: State					L	
TSTPST3	J1*	ATS	Char	2	$STATE	Overnight stop 3 to dest: State					L	
TSTPST4	J1*	ATS	Char	2	$STATE	Overnight stop 4 to dest: State					L	
URBAN	X	SD	Char	2	$URBAN	Household in urbanized area	H	P	V	D	L	S
URBRUR	X	ATS	Char	2	$URBRUR	Household in urban/rural area	H	P	V	D	L	S
USEPUBTR	G19	NQ	Char	2	$YES_NO	Used public transit on travel day		P				S
USULDRV	E17	NQ	Char	2	$USULDRV	Usually drive alone or carpool to work		P				S
VEH12MNT			Char	2	$YES_NO	Vehicle received less than 12 months ago			V			S

VEHID	B2	Y	Char	2		Vehicle ID number			V			
VEHMILES	L9	Y	Num	8	MISSING	Miles vehicle driven last 12 months			V			
VEHMLCAT	L9B	NQR	Char	2	$VEHMLCA	Vehicle annual mileage range			V			
VEHOWNMO	L8*	NQR	Num	8	MISSING	How long vehicle owned - months			V			S
VEHTYPE	L7*	Y	Char	2	$VEHTYPE	Type of vehicle			V			S
VEHUSED	G31	Y	Char	2	$MISSING	HH vehicle no. used on travel day trip				D		
VEHYEAR	B2* L7*	Y	Char	4	$VEHYEAR	Vehicle year - derived			V			S
VHCASEID	X		Char	10		Composite vehicle ID number			V			
VTYPFUEL			Char	3	$VTYPFUE	Type of vehicle by fuel type			V			S
WEBACC	M1	NQR	Char	2	$YES_NO	Access to Internet in past 6 months		P				S
WEBHOME	M3	NQR	Char	2	$YES_NO	Use Internet from home		P				S
WEBOTHER	M3	NQR	Char	2	$YES_NO	Use Internet from other than work & home		P				S
WEBUSE	M2	NQR	Char	2	$WEBUSE	Frequency of Internet use last 6 months		P				S
WEBWHER	M3*	NQR	Char	2	$WEBWHER	Where use Internet		P				S
WEBWORK	M3	NQR	Char	2	$YES_NO	Use Internet from work		P				S
WEEKEND	H1*	ATS	Char	2	$WEEKENB	Trip includes weekend					L	S
WHERBORN	M9*	NQR	Char	2	$WHERBOR	Region of birth		P				S
WHODROVE	G49	Y	Char	2	$MISSING	Person ID of driver on trip				D		
WHOMAIN	C12	Y	Char	2	$MISSING	Person ID of primary driver			V			S
WHYFROM	G26*	Y	Char	2	$WHYFROM	Travel day trip purpose-why travel from				D		S
WHYTO	G26*	Y	Char	2	$WHYTO	Travel day trip purpose-why travel to				D		S
WHYTRP01	G26*	NR	Char	2	$WHY0TRP	Travel day trip purpose				D		S
WHYTRP1S	X	X	Char	2	$WHY1TRP	Travel day trip purpose - summary				D		S
WHYTRP90	X	SD	Char	2	$WHY9TRP	1990 NPTS trip purpose				D		S
WKFMHM2M	E19	Y	Char	2	$WKFMHM	Work from home		P				S

						instead of workplace						
WKFMHMXX	E20	NQR	Char	2	$WKFMHMX	Frequency of working from home		P				S
WKFTPT	E5	NQR	Char	2	$WKFTPT	Work full or part time		P				S
WKR_P1	C8*	Y	Char	2	$YES_NO	Person 1 worker status - derived	H					
WKR_P10	C8*	Y	Char	2	$YES_NO	Person 10 worker status - derived	H					
WKR_P11	C8*	Y	Char	2	$YES_NO	Person 11 worker status - derived	H					
WKR_P12	C8*	Y	Char	2	$YES_NO	Person 12 worker status - derived	H					
WKR_P13	C8*	Y	Char	2	$YES_NO	Person 13 worker status - derived	H					
WKR_P14	C8*	Y	Char	2	$YES_NO	Person 14 worker status - derived	H					
WKR_P2	C8*	Y	Char	2	$YES_NO	Person 2 worker status - derived	H					
WKR_P3	C8*	Y	Char	2	$YES_NO	Person 3 worker status - derived	H					
WKR_P4	C8*	Y	Char	2	$YES_NO	Person 4 worker status - derived	H					
WKR_P5	C8*	Y	Char	2	$YES_NO	Person 5 worker status - derived	H					
WKR_P6	C8*	Y	Char	2	$YES_NO	Person 6 worker status - derived	H					
WKR_P7	C8*	Y	Char	2	$YES_NO	Person 7 worker status - derived	H					
WKR_P8	C8*	Y	Char	2	$YES_NO	Person 8 worker status - derived	H					
WKR_P9	C8*	Y	Char	2	$YES_NO	Person 9 worker status - derived	H					
WKSTFIPS	X	X	Char	2	$FIPSTAT	FIPS state code for work		P				S
WORKER	E3*	Y	Char	2	$YES_NO	Respondent has job		P		D	L	S
WORKGEO	X	SD	Num	8	$WORKGEO	Level of geocoding work location		P				
WORKLOC	E10*	NQR	Char	2	$WORKLOC	Workplace location		P				S
WORKSTAT	E10*	Y	Char	2	$STATE	Workplace state		P				S
WRKCOUNT	E3*	Y	Num	8		Count of HH members with jobs	H	P	V	D	L	S
WRKDRIVE	E8	NQ	Char	2	$YES_NO	Job requires driving a motor vehicle		P				S

WRKTRANS	E16	NQR	Char	2	$MODE	Transportation mode to work last week		P				S
WRKTRPS	G5	NQ	Char	2	$YES_NO	Made more than 10 trips for job		P				S
WTHHNTL			Num	8		HH Weight-at least 50% completed - NATL	H		V			S
WTPRNTL			Num	8		Person Wt - At least 50% completed-NATL		P				S
WTPTPFIN	X	ATS	Num	8		Person trip travel period weight-50%					L	S
WTTRDNTL			Num	8		Day Trip Wt at least 50% completed-NATL				D		S
YEARMILE	L5	NQ	Num	8	MISSING	Miles respondent drove last 12 months		P				S
YRMLCAP	X	Y	Char	2	$YES_NO	Year miles was capped		P				S
YRMLCAT	L5B	NQR	Char	2	$YRMLCAT	Annual mileage range for subject		P				S
YRTOUS	M10*	NQR	Char	4	$MISSING	Year entered US		P				S

APPENDIX B

2001 NHTS CODEBOOK

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

For each variable the codebook provides:

Variable Name	This is the variable name used in the 2001 NHTS
Variable Type	“Num” indicates the data is numeric “Char” indicates character (alphanumeric) data
Variable Length	This is the length of the variable including the decimal point. The formats for the variable in SAS and the comparison to the 1995 data are provided in Appendix A, Data Dictionary
SuperTABLE Variable	An ”ST” in this column indicates the variable is included in the SuperTABLE analysis files
CATI Question Number	This includes the CATI question number unless the variable was derived (see Appendix G)

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
AGE_P1	Num	8		Person 1 age	C8*	-1 = Appropriate Skip	48	219,815
						16	1	4,670
						17	3	8,823
						18	151	751,383
						19	129	671,401
						20	183	973,800
						21	185	979,494
						22	206	1,146,864
						23	237	1,261,170
						24	232	1,203,573
						25	302	1,686,677
						26	289	1,426,060
						27	291	1,401,827
						28	359	1,748,381
						29	368	1,746,404
						30	448	2,095,029
						31	466	2,111,883
						32	442	1,987,431
						33	427	1,846,004
						34	436	1,963,180
						35	471	2,048,753
						36	511	2,202,735
						37	499	2,066,006
						38	551	2,325,133
						39	518	2,232,717
						40	599	2,449,194
						41	565	2,253,879
						42	565	2,395,039
						43	555	2,296,521
						44	519	2,016,347
						45	588	2,416,080
						46	538	2,131,877
						47	585	2,313,125
						48	546	2,106,131
						49	549	2,213,990
						50	564	2,329,900
						51	522	2,096,765
						52	528	2,109,636
						53	536	2,014,122
						54	521	1,964,968
						55	470	1,683,139
						56	415	1,577,607
						57	425	1,599,227
						58	429	1,613,270
						59	408	1,491,435

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						60	443	1,656,820
						61	357	1,288,869
						62	394	1,466,500
						63	348	1,298,190
						64	381	1,450,533
						65	391	1,475,060
						66	333	1,247,329
						67	368	1,375,851
						68	290	1,078,423
						69	326	1,184,676
						70	383	1,395,066
						71	280	1,048,063
						72	342	1,283,254
						73	314	1,173,170
						74	303	1,124,351
						75	304	1,267,098
						76	282	1,155,754
						77	267	1,041,750
						78	230	899,040
						79	223	914,441
						80	214	849,680
						81	183	714,433
						82	175	699,604
						83	136	589,318
						84	114	492,034
						88	477	2,017,879
AGE_P2	Num	8		Person 2 age	C8*	-1 = Appropriate Skip	5,691	28,033,490
						0	14	78,096
						1	20	110,393
						2	40	248,556
						3	29	165,093
						4	52	273,979
						5	41	220,609
						6	50	265,767
						7	51	251,690
						8	63	333,799
						9	51	258,510
						10	96	435,571
						11	77	367,708
						12	90	485,004
						13	109	525,277
						14	109	538,794
						15	111	545,141
						16	116	561,176
						17	127	574,105
						18	105	509,954

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						19	96	523,581
						20	127	663,550
						21	139	664,510
						22	148	744,150
						23	180	956,512
						24	199	1,001,275
						25	219	1,037,723
						26	250	1,152,506
						27	255	1,168,689
						28	290	1,307,308
						29	303	1,322,659
						30	377	1,626,788
						31	338	1,401,540
						32	344	1,450,166
						33	336	1,365,625
						34	337	1,451,707
						35	377	1,530,779
						36	404	1,612,278
						37	377	1,518,313
						38	410	1,567,245
						39	384	1,520,961
						40	521	2,016,656
						41	413	1,599,384
						42	484	1,868,714
						43	424	1,612,216
						44	423	1,635,606
						45	477	1,809,782
						46	423	1,586,836
						47	473	1,822,804
						48	431	1,614,237
						49	399	1,593,199
						50	534	2,075,341
						51	403	1,483,824
						52	430	1,587,469
						53	396	1,385,001
						54	394	1,378,580
						55	377	1,267,324
						56	315	1,136,618
						57	325	1,045,263
						58	355	1,165,351
						59	314	1,071,121
						60	342	1,184,926
						61	204	679,194
						62	339	1,115,024
						63	228	759,452
						64	209	733,323

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						65	251	847,737
						66	204	698,379
						67	234	827,016
						68	208	744,511
						69	204	644,444
						70	237	780,307
						71	190	619,578
						72	215	693,327
						73	162	551,372
						74	169	581,515
						75	172	578,134
						76	151	450,383
						77	125	394,958
						78	133	472,416
						79	136	485,678
						80	125	460,554
						81	78	267,726
						82	66	220,745
						83	83	291,067
						84	76	258,571
						89	254	902,408
AGE_P3	Num	8		Person 3 age	C8*	-1 = Appropriate Skip	15,713	62,882,263
						0	263	1,167,591
						1	233	1,015,276
						2	323	1,385,416
						3	327	1,457,389
						4	289	1,280,089
						5	341	1,456,782
						6	342	1,488,474
						7	376	1,643,081
						8	393	1,656,517
						9	373	1,528,433
						10	399	1,601,746
						11	474	1,920,891
						12	446	1,754,965
						13	431	1,685,478
						14	472	1,832,337
						15	505	1,951,818
						16	565	2,111,059
						17	548	2,072,056
						18	335	1,532,673
						19	211	1,078,309
						20	221	1,094,566
						21	171	826,352
						22	166	812,379
						23	122	597,160

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						24	121	540,112
						25	94	444,262
						26	84	464,171
						27	60	278,999
						28	54	275,446
						29	50	229,119
						30	56	326,172
						31	46	244,891
						32	48	239,151
						33	33	159,991
						34	43	246,484
						35	33	171,419
						36	40	176,771
						37	37	163,195
						38	41	212,356
						39	40	164,013
						40	55	261,221
						41	32	158,726
						42	38	207,256
						43	42	217,924
						44	37	179,952
						45	48	237,657
						46	34	145,648
						47	56	254,516
						48	33	147,728
						49	53	252,038
						50	46	237,055
						51	35	163,797
						52	38	180,206
						53	27	128,850
						54	38	165,176
						55	32	131,879
						56	29	152,796
						57	22	89,292
						58	13	58,927
						59	13	47,882
						60	18	92,577
						61	11	52,921
						62	14	75,357
						63	16	71,099
						64	13	56,677
						65	10	32,845
						66	6	27,731
						67	8	59,577
						68	11	45,949
						69	11	33,424

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						70	14	63,553
						71	8	21,100
						72	16	74,405
						73	13	59,159
						74	15	77,242
						75	15	79,688
						76	11	60,229
						77	4	12,929
						78	13	71,832
						79	11	47,956
						80	18	75,861
						81	10	48,852
						82	16	56,093
						83	9	32,473
						84	16	42,761
						89	91	408,181
AGE_P4	Num	8		Person 4 age	C8*	-1 = Appropriate Skip	19,797	80,397,329
						0	254	1,157,545
						1	252	1,052,724
						2	328	1,415,653
						3	278	1,234,778
						4	307	1,376,782
						5	336	1,431,637
						6	309	1,312,010
						7	314	1,346,566
						8	332	1,383,740
						9	339	1,398,318
						10	302	1,257,108
						11	321	1,363,570
						12	331	1,320,053
						13	321	1,309,539
						14	278	1,065,104
						15	266	1,079,327
						16	231	1,014,000
						17	184	838,805
						18	110	498,268
						19	79	390,005
						20	69	319,458
						21	52	242,211
						22	54	266,874
						23	29	144,997
						24	39	177,329
						25	29	189,740
						26	15	79,269
						27	22	92,247
						28	20	111,465

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
					29		14	84,679
					30		16	81,834
					31		13	59,136
					32		8	27,232
					33		12	76,121
					34		14	60,499
					35		17	78,140
					36		11	60,396
					37		13	48,640
					38		11	57,299
					39		12	57,456
					40		14	66,796
					41		18	90,735
					42		17	77,981
					43		20	81,798
					44		8	36,752
					45		15	90,886
					46		15	56,688
					47		16	62,123
					48		12	45,667
					49		8	36,056
					50		5	18,849
					51		5	24,376
					52		7	42,008
					53		7	46,009
					54		10	54,962
					55		7	23,002
					56		4	19,444
					57		4	25,283
					58		5	32,951
					59		7	37,356
					60		6	36,209
					62		4	30,369
					63		2	11,587
					64		4	25,967
					65		7	24,177
					66		2	4,192
					67		4	14,514
					68		1	954
					69		1	4,952
					70		6	44,218
					71		3	10,974
					72		3	6,341
					73		3	12,573
					74		1	1,032
					75		2	5,681

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						76	2	5,223
						77	3	20,459
						78	4	23,409
						79	1	1,307
						80	3	9,921
						81	1	1,969
						82	2	12,258
						83	4	13,871
						84	3	8,223
						87	23	110,662
AGE_P5	Num	8		Person 5 age	C8*	-1 = Appropriate Skip	23,616	96,544,472
						0	150	687,485
						1	135	572,084
						2	181	784,416
						3	165	723,536
						4	150	731,017
						5	134	611,587
						6	117	489,669
						7	147	607,773
						8	137	559,376
						9	124	506,827
						10	119	495,576
						11	118	557,204
						12	123	581,865
						13	115	511,504
						14	72	281,000
						15	68	267,388
						16	42	200,831
						17	36	192,064
						18	22	119,577
						19	20	85,786
						20	25	116,521
						21	15	85,364
						22	7	44,924
						23	8	42,936
						24	11	78,850
						25	6	21,735
						26	6	28,109
						27	4	14,807
						28	5	12,395
						29	3	18,760
						30	2	6,016
						31	2	6,536
						32	5	29,316
						33	3	9,738
						34	5	29,288

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						35	7	43,213
						36	6	16,814
						37	2	7,745
						38	1	5,237
						39	2	9,810
						40	4	14,994
						41	5	21,245
						42	7	36,007
						43	6	30,326
						44	2	5,308
						45	8	38,004
						46	5	36,131
						47	2	11,174
						48	3	10,268
						49	3	15,198
						50	6	47,462
						51	3	21,376
						52	2	10,748
						53	2	19,383
						54	3	9,202
						55	5	21,186
						56	1	3,492
						57	2	20,699
						60	4	16,824
						61	1	2,393
						63	1	4,985
						64	1	12,199
						65	3	14,743
						66	2	17,543
						67	1	2,284
						68	3	7,423
						70	2	9,878
						71	2	7,605
						72	3	23,144
						74	2	6,208
						75	3	20,283
						76	3	13,964
						77	1	7,021
						78	2	7,237
						79	1	5,907
						80	2	2,715
						81	3	11,413
						82	2	12,464
						83	1	2,669
						84	3	12,211
						88	7	36,185

* For additional details refer to Appendix G: Derived Variables

Variable Name	*Variable Type*	*Variable Length*	*Super-TABLE Variable*	*Label*	*Question Number*	*Value Code and Label*	*Frequency*	*Weighted Frequency*
AGE_P6	Num	8		Person 6 age	C8*	-1 = Appropriate Skip	25,263	103,667,213
						0	46	230,623
						1	56	278,343
						2	73	359,115
						3	53	297,732
						4	43	185,287
						5	45	208,427
						6	46	224,928
						7	44	186,667
						8	42	172,587
						9	32	148,874
						10	40	177,750
						11	35	166,069
						12	25	122,333
						13	13	71,708
						14	19	79,479
						15	12	34,417
						16	18	91,717
						17	11	70,700
						18	6	23,969
						19	3	11,629
						20	5	31,094
						21	7	19,163
						22	3	13,512
						23	3	19,260
						24	2	18,221
						25	3	13,903
						26	2	28,258
						27	3	19,810
						28	3	7,763
						29	3	16,690
						30	5	18,454
						32	1	7,858
						33	5	30,734
						34	1	3,476
						35	4	22,900
						36	6	18,687
						37	4	36,956
						38	2	5,953
						39	2	3,359
						40	4	18,927
						41	1	4,305
						42	2	11,844
						43	2	16,133
						44	1	2,538
						45	3	11,277

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						46	4	29,526
						47	2	6,075
						48	1	3,931
						53	1	2,821
						54	1	2,885
						55	1	4,306
						57	1	2,843
						58	1	2,393
						61	3	16,662
						62	1	888
						63	1	2,942
						64	1	5,507
						65	2	8,269
						67	1	1,004
						69	1	716
						70	1	3,640
						73	1	2,337
						74	1	1,806
						75	3	23,205
						78	3	14,360
						79	1	5,789
						80	1	3,918
						82	1	4,004
						83	1	5,339
						89	1	2,842
AGE_P7	Num	8		Person 7 age	C8*	-1 = Appropriate Skip	25,784	106,068,783
						0	24	113,662
						1	13	112,847
						2	20	113,759
						3	23	104,974
						4	16	59,376
						5	19	83,037
						6	14	57,811
						7	15	75,570
						8	15	83,874
						9	12	54,930
						10	15	90,355
						11	4	7,091
						12	13	58,033
						13	8	49,622
						14	3	16,412
						15	4	22,249
						16	6	44,657
						17	1	5,564
						20	3	10,230
						21	1	2,396

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						22	1	9,072
						23	1	1,368
						24	3	12,547
						26	1	1,953
						27	1	7,159
						28	1	1,165
						33	1	2,821
						34	1	3,764
						35	1	16,550
						38	2	5,314
						39	1	6,054
						44	2	20,221
						45	1	5,948
						50	1	5,967
						54	1	8,032
						67	1	3,675
						76	1	2,244
						79	1	5,789
						89	3	13,775
AGE_P8	Num	8		Person 8 age	C8*	-1 = Appropriate Skip	25,930	106,800,663
						0	9	50,155
						1	13	57,315
						2	9	67,627
						3	8	36,332
						4	9	36,012
						5	5	17,998
						6	4	23,014
						7	9	48,845
						8	6	28,539
						9	10	44,553
						10	5	19,588
						11	3	15,916
						15	1	10,599
						16	1	16,550
						18	1	5,417
						19	1	1,984
						20	1	5,447
						24	1	1,953
						25	1	3,919
						28	1	1,165
						30	1	5,040
						31	1	7,159
						34	4	33,291
						44	1	4,068
						53	1	8,032
						73	1	6,351

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						75	1	11,117
AGE_P9	Num	8		Person 9 age	C8*	-1 = Appropriate Skip	25,989	107,110,327
						0	8	44,934
						1	5	29,767
						2	5	19,925
						3	1	6,086
						4	6	29,486
						5	2	5,842
						6	3	13,037
						7	4	14,043
						8	1	1,212
						10	3	7,335
						12	1	16,550
						17	1	11,395
						19	2	14,383
						20	1	6,807
						21	1	1,953
						22	1	2,396
						33	1	7,711
						36	2	21,587
						40	1	3,874
AGE_P10	Num	8		Person 10 age	C8*	-1 = Appropriate Skip	26,018	107,247,322
						0	2	8,688
						1	1	4,567
						2	4	18,801
						3	3	16,692
						4	4	34,801
						5	1	4,200
						8	1	1,165
						11	1	6,351
						15	1	1,939
						18	1	16,556
						27	1	7,568
AGE_P11	Num	8		Person 11 age	C8*	-1 = Appropriate Skip	26,029	107,314,055
						0	3	15,481
						1	2	16,556
						3	3	11,656
						54	1	10,903
AGE_P12	Num	8		Person 12 age	C8*	-1 = Appropriate Skip	26,036	107,363,286
						0	1	1,165
						1	1	4,200
AGE_P13	Num	8		Person 13 age	C8*	-1 = Appropriate Skip	26,037	107,367,486
						36	1	1,165
AGE_P14	Num	8		Person 14 age	C8*	-1 = Appropriate Skip	26,037	107,367,486
						33	1	1,165
CDIVMSAR	Char	2	ST	HHs by Census Division, MSA size, Rail	*	11 = New England, MSA 1 million or more, rail	331	1,462,183

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						12 = New England, MSA 1 million or more, no rail	590	2,489,189
						13 = New England, MSA less than 1 million	199	742,857
						14 = New England, not in MSA	300	1,076,387
						21 = Mid-Atlantic, MSA 1 million or more, rail	952	5,092,025
						22 = Mid-Atlantic, MSA 1 million or more, no rail	1,408	5,636,135
						23 = Mid-Atlantic, MSA less than 1 million	779	2,719,996
						24 = Mid-Atlantic, not in MSA	432	1,430,050
						31 = E North Central, MSA 1 million or more, rail	618	2,792,082
						32 = E North Central, MSA 1 million or more, no rail	1,689	6,822,320
						33 = E North Central, MSA less than 1 million	1,086	3,914,829
						34 = E North Central, not in MSA	1,167	3,958,471
						42 = W North Central, MSA 1 million or more, no rail	714	2,665,884
						43 = W North Central, MSA less than 1 million	567	1,957,334
						44 = W North Central, not in MSA	908	3,066,466
						51 = So Atlantic, MSA 1 million or more, rail	1,140	5,536,929
						52 = So Atlantic, MSA 1 million or more, no rail	1,331	6,108,729
						53 = So Atlantic, MSA less than 1 million	1,338	5,865,659
						54 = So Atlantic, not in MSA	1,051	4,419,102
						62 = E South Central, MSA 1 million or more, no rail	339	1,480,649
						63 = E South Central, MSA less than 1 million	541	2,378,975
						64 = E South Central, not in MSA	603	2,427,579
						72 = W South Central, MSA 1 million or more, no rail	1,078	5,051,384
						73 = W South Central, MSA less than 1 million	696	3,063,881
						74 = W South Central, not in MSA	567	2,362,964
						82 = Mountain, MSA 1 million or more, no rail	855	3,218,920
						83 = Mountain, MSA less than 1 million	482	1,625,730
						84 = Mountain, not in MSA	466	1,521,489
						91 = Pacific, MSA 1 million or more, rail	775	4,065,617
						92 = Pacific, MSA 1 million or more, no rail	1,981	8,477,987
						93 = Pacific, MSA less than 1 million	660	2,645,012
						94 = Pacific, not in MSA	395	1,291,835
CENSUS_D	Char	2	ST	Household Census Division	*	1 = New England	1,420	5,770,616
						2 = Middle Atlantic	3,571	14,878,206
						3 = East North Central	4,560	17,487,703
						4 = West North Central	2,189	7,689,684
						5 = South Atlantic	4,860	21,930,419
						6 = East South Central	1,483	6,287,203
						7 = West South Central	2,341	10,478,229
						8 = Mountain	1,803	6,366,139
						9 = Pacific	3,811	16,480,451
CENSUS_R	Char	2	ST	Household Census Region	*	1 = Northeast	4,991	20,648,822
						2 = Midwest	6,749	25,177,387
						3 = South	8,684	38,695,852
						4 = West	5,614	22,846,590
CNTTDHH	Num	8	ST	Number of travel day person trips made by HH	*	0	1,789	7,954,862
						1	226	1,119,558

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2	2,214	10,007,697
						3	1,127	4,957,491
						4	2,429	10,323,054
						5	1,354	5,791,937
						6	2,111	8,770,350
						7	1,316	5,346,669
						8	1,878	7,494,802
						9	1,091	4,413,953
						10	1,469	5,668,262
						11	886	3,291,311
						12	1,166	4,487,053
						13	710	2,672,911
						14	893	3,542,793
						15	628	2,504,051
						16	673	2,681,971
						17	452	1,757,933
						18	509	2,030,006
						19	332	1,344,619
						20	402	1,488,230
						21	302	1,205,384
						22	289	1,198,438
						23	204	877,035
						24	239	955,580
						25	171	673,816
						26	140	571,958
						27	118	474,882
						28	112	446,796
						29	114	442,470
						30	93	414,241
						31	76	287,534
						32	84	364,610
						33	67	304,156
						34	57	247,968
						35	39	138,503
						36	42	194,775
						37	38	164,952
						38	28	102,145
						39	26	90,672
						40	20	70,487
						41	19	63,047
						42	16	66,739
						43	12	51,779
						44	8	29,805
						45	10	45,895
						46	7	34,322
						47	8	31,869

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						48	9	35,292
						49	5	27,813
						50	2	9,446
						51	3	11,012
						52	5	20,000
						53	2	9,445
						54	3	12,262
						55	3	5,528
						56	3	10,646
						59	2	6,065
						60	1	7,721
						61	1	2,521
						65	1	4,068
						67	1	3,869
						70	1	888
						84	1	1,541
						119	1	1,165
CNTTPHH	Num	8	ST	Sum of all travel period person trips	H1*	0	13,025	56,151,816
						1	3,887	16,257,538
						2	3,307	12,527,301
						3	1,701	6,687,043
						4	1,501	5,697,523
						5	629	2,499,818
						6	566	2,083,211
						7	288	1,058,642
						8	280	1,046,376
						9	149	545,255
						10	127	498,256
						11	70	279,198
						12	68	262,313
						13	48	163,750
						14	35	133,728
						15	42	206,069
						16	47	193,715
						17	31	102,427
						18	26	107,921
						19	28	115,301
						20	36	170,013
						21	36	125,395
						22	19	66,271
						23	15	45,159
						24	20	86,786
						25	7	23,929
						26	7	30,392
						27	4	12,120
						28	9	34,579

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						29	4	29,222
						30	1	5,683
						31	4	19,261
						32	3	17,197
						33	2	6,165
						34	1	4,613
						35	1	8,624
						36	2	15,950
						37	1	2,247
						40	4	14,353
						41	3	12,429
						42	1	3,935
						52	1	4,639
						57	1	7,962
						60	1	4,528
DRVRCNT	Num	8	ST	Number of drivers in household	C8*	0	973	5,749,698
						1	7,176	34,051,812
						2	14,425	52,782,345
						3	2,632	11,210,269
						4	716	3,086,963
						5	85	357,038
						6	28	112,519
						7	2	16,842
						10	1	1,165
DRV_P1	Char	2		Person 1 driver status - derived	C8*	-1 = Appropriate Skip	48	219,815
						1 = Yes, a driver	24,275	97,742,227
						2 = No, not a driver	1,715	9,406,609
DRV_P2	Char	2		Person 2 driver status - derived	C8*	-1 = Appropriate Skip	6,565	32,486,748
						-9 = Not Ascertained	10	51,164
						1 = Yes, a driver	17,961	67,756,890
						2 = No, not a driver	1,502	7,073,849
DRV_P3	Char	2		Person 3 driver status - derived	C8*	-1 = Appropriate Skip	21,119	85,394,232
						-9 = Not Ascertained	16	81,881
						1 = Yes, a driver	3,629	15,761,868
						2 = No, not a driver	1,274	6,130,671
DRV_P4	Char	2		Person 4 driver status - derived	C8*	-1 = Appropriate Skip	24,345	99,552,551
						-9 = Not Ascertained	11	47,061
						1 = Yes, a driver	1,127	4,983,926
						2 = No, not a driver	555	2,785,113
DRV_P5	Char	2		Person 5 driver status - derived	C8*	-1 = Appropriate Skip	25,587	105,158,034
						-9 = Not Ascertained	6	35,740
						1 = Yes, a driver	259	1,180,523
						2 = No, not a driver	186	994,354
DRV_P6	Char	2		Person 6 driver status - derived	C8*	-1 = Appropriate Skip	25,868	106,528,195
						-9 = Not Ascertained	3	14,002
						1 = Yes, a driver	110	530,630

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2 = No, not a driver	57	295,824
DRV_P7	Char	2		Person 7 driver status - derived	C8*	-1 = Appropriate Skip	25,995	107,131,267
						-9 = Not Ascertained	3	17,484
						1 = Yes, a driver	24	120,028
						2 = No, not a driver	16	99,872
DRV_P8	Char	2		Person 8 driver status - derived	C8*	-1 = Appropriate Skip	26,019	107,235,655
						-9 = Not Ascertained	2	21,502
						1 = Yes, a driver	8	49,020
						2 = No, not a driver	9	62,474
DRV_P9	Char	2		Person 9 driver status - derived	C8*	-1 = Appropriate Skip	26,028	107,298,545
						-9 = Not Ascertained	1	10,903
						1 = Yes, a driver	7	50,000
						2 = No, not a driver	2	9,203
DRV_P10	Char	2		Person 10 driver status - derived	C8*	-1 = Appropriate Skip	26,034	107,331,684
						-9 = Not Ascertained	2	12,843
						1 = Yes, a driver	1	7,568
						2 = No, not a driver	1	16,556
DRV_P11	Char	2		Person 11 driver status - derived	C8*	-1 = Appropriate Skip	26,037	107,357,748
						-9 = Not Ascertained	1	10,903
DRV_P12	Char	2		Person 12 driver status - derived	C8*	-1 = Appropriate Skip	26,038	107,368,651
DRV_P13	Char	2		Person 13 driver status - derived	C8*	-1 = Appropriate Skip	26,037	107,367,486
						1 = Yes, a driver	1	1,165
DRV_P14	Char	2		Person 14 driver status - derived	C8*	-1 = Appropriate Skip	26,037	107,367,486
						1 = Yes, a driver	1	1,165
EHHWT01--EHHWT99	Num	8		HH weight 100% HHs - Replicate 01-99				
EXPFLHHN	Num	8	ST	HH Weight-100% completed - NATL				
FHHWT01--FHHWT99	Num	8		HH weight 50% HHs - Replicate 01-99				
FLGFINCM	Char	2	ST	Incomes of all HH members included	M22*	-7 = Refused	2	10,860
						-8 = Don't Know	4	13,274
						-9 = Not Ascertained	14	59,014
						1 = Yes	24,368	99,834,342
						2 = No	1,650	7,451,160
HBHRESDN	Char	9	ST	Housing units per sq mile - Block group	*	-9 = Not Ascertained	9	38,953
						25 = 0 to 49	4,336	15,276,481
						150 = 50 to 249	4,112	14,973,600
						700 = 250 to 999	5,803	22,584,241
						2000 = 1,000 to 2,999	7,939	33,301,098
						4000 = 3,000 to 4,999	2,029	9,824,624
						6000 = 5,000 to 999K	1,810	11,369,654
HBHTNRNT	Char	9	ST	Percent renter-occupied - Block group	*	-9 = Not Ascertained	9	38,953
						0 - 100%		
							26,029	107,329,714
HBHUR	Char	2	ST	Urban / Rural indicator - Block group	*	-9 = Not Ascertained	9	38,953
						C = Second City	4,764	21,037,273

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						R = Rural	5,831	20,810,024
						S = Suburban	6,230	25,228,908
						T = Town	6,014	22,539,667
						U = Urban	3,190	17,713,826
HBPPOPDN	Char	9	ST	Population per sq mile - Block group	*	-9 = Not Ascertained	9	38,953
						50 = 0 to 99	3,890	13,641,087
						300 = 100 to 499	3,979	14,410,200
						750 = 500 to 999	2,117	8,152,913
						1500 = 1,000 to 1,999	3,116	12,112,067
						3000 = 2,000 to 3,999	4,639	18,724,839
						7000 = 4,000 to 9,999	5,986	26,384,492
						17000 = 10,000 to 24,999	1,613	9,163,248
						30000 = 25,000 to 999K	689	4,740,852
HHC_MSA	Char	4	ST	MSA/CMSA location of HH	*	0520 = Atlanta, GA MSA	338	1,562,626
						0640 = Austin-San Marcos, TX MSA	113	553,581
						1122 = Boston-Worcester-Lawrence, MA-NH-ME-CT CMSA	559	2,373,242
						1280 = Buffalo-Niagara Falls, NY MSA	121	432,545
						1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	125	545,808
						1602 = Chicago-Gary-Kenosha, IL-IN-WI CMSA	693	3,077,516
						1642 = Cincinnati-Hamilton, OH-KY-IN CMSA	192	851,606
						1692 = Cleveland-Akron, OH CMSA	299	1,226,931
						1840 = Columbus, OH MSA	143	586,301
						1922 = Dallas-Fort Worth, TX CMSA	352	1,638,611
						2082 = Denver-Boulder-Greeley, CO CMSA	283	1,068,840
						2162 = Detroit-Ann Arbor-Flint, MI CMSA	482	1,981,422
						3000 = Grand Rapids-Muskegon-Holland, MI MSA	116	398,993
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	142	582,894
						3280 = Hartford, CT MSA	113	440,324
						3362 = Houston-Galveston-Brazoria, TX CMSA	328	1,552,345
						3480 = Indianapolis, IN MSA	175	703,817
						3600 = Jacksonville, FL MSA	105	497,446
						3760 = Kansas City, MO-KS MSA	189	706,284
						4120 = Las Vegas, NV-AZ MSA	140	584,156
						4472 = Los Angeles-Riverside-Orange County, CA CMSA	1,092	5,385,750
						4520 = Louisville, KY-IN MSA	96	400,539
						4920 = Memphis, TN-AR-MS MSA	93	419,744
						4992 = Miami-Fort Lauderdale, FL CMSA	241	1,305,085
						5082 = Milwaukee-Racine, WI CMSA	163	670,150
						5120 = Minneapolis-St. Paul, MN-WI MSA	345	1,247,283
						5360 = Nashville, TN MSA	122	508,085
						5560 = New Orleans, LA MSA	113	567,420
						5602 = New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA	1,538	7,847,407

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	153	726,477
						5880 = Oklahoma City, OK MSA	70	296,298
						5960 = Orlando, FL MSA	141	674,207
						6162 = Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA	512	2,045,201
						6200 = Phoenix-Mesa, AZ MSA	314	1,190,819
						6280 = Pittsburgh, PA MSA	269	927,088
						6442 = Portland-Salem, OR-WA CMSA	235	805,414
						6480 = Providence-Fall River-Warwick, RI-MA MSA	102	385,210
						6640 = Raleigh-Durham-Chapel Hill, NC MSA	139	649,500
						6840 = Rochester, NY MSA	116	447,169
						6922 = Sacramento-Yolo, CA CMSA	195	795,497
						7040 = St. Louis, MO-IL MSA	254	990,155
						7160 = Salt Lake City-Ogden, UT MSA	118	375,106
						7240 = San Antonio, TX MSA	100	435,239
						7320 = San Diego, CA MSA	221	1,063,711
						7362 = San Francisco-Oakland-San Jose, CA CMSA	601	2,902,513
						7602 = Seattle-Tacoma-Bremerton, WA CMSA	412	1,590,717
						8280 = Tampa-St. Petersburg-Clearwater, FL MSA	252	1,090,952
						8872 = Washington-Baltimore, DC-MD-VA-WV CMSA	687	3,342,015
						8960 = West Palm Beach-Boca Raton, FL MSA	99	449,996
						9999 = Not in an MSA	5,889	21,554,344
						XXXX = Suppressed, in an MSA of less than 1 million	6,348	24,914,273
HHFAMINC	Char	2	ST	Total HH income last 12 months	M14*	-1 = Appropriate Skip	314	1,328,768
						-7 = Refused	1,210	4,603,723
						-8 = Don't Know	521	2,552,334
						-9 = Not Ascertained	8	47,009
						01 = < $5,000	551	3,022,778
						02 = $5,000 - $9,999	1,193	6,349,286
						03 = $10,000 - $14,999	1,222	5,812,403
						04 = $15,000 - $19,999	1,554	7,218,917
						05 = $20,000 - $24,999	1,357	6,170,207
						06 = $25,000 - $29,999	1,929	8,224,873
						07 = $30,000 - $34,999	1,275	5,500,459
						08 = $35,000 - $39,999	1,989	8,317,387
						09 = $40,000 - $44,999	1,020	4,074,046
						10 = $45,000 - $49,999	1,733	6,842,040
						11 = $50,000 - $54,999	868	3,240,480
						12 = $55,000 - $59,999	1,458	5,662,913
						13 = $60,000 - $64,999	601	2,362,793
						14 = $65,000 - $69,999	1,065	3,970,969
						15 = $70,000 - $74,999	531	1,933,536
						16 = $75,000 - $79,999	942	3,485,489
						17 = $80,000 - $99,999	1,772	6,305,686
						18 = $100,000 or more	2,925	10,342,554

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
HHINCTTL	Char	2	ST	Total income all HH members	M14*	-1 = Appropriate Skip	314	1,328,768
						-7 = Refused	1,210	4,603,723
						-8 = Don't Know	521	2,552,334
						-9 = Not Ascertained	8	47,009
						01 = < $5,000	511	2,814,629
						02 = $5,000 - $9,999	1,113	5,928,717
						03 = $10,000 - $14,999	1,158	5,522,796
						04 = $15,000 - $19,999	1,484	6,940,159
						05 = $20,000 - $24,999	1,310	6,027,056
						06 = $25,000 - $29,999	1,883	8,035,683
						07 = $30,000 - $34,999	1,256	5,427,400
						08 = $35,000 - $39,999	1,961	8,216,243
						09 = $40,000 - $44,999	1,044	4,170,234
						10 = $45,000 - $49,999	1,679	6,616,058
						11 = $50,000 - $54,999	892	3,341,213
						12 = $55,000 - $59,999	1,457	5,592,725
						13 = $60,000 - $64,999	641	2,478,153
						14 = $65,000 - $69,999	1,055	3,956,968
						15 = $70,000 - $74,999	563	2,061,682
						16 = $75,000 - $79,999	955	3,540,378
						17 = $80,000 - $99,999	1,895	6,940,004
						18 = $100,000 or more	3,128	11,226,718
HHINTDT	Char	6	ST	HH interview - date (YYYYMM)	*	200103	925	2,449,870
						200104	1,675	6,712,978
						200105	1,596	8,668,569
						200106	1,492	9,492,422
						200107	1,849	9,688,654
						200108	1,888	9,841,824
						200109	1,052	6,540,349
						200110	1,443	8,311,005
						200111	1,811	8,807,502
						200112	1,949	8,271,263
						200201	2,717	9,791,591
						200202	3,124	9,410,009
						200203	3,005	6,188,384
						200204	1,512	3,194,230
HHMNINC	Num	8		Number of HH members with income not included	M23*	0	24,389	99,921,288
						1	1,175	5,061,317
						2	356	1,723,388
						3	86	462,441
						4	21	103,952
						5	7	64,556
						6	2	28,560
						7	1	1,984
						9	1	1,165

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
HHNUMBIK	Num	8	ST	Number of full size bicycles in HH	B5	-8 = Don't Know	17	65,982
						-7 = Refused	1	2,712
						0	13,772	59,994,504
						1	4,461	18,923,353
						2	5,022	18,374,823
						3	1,522	5,665,280
						4	823	2,862,781
						5	257	913,263
						6	102	339,971
						7	24	106,977
						8	17	62,368
						9	5	15,086
						10	15	41,549
HHRESP	Char	2		Person ID of HH respondent	*	01	25,984	107,118,418
						02	30	149,416
						03	13	41,541
						04	5	28,269
						05	4	17,796
						06	2	13,212
HHR_AGE	Num	8	ST	Age of HH respondent	C5	16	2	8,399
						17	2	7,189
						18	152	755,761
						19	129	671,401
						20	185	984,344
						21	185	979,494
						22	206	1,146,864
						23	238	1,266,766
						24	233	1,204,928
						25	302	1,686,677
						26	289	1,426,060
						27	291	1,401,827
						28	358	1,742,986
						29	369	1,748,411
						30	450	2,103,037
						31	466	2,111,883
						32	443	1,998,664
						33	427	1,846,004
						34	435	1,961,172
						35	471	2,048,753
						36	511	2,202,735
						37	501	2,075,597
						38	552	2,332,292
						39	519	2,244,119
						40	603	2,459,280
						41	565	2,253,879
						42	566	2,398,427

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						43	556	2,317,062
						44	523	2,028,378
						45	589	2,419,101
						46	542	2,157,532
						47	586	2,316,475
						48	548	2,108,760
						49	550	2,217,765
						50	564	2,329,900
						51	522	2,096,765
						52	530	2,125,523
						53	538	2,023,816
						54	522	1,968,647
						55	470	1,670,155
						56	417	1,581,803
						57	426	1,600,416
						58	430	1,617,240
						59	408	1,495,715
						60	443	1,656,820
						61	357	1,288,869
						62	394	1,466,500
						63	348	1,298,190
						64	381	1,450,533
						65	392	1,476,694
						66	333	1,247,329
						67	368	1,375,851
						68	290	1,078,423
						69	326	1,184,676
						70	384	1,400,588
						71	280	1,048,063
						72	342	1,283,254
						73	315	1,173,486
						74	304	1,127,545
						75	305	1,268,550
						76	282	1,155,754
						77	267	1,041,750
						78	230	899,040
						79	223	914,441
						80	214	849,680
						81	183	714,433
						82	175	699,604
						83	137	605,843
						84	114	492,034
						88	480	2,028,698
HHR_DRVR	Char	2	ST	Driver status of HH respondent	*	1 = Yes, a driver	24,316	97,901,225
						2 = No, not a driver	1,722	9,467,426
HHR_EDUC	Char	2	ST	Education level of HH respondent	M7*	-7 = Refused	37	130,559

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-8 = Don't Know	53	267,991
						-9 = Not Ascertained	669	2,926,168
						1 = Less then high school graduate	2,353	11,189,321
						2 = High school graduate, include GED	7,764	31,754,847
						3 = Vocational/technical training	1,037	4,133,109
						4 = Some college, but no degree	4,533	18,659,681
						5 = Associate's degree (for example, AA)	1,800	7,216,685
						6 = Bachelor's degree (for example, BA, AB, BS)	4,359	17,467,801
						7 = Some graduate or professional school, but no degree	578	2,324,473
						8 = Graduate or professional school degree (for example, MA, MS, MBA, MD, DDS, PhD, EdD, JD)	2,855	11,298,016
HHR_HISP	Char	2	ST	Hispanic status of HH respondent	C6*	1 = Yes	1,728	9,344,121
						2 = No	24,310	98,024,530
HHR_RACE	Char	2	ST	Race of HH respondent	C7*	-7 = Refused	128	533,479
						-8 = Don't Know	26	124,970
						-9 = Not Ascertained	46	200,006
						01 = White	21,158	79,776,760
						02 = African American, Black	1,781	12,401,604
						03 = Asian Only	483	2,268,562
						04 = American Indian, Alaskan Native	144	594,803
						05 = Native Hawaiian, other Pacific Islander	63	287,387
						06 = Hispanic/Mexican Only	811	4,626,318
						07 = White & African American	25	113,633
						08 = White & Asian	35	137,316
						09 = White & American Indian	314	1,187,717
						10 = White & Hispanic	744	3,709,716
						11 = African American & Hispanic	47	237,305
						12 = American Indian & Hispanic	24	137,296
						13 = Other Combination 2 Races	138	671,359
						14 = Other Combination 3 Races	35	192,647
						16 = Other multiracial not listed above	34	158,361
						17 = Other specify	2	9,410
HHR_SEX	Char	1	ST	Sex of HH respondent	C5*	1 = Male	10,513	42,552,564
						2 = Female	15,525	64,816,087
HHR_STAT	Char	1	ST	Extended Interview status-HH respondent	*	1 = Completed Interview - Self	24,435	101,033,378
						2 = Completed Interview - Proxy	947	3,470,305
						3 = Language Barrier	10	44,639
						4 = Refusal	140	583,272
						5 = Max-Call	485	2,156,279
						6 = Interview not Possible	18	70,764
						8 = No Contact	3	10,013
HHR_WRKR	Char	2	ST	Worker status of HH respondent	*	1 = Yes	16,427	68,252,618
						2 = No	9,611	39,116,033
HHSIZE	Num	8	ST	Number of HH members	C3*	1	5,613	27,717,611
						2	10,062	35,034,278

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						3	4,168	17,751,261
						4	3,816	16,229,947
						5	1,635	7,055,337
						6	512	2,402,327
						7	136	676,981
						8	53	275,614
						9	26	125,743
						10	9	51,497
						11	6	42,690
						12	1	4,200
						14	1	1,165
HHSTATE	Char	2	ST	State-household location	D4*	AL = Alabama	376	1,695,289
						AR = Arkansas	262	1,106,744
						AZ = Arizona	498	1,804,084
						CA = California	2,581	12,069,221
						CO = Colorado	466	1,693,579
						CT = Connecticut	284	1,287,897
						FL = Florida	1,433	6,527,241
						GA = Georgia	696	3,228,346
						IA = Iowa	358	1,237,416
						IL = Illinois	1,072	4,391,976
						IN = Indiana	642	2,384,516
						KS = Kansas	319	1,120,129
						KY = Kentucky	390	1,630,754
						LA = Louisiana	337	1,510,284
						MA = Massachusetts	582	2,445,022
						MD = Maryland	435	2,083,230
						MI = Michigan	993	3,760,647
						MN = Minnesota	580	2,014,376
						MO = Missouri	587	2,163,310
						MS = Mississippi	190	822,484
						NC = North Carolina	831	3,589,944
						NJ = New Jersey	697	2,952,780
						NY = New York	1,542	7,185,634
						OH = Ohio	1,210	4,657,153
						OK = Oklahoma	264	1,115,188
						OR = Oregon	407	1,352,059
						PA = Pennsylvania	1,332	4,736,834
						SC = South Carolina	359	1,648,731
						TN = Tennessee	527	2,138,676
						TX = Texas	1,478	6,746,014
						UT = Utah	200	639,190
						VA = Virginia	737	3,247,030
						WA = Washington	705	2,533,624
						WI = Wisconsin	644	2,300,813
						XX = Suppressed, HH in state of less than 2 million	2,024	7,548,435

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
HHSTFIPS	Char	2	ST	FIPS state code for HH	*	01 = Alabama (FIPS Code=01)	376	1,695,289
						04 = Arizona (FIPS Code=04)	498	1,804,084
						05 = Arkansas (FIPS Code=05)	262	1,106,744
						06 = California (FIPS Code=06)	2,581	12,069,221
						08 = Colorado (FIPS Code=08)	466	1,693,579
						09 = Connecticut (FIPS Code=09)	284	1,287,897
						12 = Florida (FIPS Code=12)	1,433	6,527,241
						13 = Georgia (FIPS Code=13)	696	3,228,346
						17 = Illinois (FIPS Code=17)	1,072	4,391,976
						18 = Indiana (FIPS Code=18)	642	2,384,516
						19 = Iowa (FIPS Code=19)	358	1,237,416
						20 = Kansas (FIPS Code=20)	319	1,120,129
						21 = Kentucky (FIPS Code=21)	390	1,630,754
						22 = Louisiana (FIPS Code=22)	337	1,510,284
						24 = Maryland (FIPS Code=24)	435	2,083,230
						25 = Massachusetts (FIPS Code=25)	582	2,445,022
						26 = Michigan (FIPS Code=26)	991	3,751,656
						27 = Minnesota (FIPS Code=27)	581	2,019,179
						28 = Mississippi (FIPS Code=28)	190	822,484
						29 = Missouri (FIPS Code=29)	587	2,163,310
						30 = Montana (FIPS Code=30)	1	4,188
						34 = New Jersey (FIPS Code=34)	697	2,952,780
						36 = New York (FIPS Code=36)	1,542	7,185,634
						37 = North Carolina (FIPS Code=37)	832	3,595,359
						39 = Ohio (FIPS Code=39)	1,211	4,658,742
						40 = Oklahoma (FIPS Code=40)	264	1,115,188
						41 = Oregon (FIPS Code=41)	407	1,352,059
						42 = Pennsylvania (FIPS Code=42)	1,332	4,739,792
						45 = South Carolina (FIPS Code=45)	357	1,638,768
						47 = Tennessee (FIPS Code=47)	527	2,138,676
						48 = Texas (FIPS Code=48)	1,478	6,746,014
						49 = Utah (FIPS Code=49)	200	639,190
						51 = Virginia (FIPS Code=51)	736	3,242,469
						53 = Washington (FIPS Code=53)	705	2,533,624
						54 = West Virginia (FIPS Code=54)	1	4,561
						55 = Wisconsin (FIPS Code=55)	644	2,300,813
						XX = Suppressed, HH in state of less than 2 million	2,024	7,548,435
HHTOTD	Num	8	ST	Days between HH interview and travel day	*	9	7	28,162
						10	3,598	14,786,293
						11	3,897	15,389,254
						12	3,723	15,331,008
						13	3,595	14,863,517
						14	3,684	15,298,074
						15	3,809	15,832,531
						16	3,725	15,839,812
HHVEHCNT	Num	8	ST	Number of vehicles in HH	B1*	0	1,423	8,455,067

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						1	7,067	33,612,036
						2	10,598	39,947,702
						3	4,374	16,198,691
						4	1,661	5,974,023
						5	539	1,927,270
						6	230	780,125
						7	74	245,422
						8	34	110,524
						9	22	80,750
						10	8	19,958
						11	3	3,124
						12	3	10,517
						15	1	640
						19	1	2,801
HOMEGEO	Char	2	ST	Geocoding level -HH location	*	1 = Street address	21,918	91,816,063
						2 = Nearest intersection	2,476	9,254,125
						4 = Zip code centroid	1,644	6,298,463
HOMEOWN	Char	2	ST	Housing unit owned or rented	C2	1 = Own	20,515	71,065,757
						2 = Rent	5,412	35,613,601
						3 = Provided by job or military	93	575,431
						91 = Other	18	113,862
HOMETYPE	Char	2	ST	Type of housing unit	C1	1 = Detached single house	18,814	68,529,337
						2 = Duplex	936	5,029,802
						3 = Rowhouse or townhouse	819	3,859,419
						4 = Apartment, condominium	3,833	23,615,315
						5 = Mobile home or trailer	1,579	6,034,462
						6 = Dorm room, fraternity or sorority house	18	93,839
						91 = Other	39	206,477
HOUSEID	Char	8	ST	HH ID number	*			
HTEEMPDN	Num	8	ST	Jobs per sq mile - Tract level	*	-9 = Not Ascertained	9	38,953
						0 - 135,173.31		
							26,029	107,329,664
HTHRESDN	Char	9	ST	Housing units per sq mile - Tract level	*	-9 = Not Ascertained	9	38,953
						25 = 0 to 49	5,006	17,665,355
						150 = 50 to 249	4,398	16,282,426
						700 = 250 to 999	6,053	23,604,717
						2000 = 1,000 to 2,999	7,514	32,419,844
						4000 = 3,000 to 4,999	1,614	8,055,659
						6000 = 5,000 to 999K	1,444	9,301,697
HTHUR	Char	2	ST	Urban / Rural indicator - Tract level	*	-9 = Not Ascertained	9	38,953
						C = Second City	4,601	20,242,214
						R = Rural	5,868	20,943,715
						S = Suburban	6,343	25,794,371
						T = Town	6,002	22,453,462
						U = Urban	3,215	17,895,936
HTPPOPDN	Char	9	ST	Population per sq mile - Tract level	*	-9 = Not Ascertained	9	38,953

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						50 = 0 to 99	4,522	15,966,559
						300 = 100 to 499	4,291	15,785,804
						750 = 500 to 999	2,327	8,870,711
						1500 = 1,000 to 1,999	3,121	12,237,164
						3000 = 2,000 to 3,999	4,686	19,394,476
						7000 = 4,000 to 9,999	5,181	23,351,021
						17000 = 10,000 to 24,999	1,318	7,609,255
						30000 = 25,000 to 999K	583	4,114,708
IMPTHOWN	Char	1		HOMEOWN was imputed	*	1 = Yes	46	217,390
						2 = No	25,992	107,151,261
IMPTHTYP	Char	1		HOMETYPE was imputed	*	1 = Yes	38	147,334
						2 = No	26,000	107,221,317
IMPTPHON	Char	1		Number of phones imputed	*	1 = Yes	35	149,170
						2 = No	26,003	107,219,481
INC_P1	Char	2		Person 1 income not included	M23*	-1 = Appropriate Skip	44	190,149
						1 = Yes	425	2,069,916
						2 = No	25,569	105,108,586
INC_P2	Char	2		Person 2 income not included	M23*	-1 = Appropriate Skip	5,673	27,916,837
						1 = Yes	872	3,962,581
						2 = No	19,493	75,489,233
INC_P3	Char	2		Person 3 income not included	M23*	-1 = Appropriate Skip	15,699	62,825,388
						1 = Yes	637	2,996,517
						2 = No	9,702	41,546,745
INC_P4	Char	2		Person 4 income not included	M23*	-1 = Appropriate Skip	19,789	80,357,373
						1 = Yes	252	1,168,508
						2 = No	5,997	25,842,770
INC_P5	Char	2		Person 5 income not included	M23*	-1 = Appropriate Skip	23,614	96,537,201
						1 = Yes	61	355,616
						2 = No	2,363	10,475,834
INC_P6	Char	2		Person 6 income not included	M23*	-1 = Appropriate Skip	25,263	103,667,213
						1 = Yes	31	184,871
						2 = No	744	3,516,567
INC_P7	Char	2		Person 7 income not included	M23*	-1 = Appropriate Skip	25,784	106,068,783
						1 = Yes	6	34,732
						2 = No	248	1,265,135
INC_P8	Char	2		Person 8 income not included	M23*	-1 = Appropriate Skip	25,930	106,800,663
						1 = Yes	5	37,168
						2 = No	103	530,820
INC_P9	Char	2		Person 9 income not included	M23*	-1 = Appropriate Skip	25,989	107,110,327
						1 = Yes	1	2,396
						2 = No	48	255,927
INC_P10	Char	2		Person 10 income not included	M23*	-1 = Appropriate Skip	26,018	107,247,322
						1 = Yes	1	16,556
						2 = No	19	104,773
INC_P11	Char	2		Person 11 income not included	M23*	-1 = Appropriate Skip	26,029	107,314,055
						2 = No	9	54,596

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
INC_P12	Char	2		Person 12 income not included	M23*	-1 = Appropriate Skip	26,036	107,363,286
						2 = No	2	5,365
INC_P13	Char	2		Person 13 income not included	M23*	-1 = Appropriate Skip	26,037	107,367,486
						1 = Yes	1	1,165
INC_P14	Char	2		Person 14 income not included	M23*	-1 = Appropriate Skip	26,037	107,367,486
						1 = Yes	1	1,165
INCM_P1	Char	2		Amount person 1 income	M24*	-1 = Appropriate Skip	25,729	105,882,082
						-7 = Refused	9	48,958
						-8 = Don't Know	43	206,672
						01 = < $5,000	20	135,063
						02 = $5,000 - $9,999	17	86,629
						03 = $10,000 - $14,999	24	120,295
						04 = $15,000 - $19,999	34	149,513
						05 = $20,000 - $24,999	18	71,410
						06 = $25,000 - $29,999	24	131,777
						07 = $30,000 - $34,999	10	40,914
						08 = $35,000 - $39,999	17	70,953
						09 = $40,000 - $44,999	15	68,919
						10 = $45,000 - $49,999	17	108,069
						11 = $50,000 - $54,999	5	22,512
						12 = $55,000 - $59,999	13	45,103
						13 = $60,000 - $64,999	6	27,711
						14 = $65,000 - $69,999	9	38,470
						15 = $70,000 - $74,999	3	20,123
						16 = $75,000 - $79,999	3	9,235
						17 = $80,000 - $99,999	9	32,223
						18 = $100,000 or more	13	52,020
INCM_P2	Char	2		Amount person 2 income	M24*	-1 = Appropriate Skip	25,425	104,738,255
						-7 = Refused	12	53,449
						-8 = Don't Know	56	232,158
						01 = < $5,000	49	215,466
						02 = $5,000 - $9,999	78	387,782
						03 = $10,000 - $14,999	61	234,926
						04 = $15,000 - $19,999	64	262,061
						05 = $20,000 - $24,999	46	230,647
						06 = $25,000 - $29,999	47	202,145
						07 = $30,000 - $34,999	40	172,901
						08 = $35,000 - $39,999	36	145,184
						09 = $40,000 - $44,999	9	42,208
						10 = $45,000 - $49,999	22	82,852
						11 = $50,000 - $54,999	10	35,615
						12 = $55,000 - $59,999	20	72,430
						13 = $60,000 - $64,999	8	24,362
						14 = $65,000 - $69,999	8	32,100
						15 = $70,000 - $74,999	4	25,872
						16 = $75,000 - $79,999	11	34,116

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						17 = $80,000 - $99,999	15	79,473
						18 = $100,000 or more	17	64,649
INCM_P3	Char	2		Amount person 3 income	M24*	-1 = Appropriate Skip	25,603	105,362,929
						-7 = Refused	14	64,934
						-8 = Don't Know	30	132,773
						01 = < $5,000	44	219,205
						02 = $5,000 - $9,999	87	378,735
						03 = $10,000 - $14,999	51	230,969
						04 = $15,000 - $19,999	40	179,724
						05 = $20,000 - $24,999	36	200,675
						06 = $25,000 - $29,999	34	160,323
						07 = $30,000 - $34,999	25	99,049
						08 = $35,000 - $39,999	15	60,285
						09 = $40,000 - $44,999	13	56,105
						10 = $45,000 - $49,999	7	29,294
						11 = $50,000 - $54,999	4	18,102
						12 = $55,000 - $59,999	5	26,988
						13 = $60,000 - $64,999	2	12,304
						14 = $65,000 - $69,999	5	36,953
						15 = $70,000 - $74,999	4	16,394
						16 = $75,000 - $79,999	3	6,330
						17 = $80,000 - $99,999	7	36,918
						18 = $100,000 or more	9	39,661
INCM_P4	Char	2		Amount person 4 income	M24*	-1 = Appropriate Skip	25,893	106,765,035
						-7 = Refused	5	29,300
						-8 = Don't Know	12	70,449
						01 = < $5,000	25	100,845
						02 = $5,000 - $9,999	27	94,126
						03 = $10,000 - $14,999	18	74,226
						04 = $15,000 - $19,999	8	19,688
						05 = $20,000 - $24,999	11	57,655
						06 = $25,000 - $29,999	13	55,730
						07 = $30,000 - $34,999	3	6,023
						08 = $35,000 - $39,999	3	22,051
						09 = $40,000 - $44,999	3	11,863
						10 = $45,000 - $49,999	1	3,952
						11 = $50,000 - $54,999	2	3,883
						12 = $55,000 - $59,999	1	996
						13 = $60,000 - $64,999	1	2,765
						14 = $65,000 - $69,999	1	5,564
						15 = $70,000 - $74,999	2	8,894
						16 = $75,000 - $79,999	1	2,789
						18 = $100,000 or more	8	32,818
INCM_P5	Char	2		Amount person 5 income	M24*	-1 = Appropriate Skip	26,008	107,207,397
						-7 = Refused	1	5,352
						-8 = Don't Know	6	39,036

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						01 = < $5,000	2	11,171
						02 = $5,000 - $9,999	5	27,056
						03 = $10,000 - $14,999	2	4,863
						04 = $15,000 - $19,999	2	11,563
						05 = $20,000 - $24,999	2	7,660
						06 = $25,000 - $29,999	1	5,280
						07 = $30,000 - $34,999	2	14,568
						08 = $35,000 - $39,999	2	11,062
						10 = $45,000 - $49,999	1	2,330
						13 = $60,000 - $64,999	1	1,602
						15 = $70,000 - $74,999	1	5,489
						17 = $80,000 - $99,999	1	6,630
						18 = $100,000 or more	1	7,592
INCM_P6	Char	2		Amount person 6 income	M24*	-1 = Appropriate Skip	26,020	107,286,253
						-8 = Don't Know	5	17,876
						01 = < $5,000	1	1,953
						02 = $5,000 - $9,999	2	13,766
						03 = $10,000 - $14,999	5	29,520
						06 = $25,000 - $29,999	2	7,302
						08 = $35,000 - $39,999	1	1,013
						17 = $80,000 - $99,999	1	3,375
						18 = $100,000 or more	1	7,592
INCM_P7	Char	2		Amount person 7 income	M24*	-1 = Appropriate Skip	26,034	107,341,792
						01 = < $5,000	2	18,535
						04 = $15,000 - $19,999	1	7,159
						10 = $45,000 - $49,999	1	1,165
INCM_P8	Char	2		Amount person 8 income	M24*	-1 = Appropriate Skip	26,035	107,350,018
						-8 = Don't Know	1	6,351
						01 = < $5,000	2	12,282
INCM_P9	Char	2		Amount person 9 income	M24*	-1 = Appropriate Skip	26,038	107,368,651
INCM_P10	Char	2		Amount person 10 income	M24*	-1 = Appropriate Skip	26,037	107,352,095
						02 = $5,000 - $9,999	1	16,556
INCM_P11	Char	2		Amount person 11 income	M24*	-1 = Appropriate Skip	26,038	107,368,651
INCM_P12	Char	2		Amount person 12 income	M24*	-1 = Appropriate Skip	26,038	107,368,651
INCM_P13	Char	2		Amount person 13 income	M24*	-1 = Appropriate Skip	26,037	107,367,486
						16 = $75,000 - $79,999	1	1,165
INCM_P14	Char	2		Amount person 14 income	M24*	-1 = Appropriate Skip	26,037	107,367,486
						05 = $20,000 - $24,999	1	1,165
LANG	Char	1	ST	Interview Language	*	1 = English	25,532	104,582,592
						2 = Spanish	506	2,786,059
LIF_CYC	Char	2	ST	Household life cycle	*	01 = one adult, no children	3,127	16,000,562
						02 = 2+ adults, no children	5,964	22,332,014
						03 = one adult, youngest child 0-5	282	1,769,007
						04 = 2+ adults, youngest child 0-5	3,536	15,344,405
						05 = one adult, youngest child 6-15	612	2,965,835
						06 = 2+ adults, youngest child 6-15	3,813	15,250,949

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						07 = one adult, youngest child 16-21	264	1,173,640
						08 = 2+ adults, youngest child 16-21	1,257	5,254,400
						09 = one adult, retired, no children	2,390	11,169,709
						10 = 2+ adults, retired, no children	4,793	16,108,131
MAILHOME	Char	2		Pre-interview letter, not returned	*	-1 = Appropriate Skip	2,384	11,126,336
						1 = Yes	22,540	91,672,946
						2 = No	1,114	4,569,369
MSACAT	Char	2	ST	MSA/CMSA category	*	1 = MSA of 1 million or more, with rail	3,816	18,948,837
						2 = MSA of 1 million or more, and not in 1	9,985	41,951,197
						3 = MSA less than 1 million	6,348	24,914,273
						4 = Not in MSA (CMSA)	5,889	21,554,344
MSASIZE	Char	2	ST	Population size of HH MSA	*	1 = In an MSA of Less than 250,000	2,010	7,623,520
						2 = In an MSA of 250,000 - 499,999	2,226	8,717,731
						3 = In an MSA of 500,000 - 999,999	2,112	8,573,022
						4 = In an MSA or CMSA of 1,000,000 - 2,999,999	5,652	23,104,765
						5 = In an MSA or CMSA of 3 million or more	8,149	37,795,269
						6 = Not in MSA or CMSA	5,889	21,554,344
NUMADLT	Num	8	ST	Number of adults in HH	C8*	1	6,504	32,337,912
						2	16,341	59,469,564
						3	2,393	11,640,019
						4	669	3,271,452
						5	99	492,327
						6	27	144,006
						7	1	2,821
						8	2	7,431
						9	1	1,953
						10	1	1,165
RAIL	Char	2	ST	Rail (subway) category of HH	*	1 = MSA has rail	3,816	18,948,837
						2 = MSA does not have rail, or hh not in an MSA	22,222	88,419,814
RATIO16V	Num	8	ST	Ratio of HH members (16+) to vehicles	*	0	1,423	8,455,067
						0.1	1	2,199
						0.10526315789473	1	2,801
						0.11111111111111	2	7,583
						0.125	2	11,225
						0.14285714285714	4	15,904
						0.16666666666666	10	38,824
						0.18181818181818	1	1,766
						0.2	26	90,977
						0.22222222222222	6	15,875
						0.25	82	288,009
						0.26666666666666	1	640
						0.27272727272727	1	448
						0.28571428571428	32	72,648
						0.3	2	1,964
						0.33333333333333	280	1,076,219
						0.36363636363636	1	910

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						0.375	6	16,455
						0.4	226	680,254
						0.42857142857142	20	84,270
						0.44444444444444	3	19,829
						0.5	1,656	6,198,023
						0.55555555555555	2	5,119
						0.57142857142857	11	44,054
						0.6	140	530,499
						0.66666666666666	2,695	8,867,196
						0.71428571428571	6	22,982
						0.75	478	1,861,627
						0.8	119	490,795
						0.83333333333333	11	44,278
						1	14,571	58,910,823
						1.16666666666666	1	2,821
						1.2	7	36,324
						1.25	40	175,219
						1.33333333333333	259	1,250,093
						1.5	902	4,151,797
						1.66666666666666	34	155,746
						2	2,599	11,292,886
						2.5	24	152,306
						3	274	1,736,979
						3.5	2	12,551
						4	59	415,298
						5	14	86,371
						6	2	7,891
						7	2	33,107
RATIO16W	Num	8	ST	Ratio of HH members (16+) to workers	*	0	5,993	24,570,902
						0.5	8	39,649
						0.66666666666666	40	127,349
						0.75	26	108,712
						0.8	5	23,991
						1	12,876	53,660,778
						1.125	1	1,953
						1.16666666666666	3	31,192
						1.2	15	51,036
						1.25	53	260,886
						1.33333333333333	344	1,626,257
						1.4	1	2,821
						1.5	1,293	5,730,858
						1.6	1	5,447
						1.66666666666666	41	189,651
						2	4,660	17,785,508
						2.5	17	78,649
						3	569	2,581,135

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						4	78	392,983
						5	11	73,073
						6	1	5,789
						7	2	20,030
RATIOWV	Num	8	ST	Ratio of HH workers to vehicles	*	0	6,596	28,318,552
						0.05263157894736	1	2,801
						0.09090909090909	1	1,766
						0.1	3	3,209
						0.11111111111111	4	15,286
						0.125	4	12,717
						0.14285714285714	11	22,673
						0.16666666666666	37	134,078
						0.18181818181818	1	448
						0.2	114	376,652
						0.22222222222222	8	32,885
						0.25	315	1,018,755
						0.26666666666666	1	640
						0.28571428571428	29	78,387
						0.33333333333333	1,113	3,879,833
						0.36363636363636	1	910
						0.375	5	19,136
						0.4	213	697,657
						0.42857142857142	15	64,856
						0.44444444444444	2	9,896
						0.5	4,039	14,963,836
						0.55555555555555	2	8,582
						0.57142857142857	11	43,898
						0.6	111	415,097
						0.625	1	2,894
						0.66666666666666	2,204	7,859,284
						0.71428571428571	2	11,352
						0.75	360	1,546,583
						0.8	68	307,731
						0.83333333333333	13	40,598
						0.85714285714285	1	5,564
						1	9,412	40,682,251
						1.2	2	14,966
						1.25	17	76,750
						1.33333333333333	92	420,972
						1.5	306	1,368,375
						1.66666666666666	8	40,984
						2	815	4,164,218
						2.5	3	22,005
						2.66666666666666	1	1,953
						3	72	483,015
						4	22	170,560

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						5	1	9,491
						6	1	16,556
REL_P1	Char	2		Person 1 relationship to HH respondent	C8*	-1 = Appropriate Skip	48	219,815
						1 = Self	25,984	107,118,418
						2 = Spouse	2	2,903
						3 = Child	2	20,486
						6 = Other relative	1	1,634
						7 = Unmarried Partner	1	5,395
REL_P2	Char	2		Person 2 relationship to HH respondent	C8*	-1 = Appropriate Skip	5,691	28,033,490
						-7 = Refused	30	131,336
						-8 = Don't Know	7	26,552
						-9 = Not Ascertained	3	18,610
						1 = Self	30	149,416
						2 = Spouse	15,328	55,956,043
						3 = Child	1,942	9,074,758
						4 = Parent	851	3,834,428
						5 = Sibling	301	1,411,888
						6 = Other relative	303	1,523,999
						7 = Unmarried Partner	899	4,061,322
						8 = Non-relative	653	3,146,808
REL_P3	Char	2		Person 3 relationship to HH respondent	C8*	-1 = Appropriate Skip	15,713	62,882,263
						-7 = Refused	10	47,207
						-8 = Don't Know	2	14,149
						-9 = Not Ascertained	5	24,824
						1 = Self	13	41,541
						2 = Spouse	248	1,149,292
						3 = Child	8,327	34,553,577
						4 = Parent	561	2,674,974
						5 = Sibling	195	1,043,587
						6 = Other relative	634	3,081,677
						7 = Unmarried Partner	20	101,615
						8 = Non-relative	310	1,753,945
REL_P4	Char	2		Person 4 relationship to HH respondent	C8*	-1 = Appropriate Skip	19,797	80,397,329
						-7 = Refused	8	40,200
						-8 = Don't Know	1	5,184
						-9 = Not Ascertained	1	11,233
						1 = Self	5	28,269
						2 = Spouse	132	622,580
						3 = Child	5,191	21,585,994
						4 = Parent	116	570,928
						5 = Sibling	223	1,166,413
						6 = Other relative	411	2,156,697
						7 = Unmarried Partner	6	28,331
						8 = Non-relative	147	755,493
REL_P5	Char	2		Person 5 relationship to HH respondent	C8*	-1 = Appropriate Skip	23,616	96,544,472
						-7 = Refused	3	25,121

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-9 = Not Ascertained	3	15,205
						1 = Self	4	17,796
						2 = Spouse	44	238,234
						3 = Child	1,876	7,946,602
						4 = Parent	53	302,830
						5 = Sibling	99	509,356
						6 = Other relative	263	1,384,721
						7 = Unmarried Partner	9	35,871
						8 = Non-relative	68	348,445
REL_P6	Char	2		Person 6 relationship to HH respondent	C8*	-1 = Appropriate Skip	25,263	103,667,213
						-7 = Refused	2	18,426
						1 = Self	2	13,212
						2 = Spouse	32	128,991
						3 = Child	514	2,317,256
						4 = Parent	19	85,403
						5 = Sibling	41	226,611
						6 = Other relative	137	729,647
						7 = Unmarried Partner	2	6,483
						8 = Non-relative	26	175,410
REL_P7	Char	2		Person 7 relationship to HH respondent	C8*	-1 = Appropriate Skip	25,784	106,068,783
						-7 = Refused	2	18,426
						-8 = Don't Know	2	17,758
						2 = Spouse	6	39,783
						3 = Child	153	714,378
						4 = Parent	3	16,520
						5 = Sibling	16	82,697
						6 = Other relative	63	376,199
						8 = Non-relative	9	34,107
REL_P8	Char	2		Person 8 relationship to HH respondent	C8*	-1 = Appropriate Skip	25,930	106,800,663
						-7 = Refused	1	10,903
						-8 = Don't Know	2	17,758
						2 = Spouse	2	12,144
						3 = Child	54	223,913
						4 = Parent	2	18,715
						5 = Sibling	6	21,739
						6 = Other relative	37	238,563
						8 = Non-relative	4	24,252
REL_P9	Char	2		Person 9 relationship to HH respondent	C8*	-1 = Appropriate Skip	25,989	107,110,327
						-7 = Refused	1	10,903
						2 = Spouse	2	11,585
						3 = Child	22	87,290
						4 = Parent	1	10,683
						5 = Sibling	4	15,820
						6 = Other relative	17	105,105
						8 = Non-relative	2	16,937
REL_P10	Char	2		Person 10 relationship to HH respondent	C8*	-1 = Appropriate Skip	26,018	107,247,322

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-7 = Refused	1	10,903
						3 = Child	6	32,138
						5 = Sibling	1	1,098
						6 = Other relative	10	53,066
						8 = Non-relative	2	24,124
REL_P11	Char	2		Person 11 relationship to HH respondent	C8*	-1 = Appropriate Skip	26,029	107,314,055
						-7 = Refused	1	10,903
						3 = Child	2	10,914
						6 = Other relative	6	32,779
REL_P12	Char	2		Person 12 relationship to HH respondent	C8*	-1 = Appropriate Skip	26,036	107,363,286
						6 = Other relative	2	5,365
REL_P13	Char	2		Person 13 relationship to HH respondent	C8*	-1 = Appropriate Skip	26,037	107,367,486
						8 = Non-relative	1	1,165
REL_P14	Char	2		Person 14 relationship to HH respondent	C8*	-1 = Appropriate Skip	26,037	107,367,486
						8 = Non-relative	1	1,165
RESP_CNT	Num	8	ST	Number of respondents in HH	*	1	7,942	37,486,517
						2	9,361	33,128,702
						3	3,859	16,286,597
						4	3,120	12,948,990
						5	1,248	5,245,582
						6	346	1,497,847
						7	96	471,783
						8	42	182,918
						9	12	46,934
						10	7	49,945
						11	3	17,471
						12	1	4,200
						14	1	1,165
SEX_P1	Char	2		Person 1 gender	C8*	-1 = Appropriate Skip	48	219,815
						1 = Male	10,483	42,406,755
						2 = Female	15,507	64,742,081
SEX_P2	Char	2		Person 2 gender	C8*	-1 = Appropriate Skip	5,691	28,033,490
						1 = Male	11,276	44,106,247
						2 = Female	9,071	35,228,915
SEX_P3	Char	2		Person 3 gender	C8*	-1 = Appropriate Skip	15,713	62,882,263
						1 = Male	5,287	23,084,656
						2 = Female	5,038	21,401,732
SEX_P4	Char	2		Person 4 gender	C8*	-1 = Appropriate Skip	19,797	80,397,329
						1 = Male	3,166	13,780,728
						2 = Female	3,075	13,190,594
SEX_P5	Char	2		Person 5 gender	C8*	-1 = Appropriate Skip	23,616	96,544,472
						1 = Male	1,210	5,418,088
						2 = Female	1,212	5,406,091
SEX_P6	Char	2		Person 6 gender	C8*	-1 = Appropriate Skip	25,263	103,667,213
						1 = Male	388	1,799,854
						2 = Female	387	1,901,584

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
SEX_P7	Char	2		Person 7 gender	C8*	-1 = Appropriate Skip	25,784	106,068,783
						1 = Male	122	649,868
						2 = Female	132	650,000
SEX_P8	Char	2		Person 8 gender	C8*	-1 = Appropriate Skip	25,930	106,800,663
						1 = Male	55	302,130
						2 = Female	53	265,858
SEX_P9	Char	2		Person 9 gender	C8*	-1 = Appropriate Skip	25,989	107,110,327
						1 = Male	21	134,073
						2 = Female	28	124,251
SEX_P10	Char	2		Person 10 gender	C8*	-1 = Appropriate Skip	26,018	107,247,322
						1 = Male	4	27,895
						2 = Female	16	93,434
SEX_P11	Char	2		Person 11 gender	C8*	-1 = Appropriate Skip	26,029	107,314,055
						1 = Male	5	25,177
						2 = Female	4	29,419
SEX_P12	Char	2		Person 12 gender	C8*	-1 = Appropriate Skip	26,036	107,363,286
						1 = Male	1	1,165
						2 = Female	1	4,200
SEX_P13	Char	2		Person 13 gender	C8*	-1 = Appropriate Skip	26,037	107,367,486
						1 = Male	1	1,165
						-1 = Appropriate Skip	26,037	107,367,486
SEX_P14	Char	2		Person 14 gender	C8*	2 = Female	1	1,165
STAT_P1	Char	2		Person 1 extended interview status	*	-1 = Appropriate Skip	48	219,815
						1 = Completed Interview - Self	24,400	100,868,315
						2 = Completed Interview - Proxy	938	3,432,629
						3 = Language Barrier	10	44,639
						4 = Refusal	139	581,264
						5 = Max-Call	482	2,141,211
						6 = Interview not Possible	18	70,764
						8 = No Contact	3	10,013
STAT_P2	Char	2		Person 2 extended interview status	*	-1 = Appropriate Skip	5,691	28,033,490
						1 = Completed Interview - Self	9,345	35,604,302
						2 = Completed Interview - Proxy	8,261	31,690,472
						3 = Language Barrier	43	259,848
						4 = Refusal	732	2,868,929
						5 = Max-Call	1,881	8,547,756
						6 = Interview not Possible	66	280,195
						8 = No Contact	19	83,660
STAT_P3	Char	2		Person 3 extended interview status	*	-1 = Appropriate Skip	15,713	62,882,263
						1 = Completed Interview - Self	1,766	8,092,449
						2 = Completed Interview - Proxy	7,204	29,730,589
						3 = Language Barrier	9	56,289
						4 = Refusal	238	1,102,655
						5 = Max-Call	1,070	5,271,746
						6 = Interview not Possible	31	195,221
						8 = No Contact	7	37,439

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
STAT_P4	Char	2		Person 4 extended interview status	*	-1 = Appropriate Skip	19,797	80,397,329
						1 = Completed Interview - Self	500	2,368,155
						2 = Completed Interview - Proxy	4,828	20,112,197
						3 = Language Barrier	6	46,809
						4 = Refusal	136	623,863
						5 = Max-Call	752	3,697,230
						6 = Interview not Possible	12	78,442
						8 = No Contact	7	44,627
STAT_P5	Char	2		Person 5 extended interview status	*	-1 = Appropriate Skip	23,616	96,544,472
						1 = Completed Interview - Self	150	742,789
						2 = Completed Interview - Proxy	1,900	8,204,266
						3 = Language Barrier	3	28,482
						4 = Refusal	52	247,181
						5 = Max-Call	307	1,555,237
						6 = Interview not Possible	6	26,468
						8 = No Contact	4	19,757
STAT_P6	Char	2		Person 6 extended interview status	*	-1 = Appropriate Skip	25,263	103,667,213
						1 = Completed Interview - Self	61	270,036
						2 = Completed Interview - Proxy	574	2,631,174
						3 = Language Barrier	1	12,401
						4 = Refusal	13	70,943
						5 = Max-Call	122	700,758
						6 = Interview not Possible	2	8,373
						8 = No Contact	2	7,752
STAT_P7	Char	2		Person 7 extended interview status	*	-1 = Appropriate Skip	25,784	106,068,783
						1 = Completed Interview - Self	17	89,651
						2 = Completed Interview - Proxy	192	985,473
						4 = Refusal	4	20,954
						5 = Max-Call	38	193,022
						6 = Interview not Possible	2	9,212
						8 = No Contact	1	1,555
STAT_P8	Char	2		Person 8 extended interview status	*	-1 = Appropriate Skip	25,930	106,800,663
						1 = Completed Interview - Self	7	37,029
						2 = Completed Interview - Proxy	78	394,890
						5 = Max-Call	20	126,137
						6 = Interview not Possible	1	6,393
						8 = No Contact	2	3,539
STAT_P9	Char	2		Person 9 extended interview status	*	-1 = Appropriate Skip	25,989	107,110,327
						1 = Completed Interview - Self	5	26,695
						2 = Completed Interview - Proxy	31	146,312
						5 = Max-Call	12	83,761
						8 = No Contact	1	1,555
STAT_P10	Char	2		Person 10 extended interview status	*	-1 = Appropriate Skip	26,018	107,247,322
						1 = Completed Interview - Self	1	16,556
						2 = Completed Interview - Proxy	13	70,433
						5 = Max-Call	5	26,772

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						6 = Interview not Possible	1	7,568
STAT_P11	Char	2		Person 11 extended interview status	*	-1 = Appropriate Skip	26,029	107,314,055
						2 = Completed Interview - Proxy	7	39,126
						5 = Max-Call	2	15,470
STAT_P12	Char	2		Person 12 extended interview status	*	-1 = Appropriate Skip	26,036	107,363,286
						2 = Completed Interview - Proxy	2	5,365
STAT_P13	Char	2		Person 13 extended interview status	*	-1 = Appropriate Skip	26,037	107,367,486
						1 = Completed Interview - Self	1	1,165
STAT_P14	Char	2		Person 14 extended interview status	*	-1 = Appropriate Skip	26,037	107,367,486
						2 = Completed Interview - Proxy	1	1,165
SUM_STAT	Char	2	ST	Interview status of HH adults	*	1 = All HH members interviewed	21,830	88,202,983
						2 = 50% or more of HH adults interviewed, but not all HH members	4,208	19,165,668
TDAYDATE	Char	6	ST	Travel day date (YYYYMM)	*	200103	50	201,813
						200104	1,564	4,029,280
						200105	1,732	8,768,413
						200106	1,545	8,824,821
						200107	1,296	9,118,981
						200108	2,013	9,118,981
						200109	1,578	8,824,821
						200110	1,437	9,118,981
						200111	1,643	8,824,821
						200112	2,169	9,118,981
						200201	2,081	9,118,981
						200202	2,995	8,236,500
						200203	3,237	8,917,168
						200204	2,632	4,795,541
						200205	66	350,568
TDBOA911	Char	1	ST	Travel day before or on/after 9/11	*	1 = Travel day was before 9/11/01	9,091	45,039,186
						2 = Travel day was on or after 9/11/01	16,947	62,329,465
TELBFM	Num	8	ST	Number of HH phone numbers used for business	C16*	-8 = Don't Know	6	41,285
						-7 = Refused	14	62,903
						0=0	22,345	93,549,584
						1=1	3,283	12,392,659
						2=2	314	1,075,928
						3=3	63	206,876
						4=4	8	25,219
						5=5-8	5	14,197
TELCELL	Num	8	ST	Number of HH cell phones	C14*	-8 = Don't Know	23	119,895
						-7 = Refused	61	235,862
						0=0	9,629	42,912,745
						1=1	8,968	36,669,714
						2=2	5,921	21,965,045
						3=3	1,100	4,262,991
						4=4	282	1,007,072

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						5=5-10	54	195,328
TELLAND	Num	8	ST	Total number of HH landline phones	C15*	-1 = Appropriate Skip	8	15,032
						1=1	20,350	89,110,641
						2=2	4,672	15,724,426
						3=3	764	1,971,278
						4=4	174	418,472
						5=5-10	70	128,802
TELTOTL	Num	8	ST	Total HH phones (land + cell)	C14*	-9 = Not Ascertained	91	369,016
						1=1	8,763	40,056,545
						2=2	7,916	33,447,995
						3=3	5,391	20,428,752
						4=4	2,427	8,600,321
						5=5	960	3,158,977
						6=6	314	903,838
						7=7-12	176	403,207
TELTYPE	Char	2	ST	Use of phone no. in sample	A1*	1 = Home use	23,901	99,137,026
						2 = Home and business use	2,137	8,231,625
TRAVDAY	Char	1	ST	Travel day - day of week	*	1 = Sunday	3,745	15,590,518
						2 = Monday	3,854	15,296,355
						3 = Tuesday	3,744	15,296,356
						4 = Wednesday	5,069	15,296,354
						5 = Thursday	3,188	15,296,356
						6 = Friday	3,207	15,296,356
						7 = Saturday	3,231	15,296,356
URBAN	Char	2	ST	Household in urbanized area	*	1 = In an urban cluster	3,132	12,121,846
						2 = In an urban area	16,636	73,211,871
						3 = In an area surrounded by urban areas	20	62,420
						4 = Not in urban area	6,250	21,972,514
URBRUR	Char	2	ST	Household in urban/rural area	*	1 = Urban	19,788	85,396,137
						2 = Rural	6,250	21,972,514
WKR_P1	Char	2		Person 1 worker status - derived	C8*	-1 = Appropriate Skip	48	219,815
						1 = Yes	16,391	68,093,376
						2 = No	9,599	39,055,460
WKR_P2	Char	2		Person 2 worker status - derived	C8*	-1 = Appropriate Skip	6,565	32,486,748
						-9 = Not Ascertained	16	90,624
						1 = Yes	13,759	53,504,047
						2 = No	5,698	21,287,232
WKR_P3	Char	2		Person 3 worker status - derived	C8*	-1 = Appropriate Skip	21,119	85,394,232
						-9 = Not Ascertained	59	309,007
						1 = Yes	2,856	13,107,035
						2 = No	2,004	8,558,378
WKR_P4	Char	2		Person 4 worker status - derived	C8*	-1 = Appropriate Skip	24,345	99,552,551
						-9 = Not Ascertained	33	158,009
						1 = Yes	916	4,286,788
						2 = No	744	3,371,302
WKR_P5	Char	2		Person 5 worker status - derived	C8*	-1 = Appropriate Skip	25,587	105,158,034

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-9 = Not Ascertained	10	48,360
						1 = Yes	227	1,129,311
						2 = No	214	1,032,946
WKR_P6	Char	2		Person 6 worker status - derived	C8*	-1 = Appropriate Skip	25,868	106,528,195
						-9 = Not Ascertained	5	36,432
						1 = Yes	98	483,238
						2 = No	67	320,786
WKR_P7	Char	2		Person 7 worker status - derived	C8*	-1 = Appropriate Skip	25,995	107,131,267
						-9 = Not Ascertained	3	17,484
						1 = Yes	23	116,264
						2 = No	17	103,637
WKR_P8	Char	2		Person 8 worker status - derived	C8*	-1 = Appropriate Skip	26,019	107,235,655
						-9 = Not Ascertained	2	21,502
						1 = Yes	11	66,384
						2 = No	6	45,110
WKR_P9	Char	2		Person 9 worker status - derived	C8*	-1 = Appropriate Skip	26,028	107,298,545
						-9 = Not Ascertained	1	10,903
						1 = Yes	4	36,462
						2 = No	5	22,741
WKR_P10	Char	2		Person 10 worker status - derived	C8*	-1 = Appropriate Skip	26,034	107,331,684
						-9 = Not Ascertained	2	12,843
						1 = Yes	1	7,568
						2 = No	1	16,556
WKR_P11	Char	2		Person 11 worker status - derived	C8*	-1 = Appropriate Skip	26,037	107,357,748
						-9 = Not Ascertained	1	10,903
WKR_P12	Char	2		Person 12 worker status - derived	C8*	-1 = Appropriate Skip	26,038	107,368,651
WKR_P13	Char	2		Person 13 worker status - derived	C8*	-1 = Appropriate Skip	26,037	107,367,486
						1 = Yes	1	1,165
WKR_P14	Char	2		Person 14 worker status - derived	C8*	-1 = Appropriate Skip	26,037	107,367,486
						1 = Yes	1	1,165
WRKCOUNT	Num	8	ST	Number of HH members with jobs	E3*	0	5,993	24,570,902
						1	8,494	37,070,939
						2	9,455	36,234,092
						3	1,599	7,167,851
						4	421	1,946,488
						5	59	274,664
						6	15	100,596
						8	1	1,953
						10	1	1,165
WTHHNTL	Num	8	ST	Household Wt at least 50% completed-NATL				

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
AGERANGE	Char	2	ST	HH member 18 years or older	*	-1 = Appropriate Skip	59,437	272,807,347
						-7 = Refused	3	16,716
						1 = Yes	655	3,206,466
						2 = No	187	1,177,641
BORNINUS	Char	2	ST	Respondent was born in U.S.	M8	-1 = Appropriate Skip	13,062	65,523,101
						-7 = Refused	12	54,682
						-8 = Don't Know	5	19,930
						-9 = Not Ascertained	20	127,584
						1 = Yes	42,766	185,328,249
						2 = No	4,417	26,154,622
CARRODE	Num	8	ST	Number in carpool last week	E18	-9 = Not Ascertained	51	281,507
						-8 = Don't Know	10	38,166
						-5 = Did Not work last week	7	39,559
						-1 = Appropriate Skip	58,180	265,838,917
						1	133	748,129
						2	1,500	7,771,835
						3	262	1,580,243
						4	73	468,600
						5	26	174,451
						6	18	136,147
						7	4	14,469
						8	2	13,931
						9	4	24,205
						10	3	13,981
						11	1	2,212
						12	3	39,768
						13	1	1,531
						14	1	5,199
						15	2	8,615
						18	1	6,705
CDIVMSAR	Char	2	ST	HHs by Census Division, MSA size, Rail	*	11 = New England, MSA 1 million or more, rail	805	4,233,691
						12 = New England, MSA 1 million or more, no rail	1,377	6,242,067
						13 = New England, MSA less than 1 million	448	1,781,880
						14 = New England, not in MSA	686	2,629,949
						21 = Mid-Atlantic, MSA 1 million or more, rail	2,059	12,538,731
						22 = Mid-Atlantic, MSA 1 million or more, no rail	3,314	14,358,027
						23 = Mid-Atlantic, MSA less than 1 million	1,873	7,199,205
						24 = Mid-Atlantic, not in MSA	1,016	3,619,539
						31 = E North Central, MSA 1 million or more, rail	1,465	7,585,628

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						32 = E North Central, MSA 1 million or more, no rail	3,962	16,927,583
						33 = E North Central, MSA less than 1 million	2,578	9,985,300
						34 = E North Central, not in MSA	2,734	9,883,282
						42 = W North Central, MSA 1 million or more, no rail	1,689	6,850,761
						43 = W North Central, MSA less than 1 million	1,303	4,820,640
						44 = W North Central, not in MSA	2,102	7,363,304
						51 = So Atlantic, MSA 1 million or more, rail	2,652	15,236,953
						52 = So Atlantic, MSA 1 million or more, no rail	2,915	15,099,853
						53 = So Atlantic, MSA less than 1 million	2,879	13,955,604
						54 = So Atlantic, not in MSA	2,301	11,050,375
						62 = E South Central, MSA 1 million or more, no rail	759	3,751,598
						63 = E South Central, MSA less than 1 million	1,167	5,544,293
						64 = E South Central, not in MSA	1,339	6,005,887
						72 = W South Central, MSA 1 million or more, no rail	2,550	13,797,735
						73 = W South Central, MSA less than 1 million	1,635	8,347,955
						74 = W South Central, not in MSA	1,236	5,878,777
						82 = Mountain, MSA 1 million or more, no rail	2,022	8,882,728
						83 = Mountain, MSA less than 1 million	1,158	4,289,541
						84 = Mountain, not in MSA	1,153	4,333,258
						91 = Pacific, MSA 1 million or more, rail	1,768	11,088,290
						92 = Pacific, MSA 1 million or more, no rail	4,809	23,372,929
						93 = Pacific, MSA less than 1 million	1,586	7,216,998
						94 = Pacific, not in MSA	942	3,335,807
CENSUS_D	Char	2	ST	Household Census Division	*	1 = New England	3,316	14,887,587
						2 = Middle Atlantic	8,262	37,715,502
						3 = East North Central	10,739	44,381,793
						4 = West North Central	5,094	19,034,705
						5 = South Atlantic	10,747	55,342,786
						6 = East South Central	3,265	15,301,778
						7 = West South Central	5,421	28,024,467
						8 = Mountain	4,333	17,505,526
						9 = Pacific	9,105	45,014,025
CENSUS_R	Char	2	ST	Household Census Region	*	1 = Northeast	11,578	52,603,089
						2 = Midwest	15,833	63,416,498
						3 = South	19,433	98,669,031
						4 = West	13,438	62,519,551
CNTTDTR	Num	8	ST	Number of travel day trips for this respondent	*	0	7,140	32,823,837
						1	1,139	5,620,869

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2	12,597	59,428,279
						3	5,984	28,045,056
						4	10,219	47,383,866
						5	6,218	28,432,152
						6	5,900	26,677,893
						7	3,723	16,417,393
						8	2,784	12,222,577
						9	1,718	7,411,031
						10	1,131	5,126,625
						11	662	2,935,296
						12	444	1,914,125
						13	226	1,060,679
						14	153	678,584
						15	91	400,824
						16	60	245,989
						17	36	137,179
						18	26	120,922
						19	10	43,815
						20	12	45,400
						21	1	3,206
						22	3	10,641
						23	3	12,869
						28	1	5,433
						36	1	3,630
CNTTPTR	Num	8	ST	Sum of travel period person trips	H1*	0	36,010	169,712,105
						1	15,613	69,719,729
						2	4,917	21,805,108
						3	1,679	7,004,788
						4	860	3,645,008
						5	389	1,674,036
						6	194	763,473
						7	122	540,604
						8	85	346,692
						9	47	186,114
						10	32	157,302
						11	22	104,071
						12	36	202,577
						13	18	65,608
						14	15	57,667

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						15	22	136,677
						16	30	133,116
						17	20	82,045
						18	19	92,857
						19	18	112,083
						20	60	325,907
						21	30	119,663
						22	8	26,014
						23	8	24,839
						24	11	76,275
						25	3	23,906
						26	7	28,581
						27	4	30,110
						28	3	11,213
CNTTPUNQ	Num	8	ST	Number of unique travel period trips	H1*	0	36,010	169,710,000
						1	18,233	81,587,442
						2	4,501	19,595,268
						3	1,080	4,519,302
						4	286	1,165,838
						5	93	328,846
						6	42	168,707
						7	21	73,574
						8	7	23,933
						9	2	2,775
						10	3	15,330
						11	1	6,954
						13	2	6,229
						15	1	1,868
COMMDRVR	Char	2	ST	Commercial driver	E8*	-1 = Appropriate Skip	33,963	156,973,054
						-7 = Refused	1	2,932
						-8 = Don't Know	11	59,099
						-9 = Not Ascertained	24	130,976
						1 = Yes	5,727	25,823,958
						2 = No	20,556	94,218,151
CONDNIGH	Char	2	ST	Medical condition limits driving to daytime	M6C	-1 = Appropriate Skip	55,909	259,074,753
						-7 = Refused	7	30,688
						-8 = Don't Know	106	463,501
						-9 = Not Ascertained	141	593,357
						1 = Yes	1,820	7,329,811

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2 = No	2,299	9,716,059
CONDPUB	Char	2	ST	Medical condition limits use of public trans	M6E	-1 = Appropriate Skip	55,909	259,074,753
						-7 = Refused	6	32,269
						-8 = Don't Know	103	405,896
						1 = Yes	674	3,302,523
						2 = No	3,590	14,392,728
CONDRIDE	Char	2	ST	Medical condition results in asking for rides	M6B	-1 = Appropriate Skip	55,909	259,074,753
						-8 = Don't Know	8	28,658
						1 = Yes	2,435	10,301,627
						2 = No	1,930	7,803,132
CONDRIVE	Char	2	ST	Medical condition requires giving up driving	M6D	-1 = Appropriate Skip	55,909	259,074,753
						-7 = Refused	2	7,052
						-8 = Don't Know	48	261,207
						-9 = Not Ascertained	334	1,436,300
						1 = Yes	943	4,159,145
						2 = No	3,046	12,269,714
CONDSPEC	Char	2	ST	Medical condition requires special transport	M6F	-1 = Appropriate Skip	55,909	259,074,753
						-8 = Don't Know	16	56,963
						-9 = Not Ascertained	222	610,444
						1 = Yes	418	2,147,659
						2 = No	3,717	15,318,351
CONDTRAV	Char	2	ST	Medical condition results in less travel	M6A	-1 = Appropriate Skip	55,909	259,074,753
						-7 = Refused	3	18,469
						-8 = Don't Know	5	18,773
						1 = Yes	3,676	15,337,070
						2 = No	689	2,759,104
DIARYCMP	Char	2	ST	Was diary completed	G2*	-8 = Don't Know	63	298,469
						-9 = Not Ascertained	174	973,360
						1 = Yes	39,551	175,184,017
						2 = No	20,494	100,752,323
DIFFDATE	Num	8	ST	Days between travel day and person interview	*	1	31,380	136,013,314
						2	10,568	49,416,467
						3	6,067	30,003,534
						4	4,646	23,589,396
						5	3,785	18,908,161
						6	3,559	17,796,806
						7	169	951,957
						8	60	343,082

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						9	21	77,789
						10	27	107,663
DISTBLOC	Num	8		Distance to work if reported in blocks	E14*	-9 = Not Ascertained	21,771	92,526,463
						-1 = Appropriate Skip	37,501	179,754,142
						1	395	1,818,362
						2	104	499,295
						3	95	462,953
						4	84	425,804
						5	72	366,764
						6	62	278,848
						7	26	124,231
						8	48	249,810
						9	21	114,445
						10	28	145,834
						11	5	17,146
						12	15	61,863
						13	5	18,901
						14	4	36,178
						15	12	79,970
						16	1	2,242
						17	1	7,399
						18	1	1,433
						19	1	7,871
						20	3	29,966
						21	1	4,568
						22	2	5,685
						25	1	1,360
						26	1	9,092
						28	1	4,885
						30	4	17,530
						35	2	14,980
						37	1	10,651
						40	2	20,020
						48	1	5,661
						50	2	7,871
						54	1	7,150
						70	2	20,761
						90	1	4,329
						99	1	9,634

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						100	1	9,359
						148	1	6,162
						150	1	5,676
						160	1	12,877
DISTTOWK	Num	8	ST	Distance to work in miles	E14*	-9 = Not Ascertained	21,773	92,540,374
						-1 = Appropriate Skip	13,061	65,523,117
						0.1 - 900	25,448	119,144,680
DRIVER	Char	2	ST	Driver status of respondent	C8*	-1 = Appropriate Skip	12,039	60,412,387
						-9 = Not Ascertained	29	200,059
						1 = Yes, a driver	43,553	191,094,118
						2 = No, not a driver	4,661	25,501,605
DRVRCNT	Num	8	ST	Number of drivers in household	C8*	0	1,372	8,286,954
						1	10,122	47,463,150
						2	36,247	159,242,591
						3	8,989	44,092,878
						4	2,919	14,887,539
						5	443	2,285,635
						6	165	816,982
						7	11	111,115
						10	14	21,325
DTACDT	Char	2	ST	Worrying about a traffic accident	L2K	-1 = Appropriate Skip	46,502	213,695,967
						-7 = Refused	6	23,005
						-8 = Don't Know	73	375,690
						-9 = Not Ascertained	10	54,074
						1 = Not a problem	4,518	20,081,160
						2 = A little problem	3,379	14,989,277
						3 = Somewhat of a problem	2,666	12,413,916
						4 = Very much of a problem	1,305	6,301,015
						5 = A severe problem	1,823	9,274,067
DTCONJ	Char	2	ST	Highway congestion	L2A	-1 = Appropriate Skip	24,078	115,473,463
						-7 = Refused	11	58,240
						-8 = Don't Know	225	1,204,798
						-9 = Not Ascertained	22	107,014
						1 = Not a problem	11,160	48,156,938
						2 = A little problem	7,365	31,402,137
						3 = Somewhat of a problem	8,124	36,432,059
						4 = Very much of a problem	4,242	19,811,998
						5 = A severe problem	5,055	24,561,523
DTDISTRC	Char	2	ST	Distracted drivers	L2H	-1 = Appropriate Skip	51,337	237,524,781

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-7 = Refused	2	14,891
						-8 = Don't Know	70	346,525
						-9 = Not Ascertained	5	15,361
						1 = Not a problem	1,414	6,256,655
						2 = A little problem	1,894	7,983,602
						3 = Somewhat of a problem	2,389	10,429,849
						4 = Very much of a problem	1,568	6,997,410
						5 = A severe problem	1,603	7,639,094
DTDRUNK	Char	2	ST	Drunk drivers	L2G	-1 = Appropriate Skip	51,001	235,848,709
						-8 = Don't Know	133	608,634
						-9 = Not Ascertained	8	44,190
						1 = Not a problem	3,753	16,381,095
						2 = A little problem	1,739	7,850,484
						3 = Somewhat of a problem	1,142	5,003,515
						4 = Very much of a problem	618	2,715,889
						5 = A severe problem	1,888	8,755,653
DTGAS	Char	2	ST	Price of gasoline	L2B	-1 = Appropriate Skip	24,078	115,473,463
						-7 = Refused	6	24,570
						-8 = Don't Know	291	1,583,406
						-9 = Not Ascertained	5,080	24,317,999
						1 = Not a problem	6,180	27,569,519
						2 = A little problem	5,693	24,317,517
						3 = Somewhat of a problem	7,770	33,436,737
						4 = Very much of a problem	4,545	19,739,604
						5 = A severe problem	6,639	30,745,354
DTNOWALK	Char	2	ST	Lack of walkways or sidewalks	L2C	-1 = Appropriate Skip	51,035	235,841,206
						-7 = Refused	2	12,205
						-8 = Don't Know	51	259,143
						-9 = Not Ascertained	7	29,679
						1 = Not a problem	4,969	21,811,444
						2 = A little problem	1,568	7,177,545
						3 = Somewhat of a problem	1,140	5,208,013
						4 = Very much of a problem	618	2,818,505
						5 = A severe problem	892	4,050,430
DTPVPOT	Char	2	ST	Rough pavement or potholes	L2E	-1 = Appropriate Skip	24,086	115,498,346
						-7 = Refused	7	37,082
						-8 = Don't Know	213	1,195,606
						-9 = Not Ascertained	14	82,131
						1 = Not a problem	7,606	34,334,184

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2 = A little problem	8,820	38,099,163
						3 = Somewhat of a problem	8,772	38,678,654
						4 = Very much of a problem	5,507	24,047,089
						5 = A severe problem	5,257	25,235,915
DTRRAGE	Char	2	ST	Aggressive drivers on the road	L2F	-1 = Appropriate Skip	51,035	235,841,206
						-7 = Refused	2	15,753
						-8 = Don't Know	54	290,336
						-9 = Not Ascertained	7	29,679
						1 = Not a problem	1,484	6,640,621
						2 = A little problem	1,855	8,021,918
						3 = Somewhat of a problem	2,221	9,912,893
						4 = Very much of a problem	1,704	7,508,681
						5 = A severe problem	1,920	8,947,083
DTSPEED	Char	2	ST	Drivers speeding	L2I	-1 = Appropriate Skip	46,502	213,695,967
						-7 = Refused	2	7,621
						-8 = Don't Know	53	282,034
						-9 = Not Ascertained	5,067	24,261,562
						1 = Not a problem	1,722	7,971,433
						2 = A little problem	1,776	7,748,780
						3 = Somewhat of a problem	2,000	9,013,507
						4 = Very much of a problem	1,491	6,356,166
						5 = A severe problem	1,669	7,871,098
DTTIEUP	Char	2	ST	Traffic or road congestion	L2D	-1 = Appropriate Skip	51,001	235,848,709
						-8 = Don't Know	67	381,193
						-9 = Not Ascertained	8	44,190
						1 = Not a problem	2,839	12,260,202
						2 = A little problem	2,232	9,733,894
						3 = Somewhat of a problem	1,820	8,159,191
						4 = Very much of a problem	1,194	5,403,037
						5 = A severe problem	1,121	5,377,752
DTTRUCKS	Char	2	ST	Number of large trucks on road	L2J	-1 = Appropriate Skip	51,337	237,524,781
						-7 = Refused	2	14,891
						-8 = Don't Know	64	322,897
						-9 = Not Ascertained	5	15,361
						1 = Not a problem	1,907	8,554,715
						2 = A little problem	1,951	8,538,505
						3 = Somewhat of a problem	1,974	8,932,868
						4 = Very much of a problem	1,446	6,335,511
						5 = A severe problem	1,596	6,968,640

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
EDUC	Char	2	ST	Highest grade completed	M7	-1 = Appropriate Skip	13,062	65,523,101
						-7 = Refused	66	265,237
						-8 = Don't Know	178	919,320
						-9 = Not Ascertained	20	127,584
						1 = Less then high school graduate	6,236	31,017,280
						2 = High school graduate, include GED	14,508	64,266,653
						3 = Vocational/technical training	1,841	7,781,182
						4 = Some college, but no degree	7,857	36,253,399
						5 = Associate's degree (for example, AA)	3,106	13,783,073
						6 = Bachelor's degree (for example, BA, AB, BS)	7,641	33,536,018
						7 = Some graduate or professional school, but no degree	932	3,902,207
						8 = Graduate or professional school degree (for example, MA, MS, MBA, MD, DDS, PhD, EdD, J	4,835	19,833,114
EPERWT01--EPERWT99	Num	8		Person weight 100% HHs - Rep 01-99				
EXPFLPRN	Num	8	ST	Person Weight - 100% completed - NATL				
FLGPRDRV	Char	2	ST	Primary driver status of subject	*	-1 = Appropriate Skip	16,729	86,114,051
						1 = Subject is a driver, but is not a primary driver of any HH vehicle	6,548	31,619,437
						2 = Primary driver of one HH vehicle	32,419	141,538,048
						3 = Primary driver of two HH vehicles	3,670	14,671,145
						4 = Primary driver of three or more HH vehicles	916	3,265,489
FPERWT01--FPERWT99	Num	8		Person weight 50% HHs - Rep 01-99				
FRSTHM	Char	2	ST	At home at start of travel day	G8	-7 = Refused	4	26,505
						-8 = Don't Know	12	76,782
						1 = Yes	56,400	258,054,072
						2 = No	3,866	19,050,810
GCDWORK	Num	8	ST	Great Circle distance to work (miles)	*	-9 = Unable to calculate distance	390	2,230,985
						-1 = Appropriate Skip	33,155	151,662,522
						0 - 1,796	26,737	123,314,660
GT1JBLWK	Char	2	ST	Have more than one job	E6	-1 = Appropriate Skip	31,119	141,209,139
						-7 = Refused	1	3,972
						-8 = Don't Know	7	33,092
						-9 = Not Ascertained	650	3,029,507
						1 = Yes	2,543	11,951,448
						2 = No	25,962	120,981,011
HBHRESDN	Char	9	ST	Housing units per sq mile - Block group	*	-9 = Not Ascertained	21	86,865

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						25 = 0 to 49	10,483	42,038,580
						150 = 50 to 249	10,038	41,563,329
						700 = 250 to 999	13,668	59,831,762
						2000 = 1,000 to 2,999	18,073	84,911,632
						4000 = 3,000 to 4,999	4,435	24,254,233
						6000 = 5,000 to 999K	3,564	24,521,769
HBHTNRNT	Char	9	ST	Percent renter-occupied - Block group	*	-9 = Not Ascertained	21	86,865
						0 - 100%	60,261	277,121,337
HBHUR	Char	2	ST	Urban / Rural indicator - Block group	*	-9 = Not Ascertained	21	86,865
						C = Second City	10,365	49,992,606
						R = Rural	13,888	56,299,147
						S = Suburban	14,761	67,719,842
						T = Town	14,442	60,464,739
						U = Urban	6,805	42,644,971
HBPPOPDN	Char	9	ST	Population per sq mile - Block group	*	-9 = Not Ascertained	21	86,865
						50 = 0 to 99	9,313	37,229,459
						300 = 100 to 499	9,644	39,399,391
						750 = 500 to 999	5,010	21,475,360
						1500 = 1,000 to 1,999	7,287	31,699,277
						3000 = 2,000 to 3,999	10,581	47,618,912
						7000 = 4,000 to 9,999	13,520	66,314,504
						17000 = 10,000 to 24,999	3,579	23,236,083
						30000 = 25,000 to 999K	1,327	10,148,318
HHC_MSA	Char	4	ST	MSA/CMSA location of HH	*	0520 = Atlanta, GA MSA	832	4,447,171
						0640 = Austin-San Marcos, TX MSA	252	1,436,106
						1122 = Boston-Worcester-Lawrence, MA-NH-ME-CT CMSA	1,362	6,627,074
						1280 = Buffalo-Niagara Falls, NY MSA	273	1,116,181
						1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	306	1,614,831
						1602 = Chicago-Gary-Kenosha, IL-IN-WI CMSA	1,652	8,346,281
						1642 = Cincinnati-Hamilton, OH-KY-IN CMSA	416	1,998,108
						1692 = Cleveland-Akron, OH CMSA	703	3,190,074
						1840 = Columbus, OH MSA	318	1,316,654
						1922 = Dallas-Fort Worth, TX CMSA	859	4,544,361
						2082 = Denver-Boulder-Greeley, CO CMSA	639	2,726,984
						2162 = Detroit-Ann Arbor-Flint, MI CMSA	1,152	5,069,559
						3000 = Grand Rapids-Muskegon-Holland, MI MSA	301	1,159,489

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	309	1,441,127
						3280 = Hartford, CT MSA	238	1,013,007
						3362 = Houston-Galveston-Brazoria, TX CMSA	753	4,132,269
						3480 = Indianapolis, IN MSA	389	1,615,865
						3600 = Jacksonville, FL MSA	258	1,433,993
						3760 = Kansas City, MO-KS MSA	440	1,719,873
						4120 = Las Vegas, NV-AZ MSA	326	1,524,420
						4472 = Los Angeles-Riverside-Orange County, CA CMSA	2,628	15,649,388
						4520 = Louisville, KY-IN MSA	211	935,255
						4920 = Memphis, TN-AR-MS MSA	225	1,162,090
						4992 = Miami-Fort Lauderdale, FL CMSA	542	3,724,199
						5082 = Milwaukee-Racine, WI CMSA	395	1,543,369
						5120 = Minneapolis-St. Paul, MN-WI MSA	815	3,315,786
						5360 = Nashville, TN MSA	256	1,180,718
						5560 = New Orleans, LA MSA	275	1,537,463
						5602 = New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA	3,510	19,143,050
						5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	341	1,832,368
						5880 = Oklahoma City, OK MSA	171	811,326
						5960 = Orlando, FL MSA	297	1,615,457
						6162 = Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA	1,164	5,590,338
						6200 = Phoenix-Mesa, AZ MSA	738	3,493,856
						6280 = Pittsburgh, PA MSA	605	2,252,806
						6442 = Portland-Salem, OR-WA CMSA	553	1,999,545
						6480 = Providence-Fall River-Warwick, RI-MA MSA	239	1,023,176
						6640 = Raleigh-Durham-Chapel Hill, NC MSA	323	1,655,038
						6840 = Rochester, NY MSA	266	1,070,239
						6922 = Sacramento-Yolo, CA CMSA	463	2,146,546
						7040 = St. Louis, MO-IL MSA	606	2,584,387
						7160 = Salt Lake City-Ogden, UT MSA	319	1,137,468
						7240 = San Antonio, TX MSA	236	1,314,273
						7320 = San Diego, CA MSA	566	3,124,713
						7362 = San Francisco-Oakland-San Jose, CA CMSA	1,369	7,252,585
						7602 = Seattle-Tacoma-Bremerton, WA CMSA	998	4,288,443
						8280 = Tampa-St. Petersburg-Clearwater, FL MSA	510	2,332,847

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8872 = Washington-Baltimore, DC-MD-VA-WV CMSA	1,555	8,852,991
						8960 = West Palm Beach-Boca Raton, FL MSA	192	923,431
						9999 = Not in an MSA	13,509	54,100,178
						XXXX = Suppressed, in an MSA of less than 1 million	14,627	63,141,416
HHFAMINC	Char	2	ST	Total HH income last 12 months	M14*	-1 = Appropriate Skip	533	2,576,871
						-7 = Refused	2,231	8,820,559
						-8 = Don't Know	936	4,848,877
						-9 = Not Ascertained	14	122,669
						01 = < $5,000	1,039	6,321,644
						02 = $5,000 - $9,999	2,075	11,473,340
						03 = $10,000 - $14,999	2,200	11,390,768
						04 = $15,000 - $19,999	3,114	16,064,178
						05 = $20,000 - $24,999	2,730	13,679,962
						06 = $25,000 - $29,999	4,106	19,141,696
						07 = $30,000 - $34,999	2,848	13,185,103
						08 = $35,000 - $39,999	4,641	22,081,834
						09 = $40,000 - $44,999	2,373	10,616,992
						10 = $45,000 - $49,999	4,276	18,853,522
						11 = $50,000 - $54,999	2,269	9,701,872
						12 = $55,000 - $59,999	3,698	16,920,331
						13 = $60,000 - $64,999	1,560	7,272,486
						14 = $65,000 - $69,999	2,768	12,016,605
						15 = $70,000 - $74,999	1,456	6,282,167
						16 = $75,000 - $79,999	2,545	11,349,550
						17 = $80,000 - $99,999	4,848	20,899,924
						18 = $100,000 or more	8,022	33,587,217
HHINCTTL	Char	2		Total income all HH members	M14*	-1 = Appropriate Skip	533	2,576,871
						-7 = Refused	2,231	8,820,559
						-8 = Don't Know	936	4,848,877
						-9 = Not Ascertained	14	122,669
						01 = < $5,000	911	5,448,761
						02 = $5,000 - $9,999	1,828	9,943,255
						03 = $10,000 - $14,999	2,034	10,355,794
						04 = $15,000 - $19,999	2,881	14,807,348
						05 = $20,000 - $24,999	2,596	13,305,422
						06 = $25,000 - $29,999	3,958	18,466,240
						07 = $30,000 - $34,999	2,784	12,942,439
						08 = $35,000 - $39,999	4,518	21,433,266
						09 = $40,000 - $44,999	2,454	11,022,554

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						10 = $45,000 - $49,999	4,104	18,193,050
						11 = $50,000 - $54,999	2,339	10,077,168
						12 = $55,000 - $59,999	3,665	16,359,696
						13 = $60,000 - $64,999	1,675	7,772,769
						14 = $65,000 - $69,999	2,715	11,742,170
						15 = $70,000 - $74,999	1,552	6,830,455
						16 = $75,000 - $79,999	2,578	11,483,918
						17 = $80,000 - $99,999	5,233	23,126,339
						18 = $100,000 or more	8,743	37,528,550
HHRESP	Char	2		Person ID of HH respondent	*	01	60,168	276,595,221
						02	64	337,304
						03	23	86,372
						04	9	42,843
						05	11	81,928
						06	7	64,502
HHR_DRVR	Char	2	ST	Driver status of HH respondent	*	1 = Yes, a driver	56,986	257,324,884
						2 = No, not a driver	3,296	19,883,285
HHR_EDUC	Char	2	ST	Education level of HH respondent	M7*	-7 = Refused	64	250,661
						-8 = Don't Know	118	625,141
						-9 = Not Ascertained	1,036	5,817,140
						1 = Less then high school graduate	5,061	27,024,902
						2 = High school graduate, include GED	17,848	81,346,966
						3 = Vocational/technical training	2,303	10,005,646
						4 = Some college, but no degree	10,784	49,414,800
						5 = Associate's degree (for example, AA)	4,588	20,973,524
						6 = Bachelor's degree (for example, BA, AB, BS)	10,733	48,084,128
						7 = Some graduate or professional school, but no degree	1,249	5,360,509
						8 = Graduate or professional school degree (for example, MA, MS, MBA, MD, DDS, PhD, EdD, J	6,498	28,304,753
HHR_HISP	Char	2	ST	Hispanic status of HH respondent	C6*	1 = Yes	4,727	35,043,208
						2 = No	55,555	242,164,961
HHR_RACE	Char	2	ST	Race of HH respondent	C7*	-7 = Refused	270	1,175,301
						-8 = Don't Know	59	313,839
						-9 = Not Ascertained	95	493,416
						01 = White	48,358	193,338,448
						02 = African American, Black	3,884	33,876,668
						03 = Asian Only	1,274	6,520,900
						04 = American Indian, Alaskan Native	321	1,315,739

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						05 = Native Hawaiian, other Pacific Islander	150	702,201
						06 = Hispanic/Mexican Only	2,414	18,489,026
						07 = White & African American	52	245,796
						08 = White & Asian	107	496,507
						09 = White & American Indian	742	2,886,515
						10 = White & Hispanic	1,889	13,150,239
						11 = African American & Hispanic	94	605,194
						12 = American Indian & Hispanic	65	544,027
						13 = Other Combination 2 Races	343	1,983,020
						14 = Other Combination 3 Races	81	610,235
						16 = Other multiracial not listed above	81	442,326
						17 = Other specify	3	18,770
HHR_WRKR	Char	2	ST	Worker status of HH respondent	*	1 = Yes	40,467	191,141,090
						2 = No	19,815	86,067,079
HHSIZE	Num	8	ST	Number of HH members	C3*	1	5,613	22,971,607
						2	18,470	72,139,802
						3	11,373	55,539,127
						4	13,576	67,150,560
						5	7,148	36,570,188
						6	2,580	13,898,052
						7	819	4,780,021
						8	370	2,314,843
						9	180	963,032
						10	79	488,634
						11	48	319,374
						12	12	51,604
						14	14	21,325
HHSTATE	Char	2	ST	State-household location	D4*	AL = Alabama	811	3,982,686
						AR = Arkansas	587	2,775,232
						AZ = Arizona	1,143	4,982,036
						CA = California	6,171	33,601,858
						CO = Colorado	1,092	4,455,066
						CT = Connecticut	645	3,123,464
						FL = Florida	3,009	15,310,226
						GA = Georgia	1,656	8,992,839
						IA = Iowa	798	2,969,947
						IL = Illinois	2,544	11,798,466
						IN = Indiana	1,447	5,678,223
						KS = Kansas	750	2,674,699

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						KY = Kentucky	864	3,878,754
						LA = Louisiana	798	4,044,056
						MA = Massachusetts	1,394	6,604,991
						MD = Maryland	968	5,380,295
						MI = Michigan	2,373	9,618,787
						MN = Minnesota	1,371	5,268,035
						MO = Missouri	1,392	5,511,636
						MS = Mississippi	424	2,133,627
						NC = North Carolina	1,874	9,329,978
						NJ = New Jersey	1,662	7,674,357
						NY = New York	3,438	17,162,326
						OH = Ohio	2,836	11,568,431
						OK = Oklahoma	584	2,634,017
						OR = Oregon	920	3,152,883
						PA = Pennsylvania	3,163	12,870,120
						SC = South Carolina	775	4,120,470
						TN = Tennessee	1,166	5,306,711
						TX = Texas	3,452	18,571,163
						UT = Utah	552	1,989,626
						VA = Virginia	1,664	8,295,711
						WA = Washington	1,715	6,848,539
						WI = Wisconsin	1,540	5,731,915
						XX = Suppressed, HH in state of less than 2 million	4,704	19,166,998
HHSTFIPS	Char	2	ST	FIPS state code for HH	*	01 = Alabama (FIPS Code=01)	811	3,982,686
						04 = Arizona (FIPS Code=04)	1,143	4,982,036
						05 = Arkansas (FIPS Code=05)	587	2,775,232
						06 = California (FIPS Code=06)	6,171	33,601,858
						08 = Colorado (FIPS Code=08)	1,092	4,455,066
						09 = Connecticut (FIPS Code=09)	645	3,123,464
						12 = Florida (FIPS Code=12)	3,009	15,310,226
						13 = Georgia (FIPS Code=13)	1,656	8,992,839
						17 = Illinois (FIPS Code=17)	2,544	11,798,466
						18 = Indiana (FIPS Code=18)	1,447	5,678,223
						19 = Iowa (FIPS Code=19)	798	2,969,947
						20 = Kansas (FIPS Code=20)	750	2,674,699
						21 = Kentucky (FIPS Code=21)	864	3,878,754
						22 = Louisiana (FIPS Code=22)	798	4,044,056
						24 = Maryland (FIPS Code=24)	968	5,380,295
						25 = Massachusetts (FIPS Code=25)	1,394	6,604,991

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						26 = Michigan (FIPS Code=26)	2,369	9,600,193
						27 = Minnesota (FIPS Code=27)	1,373	5,277,837
						28 = Mississippi (FIPS Code=28)	424	2,133,627
						29 = Missouri (FIPS Code=29)	1,392	5,511,636
						30 = Montana (FIPS Code=30)	2	8,791
						34 = New Jersey (FIPS Code=34)	1,662	7,674,357
						36 = New York (FIPS Code=36)	3,438	17,162,326
						37 = North Carolina (FIPS Code=37)	1,875	9,336,591
						39 = Ohio (FIPS Code=39)	2,839	11,572,996
						40 = Oklahoma (FIPS Code=40)	584	2,634,017
						41 = Oregon (FIPS Code=41)	920	3,152,883
						42 = Pennsylvania (FIPS Code=42)	3,162	12,878,819
						45 = South Carolina (FIPS Code=45)	772	4,100,593
						47 = Tennessee (FIPS Code=47)	1,166	5,306,711
						48 = Texas (FIPS Code=48)	3,452	18,571,163
						49 = Utah (FIPS Code=49)	552	1,989,626
						51 = Virginia (FIPS Code=51)	1,663	8,291,677
						53 = Washington (FIPS Code=53)	1,715	6,848,539
						54 = West Virginia (FIPS Code=54)	1	4,035
						55 = Wisconsin (FIPS Code=55)	1,540	5,731,915
						XX = Suppressed, HH in state of less than 2 million	4,704	19,166,998
HHVEHCNT	Num	8	ST	Number of vehicles in HH	B1*	0	2,209	13,997,088
						1	11,599	57,260,360
						2	26,448	118,292,354
						3	12,138	53,860,753
						4	5,000	21,664,772
						5	1,709	7,472,265
						6	718	2,913,280
						7	226	932,376
						8	111	412,671
						9	61	251,679
						10	29	76,005
						11	9	11,115
						12	19	52,968
						15	4	2,877
						19	2	7,607
HOMEOWN	Char	2	ST	Housing unit owned or rented	C2	1 = Own	48,858	206,668,875
						2 = Rent	11,119	68,763,162
						3 = Provided by job or military	276	1,630,642

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						91 = Other	29	145,490
HOMETYPE	Char	2	ST	Type of housing unit	C1	1 = Detached single house	46,253	198,663,531
						2 = Duplex	2,102	12,350,108
						3 = Rowhouse or townhouse	1,739	9,701,945
						4 = Apartment, condominium	6,545	39,637,140
						5 = Mobile home or trailer	3,547	16,426,299
						6 = Dorm room, fraternity or sorority house	29	131,265
						91 = Other	67	297,882
HOUSEID	Char	8		HH ID number	*			
HTEEMPDN	Char	8	ST	Jobs per sq mile - Tract level	*	-9 = Not Ascertained	21	86,865
						0 - 135,173.31		
							60,261	277,121,317
HTHRESDN	Char	9	ST	Housing units per sq mile - Tract level	*	-9 = Not Ascertained	21	86,865
						25 = 0 to 49	12,038	48,125,009
						150 = 50 to 249	10,517	43,848,892
						700 = 250 to 999	14,238	62,680,771
						2000 = 1,000 to 2,999	17,116	82,617,033
						4000 = 3,000 to 4,999	3,529	19,590,716
						6000 = 5,000 to 999K	2,823	20,258,883
HTHTNRNT	Num	8	ST	Percent renter-occupied - Tract level	*	-9 = Not Ascertained	21	86,865
						0 - 100%		
							60,261	277,121,313
HTHUR	Char	2	ST	Urban / Rural indicator - Tract level	*	-9 = Not Ascertained	21	86,865
						C = Second City	10,096	48,740,980
						R = Rural	13,955	56,471,992
						S = Suburban	14,983	68,585,907
						T = Town	14,360	60,157,900
						U = Urban	6,867	43,164,525
HTPPOPDN	Char	9	ST	Population per sq mile - Tract level	*	-9 = Not Ascertained	21	86,865
						50 = 0 to 99	10,805	43,101,035
						300 = 100 to 499	10,270	42,482,056
						750 = 500 to 999	5,463	23,488,918
						1500 = 1,000 to 1,999	7,314	32,156,720
						3000 = 2,000 to 3,999	10,668	48,694,462
						7000 = 4,000 to 9,999	11,700	58,900,224
						17000 = 10,000 to 24,999	2,931	19,488,118
						30000 = 25,000 to 999K	1,110	8,809,772
IMPTAGE	Char	1		Subjects age was imputed	*	1 = Yes	845	4,400,822
						2 = No	59,437	272,807,347

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
IMPTHOWN	Char	1		HOMEOWN was imputed	*	1 = Yes	86	444,069
						2 = No	60,196	276,764,100
IMPTHTYP	Char	1		HOMETYPE was imputed	*	1 = Yes	70	302,609
						2 = No	60,212	276,905,560
IMPTRACE	Char	1		Race of HH respondent was imputed	*	1 = Yes	567	2,925,074
						2 = No	59,715	274,283,095
IMPTSEX	Char	1		Subjects sex was imputed	*	1 = Yes	62	292,325
						2 = No	60,220	276,915,844
INDVINC	Char	2		Income of respondent if reported separately	M24*	-1 = Appropriate Skip	58,917	269,523,940
						01 = < $5,000	144	908,533
						02 = $5,000 - $9,999	217	1,220,087
						03 = $10,000 - $14,999	162	867,926
						04 = $15,000 - $19,999	148	776,909
						05 = $20,000 - $24,999	114	740,090
						06 = $25,000 - $29,999	121	748,249
						07 = $30,000 - $34,999	77	402,840
						08 = $35,000 - $39,999	77	441,131
						09 = $40,000 - $44,999	41	223,787
						10 = $45,000 - $49,999	48	250,653
						11 = $50,000 - $54,999	21	92,763
						12 = $55,000 - $59,999	39	178,468
						13 = $60,000 - $64,999	18	82,565
						14 = $65,000 - $69,999	23	139,850
						15 = $70,000 - $74,999	14	105,635
						16 = $75,000 - $79,999	19	59,737
						17 = $80,000 - $99,999	33	184,807
						18 = $100,000 or more	49	260,198
LANG	Char	1	ST	Interview Language	*	1 = English	58,771	266,538,460
						2 = Spanish	1,511	10,669,709
LASTRPMM	Char	2		Date of last trip before travel day, Month	G14	-1 = Appropriate Skip	53,281	245,090,128
						-7 = Refused	3	12,582
						-8 = Don't Know	250	1,130,993
						-9 = Not Ascertained	2	9,271
						01 = January	620	2,785,223
						02 = February	803	2,465,712
						03 = March	923	2,689,243
						04 = April	818	2,160,379
						05 = May	361	2,212,195
						06 = June	325	2,093,893

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						07 = July	372	2,784,117
						08 = August	583	2,959,359
						09 = September	329	2,101,927
						10 = October	333	2,296,638
						11 = November	445	2,500,058
						12 = December	834	3,916,450
LASTRPYY	Char	4		Date of last trip before travel day, Year	G14	-1 = Appropriate Skip	53,281	245,090,128
						-7 = Refused	3	12,582
						-8 = Don't Know	225	1,040,949
						-9 = Not Ascertained	2	9,271
						1978	1	3,864
						1994	1	6,488
						1995	2	6,982
						1997	2	8,081
						1998	2	8,318
						1999	1	3,680
						2000	34	177,829
						2001	3,977	22,074,558
						2002	2,751	8,765,438
LIF_CYC	Char	2	ST	Household life cycle	*	01 = one adult, no children	3,128	13,742,735
						02 = 2+ adults, no children	11,294	50,160,449
						03 = one adult, youngest child 0-5	829	5,736,105
						04 = 2+ adults, youngest child 0-5	13,277	69,688,004
						05 = one adult, youngest child 6-15	1,537	8,241,747
						06 = 2+ adults, youngest child 6-15	13,790	64,236,889
						07 = one adult, youngest child 16-21	499	2,613,748
						08 = 2+ adults, youngest child 16-21	3,815	18,741,087
						09 = one adult, retired, no children	2,390	8,750,371
						10 = 2+ adults, retired, no children	9,723	35,297,033
LSTTRDAY	Num	8	ST	Number of days since last trip before travel day	G15*	-9 = Not Ascertained	514	2,363,782
						-1 = Appropriate Skip	53,281	245,090,128
						0 - 730	6,487	29,754,254
LSTTRDT	Char	6		Month, Year of last trip before travel day	G14*	-1 = Appropriate Skip	53,281	245,090,128
						-9 = Not Ascertained	514	2,363,782
						199512	1	5,046
						200003	1	4,238
						200008	1	5,218
						200010	4	19,505

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						200011	2	5,886
						200012	6	36,263
						200101	17	70,984
						200102	9	30,476
						200103	56	164,991
						200104	307	968,811
						200105	340	2,079,949
						200106	310	2,001,718
						200107	343	2,598,778
						200108	569	2,877,105
						200109	319	2,052,512
						200110	320	2,240,623
						200111	419	2,378,144
						200112	802	3,759,580
						200201	577	2,586,080
						200202	759	2,322,372
						200203	837	2,430,607
						200204	487	1,110,205
						200205	1	5,168
MEDCOND	Char	2	ST	Have a medical condition making travel difficult	M4	-1 = Appropriate Skip	13,062	65,523,101
						-7 = Refused	18	68,872
						-8 = Don't Know	18	65,495
						-9 = Not Ascertained	20	127,584
						1 = Yes	4,373	18,133,416
						2 = No	42,791	193,289,700
MEDCOND6	Char	2	ST	Length of time with medical condition	M5	-1 = Appropriate Skip	55,909	259,074,753
						-7 = Refused	3	3,951
						-8 = Don't Know	15	67,992
						1 = 0-5 months	308	1,404,239
						2 = 6-11 months	241	1,034,306
						3 = 1-4 years	1,348	5,454,932
						4 = 5-9 years	909	3,749,196
						5 = 10 years or more	1,337	5,390,806
						6 = All his/her Life	212	1,027,993
MSACAT	Char	2	ST	MSA/CMSA category	*	1 = MSA of 1 million or more, with rail	8,749	50,683,293
						2 = MSA of 1 million or more, and not in 1	23,397	109,283,282
						3 = MSA less than 1 million	14,627	63,141,416
						4 = Not in MSA (CMSA)	13,509	54,100,178

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
MSASIZE	Char	2	ST	Population size of HH MSA	*	1 = In an MSA of Less than 250,000	4,547	18,579,738
						2 = In an MSA of 250,000 - 499,999	5,184	22,596,838
						3 = In an MSA of 500,000 - 999,999	4,896	21,964,840
						4 = In an MSA or CMSA of 1,000,000 - 2,999,999	13,032	58,805,011
						5 = In an MSA or CMSA of 3 million or more	19,114	101,161,564
						6 = Not in MSA or CMSA	13,509	54,100,178
NBIKETRP	Num	8	ST	Number of bike trips in past week	L4	-9 = Not Ascertained	16	90,824
						-8 = Don't Know	44	260,417
						-7 = Refused	2	17,393
						-1 = Appropriate Skip	13,067	65,551,975
						0	43,867	194,796,034
						1	1,279	6,339,152
						2	794	3,995,259
						3	428	2,220,705
						4	230	1,148,337
						5	224	1,116,363
						6	69	329,097
						7	149	791,276
						8	13	77,735
						9	9	22,531
						10	38	236,910
						12	12	38,875
						13	1	7,274
						14	7	25,859
						15	8	33,658
						17	1	1,324
						20	13	55,271
						21	1	4,513
						22	1	1,253
						24	1	3,559
						25	3	9,961
						28	1	6,599
						30	2	23,082
						35	1	1,338
						42	1	1,595
NUMADLT	Num	8	ST	Number of adults in HH	C8*	1	7,851	35,749,063
						2	40,877	176,029,097
						3	8,139	45,501,516
						4	2,694	15,697,968

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						5	518	2,902,808
						6	165	1,199,479
						7	4	25,306
						8	12	68,333
						9	8	13,276
						10	14	21,325
NWALKTRP	Num	8	ST	Number of walk trips in past week	L3	-9 = Not Ascertained	45	256,438
						-8 = Don't Know	353	1,862,089
						-7 = Refused	6	24,292
						-1 = Appropriate Skip	13,067	65,551,975
						0	14,699	64,440,589
						1	3,243	14,608,284
						2	5,170	23,328,574
						3	5,724	25,394,809
						4	3,239	14,887,099
						5	3,739	16,664,542
						6	1,365	6,074,382
						7	5,383	23,873,341
						8	277	1,281,579
						9	93	492,281
						10	1,098	5,326,976
						11	26	114,178
						12	293	1,365,177
						13	24	112,591
						14	637	2,840,312
						15	360	1,778,704
						16	32	169,744
						17	17	73,437
						18	29	126,630
						19	5	37,897
						20	431	2,125,016
						21	179	789,112
						22	8	25,239
						23	5	12,886
						24	22	105,604
						25	149	718,682
						26	5	19,201
						27	1	6,004
						28	61	300,799

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						30	163	869,090
						32	4	14,224
						33	1	2,181
						34	2	2,819
						35	63	269,178
						36	8	49,871
						37	1	3,592
						38	1	14,266
						40	52	234,930
						42	11	48,924
						43	1	994
						45	3	23,566
						48	1	4,584
						49	5	22,594
						50	107	524,588
						54	1	3,746
						55	1	8,253
						56	4	15,920
						58	1	6,323
						60	15	72,915
						63	1	608
						65	1	3,691
						70	31	129,567
						72	1	4,599
						75	8	21,097
						80	4	27,569
						84	3	17,634
						90	3	22,382
OCCAT	Char	2	ST	Occupational category	E7*	-1 = Appropriate Skip	31,139	141,277,062
						-7 = Refused	9	55,005
						-8 = Don't Know	22	112,962
						-9 = Not Ascertained	3	27,687
						01 = Sales or Service	8,039	38,644,856
						02 = Clerical or administrative support	3,582	16,059,850
						03 = Manufacturing, construction, maintenance, or farming	5,704	28,259,379
						04 = Professional, managerial or technical	11,777	52,745,099
						91 = Other	7	26,268
OUTCNTRY	Char	2	ST	Out of country entire travel day	G10	-1 = Appropriate Skip	58,429	268,272,919

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-8 = Don't Know	1	1,582
						1 = Yes	132	651,221
						2 = No	1,720	8,282,448
OUTOFTWN	Char	2	ST	Out of town entire travel day	G9*	-1 = Appropriate Skip	57,183	262,141,570
						-9 = Not Ascertained	2	7,411
						1 = Yes	1,494	7,047,600
						2 = No	1,603	8,011,588
PAYPROF	Char	2	ST	Worked for pay or profit last week	E4	-1 = Appropriate Skip	40,021	191,343,084
						-7 = Refused	14	66,036
						-8 = Don't Know	7	36,878
						-9 = Not Ascertained	8	46,808
						1 = Yes	2,185	10,124,560
						2 = No	18,047	75,590,805
PERSONID	Char	2		Person ID number	*			
PRCASEID	Char	2		Person ID number	*			
PRMACT	Char	2	ST	Primary activity last week	E3	-1 = Appropriate Skip	13,063	65,536,536
						-7 = Refused	16	106,979
						-8 = Don't Know	40	192,095
						-9 = Not Ascertained	8	46,808
						1 = Working	25,122	117,016,323
						2 = Temporarily absent from a job or business	1,836	8,790,224
						3 = Looking for work	839	4,998,707
						4 = A homemaker	4,676	20,648,050
						5 = Going to school	2,486	13,005,485
						6 = Retired	10,139	36,489,490
						7 = Doing something else	2,057	10,377,470
PRMDRVR1	Char	2		HH vehicle of which respondent is primary driver	C12*	-1 = Appropriate Skip	23,249	117,596,466
						01	20,899	88,934,047
						02	12,278	52,933,939
						03	2,884	13,198,761
						04	709	3,288,741
						05	178	840,719
						06	51	234,022
						07	17	67,898
						08	6	45,606
						09	3	17,576
						10	3	16,633
						11	2	12,847

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						13	1	726
						15	1	7,429
						17	1	12,760
PRMDRVR2	Char	2		2nd HH vehicle of which respondent is primary driv	C12*	-1 = Appropriate Skip	55,696	259,271,535
						02	2,038	7,977,858
						03	1,684	6,490,502
						04	565	2,253,427
						05	201	837,335
						06	63	260,542
						07	22	74,208
						08	10	35,107
						09	3	7,655
PRMDRVR3	Char	2		3rd HH vehicle of which respondent is primary driv	C12*	-1 = Appropriate Skip	59,366	273,942,680
						03	378	1,350,277
						04	342	1,202,433
						05	108	394,959
						06	57	200,271
						07	17	67,232
						08	9	28,257
						09	3	17,286
						10	1	1,115
						12	1	3,660
PROXCAT	Char	2	ST	Proxy status of ext interview respondent	*	1 = Proxy Required - 13 years or younger	11,340	57,347,451
						2 = Proxy Allowed - 14-15 years	1,649	7,794,134
						3 = Proxy Often - 16-17 years	844	4,048,183
						4 = Proxy for adult - 18 years or older	10,196	46,046,920
						5 = Interview completed by self, not proxy	36,253	161,971,481
PROXY	Char	2	ST	Ext interview info from respondent or proxy	E1	1 = Subject	36,253	161,971,481
						2 = Proxy	24,029	115,236,688
PTUSED	Char	2	ST	Public transit use last 2 months	L11	-1 = Appropriate Skip	13,067	65,551,975
						-7 = Refused	1	6,776
						-8 = Don't Know	91	454,877
						-9 = Not Ascertained	16	104,420
						1 = Two or more days a week	2,186	14,062,476
						2 = About once a week	1,012	5,480,552
						3 = Once or twice a month	1,831	9,460,946
						4 = Less than once a month	1,558	7,432,090

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						5 = Never	36,867	160,080,951
						6 = Not available	3,653	14,573,106
RAIL	Char	2	ST	Rail (subway) category of HH	*	1 = MSA has rail	8,749	50,683,293
						2 = MSA does not have rail, or hh not in an MSA	51,533	226,524,876
R_AGEWGT	Num	8	ST	Age of respondent	*	0	693	3,627,142
						1	643	3,298,918
						2	867	4,495,699
						3	769	4,026,661
						4	768	4,130,809
						5	795	3,979,831
						6	787	3,964,595
						7	839	4,208,574
						8	851	4,121,261
						9	802	3,944,411
						10	849	4,119,640
						11	893	4,544,785
						12	900	4,493,819
						13	885	4,399,640
						14	845	3,976,841
						15	848	4,022,255
						16	821	4,018,498
						17	723	3,535,126
						18	645	4,191,566
						19	458	3,131,815
						20	526	3,659,479
						21	484	3,168,131
						22	504	3,412,084
						23	492	3,348,365
						24	530	3,396,400
						25	568	3,726,902
						26	571	3,594,176
						27	553	3,381,574
						28	657	4,082,515
						29	664	4,007,550
						30	791	4,885,465
						31	775	4,499,044
						32	751	4,416,916
						33	746	4,274,082
						34	757	4,586,550

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						35	810	4,087,492
						36	887	4,371,245
						37	845	3,988,452
						38	928	4,396,690
						39	870	4,168,016
						40	1,084	5,127,230
						41	948	4,467,581
						42	1,017	4,938,999
						43	945	4,578,494
						44	913	4,177,915
						45	1,046	3,943,142
						46	936	3,393,299
						47	1,042	3,908,804
						48	956	3,437,808
						49	949	3,634,045
						50	1,070	4,317,983
						51	897	3,393,742
						52	929	3,456,210
						53	912	3,342,779
						54	903	3,277,380
						55	835	2,838,647
						56	714	2,643,322
						57	727	2,573,788
						58	757	2,697,515
						59	697	2,472,521
						60	761	2,814,519
						61	549	1,923,264
						62	711	2,573,282
						63	560	2,010,468
						64	582	2,154,403
						65	622	2,197,954
						66	520	1,847,973
						67	597	2,156,992
						68	492	1,767,706
						69	511	1,707,180
						70	613	2,063,334
						71	461	1,553,183
						72	556	1,956,696
						73	476	1,713,694

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						74	465	1,637,573
						75	480	1,806,940
						76	434	1,500,482
						77	382	1,310,423
						78	373	1,359,312
						79	362	1,319,504
						80	339	1,222,654
						81	265	928,679
						82	258	882,844
						83	225	830,800
						84	203	704,840
						85	161	547,481
						86	155	555,376
						87	104	390,791
						88	108	417,316
						89	74	252,350
						90	67	244,199
						91	42	168,125
						92	26	76,275
						93	25	89,442
						94	23	85,972
						95	8	35,684
						96	11	38,608
						97	4	15,614
						98	3	16,435
						99	2	5,390
						100	3	11,794
						101	1	4,664
						104	1	3,735
R_RELAT	Char	2		Respondent relationship to HH respondent	C8*	-7 = Refused	36	182,081
						-8 = Don't Know	8	75,977
						-9 = Not Ascertained	11	82,219
						1 = Self	25,382	110,533,143
						2 = Spouse	13,866	57,221,985
						3 = Child	15,671	79,707,701
						4 = Parent	1,375	6,358,430
						5 = Sibling	699	4,438,527
						6 = Other relative	1,548	9,283,613
						7 = Unmarried Partner	759	3,945,136

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8 = Non-relative	927	5,379,357
						1 = Male	28,583	135,291,165
R_SEX	Char	2	ST	Sex of respondent	C8*	2 = Female	31,699	141,917,004
SAMEPLC	Char	2	ST	Stayed at same place all day	G13	-1 = Appropriate Skip	53,281	245,090,128
						1 = Yes	7,001	32,118,041
TDAYDATE	Char	6	ST	Travel day date (YYYYMM)	*	200103	102	413,843
						200104	3,603	10,326,357
						200105	3,896	22,668,136
						200106	3,521	22,784,231
						200107	2,899	23,543,709
						200108	4,662	23,543,710
						200109	3,636	22,784,231
						200110	3,403	23,543,708
						200111	3,714	22,784,232
						200112	4,953	23,543,708
						200201	4,891	23,543,708
						200202	6,999	21,265,285
						200203	7,748	23,129,865
						200204	6,114	12,457,874
						200205	141	875,572
TDBOA911	Char	1	ST	Travel day before or on/after 9/11	*	1 = Travel day was before 9/11/01	20,706	115,851,289
						2 = Travel day was on or after 9/11/01	39,576	161,356,880
TIMETOWK	Num	8	ST	Minutes to go to work last week	E15	-9 = Not Ascertained	5	36,191
						-8 = Don't Know	108	527,913
						-7 = Refused	5	32,493
						-5 = Did Not work last week	645	3,165,382
						-4 = Did Not work in usual workplace last week	183	814,933
						-1 = Appropriate Skip	34,388	155,044,157
						1 - 420	24,948	117,587,103
TOT_DTM1	Num	8	ST	Total Daily Trips- POV	*	0	11,160	55,049,506
						1	1,589	8,126,832
						2	12,363	56,533,696
						3	6,271	28,842,356
						4	9,214	42,006,765
						5	5,686	25,556,198
						6	4,987	22,030,043
						7	3,121	13,377,579
						8	2,271	9,826,843
						9	1,417	6,188,261

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						10	877	3,886,113
						11	516	2,294,231
						12	357	1,539,438
						13	170	793,938
						14	105	450,659
						15	65	266,750
						16	46	176,499
						17	30	120,390
						18	13	43,165
						19	11	43,671
						20	7	29,006
						22	3	14,201
						23	2	8,399
						30	1	3,630
TOT_DTM2	Num	8	ST	Total Daily Trips- Transit	*	0	58,994	268,344,403
						1	362	2,418,898
						2	738	5,120,196
						3	110	861,591
						4	50	297,197
						5	16	105,040
						6	7	35,289
						7	1	5,919
						8	1	6,487
						9	1	10,968
						10	2	2,183
TOT_DTM3	Num	8	ST	Total Daily Trips- School Bus	*	0	57,764	266,099,348
						1	796	3,637,459
						2	1,650	7,188,889
						3	42	166,013
						4	26	101,646
						5	4	14,814
TOT_DTM4	Num	8	ST	Total Daily Trips- Walk	*	0	50,835	231,429,947
						1	3,098	13,919,237
						2	4,631	22,806,772
						3	692	3,523,415
						4	652	3,426,995
						5	155	886,849
						6	134	748,451
						7	40	235,939

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8	23	135,899
						9	5	29,687
						10	8	34,071
						11	2	5,745
						12	3	12,962
						13	1	2,680
						14	3	9,518
TOT_DTM5	Num	8	ST	Total Daily Trips- Other	*	0	58,265	267,133,375
						1	833	4,100,568
						2	927	4,742,611
						3	124	543,427
						4	90	465,544
						5	19	103,045
						6	10	32,664
						7	7	32,179
						8	5	32,318
						9	1	9,698
						16	1	12,741
TOT_DTR1	Num	8	ST	Total Daily Trips- Work	*	0	43,493	199,660,660
						1	582	2,889,392
						2	14,009	64,975,211
						3	1,320	5,933,171
						4	747	3,222,338
						5	65	273,938
						6	46	184,466
						7	9	22,531
						8	8	27,464
						9	2	11,500
						11	1	7,498
TOT_DTR2	Num	8	ST	Total Daily Trips- Work Related	*	0	57,207	263,582,043
						1	1,046	4,733,367
						2	1,094	4,859,075
						3	356	1,509,254
						4	258	1,139,876
						5	140	581,895
						6	77	346,176
						7	47	159,450
						8	27	129,726
						9	12	70,035

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						10	4	17,473
						11	7	48,582
						12	4	20,690
						13	2	6,562
						14	1	3,965
TOT_DTR3	Num	8	ST	Total Daily Trips- Family/Personal	*	0	25,033	117,922,277
						1	6,031	28,098,064
						2	11,307	51,842,815
						3	5,716	25,763,409
						4	4,934	22,078,408
						5	2,694	11,782,001
						6	1,915	8,407,522
						7	1,071	4,591,680
						8	676	2,837,699
						9	375	1,644,066
						10	229	1,003,440
						11	119	457,214
						12	73	333,764
						13	42	152,270
						14	28	157,931
						15	20	57,261
						16	8	24,416
						17	4	18,097
						18	3	11,093
						20	2	15,678
						21	1	3,630
						24	1	5,433
TOT_DTR4	Num	8	ST	Total Daily Trips- Church/School	*	0	48,916	224,981,920
						1	1,224	5,916,453
						2	8,610	39,438,241
						3	575	2,757,238
						4	827	3,591,512
						5	73	302,596
						6	49	193,011
						7	3	4,248
						8	4	20,040
						12	1	2,911
TOT_DTR5	Num	8	ST	Total Daily Trips- Social/Recreation	*	0	33,015	151,336,229
						1	6,141	27,679,541

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2	12,361	57,043,360
						3	3,680	17,283,716
						4	3,136	14,681,000
						5	1,078	5,058,450
						6	557	2,610,003
						7	184	868,722
						8	77	387,913
						9	25	132,530
						10	19	88,813
						11	6	24,873
						12	1	4,185
						13	1	4,573
						14	1	4,260
TOT_DTR6	Num	8	ST	Total Daily Trips- Other	*	0	58,991	271,276,237
						1	785	3,569,962
						2	390	1,872,260
						3	83	329,953
						4	24	132,764
						5	4	11,185
						6	3	10,903
						7	2	4,905
						0	58,991	271,276,237
						1	785	3,569,962
						2	390	1,872,260
						3	83	329,953
						4	24	132,764
						5	4	11,185
						6	3	10,903
						7	2	4,905
TOT_TTM1	Num	8	ST	Total Travel Period Trips-POV	*	0	38,537	181,100,701
						1	14,216	63,503,891
						2	4,233	18,592,789
						3	1,464	6,048,296
						4	757	3,217,105
						5	341	1,415,196
						6	169	653,516
						7	107	489,951
						8	71	284,890
						9	42	165,456

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						10	32	158,506
						11	20	98,616
						12	36	206,041
						13	15	49,750
						14	13	53,538
						15	23	146,707
						16	26	108,868
						17	17	69,383
						18	17	84,854
						19	16	109,530
						20	61	339,292
						21	28	105,663
						22	7	24,602
						23	7	22,708
						24	12	84,803
						25	2	15,378
						26	7	28,581
						27	3	18,345
						28	3	11,213
TOT_TTM2	Num	8	ST	Total Travel Period Trips-Air	*	0	57,550	265,171,889
						1	2,337	10,235,933
						2	276	1,270,149
						3	67	288,991
						4	26	124,652
						5	16	70,257
						6	5	21,383
						7	1	4,973
						8	3	16,957
						12	1	2,986
TOT_TTM3	Num	8	ST	Total Travel Period Trips-Bus	*	0	59,588	273,896,942
						1	579	2,789,087
						2	74	370,058
						3	22	76,570
						4	9	47,396
						5	2	3,518
						6	2	6,052
						7	1	3,447
						11	2	5,530
						17	2	7,997

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						19	1	1,571
TOT_TTM4	Num	8	ST	Total Travel Period Trips-Train	*	0	60,099	276,329,415
						1	149	727,450
						2	7	28,553
						3	9	46,271
						4	3	15,405
						5	1	10,299
						6	2	10,575
						8	2	10,528
						10	1	2,019
						12	2	8,297
						14	2	5,030
						16	1	9,188
						19	2	2,553
						20	1	2,131
						21	1	455
TOT_TTM5	Num	8	ST	Total Travel Period Trips-Ship	*	0	60,247	277,060,411
						1	34	139,013
						2	1	8,745
TOT_TTM6	Num	8	ST	Total Travel Period Trips-Other	*	0	60,251	277,086,748
						1	25	95,182
						2	2	10,686
						4	1	5,842
						10	1	2,720
						17	2	6,991
TOT_TTR1	Num	8	ST	Total Travel Period Trips-Business	*	0	56,213	259,909,181
						1	2,227	9,570,503
						2	694	2,833,042
						3	310	1,174,605
						4	228	950,866
						5	110	445,734
						6	61	251,421
						7	44	190,231
						8	53	247,591
						9	22	78,885
						10	26	102,994
						11	11	46,652
						12	32	149,051
						13	13	45,099

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						14	17	70,885
						15	23	144,087
						16	26	121,342
						17	17	70,632
						18	11	60,766
						19	24	148,929
						20	72	378,544
						21	13	58,773
						22	6	13,502
						23	10	45,621
						24	6	34,932
						25	3	13,459
						26	6	27,335
						27	2	15,976
						28	2	7,528
TOT_TTR2	Num	8	ST	Total Travel Period Trips-Pleasure/Leisure	*	0	42,579	198,115,037
						1	13,233	59,024,338
						2	2,982	13,579,362
						3	859	3,699,832
						4	365	1,586,060
						5	128	563,221
						6	63	238,195
						7	35	211,503
						8	18	86,833
						9	8	48,597
						10	3	7,835
						11	4	21,944
						13	1	7,126
						15	1	1,609
						16	1	6,861
						17	1	4,899
						20	1	4,916
TOT_TTR3	Num	8	ST	Total Travel Period Trips-Personal Business	*	0	56,123	259,557,183
						1	3,150	13,457,708
						2	646	2,662,651
						3	171	775,184
						4	117	460,665
						5	25	94,855
						6	22	75,015

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						7	6	19,190
						8	5	21,508
						9	4	15,730
						10	4	26,417
						11	2	9,973
						12	2	22,858
						16	1	1,517
						20	3	5,819
						21	1	1,895
TOT_TTR4	Num	8	ST	Total Travel Period Trips-Other	*	0	59,202	272,314,844
						1	775	3,524,340
						2	234	1,095,455
						3	38	123,742
						4	24	99,201
						5	2	16,424
						6	4	25,343
						7	1	3,114
						9	1	2,720
						12	1	2,986
TRAVDAY	Char	1	ST	Travel day - day of week	*	1 = Sunday	8,681	40,252,146
						2 = Monday	9,008	39,492,670
						3 = Tuesday	8,578	39,492,670
						4 = Wednesday	11,785	39,492,670
						5 = Thursday	7,256	39,492,671
						6 = Friday	7,415	39,492,671
						7 = Saturday	7,559	39,492,671
URBAN	Char	2	ST	Household in urbanized area	*	1 = In an urban cluster	7,104	30,022,673
						2 = In an urban area	38,020	186,877,447
						3 = In an area surrounded by urban areas	55	174,182
						4 = Not in urban area	15,103	60,133,867
URBRUR	Char	2	ST	Household in urban/rural area	*	1 = Urban	45,179	217,074,302
						2 = Rural	15,103	60,133,867
USEPUBTR	Char	2	ST	Used public transit on travel day	G19	-1 = Appropriate Skip	7,278	33,488,668
						-8 = Don't Know	2	18,311
						-9 = Not Ascertained	7	54,373
						1 = Yes	1,954	11,947,708
						2 = No	51,041	231,699,109
USULDRV	Char	2	ST	Usually drive alone or carpool to work	E17	-1 = Appropriate Skip	36,954	169,592,186
						-7 = Refused	1	14,687

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-8 = Don't Know	24	119,919
						-9 = Not Ascertained	50	277,849
						1 = Alone	21,226	96,246,731
						2 = Carpool	2,027	10,956,796
WEBACC	Char	2	ST	Access to Internet in past 6 months	M1	-1 = Appropriate Skip	13,062	65,523,101
						-7 = Refused	9	45,785
						-8 = Don't Know	24	131,333
						-9 = Not Ascertained	19	115,529
						1 = Yes	32,782	146,104,565
						2 = No	14,386	65,287,856
WEBHOME	Char	2	ST	Use Internet from home	M3	-1 = Appropriate Skip	30,081	141,851,499
						-7 = Refused	2	14,306
						-9 = Not Ascertained	4	22,758
						1 = Yes	26,268	115,877,988
						2 = No	3,927	19,441,618
WEBOTHER	Char	2	ST	Use Internet from other than work & home	M3	-1 = Appropriate Skip	30,081	141,851,499
						-7 = Refused	1	10,372
						-8 = Don't Know	37	173,152
						-9 = Not Ascertained	4	22,758
						1 = Yes	5,843	29,531,917
						2 = No	24,316	105,618,470
WEBUSE	Char	2	ST	Frequency of Internet use last 6 months	M2	-1 = Appropriate Skip	27,448	130,810,958
						-7 = Refused	15	44,231
						-8 = Don't Know	78	406,288
						-9 = Not Ascertained	19	115,529
						1 = Almost everyday	16,610	73,208,819
						2 = Several times a week	7,012	31,598,299
						3 = Once a week	3,651	16,739,108
						4 = Once a month	2,928	13,810,444
						5 = Never	2,521	10,474,494
WEBWHER	Char	2	ST	Where use Internet	M3*	-1 = Appropriate Skip	15,583	75,997,596
						-7 = Refused	15	44,231
						-8 = Don't Know	81	419,576
						-9 = Not Ascertained	80	401,719
						01 = Home only	12,518	53,948,355
						02 = Work only	2,310	10,266,342
						03 = Other only	1,180	6,799,704
						04 = Home and Work	9,466	41,310,577
						05 = Home and Other	2,498	12,048,063

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						06 = Work and Other	379	2,113,158
						07 = Home, Work, and Other	1,786	8,570,992
						08 = No internet access	14,386	65,287,856
WEBWORK	Char	2	ST	Use Internet from work	M3	-1 = Appropriate Skip	30,081	141,851,499
						-7 = Refused	1	10,372
						-8 = Don't Know	67	325,828
						-9 = Not Ascertained	4	22,758
						1 = Yes	13,941	62,261,069
						2 = No	16,188	72,736,642
WHERBORN	Char	2	ST	Region of birth	M9*	-1 = Appropriate Skip	55,828	250,851,350
						-7 = Refused	31	219,570
						-8 = Don't Know	10	36,586
						-9 = Not Ascertained	21	131,612
						01 = US_Territories	132	890,351
						02 = Canada	255	989,906
						03 = Mexico	918	6,899,217
						04 = Central America	196	1,517,532
						05 = South America	280	1,897,663
						06 = Europe & Scandinavia/Polar Regions	776	3,374,138
						07 = Eastern Europe & Russia/USSR	282	1,271,332
						08 = Middle East	141	732,380
						09 = Africa	105	773,382
						10 = Indian Subcontinent	230	1,212,870
						11 = East Asia	524	2,706,745
						12 = Pacific Islands/ Australia	224	1,142,650
						13 = Caribbean/Atlantic Islands	325	2,528,664
						91 = Other	4	32,221
WKFMHM2M	Char	2	ST	Work from home instead of workplace	E19	-1 = Appropriate Skip	34,388	155,044,157
						-7 = Refused	1	8,234
						-8 = Don't Know	14	88,754
						-9 = Not Ascertained	5	36,191
						1 = Yes (worked home instead of at work)	2,459	10,726,657
						2 = No (never worked solely from home)	23,415	111,304,177
WKFMHMXX	Char	2	ST	Frequency of working from home	E20	-1 = Appropriate Skip	57,823	266,481,512
						-7 = Refused	2	9,150
						-8 = Don't Know	11	42,841
						1 = Almost every day	471	1,943,203
						2 = Once a week or more	891	3,846,566
						3 = Once a month or more	641	2,850,822

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						4 = A few times a year	406	1,861,854
						5 = Once a year	37	172,220
WKFTPT	Char	2	ST	Work full or part time	E5	-1 = Appropriate Skip	31,139	141,277,062
						-7 = Refused	4	17,257
						-8 = Don't Know	18	93,585
						-9 = Not Ascertained	3	27,687
						1 = Full-time	23,295	109,307,158
						2 = Part-time	5,690	25,874,902
						3 = Multiple Jobs	133	610,520
WKSTFIPS	Char	2	ST	FIPS state code for work	*	-1 = Appropriate Skip	33,067	151,253,652
						-9 = Not Ascertained	10	44,827
						01 = Alabama (FIPS Code=01)	349	1,796,239
						02 = Alaska (FIPS Code=02)	2	6,444
						04 = Arizona (FIPS Code=04)	451	2,060,436
						05 = Arkansas (FIPS Code=05)	233	1,097,338
						06 = California (FIPS Code=06)	2,736	14,911,216
						08 = Colorado (FIPS Code=08)	523	2,204,542
						09 = Connecticut (FIPS Code=09)	319	1,493,219
						10 = Delaware (FIPS Code=10)	6	30,668
						11 = District of Columbia (FIPS Code=11)	8	40,676
						12 = Florida (FIPS Code=12)	1,226	6,578,438
						13 = Georgia (FIPS Code=13)	724	3,849,585
						15 = Hawaii (FIPS Code=15)	4	13,501
						16 = Idaho (FIPS Code=16)	20	71,696
						17 = Illinois (FIPS Code=17)	1,190	5,547,142
						18 = Indiana (FIPS Code=18)	693	2,781,803
						19 = Iowa (FIPS Code=19)	389	1,402,925
						20 = Kansas (FIPS Code=20)	367	1,392,932
						21 = Kentucky (FIPS Code=21)	386	1,758,008
						22 = Louisiana (FIPS Code=22)	317	1,670,382
						23 = Maine (FIPS Code=23)	22	69,329
						24 = Maryland (FIPS Code=24)	482	2,566,493
						25 = Massachusetts (FIPS Code=25)	680	3,302,926
						26 = Michigan (FIPS Code=26)	983	4,026,985
						27 = Minnesota (FIPS Code=27)	691	2,753,789
						28 = Mississippi (FIPS Code=28)	178	880,289
						29 = Missouri (FIPS Code=29)	636	2,535,328
						30 = Montana (FIPS Code=30)	17	59,519
						31 = Nebraska (FIPS Code=31)	21	61,456

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						32 = Nevada (FIPS Code=32)	13	38,613
						33 = New Hampshire (FIPS Code=33)	23	94,760
						34 = New Jersey (FIPS Code=34)	704	3,364,037
						35 = New Mexico (FIPS Code=35)	16	86,110
						36 = New York (FIPS Code=36)	1,659	8,143,882
						37 = North Carolina (FIPS Code=37)	820	4,120,805
						38 = North Dakota (FIPS Code=38)	13	44,095
						39 = Ohio (FIPS Code=39)	1,322	5,566,867
						40 = Oklahoma (FIPS Code=40)	278	1,224,756
						41 = Oregon (FIPS Code=41)	402	1,415,173
						42 = Pennsylvania (FIPS Code=42)	1,363	5,522,026
						44 = Rhode Island (FIPS Code=44)	12	67,280
						45 = South Carolina (FIPS Code=45)	344	1,826,080
						46 = South Dakota (FIPS Code=46)	10	28,306
						47 = Tennessee (FIPS Code=47)	540	2,431,904
						48 = Texas (FIPS Code=48)	1,483	7,840,682
						49 = Utah (FIPS Code=49)	246	918,876
						50 = Vermont (FIPS Code=50)	12	28,549
						51 = Virginia (FIPS Code=51)	742	3,737,122
						53 = Washington (FIPS Code=53)	708	2,842,978
						54 = West Virginia (FIPS Code=54)	17	83,969
						55 = Wisconsin (FIPS Code=55)	762	2,811,302
						56 = Wyoming (FIPS Code=56)	3	8,897
						XX = Suppressed, HH in state of less than 2 million	2,060	8,699,321
WORKER	Char	2	ST	Respondent has a job	E3*	-1 = Appropriate Skip	12,039	60,412,387
						-9 = Not Ascertained	101	646,197
						1 = Yes	31,098	145,296,997
						2 = No	17,044	70,852,587
WORKGEO	Char	2		Level of geocoding work location	*	-1 = Appropriate Skip	33,155	151,662,522
						1 = Street address	15,655	70,847,023
						2 = Nearest intersection	9,230	44,277,490
						3 = Landmark	57	347,784
						4 = Zip code centroid	1,459	6,285,368
						5 = Place name or employer	336	1,556,997
						6 = City / County centroid	317	1,812,474
						7 = State centroid	63	373,684
						8 = Unable to geocode	10	44,827
WORKSTAT	Char	2	ST	Workplace state	E10*	-1 = Appropriate Skip	34,388	155,044,157
						-7 = Refused	45	259,888

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-8 = Don't Know	92	478,385
						-9 = Not Ascertained	4	31,977
						AL = Alabama	330	1,690,731
						AR = Arkansas	223	1,057,932
						AZ = Arizona	418	1,951,767
						CA = California	2,605	14,464,445
						CO = Colorado	483	2,085,964
						CT = Connecticut	303	1,446,433
						FL = Florida	1,139	6,302,038
						GA = Georgia	688	3,769,135
						IA = Iowa	383	1,376,984
						IL = Illinois	1,153	5,411,645
						IN = Indiana	668	2,695,971
						KS = Kansas	342	1,321,466
						KY = Kentucky	358	1,643,904
						LA = Louisiana	317	1,672,912
						MA = Massachusetts	663	3,322,569
						MD = Maryland	447	2,403,573
						MI = Michigan	937	3,941,582
						MN = Minnesota	655	2,636,206
						MO = Missouri	583	2,328,231
						MS = Mississippi	172	888,344
						NC = North Carolina	794	4,057,303
						NJ = New Jersey	668	3,238,477
						NY = New York	1,593	7,916,204
						OH = Ohio	1,252	5,357,935
						OK = Oklahoma	265	1,166,780
						OR = Oregon	379	1,388,357
						PA = Pennsylvania	1,296	5,334,638
						SC = South Carolina	331	1,806,190
						TN = Tennessee	509	2,395,575
						TX = Texas	1,404	7,598,198
						UT = Utah	228	862,028
						VA = Virginia	707	3,689,940
						VI = Virgin Islands	4	20,086
						WA = Washington	668	2,765,876
						WI = Wisconsin	728	2,685,027
						XX = Suppressed, HH in state of less than 2 million	2,060	8,699,321
WRKCOUNT	Num	8	ST	Number of HH members with jobs	E3*	0	9,247	35,185,927

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						1	17,883	83,242,414
						2	25,365	117,414,302
						3	5,655	29,373,611
						4	1,725	9,549,473
						5	308	1,710,407
						6	77	697,434
						8	8	13,276
						10	14	21,325
WRKDRIVE	Char	2	ST	Job requires driving a motor vehicle	E8	-1 = Appropriate Skip	33,963	156,973,054
						-7 = Refused	1	2,932
						-8 = Don't Know	11	59,099
						-9 = Not Ascertained	24	130,976
						1 = Yes	5,727	25,823,958
						2 = No	20,556	94,218,151
WRKTRANS	Char	2	ST	Transportation mode to work last week	E16	-1 = Appropriate Skip	35,217	159,029,665
						-7 = Refused	1	8,234
						-8 = Don't Know	20	100,461
						-9 = Not Ascertained	5	36,191
						01 = Car	15,389	72,779,184
						02 = Van	1,686	7,316,720
						03 = SUV	2,140	9,183,980
						04 = Pickup truck	3,938	17,434,871
						05 = Other truck	110	535,843
						06 = RV	3	9,945
						07 = Motorcycle	61	350,248
						08 = Commercial/charter airplane	15	63,714
						09 = Private/corporate airplane	2	3,816
						10 = Local public transit bus	407	2,879,526
						11 = Commuter bus	40	174,962
						12 = School bus	27	145,569
						13 = Charter/tour bus	7	57,772
						14 = City to city bus	8	57,186
						15 = Amtrak/inter city train	29	197,902
						16 = Commuter train	161	856,173
						17 = Subway/elevated rail	228	1,827,379
						18 = Street car/trolley	8	66,149
						20 = Passenger line/ferry	8	28,766
						21 = Sailboat/motorboat/yacht	1	2,586
						22 = Taxicab	15	83,159

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						24 = Hotel/airport shuttle	1	4,801
						25 = Bicycle	104	582,895
						26 = Walk	629	3,306,659
						91 = Other	22	83,814
WRKTRPS	Char	2	ST	Made more than 10 trips for job	G5	-1 = Appropriate Skip	54,555	251,384,211
						-8 = Don't Know	21	126,225
						-9 = Not Ascertained	1	732
						1 = Yes	570	2,760,722
						2 = No	5,135	22,936,279
WTPTRFIN	Num	8	ST	Person trip travel period weight-50%				
WTPRNTL	Num	8	ST	Person Wt - At least 50% completed-NATL				
YEARMILE	Num	8	ST	Miles respondent drove last 12 months	L5	-9 = Not Ascertained	105	562,123
						-8 = Don't Know	9,457	43,081,725
						-7 = Refused	10	45,984
						-1 = Appropriate Skip	17,152	88,405,171
						0 - 200,000	33,558	145,113,171
YRMLCAP	Char	2	ST	Year miles was capped	*	-1 = Appropriate Skip	26,723	132,094,100
						1 = Yes	11	58,587
						2 = No	33,548	145,055,482
YRMLCAT	Char	2	ST	Annual mileage range for subject	L5B	-1 = Appropriate Skip	50,596	232,966,494
						-7 = Refused	7	35,154
						-8 = Don't Know	404	1,952,437
						-9 = Not Ascertained	65	319,734
						1 = 5,000 miles or less	4,586	20,402,370
						2 = 5,001 to 10,000 miles	2,148	9,901,705
						3 = 10,001 to 15, 000 miles	1,111	5,248,886
						4 = 15,001 to 20,000 miles	679	3,170,438
						5 = More than 20,000 miles	686	3,210,952
YRTOUS	Char	4	ST	Year entered U.S.	M10*	-1 = Appropriate Skip	55,828	250,851,350
						-7 = Refused	30	205,222
						-8 = Don't Know	105	559,791
						-9 = Not Ascertained	135	852,686
						1958	1,110	4,706,810
						1970	71	374,803
						1971	49	221,384
						1972	52	274,397
						1973	55	285,157
						1974	60	326,775
						1975	65	375,045

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						1976	62	326,082
						1977	44	263,850
						1978	89	480,517
						1979	93	546,977
						1980	118	779,867
						1981	85	526,643
						1982	83	486,342
						1983	86	535,620
						1984	93	619,189
						1985	105	700,335
						1986	105	708,966
						1987	83	513,214
						1988	122	787,007
						1989	149	1,118,959
						1990	114	731,336
						1991	104	664,908
						1992	124	828,940
						1993	99	676,581
						1994	103	707,298
						1995	114	679,298
						1996	137	866,897
						1997	114	821,988
						1998	120	791,423
						1999	141	1,211,551
						2000	114	937,076
						2001	121	863,890

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
ANMLTYR	Num	8		Annualized mile estimate-owned < 1 year	*	-9 = Not Ascertained	38,095	142,754,584
						-1 = Appropriate Skip	7,420	31,244,371
						0 - 200,000	7,760	30,069,605
ANN_FLG	Char	2		Reasons for missing ANNUALZD value	*	-1 = Appropriate Skip	25,204	92,882,019
						01 = Incomplete Information (mileage or time data missing)	21,338	87,564,329
						02 = Negative odometer difference	2	9,308
						03 = Odometer mileage too large	64	200,532
						05 = Negative time span	7	17,320
						07 = Odometer/self-est > 4 or < .25 and |odom-self-est| > 10000	2,119	7,977,617
						08 = No primary driver	3,492	11,874,584
						09 = Other truck, RV, Motorcycle, other, don't know	943	3,121,828
						10 = Data changed during final editing	106	421,034
ANNUALZD	Num	8		Odometer-based annual miles estimate	*	-9 = Not Ascertained	28,071	111,186,554
						0 - 193,533	25,204	92,881,957
ANULZDSE	Num	8		Standard error of ANNUALZD estimate	*	-9 = Not Ascertained	28,071	111,186,554
						95.3 - 21,618.9	25,204	92,881,950
ANNMILES	Num	8		Self-reported annualized mile estimate		-9 = Not Ascertained	562	2,244,815
						-1 = Appropriate Skip	7,441	31,341,521
						0 - 200,000	45,272	170,482,219
BEST_EDT	Char	2		Flag any edits/adjustments to BESTMILE	*	-1 = Appropriate Skip	52,362	200,730,367
						01 = BESTMILE<odo, days<366, set BESTMILE to difference in odom readings	794	2,824,257
						02 = BESTMILE>odo, days>365, set BESTMILE to difference in odom readings	5	24,853
						03 = BESTMILE<0, days>365, set BESTMILE to crude odom estimate	8	30,725
						04 = BESTMILE capped at 200,000	3	20,781
						05 = BESTMILE < 0, no odom readings, BESTMILE set to 0	103	437,590
BEST_FLG	Char	2	ST	How BESTMILE was computed	*	1 = Annualized odometer readings based on odometer readings, self-reported VMT, and info on primary driver	22,487	81,867,820
						2 = Used same model as in 1; no odometer readings present	16,391	66,185,527
						3 = Annualized odometer readings based on odometer readings and info on primary driver	2,717	11,014,199

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						4 = Used same model as in 3; no odometer readings present	2,907	13,331,276
						5 = Used model involving data from 1 and 3 relating self-estimated VMT to annualized estimates	4,148	14,490,786
						6 = Used travel day information multiplied by adjustment factors for probability of driving and differences in weekday-to-weekend driving	950	3,832,006
						7 = Motorcycles (assigned ANNMILES value)	1,432	4,990,350
						8 = No Best Estimate	2,056	7,561,353
						9 = No Best Estimate, underlying values changed in editing	187	795,257
BESTMILE	Num	8	ST	Best estimate of annual miles		-9 = Not Ascertained	2,246	8,366,827
						-8 = Don't Know	38	131,829
						-7 = Refused	1	5,838
						-1 = Appropriate Skip	223	881,609
						0 - 200,000	50,767	194,682,403
BEST_OUT	Char	2		Flag identifying BESTMILE outlier values	*	-1 = Appropriate Skip	52,154	199,453,481
						01 = BESTMILE<(crude estimate)/2	10	51,213
						02 = BESTMILE<(self estimate)/4	172	706,104
						03 = BESTMILE>2*(crude estimate)	8	40,614
						04 = BESTMILE>4*(self estimate)	931	3,817,162
BTUCOST	Num	8	ST	Fuel cost in US cents per equivalent-gal	*	-9 = Not Ascertained	53,270	204,048,332
						70.951612236	1	3,258
						75.718816249	1	6,378
						97.901155282	1	6,975
						276.89689312	1	1,547
						325.577914285714	1	2,083
BTUTCOST	Num	8	ST	Annual fuel expenditures in US dollars,	*	-9 = Not Ascertained	53,270	204,048,332
						276.415601413249	1	2,083
						790.83085882	1	6,378
						828.9699864	1	6,975
						1150.913137	1	3,258
						1916.5076869	1	1,547
BTUYEAR	Num	8	ST	Annual fuel consumption in gasoline-equiv	*	-9 = Not Ascertained	53,270	204,048,332
						84.8999853137084	1	2,083
						692.1376637	1	1,547
						846.74178155	1	6,975
						1044.4310912	1	6,378
						1622.109915	1	3,258

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
CDIVMSAR	Char	2	ST	HHs by Census Division, MSA size, Rail	*	11 = New England, MSA 1 million or more, rail	592	2,487,390
						12 = New England, MSA 1 million or more, no rail	1,145	4,471,511
						13 = New England, MSA less than 1 million	398	1,378,965
						14 = New England, not in MSA	651	2,268,499
						21 = Mid-Atlantic, MSA 1 million or more, rail	1,277	5,420,811
						22 = Mid-Atlantic, MSA 1 million or more, no rail	2,627	9,749,447
						23 = Mid-Atlantic, MSA less than 1 million	1,539	4,860,106
						24 = Mid-Atlantic, not in MSA	907	2,817,854
						31 = E North Central, MSA 1 million or more, rail	1,111	4,720,639
						32 = E North Central, MSA 1 million or more, no rail	3,489	13,217,793
						33 = E North Central, MSA less than 1 million	2,376	8,180,380
						34 = E North Central, not in MSA	2,689	8,895,813
						42 = W North Central, MSA 1 million or more, no rail	1,461	5,128,944
						43 = W North Central, MSA less than 1 million	1,218	3,979,864
						44 = W North Central, not in MSA	2,100	6,787,507
						51 = So Atlantic, MSA 1 million or more, rail	2,295	10,267,130
						52 = So Atlantic, MSA 1 million or more, no rail	2,628	11,321,863
						53 = So Atlantic, MSA less than 1 million	2,657	10,784,362
						54 = So Atlantic, not in MSA	2,225	8,882,937
						62 = E South Central, MSA 1 million or more, no rail	722	2,925,704
						63 = E South Central, MSA less than 1 million	1,177	4,940,239
						64 = E South Central, not in MSA	1,377	5,114,311
						72 = W South Central, MSA 1 million or more, no rail	2,160	9,612,663
						73 = W South Central, MSA less than 1 million	1,408	5,863,470
						74 = W South Central, not in MSA	1,238	5,008,821
						82 = Mountain, MSA 1 million or more, no rail	1,693	6,096,295
						83 = Mountain, MSA less than 1 million	1,054	3,331,291
						84 = Mountain, not in MSA	1,131	3,585,159
						91 = Pacific, MSA 1 million or more, rail	1,477	7,084,129
						92 = Pacific, MSA 1 million or more, no rail	4,126	16,706,190
						93 = Pacific, MSA less than 1 million	1,388	5,252,422
						94 = Pacific, not in MSA	939	2,926,065
CENSUS_D	Char	2	ST	Household Census Division	*	1 = New England	2,786	10,606,365
						2 = Middle Atlantic	6,350	22,848,217
						3 = East North Central	9,665	35,014,626
						4 = West North Central	4,779	15,896,315
						5 = South Atlantic	9,805	41,256,292
						6 = East South Central	3,276	12,980,253
						7 = West South Central	4,806	20,484,955

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8 = Mountain	3,878	13,012,745
						9 = Pacific	7,930	31,968,806
CENSUS_R	Char	2	ST	Household Census Region	*	1 = Northeast	9,136	33,454,582
						2 = Midwest	14,444	50,910,941
						3 = South	17,887	74,721,499
						4 = West	11,808	44,981,551
DRVRCNT	Num	8	ST	Number of drivers in household	C8*	0	93	436,533
						1	8,789	39,749,146
						2	32,816	116,120,611
						3	8,254	33,996,210
						4	2,780	11,597,611
						5	383	1,522,006
						6	140	577,004
						7	8	55,471
						10	12	13,981
EHHWT01--EHHWT99	Num	8		HH weight 100% HHs - Replicate 01-99				
EIADMPG	Num	8	ST	EIA derived miles per equivalent-gallon		-9 = Not Ascertained	5,330	20,212,243
						5.9 - 148	47,945	183,856,282
EPATMPG	Num	8	ST	Unadjusted 55/45 combined fuel economy		-9 = Not Ascertained	3,695	13,971,121
						2.6 - 148	49,580	190,097,453
EPATMPGF	Char	3		Imputation flag for EPATMPG variable	*	100	3,720	13,290,656
						101	123	480,787
						102	44	158,236
						103	33	119,395
						104	27	95,422
						105	53	195,805
						200	37,452	144,949,600
						201	1,716	6,740,710
						202	484	1,984,397
						203	322	1,265,528
						204	213	893,175
						205	72	308,986
						300	37	119,261
						301	4	15,633
						302	1	3,780
						303	4	12,013
						400	699	2,579,203
						401	45	211,753

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						402	65	248,687
						403	31	136,175
						404	10	39,446
						405	6	23,100
						500	2,389	8,963,404
						501	45	184,166
						502	38	124,439
						503	29	102,701
						504	13	47,825
						505	22	103,258
						600	1,883	6,699,910
						999	3,695	13,971,121
ESTMILES	Num	8	ST	Miles vehicle driven since purchased		-9 = Not Ascertained	3	10,114
						-8 = Don't Know	568	2,328,232
						-7 = Refused	1	3,369
						-1 = Appropriate Skip	45,403	173,484,056
						0 - 191,223		
							7,300	28,242,790
ESTMLCAT	Char	2	ST	Mileage range since purchased	L10B	-1 = Appropriate Skip	52,716	201,820,745
						-7 = Refused	1	10,969
						-8 = Don't Know	80	342,598
						-9 = Not Ascertained	1	5,188
						1 = 5,000 miles or less	357	1,386,024
						2 = 5,001 to 10,000 miles	72	296,810
						3 = 10,001 to 15, 000 miles	22	75,388
						4 = 15,001 to 20,000 miles	15	77,938
						5 = More than 20,000 miles	11	52,914
EXPFLHHN	Num	8	ST	HH Weight-100% completed - NATL				
FHHWT01-FHHWT99	Num	8		HH weight 50% HHs - Replicate 01-99				
FUELTYPE	Num	8	ST	Type of transportation fuel	*	-9 = Not Ascertained	3,695	13,971,121
						1 = Diesel	190	727,313
						2 = Natural Gas	4	21,906
						3 = Electricity	2	3,630
						4 = Gasoline	49,384	189,344,604
GSCOST	Num	8	ST	Estimated Fuel cost	*	-9 = Not Ascertained	5,475	20,875,478
						114 - 171	47,800	183,193,050
GSTOTCST	Num	8	ST	Total cost of gas/year for vehicle	*	-9 = Not Ascertained	5,475	20,875,478
						0.03 - 16,331.50	47,800	183,193,039

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
GSYRGAL	Num	8	ST	Gallons of gas per year	*	-9 = Not Ascertained	5,475	20,875,478
						0.02 - 11,926.59	47,800	183,193,035
HBHRESDN	Char	9	ST	Housing units per sq mile - Block group	*	-9 = Not Ascertained	19	74,431
						25 = 0 to 49	10,665	36,078,371
						150 = 50 to 249	9,429	32,971,350
						700 = 250 to 999	12,245	45,699,293
						2000 = 1,000 to 2,999	15,314	60,955,409
						4000 = 3,000 to 4,999	3,468	16,055,883
						6000 = 5,000 to 999K	2,135	12,233,837
HBHTNRNT	Char	9	ST	Percent renter-occupied - Block group	*	-9 = Not Ascertained	19	74,431
						0-100%	53,256	203,994,170
HBHUR	Char	2	ST	Urban / Rural indicator - Block group	*	-9 = Not Ascertained	19	74,431
						C = Second City	8,757	36,144,487
						R = Rural	13,846	47,389,342
						S = Suburban	12,670	48,900,114
						T = Town	13,194	47,382,527
						U = Urban	4,789	24,177,672
HBPPOPDN	Char	9	ST	Population per sq mile - Block group	*	-9 = Not Ascertained	19	74,431
						50 = 0 to 99	9,598	32,315,002
						300 = 100 to 499	9,222	32,099,781
						750 = 500 to 999	4,494	16,473,617
						1500 = 1,000 to 1,999	6,476	24,227,397
						3000 = 2,000 to 3,999	9,244	35,365,040
						7000 = 4,000 to 9,999	11,119	46,447,908
						17000 = 10,000 to 24,999	2,485	13,317,523
						30000 = 25,000 to 999K	618	3,747,876
HHC_MSA	Char	4	ST	MSA/CMSA location of HH	*	0520 = Atlanta, GA MSA	735	3,117,486
						0640 = Austin-San Marcos, TX MSA	208	978,544
						1122 = Boston-Worcester-Lawrence, MA-NH-ME-CT CMSA	1,045	4,199,368
						1280 = Buffalo-Niagara Falls, NY MSA	218	760,175
						1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	278	1,113,781
						1602 = Chicago-Gary-Kenosha, IL-IN-WI CMSA	1,274	5,313,257
						1642 = Cincinnati-Hamilton, OH-KY-IN CMSA	380	1,617,718
						1692 = Cleveland-Akron, OH CMSA	599	2,307,758
						1840 = Columbus, OH MSA	298	1,141,234
						1922 = Dallas-Fort Worth, TX CMSA	749	3,256,036
						2082 = Denver-Boulder-Greeley, CO CMSA	580	2,116,352

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2162 = Detroit-Ann Arbor-Flint, MI CMSA	1,005	3,780,006
						3000 = Grand Rapids-Muskegon-Holland, MI MSA	262	893,387
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	324	1,247,550
						3280 = Hartford, CT MSA	220	797,366
						3362 = Houston-Galveston-Brazoria, TX CMSA	659	2,960,503
						3480 = Indianapolis, IN MSA	360	1,394,618
						3600 = Jacksonville, FL MSA	228	1,035,793
						3760 = Kansas City, MO-KS MSA	390	1,340,444
						4120 = Las Vegas, NV-AZ MSA	261	1,044,699
						4472 = Los Angeles-Riverside-Orange County, CA CMSA	2,200	10,154,922
						4520 = Louisville, KY-IN MSA	202	763,886
						4920 = Memphis, TN-AR-MS MSA	197	793,574
						4992 = Miami-Fort Lauderdale, FL CMSA	426	2,211,078
						5082 = Milwaukee-Racine, WI CMSA	324	1,284,345
						5120 = Minneapolis-St. Paul, MN-WI MSA	705	2,445,628
						5360 = Nashville, TN MSA	268	1,031,787
						5560 = New Orleans, LA MSA	208	1,024,165
						5602 = New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA	2,415	10,337,021
						5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	312	1,386,480
						5880 = Oklahoma City, OK MSA	141	568,991
						5960 = Orlando, FL MSA	254	1,114,886
						6162 = Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA	920	3,344,094
						6200 = Phoenix-Mesa, AZ MSA	585	2,124,729
						6280 = Pittsburgh, PA MSA	497	1,589,682
						6442 = Portland-Salem, OR-WA CMSA	493	1,628,568
						6480 = Providence-Fall River-Warwick, RI-MA MSA	198	750,555
						6640 = Raleigh-Durham-Chapel Hill, NC MSA	291	1,308,742
						6840 = Rochester, NY MSA	232	800,766
						6922 = Sacramento-Yolo, CA CMSA	416	1,605,349
						7040 = St. Louis, MO-IL MSA	524	1,905,642
						7160 = Salt Lake City-Ogden, UT MSA	267	810,514
						7240 = San Antonio, TX MSA	190	804,220
						7320 = San Diego, CA MSA	459	2,084,933
						7362 = San Francisco-Oakland-San Jose, CA CMSA	1,186	5,172,612

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						7602 = Seattle-Tacoma-Bremerton, WA CMSA	849	3,143,934
						8280 = Tampa-St. Petersburg-Clearwater, FL MSA	463	1,890,692
						8872 = Washington-Baltimore, DC-MD-VA-WV CMSA	1,352	6,064,026
						8960 = West Palm Beach-Boca Raton, FL MSA	156	648,607
						9999 = Not in an MSA	13,257	46,286,964
						XXXX = Suppressed, in an MSA of less than 1 million	13,215	48,571,100
HHFAMINC	Char	2	ST	Total HH income last 12 months	M14*	-1 = Appropriate Skip	522	2,115,291
						-7 = Refused	2,243	7,798,763
						-8 = Don't Know	748	3,317,875
						-9 = Not Ascertained	20	91,609
						01 = < $5,000	535	2,589,080
						02 = $5,000 - $9,999	1,337	6,543,969
						03 = $10,000 - $14,999	1,622	7,186,838
						04 = $15,000 - $19,999	2,392	10,465,728
						05 = $20,000 - $24,999	2,256	9,851,260
						06 = $25,000 - $29,999	3,573	14,453,725
						07 = $30,000 - $34,999	2,459	9,810,754
						08 = $35,000 - $39,999	4,138	16,807,876
						09 = $40,000 - $44,999	2,162	8,215,788
						10 = $45,000 - $49,999	3,873	14,758,320
						11 = $50,000 - $54,999	1,979	7,066,032
						12 = $55,000 - $59,999	3,416	12,619,713
						13 = $60,000 - $64,999	1,417	5,357,330
						14 = $65,000 - $69,999	2,550	9,201,063
						15 = $70,000 - $74,999	1,345	4,765,335
						16 = $75,000 - $79,999	2,387	8,661,086
						17 = $80,000 - $99,999	4,592	15,820,695
						18 = $100,000 or more	7,709	26,570,443
HHINCTTL	Char	2		Total income all HH members	M14*	-1 = Appropriate Skip	522	2,115,291
						-7 = Refused	2,243	7,798,763
						-8 = Don't Know	748	3,317,875
						-9 = Not Ascertained	20	91,609
						01 = < $5,000	463	2,182,235
						02 = $5,000 - $9,999	1,142	5,533,520
						03 = $10,000 - $14,999	1,493	6,664,025
						04 = $15,000 - $19,999	2,205	9,675,182
						05 = $20,000 - $24,999	2,121	9,480,938
						06 = $25,000 - $29,999	3,425	13,871,923
						07 = $30,000 - $34,999	2,383	9,481,993

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						08 = $35,000 - $39,999	4,004	16,262,831
						09 = $40,000 - $44,999	2,230	8,477,863
						10 = $45,000 - $49,999	3,715	14,110,492
						11 = $50,000 - $54,999	2,016	7,266,435
						12 = $55,000 - $59,999	3,369	12,260,423
						13 = $60,000 - $64,999	1,507	5,569,513
						14 = $65,000 - $69,999	2,501	9,074,076
						15 = $70,000 - $74,999	1,428	5,128,182
						16 = $75,000 - $79,999	2,413	8,743,364
						17 = $80,000 - $99,999	4,923	17,451,265
						18 = $100,000 or more	8,404	29,510,775
HHR_HISP	Char	2	ST	Hispanic status of HH respondent	C6*	1 = Yes	3,124	16,420,897
						2 = No	50,151	187,647,676
HHR_RACE	Char	2	ST	Race of HH respondent	C7*	-7 = Refused	257	980,668
						-8 = Don't Know	55	234,170
						-9 = Not Ascertained	134	538,894
						01 = White	44,711	159,475,744
						02 = African American, Black	2,708	17,269,790
						03 = Asian Only	920	4,084,033
						04 = American Indian, Alaskan Native	273	1,069,430
						05 = Native Hawaiian, other Pacific Islander	109	455,417
						06 = Hispanic/Mexican Only	1,386	7,682,661
						07 = White & African American	39	142,596
						08 = White & Asian	79	290,476
						09 = White & American Indian	715	2,634,374
						10 = White & Hispanic	1,413	6,932,320
						11 = African American & Hispanic	75	358,552
						12 = American Indian & Hispanic	44	216,810
						13 = Other Combination 2 Races	236	1,153,362
						14 = Other Combination 3 Races	68	342,146
						16 = Other multiracial not listed above	51	197,431
						17 = Other specify	2	9,698
HHSIZE	Num	8	ST	Number of HH members	C3*	1	6,124	28,121,196
						2	21,039	69,455,180
						3	10,197	40,953,103
						4	9,615	38,792,445
						5	4,234	17,500,048
						6	1,376	5,994,127
						7	390	1,828,149

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8	175	852,817
						9	72	331,646
						10	23	107,531
						11	14	101,550
						12	4	16,800
						14	12	13,981
HHSTATE	Char	2	ST	State-household location	D4*	AL = Alabama	877	3,611,490
						AR = Arkansas	521	2,071,154
						AZ = Arizona	935	3,240,570
						CA = California	5,283	23,038,918
						CO = Colorado	1,026	3,554,696
						CT = Connecticut	552	2,221,054
						FL = Florida	2,619	11,245,468
						GA = Georgia	1,495	6,322,949
						IA = Iowa	810	2,733,219
						IL = Illinois	2,134	8,258,750
						IN = Indiana	1,391	4,904,880
						KS = Kansas	714	2,350,423
						KY = Kentucky	835	3,309,720
						LA = Louisiana	671	2,828,834
						MA = Massachusetts	1,045	4,092,441
						MD = Maryland	865	3,787,524
						MI = Michigan	2,152	7,700,332
						MN = Minnesota	1,245	4,136,169
						MO = Missouri	1,225	4,251,699
						MS = Mississippi	406	1,648,101
						NC = North Carolina	1,788	7,238,168
						NJ = New Jersey	1,258	4,984,749
						NY = New York	2,518	9,609,064
						OH = Ohio	2,577	9,282,685
						OK = Oklahoma	587	2,447,532
						OR = Oregon	893	2,806,667
						PA = Pennsylvania	2,576	8,257,580
						SC = South Carolina	734	3,208,568
						TN = Tennessee	1,158	4,410,942
						TX = Texas	3,027	13,137,435
						UT = Utah	472	1,434,054
						VA = Virginia	1,587	6,543,997
						WA = Washington	1,517	5,102,618

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						WI = Wisconsin	1,412	4,877,981
						XX = Suppressed, HH in state of less than 2 million	4,370	15,418,142
HHSTFIPS	Char	2	ST	FIPS state code for HH	*	01 = Alabama (FIPS Code=01)	877	3,611,490
						04 = Arizona (FIPS Code=04)	935	3,240,570
						05 = Arkansas (FIPS Code=05)	521	2,071,154
						06 = California (FIPS Code=06)	5,283	23,038,918
						08 = Colorado (FIPS Code=08)	1,026	3,554,696
						09 = Connecticut (FIPS Code=09)	552	2,221,054
						12 = Florida (FIPS Code=12)	2,619	11,245,468
						13 = Georgia (FIPS Code=13)	1,495	6,322,949
						17 = Illinois (FIPS Code=17)	2,134	8,258,750
						18 = Indiana (FIPS Code=18)	1,391	4,904,880
						19 = Iowa (FIPS Code=19)	810	2,733,219
						20 = Kansas (FIPS Code=20)	714	2,350,423
						21 = Kentucky (FIPS Code=21)	835	3,309,720
						22 = Louisiana (FIPS Code=22)	671	2,828,834
						24 = Maryland (FIPS Code=24)	865	3,787,524
						25 = Massachusetts (FIPS Code=25)	1,045	4,092,441
						26 = Michigan (FIPS Code=26)	2,149	7,687,153
						27 = Minnesota (FIPS Code=27)	1,246	4,140,972
						28 = Mississippi (FIPS Code=28)	406	1,648,101
						29 = Missouri (FIPS Code=29)	1,225	4,251,699
						30 = Montana (FIPS Code=30)	2	8,375
						34 = New Jersey (FIPS Code=34)	1,258	4,984,749
						36 = New York (FIPS Code=36)	2,518	9,609,064
						37 = North Carolina (FIPS Code=37)	1,788	7,238,168
						39 = Ohio (FIPS Code=39)	2,579	9,285,862
						40 = Oklahoma (FIPS Code=40)	587	2,447,532
						41 = Oregon (FIPS Code=41)	893	2,806,667
						42 = Pennsylvania (FIPS Code=42)	2,574	8,254,403
						45 = South Carolina (FIPS Code=45)	734	3,208,568
						47 = Tennessee (FIPS Code=47)	1,158	4,410,942
						48 = Texas (FIPS Code=48)	3,027	13,137,435
						49 = Utah (FIPS Code=49)	472	1,434,054
						51 = Virginia (FIPS Code=51)	1,587	6,543,997
						53 = Washington (FIPS Code=53)	1,517	5,102,618
						55 = Wisconsin (FIPS Code=55)	1,412	4,877,981
						XX = Suppressed, HH in state of less than 2 million	4,370	15,418,142
HHVEHCNT	Num	8	ST	Number of vehicles in HH	B1*	1	7,067	33,612,036

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2	21,196	79,895,404
						3	13,122	48,596,074
						4	6,644	23,896,093
						5	2,695	9,636,351
						6	1,380	4,680,749
						7	518	1,717,957
						8	272	884,191
						9	198	726,753
						10	80	199,585
						11	33	34,369
						12	36	126,199
						15	15	9,601
						19	19	53,212
HOMEOWN	Char	2	ST	Housing unit owned or rented	C2	1 = Own	45,637	154,961,179
						2 = Rent	7,460	47,990,736
						3 = Provided by job or military	162	1,002,339
						91 = Other	16	114,319
HOMETYPE	Char	2	ST	Type of housing unit	C1	1 = Detached single house	42,609	150,740,532
						2 = Duplex	1,573	8,298,638
						3 = Rowhouse or townhouse	1,382	6,395,129
						4 = Apartment, condominium	4,503	26,446,575
						5 = Mobile home or trailer	3,115	11,712,561
						6 = Dorm room, fraternity or sorority house	33	143,201
						91 = Other	60	331,938
HOUSEID	Char	8		HH ID number	*			
HTEEMPDN	Char	8	ST	Jobs per sq mile - Tract level	*	-9 = Not Ascertained	19	74,431
						0.05 - 109,602.6		
							53,256	203,994,174
HTHRESDN	Char	9	ST	Housing units per sq mile - Tract level	*	-9 = Not Ascertained	19	74,431
						25 = 0 to 49	12,165	41,231,255
						150 = 50 to 249	9,762	34,352,261
						700 = 250 to 999	12,598	47,173,030
						2000 = 1,000 to 2,999	14,434	59,287,365
						4000 = 3,000 to 4,999	2,661	12,293,811
						6000 = 5,000 to 999K	1,636	9,656,421
HTHTNRNT	Num	8	ST	Percent renter-occupied - Tract level	*	-9 = Not Ascertained	19	74,431
						0 - 100%		
							53,256	203,994,139
HTHUR	Char	2	ST	Urban / Rural indicator - Tract level	*	-9 = Not Ascertained	19	74,431

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						C = Second City	8,534	35,300,377
						R = Rural	13,947	47,660,955
						S = Suburban	12,792	49,381,769
						T = Town	13,138	47,168,456
						U = Urban	4,845	24,482,585
HTPPOPDN	Char	9	ST	Population per sq mile - Tract level	*	-9 = Not Ascertained	19	74,431
						50 = 0 to 99	10,976	37,119,147
						300 = 100 to 499	9,717	34,098,940
						750 = 500 to 999	4,871	17,924,653
						1500 = 1,000 to 1,999	6,494	24,242,692
						3000 = 2,000 to 3,999	9,189	36,225,591
						7000 = 4,000 to 9,999	9,537	40,491,033
						17000 = 10,000 to 24,999	1,977	10,792,302
						30000 = 25,000 to 999K	495	3,099,785
IMPTRACE	Char	1		Race of HH respondent was imputed	*	1 = Yes	553	2,322,455
						2 = No	52,722	201,746,118
LANG	Char	1	ST	Interview Language	*	1 = English	52,593	200,368,525
						2 = Spanish	682	3,700,047
LIF_CYC	Char	2	ST	Household life cycle	*	01 = one adult, no children	3,723	17,609,730
						02 = 2+ adults, no children	13,999	50,041,326
						03 = one adult, youngest child 0-5	323	1,850,104
						04 = 2+ adults, youngest child 0-5	7,972	33,402,908
						05 = one adult, youngest child 6-15	808	3,691,971
						06 = 2+ adults, youngest child 6-15	9,789	37,543,920
						07 = one adult, youngest child 16-21	500	2,073,284
						08 = 2+ adults, youngest child 16-21	4,068	16,109,395
						09 = one adult, retired, no children	2,273	9,852,027
						10 = 2+ adults, retired, no children	9,820	31,893,908
MAINDRVR	Char	2	ST	Vehicle has a main driver	C11	-1 = Appropriate Skip	652	2,636,479
						-7 = Refused	6	45,637
						-8 = Don't Know	21	102,572
						1 = Yes	46,660	180,062,631
						2 = No	5,936	21,221,254
MAKECODE	Char	2	ST	Vehicle make code	B2*	-7 = Refused	114	486,013
						-8 = Don't Know	355	1,461,947
						02 = Jeep	1,313	4,988,293
						06 = Chrysler	1,065	3,766,811
						07 = Dodge	3,754	13,821,927
						09 = Plymouth	936	3,713,195

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						10 = Eagle	71	263,878
						12 = Ford	10,165	38,616,058
						13 = Lincoln	649	2,421,663
						14 = Mercury	1,359	5,317,323
						18 = Buick (Opel)	2,135	7,749,703
						19 = Cadillac	857	3,327,352
						20 = Chevrolet	8,943	33,366,736
						21 = Oldsmobile	1,712	6,723,606
						22 = Pontiac	1,836	7,274,807
						23 = GMC	1,450	4,984,275
						24 = Saturn	632	2,533,784
						30 = Volkswagen	623	2,461,619
						32 = Audi	124	428,327
						34 = BMW	398	1,488,743
						35 = Nissan (Datsun)	1,802	7,598,134
						37 = Honda	3,046	12,122,625
						38 = Isuzu	299	1,215,700
						39 = Jaguar	83	320,630
						41 = Mazda	858	3,829,359
						42 = Mercedes-Benz	481	1,730,960
						45 = Porsche	55	161,822
						47 = Saab	120	486,245
						48 = Subaru	534	1,817,365
						49 = Toyota	3,670	15,155,533
						51 = Volvo	437	1,663,374
						52 = Mitsubishi	468	2,075,883
						53 = Suzuki	223	834,947
						54 = Acura	351	1,388,048
						55 = Hyundai	276	1,148,035
						58 = Infiniti	121	483,880
						59 = Lexus	289	1,007,954
						63 = KIA	118	522,353
						72 = Harley-Davidson	360	1,222,200
						73 = Kawasaki	174	638,803
						76 = Yamaha	249	888,302
						91 = Other Make	384	1,212,622
						XX = Suppressed	386	1,347,739
MAKEMODL	Char	5	ST	Vehicle make and model	B2*	-7-07 = Refused	91	387,038
						-7-08 = Refused	3	12,928

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-7091 = Refused	20	86,046
						-8-07 = Don't Know	1	12,645
						-8-08 = Don't Know	264	1,124,132
						-8091 = Don't Know	88	319,969
						-8709 = Don't Know	1	3,983
						-8XXX = Don't Know	1	1,217
						02-07 = Jeep (Includes Willys/Kaiser-Jeep) Refused Model	1	5,007
						02-08 = Jeep (Includes Willys/Kaiser-Jeep) Don't Know Model	20	53,597
						02091 = Jeep (Includes Willys/Kaiser-Jeep) Other Model	62	191,823
						02401 = Jeep (Includes Willys/Kaiser-Jeep) CJ-2/CJ-3/CJ-4	10	39,720
						02402 = Jeep (Includes Willys/Kaiser-Jeep) CJ-5/CJ-6/CJ-7/CJ-8	111	398,628
						02403 = Jeep (Includes Willys/Kaiser-Jeep) YJ series/Wrangler	172	691,417
						02404 = Jeep (Includes Willys/Kaiser-Jeep) Cherokee (1984-on)	858	3,329,746
						02421 = Jeep (Includes Willys/Kaiser-Jeep) Cherokee (thru 1983)	11	37,376
						02431 = Jeep (Includes Willys/Kaiser-Jeep) Grand Wagoneer	36	123,979
						02481 = Jeep (Includes Willys/Kaiser-Jeep) Pick-up	9	43,013
						02482 = Jeep (Includes Willys/Kaiser-Jeep) Comanche	23	73,990
						06-08 = Chrysler/Damlier Chrysler Don't Know Model	20	73,328
						06009 = Chrysler/Damlier Chrysler Cordoba	1	1,995
						06010 = Chrysler/Damlier Chrysler New Yorker/Newport/5th Avenue/Imperial	6	22,082
						06014 = Chrysler/Damlier Chrysler New Yorker/ E-Class/ Imperial (1990-93)/ Fifth A	110	508,836
						06015 = Chrysler/Damlier Chrysler Laser	3	5,797
						06016 = Chrysler/Damlier Chrysler LeBaron	107	399,374
						06017 = Chrysler/Damlier Chrysler LeBaron GTS/GTC	15	52,487
						06031 = Chrysler/Damlier Chrysler TC (Maserati Sport)	2	6,230

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						06035 = Chrysler/Damlier Chrysler Conquest	1	2,384
						06041 = Chrysler/Damlier Chrysler Concorde	106	353,806
						06042 = Chrysler/Damlier Chrysler LHS	89	324,343
						06043 = Chrysler/Damlier Chrysler Sebring	135	440,228
						06044 = Chrysler/Damlier Chrysler Cirrus	59	211,134
						06052 = Chrysler/Damlier Chrysler PT Cruiser	66	193,647
						06091 = Chrysler/Damlier Chrysler Other Model	45	179,202
						06441 = Chrysler/Damlier Chrysler Town and Country	199	658,438
						06442 = Chrysler/Damlier Chrysler Voyager (2001 on) (1984-00 see Plymouth)	48	163,211
						06XXX = Chrysler/Damlier Chrysler Model Suppressed	53	170,289
						07-07 = Dodge Refused Model	3	14,599
						07-08 = Dodge Don't Know Model	59	212,033
						07001 = Dodge Dart	11	56,679
						07002 = Dodge Coronet/ Magnum/ Charger (thru 1978)	9	34,418
						07003 = Dodge Polara/ Monaco/ Royal Monaco	3	17,295
						07004 = Dodge Viper	3	7,536
						07005 = Dodge Challenger	7	25,123
						07006 = Dodge Aspen	3	7,615
						07007 = Dodge Diplomat	13	40,545
						07008 = Dodge Omni/Charger (1983 on)	22	110,990
						07011 = Dodge Aries (K)	36	178,980
						07012 = Dodge 400	1	4,685
						07014 = Dodge 600	10	43,349
						07015 = Dodge Daytona	14	48,676
						07016 = Dodge Lancer	2	8,146
						07017 = Dodge Shadow	59	256,707
						07018 = Dodge Dynasty	76	320,302
						07019 = Dodge Spirit	82	326,469
						07020 = Dodge Neon	173	697,349
						07034 = Dodge Colt (includes 2WD Vista)	35	158,387
						07039 = Dodge Stealth	7	26,734
						07040 = Dodge Monaco	2	3,346
						07041 = Dodge Intrepid	247	890,149
						07042 = Dodge Avenger	25	99,186
						07043 = Dodge Stratus	118	414,356

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						07091 = Dodge Other Model	221	748,602
						07401 = Dodge RaiderSport	4	18,504
						07402 = Dodge Durango	184	675,126
						07421 = Dodge Ramcharger	22	83,876
						07441 = Dodge Vista Van	2	5,048
						07442 = Dodge Caravan	897	3,283,472
						07461 = Dodge B-Series Van/ Ram Van/ Ram Wagon	133	497,478
						07470 = Dodge Van Derivative	13	44,360
						07471 = Dodge D50, Colt pickup, Ram 50/ Ram 100	220	794,472
						07472 = Dodge Dakota	409	1,495,683
						07481 = Dodge D, W-Series pickup	209	733,959
						07482 = Dodge Ram Pickup	384	1,338,893
						07850 = Dodge Motor Home	24	58,857
						07XXX = Dodge Suppressed Model	12	39,944
						09-08 = Plym outh Don't Know Model	14	52,705
						09001 = Plymouth Gran Fury ('80 on)	11	41,032
						09002 = Plymouth Barracuda	2	16,099
						09003 = Plymouth Volare'	10	40,572
						09004 = Plymouth Caravelle	4	10,895
						09005 = Plymouth Horizon/Turismo	7	22,688
						09006 = Plymouth Reliant (K)	4	13,656
						09007 = Plymouth Scamp-(car-based p/u)	11	47,155
						09008 = Plymouth Sundance	21	79,685
						09011 = Plymouth Acclaim	32	126,032
						09017 = Plymouth Cricket	51	223,234
						09019 = Plymouth Arrow	74	279,272
						09020 = Plymouth Sapporo	73	307,315
						09034 = Plymouth Breeze	17	75,790
						09037 = Plymouth Other (automobile)	13	50,634
						09038 = Plymouth Unknown (automobile)	48	221,000
						09039 = Plymouth Trailduster	3	11,505
						09091 = Plymouth Other Model	44	166,791
						09442 = Plymouth Other (light truck)	486	1,879,242
						09461 = Plymouth Unknown (light truck)	10	44,819
						09471 = Plymouth Other (vehicle)	1	3,076
						10-08 = Eagle Don't Know Model	1	4,621
						10034 = Eagle - see also American Motors Vision	13	40,966
						10037 = Eagle - see also American Motors Medallion	21	94,275

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						10040 = Eagle - see also American Motors Summit Wagon	6	24,550
						10041 = Eagle - see also American Motors Other (automobile)	24	78,832
						10045 = Ford Falcon	3	9,525
						10091 = Eagle Other Model	3	11,111
						12-07 = Ford Refused Model	4	26,851
						12-08 = Ford Don't Know Model	120	522,167
						12001 = Ford Thunderbird (all sizes)	11	43,860
						12002 = Ford LTD II	13	48,508
						12003 = Ford LTD/Custom/Galaxy (all sizes)	457	1,874,139
						12004 = Ford Ranchero	248	1,037,579
						12005 = Ford Maverick	13	56,691
						12006 = Ford Pinto	77	313,768
						12007 = Ford Troino/Gran Torino/Elite	11	45,914
						12008 = Ford Granada	4	14,627
						12009 = Ford Fairmont	4	16,969
						12010 = Ford Escort/EXP/ZX2	9	37,716
						12011 = Ford Tempo L	15	61,014
						12012 = Ford Crown Victoria	13	59,240
						12013 = Ford Taurus	699	2,884,024
						12015 = Ford Probe	235	972,170
						12016 = Ford English Ford	264	1,009,100
						12017 = Ford Fiesta	1,104	4,253,264
						12018 = Ford Festiva	79	353,305
						12032 = Ford Contour	4	9,320
						12033 = Ford Aspire	37	159,098
						12035 = Ford Other (automobile)	195	813,995
						12036 = Ford Unknown (automoible)	40	166,497
						12037 = Ford 401 Bronco (thru 1977)/Bronco II/Explorer/Explorer Sport	115	425,810
						12091 = Ford Other Model	326	1,210,096
						12401 = Ford Expedition	1,000	3,787,112
						12402 = Ford Excursion	58	195,739
						12421 = Ford Aerostar	124	456,731
						12422 = Ford Windstar	252	902,572
						12441 = Ford Van Derivative	266	1,082,776
						12442 = Ford Ranger	422	1,518,427
						12461 = Ford Courier	271	1,017,612

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						12470 = Ford Explorer Sport Trac	28	79,543
						12471 = Ford F-Series pickup	968	3,645,351
						12472 = Ford Other (light truck)	7	38,449
						12481 = Ford Motorhome	2,582	9,201,666
						12850 = Ford Medium/Heavy - COE low entry	32	94,754
						12XXX = Ford Model Suppressed	58	179,602
						13-08 = Lincoln Don't Know Model	5	30,801
						13001 = Lincoln Versailles	374	1,389,971
						13002 = Lincoln LS	47	197,520
						13005 = Lincoln Other (automobile)	155	541,945
						13001 = Lincoln Navigator	2	10,070
						13002 = Lincoln Blackwood	32	125,632
						13091 = Lincoln Other Model	7	26,214
						13421 = Lincoln Unknown (LINCOLN)	27	99,511
						14-08 = Mercury Don't Know Model	13	60,465
						14003 = Mercury (Merkur: See 56) Comet	11	44,362
						14004 = Mercury (Merkur: See 56) Bobcat	135	611,606
						14006 = Mercury (Merkur: See 56) Montego	403	1,472,926
						14008 = Mercury (Merkur: See 56) Monarch	1	3,633
						14010 = Mercury (Merkur: See 56) Lynx/LN7	1	3,903
						14011 = Mercury (Merkur: See 56) Topaz	2	8,737
						14012 = Mercury (Merkur: See 56) Sable	2	15,347
						14013 = Mercury (Merkur: See 56) Capri-foreign	4	19,621
						14015 = Mercury (Merkur: See 56) Pantera-foreign	62	284,226
						14017 = Mercury (Merkur: See 56) Tracer	323	1,256,836
						14031 = Mercury (Merkur: See 56) Mystique	7	17,244
						14036 = Mercury (Merkur: See 56) Other (automobile)	91	364,829
						14037 = Mercury (Merkur: See 56) Unknown (automobile)	67	307,636
						14038 = Mercury (Merkur: See 56) Mountaineer	29	94,087
						14091 = Mercury Other Model	36	136,121
						14401 = Mercury (Merkur: See 56) Unknown (light truck)	55	188,043
						14443 = Mercury (Merkur: See 56) Unknown (MERCURY)	117	427,699
						18-07 = Buick Refused Model	1	3,909
						18-08 = Buick Don't Know Model	46	171,196
						18001 = Buick Roadmaster	8	38,159

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						18002 = Buick Riviera	655	2,246,803
						18003 = Buick Century	78	273,700
						18004 = Buick Apollo/Skylark	246	830,925
						18005 = Buick Regal (RWD only)	75	263,594
						18007 = Buick Skyhawk	497	1,827,226
						18008 = Buick Skylark (76-85)	2	4,080
						18010 = Buick Somerset/Skylark	72	296,672
						18012 = Buick Regal (FWD)	16	55,651
						18015 = Buick Reatta	13	66,725
						18018 = Buick Opel Kadett	123	496,481
						18020 = Buick Opel Manta	237	924,905
						18021 = Buick Opel GT	8	20,038
						18033 = Buick Unknown (automobile)	1	1,767
						18091 = Buick Other Model	49	204,613
						18401 = Cadillac Limousine	8	23,260
						19-07 = Cadillac Refused Model	2	7,096
						19-08 = Cadillac Don't Know Model	44	204,581
						19003 = Cadillac Commercial Series	453	1,710,270
						19004 = Cadillac Allante'	1	4,196
						19005 = Cadillac Seville	101	414,574
						19009 = Cadillac Catera	6	23,677
						19014 = Cadillac CTS	152	563,592
						19016 = Cadillac Other (automobile)	8	34,069
						19017 = Cadillac Unknown (automobile)	18	85,112
						19091 = Cadillac Other Model	56	227,850
						19421 = Cadillac Unknown CADILLAC	16	52,334
						20-07 = Chevrolet Refused Model	8	20,953
						20-08 = Chevrolet Don't Know Model	230	863,880
						20001 = Chevrolet Corvair	55	183,447
						20002 = Chevrolet El Camino	394	1,436,753
						20004 = Chevrolet Nova (-'79)	180	612,250
						20006 = Chevrolet Camaro	10	37,509
						20007 = Chevrolet Monte Carlo (thru '88)	59	212,789
						20008 = Chevrolet Vega	61	255,695
						20009 = Chevrolet Monza	252	1,044,396
						20010 = Chevrolet Chevette	52	188,901
						20011 = Chevrolet Citation	4	15,972
						20012 = Chevrolet Cavalier	1	4,855
						20013 = Chevrolet Celebrity	22	91,533

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						20015 = Chevrolet Beretta/Corsica	12	45,031
						20016 = Chevrolet Lumina	676	2,816,175
						20017 = Chevrolet Spectrum	138	591,369
						20019 = Chevrolet Nova/Geo Prizm/Prism	315	1,395,180
						20020 = Chevrolet Sprint/Geo Sprint	472	1,756,089
						20031 = Chevrolet Geo Metro/Metro	7	54,224
						20032 = Chevrolet Geo Storm	189	812,538
						20033 = Chevrolet Monte Carlo (1995 on)	3	14,021
						20034 = Chevrolet Malibu	122	539,174
						20035 = Chevrolet Other (automobile)	27	116,518
						20036 = Chevrolet Unknown (automobile)	123	455,712
						20037 = Chevrolet S-10 Blazer/TrailBlazer	252	976,164
						20043 = Chevrolet (code 043)	1	4,155
						20091 = Chevrolet Other Model	648	2,312,291
						20401 = Chevrolet Suburban	471	1,703,074
						20402 = Chevrolet Astro Van	79	288,832
						20421 = Chevrolet Lumina APV	455	1,675,257
						20431 = Chevrolet Venture	368	1,288,068
						20441 = Chevrolet G-series van	339	1,308,141
						20442 = Chevrolet P-series van	50	199,011
						20443 = Chevrolet Van derivative	133	503,829
						20461 = Chevrolet S-10/T-10 Pickup	139	490,844
						20470 = Chevrolet C, K, R, V-series pickup/Silverado	55	191,000
						20471 = Chevrolet Avalanche	860	3,153,444
						20472 = Chevrolet Other (light truck)	9	27,932
						20481 = Chevrolet Unknown (light truck)	1,608	5,455,648
						20482 = Chevrolet Motorhome	8	19,885
						20850 = Chevrolet Medium/Heavy - COE high entry	18	68,666
						20XXX = Chevrolet Model Suppressed	38	135,533
						21-07 = Oldsmobile Refused Model	1	3,852
						21-08 = Oldsmobile Don't Know Model	80	347,391
						21001 = Oldsmobile Toronado	114	501,331
						21002 = Oldsmobile Commercial Series	239	897,562
						21003 = Oldsmobile Starfire	127	511,187
						21005 = Oldsmobile Omega	18	61,519
						21012 = Oldsmobile Ciera	1	2,241
						21015 = Oldsmobile Calais	7	23,509
						21016 = Oldsmobile Cutlass (FWD)	7	31,949
						21017 = Oldsmobile Achieva/Alero	236	934,703

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						21018 = Oldsmobile Aurora	34	165,258
						21020 = Oldsmobile Intrigue	325	1,379,343
						21021 = Oldsmobile Other (automobile)	138	558,630
						21022 = Oldsmobile Unknown (automobile)	59	215,119
						21023 = Oldsmobile Bravada	100	368,598
						21091 = Oldsmobile Other Model	106	334,281
						21401 = Oldsmobile Unknown (OLDSMOBILE)	53	168,700
						21441 = Pontiac Lemans/Tempest (thru 1970)	67	218,433
						22-08 = Pontiac Don't Know Model	18	89,028
						22001 = Pontiac Ventura	12	55,165
						22002 = Pontiac Firebird/Trans AM	300	1,100,615
						22005 = Pontiac Grand Prix (RWD)	21	66,667
						22008 = Pontiac Astre	1	13,220
						22009 = Pontiac Sunbird (thru 1980:1985 on see model 016)	135	571,573
						22010 = Pontiac T-1000/1000	18	54,538
						22012 = Pontiac Sunbird (1985-1994)/J-2000/Sunfire (1995 on)	6	39,842
						22013 = Pontiac 6000	1	2,654
						22015 = Pontiac Grand AM	4	12,763
						22016 = Pontiac Grand Prix (FWD)	163	680,027
						22017 = Pontiac Lemans (1988-on)	60	251,146
						22018 = Pontiac Other (automobile)	544	2,299,042
						22020 = Pontiac Unknown (automobile)	361	1,383,196
						22031 = Pontiac Aztek	15	57,272
						22091 = Pontiac Other Model	39	130,142
						22401 = Pontiac Unknown (light truck)	7	20,470
						22441 = GMC Caballero	131	447,448
						23-08 = GMC Don't Know Model	40	116,792
						23007 = GMC Suburban/Yukon XL (2000 on)	2	9,635
						23091 = GMC Other Model	111	402,065
						23401 = GMC Safari (Minivan)	138	471,306
						23421 = GMC G-series van/Savana	180	655,905
						23431 = GMC P-series van	126	407,836
						23441 = GMC Van derivative	78	292,255
						23461 = GMC S15/T15/Sonoma	40	133,920
						23470 = GMC Other (light truck)	14	47,290
						23471 = GMC Unknown (light truck)	113	451,166
						23481 = GMC Motor Home	594	1,953,254

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						23850 = GMC Medium/Heavy - COE high entry	2	6,338
						23XXX = GMC Model Suppressed	12	36,514
						24-08 = Saturn Don't Know Model	96	406,879
						24001 = Saturn EV1/EGV1*	261	1,104,364
						24002 = Saturn LS	83	337,526
						24003 = Saturn LW	32	126,530
						24005 = Saturn Unknown (automobile)	66	212,326
						24006 = Saturn Vue	12	33,647
						24091 = Saturn Other Model	82	312,512
						30-08 = Volkswagen Don't Know Model	9	25,806
						30031 = Volkswagen 411/412 Squareback/Fastback 1971-74,9999	4	10,609
						30032 = Volkswagen Squareback/Fastback Type 3, 1600 1965-74,9999	126	457,090
						30033 = Volkswagen Rabbit L, GTI, Sport, LS, Custom, DL, Deluxe	5	12,489
						30034 = Volkswagen Dasher	3	9,588
						30035 = Volkswagen Scirocco	3	11,139
						30036 = Volkswagen Jetta	18	92,821
						30038 = Volkswagen Golf/Cabriolet/Cabrio/GTI Golf II, GTI, GT,GL, Golf III, GLS,Wo	3	13,563
						30040 = Volkswagen Rabbit Pickup	185	746,894
						30041 = Volkswagen Fox	2	5,060
						30042 = Volkswagen Corrado	91	341,172
						30044 = Volkswagen New Beetle GL (2.0L), GLS (TDI,1.8T/1.8L/1.9L/2.0L/Syncro/V6),	12	57,012
						30045 = Volkswagen Other (automobile)	2	4,648
						30046 = Volkswagen Unknown (automobile)	93	387,901
						30047 = Volkswagen The Thing (181)	10	31,732
						30091 = Volkswagen Other Model	21	104,637
						30401 = Volkswagen Other (light truck)	2	8,647
						30441 = Volkswagen Unknown (light truck)	33	135,670
						30442 = Volkswagen Other (vehicle)	1	5,143
						32-08 = Audi Don't Know Model	4	7,406
						32032 = Audi 5000	4	5,741
						32034 = Audi 200	2	4,987
						32035 = Audi V-8 Quattro	4	13,846
						32036 = Audi Coupe Quattro	7	28,046
						32037 = Audi S4/S6	1	6,316

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						32038 = Audi Cabriolet (1994-1998)	2	3,414
						32039 = Audi A6	7	20,317
						32040 = Audi A4	5	12,369
						32042 = Audi TT	28	96,451
						32043 = Audi S8	38	138,985
						32044 = Audi Allroad	4	15,997
						32045 = Audi Other (automobile)	9	29,920
						32091 = Audi Other Model	9	44,532
						34-07 = BMW Refused Model	1	1,163
						34-08 = BMW Don't Know Model	22	106,876
						34031 = BMW 3-series	2	5,861
						34034 = BMW 7-series	155	609,451
						34035 = BMW 8-series	90	298,209
						34036 = BMW Z3	8	32,070
						34037 = BMW Z8	46	172,266
						34039 = BMW Other (automobile)	18	68,991
						34091 = BMW Other Model	18	59,128
						34401 = BMW 750cc and over	11	35,082
						34705 = BMW Unknown BMW	2	8,439
						34706 = Nissan/Datsun F-10	18	57,123
						34709 = Nissan/Datsun 200SX/240SX	7	34,083
						35-07 = Nissan/Datsun Refused Model	3	13,272
						35-08 = Nissan/Datsun Don't Know Model	36	147,632
						35032 = Nissan/Datsun 310 SPL	57	280,248
						35033 = Nissan/Datsun 510	3	8,498
						35034 = Nissan/Datsun 610	28	116,523
						35035 = Nissan/Datsun 710	2	4,574
						35036 = Nissan/Datsun 810/Maxima	1	3,206
						35039 = Nissan/Datsun Stanza	344	1,380,578
						35042 = Nissan/Datsun Micra	48	217,414
						35043 = Nissan/Datsun NX 1600/2000	317	1,442,013
						35044 = Nissan/Datsun Altima	8	37,539
						35046 = Nissan/Datsun Unknown (automobile)	9	32,275
						35047 = Nissan/Datsun Pathfinder	255	1,137,364
						35091 = Nissan/Datsun Other Model	41	197,368
						35401 = Nissan/Datsun Axxess	139	549,389
						35402 = Nissan/Datsun Quest	47	201,122
						35441 = Nissan/Datsun Altra EV*	7	29,618

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						35442 = Nissan/Datsun Datsun/Nissan Pickup 1955-1997)	3	11,418
						35443 = Nissan/Datsun Frontier (1998 on)	89	360,215
						35471 = Nissan/Datsun Unknown (light truck)	297	1,147,476
						35472 = Nissan/Datsun Medium/Heavy - COE high entry	67	276,084
						35XXX = Nissan/Datsun Model Suppressed	1	4,309
						37-07 = Honda (Acura: See 54) Refused Model	2	10,969
						37-08 = Honda (Acura: See 54) Don't Know Model	34	124,445
						37031 = Honda (Acura: See 54) 600	818	3,485,051
						37032 = Honda (Acura: See 54) S2000	1,264	5,115,974
						37033 = Honda (Acura: See 54) EV Plus*	80	360,145
						37034 = Honda (Acura: See 54) Insight	6	20,171
						37035 = Honda (Acura: See 54) Other (automobile)	7	32,542
						37036 = Honda (Acura: See 54) Unknown (automobile)	1	2,083
						37037 = Honda (Acura: See 54) Passport	1	5,639
						37091 = Honda (Acura: See 54) Other Model	133	436,580
						37401 = Honda (Acura: See 54) Unknown (light truck)	42	153,770
						37402 = Honda (Acura: See 54) 0- 50 cc	153	553,875
						37441 = Honda (Acura: See 54) 51-124 cc	151	575,358
						37703 = Honda (Acura: See 54) 750 cc or greater	23	77,450
						37704 = Honda (Acura: See 54) Unknown cc	25	83,968
						37705 = Honda (Acura: See 54) 51-124cc	53	179,279
						37706 = Honda (Acura: See 54) 125-349cc	106	425,031
						37709 = Honda (Acura: See 54) 350cc or greater	38	136,951
						37733 = Honda (Acura: See 54) (Other Vehicle)	27	87,962
						37XXX = Honda (Acura: See 54) Model Suppressed	82	255,382
						38-08 = Isuzu Don't Know Model	2	7,436
						38031 = Isuzu Other (automobile)	8	27,049
						38033 = Isuzu Trooper/Trooper II	2	10,127
						38091 = Isuzu Other Model	26	93,051
						38401 = Isuzu VehiCROSS	78	309,442
						38402 = Isuzu Axiom	123	539,952
						38403 = Isuzu Oasis	12	44,257
						38404 = Isuzu P'up (pickup)	1	2,135
						38441 = Isuzu Other (light truck)	1	703
						38471 = Isuzu Unknown (light truck)	39	146,698

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						38472 = Isuzu Medium/Heavy - CBE	4	15,409
						38XXX = Isuzu Model Suppressed	3	19,441
						39-08 = Jaguar Don't Know Model	4	16,141
						39031 = Jaguar S-Type	15	38,402
						39032 = Jaguar XKR	42	192,015
						39033 = Jaguar X-Type	3	6,532
						39034 = Jaguar Other (automobile)	12	42,148
						39091 = Jaguar Other Model	7	25,393
						41-08 = Mazda Don't Know Model	29	117,071
						41031 = Mazda RX7	7	30,607
						41034 = Mazda 626	25	111,143
						41035 = Mazda 808	169	845,898
						41037 = Mazda R-100	176	852,201
						41043 = Mazda MX-3	24	107,353
						41044 = Mazda Millenia	27	138,373
						41045 = Mazda MP3	79	298,848
						41046 = Mazda Other (automobile)	19	98,389
						41047 = Mazda Unknown (automobile)	42	167,610
						41091 = Mazda Other Model	22	88,812
						41401 = Mazda Pickup/ B-Series Pickup	8	37,997
						41402 = Mazda Other (light truck)	7	28,959
						41441 = Mazda Unknown (light truck)	60	246,839
						41471 = Mazda Unknown (MAZDA)	164	659,259
						42-07 = Mercedes-Benz Refused Model	1	3,624
						42-08 = Mercedes-Benz Don't Know Model	29	99,635
						42031 = Mercedes-Benz 350/380/420/450/560 SLC	114	437,089
						42032 = Mercedes-Benz 280/300 SEL	9	35,056
						42033 = Mercedes-Benz 300/380/420/450/500/560/SEL & 500/560, 600 SEC & 300/350 SDL	26	86,676
						42034 = Mercedes-Benz 300/380/450 SE 280 S, 280 SE (1975 on), 300 SD Sedan/350 SD	1	1,049
						42035 = Mercedes-Benz 600, 6.9 Sedan	1	5,683
						42036 = Mercedes-Benz 190	34	140,041
						42037 = Mercedes-Benz 300	27	129,610
						42039 = Mercedes-Benz C Class (94 on)	27	132,142
						42040 = Mercedes-Benz S Class (95 on)	19	63,152
						42041 = Mercedes-Benz SL Class (95 on)	17	55,871
						42042 = Mercedes-Benz SLK	36	104,121

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						42043 = Mercedes-Benz CL Class	13	37,688
						42044 = Mercedes-Benz CLK	3	7,747
						42045 = Mercedes-Benz E Class (97 on)	7	19,801
						42046 = Mercedes-Benz Other (automobile)	5	11,088
						42047 = Mercedes-Benz Unknown (automobile)	11	28,545
						42091 = Mercedes-Benz Other Model	37	136,215
						42401 = Mercedes-Benz Van derivative	31	90,252
						42470 = Mercedes-Benz Medium/Heavy - CBE	1	5,280
						42XXX = Mercedes-Benz Model Suppressed	32	100,597
						45-08 = Porsche Don't Know Model	2	4,685
						45031 = Porsche 924	23	61,726
						45032 = Porsche 928	2	6,718
						45033 = Porsche 930	5	22,372
						45034 = Porsche 944	3	12,365
						45035 = Porsche 959	1	4,064
						45037 = Porsche 986/Boxster	6	28,430
						45040 = Renault LeCar	7	14,522
						45091 = Porsche Other Model	6	6,938
						47-08 = Saab Don't Know Model	8	29,482
						47031 = Saab 9000	59	241,063
						47032 = Saab 9-3	1	8,306
						47033 = Saab 9-5	1	2,496
						47034 = Saab Other (automobile)	20	94,261
						47035 = Saab Unknown (automobile)	19	64,354
						47036 = Subaru Loyale (1990 on)/DL/FE/G/GF/GL/GLF/STD	8	24,823
						47091 = Saab Other Model	4	21,458
						48-08 = Subaru Don't Know Model	21	84,139
						48031 = Subaru Legacy	51	163,828
						48034 = Subaru SVX	300	998,870
						48035 = Subaru Impreza	3	10,908
						48036 = Subaru RX	4	12,677
						48037 = Subaru Brat	7	31,775
						48038 = Subaru Other (automobile)	52	188,009
						48039 = Subaru Unknown (automobile)	1	1,240
						48043 = Subaru Forester	7	18,232
						48091 = Subaru Other Model	20	78,885
						48401 = Toyota Corolla	68	228,803
						49-07 = Toyota Refused Model	1	986

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						49-08 = Toyota Don't Know Model	45	186,194
						49031 = Toyota Supra	9	36,637
						49032 = Toyota Cressida	617	2,806,462
						49033 = Toyota Crown	122	504,385
						49034 = Toyota Carina	14	56,027
						49035 = Toyota Tercel	28	120,741
						49038 = Toyota MR-2/MR Spyder	140	722,539
						49040 = Toyota Avalon	1,122	4,606,538
						49041 = Toyota Solara	14	69,300
						49042 = Toyota ECHO	17	93,473
						49043 = Toyota Pirus*	177	646,237
						49044 = Toyota Matrix	32	143,318
						49045 = Toyota Other (automobile)	23	89,185
						49046 = Toyota Unknown (automobile)	7	19,365
						49091 = Toyota Other Model	49	254,922
						49401 = Toyota Landcruiser	226	920,574
						49402 = Toyota Sequoia	92	367,837
						49403 = Toyota Minivan (1984-90)/ Previa (1991 on)	15	51,268
						49421 = Toyota Sienna CE, LE, XLE, Symphony	45	169,373
						49422 = Toyota Pickup SR-5,Extra Cab, Sport, LN44, Chinook, Wonder Wagon	18	57,718
						49441 = Toyota Tacoma	46	182,866
						49442 = Toyota T-100	114	431,589
						49471 = Toyota Tundra	462	1,698,137
						49472 = Toyota Other (light truck)	153	616,491
						49481 = Toyota Unknown (light truck)	23	99,907
						49482 = Toyota Unknown (TOYOTA)	59	203,464
						51-08 = Volvo Don't Know Model	36	175,445
						51031 = Volvo 240 series* /DL/GL/GLT	1	1,722
						51032 = Volvo 260 series/GLE	1	2,216
						51034 = Volvo PV544	75	310,663
						51035 = Volvo 760/780	2	9,480
						51037 = Volvo 940	1	1,063
						51038 = Volvo 960	6	15,145
						51039 = Volvo 850	44	207,133
						51040 = Volvo 70 Series C70, S70, V70	31	99,376
						51041 = Volvo 90 Series	21	71,362
						51042 = Volvo 80 Series	59	217,367
						51043 = Volvo 40 Series	55	183,015

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						51044 = Volvo 60 Series	6	14,626
						51045 = Volvo Other (automobile)	31	102,663
						51046 = Volvo Unknown (automobile)	7	20,411
						51047 = Volvo Medium/Heavy - CBE	3	6,907
						51091 = Volvo Other Model	57	223,893
						51XXX = Volvo Model Suppressed	1	885
						52-08 = Mitsubishi Don't Know Model	13	66,029
						52034 = Mitsubishi Eclipse	120	586,753
						52035 = Mitsubishi Sigma	53	253,530
						52036 = Mitsubishi 3000 GT	3	11,534
						52037 = Mitsubishi Diamante	101	428,020
						52038 = Mitsubishi Expo Wagon	2	7,360
						52039 = Mitsubishi Lancer	11	59,911
						52040 = Mitsubishi Other (automobile)	35	150,657
						52045 = Mitsubishi Unknown (automobile)	3	5,283
						52091 = Mitsubishi Other Model	26	117,236
						52401 = Mitsubishi Other (light truck)	75	292,729
						52441 = Mitsubishi Unknown (light truck)	3	14,731
						52471 = Mitsubishi Medium/Heavy - COE low entry	21	74,006
						52XXX = Mitsubishi Model Suppressed	2	8,104
						53-08 = Suzuki Don't Know Model	11	41,930
						53031 = Suzuki Unknown (automobile)	6	19,069
						53032 = Suzuki Samurai	9	44,777
						53091 = Suzuki Other Model	27	109,604
						53401 = Suzuki Other (light truck)	15	51,054
						53402 = Suzuki Unknown (light truck)	41	158,375
						53403 = Suzuki 0-50cc	2	7,187
						53703 = Suzuki 750cc-over	12	40,876
						53704 = Suzuki Unknown cc	6	8,753
						53705 = Suzuki 0-50cc	20	86,846
						53706 = Suzuki 51-124cc	33	117,920
						53709 = Suzuki 125-349cc	11	49,746
						53733 = Suzuki Unknown (SUZUKI)	11	43,640
						53XXX = Suzuki Model Suppressed	19	55,169
						54-08 = Acura Don't Know Model	13	60,743
						54031 = Acura Vigor	127	544,018
						54032 = Acura TL	75	304,191
						54033 = Acura RL	1	7,294
						54034 = Acura CL	5	17,044

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						54035 = Acura RSX	53	171,755
						54036 = Acura Other (automobile)	12	33,999
						54037 = Acura Unknown (automobile)	36	134,500
						54091 = Acura Other Model	12	44,950
						54401 = Acura Unknown (ACURA)	2	6,689
						54421 = Hyundai Pony	15	62,865
						55-07 = Hyundai Refused Model	1	4,848
						55-08 = Hyundai Don't Know Model	2	7,886
						55032 = Hyundai Elantra	32	180,798
						55033 = Hyundai Accent	53	190,515
						55034 = Hyundai Tiburon	3	7,603
						55035 = Hyundai XG300/XG 350	104	425,744
						55036 = Hyundai Other (automobile)	44	175,174
						55037 = Hyundai Unknown (automobile)	12	54,698
						55038 = Hyundai Santa Fe GL, GLS, LX	2	5,305
						55091 = Hyundai Other Model	5	20,561
						55401 = Merkur Scorpio	18	74,903
						58-08 = Infiniti Don't Know Model	4	16,231
						58031 = Infiniti J30	3	17,181
						58032 = Infiniti I30	17	68,061
						58033 = Infiniti I35	18	66,811
						58034 = Infiniti G35	19	79,076
						58035 = Infiniti Other (automobile)	40	170,325
						58091 = Infiniti Other Model	4	13,267
						58401 = Lexus LS-400/430	16	52,928
						59-07 = Lexus Refused Model	1	2,012
						59-08 = Lexus Don't Know Model	17	54,470
						59031 = Lexus GS-300/400/430	85	317,257
						59032 = Lexus IS-300 SportCross, Sport	42	138,147
						59033 = Lexus SC-430	14	50,477
						59034 = Lexus Other (automobile)	27	89,049
						59035 = Lexus Unknown (automobile)	10	40,451
						59091 = Lexus Other Model	17	51,523
						59401 = Lexus Unknown (LEXUS)	64	231,683
						59421 = Daihatsu Charade	12	32,885
						63-08 = Kia Don't Know Model	1	6,770
						63031 = Kia Optima	49	246,241
						63032 = Kia Unknown (automobile)	5	16,048
						63033 = Kia Sportage	8	33,102

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						63034 = Kia Sedona	1	3,243
						63091 = Kia Other Model	5	24,776
						63401 = Kia Unknown (KIA)	49	192,173
						72-08 = Harley-Davidson Don't Know Model	14	53,604
						72091 = Harley-Davidson Other Model	80	283,777
						72703 = Harley-Davidson 750cc or greater	6	12,655
						72704 = Harley-Davidson Unknown cc	2	4,651
						72705 = Kawasaki 0-50cc	2	4,144
						72706 = Kawasaki 51-124cc	182	596,626
						72709 = Kawasaki 125-349cc	69	249,637
						72XXX = Harley-Davidson Model Suppressed	5	17,105
						73-08 = Kawasaki Don't Know Model	8	26,486
						73091 = Kawasaki Other Model	32	123,900
						73703 = Kawasaki 750cc or greater	13	39,713
						73704 = Kawasaki Unknown cc	9	27,493
						73705 = Kawasaki 51-124cc	29	113,279
						73706 = Kawasaki 125-349cc	42	155,783
						73709 = Kawasaki 350cc or greater	16	70,849
						73733 = Moto-Guzzi 350-449cc	8	24,011
						73XXX = Kawasaki Model Suppressed	17	57,290
						76-08 = Yamaha Don't Know Model	10	30,482
						76091 = Yamaha Other Model	69	250,895
						76703 = Yamaha 750cc or greater	21	69,297
						76704 = Yamaha Unknown cc	8	34,468
						76705 = Yamaha 0-50cc	32	98,562
						76706 = Yamaha 51-124cc	50	180,173
						76709 = Yamaha 125-349cc	11	44,655
						76733 = Yamaha Other (Vehicle)	9	38,512
						76XXX = Yamaha Model Suppressed	39	141,257
						91-07 = Other Make Refused Model	2	4,263
						91-08 = Other Make Don't Know Model	228	744,485
						91091 = Other Make Other Model	154	463,874
						XXXXX = Suppressed Make and Model	386	1,347,739
MODLCODE	Char	3		Vehicle model code	B2*	-07	124	523,087
						-08	1,675	6,588,034
						001	857	3,414,007
						002	1,742	6,315,805
						003	1,171	4,598,056
						004	817	3,114,988

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						005	463	1,665,127
						006	509	1,879,121
						007	593	2,183,264
						008	112	481,931
						009	398	1,658,610
						010	158	603,814
						011	91	400,803
						012	72	307,493
						013	726	2,997,832
						014	272	1,115,778
						015	350	1,458,897
						016	1,227	4,978,839
						017	2,004	7,904,857
						018	856	3,634,388
						019	471	2,000,921
						020	1,641	6,448,196
						021	146	578,667
						022	59	215,119
						023	100	368,598
						031	1,412	5,818,380
						032	2,496	10,483,708
						033	382	1,536,805
						034	1,006	3,984,332
						035	812	3,416,139
						036	394	1,543,511
						037	882	3,699,037
						038	284	1,270,421
						039	462	1,908,550
						040	1,412	5,721,405
						041	431	1,524,379
						042	393	1,493,526
						043	885	3,432,261
						044	151	625,746
						045	157	559,872
						046	140	569,429
						047	321	1,372,157
						052	66	193,647
						091	2,824	10,275,903
						401	2,590	9,656,302

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						402	895	3,408,445
						403	201	794,129
						404	859	3,331,881
						421	907	3,326,113
						422	270	960,290
						431	530	1,819,883
						441	1,383	5,198,325
						442	2,021	7,491,512
						443	339	1,291,744
						461	593	2,184,672
						470	111	367,472
						471	3,145	11,773,086
						472	649	2,470,048
						481	5,025	17,487,447
						482	474	1,636,232
						703	75	239,992
						704	50	159,334
						705	138	490,550
						706	431	1,532,656
						709	153	589,904
						733	55	194,125
						850	76	228,615
						XXX	761	2,570,376
MSACAT	Char	2	ST	MSA/CMSA category	*	1 = MSA of 1 million or more, with rail	6,752	29,980,099
						2 = MSA of 1 million or more, and not in 1	20,051	79,230,410
						3 = MSA less than 1 million	13,215	48,571,100
						4 = Not in MSA (CMSA)	13,257	46,286,964
MSASIZE	Char	2	ST	Population size of HH MSA	*	1 = In an MSA of Less than 250,000	4,244	15,002,532
						2 = In an MSA of 250,000 - 499,999	4,669	17,109,632
						3 = In an MSA of 500,000 - 999,999	4,302	16,458,935
						4 = In an MSA or CMSA of 1,000,000 - 2,999,999	11,403	44,031,436
						5 = In an MSA or CMSA of 3 million or more	15,400	65,179,072
						6 = Not in MSA or CMSA	13,257	46,286,964
NUMADLT	Num	8	ST	Number of adults in HH	C8*	1	7,225	33,376,234
						2	36,122	125,547,872
						3	7,094	32,372,932
						4	2,315	10,526,288
						5	377	1,681,969
						6	109	481,924

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						7	6	16,928
						8	12	44,586
						9	3	5,858
						10	12	13,981
OD_READ1	Num	8	ST	Odometer reading 1		-9 = Not Ascertained	1,207	5,061,629
						-8 = Don't know	565	2,334,835
						-7 = Refused	1,403	5,636,510
						-6 = odometer broken/unreliable	2	12,450
						-5 = No odometer	270	944,477
						-4 = Vehicle sold/No longer in hh	278	1,312,968
						-3 = No contact	4,253	18,519,005
						-1 = Appropriate Skip	1	3,253
						0 - 999,999	45,296	170,243,396
OD_READ2 - DEL	Num	8		Odometer reading 2		-9 = Not Ascertained	2,126	7,307,970
						-8 = Don't know	251	970,499
						-7 = Refused	1,460	5,651,411
						-6 = odometer broken/unreliable	209	882,342
						-5 = No odometer	74	232,819
						-4 = Vehicle sold/No longer in hh	1,535	6,059,938
						-3 = No contact	7,930	33,531,904
						-1 = Appropriate Skip	7,156	30,853,523
						0 - 999,999	32,534	118,578,137
OWNUNIT	Char	2	ST	How long vehicle owned, unit	L8	-1 = Appropriate Skip	7,391	31,091,606
						-8 = Don't Know	4	17,666
						-9 = Not Ascertained	1	3,337
						1 = Days	74	267,371
						2 = Weeks	481	1,821,834
						3 = Month	10,012	38,722,520
						4 = Years	35,312	132,144,240
RAIL	Char	2	ST	Rail (subway) category of HH	*	1 = MSA has rail	6,752	29,980,099
						2 = MSA does not have rail, or hh not in an MSA	46,523	174,088,474
RATIO16V	Num	8	ST	Ratio of HH members (16+) to vehicles	*	0.1	10	21,986
						0.10526315789473	19	53,212
						0.11111111111111	18	68,246
						0.125	16	89,804
						0.14285714285714	28	111,331
						0.16666666666666	66	255,269
						0.18181818181818	11	19,423

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						0.2	150	501,214
						0.22222222222222	54	142,871
						0.25	400	1,372,485
						0.26666666666666	15	9,601
						0.27272727272727	11	4,931
						0.28571428571428	224	508,537
						0.3	20	19,637
						0.33333333333333	1,179	4,366,445
						0.36363636363636	11	10,015
						0.375	48	131,638
						0.4	1,135	3,433,922
						0.42857142857142	140	589,888
						0.44444444444444	27	178,458
						0.5	5,146	18,229,919
						0.55555555555555	18	46,069
						0.57142857142857	77	308,380
						0.6	700	2,652,495
						0.66666666666666	8,187	26,920,478
						0.71428571428571	42	160,872
						0.75	1,916	7,458,084
						0.8	595	2,453,974
						0.83333333333333	72	272,660
						1	26,847	105,243,214
						1.16666666666666	6	16,928
						1.2	35	181,622
						1.25	160	700,874
						1.33333333333333	783	3,772,571
						1.5	1,822	8,377,299
						1.66666666666666	102	467,237
						2	2,778	12,287,044
						2.5	48	304,611
						3	277	1,746,165
						3.5	4	25,103
						4	60	426,693
						5	14	86,371
						6	2	7,891
						7	2	33,107
RATIO16W	Num	8	ST	Ratio of HH members (16+) to workers	*	0	8,279	30,170,446
						0.5	13	64,139

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						0.66666666666666	101	322,426
						0.75	90	342,435
						0.8	22	105,695
						1	27,898	107,965,800
						1.125	3	5,858
						1.16666666666666	10	73,648
						1.2	74	258,616
						1.25	199	903,989
						1.33333333333333	1,191	5,371,427
						1.4	6	16,928
						1.5	3,696	15,295,579
						1.6	6	32,681
						1.66666666666666	144	597,482
						2	9,848	35,419,480
						2.5	56	272,366
						3	1,393	5,747,227
						4	221	970,127
						5	17	79,771
						6	5	28,944
						7	3	23,509
RATIOWV	Num	8	ST	Ratio of HH workers to vehicles	*	0	8,279	30,170,446
						0.05263157894736	19	53,212
						0.09090909090909	11	19,423
						0.1	30	32,085
						0.11111111111111	36	137,573
						0.125	32	101,737
						0.14285714285714	77	158,711
						0.16666666666666	234	860,578
						0.18181818181818	11	4,931
						0.2	590	1,953,398
						0.22222222222222	72	295,964
						0.25	1,332	4,308,347
						0.26666666666666	15	9,601
						0.28571428571428	203	548,708
						0.33333333333333	3,654	12,648,989
						0.36363636363636	11	10,015
						0.375	40	153,091
						0.4	1,065	3,488,285
						0.42857142857142	105	453,992

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						0.44444444444444	18	89,068
						0.5	9,768	35,584,336
						0.55555555555555	18	77,241
						0.57142857142857	77	307,286
						0.6	555	2,075,487
						0.625	8	23,151
						0.66666666666666	6,669	23,751,490
						0.71428571428571	14	79,465
						0.75	1,440	6,186,333
						0.8	340	1,538,655
						0.83333333333333	84	250,578
						0.85714285714285	7	38,948
						1	16,502	68,978,098
						1.2	10	74,828
						1.25	68	306,999
						1.33333333333333	276	1,262,916
						1.5	612	2,736,749
						1.66666666666666	24	122,952
						2	862	4,424,949
						2.5	6	44,010
						2.66666666666666	3	5,858
						3	74	503,482
						4	22	170,560
						5	1	9,491
						6	1	16,556
READATE1	Char	6		Date of odometer reading 1 - YYYYMM	*	-1 = Appropriate Skip	4,718	20,419,206
						-7 = Refused	1,050	3,910,566
						-8 = Don't Know	480	1,980,306
						-9 = Not Ascertained	1,418	5,714,493
						200103	100	328,310
						200104	2,610	6,346,940
						200105	2,897	13,190,882
						200106	2,686	13,932,086
						200107	2,330	15,005,149
						200108	3,096	13,128,415
						200109	2,809	13,983,961
						200110	2,477	13,978,696
						200111	2,493	12,549,816
						200112	4,217	17,339,596

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						200201	3,663	14,554,570
						200202	4,830	13,011,290
						200203	5,398	13,357,382
						200204	4,866	8,793,179
						200205	1,060	2,346,929
						200206	77	196,800
READATE2	Char	6		Date of odometer reading 2 - YYYYMM	*	-1 = Appropriate Skip	16,905	71,561,756
						-7 = Refused	1,460	5,651,411
						-8 = Don't Know	251	970,499
						-9 = Not Ascertained	2,293	7,870,454
						200104	1	848
						200105	14	50,765
						200106	193	421,897
						200107	805	1,813,313
						200108	1,460	5,857,164
						200109	1,218	5,802,118
						200110	1,097	6,386,671
						200111	1,533	6,487,768
						200112	1,374	6,560,578
						200201	2,013	8,778,317
						200202	939	4,784,601
						200203	1,786	7,575,171
						200204	1,699	6,678,272
						200205	5,045	16,258,269
						200206	4,634	13,494,838
						200207	1,659	6,587,325
						200208	2,697	7,632,632
						200209	3,898	11,615,810
						200210	289	1,184,882
						200211	7	19,243
						200212	5	23,969
READDIFF	Num	8		Days b/w 1st and 2nd Odometer Readings		-9 = Not Ascertained	13,624	55,425,714
						-1 = Appropriate Skip	7,700	32,072,442
						0 - 579	31,951	116,570,429
TDAYDATE	Char	6	ST	Travel day date (YYYYMM)	*	200103	106	407,311
						200104	3,139	7,573,311
						200105	3,429	16,275,081
						200106	3,230	17,119,293
						200107	2,672	17,721,149

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						200108	4,053	17,237,027
						200109	3,203	16,679,755
						200110	2,957	17,435,261
						200111	3,306	16,210,305
						200112	4,454	17,507,094
						200201	4,335	17,702,773
						200202	6,084	15,508,143
						200203	6,771	17,107,364
						200204	5,402	8,955,967
						200205	134	628,738
TDBOA911	Char	1	ST	Travel day before or on/after 9/11	*	1 = Travel day was before 9/11/01	18,421	85,546,309
						2 = Travel day was on or after 9/11/01	34,854	118,522,264
TRAVDAY	Char	1	ST	Travel day - day of week	*	1 = Sunday	7,634	29,692,961
						2 = Monday	7,888	28,936,931
						3 = Tuesday	7,633	29,001,041
						4 = Wednesday	10,415	28,980,962
						5 = Thursday	6,482	28,858,776
						6 = Friday	6,516	28,786,926
						7 = Saturday	6,707	29,810,976
URBAN	Char	2	ST	Household in urbanized area	*	1 = In an urban cluster	6,336	23,503,724
						2 = In an urban area	31,652	129,023,663
						3 = In an area surrounded by urban areas	47	145,096
						4 = Not in urban area	15,240	51,396,089
URBRUR	Char	2	ST	Household in urban/rural area	*	1 = Urban	38,035	152,672,484
						2 = Rural	15,240	51,396,089
VEH12MNT	Char	2	ST	Vehicle received less than 12 months ago	*	1 = Yes	7,871	30,579,378
						2 = No	45,404	173,489,195
VEHID	Char	2		Vehicle ID number	B2	01	24,268	97,420,053
						02	17,339	64,614,484
						03	7,067	25,860,286
						04	2,751	9,824,236
						05	1,040	3,674,229
						06	446	1,511,959
						07	181	599,650
						08	90	289,229
						09	44	140,124
						10	20	52,235
						11	10	24,199
						12	7	17,827

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						13	2	3,441
						14	2	3,441
						15	3	13,168
						16	1	2,801
						17	2	11,613
						18	1	2,801
						19	1	2,801
VEHMILES	Num	8		Miles vehicle driven last 12 months		-9 = Not Ascertained	6,808	28,723,851
						-8 = Don't Know	5,908	22,990,497
						-7 = Refused	27	96,580
						-1 = Appropriate Skip	7,870	30,577,836
						0 - 200,000	32,662	121,679,807
VEHMLCAT	Char	2		Vehicle annual mileage range	L9B*	-1 = Appropriate Skip	47,144	180,078,417
						-7 = Refused	24	94,328
						-8 = Don't Know	834	3,354,517
						-9 = Not Ascertained	31	147,802
						1 = 5,000 miles or less	2,736	10,620,468
						2 = 5,001 to 10,000 miles	1,310	5,105,217
						3 = 10,001 to 15, 000 miles	665	2,548,569
						4 = 15,001 to 20,000 miles	283	1,207,240
						5 = More than 20,000 miles	248	912,014
VEHOWNMO	Num	8	ST	How long vehicle owned - months	L8*	-9 = Not Ascertained	4	13,314
						-1 = Appropriate Skip	45,404	173,489,195
						0.03333333333333	17	59,243
						0.06666666666666	5	13,468
						0.1	6	24,773
						0.13333333333333	7	29,170
						0.16666666666666	5	18,509
						0.2	2	8,113
						0.23333333333333	4	21,005
						0.25	55	210,946
						0.26666666666666	3	5,925
						0.3	1	1,451
						0.33333333333333	1	2,665
						0.36666666666666	1	1,338
						0.43333333333333	2	6,232
						0.46666666666666	1	2,289
						0.5	124	457,483
						0.63333333333333	1	3,001

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						0.66666666666666	1	4,420
						0.7	1	6,578
						0.73333333333333	1	3,807
						0.75	127	489,808
						0.83333333333333	1	6,264
						0.86666666666666	1	1,267
						1	551	2,045,971
						1.03333333333333	1	4,217
						1.25	24	88,338
						1.5	73	287,359
						1.75	8	24,477
						2	777	3,079,979
						2.25	5	22,515
						2.5	14	61,735
						3	895	3,599,960
						3.5	1	992
						3.75	2	9,385
						4	813	3,127,929
						4.5	5	12,799
						4.75	1	2,192
						5	644	2,465,643
						6	1,176	4,653,544
						7	535	2,050,970
						8	706	2,730,624
						9	529	2,114,013
						10	505	1,851,094
						11	235	954,571
VEHTYPE	Char	2	ST	Type of vehicle	L7*	-7 = Refused	16	62,701
						-8 = Don't Know	28	142,862
						01 = Automobile/car/station wagon	29,011	115,802,335
						02 = Van (mini, cargo, passenger)	4,928	18,457,686
						03 = Sports utility vehicle	6,539	24,277,292
						04 = Pickup truck	10,380	37,248,465
						05 = Other truck	299	1,024,732
						06 = RV (recreational vehicle)	445	1,400,262
						07 = Motorcycle	1,287	4,490,098
						91 = Other	342	1,162,140
VEHYEAR	Char	4	ST	Vehicle year - derived	B2* L7*	-7 = Refused	82	375,368
						-8 = Don't Know	1,275	5,546,184

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-9 = Not Ascertained	354	1,395,498
						1962 = 1908-1969	869	2,970,127
						1970	101	367,817
						1971	101	398,321
						1972	162	543,391
						1973	141	518,186
						1974	125	459,535
						1975	146	544,727
						1976	185	695,863
						1977	206	829,917
						1978	316	1,192,031
						1979	363	1,410,552
						1980	265	1,035,522
						1981	260	1,029,790
						1982	342	1,293,631
						1983	458	1,887,911
						1984	787	3,072,561
						1985	1,024	4,012,816
						1986	1,273	5,042,887
						1987	1,371	5,455,002
						1988	1,569	6,259,232
						1989	1,990	8,236,986
						1990	2,061	8,232,355
						1991	2,188	8,964,220
						1992	2,430	9,576,830
						1993	2,709	10,625,103
						1994	3,142	12,042,380
						1995	3,438	13,087,471
						1996	3,139	12,124,532
						1997	3,606	13,646,859
						1998	3,814	14,318,993
						1999	4,112	15,358,206
						2000	4,492	16,724,986
						2001	3,399	12,084,225
						2002	980	2,708,558
VHCASEID	Char	10		Composite vehicle ID number	*			
VTYPFUEL	Char	3	ST	Type of vehicle by fuel type	*	004 = Unknown Vehicle Type, Gasoline	57	265,049
						011 = Car, Diesel	121	486,225
						012 = Car, Natural Gas	2	13,353

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						013 = Car, Electricity	2	3,630
						014 = Car, Gasoline	28,929	115,490,529
						020 = Van, Unknown Fuel Type	1	3,786
						021 = Van, Diesel	2	10,009
						022 = Van, Natural Gas	1	3,258
						024 = Van, Gasoline	4,908	18,391,651
						030 = SUV, Unknown Fuel Type	1	2,041
						031 = SUV, Diesel	10	41,686
						034 = SUV, Gasoline	6,501	24,101,226
						040 = Pickup Truck, Unknown Fuel Type	3	10,879
						041 = Pickup Truck, Diesel	57	189,393
						042 = Pickup Truck, Natural Gas	1	5,295
						044 = Pickup Truck, Gasoline	10,310	36,990,479
						050 = Other Truck, Unknown Fuel Type	264	900,040
						060 = RV, Unknown Fuel Type	447	1,415,303
						070 = Motorcycle, Unknown Fuel Type	6	12,050
						074 = Motorcycle, Gasoline	1,419	4,946,648
						910 = Other Vehicle Type, Unknown Fuel Type	233	786,044
WHOMAIN	Char	2	ST	Person number of primary driver	C12	-1 = Appropriate Skip	6,615	24,005,942
						-7 = Refused	9	40,107
						-8 = Don't Know	23	83,692
						1	25,524	100,197,791
						13	1	1,165
						14	1	1,165
						2	17,236	63,278,927
						3	2,819	11,978,576
						4	793	3,335,637
						5	160	678,644
						6	68	303,160
						7	15	74,504
						8	5	34,406
						9	6	54,856
WRKCOUNT	Num	8	ST	Number of HH members with jobs	E3*	0	8,279	30,170,446
						1	15,020	59,068,917
						2	22,927	84,388,281
						3	5,126	22,184,483
						4	1,587	6,767,817
						5	266	1,156,111
						6	55	312,679

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8	3	5,858
						10	12	13,981
WTHHNTL	Num	8	ST	Household Wt at least 50% completed-NATL				

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
AWAYHOME	Char	2	ST	Reason start travel day away from home	G25	-1 = Appropriate Skip	247,368	409,210,318,914
						-7 = Refused	2	5,518,134
						-8 = Don't Know	14	28,498,548
						-9 = Not Ascertained	2	8,630,870
						11 = Go to work	452	808,953,327
						12 = Return to work	10	19,807,593
						13 = Attend business meeting/trip	13	37,519,949
						14 = Other work related	63	102,843,108
						20 = School/religious activity	1	1,665,095
						21 = Go to school as student	30	54,955,007
						22 = Go to religious activity	10	13,365,023
						23 = Go to library: school related	1	4,243,291
						24 = OS - Day care	16	21,749,310
						30 = Medical/dental services	10	15,043,924
						40 = Shopping/errands	2	2,490,844
						41 = Buy goods: groceries/clothing/hardware store	10	16,184,562
						50 = Social/recreational	21	46,891,740
						51 = Go to gym/exercise/play sports	25	39,860,541
						52 = Rest or relaxation/vacation	57	83,461,098
						53 = Visit friends/relatives	254	468,169,464
						54 = Go out/hang out: entertainment/theater/sports event/go to bar	26	49,864,519
						55 = Visit public place: historical site/museum/park/library	3	6,516,907
						60 = Family personal business/obligations	55	93,155,380
						61 = Use professional services: attorney/accountant	2	4,753,909
						62 = Attend funeral/wedding	3	5,949,578
						63 = Use personal services: grooming/haircut/nails	1	971,941
						64 = Pet care: walk the dog/vet visits	4	6,332,403
						65 = Attend meeting: PTA/home owners association/local government	3	3,387,180
						70 = Transport someone	2	6,016,686
						71 = Pick up someone	5	12,537,789
						72 = Take and wait	1	1,231,059
						73 = Drop someone off	2	2,548,926
						80 = Meals	1	1,562,327
						81 = Social event	8	19,220,129
						82 = Get/eat meal	4	4,224,517
						83 = Coffee/ice cream/snacks	1	1,682,591

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						91 = Other reason	19	23,824,064
CDIVMSAR	Char	2	ST	HHs by Census Division, MSA size, Rail	*	11 = New England, MSA 1 million or more, rail	3,405	6,471,438,685
						12 = New England, MSA 1 million or more, no rail	6,029	9,992,371,494
						13 = New England, MSA less than 1 million	2,004	2,883,610,825
						14 = New England, not in MSA	2,913	4,176,899,001
						21 = Mid-Atlantic, MSA 1 million or more, rail	8,009	17,011,282,575
						22 = Mid-Atlantic, MSA 1 million or more, no rail	13,477	20,884,237,790
						23 = Mid-Atlantic, MSA less than 1 million	7,701	10,579,791,976
						24 = Mid-Atlantic, not in MSA	3,959	5,151,650,780
						31 = E North Central, MSA 1 million or more, rail	6,335	11,766,249,248
						32 = E North Central, MSA 1 million or more, no rail	16,450	25,729,209,578
						33 = E North Central, MSA less than 1 million	11,170	15,825,223,967
						34 = E North Central, not in MSA	11,148	14,659,263,147
						42 = W North Central, MSA 1 million or more, no rail	7,082	10,360,710,217
						43 = W North Central, MSA less than 1 million	5,874	7,958,263,599
						44 = W North Central, not in MSA	9,039	11,651,157,344
						51 = So Atlantic, MSA 1 million or more, rail	10,494	21,293,576,439
						52 = So Atlantic, MSA 1 million or more, no rail	12,212	22,949,245,616
						53 = So Atlantic, MSA less than 1 million	11,953	21,142,344,964
						54 = So Atlantic, not in MSA	9,019	15,634,654,506
						62 = E South Central, MSA 1 million or more, no rail	3,354	6,125,439,394
						63 = E South Central, MSA less than 1 million	4,734	8,072,906,070
						64 = E South Central, not in MSA	5,195	8,161,074,134
						72 = W South Central, MSA 1 million or more, no rail	10,193	19,761,126,311
						73 = W South Central, MSA less than 1 million	6,879	12,809,735,589
						74 = W South Central, not in MSA	4,707	8,186,582,418
						82 = Mountain, MSA 1 million or more, no rail	8,489	13,116,053,207
						83 = Mountain, MSA less than 1 million	4,973	6,669,167,696
						84 = Mountain, not in MSA	4,811	6,612,904,230
						91 = Pacific, MSA 1 million or more, rail	7,383	16,587,757,472
						92 = Pacific, MSA 1 million or more, no rail	19,386	33,553,627,496
						93 = Pacific, MSA less than 1 million	6,388	10,748,510,664
						94 = Pacific, not in MSA	3,736	4,707,883,814
CENSUS_D	Char	2	ST	Household Census Division	*	1 = New England	14,351	23,524,320,005
						2 = Middle Atlantic	33,146	53,626,963,121
						3 = East North Central	45,103	67,979,945,940
						4 = West North Central	21,995	29,970,131,159
						5 = South Atlantic	43,678	81,019,821,525
						6 = East South Central	13,283	22,359,419,598

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						7 = West South Central	21,779	40,757,444,318
						8 = Mountain	18,273	26,398,125,133
						9 = Pacific	36,893	65,597,779,446
CENSUS_R	Char	2	ST	Household Census Region	*	1 = Northeast	47,497	77,151,283,126
						2 = Midwest	67,098	97,950,077,099
						3 = South	78,740	144,136,685,441
						4 = West	55,166	91,995,904,579
DRIVER	Char	2	ST	Driver status of respondent	C8*	-1 = Appropriate Skip	41,080	74,705,099,028
						-9 = Not Ascertained	74	188,845,705
						1 = Yes, a driver	195,647	312,132,190,388
						2 = No, not a driver	11,700	24,207,815,124
DRVRCNT	Num	8	ST	Number of drivers in household	C8*	0	3,030	7,065,734,948
						1	39,528	67,006,663,538
						2	152,098	241,521,288,946
						3	38,641	67,968,701,209
						4	12,509	22,824,276,592
						5	1,819	3,257,081,850
						6	727	1,378,709,783
						7	30	144,253,846
						10	119	67,239,534
DRVR_FLG	Char	2	ST	Subject was driver on this trip	G49*	-1 = Appropriate Skip	30,034	55,515,359,010
						-9 = Not Ascertained	110	168,927,534
						1 = Yes	149,538	235,423,801,335
						2 = No	68,819	120,125,862,367
DWELTIME	Num	8	ST	Time spent at destination of trip		-9 = Not Ascertained	276	527,695,765
						-1 = Appropriate Skip	53,142	89,200,281,337
						0 - 1,235	195,083	321,505,973,151
EDITENTM	Char	2		ENDTIME edited	*	1 = Yes	52	83,303,210
						2 = No	248,449	411,150,647,035
EDITMILE	Char	2		TRPDIST edited	*	1 = Yes	47	60,876,921
						2 = No	248,454	411,173,073,324
EDITMIN	Char	2		TRVL_MIN edited	*	1 = Yes	72	122,118,944
						2 = No	248,429	411,111,831,301
EDITMODE	Char	2		TRPTRANS edited	*	2 = No	248,501	411,233,950,245
EDITPURP	Char	2		WHYTRP edited	*	2 = No	248,501	411,233,950,245
EDITSTTM	Char	2		STRTTIME edited	*	1 = Yes	66	114,419,085
						2 = No	248,435	411,119,531,160
EDUC	Char	2	ST	Highest grade completed	M7	-1 = Appropriate Skip	44,711	81,154,648,369
						-7 = Refused	176	256,410,273

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-8 = Don't Know	402	746,669,364
						-9 = Not Ascertained	92	207,260,337
						1 = Less then high school graduate	21,291	38,739,503,597
						2 = High school graduate, include GED	58,010	93,662,484,546
						3 = Vocational/technical training	8,105	12,355,761,897
						4 = Some college, but no degree	35,499	59,268,016,574
						5 = Associate's degree (for example, AA)	14,580	23,326,170,212
						6 = Bachelor's degree (for example, BA, AB, BS)	37,118	58,901,815,669
						7 = Some graduate or professional school, but no degree	4,614	6,997,687,685
						8 = Graduate or professional school degree (for example, MA, MS, MBA, MD, DDS, PhD, EdD, JD)	23,903	35,617,521,723
ENDHOUR	Num	8		Travel day trip end time, hour	G17	-8 = Don't Know	301	592,922,147
						-7 = Refused	18	9,567,315
						0	1,128	2,240,328,892
						1	493	1,052,134,454
						2	318	646,252,854
						3	246	529,325,656
						4	476	894,277,093
						5	1,596	2,730,824,574
						6	4,637	7,703,707,514
						7	13,603	22,267,300,440
						8	14,851	24,197,968,416
						9	12,858	20,546,240,943
						10	14,419	23,210,969,367
						11	16,426	26,527,533,976
						12	18,609	29,943,852,926
						13	16,821	27,134,507,743
						14	17,270	28,370,482,244
						15	20,723	33,657,916,346
						16	19,630	32,043,363,722
						17	20,075	33,306,827,077
						18	17,349	29,089,159,748
						19	13,555	23,082,369,667
						20	9,824	17,083,997,444
						21	7,123	12,666,467,229
						22	4,043	7,483,451,591
						23	2,109	4,222,200,866
ENDMIN	Num	8		Travel day trip end time, minute	G17	-8 = Don't Know	308	607,470,506

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-7 = Refused	18	9,567,315
						0	27,571	46,775,804,820
						1	1,328	2,110,830,440
						2	2,175	3,510,142,064
						3	1,717	2,828,892,158
						4	886	1,329,623,160
						5	13,534	22,136,018,724
						6	959	1,452,485,484
						7	1,527	2,556,253,043
						8	1,303	1,996,544,225
						9	579	889,464,518
						10	16,122	26,924,830,299
						11	908	1,433,557,731
						12	1,547	2,404,167,096
						13	807	1,324,187,506
						14	634	939,668,826
						15	20,525	35,114,128,134
						16	922	1,497,591,623
						17	1,383	2,197,041,510
						18	1,171	1,832,517,559
						19	528	807,497,980
						20	15,087	25,269,007,356
						21	780	1,196,253,445
						22	1,375	2,083,010,871
						23	980	1,525,410,435
						24	612	951,974,929
						25	10,006	16,265,137,113
						26	776	1,151,682,622
						27	1,007	1,641,982,473
						28	914	1,390,410,436
						29	583	932,198,213
						30	25,771	44,397,502,389
						31	1,238	2,033,407,408
						32	1,860	2,985,027,350
						33	1,395	2,269,652,063
						34	751	1,166,094,284
						35	12,910	21,206,016,861
						36	959	1,502,558,617
						37	1,306	2,099,562,440

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						38	1,135	1,775,069,430
						39	504	764,574,663
						40	13,865	22,969,773,200
						41	714	1,110,922,757
						42	1,290	2,129,979,768
						43	909	1,414,667,445
						44	564	864,186,620
						45	20,621	34,396,960,330
						46	967	1,528,109,058
						47	1,310	2,096,110,580
						48	1,146	1,766,082,761
						49	537	831,798,419
						50	13,491	22,227,301,918
						51	731	1,110,340,218
						52	1,281	1,996,142,071
						53	911	1,447,027,730
						54	587	871,771,371
						55	9,739	15,787,916,513
						56	855	1,294,115,369
						57	903	1,391,926,119
						58	1,047	1,681,902,911
						59	632	1,032,096,969
ENDTIME	Char	4	ST	Travel day trip end time, military		-9 = Not Ascertained	326	617,037,822
						0000 - 2359		
							248,175	410,616,912,427
ETRDWT01--ETRDWT99	Num	8		Person Travel Day Wt 100% HHs - Rep 01-99				
EXPFLTDN	Num	8	ST	Day Trip Weight 100% completed - NATL				
FLGNXTDY	Char	2	ST	Flag for travel day trip ending next day	*	1 = Yes	2,186	4,466,105,512
						2 = No	246,315	406,767,844,733
FTRDWT01--FTRDWT99								
HBHRESDN	Char	9	ST	Housing units per sq mile - Block group	*	-9 = Not Ascertained	72	108,128,661
						25 = 0 to 49	40,859	59,099,802,945
						150 = 50 to 249	41,181	62,141,664,521
						700 = 250 to 999	58,537	92,548,128,115
						2000 = 1,000 to 2,999	76,542	129,990,771,813
						4000 = 3,000 to 4,999	17,840	34,568,414,975
						6000 = 5,000 to 999K	13,470	32,777,039,216

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
HBHTNRNT	Char	9	ST	Percent renter-occupied - Block group	*	-9 = Not Ascertained	72	108,128,661
						0 - 100%	248,429	411,125,821,588
HBHUR	Char	2	ST	Urban / Rural indicator - Block group	*	-9 = Not Ascertained	72	108,128,661
						C = Second City	43,691	75,380,908,696
						R = Rural	54,278	79,849,499,252
						S = Suburban	63,228	104,030,645,763
						T = Town	60,763	92,446,365,393
						U = Urban	26,469	59,418,402,480
HBPPOPDN	Char	9	ST	Population per sq mile - Block group	*	-9 = Not Ascertained	72	108,128,661
						50 = 0 to 99	36,494	52,724,150,161
						300 = 100 to 499	39,012	58,058,701,053
						750 = 500 to 999	20,990	32,601,409,189
						1500 = 1,000 to 1,999	31,498	49,452,215,770
						3000 = 2,000 to 3,999	45,635	74,303,859,588
						7000 = 4,000 to 9,999	56,232	99,337,948,772
						17000 = 10,000 to 24,999	13,866	31,727,343,507
						30000 = 25,000 to 999K	4,702	12,920,193,544
HHC_MSA	Char	4	ST	MSA/CMSA location of HH	*	0520 = Atlanta, GA MSA	3,400	6,293,421,430
						0640 = Austin-San Marcos, TX MSA	1,085	2,116,203,709
						1122 = Boston-Worcester-Lawrence, MA-NH-ME-CT CMSA	5,743	10,192,792,322
						1280 = Buffalo-Niagara Falls, NY MSA	1,101	1,677,911,321
						1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	1,315	2,656,708,094
						1602 = Chicago-Gary-Kenosha, IL-IN-WI CMSA	6,991	12,776,789,783
						1642 = Cincinnati-Hamilton, OH-KY-IN CMSA	1,741	3,226,900,280
						1692 = Cleveland-Akron, OH CMSA	2,903	4,706,123,956
						1840 = Columbus, OH MSA	1,446	2,241,856,814
						1922 = Dallas-Fort Worth, TX CMSA	3,443	6,474,128,745
						2082 = Denver-Boulder-Greeley, CO CMSA	2,864	4,383,854,534
						2162 = Detroit-Ann Arbor-Flint, MI CMSA	4,884	7,917,838,697
						3000 = Grand Rapids-Muskegon-Holland, MI MSA	1,276	1,814,610,680
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	1,359	2,245,679,839
						3280 = Hartford, CT MSA	1,067	1,632,109,519
						3362 = Houston-Galveston-Brazoria, TX CMSA	2,786	5,563,995,644
						3480 = Indianapolis, IN MSA	1,508	2,292,792,792
						3600 = Jacksonville, FL MSA	1,110	2,303,979,439
						3760 = Kansas City, MO-KS MSA	1,922	2,693,383,276

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						4120 = Las Vegas, NV-AZ MSA	1,270	2,022,140,095
						4472 = Los Angeles-Riverside-Orange County, CA CMSA	11,011	23,605,828,695
						4520 = Louisville, KY-IN MSA	934	1,506,234,950
						4920 = Memphis, TN-AR-MS MSA	938	1,730,599,354
						4992 = Miami-Fort Lauderdale, FL CMSA	1,992	4,837,263,250
						5082 = Milwaukee-Racine, WI CMSA	1,565	2,220,471,170
						5120 = Minneapolis-St. Paul, MN-WI MSA	3,312	4,864,224,305
						5360 = Nashville, TN MSA	1,216	2,067,573,306
						5560 = New Orleans, LA MSA	1,099	2,160,854,832
						5602 = New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA	13,882	26,485,201,780
						5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	1,412	2,741,468,486
						5880 = Oklahoma City, OK MSA	820	1,526,323,917
						5960 = Orlando, FL MSA	1,223	2,565,562,593
						6162 = Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA	4,942	8,368,456,290
						6200 = Phoenix-Mesa, AZ MSA	2,980	4,919,082,984
						6280 = Pittsburgh, PA MSA	2,440	3,370,646,533
						6442 = Portland-Salem, OR-WA CMSA	2,186	2,943,411,901
						6480 = Providence-Fall River-Warwick, RI-MA MSA	1,053	1,715,664,255
						6640 = Raleigh-Durham-Chapel Hill, NC MSA	1,405	2,613,815,231
						6840 = Rochester, NY MSA	1,116	1,588,269,396
						6922 = Sacramento-Yolo, CA CMSA	1,798	2,803,765,742
						7040 = St. Louis, MO-IL MSA	2,608	3,970,887,032
						7160 = Salt Lake City-Ogden, UT MSA	1,375	1,790,975,594
						7240 = San Antonio, TX MSA	937	1,870,941,505
						7320 = San Diego, CA MSA	2,238	4,300,088,523
						7362 = San Francisco-Oakland-San Jose, CA CMSA	5,536	10,356,222,450
						7602 = Seattle-Tacoma-Bremerton, WA CMSA	4,000	6,132,067,658
						8280 = Tampa-St. Petersburg-Clearwater, FL MSA	2,119	3,461,382,821
						8872 = Washington-Baltimore, DC-MD-VA-WV CMSA	6,157	12,485,964,476
						8960 = West Palm Beach-Boca Raton, FL MSA	790	1,365,855,524
						9999 = Not in an MSA	54,527	78,942,069,373
						XXXX = Suppressed, in an MSA of less than 1 million	61,676	96,689,555,349
HHFAMINC	Char	2	ST	Total HH income last 12 months	M14*	-1 = Appropriate Skip	2,064	3,674,267,183
						-7 = Refused	8,144	11,346,980,372
						-8 = Don't Know	2,854	5,386,016,634

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-9 = Not Ascertained	60	179,254,611
						01 = < $5,000	2,925	6,794,222,805
						02 = $5,000 - $9,999	6,771	13,875,828,417
						03 = $10,000 - $14,999	7,659	14,382,924,148
						04 = $15,000 - $19,999	11,353	21,126,115,542
						05 = $20,000 - $24,999	10,610	19,392,064,568
						06 = $25,000 - $29,999	16,398	27,721,623,452
						07 = $30,000 - $34,999	11,672	19,643,499,405
						08 = $35,000 - $39,999	18,870	32,347,507,598
						09 = $40,000 - $44,999	9,943	16,129,387,705
						10 = $45,000 - $49,999	18,124	28,902,485,622
						11 = $50,000 - $54,999	9,645	15,012,430,480
						12 = $55,000 - $59,999	16,116	26,905,219,182
						13 = $60,000 - $64,999	6,956	11,650,405,533
						14 = $65,000 - $69,999	11,996	19,146,320,024
						15 = $70,000 - $74,999	6,449	9,885,889,911
						16 = $75,000 - $79,999	11,176	18,106,655,165
						17 = $80,000 - $99,999	21,706	33,813,079,989
						18 = $100,000 or more	37,010	55,811,771,895
HHINCTTL	Char	2		Total income all HH members	M14*	-1 = Appropriate Skip	2,064	3,674,267,183
						-7 = Refused	8,144	11,346,980,372
						-8 = Don't Know	2,854	5,386,016,634
						-9 = Not Ascertained	60	179,254,611
						01 = < $5,000	2,482	5,714,025,945
						02 = $5,000 - $9,999	5,875	11,830,217,438
						03 = $10,000 - $14,999	7,055	13,000,595,316
						04 = $15,000 - $19,999	10,593	19,560,429,960
						05 = $20,000 - $24,999	9,968	18,706,898,329
						06 = $25,000 - $29,999	15,745	26,515,373,988
						07 = $30,000 - $34,999	11,536	19,480,504,819
						08 = $35,000 - $39,999	18,248	31,043,544,664
						09 = $40,000 - $44,999	10,192	16,489,345,466
						10 = $45,000 - $49,999	17,271	27,631,394,153
						11 = $50,000 - $54,999	9,822	15,458,205,969
						12 = $55,000 - $59,999	15,846	25,987,447,676
						13 = $60,000 - $64,999	7,359	12,284,517,931
						14 = $65,000 - $69,999	11,683	18,593,276,488
						15 = $70,000 - $74,999	6,875	10,814,953,652
						16 = $75,000 - $79,999	11,240	18,093,749,882

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						17 = $80,000 - $99,999	23,338	37,281,673,976
						18 = $100,000 or more	40,251	62,161,275,794
HHMEMDRV	Char	2	ST	HH member drove on trip	G48	-1 = Appropriate Skip	29,939	55,348,250,162
						-7 = Refused	3	8,878,573
						-8 = Don't Know	46	85,766,141
						-9 = Not Ascertained	3	16,209,576
						1 = Yes	205,870	332,640,672,319
						2 = No	12,576	23,049,577,840
						3 = Drove on part of trip	64	84,595,633
HHR_DRVR	Char	2	ST	Driver status of HH respondent	*	1 = Yes, a driver	239,117	389,985,363,610
						2 = No, not a driver	9,384	21,248,586,635
HHR_EDUC	Char	2	ST	Education level of HH respondent	M7*	-7 = Refused	217	342,857,108
						-8 = Don't Know	326	635,053,740
						-9 = Not Ascertained	4,078	8,554,872,522
						1 = Less then high school graduate	16,400	32,240,581,124
						2 = High school graduate, include GED	68,828	113,192,019,347
						3 = Vocational/technical training	9,673	15,036,253,647
						4 = Some college, but no degree	45,350	74,526,482,023
						5 = Associate's degree (for example, AA)	19,403	32,403,458,408
						6 = Bachelor's degree (for example, BA, AB, BS)	48,610	78,441,175,423
						7 = Some graduate or professional school, but no degree	5,753	9,002,390,558
						8 = Graduate or professional school degree (for example, MA, MS, MBA, MD, DDS, PhD, EdD, JD)	29,863	46,858,806,343
HHR_HISP	Char	2	ST	Hispanic status of HH respondent	C6*	1 = Yes	17,552	47,612,795,796
						2 = No	230,949	363,621,154,450
HHR_RACE	Char	2	ST	Race of HH respondent	C7*	-7 = Refused	1,094	1,898,430,146
						-8 = Don't Know	197	373,231,861
						-9 = Not Ascertained	394	700,234,890
						01 = White	203,847	297,487,992,784
						02 = African American, Black	14,226	45,069,175,739
						03 = Asian Only	4,806	8,854,182,167
						04 = American Indian, Alaskan Native	1,268	1,974,160,104
						05 = Native Hawaiian, other Pacific Islander	619	1,082,335,623
						06 = Hispanic/Mexican Only	8,766	24,844,630,621
						07 = White & African American	217	370,556,507
						08 = White & Asian	516	776,955,686
						09 = White & American Indian	2,766	3,874,816,955
						10 = White & Hispanic	7,327	18,373,208,319

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						11 = African American & Hispanic	308	758,093,622
						12 = American Indian & Hispanic	239	705,400,043
						13 = Other Combination 2 Races	1,337	2,694,144,097
						14 = Other Combination 3 Races	246	779,201,357
						16 = Other multiracial not listed above	318	595,436,112
						17 = Other specify	10	21,763,610
HHR_WRKR	Char	2	ST	Worker status of HH respondent	*	1 = Yes	172,612	292,187,371,383
						2 = No	75,889	119,046,578,863
HHSIZE	Num	8	ST	Number of HH members	C3*	1	22,474	33,943,822,778
						2	76,334	107,903,853,355
						3	46,444	81,255,808,030
						4	57,609	102,438,647,423
						5	29,659	53,863,075,703
						6	10,397	20,002,707,336
						7	3,163	6,628,920,476
						8	1,277	2,942,503,560
						9	643	1,352,221,048
						10	237	534,347,724
						11	123	269,436,975
						12	22	31,366,302
						14	119	67,239,534
HHRESP	Char	2		Person ID of HH respondent	*	01	248,041	410,382,876,125
						02	280	521,984,466
						03	85	134,846,997
						04	38	51,825,699
						05	32	70,104,978
						06	25	72,311,980
HHSTATE	Char	2	ST	State-household location	D4*	AL = Alabama	3,319	5,814,357,561
						AR = Arkansas	2,184	3,866,237,795
						AZ = Arizona	4,637	7,134,785,931
						CA = California	25,256	49,229,926,495
						CO = Colorado	4,692	6,987,703,741
						CT = Connecticut	2,947	5,127,208,257
						FL = Florida	12,078	22,037,729,132
						GA = Georgia	6,602	12,756,934,088
						IA = Iowa	3,478	4,746,345,154
						IL = Illinois	11,041	18,394,555,957
						IN = Indiana	5,982	8,609,839,557
						KS = Kansas	3,356	4,401,721,159

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						KY = Kentucky	3,344	5,625,674,803
						LA = Louisiana	3,187	5,669,383,293
						MA = Massachusetts	5,818	10,005,954,033
						MD = Maryland	3,730	7,404,126,385
						MI = Michigan	10,116	15,004,940,242
						MN = Minnesota	5,675	7,876,386,965
						MO = Missouri	5,967	8,609,963,135
						MS = Mississippi	1,683	2,771,718,792
						NC = North Carolina	7,819	14,308,942,144
						NJ = New Jersey	6,891	11,313,702,902
						NY = New York	13,326	23,419,198,875
						OH = Ohio	11,861	17,642,514,036
						OK = Oklahoma	2,530	4,229,236,440
						OR = Oregon	3,730	4,604,833,928
						PA = Pennsylvania	12,933	18,896,482,822
						SC = South Carolina	3,474	6,737,807,894
						TN = Tennessee	4,937	8,147,668,442
						TX = Texas	13,878	26,992,586,791
						UT = Utah	2,509	3,176,679,956
						VA = Virginia	6,975	12,487,645,773
						WA = Washington	6,724	9,728,660,832
						WI = Wisconsin	6,125	8,370,297,314
						XX = Suppressed, HH in state of less than 2 million	19,697	29,102,199,621
HHSTFIPS	Char	2	ST	FIPS state code for HH	*	01 = Alabama (FIPS Code=01)	3,319	5,814,357,561
						04 = Arizona (FIPS Code=04)	4,637	7,134,785,931
						05 = Arkansas (FIPS Code=05)	2,184	3,866,237,795
						06 = California (FIPS Code=06)	25,256	49,229,926,495
						08 = Colorado (FIPS Code=08)	4,692	6,987,703,741
						09 = Connecticut (FIPS Code=09)	2,947	5,127,208,257
						12 = Florida (FIPS Code=12)	12,078	22,037,729,132
						13 = Georgia (FIPS Code=13)	6,602	12,756,934,088
						17 = Illinois (FIPS Code=17)	11,041	18,394,555,957
						18 = Indiana (FIPS Code=18)	5,982	8,609,839,557
						19 = Iowa (FIPS Code=19)	3,478	4,746,345,154
						20 = Kansas (FIPS Code=20)	3,356	4,401,721,159
						21 = Kentucky (FIPS Code=21)	3,344	5,625,674,803
						22 = Louisiana (FIPS Code=22)	3,187	5,669,383,293
						24 = Maryland (FIPS Code=24)	3,730	7,404,126,385
						25 = Massachusetts (FIPS Code=25)	5,818	10,005,954,033

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						26 = Michigan (FIPS Code=26)	10,090	14,960,317,597
						27 = Minnesota (FIPS Code=27)	5,692	7,906,624,723
						28 = Mississippi (FIPS Code=28)	1,683	2,771,718,792
						29 = Missouri (FIPS Code=29)	5,967	8,609,963,135
						30 = Montana (FIPS Code=30)	9	14,384,887
						34 = New Jersey (FIPS Code=34)	6,891	11,313,702,902
						36 = New York (FIPS Code=36)	13,326	23,419,198,875
						37 = North Carolina (FIPS Code=37)	7,822	14,316,183,389
						39 = Ohio (FIPS Code=39)	11,865	17,644,935,515
						40 = Oklahoma (FIPS Code=40)	2,530	4,229,236,440
						41 = Oregon (FIPS Code=41)	3,730	4,604,833,928
						42 = Pennsylvania (FIPS Code=42)	12,929	18,894,061,344
						45 = South Carolina (FIPS Code=45)	3,471	6,730,566,649
						47 = Tennessee (FIPS Code=47)	4,937	8,147,668,442
						48 = Texas (FIPS Code=48)	13,878	26,992,586,791
						49 = Utah (FIPS Code=49)	2,509	3,176,679,956
						51 = Virginia (FIPS Code=51)	6,975	12,487,645,773
						53 = Washington (FIPS Code=53)	6,724	9,728,660,832
						55 = Wisconsin (FIPS Code=55)	6,125	8,370,297,314
						XX = Suppressed, HH in state of less than 2 million	19,697	29,102,199,621
HHVEHCNT	Num	8	ST	Number of vehicles in HH	B1*	0	5,914	14,083,998,039
						1	45,641	81,607,499,880
						2	110,610	179,255,720,775
						3	51,688	83,069,463,952
						4	21,999	34,369,154,930
						5	7,496	11,731,319,922
						6	3,142	4,500,835,553
						7	909	1,304,625,196
						8	507	697,664,252
						9	254	339,147,194
						10	132	122,995,577
						11	35	15,760,662
						12	142	116,011,963
						15	22	5,870,296
						19	10	13,882,056
HH_ONTD	Num	8	ST	Number of HH members on trip	G45*	1	140,510	226,130,931,185
						2	66,049	105,425,664,215
						3	23,144	42,824,258,121
						4	12,558	24,595,013,384

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						5	4,573	8,861,299,196
						6	1,374	2,806,793,011
						7	241	514,017,817
						8	7	24,292,733
						9	45	51,680,584
HOMEOWN	Char	2	ST	Housing unit owned or rented	C2	1 = Own	204,456	312,621,221,314
						2 = Rent	42,905	96,396,455,390
						3 = Provided by job or military	1,061	2,076,335,542
						91 = Other	79	139,937,999
HOMETYPE	Char	2	ST	Type of housing unit	C1	1 = Detached single house	194,011	300,485,682,226
						2 = Duplex	8,640	18,374,070,299
						3 = Rowhouse or townhouse	7,360	14,627,484,150
						4 = Apartment, condominium	25,241	55,322,707,104
						5 = Mobile home or trailer	12,873	21,884,825,645
						6 = Dorm room, fraternity or sorority house	123	184,227,436
						91 = Other	253	354,953,386
HOUSEID	Char	8	ST	HH ID number	*			
HTEEMPDN	Num	8	ST	Jobs per sq mile - Tract level	*	-9 = Not Ascertained	72	108,128,661
						0	1	821,510
						0 - 135,173.31	248,429	411,125,821,602
HTHRESDN	Char	9	ST	Housing units per sq mile - Tract level	*	-9 = Not Ascertained	72	108,128,661
						25 = 0 to 49	47,423	68,677,434,931
						150 = 50 to 249	42,841	64,973,207,011
						700 = 250 to 999	61,212	97,773,774,365
						2000 = 1,000 to 2,999	72,446	125,242,060,681
						4000 = 3,000 to 4,999	13,921	27,302,138,841
						6000 = 5,000 to 999K	10,586	27,157,205,755
HTHTNRNT	Num	8	ST	Percent renter-occupied - Tract level	*	-9 = Not Ascertained	72	108,128,661
						0 - 100%	248,429	411,125,821,560
HTHUR	Char	2	ST	Urban / Rural indicator - Tract level	*	-9 = Not Ascertained	72	108,128,661
						C = Second City	42,641	73,692,329,806
						R = Rural	54,609	79,968,976,060
						S = Suburban	63,971	105,141,988,033
						T = Town	60,435	92,329,029,411
						U = Urban	26,773	59,993,498,274
HTPPOPDN	Char	9	ST	Population per sq mile - Tract level	*	-9 = Not Ascertained	72	108,128,661
						50 = 0 to 99	42,451	61,255,513,211

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						300 = 100 to 499	41,333	62,220,877,930
						750 = 500 to 999	23,663	37,347,478,277
						1500 = 1,000 to 1,999	31,665	50,119,770,825
						3000 = 2,000 to 3,999	45,996	75,695,046,176
						7000 = 4,000 to 9,999	48,547	87,122,286,224
						17000 = 10,000 to 24,999	10,922	26,361,704,758
						30000 = 25,000 to 999K	3,852	11,003,144,183
IMPTAGE	Char	1		Subjects age was imputed	*	1 = Yes	3,162	5,981,613,350
						2 = No	245,339	405,252,336,895
IMPTENTM	Char	1		ENDTIME was imputed	*	1 = Yes	66	135,528,703
						2 = No	248,435	411,098,421,542
IMPTHOWN	Char	1		HOMEOWN was imputed	*	1 = Yes	314	568,410,580
						2 = No	248,187	410,665,539,665
IMPTHTYP	Char	1		HOMETYPE was imputed	*	1 = Yes	253	382,939,828
						2 = No	248,248	410,851,010,417
IMPTMILE	Char	1		TRIPDIST was imputed	*	2 = No	248,501	411,233,950,245
IMPTMIN	Char	1		TRVL_MIN was imputed	*	1 = Yes	93	178,349,056
						2 = No	248,408	411,055,601,189
IMPTRACE	Char	1		Race of HH respondent was imputed	*	1 = Yes	2,239	4,337,803,682
						2 = No	246,262	406,896,146,563
IMPTSEX	Char	1		Subjects sex was imputed	*	1 = Yes	218	375,617,927
						2 = No	248,283	410,858,332,318
IMPTSTTM	Char	1		STRTTIME was imputed	*	1 = Yes	42	69,004,597
						2 = No	248,459	411,164,945,649
IMPTTPUB	Char	1		TRPPUB was imputed	*	1 = Yes	2,602	6,501,562,032
						2 = No	245,899	404,732,388,213
IMPTTRIP	Char	1		Whole trip was imputed	*	1 = Yes	2	2,713,416
						2 = No	248,499	411,231,236,830
LANG	Char	1	ST	Interview Language	*	1 = English	243,672	398,852,256,363
						2 = Spanish	4,829	12,381,693,882
LIF_CYC	Char	2	ST	Household life cycle	*	01 = one adult, no children	13,793	22,230,795,710
						02 = 2+ adults, no children	47,779	76,007,647,843
						03 = one adult, youngest child 0-5	3,125	7,592,875,550
						04 = 2+ adults, youngest child 0-5	52,429	100,486,704,442
						05 = one adult, youngest child 6-15	6,631	12,482,821,294
						06 = 2+ adults, youngest child 6-15	60,190	99,593,894,137
						07 = one adult, youngest child 16-21	2,217	4,204,186,784
						08 = 2+ adults, youngest child 16-21	16,963	29,958,017,382
						09 = one adult, retired, no children	8,324	11,011,745,164

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						10 = 2+ adults, retired, no children	37,050	47,665,261,939
MSACAT	Char	2	ST	MSA/CMSA category	*	1 = MSA of 1 million or more, with rail	35,626	73,130,304,420
						2 = MSA of 1 million or more, and not in 1	96,672	162,472,021,103
						3 = MSA less than 1 million	61,676	96,689,555,349
						4 = Not in MSA (CMSA)	54,527	78,942,069,373
MSASIZE	Char	2	ST	Population size of HH MSA	*	1 = In an MSA of Less than 250,000	19,807	29,617,967,544
						2 = In an MSA of 250,000 - 499,999	21,474	33,941,698,951
						3 = In an MSA of 500,000 - 999,999	20,395	33,129,888,854
						4 = In an MSA or CMSA of 1,000,000 - 2,999,999	54,551	89,193,271,319
						5 = In an MSA or CMSA of 3 million or more	77,747	146,409,054,204
						6 = Not in MSA or CMSA	54,527	78,942,069,373
NONHHCNT	Num	8	ST	Number of NON HH members on travel day trip	G47*	-9 = Not Ascertained	28	40,977,183
						-8 = Don't Know	186	287,554,779
						0	210,353	343,704,780,679
						1	24,759	43,923,608,019
						2	7,725	13,522,946,433
						3	2,838	5,322,748,005
						4	1,115	1,976,399,335
						5	415	782,359,747
						6	186	313,846,725
						7	85	170,215,958
						8	72	126,078,863
						9	30	48,501,287
						10	118	168,135,841
						11	17	29,270,686
						12	31	40,770,588
						13	17	38,943,105
						14	17	30,698,280
						15	56	86,968,627
						16	5	5,816,295
						17	3	2,707,565
						18	9	12,466,249
						19	3	7,761,087
						20	65	95,226,546
						21	4	3,140,770
						22	10	11,231,921
						24	13	18,730,256
						25	41	42,008,247

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						27	5	13,133,257
						28	2	1,552,560
						29	3	1,896,222
						30	113	137,901,460
						32	6	3,260,470
						33	4	4,327,549
						34	2	7,097,595
						35	31	58,593,501
						36	7	10,757,253
						38	1	466,702
						40	40	72,587,262
						42	5	4,737,253
						45	11	18,742,729
						46	3	1,281,544
						48	3	5,768,787
						50	17	24,021,987
						52	8	12,959,669
						56	3	2,683,867
						60	9	8,833,877
						64	2	1,908,453
						68	2	2,885,173
						70	2	3,594,577
						72	4	1,706,411
						75	2	3,774,949
						82	4	1,415,581
						84	7	12,425,849
						90	2	1,044,550
						99	2	698,085
NUMADLT	Num	8	ST	Number of adults in HH	C8*	1	31,821	52,560,546,659
						2	170,783	265,868,627,855
						3	32,823	65,563,897,478
						4	10,334	21,798,529,982
						5	1,885	3,662,875,945
						6	619	1,556,206,070
						7	26	61,937,590
						8	36	60,876,798
						9	55	33,212,333
						10	119	67,239,534

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
NUMONTRP	Num	8	ST	Total people on travel day trip, incl. respondent	G45*	1	117,042	185,536,428,759
						2	73,179	118,198,245,442
						3	29,295	52,599,542,723
						4	17,082	31,800,576,910
						5	7,056	13,763,898,556
						6	2,622	5,198,262,418
						7	935	1,871,957,043
						8	283	589,524,933
						9	206	435,694,900
						10	66	178,637,630
						11	66	96,245,430
						12	76	123,952,736
						13	28	45,467,771
						14	17	34,649,750
						15	17	28,189,359
						16	41	72,143,722
						17	34	36,134,878
						18	3	2,707,565
						19	11	14,254,624
						20	9	17,040,188
						21	51	80,409,217
						22	14	15,821,381
						23	12	11,361,909
						25	3	2,967,206
						26	30	37,832,572
						27	22	21,110,740
						28	6	13,967,971
						30	3	1,896,222
						31	72	99,844,802
						32	35	35,008,521
						33	10	6,325,258
						34	6	5,594,216
						35	4	7,366,836
						36	17	37,991,252
						37	17	23,891,655
						38	4	7,467,846
						39	1	466,702
						41	34	65,672,501

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						42	6	6,914,761
						43	5	4,737,253
						46	7	10,190,032
						47	7	9,834,241
						49	3	5,768,787
						51	13	18,388,515
						52	4	5,633,472
						53	4	5,538,826
						54	4	7,420,843
						57	3	2,683,867
						61	9	8,833,877
						65	2	1,908,453
						69	2	2,885,173
						72	2	3,594,577
						74	4	1,706,411
						77	2	3,774,949
						84	4	1,415,581
						85	7	12,425,849
						92	2	1,044,550
						100	2	698,085
OCCAT	Char	2	ST	Occupational category	E7*	-1 = Appropriate Skip	113,248	184,736,108,545
						-7 = Refused	22	47,185,611
						-8 = Don't Know	87	146,019,316
						-9 = Not Ascertained	15	60,478,946
						01 = Sales or Service	37,133	64,050,357,324
						02 = Clerical or administrative support	17,302	27,952,045,344
						03 = Manufacturing, construction, maintenance, or farming	23,772	42,343,381,575
						04 = Professional, managerial or technical	56,885	91,848,210,015
						91 = Other	37	50,163,568
ONTD_P1	Char	2		Person 1 was on travel day trip	G45*	-1 = Appropriate Skip	365	620,842,565
						1 = Yes	162,426	265,181,974,601
						2 = No	85,710	145,431,133,080
ONTD_P2	Char	2		Person 2 was on travel day trip	G45*	-1 = Appropriate Skip	23,322	35,489,881,655
						1 = Yes	116,510	189,939,375,335
						2 = No	108,669	185,804,693,255
ONTD_P3	Char	2		Person 3 was on travel day trip	G45*	-1 = Appropriate Skip	99,441	142,667,983,748
						1 = Yes	67,107	125,088,175,298
						2 = No	81,953	143,477,791,200

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
ONTD_P4	Char	2		Person 4 was on travel day trip	G45*	-1 = Appropriate Skip	144,905	223,145,990,636
						1 = Yes	48,250	88,455,241,103
						2 = No	55,346	99,632,718,506
ONTD_P5	Char	2		Person 5 was on travel day trip	G45*	-1 = Appropriate Skip	202,356	324,883,431,409
						1 = Yes	20,818	39,268,124,596
						2 = No	25,327	47,082,394,240
ONTD_P6	Char	2		Person 6 was on travel day trip	G45*	-1 = Appropriate Skip	232,132	378,582,827,505
						1 = Yes	6,952	13,948,968,184
						2 = No	9,417	18,702,154,557
ONTD_P7	Char	2		Person 7 was on travel day trip	G45*	-1 = Appropriate Skip	242,572	398,559,397,088
						1 = Yes	2,253	4,909,897,640
						2 = No	3,676	7,764,655,518
ONTD_P8	Char	2		Person 8 was on travel day trip	G45*	-1 = Appropriate Skip	245,844	405,500,456,549
						1 = Yes	699	1,453,740,591
						2 = No	1,958	4,279,753,105
ONTD_P9	Char	2		Person 9 was on travel day trip	G45*	-1 = Appropriate Skip	247,278	408,774,134,822
						1 = Yes	347	701,045,988
						2 = No	876	1,758,769,435
ONTD_P10	Char	2		Person 10 was on travel day trip	G45*	-1 = Appropriate Skip	247,946	410,166,228,645
						1 = Yes	95	214,355,250
						2 = No	460	853,366,350
ONTD_P11	Char	2		Person 11 was on travel day trip	G45*	-1 = Appropriate Skip	248,223	410,837,721,904
						1 = Yes	33	58,051,788
						2 = No	245	338,176,553
ONTD_P12	Char	2		Person 12 was on travel day trip	G45*	-1 = Appropriate Skip	248,360	411,135,344,409
						1 = Yes	26	13,972,843
						2 = No	115	84,632,993
ONTD_P13	Char	2		Person 13 was on travel day trip	G45*	-1 = Appropriate Skip	248,382	411,166,710,711
						1 = Yes	8	4,181,119
						2 = No	111	63,058,416
ONTD_P14	Char	2		Person 14 was on travel day trip	G45*	-1 = Appropriate Skip	248,382	411,166,710,711
						1 = Yes	5	2,829,061
						2 = No	114	64,410,474
OUTOFTWN	Char	2	ST	Out of town entire travel day	G9*	-1 = Appropriate Skip	236,950	390,936,621,365
						-9 = Not Ascertained	6	10,038,047
						1 = Yes	4,963	8,356,505,473
						2 = No	6,582	11,930,785,361
PASSPURP	Char	2	ST	Passenger"s trip purpose	G27 27A-27E	-1 = Appropriate Skip	238,717	394,826,642,488

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-7 = Refused	1	1,288,049
						-8 = Don't Know	5	12,321,075
						-9 = Not Ascertained	1,492	2,491,771,170
						01 = Home	1,751	2,986,883,450
						11 = Go to work	671	1,238,745,600
						12 = Return to work	65	110,860,569
						13 = Attend business meeting/trip	17	40,198,100
						14 = Other work related	39	46,544,925
						20 = School/religious activity	102	181,409,958
						21 = Go to school as student	2,540	4,105,820,631
						22 = Go to religious activity	101	143,357,468
						23 = Go to library: school related	41	61,895,942
						24 = OS - Day care	537	943,826,762
						30 = Medical/dental services	305	475,814,431
						40 = Shopping/errands	110	174,200,384
						41 = Buy goods: groceries/clothing/hardware store	153	256,887,426
						42 = Buy services: video rentals/dry cleaner/post office/car service/bank	98	164,657,945
						43 = Buy gas	10	16,398,649
						50 = Social/recreational	80	122,397,983
						51 = Go to gym/exercise/play sports	361	561,679,071
						52 = Rest or relaxation/vacation	34	83,262,466
						53 = Visit friends/relatives	353	614,707,273
						54 = Go out/hang out: entertainment/theater/sports event/go to bar	138	228,962,276
						55 = Visit public place: historical site/museum/park/library	14	22,127,600
						60 = Family personal business/obligations	88	159,763,933
						61 = Use professional services: attorney/accountant	17	35,798,269
						62 = Attend funeral/wedding	14	25,252,749
						63 = Use personal services: grooming/haircut/nails	55	99,690,179
						64 = Pet care: walk the dog/vet visits	6	8,272,622
						65 = Attend meeting: PTA/home owners association/local government	27	35,311,589
						70 = Transport someone	27	53,559,531
						71 = Pick up someone	39	58,932,203
						72 = Take and wait	68	102,960,383
						73 = Drop someone off	254	463,409,124
						80 = Meals	4	5,492,326

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						81 = Social event	65	112,845,962
						82 = Get/eat meal	57	100,111,035
						83 = Coffee/ice cream/snacks	4	5,900,171
						91 = Other reason	41	53,988,476
PERSONID	Char	2		Person ID number	*			
PRMACT	Char	2	ST	Primary activity last week	E3	-1 = Appropriate Skip	44,714	81,172,353,319
						-7 = Refused	36	82,858,147
						-8 = Don't Know	139	219,085,438
						-9 = Not Ascertained	38	62,991,781
						1 = Working	116,762	195,570,102,489
						2 = Temporarily absent from a job or business	7,466	12,988,587,607
						3 = Looking for work	3,582	7,776,624,858
						4 = A homemaker	20,320	32,320,272,296
						5 = Going to school	10,932	20,413,079,161
						6 = Retired	37,213	47,616,440,893
						7 = Doing something else	7,299	13,011,554,255
PROXCAT	Char	2	ST	Proxy status of ext interview respondent	*	1 = Proxy Required - 13 years or younger	38,759	71,228,527,389
						2 = Proxy Allowed - 14-15 years	5,653	9,367,994,356
						3 = Proxy Often - 16-17 years	3,171	5,247,658,392
						4 = Proxy for adult - 18 years or older	37,378	61,316,945,687
						5 = Interview completed by self, not proxy	163,540	264,072,824,421
PROXY	Char	2	ST	Ext interview info from respondent or proxy	E1	1 = Subject	163,540	264,072,824,421
						2 = Proxy	84,961	147,161,125,824
PSGR_FLG	Char	2	ST	Respondent was passenger on trip	G45*	-1 = Appropriate Skip	29,972	55,450,173,736
						-9 = Not Ascertained	167	227,606,509
						1 = Yes	68,819	120,125,862,367
						2 = No	149,543	235,430,307,633
PUBTYPE	Char	2	ST	Mode of public transit used	G33	-1 = Appropriate Skip	245,089	403,127,555,674
						-8 = Don't Know	5	19,095,686
						1 = Bus	2,305	5,366,778,997
						2 = Subway/train/streetcar	1,071	2,661,277,164
						3 = Boat	31	59,242,725
RAIL	Char	2	ST	Rail (subway) category of HH	*	1 = MSA has rail	35,626	73,130,304,420
						2 = MSA does not have rail, or hh not in an MSA	212,875	338,103,645,826
R_AGEWGT	Num	8	ST	Age of respondent	*	0	1,900	3,519,284,041
						1	1,947	3,676,042,029
						2	2,865	5,390,283,615
						3	2,504	5,079,496,433
						4	2,687	5,210,126,914

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						5	2,870	5,252,987,812
						6	2,760	5,034,213,566
						7	2,880	5,216,731,119
						8	2,960	5,222,048,076
						9	2,904	5,131,101,121
						10	3,080	5,492,394,427
						11	3,238	5,940,634,407
						12	3,137	5,626,635,383
						13	3,036	5,463,919,530
						14	2,825	4,654,567,545
						15	3,038	5,073,581,829
						16	3,335	5,685,521,516
						17	3,069	5,308,826,465
						18	2,984	6,937,807,365
						19	1,972	4,780,860,685
						20	2,197	5,387,312,064
						21	2,064	4,760,034,047
						22	2,183	5,202,220,718
						23	2,037	5,028,354,797
						24	2,235	5,244,877,799
						25	2,355	5,510,014,476
						26	2,516	5,605,677,929
						27	2,456	5,420,195,220
						28	2,886	6,594,966,090
						29	2,845	6,383,293,591
						30	3,453	7,739,438,809
						31	3,441	7,315,954,762
						32	3,289	6,899,924,892
						33	3,417	7,073,355,020
						34	3,356	7,306,821,035
						35	3,730	6,897,047,399
						36	4,203	7,547,494,097
						37	4,117	7,035,191,218
						38	4,525	7,633,442,516
						39	4,261	7,460,974,809
						40	5,159	8,915,034,642
						41	4,626	7,744,914,063
						42	4,956	8,716,330,945
						43	4,504	7,901,329,790

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						44	4,513	7,349,425,875
						45	5,039	6,766,479,068
						46	4,532	6,048,886,120
						47	4,963	6,525,750,766
						48	4,293	5,466,337,680
						49	4,362	5,952,335,001
						50	4,701	6,762,294,092
						51	4,018	5,441,607,164
						52	4,217	5,628,164,953
						53	4,097	5,525,488,569
						54	4,099	5,372,896,573
						55	3,635	4,463,322,610
						56	3,043	4,003,397,544
						57	2,991	3,619,286,904
						58	3,236	4,043,623,215
						59	2,998	3,845,104,377
						60	3,195	4,279,823,777
						61	2,359	2,928,279,388
						62	3,121	4,027,958,815
						63	2,359	2,933,131,117
						64	2,467	3,231,737,954
						65	2,443	3,148,779,254
						66	2,200	2,817,722,545
						67	2,409	3,064,906,485
						68	2,038	2,634,742,354
						69	2,051	2,506,090,992
						70	2,424	2,908,132,503
						71	1,792	2,082,654,701
						72	2,151	2,592,891,763
						73	1,782	2,329,271,541
						74	1,884	2,423,594,365
						75	1,632	2,120,921,918
						76	1,561	1,829,623,328
						77	1,324	1,594,081,661
						78	1,163	1,530,223,780
						79	1,120	1,447,517,285
						80	1,070	1,374,608,916
						81	833	1,051,574,537
						82	731	893,007,652

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						83	640	847,179,052
						84	541	681,969,609
						85	432	521,808,804
						86	384	500,173,696
						87	217	248,316,286
						88	228	320,383,065
						89	135	153,427,514
						90	135	189,069,358
						91	47	56,645,155
						92	27	31,108,824
						93	20	24,417,835
						94	28	46,350,374
						95	3	6,022,287
						96	10	14,960,785
						97	5	3,812,700
						104	1	1,363,155
R_RELAT	Char	2		Respondent relationship to HH respondent	C8*	-7 = Refused	129	186,312,839
						-8 = Don't Know	20	64,412,674
						-9 = Not Ascertained	26	46,979,946
						1 = Self	113,978	180,476,365,454
						2 = Spouse	59,297	88,663,948,289
						3 = Child	57,177	105,947,154,642
						4 = Parent	4,407	7,598,743,085
						5 = Sibling	2,402	5,451,893,198
						6 = Other relative	4,459	9,652,996,959
						7 = Unmarried Partner	3,037	5,872,372,988
						8 = Non-relative	3,569	7,272,770,170
R_SEX	Char	2	ST	Sex of respondent	C8*	1 = Male	117,499	199,770,837,655
						2 = Female	131,002	211,463,112,591
STRTHR	Num	8		Travel day trip start time, hour	G16	-8 = Don't Know	283	556,461,447
						-7 = Refused	18	9,567,315
						0	834	1,638,960,413
						1	376	818,458,796
						2	291	599,364,239
						3	167	361,869,629
						4	828	1,527,501,992
						5	2,329	3,994,293,695
						6	6,308	10,463,536,835
						7	15,401	25,235,850,725

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8	13,861	22,547,249,183
						9	12,740	20,065,965,503
						10	14,986	24,259,044,899
						11	16,915	27,249,576,656
						12	18,751	30,283,957,009
						13	16,664	27,048,781,555
						14	18,355	30,154,473,450
						15	20,933	33,977,095,479
						16	19,517	31,958,401,716
						17	19,480	32,511,006,751
						18	16,341	27,398,306,468
						19	12,371	21,183,302,539
						20	9,144	15,902,260,108
						21	6,452	11,432,845,374
						22	3,361	6,371,422,273
						23	1,795	3,684,396,195
STRTMIN	Num	8		Travel day trip start time, minute	G16	-8 = Don't Know	284	556,850,805
						-7 = Refused	18	9,567,315
						0	57,347	99,869,102,470
						1	1,562	2,539,473,598
						2	792	1,196,720,865
						3	700	1,100,028,665
						4	555	839,138,617
						5	7,019	11,112,531,514
						6	1,007	1,673,355,737
						7	721	1,166,759,199
						8	759	1,227,060,427
						9	512	812,522,800
						10	10,252	16,659,610,609
						11	1,056	1,673,933,896
						12	864	1,322,395,978
						13	569	869,684,026
						14	440	637,180,897
						15	20,569	33,575,424,586
						16	1,383	2,271,119,763
						17	700	1,124,993,849
						18	727	1,093,313,115
						19	413	628,566,598
						20	11,207	18,118,839,792

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						21	873	1,438,961,365
						22	708	1,080,974,814
						23	588	846,091,890
						24	490	749,196,798
						25	6,242	9,768,096,319
						26	800	1,224,812,294
						27	601	975,209,084
						28	622	1,005,244,804
						29	387	638,637,019
						30	47,210	80,027,022,993
						31	1,434	2,446,888,970
						32	788	1,237,571,183
						33	634	950,973,479
						34	527	841,935,075
						35	6,956	11,010,635,219
						36	1,083	1,706,565,945
						37	676	1,054,924,596
						38	679	1,051,358,119
						39	473	729,255,499
						40	9,649	15,583,387,543
						41	833	1,345,722,223
						42	714	1,128,169,791
						43	587	885,710,410
						44	427	673,386,426
						45	20,896	34,468,603,493
						46	1,229	1,899,802,052
						47	725	1,081,355,461
						48	714	1,061,758,924
						49	400	634,710,869
						50	10,136	16,308,699,260
						51	818	1,313,926,857
						52	700	1,108,251,783
						53	563	867,573,769
						54	467	645,060,610
						55	6,034	9,642,375,602
						56	799	1,282,944,712
						57	561	890,401,545
						58	678	1,034,826,921
						59	344	514,751,409

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
STRTTIME	Char	4	ST	Travel day trip start time, military	G16	-9 = Not Ascertained	303	568,793,578
						0000 - 2359	248,198	410,665,156,672
TDAYDATE	Char	6	ST	Travel day date (YYYYMM)	*	200103	521	761,646,466
						200104	15,461	15,950,251,206
						200105	17,183	36,040,533,172
						200106	15,578	36,491,766,217
						200107	12,009	34,885,736,409
						200108	19,566	35,927,270,096
						200109	15,098	33,821,923,564
						200110	14,122	34,489,164,919
						200111	15,018	33,325,772,829
						200112	18,929	32,379,244,408
						200201	18,754	32,459,157,347
						200202	28,537	31,025,103,311
						200203	31,669	34,058,784,960
						200204	25,484	18,312,317,332
						200205	572	1,305,278,009
TDBOA911	Char	1	ST	Travel day before or on/after 9/11	*	1 = Travel day was before 9/11/01	88,366	177,918,052,645
						2 = Travel day was on or after 9/11/01	160,135	233,315,897,601
TDCASEID	Char	12		Composite day trip ID number	*			
TDMSDTRP	Char	1		Original missed trip incorporated into travel day	*	1 = Missed trip reported by HH	655	1,026,049,494
						2 = No missed trip reported by HH	247,846	410,207,900,752
TDTRPNUM	Char	2		Travel day trip number for respondent	*	01	53,142	89,200,281,337
						02	52,003	87,148,664,109
						03	39,406	65,457,342,339
						04	33,422	55,220,896,783
						05	23,203	37,925,785,819
						06	16,985	27,548,050,479
						07	11,085	17,810,619,495
						08	7,362	11,818,271,226
						09	4,578	7,357,030,560
						10	2,860	4,652,004,112
						11	1,729	2,780,785,919
						12	1,067	1,709,402,982
						13	623	1,010,747,364
						14	397	623,599,368
						15	244	375,916,058

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						16	153	229,615,478
						17	93	139,829,507
						18	57	89,759,268
						19	31	45,622,658
						20	21	29,630,268
						21	9	13,059,436
						22	8	11,889,304
						23	5	8,005,366
						24	2	3,308,160
						25	2	3,308,160
						26	2	3,308,160
						27	2	3,308,160
						28	2	3,308,160
						29	1	1,325,026
						30	1	1,325,026
						31	1	1,325,026
						32	1	1,325,026
						33	1	1,325,026
						34	1	1,325,026
						35	1	1,325,026
						36	1	1,325,026
TDWKND	Char	2	ST	Travel day trip on weekend	*	1 = Yes	70,113	126,724,482,174
						2 = No	178,388	284,509,468,071
TRACC1	Char	2		1st mode to get to public transit	G35*	-1 = Appropriate Skip	245,089	403,127,555,674
						-8 = Don't Know	8	12,345,796
						-9 = Not Ascertained	55	104,588,620
						01 = Car	241	486,472,633
						02 = Van	12	18,359,796
						03 = SUV	16	28,550,260
						04 = Pickup truck	21	29,800,544
						05 = Other truck	1	2,477,695
						08 = Commercial/charter airplane	2	4,569,235
						10 = Local public transit bus	88	251,860,838
						11 = Commuter bus	2	4,033,572
						12 = School bus	9	21,918,600
						13 = Charter/tour bus	1	1,843,702
						14 = City to city bus	3	3,471,262
						16 = Commuter train	9	21,419,709
						17 = Subway/elevated rail	31	68,899,447

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						18 = Street car/trolley	4	9,253,607
						20 = Passenger line/ferry	7	14,788,383
						22 = Taxicab	15	31,426,857
						24 = Hotel/airport shuttle	5	11,937,742
						25 = Bicycle	8	12,262,409
						26 = Walk	2,842	6,898,501,034
						91 = Other	32	67,612,828
TRACC2	Char	2		2nd mode to get to public transit	G35*	-1 = Appropriate Skip	248,295	410,797,861,451
						-9 = Not Ascertained	100	177,376,694
						01 = Car	3	7,502,356
						10 = Local public transit bus	18	37,746,744
						12 = School bus	1	2,765,580
						16 = Commuter train	1	2,033,551
						17 = Subway/elevated rail	12	33,545,291
						20 = Passenger line/ferry	1	991,204
						22 = Taxicab	1	3,531,208
						24 = Hotel/airport shuttle	1	1,953,736
						26 = Walk	68	168,642,430
TRACC3	Char	2		3rd mode to get to public transit	G35*	-1 = Appropriate Skip	248,398	411,045,654,471
						-9 = Not Ascertained	100	177,376,694
						17 = Subway/elevated rail	1	2,125,782
						26 = Walk	2	8,793,298
TRACC4	Char	2		4th mode to get to public transit	G35*	-1 = Appropriate Skip	248,401	411,056,573,551
						-9 = Not Ascertained	100	177,376,694
TRACC5	Char	2		5th mode to get to public transit	G35*	-1 = Appropriate Skip	248,401	411,056,573,551
						-9 = Not Ascertained	100	177,376,694
TRACCOB	Num	8	ST	Charter/school/other bus- get to transit	*	-9 = Not Ascertained	63	116,934,416
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,333	7,955,427,439
						1 = Yes	16	34,032,716
TRACCOT	Num	8	ST	Intercity/other train- get to transit	*	-9 = Not Ascertained	63	116,934,416
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,345	7,980,206,548
						1 = Yes	4	9,253,607
TRACCOTH	Num	8	ST	Other means- get to transit	*	-9 = Not Ascertained	63	116,934,416
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,303	7,895,693,439
						1 = Yes	46	93,766,716
TRACCPOV	Num	8	ST	Personal vehicle- get to transit	*	-9 = Not Ascertained	63	116,934,416

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,055	7,416,296,872
						1 = Yes	294	573,163,284
TRACCPTB	Num	8	ST	Public transit bus- get to transit	*	-9 = Not Ascertained	63	116,934,416
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,243	7,699,852,573
						1 = Yes	106	289,607,582
TRACCSHP	Num	8	ST	Ferry/boat/ship- get to transit	*	-9 = Not Ascertained	63	116,934,416
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,341	7,973,680,569
						1 = Yes	8	15,779,587
TRACCSUB	Num	8	ST	Subway/commuter train- get to transit	*	-9 = Not Ascertained	63	116,934,416
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,295	7,861,436,374
						1 = Yes	54	128,023,781
TRACCTM	Num	8	ST	Time to get to public transit	G36*	-9 = Not Ascertained	106	192,697,943
						-1 = Appropriate Skip	245,229	403,489,563,185
						0	130	242,830,909
						1	506	994,474,590
						2	390	937,948,221
						3	258	607,769,302
						4	109	277,487,264
						5	750	1,905,188,524
						6	27	79,606,601
						7	92	245,604,217
						8	46	86,797,571
						9	9	11,923,176
						10	377	962,975,478
						12	25	59,733,446
						13	4	8,520,139
						14	4	12,832,646
						15	220	594,989,258
						16	1	667,834
						17	6	13,827,574
						20	71	170,299,749
						22	1	433,498
						23	1	436,824
						25	28	64,442,610
						30	51	112,895,259

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						35	7	14,046,486
						40	4	6,729,701
						45	18	69,752,766
						50	4	4,915,494
						60	11	27,530,914
						61	2	1,647,886
						70	2	2,425,380
						90	2	2,596,952
						105	1	1,730,244
						120	3	3,678,916
						150	1	1,900,365
						180	3	15,638,557
						182	2	7,410,766
TRACCTXI	Num	8	ST	Taxi- get to transit	*	-9 = Not Ascertained	63	116,934,416
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,333	7,954,502,090
						1 = Yes	16	34,958,065
TRACCWLK	Num	8	ST	Walking- get to transit	*	-9 = Not Ascertained	63	116,934,416
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	437	913,523,394
						1 = Yes	2,912	7,075,936,762
TRAVDAY	Char	1	ST	Travel day - day of week	*	1 = Sunday	31,290	52,843,699,685
						2 = Monday	36,220	56,696,088,700
						3 = Tuesday	34,982	57,617,431,695
						4 = Wednesday	50,273	60,545,418,423
						5 = Thursday	30,621	59,842,079,337
						6 = Friday	33,646	64,190,547,627
						7 = Saturday	31,469	59,498,684,778
TREGR1	Char	2		1st mode from public transit to destination.	G38*	-1 = Appropriate Skip	245,144	403,232,144,294
						-8 = Don't Know	12	27,295,965
						01 = Car	156	290,036,807
						02 = Van	9	14,632,925
						03 = SUV	15	22,960,977
						04 = Pickup truck	10	14,135,984
						05 = Other truck	1	2,477,695
						08 = Commercial/charter airplane	4	9,071,909
						10 = Local public transit bus	166	432,794,544
						11 = Commuter bus	4	11,057,325
						12 = School bus	51	79,945,072

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						13 = Charter/tour bus	7	11,527,932
						14 = City to city bus	5	15,006,432
						15 = Amtrak/inter city train	5	13,334,773
						16 = Commuter train	26	50,565,195
						17 = Subway/elevated rail	76	213,063,320
						18 = Street car/trolley	10	25,784,081
						20 = Passenger line/ferry	9	19,893,167
						21 = Sailboat/motorboat/yacht	2	3,594,683
						22 = Taxicab	19	61,248,186
						24 = Hotel/airport shuttle	5	8,957,930
						25 = Bicycle	8	14,548,693
						26 = Walk	2,707	6,558,047,237
						91 = Other	50	101,825,122
TREGR2	Char	2		2nd mode from public transit to destination.	G38*	-1 = Appropriate Skip	248,283	410,744,390,954
						-9 = Not Ascertained	100	177,376,694
						01 = Car	5	8,074,377
						04 = Pickup truck	1	3,472,344
						10 = Local public transit bus	13	54,737,178
						12 = School bus	1	1,518,763
						13 = Charter/tour bus	1	1,843,702
						17 = Subway/elevated rail	7	17,189,962
						18 = Street car/trolley	3	7,401,389
						22 = Taxicab	1	4,887,466
						24 = Hotel/airport shuttle	1	1,003,618
						25 = Bicycle	1	6,760,945
						26 = Walk	82	199,358,363
						91 = Other	2	5,934,490
TREGR3	Char	2		3rd mode from public transit to destination.	G38*	-1 = Appropriate Skip	248,389	411,009,205,078
						-9 = Not Ascertained	100	177,376,694
						10 = Local public transit bus	2	8,006,539
						17 = Subway/elevated rail	1	2,005,313
						26 = Walk	9	37,356,621
TREGR4	Char	2		4th mode from public transit to destination.	G38*	-1 = Appropriate Skip	248,401	411,056,573,551
						-9 = Not Ascertained	100	177,376,694
TREGR5	Char	2		5th mode from public transit to destination.	G38*	-1 = Appropriate Skip	248,401	411,056,573,551
						-9 = Not Ascertained	100	177,376,694
TREGROB	Num	8	ST	Charter/school/other bus- transit to Destination	*	-9 = Not Ascertained	12	27,295,965
						-1 = Appropriate Skip	245,089	403,127,555,674

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						0 = No	3,331	7,958,199,381
						1 = Yes	69	120,899,225
TREGROT	Num	8	ST	Intercity/other train- transit to Destination	*	-9 = Not Ascertained	12	27,295,965
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,382	8,032,578,364
						1 = Yes	18	46,520,243
TREGROTH	Num	8	ST	Other means- transit to Destination	*	-9 = Not Ascertained	12	27,295,965
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,333	7,940,067,809
						1 = Yes	67	139,030,798
TREGRPOV	Num	8	ST	Personal vehicle- transit to Destination	*	-9 = Not Ascertained	12	27,295,965
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,203	7,723,307,499
						1 = Yes	197	355,791,108
TREGRPTB	Num	8	ST	Public transit bus- transit to Destination	*	-9 = Not Ascertained	12	27,295,965
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,219	7,583,560,346
						1 = Yes	181	495,538,260
TREGRSHP	Num	8	ST	Ferry/boat/ship- transit to Destination	*	-9 = Not Ascertained	12	27,295,965
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,389	8,055,610,757
						1 = Yes	11	23,487,850
TREGRSUB	Num	8	ST	Subway/Commuter train- transit to Destination	*	-9 = Not Ascertained	12	27,295,965
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,290	7,796,274,817
						1 = Yes	110	282,823,790
TREGRTM	Num	8	ST	Time to get from public transit (minutes)	G39*	-9 = Not Ascertained	107	201,807,572
						-1 = Appropriate Skip	245,247	403,543,939,107
						0	140	286,860,553
						1	448	935,579,139
						2	369	917,818,007
						3	258	570,490,814
						4	92	204,158,404
						5	684	1,827,504,596
						6	29	70,418,302
						7	64	156,169,983
						8	47	114,084,100
						9	4	9,034,386

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						10	386	911,560,504
						11	1	874,097
						12	17	40,158,283
						13	2	6,447,253
						14	3	3,383,806
						15	188	490,302,429
						16	1	3,531,499
						17	4	5,817,033
						19	1	1,778,191
						20	112	233,158,739
						22	1	1,102,625
						23	1	1,376,963
						24	1	1,238,948
						25	37	88,386,078
						26	3	4,084,268
						27	2	3,859,242
						30	99	230,101,612
						31	1	2,481,126
						32	1	3,038,972
						33	1	1,102,625
						35	18	35,614,803
						36	1	1,926,208
						37	2	3,710,422
						40	23	50,438,341
						45	30	78,796,368
						47	1	1,936,180
						50	8	20,934,594
						55	2	5,654,648
						56	1	477,690
						60	19	52,613,306
						65	1	2,209,983
						70	1	4,682,640
						75	4	8,048,710
						80	6	13,614,450
						85	1	837,441
						90	14	36,072,557
						100	1	6,749,642
						105	3	5,940,491
						110	1	1,797,341

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						120	6	18,893,214
						135	1	744,101
						140	1	1,752,232
						143	1	484,794
						240	1	2,284,226
						270	1	2,218,447
						302	1	1,140,033
						362	1	2,728,126
TREGRTXI	Num	8	ST	Taxi- transit to Destination	*	-9 = Not Ascertained	12	27,295,965
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	3,380	8,012,962,955
						1 = Yes	20	66,135,652
TREGRWLK	Num	8	ST	Walking- transit to Destination	*	-9 = Not Ascertained	12	27,295,965
						-1 = Appropriate Skip	245,089	403,127,555,674
						0 = No	602	1,284,336,386
						1 = Yes	2,798	6,794,762,221
TRPBLKS	Num	8		Trip distance in blocks (reported)	G40*	-9 = Not Ascertained	1	2,980,827
						-8 = Don't Know	21	42,918,716
						-1 = Appropriate Skip	223,243	365,363,952,034
						0	4,092	7,341,203,558
						1	4,846	8,990,620,286
						2	4,342	7,651,202,728
						3	3,225	5,906,930,532
						4	2,368	4,230,440,184
						5	1,680	2,958,006,758
						6	1,439	2,673,895,057
						7	535	974,004,156
						8	747	1,370,609,867
						9	268	474,016,334
						10	627	1,173,664,297
						11	122	235,788,582
						12	268	435,695,821
						13	51	127,735,367
						14	44	78,839,251
						15	160	368,304,522
						16	33	62,287,787
						17	31	58,752,771
						18	41	69,983,043
						19	4	8,338,234

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						20	85	163,799,142
						21	9	12,187,672
						22	30	45,731,349
						23	8	17,406,811
						24	12	25,167,442
						25	15	37,103,559
						26	5	17,848,341
						27	2	3,353,214
						28	3	5,866,662
						29	3	6,865,299
						30	33	76,829,978
						31	2	1,364,381
						32	4	6,102,516
						33	4	3,312,684
						34	2	7,340,423
						35	6	12,968,029
						37	5	17,707,362
						38	1	394,318
						40	8	20,665,953
						42	2	1,465,762
						43	1	1,507,150
						45	7	8,874,020
						46	1	5,018,947
						48	6	7,771,230
						49	1	858,630
						50	14	24,947,276
						52	5	8,906,887
						56	1	5,018,947
						60	4	10,433,033
						62	3	3,116,629
						63	1	858,630
						65	1	1,549,840
						70	6	17,668,801
						75	1	4,131,613
						76	1	1,417,385
						77	2	1,364,381
						80	5	6,300,023
						83	2	2,319,467
						90	4	7,324,817

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						100	1	5,821,135
						105	1	3,289,219
						148	2	4,498,202
						150	2	7,901,824
						160	1	4,700,275
						170	1	4,700,275
TRPDIST	Num	8		Trip distance, in miles or blocks	*	-9 = Not Ascertained	26	56,064,686
						-8 = Don't Know	3,486	7,686,413,109
						-7 = Refused	8	30,925,754
						-1 = Appropriate Skip	9	21,650,483
						0 - 7,000	244,972	403,438,896,214
TRPHHACC	Char	2	ST	HH members were on trip	G44	-1 = Appropriate Skip	7,963	12,783,264,704
						-7 = Refused	4	10,883,060
						-8 = Don't Know	63	146,794,841
						-9 = Not Ascertained	33	52,796,905
						1 = Yes	107,988	185,104,213,514
						2 = No	132,450	213,135,997,222
TRPHHVEH	Char	2	ST	HH vehicle used on trip	G30	-1 = Appropriate Skip	29,903	55,297,495,825
						-7 = Refused	5	15,065,433
						-8 = Don't Know	37	64,053,628
						-9 = Not Ascertained	1	2,554,249
						1 = Yes	201,144	324,076,161,135
						2 = No	17,411	31,778,619,975
TRPMILES	Num	8	ST	Trip distance in miles	*	-9 = Not Ascertained	26	56,064,686
						-8 = Don't Know	3,488	7,688,973,386
						-7 = Refused	8	30,925,754
						-1 = Appropriate Skip	9	21,650,483
						0 - 7,000	244,970	403,436,335,935
TRPNUMSQ	Char	2		Sequential Trip Number	*	01	53,142	89,200,281,337
						02	52,003	87,148,664,109
						03	39,406	65,457,342,339
						04	33,422	55,220,896,783
						05	23,203	37,925,785,819
						06	16,985	27,548,050,479
						07	11,085	17,810,619,495
						08	7,362	11,818,271,226
						09	4,578	7,357,030,560
						10	2,860	4,652,004,112
						11	1,729	2,780,785,919

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						12	1,067	1,709,402,982
						13	623	1,010,747,364
						14	397	623,599,368
						15	244	375,916,058
						16	153	229,615,478
						17	93	139,829,507
						18	57	89,759,268
						19	31	45,622,658
						20	21	29,630,268
						21	9	13,059,436
						22	8	11,889,304
						23	5	8,005,366
						24	2	3,308,160
						25	2	3,308,160
						26	2	3,308,160
						27	2	3,308,160
						28	2	3,308,160
						29	1	1,325,026
						30	1	1,325,026
						31	1	1,325,026
						32	1	1,325,026
						33	1	1,325,026
						34	1	1,325,026
						35	1	1,325,026
						36	1	1,325,026
TRPPUB	Char	2	ST	Public transit used on trip	G32	-1 = Appropriate Skip	240,002	392,433,224,962
						-7 = Refused	1	6,262,316
						-8 = Don't Know	3	3,087,639
						-9 = Not Ascertained	21	27,178,766
						1 = Yes	3,412	8,106,394,572
						2 = No	5,062	10,657,801,991
TRPTRANS	Char	2	ST	Transportation mode on travel day trip	G34	-1 = Appropriate Skip	9	21,650,483
						-7 = Refused	25	45,536,212
						-8 = Don't Know	109	185,583,159
						-9 = Not Ascertained	5	10,265,920
						01 = Car	126,391	209,426,843,996
						02 = Van	31,178	50,166,986,589
						03 = SUV	29,095	46,142,560,993
						04 = Pickup truck	30,018	46,944,447,812

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						05 = Other truck	1,397	2,346,705,795
						06 = RV	53	120,204,849
						07 = Motorcycle	328	557,998,531
						08 = Commercial/charter airplane	222	361,863,266
						09 = Private/corporate airplane	21	32,459,892
						10 = Local public transit bus	1,578	4,054,065,611
						11 = Commuter bus	100	177,376,694
						12 = School bus	4,346	6,932,783,808
						13 = Charter/tour bus	174	305,927,783
						14 = City to city bus	71	169,663,561
						15 = Amtrak/inter city train	50	115,731,710
						16 = Commuter train	202	373,063,079
						17 = Subway/elevated rail	616	1,641,600,186
						18 = Street car/trolley	38	98,924,580
						19 = Ship/cruise	1	427,181
						20 = Passenger line/ferry	22	49,677,025
						21 = Sailboat/motorboat/yacht	88	188,019,934
						22 = Taxicab	260	492,740,620
						23 = Limousine	57	125,749,854
						24 = Hotel/airport shuttle	60	99,168,970
						25 = Bicycle	1,901	3,535,908,855
						26 = Walk	19,325	35,211,351,096
						91 = Other	761	1,298,662,200
TRVLCMIN	Num	8	ST	Calculated Time to complete trip (min.)	*	-9 = Not Ascertained	337	641,737,250
						0 - 1,431	248,164	410,592,213,002
TRVL_MIN	Num	8		Time to complete entire trip in minutes	*	-9 = Not Ascertained	4,630	8,854,434,809
						-8 = Don't Know	65	185,154,383
						-1 = Appropriate Skip	25	55,061,091
						0 - 1,470	243,781	402,139,299,965
TRWAITTM	Num	8	ST	Time waiting for public transit	G37*	-9 = Not Ascertained	124	242,396,638
						-1 = Appropriate Skip	245,272	403,630,814,874
						0	343	677,409,746
						1	248	458,640,916
						2	235	477,143,300
						3	132	304,504,843
						4	66	173,327,264
						5	753	1,785,223,363
						6	44	101,263,129

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						7	54	142,525,991
						8	45	106,990,342
						9	4	8,036,101
						10	558	1,444,004,842
						11	2	4,280,543
						12	21	40,670,482
						13	2	7,435,767
						14	2	2,484,950
						15	269	645,842,121
						17	3	13,565,791
						18	1	4,003,269
						20	129	375,480,469
						22	1	2,271,700
						25	36	114,588,415
						28	1	3,483,245
						30	101	330,822,282
						32	2	2,081,448
						35	5	12,651,253
						40	4	16,094,993
						45	24	63,359,129
						60	15	28,070,849
						75	4	12,468,731
						90	1	2,013,460
URBAN	Char	2	ST	Household in urbanized area	*	1 = In an urban cluster	29,854	45,477,971,021
						2 = In an urban area	159,267	280,282,935,305
						3 = In an area surrounded by urban areas	200	242,089,928
						4 = Not in urban area	59,180	85,230,953,991
URBRUR	Char	2	ST	Household in urban/rural area	*	1 = Urban	189,321	326,002,996,254
						2 = Rural	59,180	85,230,953,991
VEHUSED	Char	2		HH vehicle no. used on travel day trip	G31	-1 = Appropriate Skip	47,357	87,157,789,111
						-7 = Refused	3	17,356,311
						-8 = Don't Know	52	112,391,840
						-9 = Not Ascertained	23	35,858,679
						01	119,220	193,388,365,591
						02	59,479	93,957,703,677
						03	15,604	25,491,056,492
						04	4,504	7,461,075,718
						05	1,363	2,244,024,879
						06	536	813,838,800

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						07	175	236,460,583
						08	78	130,254,879
						09	34	48,083,526
						10	33	44,542,028
						11	5	3,241,021
						12	12	22,912,193
						14	3	810,065
						15	10	22,223,665
						17	10	45,961,188
WHODROVE	Char	2		Person ID of driver on trip	G49	-1 = Appropriate Skip	45,819	84,798,003,401
						-8 = Don't Know	29	53,346,218
						-9 = Not Ascertained	81	115,581,316
						01	115,746	183,656,391,399
						02	70,794	111,407,818,451
						03	11,355	22,113,514,070
						04	3,213	6,146,697,211
						05	818	1,533,069,383
						06	426	956,664,732
						07	100	162,812,461
						08	44	91,519,684
						09	59	180,996,406
						10	4	10,525,334
						13	8	4,181,119
						14	5	2,829,061
WHYFROM	Char	2	ST	Travel day trip purpose-why travel from	G26*	-1 = Appropriate Skip	53,182	89,268,414,794
						-7 = Refused	15	38,503,674
						-8 = Don't Know	63	135,119,707
						-9 = Not Ascertained	15	31,559,966
						01 = Home	34,768	57,274,436,597
						11 = Go to work	16,879	28,342,493,581
						12 = Return to work	4,864	7,692,313,900
						13 = Attend business meeting/trip	572	862,112,704
						14 = Other work related	4,851	7,866,266,395
						20 = School/religious activity	1,008	1,632,157,493
						21 = Go to school as student	7,533	12,718,096,074
						22 = Go to religious activity	4,282	7,005,643,928
						23 = Go to library: school related	372	650,049,500
						24 = OS - Day care	1,141	2,022,492,090
						30 = Medical/dental services	3,591	5,555,713,141

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						40 = Shopping/errands	5,610	8,781,419,771
						41 = Buy goods: groceries/clothing/hardware store	28,462	46,339,332,494
						42 = Buy services: video rentals/dry cleaner/post office/car service/bank	8,668	13,654,406,624
						43 = Buy gas	4,039	6,671,722,930
						50 = Social/recreational	1,537	2,687,917,437
						51 = Go to gym/exercise/play sports	7,678	12,385,597,535
						52 = Rest or relaxation/vacation	798	1,463,775,479
						53 = Visit friends/relatives	10,454	18,642,812,188
						54 = Go out/hang out: entertainment/theater/sports event/go to bar	4,200	7,491,322,239
						55 = Visit public place: historical site/museum/park/library	902	1,623,274,893
						60 = Family personal business/obligations	3,553	5,795,686,911
						61 = Use professional services: attorney/accountant	643	969,504,234
						62 = Attend funeral/wedding	451	743,339,587
						63 = Use personal services: grooming/haircut/nails	971	1,522,663,383
						64 = Pet care: walk the dog/vet visits	1,053	1,569,462,533
						65 = Attend meeting: PTA/home owners association/local government	1,457	2,054,619,436
						70 = Transport someone	221	393,862,397
						71 = Pick up someone	6,852	11,569,347,657
						72 = Take and wait	2,000	3,294,961,596
						73 = Drop someone off	7,564	12,686,124,661
						80 = Meals	406	666,128,356
						81 = Social event	1,260	2,226,807,791
						82 = Get/eat meal	13,689	22,163,415,165
						83 = Coffee/ice cream/snacks	1,722	2,765,335,596
						91 = Other reason	1,175	1,975,735,809
WHYTO	Char	2	ST	Travel day trip purpose-why travel to	G26*	-1 = Appropriate Skip	102	173,134,757
						-7 = Refused	15	38,503,674
						-8 = Don't Know	67	149,916,885
						-9 = Not Ascertained	22	51,406,095
						01 = Home	83,349	138,337,069,482
						11 = Go to work	17,497	29,477,147,060
						12 = Return to work	4,929	7,793,274,310
						13 = Attend business meeting/trip	601	937,867,995
						14 = Other work related	4,943	8,003,192,632
						20 = School/religious activity	1,019	1,646,317,751

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						21 = Go to school as student	7,562	12,780,643,527
						22 = Go to religious activity	4,305	7,046,410,708
						23 = Go to library: school related	374	651,760,958
						24 = OS - Day care	1,192	2,114,109,028
						30 = Medical/dental services	3,638	5,630,808,109
						40 = Shopping/errands	5,665	8,887,810,035
						41 = Buy goods: groceries/clothing/hardware store	28,528	46,442,085,472
						42 = Buy services: video rentals/dry cleaner/post office/car service/bank	8,707	13,709,333,223
						43 = Buy gas	4,050	6,690,899,266
						50 = Social/recreational	1,715	2,985,459,015
						51 = Go to gym/exercise/play sports	8,238	13,275,531,919
						52 = Rest or relaxation/vacation	1,077	1,959,761,021
						53 = Visit friends/relatives	11,524	20,691,734,756
						54 = Go out/hang out: entertainment/theater/sports event/go to bar	4,395	7,861,891,523
						55 = Visit public place: historical site/museum/park/library	920	1,688,796,372
						60 = Family personal business/obligations	3,698	6,045,076,496
						61 = Use professional services: attorney/accountant	646	977,226,802
						62 = Attend funeral/wedding	476	782,145,992
						63 = Use personal services: grooming/haircut/nails	974	1,530,920,451
						64 = Pet care: walk the dog/vet visits	1,201	1,802,683,415
						65 = Attend meeting: PTA/home owners association/local government	1,473	2,077,400,513
						70 = Transport someone	231	417,613,958
						71 = Pick up someone	6,871	11,603,322,502
						72 = Take and wait	2,017	3,330,332,135
						73 = Drop someone off	7,617	12,800,000,228
						80 = Meals	410	671,946,801
						81 = Social event	1,292	2,299,865,096
						82 = Get/eat meal	13,734	22,252,718,642
						83 = Coffee/ice cream/snacks	1,735	2,780,913,402
						91 = Other reason	1,692	2,836,918,238
WHYTRP01	Char	2	ST	Travel day trip purpose	G26*	-1 = Appropriate Skip	102	173,134,757
						-7 = Refused	15	38,503,674
						-8 = Don't Know	67	149,916,885
						-9 = Not Ascertained	22	51,406,095
						01 = Home	83,349	138,337,069,482

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						11 = Go to work	17,497	29,477,147,060
						12 = Return to work	4,929	7,793,274,310
						13 = Attend business meeting/trip	601	937,867,995
						14 = Other work related	4,943	8,003,192,632
						20 = School/religious activity	1,019	1,646,317,751
						21 = Go to school as student	7,562	12,780,643,527
						22 = Go to religious activity	4,305	7,046,410,708
						23 = Go to library: school related	374	651,760,958
						24 = OS - Day care	1,192	2,114,109,028
						30 = Medical/dental services	3,638	5,630,808,109
						40 = Shopping/errands	5,665	8,887,810,035
						41 = Buy goods: groceries/clothing/hardware store	28,528	46,442,085,472
						42 = Buy services: video rentals/dry cleaner/post office/car service/bank	8,707	13,709,333,223
						43 = Buy gas	4,050	6,690,899,266
						50 = Social/recreational	1,715	2,985,459,015
						51 = Go to gym/exercise/play sports	8,238	13,275,531,919
						52 = Rest or relaxation/vacation	1,077	1,959,761,021
						53 = Visit friends/relatives	11,524	20,691,734,756
						54 = Go out/hang out: entertainment/theater/sports event/go to bar	4,395	7,861,891,523
						55 = Visit public place: historical site/museum/park/library	920	1,688,796,372
						60 = Family personal business/obligations	3,698	6,045,076,496
						61 = Use professional services: attorney/accountant	646	977,226,802
						62 = Attend funeral/wedding	476	782,145,992
						63 = Use personal services: grooming/haircut/nails	974	1,530,920,451
						64 = Pet care: walk the dog/vet visits	1,201	1,802,683,415
						65 = Attend meeting: PTA/home owners association/local government	1,473	2,077,400,513
						70 = Transport someone	231	417,613,958
						71 = Pick up someone	6,871	11,603,322,502
						72 = Take and wait	2,017	3,330,332,135
						73 = Drop someone off	7,617	12,800,000,228
						80 = Meals	410	671,946,801
						81 = Social event	1,292	2,299,865,096
						82 = Get/eat meal	13,734	22,252,718,642
						83 = Coffee/ice cream/snacks	1,735	2,780,913,402
						91 = Other reason	1,692	2,836,918,238

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
WHYTRP90	Char	2	ST	1990 NPTS trip purpose	*	01 = ToFrmWrk	36,305	60,797,528,818
						02 = WorkRel	7,354	11,828,856,469
						03 = Shopping	48,704	79,499,806,633
						04 = Fam/Pers	58,375	94,795,417,715
						05 = SchlChch	24,201	40,269,255,410
						06 = Md/DDS	5,738	8,905,279,629
						07 = Vacation	1,472	2,713,709,583
						08 = VistFrnd	18,249	32,781,973,451
						10 = Soc/Rec	45,882	75,829,995,719
						11 = Other	1,962	3,281,741,104
						98 = N/A	239	481,410,099
						99 = Refused	20	48,975,616
WHYTRP1S	Char	2	ST	Travel day trip purpose - summary	*	-9 = Not Ascertained	11	19,120,155
						01 = To work (11)	17,501	29,488,881,970
						02 = Work-related (13,14)	5,545	8,942,968,165
						03 = School (21,23)	7,955	13,461,818,659
						04 = Religious (22)	4,308	7,051,152,287
						05 = Medical/dental (30)	3,638	5,630,808,109
						06 = Shopping (41,43)	32,581	53,138,416,457
						07 = Other family & personal (24, entire 60 series)	24,043	37,940,985,385
						08 = Social Recreation (entire 50 series)	27,881	48,483,262,091
						09 = Eat meal (entire 80 series)	17,173	28,006,430,020
						10 = Serve passenger (entire 70 series)	16,740	28,156,947,050
						11 = Return to work (12)	4,929	7,793,274,310
						12 = Return home (17)	83,348	138,336,682,303
						13 = Trip purpose does not fall w/in categories 1 thru 12	2,848	4,783,203,284
WORKER	Char	2	ST	Respondent has a job	E3*	-1 = Appropriate Skip	41,080	74,705,099,028
						-9 = Not Ascertained	403	921,040,817
						1 = Yes	143,468	240,639,851,956
						2 = No	63,550	94,967,958,444
WRKCOUNT	Num	8	ST	Number of HH members with jobs	E3*	0	33,221	44,853,577,644
						1	73,932	124,451,989,083
						2	107,497	178,813,452,118
						3	24,675	45,135,104,680
						4	7,323	14,193,021,380
						5	1,401	2,792,571,780
						6	278	893,781,692
						8	55	33,212,333

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						10	119	67,239,534
WTTRDNTL	Num	8	ST	Day Trip Wt at least 50% completed-NATL				

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
ACCDIV	Char	2	ST	Access place (to far dest)-Census division	*	-1 = Appropriate Skip	40,412	2,339,979,834
						-9 = Not Ascertained	168	11,912,875
						0 = Puerto Rico and Island Areas	4	141,211
						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
ACCMDOB	Num	8	ST	Charter/school/other bus- to airport/terminal	*	-9 = Not Ascertained	103	5,648,374
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,434	256,052,792
						1 = Yes	169	10,057,568
ACCMDOT	Num	8	ST	Intercity/other train- to airport/terminal	*	-9 = Not Ascertained	103	5,648,374
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,590	265,141,618
						1 = Yes	13	968,742
ACCMDOTH	Num	8	ST	Other means- to airport/terminal	*	-9 = Not Ascertained	103	5,648,374
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,588	264,961,186
						1 = Yes	15	1,149,175
ACCMDPOV	Num	8	ST	Personal vehicle- to airport/terminal	*	-9 = Not Ascertained	103	5,648,374
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	828	56,901,629
						1 = Yes	3,775	209,208,731
ACCMDPTB	Num	8	ST	Public transit bus- to airport/terminal	*	-9 = Not Ascertained	103	5,648,374
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,561	262,430,468
						1 = Yes	42	3,679,892
ACCMDSHP	Num	8	ST	Ferry/boat/ship- to airport/terminal	*	-9 = Not Ascertained	103	5,648,374
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,602	266,038,330
						1 = Yes	1	72,030
ACCMDSHT	Num	8	ST	Shuttle/limo- to airport/terminal	*	-9 = Not Ascertained	103	5,648,374
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,240	245,153,563

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						1 = Yes	363	20,956,797
ACCMDSUB	Num	8	ST	Subway/commuter train- to airport/terminal	*	-9 = Not Ascertained	103	5,648,374
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,533	259,440,159
						1 = Yes	70	6,670,201
ACCMDTXI	Num	8	ST	Taxi- to airport/terminal	*	-9 = Not Ascertained	103	5,648,374
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,334	246,377,634
						1 = Yes	269	19,732,726
ACCMDWLK	Num	8	ST	Walking- to airport/terminal	*	-9 = Not Ascertained	103	5,648,374
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,235	244,172,486
						1 = Yes	368	21,937,874
ACCMOD21	Char	2		Trans used: start to access place-1	I8	-1 = Appropriate Skip	40,459	2,345,367,633
						-9 = Not Ascertained	103	5,648,374
						01 = Personal Vehicle	3,734	207,247,313
						02 = Air	21	980,435
						03 = Bus	195	12,407,166
						04 = Train	51	5,390,464
						05 = Ship	1	72,030
						06 = Other	601	40,012,953
ACCMOD22	Char	2		Trans used: start to access place-2	I8	-1 = Appropriate Skip	44,686	2,589,702,151
						01 = Personal Vehicle	51	2,346,743
						02 = Air	5	249,276
						03 = Bus	14	1,255,687
						04 = Train	31	2,122,623
						06 = Other	378	21,449,888
ACCMOD23	Char	2		Trans used: start to access place-3	I8	-1 = Appropriate Skip	45,122	2,614,230,042
						01 = Personal Vehicle	4	312,307
						03 = Bus	2	106,913
						04 = Train	3	271,842
						06 = Other	34	2,205,263
ACCMODE1	Char	2		Detail-Trans used: start to access place-1	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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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
						91 = Other	9	618,259
ACCMODE2	Char	2		Detail-Trans used: start to access place-2	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	Char	2		Detail-Trans used: start to access place-3	I8	-1 = Appropriate Skip	45,122	2,614,230,042
						01 = Car	2	215,244
						02 = Van	2	97,063

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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	Char	4	ST	Access place (to far dest)-PMSA/MSA/CMSA	*	-1 = Appropriate Skip	30,502	1,773,679,664
						-9 = Not Ascertained	133	10,179,565
						0080 = Akron, OH PMSA	3	136,967
						0160 = Albany-Schenectady-Troy, NY MSA	7	330,570
						0200 = Albuquerque, NM MSA	6	826,097
						0220 = Alexandria, LA MSA	3	192,949
						0240 = Allentown-Bethlehem-Easton, PA MSA	11	674,708
						0320 = Amarillo, TX MSA	1	10,883
						0440 = Ann Arbor, MI PMSA	4	267,338
						0460 = Appleton-Oshkosh-Neenah, WI MSA	1	43,582
						0520 = Atlanta, GA MSA	85	6,426,172
						0560 = Atlantic-Cape May, NJ PMSA	5	102,379
						0640 = Austin-San Marcos, TX MSA	24	1,687,692
						0720 = Baltimore, MD PMSA	55	3,531,784
						0875 = Bergen-Passaic, NJ PMSA	4	283,716
						0880 = Billings, MT MSA	1	59,345
						0960 = Binghamton, NY MSA	1	67,127
						1000 = Birmingham, AL MSA	2	89,203
						1080 = Boise City, ID MSA	1	41,322
						1120 = Boston, MA-NH PMSA	79	5,519,473
						1125 = Boulder-Longmont, CO PMSA	1	83,985
						1150 = Bremerton, WA PMSA	4	352,589
						1160 = Bridgeport, CT PMSA	1	11,392
						1280 = Buffalo-Niagara Falls, NY MSA	23	891,961
						1305 = Burlington, VT MSA	6	184,287
						1350 = Casper, WY MSA	1	41,075
						1360 = Cedar Rapids, IA MSA	3	740,649
						1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	26	2,066,986
						1540 = Charlottesville, VA MSA	1	137,847
						1580 = Cheyenne, WY MSA	1	105,646
						1600 = Chicago, IL PMSA	200	13,508,897

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						1640 = Cincinnati, OH-KY-IN PMSA	30	1,625,211
						1680 = Cleveland-Lorain-Elyria, OH PMSA	58	3,231,624
						1720 = Colorado Springs, CO MSA	1	69,976
						1840 = Columbus, OH MSA	49	3,227,006
						1880 = Corpus Christi, TX MSA	1	81,706
						1920 = Dallas, TX PMSA	13	983,338
						1960 = Davenport-Moline-Rock Island, IA-IL MSA	2	107,794
						2000 = Dayton-Springfield, OH MSA	1	8,222
						2080 = Denver, CO PMSA	63	3,373,213
						2120 = Des Moines, IA MSA	2	171,747
						2160 = Detroit, MI PMSA	91	5,933,481
						2180 = Dothan, AL MSA	3	199,843
						2190 = Dover, DE MSA	1	47,314
						2240 = Duluth-Superior, MN-WI MSA	2	79,223
						2281 = Dutchess County, NY PMSA	32	640,070
						2440 = Evansville-Henderson, IN-KY MSA	2	67,516
						2640 = Flint, MI PMSA	4	141,127
						2680 = Fort Lauderdale, FL PMSA	31	2,185,870
						2760 = Fort Wayne, IN MSA	3	127,911
						2800 = Fort Worth-Arlington, TX PMSA	84	5,525,534
						2900 = Gainesville, FL MSA	1	94,856
						2920 = Galveston-Texas City, TX PMSA	2	30,610
						2960 = Gary, IN PMSA	1	97,102
						2980 = Goldsboro, NC MSA	1	12,545
						3000 = Grand Rapids-Muskegon-Holland, MI MSA	7	433,522
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	13	1,012,835
						3160 = Greenville-Spartanburg-Anderson, SC MSA	1	22,409
						3180 = Hagerstown, MD PMSA	2	375,382
						3240 = Harrisburg-Lebanon-Carlisle, PA MSA	2	21,264
						3280 = Hartford, CT MSA	36	1,994,149
						3320 = Honolulu, HI MSA	1	86,872
						3360 = Houston, TX PMSA	81	4,880,464
						3440 = Huntsville, AL MSA	2	113,144
						3480 = Indianapolis, IN MSA	20	1,146,870
						3560 = Jackson, MS MSA	1	75,435
						3600 = Jacksonville, FL MSA	18	1,482,407
						3640 = Jersey City, NJ PMSA	2	92,083
						3720 = Kalamazoo-Battle Creek, MI MSA	1	42,177

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						3760 = Kansas City, MO-KS MSA	43	2,462,313
						3800 = Kenosha, WI PMSA	3	105,814
						3840 = Knoxville, TN MSA	3	124,970
						4040 = Lansing-East Lansing, MI MSA	2	71,688
						4120 = Las Vegas, NV-AZ MSA	48	2,237,933
						4280 = Lexington, KY MSA	2	73,444
						4360 = Lincoln, NE MSA	2	62,818
						4480 = Los Angeles-Long Beach, CA PMSA	130	9,834,629
						4520 = Louisville, KY-IN MSA	16	761,685
						4600 = Lubbock, TX MSA	1	53,405
						4720 = Madison, WI MSA	2	73,911
						4760 = Manchester, NH PMSA	12	554,782
						4900 = Melbourne-Titusville-Palm Bay, FL MSA	3	170,864
						4920 = Memphis, TN-AR-MS MSA	17	1,196,159
						4940 = Merced, CA MSA	6	410,489
						5000 = Miami, FL PMSA	25	2,215,572
						5015 = Middlesex-Somerset-Hunterdon, NJ PMSA	19	1,040,531
						5080 = Milwaukee-Waukesha, WI PMSA	30	1,186,090
						5120 = Minneapolis-St. Paul, MN-WI MSA	78	3,578,019
						5140 = Missoula, MT MSA	2	89,719
						5190 = Monmouth-Ocean, NJ PMSA	7	238,893
						5350 = Nashua, NH PMSA	1	110,712
						5360 = Nashville, TN MSA	38	1,644,353
						5380 = Nassau-Suffolk, NY PMSA	50	2,649,902
						5400 = New Bedford, MA PMSA	6	465,863
						5480 = New Haven-Meriden, CT PMSA	9	325,595
						5520 = New London-Norwich, CT-RI MSA	2	142,808
						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
						5660 = Newburgh, NY-PA PMSA	4	149,160
						5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	17	1,116,197
						5775 = Oakland, CA PMSA	46	2,714,217
						5800 = Odessa-Midland, TX MSA	3	136,761
						5880 = Oklahoma City, OK MSA	9	525,282
						5910 = Olympia, WA PMSA	4	173,564
						5920 = Omaha, NE-IA MSA	8	257,358
						5945 = Orange County, CA PMSA	21	935,564

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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
						6400 = Portland, ME MSA	5	171,664
						6440 = Portland-Vancouver, OR-WA PMSA	52	2,280,454
						6450 = Portsmouth-Rochester, NH-ME PMSA	1	86,197
						6480 = Providence-Fall River-Warwick, RI-MA MSA	21	1,242,277
						6560 = Pueblo, CO MSA	1	37,498
						6600 = Racine, WI PMSA	1	44,972
						6640 = Raleigh-Durham-Chapel Hill, NC MSA	19	1,165,653
						6660 = Rapid City, SD MSA	1	43,704
						6680 = Reading, PA MSA	2	46,943
						6690 = Redding, CA MSA	1	19,392
						6720 = Reno, NV MSA	7	354,881
						6740 = Richland-Kennewick-Pasco, WA MSA	1	29,794
						6760 = Richmond-Petersburg, VA MSA	8	435,400
						6780 = Riverside-San Bernardino, CA PMSA	33	2,338,644
						6840 = Rochester, NY MSA	27	868,444
						6880 = Rockford, IL MSA	1	48,738
						6920 = Sacramento, CA PMSA	54	2,815,367
						6960 = Saginaw-Bay City-Midland, MI MSA	2	126,465
						7040 = St. Louis, MO-IL MSA	54	2,367,460
						7080 = Salem, OR PMSA	2	35,402
						7160 = Salt Lake City-Ogden, UT MSA	30	1,142,920
						7240 = San Antonio, TX MSA	24	1,503,874
						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
						7440 = San Juan-Bayamon, PR PMSA	4	141,211
						7500 = Santa Rosa, CA PMSA	5	282,520
						7600 = Seattle-Bellevue-Everett, WA PMSA	105	5,664,212
						7800 = South Bend, IN MSA	2	66,941
						7840 = Spokane, WA MSA	6	142,414
						7920 = Springfield, MO MSA	3	65,599
						8040 = Stamford-Norwalk, CT PMSA	2	254,946
						8160 = Syracuse, NY MSA	7	343,772
						8200 = Tacoma, WA PMSA	4	146,690
						8240 = Tallahassee, FL MSA	4	80,708

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8280 = Tampa-St. Petersburg-Clearwater, FL MSA	45	2,215,558
						8400 = Toledo, OH MSA	2	59,608
						8480 = Trenton, NJ PMSA	9	749,352
						8520 = Tucson, AZ MSA	3	96,449
						8560 = Tulsa, OK MSA	3	77,251
						8600 = Tuscaloosa, AL MSA	1	177,541
						8680 = Utica-Rome, NY MSA	1	90,325
						8720 = Vallejo-Fairfield-Napa, CA PMSA	1	12,592
						8735 = Ventura, CA PMSA	14	365,527
						8840 = Washington, DC-MD-VA-WV PMSA	149	10,985,664
						8920 = Waterloo-Cedar Falls, IA MSA	1	9,541
						8940 = Wausau, WI MSA	2	87,567
						8960 = West Palm Beach-Boca Raton, FL MSA	3	308,002
						9040 = Wichita, KS MSA	3	14,386
						9160 = Wilmington-Newark, DE-MD PMSA	9	754,936
						9200 = Wilmington, NC MSA	2	96,471
						9240 = Worcester, MA-CT PMSA	7	235,276
						9270 = Yolo, CA PMSA	1	20,908
						9999 = Not in an MSA	269	13,910,904
						XXXX = Suppressed, in an MSA of less than 1 million	10,810	613,367,769
ACCREG	Char	2	ST	Access place (to far dest)-Census region	*	-1 = Appropriate Skip	40,412	2,339,979,834
						-9 = Not Ascertained	168	11,912,875
						0 = Puerto Rico and Island Areas	4	141,211
						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	Char	2	ST	Access place (to far dest)-State	I9	-1 = Appropriate Skip	36,881	2,156,961,370
						-8 = Don't Know	6	375,134
						-9 = Not Ascertained	85	4,806,280
						AK = Alaska	3	115,542
						AL = Alabama	37	2,652,962
						AR = Arkansas	12	757,267
						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
						DE = Delaware	2	162,605

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						FL = Florida	232	14,031,858
						GA = Georgia	105	8,189,579
						HI = Hawaii	1	86,872
						IA = Iowa	34	2,113,059
						IL = Illinois	229	15,374,007
						IN = Indiana	57	2,893,025
						KS = Kansas	17	468,800
						KY = Kentucky	49	2,715,053
						LA = Louisiana	58	3,521,485
						MA = Massachusetts	96	6,577,719
						MD = Maryland	72	4,590,665
						ME = Maine	1	50,903
						MI = Michigan	147	8,728,442
						MN = Minnesota	104	4,859,569
						MO = Missouri	137	7,374,840
						MS = Mississippi	9	524,508
						NC = North Carolina	85	5,957,305
						NE = Nebraska	8	237,462
						NH = New Hampshire	4	282,291
						NJ = New Jersey	160	8,840,062
						NM = New Mexico	1	79,771
						NV = Nevada	4	211,408
						NY = New York	408	23,011,078
						OH = Ohio	161	8,732,838
						OK = Oklahoma	37	2,156,628
						OR = Oregon	72	2,976,175
						PA = Pennsylvania	248	13,223,282
						PR = Puerto Rico	4	141,211
						RI = Rhode Island	10	463,834
						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
						WV = West Virginia	1	162,549
						WY = Wyoming	2	146,721
						XX = Suppressed, HH in state of less than 2 million	3,957	208,545,885

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						ZZ = Foreign country	11	515,578
ACC_FLAG	Char	2	ST	Access place-airport/bus terminal	I5	-9 = Not Ascertained	150	11,036,173
						1 = Yes	4,603	266,110,360
						2 = No	40,412	2,339,979,834
BEGTRAV	Char	6	ST	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	Char	6	ST	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
						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	Char	2	ST	HHs by Census Division, MSA size, Rail	*	11 = New England, MSA 1 million or more, rail	565	37,686,995
						12 = New England, MSA 1 million or more, no rail	947	55,454,288

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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	1,255	88,200,315
						22 = Mid-Atlantic, MSA 1 million or more, no rail	2,346	126,232,728
						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	782	54,729,956
						32 = E North Central, MSA 1 million or more, no rail	2,497	143,806,998
						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	1,775	127,524,814
						52 = So Atlantic, MSA 1 million or more, no rail	1,865	125,941,286
						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
						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	1,013	71,224,346
						92 = Pacific, MSA 1 million or more, no rail	3,354	202,920,977
						93 = Pacific, MSA less than 1 million	1,265	79,895,334
						94 = Pacific, not in MSA	924	39,889,051
CENSUS_D	Char	2	ST	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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
CENSUS_R	Char	2	ST	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	Char	2	ST	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	Char	2	ST	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	Num	8	ST	Number of drivers in household	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
						6	96	6,415,308
						7	30	2,537,493
						10	11	231,378
EDITRECU	Char	1		RECURR imputed	*	1 = Yes	1,672	100,079,290
						2 = No	43,493	2,517,047,077
EDUC	Char	2	ST	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, J	5,492	293,672,562
EGRDIV	Char	2	ST	Egress place (to far dest)-Census division	*	-1 = Appropriate Skip	40,412	2,339,979,834

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-9 = Not Ascertained	619	40,028,542
						0 = Puerto Rico and Island Areas	18	900,140
						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
EGRMDOB	Num	8	ST	Charter/school/other bus- from airport/terminal	*	-9 = Not Ascertained	130	7,225,403
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,109	238,332,723
						1 = Yes	467	26,200,608
EGRMDOT	Num	8	ST	Intercity/other train- from airport/terminal	*	-9 = Not Ascertained	130	7,225,403
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,547	263,100,647
						1 = Yes	29	1,432,684
EGRMDOTH	Num	8	ST	Other means- from airport/terminal	*	-9 = Not Ascertained	130	7,225,403
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,522	261,295,436
						1 = Yes	54	3,237,895
EGRMDPOV	Num	8	ST	Personal vehicle- from airport/terminal	*	-9 = Not Ascertained	130	7,225,403
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	2,135	120,106,792
						1 = Yes	2,441	144,426,539
EGRMDPTB	Num	8	ST	Public transit bus- from airport/terminal	*	-9 = Not Ascertained	130	7,225,403
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,517	260,807,527
						1 = Yes	59	3,725,804
EGRMDSHP	Num	8	ST	Ferry/boat/ship- from airport/terminal	*	-9 = Not Ascertained	130	7,225,403
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,541	263,133,588
						1 = Yes	35	1,399,743
EGRMDSHT	Num	8	ST	Shuttle/limo- from airport/terminal	*	-9 = Not Ascertained	130	7,225,403
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,133	241,464,161

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						1 = Yes	443	23,069,170
EGRMDSUB	Num	8	ST	Subway/commuter train- from airport/terminal	*	-9 = Not Ascertained	130	7,225,403
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,407	254,584,713
						1 = Yes	169	9,948,618
EGRMDTXI	Num	8	ST	Taxi- from airport/terminal	*	-9 = Not Ascertained	130	7,225,403
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	4,044	234,257,473
						1 = Yes	532	30,275,858
EGRMDWLK	Num	8	ST	Walking- from airport/terminal	*	-9 = Not Ascertained	130	7,225,403
						-1 = Appropriate Skip	40,459	2,345,367,633
						0 = No	3,741	217,205,815
						1 = Yes	835	47,327,516
EGRMOD21	Char	2		Trans used: egress place to dest-1	I11	-1 = Appropriate Skip	40,459	2,345,367,633
						-9 = Not Ascertained	130	7,225,403
						01 = Personal Vehicle	2,388	141,505,235
						02 = Air	33	2,273,994
						03 = Bus	489	27,642,174
						04 = Train	156	9,363,734
						05 = Ship	16	699,306
						06 = Other	1,494	83,048,888
EGRMOD22	Char	2		Trans used: egress place to dest-2	I11	-1 = Appropriate Skip	44,691	2,590,002,263
						01 = Personal Vehicle	51	3,429,029
						02 = Air	4	196,490
						03 = Bus	28	1,856,139
						04 = Train	39	2,064,957
						05 = Ship	16	530,241
						06 = Other	336	19,047,249
EGRMOD23	Char	2		Trans used: egress place to dest-3	I11	-1 = Appropriate Skip	45,109	2,614,246,738
						01 = Personal Vehicle	4	122,621
						03 = Bus	9	428,100
						04 = Train	6	344,412
						05 = Ship	3	170,196
						06 = Other	34	1,814,301
EGRMODE1	Char	2		Detail-Trans used: egress place to dest-1	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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						02 = Van	210	12,562,129
						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	Char	2		Detail-Trans used: egress place to dest-2	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
						18 = Street car/trolley	9	434,360
						19 = Ship/cruise	3	180,766
						20 = Passenger line/ferry	11	312,511

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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	Char	2		Detail-Trans used: egress place to dest-3	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	Char	4	ST	Egress place (to far dest)-PMSA/MSA/CMSA	*	-1 = Appropriate Skip	40,412	2,339,979,834
						-9 = Not Ascertained	161	11,808,594
						0040 = Abilene, TX MSA	1	46,396
						0080 = Akron, OH PMSA	4	158,083
						0120 = Albany, GA MSA	1	137,988
						0160 = Albany-Schenectady-Troy, NY MSA	15	1,160,679
						0200 = Albuquerque, NM MSA	16	678,808
						0240 = Allentown-Bethlehem-Easton, PA MSA	8	479,474
						0320 = Amarillo, TX MSA	1	72,957
						0380 = Anchorage, AK MSA	15	756,788
						0440 = Ann Arbor, MI PMSA	3	199,194
						0460 = Appleton-Oshkosh-Neenah, WI MSA	3	82,269
						0480 = Asheville, NC MSA	6	297,828
						0520 = Atlanta, GA MSA	80	5,126,154
						0560 = Atlantic-Cape May, NJ PMSA	49	2,894,374
						0580 = Auburn-Opelika, AL MSA	1	119,284
						0600 = Augusta-Aiken, GA-SC MSA	2	210,831
						0640 = Austin-San Marcos, TX MSA	10	1,138,943
						0680 = Bakersfield, CA MSA	1	36,028
						0720 = Baltimore, MD PMSA	78	4,458,166
						0730 = Bangor, ME MSA	3	196,110
						0760 = Baton Rouge, LA MSA	1	13,958
						0840 = Beaumont-Port Arthur, TX MSA	6	217,335

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						0860 = Bellingham, WA MSA	3	120,574
						0880 = Billings, MT MSA	4	106,776
						0920 = Biloxi-Gulfport-Pascagoula, MS MSA	7	265,123
						0960 = Binghamton, NY MSA	2	128,662
						1000 = Birmingham, AL MSA	5	167,509
						1010 = Bismarck, ND MSA	2	33,576
						1020 = Bloomington, IN MSA	2	137,897
						1040 = Bloomington-Normal, IL MSA	2	162,062
						1080 = Boise City, ID MSA	8	378,153
						1120 = Boston, MA-NH PMSA	62	3,588,277
						1160 = Bridgeport, CT PMSA	3	187,850
						1200 = Brockton, MA PMSA	1	35,552
						1240 = Brownsville-Harlingen-San Benito, TX MSA	2	67,417
						1280 = Buffalo-Niagara Falls, NY MSA	10	727,027
						1305 = Burlington, VT MSA	2	133,131
						1350 = Casper, WY MSA	3	162,270
						1360 = Cedar Rapids, IA MSA	5	290,013
						1440 = Charleston-North Charleston, SC MSA	14	637,619
						1480 = Charleston, WV MSA	4	221,326
						1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	26	1,569,777
						1540 = Charlottesville, VA MSA	1	43,078
						1560 = Chattanooga, TN-GA MSA	4	435,638
						1580 = Cheyenne, WY MSA	1	23,119
						1600 = Chicago, IL PMSA	121	6,742,135
						1640 = Cincinnati, OH-KY-IN PMSA	17	1,499,934
						1680 = Cleveland-Lorain-Elyria, OH PMSA	22	1,246,690
						1720 = Colorado Springs, CO MSA	4	266,332
						1740 = Columbia, MO MSA	2	172,074
						1760 = Columbia, SC MSA	2	210,072
						1800 = Columbus, GA-AL MSA	2	76,906
						1840 = Columbus, OH MSA	25	960,958
						1880 = Corpus Christi, TX MSA	7	417,654
						1890 = Corvallis, OR MSA	1	62,405
						1920 = Dallas, TX PMSA	25	1,122,437
						1930 = Danbury, CT PMSA	1	70,631
						1960 = Davenport-Moline-Rock Island, IA-IL MSA	1	74,936
						2000 = Dayton-Springfield, OH MSA	6	540,420
						2020 = Daytona Beach, FL MSA	1	48,679
						2080 = Denver, CO PMSA	83	4,916,223

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2120 = Des Moines, IA MSA	8	520,319
						2160 = Detroit, MI PMSA	56	3,541,833
						2180 = Dothan, AL MSA	1	116,408
						2190 = Dover, DE MSA	3	136,911
						2200 = Dubuque, IA MSA	3	186,952
						2240 = Duluth-Superior, MN-WI MSA	3	137,339
						2281 = Dutchess County, NY PMSA	1	92,560
						2290 = Eau Claire, WI MSA	1	49,080
						2320 = El Paso, TX MSA	12	184,158
						2330 = Elkhart-Goshen, IN MSA	1	60,652
						2360 = Erie, PA MSA	5	365,168
						2400 = Eugene-Springfield, OR MSA	1	52,120
						2520 = Fargo-Moorhead, ND-MN MSA	3	122,965
						2560 = Fayetteville, NC MSA	2	98,554
						2580 = Fayetteville-Springdale-Rogers, AR MSA	10	534,911
						2620 = Flagstaff, AZ-UT MSA	3	226,880
						2640 = Flint, MI PMSA	6	354,666
						2680 = Fort Lauderdale, FL PMSA	40	2,103,671
						2700 = Fort Myers-Cape Coral, FL MSA	34	1,747,503
						2720 = Fort Smith, AR-OK MSA	2	133,918
						2760 = Fort Wayne, IN MSA	1	82,688
						2800 = Fort Worth-Arlington, TX PMSA	69	4,767,968
						2840 = Fresno, CA MSA	6	257,169
						2900 = Gainesville, FL MSA	5	160,277
						2920 = Galveston-Texas City, TX PMSA	4	208,431
						2960 = Gary, IN PMSA	1	79,635
						3000 = Grand Rapids-Muskegon-Holland, MI MSA	6	335,466
						3040 = Great Falls, MT MSA	1	53,592
						3080 = Green Bay, WI MSA	9	293,579
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	8	585,093
						3150 = Greenville, NC MSA	4	111,998
						3160 = Greenville-Spartanburg-Anderson, SC MSA	6	236,782
						3200 = Hamilton-Middletown, OH PMSA	1	45,327
						3240 = Harrisburg-Lebanon-Carlisle, PA MSA	7	284,155
						3280 = Hartford, CT MSA	23	1,666,954
						3320 = Honolulu, HI MSA	23	801,494
						3360 = Houston, TX PMSA	43	2,305,198
						3440 = Huntsville, AL MSA	5	248,752

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						3480 = Indianapolis, IN MSA	30	1,577,143
						3560 = Jackson, MS MSA	5	417,575
						3600 = Jacksonville, FL MSA	20	1,220,537
						3610 = Jamestown, NY MSA	1	30,202
						3620 = Janesville-Beloit, WI MSA	1	45,475
						3640 = Jersey City, NJ PMSA	1	35,400
						3720 = Kalamazoo-Battle Creek, MI MSA	3	208,261
						3760 = Kansas City, MO-KS MSA	32	1,745,250
						3810 = Killeen-Temple, TX MSA	1	172,854
						3840 = Knoxville, TN MSA	9	544,848
						3850 = Kokomo, IN MSA	1	30,865
						3870 = La Crosse, WI-MN MSA	4	241,848
						3880 = Lafayette, LA MSA	2	55,812
						3920 = Lafayette, IN MSA	3	122,394
						3960 = Lake Charles, LA MSA	3	104,609
						3980 = Lakeland-Winter Haven, FL MSA	3	161,252
						4000 = Lancaster, PA MSA	6	455,221
						4040 = Lansing-East Lansing, MI MSA	4	344,813
						4080 = Laredo, TX MSA	3	215,006
						4120 = Las Vegas, NV-AZ MSA	168	9,145,331
						4280 = Lexington, KY MSA	4	255,456
						4360 = Lincoln, NE MSA	2	114,523
						4400 = Little Rock-North Little Rock, AR MSA	6	479,191
						4480 = Los Angeles-Long Beach, CA PMSA	145	8,139,825
						4520 = Louisville, KY-IN MSA	17	1,466,747
						4600 = Lubbock, TX MSA	1	60,706
						4640 = Lynchburg, VA MSA	1	23,283
						4720 = Madison, WI MSA	7	358,740
						4760 = Manchester, NH PMSA	16	1,241,970
						4800 = Mansfield, OH MSA	2	58,217
						4880 = McAllen-Edinburg-Mission, TX MSA	1	72,024
						4900 = Melbourne-Titusville-Palm Bay, FL MSA	10	541,525
						4920 = Memphis, TN-AR-MS MSA	15	827,065
						4940 = Merced, CA MSA	4	664,375
						5000 = Miami, FL PMSA	27	1,170,632
						5080 = Milwaukee-Waukesha, WI PMSA	20	1,761,414
						5120 = Minneapolis-St. Paul, MN-WI MSA	72	3,859,238
						5140 = Missoula, MT MSA	3	137,985
						5160 = Mobile, AL MSA	11	612,825

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						5190 = Monmouth-Ocean, NJ PMSA	6	365,807
						5240 = Montgomery, AL MSA	4	290,862
						5330 = Myrtle Beach, SC MSA	12	692,845
						5345 = Naples, FL MSA	1	43,009
						5350 = Nashua, NH PMSA	3	254,626
						5360 = Nashville, TN MSA	26	1,684,044
						5380 = Nassau-Suffolk, NY PMSA	23	1,808,942
						5480 = New Haven-Meriden, CT PMSA	1	28,081
						5520 = New London-Norwich, CT-RI MSA	9	503,427
						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
						5660 = Newburgh, NY-PA PMSA	4	248,696
						5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	19	994,064
						5775 = Oakland, CA PMSA	40	2,437,443
						5880 = Oklahoma City, OK MSA	14	672,625
						5910 = Olympia, WA PMSA	1	95,072
						5920 = Omaha, NE-IA MSA	11	705,663
						5945 = Orange County, CA PMSA	35	1,811,227
						5960 = Orlando, FL MSA	140	8,138,550
						6015 = Panama City, FL MSA	8	502,354
						6080 = Pensacola, FL MSA	3	70,763
						6120 = Peoria-Pekin, IL MSA	7	418,366
						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
						6400 = Portland, ME MSA	9	560,975
						6440 = Portland-Vancouver, OR-WA PMSA	38	1,862,957
						6450 = Portsmouth-Rochester, NH-ME PMSA	1	49,013
						6480 = Providence-Fall River-Warwick, RI-MA MSA	20	1,488,641
						6520 = Provo-Orem, UT MSA	2	52,019
						6640 = Raleigh-Durham-Chapel Hill, NC MSA	22	1,249,720
						6660 = Rapid City, SD MSA	1	69,556
						6690 = Redding, CA MSA	4	119,896
						6720 = Reno, NV MSA	20	948,615
						6760 = Richmond-Petersburg, VA MSA	11	513,614
						6780 = Riverside-San Bernardino, CA PMSA	37	1,974,001
						6800 = Roanoke, VA MSA	7	444,886

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						6840 = Rochester, NY MSA	26	792,211
						6880 = Rockford, IL MSA	1	87,694
						6920 = Sacramento, CA PMSA	36	1,988,916
						6960 = Saginaw-Bay City-Midland, MI MSA	4	341,244
						6980 = St. Cloud, MN MSA	4	188,928
						7040 = St. Louis, MO-IL MSA	49	2,831,295
						7080 = Salem, OR PMSA	1	19,383
						7120 = Salinas, CA MSA	4	182,792
						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
						7440 = San Juan-Bayamon, PR PMSA	18	900,140
						7460 = San Luis Obispo-Atascadero-Paso Robles, CA MSA	1	41,560
						7480 = Santa Barbara-Santa Maria-Lompoc, CA MSA	4	264,685
						7490 = Santa Fe, NM MSA	4	202,764
						7500 = Santa Rosa, CA PMSA	1	161,368
						7510 = Sarasota-Bradenton, FL MSA	3	79,188
						7520 = Savannah, GA MSA	5	144,957
						7560 = Scranton--Wilkes-Barre--Hazleton, PA MSA	2	237,389
						7600 = Seattle-Bellevue-Everett, WA PMSA	67	4,028,381
						7680 = Shreveport-Bossier City, LA MSA	4	139,845
						7840 = Spokane, WA MSA	15	794,608
						7880 = Springfield, IL MSA	3	231,683
						7920 = Springfield, MO MSA	3	141,293
						8000 = Springfield, MA MSA	1	100,950
						8040 = Stamford-Norwalk, CT PMSA	2	147,208
						8050 = State College, PA MSA	3	268,197
						8120 = Stockton-Lodi, CA MSA	1	92,898
						8160 = Syracuse, NY MSA	8	486,716
						8200 = Tacoma, WA PMSA	1	69,839
						8240 = Tallahassee, FL MSA	3	268,579
						8280 = Tampa-St. Petersburg-Clearwater, FL MSA	64	2,787,024
						8400 = Toledo, OH MSA	3	85,162
						8520 = Tucson, AZ MSA	22	1,124,826
						8560 = Tulsa, OK MSA	11	549,979
						8600 = Tuscaloosa, AL MSA	1	37,963

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8720 = Vallejo-Fairfield-Napa, CA PMSA	2	76,996
						8735 = Ventura, CA PMSA	5	159,124
						8800 = Waco, TX MSA	2	160,250
						8840 = Washington, DC-MD-VA-WV PMSA	116	6,540,494
						8880 = Waterbury, CT PMSA	3	512,810
						8920 = Waterloo-Cedar Falls, IA MSA	1	77,046
						8940 = Wausau, WI MSA	2	86,725
						8960 = West Palm Beach-Boca Raton, FL MSA	33	1,639,501
						9040 = Wichita, KS MSA	9	829,447
						9160 = Wilmington-Newark, DE-MD PMSA	3	174,771
						9240 = Worcester, MA-CT PMSA	10	620,812
						9260 = Yakima, WA MSA	2	148,808
						9270 = Yolo, CA PMSA	12	467,033
						9320 = Youngstown-Warren, OH MSA	1	42,975
						9999 = Not in an MSA	784	47,539,049
EGRREG	Char	2	ST	Egress place (to far dest)-Census region	*	-1 = Appropriate Skip	40,412	2,339,979,834
						-9 = Not Ascertained	619	40,028,542
						0 = Puerto Rico and Island Areas	18	900,140
						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	Char	2	ST	Egress place (to far dest)-State	I10	-1 = Appropriate Skip	40,459	2,345,367,633
						-8 = Don't Know	28	2,014,143
						-9 = Not Ascertained	104	5,691,156
						AK = Alaska	30	1,543,781
						AL = Alabama	32	2,129,472
						AP = Armed Forces Pacific	1	98,415
						AR = Arkansas	26	1,464,110
						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
						DE = Delaware	6	301,450
						FL = Florida	398	20,907,644
						GA = Georgia	97	6,231,427
						HI = Hawaii	53	2,698,958
						IA = Iowa	19	1,174,480

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						ID = Idaho	11	528,649
						IL = Illinois	140	8,053,636
						IN = Indiana	43	2,399,431
						KS = Kansas	26	1,515,475
						KY = Kentucky	31	2,562,759
						LA = Louisiana	75	4,316,264
						MA = Massachusetts	79	4,642,707
						MD = Maryland	86	5,054,379
						ME = Maine	13	795,652
						MI = Michigan	93	6,141,897
						MN = Minnesota	93	5,003,868
						MO = Missouri	84	4,587,379
						MS = Mississippi	20	1,322,287
						MT = Montana	13	705,157
						NC = North Carolina	75	4,343,810
						ND = North Dakota	13	413,578
						NE = Nebraska	17	938,061
						NH = New Hampshire	25	2,005,849
						NJ = New Jersey	88	5,663,623
						NM = New Mexico	25	1,202,330
						NV = Nevada	188	10,113,365
						NY = New York	382	21,023,332
						OH = Ohio	84	4,815,380
						OK = Oklahoma	25	1,222,603
						OR = Oregon	43	2,008,237
						PA = Pennsylvania	128	8,421,807
						PR = Puerto Rico	18	900,140
						RI = Rhode Island	20	1,488,641
						SC = South Carolina	34	1,777,319
						SD = South Dakota	3	187,546
						TN = Tennessee	59	3,851,058
						TX = Texas	238	14,217,041
						UT = Utah	48	2,364,363
						VA = Virginia	66	3,496,301
						VI = Virgin Islands	7	507,885
						VT = Vermont	4	261,278
						WA = Washington	96	5,540,731
						WI = Wisconsin	58	3,408,021
						WV = West Virginia	9	663,208

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						WY = Wyoming	7	279,064
						ZZ = Foreign country	435	26,478,906
EGR_FLAG	Char	2	ST	Egress place-airport/bus terminal	I5	-9 = Not Ascertained	150	11,036,173
						1 = Yes	4,603	266,110,360
						2 = No	40,412	2,339,979,834
ENDTRAV	Char	6	ST	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	Char	6	ST	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
EPTPWT01--EPTPWT99	Num	8		Person Travel Pd Wt 100% HHs - Rep 01 -99				
FARDIV	Char	2	ST	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

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	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
EXPFLPTP	Num	8	ST	Person trip travel period weight-100%				
FARLODG1	Char	2		Farthest destination-lodging1	I14	-7 = Refused	7	281,307
						-8 = Don't Know	46	5,441,203
						-9 = Not Ascertained	1	70,650
						01 = Did not stay overnight	26,211	1,496,206,007
						02 = Friend or relative's home	8,020	494,353,618
						03 = Hotel, motel, bed & breakfast, resort	7,020	391,010,885
						04 = Rented cabin, condominium or vacation home	843	48,820,505
						05 = Owned cabin, condominium, vacation home, timeshare	1,277	70,499,313
						06 = Camper, trailer, tent or other recreational vehicle	973	62,392,017
						07 = Overnight in automobile, plane, ship, train, etc.	271	15,592,232
						08 = Corporate owned housing	73	4,147,711
						09 = Conference center for participants only	32	1,438,683
						10 = Military housing	72	4,739,211
						11 = Dormitory, youth hostel	148	10,950,858
						12 = YMCA	6	287,486
						91 = Other	165	10,894,680
FARLODG2	Char	2		Farthest destination-lodging1	I14	-1 = Appropriate Skip	44,743	2,590,396,822
						02 = Friend or relative's home	151	9,222,276
						03 = Hotel, motel, bed & breakfast, resort	153	9,837,182
						04 = Rented cabin, condominium or vacation home	24	1,329,398
						05 = Owned cabin, condominium, vacation home, timeshare	28	1,924,837
						06 = Camper, trailer, tent or other recreational vehicle	33	2,050,549
						07 = Overnight in automobile, plane, ship, train, etc.	12	674,295
						10 = Military housing	2	93,366
						11 = Dormitory, youth hostel	3	412,932
						12 = YMCA	4	633,721
						91 = Other	12	550,988
FARLODG3	Char	2		Farthest destination-lodging1	I14	-1 = Appropriate Skip	45,156	2,616,598,665

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						03 = Hotel, motel, bed & breakfast, resort	2	130,274
						04 = Rented cabin, condominium or vacation home	3	167,047
						05 = Owned cabin, condominium, vacation home, timeshare	3	153,071
						07 = Overnight in automobile, plane, ship, train, etc.	1	77,311
FARMDOB	Num	8	ST	Charter/school/other bus- at destination	*	-9 = Not Ascertained	234	15,362,628
						0 = No	44,193	2,559,587,815
						1 = Yes	738	42,175,924
FARMDOT	Num	8	ST	Intercity/other train- at destination	*	-9 = Not Ascertained	234	15,362,628
						0 = No	44,609	2,581,028,526
						1 = Yes	322	20,735,213
FARMDOTH	Num	8	ST	Other means- at destination	*	-9 = Not Ascertained	234	15,362,628
						0 = No	43,251	2,500,662,602
						1 = Yes	1,680	101,101,138
FARMDPOV	Num	8	ST	Personal vehicle- at destination	*	-9 = Not Ascertained	234	15,362,628
						0 = No	3,689	212,664,916
						1 = Yes	41,242	2,389,098,823
FARMDPTB	Num	8	ST	Public transit bus- at destination	*	-9 = Not Ascertained	234	15,362,628
						0 = No	44,607	2,581,082,278
						1 = Yes	324	20,681,461
FARMDSHP	Num	8	ST	Ferry/boat/ship- at destination	*	-9 = Not Ascertained	234	15,362,628
						0 = No	43,946	2,538,900,488
						1 = Yes	985	62,863,251
FARMDSHT	Num	8	ST	Shuttle/limo- at destination	*	-9 = Not Ascertained	234	15,362,628
						0 = No	44,518	2,581,115,227
						1 = Yes	413	20,648,513
FARMDSUB	Num	8	ST	Subway/commuter train- at destination	*	-9 = Not Ascertained	234	15,362,628
						0 = No	44,378	2,564,992,812
						1 = Yes	553	36,770,928
FARMDTXI	Num	8	ST	Taxi- at destination	*	-9 = Not Ascertained	234	15,362,628
						0 = No	44,157	2,555,932,560
						1 = Yes	774	45,831,179
FARMDWLK	Num	8	ST	Walking- to at destination	*	-9 = Not Ascertained	234	15,362,628
						0 = No	33,971	1,963,250,099
						1 = Yes	10,960	638,513,640
FARMOD21	Char	2		Trans used: farthest destination-1	I12	-9 = Not Ascertained	234	15,362,628
						01 = Personal Vehicle	40,456	2,341,749,585
						02 = Air	59	3,572,245
						03 = Bus	595	35,422,114

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						04 = Train	298	20,784,723
						05 = Ship	248	15,578,147
						06 = Other	3,275	184,656,926
FARMOD22	Char	2		Trans used: farthest destination-2	I12	-1 = Appropriate Skip	32,784	1,890,362,554
						01 = Personal Vehicle	2,196	124,943,104
						02 = Air	33	2,033,954
						03 = Bus	340	20,250,756
						04 = Train	369	25,662,837
						05 = Ship	480	30,723,016
						06 = Other	8,963	523,150,146
FARMOD23	Char	2		Trans used: farthest destination-3	I12	-1 = Appropriate Skip	42,922	2,481,264,326
						01 = Personal Vehicle	431	25,037,318
						02 = Air	5	317,188
						03 = Bus	102	5,918,999
						04 = Train	184	10,193,615
						05 = Ship	212	13,354,353
						06 = Other	1,309	81,040,569
FARMOD24	Char	2		Trans used: farthest destination-4	I12	-1 = Appropriate Skip	44,663	2,585,870,667
						01 = Personal Vehicle	52	3,721,438
						02 = Air	1	15,056
						03 = Bus	29	1,434,898
						04 = Train	46	2,446,835
						05 = Ship	65	4,254,816
						06 = Other	309	19,382,657
FARMOD25	Char	2		Trans used: farthest destination-5	I12	-1 = Appropriate Skip	45,081	2,611,903,875
						01 = Personal Vehicle	4	313,561
						02 = Air	1	44,758
						03 = Bus	19	1,765,928
						04 = Train	9	428,532
						05 = Ship	17	812,844
						06 = Other	34	1,856,868
FARMODE1	Char	2		Detail-Trans used: farthest dest-1	I12	-7 = Refused	3	87,976
						-8 = Don't Know	143	10,463,298
						-9 = Not Ascertained	88	4,811,354
						01 = Car	21,342	1,244,258,151
						02 = Van	6,295	356,689,245
						03 = SUV	5,297	297,167,261
						04 = Pickup truck	5,941	344,316,946
						05 = Other truck	1,405	88,627,080

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						06 = RV	83	4,106,209
						07 = Motorcycle	93	6,584,692
						08 = Commercial/charter airplane	38	2,314,560
						09 = Private/corporate airplane	21	1,257,685
						10 = Local public transit bus	106	7,044,978
						11 = Commuter bus	21	1,147,306
						12 = School bus	144	9,435,255
						13 = Charter/tour bus	320	17,622,287
						14 = City to city bus	4	172,288
						15 = Amtrak/inter city train	27	2,009,669
						16 = Commuter train	32	1,702,995
						17 = Subway/elevated rail	208	15,100,014
						18 = Street car/trolley	31	1,972,045
						19 = Ship/cruise	40	2,088,713
						20 = Passenger line/ferry	65	3,942,228
						21 = Sailboat/motorboat/yacht	143	9,547,206
						22 = Taxicab	428	25,444,346
						23 = Limousine	65	3,835,981
						24 = Hotel/airport shuttle	151	7,000,953
						25 = Bicycle	115	7,762,195
						26 = Walk	1,928	106,996,412
						91 = Other	588	33,617,038
FARMODE2	Char	2		Detail-Trans used: farthest dest-2	I12	-1 = Appropriate Skip	32,784	1,890,362,554
						01 = Car	864	50,124,632
						02 = Van	388	20,704,593
						03 = SUV	327	18,170,439
						04 = Pickup truck	341	19,496,987
						05 = Other truck	177	10,969,280
						06 = RV	28	1,068,380
						07 = Motorcycle	71	4,408,794
						08 = Commercial/charter airplane	31	1,951,804
						09 = Private/corporate airplane	2	82,150
						10 = Local public transit bus	153	9,928,974
						11 = Commuter bus	13	767,515
						12 = School bus	35	2,135,990
						13 = Charter/tour bus	129	6,769,239
						14 = City to city bus	10	649,038
						15 = Amtrak/inter city train	77	5,973,279
						16 = Commuter train	27	2,591,973

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						17 = Subway/elevated rail	196	12,446,561
						18 = Street car/trolley	69	4,651,024
						19 = Ship/cruise	18	1,183,461
						20 = Passenger line/ferry	124	7,200,060
						21 = Sailboat/motorboat/yacht	338	22,339,495
						22 = Taxicab	190	10,715,135
						23 = Limousine	23	1,225,031
						24 = Hotel/airport shuttle	128	6,397,391
						25 = Bicycle	269	17,442,344
						26 = Walk	7,948	465,098,567
						91 = Other	405	22,271,678
FARMODE3	Char	2		Detail-Trans used: farthest dest-3	I12	-1 = Appropriate Skip	42,922	2,481,264,326
						01 = Car	208	11,165,874
						02 = Van	40	2,802,964
						03 = SUV	64	5,227,404
						04 = Pickup truck	51	2,381,408
						05 = Other truck	49	2,368,476
						06 = RV	12	577,469
						07 = Motorcycle	7	513,724
						08 = Commercial/charter airplane	2	59,248
						09 = Private/corporate airplane	3	257,940
						10 = Local public transit bus	49	2,906,605
						11 = Commuter bus	3	360,858
						12 = School bus	7	432,841
						13 = Charter/tour bus	40	2,162,049
						14 = City to city bus	3	56,646
						15 = Amtrak/inter city train	23	1,050,829
						16 = Commuter train	21	836,176
						17 = Subway/elevated rail	73	4,549,555
						18 = Street car/trolley	67	3,757,055
						19 = Ship/cruise	11	511,768
						20 = Passenger line/ferry	53	3,024,759
						21 = Sailboat/motorboat/yacht	148	9,817,826
						22 = Taxicab	113	7,321,584
						23 = Limousine	5	182,123
						24 = Hotel/airport shuttle	28	1,464,940
						25 = Bicycle	81	5,659,035
						26 = Walk	905	55,437,030
						91 = Other	177	10,975,858

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
FARMODE4	Char	2		Detail-Trans used: farthest dest-4	I12	-1 = Appropriate Skip	44,663	2,585,870,667
						01 = Car	27	2,124,004
						02 = Van	5	342,874
						03 = SUV	11	813,605
						04 = Pickup truck	8	333,683
						07 = Motorcycle	1	107,273
						09 = Private/corporate airplane	1	15,056
						10 = Local public transit bus	16	800,904
						12 = School bus	3	159,868
						13 = Charter/tour bus	10	474,126
						15 = Amtrak/inter city train	6	323,679
						16 = Commuter train	9	775,853
						17 = Subway/elevated rail	9	349,669
						18 = Street car/trolley	22	997,633
						19 = Ship/cruise	1	28,205
						20 = Passenger line/ferry	28	1,824,434
						21 = Sailboat/motorboat/yacht	36	2,402,176
						22 = Taxicab	43	2,350,115
						23 = Limousine	4	215,477
						24 = Hotel/airport shuttle	11	430,126
						25 = Bicycle	22	1,932,253
						26 = Walk	187	11,634,251
						91 = Other	42	2,820,435
FARMODE5	Char	2		Detail-Trans used: farthest dest-5	I12	-1 = Appropriate Skip	45,081	2,611,903,875
						01 = Car	4	313,561
						08 = Commercial/charter airplane	1	44,758
						10 = Local public transit bus	10	1,178,217
						12 = School bus	4	291,830
						13 = Charter/tour bus	5	295,882
						15 = Amtrak/inter city train	4	226,845
						17 = Subway/elevated rail	2	109,984
						18 = Street car/trolley	3	91,704
						19 = Ship/cruise	2	71,940
						20 = Passenger line/ferry	7	439,617
						21 = Sailboat/motorboat/yacht	8	301,287
						22 = Taxicab	2	159,492
						24 = Hotel/airport shuttle	2	56,737
						25 = Bicycle	1	30,784
						26 = Walk	22	1,244,657

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						91 = Other	7	365,199
FARMSA	Char	4	ST	Farthest destination PMSA/MSA/CMSA	I12	-9 = Not Ascertained	70	6,513,692
						0040 = Abilene, TX MSA	14	525,694
						0080 = Akron, OH PMSA	40	1,936,380
						0120 = Albany, GA MSA	6	408,065
						0160 = Albany-Schenectady-Troy, NY MSA	152	7,282,105
						0200 = Albuquerque, NM MSA	64	3,394,099
						0220 = Alexandria, LA MSA	29	1,589,303
						0240 = Allentown-Bethlehem-Easton, PA MSA	67	3,518,401
						0280 = Altoona, PA MSA	45	2,462,527
						0320 = Amarillo, TX MSA	30	1,735,152
						0380 = Anchorage, AK MSA	49	1,460,087
						0440 = Ann Arbor, MI PMSA	64	3,852,085
						0450 = Anniston, AL MSA	10	424,850
						0460 = Appleton-Oshkosh-Neenah, WI MSA	80	4,636,114
						0480 = Asheville, NC MSA	86	4,855,911
						0500 = Athens, GA MSA	22	1,574,818
						0520 = Atlanta, GA MSA	578	40,051,733
						0560 = Atlantic-Cape May, NJ PMSA	257	16,288,611
						0580 = Auburn-Opelika, AL MSA	12	670,776
						0600 = Augusta-Aiken, GA-SC MSA	60	3,593,817
						0640 = Austin-San Marcos, TX MSA	147	9,971,936
						0680 = Bakersfield, CA MSA	76	4,336,740
						0720 = Baltimore, MD PMSA	315	21,046,365
						0730 = Bangor, ME MSA	46	2,060,011
						0740 = Barnstable-Yarmouth, MA MSA	87	4,959,964
						0760 = Baton Rouge, LA MSA	55	3,589,356
						0840 = Beaumont-Port Arthur, TX MSA	48	2,471,510
						0860 = Bellingham, WA MSA	39	1,986,762
						0870 = Benton Harbor, MI MSA	28	1,906,718
						0875 = Bergen-Passaic, NJ PMSA	169	11,836,952
						0880 = Billings, MT MSA	46	1,854,947
						0920 = Biloxi-Gulfport-Pascagoula, MS MSA	80	3,785,171
						0960 = Binghamton, NY MSA	74	2,586,176
						1000 = Birmingham, AL MSA	145	9,170,255
						1010 = Bismarck, ND MSA	48	1,986,441
						1020 = Bloomington, IN MSA	41	2,476,134
						1040 = Bloomington-Normal, IL MSA	58	3,571,093
						1080 = Boise City, ID MSA	47	2,423,963

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						1120 = Boston, MA-NH PMSA	526	32,205,644
						1125 = Boulder-Longmont, CO PMSA	34	1,713,158
						1145 = Brazoria, TX PMSA	19	875,384
						1150 = Bremerton, WA PMSA	19	978,847
						1160 = Bridgeport, CT PMSA	37	1,702,776
						1200 = Brockton, MA PMSA	12	703,734
						1240 = Brownsville-Harlingen-San Benito, TX MSA	30	2,731,081
						1260 = Bryan-College Station, TX MSA	28	1,556,058
						1280 = Buffalo-Niagara Falls, NY MSA	158	6,583,743
						1305 = Burlington, VT MSA	29	1,713,835
						1320 = Canton-Massillon, OH MSA	48	2,526,857
						1350 = Casper, WY MSA	13	570,835
						1360 = Cedar Rapids, IA MSA	98	5,552,207
						1400 = Champaign-Urbana, IL MSA	41	2,164,792
						1440 = Charleston-North Charleston, SC MSA	86	5,788,234
						1480 = Charleston, WV MSA	77	4,027,383
						1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	214	12,619,930
						1540 = Charlottesville, VA MSA	62	4,060,481
						1560 = Chattanooga, TN-GA MSA	58	2,928,764
						1580 = Cheyenne, WY MSA	25	1,315,343
						1600 = Chicago, IL PMSA	606	32,548,414
						1620 = Chico-Paradise, CA MSA	49	2,526,101
						1640 = Cincinnati, OH-KY-IN PMSA	201	12,331,365
						1660 = Clarksville-Hopkinsville, TN-KY MSA	20	1,289,482
						1680 = Cleveland-Lorain-Elyria, OH PMSA	253	14,227,055
						1720 = Colorado Springs, CO MSA	82	3,760,048
						1740 = Columbia, MO MSA	57	2,582,220
						1760 = Columbia, SC MSA	129	12,799,586
						1800 = Columbus, GA-AL MSA	20	1,750,049
						1840 = Columbus, OH MSA	454	21,094,938
						1880 = Corpus Christi, TX MSA	79	7,137,504
						1890 = Corvallis, OR MSA	17	731,874
						1900 = Cumberland, MD-WV MSA	15	1,006,628
						1920 = Dallas, TX PMSA	432	28,935,921
						1930 = Danbury, CT PMSA	16	951,965
						1950 = Danville, VA MSA	13	701,162
						1960 = Davenport-Moline-Rock Island, IA-IL MSA	73	3,167,512
						2000 = Dayton-Springfield, OH MSA	110	6,627,275
						2020 = Daytona Beach, FL MSA	137	8,384,612

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2030 = Decatur, AL MSA	11	774,244
						2040 = Decatur, IL MSA	24	1,148,018
						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
						2180 = Dothan, AL MSA	13	1,301,434
						2190 = Dover, DE MSA	21	1,531,676
						2200 = Dubuque, IA MSA	24	1,402,773
						2240 = Duluth-Superior, MN-WI MSA	75	3,596,830
						2281 = Dutchess County, NY PMSA	62	3,297,730
						2290 = Eau Claire, WI MSA	41	1,908,488
						2320 = El Paso, TX MSA	22	1,137,064
						2330 = Elkhart-Goshen, IN MSA	29	1,305,423
						2335 = Elmira, NY MSA	22	1,227,915
						2340 = Enid, OK MSA	6	513,336
						2360 = Erie, PA MSA	49	3,112,832
						2400 = Eugene-Springfield, OR MSA	47	1,890,643
						2440 = Evansville-Henderson, IN-KY MSA	69	3,312,810
						2520 = Fargo-Moorhead, ND-MN MSA	87	4,114,008
						2560 = Fayetteville, NC MSA	58	4,288,845
						2580 = Fayetteville-Springdale-Rogers, AR MSA	53	2,906,546
						2600 = Fitchburg-Leominster, MA PMSA	24	1,413,437
						2620 = Flagstaff, AZ-UT MSA	62	4,620,014
						2640 = Flint, MI PMSA	39	2,537,560
						2650 = Florence, AL MSA	7	404,183
						2655 = Florence, SC MSA	21	1,070,765
						2670 = Fort Collins-Loveland, CO MSA	96	6,128,319
						2680 = Fort Lauderdale, FL PMSA	91	4,995,531
						2700 = Fort Myers-Cape Coral, FL MSA	85	5,143,198
						2710 = Fort Pierce-Port St. Lucie, FL MSA	27	1,377,398
						2720 = Fort Smith, AR-OK MSA	30	2,021,565
						2750 = Fort Walton Beach, FL MSA	65	3,795,564
						2760 = Fort Wayne, IN MSA	72	3,388,679
						2800 = Fort Worth-Arlington, TX PMSA	100	6,883,487
						2840 = Fresno, CA MSA	137	9,084,125
						2880 = Gadsden, AL MSA	6	577,842
						2900 = Gainesville, FL MSA	42	1,571,411
						2920 = Galveston-Texas City, TX PMSA	65	3,924,493
						2960 = Gary, IN PMSA	72	4,209,280

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2975 = Glens Falls, NY MSA	36	2,499,995
						2980 = Goldsboro, NC MSA	29	1,252,989
						2985 = Grand Forks, ND-MN MSA	35	1,806,415
						2995 = Grand Junction, CO MSA	49	3,208,384
						3000 = Grand Rapids-Muskegon-Holland, MI MSA	129	7,093,752
						3040 = Great Falls, MT MSA	16	766,666
						3060 = Greeley, CO PMSA	17	894,252
						3080 = Green Bay, WI MSA	90	5,035,053
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	123	7,076,986
						3150 = Greenville, NC MSA	10	826,470
						3160 = Greenville-Spartanburg-Anderson, SC MSA	122	6,858,800
						3180 = Hagerstown, MD PMSA	41	2,270,683
						3200 = Hamilton-Middletown, OH PMSA	31	1,472,734
						3240 = Harrisburg-Lebanon-Carlisle, PA MSA	176	11,336,976
						3280 = Hartford, CT MSA	90	6,283,697
						3285 = Hattiesburg, MS MSA	39	4,241,219
						3290 = Hickory-Morganton-Lenoir, NC MSA	61	2,622,594
						3320 = Honolulu, HI MSA	33	1,893,999
						3350 = Houma, LA MSA	18	1,295,071
						3360 = Houston, TX PMSA	393	25,221,113
						3400 = Huntington-Ashland, WV-KY-OH MSA	42	2,908,864
						3440 = Huntsville, AL MSA	67	4,162,952
						3480 = Indianapolis, IN MSA	347	17,376,466
						3500 = Iowa City, IA MSA	29	1,281,601
						3520 = Jackson, MI MSA	27	1,592,874
						3560 = Jackson, MS MSA	96	5,664,387
						3580 = Jackson, TN MSA	26	1,312,636
						3600 = Jacksonville, FL MSA	173	12,490,173
						3605 = Jacksonville, NC MSA	19	1,272,443
						3610 = Jamestown, NY MSA	32	1,935,985
						3620 = Janesville-Beloit, WI MSA	20	1,378,363
						3640 = Jersey City, NJ PMSA	37	2,183,121
						3660 = Johnson City-Kingsport-Bristol, TN-VA MSA	90	6,677,009
						3680 = Johnstown, PA MSA	38	2,000,627
						3700 = Jonesboro, AR MSA	10	615,201
						3710 = Joplin, MO MSA	66	2,854,552
						3720 = Kalamazoo-Battle Creek, MI MSA	99	4,916,873
						3740 = Kankakee, IL PMSA	21	1,324,210

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						3760 = Kansas City, MO-KS MSA	209	9,892,841
						3800 = Kenosha, WI PMSA	28	1,377,863
						3810 = Killeen-Temple, TX MSA	43	2,563,975
						3840 = Knoxville, TN MSA	188	9,915,276
						3850 = Kokomo, IN MSA	3	82,657
						3870 = La Crosse, WI-MN MSA	46	2,234,094
						3880 = Lafayette, LA MSA	32	1,351,279
						3920 = Lafayette, IN MSA	33	1,743,633
						3960 = Lake Charles, LA MSA	29	1,524,146
						3980 = Lakeland-Winter Haven, FL MSA	48	2,157,992
						4000 = Lancaster, PA MSA	100	5,634,952
						4040 = Lansing-East Lansing, MI MSA	115	5,680,932
						4080 = Laredo, TX MSA	14	1,068,476
						4100 = Las Cruces, NM MSA	15	928,519
						4120 = Las Vegas, NV-AZ MSA	404	22,860,869
						4150 = Lawrence, KS MSA	4	99,772
						4160 = Lawrence, MA-NH PMSA	31	1,624,028
						4200 = Lawton, OK MSA	17	922,223
						4240 = Lewiston-Auburn, ME MSA	9	953,003
						4280 = Lexington, KY MSA	116	5,584,162
						4320 = Lima, OH MSA	34	1,743,970
						4360 = Lincoln, NE MSA	104	5,194,402
						4400 = Little Rock-North Little Rock, AR MSA	130	5,509,447
						4420 = Longview-Marshall, TX MSA	28	2,000,125
						4480 = Los Angeles-Long Beach, CA PMSA	723	45,791,264
						4520 = Louisville, KY-IN MSA	162	13,316,915
						4560 = Lowell, MA-NH PMSA	13	753,085
						4600 = Lubbock, TX MSA	41	2,041,018
						4640 = Lynchburg, VA MSA	57	8,216,193
						4680 = Macon, GA MSA	76	3,968,944
						4720 = Madison, WI MSA	138	7,166,890
						4760 = Manchester, NH PMSA	41	2,977,376
						4800 = Mansfield, OH MSA	9	489,268
						4880 = McAllen-Edinburg-Mission, TX MSA	15	1,087,233
						4890 = Medford-Ashland, OR MSA	32	1,375,058
						4900 = Melbourne-Titusville-Palm Bay, FL MSA	97	5,535,109
						4920 = Memphis, TN-AR-MS MSA	179	12,156,496
						4940 = Merced, CA MSA	17	591,554
						5000 = Miami, FL PMSA	133	11,947,623

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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
						5140 = Missoula, MT MSA	59	2,597,915
						5160 = Mobile, AL MSA	125	8,149,265
						5170 = Modesto, CA MSA	53	3,437,395
						5190 = Monmouth-Ocean, NJ PMSA	160	10,115,771
						5200 = Monroe, LA MSA	55	5,180,474
						5240 = Montgomery, AL MSA	77	4,325,591
						5280 = Muncie, IN MSA	34	1,615,957
						5330 = Myrtle Beach, SC MSA	125	8,273,821
						5345 = Naples, FL MSA	38	1,804,641
						5350 = Nashua, NH PMSA	30	1,592,889
						5360 = Nashville, TN MSA	232	14,138,288
						5380 = Nassau-Suffolk, NY PMSA	161	10,949,080
						5400 = New Bedford, MA PMSA	12	836,345
						5480 = New Haven-Meriden, CT PMSA	59	4,123,030
						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
						5660 = Newburgh, NY-PA PMSA	72	8,434,869
						5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	222	14,571,907
						5775 = Oakland, CA PMSA	385	30,943,578
						5790 = Ocala, FL MSA	23	1,009,897
						5800 = Odessa-Midland, TX MSA	20	1,565,331
						5880 = Oklahoma City, OK MSA	150	10,101,862
						5910 = Olympia, WA PMSA	42	1,711,075
						5920 = Omaha, NE-IA MSA	110	5,102,521
						5945 = Orange County, CA PMSA	311	20,633,677
						5960 = Orlando, FL MSA	451	25,885,056
						5990 = Owensboro, KY MSA	20	1,027,738
						6015 = Panama City, FL MSA	36	2,198,011
						6020 = Parkersburg-Marietta, WV-OH MSA	35	2,755,536
						6080 = Pensacola, FL MSA	42	2,165,658
						6120 = Peoria-Pekin, IL MSA	85	4,797,526
						6160 = Philadelphia, PA-NJ PMSA	528	32,180,914
						6200 = Phoenix-Mesa, AZ MSA	352	17,722,465

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						6240 = Pine Bluff, AR MSA	15	1,124,174
						6280 = Pittsburgh, PA MSA	229	12,039,705
						6320 = Pittsfield, MA MSA	21	1,262,169
						6340 = Pocatello, ID MSA	20	886,732
						6360 = Ponce, PR MSA	1	108,137
						6400 = Portland, ME MSA	77	3,994,003
						6440 = Portland-Vancouver, OR-WA PMSA	251	11,785,716
						6450 = Portsmouth-Rochester, NH-ME PMSA	95	6,348,304
						6480 = Providence-Fall River-Warwick, RI-MA MSA	115	6,651,184
						6520 = Provo-Orem, UT MSA	46	1,920,441
						6560 = Pueblo, CO MSA	32	1,094,952
						6580 = Punta Gorda, FL MSA	19	1,476,405
						6600 = Racine, WI PMSA	9	467,776
						6640 = Raleigh-Durham-Chapel Hill, NC MSA	206	11,865,446
						6660 = Rapid City, SD MSA	24	905,829
						6680 = Reading, PA MSA	45	3,084,036
						6690 = Redding, CA MSA	33	1,025,139
						6720 = Reno, NV MSA	95	5,734,721
						6740 = Richland-Kennewick-Pasco, WA MSA	39	1,694,230
						6760 = Richmond-Petersburg, VA MSA	203	11,626,314
						6780 = Riverside-San Bernardino, CA PMSA	463	31,583,700
						6800 = Roanoke, VA MSA	55	2,812,224
						6820 = Rochester, MN MSA	69	3,633,750
						6840 = Rochester, NY MSA	143	6,392,288
						6880 = Rockford, IL MSA	71	3,897,101
						6895 = Rocky Mount, NC MSA	9	502,821
						6920 = Sacramento, CA PMSA	302	18,872,324
						6960 = Saginaw-Bay City-Midland, MI MSA	81	4,017,339
						6980 = St. Cloud, MN MSA	58	3,085,473
						7000 = St. Joseph, MO MSA	15	719,781
						7040 = St. Louis, MO-IL MSA	341	16,049,189
						7080 = Salem, OR PMSA	63	3,398,148
						7120 = Salinas, CA MSA	87	4,314,700
						7160 = Salt Lake City-Ogden, UT MSA	142	7,308,081
						7200 = San Angelo, TX MSA	11	410,390
						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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						7440 = San Juan-Bayamon, PR PMSA	10	401,857
						7460 = San Luis Obispo-Atascadero-Paso Robles, CA MSA	51	2,451,490
						7480 = Santa Barbara-Santa Maria-Lompoc, CA MSA	78	4,862,102
						7485 = Santa Cruz-Watsonville, CA PMSA	24	1,369,596
						7490 = Santa Fe, NM MSA	43	2,397,759
						7500 = Santa Rosa, CA PMSA	76	4,987,843
						7510 = Sarasota-Bradenton, FL MSA	92	4,552,303
						7520 = Savannah, GA MSA	39	2,951,542
						7560 = Scranton--Wilkes-Barre--Hazleton, PA MSA	79	3,594,886
						7600 = Seattle-Bellevue-Everett, WA PMSA	320	14,554,596
						7610 = Sharon, PA MSA	50	3,115,492
						7620 = Sheboygan, WI MSA	39	2,973,356
						7640 = Sherman-Denison, TX MSA	11	914,468
						7680 = Shreveport-Bossier City, LA MSA	60	3,317,773
						7720 = Sioux City, IA-NE MSA	16	776,973
						7760 = Sioux Falls, SD MSA	58	2,582,862
						7800 = South Bend, IN MSA	58	3,042,398
						7840 = Spokane, WA MSA	89	4,223,018
						7880 = Springfield, IL MSA	63	2,679,854
						7920 = Springfield, MO MSA	119	6,439,520
						8000 = Springfield, MA MSA	78	4,747,514
						8040 = Stamford-Norwalk, CT PMSA	27	1,570,445
						8050 = State College, PA MSA	37	2,033,890
						8080 = Steubenville-Weirton, OH-WV MSA	19	956,838
						8120 = Stockton-Lodi, CA MSA	81	4,120,844
						8140 = Sumter, SC MSA	13	899,004
						8160 = Syracuse, NY MSA	145	7,391,973
						8200 = Tacoma, WA PMSA	61	3,014,266
						8240 = Tallahassee, FL MSA	29	1,701,777
						8280 = Tampa-St. Petersburg-Clearwater, FL MSA	218	12,461,788
						8320 = Terre Haute, IN MSA	46	2,827,232
						8360 = Texarkana, TX-Texarkana, AR MSA	10	961,982
						8400 = Toledo, OH MSA	73	3,396,122
						8440 = Topeka, KS MSA	69	3,628,477
						8480 = Trenton, NJ PMSA	65	3,023,693
						8520 = Tucson, AZ MSA	116	5,589,770
						8560 = Tulsa, OK MSA	95	5,556,118
						8600 = Tuscaloosa, AL MSA	57	1,907,711

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8640 = Tyler, TX MSA	40	2,532,423
						8680 = Utica-Rome, NY MSA	58	3,207,351
						8720 = Vallejo-Fairfield-Napa, CA PMSA	71	5,375,008
						8735 = Ventura, CA PMSA	105	6,018,865
						8750 = Victoria, TX MSA	8	244,929
						8760 = Vineland-Millville-Bridgeton, NJ PMSA	17	1,257,520
						8780 = Visalia-Tulare-Porterville, CA MSA	31	2,254,218
						8800 = Waco, TX MSA	47	2,740,892
						8840 = Washington, DC-MD-VA-WV PMSA	666	45,105,694
						8880 = Waterbury, CT PMSA	17	1,217,126
						8920 = Waterloo-Cedar Falls, IA MSA	8	333,587
						8940 = Wausau, WI MSA	13	571,341
						8960 = West Palm Beach-Boca Raton, FL MSA	168	13,114,398
						9000 = Wheeling, WV-OH MSA	16	981,513
						9040 = Wichita, KS MSA	100	3,917,325
						9080 = Wichita Falls, TX MSA	15	843,964
						9140 = Williamsport, PA MSA	21	1,173,428
						9160 = Wilmington-Newark, DE-MD PMSA	55	3,579,168
						9200 = Wilmington, NC MSA	68	3,879,142
						9240 = Worcester, MA-CT PMSA	53	2,743,503
						9260 = Yakima, WA MSA	49	2,224,752
						9270 = Yolo, CA PMSA	40	2,702,940
						9280 = York, PA MSA	24	1,749,308
						9320 = Youngstown-Warren, OH MSA	76	3,935,919
						9340 = Yuba City, CA MSA	19	862,791
						9360 = Yuma, AZ MSA	24	1,270,027
						9999 = Not in an MSA	13,715	765,839,899
FARREA21	Char	2	ST	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
FARREA22	Char	2		Other reason for trip-1	I13	-1 = Appropriate Skip	39,716	2,308,773,378
						01 = Business	372	19,768,766
						02 = Pleasure	3,968	225,169,232
						03 = Personal business	907	51,215,088
						04 = Other	202	12,199,902
FARREA23	Char	2		Other reason for trip-2	I13	-1 = Appropriate Skip	44,150	2,562,052,533
						01 = Business	29	1,256,566

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						02 = Pleasure	771	41,690,208
						03 = Personal business	158	9,154,620
						04 = Other	57	2,972,442
FARREA24	Char	2		Other reason for trip-3	I13	-1 = Appropriate Skip	44,895	2,602,437,798
						01 = Business	13	749,493
						02 = Pleasure	235	12,828,766
						03 = Personal business	9	321,253
						04 = Other	13	789,058
FARREAS1	Char	2	ST	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	Char	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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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
						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	Char	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	Char	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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						02 = Business (work-related meeting, convention & seminar)	5	252,921
						03 = Combined business and pleasure	6	416,080
						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	Char	2	ST	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	Char	2	ST	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

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	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
						ZZ = Foreign country	876	56,475,361
FARSTOP	Char	2	ST	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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-9 = Not Ascertained	6	364,048
						1 = Yes	1,670	88,151,108
						2 = No	19,128	1,137,030,342
FLCAMPRV	Num	8	ST	Camper/trailer/tent/RV-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	44,106	2,546,983,647
						1 = Yes	1,005	64,349,560
FLCONF	Num	8	ST	Conference center-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	45,079	2,609,894,523
						1 = Yes	32	1,438,683
FLCORP	Num	8	ST	Corporate owned housing-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	45,038	2,607,185,495
						1 = Yes	73	4,147,711
FLDORM	Num	8	ST	Dormitory/youth hostel-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	44,960	2,599,969,416
						1 = Yes	151	11,363,791
FLFRNREL	Num	8	ST	Friend/relative-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	36,945	2,107,980,888
						1 = Yes	8,166	503,352,319
FLHOTEL	Num	8	ST	Hotel/motel/resort-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	37,937	2,210,414,210
						1 = Yes	7,174	400,918,996
FLMIL	Num	8	ST	Military housing-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	45,038	2,606,525,796
						1 = Yes	73	4,807,410
FLNONT	Num	8	ST	No overnight stay-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	18,900	1,115,127,199
						1 = Yes	26,211	1,496,206,007
FLOTHR	Num	8	ST	Other-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	44,934	2,599,887,538
						1 = Yes	177	11,445,668
FLOWNP	Num	8	ST	Own cabin/condo/home-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	43,803	2,538,755,985
						1 = Yes	1,308	72,577,221
FLRENTP	Num	8	ST	Rented cabin/condo/home-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	44,241	2,561,016,256
						1 = Yes	870	50,316,950
FLTRANST	Num	8	ST	Overnight in car/plane-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	44,833	2,595,256,346
						1 = Yes	278	16,076,860

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
FLYMCA	Num	8	ST	YMCA-dest lodge	*	-9 = Not Ascertained	54	5,793,161
						0 = No	45,101	2,610,411,999
						1 = Yes	10	921,207
FPTPWT01--FPTPWT99	Num	8		Person Travel Pd Wt 50% HHs - Rep 01-99				
GCDACCOD	Num	8	ST	Great Circle Distance: origin to access	*	-9 = Not Ascertained	53	2,699,144
						-1 = Appropriate Skip	40,530	2,349,110,783
						0 - 5,210.47	4,582	265,316,427
GCDDO	Num	8	ST	Great Circle Distance: destination to origin	*	-9 = Not Ascertained	165	12,311,546
						0.88 - 10,760.71	45,000	2,604,814,748
GCDEGROD	Num	8	ST	Great Circle Distance: egress to destination	*	-9 = Not Ascertained	165	12,311,546
						-1 = Appropriate Skip	40,418	2,339,498,380
						0 - 4,210.53	4,582	265,316,436
GCDOD	Num	8	ST	Great Circle Distance: origin to destination	*	-9 = Not Ascertained	165	12,311,546
						11.99 - 11,867.75	45,000	2,604,814,754
GCDTOT	Num	8	ST	Total trip great circle distance (miles)	*	-9 = Not Ascertained	165	12,311,546
						23.98 - 22,486.81	45,000	2,604,814,757
HBHRESDN	Char	9	ST	Housing units per sq mile - Block group	*	-9 = Not Ascertained	4	303,430
						25 = 0 to 49	9,936	508,925,007
						150 = 50 to 249	8,544	468,535,097
						700 = 250 to 999	10,463	592,820,114
						2000 = 1,000 to 2,999	12,180	739,524,488
						4000 = 3,000 to 4,999	2,396	166,708,729
						6000 = 5,000 to 999K	1,642	140,309,502
HBHTNRNT	Char	9	ST	Percent renter-occupied - Block group	*	-9 = Not Ascertained	4	303,430
						0 - 100%	45,161	2,616,822,945
HBHUR	Char	2	ST	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	Char	9	ST	Population per sq mile - Block group	*	-9 = Not Ascertained	4	303,430
						50 = 0 to 99	9,012	457,724,185
						300 = 100 to 499	8,394	453,385,471

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						750 = 500 to 999	3,930	219,603,365
						1500 = 1,000 to 1,999	5,401	297,180,027
						3000 = 2,000 to 3,999	7,668	457,050,911
						7000 = 4,000 to 9,999	8,582	547,351,181
						17000 = 10,000 to 24,999	1,556	126,080,862
						30000 = 25,000 to 999K	618	58,446,935
HHC_MSA	Char	4	ST	MSA/CMSA location of HH	*	0520 = Atlanta, GA MSA	567	39,066,046
						0640 = Austin-San Marcos, TX MSA	161	10,094,247
						1122 = Boston-Worcester-Lawrence, MA-NH-ME-CT CMSA	893	56,767,546
						1280 = Buffalo-Niagara Falls, NY MSA	129	6,455,438
						1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	202	14,848,300
						1602 = Chicago-Gary-Kenosha, IL-IN-WI CMSA	894	60,415,715
						1642 = Cincinnati-Hamilton, OH-KY-IN CMSA	208	13,202,556
						1692 = Cleveland-Akron, OH CMSA	378	22,969,379
						1840 = Columbus, OH MSA	234	12,465,565
						1922 = Dallas-Fort Worth, TX CMSA	563	36,379,521
						2082 = Denver-Boulder-Greeley, CO CMSA	362	20,768,881
						2162 = Detroit-Ann Arbor-Flint, MI CMSA	677	41,141,068
						3000 = Grand Rapids-Muskegon-Holland, MI MSA	247	12,543,032
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	269	15,359,908
						3280 = Hartford, CT MSA	177	10,862,918
						3362 = Houston-Galveston-Brazoria, TX CMSA	489	29,698,704
						3480 = Indianapolis, IN MSA	273	14,970,597
						3600 = Jacksonville, FL MSA	153	9,791,810
						3760 = Kansas City, MO-KS MSA	231	10,789,962
						4120 = Las Vegas, NV-AZ MSA	154	7,348,150
						4472 = Los Angeles-Riverside-Orange County, CA CMSA	1,743	117,850,389
						4520 = Louisville, KY-IN MSA	129	6,831,028
						4920 = Memphis, TN-AR-MS MSA	149	9,087,943
						4992 = Miami-Fort Lauderdale, FL CMSA	252	25,338,542
						5082 = Milwaukee-Racine, WI CMSA	280	17,802,965
						5120 = Minneapolis-St. Paul, MN-WI MSA	571	29,601,727
						5360 = Nashville, TN MSA	188	11,933,454
						5560 = New Orleans, LA MSA	185	11,673,741
						5602 = New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA	2,411	147,719,686

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	174	11,560,720
						5880 = Oklahoma City, OK MSA	140	10,754,510
						5960 = Orlando, FL MSA	219	14,601,755
						6162 = Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA	829	52,236,336
						6200 = Phoenix-Mesa, AZ MSA	426	27,045,566
						6280 = Pittsburgh, PA MSA	339	18,872,742
						6442 = Portland-Salem, OR-WA CMSA	360	17,593,367
						6480 = Providence-Fall River-Warwick, RI-MA MSA	183	9,938,024
						6640 = Raleigh-Durham-Chapel Hill, NC MSA	224	14,628,920
						6840 = Rochester, NY MSA	237	10,260,904
						6922 = Sacramento-Yolo, CA CMSA	464	30,132,426
						7040 = St. Louis, MO-IL MSA	364	18,303,967
						7160 = Salt Lake City-Ogden, UT MSA	194	10,723,465
						7240 = San Antonio, TX MSA	156	10,440,015
						7320 = San Diego, CA MSA	301	19,401,955
						7362 = San Francisco-Oakland-San Jose, CA CMSA	931	59,898,059
						7602 = Seattle-Tacoma-Bremerton, WA CMSA	568	29,269,127
						8280 = Tampa-St. Petersburg-Clearwater, FL MSA	304	18,756,986
						8872 = Washington-Baltimore, DC-MD-VA-WV CMSA	1,112	78,871,706
						8960 = West Palm Beach-Boca Raton, FL MSA	79	5,102,138
						9999 = Not in an MSA	13,582	711,587,089
						XXXX = Suppressed, in an MSA of less than 1 million	10,810	613,367,769
HHFAMINC	Char	2	ST	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
						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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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 or more	8,326	444,802,120
HHINCTTL	Char	2	ST	Total income all HH members	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	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
						16 = $75,000 - $79,999	2,172	125,219,255
						17 = $80,000 - $99,999	4,775	276,853,409
						18 = $100,000 or more	8,888	478,036,603
HHMDRV	Char	2	ST	Person number of driver	I7	-1 = Appropriate Skip	9,055	552,775,216
						-2 = Don't Know	3	76,797
						-9 = Not Ascertained	152	9,107,876
						1	19,138	1,070,307,710
						2	14,810	837,283,141
						3	1,419	107,417,132
						4	423	27,525,486
						5	85	6,265,854
						6	64	5,275,939
						7	13	815,307

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						9	1	87,958
						10	2	187,952
HHRESP	Char	2		Person ID of HH respondent	*	01	45,043	2,609,037,772
						02	74	5,390,374
						03	19	795,273
						04	10	351,329
						05	7	331,904
						06	12	1,219,716
HHR_EDUC	Char	2	ST	Education level of HH respondent	M7*	-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, J	6,355	353,440,017
HHR_HISP	Char	2	ST	Hispanic status of HH respondent	C6*	1 = Yes	2,532	253,100,154
						2 = No	42,633	2,364,026,213
HHR_RACE	Char	2	ST	Race of HH respondent	C7	-7 = Refused	198	10,645,650
						-8 = Don't Know	19	1,318,062
						-9 = Not Ascertained	110	7,146,430
						01 = White	38,714	2,033,913,814
						02 = African American, Black	1,811	207,350,458
						03 = Asian Only	593	41,872,179
						04 = American Indian, Alaskan Native	233	12,564,672
						05 = Native Hawaiian, other Pacific Islander	127	7,687,044
						06 = Hispanic/Mexican Only	1,115	114,061,140
						07 = White & African American	35	1,480,575
						08 = White & Asian	44	2,109,692
						09 = White & American Indian	601	32,596,052
						10 = White & Hispanic	1,202	117,870,146
						11 = African American & Hispanic	69	4,434,972
						12 = American Indian & Hispanic	23	2,508,892
						13 = Other Combination 2 Races	164	11,285,676

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						14 = Other Combination 3 Races	53	4,649,985
						16 = Other multiracial not listed above	49	3,213,532
						17 = Other specify	5	417,395
HHR_WRKR	Char	2	ST	Worker status of HH respondent	*	1 = Yes	32,613	1,933,335,554
						2 = No	12,552	683,790,813
HHSIZE	Num	8	ST	Number 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	Char	2	ST	State-household location	D4	AL = Alabama	727	46,419,045
						AR = Arkansas	507	32,444,313
						AZ = Arizona	788	42,857,068
						CA = California	4,543	299,352,068
						CO = Colorado	801	40,306,056
						CT = Connecticut	490	29,165,534
						FL = Florida	1,813	117,074,188
						GA = Georgia	1,304	86,584,806
						IA = Iowa	764	37,996,343
						IL = Illinois	1,688	97,969,796
						IN = Indiana	1,136	56,490,361
						KS = Kansas	626	27,604,745
						KY = Kentucky	678	42,190,880
						LA = Louisiana	621	36,914,542
						MA = Massachusetts	1,002	64,632,473
						MD = Maryland	594	41,305,100
						MI = Michigan	1,698	93,456,961
						MN = Minnesota	1,195	60,252,411
						MO = Missouri	1,155	54,783,435
						MS = Mississippi	431	27,186,152
						NC = North Carolina	1,376	86,778,191

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						NJ = New Jersey	1,221	69,773,907
						NY = New York	2,381	133,201,000
						OH = Ohio	1,991	105,773,795
						OK = Oklahoma	523	32,064,867
						OR = Oregon	806	35,429,498
						PA = Pennsylvania	2,142	115,401,796
						SC = South Carolina	553	38,471,121
						TN = Tennessee	739	44,167,847
						TX = Texas	2,721	179,876,615
						UT = Utah	370	17,869,859
						VA = Virginia	1,458	97,341,791
						WA = Washington	1,052	51,185,032
						WI = Wisconsin	1,314	66,258,889
						XX = Suppressed, HH in state of less than 2 million	3,957	208,545,885
HHSTFIPS	Char	2	ST	FIPS state code for HH	*	01 = Alabama (FIPS Code=01)	727	46,419,045
						04 = Arizona (FIPS Code=04)	788	42,857,068
						05 = Arkansas (FIPS Code=05)	507	32,444,313
						06 = California (FIPS Code=06)	4,543	299,352,068
						08 = Colorado (FIPS Code=08)	801	40,306,056
						09 = Connecticut (FIPS Code=09)	490	29,165,534
						12 = Florida (FIPS Code=12)	1,813	117,074,188
						13 = Georgia (FIPS Code=13)	1,304	86,584,806
						17 = Illinois (FIPS Code=17)	1,688	97,969,796
						18 = Indiana (FIPS Code=18)	1,136	56,490,361
						19 = Iowa (FIPS Code=19)	764	37,996,343
						20 = Kansas (FIPS Code=20)	626	27,604,745
						21 = Kentucky (FIPS Code=21)	678	42,190,880
						22 = Louisiana (FIPS Code=22)	621	36,914,542
						24 = Maryland (FIPS Code=24)	594	41,305,100
						25 = Massachusetts (FIPS Code=25)	1,002	64,632,473
						26 = Michigan (FIPS Code=26)	1,689	92,886,582
						27 = Minnesota (FIPS Code=27)	1,203	60,763,544
						28 = Mississippi (FIPS Code=28)	431	27,186,152
						29 = Missouri (FIPS Code=29)	1,155	54,783,435
						30 = Montana (FIPS Code=30)	1	59,245
						34 = New Jersey (FIPS Code=34)	1,221	69,773,907
						36 = New York (FIPS Code=36)	2,381	133,201,000
						37 = North Carolina (FIPS Code=37)	1,377	86,864,396
						39 = Ohio (FIPS Code=39)	1,994	105,833,297

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						40 = Oklahoma (FIPS Code=40)	523	32,064,867
						41 = Oregon (FIPS Code=41)	806	35,429,498
						42 = Pennsylvania (FIPS Code=42)	2,139	115,342,293
						45 = South Carolina (FIPS Code=45)	552	38,384,915
						47 = Tennessee (FIPS Code=47)	739	44,167,847
						48 = Texas (FIPS Code=48)	2,721	179,876,615
						49 = Utah (FIPS Code=49)	370	17,869,859
						51 = Virginia (FIPS Code=51)	1,458	97,341,791
						53 = Washington (FIPS Code=53)	1,052	51,185,032
						55 = Wisconsin (FIPS Code=55)	1,314	66,258,889
						XX = Suppressed, HH in state of less than 2 million	3,957	208,545,885
HHVEHCNT	Num	8	ST	Number 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
						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_HISP	Char	2	ST	Hispanic status of HH respondent	C6	1 = Yes	2,532	253,100,154
						2 = No	42,633	2,364,026,213
HH_ONTP	Num	8	ST	Number of HH members on travel period trip	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	Char	2	ST	Housing unit owned or rented	C2	1 = Own	38,356	2,065,958,748

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2 = Rent	6,610	536,612,873
						3 = Provided by job or military	191	13,755,523
						91 = Other	8	799,224
HOMETYPE	Char	2	ST	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	Char	8		HH ID number	*			
HTEEMPDN	Num	8	ST	Jobs per sq mile - Tract level	*	-9 = Not Ascertained	4	303,430
						0 - 125,646.95		
							45,161	2,616,822,908
HTHRESDN	Char	9	ST	Housing units per sq mile - Tract level	*	-9 = Not Ascertained	4	303,430
						25 = 0 to 49	11,586	600,041,572
						150 = 50 to 249	8,575	460,017,304
						700 = 250 to 999	10,916	634,235,712
						2000 = 1,000 to 2,999	11,009	684,968,335
						4000 = 3,000 to 4,999	1,760	120,622,049
						6000 = 5,000 to 999K	1,315	116,937,966
HTHTNRNT	Num	8	ST	Percent renter-occupied - Tract level	*	-9 = Not Ascertained	4	303,430
						0 - 100%		
							45,161	2,616,822,915
HTHUR	Char	2	ST	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	Char	9	ST	Population per sq mile - Tract level	*	-9 = Not Ascertained	4	303,430
						50 = 0 to 99	10,618	550,167,800
						300 = 100 to 499	8,421	449,099,430
						750 = 500 to 999	4,487	250,926,074
						1500 = 1,000 to 1,999	5,441	313,777,521
						3000 = 2,000 to 3,999	7,303	432,656,959
						7000 = 4,000 to 9,999	7,119	465,481,633
						17000 = 10,000 to 24,999	1,270	104,349,928
						30000 = 25,000 to 999K	502	50,363,592

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
IFARCTRY	Char	9	ST	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	Char	1		Subjects age was imputed	*	1 = Yes	612	41,703,769
						2 = No	44,553	2,575,422,598
IMPTHOWN	Char	1		HOMEOWN was imputed	*	1 = Yes	43	2,030,769
						2 = No	45,122	2,615,095,598
IMPTHTYP	Char	1		HOMETYPE was imputed	*	1 = Yes	45	1,571,329
						2 = No	45,120	2,615,555,038
IMPTLEDT	Char	1	ST	LVEDATE imputed	*	1 = Yes	13,683	824,092,805
						2 = No	31,482	1,793,033,562
IMPTNTIM	Char	1	ST	NTIMES imputed	*	1 = Yes	1,332	79,116,767
						2 = No	43,833	2,538,009,600
IMPTRACE	Char	1		Race of HH respondent was imputed	*	1 = Yes	433	28,972,362
						2 = No	44,732	2,588,154,005
IMPTREDT	Char	1	ST	Recurring date imputed	*	1 = Yes	13,691	825,059,802
						2 = No	31,474	1,792,066,565
IMPTSEX	Char	1		Subjects sex was imputed	*	1 = Yes	27	1,646,907
						2 = No	45,138	2,615,479,460
INT_FLAG	Char	2	ST	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	Char	1	ST	Interview Language	*	1 = English	44,580	2,564,827,195
						2 = Spanish	585	52,299,172
LIF_CYC	Char	2	ST	Household life cycle	*	01 = one adult, no children	2,372	139,195,063
						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	Char	2	ST	Month the travel period trip began	H1	01 = January	3,863	188,223,087

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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	Char	4	ST	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	Char	2	ST	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	Char	2	ST	Detail-Trans used most to get to destination	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
						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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						91 = Other	77	3,727,848
MSACAT	Char	2	ST	MSA/CMSA category	*	1 = MSA of 1 million or more, with rail	5,390	379,366,427
						2 = MSA of 1 million or more, and not in 1	15,383	912,805,082
						3 = MSA less than 1 million	10,810	613,367,769
						4 = Not in MSA (CMSA)	13,582	711,587,089
MSASIZE	Char	2	ST	Population size of HH MSA	*	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	Num	8	ST	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
						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	Num	8	ST	Nights away on travel period trip	H1	0	25,723	1,472,088,805
						1	5,903	340,224,162

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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
						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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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
						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	Num	8	ST	Number of adults in HH	C8*	1	4,622	276,427,830
						2	32,544	1,787,347,457

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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
NUMNHHM	Num	8	ST	Number of non-HH members on trip	I4	-9 = Not Ascertained	28	1,928,662
						-8 = Don't Know	141	14,105,683
						-7 = Refused	2	114,646
						0	31,888	1,819,808,284
						1	6,732	396,831,239
						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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						29	5	169,652
						30	52	2,986,985
						31	1	30,796
						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	Char	2	ST	Occupational category	E7*	-1 = Appropriate Skip	16,874	962,592,651
						-7 = Refused	3	302,025

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-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	Char	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	Char	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	Char	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	Char	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	Char	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	Char	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	Char	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	Char	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	Char	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
ONTP_P10	Char	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	Char	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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2 = No	50	5,101,434
ONTP_P12	Char	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	Char	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	Char	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	Char	2		Person ID number	*			
PRMACT	Char	2	ST	Primary activity last week	E3	-1 = Appropriate Skip	6,334	409,790,552
						-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	1,634	111,624,606
						6 = Retired	5,809	258,006,238
						7 = Doing something else	1,494	88,637,357
PROXCAT	Char	2	ST	Proxy status of ext interview respondent	*	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	Char	2	ST	Ext interview info from respondent or proxy	E1	1 = Subject	30,769	1,752,143,577
						2 = Proxy	14,396	864,982,791
RAIL	Char	2	ST	Rail (subway) category of HH	*	1 = MSA has rail	5,390	379,366,427
						2 = MSA does not have rail, or hh not in an MSA	39,775	2,237,759,941
RATIO16W	Num	8	ST	Ratio of HH members (16+) to workers	*	0	4,961	230,865,493
						0.5	33	2,533,913
						0.66666666666666	114	4,117,388
						0.75	84	4,545,442
						0.8	16	956,465
						1	24,930	1,471,272,219
						1.16666666666666	5	772,982
						1.2	50	2,466,261
						1.25	194	12,484,138
						1.33333333333333	1,043	68,112,186

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						1.4	3	203,820
						1.5	3,112	198,931,492
						1.6	27	1,811,654
						1.66666666666666	101	7,465,839
						2	9,084	519,909,443
						2.5	34	1,910,868
						3	1,136	69,790,142
						4	220	17,205,383
						5	8	852,618
						6	8	807,354
						7	2	111,269
RATIOWV	Num	8	ST	Ratio of HH workers to vehicles	*	0	5,350	264,811,065
						0.05263157894736	4	198,315
						0.09090909090909	22	641,720
						0.1	17	216,978
						0.11111111111111	9	487,784
						0.125	21	513,179
						0.14285714285714	39	927,826
						0.16666666666666	86	5,131,065
						0.2	275	13,474,133
						0.22222222222222	15	1,285,834
						0.25	685	32,453,793
						0.26666666666666	13	125,013
						0.28571428571428	85	4,097,947
						0.33333333333333	2,405	126,504,575
						0.36363636363636	5	83,054
						0.375	9	571,456
						0.4	639	31,267,956
						0.42857142857142	50	3,016,630
						0.44444444444444	9	717,099
						0.5	8,466	487,741,992
						0.55555555555555	3	186,019
						0.57142857142857	30	1,459,898
						0.6	407	22,605,628
						0.625	4	169,859
						0.66666666666666	5,691	318,186,310
						0.71428571428571	11	1,104,538
						0.75	1,213	75,134,902
						0.8	256	16,458,139

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						0.83333333333333	81	4,343,774
						0.85714285714285	1	115,511
						1	16,560	1,017,318,182
						1.2	9	907,453
						1.25	48	3,585,018
						1.33333333333333	256	16,314,423
						1.5	967	59,524,628
						1.66666666666666	23	2,270,120
						2	1,257	88,383,223
						2.5	15	1,366,584
						3	98	8,898,842
						4	29	4,039,009
						6	2	486,894
RECURR	Char	2	ST	The trip was a recurring trip	H1	1 = Yes	17,539	1,040,557,172
						2 = No	27,626	1,576,569,195
RETMNT	Char	2	ST	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	Char	2	ST	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	Char	2	ST	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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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
						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	Char	2	ST	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	Char	4	ST	Year returned home after trip	H1	2001	28,715	2,000,143,802
						2002	16,450	616,982,565
RSTP1DIV	Char	2		Return overnight stop 1: Census division	*	-1 = Appropriate Skip	43,519	2,525,567,071
						-9 = Not Ascertained	151	8,675,146
						1 = New England	54	2,716,298
						2 = Middle Atlantic	144	9,396,784
						3 = East North Central	192	10,360,499
						4 = West North Central	166	8,264,799
						5 = South Atlantic	345	19,907,759
						6 = East South Central	119	5,496,352
						7 = West South Central	96	5,706,071
						8 = Mountain	173	9,042,460
						9 = Pacific	206	11,993,127
RSTP1MSA	Char	4		Return overnight stop 1: PMSA/MSA/CMSA	*	-1 = Appropriate Skip	43,520	2,525,623,933
						-9 = Not Ascertained	676	36,576,369
						0080 = Akron, OH PMSA	3	72,750
						0160 = Albany-Schenectady-Troy, NY MSA	3	217,413
						0200 = Albuquerque, NM MSA	7	293,389
						0240 = Allentown-Bethlehem-Easton, PA MSA	4	352,430

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						0280 = Altoona, PA MSA	1	28,838
						0320 = Amarillo, TX MSA	7	350,409
						0380 = Anchorage, AK MSA	5	287,422
						0440 = Ann Arbor, MI PMSA	2	87,349
						0460 = Appleton-Oshkosh-Neenah, WI MSA	4	123,785
						0520 = Atlanta, GA MSA	25	1,124,706
						0560 = Atlantic-Cape May, NJ PMSA	2	208,100
						0580 = Auburn-Opelika, AL MSA	1	51,507
						0600 = Augusta-Aiken, GA-SC MSA	1	63,790
						0640 = Austin-San Marcos, TX MSA	1	89,081
						0680 = Bakersfield, CA MSA	4	137,212
						0720 = Baltimore, MD PMSA	6	548,467
						0730 = Bangor, ME MSA	2	53,075
						0760 = Baton Rouge, LA MSA	5	288,525
						0870 = Benton Harbor, MI MSA	1	46,144
						0875 = Bergen-Passaic, NJ PMSA	1	56,524
						0880 = Billings, MT MSA	1	72,619
						0920 = Biloxi-Gulfport-Pascagoula, MS MSA	6	195,198
						0960 = Binghamton, NY MSA	2	79,532
						1000 = Birmingham, AL MSA	2	128,190
						1010 = Bismarck, ND MSA	2	96,173
						1040 = Bloomington-Normal, IL MSA	2	91,926
						1080 = Boise City, ID MSA	3	138,011
						1120 = Boston, MA-NH PMSA	5	239,965
						1150 = Bremerton, WA PMSA	3	49,086
						1240 = Brownsville-Harlingen-San Benito, TX MSA	2	128,339
						1260 = Bryan-College Station, TX MSA	1	51,772
						1280 = Buffalo-Niagara Falls, NY MSA	5	329,176
						1305 = Burlington, VT MSA	3	135,454
						1360 = Cedar Rapids, IA MSA	2	108,688
						1440 = Charleston-North Charleston, SC MSA	3	218,097
						1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	7	310,436
						1540 = Charlottesville, VA MSA	1	83,924
						1560 = Chattanooga, TN-GA MSA	3	104,235
						1600 = Chicago, IL PMSA	20	1,188,535
						1620 = Chico-Paradise, CA MSA	1	5,749
						1640 = Cincinnati, OH-KY-IN PMSA	3	279,391
						1660 = Clarksville-Hopkinsville, TN-KY MSA	3	132,725
						1680 = Cleveland-Lorain-Elyria, OH PMSA	4	226,814

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						1720 = Colorado Springs, CO MSA	2	172,284
						1760 = Columbia, SC MSA	5	280,160
						1840 = Columbus, OH MSA	7	170,177
						1920 = Dallas, TX PMSA	7	559,117
						1930 = Danbury, CT PMSA	1	14,833
						1960 = Davenport-Moline-Rock Island, IA-IL MSA	1	63,629
						2020 = Daytona Beach, FL MSA	3	95,355
						2040 = Decatur, IL MSA	2	313,800
						2080 = Denver, CO PMSA	14	943,588
						2120 = Des Moines, IA MSA	12	584,549
						2160 = Detroit, MI PMSA	3	130,865
						2200 = Dubuque, IA MSA	1	36,493
						2240 = Duluth-Superior, MN-WI MSA	3	183,265
						2290 = Eau Claire, WI MSA	2	100,590
						2320 = El Paso, TX MSA	2	36,862
						2335 = Elmira, NY MSA	1	111,927
						2360 = Erie, PA MSA	2	19,439
						2520 = Fargo-Moorhead, ND-MN MSA	1	21,345
						2560 = Fayetteville, NC MSA	6	323,437
						2580 = Fayetteville-Springdale-Rogers, AR MSA	1	32,871
						2620 = Flagstaff, AZ-UT MSA	1	98,807
						2670 = Fort Collins-Loveland, CO MSA	1	29,550
						2680 = Fort Lauderdale, FL PMSA	8	316,362
						2700 = Fort Myers-Cape Coral, FL MSA	3	100,406
						2710 = Fort Pierce-Port St. Lucie, FL MSA	1	60,803
						2750 = Fort Walton Beach, FL MSA	1	27,127
						2800 = Fort Worth-Arlington, TX PMSA	1	42,689
						2840 = Fresno, CA MSA	1	74,626
						2900 = Gainesville, FL MSA	3	59,799
						2960 = Gary, IN PMSA	2	62,705
						2980 = Goldsboro, NC MSA	1	33,015
						3000 = Grand Rapids-Muskegon-Holland, MI MSA	6	241,285
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	4	180,359
						3160 = Greenville-Spartanburg-Anderson, SC MSA	1	29,500
						3180 = Hagerstown, MD PMSA	2	121,334
						3240 = Harrisburg-Lebanon-Carlisle, PA MSA	19	951,289
						3280 = Hartford, CT MSA	6	363,425
						3285 = Hattiesburg, MS MSA	1	34,474

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						3290 = Hickory-Morganton-Lenoir, NC MSA	2	46,204
						3360 = Houston, TX PMSA	7	484,818
						3400 = Huntington-Ashland, WV-KY-OH MSA	10	665,573
						3440 = Huntsville, AL MSA	5	269,526
						3480 = Indianapolis, IN MSA	12	597,648
						3560 = Jackson, MS MSA	5	97,508
						3600 = Jacksonville, FL MSA	11	668,456
						3640 = Jersey City, NJ PMSA	3	585,089
						3720 = Kalamazoo-Battle Creek, MI MSA	2	68,187
						3760 = Kansas City, MO-KS MSA	3	77,722
						3840 = Knoxville, TN MSA	11	499,070
						3880 = Lafayette, LA MSA	1	88,011
						3920 = Lafayette, IN MSA	1	32,641
						3980 = Lakeland-Winter Haven, FL MSA	1	9,029
						4000 = Lancaster, PA MSA	2	103,070
						4040 = Lansing-East Lansing, MI MSA	7	421,078
						4120 = Las Vegas, NV-AZ MSA	32	1,694,203
						4150 = Lawrence, KS MSA	8	278,752
						4280 = Lexington, KY MSA	2	197,488
						4320 = Lima, OH MSA	1	72,137
						4400 = Little Rock-North Little Rock, AR MSA	3	83,708
						4420 = Longview-Marshall, TX MSA	3	138,430
						4480 = Los Angeles-Long Beach, CA PMSA	21	2,259,857
						4520 = Louisville, KY-IN MSA	9	304,235
						4600 = Lubbock, TX MSA	1	34,905
						4640 = Lynchburg, VA MSA	1	35,621
						4680 = Macon, GA MSA	3	64,873
						4760 = Manchester, NH PMSA	1	43,312
						4880 = McAllen-Edinburg-Mission, TX MSA	1	168,952
						4890 = Medford-Ashland, OR MSA	1	65,197
						4900 = Melbourne-Titusville-Palm Bay, FL MSA	1	32,557
						4920 = Memphis, TN-AR-MS MSA	1	43,769
						4940 = Merced, CA MSA	3	82,905
						5000 = Miami, FL PMSA	4	158,657
						5080 = Milwaukee-Waukesha, WI PMSA	2	87,737
						5120 = Minneapolis-St. Paul, MN-WI MSA	10	414,610
						5170 = Modesto, CA MSA	4	195,406
						5190 = Monmouth-Ocean, NJ PMSA	7	271,425
						5200 = Monroe, LA MSA	1	75,351

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						5240 = Montgomery, AL MSA	6	497,666
						5330 = Myrtle Beach, SC MSA	1	149,888
						5345 = Naples, FL MSA	4	298,096
						5360 = Nashville, TN MSA	9	406,345
						5380 = Nassau-Suffolk, NY PMSA	1	36,903
						5400 = New Bedford, MA PMSA	1	105,620
						5480 = New Haven-Meriden, CT PMSA	1	49,825
						5520 = New London-Norwich, CT-RI MSA	1	90,531
						5600 = New York, NY PMSA	20	1,408,949
						5640 = Newark, NJ PMSA	3	210,679
						5660 = Newburgh, NY-PA PMSA	1	47,780
						5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	6	602,301
						5775 = Oakland, CA PMSA	10	630,709
						5790 = Ocala, FL MSA	2	29,534
						5800 = Odessa-Midland, TX MSA	4	125,179
						5880 = Oklahoma City, OK MSA	2	111,956
						5910 = Olympia, WA PMSA	3	195,027
						5920 = Omaha, NE-IA MSA	7	316,412
						5945 = Orange County, CA PMSA	5	404,823
						5960 = Orlando, FL MSA	16	902,222
						6020 = Parkersburg-Marietta, WV-OH MSA	2	84,759
						6080 = Pensacola, FL MSA	2	22,521
						6160 = Philadelphia, PA-NJ PMSA	11	987,227
						6200 = Phoenix-Mesa, AZ MSA	19	1,321,725
						6240 = Pine Bluff, AR MSA	1	11,422
						6280 = Pittsburgh, PA MSA	5	366,210
						6340 = Pocatello, ID MSA	2	102,054
						6400 = Portland, ME MSA	1	110,712
						6440 = Portland-Vancouver, OR-WA PMSA	7	233,874
						6450 = Portsmouth-Rochester, NH-ME PMSA	4	182,119
						6480 = Providence-Fall River-Warwick, RI-MA MSA	5	298,071
						6520 = Provo-Orem, UT MSA	3	178,269
						6560 = Pueblo, CO MSA	2	79,422
						6600 = Racine, WI PMSA	1	43,211
						6640 = Raleigh-Durham-Chapel Hill, NC MSA	7	293,848
						6660 = Rapid City, SD MSA	1	40,833
						6680 = Reading, PA MSA	1	33,571
						6690 = Redding, CA MSA	8	244,775

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						6720 = Reno, NV MSA	3	110,950
						6740 = Richland-Kennewick-Pasco, WA MSA	2	105,062
						6760 = Richmond-Petersburg, VA MSA	3	135,858
						6780 = Riverside-San Bernardino, CA PMSA	7	294,313
						6800 = Roanoke, VA MSA	9	723,974
						6840 = Rochester, NY MSA	2	131,481
						6920 = Sacramento, CA PMSA	6	300,996
						6960 = Saginaw-Bay City-Midland, MI MSA	7	296,627
						6980 = St. Cloud, MN MSA	3	161,177
						7040 = St. Louis, MO-IL MSA	14	858,606
						7080 = Salem, OR PMSA	1	38,861
						7120 = Salinas, CA MSA	5	323,951
						7160 = Salt Lake City-Ogden, UT MSA	10	754,473
						7240 = San Antonio, TX MSA	5	215,409
						7320 = San Diego, CA MSA	8	741,021
						7360 = San Francisco, CA PMSA	7	325,711
						7400 = San Jose, CA PMSA	4	325,940
						7460 = San Luis Obispo-Atascadero-Paso Robles, CA MSA	1	51,985
						7480 = Santa Barbara-Santa Maria-Lompoc, CA MSA	2	253,872
						7485 = Santa Cruz-Watsonville, CA PMSA	7	533,529
						7500 = Santa Rosa, CA PMSA	2	83,827
						7510 = Sarasota-Bradenton, FL MSA	1	32,557
						7520 = Savannah, GA MSA	5	336,599
						7560 = Scranton--Wilkes-Barre--Hazleton, PA MSA	9	591,496
						7600 = Seattle-Bellevue-Everett, WA PMSA	5	234,288
						7610 = Sharon, PA MSA	1	22,581
						7720 = Sioux City, IA-NE MSA	5	328,456
						7760 = Sioux Falls, SD MSA	6	274,125
						7800 = South Bend, IN MSA	1	190,411
						7880 = Springfield, IL MSA	4	170,166
						7920 = Springfield, MO MSA	2	67,131
						8000 = Springfield, MA MSA	5	279,894
						8040 = Stamford-Norwalk, CT PMSA	3	135,882
						8050 = State College, PA MSA	1	8,533
						8160 = Syracuse, NY MSA	7	241,267
						8200 = Tacoma, WA PMSA	3	172,055
						8240 = Tallahassee, FL MSA	1	36,195
						8280 = Tampa-St. Petersburg-Clearwater, FL MSA	9	447,353

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8320 = Terre Haute, IN MSA	2	153,264
						8360 = Texarkana, TX-Texarkana, AR MSA	2	94,981
						8400 = Toledo, OH MSA	4	232,385
						8440 = Topeka, KS MSA	5	325,869
						8480 = Trenton, NJ PMSA	3	158,924
						8520 = Tucson, AZ MSA	3	141,587
						8560 = Tulsa, OK MSA	2	72,548
						8600 = Tuscaloosa, AL MSA	2	58,413
						8640 = Tyler, TX MSA	1	72,093
						8720 = Vallejo-Fairfield-Napa, CA PMSA	2	137,908
						8735 = Ventura, CA PMSA	3	63,293
						8780 = Visalia-Tulare-Porterville, CA MSA	2	162,019
						8840 = Washington, DC-MD-VA-WV PMSA	46	2,961,188
						8880 = Waterbury, CT PMSA	1	38,564
						8920 = Waterloo-Cedar Falls, IA MSA	1	9,541
						8940 = Wausau, WI MSA	3	219,658
						8960 = West Palm Beach-Boca Raton, FL MSA	5	52,749
						9000 = Wheeling, WV-OH MSA	2	361,456
						9040 = Wichita, KS MSA	1	76,441
						9140 = Williamsport, PA MSA	1	67,061
						9200 = Wilmington, NC MSA	2	165,518
						9260 = Yakima, WA MSA	1	33,635
						9270 = Yolo, CA PMSA	2	95,594
						9280 = York, PA MSA	2	164,887
RSTP1REG	Char	2		Return overnight stop 1: Census region	*	-1 = Appropriate Skip	43,519	2,525,567,071
						-9 = Not Ascertained	151	8,675,146
						1 = Northeast	198	12,113,081
						2 = Midwest	358	18,625,299
						3 = South	560	31,110,183
						4 = West	379	21,035,587
RSTP2DIV	Char	2		Return overnight stop 2: Census division	*	-1 = Appropriate Skip	44,803	2,599,212,269
						-9 = Not Ascertained	20	798,205
						1 = New England	15	593,982
						2 = Middle Atlantic	13	573,741
						3 = East North Central	40	1,790,887
						4 = West North Central	29	1,349,915
						5 = South Atlantic	86	4,132,719
						6 = East South Central	24	1,339,763
						7 = West South Central	24	1,108,529

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8 = Mountain	58	3,140,821
						9 = Pacific	53	3,085,536
RSTP2MSA	Char	4		Return overnight stop 2: PMSA/MSA/CMSA	*	-1 = Appropriate Skip	44,803	2,599,212,269
						-9 = Not Ascertained	133	5,838,913
						0080 = Akron, OH PMSA	6	241,057
						0200 = Albuquerque, NM MSA	4	122,282
						0480 = Asheville, NC MSA	1	89,081
						0520 = Atlanta, GA MSA	9	678,326
						0560 = Atlantic-Cape May, NJ PMSA	1	36,903
						0680 = Bakersfield, CA MSA	2	25,438
						0870 = Benton Harbor, MI MSA	4	184,737
						0880 = Billings, MT MSA	4	168,299
						1000 = Birmingham, AL MSA	1	36,824
						1080 = Boise City, ID MSA	4	236,268
						1120 = Boston, MA-NH PMSA	3	157,904
						1400 = Champaign-Urbana, IL MSA	3	173,226
						1560 = Chattanooga, TN-GA MSA	3	182,702
						1600 = Chicago, IL PMSA	2	107,927
						1660 = Clarksville-Hopkinsville, TN-KY MSA	2	100,062
						1720 = Colorado Springs, CO MSA	1	118,171
						1840 = Columbus, OH MSA	1	73,437
						1920 = Dallas, TX PMSA	4	77,756
						1930 = Danbury, CT PMSA	1	14,833
						2000 = Dayton-Springfield, OH MSA	4	139,428
						2020 = Daytona Beach, FL MSA	2	70,246
						2040 = Decatur, IL MSA	1	70,469
						2120 = Des Moines, IA MSA	4	185,026
						2320 = El Paso, TX MSA	2	23,815
						2360 = Erie, PA MSA	1	43,271
						2400 = Eugene-Springfield, OR MSA	2	26,289
						2440 = Evansville-Henderson, IN-KY MSA	1	42,862
						2560 = Fayetteville, NC MSA	4	174,140
						2620 = Flagstaff, AZ-UT MSA	1	75,613
						2640 = Flint, MI PMSA	1	33,192
						2700 = Fort Myers-Cape Coral, FL MSA	2	34,235
						2710 = Fort Pierce-Port St. Lucie, FL MSA	1	5,106
						2720 = Fort Smith, AR-OK MSA	1	53,376
						2880 = Gadsden, AL MSA	2	110,165
						2995 = Grand Junction, CO MSA	4	202,020

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	2	91,525
						3160 = Greenville-Spartanburg-Anderson, SC MSA	2	46,204
						3200 = Hamilton-Middletown, OH PMSA	1	43,120
						3240 = Harrisburg-Lebanon-Carlisle, PA MSA	1	49,790
						3280 = Hartford, CT MSA	1	27,784
						3290 = Hickory-Morganton-Lenoir, NC MSA	2	73,275
						3360 = Houston, TX PMSA	2	170,699
						3600 = Jacksonville, FL MSA	2	45,520
						3620 = Janesville-Beloit, WI MSA	3	132,725
						3760 = Kansas City, MO-KS MSA	5	201,842
						3840 = Knoxville, TN MSA	1	8,944
						4000 = Lancaster, PA MSA	1	28,838
						4040 = Lansing-East Lansing, MI MSA	2	113,218
						4120 = Las Vegas, NV-AZ MSA	5	198,133
						4200 = Lawton, OK MSA	1	34,905
						4280 = Lexington, KY MSA	3	119,015
						4480 = Los Angeles-Long Beach, CA PMSA	5	329,976
						4520 = Louisville, KY-IN MSA	1	116,694
						4890 = Medford-Ashland, OR MSA	1	10,579
						4920 = Memphis, TN-AR-MS MSA	2	149,584
						5080 = Milwaukee-Waukesha, WI PMSA	1	28,439
						5120 = Minneapolis-St. Paul, MN-WI MSA	3	178,853
						5360 = Nashville, TN MSA	1	115,907
						5560 = New Orleans, LA MSA	3	132,667
						5600 = New York, NY PMSA	1	26,620
						5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	2	284,907
						5920 = Omaha, NE-IA MSA	2	207,940
						5945 = Orange County, CA PMSA	8	876,425
						5960 = Orlando, FL MSA	2	151,241
						6080 = Pensacola, FL MSA	2	70,470
						6120 = Peoria-Pekin, IL MSA	3	132,143
						6160 = Philadelphia, PA-NJ PMSA	2	129,044
						6280 = Pittsburgh, PA MSA	1	86,524
						6440 = Portland-Vancouver, OR-WA PMSA	1	101,301
						6450 = Portsmouth-Rochester, NH-ME PMSA	1	57,597
						6480 = Providence-Fall River-Warwick, RI-MA MSA	3	131,005
						6520 = Provo-Orem, UT MSA	5	491,216

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						6580 = Punta Gorda, FL MSA	1	32,557
						6690 = Redding, CA MSA	8	148,296
						6780 = Riverside-San Bernardino, CA PMSA	2	244,509
						7000 = St. Joseph, MO MSA	1	36,287
						7040 = St. Louis, MO-IL MSA	2	87,401
						7080 = Salem, OR PMSA	1	38,861
						7120 = Salinas, CA MSA	2	30,667
						7320 = San Diego, CA MSA	2	179,599
						7360 = San Francisco, CA PMSA	2	74,203
						7490 = Santa Fe, NM MSA	1	26,421
						7560 = Scranton--Wilkes-Barre--Hazleton, PA MSA	2	120,126
						7680 = Shreveport-Bossier City, LA MSA	1	17,619
						7880 = Springfield, IL MSA	1	29,406
						8040 = Stamford-Norwalk, CT PMSA	1	96,755
						8120 = Stockton-Lodi, CA MSA	2	84,691
						8140 = Sumter, SC MSA	4	250,080
						8200 = Tacoma, WA PMSA	2	122,345
						8280 = Tampa-St. Petersburg-Clearwater, FL MSA	2	121,273
						8520 = Tucson, AZ MSA	4	381,297
						8640 = Tyler, TX MSA	2	154,410
						8840 = Washington, DC-MD-VA-WV PMSA	9	398,833
						8940 = Wausau, WI MSA	2	67,357
						9040 = Wichita, KS MSA	2	23,037
RSTP2REG	Char	2		Return overnight stop 2: Census region	*	-1 = Appropriate Skip	44,803	2,599,212,269
						-9 = Not Ascertained	20	798,205
						1 = Northeast	28	1,167,722
						2 = Midwest	69	3,140,803
						3 = South	134	6,581,011
						4 = West	111	6,226,358
RSTP3DIV	Char	2		Return overnight stop 3: Census division	*	-1 = Appropriate Skip	45,046	2,611,641,101
						-9 = Not Ascertained	5	203,664
						1 = New England	6	295,858
						2 = Middle Atlantic	3	49,330
						3 = East North Central	8	435,537
						4 = West North Central	17	928,670
						5 = South Atlantic	23	937,866
						6 = East South Central	6	381,285
						7 = West South Central	12	529,734
						8 = Mountain	19	932,916

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						9 = Pacific	20	790,407
RSTP3MSA	Char	4		Return overnight stop 3: PMSA/MSA/CMSA	*	-1 = Appropriate Skip	45,046	2,611,641,101
						-9 = Not Ascertained	54	2,572,672
						0200 = Albuquerque, NM MSA	1	68,882
						0320 = Amarillo, TX MSA	3	149,888
						0380 = Anchorage, AK MSA	3	80,884
						0480 = Asheville, NC MSA	2	19,167
						0720 = Baltimore, MD PMSA	1	36,903
						0840 = Beaumont-Port Arthur, TX MSA	1	88,011
						0880 = Billings, MT MSA	1	64,131
						0960 = Binghamton, NY MSA	1	10,731
						1010 = Bismarck, ND MSA	2	123,505
						1280 = Buffalo-Niagara Falls, NY MSA	1	5,958
						1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	2	70,246
						1580 = Cheyenne, WY MSA	2	88,866
						1600 = Chicago, IL PMSA	1	73,437
						1640 = Cincinnati, OH-KY-IN PMSA	1	157,255
						1720 = Colorado Springs, CO MSA	2	100,399
						2000 = Dayton-Springfield, OH MSA	1	28,439
						2840 = Fresno, CA MSA	2	52,254
						3710 = Joplin, MO MSA	1	64,356
						3840 = Knoxville, TN MSA	4	286,303
						4520 = Louisville, KY-IN MSA	2	100,062
						5560 = New Orleans, LA MSA	1	33,239
						5600 = New York, NY PMSA	1	32,641
						5880 = Oklahoma City, OK MSA	1	53,376
						6200 = Phoenix-Mesa, AZ MSA	2	167,371
						6440 = Portland-Vancouver, OR-WA PMSA	3	118,151
						6480 = Providence-Fall River-Warwick, RI-MA MSA	2	125,263
						6560 = Pueblo, CO MSA	2	44,794
						6580 = Punta Gorda, FL MSA	2	34,235
						6740 = Richland-Kennewick-Pasco, WA MSA	1	59,242
						6780 = Riverside-San Bernardino, CA PMSA	3	36,034
						7040 = St. Louis, MO-IL MSA	1	65,856
						7160 = Salt Lake City-Ogden, UT MSA	2	76,335
						7240 = San Antonio, TX MSA	1	17,158
						7760 = Sioux Falls, SD MSA	1	36,824
						8000 = Springfield, MA MSA	2	84,383
						8280 = Tampa-St. Petersburg-Clearwater, FL MSA	3	182,702

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8560 = Tulsa, OK MSA	2	17,866
						8840 = Washington, DC-MD-VA-WV PMSA	1	57,445
RSTP3REG	Char	2		Return overnight stop 3: Census region	*	-1 = Appropriate Skip	45,046	2,611,641,101
						-9 = Not Ascertained	5	203,664
						1 = Northeast	9	345,188
						2 = Midwest	25	1,364,207
						3 = South	41	1,848,884
						4 = West	39	1,723,324
RSTP4DIV	Char	2		Return overnight stop 4: Census division	*	-1 = Appropriate Skip	45,118	2,615,039,178
						-9 = Not Ascertained	3	105,752
						2 = Middle Atlantic	1	5,958
						3 = East North Central	2	101,703
						4 = West North Central	9	444,050
						5 = South Atlantic	5	138,694
						6 = East South Central	6	281,272
						7 = West South Central	7	403,299
						8 = Mountain	8	425,512
						9 = Pacific	6	180,951
RSTP4MSA	Char	4		Return overnight stop 4: PMSA/MSA/CMSA	*	-1 = Appropriate Skip	45,118	2,615,039,178
						-9 = Not Ascertained	18	879,965
						1000 = Birmingham, AL MSA	1	33,239
						1010 = Bismarck, ND MSA	1	65,197
						2080 = Denver, CO PMSA	2	76,335
						2800 = Fort Worth-Arlington, TX PMSA	1	17,158
						3000 = Grand Rapids-Muskegon-Holland, MI MSA	1	28,265
						3160 = Greenville-Spartanburg-Anderson, SC MSA	2	34,235
						3600 = Jacksonville, FL MSA	1	5,106
						3660 = Johnson City-Kingsport-Bristol, TN-VA MSA	2	110,165
						3840 = Knoxville, TN MSA	1	28,439
						3980 = Lakeland-Winter Haven, FL MSA	2	99,353
						5360 = Nashville, TN MSA	1	26,421
						5880 = Oklahoma City, OK MSA	2	98,288
						5920 = Omaha, NE-IA MSA	3	140,986
						6440 = Portland-Vancouver, OR-WA PMSA	2	93,989
						6780 = Riverside-San Bernardino, CA PMSA	1	9,564
						7400 = San Jose, CA PMSA	1	39,034
						7490 = Santa Fe, NM MSA	1	53,376
						7600 = Seattle-Bellevue-Everett, WA PMSA	1	10,579
						7920 = Springfield, MO MSA	1	64,356

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8560 = Tulsa, OK MSA	1	99,702
						8940 = Wausau, WI MSA	1	73,437
RSTP4REG	Char	2		Return overnight stop 4: Census region	*	-1 = Appropriate Skip	45,118	2,615,039,178
						-9 = Not Ascertained	3	105,752
						1 = Northeast	1	5,958
						2 = Midwest	11	545,752
						3 = South	18	823,264
						4 = West	14	606,463
RSTPM211	Char	2		Trans used: return overnight stop 1-1	I15	-1 = Appropriate Skip	43,519	2,525,567,071
						-9 = Not Ascertained	109	6,145,005
						01 = Personal Vehicle	1,364	74,849,438
						03 = Bus	24	1,318,450
						04 = Train	11	642,812
						05 = Ship	6	252,029
						06 = Other	132	8,351,562
RSTPM212	Char	2		Trans used: return overnight stop 1-2	I15	-1 = Appropriate Skip	44,803	2,597,816,930
						-9 = Not Ascertained	15	805,630
						01 = Personal Vehicle	68	3,666,414
						03 = Bus	8	466,491
						04 = Train	14	538,832
						05 = Ship	10	449,134
						06 = Other	247	13,382,937
RSTPM213	Char	2		Trans used: return overnight stop 1-3	I15	-1 = Appropriate Skip	45,075	2,612,142,956
						-9 = Not Ascertained	15	805,630
						01 = Personal Vehicle	11	547,251
						02 = Air	1	58,020
						03 = Bus	4	225,982
						04 = Train	7	352,835
						05 = Ship	9	402,821
						06 = Other	43	2,590,872
RSTPM221	Char	2		Trans used: return overnight stop 2-1	I15	-1 = Appropriate Skip	44,803	2,599,212,269
						-9 = Not Ascertained	8	256,962
						01 = Personal Vehicle	306	14,936,298
						02 = Air	1	24,876
						03 = Bus	8	513,783
						05 = Ship	3	112,762
						06 = Other	36	2,069,416
RSTPM222	Char	2		Trans used: return overnight stop 2-2	I15	-1 = Appropriate Skip	45,062	2,611,993,936
						-9 = Not Ascertained	5	212,214

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						01 = Personal Vehicle	18	1,116,082
						03 = Bus	1	58,020
						04 = Train	8	333,428
						05 = Ship	6	286,033
						06 = Other	65	3,126,654
RSTPM223	Char	2		Trans used: return overnight stop 2-3	I15	-1 = Appropriate Skip	45,141	2,615,972,572
						-9 = Not Ascertained	5	212,214
						01 = Personal Vehicle	3	185,785
						03 = Bus	2	125,263
						04 = Train	3	123,640
						05 = Ship	5	334,406
						06 = Other	6	172,487
RSTPM231	Char	2		Trans used: return overnight stop 3-1	I15	-1 = Appropriate Skip	45,046	2,611,641,101
						-9 = Not Ascertained	1	64,356
						01 = Personal Vehicle	99	4,524,686
						03 = Bus	1	99,702
						04 = Train	2	90,685
						05 = Ship	6	234,538
						06 = Other	10	471,300
RSTPM232	Char	2		Trans used: return overnight stop 3-2	I15	-1 = Appropriate Skip	45,138	2,615,903,942
						01 = Personal Vehicle	3	113,982
						03 = Bus	2	143,268
						04 = Train	4	211,475
						06 = Other	18	753,700
RSTPM233	Char	2		Trans used: return overnight stop 3-3	I15	-1 = Appropriate Skip	45,155	2,616,690,147
						01 = Personal Vehicle	1	29,406
						06 = Other	9	406,815
RSTPM241	Char	2		Trans used: return overnight stop 4-1	I15	-1 = Appropriate Skip	45,118	2,615,039,178
						-9 = Not Ascertained	2	50,186
						01 = Personal Vehicle	42	1,903,930
						03 = Bus	1	99,702
						05 = Ship	1	5,106
						06 = Other	1	28,265
RSTPM242	Char	2		Trans used: return overnight stop 4-2	I15	-1 = Appropriate Skip	45,156	2,616,734,895
						01 = Personal Vehicle	1	28,265
						06 = Other	8	363,207
RSTPM243	Char	2		Trans used: return overnight stop 4-3	I15	-1 = Appropriate Skip	45,162	2,617,046,376
						01 = Personal Vehicle	1	28,265
						06 = Other	2	51,726

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
RSTPMD11	Char	2		Detail-Trans used: ret overnight 1-1	I15	-1 = Appropriate Skip	43,519	2,525,567,071
						-8 = Don't Know	6	128,912
						-9 = Not Ascertained	103	6,016,094
						01 = Car	742	39,404,784
						02 = Van	265	15,227,621
						03 = SUV	129	7,485,260
						04 = Pickup truck	118	5,618,245
						05 = Other truck	78	5,449,308
						06 = RV	26	1,102,005
						07 = Motorcycle	6	562,215
						10 = Local public transit bus	2	218,172
						11 = Commuter bus	2	127,558
						12 = School bus	2	211,407
						13 = Charter/tour bus	18	761,312
						15 = Amtrak/inter city train	3	130,425
						17 = Subway/elevated rail	6	424,925
						18 = Street car/trolley	2	87,462
						20 = Passenger line/ferry	2	51,726
						21 = Sailboat/motorboat/yacht	4	200,303
						22 = Taxicab	21	874,828
						23 = Limousine	1	78,949
						24 = Hotel/airport shuttle	22	1,197,680
						25 = Bicycle	1	64,356
						26 = Walk	60	4,174,298
						91 = Other	27	1,961,451
RSTPMD12	Char	2		Detail-Trans used: ret overnight 1-2	I15	-1 = Appropriate Skip	44,803	2,597,816,930
						-9 = Not Ascertained	15	805,630
						01 = Car	32	2,092,177
						02 = Van	12	676,903
						03 = SUV	4	313,778
						04 = Pickup truck	10	243,962
						05 = Other truck	3	61,804
						06 = RV	4	97,706
						07 = Motorcycle	3	180,083
						13 = Charter/tour bus	8	466,491
						15 = Amtrak/inter city train	5	163,342
						17 = Subway/elevated rail	7	324,345
						18 = Street car/trolley	2	51,145
						19 = Ship/cruise	1	36,493

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						20 = Passenger line/ferry	3	137,719
						21 = Sailboat/motorboat/yacht	6	274,921
						22 = Taxicab	12	1,192,358
						23 = Limousine	4	169,734
						24 = Hotel/airport shuttle	8	325,562
						25 = Bicycle	5	260,644
						26 = Walk	212	11,192,998
						91 = Other	6	241,639
RSTPMD13	Char	2		Detail-Trans used: ret overnight 1-3	I15	-1 = Appropriate Skip	45,075	2,612,142,956
						-9 = Not Ascertained	15	805,630
						01 = Car	5	251,627
						03 = SUV	5	244,913
						04 = Pickup truck	1	50,711
						08 = Commercial/charter airplane	1	58,020
						13 = Charter/tour bus	4	225,982
						16 = Commuter train	1	78,949
						17 = Subway/elevated rail	6	273,886
						19 = Ship/cruise	2	74,945
						20 = Passenger line/ferry	5	226,323
						21 = Sailboat/motorboat/yacht	2	101,553
						22 = Taxicab	3	51,089
						23 = Limousine	1	42,348
						26 = Walk	32	1,909,222
						91 = Other	7	588,214
RSTPMD21	Char	2		Detail-Trans used: ret overnight 2-1	I15	-1 = Appropriate Skip	44,803	2,599,212,269
						-8 = Don't Know	3	44,748
						-9 = Not Ascertained	5	212,214
						01 = Car	179	8,016,261
						02 = Van	49	2,554,726
						03 = SUV	24	2,146,468
						04 = Pickup truck	24	964,662
						05 = Other truck	15	671,850
						06 = RV	15	582,331
						08 = Commercial/charter airplane	1	24,876
						10 = Local public transit bus	2	159,016
						12 = School bus	1	99,702
						13 = Charter/tour bus	5	255,066
						19 = Ship/cruise	1	70,753
						21 = Sailboat/motorboat/yacht	2	42,009

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						22 = Taxicab	10	323,405
						24 = Hotel/airport shuttle	4	167,408
						25 = Bicycle	2	34,235
						26 = Walk	16	1,293,831
						91 = Other	4	250,537
RSTPMD22	Char	2		Detail-Trans used: ret overnight 2-2	I15	-1 = Appropriate Skip	45,062	2,611,993,936
						-9 = Not Ascertained	5	212,214
						01 = Car	10	847,161
						02 = Van	2	79,180
						03 = SUV	2	34,235
						04 = Pickup truck	3	107,089
						06 = RV	1	48,418
						13 = Charter/tour bus	1	58,020
						17 = Subway/elevated rail	6	208,166
						18 = Street car/trolley	2	125,263
						21 = Sailboat/motorboat/yacht	6	286,033
						26 = Walk	65	3,126,654
RSTPMD23	Char	2		Detail-Trans used: ret overnight 2-3	I15	-1 = Appropriate Skip	45,141	2,615,972,572
						-9 = Not Ascertained	5	212,214
						04 = Pickup truck	2	128,339
						07 = Motorcycle	1	57,445
						13 = Charter/tour bus	2	125,263
						16 = Commuter train	1	26,620
						18 = Street car/trolley	2	97,020
						20 = Passenger line/ferry	1	68,793
						21 = Sailboat/motorboat/yacht	4	265,613
						24 = Hotel/airport shuttle	3	36,034
						26 = Walk	3	136,453
RSTPMD31	Char	2		Detail-Trans used: ret overnight 3-1	I15	-1 = Appropriate Skip	45,046	2,611,641,101
						-8 = Don't Know	1	64,356
						01 = Car	57	2,729,073
						02 = Van	20	804,365
						03 = SUV	5	228,506
						04 = Pickup truck	4	205,562
						05 = Other truck	10	500,454
						06 = RV	3	56,727
						12 = School bus	1	99,702
						17 = Subway/elevated rail	1	57,445
						18 = Street car/trolley	1	33,239

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						21 = Sailboat/motorboat/yacht	6	234,538
						26 = Walk	8	365,109
						91 = Other	2	106,191
RSTPMD32	Char	2		Detail-Trans used: ret overnight 3-2	I15	-1 = Appropriate Skip	45,138	2,615,903,942
						01 = Car	1	33,239
						04 = Pickup truck	1	32,324
						06 = RV	1	48,418
						13 = Charter/tour bus	2	143,268
						17 = Subway/elevated rail	2	86,212
						18 = Street car/trolley	2	125,263
						24 = Hotel/airport shuttle	1	68,793
						25 = Bicycle	1	65,197
						26 = Walk	15	587,068
						91 = Other	1	32,641
RSTPMD33	Char	2		Detail-Trans used: ret overnight 3-3	I15	-1 = Appropriate Skip	45,155	2,616,690,147
						04 = Pickup truck	1	29,406
						22 = Taxicab	1	32,641
						26 = Walk	6	322,447
						91 = Other	2	51,726
RSTPMD41	Char	2		Detail-Trans used: ret overnight 4-1	I15	-1 = Appropriate Skip	45,118	2,615,039,178
						-8 = Don't Know	2	50,186
						01 = Car	22	1,024,794
						02 = Van	6	262,289
						03 = SUV	7	262,740
						04 = Pickup truck	1	64,131
						05 = Other truck	5	251,115
						06 = RV	1	38,861
						12 = School bus	1	99,702
						21 = Sailboat/motorboat/yacht	1	5,106
						25 = Bicycle	1	28,265
RSTPMD42	Char	2		Detail-Trans used: ret overnight 4-2	I15	-1 = Appropriate Skip	45,156	2,616,734,895
						01 = Car	1	28,265
						22 = Taxicab	2	51,726
						26 = Walk	6	311,482
RSTPMD43	Char	2		Detail-Trans used: ret overnight 4-3	I15	-1 = Appropriate Skip	45,162	2,617,046,376
						04 = Pickup truck	1	28,265
						26 = Walk	2	51,726
RSTPRE21	Char	2	ST	Return overnight stop 1-reason	J2	-1 = Appropriate Skip	43,607	2,530,777,536
						-9 = Not Ascertained	15	805,630

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						01 = Business	119	6,053,197
						02 = Pleasure	915	51,054,845
						03 = Personal business	50	3,514,544
						04 = Other	459	24,920,616
RSTPRE22	Char	2	ST	Return overnight stop 2-reason	J2	-1 = Appropriate Skip	44,803	2,599,212,269
						-9 = Not Ascertained	6	239,998
						01 = Business	42	2,159,448
						02 = Pleasure	204	9,635,182
						03 = Personal business	9	1,013,406
						04 = Other	101	4,866,064
RSTPRE23	Char	2	ST	Return overnight stop 3-reason	J2	-1 = Appropriate Skip	45,046	2,611,641,101
						01 = Business	9	365,239
						02 = Pleasure	69	3,119,572
						04 = Other	41	2,000,456
RSTPRE24	Char	2	ST	Return overnight stop 4-reason	J2	-1 = Appropriate Skip	45,118	2,615,039,178
						01 = Business	5	147,556
						02 = Pleasure	21	986,041
						04 = Other	21	953,592
RSTPREA1	Char	2	ST	Return overnight stop 1-detailed reason	J2	-1 = Appropriate Skip	43,607	2,530,777,536
						-9 = Not Ascertained	15	805,630
						01 = To and from work	10	511,751
						02 = Business (work-related meeting, convention & seminar)	106	5,272,573
						03 = Combined business and pleasure	3	268,872
						05 = Vacation	152	9,773,124
						06 = Visit friends or relatives	350	20,818,536
						07 = Rest or relaxation	301	15,205,697
						08 = Sightseeing	29	1,566,874
						09 = Outdoor recreation (sports, fishing, hunting, camping boating, etc.)	26	987,318
						10 = Entertainment (theater, concert, sports event, gambling, etc.)	37	1,740,330
						11 = Shopping	14	641,352
						12 = Went out to eat	6	321,615
						13 = Spend the night	399	21,301,395
						14 = Change transportation modes	7	677,255
						15 = Family/Personal business	37	2,621,776
						16 = Religious	3	191,122
						17 = Medical	10	701,646

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						18 = Give someone a ride	17	751,877
						91 = Other	36	2,190,089
RSTPREA2	Char	2	ST	Return overnight stop 2-detailed reason	J2	-1 = Appropriate Skip	44,803	2,599,212,269
						-9 = Not Ascertained	6	239,998
						01 = To and from work	2	123,349
						02 = Business (work-related meeting, convention & seminar)	38	1,997,226
						03 = Combined business and pleasure	2	38,873
						05 = Vacation	43	1,846,520
						06 = Visit friends or relatives	65	3,168,032
						07 = Rest or relaxation	55	2,512,178
						08 = Sightseeing	22	1,224,927
						09 = Outdoor recreation (sports, fishing, hunting, camping boating, etc.)	9	407,152
						10 = Entertainment (theater, concert, sports event, gambling, etc.)	8	370,526
						11 = Shopping	2	105,847
						13 = Spend the night	86	4,291,864
						14 = Change transportation modes	5	148,462
						15 = Family/Personal business	4	293,219
						17 = Medical	5	720,187
						18 = Give someone a ride	4	188,103
						91 = Other	6	237,636
RSTPREA3	Char	2	ST	Return overnight stop 3-detailed reason	J2	-1 = Appropriate Skip	45,046	2,611,641,101
						01 = To and from work	1	29,406
						02 = Business (work-related meeting, convention & seminar)	8	335,833
						05 = Vacation	11	588,801
						06 = Visit friends or relatives	18	647,639
						07 = Rest or relaxation	26	1,243,601
						08 = Sightseeing	10	457,095
						09 = Outdoor recreation (sports, fishing, hunting, camping boating, etc.)	3	127,306
						10 = Entertainment (theater, concert, sports event, gambling, etc.)	1	55,129
						13 = Spend the night	37	1,837,733
						14 = Change transportation modes	1	51,507
						91 = Other	3	111,216
RSTPREA4	Char	2	ST	Return overnight stop 4-detailed reason	J2	-1 = Appropriate Skip	45,118	2,615,039,178

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						02 = Business (work-related meeting, convention & seminar)	5	147,556
						05 = Vacation	3	100,220
						06 = Visit friends or relatives	7	291,356
						07 = Rest or relaxation	8	372,165
						08 = Sightseeing	3	222,300
						13 = Spend the night	16	809,282
						14 = Change transportation modes	1	54,026
						91 = Other	4	90,284
RSTPST1	Char	2		Return overnight stop 1-State	*	-1 = Appropriate Skip	43,519	2,525,567,071
						-9 = Not Ascertained	103	6,016,094
						AA = Armed Forces Americas (except Canada)	1	101,301
						AK = Alaska	9	442,600
						AL = Alabama	22	1,354,326
						AP = Armed Forces Pacific	1	98,225
						AR = Arkansas	8	411,824
						AZ = Arizona	34	2,085,734
						CA = California	134	8,344,391
						CO = Colorado	29	1,643,439
						CT = Connecticut	12	654,496
						DC = District of Columbia	6	785,896
						FL = Florida	84	3,850,580
						GA = Georgia	64	3,594,284
						HI = Hawaii	4	207,056
						IA = Iowa	30	1,390,355
						ID = Idaho	16	716,472
						IL = Illinois	51	2,869,244
						IN = Indiana	32	1,934,679
						KS = Kansas	27	1,180,363
						KY = Kentucky	40	1,716,580
						LA = Louisiana	8	533,619
						MA = Massachusetts	15	774,820
						MD = Maryland	21	1,170,763
						ME = Maine	9	452,378
						MI = Michigan	48	2,546,045
						MN = Minnesota	25	1,286,828
						MO = Missouri	38	1,840,921
						MS = Mississippi	21	634,990
						MT = Montana	7	321,177

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						NC = North Carolina	49	3,216,745
						ND = North Dakota	12	633,882
						NE = Nebraska	17	910,997
						NH = New Hampshire	7	237,741
						NJ = New Jersey	20	1,595,189
						NM = New Mexico	22	657,734
						NV = Nevada	35	1,831,972
						NY = New York	47	2,853,186
						OH = Ohio	31	1,613,646
						OK = Oklahoma	7	229,997
						OR = Oregon	20	914,812
						PA = Pennsylvania	77	4,888,748
						RI = Rhode Island	5	298,071
						SC = South Carolina	29	1,219,470
						SD = South Dakota	18	1,076,962
						TN = Tennessee	38	1,933,724
						TX = Texas	71	4,463,957
						UT = Utah	24	1,353,189
						VA = Virginia	70	4,423,656
						VT = Vermont	5	260,227
						WA = Washington	39	1,990,876
						WI = Wisconsin	30	1,396,885
						WV = West Virginia	21	1,613,350
						WY = Wyoming	6	427,049
						ZZ = Foreign country	47	2,557,751
RSTPST2	Char	2		Return overnight stop 2-State	*	-1 = Appropriate Skip	44,803	2,599,212,269
						-9 = Not Ascertained	5	212,214
						AK = Alaska	4	184,855
						AL = Alabama	7	389,610
						AR = Arkansas	3	88,105
						AZ = Arizona	14	903,494
						CA = California	36	2,155,533
						CO = Colorado	7	479,147
						CT = Connecticut	3	139,372
						DC = District of Columbia	2	176,025
						FL = Florida	14	530,647
						GA = Georgia	21	960,340
						IA = Iowa	6	232,301
						ID = Idaho	4	236,268

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						IL = Illinois	10	513,171
						IN = Indiana	2	69,989
						KS = Kansas	5	156,810
						KY = Kentucky	8	400,273
						LA = Louisiana	4	150,286
						MA = Massachusetts	5	181,983
						MD = Maryland	1	14,642
						ME = Maine	3	96,470
						MI = Michigan	7	331,148
						MN = Minnesota	6	273,867
						MO = Missouri	6	275,323
						MS = Mississippi	1	39,511
						MT = Montana	9	242,325
						NC = North Carolina	19	874,781
						NE = Nebraska	5	374,789
						NJ = New Jersey	1	36,903
						NM = New Mexico	7	287,600
						NV = Nevada	4	117,015
						NY = New York	1	26,620
						OH = Ohio	13	599,981
						OK = Oklahoma	3	215,181
						OR = Oregon	8	348,862
						PA = Pennsylvania	11	510,218
						RI = Rhode Island	3	131,005
						SC = South Carolina	11	495,787
						SD = South Dakota	1	36,824
						TN = Tennessee	10	653,636
						TX = Texas	12	555,018
						UT = Utah	8	645,641
						VA = Virginia	16	904,359
						VT = Vermont	1	45,151
						WA = Washington	5	352,957
						WI = Wisconsin	8	276,599
						WV = West Virginia	2	176,139
						WY = Wyoming	5	229,332
						ZZ = Foreign country	15	585,991
RSTPST3	Char	2		Return overnight stop 3-State	*	-1 = Appropriate Skip	45,046	2,611,641,101
						-8 = Don't Know	1	64,356
						AK = Alaska	3	80,884

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						AL = Alabama	2	143,268
						AR = Arkansas	1	37,231
						AZ = Arizona	2	167,371
						CA = California	5	88,288
						CO = Colorado	4	145,193
						DC = District of Columbia	1	57,445
						FL = Florida	8	321,396
						IA = Iowa	2	158,955
						ID = Idaho	1	52,883
						IL = Illinois	2	101,703
						IN = Indiana	2	100,062
						KS = Kansas	3	171,597
						KY = Kentucky	2	94,981
						LA = Louisiana	1	33,239
						MA = Massachusetts	4	170,595
						MD = Maryland	1	36,903
						MN = Minnesota	2	93,537
						MO = Missouri	1	65,856
						MT = Montana	1	65,197
						NC = North Carolina	6	134,792
						ND = North Dakota	2	123,505
						NE = Nebraska	3	145,445
						NM = New Mexico	1	68,882
						NY = New York	3	49,330
						OH = Ohio	2	185,695
						OK = Oklahoma	3	71,242
						OR = Oregon	7	260,432
						RI = Rhode Island	2	125,263
						SC = South Carolina	1	64,379
						SD = South Dakota	4	169,549
						TN = Tennessee	4	286,303
						TX = Texas	7	388,022
						UT = Utah	4	198,933
						VA = Virginia	6	322,951
						WA = Washington	3	217,536
						WI = Wisconsin	2	48,077
						WY = Wyoming	5	170,326
						ZZ = Foreign country	5	203,664
RSTPST4	Char	2		Return overnight stop 4-State	*	-1 = Appropriate Skip	45,118	2,615,039,178

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						AL = Alabama	1	33,239
						CA = California	2	48,599
						CO = Colorado	2	76,335
						FL = Florida	3	104,459
						ID = Idaho	1	64,131
						KS = Kansas	2	100,399
						KY = Kentucky	1	83,008
						MI = Michigan	1	28,265
						MO = Missouri	1	64,356
						ND = North Dakota	2	102,022
						NE = Nebraska	4	177,273
						NM = New Mexico	3	162,448
						NY = New York	1	5,958
						OK = Oklahoma	5	248,176
						OR = Oregon	3	121,773
						SC = South Carolina	2	34,235
						TN = Tennessee	4	165,025
						TX = Texas	2	155,123
						UT = Utah	2	122,598
						VI = Virgin Islands	2	51,726
						WA = Washington	1	10,579
						WI = Wisconsin	1	73,437
						ZZ = Foreign country	1	54,026
RTEACCOD	Num	8	ST	Route distance: origin to access	*	-9 = Not Ascertained	53	2,699,144
						-1 = Appropriate Skip	40,530	2,349,110,783
						0 - 5,210.47	4,582	265,316,437
RTEDSTDO	Num	8	ST	Route distance: destination to origin	*	-9 = Not Ascertained	165	12,311,546
						1.9	1	57,648
						1.9 - 10,763.57	45,000	2,604,814,796
RTEDSTOD	Num	8	ST	Route distance: origin to destination	*	-9 = Not Ascertained	165	12,311,546
						21.22	2	228,005
						21.22 - 11,872.25	45,000	2,604,814,814
RTEEGROD	Num	8	ST	Route distance: egress to destination	*	-9 = Not Ascertained	165	12,311,546
						-1 = Appropriate Skip	40,418	2,339,498,380
						0 - 4,210.53	4,582	265,316,427
RTETOT	Num	8	ST	Route distance: roundtrip	*	-9 = Not Ascertained	165	12,311,546

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						83.9 - 22,491.31		
							45,000	2,604,814,798
R_AGEWGT	Num	8	ST	Age of respondent	*	0	299	19,928,485
						1	278	18,853,822
						2	418	26,433,649
						3	365	24,860,158
						4	365	25,149,379
						5	330	20,219,047
						6	392	26,520,650
						7	337	20,734,411
						8	420	25,793,134
						9	391	24,391,631
						10	400	25,412,649
						11	476	31,840,965
						12	484	32,513,843
						13	445	30,127,545
						14	422	26,777,179
						15	497	29,011,525
						16	417	26,458,436
						17	429	24,035,283
						18	360	29,864,542
						19	255	23,082,898
						20	377	33,959,993
						21	272	23,922,618
						22	370	31,340,711
						23	345	27,547,575
						24	479	43,750,912
						25	410	32,789,706
						26	509	37,103,786
						27	402	27,847,456
						28	624	48,916,948
						29	566	48,160,224
						30	663	50,304,678
						31	617	47,845,085
						32	792	59,482,724
						33	671	46,312,923
						34	680	54,073,755
						35	814	53,728,940
						36	745	50,586,881

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						37	703	42,554,070
						38	832	49,017,389
						39	868	56,322,793
						40	846	50,959,004
						41	887	48,914,910
						42	972	55,958,467
						43	826	50,772,588
						44	887	57,494,635
						45	1,006	45,353,539
						46	905	45,521,843
						47	1,025	47,946,240
						48	995	44,130,834
						49	918	41,621,491
						50	1,214	61,404,856
						51	866	37,759,617
						52	888	46,208,899
						53	918	42,359,575
						54	960	44,578,053
						55	792	34,610,581
						56	681	37,307,173
						57	710	31,008,628
						58	698	31,149,740
						59	760	32,367,586
						60	746	36,267,242
						61	501	21,400,488
						62	567	24,455,352
						63	430	18,751,914
						64	570	25,214,304
						65	475	20,333,046
						66	413	17,759,232
						67	477	21,731,947
						68	402	19,349,620
						69	324	13,968,427
						70	373	15,358,182
						71	263	11,166,554
						72	350	16,520,115
						73	280	12,338,303
						74	241	11,430,147
						75	242	10,825,711

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						76	201	8,437,837
						77	163	7,284,153
						78	175	7,731,589
						79	144	5,809,384
						80	132	6,496,690
						81	87	3,989,383
						82	68	2,821,616
						83	55	2,973,613
						84	75	3,470,898
						85	39	1,588,874
						86	25	1,199,693
						87	20	965,607
						88	14	806,695
						89	21	805,919
						90	7	300,969
						91	5	211,916
						92	5	230,561
						94	1	52,730
						96	1	70,994
R_RELAT	Char	2		Respondent relationship to HH respondent	C8	-7 = Refused	20	1,590,311
						-8 = Don't Know	11	1,047,697
						-9 = Not Ascertained	1	79,238
						1	20,394	1,142,727,664
						2	13,351	705,873,855
						3	8,337	556,224,151
						4	799	47,929,486
						5	283	23,263,339
						6	612	45,182,903
						7	717	47,689,695
						8	640	45,518,028
R_SEX	Char	2	ST	Sex of respondent	C8	1 = Male	25,259	1,499,966,646
						2 = Female	19,906	1,117,159,721
STPS_FRM	Num	8	ST	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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						6	7	305,114
						7	1	36,287
						9	1	28,439
						14	2	122,598
STPS_TO	Num	8	ST	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	Char	6	ST	Travel day date (YYYYMM)	*	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
TPBOA911	Char	2	ST	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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
TPCASEID								
TPDRVFLG	Char	2	ST	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	Char	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	Num	8	ST	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
						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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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
						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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						86	2	187,612
						88	1	96,191
						92	1	65,674
						101	4	225,551
						102	2	60,783
TPRECURR	Num	8	ST	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
						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	Char	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

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						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
						28	5	187,722
						29	3	115,343
TSTP1DIV	Char	2		Overnight stop 1 to destination: census division	*	-1 = Appropriate Skip	43,495	2,528,975,259
						-9 = Not Ascertained	141	7,037,643
						1 = New England	39	1,824,869
						2 = Middle Atlantic	121	7,393,246
						3 = East North Central	194	11,218,355
						4 = West North Central	183	9,160,992
						5 = South Atlantic	407	22,040,298
						6 = East South Central	111	5,210,692
						7 = West South Central	116	6,254,193
						8 = Mountain	171	8,819,091
						9 = Pacific	187	9,191,729
TSTP1MSA	Char	4		Overnight stop 1 to destination: PMSA/MSA/CMSA	*	-1 = Appropriate Skip	43,495	2,528,975,259
						-9 = Not Ascertained	656	34,004,623
						0080 = Akron, OH PMSA	3	72,750
						0160 = Albany-Schenectady-Troy, NY MSA	6	232,383
						0200 = Albuquerque, NM MSA	10	311,770

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						0240 = Allentown-Bethlehem-Easton, PA MSA	1	61,348
						0280 = Altoona, PA MSA	1	28,838
						0320 = Amarillo, TX MSA	1	34,905
						0380 = Anchorage, AK MSA	1	30,572
						0440 = Ann Arbor, MI PMSA	1	43,338
						0460 = Appleton-Oshkosh-Neenah, WI MSA	1	62,440
						0480 = Asheville, NC MSA	10	518,379
						0520 = Atlanta, GA MSA	25	1,203,223
						0560 = Atlantic-Cape May, NJ PMSA	1	252,781
						0580 = Auburn-Opelika, AL MSA	7	387,785
						0600 = Augusta-Aiken, GA-SC MSA	5	377,196
						0640 = Austin-San Marcos, TX MSA	3	305,484
						0680 = Bakersfield, CA MSA	3	178,132
						0720 = Baltimore, MD PMSA	5	296,864
						0760 = Baton Rouge, LA MSA	5	620,548
						0860 = Bellingham, WA MSA	1	54,026
						0870 = Benton Harbor, MI MSA	2	68,127
						0880 = Billings, MT MSA	1	52,777
						0920 = Biloxi-Gulfport-Pascagoula, MS MSA	4	169,004
						0960 = Binghamton, NY MSA	1	50,711
						1000 = Birmingham, AL MSA	4	207,440
						1010 = Bismarck, ND MSA	3	157,332
						1080 = Boise City, ID MSA	4	167,918
						1120 = Boston, MA-NH PMSA	2	70,911
						1150 = Bremerton, WA PMSA	2	46,506
						1160 = Bridgeport, CT PMSA	2	48,181
						1280 = Buffalo-Niagara Falls, NY MSA	1	67,715
						1305 = Burlington, VT MSA	3	150,985
						1350 = Casper, WY MSA	2	29,340
						1360 = Cedar Rapids, IA MSA	1	15,276
						1400 = Champaign-Urbana, IL MSA	6	390,978
						1440 = Charleston-North Charleston, SC MSA	2	99,353
						1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	15	718,167
						1540 = Charlottesville, VA MSA	1	83,924
						1560 = Chattanooga, TN-GA MSA	3	206,426
						1600 = Chicago, IL PMSA	8	208,351
						1620 = Chico-Paradise, CA MSA	2	85,785
						1640 = Cincinnati, OH-KY-IN PMSA	10	1,067,662
						1680 = Cleveland-Lorain-Elyria, OH PMSA	3	174,151

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						1720 = Colorado Springs, CO MSA	3	129,748
						1740 = Columbia, MO MSA	2	66,741
						1760 = Columbia, SC MSA	5	301,342
						1840 = Columbus, OH MSA	11	511,382
						1880 = Corpus Christi, TX MSA	1	63,959
						1900 = Cumberland, MD-WV MSA	2	82,497
						1920 = Dallas, TX PMSA	4	159,160
						1930 = Danbury, CT PMSA	1	14,833
						1960 = Davenport-Moline-Rock Island, IA-IL MSA	5	269,155
						2000 = Dayton-Springfield, OH MSA	6	387,829
						2040 = Decatur, IL MSA	1	70,469
						2080 = Denver, CO PMSA	5	137,225
						2120 = Des Moines, IA MSA	10	390,659
						2160 = Detroit, MI PMSA	8	621,973
						2320 = El Paso, TX MSA	4	336,197
						2400 = Eugene-Springfield, OR MSA	6	152,586
						2520 = Fargo-Moorhead, ND-MN MSA	1	21,345
						2560 = Fayetteville, NC MSA	2	230,814
						2580 = Fayetteville-Springdale-Rogers, AR MSA	4	123,845
						2620 = Flagstaff, AZ-UT MSA	2	198,128
						2640 = Flint, MI PMSA	2	74,796
						2655 = Florence, SC MSA	3	331,083
						2680 = Fort Lauderdale, FL PMSA	1	22,321
						2700 = Fort Myers-Cape Coral, FL MSA	1	6,366
						2710 = Fort Pierce-Port St. Lucie, FL MSA	1	60,803
						2750 = Fort Walton Beach, FL MSA	1	20,613
						2760 = Fort Wayne, IN MSA	3	270,388
						2800 = Fort Worth-Arlington, TX PMSA	5	212,516
						2840 = Fresno, CA MSA	1	74,626
						2900 = Gainesville, FL MSA	1	38,440
						2995 = Grand Junction, CO MSA	3	80,192
						3000 = Grand Rapids-Muskegon-Holland, MI MSA	3	23,808
						3040 = Great Falls, MT MSA	1	53,592
						3080 = Green Bay, WI MSA	1	62,942
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	9	741,572
						3150 = Greenville, NC MSA	1	42,854
						3160 = Greenville-Spartanburg-Anderson, SC MSA	4	158,940
						3180 = Hagerstown, MD PMSA	2	121,334

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						3240 = Harrisburg-Lebanon-Carlisle, PA MSA	8	303,695
						3280 = Hartford, CT MSA	6	268,924
						3285 = Hattiesburg, MS MSA	1	62,680
						3290 = Hickory-Morganton-Lenoir, NC MSA	10	530,878
						3320 = Honolulu, HI MSA	2	59,390
						3360 = Houston, TX PMSA	14	635,068
						3400 = Huntington-Ashland, WV-KY-OH MSA	3	109,143
						3440 = Huntsville, AL MSA	2	96,051
						3480 = Indianapolis, IN MSA	16	887,195
						3500 = Iowa City, IA MSA	2	184,085
						3560 = Jackson, MS MSA	3	210,748
						3580 = Jackson, TN MSA	7	436,325
						3600 = Jacksonville, FL MSA	6	237,609
						3610 = Jamestown, NY MSA	2	131,481
						3660 = Johnson City-Kingsport-Bristol, TN-VA MSA	1	45,735
						3710 = Joplin, MO MSA	3	100,995
						3720 = Kalamazoo-Battle Creek, MI MSA	2	190,239
						3760 = Kansas City, MO-KS MSA	11	671,789
						3840 = Knoxville, TN MSA	6	385,176
						3880 = Lafayette, LA MSA	3	182,290
						3920 = Lafayette, IN MSA	3	130,454
						3960 = Lake Charles, LA MSA	2	95,516
						3980 = Lakeland-Winter Haven, FL MSA	1	9,029
						4000 = Lancaster, PA MSA	1	33,586
						4100 = Las Cruces, NM MSA	2	109,072
						4120 = Las Vegas, NV-AZ MSA	21	715,767
						4150 = Lawrence, KS MSA	2	59,784
						4280 = Lexington, KY MSA	4	188,771
						4320 = Lima, OH MSA	1	72,137
						4360 = Lincoln, NE MSA	2	140,700
						4400 = Little Rock-North Little Rock, AR MSA	2	58,134
						4420 = Longview-Marshall, TX MSA	4	146,953
						4480 = Los Angeles-Long Beach, CA PMSA	9	410,530
						4520 = Louisville, KY-IN MSA	6	222,634
						4640 = Lynchburg, VA MSA	1	35,621
						4680 = Macon, GA MSA	12	429,169
						4720 = Madison, WI MSA	1	13,183
						4760 = Manchester, NH PMSA	1	41,874
						4800 = Mansfield, OH MSA	1	78,264

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						4880 = McAllen-Edinburg-Mission, TX MSA	1	92,085
						4890 = Medford-Ashland, OR MSA	1	5,749
						4900 = Melbourne-Titusville-Palm Bay, FL MSA	2	104,459
						4920 = Memphis, TN-AR-MS MSA	5	232,969
						4940 = Merced, CA MSA	1	59,618
						5000 = Miami, FL PMSA	7	349,433
						5015 = Middlesex-Somerset-Hunterdon, NJ PMSA	1	83,647
						5080 = Milwaukee-Waukesha, WI PMSA	1	16,374
						5120 = Minneapolis-St. Paul, MN-WI MSA	11	560,830
						5160 = Mobile, AL MSA	2	94,018
						5170 = Modesto, CA MSA	2	27,211
						5190 = Monmouth-Ocean, NJ PMSA	3	260,067
						5240 = Montgomery, AL MSA	4	196,836
						5330 = Myrtle Beach, SC MSA	3	434,551
						5345 = Naples, FL MSA	4	298,096
						5350 = Nashua, NH PMSA	1	42,872
						5360 = Nashville, TN MSA	12	578,489
						5380 = Nassau-Suffolk, NY PMSA	1	51,211
						5400 = New Bedford, MA PMSA	1	105,620
						5560 = New Orleans, LA MSA	1	86,524
						5600 = New York, NY PMSA	17	1,256,131
						5640 = Newark, NJ PMSA	10	566,291
						5660 = Newburgh, NY-PA PMSA	1	47,780
						5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	8	279,733
						5775 = Oakland, CA PMSA	5	191,813
						5790 = Ocala, FL MSA	3	287,383
						5800 = Odessa-Midland, TX MSA	6	362,861
						5880 = Oklahoma City, OK MSA	10	650,123
						5920 = Omaha, NE-IA MSA	4	245,946
						5945 = Orange County, CA PMSA	8	471,960
						5960 = Orlando, FL MSA	13	712,141
						6015 = Panama City, FL MSA	1	58,574
						6020 = Parkersburg-Marietta, WV-OH MSA	8	444,979
						6120 = Peoria-Pekin, IL MSA	5	176,890
						6160 = Philadelphia, PA-NJ PMSA	18	1,293,514
						6200 = Phoenix-Mesa, AZ MSA	24	1,646,674
						6280 = Pittsburgh, PA MSA	14	791,436
						6340 = Pocatello, ID MSA	3	212,062

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						6400 = Portland, ME MSA	2	156,428
						6440 = Portland-Vancouver, OR-WA PMSA	14	515,925
						6480 = Providence-Fall River-Warwick, RI-MA MSA	2	83,571
						6520 = Provo-Orem, UT MSA	2	76,071
						6560 = Pueblo, CO MSA	3	144,991
						6600 = Racine, WI PMSA	1	43,211
						6640 = Raleigh-Durham-Chapel Hill, NC MSA	12	454,546
						6660 = Rapid City, SD MSA	4	236,892
						6680 = Reading, PA MSA	7	485,369
						6690 = Redding, CA MSA	1	79,610
						6720 = Reno, NV MSA	4	162,561
						6740 = Richland-Kennewick-Pasco, WA MSA	4	228,436
						6760 = Richmond-Petersburg, VA MSA	14	822,058
						6780 = Riverside-San Bernardino, CA PMSA	17	703,414
						6800 = Roanoke, VA MSA	3	106,179
						6820 = Rochester, MN MSA	2	102,635
						6840 = Rochester, NY MSA	1	30,752
						6895 = Rocky Mount, NC MSA	6	196,351
						6920 = Sacramento, CA PMSA	5	192,772
						6960 = Saginaw-Bay City-Midland, MI MSA	2	52,542
						7000 = St. Joseph, MO MSA	2	59,181
						7040 = St. Louis, MO-IL MSA	9	556,970
						7120 = Salinas, CA MSA	6	200,728
						7160 = Salt Lake City-Ogden, UT MSA	8	607,760
						7240 = San Antonio, TX MSA	9	308,948
						7320 = San Diego, CA MSA	5	180,544
						7360 = San Francisco, CA PMSA	8	246,726
						7400 = San Jose, CA PMSA	1	75,660
						7460 = San Luis Obispo-Atascadero-Paso Robles, CA MSA	4	172,405
						7480 = Santa Barbara-Santa Maria-Lompoc, CA MSA	2	15,144
						7485 = Santa Cruz-Watsonville, CA PMSA	2	144,163
						7520 = Savannah, GA MSA	10	875,501
						7560 = Scranton--Wilkes-Barre--Hazleton, PA MSA	1	47,883
						7600 = Seattle-Bellevue-Everett, WA PMSA	7	475,583
						7680 = Shreveport-Bossier City, LA MSA	2	100,686
						7720 = Sioux City, IA-NE MSA	1	36,824
						7800 = South Bend, IN MSA	6	506,542
						7840 = Spokane, WA MSA	1	101,301

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						7920 = Springfield, MO MSA	4	164,850
						8000 = Springfield, MA MSA	5	302,945
						8040 = Stamford-Norwalk, CT PMSA	5	74,731
						8050 = State College, PA MSA	1	16,736
						8160 = Syracuse, NY MSA	3	198,977
						8200 = Tacoma, WA PMSA	3	172,055
						8240 = Tallahassee, FL MSA	5	157,824
						8280 = Tampa-St. Petersburg-Clearwater, FL MSA	3	187,255
						8320 = Terre Haute, IN MSA	2	153,264
						8360 = Texarkana, TX-Texarkana, AR MSA	1	58,894
						8400 = Toledo, OH MSA	4	232,385
						8440 = Topeka, KS MSA	2	20,271
						8480 = Trenton, NJ PMSA	3	278,808
						8560 = Tulsa, OK MSA	1	51,351
						8600 = Tuscaloosa, AL MSA	4	76,764
						8640 = Tyler, TX MSA	1	89,081
						8720 = Vallejo-Fairfield-Napa, CA PMSA	3	159,969
						8735 = Ventura, CA PMSA	2	94,452
						8780 = Visalia-Tulare-Porterville, CA MSA	2	330,142
						8800 = Waco, TX MSA	4	393,968
						8840 = Washington, DC-MD-VA-WV PMSA	33	1,884,110
						8920 = Waterloo-Cedar Falls, IA MSA	1	9,541
						8960 = West Palm Beach-Boca Raton, FL MSA	4	193,128
						9040 = Wichita, KS MSA	3	33,512
						9200 = Wilmington, NC MSA	3	77,464
						9240 = Worcester, MA-CT PMSA	2	122,561
						9260 = Yakima, WA MSA	3	100,904
						9270 = Yolo, CA PMSA	1	43,475
						9280 = York, PA MSA	2	164,887
						9320 = Youngstown-Warren, OH MSA	6	398,924
						9340 = Yuba City, CA MSA	4	141,909
TSTP1REG	Char	2		Overnight stop 1 to destination: census region	*	-1 = Appropriate Skip	43,495	2,528,975,259
						-9 = Not Ascertained	141	7,037,643
						1 = Northeast	160	9,218,115
						2 = Midwest	377	20,379,347
						3 = South	634	33,505,183
						4 = West	358	18,010,820

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
TSTP2DIV	Char	2		Overnight stop 2 to destination: census division	*	-1 = Appropriate Skip	44,776	2,596,942,239
						-9 = Not Ascertained	16	623,676
						1 = New England	20	1,164,505
						2 = Middle Atlantic	19	1,026,585
						3 = East North Central	51	3,129,927
						4 = West North Central	30	1,414,714
						5 = South Atlantic	103	5,452,136
						6 = East South Central	19	871,330
						7 = West South Central	39	2,229,812
						8 = Mountain	45	1,916,241
						9 = Pacific	47	2,355,203
TSTP2MSA	Char	4		Overnight stop 2 to destination: PMSA/MSA/CMSA	*	-1 = Appropriate Skip	44,776	2,596,942,239
						-9 = Not Ascertained	154	7,650,758
						0200 = Albuquerque, NM MSA	5	174,732
						0320 = Amarillo, TX MSA	2	103,953
						0480 = Asheville, NC MSA	1	57,445
						0520 = Atlanta, GA MSA	2	65,089
						0640 = Austin-San Marcos, TX MSA	2	17,866
						0720 = Baltimore, MD PMSA	2	280,578
						0840 = Beaumont-Port Arthur, TX MSA	4	546,297
						0880 = Billings, MT MSA	2	29,340
						0920 = Biloxi-Gulfport-Pascagoula, MS MSA	2	39,924
						1010 = Bismarck, ND MSA	2	87,013
						1080 = Boise City, ID MSA	1	51,433
						1120 = Boston, MA-NH PMSA	1	14,606
						1305 = Burlington, VT MSA	2	90,303
						1400 = Champaign-Urbana, IL MSA	3	182,702
						1440 = Charleston-North Charleston, SC MSA	6	543,258
						1600 = Chicago, IL PMSA	4	170,778
						1660 = Clarksville-Hopkinsville, TN-KY MSA	1	25,773
						1840 = Columbus, OH MSA	2	92,781
						1920 = Dallas, TX PMSA	6	433,138
						1930 = Danbury, CT PMSA	1	14,833
						2000 = Dayton-Springfield, OH MSA	3	80,884
						2040 = Decatur, IL MSA	1	70,469
						2080 = Denver, CO PMSA	1	5,127
						2120 = Des Moines, IA MSA	2	105,847

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						2655 = Florence, SC MSA	1	51,222
						2670 = Fort Collins-Loveland, CO MSA	4	169,874
						2680 = Fort Lauderdale, FL PMSA	2	40,441
						2700 = Fort Myers-Cape Coral, FL MSA	1	6,366
						2800 = Fort Worth-Arlington, TX PMSA	1	59,596
						2840 = Fresno, CA MSA	2	330,142
						2960 = Gary, IN PMSA	2	319,685
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	2	55,918
						3160 = Greenville-Spartanburg-Anderson, SC MSA	2	84,609
						3290 = Hickory-Morganton-Lenoir, NC MSA	5	347,925
						3440 = Huntsville, AL MSA	1	37,540
						3480 = Indianapolis, IN MSA	2	48,316
						3560 = Jackson, MS MSA	2	162,860
						3600 = Jacksonville, FL MSA	3	95,412
						3620 = Janesville-Beloit, WI MSA	1	115,907
						3760 = Kansas City, MO-KS MSA	3	115,704
						3840 = Knoxville, TN MSA	1	77,380
						3870 = La Crosse, WI-MN MSA	2	88,866
						3880 = Lafayette, LA MSA	1	49,637
						3980 = Lakeland-Winter Haven, FL MSA	2	72,773
						4100 = Las Cruces, NM MSA	2	50,186
						4120 = Las Vegas, NV-AZ MSA	3	171,124
						4280 = Lexington, KY MSA	1	9,682
						4400 = Little Rock-North Little Rock, AR MSA	2	147,709
						4480 = Los Angeles-Long Beach, CA PMSA	2	35,300
						4680 = Macon, GA MSA	1	39,511
						4900 = Melbourne-Titusville-Palm Bay, FL MSA	4	140,755
						4920 = Memphis, TN-AR-MS MSA	4	196,892
						4940 = Merced, CA MSA	1	9,564
						5000 = Miami, FL PMSA	3	144,976
						5120 = Minneapolis-St. Paul, MN-WI MSA	2	86,379
						5140 = Missoula, MT MSA	1	64,131
						5190 = Monmouth-Ocean, NJ PMSA	1	96,124
						5240 = Montgomery, AL MSA	2	40,273
						5360 = Nashville, TN MSA	4	222,661
						5480 = New Haven-Meriden, CT PMSA	5	454,947
						5520 = New London-Norwich, CT-RI MSA	4	202,119
						5560 = New Orleans, LA MSA	2	115,509

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						5660 = Newburgh, NY-PA PMSA	1	61,615
						5720 = Norfolk-Virginia Beach-Newport News, VA-NC MSA	3	181,630
						5775 = Oakland, CA PMSA	1	67,715
						5880 = Oklahoma City, OK MSA	2	156,826
						5920 = Omaha, NE-IA MSA	1	62,525
						5960 = Orlando, FL MSA	1	26,423
						6015 = Panama City, FL MSA	1	70,344
						6120 = Peoria-Pekin, IL MSA	2	74,410
						6160 = Philadelphia, PA-NJ PMSA	5	341,181
						6200 = Phoenix-Mesa, AZ MSA	1	27,726
						6280 = Pittsburgh, PA MSA	1	40,372
						6440 = Portland-Vancouver, OR-WA PMSA	5	159,332
						6480 = Providence-Fall River-Warwick, RI-MA MSA	2	86,212
						6520 = Provo-Orem, UT MSA	1	38,501
						6640 = Raleigh-Durham-Chapel Hill, NC MSA	6	262,915
						6760 = Richmond-Petersburg, VA MSA	2	134,158
						6780 = Riverside-San Bernardino, CA PMSA	4	315,625
						6920 = Sacramento, CA PMSA	1	93,606
						7040 = St. Louis, MO-IL MSA	1	26,626
						7240 = San Antonio, TX MSA	1	53,376
						7320 = San Diego, CA MSA	2	124,955
						7400 = San Jose, CA PMSA	3	82,325
						7460 = San Luis Obispo-Atascadero-Paso Robles, CA MSA	2	15,144
						7485 = Santa Cruz-Watsonville, CA PMSA	3	124,638
						7520 = Savannah, GA MSA	2	17,505
						7560 = Scranton--Wilkes-Barre--Hazleton, PA MSA	1	16,736
						7600 = Seattle-Bellevue-Everett, WA PMSA	2	98,720
						7800 = South Bend, IN MSA	3	227,265
						7840 = Spokane, WA MSA	1	81,882
						7920 = Springfield, MO MSA	3	218,140
						8040 = Stamford-Norwalk, CT PMSA	1	15,743
						8160 = Syracuse, NY MSA	5	150,720
						8400 = Toledo, OH MSA	2	91,770
						8480 = Trenton, NJ PMSA	1	51,211
						8520 = Tucson, AZ MSA	1	18,523
						8720 = Vallejo-Fairfield-Napa, CA PMSA	2	25,505
						8840 = Washington, DC-MD-VA-WV PMSA	10	551,461

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						8960 = West Palm Beach-Boca Raton, FL MSA	2	122,821
						9000 = Wheeling, WV-OH MSA	3	327,239
						9200 = Wilmington, NC MSA	1	37,185
						9270 = Yolo, CA PMSA	1	10,579
TSTP2REG	Char	2		Overnight stop 2 to destination: census region	*	-1 = Appropriate Skip	44,776	2,596,942,239
						-9 = Not Ascertained	16	623,676
						1 = Northeast	39	2,191,090
						2 = Midwest	81	4,544,641
						3 = South	161	8,553,278
						4 = West	92	4,271,444
TSTP3DIV	Char	2		Overnight stop 3 to destination: census division	*	-1 = Appropriate Skip	45,033	2,610,109,941
						-9 = Not Ascertained	8	424,149
						1 = New England	11	612,961
						2 = Middle Atlantic	3	236,603
						3 = East North Central	9	451,869
						4 = West North Central	17	992,362
						5 = South Atlantic	20	707,251
						6 = East South Central	10	535,476
						7 = West South Central	16	1,078,054
						8 = Mountain	24	1,242,383
						9 = Pacific	14	735,317
TSTP3MSA	Char	4		Overnight stop 3 to destination: PMSA/MSA/CMSA	*	-1 = Appropriate Skip	45,033	2,610,109,941
						-9 = Not Ascertained	67	3,395,442
						1000 = Birmingham, AL MSA	1	20,646
						1040 = Bloomington-Normal, IL MSA	1	31,889
						1080 = Boise City, ID MSA	2	134,441
						1120 = Boston, MA-NH PMSA	2	86,927
						1520 = Charlotte-Gastonia-Rock Hill, NC-SC MSA	2	31,493
						1920 = Dallas, TX PMSA	2	132,588
						1960 = Davenport-Moline-Rock Island, IA-IL MSA	1	31,084
						2560 = Fayetteville, NC MSA	1	56,305
						2620 = Flagstaff, AZ-UT MSA	2	158,955
						2670 = Fort Collins-Loveland, CO MSA	2	87,013
						2840 = Fresno, CA MSA	1	15,384
						2880 = Gadsden, AL MSA	1	37,540
						2920 = Galveston-Texas City, TX PMSA	5	599,673

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						3120 = Greensboro--Winston-Salem--High Point, NC MSA	1	57,445
						3280 = Hartford, CT MSA	1	27,784
						3760 = Kansas City, MO-KS MSA	3	218,140
						3840 = Knoxville, TN MSA	1	102,938
						4040 = Lansing-East Lansing, MI MSA	3	80,884
						4480 = Los Angeles-Long Beach, CA PMSA	1	108,461
						4920 = Memphis, TN-AR-MS MSA	1	25,773
						5120 = Minneapolis-St. Paul, MN-WI MSA	1	42,643
						5140 = Missoula, MT MSA	2	123,505
						5160 = Mobile, AL MSA	2	100,399
						5520 = New London-Norwich, CT-RI MSA	2	176,139
						5945 = Orange County, CA PMSA	2	35,300
						5960 = Orlando, FL MSA	3	51,492
						6200 = Phoenix-Mesa, AZ MSA	2	74,203
						6280 = Pittsburgh, PA MSA	2	222,210
						6640 = Raleigh-Durham-Chapel Hill, NC MSA	1	42,854
						7120 = Salinas, CA MSA	2	15,144
						7520 = Savannah, GA MSA	2	125,895
						7760 = Sioux Falls, SD MSA	2	88,866
						7800 = South Bend, IN MSA	3	227,265
						8000 = Springfield, MA MSA	2	84,383
						8240 = Tallahassee, FL MSA	1	70,344
						8360 = Texarkana, TX-Texarkana, AR MSA	2	94,981
TSTP3REG	Char	2		Overnight stop 3 to destination: census region	*	-1 = Appropriate Skip	45,033	2,610,109,941
						-9 = Not Ascertained	8	424,149
						1 = Northeast	14	849,565
						2 = Midwest	26	1,444,231
						3 = South	46	2,320,781
						4 = West	38	1,977,700
TSTP4DIV	Char	2		Overnight stop 4 to destination: census division	*	-1 = Appropriate Skip	45,100	2,613,998,446
						-9 = Not Ascertained	5	321,967
						1 = New England	2	146,659
						3 = East North Central	3	150,863
						4 = West North Central	6	262,140
						5 = South Atlantic	11	403,983
						6 = East South Central	7	310,200

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						7 = West South Central	4	232,162
						8 = Mountain	13	836,427
						9 = Pacific	14	463,519
TSTP4MSA	Char	4		Overnight stop 4 to destination: PMSA/MSA/CMSA	*	-1 = Appropriate Skip	45,100	2,613,998,446
						-9 = Not Ascertained	28	1,503,501
						0380 = Anchorage, AK MSA	1	54,026
						0580 = Auburn-Opelika, AL MSA	1	20,762
						0920 = Biloxi-Gulfport-Pascagoula, MS MSA	1	53,376
						2080 = Denver, CO PMSA	2	87,013
						2670 = Fort Collins-Loveland, CO MSA	3	276,584
						2900 = Gainesville, FL MSA	1	70,344
						3000 = Grand Rapids-Muskegon-Holland, MI MSA	1	28,265
						3360 = Houston, TX PMSA	1	48,494
						3480 = Indianapolis, IN MSA	2	122,598
						4120 = Las Vegas, NV-AZ MSA	2	158,955
						4480 = Los Angeles-Long Beach, CA PMSA	2	133,238
						5160 = Mobile, AL MSA	1	51,904
						5775 = Oakland, CA PMSA	2	76,573
						6780 = Riverside-San Bernardino, CA PMSA	2	24,156
						7040 = St. Louis, MO-IL MSA	3	109,143
						7120 = Salinas, CA MSA	2	15,144
						7240 = San Antonio, TX MSA	1	99,702
						7320 = San Diego, CA MSA	2	35,300
						7600 = Seattle-Bellevue-Everett, WA PMSA	1	31,889
						8000 = Springfield, MA MSA	1	27,784
						8520 = Tucson, AZ MSA	2	50,186
						8960 = West Palm Beach-Boca Raton, FL MSA	2	19,167
						9200 = Wilmington, NC MSA	1	29,816
TSTP4REG	Char	2		Overnight stop 4 to destination: census region	*	-1 = Appropriate Skip	45,100	2,613,998,446
						-9 = Not Ascertained	5	321,967
						1 = Northeast	2	146,659
						2 = Midwest	9	413,003
						3 = South	22	946,345
						4 = West	27	1,299,946
TSTPM211	Char	2		Trans used: overnight stop to destination 1-1	J3	-1 = Appropriate Skip	43,495	2,528,975,259
						-9 = Not Ascertained	113	5,732,680
						01 = Personal Vehicle	1,415	75,043,028

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						03 = Bus	22	1,215,961
						04 = Train	9	401,581
						05 = Ship	5	328,616
						06 = Other	106	5,429,242
TSTPM212	Char	2		Trans used: overnight stop to destination 1-2	J3	-1 = Appropriate Skip	44,760	2,594,786,291
						-9 = Not Ascertained	85	4,447,051
						01 = Personal Vehicle	54	3,015,269
						02 = Air	2	37,602
						03 = Bus	9	609,614
						04 = Train	15	693,096
						05 = Ship	14	527,814
						06 = Other	226	13,009,630
TSTPM213	Char	2		Trans used: overnight stop to destination 1-3	J3	-1 = Appropriate Skip	45,023	2,609,331,645
						-9 = Not Ascertained	85	4,447,051
						01 = Personal Vehicle	11	603,996
						02 = Air	1	58,020
						03 = Bus	9	556,365
						04 = Train	4	46,151
						05 = Ship	3	197,874
						06 = Other	29	1,885,264
TSTPM221	Char	2		Trans used: overnight stop to destination 2-1	J3	-1 = Appropriate Skip	44,776	2,596,942,239
						-9 = Not Ascertained	7	355,412
						01 = Personal Vehicle	345	17,844,487
						03 = Bus	12	723,373
						04 = Train	2	158,294
						06 = Other	23	1,102,562
TSTPM222	Char	2		Trans used: overnight stop to destination 2-2	J3	-1 = Appropriate Skip	45,038	2,610,064,130
						-9 = Not Ascertained	5	304,793
						01 = Personal Vehicle	20	900,266
						03 = Bus	2	135,814
						04 = Train	3	124,638
						05 = Ship	3	259,290
						06 = Other	94	5,337,437
TSTPM223	Char	2		Trans used: overnight stop to destination 2-3	J3	-1 = Appropriate Skip	45,136	2,615,642,303
						-9 = Not Ascertained	5	304,793
						01 = Personal Vehicle	1	20,646
						03 = Bus	2	17,505
						05 = Ship	1	32,324
						06 = Other	20	1,108,796

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
TSTPM231	Char	2		Trans used: overnight stop to destination 3-1	J3	-1 = Appropriate Skip	45,033	2,610,109,941
						-9 = Not Ascertained	6	269,562
						01 = Personal Vehicle	106	5,509,796
						02 = Air	1	27,784
						03 = Bus	1	99,702
						05 = Ship	1	100,996
						06 = Other	17	1,008,587
TSTPM232	Char	2		Trans used: overnight stop to destination 3-2	J3	-1 = Appropriate Skip	45,114	2,614,133,813
						-9 = Not Ascertained	6	269,562
						01 = Personal Vehicle	9	610,995
						03 = Bus	3	77,943
						04 = Train	2	86,212
						05 = Ship	4	546,297
						06 = Other	27	1,401,546
TSTPM233	Char	2		Trans used: overnight stop to destination 3-3	J3	-1 = Appropriate Skip	45,147	2,615,776,486
						-9 = Not Ascertained	6	269,562
						01 = Personal Vehicle	2	35,300
						03 = Bus	1	100,996
						06 = Other	9	944,024
TSTPM241	Char	2		Trans used: overnight stop to destination 4-1	J3	-1 = Appropriate Skip	45,100	2,613,998,446
						-9 = Not Ascertained	2	74,203
						01 = Personal Vehicle	52	2,359,548
						03 = Bus	1	99,702
						05 = Ship	1	118,875
						06 = Other	9	475,594
TSTPM242	Char	2		Trans used: overnight stop to destination 4-2	J3	-1 = Appropriate Skip	45,145	2,616,410,124
						-9 = Not Ascertained	2	74,203
						01 = Personal Vehicle	4	97,763
						02 = Air	2	19,167
						06 = Other	12	525,110
TSTPM243	Char	2		Trans used: overnight stop to destination 4-3	J3	-1 = Appropriate Skip	45,157	2,616,925,231
						-9 = Not Ascertained	2	74,203
						01 = Personal Vehicle	1	28,265
						06 = Other	5	98,668
TSTPMD11	Char	2		Detail-Trans used: overnight stop to destination 1	J3	-1 = Appropriate Skip	43,495	2,528,975,259
						-8 = Don't Know	5	114,067
						-9 = Not Ascertained	108	5,618,612
						01 = Car	768	40,809,777

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						02 = Van	228	12,366,962
						03 = SUV	213	11,762,509
						04 = Pickup truck	107	4,814,926
						05 = Other truck	65	3,763,024
						06 = RV	32	1,403,689
						07 = Motorcycle	2	122,141
						10 = Local public transit bus	2	93,846
						11 = Commuter bus	1	70,646
						12 = School bus	3	271,974
						13 = Charter/tour bus	16	779,496
						15 = Amtrak/inter city train	3	122,730
						17 = Subway/elevated rail	6	278,852
						20 = Passenger line/ferry	1	73,738
						21 = Sailboat/motorboat/yacht	4	254,878
						22 = Taxicab	12	478,411
						23 = Limousine	4	186,999
						24 = Hotel/airport shuttle	15	554,216
						25 = Bicycle	2	75,303
						26 = Walk	57	3,532,315
						91 = Other	16	601,999
TSTPMD12	Char	2		Detail-Trans used: overnight stop to destination 1	J3	-1 = Appropriate Skip	44,760	2,594,786,291
						-9 = Not Ascertained	85	4,447,051
						01 = Car	13	728,046
						02 = Van	16	989,491
						03 = SUV	5	206,158
						04 = Pickup truck	10	558,577
						06 = RV	9	523,363
						07 = Motorcycle	1	9,634
						08 = Commercial/charter airplane	2	37,602
						10 = Local public transit bus	1	35,621
						13 = Charter/tour bus	8	573,993
						15 = Amtrak/inter city train	3	69,791
						16 = Commuter train	1	56,305
						17 = Subway/elevated rail	7	400,064
						18 = Street car/trolley	4	166,936
						20 = Passenger line/ferry	6	193,002
						21 = Sailboat/motorboat/yacht	8	334,812
						22 = Taxicab	13	630,360

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						23 = Limousine	3	170,528
						24 = Hotel/airport shuttle	10	547,672
						25 = Bicycle	2	121,518
						26 = Walk	185	10,683,732
						91 = Other	13	855,819
TSTPMD13	Char	2		Detail-Trans used: overnight stop to destination 1	J3	-1 = Appropriate Skip	45,023	2,609,331,645
						-9 = Not Ascertained	85	4,447,051
						01 = Car	5	255,607
						02 = Van	3	155,093
						03 = SUV	2	142,585
						04 = Pickup truck	1	50,711
						08 = Commercial/charter airplane	1	58,020
						10 = Local public transit bus	5	238,185
						13 = Charter/tour bus	4	318,181
						18 = Street car/trolley	4	46,151
						20 = Passenger line/ferry	3	197,874
						26 = Walk	26	1,757,656
						91 = Other	3	127,608
TSTPMD21	Char	2		Detail-Trans used: overnight stop to destination 2	J3	-1 = Appropriate Skip	44,776	2,596,942,239
						-8 = Don't Know	2	50,619
						-9 = Not Ascertained	5	304,793
						01 = Car	202	10,488,832
						02 = Van	50	2,560,709
						03 = SUV	39	2,683,286
						04 = Pickup truck	24	837,269
						05 = Other truck	16	840,408
						06 = RV	14	433,984
						12 = School bus	1	99,702
						13 = Charter/tour bus	11	623,671
						16 = Commuter train	2	158,294
						22 = Taxicab	1	27,955
						24 = Hotel/airport shuttle	2	84,320
						25 = Bicycle	3	176,528
						26 = Walk	14	686,923
						91 = Other	3	126,837
TSTPMD22	Char	2		Detail-Trans used: overnight stop to destination 2	J3	-1 = Appropriate Skip	45,038	2,610,064,130

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						-9 = Not Ascertained	5	304,793
						01 = Car	9	446,702
						02 = Van	6	256,543
						03 = SUV	3	134,210
						04 = Pickup truck	1	14,393
						06 = RV	1	48,418
						10 = Local public transit bus	2	135,814
						16 = Commuter train	3	124,638
						20 = Passenger line/ferry	1	100,996
						21 = Sailboat/motorboat/yacht	2	158,294
						22 = Taxicab	5	347,281
						24 = Hotel/airport shuttle	1	44,838
						25 = Bicycle	4	255,162
						26 = Walk	83	4,635,107
						91 = Other	1	55,050
TSTPMD23	Char	2		Detail-Trans used: overnight stop to destination 2	J3	-1 = Appropriate Skip	45,136	2,615,642,303
						-9 = Not Ascertained	5	304,793
						01 = Car	1	20,646
						13 = Charter/tour bus	2	17,505
						21 = Sailboat/motorboat/yacht	1	32,324
						26 = Walk	17	946,073
						91 = Other	3	162,724
TSTPMD31	Char	2		Detail-Trans used: overnight stop to destination 3	J3	-1 = Appropriate Skip	45,033	2,610,109,941
						-9 = Not Ascertained	6	269,562
						01 = Car	63	3,023,617
						02 = Van	15	628,273
						03 = SUV	11	1,048,202
						04 = Pickup truck	9	309,987
						05 = Other truck	2	108,781
						06 = RV	6	390,937
						08 = Commercial/charter airplane	1	27,784
						12 = School bus	1	99,702
						20 = Passenger line/ferry	1	100,996
						22 = Taxicab	1	54,026
						24 = Hotel/airport shuttle	1	51,433
						25 = Bicycle	1	46,974
						26 = Walk	12	770,442

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						91 = Other	2	85,711
TSTPMD32	Char	2		Detail-Trans used: overnight stop to destination 3	J3	-1 = Appropriate Skip	45,114	2,614,133,813
						-9 = Not Ascertained	6	269,562
						01 = Car	3	383,734
						02 = Van	3	80,884
						04 = Pickup truck	2	97,960
						06 = RV	1	48,418
						10 = Local public transit bus	2	35,300
						13 = Charter/tour bus	1	42,643
						17 = Subway/elevated rail	2	86,212
						21 = Sailboat/motorboat/yacht	4	546,297
						26 = Walk	27	1,401,546
TSTPMD33	Char	2		Detail-Trans used: overnight stop to destination 3	J3	-1 = Appropriate Skip	45,147	2,615,776,486
						-9 = Not Ascertained	6	269,562
						02 = Van	2	35,300
						13 = Charter/tour bus	1	100,996
						26 = Walk	5	594,715
						91 = Other	4	349,309
TSTPMD41	Char	2		Detail-Trans used: overnight stop to destination 4	J3	-1 = Appropriate Skip	45,100	2,613,998,446
						-9 = Not Ascertained	2	74,203
						01 = Car	34	1,475,010
						02 = Van	10	430,042
						03 = SUV	3	152,729
						04 = Pickup truck	3	151,144
						06 = RV	1	93,177
						07 = Motorcycle	1	57,445
						12 = School bus	1	99,702
						20 = Passenger line/ferry	1	118,875
						24 = Hotel/airport shuttle	1	51,433
						25 = Bicycle	2	75,239
						26 = Walk	5	270,996
						91 = Other	1	77,926
TSTPMD42	Char	2		Detail-Trans used: overnight stop to destination 4	J3	-1 = Appropriate Skip	45,145	2,616,410,124
						-9 = Not Ascertained	2	74,203
						01 = Car	1	28,265

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						02 = Van	3	69,498
						09 = Private/corporate airplane	2	19,167
						25 = Bicycle	1	64,356
						26 = Walk	11	460,753
TSTPMD43	Char	2		Detail-Trans used: overnight stop to destination 4	J3	-1 = Appropriate Skip	45,157	2,616,925,231
						-9 = Not Ascertained	2	74,203
						04 = Pickup truck	1	28,265
						22 = Taxicab	2	15,144
						91 = Other	3	83,524
TSTPRE21	Char	2	ST	Overnight stop 1 to destination: reason	J2	-1 = Appropriate Skip	43,518	2,530,146,820
						-9 = Not Ascertained	86	4,503,356
						01 = Business	114	5,857,582
						02 = Pleasure	851	46,989,579
						03 = Personal business	45	2,329,926
						04 = Other	551	27,299,104
TSTPRE22	Char	2	ST	Overnight stop 2 to destination: reason	J2	-1 = Appropriate Skip	44,776	2,596,942,239
						-9 = Not Ascertained	8	468,391
						01 = Business	26	1,461,771
						02 = Pleasure	253	13,471,680
						03 = Personal business	9	544,139
						04 = Other	93	4,238,148
TSTPRE23	Char	2	ST	Overnight stop 3 to destination: reason	J2	-1 = Appropriate Skip	45,033	2,610,109,941
						-9 = Not Ascertained	6	269,562
						01 = Business	11	628,779
						02 = Pleasure	83	4,490,022
						04 = Other	32	1,628,064
TSTPRE24	Char	2	ST	Overnight stop 4 to destination: reason	J2	-1 = Appropriate Skip	45,100	2,613,998,446
						-9 = Not Ascertained	2	74,203
						01 = Business	5	246,858
						02 = Pleasure	46	2,336,438
						04 = Other	12	470,422
TSTPREA1	Char	2	ST	Overnight stop 1 to destination: detail reason	J2	-1 = Appropriate Skip	43,518	2,530,146,820
						-8 = Don't Know	1	56,305
						-9 = Not Ascertained	85	4,447,051
						01 = To and from work	7	284,146
						02 = Business (work-related meeting, convention & seminar)	103	5,347,821
						03 = Combined business and pleasure	4	225,614

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						04 = School-related activity	5	378,045
						05 = Vacation	96	5,669,203
						06 = Visit friends or relatives	326	17,029,365
						07 = Rest or relaxation	329	19,001,015
						08 = Sightseeing	38	2,415,219
						09 = Outdoor recreation (sports, fishing, hunting, camping boating, etc.)	25	984,953
						10 = Entertainment (theater, concert, sports event, gambling, etc.)	26	1,303,806
						11 = Shopping	11	586,017
						13 = Spend the night	491	24,484,175
						14 = Change transportation modes	14	637,095
						15 = Family/Personal business	30	1,446,745
						16 = Religious	3	191,122
						17 = Medical	7	314,014
						18 = Give someone a ride	16	900,126
						91 = Other	30	1,277,708
TSTPREA2	Char	2	ST	Overnight stop 2 to destination: detail reason	J2	-1 = Appropriate Skip	44,776	2,596,942,239
						-8 = Don't Know	2	135,814
						-9 = Not Ascertained	6	332,577
						01 = To and from work	1	14,606
						02 = Business (work-related meeting, convention & seminar)	25	1,447,165
						04 = School-related activity	1	97,468
						05 = Vacation	41	2,500,308
						06 = Visit friends or relatives	70	3,570,002
						07 = Rest or relaxation	75	3,944,597
						08 = Sightseeing	35	1,945,159
						09 = Outdoor recreation (sports, fishing, hunting, camping boating, etc.)	6	206,218
						10 = Entertainment (theater, concert, sports event, gambling, etc.)	18	986,322
						11 = Shopping	7	309,509
						12 = Went out to eat	1	9,564
						13 = Spend the night	89	4,083,830
						15 = Family/Personal business	8	446,672
						18 = Give someone a ride	4	154,318
TSTPREA3	Char	2	ST	Overnight stop 3 to destination: detail reason	J2	-1 = Appropriate Skip	45,033	2,610,109,941
						-9 = Not Ascertained	6	269,562

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						02 = Business (work-related meeting, convention & seminar)	11	628,779
						05 = Vacation	15	1,435,863
						06 = Visit friends or relatives	17	646,022
						07 = Rest or relaxation	20	754,125
						08 = Sightseeing	21	1,290,132
						09 = Outdoor recreation (sports, fishing, hunting, camping boating, etc.)	6	281,424
						10 = Entertainment (theater, concert, sports event, gambling, etc.)	4	82,456
						13 = Spend the night	30	1,517,251
						91 = Other	2	110,812
TSTPREA4	Char	2	ST	Overnight stop 4 to destination: detail reason	J2	-1 = Appropriate Skip	45,100	2,613,998,446
						-9 = Not Ascertained	2	74,203
						02 = Business (work-related meeting, convention & seminar)	5	246,858
						05 = Vacation	7	335,397
						06 = Visit friends or relatives	13	557,906
						07 = Rest or relaxation	7	367,745
						08 = Sightseeing	14	858,413
						09 = Outdoor recreation (sports, fishing, hunting, camping boating, etc.)	2	88,866
						10 = Entertainment (theater, concert, sports event, gambling, etc.)	1	77,926
						12 = Went out to eat	2	50,186
						13 = Spend the night	11	442,157
						91 = Other	1	28,265
TSTPST1	Char	2		Overnight stop 1 to destination: State	*	-1 = Appropriate Skip	43,495	2,528,975,259
						-8 = Don't Know	1	14,825
						-9 = Not Ascertained	108	5,618,612
						AK = Alaska	4	135,598
						AL = Alabama	25	1,181,493
						AR = Arkansas	10	405,089
						AZ = Arizona	33	2,372,051
						CA = California	116	5,892,260
						CO = Colorado	33	1,603,113
						CT = Connecticut	14	406,670
						DC = District of Columbia	3	191,758
						DE = Delaware	4	264,316

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						FL = Florida	67	3,285,043
						GA = Georgia	80	4,235,464
						HI = Hawaii	4	197,336
						IA = Iowa	26	1,159,477
						ID = Idaho	14	789,631
						IL = Illinois	27	1,093,047
						IN = Indiana	45	2,990,671
						KS = Kansas	26	1,195,711
						KY = Kentucky	32	1,099,507
						LA = Louisiana	17	1,222,044
						MA = Massachusetts	11	664,671
						MD = Maryland	23	1,186,892
						ME = Maine	3	267,139
						MI = Michigan	47	2,368,417
						MN = Minnesota	24	1,254,934
						MO = Missouri	56	2,827,764
						MS = Mississippi	16	862,849
						MT = Montana	6	291,956
						NC = North Carolina	102	5,541,507
						ND = North Dakota	6	217,565
						NE = Nebraska	15	837,269
						NH = New Hampshire	4	146,824
						NJ = New Jersey	19	1,546,043
						NM = New Mexico	21	842,984
						NV = Nevada	26	950,825
						NY = New York	38	2,243,785
						OH = Ohio	57	3,958,614
						OK = Oklahoma	15	784,100
						OR = Oregon	36	1,537,735
						PA = Pennsylvania	67	3,639,452
						RI = Rhode Island	1	20,935
						SC = South Carolina	35	1,812,354
						SD = South Dakota	31	1,745,116
						TN = Tennessee	38	2,066,842
						TX = Texas	75	3,898,558
						UT = Utah	24	1,502,001
						VA = Virginia	65	3,596,259
						VT = Vermont	6	318,630
						WA = Washington	29	1,459,641

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						WI = Wisconsin	17	730,761
						WV = West Virginia	27	1,915,974
						WY = Wyoming	9	354,787
						ZZ = Foreign country	32	1,404,205
TSTPST2	Char	2		Overnight stop 2 to destination: State	*	-1 = Appropriate Skip	44,776	2,596,942,239
						-9 = Not Ascertained	5	304,793
						AK = Alaska	4	183,624
						AL = Alabama	3	77,813
						AR = Arkansas	5	235,814
						AZ = Arizona	8	282,007
						CA = California	31	1,613,391
						CO = Colorado	6	203,836
						CT = Connecticut	11	687,642
						DC = District of Columbia	5	347,281
						FL = Florida	22	892,805
						GA = Georgia	16	498,334
						IA = Iowa	6	284,632
						ID = Idaho	2	110,676
						IL = Illinois	16	933,940
						IN = Indiana	10	704,409
						KS = Kansas	8	316,308
						KY = Kentucky	2	90,476
						LA = Louisiana	5	249,112
						MA = Massachusetts	1	14,606
						MD = Maryland	3	291,752
						ME = Maine	2	229,587
						MI = Michigan	5	154,184
						MN = Minnesota	3	150,511
						MO = Missouri	4	244,765
						MS = Mississippi	4	202,784
						MT = Montana	3	82,117
						NC = North Carolina	28	1,527,982
						ND = North Dakota	4	210,518
						NE = Nebraska	5	247,621
						NH = New Hampshire	1	23,513
						NJ = New Jersey	3	203,640
						NM = New Mexico	15	564,529
						NV = Nevada	1	32,800
						NY = New York	5	150,720

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						OH = Ohio	13	943,403
						OK = Oklahoma	4	175,831
						OR = Oregon	10	376,021
						PA = Pennsylvania	11	672,225
						RI = Rhode Island	2	86,212
						SC = South Carolina	9	679,089
						SD = South Dakota	1	24,490
						TN = Tennessee	10	500,258
						TX = Texas	22	1,412,327
						UT = Utah	3	152,753
						VA = Virginia	17	887,654
						VT = Vermont	3	122,944
						WA = Washington	5	338,896
						WI = Wisconsin	7	393,991
						WV = West Virginia	3	327,239
						WY = Wyoming	6	423,392
						ZZ = Foreign country	11	318,883
TSTPST3	Char	2		Overnight stop 3 to destination: State	*	-1 = Appropriate Skip	45,033	2,610,109,941
						-9 = Not Ascertained	6	269,562
						AK = Alaska	1	46,563
						AL = Alabama	4	158,585
						AR = Arkansas	4	163,539
						AZ = Arizona	8	298,457
						CA = California	12	642,125
						CO = Colorado	2	87,013
						CT = Connecticut	3	203,923
						FL = Florida	9	217,116
						GA = Georgia	2	125,895
						IA = Iowa	1	31,084
						ID = Idaho	2	134,441
						IL = Illinois	6	370,986
						KS = Kansas	6	494,724
						KY = Kentucky	2	92,781
						LA = Louisiana	2	83,967
						MA = Massachusetts	7	290,163
						ME = Maine	1	118,875
						MI = Michigan	3	80,884
						MN = Minnesota	2	135,820
						MO = Missouri	6	241,868

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						MS = Mississippi	1	58,574
						MT = Montana	2	123,505
						NC = North Carolina	6	235,070
						NM = New Mexico	1	64,356
						NV = Nevada	1	65,197
						OR = Oregon	2	93,192
						PA = Pennsylvania	3	236,603
						SD = South Dakota	2	88,866
						TN = Tennessee	3	225,537
						TX = Texas	10	861,911
						UT = Utah	3	168,278
						VA = Virginia	1	29,816
						WV = West Virginia	2	99,353
						WY = Wyoming	4	223,210
						ZZ = Foreign country	2	154,588
TSTPST4	Char	2		Overnight stop 4 to destination: State	*	-1 = Appropriate Skip	45,100	2,613,998,446
						-9 = Not Ascertained	2	74,203
						AK = Alaska	1	54,026
						AL = Alabama	2	72,666
						AZ = Arizona	2	50,186
						CA = California	12	377,604
						CO = Colorado	5	363,597
						FL = Florida	3	89,511
						ID = Idaho	2	123,505
						IN = Indiana	2	122,598
						KY = Kentucky	4	184,158
						LA = Louisiana	2	83,967
						MA = Massachusetts	1	27,784
						ME = Maine	1	118,875
						MI = Michigan	1	28,265
						MO = Missouri	3	109,143
						MS = Mississippi	1	53,376
						NC = North Carolina	4	176,143
						NV = Nevada	2	158,955
						SC = South Carolina	3	80,884
						SD = South Dakota	3	152,997
						TX = Texas	2	148,196
						UT = Utah	1	85,133
						VA = Virginia	1	57,445

* For additional details refer to Appendix G: Derived Variables

Variable Name	Variable Type	Variable Length	Super-TABLE Variable	Label	Question Number	Value Code and Label	Frequency	Weighted Frequency
						WA = Washington	1	31,889
						WY = Wyoming	1	55,050
						ZZ = Foreign country	3	247,765
URBAN	Char	2	ST	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	Char	2	ST	Household in urban/rural area	*	1 = Urban	31,373	1,902,384,264
						2 = Rural	13,792	714,742,104
WEEKEND	Char	2	ST	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	Char	2	ST	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	Num	8	ST	Number 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			ST					

* For additional details refer to Appendix G: Derived Variables

Appendix C: Public Use Files – Reading ASCII Files into SAS and SPSS

Included in a zip archive on this CD-ROM are the following five comma-delimited ASCII files containing the complete set of the 2001 NHTS public use data:

- HOUSEHLD.TXT
- PERSON.TXT
- VEHICLE.TXT
- DAYTRIP.TXT
- LONGTRIP.TXT

The first record in each of these files lists the variable names in the order the data should be read. This standard convention for comma-delimited files makes it relatively convenient for data users to convert the ASCII files into the format needed for a wide variety of statistical software packages. For the further convenience of those using SAS and SPSS statistical software, program files are provided for converting the ASCII files into SAS datasets and SPSS data files.

NOTE: The linked files in sections C-1. and C-2. below (*.SAS and *.SPS) are intended for use by statistical analysis programs and are not intended to be viewed in a web browser. If you are a user with a disability and cannot access these files, please call 800-853-1351 or email answers@bts.gov for further assistance.

C-1. Converting the ASCII files to SAS datasets

The SAS programs in the following files will convert the ASCII files into SAS datasets. Note that the SAS format library must be included in the same directory with the SAS datsets in order for the user-defined formats to be properly assigned to the SAS variables. Also note that you must use the libname "library" to name this directory in subsequent SAS code.

- Entire Dataset - SAS
    - HOUSEHLD.SAS
    - PERSON.SAS
    - VEHICLE.SAS
    - DAYTRIP.SAS
    - LONGTRIP.SAS

C-2. Converting the ASCII files to SPSS data files

The SPSS syntax shown in the following files will convert the ASCII files into SPSS data files. Note that all the code needed to correctly assign the variable labels and value labels is included in the SPSS syntax for each data file.

- Entire Dataset - SPSS
    - HOUSEHLD.SPS
    - PERSON.SPS
    - VEHICLE.SPS
    - DAYTRIP.SPS
    - LONGTRIP.SPS

APPENDIX D

CONTROL TOTALS AND ADJUSTMENT FACTORS

Table 1. 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 1. 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 1. 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 1. 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 1. 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 1. 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 1. 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 1. 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 2. 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 2. 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 2. 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 2. 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 2. 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 2. 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 2. 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 2. 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 3. 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	26,038	107	107	107	Household	Sum over WTHHFIN
Persons	60,282	277	277	277	Person	Sum over WTPERFIN
Household vehicles	53,275	204	202	205	Vehicle	Sum over WTHHFIN
Drivers	43,472	190	190	191	Person	Sum over WTPERFIN Where DRIVER="1"
Workers	31,098	145	144	146	Person	Sum over WTPERFIN Where WORKER="1"
Travel Day Person Trips	248,483	410,904	407,162	414,646	Travel Day	Sum over WTTRDFIN
Person Miles of Travel (PMT) **	244,955	4,025,644	3,898,852	4,152,437	Travel Day	Sum over TRPMILES weighted with WTTRDFIN where TRPMILES >= 0

Table 3. 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)	149,543	234,982	232,329	237,636	Travel Day	Sum over WTTRDFIN where DRVR_FLG='1', POV only.
Vehicle Miles of Travel (VMT) **	148,229	2,281,703	2,235,080	2,328,326	Travel Day	Sum over TRPMILES weighted with WTTRDFIN where TRPMILES >= 0, DRVR_FLG='1', POV only.
Travel Period Person Trips	54,223	3,204	3,105	3,302	Travel Period	Sum over WTPTPFIN

* 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 E: Standard Tables and Logic

The Excel file named "APPENDIX E.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 11: Number of Long Distance Trips by Mode and Main Purpose

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.)

Table 13: Number of Long Distance Trips by Roundtrip Distance and Main Purpose

Table 14: Number of Long Distance Trips by Roundtrip Distance and Mode

Appendix E Notes

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 Amtrack, 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 Amtrack, commuter train, subway/rail, or street car. Other includes taxi, limo, shuttle, bicycle, and other modes.

Table 9: The trip distance for six records fell between the “0-5” and “6-10” mile categories. The trip distance for these six 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 six records fell between the “0-5” and “6-10” mile categories. The trip distance for these six records was rounded down to 5 or up to 6 so they could be categorized. The weighted sum shown in Table 10 (wgt=2,281,705,853,000) will differ slightly from the weighted sum reported in Appendix D, Table 3 (wgt=2,281,703,000,000) due to the rounding of these six trip distances. POV travel includes car, van, SUV, pickup or other truck, RV, or motorcycle.

Table 11: 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 12: The trip distance for six records fell between the “0-5” and “6-10” mile categories. The trip distance for these six 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 13: The round trip distance for twenty-four records fell between the “150-299” and “300-499” mile categories. The round trip distance for these twenty-four records was rounded down to 299 or up to 300 so they could be categorized. The round trip distance for seventeen records fell between the “300-499” and “500-999” mile categories. The round trip distance for these seventeen records was rounded down to 499 or up to 500 so they could be categorized. The round trip distance for nine records fell between the “500-999” and “1,000 or more” mile categories. The round trip distance for these nine records was rounded down to 999 or up to 1000 so they could be categorized.

Table 14: The round trip distance for twenty-four records fell between the “150-299” and “300-499” mile categories. The round trip distance for these twenty-four records was rounded down to 299 or up to 300 so they could be categorized. The round trip distance for seventeen records fell between the “300-499” and “500-999” mile categories. The round trip distance for these seventeen records was rounded down to 499 or up to 500 so they could be categorized. The round trip distance for nine records fell between the “500-999” and “1,000 or more” mile categories. The round trip distance for these nine records was rounded down to 999 or up to 1000 so they could be categorized. 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.

Appendix F: Weighted Response Rates and Variables Used to Define Nonresponse Adjustment Cells

In Chapter 4 we present CASRO (unweighted) response rates for the 2001 NHTS. In Section F-1 we calculate the weighted response rates for the 2001 NHTS. In Section F-2 we present the variables used to define the nonresponse adjustment cells.

F-1. Weighted Response Rates

Table F-1 presents 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 because the weights account for differential sampling across various geographic and demographic groups. 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. Consider the 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 is lower). Thus, the weighted response rate is only 67 percent as compared to the unweighted response rate of 70 percent.

	Sample Count		Unweighted Response Rate	Weight	Weighted Estimates		Weighted Response Rate
	Respondents	Non-Respondents			Respondents	Non-Respondents	
Category A	16	4	80%	10	160	40	80%
Category B	12	8	60%	20	240	160	60%
Total	28	12	70%	--	400	200	67%

Table F-1 provides these rates both at the household and person levels.

At the household level, we provide:

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

Person response rates are provided 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.

The household response rates were calculated using the survival analysis method. At the person level, all households that completed a household interview were included. The composite rates are calculated by multiplying each individual rate by the overall weighted household response rate.

F-2. Variables Used to Define Nonresponse Adjustment Cells

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 = Non-MSA
2 = MSA less than 1 million population
3 = MSA greater than or equal to 1 million with no rail transit system
4 = MSA greater than or equal to 1 million with a rail transit system
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 = Non-MSA
2 = MSA less than 1 million population
3 = MSA greater than or equal to 1 million with no rail transit system
4 = MSA greater than or equal to 1 million with a rail transit system
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 G: Derived Variables

This appendix contains variables in the codebook that do not exist in the 2001 NHTS questionnaire included as Appendix J 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 (variables in this group have an asterisk after 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 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 by, in parentheses, the question number in the questionnaire where the variable is located. If the variable was 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 O provides a description of how each was calculated. For more information on the variables provided by the Energy Information Administration (EIA), please refer to Appendix N.

1. ACCDIV: The Census Division for the access location on the trip to the farthest destination. 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)
0 = Puerto Rico

2. ACCMDOB: This variable is derived from the variables ACCMODE1 to ACCMODE4 and is a dichotomous variable indicating whether the person used a charter, tour, school, or other bus to get to the access point (airport/terminal).

3. ACCMDOT: This variable is derived from the variables ACCMODE1 to ACCMODE4 and is a dichotomous variable indicating whether the person used an intercity/other train to get to the access point (airport/terminal).

4. ACCMDOTH: This variable is derived from the variables ACCMODE1 to ACCMODE4 and is a dichotomous variable indicating whether the person used other means to get to the access point (airport/terminal).

5. ACCMDPOV: This variable is derived from the variables ACCMODE1 to ACCMODE4 and is a dichotomous variable indicating whether the person used a personal vehicle to get to the access point (airport/terminal).

6. ACCMDPTB: This variable is derived from the variables ACCMODE1 to ACCMODE4 and is a dichotomous variable indicating whether the person used a public transit bus to get to the access point (airport/terminal).

7. ACCMDSHP: This variable is derived from the variables ACCMODE1 to ACCMODE4 and is a dichotomous variable indicating whether the person used a ferry, boat or ship, to get to the access point (airport/terminal).

8. ACCMDSHT: This variable is derived from the variables ACCMODE1 to ACCMODE4 and is a dichotomous variable indicating whether the person used a shuttle or limousine to get to the access point (airport/terminal).

9. ACCMDSUB: This variable is derived from the variables ACCMODE1 to ACCMODE4 and is a dichotomous variable indicating whether the person used the subway or a commuter train to get to the access point (airport/terminal).

10. ACCMDTXI: This variable is derived from the variables ACCMODE1 to ACCMODE4 and is a dichotomous variable indicating whether the person used a taxi to get to the access point (airport/terminal).

11. ACCMDWLK: This variable is derived from the variables ACCMODE1 to ACCMODE4 and is a dichotomous variable indicating whether the person walked to the access point (airport/terminal).

12. ACCMOD21 through ACCMOD23: This is the recoded access mode for the travel period trip to the farthest destination. It is derived from I8 as follows:

Code 1=Personal vehicle (If I8 is codes 1 through 7)
Code 2=Air (If I8 is codes 8 or 9)
Code 3=Bus (If I8 is codes 10 through 14)
Code 4=Train (If I8 is codes 15 through 18)
Code 5=Ship (If I8 is codes 19 through 21)
Code 6=Other (If I8 is codes 22 through 26, 91)

13. ACCMSA: PMSA, MSA, or CMSA code for the access location on the way to the farthest destination.

14. ACCREG: The Census Region for the access location on the trip to the farthest destination. 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
0 = Puerto Rico

15. ACC_FLAG: The travel period trip or most recent trip had an access point. The flag is 1 if MAINMODE (I5) IS 8 THROUGH 20 and ACCMODE1 (I8) is not -1.

16. AGE_P1 to AGE_P14 (*This derived variable was created by simply renaming the variable name in the 2001 questionnaire): 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.

17. 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.

18. 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.

19. ANNUALZD: Annual miles estimates derived from the odometer readings. Variable provided by ORNL. See appendix O for details on how the variable was created.

20. ANN_FLG: Reasons for missing ANNUALZD value. Variable provided by ORNL. See appendix O for details on how the variable was created.

21. ANULZDSE: Standard error of ANNUALZD estimate. Variable provided by ORNL. See appendix O for details on how the variable was created.

22. BEGTRAV: Beginning date of the travel period showing the year and month (YYYYMM). Derived from TPBDATE.

23. BEGTRIP: The start date for this travel period trip showing the year and month (YYYYMM). Derived from LVEMNT and LVEYR (H1).

24. BESTMILE: Estimated best estimate of annual miles this vehicle was driven derived by ORNL. See appendix O for details on how the variable was created.

25. BEST_EDT: Indicates BESTMILE was edited. Variable provided by ORNL. See appendix O for details on how the variable was created.

26. BEST_FLG: Indicates how BESTMILE was derived. Variable provided by ORNL. See appendix O for details on how the variable was created.

27. BEST_OUT: Indicates outlier values for BESTMILE. Variable provided by ORNL. See appendix O for details on how the variable was created.

28. BTUCOST: Fuel cost estimated in units of cents per million British Thermal Units provided by EIA. See appendix N for details on how the variable was created.

29. BTUTCOST: Total dollar cost of fuel per year derived from BTUCOST and BTUYEAR provided by EIA. See appendix N for details on how the variable was created.

30. BTUYEAR: Estimate of the amount of million British Thermal Units consumed per year. Provided by EIA. See appendix N for details on how the variable was created.

31. 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.

32. 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)

33. 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

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

35. 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.

36. 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.

37. 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.

38. 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.

39. COMMDRVR*: Whether the person is a commercial driver. This variable is 1 if WRKDRIVE (E8) is 1.

40. COMMUTE: This travel period trip is a commuting trip. The variable is derived as follows:

Code 1=Yes. If FARREAS1 (I13) is 1.
Code 2=No. If FARREAS1 (I13) is not 1

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

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

43. 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.

44. 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.

45. 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).

46. 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.

47. 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.

48. 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.

49. 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).

50. DTNOWALK*: Lack of sidewalks. The variable is obtained from DTWALK (L2c).

51. DTPVPOT*: Aggressive driver on the road. The variable is obtained from DTSTRTS (L2e).

52. 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)).

53. EDITENTM: The end time (ENDHOUR, ENDMIN, ENDAMPM (G17)) for a travel day trip was edited.

54. EDITMILE: The trip distance (TRIPDIST, TRIPUNIT (G40)) for a travel day trip was edited.

55. EDITMIN: The time it took to make the travel day trip (TRVLHR, TRVLMIN (G42)) was edited. In 1995 this variable was named EDIT_MIN.

56. EDITMODE: The main transportation mode (TRPTRANS (G34)) for the travel day trip was edited.

57. EDITPURP: The purpose (AWAYHOME (G25) or WHYTRP90 (G26)) for a travel day trip was edited.

58. EDITRECU: A travel period trip that was reported as a recurring trip was changed to a non-recurring trip.

59. EDITSTTM: The start time (STRTHR, STRTMIN, STRTAMPM (G16)) for a travel day trip was edited.

60. EGRDIV: The Census Division for the egress location on the trip to the farthest destination. The 2000 Census Division source used washttp://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)
0 = Puerto Rico

61. EGRMDOB: This variable is derived from the variables EGRMODE1 to EGRMODE4, and is a dichotomous variable indicating whether the person used a charter, tour, school or other bus to get to the farthest destination from the egress point (airport/terminal).

62. EGRMDOT: This variable is derived from the variables EGRMODE1 to EGRMODE4, and is a dichotomous variable indicating whether the person used a Intercity/other train to get to the farthest destination from the egress point (airport/terminal).

63. EGRMDOTH: This variable is derived from the variables EGRMODE1 to EGRMODE4, and is a dichotomous variable indicating whether the person used other means to get to the farthest destination from the egress point (airport/terminal).

64. EGRMDPOV: This variable is derived from the variables EGRMODE1 to EGRMODE4, and is a dichotomous variable indicating whether the person used a personal vehicle to get to the farthest destination from the egress point (airport/terminal).

65. EGRMDPTB: This variable is derived from the variables EGRMODE1 to EGRMODE4, and is a dichotomous variable indicating whether the person used a public transit bus to get to the farthest destination from the egress point (airport/terminal).

66. EGRMDSHP: This variable is derived from the variables EGRMODE1 to EGRMODE4, and is a dichotomous variable indicating whether the person used a ferry, boat or ship, to get to the farthest destination from the egress point (airport/terminal).

67. EGRMDSHT: This variable is derived from the variables EGRMODE1 to EGRMODE4, and is a dichotomous variable indicating whether the person used a shuttle or limousine to get to the farthest destination from the egress point (airport/terminal).

68. EGRMDSUB: This variable is derived from the variables EGRMODE1 to EGRMODE4, and is a dichotomous variable indicating whether the person used the subway or a commuter train to get to the farthest destination from the egress point (airport/terminal).

69. EGRMDTXI: This variable is derived from the variables EGRMODE1 to EGRMODE4, and is a dichotomous variable indicating whether the person used a taxi to get to the farthest destination from the egress point (airport/terminal).

70. EGRMDWLK: This variable is derived from the variables EGRMODE1 to EGRMODE4, and is a dichotomous variable indicating whether the person walked to the farthest destination from the egress point (airport/terminal).

71. EGRMOD21 through EGRMOD23: This is the recoded egress mode for the travel period trip to the farthest destination. It is derived from I11 as follows:

Code 1=Personal vehicle (If I11 is codes 1 through 7)
Code 2=Air (If I11 is codes 8 or 9)
Code 3=Bus (If I11 is codes 10 through 14)
Code 4=Train (If I11 is codes 15 through 18)
Code 5=Ship (If I11 is codes 19 through 21)
Code 6=Other (If I11 is codes 22 through 26, 91)

72. EGRMSA: PMSA, MSA or CMSA code for the egress location on the way to the farthest destination.

73. EGRREG: The Census Region for the egress location on the trip to the farthest destination. 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
0 = Puerto Rico

74. EGR_FLAG; The travel period trip or most recent trip had an egress point. The flag is 1 if MAINMODE (I5) IS 8 THROUGH 20 and EGRMODE1 (I11) is not -1.

75. EHHWT01-99: Replicate weights for the household weight (EXPFLHHN) where 100 percent of household members 18 and over completed a person interview.

76. EIADMPG: Miles per gallon estimate for this vehicle derived by EIA. See appendix N for details on how the variable was created.

77. ENDTIME: The end time of a travel day trip (ENDHOUR, ENDMIN, ENDAMPM (G17)) reported in military time (0001 through 2400 hours).

78. ENDTRAV: Ending date of the travel period showing the year and month (YYYYMM). Derived from TPEDATE.

79. ENDTRIP: The end date for this travel period trip showing the year and month (YYYYMM). Derived from RETMNT and RETYR (H1).

80. EPATMPG: EPA estimate of total miles per gallon for this vehicle provided by EIA. See appendix N for details on how the variable was created.

81. EPATMPGF: Indicates that EPATMPG was imputed. Variable provided by EIA. See appendix N for details on how the variable was created.

82. EPERWT01-99: Replicate weights for the person weight (EXPFLPRN) for households where 100 percent of household members 18 and over completed a person interview.

83. EPTPWT01-99: Replicate weights travel period weight (EXPFLPTP) for persons in households where 100 percent of household members 18 and over completed a person interview.

84. 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.

85. ESTMLCAT*: Mileage category for vehicles owned less than 12 months. Derived from ESTMILE2 (L10B).

86. ETRDWT01-99: Replicate weights for the travel day trip weight (EXPFLTDN) for persons in households where 100 percent of household members 18 and over completed a person interview.

87. EXPFLHHN: Household weight for 100 percent completed households for the national sample.

88. EXPFLPRN: Person weight for households where 100 percent of household members 18 and over completed a person interview for the national sample only.

89. EXPFLPTP: Travel period weight for persons in households where 100 percent of household members 18 and over completed a person interview.

90. EXPFLTDN: Travel day trip weight for persons in households where 100 percent of household members 18 and over completed a person interview.

91. FARDIV: The classification is derived from the geocode for the location of the farthest destination for this travel period trip. 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)
0 = Puerto Rico

92. FARMDOB: This variable is derived from the variables FARMODE1 to FARMODE4, and is a dichotomous variable indicating whether the person used a charter, tour, school or other bus at the farthest destination.

93. FARMDOT: This variable is derived from the variables FARMODE1 to FARMODE4, and is a dichotomous variable indicating whether the person used a Intercity/other train at the farthest destination.

94. FARMDOTH: This variable is derived from the variables FARMODE1 to FARMODE4, and is a dichotomous variable indicating whether the person used other means at the farthest destination.

95. FARMDPOV: This variable is derived from the variables FARMODE1 to FARMODE4, and is a dichotomous variable indicating whether the person used a personal vehicle at the farthest destination.

96. FARMDPTB: This variable is derived from the variables FARMODE1 to FARMODE4, and is a dichotomous variable indicating whether the person used a public transit bus at the farthest destination.

97. FARMDSHP: This variable is derived from the variables FARMODE1 to FARMODE4, and is a dichotomous variable indicating whether the person used a ferry, boat or ship, at the farthest destination.

98. FARMDSHT: This variable is derived from the variables FARMODE1 to FARMODE4, and is a dichotomous variable indicating whether the person used a shuttle or limousine at the farthest destination.

99. FARMDSUB: This variable is derived from the variables FARMODE1 to FARMODE4, and is a dichotomous variable indicating whether the person used the subway or a commuter train at the farthest destination.

100. FARMDTXI: This variable is derived from the variables FARMODE1 to FARMODE4, and is a dichotomous variable indicating whether the person used a taxi at the farthest destination.

101. FARMDWLK: This variable is derived from the variables FARMODE1 to FARMODE4, and is a dichotomous variable indicating whether the person walked at the farthest destination.

102. FARMOD21 through FARMOD25: This is the recoded mode for modes used while in the farthest destination. It is derived from I12 as follows:

Code 1=Personal vehicle (If I12 is codes 1 through 7)
Code 2=Air (If I12 is codes 8 or 9)
Code 3=Bus (If I12 is codes 10 through 14)
Code 4=Train (If I12 is codes 15 through 18)
Code 5=Ship (If I12 is codes 19 through 21)
Code 6=Other (If I12 is codes 22 through 26, 91)

103. FARMSA: PMSA, MSA or CMSA code for the farthest destination reached on this travel period trip.

104. FARREA21 through FARREA24: The recoded reason for the trip to the farthest destination. Recode I13 into the following 4 categories:

Code 1=If I13 is codes 1 through 3.
Code 2=If I13 is codes 5 through 12.
Code 3=If I13 is codes 4 or 15 through 17.
Code 4=If I13 is not one of the codes above.

105. FARREG: The classification is derived from the geocode for the location of the farthest destination for this travel period trip. 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
0 = Puerto Rico

106. FHHWT01-99: Replicate weights associated with the household weight for households where at least 50 percent of household members 18 and over completed a person interview (WTHHNTL).

107. FLCAMPRV: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person stayed in a camper, trailer, tent or other recreational vehicle at the furthest destination of their travel period trip.

108. FLCONF: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person stayed at a conference center for participants only at the furthest destination of their travel period trip.

109. FLCORP: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person stayed in corporate-owned housing at the furthest destination of their travel period trip.

110. FLDORM: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person stayed at a dormitory or youth hostel at the furthest destination of their travel period trip.

111. FLFRNREL: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person stayed at a friend or relative's home at the furthest destination of their travel period trip.

112. 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.

113. 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.

114. 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.

115. FLHOTEL: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person stayed at a hotel, motel, bed and breakfast, or resort at the furthest destination of their travel period trip.

116. FLMIL: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person stayed in military housing at the furthest destination of their travel period trip.

117. FLNONT: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person did not stay overnight at the furthest destination of their travel period trip.

118. FLOTHR: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person stayed in some other facility at the furthest destination of their travel period trip.

119. FLOWNP: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person stayed in an owned cabin, condominium, vacation home or timeshare at the furthest destination of their travel period trip.

120. FLRENTP: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person stayed in a rented cabin, condominium, vacation home or timeshare at the furthest destination of their travel period trip.

121. FLTRANST: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person was in transit in an automobile, plane, ship or train at furthest destination of their travel period trip.

122. FLYMCA: This variable is derived from FARLODG1 to FARLODG3. It is a dichotomous variable that indicates whether a person stayed in a YMCA facility at the furthest destination of their travel period trip.

123. FPERWT01-99: Replicate weights for the person weight for households (WTPRNTL) where at least 50 percent of household members 18 and over completed a person interview.

124. FPTPWT01-99: Replicate weights for the travel period weight (WTPTPFIN) for persons in households where at least 50 percent of household members 18 and over completed a person interview.

125. FTRDWT01-99: Replicate weights for the travel day trip weight (WTTRDNTL) for persons in households where at least 50 percent of household members 18 and over completed a person interview.

126. FUELTYPE: Vehicle fuel type provided by EIA. See appendix N for details on how the variable was created.

127. GCDACCOD: ORNL provided great circle distance from home to the access point on the way to the farthest destination.

128. GCDDO: ORNL provided great circle distance from the farthest destination to home for this travel period or most recent trip. Calculated by summing the GCD for each imputed access, imputed egress and overnight stop segment on the way from the farthest destination to home.

129. GCDEGROD: ORNL provided great circle distance from the egress point to the farthest destination.

130. GCDOD: ORNL provided great circle distance from home to the farthest destination for this travel period or most recent trip. Calculated by summing the GCD for each access, egress and overnight stop segment on the way to the farthest destination.

131. GCDTOT: ORNL provided total great circle distance in miles from home to the farthest destination and back for this travel period or most recent trip. This is the sum of the great circle distance for each segment of the trip and includes the sum of access, egress and overnight stops on each way. It is the sum of GCDOD and GCDDO.

132. 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.

133. GSCOST: Fuel cost estimated in cents per gallon for this vehicle in the local area provided by EIA. See appendix N for details on how the variable was created.

134. GSTOTCST: Total cost of fuel per year for this vehicle derived from variables GSCST and GSYRGAL. Provided by EIA. See appendix N for details on how the variable was created.

135. GSYRGAL: Gallons of gasoline per year for this vehicle derived from variables BESTMILE and EIADMPG. Provided by EIA. See appendix N for details on how the variable was created.

136. HBHRESDN: Housing units density in units per square mile provided by Claritas.

137. HBHTNRNT: Percent renter occupied by block group (Claritas).

138. HBHUR: Urban/rural code provided by Claritas.

139. HBPPOPDN: Population density provided by Claritas.

140. HHC_MSA: The CMSA or MSA code for the household's home address. In 1995 this variable was named HHMSA.

141. 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.

142. 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.

143. HHINTDT: The month and year the household interview was completed (YYYYMM).

144. HHMNINC: Number of household members with income NOT included in HHFAMINC. Count the number of person numbers in HHMINC1-15 (M23).

145. HHRESP: The unique 2-digit person ID number for the household respondent. This is the last two digits of the person ID number.

146. HHR_AGE*: Age of the household respondent. Derived from AGE (C5).

147. HHR_DRVR: Indicates whether the household respondent is a driver. Derived from DRVR (C8). In 1995 this variable was named REF_DRVR.

148. HHR_EDUC: Indicates the education level of the household respondent. Derived from EDUC (M7).

149. HHR_HISP*: Indicates the Hispanic ethnicity for the household respondent. Derived from HH_HISP (C6).

150. 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.

151. HHR_SEX*: Indicates the gender of the household respondent. Derived from SEX (C5).

152. 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.

153. 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.

154. HHSIZE: Count of household members in the household. Use the number enumerated in C8, excluding persons with a final result code beginning with "O."

155. HHSTATE: This is the geocoded state for the household's home address.

156. 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.

157. HHTOTD: Number of days between the date the household completed the household interview and the date of the travel day.

158. 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.

159. 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.

160. HH_ONTP: Total number of household members on this travel period or most recent trip including subject. Derived from the sum of ONTP_P1 through ONTP_P14 (derived).

161. 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.

162. HOUSEID*: The eight-digit household ID number.

163. HTEMPDN: Jobs per square mile-tract level (Claritas)

164. HTHRESDN: Housing units per square mile- tract level (Claritas)

165. HTHTNRNT: Percent renter occupied- tract level (Claritas)

166. HTHUR: Census tract urban/rural code provided by Claritas.

167. HTPPOPDN: Population per square mile-tract level (Claritas)

168. IFARCTRY: Farthest international country reached on this travel period trip. Derived from H1 if FARST is international. This variable has five categories—Mexico, Canada, Caribbean, Europe and Other.

169. IMPTAGE: Subject's age (AGE (C8)) was imputed.

170. IMPTENTM: The end time (ENDHOUR, ENDMIN, ENDAMPM (G17)) for a travel day trip was imputed.

171. IMPTHOWN: Whether the home was owned or rented (HOMEOWN (C2)) was imputed.

172. IMPTHTYP: The type of home (HOMETYPE (C1)) the household lives in was imputed.

173. IMPTLEDT: The date the subject left home for this travel period trip was imputed.

174. IMPTMILE: The trip distance (TRIPDIST, TRIPUNIT (G40)) for a travel day trip was imputed.

175. IMPTMIN: The travel time (TRVLHR, TRVLMIN (G42)) for a travel day trip was imputed.

176. IMPTNTIM: The number of times (NTIMES (H1)) this recurring travel period trip was made during the travel period was imputed.

177. IMPTPHON: The values of OTHRPHON (C15) and NONVOICE (C16) were modified to agree with each other.

178. IMPTRACE: The race (HH_RACE1 through HH_RACE8 (C7)) for the household respondent was imputed.

179. IMPTREDT: The date the subject returned home for this travel period trip was imputed.

180. IMPTSEX: The subject's gender (SEX (C8)) was imputed.

181. IMPTSTTM: The start time (STRTHR, STRTMIN, STRTAMPM (G16)) for a travel day trip was imputed.

182. 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).

183. IMPTTRIP: An entire travel day trip (Section G trip) was imputed.

184. 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.

185. INC_P1 through INC_P14*: Indicates whether the subject's income is not included in HHFAMINC (derived). Derived from HHMINC1 through HHMINC15 (M23).

186. 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.

187. INT_FLAG: This flag indicates that the farthest destination for this travel period or most recent trip was international.

188. LANG: Language the household interview was conducted in. Derived from CATI variable SCRN.ENGLSPAN.

189. 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 categories 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.

190. 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.

191. LSTTRDT: Month and year of last trip before travel day. Derived from LASTRPMM, LASTRPYY (G14). Not reported if month or year is missing (YYYYMM).

192. MAILHOME: Pre-household interview letter was mailed to the household and not returned.

193. MAINMOD2: This is the recoded main transportation mode for I5. Derive the variable as follows:

Code 1=Personal vehicle (If I5 is codes 1 through 7)
Code 2=Air (If I5 is codes 8 or 9)
Code 3=Bus (If I5 is codes 10 through 14)
Code 4=Train (If I5 is codes 15 through 18)
Code 5=Ship (If I5 is codes 19 through 21)
Code 6=Other (If I5 is codes 22 through 26, 91)

194. MAINMODE: This is the collapsed version of the transportation mode data in I5. Retain the categories as in I5 with the following exceptions:

Code categories 10 and 11 as 10 (Public Transit/Commuter).
Code categories 17 and 18 as 17 (Subway/Street Car).
Code categories 19, 20 & 21 as 19 (Ship/Boat/Ferry).
Code categories 22 through 25 as 91 (Other).

195. MAKECODE: NASS vehicle make code. Derived from MAKECODE (B2), E_MAKE (L7), and odometer readings. See appendix H for further details.

196. MAKEMODL: This variable indicates the make and model of the household's vehicle by joining together the two-digit code for make (MAKECODE) if followed by the three-digit code for model. (MODLCODE). See appendix H for further details on make and model codes.

197. MODLCODE: NASS vehicle model code. Derived from MODLCODE (B2), E_MODL (L7), and odometer readings. See appendix H for further details.

198. 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.

199. 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.

200. NBIKETRP*: Number of bike trips in the past week. The variable was obtained from BIKETRIP (L4)

201. 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.

202. NTSAWAY: Number of nights away on this travel period or most recent trip. Derived by subtracting ENDTRIP2 (derived) from BEGTRIP2 (derived) if this a travel period trip. If a most recent trip derive the variable by subtracting 1 from MRTDAYS (K5). See chapter 7 regarding potential data anomalies.

203. 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.

204. NUMONTRP: Total count of people on travel day trip, including subject. Derived by adding HH_ONTD (derived) and NONHHCNT(derived).

205. OCCAT*: Subject's occupation. Derived from JOBCATEG (E7).

206. 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.

207. 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.

208. 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).

209. ONTP_P1 through ONTP_P14: Household member was on the travel period trip. Derived by assuming the subject was on the trip and adding anyone else reported in HHM1 through HHM15 (I3).

210. 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.

211. 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.

212. PRCASEID*: The 10 digit person ID derived from ENUMID. It includes the eight-digit household ID (HOUSEID) followed by the two-digit person ID (PERSONID).

213. PRMDRVR1: Household vehicle that subject is primary driver of, derived from WHOMAIN (C12) and B2 (VEHID).

214. PRMDRVR2: A second household vehicle that subject is primary driver of, derived from WHOMAIN (C12) and B2 (VEHID)

215. PRMDRVR3: A third household vehicle that subject is primary driver of, derived from WHOMAIN (C12) and B2 (VEHID).

216. 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

217. 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.

218. 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.

219. 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.

220. 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.

221. RATIOWV: Ratio of number of workers to the number of vehicles in the household. Derived by dividing WRKCOUNT (derived) by HHVEHCNT (derived).

222. 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.

223. 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.

224. 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.

225. 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."

226. RETMOD2: This is the recoded main transportation mode for I15. Derive the variable as follows:

Code 1=Personal vehicle (If I15 is codes 1 through 7)
Code 2=Air (If I15 is codes 8 or 9)
Code 3=Bus (If I15 is codes 10 through 14)
Code 4=Train (If I15 is codes 15 through 18)
Code 5=Ship (If I15 is codes 19 through 21)
Code 6=Other (If I5 is codes 22 through 26, 91)

227. RETMODE: This is the collapsed version of the transportation mode data in I15. Retain the categories as in I15 with the following exceptions:

Code categories 10 and 11 as 10 (Public Transit/Commuter).
Code categories 17 and 18 as 17 (Subway/Street Car).
Code categories 19, 20 & 21 as 19 (Ship/Boat/Ferry).
Code categories 22 through 25 as 91 (Other).

228. RSTP(1 through 4)DIV: The classification is derived from the geocode for the overnight stop location on the return trip from the farthest destination. 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)
0 = Puerto Rico

229. RSTP(1 through 4)MSA: PMSA, MSA or CMSA code for the geocode for the overnight stop location on the return trip from the farthest destination.

230. RSTP(1 through 4)REG: The classification is derived from the geocode for the overnight stop location on the return trip from the farthest destination. 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
0 = Puerto Rico

231. RSTPM211 through RSTPM243. This is the recoded transportation mode for modes used at overnight stops on the way from the farthest destination. It is derived from J3 and I17 as follows:

Code 1=Personal vehicle (If J3 is codes 1 through 7)
Code 2=Air (If J3 is codes 8 or 9)
Code 3=Bus (If J3 is codes 10 through 14)
Code 4=Train (If J3 is codes 15 through 18)
Code 5=Ship (If J3 is codes 19 through 21)
Code 6=Other (If J3 is codes 22 through 26, 91)

232. RSTPMD11 through RSTPMD43: Transportation used during stay in the overnight stop place on the way home from the farthest destination for this travel period or most recent trip. The 1st numeric digit holds the overnight stop number and the second the transportation mode. Derived from STPMODE1 through 9 (J3) and RETSTOP (I17).

233. RSTPRE21 through RSTPRE24: The recoded reason for the overnight stop on the trip to the farthest destination. Recode J2 into the following 4 categories:

Code 1=If J2 is codes 1 through 3.
Code 2=If J2 is codes 5 through 12.
Code 3=If J2 is codes 4 or 15 through 17.
Code 4=If J2 is not one of the codes above.

234. RSTPREA1 through RSTPREA4: Original main reason for staying overnight on the return home from the farthest destination. Derived from STPREAS (J2) and RETSTOP (I17).

235. RSTPST1 through 4: Overnight stop state on the return home from the farthest destination for this travel period or most recent trip. Derived from STPSTAT (J1) and RETSTOP (I17).

236. RTEACCOD: ORNL provided route distance from home to the access point on the way to the farthest destination.

237. RTEDSTDO: ORNL provided route distance from the farthest destination to home for this travel period trip. Calculated by summing the GCD for each imputed access, imputed egress and overnight stop segment on the way from the farthest destination to home.

238. RTEDSTOD: ORNL provided route distance from home to the farthest destination for this travel period trip. Calculated by summing the distance for each access, egress and overnight stop segment on the way to the farthest destination.

239. RTEEGROD: ORNL provided route distance from the egress point to the farthest destination.

240. RTETOT: ORNL provided total route distance from home to the farthest destination and back for this travel period trip. This is the sum of the great circle distance for each segment of the trip and includes access, egress and overnight stops. It is the sum of RTEDSTOD and RTEDSTDO.

241. R_AGE*: Age of subject. Derived from AGE (C8). Do not put in the imputed age. Leave values as -7, -8 and -9.

242. R_AGEWGT: Age of subject used in weighting. Replace values in R_AGE that are -7, -8 or -9 with the imputed age values.

243. R_RELAT*: Relationship of subject to household respondent. Derived from HH_RELAT (C8).

244. R_SEX*: Gender of subject. Derived from SEX (C8).

245. 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.

246. 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.

247. STPS_FRM: Number of overnight stops on the way home from the farthest destination for this travel period or most recent trip. Derived by counting the number of STAY segments for this trip when RETSTOP (I17) is 1.

248. STPS_TO: Number of overnight stops on the way to the farthest destination for this travel period or most recent trip. Derived by counting the number of STAY segments for this trip when FARSTOP (I16) is 1.

249. STRTTIME: The start time of a travel day trip (STRTHR, STRTMIN, STRTAMPM (G16)) reported in military time (0001 through 2400 hours).

250. 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.

251. TDAYDATE: The month and year for the household's assigned travel day (YYYYMM). In 1995 this variable was named TDAY_MON, TDAY_YR.

252. 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.

253. TDCASEID: The 12 digit travel day trip ID derived from PRCASEID (derived) and DTRPNUM.

254. 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.

255. TDTRPNUM: The travel day trip number for the subject. This is derived from the last two digits of the trip identification number.

256. 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.

257. 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).

258. TELCELL*: The number of cellular phones used by household members. Derived from HHNUMCEL (C14).

259. TELLAND: Total number of landline phones. Derived from OTHRPHON (C15) + 1.

260. 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).

261. TELTYPE: Indicates whether the sampled telephone number is used for home use only or for both home and business use. Derived from SFONEUSE (A1).

262. TOT_DTM1: This variable is the sum of *travel day* person trips, including zero, made by this subject by personal vehicle (POV). It includes trips reported by this subject for which trip detail was obtained from another household member.

263. TOT_DTM2: This variable is the sum of *travel day* person trips, including zero, made by this subject using public transportation. It includes trips reported by this subject for which trip detail was obtained from another household member. Public transit includes local public transit bus, commuter bus, commuter train, subway or elevated trains, and trolley or streetcars.

264. TOT_DTM3: This variable is the sum of *travel day* person trips, including zero, made by this subject by school bus. It includes trips reported by this subject for which trip detail was obtained from another household member.

265. TOT_DTM4: This variable is the sum of *travel day* person trips, including zero, made by this subject by walking. It includes trips reported by this subject for which trip detail was obtained from another household member.

266. TOT_DTM5: This variable is the sum of *travel day* person trips, including zero, made by this subject using other modes. It includes trips reported by this subject for which trip detail was obtained from another household member.

267. TOT_DTR1: This variable is the sum of *travel day* person trips, including zero, made by this subject for the purpose of work. It includes trips reported by this subject for which trip detail was obtained from another household member.

268. TOT_DTR2: This variable is the sum of *travel day* person trips, including zero, made by this subject that are work related (does not include commute trips). It includes trips reported by this subject for which trip detail was obtained from another household member.

269. TOT_DTR3: This variable is the sum of *travel day* person trips, including zero, made by this subject for family or personal reasons. It includes trips reported by this subject for which trip detail was obtained from another household member.

270. TOT_DTR4: This variable is the sum of *travel day* person trips, including zero, made by this subject for the purpose of attending school or church. It includes trips reported by this subject for which trip detail was obtained from another household member.

271. TOT_DTR5: This variable is the sum of *travel day* person trips, including zero, made by this subject for social or recreational purposes. It includes trips reported by this subject for which trip detail was obtained from another household member.

272. TOT_DTR6: This variable is the sum of *travel day* person trips, including zero, made by this subject for other purposes. It includes trips reported by this subject for which trip detail was obtained from another household member.

273. TOT_TTM1: This variable is the sum of *travel period* person trips, including zero, made by this subject by personal vehicles (POV). It includes trips reported by this subject for which trip detail was obtained from another household member.

274. TOT_TTM2: This variable is the sum of *travel period* person trips, including zero, made by this subject by air. It includes trips reported by this subject for which trip detail was obtained from another household member.

275. TOT_TTM3: This variable is the sum of *travel period* person trips, including zero, made by this subject by bus. It includes trips reported by this subject for which trip detail was obtained from another household member.

276. TOT_TTM4: This variable is the sum of *travel period* person trips, including zero, made by this subject by train. It includes trips reported by this subject for which trip detail was obtained from another household member.

277. TOT_TTM5: This variable is the sum of *travel period* person trips, including zero, made by this subject by ship. It includes trips reported by this subject for which trip detail was obtained from another household member.

278. TOT_TTM6: This variable is the sum of *travel period* person trips, including zero, made by this subject by other modes. It includes trips reported by this subject for which trip detail was obtained from another household member.

279. TOT_TTR1: This variable is the sum of *travel period* person trips, including zero, made by this subject for business purposes. It includes trips reported by this subject for which trip detail was obtained from another household member.

280. TOT_TTR2: This variable is the sum of *travel period* person trips, including zero, made by this subject for pleasure or leisure. It includes trips reported by this subject for which trip detail was obtained from another household member.

281. TOT_TTR3: This variable is the sum of *travel period* person trips, including zero, made by this subject for personal business purposes. It includes trips reported by this subject for which trip detail was obtained from another household member.

282. TOT_TTR4: This variable is the sum of *travel period* person trips, including zero, made by this subject for other purposes. It includes trips reported by this subject for which trip detail was obtained from another household member.

283. TPBOA911: The variable is derived from LVEMNT, LVEDAY, LVEYR, RETMNT, RETDAY and RETYR (H1). The categories are:

Code 1=the travel period trip began and ended before 9/11/01
Code 2=the travel period trip began on or before and ended on or after 9/11/01
Code 3=the travel period trip began and ended after 9/11/01

284. TPCASEID: The 12-digit travel period trip ID derived from PRCASEID (derived) and TRIPNUM. This variable is formed by concatenating the 8-digit household ID (HOUSEID) with the 2-digit person ID (PERSONID), followed by the 2-digit trip number (TPTRPNUM) to form a unique person-level trip identifier. A unique household-level trip identifier can be created by concatenating the HOUSEID and TPTRPNUM variables.

285. TPDRVFLG*: The variable indicates who was the driver on this travel period trip. Derived from DRIVER (I6).

286. TPMSDTRP: Indicates a missed travel period trip. The variable is 1 if the missed trip was reported by the subject after all other travel period trips were rostered. Derived from DP_FLAG.

287. TPNUMTRP: Total count of people on the travel period trip including the subject. Derived by summing ONTP_P1 through ONTP_P14 (derived) and NUMNHHM (I4).

288. TPRECURR*: The number of times this recurring trip was made during the travel period. Derived by copying the value from NTIMES in the original trip into each recurring trip.

289. TPTRPNUM: The two-digit trip number for this trip. Derived from the last two digits of the trip number.

290. TRACC1 through TRACC5*: The transportation mode (access) used to get to public transportation. Derived from HOWPUB1-5 (G35).

291. TRACCOB: This variable is derived from the variables TRACC1 to TRACC5, and is a dichotomous variable indicating whether the person used a charter, tour, school or other bus to access public transportation.

292. TRACCOT: This variable is derived from the variables TRACC1 to TRACC5, and is a dichotomous variable indicating whether the person used a Intercity/other train to access public transportation.

293. TRACCOTH: This variable is derived from the variables TRACC1 to TRACC5, and is a dichotomous variable indicating whether the person used other means to access public transportation.

294. TRACCPOV: This variable is derived from the variables TRACC1 to TRACC5, and is a dichotomous variable indicating whether the person used a personal vehicle to access public transportation.

295. TRACCPTB: This variable is derived from the variables TRACC1 to TRACC5, and is a dichotomous variable indicating whether the person used a public transit bus to access public transportation.

296. TRACCSHP: This variable is derived from the variables TRACC1 to TRACC5, and is a dichotomous variable indicating whether the person used a ferry, boat or ship, to access public transportation.

297. TRACCSUB: This variable is derived from the variables TRACC1 to TRACC5, and is a dichotomous variable indicating whether the person used the subway or a commuter train to access public transportation.

298. TRACCTM: Time taken to get to public transportation on travel day trip, converted to minutes. Derived by converting LONGTO, LONGMIN (G36) to minutes.

299. TRACCTXI: This variable is derived from the variables TRACC1 to TRACC5, and is a dichotomous variable indicating whether the person used a taxi to access public transportation.

300. TRACCWLK: This variable is derived from the variables TRACC1 to TRACC5, and is a dichotomous variable indicating whether the person walked to public transportation.

301. TRAVDAY: The day of week for the household's assigned travel day.

302. TREGR1 through TREGR5*: The transportation mode (egress) used to get from public transportation to the final destination. Derived from HOWFRP1-5 (G38).

303. TREGROB: This variable is derived from the variables TREGR1 to TREGR5, and is a dichotomous variable indicating whether the person used a charter, tour, school or other bus from public transportation to the final destination.

304. TREGROT: This variable is derived from the variables TREGR1 to TREGR5, and is a dichotomous variable indicating whether the person used a Intercity/other train from public transportation to the final destination.

305. TREGROTH: This variable is derived from the variables TREGR1 to TREGR5, and is a dichotomous variable indicating whether the person used other means from public transportation to the final destination.

306. TREGRPOV: This variable is derived from the variables TREGR1 to TREGR5, and is a dichotomous variable indicating whether the person used a personal vehicle from public transportation to the final destination.

307. TREGRPTB: This variable is derived from the variables TREGR1 to TREGR5, and is a dichotomous variable indicating whether the person used a public transit bus from public transportation to the final destination.

308. TREGRSHP: This variable is derived from the variables TREGR1 to TREGR5, and is a dichotomous variable indicating whether the person used a ferry, boat or ship, from public transportation to the final destination.

309. TREGRSUB: This variable is derived from the variables TREGR1 to TREGR5, and is a dichotomous variable indicating whether the person used the subway or a commuter train from public transportation to the final destination.

310. TREGRTXI: This variable is derived from the variables TREGR1 to TREGR5, and is a dichotomous variable indicating whether the person used a taxi from public transportation to the final destination.

311. TREGRWLK: This variable is derived from the variables TREGR1 to TREGR5, and is a dichotomous variable indicating whether the person walked from public transportation to the final destination.

312. 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.

313. TRPDIST*: Travel day trip distance reported in miles or blocks. Code the value in TRIPDIST (G40).

314. 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.

315. TRVLCMIN: The numeric difference between the start time and the end time of the trip.

316. TRVL_MIN: Time to complete entire travel day trip in minutes. Derived from TRVLHR and TRVLMIN (G42).

317. TRWAITTM: Time spent waiting for public transportation on travel day trip in minutes. Derived from WAITMINU and WAIT_MIN (G37).

318. TSTP(1 through 4)DIV: The classification is derived from the geocode for the overnight stop location on the way to the farthest destination. 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)
0 = Puerto Rico

319. TSTP(1 through 4)MSA: PMSA, MSA or CMSA code for the geocode for the overnight stop location on the way to the farthest destination.

320. TSTP(1 through 4)REG: The classification is derived from the geocode for the overnight stop location on the way to the farthest destination. 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
0 = Puerto Rico

321. TSTPM211 through TSTPM243: This is the recoded transportation mode for modes used at overnight stops on the way to the farthest destination. It is derived from J3 and I16 as follows:

Code 1=Personal vehicle (If J3 is codes 1 through 7)
Code 2=Air (If J3 is codes 8 or 9)
Code 3=Bus (If J3 is codes 10 through 14)
Code 4=Train (If J3 is codes 15 through 18)
Code 5=Ship (If J3 is codes 19 through 21)
Code 6=Other (If J3 is codes 22 through 26, 91)

322. TSTPMD11 through TSTPMD43: Transportation used during stay in the overnight stop place on the way to the farthest destination for this travel period or most recent trip. Derived from STPMODE1 through 9 (J3) and FARSTOP (I16).

323. TSTPRE21 through TSTPRE24: The recoded reason for the overnight stop on the trip to the farthest destination. Recode J2 into the following 4 categories:

Code 1=If J2 is codes 1 through 3.
Code 2=If J2 is codes 5 through 12.
Code 3=If J2 is codes 4 or 15 through 17.
Code 4=If J2 is not one of the codes above.

324. TSTPREA1 through TSTPREA4: The original reason for the overnight stop on the way to the destination. Derived from STPREAS (J2) and FARSTOP (I16).

325. TSTPST1 through 4: Overnight stop state on the way to the farthest destination for this travel period or most recent trip. Derived from STPSTAT (J1) and FARSTOP (I16).

326. 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

327. 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).

328. 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.

329. VEHID: The household vehicle number derived from the last two digits of the 10 digit vehicle ID in CATI.

330. VEHMLCAT*: The variable was obtained from VEHMILE2 (L9b).

331. VEHOWNMO: Duration of vehicle ownership, if less than 12 months, converted to months. Derived from VEHOWNED and OWNUNIT (L8).

332. VEHTYPE*: This is derived from variable E_VTYPE (L7).

333. VEHUSED*: The variable was obtained from VEHID (G31).

334. VEHYEAR: Vehicle year, derived from VEHYEAR (B2), E_VYEAR (L7) and odometer readings.

335. VHCASEID*: The 11 digit vehicle identification number derived from VEHIID in CATI.

336. VTYPFUEL: This variable is derived from VEHTYPE and FUELTYPE. The variable is provided by ORNL. See appendix O for details on how the variable was created.

337. WEBWHER: Location from where the Internet is used. Derived from variables WEBACC (M1), WEBHOME (M3), WEBWORK (M3) and WEBOTHER (M3).

338. WEEKEND: This travel period trip includes a weekend. Derive the trip duration from variables LVEMNT, LVEDAY, LVEYR and RETMNT, RETDAY, RETYR (H1). It is the difference between the return date and leave date +1. Then code as follows:

Code 1=Short weekend trip. Includes trips of 2 or 3 days in duration, and includes a Friday and/or Saturday, and the return date does not fall on a Friday.
Code 2=Long weekend trip. Includes trips of 4 to 6 days in duration, and includes a Friday and/or Saturday, and the return date does not fall on a Friday.
Code 3=Not Weekend Trip. All other trips.

339. 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.

340. 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.

341. 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.

342. WHYTRP01: Detailed travel day trip purpose. Derived from AWAYHOME (G25) and WHYTRP90 (G26).

343. 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.

344. WHYTRP90: Travel day trip purpose codes as defined in the 1990 NPTS.

345. WKCTFIPS: City FIPS Code for the geocode for the subject's work address.

346. 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.

347. 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.

348. 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.

349. 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.

350. WORKSTAT: State in which subject's workplace is located. Derived from the geocoded workplace address.

351. WRKCOUNT: The number of household members that are workers. Derived by summing all occurrences where WKR_P1 through WKR_P14 is 1.

352. WRKR_P1 to WRKR_P14*: Indicates whether the subject had a job at the time of the household interview. Derived from WRKR (C8).

353. WTHHNTL: The household weight for households where at least 50 percent of the household members 18 and over completed a person interview.

354. WTPRNTL: The person weight for households where at least 50 percent of the household members 18 and over completed a person interview.

355. WTPTPFIN: Travel period weight for persons in households where at least 50 percent of household members 18 and over completed a person interview.

356. WTTRDNTL: Travel day trip weight for households, i.e., useable households, where at least 50 percent of the household members 18 and over completed a person interview..

357. YR_FLAG: The date of the most recent trip and the interview date is less than 365 days. Set the flag to 1 if K4 is not -1.

358. YRMLCAP: Flag indicates that the variable YEARMILE (L5) was capped at 200,000 miles. In 1995 this variable was named YMILEFLG.

359. YRMLCAT*: The variable was obtained from YEARMIL2 (L5b).

360. YRTOUS*: Year the subject entered the United States. Derived from variable WHENTOUS (M10).

APPENDIX H

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
Porsche	45	H-45
Renault	46	H-46
Saab	47	H-46
Subaru	48	H-47
Toyota	49	H-49
Triumph	50	H-51
Volvo	51	H-53
Mitsubishi	52	H-38
Suzuki	53	H-48
Acura	54	H-4
Hyundai	55	H-27
Merkur	56	H-37
Yugo	57	H-54
Infiniti	58	H-28
Lexus	59	H-32
Daihatsu	60	H-15
Sterling	61	H-47
Land Rover	62	H-31
KIA	63	H-30
Daewoo	64	H-14
Maserati	69	H-55
Aston Martin	69	H-54
Bricklin	69	H-54
Citroen	69	H-54
De Lorean	69	H-54
Ferrari	69	H-54
Hillman	69	H-54
Jensen	69	H-54
Lamborghini	69	H-55
Lotus	69	H-55
Morris	69	H-55
Bentley	69	H-55
Rolls Royce	69	H-55
Simca	69	H-55
Sunbeam	69	H-55
TVR	69	H-55
Desta	69	H-55
Reliant (British)	69	H-55
Bertone	69	H-56
Lada	69	H-56
Singer	69	H-56
BSA	70	H-55
Ducati	71	H-56
Harley-Davidson	72	H-56
Kawasaki	73	H-56
Moto-Guzzi	74	H-57
Norton	75	H-57
Yamaha	76	H-57
Brockway	80	H-58
Diamond Reo or Reo	81	H-58
Freightliner	82	H-59
FWD	83	H-60
International Harvester	84	H-61
Navistar	84	H-61
Kenworth	85	H-62
Mack	86	H-63
Peterbilt	87	H-64
Iveco/Magirus	88	H-63
White/Autocar	89	H-65
White/GMC	89	H-65
Bluebird	90	H-66
Gillig	92	H-66
MCI	93	H-66
Thomas Built	94	H-66
Sterling	98	H-46
Auto-Union-DKW	98	H-67
Divco	98	H-67
Western Star	98	H-67
Oshkosh	98	H-67
Hino	98	H-67
Scania	98	H-67
UD	98	H-67
Neoplan	98	H-68
Carpenter	98	H-68
Collins Bus	98	H-68
DINA	98	H-68
Mid Bus	98	H-68
Orion	98	H-68
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 I

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 G 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 J

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

(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 <u>exclusively</u> 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) (DTRP.DTRPREP)	Reported by
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 <u>EACH</u> 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}?

<u>Start Time</u>
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 <u>HAS NOT</u> BEEN REPORTED PREVIOUSLY, GO TO THE NEXT PROGRAMMER NOTE.

IF DATA ON THIS TRIP <u>HAS</u> 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 number used for...
(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 **(MAKEALPH)**	MAKE **(MAKECODE)**	MODEL **(MODLCODE)**	YEAR **(VEHYEAR)**	TYP **(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 <u>exclusivamente</u> 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 TITLE 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 <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	

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 <u>NOT</u> INCLUDE DAYS WORKED AT HOME IN <u>ADDITION</u> 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) **(WHEREOS)**		GO TO BOX BEFORE G16 (N_G18ABC)
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 NOT 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 NOT 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 K

NHTS FIELD DOCUMENTS

This Appendix contains samples of the documents used during the conduct of the 2001 NHTS. The documents are included 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.

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!

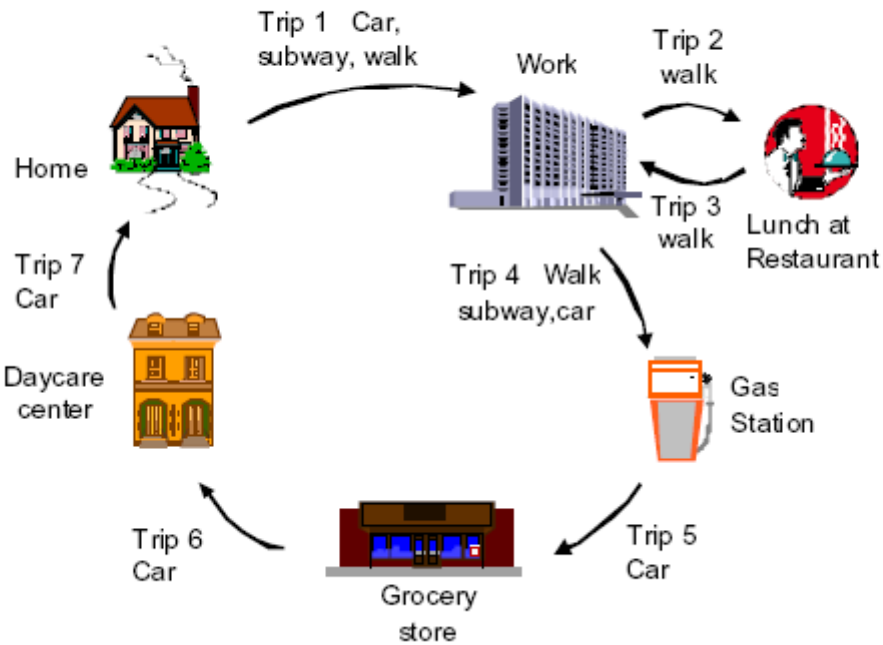
OMB Nos.: 2139-0008; 2125-0545
Expiration date: 02/29/2004

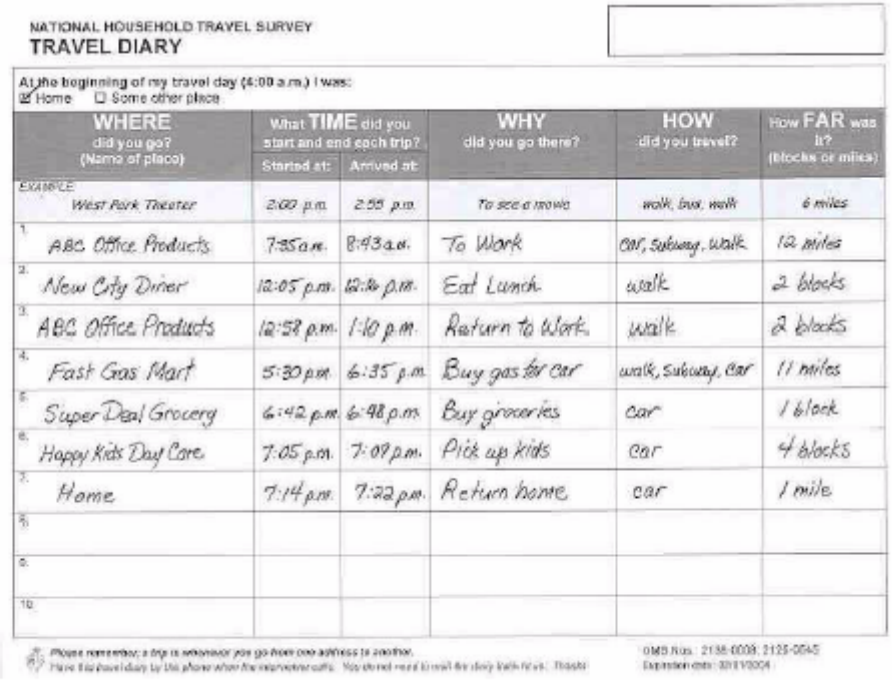
NATIONAL HOUSEHOLD TRAVEL SURVEY

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 fun travel diary by the phone when the interviewer calls. You don't need to wait for daily talk to us. Thanks!

OMB Nos. 2135-0008, 2125-0545
Expiration date: 3/31/2004

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.

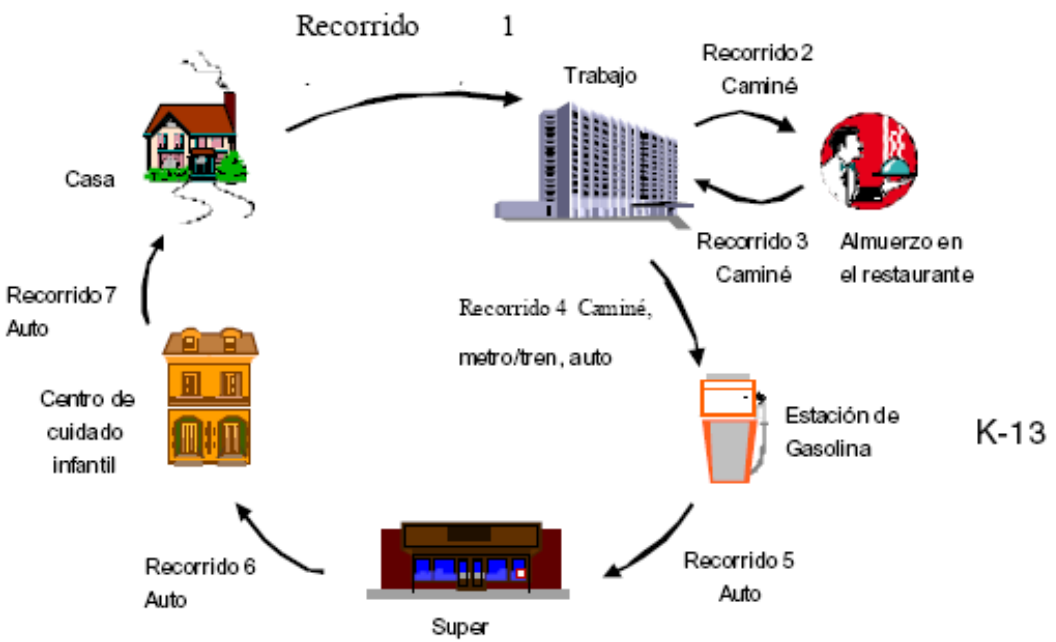
OMB Nos.: 2139-0008; 2125-0545

ENCUESTA NACIONAL DE TRANSPORTE EN EL HOGAR

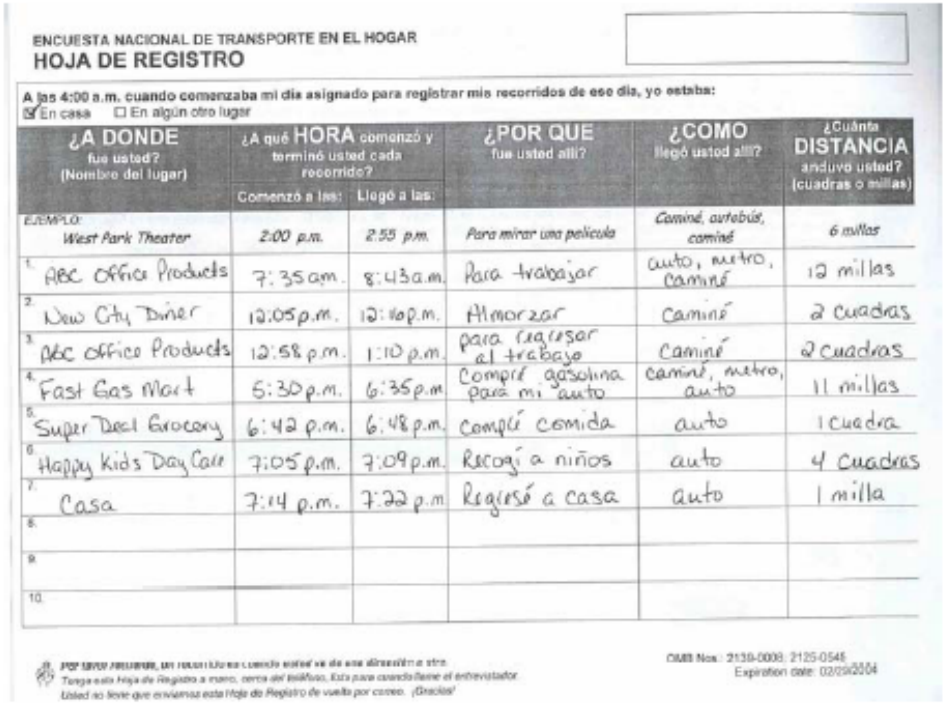
Instrucciones para completar esta Hoja de Registro

- 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



K-13



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.	12:10 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.					

Tenga esta Hoja de Registro a mano, cerca del teléfono. Está para cuando llame el entrevistador.
Usted no tiene que enviarnos esta Hoja de Registro de vuelta por correo. ¡Gracias!

OMB Nos.: 2139-0009; 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**

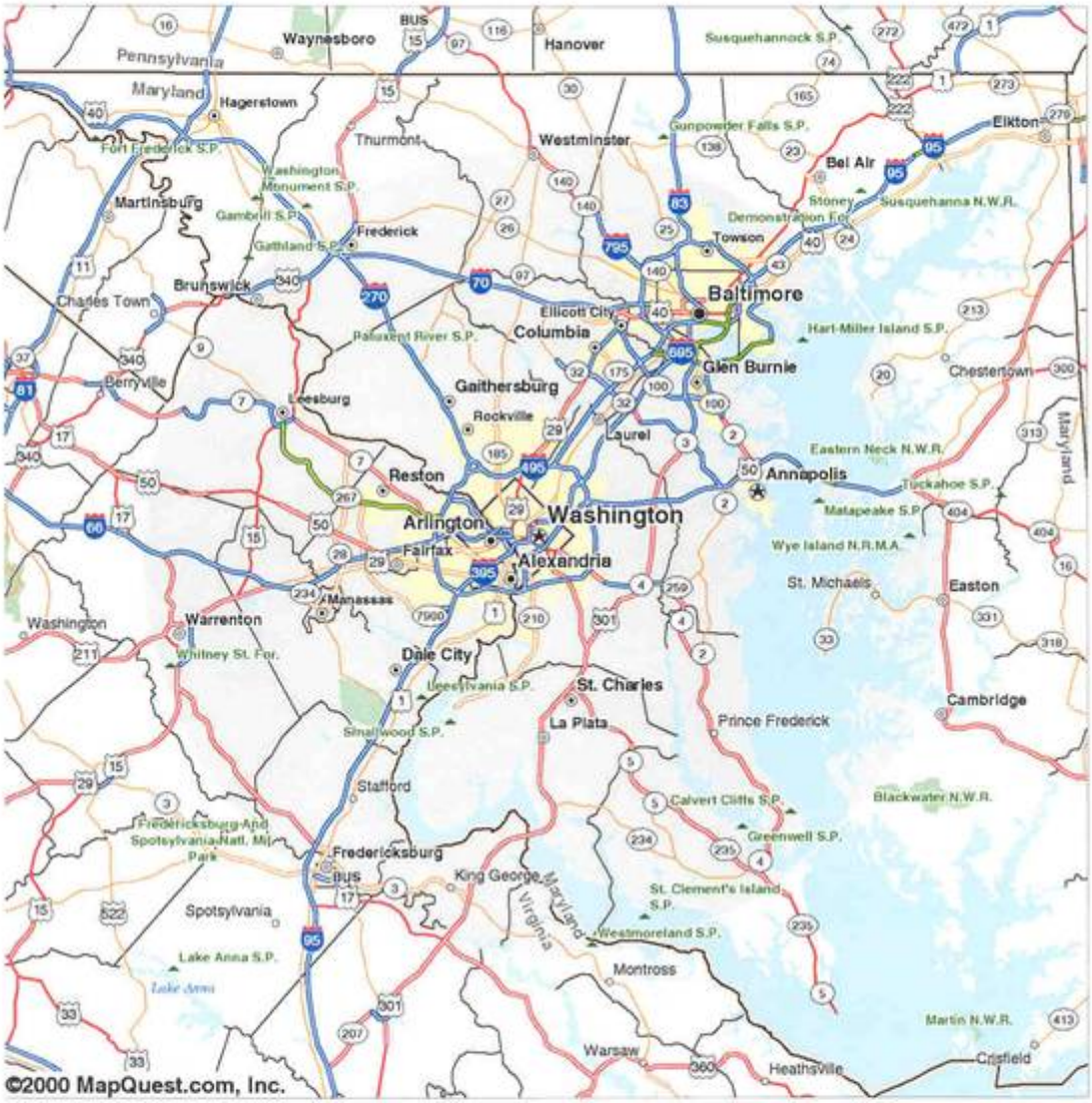
TRIPS OUTSIDE YOUR HOME AREA

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.

20020 **15571652**



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 <u>to</u> get to the {AIRPORT/BUS STATION/TERMINAL/PIER} to begin the trip?

Appendix L: 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. This 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 the 1969 questionnaire provided information on

- 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

For the 1977 NPTS, an update of the 1969 nationwide survey, 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 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 that were the same as in previous NPTS surveys included

- 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 that 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 online 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.

The pretest also examined 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.

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 improving trip data,
- studying the use of incentives at different stages during data collection,
- studying the differences in trip data quality with and without the use of travel period diaries,
- studying different data collection modes,
- studying different questionnaire sequencing, such as administering the NPTS prior to the ATS and vice versa, and
- determining the study design that was the most cost-effective while maximizing response rates.

The eight different study designs are presented in Exhibit L-1.

2001 NHTS Design

The findings of the 2000 pretest resulted in the 2001 NHTS being a combined survey. Pretest Design 5 (see Exhibit L-1 above) was the study design selected. Key modifications to the 1995 NPTS included

- assigning a four-week travel period and collecting trip data on all long-distance round trips of 50 miles or more from home,
- collecting 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).

Exhibit L-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

Appendix M: Data Editing

Section 3-D discusses the core data edits implemented in the conduct of the 2001 NHTS. The following is a list of the edits that were run on the CATI database (more detailed editing was performed on certain variables following analysts' review). 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 response of not ascertained (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. Compare the number of years each vehicle is owned (L8) to the model year of the vehicle (B2).

2. Ensure that the number of years each vehicle is owned is 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, when 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 when 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. Check 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. Check 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 less than 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 greater 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 the programmer box after item G42 in the questionnaire 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, 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, making NTIMES -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 to 5; 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.

Review cases where current year less M10 is more than the age of the respondent in C8.

Appendix N: Supplemental Energy-Related Data for the 2001 National Household Travel Survey

Documentation on Estimation Methodologies for Fuel Economy and Fuel Cost for the U.S. Department of Transportation by Energy Information Administration Office of Energy Markets and End Use U.S. Department of Energy Washington, DC 20585

The Energy Information Administration, the independent statistical and analytical administration within the U.S. Department of Energy, prepared this report. The information contained herein should not be construed as advocating or reflecting any policy position of the U.S. Department of Energy or any other organization.

Energy Information Administration

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The 2001 National Household Travel Survey (NHTS) was funded and coordinated by the U.S. Department of Transportation, which included the Bureau of Transportation Statistics, Federal Highway Administration, and the National Highway Traffic Safety Administration. The NHTS is the integration of two national travel surveys: the Federal Highway Administration-sponsored Nationwide Personal Transportation Survey (NPTS) and the Bureau of Transportation Statistics-sponsored American Travel Survey (ATS).

Data support was received from the National Highway and Traffic Safety Administration (NHTSA) for special components of this project.

N. Introduction

Statistics concerning vehicle-miles traveled (VMT), vehicle fuel economy (given in terms of miles per gasoline equivalent gallon (MPG)), vehicle fuel consumption, and vehicle fuel expenditures are presented in this documentation appendix. The methodology used to estimate these statistics relied on 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[1]; and the EIA's retail pump price series[2] for 2001 and 2002.

The estimation of these four statistics (VMT, vehicle fuel economy, vehicle fuel consumption, and vehicle fuel expenditures) occurred in several steps (Figure 1). First, for each NHTS vehicle, the annualized VMT was derived from two actual odometer readings or imputed using modeled data (see section 2-B.5. and Appendix O in the User's Guide). Second, the annual on-road fuel economy, given in terms of MPG, was estimated using the questionnaire responses[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 values were adjusted to account for the difference between EPA test values and on-road values. Third, estimated vehicle

fuel consumption was derived by dividing the VMT by the estimated MPG. 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 price information, with the notable exception of fuel tax rates for gasoline that were obtained from FHWA's *Highway Statistic* reports, was obtained from the EIA's fuel price series.

The following sections of this appendix describe the estimation procedures used for calculating a monthly VMT, 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.
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.[4] 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.

1) Since the NHTS is a national survey, it collected data from a nationally representative sample of households to derive statistically reliable travel estimates at the national and division levels. Sample data in the NHTS are not adequate to provide statewide, or smaller area-specific estimates.

N-1. Vehicle Miles Traveled

When possible, VMT were determined for a sample vehicle by taking the difference between two odometer readings, which spanned a period of time, expanding them to cover the year. These methods are discussed in Appendix O in the User's Guide, as written by the Oak Ridge National Laboratory, Engineering Science Technology Division, Center for Transportation Analysis.

N-2. Vehicle Fuel Economy

Fuel economy (MPG) must be estimated for each NHTS sample vehicle in order to estimate each vehicle's fuel consumption for the survey year. Then, fuel consumption is estimated by dividing the VMT for time of possession (a fixed 12-month period starting on May 1, 2001 and ending April 30, 2002 [5]) by the MPG. The NHTS neither obtained actual fuel consumption data nor on-road MPG from fuel purchase diaries maintained by the respondents. Because NHTS did not require these data or diaries, 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." Lax, 1987[6]; Mintz, 1993[7]; and Reichert, 2000[8], investigated the feasibility of using shortfall-adjusted MPG in a household survey. The Lax study verified that the method yielded unbiased MPG, when using a database from a 1984 fuel purchase diary study performed by NPD Research, Inc. 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).[9] For the 2001 NHTS, the adequacy of shortfall adjustments has been extended for 1994 through 2002's motor vehicle model years.

The NHTS sample vehicles were assigned EPA test MPG from 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. These 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. The vehicle attributes needed to assign a Composite MPG for sample vehicles were obtained from vehicle attributes collected for each NHTS vehicle. Specifically, NHTS queried respondents on their vehicle's make, model, vehicle type, and model year attributes. Hence, merging (or statistical linking) to NHTSA Corporate Average Fuel Economy files were restricted to those four attributes. If, in the future, NHTS collects Vehicle Identification Numbers (VIN), then statistical linking may be performed on a more robust set of vehicle attributes.[10]

NHTSA files serve multiple purposes. 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. 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. This matching routine commonly results in a 1-to-many record linkage (see Figure 5 for more details).

The 2001 NHTS 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)

N-2.1 The 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[11] 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:

$MPG_{(EPA\ 55/45)}$ 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, approximating the adjustments given in the following sections.

N-2.2 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 ith vehicle; MPG_i denotes the on-road MPG or in-use MPG for the ith vehicle, depending on the analysis; and, $MPG_{i\ (EPA\ 55/45)}$ denotes the EPA Composite MPG applicable to the ith 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.

N-2.3 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 technology class. For our purposes, we approximated the earlier procedure with a single adjustment factor.

Either of these procedures could have been approximated to adjust $MPG_{(EPA\ 55/45)}$ 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 should be 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. Further, the discount factors are also less expensive since they do not require collection or imputation of information on fuel delivery system and drive-train. Because of these reasons the Discount Factors Adjustment Method was selected for approximation.

N-2.4 Shortfall Adjustment Based on Discount Factors

EPA's discount factors have widespread appeal because of their simplicity (Hellman and Murrell, 1985[12]; Hellman and Murrell, 1984[13]). The factors are 10 percent for city MPG and 22 percent for highway MPG. That is, for any vehicle i,

$$\begin{aligned} MPG_{i(on\text{ - }road,\ EPA\ city)} &= 0.90 \bullet MPG_{i(epa\ city)} \\ MPG_{i(on\text{ - }road,\ EPA\ hwy)} &= 0.78 \bullet MPG_{i(EPA\ hwy)} \end{aligned} \qquad (3)$$

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. The analysis behind the development of these factors was performed on a conglomerate database with data from Ford Motor Company, General Motors, Chrysler Corporation, DOE, and EPA. The database contained approximately 38,000 vehicle records with model years from 1979 through 1981 with some 1982 models included. The database contained predominately American-made vehicles, but also included foreign vehicles as well. The technology mix was dominated by rear-wheel drive and carbureted vehicles, but contained some vehicles with front-wheel drive or fuel injection. Vehicle records contained make, model, year, vehicle characteristics, the MPG as measured on the road, $MPG_{(EPA\ city)}$, and $MPG_{(EPA\ highway)}$. The database also included the driver's perceptions of the proportion of their travel that was mostly urban (so called “city fraction”), and their average miles driven per day (AMPD).

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 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 weighted models set at average or typical values of the independent variables.

For each NHTS vehicle, if and only if separate city and highway MPG were available, discounted city and highway on-road MPG may be computed and then combined to form an on-road 55/45 composite as follows:

$$MPG_{(EPA\ 55/45)} = \frac{1}{0.55 \bullet \frac{1}{MPG_{(on\ -\ road,\ EPA\ city)}} + 0.45 \bullet \frac{1}{MPG_{(on\ -\ road,\ EPA\ hwy)}}} \qquad (4)$$

Then, a shortfall ratio based on EPA discount factors would be computed for each NHTS vehicle as follows:

$$GPMR_{i(on\ -\ road)} = \frac{MPG_{i(EPA\ 55/45)}}{MPG_{i(on\ -\ road,55/45)}} \qquad (5)$$

Unfortunately, separate on-road city and highway test MPG were not available from the NHTSA Corporate Average Fuel Economy files. Although a literature review reveals that shortfalls vary for particular vehicles or groups of vehicles, we have used a combined shortfall estimate of 15 percent, equating to a $GMPR_{i(on\text{-}road)}$ of 1/0.85, which may also be written to reveal that $MPG_{i(on\text{-}road,\ 55/45)} = 0.85 \cdot MPG_{i(EPA55/45)}$.[14] Such an approximation is empirically shown in Table 12, where the arithmetic average of the inverse of GMPR is presented by manufacture, vehicle class, and model years 1998-2001. These data were downloaded from the EPA and DOE www.fueleconomy.gov website.

N-2.5 The In-Use MPG

In-use MPG are MPG that are adjusted for individual driving circumstances. 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. They, instead, utilized general attributes such as the technology features of the vehicle and average driving conditions. Fuel economy shortfall estimates can be refined for an individual vehicle by taking into account the following “in-use” effects.

> 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.

Additionally, the seasonal change in gasoline composition and the mechanical condition of the sample vehicles affect on-road fuel economy. Both of these effects are unknown. More importantly, EIA has made no attempt to account for these unknown effects.

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).[15] 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.

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.

The regressions yielded a shortfall adjustment that was an additive one, which may be written as follows:

$$GPMR_{ij(in\text{-}use)} = GPMR_{i(on\text{-}road)} + \delta_{ij} \qquad (6)$$

where GPMRij(in-use) denotes the in-use shortfall ratio estimate for the ith vehicle during the jth month (j = 1, 2, … 12); GPMRi(on-road) denotes the combined shortfall ratio fixed for the ith vehicle; and, d_{ij} denotes the adjustment calculated for the ith vehicle during month j, from the a regression model.

One regression model from the Crawford reference that is appropriate for use in NHTS is as follows:

$$\begin{aligned}\delta_{ij} = {} & 3.296 \bullet \left[\left(\frac{1}{AMPD_{ij}}\right) - \left(\frac{1}{35.6}\right)\right] + \\ & NORTH \bullet \left[0.050 \bullet \sin\left(\frac{j\pi}{6}\right) + 0.075 \bullet \cos\left(\frac{j\pi}{6}\right)\right] + \\ & SOUTH \bullet \left[0.030 \bullet \sin\left(\frac{j\pi}{6}\right) + 0.031 \bullet \cos\left(\frac{j\pi}{6}\right)\right]\end{aligned} \qquad (7)$$

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 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. The original regression equation also contained a minor term that accounted for the influence of air-conditioner use during hot, humid weather. This term was dropped in the estimations because it involved the rather complex computation of “Discomfort Index” from NOAA weather records, and the slight additional precision was judged insufficient to warrant the additional processing expense. Additional terms representing geographic regional effects, and the natural logarithm of population density (people per square mile, to represent the influence of traffic congestion) were not considered because of the computational cost.

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:

$$MPG_{ij(in\text{-}use)} = \frac{MPG_{i(EPA\ 55/45)}}{GPMR_{ij(in\text{-}use)}} \qquad (8)$$

The regression equation had separate seasonal components for the “North” and "South" because the difference between the winter shortfall and the summer shortfall was greater in the North than in the South. This difference can be seen in the model parameters. 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.

N-3. Annual Vehicle Fuel Consumption

In the 2001 NHTS, annual consumption was calculated by dividing the annual VMT by the annual MPG. The derivation of the "annualized" VMT is given in Appendix O.

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.

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 ith vehicle during the jth month.

Consumption is calculated over 12 months, based on NHTS assuming 12 month for its annualizing-VMT procedure. That is, according to NHTS, a sample vehicle is assumed to exist for a complete 12-month duration in a sample household. Consumption estimates, with respect to vehicle duration, are dependent upon those annualization assumptions employed in the NHTS.

Consumption for each month may be expressed in terms of monthly VMT and monthly in-use fuel economy:

$$c_{ij} = \frac{m_{ij}}{mpg_{ij}}, \ \forall \ j = 1, 2, \ldots, 12 \qquad (10)$$

where m_{ij} denotes VMT for the ith vehicle during the jth month and mpg_{ij} denotes fuel economy in miles per gasoline equivalent gallon for the ith vehicle during the jth month. Now, Equation can be rewritten as:

$$C_i = \sum_{j=1}^{12} \frac{m_{ij}}{mpg_{ij}} \qquad (11)$$

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:

$$m_{ij} = M_i \bullet f_{ij} \qquad (12)$$

where M_i denotes for the ith vehicle, calculated using odometer readings and procedures discussed in Appendix O and f_{ij} denotes the average fraction of “annual” VMT that was driven during the jth month, estimate for the ith 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 ith vehicle:

$$C_i = \sum_{j=1}^{12} \frac{M_i \bullet f_{ij}}{MPG_{ij(in\text{ - }use)}}. \quad (13)$$

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:

$$MPG_{i(annualized)} = \frac{MPG_{i(EPA\ 55/45)}}{\sum_{j=1}^{12} f_{ij} \bullet GPMR_{ij(in\text{ - }use)}}. \quad (14)$$

Thus, annual consumption equals:

$$C_i = \frac{M_i}{MPG_{i(annualized)}}. \quad (15)$$

N-4. Annual Vehicle-Fuel Expenditures and Price

N-4.1 Vehicle Fuel Expenditures

In the 2001 NHTS, fuel expenditures were calculated by multiplying the vehicle-fuel consumption by the price of the vehicle fuel. The 2001 NHTS did not collect vehicle fuel prices via fuel purchase diaries. Instead, each NHTS sample vehicle was assigned a price based on imputed engine type and fuel metering values obtained from the NHTSA Corporate Average Fuel Economy files for model year’s 1978-2001. For pre-1978 model year vehicles, otto engine and gasoline were imputed for engine type and fuel metering, respectively. Fuel prices, by month, were obtained from the following Energy Information Administration survey questionnaires:

- Form EIA-782A[16] "Refiners'/Gas Plant Operators' Monthly Petroleum Product Sales Report."
- Form EIA-782B[17] “Resellers'/Retailers' Monthly Petroleum Product Sales Report.”
- Form EIA-888[18] “On-Highway Diesel Fuel Price Survey.”
- Form EIA-895[19] “Monthly Quantity and Value of Natural Gas Report.”
- Form EIA-826[20] "Monthly Electric Utility Sales and Revenue Report with State Distributions."

It is important to define the transportation fuels included in each of these prices. See the following sections for further details on transportation fuel prices.

It is also important to point out that the NHTS did not collect information on the use of alternate fuels. Because of that omission, it was not possible to properly assign fuel consumption for dual-fuel (or flexible-fuel) vehicles. While these supplemental data do not explicitly account for alternative fuel use, the supplemental NHTS data should allow for a user to freely assign an alternative fuel use fraction. For example, one common assumption is to assign an operating scenario where 50 percent of the time the vehicle runs on alternative fuel (e.g., E85) and 50 percent of the time on conventional fuel (i.e., gasoline). Using the supplemental data and VMT estimate, in conjunction with EIA’s fuel economy adjustment methodology, a user may make their own assignment of alternative fuel use. Because allowances have been made for self-estimating alternate fuel use and, more importantly, the NHTS collected no data to verify any method for assigning alternative fuel use, all consumption and expenditures supplemental data are based on a dedicated use of motor gasoline, diesel, natural gas, or electricity. That is, all flexible-fuel

vehicles are assumed to operate on 100 percent gasoline. Thus, estimates for flexible-fuel vehicles are accurate to the extent that this assumption is valid.

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 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.

N-4.2 Type of Fuel Used

Table 3 provides the percentage distribution of RTECS vehicles by fuel type categories. In 1994, the latest year for which RTECS estimates are available, 97.9 percent of the 156.8 million RTECS vehicles used gasoline. The remaining 2.1 percent of vehicles used diesel fuel or other fuel types.

Comparing the 1994 RTECS and supplemented 2001 NHTS is not viable because of the differences in data collected by the RTECS and the imputed information for the NHTS. Table 4 shows the NHTS distribution obtained from imputed fuel type and fuel metering information.

N-4.3 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 sample vehicle, gasoline price was assigned a monthly fuel price that represents a State's volume-weighted average of gasoline. The below is an excerpt from the glossary of the *Petroleum Marketing Monthly*, as reported by EIA, which identifies the composition of the motor gasoline prices used in this appendix.

> **Motor Gasoline (Finished)**: A complex mixture of relatively volatile hydrocarbons with or without small quantities of additives, blended to form a fuel suitable for use in spark-ignition engines. Motor gasoline, as defined in ASTM Specification D-4814 or Federal Specification VV-G-1690B, is characterized as having a boiling range of 122 to 158 degrees Fahrenheit at the 10 percent recovery point to 365 to 374 degrees Fahrenheit at the 90 percent recovery point. "Motor Gasoline" includes conventional gasoline; all types of oxygenated gasoline, including gasohol; and reformulated gasoline, but excludes aviation gasoline.
>
> **Conventional Gasoline**: Motor gasoline not included in the oxygenated or reformulated gasoline categories. Excludes reformulated gasoline blendstock for oxygenate blending (RBOB).
>
> **Oxygenated Gasoline**: Finished motor gasoline, other than reformulated gasoline, having an oxygen content of 2.7 percent or higher by weight and required by th U.S.. Environmental Protection Agency (EPA) to be sold in areas designated by EPA as carbon monoxide (CO) nonattainment areas. Note: Oxygenated gasoline excludes oxygenated fuels program reformulated gasoline (OPRG) and reformulated gasoline blendstock for oxygenate blending (RBOB). Data on

gasohol that has at least 2.7 percent oxygen, by weight, and is intended for sale inside CO nonattainment areas are included in data on oxygenated gasoline. Other data on gasohol are included in data on conventional gasoline.

Reformulated Gasoline: Finished motor gasoline formulated for use in motor vehicles, the composition and properties of which meet the requirements of the reformulated gasoline regulations promulgated by the U.S.. Environmental Protection Agency under Section 211(k) of the Clean Air Act. Note: This category includes oxygenated fuels program reformulated gasoline (OPRG) but excludes reformulated gasoline blendstock for oxygenate blending (RBOB) (see Figure 3).

Further, EIA classifies gasoline by octane ratings, where each type of gasoline (conventional, oxygenated, and reformulated) is classified by three grades:

1) Regular Gasoline: Gasoline having an antiknock index (i.e., octane rating) greater than or equal to 85 and less than 88. Note: Octane requirements may vary by altitude.

2) Midgrade Gasoline: Gasoline having an antiknock index (i.e., octane rating) greater than or equal to 88 and less than or equal to 90. Note: Octane requirements may vary by altitude.

3) Premium Gasoline: Gasoline having an antiknock index (i.e., octane rating) greater than 90. Note: Octane requirements may vary by altitude.

N-4.4 Diesel Fuel Prices

Prices published by the EIA supplier surveys are at the retail level for diesel fuel. The form EIA-888 survey collects data on the National and Petroleum Administration for Defense (PAD) District[21] 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 that sell motor vehicle diesel fuel. Prices are published on http://tonto.eia.doe.gov/oog/info/wohdp/diesel.asp by EIA.

EIA conducts weekly Computer Assisted Telephone Interview surveys that collect prices at the outlet level. The EIA-888 collects prices of diesel fuel from truck stops and service stations across the country each Monday morning. Average prices of diesel fuel through outlets at the five Petroleum Administration for Defense District (PADD) levels, regions of the country, sub-PADD levels, and the state of California are released by the end of the day through Listserv, the Web, Fax, and telephone hotline.

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 (see Figure 4).

N-4.5 Other Fuel Type Prices

According to the 1994 RTECS, approximately 1.4 million vehicles were reported using gasohol. Unfortunately, in the 2001 NHTS, there is no comparable statistic because gasohol-consuming vehicles were imputed as dedicated gasoline vehicles. This imputation was needed because NHTS did not collect fuel use information on its survey questionnaire.

While the NHTS cannot delineate gasohol use, this appendix does address dedicated compressed natural gas (CNG) and electric vehicles.[22] For CNG, retail prices were obtained from form EIA-895, “Monthly Quantity and Value of Natural Gas Report”. The EIA-895 collects monthly information from the applicable State agencies that collect data concerning natural gas production. Data are published in several of EIA's monthly and annual reports. For electricity, retail prices were obtained from form EIA-826, “Monthly Electric Utility Sales and Revenue Report with State Distributions.” Form EIA-826 collects information from regulated and unregulated companies that sell or deliver electric power to end users. While three customer groups

were available, residential customers were selected to represent electric prices because this group most accurately reflected the retail electric price for NHTS households. State and regional summaries of these data are published by EIA and used by public and private analysts. Respondents are a sample of natural gas companies that deliver gas to consumers in the United States .

N-5. Quality of the Data

This section discusses several issues relating to the quality of the National Household Travel Survey (NHTS) data and to the interpretation of conclusions based on these data. In particular, the focus of our discussion is on the quality of specific data items, such as the fuel economy and fuel type that were imputed to the NHTS via a cold-decking imputation procedure. This imputation procedure used vehicle-level information from the NHTSA Corporate Average Fuel Economy files for model year's 1978 through 2001.[23] It is nearly impossible to quantify directly the quality of this imputation procedure because NHTS does not collect the necessary fuel economy information for comparison. At best, we have indirect evidence on the quality of our imputations, which is addressed in the following sections. Indeed, such an imputation procedure could be vastly improved with the collection of Vehicle Identification Number (VIN), fuel type and retail fuel price for each sample vehicle. However, those collections may represent an unreasonable burden on NHTS respondents.

The quality of the data collection and the processing of the data affect the accuracy of estimates based on survey data. All the statistics published in this appendix, such as total vehicle-miles traveled (VMT), are estimates of population values. These estimates are based on observations from a randomly chosen subset of the entire population of occupied housing units. Consequently, the estimates always differ from the true population values. Because the NHTS is a sample survey, data from the survey are subject to various sources of nonsampling and sampling error.

Nonsampling error is a measure of variability due to the execution and processing of the survey. These errors can include: population undercoverage during sampling; questionnaire wording and format; response bias and variance; interviewer error; coding and/or keypunching error; and nonresponse bias. Nonsampling errors are treated in several sections of this appendix. The main section pertains to the imputation procedures used for "missing" fuel economy, fuel type, and fuel economy adjustments. In the previous sections, fuel economy adjustments were addressed. So, this section deals mainly with imputing fuel economy or $MPG_{i(EPA\ 55/45)}$ to each appropriate sample vehicle.

N-5.1 Nonsampling Error

Nonsampling errors are due to the conduct of the survey, and include both random errors and systematic errors or biases. The magnitudes of nonsampling biases cannot be estimated from the sample data. Thus, avoidance of systematic biases is a primary objective of all stages of survey design. Subsequent to conducting a survey, problems of unit nonresponse and item nonresponse need to be addressed.

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 USDOT determined that imputation would be limited in the NHTS data. If data were imputed, an imputation/edit flag was set for the variable to indicate the values that were imputed. The treatment in the NHTS of these types of errors is discussed in section 3-D.3. of the NHTS User's Guide.

Supplemental data, by definition, are 100 percent imputed. Thus, it is important that EIA thoroughly present the approach used to impute energy-related supplemental NHTS data.

N-5.2 Unit Nonresponse

Unit nonresponse is the type of nonresponse that occurs when no data are available for an entire sampled household. The respondent being unavailable or the respondent's refusal to cooperate causes most unit nonresponse cases. Chapter 4 of the user's guide contains further details on unit nonresponse.

N-5.3 Imputation Procedures for Supplemental Data

Imputation procedures fill in the gaps of "missing" data. Item nonresponse occurs when the respondents do not know the answer or refuse to answer a question, or when an interviewer does not ask a question or does not record an answer. Or, as in the case of this appendix, item nonresponse occurs when a question was not asked, such that imputation procedures are required to address the need to append supplemental data to a pre-existing file from other external, but related, files. As already mentioned, NHTS took a conservative approach to item nonresponse. For supplemental data, in an effort to facilitate "full-sample" data analyses, imputations were made to provide the most probable responses when responses were "missing." For linking supplemental data, a pseudo cold-decking imputation was employed. Figure 5 depicts the cold-deck approach, using NHTS make, model, model year, and vehicle type information to "match" with eligible donors from the NHTSA CAFE files.

N-5.4 Cold-Deck Procedure

Because we cannot deduce the fuel economy for a sample vehicle by its collected NHTS data, a cold-deck imputation procedure was employed to "match" a NHTSA file record to a sample vehicle. 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 "donated" vehicle attributes to those required to assign an appropriate fuel price to a sample vehicle. This matching routine commonly resulted in a 1-to-many record linkage (see Figure 5 for an example).

Cold-deck procedures make use of a fixed set of values, which covers all of the perspective data items. These values can be constructed with the use of historical data, subject-matter expertise, or a combination of both. Such a procedure is an attempt to create a "perfect'" questionnaire in order to fill in the missing data gaps or, in this case, append supplemental data. If these procedures are completed properly and with limited bias, imputation has the ability to derive a complete and accurate record that (1) contains an audit trail for evaluation purposes; and (2) ensures that the imputed records are internally consistent.

Multiple paths were used to "match" recipient NHTS sample vehicles to eligible donor NHTSA file record vehicles. Because matching used a combination of four common linking variables – vehicle manufacturer, vehicle model, vehicle model year, and vehicle type – several "matching" paths were followed. These paths are denoted (i.e., internally audited) with imputation flags, which may be defined as follows:

- 10# represents a NHTS sample vehicle that had a single model name "matching" to eligible NHTSA file records using four linking variables: vehicle manufacturer, vehicle model, vehicle model year, and vehicle type.
- 20# represents a NHTS sample vehicle that had multiple model names "matching" to eligible NHTSA file records using four linking variables: vehicle manufacturer, vehicle model, vehicle model year, and vehicle type.
- 30# represents a NHTS sample vehicle that had a single model name "matching" to eligible NHTSA file records using three linking variables: vehicle manufacturer, vehicle model, and vehicle model year.
- 40# represents a NHTS sample vehicle that had multiple model names "matching" to eligible NHTSA file records using three linking variables: vehicle manufacturer, vehicle model, and vehicle model year.
- 50# represents a NHTS sample vehicle that had a single model name "matching" to eligible NHTSA file records using three linking variables: vehicle manufacturer, vehicle type, and vehicle model year.
- 60# represents a "match" based on EIA expert analysis using subject matter experience, in conjunction with past RTECS. Additionally, this imputation flag value represents motorcycles (VEHTYPE = 07), where $MPG_{(EPA\ 55/45)}$ has been fixed at 50 mile per gallon of gasoline based on the U.S. Department of Transportation, *National Transportation Statistics 2000*.[24]

- 999 represents an imputation flag where no eligible NHTSA file records were found to “match” a NHTS sample vehicle. It is important to point out that 2002 model year vehicles were not included in the NHTSA files because those data had not been release before the Version 3 release of the NHTS occurred.

In the above listing, # is a number between 0 and 5. This number, #, represents a year increment. Due to the errors in respondents reporting accurate model year or, to a lesser extent, due to deficiencies in the NHTSA files, it was necessary to incrementally increase or decrease (not simultaneously increase and decrease) the model year for “matching” to successively larger range of years. If, for example, an eligible match was not found for a NHTS sample vehicle having the following attributes: Volkswagen, Scirocco, 1990, Automobile. Toggling of model years, by a single year increase followed by a single year decrease of the reported model year, resulted in a match with a Volkswagen, Scirocco, 1988, Automobile. In this example, the Volkswagen, Scirocco, 1990, Automobile, while seemingly a respondent reporting error, would receive an imputation flag of "102" due to the "match" with the NHTSA file record corresponding to a Volkswagen, Scirocco, 1988, Automobile.

See Table 5.

While the distribution of imputation flags is helpful, further evidence is needed to quantify the quality of this procedure. Figure 6 charts the 1-to-many “matching” relationship for the 46,763 “matched” sample vehicles, or 53,278 less 4,659 (for 999 flag) less 1,856 (for 600 flag).

To make the “match” distribution display more revealing, values from the above figure are tabulated to present range categories of donor vehicles in Table 6.

N-6. Quality of Specific Supplemental Data Items

N-6.1 Vehicle Fuel Price and Expenditures

In the 2001 NHTS, fuel price data were not collected via fuel purchase diaries, compared to previous EIA studies (e.g., RTECS). Instead, fuel prices were determined from EIA price series. Unfortunately, there is no way to validate the price methodology used because EIA lacks the necessary fuel purchase diaries.

Other prices series do exist. For example, the Bureau of Labor Statistics (BLS) Retail Pump Average Gasoline Prices and the Lundberg Survey, Inc. offer alternate price series. However, there was a general consistency with using a price series from one statistical agency.

N-6.2 Gasoline Equivalent Gallon

Table 7 provides the gasoline equivalent gallon conversion used in this appendix. All conversion values, to the extent possible, have been made to mirror the conversion values used in deriving equivalent-gallon fuel economy estimates found in the NHTSA CAFE files.

N-6.3 GREET Model

Of course, there are other conversion factors available, depending on the various fuel-specific factors. For the Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation (GREET) model, the US Department of Energy, Argonne National Laboratory uses the following:

See Table 8.

N-6.4 Transportation Energy Data Book: Edition 22 — 2002

Likewise, the Energy Information Administration, US Department of Energy (according to the latest *Transportation Energy Data Book*) applies the following approximate heat content for various fuels:

See Table 9.

According to the latest *Data Book*,

The heat content of a fuel is the quantity of energy released by burning a unit amount of that fuel. However, this value is not absolute and can vary according to several factors. For example, empirical formulae for determining the heating value of liquid fuels depend on the fuels' American Petroleum Institute (API) gravity. The API gravity varies depending on the percent by weight of the chemical constituents and impurities in the fuel, both of which are affected by the combination of raw materials used to produce the fuel and by the type of manufacturing process. Temperature and climatic conditions are also factors.

Because of these variations, the heating values in above table may differ from values in other publications. The figures in the Edition 22 report are representative or average values, not absolute ones. The gross heating values used here agree with those used by the Energy Information Administration (EIA).

Heating values fall into two categories, gross and net. If the products of fuel combustion are cooled back to the initial fuel-air or fuel-oxidizer mixture temperature and the water formed during combustion is condensed, the energy released by the process is the higher (gross) heating value. If the products of combustion are cooled to the initial fuel-air temperature, but the water is considered to remain as a vapor, the energy released by the process is lower (net) heating value. Usually the difference between the gross and net heating values for fuels used in transportation is around 5 to 8 percent; however, it is important to be consistent in their use.

EIA strongly encourages a consistent use of heating values.

N-7. Supplemental Data and Summary Tables

Variable Names and Codebook

1. **EIADMPG**– 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 Appendix O 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.

An imputation flag, **EPATMPGF**, is available for **EPATMPG.**

In the case where an individual variable value was not obtained, a –9 value has been inserted to denote "Not Ascertained." While it is possible to impute for such values, EIA has kept with the conservative approach used in the NHTS when dealing with item imputations.

Please note that no information is provide for 2002 model year vehicles in the Fuel Economy and Fuel Cost variables in this release, as 2002 model year information was not available at the time of processing this release.

EPATMPGF denotes (i.e., internally audited) the path taken to impute a composite EPA value. This flag is defined as follows:

- 10# represents a NHTS sample vehicle that had a single model name "matching" to eligible NHTSA file records using four linking variables: vehicle manufacturer, vehicle model, vehicle model year, and vehicle type.
- 20# represents a NHTS sample vehicle that had multiple model names "matching" to eligible NHTSA file records using four linking variables: vehicle manufacturer, vehicle model, vehicle model year, and vehicle type.
- 30# represents a NHTS sample vehicle that had a single model name "matching" to eligible NHTSA file records using three linking variables: vehicle manufacturer, vehicle model, and vehicle model year.
- 40# represents a NHTS sample vehicle that had multiple model names "matching" to eligible NHTSA file records using three linking variables: vehicle manufacturer, vehicle model, and vehicle model year.
- 50# represents a NHTS sample vehicle that "matched" to eligible NHTSA file records using three linking variables: vehicle manufacturer, vehicle type, and vehicle model year.
- 60# represents a "match" based on EIA expert analysis using subject matter experience, in conjunction with past RTECS. Additionally, this imputation flag value represents motorcycles (VEHTYPE = 07), where $MPG_{(EPA\ 55/45)}$ has been fixed at 50 mile per gallon of gasoline based on the U.S. Department of Transportation, *National Transportation Statistics 2000*.[25]
- 999 represents an imputation flag where no eligible NHTSA file records were found to "match" a NHTS sample vehicle. It is important to point out that 2002 model year vehicles were not included in the NHTSA files because those data had not been released before the Version 3 release of the NHTS occurred.

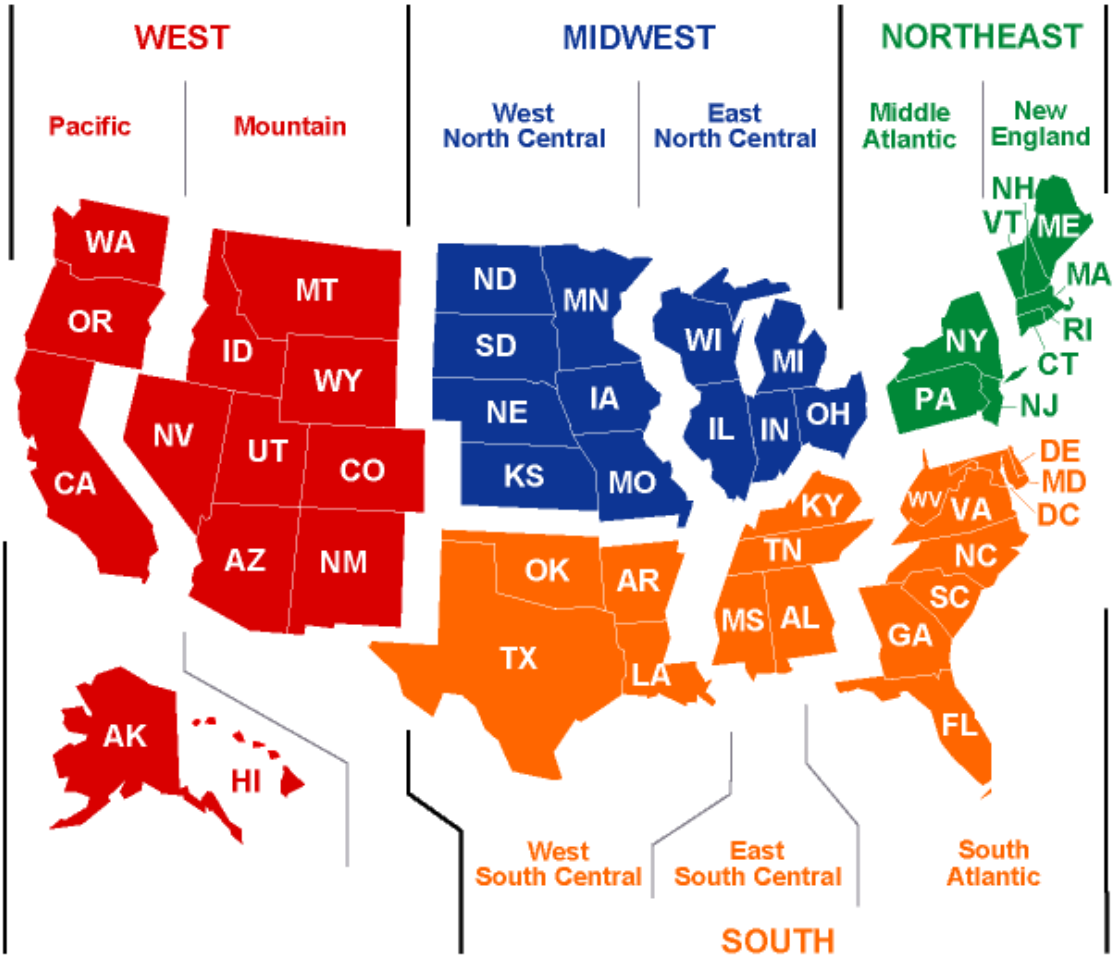
In the above listing, # is a number between 0 and 5. This number, #, represents a year increment. Due to the errors in respondents reporting accurate model year or, to a lesser extent, due to deficiencies in the NHTSA files, it was necessary to incrementally increase or decrease (not simultaneously increase and decrease) the model year for "matching" to successively larger range of years. If, for example, an eligible match was not found for a NHTS sample vehicle having the following attributes: Volkswagen, Scirocco, 1990, Automobile. Toggling of model years, by a single year increase followed by a single year decrease of the reported model year, resulted in a match with a Volkswagen, Scirocco, 1988, Automobile. In this example, the Volkswagen, Scirocco, 1990, Automobile, while seemingly a respondent reporting error, would receive an imputation flag of "102" due to the "match" with the NHTSA file record corresponding to a Volkswagen, Scirocco, 1988, Automobile.

N-8. Summary Tables

See *****Table 10

See *****Table 11

N-9. U.S. Census Regions and Divisions



[1] Test data was received from the U.S. Department of Transportation, National Highway and Traffic Safety Administration for model year's 1978 through 2001. The 2002 model year data will become available after this release of the 2001 NHTS National Data Files.

[2] 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."

[3] Vehicle Identification Numbers (VIN) were not collected in the 2001 NHTS. Instead, DOT collected 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.

[4] 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.

[5] The 2001 NHTS was conducted over the 14-month period from March 2001 to May 2002. Unfortunately, that timing turned out to be problematic due to the September 11, 2001 terrorist attacks on the World Trade Center in New York and the Pentagon in Washington, DC. These attacks disrupted transport services for months, especially curtailing long-distance travel. It is not certain what impacts the attacks had on urban travel, but it seems likely that both the amount of travel and modal choice were affected. That may have distorted the survey results to some unknown extent. Information courtesy of John Pucher and John L. Renne, *Transportation Quarterly*, Vol. 57, No. 3, 2003.

[6] Lax, D. 1987. “Feasibility of Estimating In-Use Vehicle Fuel Efficiency from Household Survey Data.” Research performed under contract for ORNL/DOE/EIA. Energy and Environmental Analysis Inc., Arlington, VA.

[7] Mintz, M., A. Vyas, and L. Conley, 1993. “Differences Between EPA-Test and In-Use Fuel Economy: Are the Correction Factors Correct?” Transportation Research Record 1416, pp. 124-130, Transportation Research Board, National Research Council, Washington, DC.

[8] Reichert, J. 2000. “Change in Method for Estimating Fuel Economy for the Residential Transportation Energy Consumption Survey,” Energy Information Administration on www.eia.doe.gov/emeu/rtecs/contents.html.

[9] Harrison, I.M. “VMT 1991 Patterns,” Residential Transportation Energy Consumption Survey Technical Note 5, unpublished document. (Washington, DC).

[10] VINs may be decoded to yield the vehicle attributes, by use of the Highway Loss Data Institute's "Vindicator" software.

[11] 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.

[12] 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.

[13] 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.

[14] Hellman, K.H. and Murrell J.D., June 1982. "Why Vehicles Don't Achieve EPA MPG On the Road and How That Shortfall Can Be Accounted For," SAE Paper 820791.

[15] 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.

[16] 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.

[17] 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.

[18] 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.

[19] Monthly and annual production data are collected from the appropriate agencies of the natural gas producing States.

[20] 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..

[21] PAD District 1 (East Coast) is composed of the following three subdistricts: Subdistrict 1A (New England): Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont. Subdistrict 1B (Central Atlantic): Delaware, District of Columbia, Maryland, New Jersey, New York, Pennsylvania. Subdistrict 1C (Lower Atlantic): Florida,Georgia , North Carolina, South Carolina, Virginia, West Virginia. PAD District 2 (Midwest): Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Ohio, Oklahoma, Tennessee, Wisconsin. PAD District 3 (Gulf Coast): Alabama, Arkansas, Louisiana, Mississippi, New Mexico, Texas. PAD District 4 (Rocky Mountain): Colorado Idaho, Montana, Utah, Wyoming. PAD District 5 (West Coast): Alaska, Arizona, California, Hawaii, Nevada, Oregon, and Washington.

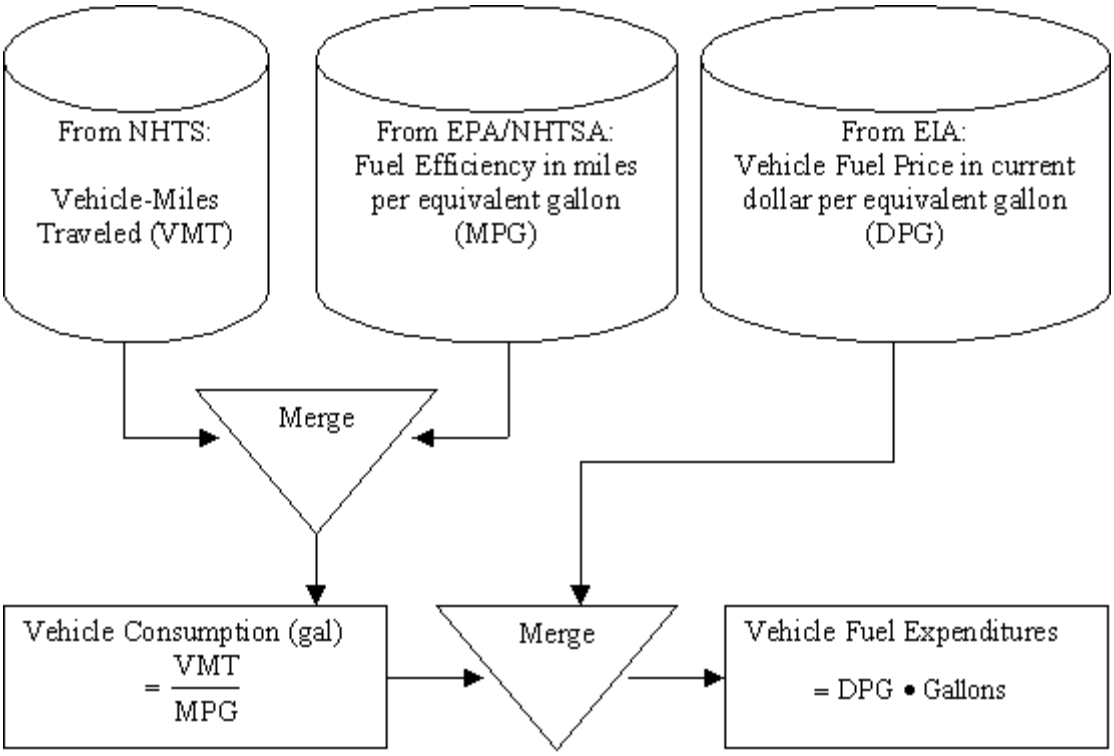
[22] Propane vehicles are not included in the NHTSA files. Thus, no propane-fuel vehicles exist in NHTS supplemental data.

[23] NHTSA files exclude 2002 model year vehicles because data were not available at the time of the release of NHTS national data files.

[24] Table 4-11. Passenger Car and Motorcycle Fuel Consumption and Travel, *National Transportation Statistics 2000* Bureau of Transportation Statistics,U.S. Department of Transportation. (Washington, DC).

[25] Source: Table 4-11. Passenger Car and Motorcycle Fuel Consumption and Travel, *National Transportation Statistics 2000* Bureau of Transportation Statistics,U.S. Department of Transportation. (Washington, DC).

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.

Figure 2.
Miles per Gasoline Equivalent Gallon Adjustment Procedures

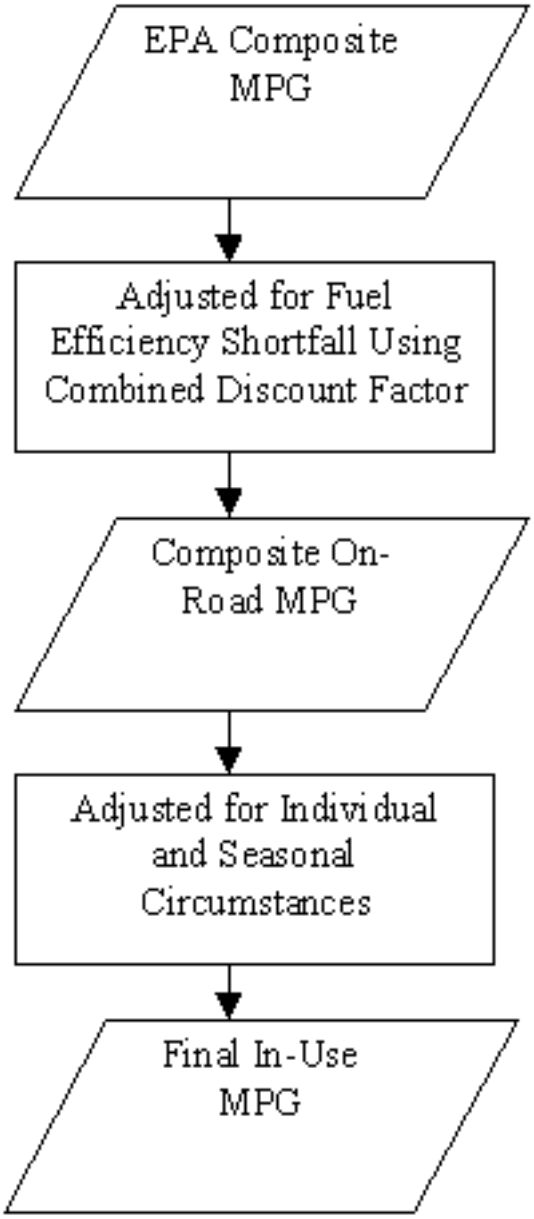
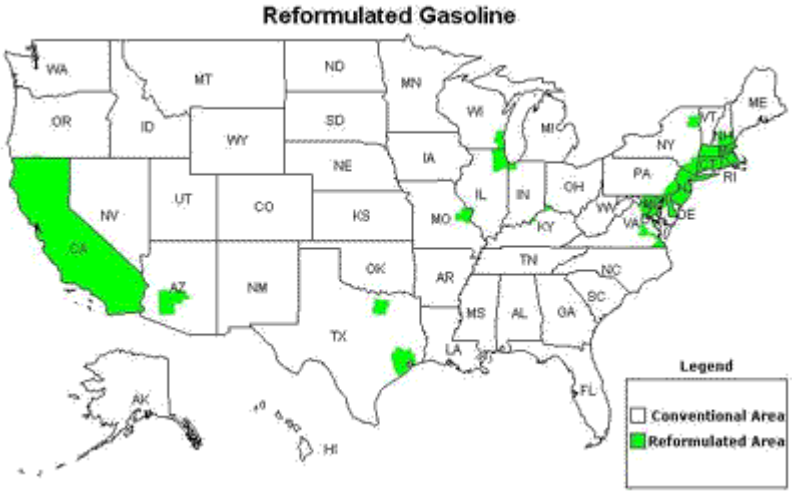


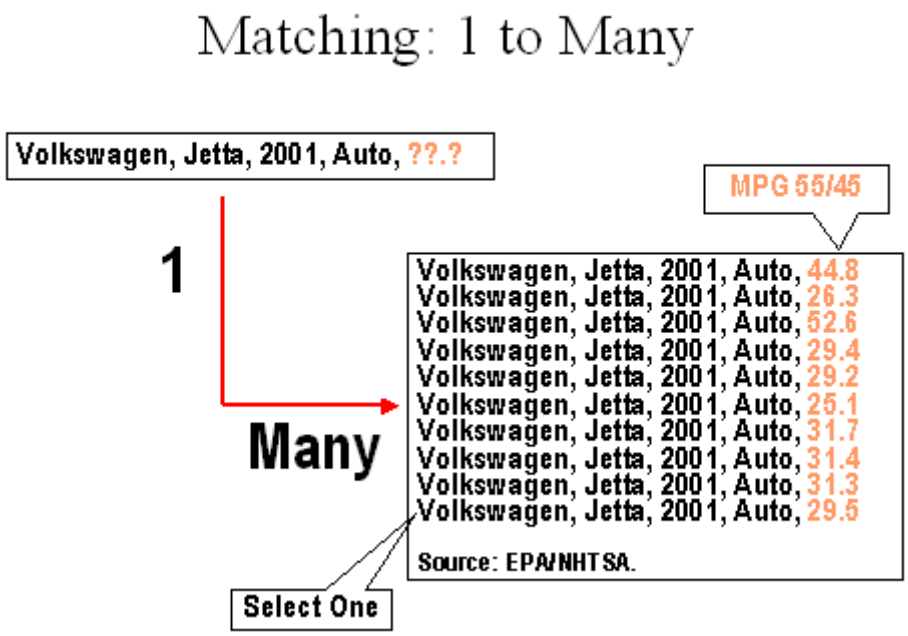
Figure 3.
Area Map for Reformulated Gasoline



Source: Energy Information Administration, website www.eia.doe.gov/oil_gas/petroleum/data_publications/wrgp/reformulated_map.html.

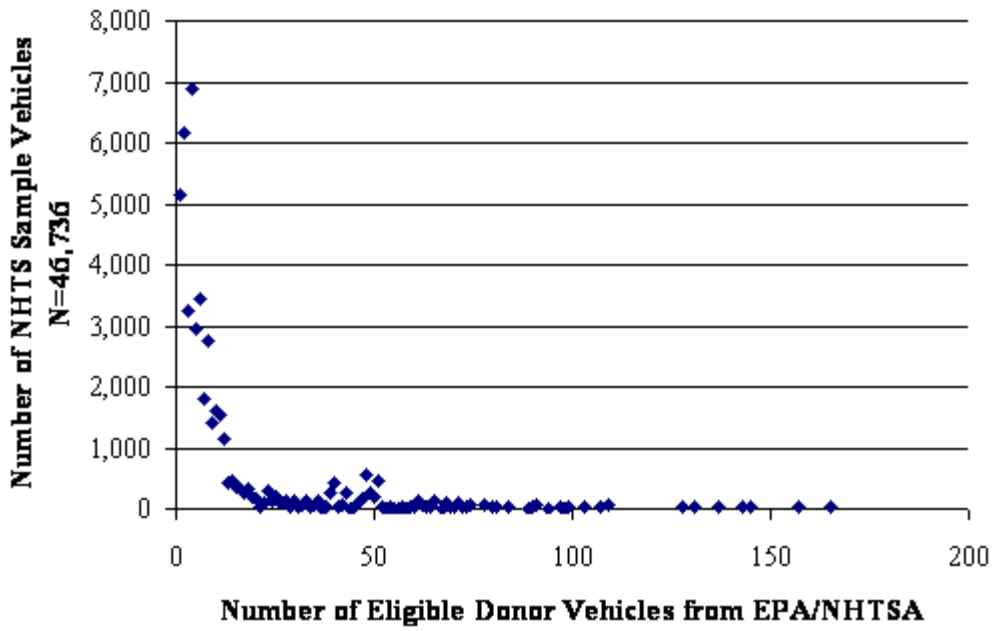
Figure 4.
Map of Petroleum Administration for Defense Districts

Figure 5.
Schematic for Linking or Matching a NHTS Sample Vehicle to Eligible EPA/NHTSA Vehicles



Note: EPA – Environmental Protection Agency, NHTSA – National Highway Transportation Safety Administration.

Figure 6.
Distribution of NHTS Sample Vehicles “Matched” with Vehicles "Donated" by NHTSA File Records



Source:U.S. Department of Transportation, *National Household Travel Survey 2001*, Preliminary version 1 release (January 2003), (Washington, DC).

Table 1.
Distribution of All NHTS Sample Vehicles by Vehicle Type and Model Year, 2001

Vehicle Type	Code	Model Year Range				Total
		Pre-1978	1978 - 2001	2002	Missing	
Automobile	01	988	26,829	443	800	29,060
Van	02	51	4,633	81	147	4,912
Sport Utility Vehicle	03	90	5,998	255	166	6,509
Pickup Truck	04	603	9,250	160	356	10,369
Other Truck	05	85	162	2	15	264
Recreation Vehicle	06	56	368	3	21	448
Motorcycle	07	136	1,126	32	130	1,424
Other	91	25	172	3	34	234
Missing	-1,-7, or-8	2	12	1	43	58
Total		**2,036**	**48,550**	**980**	**1,712**	**53,278**

Source: U.S. Department of Transportation, *2001 National Household Travel Survey*, Version 1 preliminary release (January 2003). (Washington, DC).

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.

Table 3.
Distribution of Residential Transportation Energy Consumption Survey Vehicles by Type of Fuel Used, 1994

Type of Vehicle Fuel	Number of Vehicles(millions)	Percent of Vehicles
Total	156.8	100.0
Gasoline	153.4	97.9
Leaded	Q	Q
Unleaded	151.5	96.7
Regular	14.2	66.4
Premium	26.7	17.1
Intermediate	20.6	13.2
Diesel	1.8	1.1
Gasohol	1.4	0.9

Notes: Because of rounding, data may not sum to totals. Q = Data withheld either because the Relative Standard Error (RSE) was greater than 50 percent or fewer than 10 households were sampled. Source: Energy Information Administration, Office of Energy Markets and End Use, *1994 Residential Transportation Energy Consumption Survey*.

Table 4.
Distribution of National Household Travel Survey Vehicles by Imputed Type of Fuel Used, 2001

Type of Vehicle Fuel	Number of Vehicles (millions)	Percent of Vehicles
Total	203.9	100.0
Gasoline	200.0	98.1
Duel-Fuel	1.4	0.7
Diesel	0.7	0.3
Other	(s)	(s)
Not Imputed	3.1	1.5

Notes: Because of rounding, data may not sum to totals. (s) = cell value rounds to zero.

Sources: U.S. Department of Transportation, *2001 National Household Travel Survey*, U.S. Department of Transportation, National Highway and Traffic Safety Administration, Corporate Average Fuel Economy files with vehicle model year's 1978 through 2001 and Energy Information Administration, Office of Energy Markets and End Use, Residential Transportation Energy Consumption Surveys.

Table 5.
Distribution of NHTS Sample Vehicles by Fuel Economy Imputation Flag, 2001

Imputation Flag for $MPG_{(EPA\ 55/45)}$	Number of Vehicles in NHTS Sample
100	3,707
101	123
102	44
103	33
104	27
105	53
200	36,629
201	1,716
202	484
203	322
204	213
205	72
300	37
301	4
302	1
303	4
400	681
401	45
402	65
403	31
404	10
405	6
500	2,309
501	45
502	38
503	29
504	13
505	22
600	1,856
999	4,659
Total	**53,278**

Source: U.S. Department of Transportation, *National Household Travel Survey 2001*, Preliminary Version 1 release (January 2003), (Washington, DC).

Table 6.
Distribution of NHTS Sample Vehicles “Matched” by Range of Donor Vehicles

Range of Eligible Donor Vehicles	Number of Vehicles in NHTS Sample
1	5,155
2 to 10	30,273
11 to 20	5,199
21 to 30	1,254
31 to 40	1,146
41 to 50	1,657
51 or more	2,079
Total	46,763

Source: National Household Travel Survey 2001, Preliminary version 1 release (January 2003), U.S. Department of Transportation (Washington, DC).

Table 7.
Gasoline Equivalent Gallon Conversion Values

Transportation Fuel	Gasoline Equivalent Gallon
Diesel	1 diesel gallon = 1 gasoline equivalent gallon
Electricity	33,705 Watt-hours = 1 gasoline equivalent gallon
Compressed Natural Gas	121.5 cubic feet = 1 gasoline equivalent gallon

Sources: 40 CFR Parts 80, 85, 86, 88, and 600 and 10 CFR Part 474.

Table 8.
Lower and Higher Heating Values for Select Transportation Fuels Based on the GREET Model

Transportation Fuel	LHV (net) Btu per gallon	HHV (gross) Btu per gallon	Density Grams per gallon	Carbon Content (% by wt)	Sulfur Content (ppm by wt)
Conv. Gasoline	115,500	125,000	2,791	85.5%	200
Ref. Gasoline	112,265	121,456	2,795	82.9%	30
Diesel	128,500	138,700	3,240	87.0%	250
Methanol	57,000	65,000	2,996	37.5%	0
Ethanol	76,000	84,500	2,996	52.2%	0
LPG	84,000	91,300	2,000	82.0%	0
Natural gas (per ft3)	928	1,031	21	74.0%	7
Electricity	3,412	Btu/kWh			

Source: M. Wang, GREET 1.5 -- *Transportation Fuel-Cycle Model*, Volume 1: Methodologies, Development, Use, and Results, Center for Transportation Research,Argonne National Laboratory, ANL/ESD-39, Vol.1, Aug. 1999. M. Wang, GREET 1.5 -- Transportation Fuel-Cycle Model, Volume 2: Appendices of Data and Results, Center for Transportation Research,Argonne National Laboratory, ANL/ESD-39, Vol.2, Aug. 1999. Notes: 1) Gasoline results are for the mix of 70% conventional gasoline and 30% reformulated gasoline. 2) LPG results are for the mix of 40% LPG produced from crude and 60% from natural gas. 3) Electricity results are for the current U.S. average electricity generation mix.

Table 9.
Lower and Higher Heating Values for Various Transportation Fuels

Transportation Fuel	HHV (gross) equivalent to LHV (net)
Automotive Gasoline	125,000 Btu/gal (gross) = 115,400 Btu/ gal(net)
Diesel motor fuel	138,700 Btu/gal (gross) = 128,700 Btu/gal (net)
Biodiesel	126,206 Btu/gal (gross) = 117,093 Btu/gal (net)
Methanol	64,600 Btu/gal (gross) = 56,560 Btu/gal (net)
Ethanol	84,600 Btu/gal (gross) = 75,670 Btu/gal (net)
Gasohol	120,900 Btu/gal (gross) = 112,417 Btu/gal (net)
Aviation gasoline	120,200 Btu/gal (gross) = 112,000 Btu/gal (net)
Propane	91,300 Btu/gal (gross) = 83,500 Btu/gal (net)
Butane	103,000 Btu/gal (gross) = 93,000 Btu/gal (net)
Jet fuel (naphtha)	127,500 Btu/gal (gross) = 118,700 Btu/gal (net)
Jet fuel (kerosene)	135,000 Btu/gal (gross) = 128,100 Btu/gal (net)
Lubricants	144,400 Btu/gal (gross) = 130,900 Btu/gal (net)
Waxes	131,800 Btu/gal (gross) = 120,200 Btu/gal (net)
Natural Gas	
Wet	1,109 Btu/ft^3
Dry	1,027 Btu/ft^3
Compressed	20,551 Btu/pound 960 Btu/ft^3
Liquid	90,800 Btu/gal (gross) = 87,600 Btu/gal (net)
Fuel Oils	
Residual	149,700 Btu/gal (gross) = 138,400 Btu/gal (net)
Distillate	138,700 Btu/gal (gross) = 131,800 Btu/gal (net)

Source: U.S. Department of Energy, Oakridge National Laboratory, Center for Transportation Analysis, *Transportation Energy Data Book Edition 22*, Washington, DC, 2002, Table B.1, ORNL-6967.

Table 10.
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)

Table 11.
United States per Vehicle-Miles Traveled, Vehicle Fuel Consumption and Expenditures, 2001

Average per Vehicle

Census Division	Vehicle Type	Number of Vehicles (million)	Sample Count of Vehicles	Motor Fuel Consumption (GEG)	Motor Fuel Expenditures (dollars)	Vehicle-Miles Traveled (thousands)	Miles per Equivalent Gallon	Liters per 100 km
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	2.9	918	747	996	12.8	17.1	13.8

	Truck							
	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
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		**8.3**	**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	16.6	3,930	475	685	11.3	23.8	9.9

	Car							
	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 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 12.
Simple Arithmetic Average of On-Road Shortfall Adjustment Based on EPA Discount Factors

Statistic: Average of On-Road Adjustment

Manufacturer	Class	Model Year				
		1998	1999	2000	2001	Total
ACURA	COMPACT CARS	0.867			0.868	0.867
	MIDSIZE CARS	0.857	0.859	0.866	0.867	0.863
	SPEC PURP VEH - S.U.V. - 4WD		0.878		0.842	0.860
	SPECIAL PURPOSE VEHICLE 4WD	0.878				0.878
	SUBCOMPACT CARS	0.857	0.854	0.853	0.85	0.854
	TWO SEATERS	0.858	0.859	0.873	0.856	0.862
ACURA Total		0.860	0.858	0.862	0.857	0.859
ASTON MARTIN	MINICOMPACT CARS			0.851		0.851
	TWO SEATERS	0.850				0.850
ASTON MARTIN Total		0.850		0.851		0.850
AUDI	COMPACT CARS	0.851	0.853	0.857	0.861	0.856
	LARGE CARS			0.835	0.863	0.849
	MIDSIZE CARS	0.861	0.863	0.853	0.863	0.860
	MIDSIZE STATION WAGONS		0.859	0.874	0.876	0.870
	MINICOMPACT CARS	0.858		0.847	0.849	0.850
	SMALL STATION WAGONS	0.865	0.854	0.862	0.869	0.863
	SPEC PURP VEH - S.U.V. - 4WD				0.853	0.853
	TWO SEATERS				0.865	0.865
AUDI Total		0.857	0.856	0.856	0.862	0.858
BENTLEY	COMPACT CARS	0.865	0.865	0.859	0.869	0.865
	LARGE CARS	0.873	0.869			0.871
	MIDSIZE CARS	0.866	0.869	0.857	0.869	0.865
	SUBCOMPACT CARS	0.871	0.871	0.866	0.864	0.868
BENTLEY Total		0.869	0.869	0.862	0.866	0.867
BMW	COMPACT CARS	0.855	0.858	0.859	0.858	0.858
	LARGE CARS	0.860	0.860	0.860	0.860	0.860
	MIDSIZE CARS	0.839	0.840	0.840	0.840	0.840

	MINICOMPACT CARS	0.859	0.857	0.847	0.857	0.856
	SMALL STATION WAGONS		0.862	0.861	0.861	0.861
	SPEC PURP VEH - S.U.V. - 4WD			0.856	0.851	0.853
	SUBCOMPACT CARS	0.855	0.857	0.858	0.859	0.857
	TWO SEATERS	0.850	0.847	0.845	0.860	0.850
BMW Total		0.855	0.855	0.854	0.858	0.856
BUICK	COMPACT CARS	0.859				0.859
	LARGE CARS	0.858	0.855	0.860	0.867	0.861
	MIDSIZE CARS	0.859	0.856	0.863	0.853	0.858
BUICK Total		0.859	0.856	0.862	0.862	0.859
CADILLAC	LARGE CARS	0.845	0.855	0.872	0.845	0.852
	MIDSIZE CARS	0.855	0.850	0.862	0.849	0.854
	SPEC PURP VEH - S.U.V. - 4WD		0.865	0.869		0.867
CADILLAC Total		0.850	0.855	0.865	0.848	0.855
CHEVROLET	COMPACT CARS	0.846	0.846	0.858	0.863	0.856
	LARGE CARS			0.861	0.853	0.858
	MIDSIZE CARS	0.854	0.855	0.865	0.846	0.855
	SMALL PICKUP TRUCKS 2WD	0.870	0.847	0.857	0.848	0.856
	SPEC PURP VEH - MINIVAN - 2WD		0.843	0.839	0.866	0.850
	SPEC PURP VEH - S.U.V. - 2WD		0.847	0.850	0.851	0.849
	SPEC PURP VEH - S.U.V. - 4WD		0.855	0.854	0.853	0.854
	SPECIAL PURPOSE VEHICLE 2WD	0.855				0.855
	SPECIAL PURPOSE VEHICLE 4WD	0.846				0.846
	STANDARD PICKUP TRUCKS 2WD	0.859	0.851	0.853	0.848	0.854
	STANDARD PICKUP TRUCKS 4WD	0.850	0.854	0.846	0.857	0.852
	SUBCOMPACT CARS	0.856	0.855	0.854	0.855	0.855
	TWO SEATERS	0.864	0.851	0.877	0.853	0.861
	VANS, CARGO TYPE	0.853	0.851	0.845	0.853	0.851
	VANS, PASSENGER TYPE	0.841	0.848	0.859	0.854	0.851
CHEVROLET Total		0.854	0.852	0.854	0.854	0.853
CHRYSLER	COMPACT CARS	0.850	0.853	0.850	0.854	0.852
	LARGE CARS	0.851	0.851	0.854	0.867	0.856
	MIDSIZE CARS	0.850	0.864	0.858	0.860	0.858
	SPEC PURP VEH - MINIVAN - 2WD		0.847	0.864	0.858	0.856

	SPEC PURP VEH - MINIVAN - 4WD		0.878	0.874	0.860	0.871
	SPEC PURP VEH - S.U.V. - 2WD				0.850	0.850
	SPECIAL PURPOSE VEHICLE 2WD	0.848				0.848
	SPECIAL PURPOSE VEHICLE 4WD	0.880				0.880
CHRYSLER Total		0.851	0.854	0.858	0.858	0.855
DAEWOO	COMPACT CARS	0.860	0.859	0.859	0.851	0.857
	MIDSIZE CARS	0.853	0.866	0.866	0.864	0.861
	SMALL STATION WAGONS	0.859	0.855	0.855	0.847	0.855
DAEWOO Total		0.858	0.859	0.859	0.852	0.857
DODGE	COMPACT CARS	0.847	0.852	0.850	0.856	0.851
	LARGE CARS	0.852	0.845	0.849	0.856	0.851
	MIDSIZE CARS	0.858	0.855	0.855	0.860	0.857
	SPEC PURP VEH - MINIVAN - 2WD		0.847	0.860	0.857	0.854
	SPEC PURP VEH - MINIVAN - 4WD		0.864	0.855	0.842	0.854
	SPEC PURP VEH - S.U.V. - 2WD		0.869	0.867	0.844	0.862
	SPEC PURP VEH - S.U.V. - 4WD		0.859	0.841	0.873	0.858
	SPECIAL PURPOSE VEHICLE 2WD	0.847				0.847
	SPECIAL PURPOSE VEHICLE 4WD	0.854				0.854
	STANDARD PICKUP TRUCKS 2WD	0.851	0.851	0.855	0.857	0.854
	STANDARD PICKUP TRUCKS 4WD	0.863	0.847	0.855	0.860	0.856
	TWO SEATERS	0.886		0.868	0.855	0.870
	VANS, CARGO TYPE	0.852	0.837	0.849	0.865	0.852
	VANS, PASSENGER TYPE	0.856	0.844	0.850	0.857	0.852
DODGE Total		0.854	0.850	0.855	0.858	0.854
EAGLE	SUBCOMPACT CARS	0.851				0.851
EAGLE Total		0.851				0.851
FERRARI	SUBCOMPACT CARS	0.846	0.846	0.846	0.846	0.846
	TWO SEATERS	0.852	0.859	0.858	0.858	0.857
FERRARI Total		0.850	0.854	0.853	0.853	0.853
FORD	COMPACT CARS	0.858	0.862	0.852	0.849	0.855
	LARGE CARS	0.877	0.861	0.860	0.849	0.858
	MIDSIZE CARS	0.855	0.857			0.856
	MIDSIZE STATION WAGONS	0.843	0.853	0.864	0.857	0.858
	SMALL STATION WAGONS	0.864	0.868			0.866

	SPEC PURP VEH - MINIVAN - 2WD		0.854	0.852	0.856	0.853
	SPEC PURP VEH - S.U.V. - 2WD		0.859	0.863	0.852	0.858
	SPEC PURP VEH - S.U.V. - 4WD		0.863	0.859	0.850	0.856
	SPECIAL PURPOSE VEHICLE 2WD	0.864		0.867		0.865
	SPECIAL PURPOSE VEHICLE 4WD	0.864				0.864
	STANDARD PICKUP TRUCKS 2WD	0.854	0.857	0.859	0.855	0.856
	STANDARD PICKUP TRUCKS 4WD	0.854	0.860	0.861	0.852	0.857
	SUBCOMPACT CARS	0.859	0.857	0.857	0.855	0.857
	VANS, CARGO TYPE	0.848	0.853	0.860	0.862	0.856
	VANS, PASSENGER TYPE	0.853	0.855	0.860	0.843	0.853
FORD Total		0.857	0.858	0.859	0.853	0.857
GMC	SMALL PICKUP TRUCKS 2WD	0.870	0.847	0.858	0.848	0.856
	SPEC PURP VEH - S.U.V. - 2WD		0.844	0.849	0.846	0.847
	SPEC PURP VEH - S.U.V. - 4WD		0.862	0.858	0.852	0.857
	SPECIAL PURPOSE VEHICLE 2WD	0.858				0.858
	SPECIAL PURPOSE VEHICLE 4WD	0.844				0.844
	STANDARD PICKUP TRUCKS 2WD	0.859	0.851	0.851	0.840	0.852
	STANDARD PICKUP TRUCKS 4WD	0.850	0.854	0.846	0.855	0.851
	VANS, CARGO TYPE	0.853	0.851	0.845	0.854	0.851
	VANS, PASSENGER TYPE	0.841	0.848	0.859	0.854	0.851
GMC Total		0.854	0.851	0.852	0.851	0.852
HONDA	COMPACT CARS				0.853	0.853
	MIDSIZE CARS	0.856	0.852	0.851	0.852	0.853
	MIDSIZE STATION WAGONS	0.844				0.844
	SPEC PURP VEH - MINIVAN - 2WD		0.870	0.874	0.837	0.860
	SPEC PURP VEH - S.U.V. - 2WD		0.855	0.852	0.850	0.852
	SPEC PURP VEH - S.U.V. - 4WD		0.855	0.850	0.849	0.850
	SPECIAL PURPOSE VEHICLE 2WD	0.850				0.850
	SPECIAL PURPOSE VEHICLE 4WD	0.856				0.856
	SUBCOMPACT CARS	0.852	0.854	0.853	0.848	0.852
	TWO SEATERS			0.846	0.848	0.847
HONDA Total		0.853	0.855	0.852	0.850	0.852
HYUNDAI	COMPACT CARS	0.857	0.849	0.848	0.861	0.855
	MIDSIZE CARS	0.865	0.861	0.849	0.857	0.858

	SMALL STATION WAGONS	0.860	0.854	0.868		0.860
	SPEC PURP VEH - S.U.V. - 2WD				0.870	0.870
	SPEC PURP VEH - S.U.V. - 4WD				0.834	0.834
	SUBCOMPACT CARS	0.848	0.864	0.66	0.856	0.859
HYUNDAI Total		0.858	0.859	0.855	0.859	0.858
IMPCO	SUBCOMPACT CARS			0.854	0.857	0.856
IMPCO Total				0.854	0.857	0.856
INFINITI	COMPACT CARS		0.854	0.865	0.865	0.861
	MIDSIZE CARS	0.848	0.850	0.869	0.863	0.856
	SPEC PURP VEH - S.U.V. - 2WD				0.866	0.866
	SPEC PURP VEH - S.U.V. - 4WD		0.831	0.841	0.875	0.849
	SPECIAL PURPOSE VEHICLE 4WD	0.831				0.831
INFINITI Total		0.844	0.848	0.862	0.866	0.856
ISUZU	MIDSIZE STATION WAGONS	0.844	0.857			0.850
	SMALL PICKUP TRUCKS 2WD	0.869	0.853	0.854	0.849	0.857
	SPEC PURP VEH - S.U.V. - 2WD		0.849	0.854	0.851	0.852
	SPEC PURP VEH - S.U.V. - 4WD		0.852	0.848	0.852	0.851
	SPECIAL PURPOSE VEHICLE 2WD	0.852				0.852
	SPECIAL PURPOSE VEHICLE 4WD	0.857				0.857
	STANDARD PICKUP TRUCKS 4WD	0.862	0.845	0.849	0.876	0.855
ISUZU Total		0.858	0.851	0.852	0.853	0.853
JAGUAR	COMPACT CARS	0.854	0.863	0.845	0.859	0.855
	MIDSIZE CARS	0.836	0.874	0.850	0.857	0.855
	MINICOMPACT CARS	0.835	0.890	0.859	0.869	0.863
	SUBCOMPACT CARS	0.851	0.870	0.888	0.869	0.872
JAGUAR Total		0.844	0.872	0.858	0.862	0.860
JEEP	SPEC PURP VEH - S.U.V. - 2WD		0.854	0.855	0.862	0.856
	SPEC PURP VEH - S.U.V. - 4WD		0.858	0.852	0.855	0.855
	SPECIAL PURPOSE VEHICLE 2WD	0.858				0.858
	SPECIAL PURPOSE VEHICLE 4WD	0.851				0.851
JEEP Total		0.853	0.856	0.853	0.857	0.855
KIA	COMPACT CARS	0.855	0.855	0.860	0.854	0.855
	SPEC PURP VEH - S.U.V. - 2WD		0.861	0.834	0.856	0.850
	SPEC PURP VEH - S.U.V. - 4WD		0.861	0.856	0.856	0.858

	SPECIAL PURPOSE VEHICLE 2WD	0.861				0.861
	SPECIAL PURPOSE VEHICLE 4WD	0.861				0.861
KIA Total		0.859	0.859	0.850	0.855	0.856
LAMBORGHINI	TWO SEATERS	0.841	0.841		0.822	0.835
LAMBORGHINI Total		0.841	0.841		0.822	0.835
LAND ROVER	SPEC PURP VEH - S.U.V. - 4WD		0.846	0.860	0.865	0.856
	SPECIAL PURPOSE VEHICLE 4WD	0.847				0.847
LAND ROVER Total		0.847	0.846	0.860	0.865	0.854
LEXUS	COMPACT CARS	0.857	0.840	0.865	0.865	0.857
	LARGE CARS				0.867	0.867
	MIDSIZE CARS	0.854	0.859	0.857	0.852	0.856
	MIDSIZE STATION WAGONS		0.857	0.861	0.850	0.856
	SPEC PURP VEH - S.U.V. - 4WD		0.877	0.877	0.850	0.868
	SPECIAL PURPOSE VEHICLE 4WD	0.877				0.877
	SUBCOMPACT CARS	0.861	0.863	0.867	0.861	0.863
LEXUS Total		0.860	0.859	0.863	0.856	0.860
LINCOLN	SPEC PURP VEH - S.U.V. - 2WD		0.854	0.868	0.880	0.864
	SPEC PURP VEH - S.U.V. - 4WD		0.854	0.862	0.848	0.854
	SPECIAL PURPOSE VEHICLE 2WD	0.826				0.826
	SPECIAL PURPOSE VEHICLE 4WD	0.880				0.880
LINCOLN Total		0.853	0.854	0.865	0.864	0.858
LINCOLN-MERCURY	COMPACT CARS	0.855	0.856	0.853	0.850	0.854
	LARGE CARS	0.877	0.846	0.851	0.844	0.854
	MIDSIZE CARS	0.845	0.869	0.862	0.856	0.858
	MIDSIZE STATION WAGONS	0.843	0.863	0.867	0.861	0.858
	SMALL STATION WAGONS	0.864	0.868			0.866
LINCOLN-MERCURY Total		0.857	0.858	0.857	0.853	0.856
LOTUS	TWO SEATERS	0.850		0.874		0.862
LOTUS Total		0.850		0.874		0.862
MAZDA	COMPACT CARS	0.856	0.854	0.853	0.851	0.854
	MIDSIZE CARS	0.856	0.856	0.856	0.851	0.855
	SPEC PURP VEH - MINIVAN - 2WD			0.866	0.861	0.863
	SPEC PURP VEH - S.U.V. - 2WD				0.840	0.840
	SPEC PURP VEH - S.U.V. - 4WD				0.861	0.861

	SPECIAL PURPOSE VEHICLE 2WD	0.838				0.838
	SPECIAL PURPOSE VEHICLE 4WD	0.835				0.835
	STANDARD PICKUP TRUCKS 2WD	0.854	0.858	0.869	0.850	0.858
	STANDARD PICKUP TRUCKS 4WD	0.851	0.861	0.824	0.856	0.844
	TWO SEATERS		0.853	0.862	0.848	0.854
MAZDA Total		0.853	0.857	0.852	0.851	3
MERCEDES-BENZ	COMPACT CARS	0.856	0.858	0.857	0.858	0.857
	LARGE CARS	0.868	0.866	0.872	0.854	0.866
	MIDSIZE CARS	0.859	0.857	0.850	0.853	0.854
	MIDSIZE STATION WAGONS	0.866	0.854	0.859	0.843	0.855
	MINICOMPACT CARS		0.840	0.854	0.854	0.851
	SPEC PURP VEH - S.U.V. - 4WD		0.836	0.859	0.836	0.845
	SPECIAL PURPOSE VEHICLE 4WD	0.832				0.832
	SUBCOMPACT CARS	0.855	0.869	0.869	0.864	0.866
	TWO SEATERS	0.858	0.859	0.853	0.852	0.854
MERCEDES-BENZ Total		0.860	0.858	0.857	0.852	0.857
MERCURY	SPEC PURP VEH - MINIVAN - 2WD		0.875	0.834	0.861	0.856
	SPEC PURP VEH - S.U.V. - 2WD		0.853	0.856	0.848	0.852
	SPEC PURP VEH - S.U.V. - 4WD		0.868	0.863	0.844	0.858
	SPECIAL PURPOSE VEHICLE 2WD	0.867				0.867
	SPECIAL PURPOSE VEHICLE 4WD	0.874				0.874
MERCURY Total		0.869	0.863	0.854	0.849	0.859
MITSUBISHI	COMPACT CARS	0.845			0.854	0.851
	MIDSIZE CARS	0.845	0.851	0.854	0.848	0.850
	MINICOMPACT CARS	0.847	0.857		0.856	0.853
	SPEC PURP VEH - S.U.V. - 2WD		0.862	0.865	0.871	0.865
	SPEC PURP VEH - S.U.V. - 4WD		0.860	0.845	0.864	0.856
	SPECIAL PURPOSE VEHICLE 2WD	0.840				0.840
	SPECIAL PURPOSE VEHICLE 4WD	0.846				0.846
	SUBCOMPACT CARS	0.853	0.851	0.844	0.855	0.851
MITSUBISHI Total		0.849	0.856	0.850	0.857	0.853
NISSAN	COMPACT CARS	0.852	0.854	0.852	0.854	0.853
	MIDSIZE CARS	0.866	0.854	0.865	0.855	0.860
	MINICOMPACT CARS	0.839				0.839

	SPEC PURP VEH - MINIVAN - 2WD		0.866	0.870	0.845	0.860
	SPEC PURP VEH - S.U.V. - 2WD		0.851	0.852	0.849	0.850
	SPEC PURP VEH - S.U.V. - 4WD		0.846	0.844	0.858	0.850
	SPECIAL PURPOSE VEHICLE 2WD	0.858				0.858
	SPECIAL PURPOSE VEHICLE 4WD	0.846				0.846
	STANDARD PICKUP TRUCKS 2WD	0.844	0.849	0.843	0.849	0.847
	STANDARD PICKUP TRUCKS 4WD	0.853	0.851	0.843	0.848	0.848
	SUBCOMPACT CARS	0.860	0.860			0.860
NISSAN Total		0.853	0.854	0.850	0.851	0.852
OLDSMOBILE	COMPACT CARS	0.860	0.856	0.857	0.860	0.858
	LARGE CARS	0.859	0.859			0.859
	MIDSIZE CARS	0.852	0.857	0.857	0.855	0.855
	SPEC PURP VEH - MINIVAN - 2WD		0.843	0.839	0.866	0.850
	SPEC PURP VEH - S.U.V. - 4WD		0.871	0.843	0.854	0.856
	SPECIAL PURPOSE VEHICLE 2WD	0.866				0.866
	SPECIAL PURPOSE VEHICLE 4WD	0.839				0.839
OLDSMOBILE Total		0.855	0.857	0.852	0.858	0.856
PLYMOUTH	COMPACT CARS	0.853	0.859	0.852	0.864	0.857
	MIDSIZE CARS	0.855	0.848	0.854		0.852
	SPEC PURP VEH - MINIVAN - 2WD		0.846	0.864		0.855
	SPECIAL PURPOSE VEHICLE 2WD	0.849				0.849
	TWO SEATERS		0.840	0.838	0.845	0.841
PLYMOUTH Total		0.852	0.848	0.857	0.858	0.853
PONTIAC	COMPACT CARS	0.852	0.856	0.857	0.860	0.856
	LARGE CARS	0.863	0.861	0.857	0.867	0.863
	MIDSIZE CARS	0.859	0.858	0.862	0.852	0.858
	SPEC PURP VEH - MINIVAN - 2WD		0.843	0.839	0.866	0.850
	SPEC PURP VEH - S.U.V. - 2WD				0.866	0.866
	SPEC PURP VEH - S.U.V. - 4WD				0.862	0.862
	SPECIAL PURPOSE VEHICLE 2WD	0.866				0.866
	SUBCOMPACT CARS	0.859	0.851	0.855	0.864	0.857
PONTIAC Total		0.859	0.853	0.856	0.862	0.858
PORSCHE	MINICOMPACT CARS	0.852	0.850	0.849	0.852	0.851
	TWO SEATERS	0.855	0.855	0.845	0.845	0.848

PORSCHE Total		0.853	0.852	0.847	0.849	0.850
QVALE	MINICOMPACT CARS			0.834		0.834
QVALE Total				0.834		0.834
R-R MTR CARS LTD.	LARGE CARS	0.873	0.869		0.869	0.871
	MIDSIZE CARS	0.866	0.864		0.869	0.867
	SUBCOMPACT CARS			0.854	0.854	0.854
R-R MTR CARS LTD. Total		0.870	0.866	0.854	0.865	0.865
SAAB	LARGE CARS	0.866				0.866
	MIDSIZE CARS	0.850	0.851	0.859	0.853	0.854
	MIDSIZE STATION WAGONS			0.853	0.846	0.850
	SUBCOMPACT CARS	0.848	0.852	0.854	0.852	0.851
SAAB Total		0.852	0.852	0.856	0.851	0.853
SATURN	COMPACT CARS	0.860	0.856	0.857	0.857	0.858
	MIDSIZE CARS			0.846	0.851	0.848
	MIDSIZE STATION WAGONS			0.844	0.849	0.847
	SMALL STATION WAGONS	0.862	0.858	0.854	0.853	0.857
	SUBCOMPACT CARS	0.860	0.856	0.857	0.856	0.857
SATURN Total		0.861	0.857	0.853	0.854	0.856
SUBARU	COMPACT CARS	0.854	0.856	0.860	0.861	0.857
	MIDSIZE STATION WAGONS	0.849	0.858	0.861	0.862	0.856
	SMALL STATION WAGONS	0.854	0.851		0.846	0.850
	SPEC PURP VEH - S.U.V. - 4WD			0.860	0.860	0.860
	SPECIAL PURPOSE VEHICLE 4WD	0.853	0.863			0.858
	SUBCOMPACT CARS	0.855	0.852	0.848	0.847	0.851
SUBARU Total		0.853	0.856	0.857	0.854	0.855
SUZUKI	SMALL STATION WAGONS	0.852	0.852	0.855	0.858	0.854
	SPEC PURP VEH - S.U.V. - 2WD		0.851	0.851	0.852	0.852
	SPEC PURP VEH - S.U.V. - 4WD		0.851	0.851	0.853	0.851
	SPECIAL PURPOSE VEHICLE 2WD	0.854				0.854
	SPECIAL PURPOSE VEHICLE 4WD	0.854				0.854
	SUBCOMPACT CARS	0.856	0.856	0.856	0.857	0.856
	TWO SEATERS	0.849				0.849
SUZUKI Total		0.853	0.852	0.853	0.854	0.853
TOYOTA	COMPACT CARS	0.853	0.861	0.857	0.850	0.855

	LARGE CARS	0.846	0.855	0.853	0.862	0.854
	MIDSIZE CARS	0.860	0.867	0.860	0.845	0.858
	MINICOMPACT CARS	0.854	0.852			0.853
	SMALL PICKUP TRUCKS 2WD	0.856				0.856
	SPEC PURP VEH - MINIVAN - 2WD		0.873	0.873	0.849	0.865
	SPEC PURP VEH - S.U.V. - 2WD		0.852	0.848	0.854	0.851
	SPEC PURP VEH - S.U.V. - 4WD		0.857	0.860	0.850	0.856
	SPECIAL PURPOSE VEHICLE 2WD	0.859				0.859
	SPECIAL PURPOSE VEHICLE 4WD	0.855				0.855
	STANDARD PICKUP TRUCKS 2WD	0.842	0.844	0.851	0.846	0.847
	STANDARD PICKUP TRUCKS 4WD	0.839	0.850	0.843	0.845	0.844
	SUBCOMPACT CARS	0.849	0.854	0.860	0.849	0.853
	TWO SEATERS			0.849	0.849	0.849
TOYOTA Total		0.852	0.855	0.854	0.849	0.853
VOLKSWAGEN	COMPACT CARS	0.852	0.856	0.853	0.854	0.854
	MIDSIZE CARS	0.849	0.846	0.859	0.854	0.851
	MIDSIZE STATION WAGONS	0.849	0.846	0.859	0.858	0.853
	SPEC PURP VEH - MINIVAN - 2WD		0.870	0.870		0.870
	SPECIAL PURPOSE VEHICLE 2WD		0.863	0.863		0.863
	SUBCOMPACT CARS	0.854	0.855	0.849	0.852	0.852
VOLKSWAGEN Total		0.851	0.854	0.854	0.854	0.853
VOLVO	COMPACT CARS	0.851	0.857	0.856	0.847	0.851
	MIDSIZE CARS	0.857	0.859	0.854	0.845	0.856
	MIDSIZE STATION WAGONS	0.861	0.859	0.854	0.860	0.858
	SMALL STATION WAGONS	0.837		0.858	0.866	0.853
	SPEC PURP VEH - S.U.V. - 4WD				0.871	0.871
	SUBCOMPACT CARS	0.853	0.852	0.858	0.854	0.854
VOLVO Total		0.855	0.858	0.855	0.853	0.855
Total		0.855	0.855	0.855	0.855	0.855

Source: US Department of Energy and US Environmental Protection Agency, www.fueleconomy.gov website.

Appendix O: Methods to Estimate Annual Miles Driven per Vehicle

This appendix describes the methods developed to estimate the annual miles driven per vehicle (BESTMILE). The methods and the BESTMILE estimates were developed using the National sample of the NHTS data (Version 1, dated January 2003). 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. Due to the time constraints, the BESTMILE estimates were not updated to reflect January 2004 data. For vehicles where the underlying data changed between the January 2003 and January 2004 versions, 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." Numbers found in this appendix reflect the January 2003 data, and may not be identical to those found in the January 2004 data.

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 six weeks 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 (Table J.1). 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. BESTMILEs are furnished only for automobiles, light trucks, mini vans, special utility vehicles, and motorcycles. The value of the BESTMILE for motorcycles equals the value of the self-reported VMT.

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.2).

To determine whether odometer reading data are usable for estimating annual mileage, they were checked with respect to

1. **Completeness of data.** Both the beginning and the ending odometer readings and the corresponding recording dates are reported.
2. **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. **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 daily driving numbers is greater than 10,000 miles, 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, only 25,292 sample vehicles had usable odometer readings that were used to estimate annual mileage (Table J.1).

Extent of Data Availability

With only 25,292 vehicles having usable odometer-reading data to estimate the BESTMILE, the next question was how to estimate BESTMILE for the remaining 25,558 vehicles. Furthermore, 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. Furthermore, 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.

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

$$\frac{Odometer2 - Odometer1}{Date2 - Date1} \times \frac{VMT_{July\,2001}}{VMT_{July\,2002}} \left(= \frac{248.8}{254.2} \right)$$

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.

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, equal to

$$\frac{300miles}{30days} \times \frac{248.8}{254.2}$$

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.

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 48 different temporal categories. These 48 categories are the unique combinations of 2 years, 12 months, and weekend vs. weekday. A set of 48 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)].

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 (see *Estimation Methods*). Driving attributable to the weekends in December 2001 was the baseline in the estimation models; thus there were only 23 terms.

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),

$$Y = X\hat{\beta} + R, \quad (1)$$

where Y is the vector of observed average daily mileages (based on odometer readings), X is the vector of independent variables, $\hat{\beta}$ 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 without 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 without 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:

$$BESTMILE_i = \hat{\alpha} + \hat{\beta} \times ANNMILES_i + R_i \qquad (2)$$

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 without 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 without 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:

$$\begin{aligned} BESTMILE = {} & 365 \times (\text{Miles driven on the travel day}) \\ & \times \textit{Prob}(\text{vehicle was driven on a weekday}) \qquad (3) \\ & \times \textit{Mean}(\text{miles driven on a weekday}) \end{aligned}$$

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.

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

$$\frac{(Odometer2 - Odometer1)}{(Date2 - Date1)} \times 365$$

(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.

Consistently to the data quality checks used in the 1995 NPTS, each BESTMILE 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.

Figure J.1.
Example of Odometer Readings Straddling Dates Inside and Outside the Designated 12-Month Period

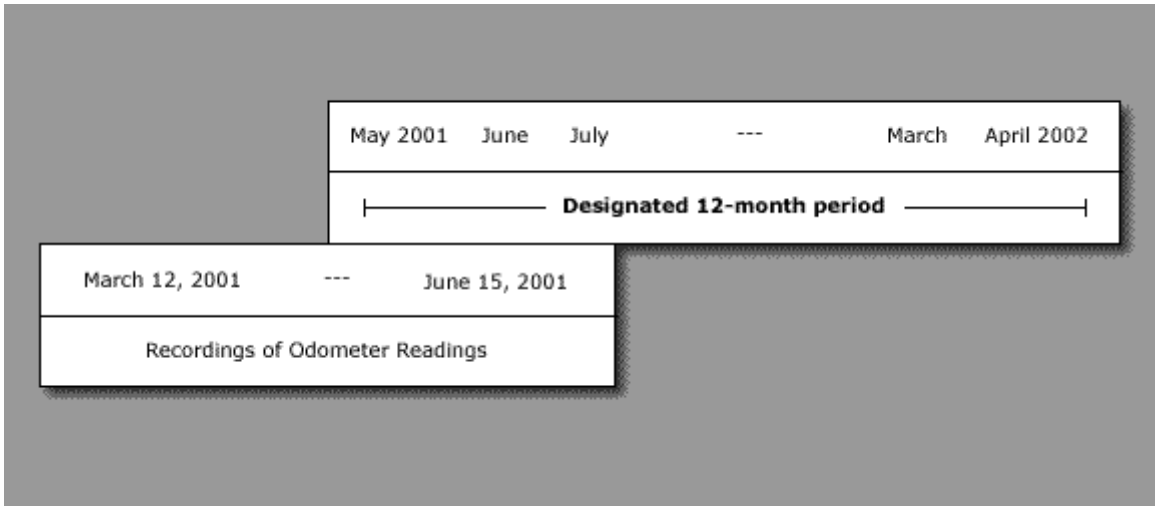


Table J.1.
Distribution of 2001 NHTS Sample Vehicles by Quality of Odometer Readings Usage to Estimate Annual Mileage

Data Issue	Number of Sample Vehicles	%
Total 2001 NHTS Vehicles (National Sample)	53,278	100.0
“Other truck,” RV, Motorcycle, “other,” “don’t know” vehicle types	943	1.77
Incomplete odometer readings and/or date data	21,357	0.09
Negative differences between 2 odometer readings	2	0.00
Differences between 2 odometer readings too large (more than 550 miles per day)	64	0.09
The second reading chronologically proceeded the first one.	7	0.01
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 day	2,121	3.98
No primary driver associated with the vehicle	3,492	6.55
Vehicles with usable odometer reading data (none of the above)	25,292	47.47

Table J.2.
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.

Table J.3.
Categories of NHTS Vehicles* by Usable Vehicle and Driver Information

	Usable Odometer Readings? Yes		Usable Odometer Readings? No			
	Usage self-reported VMT? Yes	Usage self-reported VMT? No	Usage self-reported VMT? Yes		Usage self-reported VMT? No	
	Information on Primary Driver? Yes	Information on Primary Driver? Yes	Information on Primary Driver? Yes	Information on Primary Driver? No	Information on Primary Driver? Yes	Information on Primary Driver? 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 usage odometer readings		**25,292**				**25,558**

* There were 53,278 vehicles included in the NHTS national sample. However, 2,428 of these vehicles were not eligible for the BESTMILE estimate. Ineligible vehicle types include “other trucks,” “recreational vehicles,” and vehicles with missing vehicle type information.

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

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.

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%**		

Table J.7
Outline Codes of BESTMILES

BEST_OUT	Frequency	Percent	Criteria
No code	52,155	97.89%	
1	10	0.02%	BESTMILE < CrudeEstimate/2 and |BESTMILE - CrudeEstimate| > 5,000 miles
2	173	0.32%	BESTMILE < Self - reportedVMT/4 and |BESTMILE - Self - reportedVMT| > 10,000 miles
4	9	0.02%	BESTMILE > CrudeEstimate x 2 and |BESTMILE - CrudeEstimate| > 5,000 miles
5	931	1.75%	BESTMILE > Self - reportedVMT x 4 and |BESTMILE - Self - reportedVMT| > 10,000 miles
Total	53,278	100.00%	

Frequently Asked Questions

1. I want to find out about **overall travel** of Americans—including both daily and long distance travel. How do I do this?

The definition of a "trip" varies between the daily and long distance travel components. Use day trip data to estimate overall travel since long distance trips taken on the sample day are included. In other words, all travel is included in day trip data.

Use long trip data for details about trips of 50 miles or more one way.

2. I want to compare **trends** from the previous and current travel survey—how do I do this?

Very carefully—numerous direct and more subtle methodological changes make comparisons to prior years difficult. For example:

- The daily travel sample now includes children under the age of five.
- Additional probes were included in the interview process to make sure that walking trips were being adequately reported, making it look like the total number and proportion of walking trips have increased.
- The long distance trip file now includes trips of 50 miles or more one way, compared with 100 miles or more in the 1995 American Travel Survey.
- There are also additional methodological differences in weighting procedures, field operations, etc. Exhibit 1-1 in Chapter 1 of the User's Guide gives more details about these differences.

3. When do I use the **50 percent weights** compared to the **100 percent weights**?

We recommend using the 50 percent weights for all purposes other than modeling that requires all members of the household to have participated. The 50 percent weights give larger sample sizes and, thus, generally higher precision levels for creating cross-tabulations or examining simpler models such as regressions. Chapter 5 of the User's Guide gives further details on weights.

4. Why are there **negative values** for trip miles? That doesn't make sense.

Almost all of the variables on the file contain a set of reserve codes indicated by the values of -1 (legitimate skip), -9 (not ascertained), -7 (refused), and -8 (don't know). An analyst must make decisions prior to the analysis on how to handle cases with these values. In some cases a legitimate skip may denote the absence of a characteristic or a zero value; in other cases it might indicate that a question is not applicable. For example, the driver status of individuals in a household was only determined for persons 15 and older, and thus anyone under the age of 15 has a value of -1 for the variable DRIVER. When estimating the total proportion of drivers in the nation, analysts can decide to consider individuals under the age of 15 out of scope and thus not include them in the analysis, or they might decide that in effect, all persons under the age of 15 are non-drivers and recode them as "NO." Chapter 7 of the User's Guide gives more information on reserve codes.

5. What is **trip chaining**—do I even need to consider it?

Trip chaining refers to making stops on the way to or from a major destination, such as home or work; or a series of trips, such as errands linked together. In the NHTS daily trip data, each of these incidental trips is classified as a separate trip with its own purpose.

Trip chaining should certainly be considered as it helps provide a more accurate picture of people's travel patterns and behaviors. For example, in order to estimate distance traveled to work, it would be inappropriate to simply compute the mean distance for those trips where the purpose is work. This is because a large number of those trips do not originate from a person's home. People tend to string together multiple trips prior to reaching their final destination; prior to going to work, one might stop at the day care to

drop children off, stop at a coffee shop to get some coffee, and then head to work. If trip chaining is ignored, the trip to work would only contain the miles between the coffee shop and work—not home to work. Consequently, computing mean distance to work without considering trip chaining might result in an undercount.

6. Some of the variables seem to have been **imputed**. Should I use them at all?

Absolutely. Imputation is a statistically valid method that enhances data quality. In imputation, standard processes are used to come up with estimates for missing data to compensate in part for nonresponse and nonresponse-related bias. When you are presented with a choice between a variable with and one without imputation, we recommend using the variable with imputed values.

7. The user's manual states that in order to compare estimates we need to use correct standard errors, which can be generated using **replicate weights**. What and where are the replicate weights and how do I use them?

To compute correct standard errors for comparing estimates, it is crucial to account in some manner for the complex survey design. Relying on methods that assume a simple random sample will typically underestimate the true sampling error associated with estimates from the NHTS. Replicate weights are provided to allow you to correctly compute estimates of standard errors using appropriate software such as WesVar, SUDAAN, and others.

SuperTABLE is not able to provide standard error estimates using replicate weights. The comma-delimited ASCII files supplied on this CD-ROM contain the replicate weights. For more on how to use the ASCII files, see Appendix C of the User's Guide. For more on standard errors, see the statistical primer and Chapter 7 of the User's Guide.