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USER'S GUIDE FOR THE PUBLIC USE TAPES

1990 NATIONWIDE PERSONAL TRANSPORTATION SURVEY

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16. Abstract

This report is part of a series of products from the 1990 Nationwide Personal Transportation Survey (NPTS). In the NPTS, information is collected on the amount and nature of personal travel in the U.S., as related to the demographics of persons and households. This report is designed to serve as documentation for the public use datafiles and, as such, includes sections on survey procedures and methodology, the survey questionnaire, the public use data formats, weighting the data, and comparability of the 1990 NPTS with earlier NPTS surveys and with other data sources. The report also includes sample tables from the 1990 NPTS data, a data codebook, a proc contents listing (for SAS tape users), a section on estimating sampling errors, a glossary of NPTS terms, and other information needed by a user of the public use datafile.

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1990 NATIONWIDE PERSONAL TRANSPORTATION SURVEY

Federal Highway Administration
United States Department of Transportation

Research Triangle Institute
Research Triangle Park, North Carolina

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I. INTRODUCTION

This Users Guide provides details of the 1990 Nationwide Personal Transportation Survey (NPTS). It provides information to assist transportation planners and others who need comprehensive data on travel and transportation patterns in the United States. The 1990 NPTS updates information gathered during similar studies conducted in 1969, 1977, and 1983.

Publicly available tapes with data from the 1990 study have the following general features:

- the data are arranged in six hierarchical files to facilitate analysis
- the data are available in the Statistical Analysis System (SAS) or standard EBCDIC format.

This guide includes descriptions of the survey procedures and methodology used for the 1990 NPTS, the questionnaire, the public use data tapes, and the weighting procedures for 1990 NPTS data. There is also a comparison of the 1990 NPTS with the previous surveys. Appendices provide sample tables (Appendix A), SAS Proc Contents Listings (Appendix B), details of record layout and documentation for the data files (Appendix C), a glossary of NPTS terms (Appendix D), a copy of the 1990 NPTS questionnaire (Appendix E), a discussion of estimating sampling errors (Appendix F), and additional background information (Appendices G-K).

Sponsorship

Research Triangle Institute conducted the 1990 NPTS under the sponsorship of five agencies of the U.S. Department of Transportation (DOT). The sponsors were the Federal Highway Administration (FHWA), Urban Mass Transportation Administration (UMTA), National Highway Traffic Safety Administration (NHTSA), Office of the Secretary of Transportation (OST), and Federal Railroad Administration (FRA). FHWA had the lead role in coordinating the survey.

Purpose

The Nationwide Personal Transportation Survey compiles national data on the nature and characteristics of personal travel. It addresses a broad range of travel in the United States, providing data on all personal trips for all purposes and all modes of transportation. When the 1990 data is used in conjunction with previous NPTS data, it is possible to track, over time, both personal travel and the characteristics related to that travel for the entire nation. NPTS data may be used to describe current travel patterns and, given projections of demographic change, can provide a valuable tool to forecast future travel demand.

The 1990 NPTS closely follows the data collection design used for the previous surveys. Information from a national household sample was collected about all trips taken during a designated 24-hour period (travel day). Additional details were collected for trips of 75 miles or further (one-way) that were taken during the preceding 14-day period (travel period) including the 24-hour travel day. The information collected for each trip includes the purpose, mode, trip length, day-of-week, time-of day, vehicle used, and vehicle occupancy.

Scope

The 1990 NPTS dataset includes:

- Household data on relationship of household members, educational levels through graduate or professional school, income categories, and other demographic information.
- Information on availability of public transportation.
- Motor vehicle information including year, make, model and other vehicle-related information.
- Data about drivers, including information on travel as an essential part of their jobs.
- Data describing trips taken during a 14-day period (travel period) where the farthest point of the trip was at least 75 miles from home including the dates the trip started and ended, the day of the week, mode of travel, distance, number in travel party, and the purpose of the trip.

- Data about trips that were taken during a designated 24-hour period (travel day) including the time when the trip began, length of the trip, composition of the travel party, mode of transportation, purpose of the trip, and vehicle used (if travel was in a household vehicle).

- Data on traffic accidents and accident reporting for motor vehicle accidents that occurred, when the respondent was driving, within the last five years.

II. SURVEY PROCEDURES AND METHODOLOGY

Data for the 1990 NPTS were gathered between March 1990 and March 1991. The household response rate was 84 percent, which means that of all eligible households contacted, 84 percent participated in the survey. Within the survey households, trip and travel information was collected for 87 percent of eligible persons (household members age 5 and older). The sample consisted of 26,172 households with telephones identified through random-digit dialing procedures. From these, 21,869 unique household interviews were obtained. Each household in the sample was assigned a specific 24-hour "travel day" and a 14-day "travel period" for which detailed data on all travel were collected. Residents of the sampled households were interviewed as early as possible within the six-day period immediately following the designated travel day. Person-level interviews were completed for 47,499 of 54,313 eligible household residents. The NPTS data include information about the household and all persons who were members of the sampled household on the date the household interview was completed.

Interviewing Procedures

Research Triangle Institute (RTI) collected the 1990 NPTS data using computer-assisted telephone interviewing (CATI). RTI's interviewer staff screened 73,579 randomly selected telephone numbers to identify the 26,172 households included in the sample. When a household was identified, a household-level interview was conducted with an adult resident of the household. This interview obtained information on household vehicles, availability of public transportation, household location, and household income. In addition, a roster containing person data for each resident of the household was completed. A person-level interview was attempted for each resident 5 years old or older. Each person older than 13 years was asked to report all trips they had taken during the designated travel day, as well as trips of 75 miles or longer taken during the 14-day travel period ending on the travel day. A knowledgeable household resident, age 14 or older, was asked to report all trips taken by household members

between the ages of 5 and 13 years. In addition, the person-level interview gathered data on occupation and work-related travel, driver information, and accidents.

Data Collection

The 1990 NPTS interviews were completed by staff of RTI's Telephone Survey Unit. Each interviewer was thoroughly trained before beginning work on the survey.

A number of quality control measures were implemented during the data collection. Supervisors were present to observe interviewing and assist with problem cases at all times during interviewing. Numerous real-time edits were performed by the CATI system during the interview process. In addition, silent audio-visual monitoring of interviews in progress was conducted by supervisors and other staff throughout the data collection period.

Data Processing

The major data processing activities for the 1990 NPTS included computer edits of the data to ensure completeness and consistency, creation of the six final data files, calculation of the sampling weights, production of specified tabulations, and calculation of estimated variances.

Finally, the public use tapes and associated documentation were prepared.

Data Editing

Data editing was performed both during the CATI interview (real-time) and after data collection (post-processing). Real-time edits included features built into the CATI system and special subroutines written for the project to check data validity as the data were collected. Since real-time edits have the advantage of allowing the interviewers an opportunity to correct erroneous data while the respondent is still on the phone, they were used as much as possible. Post-processing edits were used to reformat data as well as to check the validity of the data.

Built-in, real-time edit features included:

- Range checks for all numeric variables were built into the CATI software. If an interviewer attempted to enter a value outside of the designated range, the program sent an error message and halted until a valid entry was made.

- Variables were automatically formatted with leading zeros or other appropriate formats.

- Simple consistency checks were performed throughout the interview to assure that entries in selected fields were logical in view of previous, related entries. Examples of such checks are:

    - checking for a reasonable age (15 or older if the person was entered in the vehicle roster as the most frequent driver of a vehicle)

    - checking proxy status (whether the respondent is responding for his/herself, or acting as a proxy for another household member) before each section of the questionnaire.

Numerous custom subroutines were written to handle more complicated on-line quality checks. Examples of these include:

- looking vehicle information up in a make/model/year table for late model pickups, vans, and utility vehicles to improve data quality

- numerous date checks to ensure that a given date was within the correct time period

- a check to ensure that the total mileage of a trip was not less than the sum of its segment mileages

- checks that the person named as the driver on a trip had been listed as going on the trip and that people listed for the trip were entered only once

- checking for valid state abbreviation and Zip Code entries.

In preparation for post-processing edits, the CATI file was converted into several separate SAS data sets. The 1990 NPTS data were collected at different levels of interest resulting in household-level and person-level files. Before the post-processing edits were performed, these files were further sub-divided. Vehicle data were deleted from the household file and wriBten to a separate vehicle file (with one observation for each vehicle in a household). Travel-day and travel-period data were deleted from the person file and written to two trip-level files (one observation for each trip a respondent reported).

Extensive post-processing edits were performed on the resulting data sets. The following edits were performed on all of the files:

- Skip patterns were checked based on "gate" questions with a legitimate skip indicator being entered in the file where appropriate.

- "Other, Specify" variables were coded into categories wherever possible.
- A "Not Ascertained" Code was entered for all blank data fields.
- Range checks were performed on all variables to verify that no invalid responses were present in any files.
- Variables were assigned "meaningful" names. That is, names with some reference to the contents of the variable. In addition, SAS labels were created for every variable in every file.

Each file was then subjected to a variety of file-specific edits during which numerous variables were examined and/or edited for accuracy and consistency. Recoding was conducted as necessary. For example, vehicle makes and models were coded in conformity with the National Accident Sampling System (NASS) coding dictionary (see Appendix J).

Confidentiality Assurance

A number of measures were taken in producing this public use data set to assure respondent confidentiality. First, all direct identifier variables, such as telephone numbers, Zip Codes, county codes, and names of individuals, were removed from the files (no addresses were obtained in the 1990 NPTS interviews). Geographic areas specifically identified in the data files were limited to Metropolitan Statistical Areas (MSAs) of at least 1 million and states of at least 2 million population in 1990. Users should note that the samples were designed to produce regional and national-level estimates. Thus, estimates for individual local areas, MSAs, or States may not be based on large enough sample sizes and may be imprecise.

Other geographic variables including an MSA central city identifier and an MSA size code variable were examined along with Census division and specifically identified MSAs and states to assure that no geographic areas with less than 50,000 population were identifiable from the public use files.

Additionally, reported vehicle make and model information and a few other variables were removed from the file (for example, the specific dates when travel day and period trips were taken); however, year, type of vehicle and NASS make/model codes remain. Data values for certain other variables were coded into intervals or suppressed, and some distributions were capped. For example, detailed year/make/model information for antique and classic autos could decrease respondent confidentiality if fully revealed. In the public use files, rare NASS make

and model codes were recoded as "other" makes and models. The year data for 1919 to 1959 model vehicles was recoded as 1955; 1960 to 1964 were recoded as 1963, and individual years were shown for 1965 and newer vehicles.

Sample Design

The 1990 NPTS sample design provided a scientific sample of telephone households in the United States. The geographic coverage of the survey included all 50 states and the District of Columbia. The sample was stratified by geography and time so that the data collection would be dispersed nearly uniformly throughout the country and across the data collection period. The sampling was also controlled by day-of-week to capture variations in personal travel within a week.

Four temporal strata, referred to as quarters, were used:

Quarter 1-March, April, and May, 1990
Quarter 2-June and July, 1990
Quarter 3-August, September, October and November, 1990
Quarter 4-December, 1990 and January and February, 1991.

During the first quarter, a Mitofsky-Waksberg random-digit dialing design was used to select the sample telephone numbers. Concerns for maintaining the data collection schedule developed during Quarter 1 interviewing, prompting revision of the sample design for Quarters 2, 3, and 4.

A list-assisted sample design was used to select the sample telephone numbers for the last three quarters. The list-assisted sample design utilized information available through Nielsen Media Research. The need to change the design and the desire to use the most up-to-date frame available from Nielsen resulted in assignment of August to Quarter 3 instead of to Quarter 2.

The population of inferential interest for the 1990 NPTS was defined as:

(a) all persons 5 years and older in the 50 states and the District of Columbia

(b) during the period of data collection.

The use of the telephone mode of data collection restricted the sampled population to households with telephones, including both listed and unlisted telephone numbers.

Source information for construction of the sampling frames for all four quarters was the list of all currently assigned NPA/NXX codes (i.e., area codes and three-digit telephone prefix codes, respectively). This information is available in computer accessible form from Bell Communications Research (BELCOR). All possible working telephone numbers can be generated by appending four random digits to the six-digit NPA/NXX Codes (yielding 10-digit telephone numbers).

Quarter 1. The NPA/NXX Codes active as of January 1990 were obtained from BELCOR and linked to counties via their rate-center city. During data collection, information was obtained to confirm or correct the county in which the household was located.

Geographic strata were formed by partitioning the counties in the U.S. into areas defined by three factors: Census Division, presence or absence of subway or elevated rail public transportation (see Appendix G), and three levels of metropolitan status. The metropolitan status levels were defined to be in a (P)MSA, [(Primary) Metropolitan Statistical Area] or not in a (P)MSA, with two levels for (P)MSA's based on population.

Because the State of Connecticut and New York's Metropolitan Planning Organization (MPO) contracted for supplementary samples, two special strata were created. One was the State of Connecticut and the other was the 12 counties listed in Appendix H, referred to as the New York Add-on Area. Thus, the counties comprising the Connecticut stratum were excluded from other New England Census Division strata and the counties in the New York Add-on Area were excluded from other Middle Atlantic Census Division strata. The Quarter 1 design included 33 geographic strata.

Quarters 2, 3, and 4. During Quarter 1 data collection, the Indianapolis, Indiana, MPO contracted for supplementary sampling beginning with the Quarter 2 data collection. The geographic strata for Quarters 2-4 were changed from the Quarter 1 definition by adding an additional stratum, Marion County, Indiana, and removing Marion County from its original stratum. Thus, this design included 34 geographic strata.

Sample Allocation. The total target number of interviews was the sum of four components:

- 18,000 funded by the U.S. Department of Transportation
- 2,000 funded by the State of Connecticut
- 900 funded by the New York MPO
- 917 funded by the Indianapolis, Indiana, MPO.

The total target number of 21,817 interviews was allocated to the geographic and temporal strata using the following rules:

Geographic allocation:

- the 18,000 were allocated proportional to the population of the 33 or 34 geographic strata depending on the quarter
- the supplementary samples were added to the DOT target allocation to give the targets for the add-on strata.

Temporal allocation:

- the sample allocation was controlled in order that about one-twelfth of the annual target sample size was allocated to each calendar month.
- the number of completed interviews by month was controlled through the quareterly and monthly sample allocations, randomization of the release of sample numbers, and varying the interviewer work hours.
- the within week variation was controlled by randomly assigning travel days to sample phone numbers.

Sample Selection

Quarter 1. Following Mitofsky/Waksberg procedures, telephone numbers were selected in two stages. First, a sample of BELCOR 6-digit NPA/NXX Codes was randomly selected. A 4-digit random number was appended to each of these NPA/NXX Codes, yielding a random 10-digit "primary" number. This number was called to determine if it was a working residential number. If the number accessed a working residential number, its first 8 digits defined a cluster and was used in the second stage of sampling to generate additional sample phone numbers. (If the number did not access a working residential number, then no more numbers were called with these same first 8 digits.)

The second stage of sampling involved generating more phone numbers within the clusters defined in the first stage. These numbers were constructed by appending randomly generated 2-digit numbers (with replacement) to the first 8 digits of each primary number. Numbers were called within the clusters until a prespecified number of working residential numbers (the cluster size) was identified. This design allowed a phone number to be selected multiple times and, therefore, interviews could be duplicated. Thus, the final data file contains 22,317 household interviews, of which 21,869 are unique and 448 are duplicates, and 48,385 person-level interviews, of which 47,499 are unique and 886 are duplicates. When a phone number was selected more than once, the survey data obtained from the first selection were replicated--the data were only collected once from any household.

Application of this procedure yielded an equal probability, 2-stage cluster sample of households within each of the 33 Quarter 1 geographic strata. The primary or first-stage units are the clusters of households served by numbers with the same first 8 digits. The second-stage units are the households selected from the identified clusters.

The primary numbers were allocated to the three months in Quarter 1 forming three additional temporal strata. These monthly strata were intended to control the sample size so that near equal numbers of interviews were obtained in each month.

Quarter 2. Because of the nature of the Mitofsky/Waksberg procedure and the control by day-of-week, the interviewing during Quarter 1 did not progress at the desired pace and a change was made to the "list-assisted" sample design effective with Quarter 2. The major changes in the design were:

- NPA/NXX Codes were linked to counties differently
- substrata were defined within the geographic strata
- telephone numbers were selected in one stage.

Nielsen routinely constructs a telephone sampling frame using the BELCOR NPA/NXX Codes similar to what was done for the Quarter 1 design. In addition, they append to the file the count of listed residential telephone numbers within each group of 100 telephone numbers with the same first eight digits. The count of listed residential numbers is obtained from Donnelly Marketing Information Systems from their file of telephone book listings.

Each NPA/NXX Code is assigned to a state/county by the following rules:

- if NPA/NXX Code had one or more residential listings, then it was linked to the county with the highest share of it's listings, or
- if NPA/NXX Code had zero residential listings, then it was linked to the county in which its rate-center city was located.

Using these county assignments, the NPA/NXX Codes were assigned to the 34 Quarter 2 geographic strata.

Within each geographic stratum, the "100 blocks" of telephone numbers were partitioned into two substrata, those with zero to 24 listed residential numbers and those with 25 or more listed residential numbers, forming 68 substrata. A simple random sample of telephone numbers was then selected from each of the 68 substrata. The zero to 24 substrata were sampled at about one-fifth the rate of the 25 or more substrata. The different sampling rates were used to allocate more resources to the substrata that were expected to have more working residential numbers.

As in Quarter 1, the Quarter 2 sample was also stratified by month. Only two monthly strata, June and July, were defined, however. August was moved from Quarter 2 to Quarter 3 to take advantage of the dates when Nielsen updates its telephone frame.

Quarters 3 and 4. The design for Quarters 3 and 4 was nearly identical to the Quarter 2 design. The only change was to not stratify explicitly by month. The number of interviews per month was controlled by releasing the sample numbers in random order, controlling their release over time, and by adjusting the number of staff working on the telephone interviewing.

Travel Day Assignment

Because many personal travel characteristics are known to vary both seasonally and by day-of-week, temporal control of the travel day ensured capturing temporal variation in travel. The quarterly temporal strata and the month within quarter control, discussed above, captured the seasonal variation. The within week variation was captured by controlling the travel-day assignment by day of the week.

In Quarter 1, primary numbers were randomly assigned to each day of the week, one-seventh to each day. All households identified in the cluster associated with the primary number

were assigned the same travel day. In Quarters 2, 3, and 4, every sample telephone number was randomly assigned a day-of-week so that about one-seventh were assigned to each day.

In general, telephone numbers were called the day after their assigned travel day. The control proved effective, with distribution of travel day by day-of-week nearly uniform.

III. 1990 NPTS QUESTIONNAIRE

The 1990 NPTS Questionnaire had 13 lettered sections. Household-level questions were in 6 sections and were asked once for each household interviewed. These sections were:

A. Introduction

B. Vehicle Data

C. Availability of Public Transportation

D. Person Data for Each Household Member (Roster)

J. Household Location

K. Household Income

The remaining 7 sections contained person-level questions and were asked for each household member 5 years of age or older.

These sections were:

E. Occupation and Travel to Work

F. Driver Information

G. Travel Period

H. Travel Day

I. Accident Data

L. Income of Non-Family Members

M. Education

A summary of the contents of each section is provided in this chapter. A copy of the questionnaire is included as Appendix E to provide additional detail for the data user.

Section A. Introduction

This section provided introductions to be used to introduce the interviewer and the survey to sample members.

Section B. Vehicle Data

Section B, which was part of the household-level interview, compiled an inventory of motor vehicles owned or used by members of the sampled household, including number and type of vehicles; when they were acquired; year, make, and model data; and average annual miles each vehicle was driven. All licensed motor vehicles that were available for regular use by household members from the first day of the 14-day travel period through the travel day were inventoried.

Section C. Availability of Public Transportation

This brief section gathered information on the availability and accessibility of public transportation. It was part of the household-level interview for each household.

Section D. Person Data for Each Household Member

In this section, which was part of the household-level interview, a roster of all members of the sampled household was created. To aid in ensuring that all eligible persons were interviewed, the first name of each person was listed. Other data obtained included age, sex, and race of the household reference person (person who owned or rented the home), and the relationship of each household member to the reference person.

Section E. Occupation and Travel To Work

This section was part of the person-level interview for each household member 16 years of age or older. It included questions on occupation during the week before the interview. If the sample member was employed, questions were asked about the principal means of transportation to work and payment for parking at work.

Section F. Driver Information

Part of the person-level interview for sample members 16 years of age or older, this section gathered information on licensed drivers. Data obtained included age when the sample member began driving on public roads, driving as an essential part of work, and total mileage driven during the past 12 months.

Section G. Travel Period

Travel period data was collected for all household members 5 years of age or older as part of the person-level interview. These data were obtained for trips at least 75 miles in length (from home to farthest point on the trip) with a return to home. The trips had to have occurred within the 14-day period ending on the designated travel day. Information was requested on the trip destination; main reason for the trip; main means of transportation used; number of persons in the travel party; other household members on the trip; number of miles driven, including side trips; if a household vehicle was used, which vehicle; and who drove the most miles on the trip. Similar information was obtained for both the outgoing and return portions of each qualifying trip.

Section H. Travel Day

This key section was included in all person-level interviews. All travel except travel as an essential part of work was addressed in this section of the questionnaire. The travel day was defined as beginning at 4:00 a.m. on the designated day and ending at 3:59 a.m. on the following day.

For each trip made during the travel day, questions were asked to determine the main reason for the trip; number of persons on the trip and if other household members were part of the travel party, which ones; length of trip; all means of transportation used; time the trip began and time the trip ended; and if paid parking was used. If the trip or any segment of it was made using public transportation, additional questions were asked. If the trip was made by private vehicle, information on the vehicle or vehicles was obtained. Finally, for a randomly selected trip by private vehicle (if any), questions were asked to determine how many of the trip miles were driven on a 2 or 3 lane road, street, or highway; an undivided highway with a total of 4 or more

lanes; a divided highway with a total of 4 or more lanes; or an interstate highway, a freeway, an expressway, or other limited access highway.

Section I. Accident Data

Questions in this section were designed to gather data from licensed drivers on the most recent traffic accident, if any, within the past 5 years. Data were gathered on where the accident occurred, if a written police report was prepared, whether any pedestrians were involved, what types of vehicles were involved, any injuries or fatalities that occurred, type of road and road condition, and if it was daytime or dark when the accident occurred.

Section J. Household Location

This section contained questions to obtain data on the general location of the household.

Section K. Household Income

Questions in Section K were designed to obtain, within a range, the total combined family income for the past 12 months.

Section L. Income of Non-Family Members

This section was asked, as part of the person-level interview, of non-family members of sampled households. It was designed to obtain, within a range, the person's total income in the past 12 months.

Section M. Education

This final section for the person-level interview had only one question, which asked for the highest grade (or year) of regular school the person had completed.

IV. 1990 NPTS PUBLIC USE DATA FORMATS

The 1990 Public Use Data Tapes are available in two formats: SAS and EBCDIC. Both versions were developed from the CATI (Computer-Assisted Telephone Interviewing) datafiles in which respondent data were collected and stored. This User's Guide refers primarily to the SAS variable names and the SAS version of the data sets. However, all data are identical in the two versions (EBCDIC and SAS).

SAS is a widely used statistical analysis software package. It allows complex data manipulation and descriptive data presentation. SAS also allows hierarchical files (such as the 1990 NPTS files) to be easily linked together though ID variables. A PROC CONTENTS listing, (Appendix B) for each of the six SAS data sets accompanies the public use tape, as does a "codebook" (Appendix C) describing the categories of the variables on the data sets.

EBCDIC is the standard IBM data file format. The files in EBCDIC format can be read into (or used by) any software package or programming language. A file layout describing the column positions of each variable is included as part of each file's codebook.

Structure of the 1990 NPTS Data Files

Six files constitute the 1990 NPTS data base. They are:

1. Household File
2. Person File
3. Vehicle File
4. Travel Day File
5. Travel Day File (Segmented trips only)
6. Travel Period File.

The Household File contains household-level demographics such as geography and household composition. The Person File contains person-level characteristics for members of households that participated in the NPTS. The Vehicle File contains information about each vehicle in responding households. The Travel Day File contains specific information about each trip taken by respondents during the travel day (typically the day before the interview occurred). Travel day trips were classified as "segmented" trips if the respondent indicated that some mode of public transportation was used on the trip and a transfer from one vehicle to another took place

while using the public transportation. For segmented trips, additional data collected for each segment appear in the segmented travel day trip file. All segmented trips are represented in both travel day files. The Travel Period File contains information about longer trips (75 or more miles one-way) that took place during the two weeks prior to a respondent's interview.

Selected variables appear on multiple files in order that certain analyses may be performed without merging multiple files together. The variables were chosen as those most likely to be considered by analysts as important household-level or person-level characteristics.

NPTS Codebooks

Codebooks are provided for each of the six files. These documents provide valuable information regarding the meaning of the variables in the files and the record structure for each file. Each codebook is organized as seven separate fields:

1. Variable name (titled VARIABLE:)
2. Variable label (titled LABEL:)
3. Questionnaire item number reference for the variable (titled Q#:)
4. Range of values and code descriptions (titled VALUE RANGE AND CODES)
5. Frequency count of each code (titled FREQ:)
6. Beginning column in the EBCDIC file (titled POS:)
7. Number of columns in the EBCDIC file (titled WIDTH:).

Variables other than questionnaire data have been added to each file. The questionnaire reference field in the codebook (Q#:) is blank for those variables that did not originate in the questionnaire. In most cases, the description in the codebook for these variables is adequate. However, the following provides more details for certain NPTS variables.

Users are cautioned against using household file summary variables (e.g., 1-7, 11 and 15 below), which do not include an adjustment for person-level nonresponse, to compute estimated totals. Estimates of totals for drivers, vehicles, trips and miles should be made using the data from the Person, Vehicle and Trip Files.

- **Household File**

1. DRVRCNT - Represents the number of licensed drivers in the household. Based on LIC_DRVR in the Person File.

2. DTCNT_H - Number of trips for the household in the Travel Day File. Trips are defined at a person level. Therefore, if three household members traveled together on one trip, this was considered to be three separate trips.

3. DTPMILH - Sum of mileages for all travel day trips for the household. Trips reported as "less than one-half mile" were assigned a mileage of .25 miles. Mileages coded as "Not Ascertained" or "Refused" were treated as zero mileages in forming this variable.

4. DTVCNT_H - Count of travel day vehicle trips for the household, including only those vehicle trips in which the respondent was the primary driver. Trips were reported separately for each household member. Since several members may have reported the same trip, we count only the drivers' trips to avoid double-counting of vehicle trips

5. DTVMILH - Sum of mileages for all travel day vehicle trips. Represents the total number of travel day vehicle miles for a household.

6. HHVEHCNT - Total number of vehicles reported by a household. This count corresponds to the total number of records in the vehicle file for a particular household. Also associated with this variable are CARCOUNT (number of cars and vans), TRKCOUNT (number of trucks), and VEHCOUNT (number of cars, vans, and trucks).

7. HHVMILES - Sum of the annualized mileages for all household vehicles.

8. LIF_CYC - Represents the life cycle of the household. The different cycles are:

    1: Single adult, no children
    2: Two or more adults, no children
    3: Single adult, youngest child age 0-5
    4: Two or more adults, youngest child age 0-5
    5: Single adult, youngest child age 6-15
    6: Two or more adults, youngest child age 6-15
    7: Single adult, youngest child age 16-21
    8: Two or more adults, youngest child age 16-21
    9: Single adult, retired, no children
    10: Two or more adults, retired, no children.

    In creating this variable, several assumptions were made. First, only one adult had to be retired in order for the household to qualify for cycle ten. In addition, there may be retired individuals in cycles 3-8. Second, persons age 16-21 were considered children if they were listed as children of the households reference person (see R_RELAT in the Person file). Otherwise, they were considered adults. All persons over 21 were considered to be adults, regardless of whether or not they were listed as children of the reference person. Associated with this variable are two others - NUMADLT and NUM_KIDS - for which the same rules apply.

9. POPDNSTY - Represents population density. Households were asked to provide a Zip Code as a geographic identifying variable. The Zip Code was then matched to an external data file that contained population and area estimates for all Zip Code areas in the United States. Population per square mile was calculated for each of the Zip Code areas and then collapsed to form the categories of POPDNSTY.

10. POVERTY - This variable is based on the 1990 poverty lines as defined by the United States' Department of Health and Human Services and is a function of both household income and household size. Non-family income for the household was not used in this classification. The fact that household income data were collected as categories ($5,000 intervals) that sometimes spanned the poverty line necessitated the inclusion of the "near the poverty line" category. Whenever household income was not obtained, the poverty indicator could not be determined and this variable was coded as "Not Ascertained."

11. PTCNT_H, PTPMILH, PTVCNT_H, PTVMILH - Same explanation as for the travel day summary variables mentioned above (DTCNT_H, etc.), except that these are based on the Travel Period File.

12. REPFLAG - Indicates that the data comes from a household that was selected more than once during the first quarter of data collection. The Mitofsky-Waksberg sample design used during quarter one selected households "with replacement" within blocks of 100 phone numbers in order to ensure that all households in a design stratum had an equal probability of being selected. The impact of with-replacement sampling is that the same household can be selected more than once. When this occurred, the household was not re-interviewed. Rather, the data collected during the household's first interview were replicated and added to the data files for each additional selection of the household. REPFLAG is set to "1" for all records from households selected more than once.

13. SUNRISE, SUNSET - The sunrise and sunset time on each household's travel day was estimated primarily for use in determining if trips were made during daylight or dark. Latitude and longitude coordinates were obtained for all Zip Code areas in the United States. Households were then mapped into time zones based on telephone area code. The sunrise and sunset times were then calculated based on the travel day date, the coordinates, and the time zone. (See Appendix I.) For a small number of households, primarily in Idaho, it was necessary to estimate the time zone since the area code spanned the time zone boundary. These two variables also appear on the Travel Day File.

14. URBAN - An approximate classification of sample households as belonging to an urbanized area or not.

    Households classified as belonging to an urbanized area were either:

    a. In a central city of an MSA, or

b. In an MSA but outside the central city, and within a Zip code area with a population density of at least 500 people per square mile in 1990.

15. WRKRCNT - Represents the number of workers in the household, as defined in the variable WORKER in the Person File.

- **Person File**

16. DTCNT_P, DTPMILP, DTVCNT_P, DTVMILP, PTCNT_P, PTPMILP, PTVCNT_P, PTVMILP - Correspond to the summary variables discussed above for the Household File, except that these were summarized to the person level.

17. PUBTRANS - Indicates whether or not any of a respondent's reported travel day trips involved the use of public transportation. Public transportation is defined as codes 12, 14, 15, and 16 for the variable TRPTRANS in the Travel Day File.

18. WORKER - Categorizes a person as being in the work force or not, for respondents age 16 or older. A respondent's work status was determined based on responses in Section E of the questionnaire. Specifically, workers are:

    a. Those people either working or looking for a job (DOLASTWK/E1 coded as either 1 or 2), or

    b. Individuals with responses of 3,4,5,7,8 for DOLASTWK and who responded "Yes" to either ANYWORK/E2 or ABSNTJOB/E3.

- **Vehicle File**

19. ANNMILES - Annualized vehicle mileage was assigned for each vehicle in the vehicle file. For vehicles that had been owned for more than a year, this value is the same as the reported mileage for the previous year. In the case of vehicles that had been owned for less than one year, reported mileage was annualized by dividing the reported mileage by the number of months owned and then multiplying by twelve. A limit of 115,000 miles was placed on the annualized mileage variable.

- **Travel Day File**

20. PEAKTRIP - Any travel day trip that began between 6:30 AM and 9:00 AM or from 3:30 PM to 6:00 PM was considered a peak-period trip. No effort was made to classify trips that began before, but extended into, the peak period time blocks.

21. TRIPPURP - Classifies travel day trips by purposes most often used in the urban planning process (e.g., home-based work). The classification was based on response to question H7 (WHYTRIP) and whether or not the trip was home-based. Home-based trips are those trips that either originated or terminated at home.

- **Travel Period File**

  22. CALCDIST - A straight-line distance between the household location and the travel period destination was computed. This variable was used during the data-cleaning phases to identify potentially invalid travel period trip mileages. However, since respondents were not asked to report a straight-line distance, but rather to report the length of the trip, many of the "excessive" reported mileages were left on the file as reported. CALCDIST is included as a tool for analysts to use when analyzing travel period data.

V. WEIGHTING THE DATA

This section discusses the weighting procedures for the 1990 NPTS. These weighting factors are necessary in order to obtain estimated totals for the U.S. population. The weights reflect the sample design and selection probabilities, as well as adjustments to compensate for survey nonresponse and noncoverage. The weights are multiplicative factors; that is, the estimated total is obtained by multiplying each data value by the appropriate weight and summing the results.

The weight variables are included in the proper data files as follows:

1. The Household and Vehicle Files (HOUSEHLD.DAT and VEHICLE.DAT) contain the variable WTHHFIN, which is the weight used to make estimates of household characteristics such as household income and the number of vehicles per household.

2. The Person File (PERSON.DAT) includes the variable WTPERFIN, the weight used to make person-level estimates such as the number of licensed drivers or annual miles driven.

3. The Travel Day Files (DAYTRIP.DAT and SEGTRIP.DAT) contain the variable WTTRDFIN, the weight used to compute estimates of travel characteristics collected for the travel day, such as the number of person-trips and their distributions by mode and purpose. The DAYTRIP.DAT file also contains a second weight variable (WTTOHFIN), which is used only for making estimates based on the data from Question 32 of the Travel Day Section, miles driven by type of highway.

4. The Travel Period Trip File (PERTRIP.DAT) includes the variable WTTRPFIN, which is the weight used to make estimates for characteristics of the travel period trips, those of 75 miles or longer one-way.

Estimates of the number of vehicle trips or vehicle miles of travel should be based on only the data for the persons who drove the vehicles to avoid counting the trips or miles more than once. The variable DRVR-FLG in the Travel Day File identifies those trips in which the respondent was the driver. In the Travel Period File, there are two such variables (TODRVFLG and RTDRVFLG) to indicate whether the respondent was the driver on the outgoing and return portions of the trip.

Because the sample units were telephone households, the first series of steps calculate the analysis weights to estimate household characteristics. All subsequent weights are based on the

household analysis weights. Using the household weight, person-level weights, were calculated adjusting for nonresponding members of the responding households. Travel-day and travel-period weights were then calculated based on the person-level weights.

One final weight calculation was required for the "miles-driven by type of highway" because these data were captured for a randomly selected trip for each person in the sample. This weight is based on the travel-day weight and also reflects the probability that the trip was selected.

The weight sums are:

• Household level	93,347,000
• Person level	222,100,829
• Travel-day level	249,562,296,784
• Travel-period level	1,536,106,728
• Randomly-selected-trip level.	173,376,227,059.

The steps used in the weights calculations are summarized below. Method of estimating sampling errors are described in Appendix F.

The household weights were calculated as follows:

Step 1. Calculate initial and sampling weights. Since the Mitofsky-Waksberg design was used in Quarter 1, the sampling weights are unknown but equal. The initial Quarter 1 weight ratios the sample households to the exogenous strata counts from Market Statistics. For Quarter 2, the initial weight ratioed the phone numbers in the 20,000 Nielsen sample to the Nielsen frame. This initial Quarter 2 weight was divided by the ratio of released numbers to the 20,000 Nielsen sample, yielding the sampling weight (which ratios the released numbers to the frame). For Quarters 3 and 4, the sampling weight was the initial weight calculated and ratioed the released numbers to the frame.

Step 2. Poststratification of the sampling weights. The Quarters 2 through 4 sampling weights were post-stratified to the exogenous strata counts from Market Statistics.

Step 3. Nonresponse and multiplicity adjustments. The Quarter 1 weight from Step 1 and the Quarters 2 through 4 weights from Step 2 were adjusted for nonresponse. The adjustment factor ratioed the responding households to the responding and nonresponding households. These weights were then adjusted for multiple phone numbers in a household.

Step 4. Combining the quarters. The weights from Step 3 were prorated by the percent of the responding households in each quarter.

Step 5. Smoothing the weights across the year. The weights from Step 4 were divided into 6 pairs based on the travel month, (i.e., January with February, etc). These weights were ratioed to 1/6 of the Market Statistics counts.

Step 6. Poststratification to Current Population Survey estimates. The final step in calculation of the household-level weights adjusted the weights from Step 5 so that they summed to March 1990 Current Population Survey estimates for five characteristics given in Exhibit 5.1:

- Census Region
- Household size
- MSA status
- Race (black, nonblack)
- Ethnicity (Hispanic, nonhispanic).

The person weights were calculated from the final household weights that resulted from Step 6, above.

Step 7. Person-level nonresponse adjustment. The initial person-level weight (from Step 6.) was adjusted for nonresponse. The adjustment factor ratioed the sum of the weights for all responding persons to the sum of the weights for all responding and nonresponding persons.

Step 8. Travel day and travel period weights. The travel-day and travel-period weights were calculated from the final person-level weights from Step 7, above. The travel-day weight was calculated by multiplying the final person weight, from Step 7, by 365 to expand the person travel day to an annual total. The travel-period weight was calculated by dividing the travel- day weight by 14, to reflect the 14-day travel period.

Step 9. Nonresponse adjustment. The final travel day weight from Step 8 was adjusted by ratioing the travel respondents to the travel respondents and nonrespondents.

Step 10. Randomly selected trip and type-of-highway weights. The conditional randomly-selected-trip weight was calculated by dividing the total mileage for all eligible trips for a person by the length of the selected trip. The type-of-highway weight was calculated by multiplying the weight from Step 9 by the conditional randomly selected trip weight.

EXHIBIT 5.1

March 1990 Current Population Survey Household Estimates

Household Characteristic	Estimated Number of Households (CPS 3/90) (000)	
Census Region		
Northeast	19,127	(20.5%)
Midwest	22,760	(24.4%)
South	32,261	(34.6%)
West	19,199	(20.6%)
Household Size		
1 person	22,999	(24.6%)
2 persons	30,114	(32.3%)
3 persons	16,128	(17.3%)
4+ persons	24,106	(25.8%)
MSA status		
in MSA 2.5M+	29,177	(31.3%)
in MSA 1M - 2.5M	16,793	(18.0%)
in MSA < 1M	26,361	(28.2%)
not in MSA	21,016	(22.5%)
Race of Householder		
Black	10,486	(11.2%)
Nonblack	82,861	(88.8%)
Ethnicity of Householder		
Hispanic	5,933	(6.4%)
Nonhispanic	87,414	(93.6%)
Total	93,347	(100.0%)

VI. NPTS COMPARABILITY ISSUES

Survey Procedural Differences

The 1990 NPTS procedures differed in some important ways from the procedures used for the NPTS in 1969, 1977, and 1983.

First, the 1990 survey was conducted as a telephone survey, while the earlier surveys were face-to-face home interviews. Therefore, households without telephones were excluded from the 1990 sample. Sample expansion (weighting) procedures were used to adjust the weighted estimates so that the 1990 data would represent all U.S. households, including those without telephones.

Second, the 1990 survey was conducted by Research Triangle Institute (RTI) while the earlier surveys were conducted by the Bureau of the Census. Although this is not thought to have a significant effect on the resulting survey data, the organizations have somewhat different procedures and approaches to survey planning and operations.

Third, the 1990 survey data were edited during the data collection process through the use of computer-assisted telephone interviewing (CATI), which allows the application of real-time edits. Editing of the earlier surveys was done at the end of each month.

Fourth, the sample for the 1990 survey was a random-digit-dialing (RDD) sample. The earlier surveys used address samples based on area-probability household sampling techniques.

Fifth, for the 1990 survey, another knowledgeable household member was allowed to provide proxy information for household members who could not be reached for interview after repeated attempts. In the earlier surveys, this procedure was not allowed.

Sixth, the number of households interviewed in each of the four surveys varies considerably. The number of completed interviews was 15,000 households for the 1969 survey, 18,000 households in 1977, and 6,500 households in 1983. There were 22,317 completed households in the 1990 NPTS.

Efforts to Maintain Comparability Across Surveys

Because of the differences highlighted above, there was a conscious effort to maintain as much comparability as possible among the surveys in the NPTS series. The following actions were taken toward that goal:

- the travel-day concept and the definition of a travel-day trip has remained consistent from 1969 through 1990
- the travel-period concept and the definition of a travel-period trip has remained consistent between 1983 and 1990
- trip purpose definitions have remained basically the same from 1969 through 1990
- modes of transportation used have remained the same from 1977 through 1990
- the scope of the survey has remained constant in that a core set of data is collected at the household, person, vehicle, driver, travel-day trip, and travel-period trip levels
- data is collected for each person in the household age 5 and older -- persons 14 and older are interviewed directly and an adult member of the household reports trips for household members age 5-13
- NPTS does not generally use imputed data to take the place of missing values in the survey responses (however, household income was imputed in the 1969, 1977, and 1983 surveys).

Comparability of NPTS Data With Other Data

In order to evaluate how representative the 1990 NPTS data are, selected distributions were compared with external information from the U.S. Census Bureau and other sources. Comparisons of this type are informative, but usually not very conclusive. The data used in the comparisons are mainly from the Current Population Survey, as most data from the 1990 Census of Population were not yet available.

There are a number of reasons why the NPTS and external data may be different. First, a portion of the population was not covered in the 1990 NPTS, which was based upon only the population with telephones. Second, there was nonresponse at the household and person levels in the NPTS. Compensation for these differences was attempted through non-response and post-stratification adjustments to the NPTS survey weights. In addition, there were item nonresponses and other response errors for which limited compensation adjustments were

attempted. For example, imputations for item nonresponses were not done for most NPTS variables. Also, although post-survey editing did involve attempting to correct for obvious respondent errors, there are no doubt unidentified errors remaining in the NPTS dataset.

The NPTS weight calculation process included adjustments for entire household and person nonresponse. In addition, post-stratification adjustments were made using Current Population Survey data for census region, size of household, MSA membership, race and ethnicity. Thus the distributions of NPTS data for these variables approximate the CPS distributions. It is of interest to compare the NPTS distributions for other important variables with independent external information, in order to evaluate how well the NPTS procedures corrected for nonresponse, noncoverage and other errors.

Tables 1 through 8 in Appendix K include these comparisons. Missing values cases were not included in these tables, so that the percentage distributions could be compared with the external information. Thus, the NPTS magnitudes shown in the tables tend to be underestimates. NPTS data for age, sex and race agree rather closely with the external CPS data. There is an indication that the NPTS slightly underrepresented black males (see Table 2). Also, it appears that the NPTS question on race, which differs considerably from the CPS question, caused large numbers of Hispanics to classify themselves as "other". Hispanics may be any race; most should probably have answered "white" instead of "other". Because of this response pattern, the categorization of Black/non-Black was used in making the post-stratification weight adjustments. In Table 3, there is some indication that, among Blacks and Hispanics, males were slightly under-reported in the NPTS.

The income distributions shown in Table 5 tend to indicate that the NPTS underrepresented very low-income Black households. Here we must keep in mind that the household income variable in NPTS suffered from an item nonresponse rate of more than 28 percent. In general, the NPTS income distributions for the other income, race and ethnicity categories approximate those of the CPS.

The comparison of households below and above the poverty line is complicated by the fact that the NPTS determined household income only in $5,000 intervals--thus the "near" classification for households reporting that their income was within the $5,000 interval containing the poverty level cut-off for their family size. Examination of all of the cut-off points in relation to where they fall within $5,000 income intervals indicates that a 50-50 split of the households in the "near" category would not be unreasonable. This or most any other allocation of the households in the "near" group to the "below" and "above" groups would again tend to indicate that NPTS underrepresented Black and Hispanic households in the lowest income groups.

NPTS weighted estimates for licensed drivers closely approximate comparable independent data from FHWA (Table 7).

The educational attainment data in Table 8 indicate that NPTS tends to overstate the education of the population, compared with CPS data. This may indicate that the weight adjustment procedure, which did not include education variables, did not remove the over-reporting effect. It is perhaps most likely that the difference in educational attainment between the NPTS and the CPS is due to question wording. The NPTS simply asked for the highest grade of school each person had completed; the CPS asks first for the highest grade the individual attended and then asks another question as to whether or not they completed that grade.

APPENDIX A

Sample Tables

SUMMARY INFORMATION FOR THE 1990 NPTS

	Sample Size	Estimated Total (000)
Households		
All	22,317	93,347
1 Person	4,433	22,999
2 Persons	7,431	30,114
3 Persons	4,265	16,128
4+ Persons	6,188	24,106
Persons		
All	--	239,416
Under Age 5[a]	--	17,315
5 and older	48,385	222,101
5-17	9,888	42,921
18-34	14,051	67,435
35-64	18,048	82,480
65+	5,917	26,955
Not Determined	481	2,310
Licensed Drivers		
All	35,152	163,025
Male	17,033	80,289
Female	18,112	82,707
Not Determined	7	29
Workers		
All	25,520	118,343
Male	13,570	63,996
Female	11,946	54,334
Not Determined	4	13
Vehicles	41,178	165,221
Vehicle Trips[b]	94,383	158,927
Vehicle Miles of Travel[b]	--	1,409,576
Person Trips[b]	149,546	249,562
Person Miles of Travel[b]	--	2,315,273

[a]Estimated from household file variable HH_OT04.

[b]Estimates based on travel day data (in millions).

Table 1, United States

Households (in thousands) by Annual Income and Census Division

by: CENSUS_D, INCOME.

Census Division		Household income category					
		Total	Under $10,000	$10,000 to $24,999	$25,000 to $49,999	$50,000 and Over	Not Determined
Total	FREQUENCY	22317	1853	4063	5979	4085	6337
	WEIGHTED	93347	9252	18729	24851	14754	25762
New England	FREQUENCY	2968	196	389	721	693	969
	WEIGHTED	4826	421	775	1310	851	1469
Middle Atlantic	FREQUENCY	3684	265	583	877	787	1172
	WEIGHTED	14301	1285	2435	3462	2676	4443
East North Central	FREQUENCY	4054	339	756	1164	656	1139
	WEIGHTED	15961	1493	3182	4380	2346	4559
West North Central	FREQUENCY	1388	109	350	411	189	329
	WEIGHTED	6799	609	1793	1926	829	1642
South Atlantic	FREQUENCY	3277	290	606	899	559	923
	WEIGHTED	16428	1632	3146	4441	2490	4718
East South Central	FREQUENCY	1190	158	247	322	151	312
	WEIGHTED	5777	834	1268	1483	704	1489
West South Central	FREQUENCY	2001	214	434	544	274	535
	WEIGHTED	10057	1212	2293	2685	1213	2653
Mountain	FREQUENCY	1032	78	218	316	173	247
	WEIGHTED	5160	455	1085	1537	824	1259
Pacific	FREQUENCY	2723	204	480	725	603	711
	WEIGHTED	14038	1311	2752	3625	2820	3530

Income defined by household-file variable HHFAMINC.

Table 2A, United States

Households (in thousands) by Region and Number of Vehicles

by: CARCNT2, CENSUS_R.

Number of cars/vans in household		Census Region Total	Northeast	North Central	South	West
Total	FREQUENCY	22317	6652	5442	6468	3755
	WEIGHTED	93347	19127	22760	32261	19199
0	FREQUENCY	2486	932	476	711	367
	WEIGHTED	11717	3332	2204	4121	2060
1	FREQUENCY	9733	2561	2419	3037	1716
	WEIGHTED	43307	7846	10619	15566	9276
2	FREQUENCY	7470	2249	1915	2074	1232
	WEIGHTED	28969	5840	7550	9695	5884
3 or more	FREQUENCY	2628	910	632	646	440
	WEIGHTED	9354	2109	2388	2880	1978

Number of cars and vans defined by household-file variable CARCOUNT.

Table 2B, United States

Households (in thousands) by Region and Number of Vehicles

by: TRKCNT2, CENSUS_R.

Number of trucks in household		Census Region Total	Northeast	North Central	South	West
Total	FREQUENCY	22317	6652	5442	6468	3755
	WEIGHTED	93347	19127	22760	32261	19199
0	FREQUENCY	16320	5648	4045	4246	2381
	WEIGHTED	67837	16315	16868	21897	12757
1	FREQUENCY	5234	910	1211	1919	1194
	WEIGHTED	22357	2572	5103	9042	5641
2 or more	FREQUENCY	763	94	186	303	180
	WEIGHTED	3153	240	789	1323	801

Number of trucks defined by household-file variable TRKCOUNT.

Table 3, United States

Households (in thousands) by MSA Status and Urbanized Area Status

by: URBNAREA, HHLOC.

Urbanized area status		MSA status Total	MSA - Central City	MSA - Not Central City	Not in an MSA
Total	FREQUENCY	22317	8318	9207	4792
	WEIGHTED	93347	34579	37353	21415
Urbanized - Central City	FREQUENCY	8318	8318	0	0
	WEIGHTED	34579	34579	0	0
Urbanized - Not Central City	FREQUENCY	6248	0	6248	0
	WEIGHTED	24398	0	24398	0
Not Urbanized	FREQUENCY	7751	0	2959	4792
	WEIGHTED	34370	0	12955	21415

Table 4, United States

Persons 5 Years and Older (in thousands) by Sex and Race

by: HH_RACE, SEX.

Race of HH reference person		Sex Total	Male	Female	Not Determined
Total	FREQUENCY	48385	22843	25521	21
	WEIGHTED	222101	106164	115849	87
White	FREQUENCY	40162	19106	21045	11
	WEIGHTED	178053	85713	92290	50
Black	FREQUENCY	4683	2000	2680	3
	WEIGHTED	24830	10867	13947	16
Other	FREQUENCY	3266	1612	1654	0
	WEIGHTED	18064	9052	9013	0
Not Determined	FREQUENCY	274	125	142	7
	WEIGHTED	1154	533	600	22

Sex defined by person-file variable R_SEX.

Table 5, United States

Persons 5 Years and Older (in thousands) by Sex and Ethnicity

by: HH_HISP, SEX.

Hispanic status of HH reference person		Sex Total	Male	Female	Not Determined
Total	FREQUENCY	48385	22843	25521	21
	WEIGHTED	222101	106164	115849	87
Hispanic	FREQUENCY	2930	1395	1535	0
	WEIGHTED	17067	8210	8857	0
Not Hispanic	FREQUENCY	45304	21374	23916	14
	WEIGHTED	204361	97610	106685	66
Not Determined	FREQUENCY	151	74	70	7
	WEIGHTED	673	344	307	22

Sex defined by person-file variable R_SEX.

Table 6, United States

Licensed Drivers (in thousands) by Sex and Age

by: AGE, SEX.

Age		Sex Total	Male	Female	Not Determined
Total	FREQUENCY	35152	17033	18112	7
	WEIGHTED	163025	80289	82707	29
16-24	FREQUENCY	5187	2527	2660	0
	WEIGHTED	25204	12097	13107	0
25-34	FREQUENCY	8311	3972	4339	0
	WEIGHTED	39091	19263	19827	0
35-44	FREQUENCY	7820	3758	4062	0
	WEIGHTED	35476	17507	17969	0
45-54	FREQUENCY	5038	2480	2558	0
	WEIGHTED	22881	11522	11359	0
55-64	FREQUENCY	3958	1945	2013	0
	WEIGHTED	18285	9229	9057	0
65-74	FREQUENCY	3088	1513	1575	0
	WEIGHTED	13822	6706	7116	0
75 or older	FREQUENCY	1372	704	668	0
	WEIGHTED	6459	3319	3140	0
Not Determined	FREQUENCY	378	134	237	7
	WEIGHTED	1807	645	1133	29

Age defined by person-file variable R_AGE.
Sex defined by person-file variable R_SEX.

Table 7, United States

Household Vehicles (in thousands) by Type and Annual Miles Driven

by: VEHMILE2, VEHTYPE2.

Annualized vehicle miles		Vehicle type Total	Auto	Van	Truck	Other	Not Determined
Total	FREQUENCY	41178	31146	2278	6912	817	25
	WEIGHTED	165221	123375	8978	29339	3411	117
0 - 2,499	FREQUENCY	4798	3225	173	959	441	0
	WEIGHTED	19848	13258	729	4025	1836	0
2,500 - 7,499	FREQUENCY	7592	5790	322	1288	191	1
	WEIGHTED	30297	22620	1330	5559	784	5
7,500 - 12,499	FREQUENCY	10375	8190	588	1539	57	1
	WEIGHTED	40814	31819	2293	6429	266	6
12,500 - 17,499	FREQUENCY	4583	3539	332	689	22	1
	WEIGHTED	18255	13830	1334	2962	126	3
17,500 - 22,499	FREQUENCY	3115	2378	240	482	15	0
	WEIGHTED	12344	9313	916	2058	56	0
22,500 - 37,499	FREQUENCY	2637	2021	179	431	6	0
	WEIGHTED	10557	7980	704	1846	26	0
37,500 - 62,499	FREQUENCY	895	632	83	175	5	0
	WEIGHTED	3676	2560	312	784	19	0
62,500 +	FREQUENCY	383	265	32	83	3	0
	WEIGHTED	1556	1076	96	373	11	0
Not Determined	FREQUENCY	6800	5106	329	1266	77	22
	WEIGHTED	27876	20919	1264	5302	288	103

Vehicle miles defined by vehicle-file variable ANNMILES.
Vehicle type defined by vehicle-file variable VEHTYPE.

Table 8, United States

Vehicle Miles Travelled (in millions) by Major Purpose and Household Income

by: Variable, INCOME, PURPOSE.

for: Variable = TMILES.

Household income category		Trip purpose Total	Work/Work Related	Family/Personal Business	School or Church	Social/Recreational	Other
Total	TOTAL	1409576	495378	461866	62201	378988	11143
Under $10,000	TOTAL	55583	12324	21815	4062	16955	426
$10,000 to $24,999	TOTAL	211496	64468	73062	9653	61213	3100
$25,000 to $49,999	TOTAL	475835	164638	158297	19337	130406	3157
$50,000 and Over	TOTAL	371507	148983	108232	14625	97833	1835
Not Determined	TOTAL	295156	104964	100461	14524	72582	2625

Other purpose includes purpose not determined. Does not include trips with mileage not reported.

Includes estimate of .25 miles for trips with reported mileage under one-half mile.

Source: Travel Day Trips

Income defined by travel day-file variable HHFAMINC.

Purpose defined by a recoding of travel day-file variable WHYTRIP.

Table 9, United States

Number of Person Trips (in millions) By Major Purpose and Means of Transportation

by: TRANS, PURPOSE.

Mode of transportation		Trip purpose Total	Work/Work Related	Family/Personal Business	School or Church	Social/Recreational	Other
Total	FREQUENCY	149546	31938	61985	17380	37078	1165
	WEIGHTED	249562	53843	103608	28397	61799	1915
Auto	FREQUENCY	106357	22695	47319	9179	26472	692
	WEIGHTED	175651	37667	78407	14984	43376	1218
Van	FREQUENCY	8617	1485	3957	892	2181	102
	WEIGHTED	13875	2487	6267	1364	3588	169
Pickup	FREQUENCY	14551	4621	5891	664	3247	128
	WEIGHTED	25633	8244	10426	1144	5670	149
Other Truck	FREQUENCY	819	268	356	19	175	1
	WEIGHTED	1373	481	571	32	287	2
RV/Motor Home	FREQUENCY	54	2	24	0	28	0
	WEIGHTED	134	9	72	0	53	0
Motorcycle	FREQUENCY	303	70	74	6	153	0
	WEIGHTED	527	120	131	9	266	0
Bus	FREQUENCY	1909	659	403	530	302	15
	WEIGHTED	3476	1207	789	932	522	26
Amtrak	FREQUENCY	41	16	19	0	5	1
	WEIGHTED	54	22	26	0	5	2
Elevated Rail/Subway	FREQUENCY	639	399	92	63	80	5
	WEIGHTED	936	561	143	94	134	4
Aifplane	FREQUENCY	139	37	35	2	58	7
	WEIGHTED	203	52	42	6	92	11

Other purpose includes purpose not determined.

Source: Travel Day Trips

Mode of transportation defined by travel day-file variable TRPTRANS.

Purpose of trips defined by a recoding of travel day-file variable WHYTRIP.

Table 9, United States (Continued)

Number of Person Trips (in millions) By Major Purpose and Means of Transportation
by: TRANS, PURPOSE.

Mode of transportation		Trip purpose Total	Work/Work Related	Family/Personal Business	School or Church	Social/Recreational	Other
Taxi	FREQUENCY	270	76	83	12	99	0
	WEIGHTED	422	107	133	30	152	0
Bicycle	FREQUENCY	1069	106	211	144	596	12
	WEIGHTED	1767	174	347	249	979	17
Walk	FREQUENCY	10062	1120	3295	2134	3364	149
	WEIGHTED	18007	2153	5835	3649	6128	241
School Bus	FREQUENCY	3857	44	81	3641	79	12
	WEIGHTED	6092	64	155	5748	105	21
Other	FREQUENCY	726	308	112	68	211	27
	WEIGHTED	1207	447	216	116	397	31
Not Determined	FREQUENCY	133	32	33	26	28	14
	WEIGHTED	206	48	47	41	45	24

Other purpose includes purpose not determined.

Source: Travel Day Trips

Mode of transportation defined by travel day-file variable TRPTRANS.
Purpose of trip defined by a recoding of travel day-file variable WHYTRIP.

Table 10, United States

Person Miles of Travel (in millions) by Major Purpose and Means of Transportation

by: Variable, TRANS, PURPOSE.

for: Variable = TMILE2.

Mode of transportation		Trip purpose Total	Work/Work Related	Family/Personal Business	School or Church	Social/Recreational	Other
Total	TOTAL	2315273	623536	724112	149272	799675	18679
Auto	TOTAL	1588803	402136	538080	92914	540929	14744
Van	TOTAL	148268	32536	51595	6456	56668	1014
Pickup	TOTAL	267944	102568	83720	7076	72753	1828
Other Truck	TOTAL	20992	11791	6534	202	2458	7
RV/Motor Home	TOTAL	6420	15	949	0	5456	0
Motorcycle	TOTAL	5880	722	1021	60	4077	0
Bus	TOTAL	34781	10493	7028	8848	7817	595
Amtrak	TOTAL	5108	1839	724	0	2546	0
Elevated Rail/Subway	TOTAL	9117	5997	909	836	1374	2

Other purpose includes purpose not determined.

Source: Travel Day Trips

Includes estimate of .25 miles for trips with reported mileage under one-half mile.
Mode of transportation defined by travel day-file variable TRPTRANS.
Purpose of trip defined by a recoding of travel-day file variable WHYTRIP.

Table 10, United States (Continued)

Person Miles of Travel (in millions) by Major Purpose and Means of Transportation
by: Variable, TRANS, PURPOSE.

for: Variable = TMILE2.

Mode of transportation		Trip purpose Total	Work/Work Related	Family/Personal Business	School or Church	Social/Recreational	Other
Airplane	TOTAL	144895	43534	25116	0	76245	0
Taxi	TOTAL	1770	375	488	196	711	0
Bicycle	TOTAL	3471	356	527	226	2324	38
Walk	TOTAL	11418	1743	3164	2057	4205	249
School Bus	TOTAL	33442	563	802	29766	2229	83
Other	TOTAL	32024	8504	3386	460	19556	118
Not Determined	TOTAL	942	365	71	175	328	2

Other purpose includes purpose not determined.
Source: Travel Day Trips

Includes estimate of .25 miles for trips with reported mileage under one-half mile.
Mode of transportation defined by travel day-file variable TRPTRANS.
Purpose of trip defined by a recoding of travel-day file variable WHYTRIP.

Table 11, United States

Number of Travel Period Trips (in thousands) By Major Purpose and Means of Transportation

by: TRANS, PURPOSE.

Mode of transportation		Trip purpose Total	Work/Work Related	Family/Personal Business	School or Church	Social/Recreational	Other
Total	FREQUENCY	25704	2002	4786	406	18142	368
	WEIGHTED	3072213	242641	584051	48604	2152927	43990
Auto	FREQUENCY	17872	1057	3502	261	12852	200
	WEIGHTED	2148254	134773	427079	31603	1531215	23584
Van	FREQUENCY	2441	120	415	31	1854	21
	WEIGHTED	278252	14993	50408	3439	206985	2427
Pickup	FREQUENCY	2326	267	537	40	1443	39
	WEIGHTED	305565	33386	72035	5267	189042	5836
Other Truck	FREQUENCY	229	27	64	1	137	0
	WEIGHTED	27044	3851	7870	148	15175	0
RV/Motor Home	FREQUENCY	202	2	4	0	196	0
	WEIGHTED	26912	306	145	0	26461	0
Motorcycle	FREQUENCY	106	0	9	0	95	2
	WEIGHTED	12311	0	1198	0	10889	224
Bus	FREQUENCY	360	9	44	48	243	16
	WEIGHTED	43903	1127	5733	5532	30976	535
Amtrak	FREQUENCY	142	34	26	0	82	0
	WEIGHTED	13683	2947	1686	0	9050	0
Elevated Rail/Subway	FREQUENCY	0	0	0	0	0	0
	WEIGHTED	0	0	0	0	0	0
Airplane	FREQUENCY	1647	432	147	4	1042	22
	WEIGHTED	179149	47465	14731	121	113955	2877

Other purpose includes purpose not determined.

Source: Travel period trips (one-way trips) over 75 miles one way

Mode of transportation defined by travel period-file variables TO_TRANS and RETTRANS.
Purpose of trip defined by travel period-file variable TOWHYTRP.

Table 11, United States (Continued)

Number of Travel Period Trips (in thousands) By Major Purpose and Means of Transportation
by: TRANS, PURPOSE.

Mode of transportation		Trip purpose Total	Work/Work Related	Family/Personal Business	School or Church	Social/Recreational	Other
Taxi	FREQUENCY	3	0	2	0	1	0
	WEIGHTED	422	0	274	0	148	0
Bicycle	FREQUENCY	1	0	0	0	1	0
	WEIGHTED	51	0	0	0	51	0
Walk	FREQUENCY	0	0	0	0	0	0
	WEIGHTED	0	0	0	0	0	0
School Bus	FREQUENCY	82	2	5	14	47	14
	WEIGHTED	8862	300	673	1611	4297	1981
Other	FREQUENCY	205	46	17	4	134	4
	WEIGHTED	17333	3039	673	381	12777	464
Not Determined	FREQUENCY	88	6	14	3	15	50
	WEIGHTED	10472	455	1545	502	1907	6062

Other purpose includes purpose not determined.

Source: Travel period trips (one-way trips) over 75 miles one way

Mode of transportation defined by travel period-file variables TO_TRANS and RETTRANS.

Purpose of trip defined by travel period-file variable TOWHYTRIP.

Table 12, United States

Person Miles Travelled on Travel Period Trips (in millions) by Major Purpose by Means of Transportation
by: Variable, TRANS, PURPOSE.

for: Variable = TMILE2.

Mode of transportation		Trip purpose Total	Work/Work Related	Family/Personal Business	School or Church	Social/Recreational	Other
Total	TOTAL	886235	80752	129053	7227	660431	8772
Auto	TOTAL	460471	20209	76773	4857	353523	5109
Van	TOTAL	84267	2112	8985	923	71757	490
Pickup	TOTAL	56953	4743	12935	475	37909	891
Other Truck	TOTAL	7469	2327	2368	11	2763	0
RV/Motor Home	TOTAL	13412	260	102	0	13050	0
Motorcycle	TOTAL	1675	0	158	0	1495	22
Bus	TOTAL	7937	281	510	722	6348	75
Amtrak	TOTAL	5552	686	247	0	4620	0
Elevated Rail/Subway	TOTAL	0	0	0	0	0	0

Other purpose includes purpose not determined.
Source: Travel period trips (trips over 75 miles one-way)

Mode of transportation defined by travel period-file variables TO_TRANS and RETTRANS.
Purpose of trip defined by travel period-file variable TOWHYTRIP.

Table 12, United States (Continued)

Person Miles Travelled on Travel Period Trips (in millions) by Major Purpose by Means of Transportation
by: Variable, TRANS, PURPOSE.

for: Variable = TMILE2.

Mode of transportation		Trip purpose Total	Work/Work Related	Family/Personal Business	School or Church	Social/Recreational	Other
Airplane	TOTAL	242198	49655	26851	59	163712	1922
Taxi	TOTAL	44	0	0	0	44	0
Bicycle	TOTAL	4	0	0	0	4	0
Walk	TOTAL	0	0	0	0	0	0
School Bus	TOTAL	877	33	79	153	372	240
Other	TOTAL	4743	431	47	29	4216	21
Not Determined	TOTAL	633	15	0	0	617	0

Other purpose includes purpose not determined.
Source: Travel period trips (trips over 75 miles one-way)
Mode of transportation defined by travel period-file variables TO_TRANS and RETTRANS.
Purpose of trip defined by travel period-file variable TOWHYTRP.

APPENDIX B

Proc Contents Listings
(Applies to SAS Tape)

Note: Selected variables most frequently used in data analysis were purposely included in multiple datafiles, for ease of tabulation.

Contents of 1990 NPTS Household-level Public Use SAS Data Set

CONTENTS PROCEDURE

Data Set Name:	IN1.HOUSEHLD	Observations:	22317
Member Type:	DATA	Variables:	65
Engine:	V606	Indexes:	0
Created:	10:00 Tuesday, October 29, 1991	Observation Length:	188
Last Modified:	10:02 Tuesday, October 29, 1991	Deleted Observations:	0
Data Set Type:		Compressed:	NO
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size:	18432
Number of Data Set Pages:	244
First Data Page:	1
Max Obs per Page:	92
Obs in First Data Page:	50
Filename:	DISK10:[SAM.NPTS.DATA]HOUSEHLD.SASEB$DATA
Disk Blocks Allocated:	8787

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

#	Variable	Type	Len	Pos	Label
27	ACCI_CNT	Num	2	65	HH # of accidents during the last 5 yrs
53	CARCOUNT	Num	2	140	# of autos/vans in HH (VEHTYPE=1-3)
20	CCITYFLG	Num	2	49	Inside/outside central city limits
12	CENSUS_D	Num	2	30	Census Division
13	CENSUS_R	Num	2	32	Census Region
21	CMSA	Char	4	51	Household location - CMSA
31	DRVRCNT	Num	2	73	Number of drivers in the HH
36	DTCNT_H	Num	2	95	# of travel day trips for HH
34	DTPMILH	Num	8	79	Travel day person-miles for HH
37	DTVCNT_H	Num	2	97	# travel day vehicle trips-HH
35	DTVMILH	Num	8	87	Travel day vehicle-miles for HH
58	HHELGCNT	Num	2	156	# of eligible persons in HH
7	HHFAMINC	Num	2	18	Household family income category
25	HHLOC	Num	2	61	MSA status
19	HHMSA	Num	4	45	Household location - MSA
6	HHSIZE	Num	2	16	Total number of persons in household
4	HHSTATE	Char	2	12	State postal code
5	HHSTFIPS	Num	2	14	State FIPS code
56	HHVEHCNT	Num	2	146	# of vehicles in HH (VEHTYPE=1-9)
57	HHVMILES	Num	8	148	Total HH vehicle mileage (VEHTYPE=1-9)
49	HH_0TO4	Num	2	132	Number of persons in HH age 0-4
18	HH_HISP	Num	2	43	Hispanic status of HH reference person
17	HH_RACE	Num	2	41	Race of HH reference person
9	HOUSEID	Num	4	22	Household-identifying ID number

Contents of 1990 NPTS Household-level Public Use SAS Data Set

CONTENTS PROCEDURE

#	Variable	Type	Len	Pos	Label
59	INELGCNT	Num	2	158	# of ineligible persons in HH
52	LIF_CYC	Num	2	138	Family life cycle
22	MSASIZE	Num	2	55	Size of MSA or CMSA of HH
10	MSTR_MON	Num	2	26	Date of Master Interview - Month
11	MSTR_YR	Num	2	28	Date of Master Interview - Year
32	NONFMFLG	Num	2	75	There is non-family income for this HH
51	NUMADLT	Num	2	136	# of adults in HH
50	NUM_KIDS	Num	2	134	# kids in HH age 5-21
65	POPDNSTY	Num	2	186	Population density category
8	POVERTY	Num	2	20	HH below, near, or above poverty level
63	PSU_ID	Num	8	170	PSU id
40	PTCNT_H	Num	2	115	# of travel period trip for HH
38	PTPMILH	Num	8	99	Travel period person-miles for HH
1	PTRN_AVL	Num	2	0	Public transportation availability
2	PTRN_DIS	Num	2	2	Distance--nearest public transportation
41	PTVCNT_H	Num	2	117	# travel period vehicle trips-HH
39	PTVMILH	Num	8	107	Travel period vehicle-miles for HH
14	REF_AGE	Num	3	34	Reference person age
16	REF_EDUC	Num	2	39	HH reference person education level
15	REF_SEX	Num	2	37	Reference person sex
48	REPFLAG	Char	1	131	Indicates data for HH was replicated
33	RESP_CNT	Num	2	77	Number of respondents in household
28	RPTACC	Num	2	67	HH # reported accidents in last 5 years
61	SUNRISE	Char	4	162	Sunrise (military time, format HHMM)
62	SUNSET	Char	4	166	Sunset (military time, format HHMM)
46	TDAY_MON	Num	2	127	Travel day date-MONTH
47	TDAY_YR	Num	2	129	Travel day date-YEAR
42	TPER_BMO	Num	2	119	Travel period beginning date-MONTH
43	TPER_BYR	Num	2	121	Travel period beginning date-YEAR
44	TPER_EMO	Num	2	123	Travel period ending date-MONTH
45	TPER_EYR	Num	2	125	Travel period ending date-YEAR
60	TRAVDAY	Num	2	160	Travel day-day of the week
54	TRKCOUNT	Num	2	142	# of trucks in HH (VEHTYPE=4-5)
29	UNRPTACC	Num	2	69	HH # unreported accidents in last 5 yrs
23	URBAN	Num	2	57	Inside/outside urbanized area
26	URBNAREA	Num	2	63	Urbanized area status
24	URBNSIZE	Num	2	59	Size of urbanized area
64	VARSTRAT	Num	8	178	Variance strata
55	VEHCOUNT	Num	2	144	# of vehicles in HH (VEHTYPE=1-6)
30	WRKRCNT	Num	2	71	Number of workers in the HH
3	WTHHFIN	Num	8	4	Final household weight

Contents of 1990 NPTS Person-level Public Use SAS Data Set

CONTENTS PROCEDURE

Data Set Name:	IN1.PERSON	Observations:	48385
Member Type:	DATA	Variables:	100
Engine:	V606	Indexes:	0
Created:	10:02 Tuesday, October 29, 1991	Observation Length:	256
Last Modified:	10:06 Tuesday, October 29, 1991	Deleted Observations:	0
Data Set Type:		Compressed:	NO
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size:	10752
Number of Data Set Pages:	1211
First Data Page:	2
Max Obs per Page:	40
Obs in First Data Page:	32
Filename:	DISK10:[SAM.NPTS.DATA]PERSON.SASEB$DATA
Disk Blocks Allocated:	25455

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

#	Variable	Type	Len	Pos	Label
9	ABSNTJOB	Num	2	16	Have a job/temp. absent last week
40	ACCIDARK	Num	2	86	Accident occured during daytime or dark
26	ACCIOVEH	Num	2	58	Accident-any other vehicles involved
27	ACCIVEH1	Num	2	60	Accident-other types of veh. involved
28	ACCIVEH2	Num	2	62	Accident-other types of veh. involved
29	ACCIVEH3	Num	2	64	Accident-other types of veh. involved
30	ACCIVEH4	Num	2	66	Accident-other types of veh. involved
31	ACCIVEH5	Num	2	68	Accident-other types of veh. involved
32	ACCIVEH6	Num	2	70	Accident-other types of veh. involved
33	ACCIVEH7	Num	2	72	Accident-other types of veh. involved
36	ACCI_CTY	Num	2	78	Place of accident
100	ACCI_DIV	Num	2	254	Accident location (census division)
41	ACCI_DRY	Num	2	88	Road conditions for accident
20	ACCI_EVR	Num	2	46	Ever been in accident as driver
37	ACCI_HWY	Num	2	80	Accident: interstate,freeway,or express
34	ACCI_INJ	Num	2	74	Accident result in injury or fatality?
21	ACCI_MO	Num	2	48	Month of most recent accident
24	ACCI_PED	Num	2	54	Accident--were pedestrians involved?
23	ACCI_RPT	Num	2	52	Written police report for the accident?
25	ACCI_VEH	Num	2	56	Type of vehicle in accident
22	ACCI_YR	Num	2	50	Year of most recent accident
8	ANYWORK	Num	2	14	Did you do any work last week?
14	BEGDRAGE	Num	3	32	Age when began driving
87	CENSUS_D	Num	2	216	Census Division

Contents of 1990 NPTS Person-level Public Use SAS Data Set

CONTENTS PROCEDURE

#	Variable	Type	Len	Pos	Label
88	CENSUS_R	Num	2	218	Census Region
75	CMSA	Char	4	189	HH Location - CMSA
7	DOLASTWK	Num	2	12	What were you doing most of last week
57	DRAGEFLG	Char	1	145	Indicates BEGDRAGE was edited
66	DTCNT_P	Num	2	170	# of travel day trips for person
64	DTPMILP	Num	8	154	Travel day person-miles for person
91	DTVCNT_P	Num	2	224	# travel day vehicle trips-person
65	DTVMILP	Num	8	162	Travel day vehicle-miles for person
67	EDTEDUC	Char	1	172	Level of education has been edited
43	EDUC	Num	2	92	Highest grade completed
44	G_PROXY	Num	2	94	Travel period data from proxy
89	HHFAMINC	Num	2	220	Household family income category
97	HHLOC	Num	2	248	MSA status
74	HHMSA	Num	4	185	Final MSA number
96	HHSIZE	Num	2	246	Total number of persons in household
81	HH_HISP	Num	2	203	Hispanic status of HH reference person
80	HH_RACE	Num	2	201	Race of HH reference person
55	HOUSEID	Num	4	139	Household-identifying ID number
45	H_PROXY	Num	2	96	Travel day data from proxy
58	INC_FLG	Char	1	146	Non-family income has been edited
35	INJURY	Num	2	76	Most serious injury from accident
38	INTRCHNG	Num	2	82	Place of accident--interchange
39	INTRSECT	Num	2	84	Place of accident--intersection
62	INTRVMON	Num	2	150	Interview date - MONTH
63	INTRVYR	Num	2	152	Interview date - YEAR
19	I_PROXY	Num	2	44	Accident data from proxy
13	LIC_DRVR	Num	2	30	Are you a licensed driver
79	LIF_CYC	Num	2	199	Family life cycle
42	L_PROXY	Num	2	90	Non-family income data from proxy
76	MSASIZE	Num	2	193	Size of MSA or CMSA of HH
1	MSTRFLG	Char	1	0	Is this the HH master case
85	MSTR_MON	Num	2	212	Date of Master Interview - Month
86	MSTR_YR	Num	2	214	Date of Master Interview - Year
46	NONFMINC	Num	2	98	Income category for non-family HH member
11	PARKAMNT	Num	8	20	Cost for parking at work
12	PARKCODE	Num	2	28	Time period code
10	PAYTOPRK	Num	2	18	Did pay for parking at work?
56	PERSONID	Num	2	143	Person-identifying ID number
99	POPDNSTY	Num	2	252	Population density category
90	POVERTY	Num	2	222	HH below, near, or above poverty level
51	PSU_ID	Num	8	114	PSU id
94	PTCNT_P	Num	2	242	# of travel period trip for person
92	PTPMILP	Num	8	226	Travel period person-miles for person
95	PTVCNT_P	Num	2	244	# travel period vehicle trips-person

Contents of 1990 NPTS Person-level Public Use SAS Data Set

CONTENTS PROCEDURE

#	Variable	Type	Len	Pos	Label
93	PTVMILP	Num	8	234	Travel period vehicle-miles for person
61	PUBFLAG	Char	1	149	Any public transit trips in daytrip file
6	P_PROXY	Num	2	10	Person-level data from proxy
82	REF_AGE	Num	3	205	Reference person age
84	REF_EDUC	Num	2	210	HH reference person education level
83	REF_SEX	Num	2	208	Reference person sex
54	REPFLAG	Char	1	138	Indicates data for HH was replicated
2	R_AGE	Num	3	1	Respondent age for record
4	R_RELAT	Num	2	6	Relationship to reference person
5	R_ROSNO	Num	2	8	Respondent roster number
3	R_SEX	Num	2	4	Respondent sex for record
47	UNDER14	Num	2	100	Respondent age 5-13
48	UNDER16	Num	2	102	Respondent age 5-15
77	URBAN	Num	2	195	Inside/outside urbanized area
98	URBNAREA	Num	2	250	Urbanized area status
78	URBNSIZE	Num	2	197	Size of urbanized area
53	VARSTRAT	Num	8	130	Variance strata
59	WMILEFLG	Char	1	147	WORKMILE mileage was edited/capped
17	WORKDAYS	Num	2	39	Days/week drive as part of work
68	WORKER	Num	2	173	Indicator - respondent is a worker
18	WORKMILE	Num	3	41	Total miles driven as part of work
15	WRKDRIVE	Num	2	35	Drive a licensed vehicle as part of work
69	WRKTRAN1	Num	2	175	Mode of transportation to work last week
70	WRKTRAN2	Num	2	177	Mode of transportation to work last week
71	WRKTRAN3	Num	2	179	Mode of transportation to work last week
72	WRKTRAN4	Num	2	181	Mode of transportation to work last week
73	WRKTRAN5	Num	2	183	Mode of transportation to work last week
49	WRKTRANS	Num	2	104	Main means of transportation to work
16	WRKVTYPE	Num	2	37	Type of veh. drive as part of work
52	WTPERFIN	Num	8	122	Final person wt person-nonresp adjusted
50	YEARMILE	Num	8	106	Total miles driven in past 12 months
60	YMILEFLG	Char	1	148	YEARMILE mileage was capped at 200,000

Contents of 1990 NPTS Vehicle-level Public Use SAS Data Set

CONTENTS PROCEDURE

Data Set Name:	IN1.VEHICLE	Observations:	41178
Member Type:	DATA	Variables:	43
Engine:	V606	Indexes:	0
Created:	10:06 Tuesday, October 29, 1991	Observation Length:	122
Last Modified:	10:08 Tuesday, October 29, 1991	Deleted Observations:	0
Data Set Type:		Compressed:	NO
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size:	25088
Number of Data Set Pages:	221
First Data Page:	1
Max Obs per Page:	187
Obs in First Data Page:	144
Filename:	DISK10:[SAM.NPTS.DATA]VEHICLE.SASEB$DATA
Disk Blocks Allocated:	10830

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

#	Variable	Type	Len	Pos	Label
21	ANNMILES	Num	8	63	Annualized vehicle miles
36	CENSUS_D	Num	2	106	Census Division
37	CENSUS_R	Num	2	108	Census Region
24	CMSA	Char	4	79	Household CMSA
38	HHFAMINC	Num	2	110	Household family income category
40	HHLOC	Num	2	114	MSA status
23	HHMSA	Num	4	75	Final MSA number
42	HHSIZE	Num	2	118	Total number of persons in household
30	HH_HISP	Num	2	93	Hispanic status of HH reference person
29	HH_RACE	Num	2	91	Race of HH reference person
15	HOUSEID	Num	4	44	Household-identifying ID number
28	LIF_CYC	Num	2	89	Family life cycle
6	MAINDRVR	Num	2	11	Does 1 HH member usually drive vehicle
16	MAKECODE	Num	4	48	NASS code for vehicle make
19	MILELIMT	Char	1	58	Indicator-mileage was capped at 115,000
17	MODLCODE	Num	4	52	NASS code for vehicle model
25	MSASIZE	Num	2	83	Size of MSA or CMSA of HH
34	MSTR_MON	Num	2	102	Date of Master Interview - Month
35	MSTR_YR	Num	2	104	Date of Master Interview - Year
10	OVOWNFLG	Char	1	18	Indicator-VEHOWNER data edited
43	POPDNSTY	Num	2	120	Population density category
39	POVERTY	Num	2	112	HH below, near, or above poverty level
11	PSU_ID	Num	8	19	PSU id
31	REF_AGE	Num	3	95	Reference person age

Contents of 1990 NPTS Vehicle-level Public Use SAS Data Set

CONTENTS PROCEDURE

#	Variable	Type	Len	Pos	Label
33	REF_EDUC	Num	2	100	HH reference person education level
32	REF_SEX	Num	2	98	Reference person sex
14	REPFLAG	Char	1	43	Household data was replicated
26	URBAN	Num	2	85	Inside/outside urbanized area
41	URBNAREA	Num	2	116	Urbanized area status
27	URBNSIZE	Num	2	87	Size of urbanized area
13	VARSTRAT	Num	8	35	Variance strata
4	VEH12MNT	Num	2	7	Vehicle received within past 12 months
2	VEHHHOWN	Num	2	3	Vehicle owned by HH member
8	VEHID	Num	2	15	Household vehicle number
22	VEHMILES	Num	4	71	Reported vehicle mileage last 12 months
20	VEHMONTH	Num	4	59	# of months owned vehicle
5	VEHNEW	Num	2	9	Vehicle new or used when received
3	VEHOWNER	Num	2	5	Vehicle ownership if not HH member
18	VEHTYPE	Num	2	56	Vehicle type
1	VEHYEAR	Num	3	0	Model year of vehicle
9	VOWNFLG	Char	1	17	Indicator-VEHHHOWN data edited
7	WHOMAIN	Num	2	13	Who drives vehicle most of the time
12	WTHHFIN	Num	8	27	Final household weight

Contents of 1990 NPTS Travel Day Trip-level Public Use SAS Data Set

CONTENTS PROCEDURE

Data Set Name:	IN1.DAYTRIP	Observations:	149546
Member Type:	DATA	Variables:	99
Engine:	V606	Indexes:	0
Created:	10:08 Tuesday, October 29, 1991	Observation Length:	300
Last Modified:	10:23 Tuesday, October 29, 1991	Deleted Observations:	0
Data Set Type:		Compressed:	NO
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size:	11264
Number of Data Set Pages:	4156
First Data Page:	2
Max Obs per Page:	36
Obs in First Data Page:	31
Filename:	DISK10:[SAM.NPTS.DATA]DAYTRIP.SASEB$DATA
Disk Blocks Allocated:	91434

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

#	Variable	Type	Len	Pos	Label
90	CENSUS_D	Num	2	270	Census Division
91	CENSUS_R	Num	2	272	Census Region
78	CMSA	Char	4	243	Household CMSA
63	DAYNIGHT	Char	2	193	Trip started AM or PM
65	DIFFDATE	Num	8	203	Days between travel/interview dates
36	DRVR_FLG	Char	1	84	Indicator if respondent was trip driver
34	EDITMILE	Char	1	82	Indicator that trip miles were edited
35	EDITMODE	Char	1	83	Indicator that trip trans. mode edited
44	EDIT_H32	Char	1	106	Edit flag-H32A-D have been edited
33	EDIT_MIN	Char	1	81	Indicator that trip minutes were edited
74	EDUC	Num	2	227	Highest grade completed
39	H32A	Num	4	89	Mileage-2 or 3 lane roads
40	H32B	Num	4	93	Mileage-undivided highway
41	H32C	Num	4	97	Mileage-divided highway--4+ lanes
42	H32D	Num	4	101	Mileage-interstate,freeway,lim. access
92	HHFAMINC	Num	2	274	Household family income category
94	HHLOC	Num	2	278	MSA status
23	HHMEMDRV	Num	2	47	Did HH member drive during the trip
77	HHMSA	Num	4	239	Final MSA number
56	HHSIZE	Num	2	179	Total number of persons in household
22	HHVEH	Num	2	45	Which HH vehicle was used on day trip
55	HHVEHCNT	Num	2	177	# of vehicles in HH (VEHTYPE=1-9)
84	HH_HISP	Num	2	257	Hispanic status of HH reference person
64	HH_ONTRP	Num	8	195	Number of HH members on the trip

Contents of 1990 NPTS Travel Day Trip-level Public Use SAS Data Set

CONTENTS PROCEDURE

#	Variable	Type	Len	Pos	Label
83	HH_RACE	Num	2	255	Race of HH reference person
67	HOMEBASE	Num	2	213	Home-based trip
53	HOUSEID	Num	4	171	Household-identifying ID number
75	H_PROXY	Num	8	229	Travel day data from proxy
57	INTRVMON	Num	2	181	Interview date - month
58	INTRVYR	Num	2	183	Interview date - year
73	LIC_DRVR	Num	2	225	Are you a licensed driver?
82	LIF_CYC	Num	2	253	Family life cycle
79	MSASIZE	Num	2	247	Size of MSA or CMSA of HH
88	MSTR_MON	Num	2	266	Date of Master Interview - Month
89	MSTR_YR	Num	2	268	Date of Master Interview - Year
15	NONHHACC	Num	2	28	Accompanied by non-HH members on trip
16	NONHHCNT	Num	3	30	Number of non-HH members accompanying
27	NUMONTRP	Num	3	55	Total number of persons on the trip
2	OVERLAP	Num	2	2	Overlap indicator for day/period trips
25	PARK_FEE	Num	2	51	Pay for parking during the trip
62	PEAKTRIP	Num	2	191	Trip during peak period hours
54	PERSONID	Num	2	175	Person-identifying ID number
99	POPDNSTY	Num	2	298	Population density category
93	POVERTY	Num	2	276	HH below, near, or above poverty level
50	PSU_ID	Num	8	147	PSU id
59	PUBTRANS	Num	2	185	Public transit trip
85	REF_AGE	Num	3	259	Reference person age
87	REF_EDUC	Num	2	264	HH reference person education level
86	REF_SEX	Num	2	262	Reference person sex
43	RNDMTRIP	Char	1	105	Was this the randomly selected POV trip
70	R_AGE	Num	3	218	Respondent age for record
72	R_ROSNO	Num	2	223	Respondent roster number
71	R_SEX	Num	2	221	Respondent sex for record
28	SEGMENTD	Char	1	58	Segmented trip (public transportation)
20	SITMOST	Num	2	41	Mainly sit/stand on transportation mode
19	STANDSIT	Num	2	39	Sit, stand, both on transportation mode
98	STRTTIME	Char	8	290	Starting time of this day trip
96	SUNRISE	Char	4	282	Sunrise (military time, format HHMM)
97	SUNSET	Char	4	286	Sunset (military time, format HHMM)
45	S_H32A	Num	8	107	Scaled value of H32A
46	S_H32B	Num	8	115	Scaled value of H32B
47	S_H32C	Num	8	123	Scaled value of H32C
48	S_H32D	Num	8	131	Scaled value of H32D
37	TDAY_MON	Num	2	85	Travel day date-MONTH
38	TDAY_YR	Num	2	87	Travel day date-YEAR
17	TRANSFER	Num	2	33	Change vehicles/means of transportation
60	TRAVDAY	Num	2	187	Travel day-day of the week
61	TRAVWKND	Num	2	189	Travel day-weekend or weekday

Contents of 1990 NPTS Travel Day Trip-level Public Use SAS Data Set

CONTENTS PROCEDURE

#	Variable	Type	Len	Pos	Label
66	TRIPORIG	Num	2	211	Origination point of trip
68	TRIPPURP	Num	2	215	Trip purpose
32	TRIP_HRS	Num	8	73	Calculated length of trip, in hours
4	TRPACCMP	Num	2	6	Accompanied by others on day trip
1	TRPDST	Num	2	0	Destination point of trip
5	TRPHHACC	Num	2	8	Accompanied by HH members on day trip
21	TRPHHVEH	Num	2	43	Household vehicle used on day trip
29	TRPMILES	Num	8	59	Mileage distance of travel day trip
26	TRPNUM	Num	2	53	Travel day trip for respondent
30	TRPTRANS	Num	2	67	Main means of transportation on day trip
31	TRVL_MIN	Num	4	69	Reported length of trip, in minutes
80	URBAN	Num	2	249	Inside/outside urbanized area
95	URBNAREA	Num	2	280	Urbanized area status
81	URBNSIZE	Num	2	251	Size of urbanized area
52	VARSTRAT	Num	8	163	Variance strata
69	VEHFLG	Char	1	217	HHVEH has been edited
18	WAIT_MIN	Num	4	35	Length of time waited for transportation
6	WHOACC_A	Num	2	10	Roster number of accompanying HH member
7	WHOACC_B	Num	2	12	Roster number of accompanying HH member
8	WHOACC_C	Num	2	14	Roster number of accompanying HH member
9	WHOACC_D	Num	2	16	Roster number of accompanying HH member
10	WHOACC_E	Num	2	18	Roster number of accompanying HH member
11	WHOACC_F	Num	2	20	Roster number of accompanying HH member
12	WHOACC_G	Num	2	22	Roster number of accompanying HH member
13	WHOACC_H	Num	2	24	Roster number of accompanying HH member
14	WHOACC_I	Num	2	26	Roster number of accompanying HH member
24	WHODROVE	Num	2	49	Which HH member drove during trip
3	WHYTRP	Num	2	4	Reason for day trip
76	WORKER	Num	2	237	Indicator - respondent is a worker
49	WTTOHFIN	Num	8	139	Final type highway wt (wtnratoh*wt_rst)
51	WTTRDFIN	Num	8	155	Final trip-day wt (wtperfin * 365)

Contents of 1990 NPTS Travel Period Trip-level Public Use SAS Data Set

CONTENTS PROCEDURE

Data Set Name:	IN.PERTRIP	Observations:	12852
Member Type:	DATA	Variables:	97
Engine:	V606	Indexes:	0
Created:	10:23 Tuesday, October 29, 1991	Observation Length:	253
Last Modified:	10:24 Tuesday, October 29, 1991	Deleted Observations:	0
Data Set Type:		Compressed:	NO
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size:	29184
Number of Data Set Pages:	118
First Data Page:	1
Max Obs per Page:	110
Obs in First Data Page:	63
Filename:	DISK21:[SCRATCH.NPTS.DATA]PERTRIP.SASEB$DATA
Disk Blocks Allocated:	6729

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

#	Variable	Type	Len	Pos	Label
62	CALCDIST	Num	4	170	Calculated distance-home to destination
90	CENSUS_D	Num	2	237	Census Division
91	CENSUS_R	Num	2	239	Census Region
78	CMSA	Char	4	210	HH Location - CMSA
64	COUNTRY	Num	4	175	Country/province code (1 if U.S.)
3	DESTMSA	Char	4	4	Destination MSA number
5	DESTSFIP	Num	2	10	Destination state FIPS code
6	DESTSTAT	Char	15	12	Destination state - travel period trip
96	DMSASIZE	Num	2	249	Please disregard this variable
63	EDIT_WHY	Char	1	174	Indicator-Reason for trip was edited
74	EDUC	Num	2	200	highest grade completed
75	G_PROXY	Num	2	202	Travel period data from proxy
92	HHFAMINC	Num	2	241	Household family income category
94	HHLOC	Num	2	245	MSA status
77	HHMSA	Num	4	206	Final MSA number
67	HHSIZE	Num	2	187	Total number of persons in household
84	HH_HISP	Num	2	224	Hispanic status of HH reference person
83	HH_RACE	Num	2	222	Race of HH reference person
59	HOUSEID	Num	4	162	Household-identifying ID number
73	LIC_DRVR	Num	2	198	Are you a licensed driver?
82	LIF_CYC	Num	2	220	Family life cycle
79	MSASIZE	Num	2	214	Size of MSA or CMSA of HH
88	MSTR_MON	Num	2	233	Date of Master Interview - Month
89	MSTR_YR	Num	2	235	Date of Master Interview - Year

Contents of 1990 NPTS Travel Period Trip-level Public Use SAS Data Set

CONTENTS PROCEDURE

#	Variable	Type	Len	Pos	Label
60	PERSONID	Num	2	166	Person-identifying ID number
97	POPDNSTY	Num	2	251	Population density category
93	POVERTY	Num	2	243	HH below, near, or above poverty level
56	PSU_ID	Num	8	138	PSU id
85	REF_AGE	Num	3	226	Reference person age
87	REF_EDUC	Num	2	231	HH reference person education level
86	REF_SEX	Num	2	229	Reference person sex
28	RETACCMP	Num	2	72	Accompanied by others from destination
44	RETDRIVE	Num	2	107	Main driver on trip from destination
29	RETHHACC	Num	2	74	Any HH member also from destination
66	RETHHCNT	Num	4	183	# HH members on "RET" trip (incl. resp.)
42	RETHHVEH	Num	2	103	HH vehicle used-return from destination
41	RETMILES	Num	4	99	Mileage of trip back from destination
39	RETNONHH	Num	2	94	Non-HH members also from destination
27	RETTRANS	Num	2	70	Transportation method from destination
45	RETWHODR	Num	2	109	Which HH member was main driver
46	RET_DOW	Num	3	111	Return date - Day of the week
47	RET_MO	Num	3	114	Return date - Month
43	RET_VEH	Num	2	105	Which HH vehicle used on return trip
48	RET_YR	Num	3	117	Return date - Year
49	RTDATFLG	Num	2	120	RETDATE edited flag (=1 if edited)
1	RTDRVFLG	Num	2	0	Respondent was driver on "RET" trip
40	RTNONHHC	Num	3	96	# of non-HH members from destination
51	RTPERCNT	Num	4	126	Total # of persons on "RET" trip
69	RTVEHFLG	Char	1	190	RET_VEH has been edited
30	RTWHOHHA	Num	2	76	Which HH members came from destination
31	RTWHOHHB	Num	2	78	Which HH members came from destination
32	RTWHOHHC	Num	2	80	Which HH members came from destination
33	RTWHOHHD	Num	2	82	Which HH members came from destination
34	RTWHOHHE	Num	2	84	Which HH members came from destination
35	RTWHOHHF	Num	2	86	Which HH members came from destination
36	RTWHOHHG	Num	2	88	Which HH members came from destination
37	RTWHOHHH	Num	2	90	Which HH members came from destination
38	RTWHOHHI	Num	2	92	Which HH members came from destination
70	R_AGE	Num	3	191	Respondent age for record
72	R_ROSNO	Num	2	196	Respondent roster number
71	R_SEX	Num	2	194	Respondent sex for record
61	SAMECNTY	Num	2	168	Flag for travel within same county
2	TODRVFLG	Num	2	2	Respondent was driver on "TO" trip
20	TONONHH	Num	2	53	Non-HH members also to destination
21	TONONHHC	Num	3	55	# of non-HH members to destination
50	TOPERCNT	Num	4	122	Total # of persons on "TO" trip
68	TOVEHFLG	Char	1	189	TO_VEH has been edited
11	TOWHOHHA	Num	2	35	Which HH members went to destination

Contents of 1990 NPTS Travel Period Trip-level Public Use SAS Data Set

CONTENTS PROCEDURE

#	Variable	Type	Len	Pos	Label
12	TOWHOHHB	Num	2	37	Which HH members went to destination
13	TOWHOHHC	Num	2	39	Which HH members went to destination
14	TOWHOHHD	Num	2	41	Which HH members went to destination
15	TOWHOHHE	Num	2	43	Which HH members went to destination
16	TOWHOHHF	Num	2	45	Which HH members went to destination
17	TOWHOHHG	Num	2	47	Which HH members went to destination
18	TOWHOHHH	Num	2	49	Which HH members went to destination
19	TOWHOHHI	Num	2	51	Which HH members went to destination
7	TOWHYTRP	Num	2	27	Reason for travel period trip
9	TO_ACCMP	Num	2	31	Accompanied by others to destination
25	TO_DRIVE	Num	2	66	Main driver on trip to destination
10	TO_HHACC	Num	2	33	Any HH member also to destination
65	TO_HHCNT	Num	4	179	# HH members on "TO" trip (incl. resp.)
23	TO_HHVEH	Num	2	62	HH vehicle used to get to destination
22	TO_MILES	Num	4	58	Mileage of trip to destination
8	TO_TRANS	Num	2	29	Transportation method to destination
24	TO_VEH	Num	2	64	Which HH vehicle used to destination
26	TO_WHODR	Num	2	68	Which HH member was main driver
52	TPER_BMO	Num	2	130	Travel period beginning date-MONTH
53	TPER_BYR	Num	2	132	Travel period beginning date-YEAR
54	TPER_EMO	Num	2	134	Travel period ending date-MONTH
55	TPER_EYR	Num	2	136	Travel period ending date-YEAR
4	TRIPNUM	Num	2	8	Travel period trip number for respondent
80	URBAN	Num	2	216	Inside/outside urbanized area
95	URBNAREA	Num	2	247	Urbanized area status
81	URBNSIZE	Num	2	218	Size of urbanized area
58	VARSTRAT	Num	8	154	Variance strata
76	WORKER	Num	2	204	Indicator - respondent is a worker
57	WTTRPFIN	Num	8	146	Final travel-period wt (wttrdfin / 14)

Contents of 1990 NPTS Travel Day Segmented Trip-level Public Use SAS Data Set

CONTENTS PROCEDURE

Data Set Name:	IN1.SEGTRIP	Observations:	1165
Member Type:	DATA	Variables:	39
Engine:	V606	Indexes:	0
Created:	10:23 Tuesday, October 29, 1991	Observation Length:	144
Last Modified:	10:23 Tuesday, October 29, 1991	Deleted Observations:	0
Data Set Type:		Compressed:	NO
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size:	14848
Number of Data Set Pages:	13
First Data Page:	1
Max Obs per Page:	95
Obs in First Data Page:	62
Filename:	DISK10:[SAM.NPTS.DATA]SEGTRIP.SASEB$DATA
Disk Blocks Allocated:	408

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

#	Variable	Type	Len	Pos	Label
38	HOMEBASE	Num	2	140	Home-based trip
27	HOUSEID	Num	4	92	Household-identifying ID number
28	PERSONID	Num	2	96	Person-identifying ID number
34	PSU_ID	Num	8	114	PSU id
21	SEG1SITM	Num	2	80	Segment 1-mainly sit or stand
5	SEG1TIME	Char	8	8	Segment 1-starting time of this segment
1	SEG1TRAN	Num	2	0	Segment 1-means of transportation
13	SEG1WAIT	Num	4	56	Segment 1-waiting time, in minutes
9	SEG1_MIN	Num	4	40	Segment 1-length of segment, in minutes
17	SEG1_SIT	Num	2	72	Segment 1-sit, stand, or both
22	SEG2SITM	Num	2	82	Segment 2-mainly sit or stand
6	SEG2TIME	Char	8	16	Segment 2-starting time of this segment
2	SEG2TRAN	Num	2	2	Segment 2-means of transportation
14	SEG2WAIT	Num	4	60	Segment 2-waiting time, in minutes
10	SEG2_MIN	Num	4	44	Segment 2-length of segment, in minutes
18	SEG2_SIT	Num	2	74	Segment 2-sit, stand, or both
23	SEG3SITM	Num	2	84	Segment 3-mainly sit or stand
7	SEG3TIME	Char	8	24	Segment 3-starting time of this segment
3	SEG3TRAN	Num	2	4	Segment 3-means of transportation
15	SEG3WAIT	Num	4	64	Segment 3-waiting time, in minutes
11	SEG3_MIN	Num	4	48	Segment 3-length of segment, in minutes
19	SEG3_SIT	Num	2	76	Segment 3-sit, stand, or both
24	SEG4SITM	Num	2	86	Segment 4-mainly sit or stand
8	SEG4TIME	Char	8	32	Segment 4-starting time of this segment

Contents of 1990 NPTS Travel Day Segmented Trip-level Public Use SAS Data Set

CONTENTS PROCEDURE

#	Variable	Type	Len	Pos	Label
4	SEG4TRAN	Num	2	6	Segment 4-means of transportation
16	SEG4WAIT	Num	4	68	Segment 4-waiting time, in minutes
12	SEG4_MIN	Num	4	52	Segment 4-length of segment, in minutes
20	SEG4_SIT	Num	2	78	Segment 4-sit, stand, or both
32	TDAY_MON	Num	2	110	Travel day date-MONTH
33	TDAY_YR	Num	2	112	Travel day date-YEAR
26	TRANSFER	Num	2	90	Change vehicles/means of transportation
37	TRIPORIG	Num	2	138	Origination point of trip
39	TRIPPURP	Num	2	142	Trip purpose
29	TRPDST	Num	2	98	Destination point of trip
31	TRPMILES	Num	8	102	Mileage distance of travel day trip
25	TRPNUM	Num	2	88	Travel day trip for respondent
36	VARSTRAT	Num	8	130	Variance strata
30	WHYTRP	Num	2	100	Reason for day trip
35	WTTRDFIN	Num	8	122	Final trip-day wt (wtperfin * 365)

APPENDIX C

1990 NPTS Data File Codebook

NPTS Household File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
ACCI_CNT	HH # of accidents during the last 5 yrs		(0-4)	22317	1	1
CARCOUNT	# of autos/vans in HH (VEHTYPE=1-3)		(0-9)	22317	2	1
CCITYFLG	Inside/outside central city limits	J4	(01,02,94,98,99)		3	2
			01 = Inside	8318		
			02 = Outside	9146		
			94 = Legitimate Skip	4792		
			98 = Not Ascertained	50		
			99 = Refused	11		
CENSUS_D	Census Division		(1-9)		5	1
			1 = New England	2968		
			2 = Middle Atlantic	3684		
			3 = East North Central	4054		
			4 = West North Central	1388		
			5 = South Atlantic	3277		
			6 = East South Central	1190		
			7 = West South Central	2001		
			8 = Mountain	1032		
			9 = Pacific	2723		
CENSUS_R	Census Region		(1-4)		6	1
			1 = Northeast	6652		
			2 = North Central	5442		
			3 = South	6468		
			4 = West	3755		
CMSA	Household location - CMSA		(blank,1122-7602)		7	4
			blank = Not in CMSA	14051		
			1122 = Boston-Lawrence-Salem, MA-NH	221		
			1282 = Buffalo-Niagara Falls, NY	67		
			1602 = Chicago-Gary-Lake County, IL-IN-WI	575		
			1642 = Cincinnati-Hamilton,OH-KY-IN	158		
			1692 = Cleveland-Akron-Lorain, OH	197		
			1922 = Dallas-Fort Worth, TX	288		
			2082 = Denver-Boulder, CO	162		
			2162 = Detroit-Ann Arbor, MI	339		
			3282 = Hartford-New Britain-Middletown, CT	609		
			3362 = Houston-Galveston-Brazoria, TX	250		
			4472 = Los Angeles-Anaheim-Riverside, CA	947		
			4992 = Miami-Fort Lauderdale, FL	182		
			5082 = Milwaukee-Racine, WI	116		
			5602 = New York-North. NJ-Long Island, NY-NJ-CT	2721		
			6162 = Phila.-Wilmington-Trenton, PA-NJ-DE-MD	425		
			6282 = Pittsburgh-Beaver Valley, PA	185		
			6442 = Portland-Vancouver, OR-WA	113		
			6482 = Providence-Pawtucket-Fall River, RI-MA	81		
			7362 = San Francisco-Oakland-San Jose, CA	432		
			7602 = Seattle-Tacoma, WA	198		
DRVRCNT	Number of drivers in the HH		(0-7)	22317	11	1
DTCNT_H	# of travel day trips for HH		(0-60)	22317	12	2
DTPMILH	Travel day person-miles for HH		(0-7641)	22317	14	8
DTVCNT_H	# travel day vehicle trips-HH		(0-37)	22317	22	2
DTVMILH	Travel day vehicle-miles for HH		(0-1572)	22317	24	8

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
HHELGCNT	# of eligible persons in HH		(1-9)	22317	32	1
HHFAMINC	Household family income category	K	(01-17,98,99)		33	2
			01 = Less than $5000	532		
			02 = $5000 - $9,999	1321		
			03 = $10,000 - $14,999	1269		
			04 = $15,000 - $19,999	1529		
			05 = $20,000 - $24,999	1265		
			06 = $25,000 - $29,999	1508		
			07 = $30,000 - $34,000	1367		
			08 = $35,000 - $39,999	1365		
			09 = $40,000 - $44,999	875		
			10 = $45,000 - $49,999	864		
			11 = $50,000 - $54,999	819		
			12 = $55,000 - $59,999	727		
			13 = $60,000 - $64,999	389		
			14 = $65,000 - $69,999	434		
			15 = $70,000 - $74,999	297		
			16 = $75,000 - $79,999	242		
			17 = $80,000 +	1177		
			98 = Not Ascertained	2379		
			99 = Refused	3958		
HHLOC	MSA Status		(1,2,3)		35	1
			1 = In MSA central city	8318		
			2 = In MSA, not central city	9207		
			3 = Not in MSA	4792		
HHMSA	Household location - MSA		(blank, 0080-9160)		36	4
			blank = Not in MSA or in MSA < 1,000,000	10466		
			0080-9160 = MSA	11851		
HHSIZE	Total number of persons in household	D1	(01-10)		40	2
			01 = 1 person in household	4433		
			02 = 2 people in household	7431		
			03 = 3 people in household	4265		
			04 = 4 people in household	3678		
			05 = 5 people in household	1692		
			06 = 6 people in household	546		
			07 = 7 people in household	157		
			08 = 8 people in household	60		
			09 = 9 people in household	46		
			10 = 10 people in household	9		
HHSTATE	State postal code		(blank,AL-WI)		42	2
			blank = State population < 2,000,000	1286		
			AL-WI = State	21031		
HHSTFIPS	State FIPS code		(01-55,98)		44	2
			01-55	21031		
			98 = State population < 2,000,000	1286		
HHVEHCNT	Number of vehicles in the HH		(0-9)	22317	46	1
HHVMILES	Total HH vehicle mileage (VEHTYPE=1-9)		(0-306325)	22317	47	6
HH_0TO4	Number of persons in HH age 0-4		(0-4)	22317	53	1

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
HH_HISP	Hispanic status of HH reference person	D7	(01-02,98,99)		54	2
			01 = Hispanic	1134		
			02 = Not Hispanic	20907		
			98 = Not Ascertained	214		
			99 = Refused	62		
HH_RACE	Race of HH reference person	D5	(01-03,98,99)		56	2
			01 = White	18551		
			02 = Black	2126		
			03 = Other	1296		
			98 = Not Ascertained	236		
			99 = Refused	108		
HOUSEID	Household-identifying ID number		(1-22317)	22317	58	5
INELGCNT	# of ineligible persons in HH		(0-9)	22317	63	1
LIF_CYC	Family life cycle		(01-10,98)		64	2
			01 = Single adult, no children	2957		
			02 = Two or more adults, no children	6117		
			03 = Single adult, youngest child age 0-5	386		
			04 = Two or more adults, youngest child age 0-5	3411		
			05 = Single adult, youngest child age 6-15	597		
			06 = Two or more adults, youngest child age 6-15	3204		
			07 = Single adult, youngest child age 16-21	214		
			08 = Two or more adults, youngest child age 16-21	1227		
			09 = Single adult, retired, no children	1522		
			10 = Two or more adults, retired, no children	2499		
			98 = Not Ascertained	183		
MSASIZE	Size of MSA or CMSA of HH		(01-05,94)		66	2
			01 = Less than 250,000	1910		
			02 = 250,000 - 499,999	1740		
			03 = 500,000 - 999,999	2024		
			04 = 1,000,000 - 2,999,999	5145		
			05 = 3,000,000 or more	6706		
			94 = Not in MSA	4792		
MSTR_MON	Date of HH master interview - MONTH		(01-12,98)		68	2
			01 = January	1666		
			02 = February	1684		
			03 = March	1696		
			04 = April	1710		
			05 = May	2164		
			06 = June	1662		
			07 = July	1814		
			08 = August	1913		
			09 = September	2214		
			10 = October	1942		
			11 = November	1811		
			12 = December	2023		
			98 = Not Ascertained	18		
MSTR_YR	Date of HH master interview - YEAR		(90,91,98)		70	2
			90 = 1990	17943		
			91 = 1991	4356		
			98 = Not Ascertained	18		
NONFMFLG	There is non-family income for this HH		(0,1)		72	1
			0 = No	21314		
			1 = Yes	1003		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
NUMADLT	# of adults in HH		(0-9)	22317	73	1
NUM_KIDS	# kids in HH age 5-21		(0-8)	22317	74	1
POPDNSTY	Population density of HH zipcode area		(01-14)		75	2
			01 = 0-99	3438		
			02 = 100-249	2562		
			03 = 250-499	2132		
			04 = 500-749	1358		
			05 = 750-999	891		
			06 = 1000-1999 and in MSA	2856		
			07 = 2000-2999 and in MSA	2081		
			08 = 3000-3999 and in MSA	1594		
			09 = 4000-4999 and in MSA	1165		
			10 = 5000-7499 and in MSA	1520		
			11 = 7500-9999 and in MSA	777		
			12 = 10000-49999 and in MSA	1426		
			13 = 50000 or more and in MSA	229		
			14 = 1000 or more and not in MSA	288		
POVERTY	HH below, near, or above poverty level		(01,02,03,98,99)		77	2
			01 = Below Poverty Level	910		
			02 = Near Poverty Level	1393		
			03 = Above Poverty Level	13677		
			98 = Not Ascertained	2379		
			99 = Refused	3958		
PSU_ID	PSU id		(1-17340)	22317	79	5
PTCNT_H	# of travel period trips for HH		(0-19)	22317	84	2
PTPMILH	Travel period person-miles for HH		(0-56000)	22317	86	5
PTRN_AVL	Public transportation availability	C1	(01,02,98,99)		91	2
			01 = Yes	13294		
			02 = No	8788		
			98 = Not Ascertained	234		
			99 = Refused	1		
PTRN_DIS	Distance--nearest public transportation	C2	(01-05,94,98)		93	2
			01 = Less than 3 blocks (less than one-fourth mile)	7667		
			02 = 3-6 blocks (one-fourth to one-half mile)	2575		
			03 = 7-12 blocks (more than one-half mile but not more than one mile)	1020		
			04 = 13-24 blocks (more than one mile but not more than two miles)	790		
			05 = more than 2 miles	949		
			94 = Legitimate Skip	9023		
			98 = Not Ascertained	293		
PTVCNT_H	# travel period vehicle trips-HH		(0-13)	22317	95	2
PTVMILH	Travel period vehicle-miles for HH		(0-23000)	22317	97	5
REF_AGE	Age of HH reference person	D3	(016-088,998,999)		102	3
			016-075 = Age of reference person	20606		
			077 = Reference person age 76-79	598		
			082 = Reference person age 80-84	509		
			088 = Reference person age 85+	273		
			998 = Not Ascertained	97		
			999 = Refused	234		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
REF_EDUC	Education of HH reference person	M1	(01-13,21-24,31,32,98,99)		105	2
			01-12 = 1st-12th grade (12 includes high school equivalency/GED)	10022		
			13 = Technical School after high school	638		
			21 = 1st (Freshman) year of college or equivalent	1088		
			22 = 2nd (Sophomore) year of college or equivalent	2152		
			23 = 3rd (Junior) year of college or equivalent	761		
			24 = 4th (Senior) year of college or equivalent	3273		
			31 = 1 year of graduate school	376		
			32 = 2 or more years of graduate school	1709		
			98 = Not Ascertained	2189		
			99 = Refused	109		
REF_SEX	Sex of HH reference person	D4	(01-02,98,99)		107	2
			01 = Male	12415		
			02 = Female	9899		
			98 = Not Ascertained	1		
			99 = Refused	2		
REPFLAG	Indicates data for HH was replicated		(blank,1)		109	1
			blank = Not replicated	21471		
			1 = Replicated	846		
RESP_CNT	Number of respondents in household		(0-9)	22317	110	1
RPTACC	HH # reported accidents in last 5 years		(0-4)	22317	111	1
SUNRISE	Sunrise (military time, format HHMM)		(blank,0338-1145)		112	4
			blank = Travel day not ascertained	18		
			0338-1145 = Sunrise	22299		
SUNSET	Sunset (military time, format HHMM)		(blank,1613-0016)		116	4
			blank = Travel day not ascertained	18		
			1613-0016 = Sunset	22299		
TDAY_MON	Travel day date-MONTH		(01-12,98)		120	2
			01 = January	1717		
			02 = February	1689		
			03 = March	1657		
			04 = April	1788		
			05 = May	2132		
			06 = June	1714		
			07 = July	1769		
			08 = August	1885		
			09 = September	2277		
			10 = October	1870		
			11 = November	1802		
			12 = December	1999		
			98 = Not Ascertained	18		
TDAY_YR	Travel day date-YEAR		(90,91,98)		122	2
			90 = 1990	17945		
			91 = 1991	4354		
			98 = Not Ascertained	18		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
TPER_BMO	Travel period beginning date-MONTH		(01-12,98)		124	2
			01 = January	1417		
			02 = February	2023		
			03 = March	1281		
			04 = April	2226		
			05 = May	1862		
			06 = June	1835		
			07 = July	1763		
			08 = August	2001		
			09 = September	2215		
			10 = October	1751		
			11 = November	2086		
			12 = December	1839		
			98 = Not Ascertained	18		
TPER_BYR	Travel period beginning date-YEAR		(90,91,98)		126	2
			90 = 1990	18820		
			91 = 1991	3479		
			98 = Not Ascertained	18		
TPER_EMO	Travel period ending date-MONTH		(01-12,98)		128	2
			01 = January	1717		
			02 = February	1689		
			03 = March	1657		
			04 = April	1788		
			05 = May	2132		
			06 = June	1714		
			07 = July	1769		
			08 = August	1885		
			09 = September	2277		
			10 = October	1870		
			11 = November	1802		
			12 = December	1999		
			98 = Not Ascertained	18		
TPER_EYR	Travel period ending date-YEAR		(90,91,98)		130	2
			90 = 1990	17945		
			91 = 1991	4354		
			98 = Not Ascertained	18		
TRAVDAY	Travel day - day of the week		(01-07,98)		132	2
			01 = Sunday	3413		
			02 = Monday	3430		
			03 = Tuesday	3318		
			04 = Wednesday	3242		
			05 = Thursday	3109		
			06 = Friday	2700		
			07 = Saturday	3087		
			98 = Not Ascertained	18		
TRKCOUNT	# of trucks in HH (VEHTYPE=4-5)		(0-8)	22317	134	1
UNRPTACC	HH # unreported accidents in last 5 years		(0-2)	22317	135	1
URBAN	Urbanized area indicator		(1-2)		136	1
			1 = HH in urbanized area	14566		
			2 = HH not in urbanized area	7751		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
URBNAREA	Urbanized area status		(1,2,3)		137	1
			1 = Urbanized, in MSA central city	8318		
			2 = Urbanized, not in MSA central city	6248		
			3 = Not in urbanized area	7751		
URBNSIZE	Size of urbanized area		(01-05,94)		138	2
			01 = 50,000 - 199,999	2113		
			02 = 200,000 - 499,999	1262		
			03 = 500,000 - 999,999	2545		
			04 = 1,000,000 or more without subway/rail	3610		
			05 = 1,000,000 or more with subway/rail	5036		
			94 = Not in urbanized area	7751		
VARSTRAT	Variance strata		(101-446)	22317	140	3
VEHCOUNT	# of vehicles in HH (VEHTYPE=1-6)		(0-9)	22317	143	1
WRKRCNT	Number of workers in the HH		(0-7)	22317	144	1
WTHHFIN	Final household weight		(79.45979-42722.74)	22317	145	25

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
ABSNTJOB	Temporarily absent from job last week	E3	(01,02,94,98,99)		1	2
			01 = Yes	970		
			02 = No	13471		
			94 = Legitimate Skip	33850		
			98 = Not Ascertained	57		
			99 = Refused	37		
ACCIDARK	Accident occurred during daytime or dark	I15	(01,02,94,98,99)		3	2
			01 = Daytime	5279		
			02 = Dark	893		
			94 = Legitimate Skip	41460		
			98 = Not Ascertained	29		
			99 = Refused	10		
ACCI_DIV	Census division where accident occurred		(01-09,94,98,99)		5	2
			01 = New England	884		
			02 = Middle Atlantic	1121		
			03 = East North Central	1338		
			04 = West North Central	412		
			05 = South Atlantic	1034		
			06 = East South Central	380		
			07 = West South Central	617		
			08 = Mountain	310		
			09 = Pacific	795		
			94 = Legitimate Skip	41460		
			98 = Not Ascertained	29		
			99 = Refused	5		
ACCIOVEH	Accident-any other vehicles involved	I7	(01,02,94,98,99)		7	2
			01 = Yes	5993		
			02 = No	893		
			94 = Legitimate Skip	41460		
			98 = Not Ascertained	29		
			99 = Refused	10		
ACCIVEH1	Accident-other types of veh. involved	I8	(01-04,07,94,98,99)		9	2
			01 = Automobile	4656		
			02 = Pickup Truck	672		
			03 = Van	221		
			04 = Other Truck	303		
			07 = Other/Unknown Vehicle	116		
			94 = Legitimate Skip	42392		
			98 = Not Ascertained	24		
			99 = Refused	1		
ACCIVEH2	Accident-other types of veh. involved	I8	(blank,01-04,07,94)		11	2
			blank = No other vehicle involved	5570		
			01 = Automobile	269		
			02 = Pickup Truck	83		
			03 = Van	28		
			04 = Other Truck	32		
			07 = Other/Unknown Vehicle	11		
			94 = Legitimate Skip	42392		
ACCIVEH3	Accident-other types of veh. involved	I8	(blank,01-04,07,94)		13	2
			blank = No other vehicle involved	5910		
			01 = Automobile	60		
			02 = Pickup Truck	7		
			03 = Van	4		
			04 = Other Truck	8		
			07 = Other/Unknown Vehicle	4		
			94 = Legitimate Skip	42392		

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
ACCIVEH4	Accident-other types of veh. involved	I8	(blank,01-03,07,94)		15	2
			blank = No other vehicle involved	5953		
			01 = Automobile	31		
			02 = Pickup Truck	5		
			03 = Van	3		
			07 = Other/Unknown Vehicle	1		
			94 = Legitimate Skip	42392		
ACCIVEH5	Accident-other types of veh. involved	I8	(blank,01-03,07,94)		17	2
			blank = No other vehicle involved	5976		
			01 = Automobile	14		
			02 = Pickup Truck	1		
			03 = Van	1		
			07 = Other/Unknown Vehicle	1		
			94 = Legitimate Skip	42392		
ACCIVEH6	Accident-other types of veh. involved	I8	(blank,01,03,94)		19	2
			blank = No other vehicle involved	5985		
			01 = Automobile	7		
			03 = Van	1		
			94 = Legitimate Skip	42392		
ACCIVEH7	Accident-other types of veh. involved	I8	(blank,01,04,07,94)		21	2
			blank = No other vehicle involved	5986		
			01 = Automobile	5		
			04 = Other Truck	1		
			07 = Other/Unknown Vehicle	1		
			94 = Legitimate Skip	42392		
ACCI_CTY	Place of accident	I11	(01,02,94,98,99)		23	2
			01 = City or Town	5540		
			02 = Open Country	1327		
			94 = Legitimate Skip	41460		
			98 = Not Ascertained	47		
			99 = Refused	11		
ACCI_DRY	Road conditions for accident	I16	(01-04,94,98,99)		25	2
			01 = Dry	4846		
			02 = Wet	1312		
			03 = Snowy	237		
			04 = Icy	450		
			94 = Legitimate Skip	41460		
			98 = Not Ascertained	68		
			99 = Refused	12		
ACCI_EVR	Ever been in accident as driver	I1	(01-02,94,98,99)		27	2
			01 = Yes	15483		
			02 = No	19284		
			94 = Legitimate Skip	13179		
			98 = Not Ascertained	301		
			99 = Refused	138		
ACCI_HWY	Accident: interstate, freeway, expressway	I12	(01-02,94,98,99)		29	2
			01 = Yes	1292		
			02 = No	5582		
			94 = Legitimate Skip	41460		
			98 = Not Ascertained	39		
			99 = Refused	12		
ACCI_INJ	Accident result in injury or fatality	I9	(01-02,94,98,99)		31	2
			01 = Yes	1579		
			02 = No	5303		
			94 = Legitimate Skip	41460		
			98 = Not Ascertained	32		
			99 = Refused	11		

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
ACCI_MO	Month of most recent accident	I2	(01-12,94,98,99)		33	2
			01 = January	518		
			02 = February	487		
			03 = March	388		
			04 = April	455		
			05 = May	453		
			06 = June	548		
			07 = July	536		
			08 = August	521		
			09 = September	484		
			10 = October	561		
			11 = November	600		
			12 = December	600		
			94 = Legitimate Skip	41110		
			98 = Not Ascertained	1112		
			99 = Refused	12		
ACCI_PED	Pedestrians involved in accident	I5	(01,02,94,98,99)		35	2
			01 = Yes	134		
			02 = No	6755		
			94 = Legitimate Skip	41460		
			98 = Not Ascertained	28		
			99 = Refused	8		
ACCI_RPT	Written police report for the accident	I4	(01,02,94,98,99)		37	2
			01 = Yes	5393		
			02 = No	1437		
			94 = Legitimate Skip	41460		
			98 = Not Ascertained	88		
			99 = Refused	7		
ACCI_VEH	Type of vehicle in accident	I6	(01-04,06,94,98,99)		39	2
			01 = Automobile	5631		
			02 = Pickup	705		
			03 = Van	296		
			04 = Other Truck	162		
			06 = Other Vehicle	94		
			94 = Legitimate Skip	41460		
			98 = Not Ascertained	27		
			99 = Refused	10		
ACCI_YR	Year of most recent accident	I2	(01-91,94,98,99)		41	2
			01-91 = Year of accident	14992		
			94 = Legitimate Skip	32902		
			98 = Not Ascertained	459		
			99 = Refused	32		
ANYWORK	Did you do any work last week	E2	(01,02,94,98,99)		43	2
			01 = Yes	1903		
			02 = No	14439		
			94 = Legitimate Skip	31947		
			98 = Not Ascertained	59		
			99 = Refused	37		
BEGDRAGE	Age when began driving	F2	(007-070,994,998,999)		45	3
			007-044 = Age	34181		
			047 = Age 45-49	82		
			052 = Age 50-54	85		
			057 = Age 55-59	44		
			062 = Age 60-64	21		
			070 = Age 65-81	21		
			994 = Legitimate Skip	13179		
			998 = Not Ascertained	738		
			999 = Refused	34		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
CENSUS_D	Census Division		(1-9)		48	1
			1 = New England	6249		
			2 = Middle Atlantic	7941		
			3 = East North Central	8776		
			4 = West North Central	3042		
			5 = South Atlantic	7027		
			6 = East South Central	2681		
			7 = West South Central	4448		
			8 = Mountain	2308		
			9 = Pacific	5913		
CENSUS_R	Census Region		(01-04)		49	2
			01 = Northeast	14190		
			02 = North Central	11818		
			03 = South	14156		
			04 = West	8221		
CMSA	Household location - CMSA		(blank,1122-7602)		51	4
			blank = Not in CMSA	30648		
			1122 = Boston-Lawrence-Salem, MA-NH	455		
			1282 = Buffalo-Niagara Falls, NY	142		
			1602 = Chicago-Gary-Lake County, IL-IN-WI	1222		
			1642 = Cincinnati-Hamilton,OH-KY-IN	346		
			1692 = Cleveland-Akron-Lorain, OH	435		
			1922 = Dallas-Fort Worth, TX	616		
			2082 = Denver-Boulder, CO	327		
			2162 = Detroit-Ann Arbor, MI	751		
			3282 = Hartford-New Britain-Middletown, CT	1245		
			3362 = Houston-Galveston-Brazoria, TX	618		
			4472 = Los Angeles-Anaheim-Riverside, CA	2055		
			4992 = Miami-Fort Lauderdale, FL	387		
			5082 = Milwaukee-Racine, WI	261		
			5602 = New York-North. NJ-Long Island, NY-NJ-CT	5832		
			6162 = Phila.-Wilmington-Trenton, PA-NJ-DE-MD	933		
			6282 = Pittsburgh-Beaver Valley, PA	391		
			6442 = Portland-Vancouver, OR-WA	258		
			6482 = Providence-Pawtucket-Fall River, RI-MA	186		
			7362 = San Francisco-Oakland-San Jose, CA	878		
			7602 = Seattle-Tacoma, WA	399		
DOLASTWK	What were you doing most of last week	E1	(01-08,94,98,99)		55	2
			01 = Working	22163		
			02 = With a job but not at work	484		
			03 = Looking for work	376		
			04 = Keeping house	5709		
			05 = Going to school	2634		
			06 = Unable to work	702		
			07 = Retired	5543		
			08 = Other Specify	2057		
			94 = Legitimate Skip	8598		
			98 = Not Ascertained	58		
			99 = Refused	61		
DRAGEFLG	Indicates BEGDRAGE was edited		(blank, 1)		57	1
			blank = No	48117		
			1 = Yes	268		

NPTS Person File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
DTCNT_P	# travel day trips for person		(0-15)	48385	58	2
DTPMILP	Travel day person-miles for person		(0-4805)	48385	60	8
DTVCNT_P	# of travel day vehicle trips-person		(0-15)	48385	68	2
DTVMILP	Travel day vehicle-miles for person		(0-1560)	48385	70	8
EDTEDUC	Level of education has been edited		(blank, 1)		78	1
			blank = No	46490		
			1 = Yes	1895		
EDUC	Respondent's highest level of education	M1	(01-13,21-24,31,32,98,99)		79	2
			01-12 = 1st-12th grade	27943		
			(12 includes high school equivalency/GED)			
			13 = Technical School after high school	1188		
			21 = 1st (Freshman) year of college or equivalent	2150		
			22 = 2nd (Sophomore) year of college or equivalent	3967		
			23 = 3rd (Junior) year of college or equivalent	1458		
			24 = 4th (Senior) year of college or equivalent	5813		
			31 = 1 year of graduate school	609		
			32 = 2 or more years of graduate school	2759		
			98 = Not Ascertained	2303		
			99 = Refused	196		
G_PROXY	Travel period data from proxy		(01,02,98)		81	2
			01 = Yes	15462		
			02 = No	32398		
			98 = Not Ascertained	25		
HHFAMINC	Household family income category	K	(01-17,98,99)		83	2
			01 = Less than $5000	901		
			02 = $5000 - $9,999	2263		
			03 = $10,000 - $14,999	2346		
			04 = $15,000 - $19,999	3099		
			05 = $20,000 - $24,999	2653		
			06 = $25,000 - $29,999	3272		
			07 = $30,000 - $34,000	3122		
			08 = $35,000 - $39,999	3210		
			09 = $40,000 - $44,999	2195		
			10 = $45,000 - $49,999	2155		
			11 = $50,000 - $54,999	2019		
			12 = $55,000 - $59,999	1866		
			13 = $60,000 - $64,999	1028		
			14 = $65,000 - $69,999	1090		
			15 = $70,000 - $74,999	770		
			16 = $75,000 - $79,999	620		
			17 = $80,000 +	2981		
			98 = Not Ascertained	5150		
			99 = Refused	7645		
HHLOC	MSA status		(1,2,3)		85	1
			1 = In MSA central city	17288		
			2 = In MSA, not central city	20466		
			3 = Not in MSA	10631		

NPTS Person File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
HHMSA	Household MSA		(blank,0080-9160)		86	4
			blank = Not in MSA or in MSA < 1,000,000	22973		
			0080-9160 = MSA	25412		
HHSIZE	Total number of persons in household		(01-10)		90	2
			01 = 1 person in household	4302		
			02 = 2 people in household	12944		
			03 = 3 people in household	9818		
			04 = 4 people in household	11133		
			05 = 5 people in household	6345		
			06 = 6 people in household	2357		
			07 = 7 people in household	814		
			08 = 8 people in household	344		
			09 = 9 people in household	284		
			10 = 10 people in household	44		
HH_HISP	Hispanic status of HH reference person	D7	(01-02,98,99)		92	2
			01 = Hispanic	2930		
			02 = Not Hispanic	45304		
			98 = Not Ascertained	44		
			99 = Refused	107		
HH_RACE	Race of HH reference person	D5	(01-03,98,99)		94	2
			01 = White	40162		
			02 = Black	4683		
			03 = Other	3266		
			98 = Not Ascertained	85		
			99 = Refused	189		
HOUSEID	Household-identifying ID number		(1-22317)	48385	96	5
H_PROXY	Travel day data from proxy		(01,02,98)		101	2
			01 = Yes	15860		
			02 = No	32514		
			98 = Not Ascertained	11		
INC_FLG	Non-family income has been edited		(blank, 1)		103	1
			blank = No	48379		
			1 = Yes	6		
INJURY	Most serious injury from accident	I10	(01-03,94,98,99)		104	2
			01 = An injury, not serious enough for anyone to be transported from scene for medical care	636		
			02 = An injury serious enough for someone to be transported from the scene for medical care	908		
			03 = A fatal injury	25		
			94 = Legitimate Skip	46806		
			98 = Not Ascertained	7		
			99 = Refused	3		
INTRCHNG	Accident occurred at interchange	I13	(01-02,94,98,99)		106	2
			01 = Yes	473		
			02 = No	812		
			94 = Legitimate Skip	47042		
			98 = Not Ascertained	45		
			99 = Refused	13		

NPTS Person File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
INTRSECT	Accident occurred at intersection	I14	(01-02,94,98,99)		108	2
			01 = Yes	2933		
			02 = No	2634		
			94 = Legitimate Skip	42752		
			98 = Not Ascertained	54		
			99 = Refused	12		
INTRVMON	Interview month for respondent		(01-12)		110	2
			01 = January	3630		
			02 = February	3573		
			03 = March	3505		
			04 = April	3577		
			05 = May	4679		
			06 = June	3554		
			07 = July	3992		
			08 = August	4284		
			09 = September	4762		
			10 = October	4281		
			11 = November	4026		
			12 = December	4522		
INTRVYR	Interview year for respondent		(90,91)		112	2
			90 = 1990	39035		
			91 = 1991	9350		
I_PROXY	Accident data from proxy		(01,02,94,98)		114	2
			01 = Yes	6272		
			02 = No	28828		
			94 = Legitimate Skip	13281		
			98 = Not Ascertained	4		
LIC_DRVR	Respondent is licensed driver	F1	(01,02,94,98,99)		116	2
			01 = Yes	35152		
			02 = No	4581		
			94 = Legitimate Skip	8598		
			98 = Not Ascertained	50		
			99 = Refused	4		
LIF_CYC	Family life cycle		(01-10,98)		118	2
			01 = Single adult, no children	2884		
			02 = Two or more adults, no children	11314		
			03 = Single adult, youngest child age 0-5	777		
			04 = Two or more adults, youngest child age 0-5	9405		
			05 = Single adult, youngest child age 6-15	1572		
			06 = Two or more adults, youngest child age 6-15	11579		
			07 = Single adult, youngest child age 16-21	427		
			08 = Two or more adults, youngest child age 16-21	3402		
			09 = Single adult, retired, no children	1547		
			10 = Two or more adults, retired, no children	5233		
			98 = Not Ascertained	245		
L_PROXY	Non-family income data from proxy		(01,02,94,98)		120	2
			01 = Yes	538		
			02 = No	1054		
			94 = Legitimate Skip	46784		
			98 = Not Ascertained	9		

NPTS Person File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
MSASIZE	Size of MSA or CMSA of HH		(01-05,94)		122	2
			01 = Less than 250,000	4173		
			02 = 250,000 - 499,999	3810		
			03 = 500,000 - 999,999	4359		
			04 = 1,000,000 - 2,999,999	10952		
			05 = 3,000,000 or more	14460		
			94 = Not in MSA	10631		
MSTRFLG	Is this the HH master case		(0,1)		124	1
			0 = No	26780		
			1 = Yes	21605		
MSTR_MON	Date of HH master interview - MONTH		(01-12)		125	2
			01 = January	3625		
			02 = February	3573		
			03 = March	3505		
			04 = April	3581		
			05 = May	4676		
			06 = June	3552		
			07 = July	3993		
			08 = August	4284		
			09 = September	4766		
			10 = October	4276		
			11 = November	4027		
			12 = December	4527		
MSTR_YR	Date of HH master interview - YEAR		(90,91)		127	2
			90 = 1990	39041		
			91 = 1991	9344		
NONFMINC	Income category for non-family HH member	L	(01-17,94,98,99)		129	2
			01 = Less than $5000	280		
			02 = $5000-$9,999	212		
			03 = $10,000-$14,999	138		
			04 = $15,000-$19,999	134		
			05 = $20,000-$24,999	94		
			06 = $25,000-$29,999	96		
			07 = $30,000-$34,000	48		
			08 = $35,000-$39,999	51		
			09 = $40,000-$44,999	19		
			10 = $45,000-$49,999	36		
			11 = $50,000-$54,999	12		
			12 = $55,000-$59,999	17		
			13 = $60,000-$64,999	6		
			14 = $65,000-$69,999	7		
			15 = $70,000-$74,999	2		
			16 = $75,000-$79,999	5		
			17 = $80,000 +	23		
			94 = Legitimate Skip	46784		
			98 = Not Ascertained	421		
			99 = Refused			
PARKAMNT	Cost for parking at work	E7	(0.01-800,99994,99998,99999)		131	8
			0.01-800 = Cost	946		
			99994 = Legitimate Skip	47373		
			99998 = Not Ascertained	64		
			99999 = Refused	2		

NPTS Person File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
PARKCODE	Time period code	E7	(01-06,94,98,99)		139	2
			01 = Per hour	51		
			02 = Per day	262		
			03 = Per week	75		
			04 = Per month	484		
			05 = Other (Specify)	15		
			06 = Per Year	112		
			94 = Legitimate Skip	47373		
			98 = Not Ascertained	12		
			99 = Refused	1		
PAYTOPRK	Pay for parking at work	E6	(01,02,94,98,99)		141	2
			01 = Yes	1012		
			02 = No	20039		
			94 = Legitimate Skip	27043		
			98 = Not Ascertained	286		
			99 = Refused	5		
PERSONID	Person-identifying ID number		(1-9)	48385	143	1
POPDNSTY	Population density of HH zipcode area		(01-14)		144	2
			01 = 0-99	7773		
			02 = 100-249	5882		
			03 = 250-499	4804		
			04 = 500-749	2944		
			05 = 750-999	1970		
			06 = 1000-1999 and in MSA	6202		
			07 = 2000-2999 and in MSA	4329		
			08 = 3000-3999 and in MSA	3358		
			09 = 4000-4999 and in MSA	2442		
			10 = 5000-7499 and in MSA	3189		
			11 = 7500-9999 and in MSA	1570		
			12 = 10000-49999 and in MSA	2961		
			13 = 50000 or more and in MSA	394		
			14 = 1000 or more and not in MSA	567		
POVERTY	HH below, near, or above poverty level		(01,02,03,98,99)		146	2
			01 = Below Poverty Level	2105		
			02 = Near Poverty Level	2473		
			03 = Above Poverty Level	31012		
			98 = Not Ascertained	5150		
			99 = Refused	7645		
PSU_ID	PSU id		(1-17340)	48385	148	5
PTCNT_P	# of travel period trips for person		(0-12)	48385	153	2
PTPMILP	Travel period person-miles for person		(0-28000)	48385	155	5
PTVCNT_P	# travel period vehicle trips-person		(0-12)	48385	160	2
PTVMILP	Travel period vehicle-miles for person		(0-23000)	48385	162	5
PUBFLAG	Any public transit trips in daytrip file		(blank, 1)		167	1
			blank = No	46896		
			1 = Yes	1489		

NPTS Person File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
P_PROXY	Person-level data from proxy		(01,02,94)		168	2
			01 = Yes	8378		
			02 = No	31375		
			94 = Legitimate Skip	8632		
REF_AGE	Age of HH reference person	D3	(016-088,998,999)		170	3
			016-075 = Age of reference person	45933		
			077 = Reference person age 76-79	867		
			082 = Reference person age 80-84	719		
			088 = Reference person age 85+	354		
			998 = Not Ascertained	182		
			999 = Refused	330		
REF_EDUC	Education of HH reference person	M1	(01-13,21-24,31,32,98,99)		173	2
			01-12 = 1st-12th grade (12 includes high school equivalency/GED)	22832		
			13 = Technical School after high school	1446		
			21 = 1st (Freshman) year of college or equivalent	2567		
			22 = 2nd (Sophomore) year of college or equivalent	4977		
			23 = 3rd (Junior) year of college or equivalent	1717		
			24 = 4th (Senior) year of college or equivalent	7290		
			31 = 1 year of graduate school	834		
			32 = 2 or more years of graduate school	3916		
			98 = Not Ascertained	2636		
			99 = Refused	170		
REF_SEX	Sex of HH reference person	D4	(01-02,98,99)		175	2
			01 = Male	28665		
			02 = Female	19718		
			98 = Not Ascertained	1		
			99 = Refused	1		
REPFLAG	Indicates data for HH was replicated		(0,1)		177	1
			0 = No	46700		
			1 = Yes	1685		
R_AGE	Age of respondent	D3	(005-088,998,999)		178	3
			005-075 = Age of respondent	46000		
			077 = Respondent age 76-79	806		
			082 = Respondent age 80-84	671		
			088 = Respondent age 85+	427		
			998 = Not Ascertained	149		
			999 = Refused	332		
R_RELAT	Relationship to reference person	D6	(01-07,98,99)		181	2
			01 = Reference person	20336		
			02 = Spouse of reference person	11252		
			03 = Child of reference person	12467		
			04 = Parent of reference person	801		
			05 = Brother/Sister of reference person	630		
			06 = Other relative of reference person	1264		
			07 = Non-relative of reference person	1601		
			98 = Not Ascertained	9		
			99 = Refused	25		
R_ROSNO	Respondent roster number		(1-9)	48385	183	1

NPTS Person File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
R_SEX	Sex of respondent	D4	(01-02,98,99)		184	2
			01 = Male	22843		
			02 = Female	25521		
			98 = Not Ascertained	10		
			99 = Refused	11		
UNDER14	Respondent age under 14	D3	(01,02,98,99)		186	2
			01 = Yes	7258		
			02 = No	40644		
			98 = Not Ascertained	151		
			99 = Refused	332		
UNDER16	Respondent age under 16	D3	(01,02,98,99)		188	2
			01 = Yes	8598		
			02 = No	39304		
			98 = Not Ascertained	151		
			99 = Refused	332		
URBAN	Urbanized area indicator		(1-2)		190	1
			1 = HH in urbanized area	30849		
			2 = HH not in urbanized area	17536		
URBNAREA	Household Location (Urbanized Area Status)		(1,2,3)		191	1
			1 = Urbanized, in MSA central city	17288		
			2 = Urbanized, not in MSA central city	13561		
			3 = Not in urbanized area	17536		
URBNSIZE	Size of urbanized area		(01-05,94)		192	2
			01 = 50,000 - 199,999	4441		
			02 = 200,000 - 499,999	2675		
			03 = 500,000 - 999,999	5274		
			04 = 1,000,000 or more without subway/rail	7725		
			05 = 1,000,000 or more with subway/rail	10734		
			94 = Not in urbanized area	17536		
VARSTRAT	Variance strata		(101-446)	48385	194	3
WMILEFLG	WORKMILE mileage was edited/capped		(blank,1,2)		197	1
			blank = Not edited/capped	48381		
			1 = Edited	2		
			2 = Capped	2		
WORKDAYS	Days/week drive as part of work	F5	(01-07,94,98,99)		198	2
			01-07 = 1-7 days per week	4767		
			94 = Legitimate Skip	43560		
			98 = Not Ascertained	52		
			99 = Refused	6		
WORKER	Respondent in the workforce		(0,1)		200	1
			0 = No	22865		
			1 = Yes	25520		
WORKMILE	Total miles driven weekly as part of work	F6	(00000-04000,99994,99998,99999)		201	5
			00000-04000 = Miles			
			99994 = Legitimate Skip			
			99998 = Not Ascertained			
			99999 = Refused			

NPTS Person File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
WRKDRIVE	Drive a licensed vehicle as part of work	F3	(01,02,94,98,99)		206	2
			01 = Yes	4789		
			02 = No	19353		
			94 = Legitimate Skip	24207		
			98 = Not Ascertained	33		
			99 = Refused	3		
WRKTRAN1	Mode of transportation to work last week	E4	(01,02,04,05,07-11,94,98)		208	2
			01 = Car, Truck, Jeep, or Van	21342		
			02 = Bus or Trolley Bus	733		
			04 = Subway or Elevated	359		
			05 = Railroad	87		
			07 = Taxicab	34		
			08 = Motorcycle	56		
			09 = Bicycle	80		
			10 = Walked	815		
			11 = Other (Specify)	555		
			94 = Legitimate Skip	24319		
			98 = Not Ascertained	5		
WRKTRAN2	Mode of transportation to work last week	E4	(blank,02,04,05,07-11,94,99)		210	2
			blank = No 2nd mode of transportation	23402		
			02 = Bus or Trolley Bus	141		
			04 = Subway or Elevated	169		
			05 = Railroad	69		
			07 = Taxicab	19		
			08 = Motorcycle	18		
			09 = Bicycle	31		
			10 = Walked	146		
			11 = Other (Specify)	70		
			94 = Legitimate Skip	24319		
			99 = Refused	1		
WRKTRAN3	Mode of transportation to work last week	E4	(blank,04,05,07,09-11,94)		212	2
			blank = No 3rd mode of transportation	23975		
			04 = Subway or Elevated	12		
			05 = Railroad	23		
			07 = Taxicab	13		
			09 = Bicycle	2		
			10 = Walked	28		
			11 = Other (Specify)	13		
			94 = Legitimate Skip	24319		
WRKTRAN4	Mode of transportation to work last week	E4	(blank,05,07,09-11,94)		214	2
			blank = No 4th mode of transportation	24047		
			05 = Railroad	1		
			07 = Taxicab	1		
			09 = Bicycle	1		
			10 = Walked	14		
			11 = Other (Specify)	2		
			94 = Legitimate Skip	24319		
WRKTRAN5	Mode of transportation to work last week	E4	(blank,10,94)		216	2
			blank = No 5th mode of transportation	24064		
			10 = Walked	2		
			94 = Legitimate Skip	24319		

NPTS Person File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
WRKTRANS	Main means of transportation to work	E5	(01,02,04,05,07-11,94)		218	2
			01 = Car, Truck, Jeep, or Van	21126		
			02 = Bus or Trolley Bus	698		
			04 = Subway or Elevated	463		
			05 = Railroad	160		
			07 = Taxicab	39		
			08 = Motorcycle	61		
			09 = Bicycle	84		
			10 = Walked	850		
			11 = Other (Specify)	580		
			94 = Legitimate Skip	24319		
WRKVTYPE	Type of veh. drive as part of work	F4	(01-05,09,10,20,21,94,98,99)		220	2
			01 = Auto (include station wagon)	2279		
			02 = Passenger van	266		
			03 = Cargo van	252		
			04 = Pickup truck (include pickup with camper)	1038		
			05 = Other truck	709		
			09 = Other P.O.V (specify)	12		
			10 = Bus	27		
			20 = School bus	69		
			21 = Other (specify)	133		
			94 = Legitimate Skip	43560		
			98 = Not Ascertained	37		
			99 = Refused	3		
WTPERFIN	Final person wt person-nonresp adjusted		(90.7843-48607.14)		222	25
YEARMILE	Total miles driven in past 12 months		(0-200000,999994,999998,999999)		247	6
			0-200000 = Mileage for a year			
			999994 = Legitimate Skip			
			999998 = Not Ascertained			
			999999 = Refused			
YMILEFLG	YEARMILE mileage was capped at 200,000		(blank, 1)		253	1
			blank = No	48373		
			1 = Yes	12		

NPTS Vehicle File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
ANNMILES	Annualized vehicle mileage-115,000 limit	B10	(000000-115000,999998,999999)		1	6
			000000-115000 = Miles	34378		
			999998 = Not Ascertained	6741		
			999999 = Refused	59		
CENSUS_D	Census Division		(1-9)		7	1
			1 = New England	5532		
			2 = Middle Atlantic	5872		
			3 = East North Central	7455		
			4 = West North Central	2724		
			5 = South Atlantic	6006		
			6 = East South Central	2293		
			7 = West South Central	3777		
			8 = Mountain	2092		
			9 = Pacific	5427		
CENSUS_R	Census Region		(1-4)		8	1
			1 = Northeast	11404		
			2 = North Central	10179		
			3 = South	12076		
			4 = West	7519		
CMSA	Household location - CMSA		(blank,1122-7602)		9	4
			blank = Not in CMSA	26565		
			1122 = Boston-Lawrence-Salem, MA-NH	407		
			1282 = Buffalo-Niagara Falls, NY	123		
			1602 = Chicago-Gary-Lake County, IL-IN-WI	1003		
			1642 = Cincinnati-Hamilton,OH-KY-IN	309		
			1692 = Cleveland-Akron-Lorain, OH	365		
			1922 = Dallas-Fort Worth, TX	559		
			2082 = Denver-Boulder, CO	306		
			2162 = Detroit-Ann Arbor, MI	657		
			3282 = Hartford-New Britain-Middletown, CT	1142		
			3362 = Houston-Galveston-Brazoria, TX	484		
			4472 = Los Angeles-Anaheim-Riverside, CA	1834		
			4992 = Miami-Fort Lauderdale, FL	306		
			5082 = Milwaukee-Racine, WI	183		
			5602 = New York-North. NJ-Long Island, NY-NJ-CT	4231		
			6162 = Phila.-Wilmington-Trenton, PA-NJ-DE-MD	726		
			6282 = Pittsburgh-Beaver Valley, PA	310		
			6442 = Portland-Vancouver, OR-WA	248		
			6482 = Providence-Pawtucket-Fall River, RI-MA	158		
			7362 = San Francisco-Oakland-San Jose, CA	854		
			7602 = Seattle-Tacoma, WA	408		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
HHFAMINC	Household family income category	K	(01-17,98,99)		13	2
			01 = Less than $5000	437		
			02 = $5000 - $9,999	1349		
			03 = $10,000 - $14,999	1590		
			04 = $15,000 - $19,999	2269		
			05 = $20,000 - $24,999	2071		
			06 = $25,000 - $29,999	2678		
			07 = $30,000 - $34,000	2623		
			08 = $35,000 - $39,999	2758		
			09 = $40,000 - $44,999	1841		
			10 = $45,000 - $49,999	1922		
			11 = $50,000 - $54,999	1845		
			12 = $55,000 - $59,999	1759		
			13 = $60,000 - $64,999	940		
			14 = $65,000 - $69,999	1069		
			15 = $70,000 - $74,999	747		
			16 = $75,000 - $79,999	616		
			17 = $80,000 +	3115		
			98 = Not Ascertained	4530		
			99 = Refused	7019		
HHLOC	MSA status		(1-3)		15	1
			1 = In MSA central city	13344		
			2 = In MSA, not in central city	18545		
			3 = Not in MSA	9289		
HHMSA	Household location - MSA		(blank,0080-9160)		16	4
			blank = Not in MSA or in MSA < 1,000,000	20053		
			0080-9160 = MSA	21125		
HHSIZE	Total number of persons in household		(01-10)		20	2
			01 = 1 person in household	4104		
			02 = 2 people in household	13435		
			03 = 3 people in household	8996		
			04 = 4 people in household	8597		
			05 = 5 people in household	3991		
			06 = 6 people in household	1332		
			07 = 7 people in household	423		
			08 = 8 people in household	147		
			09 = 9 people in household	125		
			10 = 10 people in household	28		
HH_HISP	Hispanic status of HH reference person	D7	(01-02,98,99)		22	2
			01 = Hispanic	1854		
			02 = Not Hispanic	38867		
			98 = Not Ascertained	355		
			99 = Refused	102		
HH_RACE	Race of HH reference person	D5	(01-03,98,99)		24	2
			01 = White	35711		
			02 = Black	2736		
			03 = Other	2170		
			98 = Not Ascertained	392		
			99 = Refused	169		
HOUSEID	Household-identifying ID number		(1-22317)	41178	26	5

NPTS Vehicle File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
LIF_CYC	Family life cycle		(01-10,98)		31	2
			01 = Single adult, no children	3071		
			02 = Two or more adults, no children	13005		
			03 = Single adult, youngest child age 0-5	343		
			04 = Two or more adults, youngest child age 0-5	6909		
			05 = Single adult, youngest child age 6-15	653		
			06 = Two or more adults, youngest child age 6-15	7376		
			07 = Single adult, youngest child age 16-21	375		
			08 = Two or more adults, youngest child age 16-21	3609		
			09 = Single adult, retired, no children	1192		
			10 = Two or more adults, retired, no children	4370		
			98 = Not Ascertained	275		
MAINDRVR	Does 1 HH member usually drive vehicle	D8	(01,02,98,99)		33	2
			01 = Yes	36924		
			02 = No	3984		
			98 = Not Ascertained	245		
			99 = Refused	25		
MAKECODE	NASS code for vehicle make	B4	(001-089,099,994)		35	3
			001 = American Motors	128		
			002 = Jeep (includes Kaiser-Jeep)	467		
			006 = Chrysler	780		
			007 = Dodge	2422		
			009 = Plymouth	1063		
			010 = Eagle	51		
			012 = Ford	7247		
			013 = Lincoln	425		
			014 = Mercury	1183		
			018 = Buick	2202		
			019 = Cadillac	861		
			020 = Chevrolet	8093		
			021 = Oldsmobile	2642		
			022 = Pontiac	1908		
			023 = GMC	692		
			030 = Volkswagon	791		
			032 = Audi	137		
			034 = BMW	218		
			035 = Nissan/Datsun	1648		
			036 = Fiat	23		
			037 = Honda	1479		
			038 = Isuzu	197		
			039 = Jaguar	49		
			041 = Mazda	753		
			042 = Mercedes Benz	269		
			043 = MG	35		
			044 = Peugeot	24		
			045 = Porsche	73		
			046 = Renault	102		
			047 = Saab	99		
			048 = Subaru	387		
			049 = Toyota	2391		
			051 = Volvo	355		
			052 = Mitsubishi	182		
			053 = Suzuki	46		
			054 = Acura	137		
			055 = Hyundai	257		
			057 = Yugo	25		
			069 = Other Foreign	26		
			084 = International Harvester/Navistar	76		
			089 = Other Medium/Heavy Trucks and Buses	82		
			099 = Unknown	543		
			994 = Legitimate skip	610		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
MILELIMT	Indicator-ANNMILES was capped at 115,000		(blank,1)		38	1
			blank = Not capped	41087		
			1 = Capped at 115,000	91		
MODLCODE	NASS code for vehicle model	B4	(001-999))		39	3
			001-950 = Model Code	36315		
			994 = Legitimate Skip	610		
			999 = Unknown	4253		
MSASIZE	Size of MSA or CMSA of HH		(01-05,94)		42	2
			01 = Less than 250,000	3592		
			02 = 250,000 - 499,999	3340		
			03 = 500,000 - 999,999	3832		
			04 = 1,000,000 - 2,999,999	9471		
			05 = 3,000,000 or more	11654		
			94 = Not in MSA	9289		
MSTR_MON	Date of HH master interview - MONTH		(01-12,98)		44	2
			01 = January	3136		
			02 = February	3030		
			03 = March	3103		
			04 = April	3194		
			05 = May	3972		
			06 = June	3103		
			07 = July	3371		
			08 = August	3579		
			09 = September	4052		
			10 = October	3540		
			11 = November	3378		
			12 = December	3692		
			98 = Not Ascertained	28		
MSTR_YR	Date of HH master interview - YEAR		(90,91,98)		46	2
			90 = 1990	33216		
			91 = 1991	7934		
			98 = Not Ascertained	28		
OVOWNFLG	Indicator-VEHOWNER data edited		(blank,1)		48	2
			blank = Not edited	41174		
			1 = Edited	4		
POPDNSTY	Population density of HH zipcode area		(01-14)		50	2
			01 = 0-99	6969		
			02 = 100-249	5136		
			03 = 250-499	4263		
			04 = 500-749	2750		
			05 = 750-999	1711		
			06 = 1000-1999 and in MSA	5493		
			07 = 2000-2999 and in MSA	3891		
			08 = 3000-3999 and in MSA	2904		
			09 = 4000-4999 and in MSA	2067		
			10 = 5000-7499 and in MSA	2608		
			11 = 7500-9999 and in MSA	1255		
			12 = 10000-49999 and in MSA	1564		
			13 = 50000 or more and in MSA	91		
			14 = 1000 or more and not in MSA	476		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
POVERTY	HH below, near, or above poverty level		(01,02,03,98,99)		52	2
			01 = Below Poverty Level	948		
			02 = Near Poverty Level	1543		
			03 = Above Poverty Level	27138		
			98 = Not Ascertained	4530		
			99 = Refused	7019		
PSU_ID	PSU id		(1-17340)	41178	54	5
REF_AGE	Age of HH reference person	D3	(016-088,998,999)		59	3
			016-075 = Age of reference person	39404		
			077 = Reference person age 76-79	661		
			082 = Reference person age 80-84	447		
			088 = Reference person age 85+	170		
			998 = Not Ascertained	163		
			999 = Refused	333		
REF_EDUC	Education of HH reference person	M1	(01-13,21-24,31,32,98,99)		62	2
			01-12 = 1st-12th grade (12 includes high school equivalency/GED)	17090		
			13 = Technical School after high school	1215		
			21 = 1st (Freshman) year of college or equivalent	2080		
			22 = 2nd (Sophomore) year of college or equivalent	4187		
			23 = 3rd (Junior) year of college or equivalent	1486		
			24 = 4th (Senior) year of college or equivalent	6348		
			31 = 1 year of graduate school	722		
			32 = 2 or more years of graduate school	3406		
			98 = Not Ascertained	4499		
			99 = Refused	145		
REF_SEX	Sex of HH reference person	D4	(01-02,98,99)		64	2
			01 = Male	25812		
			02 = Female	15356		
			98 = Not Ascertained	2		
			99 = Refused	8		
REPFLAG	Household data was replicated		(0,1)		66	1
			0 = No	39616		
			1 = Yes	1562		
URBAN	Urbanized area indicator		(1-2)		67	1
			1 = HH in urbanized area	25551		
			2 = HH not in urbanized area	15627		
URBNAREA	Urbanized area status		(1-3)		68	1
			1 = Urbanized, in MSA central city	13344		
			2 = Urbanized, not in MSA central city	12207		
			3 = Not in urbanized area	15627		
URBNSIZE	Size of urbanized area		(01-05,94)		69	2
			01 = 50,000 - 199,999	3782		
			02 = 200,000 - 499,999	2305		
			03 = 500,000 - 999,999	4501		
			04 = 1,000,000 or more without subway/rail	6672		
			05 = 1,000,000 or more with subway/rail	8291		
			94 = Not in urbanized area	15627		
VARSTRAT	Variance strata		(101-446)	41178	71	3

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
VEH12MNT	Vehicle received in last 12 months		(01,02,98,99)		74	2
			01 = Yes	8529		
			02 = No	32418		
			98 = Not Ascertained	198		
			99 = Refused	33		
VEHHHOWN	Vehicle owned by HH member	B5	(01,02,98,99)		76	2
			01 = Yes	39811		
			02 = No	1318		
			98 = Not Ascertained	28		
			99 = Refused	21		
VEHID	Vehicle ID (numbered within HOUSEID)		(01-09)	41178	78	2
VEHMILES	Reported vehicle mileage last 12 months	B10	(0-200000,999998,999999)		80	6
			0 - 200000 = miles	34381		
			999998 = Not Ascertained	6738		
			999999 = Refused	59		
VEHMONTH	# of months owned vehicle (if less than 12)	B8	(0-11,94,98)		86	2
			0-11 = # of months	7776		
			94 = Legitimate skip	32649		
			98 = Not Ascertained	753		
VEHNEW	Vehicle new or used when received	B9	(01,02,98,99)		88	2
			01 = New	20041		
			02 = Used	20893		
			98 = Not Ascertained	203		
			99 = Refused	41		
VEHOWNER	Vehicle ownership if not HH member	B6	(01-04,94,98)		90	2
			01 = Company owned	773		
			02 = Leased	266		
			03 = Rented	22		
			04 = Used under some other arrangement (Specify)	256		
			94 = Legitimate skip	39860		
			98 = Not Ascertained	1		
VEHTYPE	Type of vehicle	B2	(01-09,98,99)		92	2
			01 = Automobile (including station wagon)	31146		
			02 = Passenger van	1999		
			03 = Cargo Van	279		
			04 = Pickup truck (including pickup with camper)	6698		
			05 = Other truck	214		
			06 = RV or motor home	207		
			07 = Motorcycle	523		
			08 = Moped (motorized bicycle)	48		
			09 = Other (specify)	39		
			98 = Not Ascertained	6		
			99 = Refused	19		
VEHYEAR	Model year of vehicle	B3	(055,063,065-091,998,999)		94	3
			055 = 1919-1959	198		
			063 = 1960-1964	207		
			065-091 = 19__ (year)	39130		
			994 = Legitimate Skip	610		
			998 = Not Ascertained	974		
			999 = Refused	59		

NPTS Vehicle File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQ:	POS:	WIDTH:
VOWNFLG	Indicator-VEHHHOWN data edited		(blank,1)		97	2
			blank = Not edited	41169		
			1 = Edited	9		
WHOMAIN	Who drives vehicle most of the time	D9	(01-09,94,98)		99	2
			01-09 = Roster number of main driver	36917		
			94 = Legitimate skip	4254		
			98 = Not Ascertained	7		
WTHHFIN	Final household weight		(79.45979-42722.74)	41178	101	25

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
CENSUS_D	Census Division		(1-9)		1	1
			1 = New England	19687		
			2 = Middle Atlantic	22757		
			3 = East North Central	28078		
			4 = West North Central	10028		
			5 = South Atlantic	21637		
			6 = East South Central	8210		
			7 = West South Central	13885		
			8 = Mountain	7424		
			9 = Pacific	17840		
CENSUS_R	Census Region		(1-4)		2	1
			1 = Northeast	42444		
			2 = North Central	38106		
			3 = South	43732		
			4 = West	25264		
CMSA	Household location - CMSA		(blank,1122-7602)		3	
			blank = Not in CMSA	96332		
			1122 = Boston-Lawrence-Salem, MA-NH	1493		
			1282 = Buffalo-Niagara Falls, NY	388		
			1602 = Chicago-Gary-Lake County, IL-IN-WI	3692		
			1642 = Cincinnati-Hamilton,OH-KY-IN	1023		
			1692 = Cleveland-Akron-Lorain, OH	1455		
			1922 = Dallas-Fort Worth, TX	2026		
			2082 = Denver-Boulder, CO	1008		
			2162 = Detroit-Ann Arbor, MI	2486		
			3282 = Hartford-New Britain-Middletown, CT	3879		
			3362 = Houston-Galveston-Brazoria, TX	1953		
			4472 = Los Angeles-Anaheim-Riverside, CA	5964		
			4992 = Miami-Fort Lauderdale, FL	1111		
			5082 = Milwaukee-Racine, WI	896		
			5602 = New York-North. NJ-Long Island, NY-NJ-CT	16736		
			6162 = Phila.-Wilmington-Trenton, PA-NJ-DE-MD	2748		
			6282 = Pittsburgh-Beaver Valley, PA	1139		
			6442 = Portland-Vancouver, OR-WA	775		
			6482 = Providence-Pawtucket-Fall River, RI-MA	588		
			7362 = San Francisco-Oakland-San Jose, CA	2689		
			7602 = Seattle-Tacoma, WA	1165		
DAYNIGHT	Trip started AM or PM		(AM, PM, 98)		7	2
			AM = Trip started AM	45057		
			PM = Trip started PM	98488		
			98 = Not Ascertained	6001		
DIFFDATE	Days between travel/interview dates		(1-6)	149546	9	1
DRVR_FLG	Indicator if respondent was trip driver		(1,blank)		10	1
			1 = Yes	94383		
			blank = No	55163		
EDITMILE	Indicator that trip miles were edited		(1,blank)		11	1
			1 = Yes	1813		
			blank = No	147733		
EDITMODE	Indicator that trip trans. mode edited		(1,blank)		12	1
			1 = Yes	3		
			blank = No	149543		

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
EDIT_H32	Edit flag--H32A-D have been edited		(1,blank)		13	1
			1 = Yes	20		
			blank = No	149526		
EDIT_MIN	Indicator that trip minutes were edited		(1,blank)		14	1
			1 = Yes	572		
			blank = No	148974		
EDUC	Respondent's highest level of education	M1	(01-13,21-24,31,32,98,99)		15	2
			01-12 = 1st-12th grade	77064		
			(12 includes high school equivalency/GED)			
			13 = Technical School after high school	4162		
			21 = 1st (Freshman) year of college or equivalent	7977		
			22 = 2nd (Sophomore) year of college or equivalent	14385		
			23 = 3rd (Junior) year of college or equivalent	5616		
			24 = 4th (Senior) year of college or equivalent	21213		
			31 = 1 year of graduate school	2424		
			32 = 2 or more years of graduate school	10768		
			98 = Not Ascertained	5574		
			99 = Refused	363		
H32A	Mileage-2 or 3 lane roads		(0-450,99994,99998,99999)		17	8
			0-450 = Mileage	30200		
			99994 = Legitimate Skip	118531		
			99998 = Not Ascertained	764		
			99999 = Refused	51		
H32B	Mileage-undivided highway		(0-600,99994,99998,99999)		25	8
			0-600 = Mileage	30193		
			99994 = Legitimate Skip	118531		
			99998 = Not Ascertained	766		
			99999 = Refused	56		
H32C	Mileage-divided highway--4+ lanes		(0-900,99994,99998,99999)		33	8
			0-900 = Mileage	30196		
			99994 = Legitimate Skip	118531		
			99998 = Not Ascertained	766		
			99999 = Refused	53		
H32D	Mileage-interstate,freeway,lim. access		(0-1000,99994,99998,99999)		41	8
			0-1000 = Mileage	30203		
			99994 = Legitimate Skip	118531		
			99998 = Not Ascertained	758		
			99999 = Refused	54		
HHFAMINC	Household family income category	K	(01-17,98,99)		49	2
			01 = Less than $5000	2379		
			02 = $5000 - $9,999	5732		
			03 = $10,000 - $14,999	6399		
			04 = $15,000 - $19,999	9086		
			05 = $20,000 - $24,999	8411		
			06 = $25,000 - $29,999	10753		
			07 = $30,000 - $34,000	10453		
			08 = $35,000 - $39,999	10747		
			09 = $40,000 - $44,999	7523		
			10 = $45,000 - $49,999	7670		
			11 = $50,000 - $54,999	7159		
			12 = $55,000 - $59,999	6475		
			13 = $60,000 - $64,999	3589		
			14 = $65,000 - $69,999	4010		
			15 = $70,000 - $74,999	2813		
			16 = $75,000 - $79,999	2254		
			17 = $80,000 +	10685		
			98 = Not Ascertained	13787		
			99 = Refused	19621		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
HHLOC	MSA status		(1,2,3)		51	1
			1 = In MSA central city	52682		
			2 = In MSA, not central city	64658		
			3 = Not in MSA	32206		
HHMEMDRV	Did a HH member drive during trip	H29	(01-03,94,98,99)		52	2
			01 = Yes	121056		
			02 = Part of trip	77		
			03 = No	7484		
			94 = Legitimate Skip	18844		
			98 = Not Applicable	70		
			99 = Not Ascertained	15		
HHMSA	Household MSA		(blank,0080-9160)		54	4
			blank = Not in MSA or in MSA < 1,000,000	72012		
			0080-9160 = MSA	77534		
HHSIZE	Total number of persons in household		(01-10)		58	2
			01 = 1 person in household	12521		
			02 = 2 people in household	38836		
			03 = 3 people in household	31706		
			04 = 4 people in household	36262		
			05 = 5 people in household	19596		
			06 = 6 people in household	6856		
			07 = 7 people in household	2164		
			08 = 8 people in household	759		
			09 = 9 people in household	772		
			10 = 10 people in household	74		
HHVEH	Which HH vehicle was used on day trip	H28	(01-09,94,98,99)		60	2
			01-09 = Vehicle numbered 1-9 in the roster	118184		
			94 = Legitimate Skip	31204		
			98 = Not Ascertained	125		
			99 = Refused	33		
HHVEHCNT	# of vehicles in HH (VEHTYPE=1-9)		(0-9)	149546	62	1
HH_HISP	Hispanic status of HH reference person	D7	(01-02,98,99)		63	2
			01 = Hispanic	7593		
			02 = Not Hispanic	141547		
			98 = Not Ascertained	108		
			99 = Refused	298		
HH_ONTRP	Number of HH members on the trip		(01-10)	149546	65	2
HH_RACE	Race of HH reference person	D5	(01-03,98,99)		67	2
			01 = White	127701		
			02 = Black	12654		
			03 = Other	8443		
			98 = Not Ascertained	213		
			99 = Refused	535		
HOMEBASE	Is this a home-based trip		(01,02)		69	2
			01 = Yes	112105		
			02 = No	37441		
HOUSEID	Household-identifying ID number		(1-22317)	149546	71	5
H_PROXY	Travel day data from proxy		(01,02,98)		76	2
			01 = Proxy interview	37310		
			02 = Not a proxy interview--self	112233		
			98 = Not Ascertained	3		

NPTS Travel Day File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
INTRVMON	Interview month for respondent		(01-12)		78	2
			01 = January	10441		
			02 = February	10757		
			03 = March	11339		
			04 = April	12323		
			05 = May	16043		
			06 = June	12154		
			07 = July	12089		
			08 = August	12414		
			09 = September	14704		
			10 = October	12818		
			11 = November	11634		
			12 = December	12830		
INTRVYR	Interview year for respondent		(90,91)		80	2
			90 = 1990	122046		
			91 = 1991	27500		
LIC_DRVR	Respondent is licensed driver	F1	(01,02,94,98,99)		82	2
			01 = Yes	118621		
			02 = No	8042		
			94 = Legitimate Skip	22714		
			98 = Not Ascertained	167		
			99 = Refused	2		
LIF_CYC	Family life cycle		(01-10,98)		84	2
			01 = Single adult, no children	9811		
			02 = Two or more adults, no children	36505		
			03 = Single adult, youngest child age 0-5	2375		
			04 = Two or more adults, youngest child age 0-5	30052		
			05 = Single adult, youngest child age 6-15	5320		
			06 = Two or more adults, youngest child age 6-15	37315		
			07 = Single adult, youngest child age 16-21	1508		
			08 = Two or more adults, youngest child age 16-21	11272		
			09 = Single adult, retired, no children	3037		
			10 = Two or more adults, retired, no children	11690		
			98 = Not Ascertained	661		
MSASIZE	Size of MSA or CMSA of HH		(01-05,94)		86	2
			01 = Less than 250,000	13671		
			02 = 250,000 - 499,999	12224		
			03 = 500,000 - 999,999	13911		
			04 = 1,000,000 - 2,999,999	34310		
			05 = 3,000,000 or more	43224		
			94 = Not in MSA	32206		
MSTR_MON	Date of HH master interview - MONTH		(01-12)		88	2
			01 = January	10434		
			02 = February	10763		
			03 = March	11335		
			04 = April	12333		
			05 = May	16039		
			06 = June	12146		
			07 = July	12091		
			08 = August	12417		
			09 = September	14707		
			10 = October	12810		
			11 = November	11636		
			12 = December	12835		

NPTS Travel Day File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
MSTR_YR	Date of HH master interview - YEAR		(90,91)		90	2
			90 = 1990	122053		
			91 = 1991	27493		
NONHHACC	Accompanied by non-HH members on trip	H11	(01,02,94,98,99)		92	2
			01 = Yes	26337		
			02 = No	48189		
			94 = Legitimate Skip	74821		
			98 = Not Ascertained	181		
			99 = Refused	18		
NONHHCNT	Number of non-HH members accompanying	H12	(001-090,994,998)		94	3
			001-090 = Number of non-hh members with respondent	26287		
			994 = Legitimate Skip	123209		
			998 = Not Ascertained	50		
NUMONTRP	Total number of persons on the trip		(01-91)	149546	97	2
OVERLAP	Overlap indicator for day/period trips		(01,02,94,98,99)		99	2
			01 = Trip also on PERTRIP file	2406		
			02 = Trip not on PERTRIP file	1661		
			94 = Legitimate Skip	145430		
			98 = Not Ascertained	48		
			99 = Refused	1		
PARK_FEE	Pay for parking during the trip	H31	(01,02,94,98,99)		101	2
			01 = Yes	761		
			02 = No	56012		
			94 = Legitimate Skip	18840		
			98 = Not Ascertained	73923		
			99 = Refused	10		
PEAKTRIP	Trip during peak period hours		(00,01,98)		103	2
			00 = No	87981		
			01 = Yes	55564		
			98 = Not Ascertained	6001		
PERSONID	Person-identifying ID number		(01-09)	149546	105	2
POPDNSTY	Population density of HH zipcode area		(01-14)		107	2
			01 = 0-99	23036		
			02 = 100-249	18505		
			03 = 250-499	15640		
			04 = 500-749	9732		
			05 = 750-999	6289		
			06 = 1000-1999 and in MSA	19736		
			07 = 2000-2999 and in MSA	14049		
			08 = 3000-3999 and in MSA	10513		
			09 = 4000-4999 and in MSA	7679		
			10 = 5000-7499 and in MSA	9779		
			11 = 7500-9999 and in MSA	4466		
			12 = 10000-49999 and in MSA	7407		
			13 = 50000 or more and in MSA	991		
			14 = 1000 or more and not in MSA	1724		
POVERTY	HH below, near, or above poverty level		(01,02,03,98,99)		109	2
			01 = Below Poverty Level	5590		
			02 = Near Poverty Level	6352		
			03 = Above Poverty Level	104196		
			98 = Not Ascertained	13787		
			99 = Refused	19621		
PSU_ID	PSU id		(1-17340)	149546	111	5

NPTS Travel Day File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
PUBTRANS	Use public transportation on trip		(00,01)		116	2
			00 = No	2872		
			01 = Yes	146674		
REF_AGE	Age of HH reference person	D3	(016-088,998,999)		118	3
			016-075 = Age of reference person	145260		
			077 = Reference person age 76-79	1574		
			082 = Reference person age 80-84	1096		
			088 = Reference person age 85+	445		
			998 = Not Ascertained	418		
			999 = Refused	753		
REF_EDUC	Education of HH reference person	M1	(01-13,21-24,31,32,98,99)		121	2
			01-12 = 1st-12th grade	62217		
			(12 includes high school equivalency/GED)			
			13 = Technical School after high school	4706		
			21 = 1st (Freshman) year of college or equivalent	8584		
			22 = 2nd (Sophomore) year of college or equivalent	16658		
			23 = 3rd (Junior) year of college or equivalent	5923		
			24 = 4th (Senior) year of college or equivalent	25407		
			31 = 1 year of graduate school	3189		
			32 = 2 or more years of graduate school	14420		
			98 = Not Ascertained	8154		
			99 = Refused	288		
REF_SEX	Sex of HH reference person	D4	(01-02)		123	2
			01 = Male	90275		
			02 = Female	59271		
RNDMTRIP	Was this the randomly selected POV trip		(0,1)		125	1
			0 = No	118531		
			1 = Yes	31015		
R_AGE	Age of respondent	D3	(005-088,998,999)		126	3
			005-075 = Age of respondent	145931		
			077 = Respondent age 76-79	1359		
			082 = Respondent age 80-84	847		
			088 = Respondent age 85+	327		
			998 = Not Ascertained	333		
			999 = Refused	749		
R_ROSNO	Respondent roster number		(1-9)	149546	129	1
R_SEX	Sex of respondent	D4	(01-02,98,99)		130	2
			01 = Male	69384		
			02 = Female	80138		
			98 = Not Ascertained	14		
			99 = Refused	10		
SEGMENTD	Segmented trip (public transportation)		(1,blank)		132	1
			1 = Segmented Trip	1165		
			blank = Non-segmented Trip	148381		

NPTS Travel Day File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
SITMOST	Mainly sit/stand on transportation mode	H20	(01,02,94,98,99)		133	2
			01 = Sit	272		
			02 = Stand	97		
			94 = Legitimate Skip	148992		
			98 = Not Ascertained	183		
			99 = Refused	2		
STANDSIT	Sit, stand, both on transportation mode	H19	(01-03,94,98,99)		135	2
			01 = Sit only	2043		
			02 = Stand only	477		
			03 = Some of both	381		
			94 = Legitimate Skip	146472		
			98 = Not ascertained	171		
			99 = Refused	2		
STRTTIME	Starting time of this day trip	H16	(0000-2359,9998,9999)		137	4
			0000-2359 = Time of day	143545		
			9998 = Time not ascertained	4093		
			9999 = Time of day refused	1908		
SUNRISE	Sunrise (military time, format HHMM)		(0338-1145)	149546	141	4
SUNSET	Sunset (military time, format HHMM)		(1613-0016)	149546	145	4
S_H32A	Scaled value of H32A		(0-449.6,99994,99998)		149	8
			0-449.6 = Mileage	30022		
			99994 = Legitimate Skip	118531		
			99998 = Not Ascertained	993		
S_H32B	Scaled value of H32B		(0-300,99994,99998)		157	8
			0-300 = Mileage	30012		
			99994 = Legitimate Skip	118531		
			99993 = Not Ascertained	1003		
S_H32C	Scaled value of H32C		(0-900,99994,99998)		165	8
			0-900 = Mileage	30014		
			99994 = Legitimate Skip	118531		
			99998 = Not Ascertained	1001		
S_H32D	Scaled value of H32D		(0-1000,99994,99998)		173	8
			0-1000 = Mileage	30013		
			99994 = Legitimate Skip	118531		
			99998 = Not Ascertained	1002		
TDAY_MON	Travel day date-MONTH		(01-12)		181	2
			01 = January	10893		
			02 = February	10732		
			03 = March	11012		
			04 = April	12827		
			05 = May	15839		
			06 = June	12539		
			07 = July	11737		
			08 = August	12276		
			09 = September	15005		
			10 = October	12452		
			11 = November	11603		
			12 = December	12631		

NPTS Travel Day File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
TDAY_YR	Travel day date-YEAR		(90,91)		183	2
			90 = 1990	122053		
			91 = 1991	27493		
TRANSFER	Change vehicles/means of transportation	H14	(01,02,98)		185	2
			01 = Yes	1204		
			02 = No	148286		
			98 = Not Ascertained	56		
TRAVDAY	Travel day-day of week		(01-07)		187	2
			01 = Sunday	20319		
			02 = Monday	21973		
			03 = Tuesday	23220		
			04 = Wednesday	22101		
			05 = Thursday	22024		
			06 = Friday	20024		
			07 = Saturday	19885		
TRAVWKND	Travel day-weekend or weekday		(1,2)		189	1
			1 = Weekend	40204		
			2 = Weekday	109342		
TRIPORIG	Origination point of trip	H6	(01-02,98,99)		190	2
			01 = From home	56261		
			02 = Not from home	93236		
			98 = Not Ascertained	43		
			99 = Refused	6		
TRIPPURP	Trip purpose		(1-5)		192	1
			1 = Home-based work	31938		
			2 = Home-based shopping	18593		
			3 = Home-based social/recreational	26502		
			4 = Home-based other	38947		
			5 = Not home-based	33566		
TRIP_HRS	Calculated length of trip, in hours		(0-23.3,99998,99999)		193	8
			0-23.3 = Hours	146401		
			99998 = Not Ascertained	3021		
			99999 = Refused	124		
TRPACCMP	Accompanied by others on day trip	H8	(01,02,98,99)		201	2
			01 = Yes	74521		
			02 = No	74821		
			98 = Not Ascertained	185		
			99 = Refused	19		
TRPDST	Destination point of trip	H3	(01,02,98,99)		203	2
			01 = Home	55999		
			02 = Other	93523		
			98 = Not Ascertained	14		
			99 = Refused	10		
TRPHHACC	Accompanied by HH members on day trip	H9	(01,02,94,98,99)		205	2
			01 = Yes	56532		
			02 = No	14951		
			94 = Legitimate Skip	77851		
			98 = Not Ascertained	193		
			99 = Refused	19		

NPTS Travel Day File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
TRPHHVEH	Household vehicle used on day trip	H27	(01-03,94,98,99)		207	2
			01 = Yes	118220		
			02 = Part of trip	122		
			03 = No	11970		
			94 = Legitimate Skip	18617		
			98 = Not Ascertained	597		
			99 = Refused	20		
TRPMILES	Mileage distance of travel day trip	H13	(1-3700,099997,099998,099999)		209	6
			1-3700 = Miles traveled on trip	127146		
			099997 = Less than 1/2 mile	19414		
			099998 = Not Ascertained	2901		
			099999 = Refused	85		
TRPNUM	Travel day trip number for respondent		(01 - 15)	149546	215	2
TRPTRANS	Main means of transportation on day trip	H15	(01-22,98,99)		217	2
			01 = Auto (include station wagon)	106357		
			02 = Passenger van	8065		
			03 = Cargo van	552		
			04 = Pickup truck (include pickup with camper)	14551		
			05 = Other truck	819		
			06 = RV or motor home	54		
			09 = Motorcycle	303		
			10 = Moped/motorized bicycle	63		
			11 = Other P.O.V. (Specify)	32		
			12 = Bus	1909		
			13 = Amtrak	41		
			14 = Commuter train	294		
			15 = Streetcar/trolley	30		
			16 = Elevated rail/subway	639		
			17 = Airplane	139		
			18 = Taxi	270		
			19 = bicycle	1069		
			20 = Walk	10062		
			21 = School bus	3857		
			22 = Other (specify)	307		
			98 = Not Ascertained	115		
			99 = Refused	18		
TRVL_MIN	Reported length of trip, in minutes	H17	(0001-1400,9998,9999)		219	4
			0001-1400 = Number of minutes	146401		
			9998 = Not ascertained	3021		
			9999 = Refused	124		
URBAN	Urbanized area indicator		(1-2)		223	1
			1 = HH in urbanized area	95629		
			2 = HH not in urbanized area	53917		
URBNAREA	Urbanized area status		(1,2,3)		224	1
			1 = Urbanized, in MSA central city	52682		
			2 = Urbanized, not in MSA central city	42947		
			3 = Not in urbanized area	53917		

NPTS Travel Day File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
URBNSIZE	Size of urbanized area		(01-05,94)		225	2
			01 = 50,000 - 199,999	14648		
			02 = 200,000 - 499,999	8622		
			03 = 500,000 - 999,999	16536		
			04 = 1,000,000 or more without subway/rail	24114		
			05 = 1,000,000 or more with subway/rail	31709		
			94 = Not in urbanized area	53917		
VARSTRAT	Variance strata		(101-446)	149546	227	3
VEHFLG	HHVEH has been edited		(blank,1)		230	1
			blank = No	149498		
			1 = Yes	48		
WAIT_MIN	Length of time waited for transportation	H18	(0-0110,9994,9998,9999)		231	4
			0-0110 = Minutes to wait	2942		
			9994 = Legitimate Skip	146472		
			9998 = Not Ascertained	131		
			9999 = Refused	1		
WHOACC_A	Roster number of accompanying HH member	H10	(blank,01-09,94,98,99)		235	2
			01-09 = Roster number	56513		
			94 = No HH members accompanied on trip	93014		
			98 = Not Ascertained	15		
			99 = Refused	4		
WHOACC_B	Roster number of accompanying HH member	H10	(blank,01-09,98,99)		237	2
			blank = No other members accompanying	128102		
			01-09 = Roster number	21439		
			98 = Not Ascertained	4		
			99 = Refused	1		
WHOACC_C	Roster number of accompanying HH member	H10	(blank,01-09)		239	2
			blank = No other members accompanying	139853		
			01-09 = Roster number	9693		
WHOACC_D	Roster number of accompanying HH member	H10	(blank,01-09)		241	2
			blank = No other members accompanying	146455		
			01-09 = Roster number	3091		
WHOACC_E	Roster number of accompanying HH member	H10	(blank,01-08)		243	2
			blank = No other members accompanying	148699		
			01-08 = Roster number	847		
WHOACC_F	Roster number of accompanying HH member	H10	(blank,01-09)		245	2
			blank = No other members accompanying	149371		
			01-09 = Roster number	175		
WHOACC_G	Roster number of accompanying HH member	H10	(blank,01-10)		247	2
			blank = No other members accompanying	149451		
			01-10 = Roster number	95		
WHOACC_H	Roster number of accompanying HH member	H10	(blank,09)		249	2
			blank = No other members accompanying	149527		
			09 = Roster number	19		

NPTS Travel Day File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
WHOACC_I	Roster number of accompanying HH member	H10	(blank,10)		251	2
			blank = No other members accompanying	149541		
			10 = Roster number	5		
WHODROVE	Which HH member drove during trip	H30	(01-08,94,98,99)		253	2
			01-08 = Roster number	120900		
			94 = Legitimate Skip	28413		
			98 = Not ascertained	232		
			99 = Refused	1		
WHYTRP	Reason for day trip	H7	(01-11,98,99)		255	2
			01 = To or from work	29882		
			02 = Work related business	2056		
			03 = Shopping	27818		
			04 = Other family or personal business	32490		
			05 = School/church	17380		
			06 = Doctor/dentist	1677		
			07 = Vacation	318		
			08 = Visit friends or relatives	14419		
			09 = Pleasure driving	517		
			10 = Other social or recreational	21824		
			11 = Other (Specify)	1116		
			98 = Not Ascertained	28		
			99 = Refused	21		
WORKER	Respondent in the workforce		(0,1)		257	1
			0 = No	58001		
			1 = Yes	91545		
WTTOHFIN	Type of highway weight		(0-4.67522E8)	31015	258	25
WTTRDFIN	Travel day weight		(33136.27-17741605)	149546	283	25

NPTS Travel Period File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
CALCDIST	Calculated distance-home to destination		(0006-4832,9998)		1	4
			0006-4832 = Distance	12005		
			9998 = Not Ascertained	847		
CENSUS_D	Census Division		(1-9)		5	1
			1 = New England	1662		
			2 = Middle Atlantic	1730		
			3 = East North Central	2146		
			4 = West North Central	992		
			5 = South Atlantic	1815		
			6 = East South Central	691		
			7 = West South Central	1344		
			8 = Mountain	735		
			9 = Pacific	1737		
CENSUS_R	Census Region		(1-4)		6	1
			1 = Northeast	3392		
			2 = North Central	3138		
			3 = South	3850		
			4 = West	2472		
CMSA	Household location - CMSA		(blank,1122-7602)		7	4
			blank = Not in CMSA	8744		
			1122 = Boston-Lawrence-Salem, MA-NH	102		
			1282 = Buffalo-Niagara Falls, NY	48		
			1602 = Chicago-Gary-Lake County, IL-IN-WI	211		
			1642 = Cincinnati-Hamilton,OH-KY-IN	66		
			1692 = Cleveland-Akron-Lorain, OH	92		
			1922 = Dallas-Fort Worth, TX	127		
			2082 = Denver-Boulder, CO	73		
			2162 = Detroit-Ann Arbor, MI	215		
			3282 = Hartford-New Britain-Middletown, CT	347		
			3362 = Houston-Galveston-Brazoria, TX	160		
			4472 = Los Angeles-Anaheim-Riverside, CA	508		
			4992 = Miami-Fort Lauderdale, FL	72		
			5082 = Milwaukee-Racine, WI	60		
			5602 = New York-North. NJ-Long Island, NY-NJ-CT	1254		
			6162 = Phila.-Wilmington-Trenton, PA-NJ-DE-MD	215		
			6282 = Pittsburgh-Beaver Valley, PA	83		
			6442 = Portland-Vancouver, OR-WA	77		
			6482 = Providence-Pawtucket-Fall River, RI-MA	53		
			7362 = San Francisco-Oakland-San Jose, CA	233		
			7602 = Seattle-Tacoma, WA	112		

NPTS Travel Period File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
COUNTRY	Destination country code	G4	(001-998)		11	3
			001 = Inside the United States	12518		
			007 = USSR	4		
			030 = Greece	2		
			031 = Netherlands	2		
			032 = Belgium	1		
			033 = France	3		
			039 = Italy	3		
			041 = Switzerland	5		
			043 = Austria	1		
			044 = United Kingdom	12		
			049 = Germany	4		
			051 = Peru	1		
			052 = Mexico	76		
			055 = Brazil	1		
			062 = Indonesia	1		
			066 = Thailand	3		
			081 = Japan	6		
			082 = Republic of Korea	1		
			086 = China	2		
			216 = Tunisia	1		
			297 = Aruba	1		
			351 = Portugal	2		
			353 = Ireland	1		
			358 = Finland	1		
			501 = Belize	2		
			507 = Panama	1		
			509 = Haiti	2		
			809 = The Carribbean	36		
			852 = Hong Kong	1		
			962 = Jordan	1		
			972 = Israel	2		
			981 = British Columbia, Canada	12		
			982 = Quebec, Canada	23		
			983 = Ontario, Canada	65		
			984 = New Brunswick, Canada	2		
			985 = Unknown Province in Canada	5		
			998 = Not Ascertained	48		
DESTMSA	Destination MSA number		(blank,0080-9160)		14	4
			blank = Destination not in MSA or in MSA <1,000,00	8725		
			0080-9160 = Destination MSA	4127		
DESTSFIP	Destination state FIPS code	G4	(blank,01-56)		18	2
			blank = Not in United States	334		
			01-56 = FIP codes	12518		

NPTS Travel Period File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
DESTSTAT	Destination state - travel period trip	G4	(AFRICA-WY,998,999)		20	15
			AFRICA = Africa	1		
			AK = Alaska	21		
			AL = Alabama	172		
			AR = Arkansas	146		
			ARUBA = Aruba	1		
			AUSTRIA = Austria	1		
			AZ = Arizona	153		
			BAHAMAS = Bahamas	14		
			BARBADOS = Barbados	2		
			BELGIUM = Belgium	1		
			BELIZE = Belize	2		
			BRAZIL = Brazil	1		
			CA = California	1157		
			CANADA = Canada	107		
			CARIBBEAN = Caribbean Islands	2		
			CAYMAN ISLANDS = Cayman islands	1		
			CHINA = China	2		
			CO = Colorado	182		
			CT = Connecticut	230		
			DC = District of Columbia	88		
			DE = Delaware	49		
			DOMINICAN REPUB = Dominican Republic	1		
			ENGLAND = England	11		
			EUROPE = Europe	1		
			FINLAND = Finland	1		
			FL = Florida	626		
			FRANCE = France	3		
			FRENCH W INDES = French West Indies	1		
			GA = Georgia	316		
			GERMANY = Germany	4		
			GREECE = Greece	2		
			HAITI = Haiti	2		
			HI = Hawaii	31		
			HONG KONG = Hong Kong	1		
			IA = Iowa	148		
			ID = Idaho	54		
			IL = Illinois	304		
			IN = Indiana	366		
			INDONESIA = Indonesia	1		
			IRELAND = Ireland	1		
			ISRAEL = Israel	2		
			ITALY = Italy	3		
			JAMAICA = Jamaica	1		
			JAPAN = Japan	6		
			JORDAN = Jordan	1		
			KOREA = Korea	1		
			KS = Kansas	122		
			KY = Kentucky	226		
			LA = Louisiana	156		
			MA = Massachusetts	542		
			MD = Maryland	207		
			ME = Maine	128		
			MEXICO = Mexico	76		
			MI = Michigan	418		
			MN = Minnesota	247		
			MO = Missouri	320		
			MS = Mississippi	113		
			MT = Montana	84		
			NC = North Carolina	311		
			ND = North Dakota	58		
			NE = Nebraska	71		
			NETHERLANDS = Netherlands	2		
			NH = New Hampshire	130		
			NJ = New Jersey	417		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
DESTSTAT	Destination state - travel period trip (Continued)	G4	(AFRICA-WY,998,999)		20	15
			NM = New Mexico	66		
			NV = Nevada	194		
			NY = New York	783		
			OH = Ohio	422		
			OK = Oklahoma	188		
			OR = Oregon	178		
			PA = Pennsylvania	542		
			PANAMA = Panama	1		
			PERU = Peru	1		
			PORTUGAL = Portugal	2		
			PUERTO RICO = Puerto Rico	5		
			RI = Rhode Island	77		
			SC = South Carolina	218		
			SCOTLAND = Scotland	1		
			SD = South Dakota	28		
			SOUTH AMERICA = South America	1		
			SWITZERLAND = Switzerland	5		
			THAILAND = Thailand	3		
			TN = Tennessee	288		
			TRINIDAD = Trinidad	1		
			TX = Texas	788		
			USSR = USSR	4		
			UT = Utah	81		
			VA = Virginia	285		
			VIRGIN ISLANDS = Virgin Islands	5		
			VT = Vermont	109		
			WA = Washington	261		
			WEST INDIES = West Indies	2		
			WI = Wisconsin	281		
			WV = West Virginia	100		
			WY = Wyoming	36		
			998 = Not Ascertained	33		
			999 = Refused	14		
DMSASIZE	This variable appears only in the SAS version of the travel period file and should not be used for data analysis. Disregard this variable.				****	****
EDIT_WHY	Indicator-Reason for trip was edited		(blank,1)		35	1
			blank = Trip reason not edited	12821		
			1 = Trip reason edited	31		
EDUC	Respondent's highest level of education	M1	(01-13,21-24,31,32,98,99)		36	2
			01-12 = 1st-12th grade (12 includes high school equivalency/GED)	5659		
			13 = Technical School after high school	382		
			21 = 1st (Freshman) year of college or equivalent	697		
			22 = 2nd (Sophomore) year of college or equivalent	1331		
			23 = 3rd (Junior) year of college or equivalent	539		
			24 = 4th (Senior) year of college or equivalent	2294		
			31 = 1 year of graduate school	265		
			32 = 2 or more years of graduate school	1254		
			98 = Not Ascertained	403		
			99 = Refused	28		
G_PROXY	Travel period data from proxy		(1,2)		38	1
			1 = Yes	3271		
			2 = No	9581		

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
HHFAMINC	Household family income category	K	(01-17,98,99)		39	2
			01 = Less than $5000	169		
			02 = $5000 - $9,999	420		
			03 = $10,000 - $14,999	442		
			04 = $15,000 - $19,999	606		
			05 = $20,000 - $24,999	642		
			06 = $25,000 - $29,999	847		
			07 = $30,000 - $34,000	838		
			08 = $35,000 - $39,999	990		
			09 = $40,000 - $44,999	680		
			10 = $45,000 - $49,999	620		
			11 = $50,000 - $54,999	631		
			12 = $55,000 - $59,999	702		
			13 = $60,000 - $64,999	344		
			14 = $65,000 - $69,999	408		
			15 = $70,000 - $74,999	305		
			16 = $75,000 - $79,999	256		
			17 = $80,000 +	1258		
			98 = Not Ascertained	992		
			99 = Refused	1702		
HHLOC	MSA status		(1-3)		41	1
			1 = MSA central city	3945		
			2 = MSA non-central city	5519		
			3 = Not located in a MSA	3388		
HHMSA	Household location - MSA		(blank,0080-9160)		42	4
			blank = Not in MSA or in MSA < 1,000,000	6868		
			0080-9160 = MSA	5984		
HHSIZE	Total number of persons in household		(01-10)		46	2
			01 = 1 person in household	1010		
			02 = 2 people in household	4040		
			03 = 3 people in household	2698		
			04 = 4 people in household	2847		
			05 = 5 people in household	1485		
			06 = 6 people in household	532		
			07 = 7 people in household	140		
			08 = 8 people in household	45		
			09 = 9 people in household	43		
			10 = 10 people in household	12		
HH_HISP	Hispanic status of HH reference person	D7	(01-02,98,99)		48	2
			01 = Hispanic	563		
			02 = Not Hispanic	12250		
			98 = Not Ascertained	10		
			99 = Refused	29		
HH_RACE	Race of HH reference person	D5	(01-03,98,99)		50	2
			01 = White	11506		
			02 = Black	677		
			03 = Other	600		
			98 = Not Ascertained	20		
			99 = Refused	49		
HOUSEID	Household-identifying ID number		(1-22317)	12852	52	5
LIC_DRVR	Respondent is licensed driver	F1	(01,02,94,98)		57	2
			01 = Yes	10744		
			02 = No	458		
			94 = Legitimate Skip	1644		
			98 = Not Ascertained	6		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
LIF_CYC	Family life cycle		(01-10,98)		59	2
			01 = Single adult, no children	847		
			02 = Two or more adults, no children	3922		
			03 = Single adult, youngest child age 0-5	112		
			04 = Two or more adults, youngest child age 0-5	2346		
			05 = Single adult, youngest child age 6-15	315		
			06 = Two or more adults, youngest child age 6-15	2896		
			07 = Single adult, youngest child age 16-21	88		
			08 = Two or more adults, youngest child age 16-21	880		
			09 = Single adult, retired, no children	194		
			10 = Two or more adults, retired, no children	1174		
			98 = Not Ascertained	78		
MSASIZE	Size of MSA or CMSA of HH		(01-05,94)		61	2
			01 = Less than 250,000	1272		
			02 = 250,000 - 499,999	1067		
			03 = 500,000 - 999,999	1141		
			04 = 1,000,000 - 2,999,999	2665		
			05 = 3,000,000 or more	3319		
			94 = Not in MSA	3388		
MSTR_MON	Date of HH master interview - MONTH		(01-12)		63	2
			01 = January	735		
			02 = February	721		
			03 = March	793		
			04 = April	964		
			05 = May	1327		
			06 = June	1100		
			07 = July	1399		
			08 = August	1401		
			09 = September	1402		
			10 = October	1009		
			11 = November	977		
			12 = December	1024		
MSTR_YR	Date of HH master interview - YEAR		(90,91)		65	2
			90 = 1990	10996		
			91 = 1991	1856		
PERSONID	Person-identifying ID number		(1-8)	12852	67	1
POPDNSTY	Population density of HH zipcode area		(01-14)		68	2
			01 = 0-99	2592		
			02 = 100-249	1717		
			03 = 250-499	1436		
			04 = 500-749	919		
			05 = 750-999	469		
			06 = 1000-1999 and in MSA	1544		
			07 = 2000-2999 and in MSA	1126		
			08 = 3000-3999 and in MSA	763		
			09 = 4000-4999 and in MSA	577		
			10 = 5000-7499 and in MSA	673		
			11 = 7500-9999 and in MSA	336		
			12 = 10000-49999 and in MSA	441		
			13 = 50000 or more and in MSA	91		
			14 = 1000 or more and not in MSA	168		
POVERTY	HH below, near, or above poverty level		(01,02,03,98,99)		70	2
			01 = Below Poverty Level	427		
			02 = Near Poverty Level	397		
			03 = Above Poverty Level	9334		
			98 = Not Ascertained	992		
			99 = Refused	1702		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
PSU_ID	PSU id		(1-17340)	12852	72	5
REF_AGE	Age of HH reference person	D3	(016-088,998,999)		77	3
			016-075 = Age of reference person	12478		
			077 = Reference person age 76-79	125		
			082 = Reference person age 80-84	81		
			088 = Reference person age 85+	37		
			998 = Not Ascertained	44		
			999 = Refused	87		
REF_EDUC	Education of HH reference person	M1	(01-13,21-24,31,32,98,99)		80	2
			01-12 = 1st-12th grade	4548		
			(12 includes high school equivalency/GED)			
			13 = Technical School after high school	428		
			21 = 1st (Freshman) year of college or equivalent	775		
			22 = 2nd (Sophomore) year of college or equivalent	1362		
			23 = 3rd (Junior) year of college or equivalent	582		
			24 = 4th (Senior) year of college or equivalent	2595		
			31 = 1 year of graduate school	342		
			32 = 2 or more years of graduate school	1551		
			98 = Not Ascertained	637		
			99 = Refused	32		
REF_SEX	Sex of HH reference person	D4	(01-02,99)		82	2
			01 = Male	8277		
			02 = Female	4574		
			99 = Refused	1		
RETACCMP	Accompanied by others from destination	G19	(01,02,98,99)		84	2
			01 = Yes	10195		
			02 = No	2594		
			98 = Not Ascertained	47		
			99 = Refused	16		
RETDRIVE	Main driver on trip from destination	G27	(01,02,94,98,99)		86	2
			01 = Yes	10367		
			02 = No	1183		
			94 = Legitimate skip	1246		
			98 = Not Ascertained	53		
			99 = Refused	3		
RETHHACC	Any HH member also from destination	G20	(01,02,94,98,99)		88	2
			01 = Yes	8003		
			02 = No	1698		
			94 = Legitimate skip	3088		
			98 = Not Ascertained	47		
			99 = Refused	16		
RETHHCNT	# HH members on return trip (incl. resp.)		(01-10)	12852	90	2
RETHHVEH	HH vehicle used-return from destination	G25	(01,02,94,98,99)		92	2
			01 = Yes	10047		
			02 = No	1523		
			94 = Legitimate skip	1269		
			98 = Not Ascertained	12		
			99 = Refused	1		
RETMILES	Mileage of trip back from destination	G24	(00075-14000,99998,99999)		94	5
			00075 - 14000 = Mileage	12100		
			99998 = Not Ascertained	732		
			99999 = Refused	20		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
RETNONHH	Non-HH members also from destination	G22	(01,02,94,98,99)		99	2
			01 = Yes	3805		
			02 = No	6389		
			94 = Legitimate skip	2594		
			98 = Not Ascertained	47		
			99 = Refused	17		
RETTRANS	Transportation method from destination	G18	(01-09,12,13,14,17,18,21,22,98,99)		101	2
			01 = Auto (include station wagon)	8887		
			02 = Passenger Van	1192		
			03 = Cargo Van	47		
			04 = Pickup truck (include pickup w/camper)	1174		
			05 = Other truck	116		
			06 = RV or Motor home	102		
			07 = Motorcycle	54		
			08 = Moped/Motorized bicycle	9		
			09 = Other POV (Specify)	2		
			12 = Bus	180		
			13 = Amtrak	67		
			14 = Commuter Train	33		
			17 = Airplane	822		
			18 = Taxi (Commercial use)	2		
			21 = School Bus	41		
			22 = Other (Specify)	67		
			98 = Not Ascertained	37		
			99 = Refused	20		
RETWHODR	Which HH member was main driver	G28	(01-07,94,98,99)		103	2
			01-07 = Main driver in Household	10337		
			94 = Legitimate skip	2485		
			98 = Not Ascertained	28		
			99 = Refused	2		
RET_DOW	Return date - Day of the week		(001-007,998,999)		105	3
			001 = Sunday	3737		
			002 = Monday	1512		
			003 = Tuesday	1058		
			004 = Wednesday	1009		
			005 = Thursday	980		
			006 = Friday	1260		
			007 = Saturday	2217		
			998 = Not Ascertained	1046		
			999 = Refused	33		
RET_MO	Return date - Month	F5	(001-012,998,999)		108	3
			001 = January	515		
			002 = February	767		
			003 = March	669		
			004 = April	1093		
			005 = May	1084		
			006 = June	966		
			007 = July	1354		
			008 = August	1277		
			009 = September	1300		
			010 = October	818		
			011 = November	1088		
			012 = December	842		
			998 = Not Ascertained	1046		
			999 = Refused	33		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
RET_VEH	Which HH vehicle used on return trip	G26	(01-07,94,98,99)		111	2
			01-07 = HH vehicle	10016		
			94 = Legitimate skip	2805		
			98 = Not Ascertained	27		
			99 = Refused	4		
RET_YR	Return date - Year	G5	(090,091,998,999)		113	3
			090 = 1990	10284		
			091 = 1991	1489		
			998 = Not Ascertained	1046		
			999 = Refused	33		
RTDATFLG	Return date edit flag		(0,1)		116	1
			0 = Not edited	12844		
			1 = Edited	8		
RTDRVFLG	Respondent was driver on return trip	G28	(0,1)		117	1
			0 = No	6507		
			1 = Yes	6345		
RTNONHHC	# of non-HH members from destination	G23	(001-083,994,998,999)		118	3
			001-083 = Number of persons	3783		
			994 = Legitimate skip	9047		
			998 = Not Ascertained	21		
			999 = Refused	1		
RTPERCNT	Total # of persons on return trip		(001-085,998)		121	3
			001 - 085 = # of persons	12830		
			998 = Not Ascertained	22		
RTVEHFLG	RET_VEH has been edited		(blank,1)		124	1
			blank = Not edited	12830		
			1 = Edited	22		
RTWHOHHA	Which HH members came from destination	G21	(01-07,94,98)		125	2
			01-07 = Household member #	7999		
			94 = Legitimate skip	4849		
			98 = Not Ascertained	4		
RTWHOHHB	Which HH members came from destination	G21	(blank,01-08)		127	2
			blank = No more members accompanying	9179		
			01-08 = Household member #	3673		
RTWHOHHC	Which HH members came from destination	G21	(blank,01-09)		129	2
			blank = No more members accompanying	10553		
			01-09 = Household member #	2299		
RTWHOHHD	Which HH members came from destination	G21	(blank,01-10)		131	2
			blank = No more members accompanying	12048		
			01-10 = Household member #	804		
RTWHOHHE	Which HH members came from destination	G21	(blank,01-08)		133	2
			blank = No more members accompanying	12570		
			01-08 = Household member #	282		
RTWHOHHF	Which HH members came from destination	G21	(blank,06-09)		135	2
			blank = No more members accompanying	12777		
			06-09 = Household member #	75		
RTWHOHHG	Which HH members came from destination	G21	(blank,07-09)		137	2
			blank = No more members accompanying	12830		
			07-09 = Household member #	22		

NPTS Travel Period File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
RTWHOHHH	Which HH members came from destination	G21	(blank,08,09)		139	2
			blank = No more members accompanying	12838		
			08-09 = Household member #	14		
RTWHOHHI	Which HH members came from destination	G21	(blank,10)		141	2
			blank = No more members accompanying	12847		
			10 = Household member #	5		
R_AGE	Age of respondent	D3	(005-088,998,999)		143	3
			005-075 = Age of respondent	12542		
			077 = Respondent age 76-79	118		
			082 = Respondent age 80-84	72		
			088 = Respondent age 85+	18		
			998 = Not Ascertained	28		
			999 = Refused	74		
R_ROSNO	Respondent roster number		(1-9)	12852	146	1
R_SEX	Sex of respondent	D4	(01-02,98,99)		147	2
			01 = Male	6649		
			02 = Female	6198		
			98 = Not Ascertained	3		
			99 = Refused	2		
SAMECNTY	Flag for travel within same county		(0,1)		149	1
			0 = Not in same county	12687		
			1 = In same county	165		
TODRVFLG	Respondent was driver on "TO" trip	G17	(0,1)		150	1
			0 = No	6497		
			1 = Yes	6355		
TONONHH	Non-HH members also to destination	G11	(01,02,94,98,99)		151	2
			01 = Yes	3868		
			02 = No	6414		
			94 = Legitimate skip	2523		
			98 = Not Ascertained	29		
			99 = Refused	18		
TONONHHC	# of non-HH members to destination	G12	(001-083,994,998)		153	3
			001-083 = Non-HH members	3845		
			994 = Legitimate Skip	8984		
			998 = Not Ascertained	23		
TOPERCNT	Total # of persons on "TO" trip		(001-085,998)		156	3
			001-085 = # of persons	12829		
			998 = Not Ascertained	23		
TOVEHFLG	TO_VEH has been edited		(blank,1)		159	1
			blank = Not edited	12830		
			1 = edited	22		
TOWHOHHA	Which HH members went to destination	G10	(01-07,94,98)		160	2
			01-07 = Household member #	8057		
			94 = Legitimate skip	4790		
			98 = Not Ascertained	5		
TOWHOHHB	Which HH members went to destination	G10	(blank,01-10)		162	2
			blank = No more members accompanying	9160		
			01-10 = Household member #	3692		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
TOWHOHHC	Which HH members went to destination	G10	(blank,01-09)		164	2
			blank = No more members accompanying	10539		
			01-09 = Household member #	2313		
TOWHOHHD	Which HH members went to destination	G10	(blank,01-10)		166	2
			blank = No more members accompanying	12035		
			01-10 = Household member #	817		
TOWHOHHE	Which HH members went to destination	G10	(blank,01-09)		168	2
			blank = No more members accompanying	12563		
			01-09 = Household member #	289		
TOWHOHHF	Which HH members went to destination	G10	(blank,06-09)		170	2
			blank = No more members accompanying	12778		
			06-09 = Household member #	74		
TOWHOHHG	Which HH members went to destination	G10	(blank,06-08)		172	2
			blank = No more members accompanying	12830		
			06-08 = Household member #	22		
TOWHOHHH	Which HH members went to destination	G10	(blank,08,09)		174	2
			blank = No more members accompanying	12838		
			08,09 = Household member #	14		
TOWHOHHI	Which HH members went to destination	G10	(blank,10)		176	2
			blank = No more members accompanying	12847		
			10 = Household member #	5		
TOWHYTRP	Reason for travel period trip	G6	(01-11,98,99)		178	2
			01 = To or from work	198		
			02 = Work related business	803		
			03 = Shopping	378		
			04 = Other family or personal business	1820		
			05 = School/church	203		
			06 = Doctor/Dentist	195		
			07 = Vacation	1842		
			08 = Visit friends or relatives	3961		
			09 = Pleasure Driving	318		
			10 = Other social or recreational	2950		
			11 = Other (Specify)	151		
			98 = Not Ascertained	15		
			99 = Refused	18		
TO_ACCMP	Accompanied by others to destination	G8	(01,02,98,99)		180	2
			01 = Yes	10288		
			02 = No	2523		
			98 = Not Ascertained	25		
			99 = Refused	16		
TO_DRIVE	Main driver on trip to destination	G16	(01,02,94,98,99)		182	2
			01 = Yes	10410		
			02 = No	1171		
			94 = Not Ascertained	1246		
			98 = Not Ascertained	24		
			99 = Refused	1		
TO_HHACC	Any HH member also to destination	G9	(01,02,94,98,99)		184	2
			01 = Yes	8062		
			02 = No	1712		
			94 = Legitimate skip	3032		
			98 = Not Ascertained	30		
			99 = Refused	16		

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VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
TO_HHCNT	# HH members on "TO" trip (incl. resp.)		(01-10)		186	2
			01 = 1 household member	4790		
			02 = 2 household members	4370		
			03 = 3 household members	1379		
			04 = 4 household members	1496		
			05 = 5 household members	528		
			06 = 6 household members	215		
			07 = 7 household members	52		
			08 = 8 household members	8		
			09 = 9 household members	9		
			10 = 10 household members	5		
TO_HHVEH	HH vehicle used to get to destination	G14	(01,02,94,98)		188	2
			01 = Yes	10112		
			02 = No	1476		
			94 = Legitimate skip	1246		
			98 = Not Ascertained	18		
TO_MILES	Mileage of trip to destination	G13	(00075-14000,99998,99999)		190	5
			00075-14000 = Mileage	12107		
			99998 = Not Ascertained	727		
			99999 = Refused	18		
TO_TRANS	Transportation method to destination	G7	(01-22,98,99)		195	2
			01 = Auto (include station wagon)	8985		
			02 = Passenger Van	1154		
			03 = Cargo Van	48		
			04 = Pickup truck (include pickup w/camper)	1152		
			05 = Other truck	113		
			06 = RV or Motor home	100		
			07 = Motorcycle	52		
			09 = Other POV (Specify)	2		
			12 = Bus	180		
			13 = Amtrak	75		
			14 = Commuter Train	33		
			17 = Airplane	825		
			18 = Taxi (Commercial use)	1		
			19 = Bicycle	1		
			21 = School Bus	41		
			22 = Other (Specify)	59		
			98 = Not Ascertained	14		
			99 = Refused	17		
TO_VEH	Which HH vehicle used to destination	G15	(01-08,94,98,99)		197	2
			01-08 = Which hh vehicle used	10080		
			94 = Legitimate skip	2740		
			98 = Not Ascertained	27		
			99 = Refused	5		
TO_WHODR	Which HH member was main driver	G17	(01-07,94,98,99)		199	2
			01-07 = HH member--main driver	10381		
			94 = Legitimate skip	2442		
			98 = Not Ascertained	26		
			99 = Refused	3		

NPTS Travel Period File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	FREQS:	POS:	WIDTH:
TPER_BMO	Travel period beginning date-MONTH		(01-12)		201	2
			01 = January	552		
			02 = February	918		
			03 = March	643		
			04 = April	1353		
			05 = May	1168		
			06 = June	1273		
			07 = July	1333		
			08 = August	1532		
			09 = September	1169		
			10 = October	897		
			11 = November	1176		
			12 = December	838		
TPER_BYR	Travel period beginning date-YEAR		(90,91)		203	2
			90 = 1990	11419		
			91 = 1991	1433		
TPER_EMO	Travel period ending date-MONTH		(01-12)		205	2
			01 = January	766		
			02 = February	715		
			03 = March	778		
			04 = April	1027		
			05 = May	1299		
			06 = June	1134		
			07 = July	1392		
			08 = August	1363		
			09 = September	1422		
			10 = October	969		
			11 = November	989		
			12 = December	998		
TPER_EYR	Travel period ending date-YEAR		(90,91)		207	2
			90 = 1990	10996		
			91 = 1991	1856		
TRIPNUM	Travel period trip number for respondent		(1-12)	12852	209	2
URBAN	Urbanized area indicator		(1-2)		211	1
			1 = HH in urbanized area	7411		
			2 = HH not in urbanized area	5441		
URBNAREA	Urbanized area status		(1-3)		212	1
			1 = Urbanized, in MSA central city	3945		
			2 = Urbanized, not in MSA central city	3466		
			3 = Not in urbanized area	5441		
URBNSIZE	Size of urbanized area		(01-05,94)		213	2
			01 = 50,000 - 199,999	1282		
			02 = 200,000 - 499,999	720		
			03 = 500,000 - 999,999	1275		
			04 = 1,000,000 or more without subway/rail	1838		
			05 = 1,000,000 or more with subway/rail	2296		
			94 = Not in urbanized area	5441		
VARSTRAT	variance strata		(101-446)	12852	215	3
WORKER	Respondent in the workforce		(0,1)		218	1
			0 = No	4913		
			1 = Yes	7939		
WTTRPFIN	final travel-period wt (wttrdfin / 14)		(2433.98 - 1033900)	12852	219	25

NPTS Segmented Travel Day File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	Freq:	POS:	WIDTH:
HOMEBASE	Is this a home-based trip		(1,2)		1	1
			1 = Home-based trip	984		
			2 = Not home-based trip	181		
HOUSEID	Household-identifying ID number		(1-22317)	1165	2	5
PERSONID	Person-identifying ID number		(1-9)	1165	7	1
PSU_ID	PSU id		(1-17335)	1165	8	5
SEG1SITM	Segment 1-mainly sit or stand	H26	(01,02,94,98)		13	2
			01 = Sit	27		
			02 = Stand	23		
			94 = Legitimate skip	1113		
			98 = Not Ascertained	2		
SEG1TIME	Segment 1-starting time of this segment	H22	(0000-2355,9998,9999)		15	4
			0000 - 2355 = Time of day (military)	1132		
			9998 = Not Ascertained	25		
			9999 = Refused	8		
SEG1TRAN	Segment 1-means of transportation	H21	(01-22)		19	2
			01 = Auto (include station wagon)	120		
			02 = Passenger van	2		
			03 = Cargo van	1		
			04 = Pickup truck (include pickup with camper)	2		
			12 = Bus	355		
			13 = Amtrak	7		
			14 = Commuter train	60		
			15 = Streetcar/trolley	10		
			16 = Elevated Rail/Subway	160		
			17 = Airplane	4		
			18 = Taxi (commercial use)	9		
			20 = Walk	412		
			21 = School Bus	16		
			22 = Other (Specify)	7		
SEG1WAIT	Segment 1-waiting time, in minutes	H24	(0000-0100,9994,9998)		21	4
			0000-0100 = Minutes	556		
			9994 = Legitimate skip	580		
			9998 = Not Ascertained	29		
SEG1_MIN	Segment 1-length of segment, in minutes	H23	(0000-0240,9998)		25	4
			0000-0240 = Minutes	1129		
			9998 = Not Ascertained	36		
SEG1_SIT	Segment 1-sit, stand, or both	H25	(01,02,03,94,98)		29	2
			01 = Sit only	367		
			02 = Stand only	158		
			03 = Some of both	52		
			94 = Legitimate skip	580		
			98 = Not Ascertained	8		

NPTS Segmented Travel Day File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	Freq:	POS:	WIDTH:
SEG2SITM	Segment 2-mainly sit or stand	H26	(01,02,94,98)		31	2
			01 = Sit	36		
			02 = Stand	23		
			94 = Legitimate skip	1104		
			98 = Not Ascertained	2		
SEG2TIME	Segment 2-starting time of this segment	H22	(0000-2355,9998,9999)		33	4
			0000-2355 = Time of day (military)	1089		
			9998 = Not Ascertained	62		
			9999 = Refused	14		
SEG2TRAN	Segment 2-means of transportation	H21	(01-22,98)		37	2
			01 = Auto (include station wagon)	66		
			02 = Passenger van	2		
			04 = Pickup truck (include pickup with camper)	6		
			10 = Moped/motorized bicycle	1		
			12 = Bus	484		
			13 = Amtrak	11		
			14 = Commuter train	126		
			15 = Streetcar/trolley	11		
			16 = Elevated Rail/Subway	293		
			17 = Airplane	1		
			18 = Taxi (commercial use)	13		
			20 = Walk	119		
			21 = School Bus	20		
			22 = Other (Specify)	10		
			98 = Not Ascertained	2		
SEG2WAIT	Segment 2-waiting time, in minutes	H24	(0000-0090,9994,9998)		39	4
			0000-0090 = Minutes	866		
			9994 = Legitimate skip	249		
			9998 = Not Ascertained	50		
SEG2_MIN	Segment 2-length of segment, in minutes	H23	(0001-0210,9998)		43	4
			0001-0210 = Minutes	1122		
			9998 = Not Ascertained	43		
SEG2_SIT	Segment 2-sit, stand, or both	H25	(01,02,03,94,98)		47	2
			01 = Sit only	596		
			02 = Stand only	236		
			03 = Some of both	61		
			94 = Legitimate skip	249		
			98 = Not Ascertained	23		
SEG3SITM	Segment 3-mainly sit or stand	H26	(blank,01,02,94,98)		49	2
			blank = No 3rd segment	567		
			01 = Sit	10		
			02 = Stand	4		
			94 = Legitimate skip	583		
			98 = Not Ascertained	1		
SEG3TIME	Segment 3-starting time of this segment	H22	(blank,0000-2335,9998,9999)		51	4
			blank = No 3rd segment	567		
			0000 - 2335 = Time of day (military)	573		
			9998 = Not Ascertained	19		
			9999 = Refused	6		

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	Freq:	POS:	WIDTH:
SEG3TRAN	Segment 3-means of transportation	H21	(blank,01,02,12-16,18,20,22)		55	2
			blank = No 3rd segment	567		
			01 = Auto (include station wagon)	40		
			02 = Passenger van	2		
			12 = Bus	111		
			13 = Amtrak	2		
			14 = Commuter train	36		
			15 = Streetcar/trolley	3		
			16 = Elevated Rail/Subway	78		
			18 = Taxi (commercial use)	3		
			20 = Walk	314		
			22 = Other (Specify)	9		
SEG3WAIT	Segment 3-waiting time, in minutes	H24	(blank,0000-0060,9994,9998)		57	4
			blank = No 3rd segment	567		
			0000-0060 = Minutes	216		
			9994 = Legitimate skip	370		
			9998 = Not Ascertained	12		
SEG3_MIN	Segment 3-length of segment, in minutes	H23	(blank,0000-0090,9998)		61	4
			blank = No 3rd segment	567		
			0000-0090 = Minutes	589		
			9998 = Not Ascertained	9		
SEG3_SIT	Segment 3-sit, stand, or both	H25	(blank,01,02,03,94,98)		65	2
			blank = No 3rd segment	567		
			01 = Sit only	150		
			02 = Stand only	61		
			03 = Some of both	15		
			94 = Legitimate Skip	370		
			98 = Not Ascertained	2		
SEG4SITM	Segment 4-mainly sit or stand	H26	(blank,01,02,94)		67	2
			blank = No 4th segment	960		
			01 = Sit	3		
			02 = Stand	2		
			94 = Legitimate skip	200		
SEG4TIME	Segment 4-starting time of this segment	H22	(blank,0000-2345,9998,9999)		69	4
			blank = No 4th segment	960		
			0000 - 2345 = Time of day (military)	195		
			9998 = Not Ascertained	9		
			9999 = Refused	1		
SEG4TRAN	Segment 4-means of transportation	H21	(blank,01,10,12,14,16,20)		73	2
			blank = No 4th segment	960		
			01 = Auto (include station wagon)	37		
			10 = Moped/motorized bicycle	1		
			12 = Bus	27		
			14 = Commuter train	3		
			16 = Elevated Rail/Subway	10		
			20 = Walk	127		
SEG4WAIT	Segment 4-waiting time, in minutes	H24	(blank,0000-0015,9994,9998)		75	4
			blank = No 4th segment	960		
			0000-0015 = Minutes	36		
			9994 = Legitimate skip	165		
			9998 = Not Ascertained	4		

NPTS Segmented Travel Day File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	Freq:	POS:	WIDTH:
SEG4_MIN	Segment 4-length of segment, in minutes	H23	(blank,0000-0060,9998,9999)		79	4
			blank = No 4th segment	960		
			0000-0060 = Minutes	198		
			9998 = Not Ascertained	6		
			9999 = Refused	1		
SEG4_SIT	Segment 4-sit, stand, or both	H25	(blank,01,02,03,94,98)		83	2
			blank = No 4th segment	960		
			01 = Sit only	25		
			02 = Stand only	9		
			03 = Some of both	5		
			94 = Legitimate skip	165		
			98 = Not Ascertained	1		
TDAY_MON	Travel day date-MONTH		(01-12)		85	2
			01 = January	90		
			02 = February	80		
			03 = March	75		
			04 = April	79		
			05 = May	175		
			06 = June	112		
			07 = July	71		
			08 = August	129		
			09 = September	91		
			10 = October	100		
			11 = November	57		
			12 = December	106		
TDAY_YR	Travel day date-YEAR		(90,91)		87	2
			90 = 1990	960		
			91 = 1991	205		
TRANSFER	Change vehicles/means of transportation	H14	(1)		89	1
			1 = Yes	1165		
TRIPORIG	Origination point of trip	H6	(1,2)		90	1
			1 = Originated at home	535		
			2 = Did not originate at home	630		
TRIPPURP	Trip purpose		(1-5)		91	1
			1 = Home-based work	683		
			2 = Home-based shopping	55		
			3 = Home-based social/recreational	99		
			4 = Other home-based	201		
			5 = Not home-based	127		
TRPDST	Destination point of trip	H3	(01,02)		92	2
			01 = Home	449		
			02 = Other	716		
TRPMILES	Mileage distance of travel day trip	H13	(00000-00700,99997,99998)		94	5
			00000-00700 = Mileage	947		
			99997 = Less than half a mile	47		
			99998 = Not Ascertained	171		
TRPNUM	Travel day trip number for respondent		(01-13)	1165	99	2
VARSTRAT	Variance strata		(101-446)	1165	101	3

NPTS Segmented Travel Day File Code Book

VARIABLE:	LABEL:	Q#:	VALUE RANGE AND CODES (RANGE IN PARENTHESIS)	Freq:	POS:	WIDTH:
WHYTRP	Reason for day trip	H7	(01-06,08,10,11)		104	2
			01 = To or from work	659		
			02 = Work related business	24		
			03 = Shopping	81		
			04 = Other family or personal business	87		
			05 = School/Church	148		
			06 = Doctor/Dentist	17		
			08 = Visit friends or relatives	79		
			10 = Other social or recreational	67		
			11 = Other (Specify)	3		
WTTRDFIN	Final trip-day wt (wtperfin * 365)		(56826.36-16891434)	1165	106	25

APPENDIX D

Glossary of Terms Used in NPTS

Appendix D

Glossary of Terms Used in NPTS

This glossary provides the most common terms used in the NPTS and definitions of those terms. The definitions are provided to assist the user in the interpretation of the data.

Consolidated Metropolitan Statistical Area (CMSA)--A metropolitan complex of 1 million or more population, containing two or more component parts designated as primary metropolitan statistical areas (PMSAs).

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

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

Driver--A person who operates a motorized vehicle. If more than one person drives on a single trip, the person who drives the most miles is classified as the principal driver.

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

Education Level--The number of years of regular schooling completed in graded public, private, or parochial schools, or in colleges, universities, or professional schools, whether day school or night school. Regular schooling 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. Does not include group quarters (i.e., 10 or more persons living together, none of whom are related).

Household Income--The money income of all family members in a household, including those temporarily absent. Annual income is asked for the 12 months preceding the interview. Includes income from all sources, such as wages and salary, commissions, tips, cash bonuses, income from a business or farm, pensions, dividends,

interest, unemloyment or workmen's compensation, social security, veterans' payments, rent received from owned property (minus the operating costs), public assistance payments, regular gifts of money from friends or relatives not living in the household, alimony, child support, and other kinds of periodic money income other than earnings. Excludes 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 Members--All people, whether present or temporarily absent, whose usual place of residence is in the sample unit. Includes people staying in the sample unit who have no other usual place of residence elsewhere.

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

Household Vehicle--A motorized vehicle that is owned, leased, rented or company-owned and available to be used regularly by household members during the travel period. Includes vehicles used solely for business purposes or business-owned vehicles if kept at home and used for the home to work trip, (e.g., taxicabs, police cars, etc.) which may be owned by, or assigned to, household members for their regular use. Includes 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. Excludes vehicles that were not working and not expected to be working within 60 days, and vehicles that were purchased or received after the designated travel day.

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

Licensed Driver--Any person who holds a valid driver's license from any state.

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

Private Vehicle

- Automobile: A privately owned and/or operated licensed motorized vehicle including cars, jeeps and station wagons. Also includes leased and rented cars if they are privately operated and not picking up passengers in return for fare.

- Van: Privately owned and/or operated vans and minivans designed to carry from 5 to 13 passengers or to haul cargo.

- Pickup Truck: 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. Pickup trucks usually have about the some wheelbase as a full-size station wagon.

- Other Truck: All trucks other than pickups, i.e., dump trucks, trailer trucks, etc.

- RV or Motor Home: Includes self-powered recreational vehicles that are operated as a unit without being towed by another vehicle (e.g., a Winnebago motor home).

- Motorcycle: Includes large, medium, and small motorcycles. Does not include minibikes, which cannot be licensed for highway use.

Public Transportation

- Bus: Includes intercity buses, mass transit systems, and shuttle buses that are available to the general public. Also includes Dial-A-Bus and Senior Citizen buses that are available to the public. Does not include shuttle buses operated by a government agency or private industry for the convenience of employees, contracted or chartered buses or school buses.

- Commuter Trains: Includes commuter trains and passenger trains other than elevated trains and subways. Includes local and commuter train service. Does not include intercity service by Amtrak.

- Streetcar/Trolley: Includes trolleys, streetcars, and cable cars.

- Elevated Rail/Subway: Includes elevated and subway trains in a city.

Other Modes

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

- Taxi: The use of a taxicab by a driver for hire or by a passenger for fare. Also includes airport limousines. Does not include rental cars if they are

privately operated and not picking up passengers in return for fare.

- Bicycles: Includes bicycles of all speeds and sizes that do not have a motor.
- AMTRAK: The U.S. national passenger railroad service providing intercity train service.
- Walk: Includes jogging, walking, etc., provided the origin and destination are not the same.
- Schoolbus: Includes county school buses, private school buses, and buses chartered from private companies for the express purposes of carrying students to or from school and/or school-related activities.
- MOPED (Motorized Bicycle): Includes motorized bicycles equipped with a small engine, typically 2 horsepower or less. Also includes minibikes such as dirt bikes and trail bikes. Note that a motorized bicycle may or may not be licensed for highway use.
- Other: Includes any types of transportation not listed above.

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.

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

Occupancy: The number of persons, including driver and passenger(s) in a vehicle. NPTS occupancy rates are generally calculated as person miles divided by vehicle miles.

Origin: Starting point of a trip.

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

Peak-period trip: Any travel day trip that began between 6:30 a.m. and 9:00 a.m. or from 3:30 p.m. to 6:00 p.m.

Person Miles of Travel (PMT): A measure of person travel. When one person travels one mile, one person mile of travel results. Where 2 or more persons travel together in the same vehicle, each person makes the same number of person miles as the vehicle miles. Therefore, four persons traveling 5 miles in the same vehicle, make 4 times 5 or 20 person miles.

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 make four person trips.

Traffic Accident: An accident that involved a motor vehicle that occurred on a public highway or road in the United States and that resulted in property damage or personal injury. Does not include accidents that happened in a parking lot, in a driveway, on a private road, or in a foreign country.

Travel Day: 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: The 13 days immediately preceding the travel day and the designated travel day for a sampled household, for a total of 14 days.

Travel Day Trip: A travel day trip is defined as any one-way travel from one address (place) to another by any means of transportation (e.g., private motor vehicle, public transportation, bicycle, or walking). When travel is to more than one destination, a separate trip exists each time one or both of the following criteria is satisfied: the travel time between two destinations exceeds 5 minutes, and/or the purpose for travel to one destination is different from the purpose for travel to another.

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

Travel Period Trip: A travel period trip is one-way to a destination which is 75 miles-or-more from home with a return home trip during the 14-day travel period. Travel to the destination is counted as one trip and travel to return home is counted as another trip. For example, a person living in Denver flies to San Francisco, stays one week, and returns to Denver during the 14-day travel period. This would be counted as two travel period trips - one outgoing and one return. The only time a travel period trip would not have a return trip collected is when the respondent moves his/her residence.

Trip Purpose: The main reason that motivated the trip. For purposes of this survey, there are 11 trip reasons. For travel day trips, if there was more than one reason, and the reasons do not involve different destinations, then only the main reason is chosen. If there are two or more reasons, and they each involve different destinations, then each reason is classified as a separate trip. For travel period trips, if there was more than one reason, the primary reason was collected. The 11 trip reasons (grouped into the four major purposes) are defined as follows:

Earning a Living

- To or from Work: Includes travel to a place where one reports for work. Does not include any other work-related travel.

- Work-Related Business: Trips related to business activities except travel to the place of work; for example, a plumber drives to a wholesale dealer to purchase supplies for his business or a company executive travels from his office to another firm to attend a business meeting. Business, out-of-town trips, and professional conventions are also included.

Family and Personal Business

- Shopping: Includes "window-shopping" and purchase of commodities such as groceries, furniture, clothing, etc. for use or consumption elsewhere.

- Doctor/Dentist: Trips made for medical, dental, or psychiatric treatment or other related professional services.

- Other family or personal business: Includes the purchase of services such as cleaning garments, servicing an automobile, haircuts, banking, legal services, etc.

School or Church

- School/Church: Trips to school, college or university for class(es), to PTA meetings, seminars, etc., to church services or to participate in other religious activities. Social activities that take place at a church or school but cannot be classified as religious or educational are not included in this category.

Social and Recreational

- Vacation: Trips reported by the respondent as "vacation."

- Visit friends or relatives: Trips made to visit friends or relatives.

- Pleasure driving: Driving trips made with no other purpose listed but to "go for a drive" with no destination in mind.

- Other social or recreational: Trips taken to enjoy some form of social activity involving friends or acquaintances. Includes trips for general entertainment or recreation (both as observer or as participant).

Other

- Other: For trips that do not fit in any of the other categories.

Urbanized Area: An approximate classification of sample households as belonging to an urbanized area or not. Those classified as belonging to an urbanized area were either

a. in a central city of an MSA, or

b. in a MSA but outside the central city, and within a zip code area with a population density of at least 500 people per square mile in 1990.

Vehicle: In the 1969 survey, vehicle refers to autos and passenger vans owned or available to the household. In the 1977, 1983, and 1990 surveys, the term vehicle was expanded to include pickups and other light trucks, RV's motorcycles and mopeds owned or available to the household. Estimates show that in 1969 there were an additional 7.5 million pickups and other light trucks that are not reflected in the 1969 NPTS data.

Vehicle Mile of Travel (VMT): 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: The number of persons, including driver and passenger(s) in a vehicle; also includes persons who did not complete a whole trip. NPTS occupancy rates are generally calculated as person miles divided by vehicle miles.

Vehicle Trip: A trip by a single vehicle regardless of the number of persons in the vehicle.

Vehicle Type: For purposes of the 1990 NPTS, one of the nine vehicle types used for coding purposes in the household motorized vehicle record. The nine types are:

1. Automobile (including station wagon)

2. Passenger Van

3. Cargo Van

4. Pickup Truck (including pickup with camper)

5. Other Truck

6. RV or Motor Home

7. Motorcycle

8. Moped (Motorized Bicycle)

9. Other (Specify).

See "Means of Transportation" for definitions of these vehicle types.

APPENDIX E

1990 NPTS Questionnaire

THE 1990 NATIONWIDE PERSONAL TRANSPORTATION SURVEY (NPTS)

QUESTIONNAIRE - MAIN SURVEY VERSION

OMB No. 2125-0545

Expires: 1/31/93

United States Department of Transportation
Contract DTFH61-88-C-00030
Expiration Date: 9/30/91

Research Triangle Institute
P.O. Box 12194
Research Triangle Park, NC 27709

July 29, 1990

THE 1990 NATIONWIDE PERSONAL TRANSPORTATION STUDY QUESTIONNAIRE

MAIN SURVEY VERSION

TELEPHONE NUMBER SCREENING QUESTIONS

Hello, my name is _____. I am calling from the Research Triangle Institute, a non-profit research firm in North Carolina.

1. I am trying to reach (NUMBER). Did I dial the correct number?

   1 = YES ---> GO TO ITEM 3
   2 = NO
   3 = LANGUAGE BARRIER ---> THANK RESPONDENT; HANG UP

2. What number have I reached?

   NUMBER: _____

INTERVIEWER: IS THIS THE SECOND TIME YOU HAVE REACHED THIS SAME WRONG NUMBER?

   1 = YES
   2 = NO
   } ---> THANK RESPONDENT; HANG UP

3. We are conducting an important study for the U.S. Department of Transportation, an agency of the Federal Government. We are calling a random sample of telephone numbers and I need to know what type of number this is. Does it serve a home, a business, or something else?

   1 = HOME ---> GO TO ITEM 6
   2 = BUSINESS/INSTITUTION
   3 = OTHER

4. Does anyone live there on the premises?

   1 = YES
   2 = NO ---> THANK RESPONDENT; HANG UP

5. Is this the number they use as their home phone?

   1 = YES
   2 = NO ---> THANK RESPONDENT; HANG UP

6. Is this telephone number just for (your/one) household or does it also serve as the home telephone number for people in other households as well?

   1 = SERVES ONE HOUSEHOLD ---> GO TO ITEM 8
   2 = SERVES MORE THAN ONE HOUSEHOLD

SCREENING (Continued)

7. Can you tell me the total number of households served by this telephone number?

NUMBER OF HOUSEHOLDS SERVED: _____

Now, I would like to talk about your household only.

8. Do ten or more persons currently live in this household?

1 = YES
2 = NO ---> GO TO ITEM 10

9. Are any of these persons related to each other?

1 = YES
2 = NO ---> GO TO ITEM 13

10. Are there other telephone numbers for this home on which you could also be reached?

1 = YES
2 = NO ---> GO TO ITEM 12

11. How many different residential numbers, including this number, are there for your household?

NUMBER OF TELEPHONE NUMBERS: _____

12. For the rest of the questions, I need to speak to a member of the household who is at least 18 years old.

Are you a member of this household at least 18 years old?

1 = YES ---> GO TO HOUSEHOLD QUESTIONNAIRE
2 = NO ---> ASK TO SPEAK TO A MEMBER 18+;
IF NONE AVAILABLE, MAKE ARRANGEMENTS FOR CALLBACK.
WHEN AVAILABLE, CONTINUE WITH HOUSEHOLD QUESTIONNAIRE.

13. That is all of the questions I have. I want to thank you very much for your help in this study. Have a good (evening/day).

QUESTIONNAIRE: SECTION A - INTRODUCTION

INTRODUCTION FOR USE WITH HOUSEHOLD RESPONDENT

(Hello, my name is _____. I am calling from Research Triangle Institute, a non-profit research firm in North Carolina.) We are conducting the Nationwide Personal Transportation Survey for the U.S. Department of Transportation. The results will be used for future planning of roads and other transportation needs.

All information will be used for statistical purposes only. Participation is voluntary. However, your household has been selected to represent others in your community and your cooperation is extremely important.

[NOTE: IF RESPONDENT ASKS WHO AUTHORIZED THE STUDY, YOU SHOULD TELL THEM IT HAS BEEN AUTHORIZED BY TITLE 23, UNITED STATES CODE.]

GO TO SECTION B.

CALLBACK FOR HOUSEHOLD MEMBERS OTHER THAN HOUSEHOLD RESPONDENT:

Hello, my name is _____. I am calling from Research Triangle Institute, a non-profit research firm in North Carolina.

May I please speak to (HOUSEHOLD MEMBER)?

1 = AVAILABLE ---> CONTINUE; REINTRODUCE YOURSELF AS NECESSARY.
2 = NOT AVAILABLE ---> MAKE ARRANGEMENTS FOR CALLBACK.

INTERVIEWER: IS THIS A PROXY INTERVIEW?

1 = YES 2 = NO

INTERVIEWER: HAS PERSON YOU ARE SPEAKING TO BEEN PREVIOUSLY INTERVIEWED?

1 = YES ---> GO TO SECTION E 2 = NO ---> CONTINUE

(Hello, my name is _____. I am calling from Research Triangle Institute, a non-profit research firm in North Carolina.) We are conducting the Nationwide Personal Transportation Survey for the U.S. Department of Transportation. The results will be used for future planning of roads and other transportation needs.

All information will be used for statistical purposes only. Participation is voluntary. However, your household has been selected to represent others in your community and your cooperation is extremely important.

[NOTE: IF RESPONDENT ASKS WHO AUTHORIZED THE STUDY, YOU SHOULD TELL THEM IT HAS BEEN AUTHORIZED BY TITLE 23, UNITED STATES CODE.]

GO TO SECTION E.

SECTION B - VEHICLE DATA - (HOUSEHOLD RESPONDENT)

First, I would like to ask you some questions about motor vehicles owned or used by the household.

1. How many licensed vehicles were owned, or available for regular use by members of this household during the past two weeks?

   [PROBE: Include leased or company-owned licensed motorized vehicles if they are used by household members on a regular basis. Also include MOPEDS (motorized bicycles) whether licensed or not.]

   _____ NUMBER OF VEHICLES ---> IF NONE, GO TO NEXT SECTION

   IF MORE THAN ONE, SAY: I have a few questions about each of these vehicles. Let's start with the newest one.

2. What type vehicle is (it/the next one)? PROBE FOR SPECIFIC TYPE; READ CHOICES AS NECESSARY.

   01 = AUTOMOBILE (INCLUDING STATION WAGON)
   02 = PASSENGER VAN
   03 = CARGO VAN
   04 = PICKUP TRUCK (INCLUDING PICKUP WITH CAMPER)
   05 = OTHER TRUCK
   06 = RV OR MOTOR HOME
   07 = MOTORCYCLE
   08 = MOPED (MOTORIZED BICYCLE)
   09 = OTHER (SPECIFY) _____

CHECK ITEM: IS CODE 07 OR CODE 08 OR CODE 09 ENTERED IN QUESTION 2?

1 = YES ---> GO TO QUESTION 5 2 = NO ---> CONTINUE WITH QUESTION 3

3. What is the model year? YEAR: _____

4. What is the make and model?
   [EXAMPLES: FORD, ESCORT; CHEVROLET, BERETTA; HONDA, ACCORD; NISSAN, STANZA]

   MAKE: _____ MODEL: _____

5. Is the vehicle owned by a member of the household?

   1 = YES ---> GO TO QUESTION 7
   2 = NO

section b (continued)

6. Is the vehicle ...

1 = company-owned,
2 = leased,
3 = rented, or
4 = used under some other arrangement? (SPECIFY)

_____

7. Was the vehicle purchased, or received, in the past 12 months; that is, since (MONTH/YEAR)?

1 = YES
2 = NO ---> GO TO QUESTION 9

8. In what month and year was it purchased or received?

MONTH _____ YEAR _____

9. Was it new or used when it was bought, or received?

1 = NEW
2 = USED

10. About how many miles was this vehicle driven [during the last 12 months/since (MONTH/YEAR BOUGHT OR RECEIVED)]? Include mileage driven by all drivers.

_____ MILES

INTERVIEWER: CHECK AND, IF NECESSARY, CORRECT MILEAGE ENTERED

RETURN TO QUESTION 2 AND OBTAIN INFORMATION ON THE NEXT VEHICLE UNTIL INFORMATION HAS BEEN OBTAINED FOR ALL HOUSEHOLD VEHICLES.

SECTION C - AVAILABILITY OF PUBLIC TRANSPORTATION - (HOUSEHOLD RESPONDENT)

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

1. Is public transportation available to (you/your household)?
   [PROBE: Public transportation includes bus service, commuter train service, streetcar, subway, and elevated rail.]

   1 = YES
   2 = NO
   98 = DON'T KNOW } ---> GO TO NEXT SECTION
   99 = REFUSE

2. How far is it from your home to the nearest public transportation stop? READ CHOICES AS NECESSARY.

   1 = LESS THAN 3 BLOCKS (LESS THAN ONE-FOURTH MILE)
   2 = 3-6 BLOCKS (ONE-FOURTH TO ONE-HALF MILE)
   3 = 7-12 BLOCKS (MORE THAN ONE-HALF MILE BUT NOT MORE THAN ONE MILE)
   4 = 13-24 BLOCKS (MORE THAN ONE MILE BUT NOT MORE THAN TWO MILES)
   5 = MORE THAN 2 MILES

SECTION D - PERSON DATA FOR EACH HOUSEHOLD MEMBER (ROSTER) - (HOUSEHOLD RESPONDENT)

Now I would like to ask you a couple of questions about each person in this household.

1. How many people live in this household? Please include anyone living or staying there now, such as friends, relatives, or boarders, and anyone who usually lives there but is now away from home such as traveling, or in the hospital. Do not include anyone who usually lives somewhere else.

   TOTAL NUMBER: _____

2. What is the first name of (the person, or one of the persons, who owns or rents the home/the next person who lives there)? [PROBE: We are not collecting last names for this survey, only first names.]

   NAME OF (REFERENCE/NEXT) PERSON: _____

INTERVIEWER: ARE YOU SPEAKING TO THE REFERENCE PERSON (PERSON JUST NAMED WHO OWNS OR RENTS THE HOME)? IF UNCERTAIN, ASK.

1 = YES 2 = NO

3. How old (were you/was PERSON) on (your/his/her) most recent birthday?

   AGE: _____

4. ASK IF NOT APPARENT:
   (Are you/Is PERSON) male or female?

   1 = MALE
   2 = FEMALE

5. ASK FOR REFERENCE PERSON ONLY:
   (Are you/ Is PERSON) ...

   1 = White,
   2 = Black, or
   3 = some other race?

section d (continued)

6. FOR REFERENCE PERSON (FIRST PERSON LISTED), ENTER "1" WITHOUT ASKING; FOR REMAINING PERSONS, ASK:

   What is (PERSON)'s relationship to (you/REFERENCE PERSON)?

   ENTER CODE FOR RELATIONSHIP TO REFERENCE PERSON; FOR EXAMPLE, IF REFERENCE PERSON SAYS: "I'm his mother", ENTER "3", NOT "4".

   1 = REFERENCE PERSON
   2 = SPOUSE OF REFERENCE PERSON
   3 = CHILD OF REFERENCE PERSON
   4 = PARENT OF REFERENCE PERSON
   5 = BROTHER/SISTER OF REFERENCE PERSON
   6 = OTHER RELATIVE OF REFERENCE PERSON
   7 = NON-RELATIVE OF REFERENCE PERSON

7. ASK FOR REFERENCE PERSON ONLY:
   (Are you/Is PERSON) Hispanic?

   1 = YES
   2 = NO

CATI: IF ONE PERSON HOUSEHOLD, GO TO QUESTION 8; OTHERWISE, RETURN TO QUESTION 2 AND REPEAT QUESTIONS 2 THROUGH 7 UNTIL ALL HOUSEHOLD MEMBERS HAVE BEEN ACCOUNTED FOR.

8. IF ONE PERSON HOUSEHOLD, DO NOT ASK. ENTER "1" FOR QUESTIONS 8 AND 9 AND GO TO SECTION J. Now, about the household vehicle(s) you told me about earlier -- Does one household member drive the [VEHICLE] most of the time?

   1 = YES
   2 = NO ---> RETURN TO QUESTION 2 AND OBTAIN INFORMATION ON THE NEXT VEHICLE UNTIL INFORMATION HAS BEEN OBTAINED FOR ALL HOUSEHOLD VEHICLES.

9. Which household member is that?

   ENTER ROSTER NUMBER: _____

ASK QUESTIONS 8 AND 9 FOR EACH HOUSEHOLD VEHICLE; THEN GO TO SECTION J.

SECTION E - OCCUPATION AND TRAVEL TO WORK - (HOUSEHOLD MEMBERS 16 YEARS OR OLDER; PROXY PERMITTED)

The (first/next) questions deal with (your/PERSON's) usual or main activity.

1. What (were you/was PERSON) doing most of last week -- working, keeping house, going to school, or doing something else? READ ANSWER CHOICES AS NEEDED.

   1 - WORKING ---> GO TO QUESTION 4
   2 - WITH A JOB BUT NOT AT WORK ---> GO TO NEXT SECTION
   3 - LOOKING FOR WORK
   4 - KEEPING HOUSE
   5 - GOING TO SCHOOL
   6 - UNABLE TO WORK ---> GO TO NEXT SECTION
   7 - RETIRED
   8 - OTHER (SPECIFY) _____

2. Did (you/PERSON) do any work last week, not counting work around the house?

   1 = YES ---> GO TO QUESTION 4
   2 = NO

3. Did (you/PERSON) have a job or business from which (you were/PERSON was) temporarily absent last week?

   1 = YES
   2 = NO } ---> GO TO NEXT SECTION

4. How did (you/PERSON) get to work LAST WEEK? ENTER ALL THAT APPLY.

   01 = CAR, TRUCK, JEEP, OR VAN
   02 = BUS OR TROLLEY BUS
   03 = STREETCAR OR TROLLEY CAR
   04 = SUBWAY OR ELEVATED
   05 = RAILROAD
   06 = FERRYBOAT
   07 = TAXICAB
   08 = MOTORCYCLE
   09 = BICYCLE
   10 = WALKED
   11 = OTHER (SPECIFY) _____

CHECK ITEM: IS MORE THAN ONE ANSWER ENTERED IN QUESTION 4?

   1 = YES ---> CONTINUE
   2 = NO ---> GO TO NEXT CHECK ITEM

section e (continued)

5. What was the main means of transportation (you/PERSON) used to get to work last week; that is, the one used for most of the distance?

01 = CAR, TRUCK, JEEP, OR VAN
02 = BUS OR TROLLEY BUS
03 = STREETCAR OR TROLLEY CAR
04 = SUBWAY OR ELEVATED
05 = RAILROAD
06 = FERRYBOAT
07 = TAXICAB
08 = MOTORCYCLE
09 = BICYCLE
10 = WALKED
11 = OTHER (SPECIFY) _____

CHECK ITEM: IS Q.4 OR Q.5 RESPONSE CODE 01?

1 = YES ---> CONTINUE 2 = NO ---> GO TO SECTION F.

6. Do you pay for parking at work?

1 = YES
2 = NO
98 = DON'T KNOW
99 = REFUSE
} ---> GO TO NEXT SECTION

7. How much do you usually pay?

ENTER AMOUNT: $ _____

IF NONE, ENTER 00; CATI WILL SKIP TO NEXT SECTION.

ENTER CODE FOR TIME PERIOD:

1 = PER HOUR
2 = PER DAY
3 = PER WEEK
4 = PER MONTH
5 = OTHER (SPECIFY) _____

SECTION F - DRIVER INFORMATION (HOUSEHOLD MEMBERS 16 YEARS OR OLDER; PROXY PERMITTED)

1. IF PERSON HAS INDICATED THAT HE/SHE DRIVES, VERIFY AND ENTER CODE WITHOUT ASKING: (Are you/Is PERSON) a licensed driver?

   1 = YES
   2 = NO ---> GO TO NEXT SECTION

2. How old (were you/was PERSON) when (you/he/she) began driving on public roads?

   AGE: _____

   CHECK ITEM: DOES E1=6 OR E3=2?

   1 = YES ---> GO TO Q7 2 = NO ---> CONTINUE

3. Except for getting to and from work, (do you/does PERSON) drive a licensed motor vehicle on a daily or regular basis as an essential part of (your/PERSON'S) work?

   [PROBE: We mean people such as cab drivers, truck drivers, and delivery people who must drive to perform their work.]

   1 = YES
   2 = NO ---> GO TO QUESTION 7

4. What type of vehicle is that? IF MORE THAN ONE TYPE, MARK THE TYPE MOST OFTEN DRIVEN. READ ANSWER CHOICES AS NECESSARY.

   01 = AUTO (INCLUDE STATION WAGON)
   02 = PASSENGER VAN
   03 = CARGO VAN
   04 = PICKUP TRUCK (INCLUDE PICKUP WITH CAMPER)
   05 = OTHER TRUCK
   06 = RV OR MOTOR HOME
   07 = MOTORCYCLE
   08 = MOPED/MOTORIZED BICYCLE
   09 = OTHER P.O.V. (SPECIFY) _____
   10 = BUS
   11 = TAXI (COMMERCIAL USE)
   20 = SCHOOL BUS
   21 = OTHER (SPECIFY) _____

5. On the average, how many days a week (do you/does PERSON) drive as a part of (your/his/her) work?

   _____ DAYS A WEEK

6. During an average week, what is the total number of miles (you drive/PERSON drives) as part of (your/his/her) work, not counting miles driven to and from (your/his/her) place of work?

   _____ MILES

7. [Including the miles driven as an essential part of (your/his/her) work], about how many miles did (you/PERSON) personally drive during the past 12 months? Include mileage driven in all licensed motorized vehicles.

_____ MILES

INTERVIEWER: CHECK AND, IF NECESSARY, CORRECT MILEAGE ENTERED.

SECTION G - TRAVEL PERIOD -- COLLECT ONLY TRIPS OF 75 MILES OR MORE FROM HOME TAKEN DURING THE 14 DAY TRAVEL PERIOD (HOUSEHOLD MEMBERS 14 YEARS OR OLDER; PROXY PERMITTED UNDER PROXY RULES. PROXY REQUIRED FOR PERSONS 5-13 YEARS)

Now I would like to ask about any trips of 75 miles or more one way that (you/PERSON) may have taken that ended during the period _____ to _____ (14 DAY TRAVEL PERIOD).

IF QUESTION E-8 OR QUESTION E-9 IS "YES", SAY: In telling me about trips of 75 miles of more from home, do not include trips (you/PERSON) made as an essential part of (your/his/her) work.

1. Before _____ (14 DAY PERIOD START DATE), did (you/PERSON) begin a trip of 75 miles or more one way from which (you/he/she) returned home between _____ and _____?

   1 = YES
   2 = NO

2. Did (you/PERSON) begin a trip between _____ and _____, travel 75 miles or more one way, and return home between _____ and _____?

   1 = YES
   2 = NO

CHECK ITEM: IF "NO" TO BOTH 1 AND 2, GO TO NEXT SECTION.
IF "YES" TO EITHER 1 OR 2, CONTINUE.

3. How many trips of 75 miles or more one way did (you/PERSON) take where (you/he/she) returned home between _____ and _____?

   _____ TRIPS

   IF NONE, GO TO NEXT SECTION

4. What was the farthest point (you/PERSON) traveled to on (this/the first/the next) trip? Please tell me the city and state, or foreign country.

   CITY OR PLACE _____ STATE OR FOREIGN COUNTRY _____

section g (continued)

5. On what date did (you/PERSON) return home from the trip to (DESTINATION)?

DATE: _____

CHECK ITEM: IS DATE GIVEN WITHIN 14 DAY TRAVEL PERIOD?

1 = YES
2 = NO

REPEAT QUESTIONS 4 AND 5 UNTIL ALL TRIPS WITHIN THE 14 DAY TRAVEL PERIOD HAVE BEEN LISTED. UP TO 12 TRIPS CAN BE LISTED. IF MORE ARE REPORTED, USE TRAVEL DAY CONTINUATION TRAVEL FORMS.

Now I have a few questions about (this trip/each of these trips).

6. What was the main reason (you/PERSON) made the trip to (DESTINATION)?

01 = TO OR FROM WORK
02 = WORK RELATED BUSINESS
03 = SHOPPING
04 = OTHER FAMILY OR PERSONAL BUSINESS
05 = SCHOOL/CHURCH
06 = DOCTOR/DENTIST
07 = VACATION
08 = VISIT FRIENDS OR RELATIVES
09 = PLEASURE DRIVING
10 = OTHER SOCIAL OR RECREATIONAL
11 = OTHER (SPECIFY)

_____

7. What was the main means of transportation used for the trip to (DESTINATION)?

[PROBE: What means of transportation was used for the longest distance.]

01 = AUTO (INCLUDE STATION WAGON)
02 = PASSENGER VAN
03 = CARGO VAN
04 = PICKUP TRUCK (INCLUDE PICKUP WITH CAMPER)
05 = OTHER TRUCK
06 = RV OR MOTOR HOME
07 = MOTORCYCLE
08 = MOPED/MOTORIZED BICYCLE
09 = OTHER P.O.V. (SPECIFY)
_____

12 = BUS
13 = AMTRAK
14 = COMMUTER TRAIN
15 = STREETCAR/TROLLEY
16 = ELEVATED RAIL/SUBWAY
17 = AIRPLANE
18 = TAXI (COMMERCIAL USE)
19 = BICYCLE
20 = WALK
21 = SCHOOL BUS
22 = OTHER (SPECIFY)
_____

8. Were any other people with you on this trip?

1 = YES ---> GO TO Q.9
2 = NO ---> GO TO Q.13

section g (continued)

9. ASK ONLY IF 2 OR MORE PERSONS LISTED ON HOUSEHOLD ROSTER:
Were any household members with (you/PERSON) on the trip to (DESTINATION)?

1 = YES
2 = NO ---> GO TO QUESTION 11

10. Which household members? [PROBE: Any other household members?]

ENTER ROSTER NUMBER(S): _____

11. Did any non-household members go with (you/PERSON) on this trip?

1 = YES
2 = NO ---> GO TO VERIFICATION

12. How many non-household members went on this trip with (you/PERSON)?

NUMBER: _____

VERIFICATION: So there (was one person/were _____ persons) on this trip?
VERIFY THAT THE SUM OF ENTRIES IN ITEMS 9 AND 11 PLUS THE RESPONDENT IS THE TOTAL NUMBER OF PERSONS IN THE TRAVEL PARTY.

13. How many miles did (you/PERSON) travel on the trip to (DESTINATION), including miles on side trips along the way?

_____ MILES

CHECK ITEM: IS ONE OF CODES 01 - 09 ENTERED IN QUESTION 7?

1 = YES ---> CONTINUE 2 = NO ---> GO TO QUESTION 18

14. MARK "NO" WITHOUT ASKING IF NO VEHICLES REPORTED IN QUESTION C-1; OTHERWISE ASK QUESTION AS WORDED.

Was a household vehicle used for this trip?

1 = YES
2 = NO ---> GO TO QUESTION 16

15. ENTER VEHICLE NUMBER "1" WITHOUT ASKING IF ONLY ONE VEHICLE REPORTED EARLIER. OTHERWISE ASK QUESTION AS WORDED.

Which vehicle? _____VEHICLE NUMBER

section g (continued)

16. IF RESPONDENT WAS ALONE IN THE VEHICLE, ENTER "1" AND ROSTER NUMBER WITHOUT ASKING QUESTIONS 15 AND 16.

    Who drove the longest distance on this trip, a household member or someone else?

    1 = HOUSEHOLD MEMBER
    2 = NOT A HOUSEHOLD MEMBER ---> GO TO QUESTION 18

17. Who was that?

    ENTER ROSTER NUMBER: _____

18. Now I have a few questions about the return trip from (DESTINATION). What was the main means of transportation used for the trip home?

    [PROBE: What means of transportation was used for the longest distance.]

    01 = AUTO (INCLUDE STATION WAGON)
    02 = PASSENGER VAN
    03 = CARGO VAN
    04 = PICKUP TRUCK (INCLUDE PICKUP WITH CAMPER)
    05 = OTHER TRUCK
    06 = RV OR MOTOR HOME
    07 = MOTORCYCLE
    08 = MOPED/MOTORIZED BICYCLE
    09 = OTHER P.O.V. (SPECIFY)
    _____

    12 = BUS
    13 = AMTRAK
    14 = COMMUTER TRAIN
    15 = STREETCAR/TROLLEY
    16 = ELEVATED RAIL/SUBWAY
    17 = AIRPLANE
    18 = TAXI (COMMERCIAL USE)
    19 = BICYCLE
    20 = WALK
    21 = SCHOOL BUS
    22 = OTHER (SPECIFY)
    _____

19. Were any people with you on this trip?

    1 = YES ---> GO TO Q.20
    2 = NO ---> GO TO Q.24

20. ASK ONLY IF 2 OR MORE PERSONS LISTED ON HOUSEHOLD ROSTER:
    Were any household members with (you/PERSON) on the trip home?

    1 = YES
    2 = NO ---> GO TO QUESTION 22

21. Which household members? [PROBE: Any other household members?]

    ENTER ROSTER NUMBER(S): _____

section g (continued)

22. Were any non-household members with (you/PERSON) on this trip?

1 = YES
2 = NO ---> GO TO VERIFICATION

23. How many non-household members went on this trip with (you/PERSON)?

NUMBER: _____

VERIFICATION: So there (was one person/were _____ persons) on this trip? VERIFY THAT THE SUM OF ENTRIES IN ITEMS 21 AND 23 PLUS THE RESPONDENT IS THE TOTAL NUMBER OF PERSONS IN THE TRAVEL PARTY.

24. How many miles did (you/PERSON) travel on the trip home, including miles on side trips along the way?

_____ MILES

CHECK ITEM: IS ONE OF CODES 01 - 09 ENTERED IN QUESTION 18?

1 = YES ---> CONTINUE 2 = NO ---> GO TO NEXT TRIP OR NEXT SECTION

25. MARK "NO" WITHOUT ASKING IF NO VEHICLES REPORTED IN QUESTION C-1; OTHERWISE ASK QUESTION AS WORDED.

Was a household vehicle used for this trip?

1 = YES
2 = NO ---> GO TO QUESTION 27

26. ENTER VEHICLE NUMBER "1" WITHOUT ASKING IF ONLY ONE VEHICLE REPORTED EARLIER. OTHERWISE ASK QUESTION AS WORDED.

Which vehicle? _____VEHICLE NUMBER

27. IF RESPONDENT WAS ALONE IN THE VEHICLE, ENTER "1" AND ROSTER NUMBER WITHOUT ASKING QUESTIONS 27 AND 28.

Who drove the longest distance on this trip, a household member or someone else?

1 = HOUSEHOLD MEMBER
2 = NOT A HOUSEHOLD MEMBER ---> GO TO NEXT TRIP OR NEXT SECTION

section g (continued)

28. Who was that?

ENTER ROSTER NUMBER: _____

GO TO NEXT TRIP OR NEXT SECTION.

SECTION H - TRAVEL DAY (HOUSEHOLD MEMBERS 14 YEARS OR OLDER; PROXY PERMITTED UNDER PROXY RULES. PROXY REQUIRED FOR PERSONS 5-13 YEARS)

Now I have some questions about all trips (you/PERSON) took (yesterday/on TRAVEL DAY), (including long trips that may have already been reported). For these questions, a "trip" is:

- any time (you/PERSON) went from one address to another by car, bus, walking, bicycling, or some other means.

For example, if you leave work, stop at the store, and then continue home that would be two trips -- one to the store and one from the store to home.

To be sure we get all the trips (you/PERSON) took during the day, we'll start at 4 a.m. in the morning and end at 3:59 a.m. the next morning. First we'll list the trips including very short trips. O.K?

IF QUESTION E-8 OR QUESTION E-9 IS "YES", SAY: In telling me about trips, do not include trips made as an essential part of your work.

1. Did (you/PERSON) go anywhere (yesterday/on TRAVEL DAY)?

   1 = YES
   2 = NO ---> GO TO NEXT SECTION

(Excluding the trips taken as a regular part of the job), please tell me everywhere (you/PERSON) went (yesterday/on TRAVEL DAY). Remember, we want to know about any time (you/PERSON) went from one place to another for any purpose.

2. Where did (you/PERSON) go first (yesterday/on TRAVEL DAY)?

   1 = HOME
   2 = OTHER (SPECIFY) _____

3. When (you/PERSON) left (DESTINATION) where did (you/PERSON) go next?

   1 = HOME
   2 = OTHER (SPECIFY) _____
   97 = NO MORE TRIPS

REPEAT QUESTION 3 UNTIL NO MORE TRIPS.

section h (continued)

4. On any of these trips, did you use public transportation for all or any part of the trip? [PROBE: Public transportation includes bus, train, streetcar, subway, and elevated rail.]

1 = YES ---> ASK H14 FOR EACH TRIP
2 = NO ---> SKIP H14 FOR EACH TRIP

UP TO 12 TRIPS CAN BE LISTED. IF MORE THAN 12 ARE REPORTED, USE TRAVEL DAY CONTINUATION FORMS.

WHEN ALL TRIPS MADE ON TRAVEL DAY HAVE BEEN LISTED, SAY: While I read the trips I have listed, please think back to (yesterday/TRAVEL DAY) to see if there were any trips you might have forgotten to mention.

READ LIST; ADD ADDITIONAL TRIPS IF REPORTED. WHEN ALL TRIPS HAVE BEEN LISTED AND VERIFIED, CONTINUE.

CHECK ITEM 1: IS ANY DATE IN SECTION G, QUESTION 5 SAME AS TRAVEL DAY?

1 = YES ---> CONTINUE 2 = NO ---> GO TO CHECK ITEM 2

Which of these trips were part of the longer trip to (DESTINATION OF TRIP WITH SAME DATE AS TRAVEL DAY) that you told me about earlier?

READ LIST OF TRIPS AND INDICATE PARTS OF LONGER TRIP.

CHECK ITEM 2: IS CODE "1" ENTERED IN QUESTION 2?

1 = YES ---> CONTINUE 2 = NO ---> GO TO QUESTION 6

5. Now I have a few questions about each trip.

You told me the first place (you/PERSON) went was home. What was the main reason (you were/PERSON was) away from home?

01 = AT WORK
02 = WORK RELATED BUSINESS
03 = SHOPPING
04 = OTHER FAMILY OR PERSONAL BUSINESS
05 = SCHOOL/CHURCH
06 = DOCTOR/DENTIST
07 = VACATION
08 = VISIT FRIENDS OR RELATIVES
09 = PLEASURE DRIVING
10 = OTHER SOCIAL OR RECREATIONAL
11 = OTHER (SPECIFY)

_____

GO TO QUESTION 8

6. Did the trip to (FIRST DESTINATION) begin at home?

1 = YES
2 = NO

section h (continued)

7. What was the main purpose of the trip to (DESTINATION)?
IF "RETURN" GIVEN AS REASON, ASK FOR AND CODE MAIN REASON FOR TRIP.

01 = TO OR FROM WORK
02 = WORK RELATED BUSINESS
03 = SHOPPING
04 = OTHER FAMILY OR PERSONAL BUSINESS
05 = SCHOOL/CHURCH
06 = DOCTOR/DENTIST
07 = VACATION
08 = VISIT FRIENDS OR RELATIVES
09 = PLEASURE DRIVING
10 = OTHER SOCIAL OR RECREATIONAL
11 = OTHER (SPECIFY)

_____

8. Were any other people with you on this trip?

1 = YES
2 = NO ---> GO TO H13

9. ASK ONLY IF 2 OR MORE PERSONS LISTED ON HOUSEHOLD ROSTER:
Were any household members with (you/PERSON) on this trip?

1 = YES
2 = NO ---> GO TO QUESTION 11

10. Which household members? [PROBE: Any other household members?]

ENTER ROSTER NUMBER(S): _____

11. Did any non-household members go with (you/PERSON) on this trip?

1 = YES
2 = NO ---> GO TO VERIFICATION

12. How many non-household members went on this trip with (you/PERSON)?

NUMBER: _____

VERIFICATION: So there (was one person/were _____ persons) on this trip?
VERIFY THAT THE SUM OF ENTRIES IN ITEMS 10 AND 12 PLUS THE RESPONDENT IS THE TOTAL NUMBER OF PERSONS ON THE TRIP.

13. How far is it from where (you/PERSON) started to (DESTINATION)?

_____ MILES

99997 = LESS THAN ONE-HALF MILE

section h (continued)

14. Did (you/PERSON) change vehicles or means of transportation, or make a transfer along the way?

1 = YES ---> GO TO QUESTION 21
2 = NO

NOTE: QUESTIONS 15-20 ARE FOR NON-SEGMENTED TRIPS.

15. ASK ONLY IF NOT KNOWN: How did (you/PERSON) get to (DESTINATION)? That is, what means of transportation did (you/PERSON) use for this trip? [IF MORE THAN ONE MODE, CODE THE ONE USED FOR LONGEST DISTANCE.]

01 = AUTO (INCLUDE STATION WAGON)
02 = PASSENGER VAN
03 = CARGO VAN
04 = PICKUP TRUCK (INCLUDE PICKUP WITH CAMPER)
05 = OTHER TRUCK
06 = RV OR MOTOR HOME
09 = MOTORCYCLE
10 = MOPED/MOTORIZED BICYCLE
11 = OTHER P.O.V. (SPECIFY)
_____

12 = BUS
13 = AMTRAK
14 = COMMUTER TRAIN
15 = STREETCAR/TROLLEY
16 = ELEVATED RAIL/SUBWAY
17 = AIRPLANE
18 = TAXI (COMMERCIAL USE)
19 = BICYCLE
20 = WALK
21 = SCHOOL BUS
22 = OTHER (SPECIFY)
_____

16. What time did (you/PERSON) begin the trip to (DESTINATION)?

_____ FORMAT: 07:50 A.M.

17. About how many minutes did it take to get there?

_____MINUTES

CHECK ITEM 3: IS CODE 12, 14, 15 OR 16 ENTERED IN QUESTION 15?

1 = YES ---> CONTINUE NO = ---> GO TO CHECK ITEM 7

18. How many minutes did (you/PERSON) have to wait for the (TRANSPORTATION MEANS)?

_____ MINUTES

19. Did (you/PERSON) sit, did (you/PERSON) stand, or did (you/PERSON) do both on the (TRANSPORTATION MEANS)?

1 = SIT ONLY ---> GO TO CHECK ITEM 7
2 = STAND ONLY ---> GO TO CHECK ITEM 7
3 = SOME OF BOTH

section h (continued)

20. Which did (you/PERSON) do most of the time, sit or stand?

1 = SIT
2 = STAND

GO TO CHECK ITEM 7.

NOTE: QUESTIONS 21-27 ARE FOR MULTI-SEGMENT TRIPS.

21. ASK ONLY IF NOT KNOWN: What means of transportation did (you/PERSON) use for the (first/next) part of this trip to (DESTINATION)?

97 = NO OTHER PORTION OF TRIP ---> GO TO CHECK ITEM 7

01 = AUTO (INCLUDE STATION WAGON)
02 = PASSENGER VAN
03 = CARGO VAN
04 = PICKUP TRUCK (INCLUDE PICKUP WITH CAMPER)
05 = OTHER TRUCK
06 = RV OR MOTOR HOME
09 = MOTORCYCLE
10 = MOPED/MOTORIZED BICYCLE
11 = OTHER P.O.V. (SPECIFY)
_____

12 = BUS
13 = AMTRAK
14 = COMMUTER TRAIN
15 = STREETCAR/TROLLEY
16 = ELEVATED RAIL/SUBWAY
17 = AIRPLANE
18 = TAXI (COMMERCIAL USE)
19 = BICYCLE
20 = WALK
21 = SCHOOL BUS
22 = OTHER (SPECIFY)
_____

22. What time did (you/PERSON) begin this part of the trip?

_____ FORMAT: 07:50 A.M.

23. About how many minutes did this part of the trip take?

_____MINUTES

CHECK ITEM 5: IS CODE 12, 14, 15 OR 16 ENTERED IN QUESTION 21?

1 = YES ---> CONTINUE NO = ---> GO TO CHECK ITEM 6

24. How many minutes did (you/PERSON) have to wait for the (TRANSPORTATION MEANS)?

_____ MINUTES

section h (continued)

25. Did (you/PERSON) sit, did (you/PERSON) stand, or did (you/PERSON) do both on the (TRANSPORTATION MEANS)?

1 = SIT ONLY ---> GO TO CHECK ITEM 6
2 = STAND ONLY ---> GO TO CHECK ITEM 6
3 = SOME OF BOTH

26. Which did (you/PERSON) do most of the time, sit or stand?

1 = SIT
2 = STAND

CHECK ITEM 6: IF THERE ARE ADDITIONAL SEGMENTS FOR TRIP.

RETURN TO QUESTION 21.

CHECK ITEM 7: IS ONE OF CODES 1 - 11 ENTERED IN QUESTION 15 OR QUESTION 21?

1 = YES ---> CONTINUE 2 = NO ---> GO TO QUESTION 7 FOR NEXT TRIP/ QUESTION 32/NEXT SECTION

27. MARK "NO" WITHOUT ASKING IF NO VEHICLES REPORTED IN QUESTION C-1; OTHERWISE ASK QUESTION AS WORDED. Was a household vehicle used on this trip?

1 = YES
2 = PART OF TRIP
3 = NO ---> GO TO QUESTION 29

28. ENTER VEHICLE NUMBER "1" WITHOUT ASKING IF ONLY ONE VEHICLE REPORTED EARLIER. OTHERWISE ASK QUESTION AS WORDED. Which vehicle? [IF MORE THAN ONE MENTIONED, PROBE: Which one was used for the longest distance?]

_____VEHICLE NUMBER

29. IF RESPONDENT WAS ALONE IN THE VEHICLE, ENTER "1" AND ROSTER NUMBER WITHOUT ASKING QUESTIONS 29 AND 30. Did a member of the household drive on the trip?

1 = YES
2 = PART OF TRIP
3 = NO ---> GO TO QUESTION 31

section h (continued)

30. Who was that? [IF MORE THAN ONE MENTIONED, PROBE: Which one drove the longest distance?]

ENTER ROSTER NUMBER: _____

31. Did (you/PERSON/the driver) pay for parking during any part of this trip?

1 = YES
2 = NO

GO TO QUESTION 7 FOR NEXT TRIP/QUESTION 32/NEXT SECTION

QUESTION 32 IS A RANDOMLY SELECTED TRIP BY P.O.V.

32. Now I have one more question about the trip to (DESTINATION) that you said was _____ miles and started at (ORIGIN). For that trip, please estimate the number of miles spent on any 2-lane road, street, or highway; an undivided highway with 4 or more lanes; a divided highway with 4 or more lanes; or interstate highway, freeway, expressway, or other limited access highway.

a. First, how many miles were spent on a 2-lane road, street, or highway (include any 3-lane roads, streets, or highways)?

_____ MILES

b. an undivided highway with 4 or more lanes?

_____ MILES

c. a divided highway with 4 or more lanes?

_____ MILES

d. an interstate highway, freeway, expressway, or other

_____ MILES

CHECK ITEM: Does the sum of the miles given equal the number of miles driven on this trip (+/-1 mile)?

YES ---> GO TO NEXT SECTION
NO ---> CONTINUE

INTERVIEWER: THE SUM OF THE MILES DRIVEN ON EACH TYPE OF ROAD DOES NOT EQUAL THE NUMBER OF MILES DRIVEN ON THIS TRIP?

DO YOU WANT TO CORRECT THIS?

1 = YES ---> GO TO QH32
2 = NO ---> GO TO NEXT SECTION

SECTION I - ACCIDENT DATA -- MOST RECENT HIGHWAY TRAFFIC ACCIDENT
(ASKED ABOUT HOUSEHOLD MEMBERS WHO ARE LICENSED DRIVERS - PROXY PERMITTED)

Now I'd like to ask about traffic accidents involving a motor vehicle on a public highway or road resulting in property damage or personal injury. We do not want to know about accidents in a parking lot, in a driveway, on a private road, or in a foreign country.

1. (Have you/has PERSON) ever been involved in such an accident as the driver of a vehicle?

   1 = YES
   2 = NO ---> GO TO CHECK ITEM 2

2A. In what year did the most recent accident occur?

   [ENTER YEAR - RANGE: 01-90] [POSSIBLE SKIP]

   CHECK ITEM: Is Q2A response in last 5 years?

   YES ---> CONTINUE
   NO ---> GO TO CHECK ITEM 2.

2B. In what month did that accident occur?

   [ENTER MONTH - RANGE: 1-12]

   CHECK ITEM 1B: Is year and month within last 5 years?

   YES ---> CONTINUE
   NO ---> GO TO CHECK ITEM 2

3. Now I have a few questions about this accident. In which state did the accident happen?

   STATE: _____

4. Was a written police report prepared?

   1 = YES
   2 = NO

5. Were any pedestrians involved?

   1 = YES
   2 = NO

   [PROBE: Pedestrians are people not in vehicles, such as those walking.]

section i (continued)

6. What type of vehicle (were you/was PERSON) in?

1 = AUTOMOBILE
2 = PICKUP TRUCK
3 = VAN
4 = OTHER TRUCK
5 = MOTORCYCLE
6 = OTHER VEHICLE

7. Where any other vehicles involved?

1 = YES
2 = NO ---> GO TO QUESTION 9

8. What other types were involved? [PROBE: Any other type?]
ENTER ALL THAT APPLY.

1 = AUTOMOBILE
2 = PICKUP TRUCK
3 = VAN
4 = OTHER TRUCK
5 = MOTORCYCLE
6 = BICYCLE
7 = OTHER/UNKNOWN VEHICLE

9. Did the accident result in an injury to anyone or in a fatality?

1 = YES
2 = NO ---> GO TO QUESTION 11

10. Now I'd like to know the most serious injury that resulted from the accident? Was it...

1 = an injury, but not serious enough for anyone to be transported from the scene for medical care,
2 = an injury serious enough for someone to be transported from the scene for medical care, or
3 = a fatal injury?

11. Did the accident happen in a city or town or did it happen in the open country?

1 = CITY OR TOWN
2 = OPEN COUNTRY

12. Did the accident happen on an interstate highway, freeway, or expressway?

1 = YES
2 = NO ---> GO TO QUESTION 14

section i (continued)

13. Did the accident happen at an interchange; that is, at an exit or entrance on the highway?

    1 = YES
    2 = NO
    } ---> GO TO QUESTION 15

14. Did the accident happen at an intersection?

    1 = YES
    2 = NO

15. Was it during the daytime or was it dark enough so that headlights were needed?

    1 = DAYTIME
    2 = DARK

16. How would you best describe the road condition? Was it...

    1 = dry,
    2 = wet,
    3 = snowy, or
    4 = icy?

CHECK ITEM 2: IS THIS A NON-FAMILY MEMBER INTERVIEW?

1 = YES ---> GO TO SECTION L 2 = NO ---> GO TO SECTION M

SECTION J - HOUSEHOLD LOCATION - (HOUSEHOLD RESPONDENT)

1. I need to verify the general location of this telephone number. Is this residence located in (COUNTY, STATE)?

   1 = YES (GO TO CHECK ITEM)
   2 = NO
   8 = DK
   9 = RE

2. What is the correct state and county?

   INTERVIEWER: IF THE CORRECTED STATE IS IN NEW ENGLAND [CT, MA, ME, NH, RI, VT] AND RESPONDENT DOES NOT KNOW COUNTY NAME, ASK TOWNSHIP AND LOOK UP ASSOCIATED COUNTY NAME ON DISPLAYED LIST.

   ENTER 2-LETTER STATE ABBREVIATION ____

   ENTER COUNTY _____

   ENTER ONE: 1 = ALL NECESSARY DATA SUPPLIED (GO TO CHECK ITEM)
   2 = RE/DK FOR COUNTY ONLY (GO TO 5)
   3 = RE/DK FOR STATE ONLY (GO TO 5)
   4 = RE/DK BOTH COUNTY AND STATE (GO TO 5)

CHECK ITEM:

IF NEW ENGLAND, LOOK UP MSA DEFINITION CITIES AND TOWNS BASED ON STATE AND COUNTY NAME. GO TO 3.

IF NON-NEW ENGLAND, LOOK UP MSA # BASED ON STATE AND COUNTY NAME. LOOK UP LIST OF CENTRAL CITIES ASSOCIATED WITH MSA #. IF ONLY ENTRY IN TABLE OF CENTRAL CITIES IS "NO CENTRAL CITY," CODE 2 = NO RESPONSE FOR 4 AND GO TO 5, ELSE GO TO 4.

3. Do you live within the town or city limits of ...

   [NAMES OF MSA DEFINITION TOWNS & CITIES]

   1. TOWN #1
   2. TOWN #2
   3. TOWN #3, ETC.

   INTERVIEWER: IF MORE THAN 5 TOWN/CITIES, ASK THE NAME OF THE RESPONDENT'S CITY AND DETERMINE WHETHER OR NOT WITHIN CITY LIMITS.

   1 = YES, Which one? [INTERVIEWER ENTERS #, CATI RECORDS CITY NAME] (GO TO CHECK ITEM)
   2 = NO (GO TO 5)
   8 = DK (GO TO 5)
   9 = RE (GO TO 5)

CHECK ITEM:

LOOK-UP MSA # AND CENTRAL CITY FLAG BASED ON CITY/TOWN SELECTED.

IF CITY/TOWN IS FLAGGED AS CENTRAL CITY FOR SELECTED MSA, CODE 1 = YES RESPONSE AND CITY/TOWN NAME INTO VARIABLES FOR 4. (GO TO 5).

IF CITY/TOWN IS NOT FLAGGED AS CENTRAL CITY FOR SELECTED MSA, CODE 2 = NO RESPONSE FOR 4. (GO TO 5).

4. Do you live within the city limits of ...

[NAME(S) OF MSA CENTRAL CITY/CITIES]

1. CITY #1
2. CITY #2
3. CITY #3
4. CITY #4

INTERVIEWER: IF HYPHENATED CITY NAMES APPEAR AS ONE CHOICE, CHOOSE CITY # IF THEY LIVE INSIDE CITY LIMITS OF EITHER.

1 = YES, Which one? [INTERVIEWER ENTERS #, CATI RECORDS CITY NAME]
2 = NO
8 = DK
9 = RE

5. What is your ZIP Code?

ENTER 5-DIGIT ZIP CODE

SECTION K - HOUSEHOLD INCOME (HOUSEHOLD RESPONDENT)

In order to classify your household for statistical purposes, I need the total combined family income for the past 12 months; that is, the total income of (REFERENCE PERSON) and (his/her) family.

Include income from all sources such as wages and salaries, income from business or farm, Social Security, pensions, dividends, interest, rent, and any other income received by members of this family.

THE FOLLOWING IS DISPLAYED IF HOUSEHOLD HAS NON-FAMILY MEMBERS --

NOTE: THE HOUSEHOLD HAS [NUMBER] NON-FAMILY MEMBERS. DO NOT INCLUDE THEIR INCOME WITH FAMILY INCOME.

1. In the past 12 months, was your total combined family income from all sources ...

   1 = less than $40,000 or ---> GO TO QUESTION 2a
   2 = $40,000 or more? ---> GO TO QUESTION 4a

   8 = DON'T KNOW
   9 = REFUSED } ---> GO TO CHECK ITEM

2a. Was it less than $20,000?

   1 = YES ---> ASK QUESTION 2b
   2 = NO ---> GO TO QUESTION 3a

   8 = DON'T KNOW
   9 = REFUSED } ---> GO TO CHECK ITEM

2b. Was it less than $10,000?

   1 = YES ---> ASK QUESTION 2c
   2 = NO ---> GO TO QUESTION

   8 = DON'T KNOW
   9 = REFUSED } ---> GO TO CHECK ITEM

2c. Was it less than $5,000?

   1 = YES
   2 = NO } ---> GO TO CHECK ITEM

2d. Was it less than $15,000?

   1 = YES
   2 = NO } ---> GO TO CHECK ITEM

3a. Was it less than $30,000?

1 = YES ---> ASK QUESTION 3b
2 = NO ---> GO TO QUESTION 3c

8 = DON'T KNOW
9 = REFUSED
} ---> GO TO CHECK ITEM

3b. Was it less than $25,000?

1 = YES
2 = NO
} ---> GO TO CHECK ITEM

3c. Was it less than $35,000?

1 = YES
2 = NO
} ---> GO TO CHECK ITEM

4a. Was it less than $60,000?

1 = YES ---> ASK QUESTION 4b
2 = NO ---> GO TO QUESTION 5a

8 = DON'T KNOW
9 = REFUSED
} ---> GO TO CHECK ITEM

4b. Was it less than $50,000?

1 = YES ---> ASK QUESTION 4c
2 = NO ---> GO TO QUESTION 4d

8 = DON'T KNOW
9 = REFUSED
} ---> GO TO CHECK ITEM

4c. Was it less than $45,000?

1 = YES
2 = NO
} ---> GO TO CHECK ITEM

4d. Was it less than $55,000?

1 = YES
2 = NO
} ---> GO TO CHECK ITEM

5a. Was it less than $70,000?

1 = YES ---> ASK QUESTION 5b
2 = NO ---> GO TO QUESTION 5c

8 = DON'T KNOW
9 = REFUSED
} ---> GO TO CHECK ITEM

5b. Was it less than $65,000?

1 = YES
2 = NO
} ---> GO TO CHECK ITEM

5c. Was it less than $75,000?

1 = YES ---> GO TO CHECK ITEM
2 = NO ---> ASK QUESTION 5d

8 = DON'T KNOW
9 = REFUSED
} ---> GO TO CHECK ITEM

5d. Was it less than $80,000?

1 = YES
2 = NO
} ---> GO TO CHECK ITEM

CHECK ITEM:
IF NO HOUSEHOLD MEMBERS IN THE 5 THROUGH 13 AGE GROUP, GO TO PERSON-LEVEL INTERVIEW; OTHERWISE, CONTINUE.

For the rest of the questionnaire, household members 14 and older will be asked to answer questions for themselves; however, someone else will need to answer for younger household members. Can you answer for them?

1 = YES ---> GO TO SECTION E
2 = NO

Who would be the best person to give the information about them?

ENTER ROSTER NUMBER: _____

CONTINUE WITH PERSON-LEVEL INTERVIEW.

SECTION L - INCOME OF NON-FAMILY MEMBERS (NON-FAMILY ADULT HOUSEHOLD MEMBERS)

In order to classify this housing unit for statistical purposes, we need your total combined income. Total income includes income from all sources such as wages and salaries, income from business or farm, Social Security, pensions, dividends, interest, rent, and any other income received.

1. In the past 12 months, was your total income from all sources less than...

	YES	NO
a. $10,000?	01	02
b. $20,000?	01	02
c. $30,000?	01	02
d. $40,000?	01	02
e. $50,000?	01	02
f. $60,000?	01	02
g. $70,000?	01	02
h. $80,000?	01	02

AT FIRST "YES" CATI WILL SKIP TO QUESTION 2. IF "DON'T KNOW" OR REFUSED," CATI WILL SKIP TO SECTION M.

2. Was it less than ...

	YES	NO
a. $ 5,000?	01	02
b. $15,000?	01	02
c. $25,000?	01	02
d. $35,000?	01	02
e. $45,000?	01	02
f. $55,000?	01	02
g. $65,000?	01	02
h. $75,000?	01	02

IF "DON'T KNOW" OR "REFUSED," CATI WILL GO TO SECTION M.

SECTION M - EDUCATION (ASKED FOR ALL HOUSEHOLD MEMBERS)

I have one final question...

1. What is the highest grade (or year) of regular school (you have/PERSON has) completed? READ CHOICES AS NECESSARY.

96 = NEVER ATTENDED
97 = PRESCHOOL OR KINDERGARTEN
01-12 = 1ST THROUGH 12TH GRADE OR HIGH SCHOOL EQUIVALENCY/GED
13 = TECHNICAL SCHOOL AFTER HIGH SCHOOL
21 = 1ST (FRESHMAN) YEAR OF COLLEGE OR EQUIVALENT
22 = 2ND (SOPHOMORE) YEAR OF COLLEGE OR EQUIVALENT; AA/AS DEGREE
23 = 3RD (JUNIOR) YEAR OF COLLEGE OR EQUIVALENT
24 = 4TH (SENIOR) YEAR OF COLLEGE OR EQUIVALENT
31 = 1 YEAR OF GRADUATE SCHOOL
32 = 2 OR MORE YEARS OF GRADUATE SCHOOL

CHECK ITEM: HAVE INTERVIEWS BEEN OBTAINED FOR ALL HOUSEHOLD MEMBERS?

1 = YES ---> THANK RESPONDENT AND TERMINATE
2 = NO ---> ATTEMPT TO COMPLETE NEXT INTERVIEW

APPENDIX F

Estimating Sampling Errors

Appendix F

Estimating Sampling Errors

The final adjusted weights are used in calculating parameter estimates and their sample variances. RTI uses SUDAAN for these calculations. Variance estimation for the statistics computed in the SUDAAN series of procedures for survey data analysis is based on a first-order Taylor series approximation of the deviations of estimates from their expected values. This approximation for large samples is well-known (see Kendall and Stuart, 1961, p. 231). Woodruff (1971) presented applications of this technique to sample surveys. This method yields one of the best known numerical approximations currently available in the statistical literature for ratio estimates. The general approach taken to compute variances is to first form the Taylor series linearization for a particular statistic. These linearized values are referred to as Z_i for the i^{th} sample unit throughout this appendix. Once the linearized values are formed, they are substituted into the formula for computing the variance of a total estimate that is appropriate for the design.

Estimating the total number of individuals who belong to an arbitrarily defined domain or subpopulation provides a convenient example. Denote the total in question by $\hat{N}_d$, where d denotes the domain. Establish a domain indicator

$$I_{hijk} = \begin{cases} 1 & \text{if the } k^{th} \text{ person is in the domain} \\ 0 & \text{if the } k^{th} \text{ person is } \underline{\text{not}} \text{ in the domain} \end{cases}$$

where

h is the stratum, h = 1, ..., H

i is the i^{th} cluster, in stratum h, i=1, ..., n_h

j is the j^{th} household in the cluster i in stratum h, j=1, ..., n_i

k is the k^{th} person in the household; in cluster i in stratum h, k=1, ..., n_j

and w_{hijk} is the population weight for person k in household j in cluster i in stratum h.

Then, $Z_{hijk} = I_{hijk} \cdot W_{hijk}$

and the estimate of the domain total is

$$\hat{N}_d = \sum_h \sum_i \sum_j \sum_k Z_{hijk}$$

and the variance of this estimate is

$$Var(Z) = \sum_h n_h s_h^2$$

where

$$s_h^2 = \frac{\sum_i \left(Z_{hi} - \bar{Z}_h\right)^2}{n_h - 1}$$, the stratum-level sum of squares,

with

$$Z_{hi} = \sum_j \sum_k Z_{hijk}$$, the cluster-level sum,

and

$$\bar{Z}_h = \frac{\sum_i z_{hi}}{n_h}$$, the stratum-level mean.

Other methods of obtaining the variance estimates could be used instead of the first order Taylor series linearizations. Examples include such pseudorandomization techniques as balanced repeated replications (BRR), jackknifing and boot-strapping. The Taylor series linearization is preferred by many because of its computational efficiency (generally less demanding of computer time).

The most commonly used statistical packages, such as SAS, BMDP, and SPSS, do not calculate standard errors of survey estimates accounting for complex sample designs. There are, however, several commercially available packages that can correctly calculate the standard errors for designs such as the one used in NPTS, among them are:

Clusters (World Health Organization)

- Osiris (University of Michigan)
- PC Carp (Iowa State University)
- SUDAAN (RTI)
- Super Carp (Iowa State University)
- Wesvar Procedures (Westat)

Of these, all use Taylor series linearization except Wesvar, which uses BRR.

APPENDIX G

MSA's with Subway/Elevated Rail

MSA's with Subway/Elevated Rail

Atlanta, GA
Baltimore, MD
Boston, MA
Chicago, IL - Northwestern, IN
Cleveland, OH
Miami, FL
New York, NY - Northeastern, NJ
Philadelphia, PA
San Francisco - Oakland, CA
Seattle - Everett, WA
Washington, DC

APPENDIX H

Counties in the New York Add-on Area

Appendix H

Counties in the New York Add-on Area

County	State
Bronx	NY
Duchess	NY
Kings	NY
Nassau	NY
New York	NY
Orange	NY
Putnam	NY
Queens	NY
Richmond	NY
Rockland	NY
Suffolk	NY
Westchester	NY

APPENDIX I

Calculation of Sunrise/Sunset Times

Appendix I

Calculation of Sunrise/Sunset Times

Introduction

For the NPTS, it is important to know the travel day sunrise and sunset times for each interview so that travel patterns during daylight and darkness can be examined. In the past, when NPTS interviews were conducted in-person, interviewers could be expected to check the local sunrise/sunset times and record them as part of the questionnaire data.

Since the 1990 NPTS was conducted using computer-assisted telephone interviewing (CATI), it was logistically unfeasible to check for the travel day sunrise/sunset times for each of the thousands of different dates and locations involved. Thus, a computer program was developed to assign the times and record them in the interview records. Calculating these times was a complex process and depended on many detailed factors. These factors and the process used to calculate the sunrise/sunset data are described below.

Programming Aspects/Limitations

The program logic for calculating sunrise/sunset times included table look-ups and scientific formulas. Basically, information was gathered from the CATI record for each case (Zip Code, time zone, reference date, state, and county). A Zip Code table look-up was then used to determine the latitude and longitude for the Zip Code area. The values obtained were then inserted into formulas and the program calculated the sunrise/sunset times, which were adjusted for daylight savings time as necessary.

Limitations of the sunrise/sunset program result from assumptions made in the formulas and in Zip Codes that include unusually large areas. The only true assumption is that the calculated times arrived at are considered to be at sea level and do not take into consideration the effect of land contours. All other factors are assumed to be taken into consideration by the formulas, including refraction of light, the movement of the sun and angle of declination, right ascension, and the equation of time. There may be some difference in sunrise/sunset when the time zone

meridians do not follow the 75th, 90th, 105th, 120th, 135th, or 150th meridians exactly. At some places in the United States these are adjusted because of unusual land masses. This should not be a major problem, because when the meridians are subtracted, negative numbers are permitted for the time zone.

The times of sun rising and setting are generally calculated when the center of the sun is about 50 minutes below the sea level horizon (-.8 degrees) because of the effects of refraction. Therefore, -.8 degrees was used for the program.

If a Zip Code represents a large area encompassing more than one city or town, the latitude and longitude may not be precise. The program takes the first encountered matching Zip Code in the database as correct even though the town may not be correct. There was no way to correct for this, as the city or town was not globally collected in the NPTS interview, only the county and state. An example of this is in Pennsylvania, Zip Code 15904 (see Exhibit I-1). There are two towns with Zip Code 15904. The program takes the first one in the database, because there is not data to differentiate between the towns.

Edit checks were completed to the degree possible. The CATI program checked Zip Code accuracy as the entry was made. The sunrise/sunset program converted all letters in the county name to capital letters, removed all spaces, then checked this county name against a list that contains all counties in the given state and identified those that do not observe daylight savings time. If a Zip Code was missing from the interview data, then the sunrise and sunset time variables were left blank in the interview record.

Testing of the Results

Two tests were conducted to examine the accuracy of the results. These included testing of the program algorithm against tables of sunrise/sunset times, and checking a worst case scenario using a geographically widespread Zip Code area.

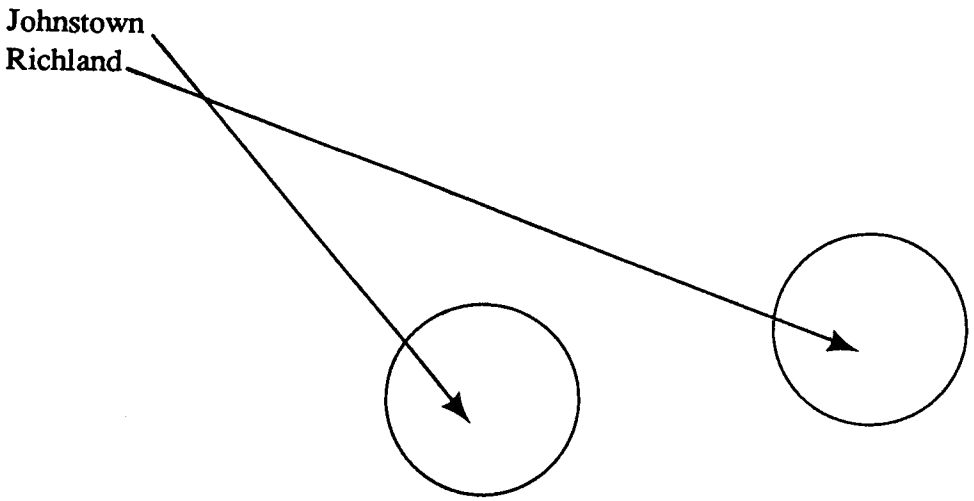
For the first test, thirty-nine data points were chosen at random from actual locations for which sunrise and sunset time were known for certain dates. The calculated sunrise and sunset data for these points were then compared against tables furnished by the U.S. Department of Transportation (which included tables of selected cities from across the United States indi-

Exhibit I.1

Example of Zip Code Area with Two Towns

ZIP CODES 15904 (Pennsylvania)
July 1, 1990 Sunrise and Sunset Information

Town	Latitude	Longitude	Sunrise	Sunset
Johnstown	40.3267	78.9222	5:51 a.m.	8:51 p.m.
Richland	40.5967	78.4858	5:48 a.m.	8:50 a.m.



cating the sunrise and sunset times for the entire year) and sunrise/sunset information from the Astronomical Almanac. Information from these tables was adjusted by four minutes for each degree difference from the given location to the location being analyzed when necessary. The program's sunrise time (see Exhibit I-2) was off by 1 minute on the average (with a standard deviation for the sample of less than 1 minute) and the sunset time was also off by an average of 1 minute (with a standard deviation of less than 1 minute). The ranges included 0-3 minute differences for sunrise and 1-2 minute differences for sunset.

Summary

The sunrise and sunset time information obtained from the program was tested to verify the results. The tests indicated that the data for these times were on the average 0-3 minutes off, assuming that the city that is chosen for a given Zip Code is the correct one. If the incorrect city is chosen, the times could be further off. It appears, however, that this occurs only in unusually large rural Zip Code areas.

Exhibit I.2

Test Results

Case	Lat.	Long.	Date	sr	ss	act-sr	act-ss	d-sr	d-ss
1	46.6000	112.0330	01/01	08:14	16:52	08:12	16:51	00:02	00:01
2	32.3000	90.1833	11/02	06:20	17:11	06:19	17:10	00:01	00:01
3	44.9833	93.2667	09/21	06:00	18:14	05:59	18:13	00:01	00:01
4	42.7333	84.5500	08/16	05:47	19:40	05:45	19:39	00:02	00:01
5	30.4500	91.1833	10/25	06:15	17:25	06:14	17:23	00:01	00:02
6	39.0500	95.6667	11/11	07:03	17:13	07:01	17:12	00:02	00:01
7	41.5833	93.6167	08/21	05:31	19:07	05:29	19:06	00:02	00:01
8	43.6167	116.2000	07/06	05:12	20:30	05:10	20:29	00:02	00:01
9	21.3000	157.8670	06/21	05:52	19:18	05:50	19:16	00:02	00:02
10	40.7500	111.8830	05/31	05:00	19:54	04:59	19:52	00:01	00:02
11	39.1667	119.7670	04/10	05:31	18:33	05:30	18:31	00:01	00:02
12	41.7667	72.6833	03/20	05:55	18:04	05:55	18:03	00:00	00:01
13	32.3833	86.3167	02/17	06:27	17:34	06:27	17:33	00:00	00:01
14	30.4500	84.2833	01/26	07:32	18:09	07:32	18:08	00:00	00:01
15	33.7500	84.4000	12/20	07:39	17:34	07:38	17:33	00:01	00:01
16	35.7833	78.6333	11/11	06:48	17:12	06:47	17:11	00:01	00:01
17	40.2167	74.7667	10/12	06:08	17:26	06:06	17:24	00:02	00:02
18	44.3167	69.7667	09/13	05:17	17:55	05:15	17:54	00:02	00:01
19	40.2667	76.8833	08/16	05:21	19:05	05:19	19:04	00:02	00:01
20	44.9500	123.0170	07/17	04:43	19:56	04:41	19:54	00:02	00:02
21	38.5833	121.5000	06/21	04:43	19:35	04:41	19:34	00:02	00:01
22	35.6833	105.9330	05/23	04:54	19:10	04:54	19:08	00:00	00:02
23	46.8000	100.7830	04/08	06:10	19:23	06:09	19:21	00:01	00:02
24	30.2667	97.7500	03/20	06:36	18:43	06:35	18:42	00:01	00:01
25	34.7500	92.2833	02/23	06:47	18:00	06:46	17:59	00:01	00:01
26	38.5667	92.1667	01/21	07:23	17:19	07:23	17:18	00:00	00:01
27	39.8000	89.6500	10/20	06:16	17:14	06:14	17:13	00:02	00:01
28	39.7667	86.1667	11/21	07:38	17:26	07:36	17:25	00:02	00:01
29	39.7333	104.9830	12/03	07:05	16:37	07:04	16:36	00:01	00:01
30	33.4500	112.0670	04/11	06:04	18:57	06:03	18:56	00:01	00:01
31	44.0000	100.0000	10/01	06:39	18:23	06:37	18:21	00:02	00:02
32	60.0000	125.0000	12/08	09:09	15:17	09:08	15:16	00:01	00:01
33	46.0000	110.0000	11/02	07:04	17:06	07:02	17:05	00:02	00:01
34	54.0000	78.0000	11/14	07:40	16:16	07:38	16:15	00:02	00:01
35	52.0000	77.0000	10/21	06:45	17:03	06:43	17:01	00:02	00:02
36	37.9377	122.3490	06/11	04:48	19:33	04:45	19:34	00:03	00:01
37	34.4234	119.7050	06/05	04:48	19:10	04:45	19:09	00:03	00:01
38	34.1989	118.6000	06/01	04:45	19:02	04:42	19:03	00:03	00:01
39	38.5923	121.3910	06/05	04:43	19:28	04:42	19:27	00:01	00:01
							Avg:	00:01	00:01
							Std:	00:00	00:00

Notes:

sr means sunrise

ss means sunset

The columns labeled sr and ss are from the basic program and are being tested.

The columns labeled act-sr and act-ss are the actual sunrise and sunset times from the tables.

The columns labeled d-sr and d-ss are the differences of the program and actual times for sunrise and sunset in minutes.

APPENDIX J

National Accident Sampling System (NASS)
Vehicle Make and Model Coding Dictionary

Variable Name: Vehicle Make (specify):

Element Values:

Passenger Vehicles/Light Trucks (01-69)

		GV06 Subpage
01	American Motors	1st
02	Jeep (includes Kaiser-Jeep)	(2)
03	AM General	(2)
06	Chrysler	(3)
07	Dodge	(4)
08	Imperial	(6)
09	Plymouth	(6)
10	Eagle	(7)
12	Ford	(8)
13	Lincoln	(10)
14	Mercury	(11)
18	Buick	(12)
19	Cadillac	(13)
20	Chevrolet	(14)
21	Oldsmobile	(16)
22	Pontiac	(17)
23	GMC	(18)
24	Saturn	(19)
29	Other domestic: GV06 = 001 - Studebaker/Avanti 002 - Checker 398 - Other domestic (i.e., DeSoto Hudson, Packard)	(19)
30	Volkswagen	(20)
31	Alfa Romeo	(21)
32	Audi	(21)
33	Austin/Austin Healey	(22)
34	BMW	(22)
35	Nissan/Datsun	(23)
36	Fiat	(24)
37	Honda	(25)
38	Isuzu	(26)
39	Jaguar	(27)
40	Lancia	(27)
41	Mazda	(28)
42	Mercedes Benz	(29)
43	MG	(30)
44	Peugeot	(30)
45	Porsche	(31)
46	Renault	(31)
47	Saab	(32)
48	Subaru	(32)
49	Toyota	(33)
50	Triumph	(34)
51	Volvo	(35)
52	Mitsubishi	(36)
53	Suzuki	(37)
54	Acura	(37)
55	Hyundai	(38)
56	Merkur	(38)
57	Yugo	(38)
58	Infiniti	(39)
59	Lexus	(39)
60	Daihatsu	(39)
69	Other foreign	(40)

Motored Cycle/ATC/ATV (70-79)

		GV06 Subpage
70	BSA	(41)
71	Ducati	(41)
72	Harley-Davidson	(41)
73	Kawasaki	(41)
74	Moto-Guzzi	(41)
75	Norton	(41)
76	Yamaha	(41)
78	All mopeds other than those above	(41)
79	Other Motored Cycle	(41)

Also see: [34] - BMW (22)
[37] - Honda (25)
[50] - Triumph (34)
[53] - Suzuki (37)

Medium/Heavy Trucks and Buses (80-89)

		GV06 Subpage
80	Brockway	(43)
81	Diamond Reo/Reo	(43)
82	Freightliner/White	(43)
83	FWD	(43)
84	International Harvester/Navistar	(42)
85	Kenworth	(43)
86	Mack	(43)
87	Peterbilt	(43)
88	Iveco/Magirus	(43)
89	Other: GV06 =	(43)

801 - Autocar
802 - Auto-Union-DKW
803 - Divco
804 - Western Star
805 - Oshkosh
898 - Other truck (e.g., Ward LaFrance, Marmon)

901 - Grumman (bus)
902 - NeoPlan (bus)
950 - Truck based motorhome
997 - Other bus
998 - Other vehicle (i.e., farm vehicle, go-kart)

Also see:

		GV06 Subpage
[03]	AM General	(2)
[07]	Dodge	(5)
[12]	Ford	(9)
[20]	Chevrolet	(15)
[23]	GMC	(18)
[35]	Nissan/Datsun	(23)
[36]	Fiat	(24)
[38]	Isuzu	(26)
[42]	Mercedes Benz	(29)
[51]	Volvo	(35)
[52]	Mitsubishi	(36)

Unknown (99)

99 Unknown

Source: Vehicle inspection, police report, and interview

Remarks:

Write the Vehicle Make in the available space for ready visual reference.

Code "99" (Unknown) is used for a "hit-and-run" vehicle unless reliable evidence indicates the vehicle's make.

Variable Name: Vehicle Model (specify):

Element Values:

MAKE "01" AMERICAN MOTORS*

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
001	Rambler/American	Rogue, Scrambler, 220, 440	all	3	3
002	Rebel/Matador	Barcelona, Classic Brougham, 550, 660, 770 Matador (-78), Marlin	all	114" WB = 4 118" WB = 5	4 5
003	Ambassador	Brougham, DPL, SST, DL, Limited, 880, 990	all	5	5
004	Pacer	Limited, DL	75-80	2	2
005	AMX	(2 seater only)	68-70	2	2
006	Javelin	SST, AMX (71-74)	all	2	2
007	Hornet/Concord	Sportabout, Limited, DL, SC-360, SST, AMX (75-78)	all	2	2
008	Spirit/Gremlin	Limited, DL, Custom, X, GT (83-on) AMX (79-on)	all	2	2
009	Eagle	Concord based	80-87	3	3
010	Eagle SX-4	Spirit/Gremlin based	81-84	2	2
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

* Alliance, Encore, Premier--See Renault - Make "48"

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "02" JEEP (Includes KAISER-JEEP)

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
401	CJ-2/CJ-3/CJ-4	Military	-66	81" WB = 1 101" WB = 2	7** 7**
402	CJ-5/CJ-6/CJ-7	Scrambler, Golden Eagle, Renegade, Laredo, Wrangler	67-on	84" WB = 1 104" WB = 3	7**
403	YJ-series	Wrangler	86-on	1	7**
404	Wagoneer	Custom, Brougham Limited Grand Wagoneer	71-on	2 3	7** 7**
405	Cherokee	Wide Track, Chief, Commando, Jeepster	all	2	7**
410	Pickup	J-10, J-20, Honcho	all	per WB	7**
411	Comanche	Chief	86-on	111" WB = 3 119" WB = 4	7** 7**
498	Other light truck		-	-	-
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size value for side impacts.

MAKE "03" AM GENERAL

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
401	Dispatcher	Post Office (Jeep)	all	1	1
420	Dispatcher	DJ-series-Post Office Van	all	N/A	N/A
498	Other light truck		-	-	-
884	Medium/Heavy	Military off-road	-	-	-
898	Other medium/heavy truck		-	-	-
903	Bus (rear engine)	Transit	all	N/A	N/A
997	Other bus		all	N/A	N/A
999	Unknown		-	-	-

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "06" CHRYSLER

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
009	Cordoba	Crown, 300, LS	75-83	4	4
010	New Yorker/Newport/ 5th Avenue/Imperial	Custom, Royal, Brougham, Town and Country, 300 (-71) (excludes all FWD)	-78 79-81 82-89	6 5 4	6 5 4
014	New Yorker/E Class/ Imperial (90-on)	FWD vehicles, Turbo	83-on	3	9***
015	Laser	Turbo, XE, XT	84-86	2	9***
016	Lebaron	Medallion, Salon (RWD) FWD except GTS or GTC Sport Coupe	77-81 82-on	4 2	4 9***
017	Lebaron GTS/GTC	GTS-Turbo GTC-Sport Coupe	85-on 87-on	3 2	9*** 9***
031	TC (Maserati Sport)	Turbo Convertible	88-on	1	1
035	Conquest	TSI, Turbo	87-on	2	2
398	Other passenger vehicle		-	-	-
472	Town and Country	Minivan	90-on	5	7**
999	Unknown		-	-	-

*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "07" DODGE

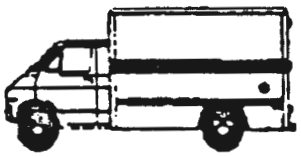
CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
001	Dart	Custom, Swinger, Sport, GT, Demon, Special, Special Edition, 170, 270, 340, 360	62-70 71-76	111" WB = 4 108" WB = 3	4 3
002	Coronet/Charger (-78)/ Magnum	Brougham, Custom, Superbee, Crestwood, Deluxe, XE, R/T, SE 440, 500, Police	-79	4	4
003	Polara/Monaco Royal Monaco	Custom, Special, Crestwood, Brougham, Police, Taxi	-76 77-78	5 4	5 4
005	Challenger	R/T, T/A, Rallye	70-74	3	3
006	Aspen	Custom, Special Edition, Police, R/T, Sport	76-80	113" WB = 4 109" WB = 3	3 3
007	Diplomat	Medallion, Salon, S	77-on	4	4
008	Omni/Charger (83 on)	024, DeTomaso, Miser, GLH, GLHS Shelby, Charger 2.2, America, Expo	78-on	2	2
009	Mirada		80-83	4	4
010	St. Regis	Police, Taxi	79-81	5	5
011	Aries (K)	Custom, SE, LE	81-on	2	9***
012	400	LS	82-83	2	9***
013	Rampage (car based pickup)	2.2, GT, Sport	82-84	2	2
014	600	ES, Turbo	83-88	2	9***
015	Daytona	Turbo Z, Shelby Z, Pacifica, C/S Competition	84-on	2	9***
016	Lancer	Pacifica, Turbo, ES, Shelby	85-on	3	9***
017	Shadow	ES, Turbo	87-on	2	9***
018	Dynasty		88-on	-	-
019	Spirit	ES, Shelby, R/T	89-on	3	9***
033	Challenger	all imported	78-83	2	2
034	Colt (excludes Vista)	RS, Turbo, Custom, GTS, DL, E, Premier, Deluxe, Carousel, GT	74-76 77-80 80-on	2 <93" WB = 1 1	2 1 1
035	Conquest	Turbo	84-86	2	2
039	Stealth		91-on		
040	Moneco		90-on	3	3
398	Other passenger vehicle		-	-	-

*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "07" DODGE (Continued)

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
443	D50, Colt P/U Ram 50		-82 83-on	per WB per WB	8** 8**
444	Vista	4 x 4	84-on	3	7**
445	Raider	Sport	8	1	8**
471	Ramcharger		all	3	8**
472	Caravan	Mini-Ram, 112 and 119 WB, SE	84-on	112" WB = 4 119" WB = 5	7** 7**
473	B, W-series pickup	Ram, Custom, Royal, Miser	all	per WB	8**
474	D-series vans	Sportsman, Royal, Maxiwagon, Ram	all	7	7**
475	Van derivative	Kary Van	all	7	7**



Parcel Van

477	Dakota		87-on	112" WB = 3 124" WB = 6	8**
498	Other light truck		-	-	-
881	Medium/Heavy: COE		all	N/A	N/A
882	Medium/Heavy: COE low entry		all	N/A	N/A
883	Medium/Heavy: COE high entry		all	N/A	N/A
898	Other medium/heavy truck		all	N/A	N/A
901	Medium bus	(not van based)	all	N/A	N/A
997	Other bus		all	N/A	N/A
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size value for side impacts.
*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "08" IMPERIAL

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
010	Imperial	Lebaron Mark Cross, Frank Sinatra editions	-76 81-83	6 4	6 4
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

MAKE "09" PLYMOUTH

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
001	Valiant/Duster (-76)/ Scamp	100, 200, Brougham, Signet Custom, Special 340/360, 340, 360, Twister	-76	108" WB = 3 111" WB = 4	3 4
002	Satellite/Belvedere	Belvedere I/II, GTX, Roadrunner (-74), Sebring, Sebring Plus, Superbird, Brougham	-74	4	4
003	Fury	I, II, III, Roadrunner (75), Salon, VIP, Sport, Salon, Suburban	-74 75-78	5 4	5 4
004	Gran Fury	Sedan, Brougham, Custom Sport, Suburban	75-81 82-on	5 4	5 4
005	Barracuda	Formula, S, 340, AAR, 'Cuda Gran Coupe	65-73	3	3
006	Volare'	Custom, Premier, Roadrunner (76-on), Police	76-80	109" WB = 3 113" WB = 4	3 4
007	Caravelle	Turbo, SE	85-on	3	9***
008	Horizon	TC-3, Miser, Turismo 2.2, Custom, SE, Duster (85-on) America, Expo	78-on	2	2
011	Reliant (K)	SE, LE	81-on	2	9***
013	Scamp (car based pickup	GT, 2.2	82-84	2	2
017	Sundance	Turbo	87-on	2	9***
019	Acclaim	LX, LE	89-on	3	9***
031	Cricket		71-72	2	2
032	Arrow	Fire Arrow, GS, GT	76-80	1	1
033	Sapparo	all imported	78-83	2	2

*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "09" PLYMOUTH (Continued)

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
034	Champ/Colt (excludes Vista)	Turbo, Custom - Station Wagon (84-on)	79-on 84-on	1 103" WB = 3	1 2
035	Conquest	TSI	84-89	2	2
036	CHANGED TO CODE 037 IN 1990				
037	Laser	RS, Turbo	89-on	2	2
398	Other passenger vehicle		-	-	-
444	Vista	4 x 4	87-on	3	7**
471	Trailduster		all	3	8**
472	Voyager (minivan)	SE	84-on	112" WB = 4 119" WB = 5	7** 7**
474	Van-fullsize	Voyager, Sport, Premier	all	7	7**
477	Arrow pickup (foreign)		all	per WB	8**
498	Other light truck		-	-	-
999	Unknown		-	-	-

MAKE "10" EAGLE

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
034	Summit	DL, LX	89-on	3	3
037	Talon		90-on	2	2
040	Premier	LX, ES	88-on	3	3
044	Medallion	DL, LX	88-on	3	3
398	Other passenger vehicle		88-on	-	-
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size for side impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

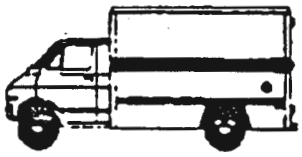
MAKE "12" FORD

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
001	Falcon	Sprint, GT, Futura	thru-70	4	3
002	Fairlane	Torino thru 1970	thru-70	4	4
003	Mustang/Mustang II	Mach, Boss, Grande, Cobra	65-73	3	3
		Ghia, SVO, GT, LX, Shelby	74-on	2	2
004	Thunderbird (all sizes)	Landau, Heritage, Turbo coupe,	72-76	5	6
		Elan, Fila, Sport, LX	58-71, 77-79	4	4
			55-57, 80-88	3	3
		SC	89-on	4	4
005	LTD II	S, Squire, Brougham	77-79	4	4
006	LTD/Custom/Galaxie (all sizes)	XL, Landau, Ranch Wagon,	thru-77	5	5
		Country Squire, S, 500,	78-82	4	4
		Brougham, XL GT	83-on	3	3
007	Ranchero	Falcon/Fairlane based	thru-71	3	3
		Torino/LTD II based	72-79	4	4
008	Maverick	Grabber	70-77	3	3
009	Pinto	Pony, MPG, ESS	71-80	1	1-Front 2-Rear
010	Torino/Gran Torino/Elite	GT, Cobra, Sport, Squire, Brougham	71-76	4	4
011	Granada	ESS, Ghia	75-82	3	3
012	Fairmont	Futura, Sport Coupe	78-83	3	3
013	Escort/EXP	L, GL, GLX, SS, GT	81-on	1	9***
015	Tempo	L, GL, GLX, Sport, 4 x 4	84-on	2	9***
016	Crown Victoria		81-on	4	4
017	Taurus	MT-5, L, GL, LX, SHO	86-on	3	3
018	Probe	GL, LX, GT	88-on	2	2
031	English Ford	Cortina		per WB	per WB
032	Fiesta	Sport, Ghia	78-80	1	1
033	Festiva		88-on	1	1
398	Other passenger vehicle	Laser	all	per WB	per WB

*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "12" FORD (Continued)

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
470	Bronco II/Bronco (-77)/ Explorer	Eddie Bauer, XL, XLT, Explorer (90-on)	83-on	1	7**
471	Bronco-fullsize	Eddie Bauer, Custom, XL, XLT	78-on	3	8**
472	Aerostar	XLT, Cargo Van	86-on	7	7**
473	F-series pickup	F-100 - F-350	all	per WB	8**
474	E-series vans	Econoline, Clubwagon, Chateau	all	7	7**
475	Van derivative	i.e.:	all	7	7**
		 Parcel Van			
477	Ranger	Supercab, 4 x 4, STX	82-on	108" WB = 3 114" WB = 4	8** 8**
478	Courier	Imported pickup	all	7	7**
498	Other light truck		-	-	-
881	Medium/Heavy CBE	F-5 through F-8 L-series, FT-series	all	N/A	N/A
882	Medium/Heavy COE low entry	C/CT series	all	N/A	N/A
883	Medium/Heavy COE high entry	C/CLT series	all	N/A	N/A
898	Other medium/heavy truck		-	-	-
901	Medium bus	B-series (not van based)	all	N/A	N/A
997	Other bus		all	N/A	N/A
998	Other vehicle		-	-	-
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size value for side impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "13" LINCOLN

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
001	Continental/Town Car	Continental (-81), Town Car (82-on)	thru-79	6	6
			80-on	4	5
002	Mark	I, II, III, IV, V, VI, VII,	-70	4	4
		LSC, all Signature/Designer Series	71-80	5	5
			80-83	4	4
			84-on	3	3
005	Continental (82-on)	All Signature/Designer Series	82-87	4	5
			88-on	3	3
011	Versailles		77-80	3	3
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "14" MERCURY (MERKUR: See "56")

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
002	Cyclone	GT, CJ, Spoiler	thru-71	4	4
003	Capri-domestic	RS, Turbo, GS, Black Magic	79-86	2	2
004	Cougar/XR7	XR-7, RS, LS, GS, Eliminator, Bougham, Villager, (includes all body styles)	67-76	4	4
			77-79	114" WB = 4	4
				118" WB = 5	5
			80-88	3	3
			89-on	4	4
006	Marquis/Monterey	Marauder, X-100, Parklane, S-55, Custom, Brougham, Montclair, Grand Marquis	thru-78	121" WB = 5	5
				124" WB = 6	6
			79-82	4	4
			82-on	106" WB = 3	3
				114" WB = 4	4
008	Comet	Caliente, GT, Voyager, 202, Capri (66-67)	62-67	4	4
			71-77	3	3
009	Bobcat	Runabout, Villager	75-80	1	1-Front 2-Rear
010	Montego	Comet (68-70), GT, MX, Villager, Brougham	68-73	3	3
			72-76	114" WB = 3	3
				118" WB = 4	4
011	Monarch	Ghia	75-80	3	3
012	Zephyr	GS, Z-7	78-83	3	3
013	Lynx/LN-7 (82-83)	L, LS, GS, RS, XR-3	81-on	1	9***
015	Topaz	L, LS, GS, 4 x 4	84-on	2	9***
017	Sable	LS, GS	86-on	3	3
081	Capri - foreign	Capri II	70-77	2	2
		2 + 2	90-on	1	1
033	Pantera	deTomaso	72-74	2	2
036	Tracer	L, GL	88-on	1	1
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "18" BUICK

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
001	Special/Skylark	GS, GS-350, GS-400, GS-455, GS California, Sport wagon, Custom	thru 72	4	4
002	LeSabre/Centurion/ Wildcat	Estate Wagon, Luxus, Invicta, Custom, Limited T-Type	-76 77-85 86-on	6 4 4	6 4 9***
003	Electra/Electra 225/ Park Avenue (91-on)	Limited, Park Avenue, Ultra	-76 77-84 85-on	6 5 4	6 5 9***
004	Roadmaster	Estate Wagon, Limited	91-on	4	4
005	Riviera	S-Type, T-Type	63-65 66-76 77-85 86	4 5 4 3	4 5 4 9***
007	Century	Luxus, T-Type, FWD (82-on) Custom, Regal (72-77)	thru 77 78-81 82-on	4 3 3	4 3 9***
008	Apollo/Skylark*	Skylark (75)*, S/R	73-76	4	4
010	Regal	Turbo, Luxus, Grand National, GNX, T-Type	78-88	3	3
012	Skyhawk	S-Type, Roadhawk, T-Type, GT	75-81 82-on	2 2	2 9***
015	Skylark (76-85)	(except 75), S/R, S, Limited, Sport, T-Type	76-79 80-85	4 3	4 9***
018	Somerset/Skylark**	Skylark (86-on)**, Somerset Regal, Custom, Limited, T-Type	85-on	3	9***
020	Regal (FWD)	Limited	88-on	3	9***
021	Reatta		88-on	TBD	TBD
031	Opel Kadett		-75	2	2
032	Opel Manta	1900, Luxus, Rallye, Sports Coupe	-75	2	2
033	Opel GT		-75	2	2
034	Opel Isuzu	Deluxe, Sport	76-79	1	1
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "19" CADILLAC

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
003	Deville/Fleetwood (except Limousine)	Coupe de Ville, Sedan de Ville, Fleetwood Bougham, Fleetwood 60 Special, d'Elegance	-76 RWD 77-on FWD 85-on	6 5 4	6 5 9***
004	Limousine	Fleetwood 75, Formal DeVille-based	all	6	6
005	Eldorado	Biarritz, El-doro, Touring Coupe	-78 79-85 86-on	6 4 3	6 4 9***
006	Commercial Series	Ambulance/Hearse	all	6	6
009	Allante'		87-on	2	2
014	Seville	Elegante	76-85 86-on	4 3	4 9***
016	Cimarron	D'oro	82-88	2	9***
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "20" CHEVROLET

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
001	Chevelle/Malibu	Classic, Concours, S-3, Laguna, Nomad, 300, Greenbriar, Estate, Deluxe, SS 396/454	64-77 78-83	4 3	4 3
002	Impala/Caprice	Biscayne, Belair, Super Sport, Classic, Classic Brougham, Townsman Brookwood, Kingswood	-76 77-on	5 St. Wgn.=6 4	5 6 4
004	Corvette	Stingray	53-62 63-on	3 2	3 2
006	Corvair	Monza, Corsa, 500, Yenko	60-69	N/A	N/A
007	El Camino	Royal Knight, SS	59-60 64-77 78-on	5 4 3	8** 8** 8**
008	Nova (-79)	Chevy II, LN, LE, Concours SS-350/396, Rally	62-79	4	4
009	Camaro	SS, RS, LT, Berlinetta, IROC-Z, Z28	67-on	3	3
010	Monte Carlo	LS, SS, Aerocoupe, Landau	70-77 78-88	4 3	4 3
011	Vega	GT, Cosworth	71-77	2	2
012	Monza	Spyder, 2 + 2, Towne Coupe	75-80	2	2
013	Chevette	S, Scooter, CS	76-87	2dr-1 4dr-2	1 2
015	Citation	X-11, Citation II	80-85	3	9***
016	Cavalier	CS, RS, Z24	82-on	2	9***
017	Celebrity	CS, Eurosport, VR	82-on	3	9***
019	Beretta/Corsica	GT	88-on	3	9***
020	Lumina	(GM-10 based), Z-34	90-on	3	9***
031	Spectrum		85-on	1	1
032	Nova/Geo Prizm	CL, NUMMI-built vehicles	85-on	2	9**
033	Sprint/Geo Sprint		85-on	1	1
034	Geo Metro	LSi	89-on	1	1
035	Geo Storm		85-on	1	1
398	Other passenger vehicle		-	-	-

** Applies to front and rear impacts. Use size value for side impacts.
*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "20" CHEVROLET (Continued)

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
470	S-10 Blazer	S-10 p/u based (100.5" WB)	83-on	2	7**
471	Fullsize Blazer	K-series, fullsized p/u based	69-on	3	8**
472	Astro Van	Minivan	85-on	7	7**
473	C-series pickup	C10-C30, Silverado K-series	all	per WB	8**
474	G-series van	Beauville, Chevy Van, Sport Van	all	7	7**
475	Van derivative	Hi-cube, Parcel Van	all	7	7**
476	Suburban	All models	all	6	8**
477	S-10		82-on	per WB	8**
478	LUV	Imported pickup	all	7	7**
479	Geo Tracker	LSi	89-on	2	8**
480	Lumina APV		90-on	per WB	TBD
498	Other light truck	Includes Grumman LLV Postal Vehicle	-	-	-
881	Medium/Heavy CBE	C50/60/65; M60/65; M70/80/90; J70/80/90; Bison 90; all other CBE	all	N/A	N/A
882	Medium/Heavy COE low entry	T60/65 - all other COE low entry	all	N/A	N/A
883	Medium/Heavy COE high entry	Titan 90, all other COE high entry	all	N/A	N/A
898	Other medium/heavy truck	-	all	N/A	N/A
901	Bus	S-60 series	all	N/A	N/A
997	Other bus		all	N/A	N/A
999	Unknown	-	-	-	-

** Applies to front and rear impacts. Use size value for side impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "21" OLDSMOBILE

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
001	Cutlass (RWD-only)	Supreme, S, LS, Salon Brougham, Vista Cruiser, F85 (thru 72) Rallye 350, Hurst Olds, 442, Calais, Classic (88)	-77 78-88	4 3	4 3
002	Delta 88	Royale, Custom, Delta, Jetstar 88, Delmont 88, Starfire (thru 66), Custom Cruiser	-76 77-85 86-on	6 4 4	6 4 9***
003	Ninety-Eight	Regency, Luxury	-76 77-84 85-on	6 5 4	6 5 4
005	Toronado	XSR, Trofeo, Brougham Custom	66-78 79-85 86-on	5 4 3	5 4 3
006	Commercial Series	Ambulance/Hearse	all	6	6
012	Starfire	SX, GT	75-80	2	2
015	Omega	X-body type	RWD 75-79 FWD 80-85	4 3	4 9
016	Firenza	S, LS, SX, Cruiser, GT	82-88	2	9***
017	Ciera	Cutlass Ciera, Brougham, ES	82-on	3	9***
018	Calais	GT, ES, 500	85-on	3	9***
020	Cutlass (FWD)	Supreme	88-on	3	9***
398	Other passenger vehicle		-	-	-
470	Bravado		91-on	TBD	TBD
480	Silhouette		90-on	per WB	TBD
999	Unknown		-	-	-

*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "22" PONTIAC

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
001	Lemans/Tempest (thru 79)	Safari, T-37, Luxury, Grand Sport, GTO (-73), GT-37, Sprint, Judge Grand AM (73-75) Grand Lemans	thru 77 78-79	4 3	4 3
002	Bonneville/Catalina/ Parisienne*	Brougham, Grand Safari, Safari, Grandville, 2+2 Executive, Starchief SE, SSE	-68 69-76 77-81 82-84 87-on	5 6 4 3 4	5 6 4 3 4
		* Parisienne	83-84	4	4
005	Fiero	2M4, 2M6, GT, SE	84-88	1	1
008	Ventura	II, SJ, Sprint, GTO (74-on) Custom	71-77	4	4
009	Firebird/Trans AM	Esprit, Formula, GTA, Redbird, Yellowbird, Skybird, SE	67-81 82-on	3 2	3 2
010	Grand Prix (RWD)	J, LJ, SJ, Brougham, 2+2	63-72 73-77 78-87	5 4 3	5 4 3
011	Astre	Safari, SJ, Custom	75-77	2	2
012	Sunbird (thru 80)	Safari, Sport, Formula	76-80	2	2
013	T-1000/1000		81-87	2dr-1 4dr-2	1 2
015	Phoenix	LJ, SJ	77-79 80-84	4 3	4 9***
016	J2000/2000/Sunbird	Sunbird (85-on), LE, SE, GT, Convertible	82-on	2	9***
017	6000	STE, SE, LE	82-on	3	9***
018	Grand AM	SE, LE	80 85-on	3 3	3 9***
020	Grand Prix (FWD)	SE, McLaren Turbo, GTP	88-on	3	9***
031	Lemans (88-on)	SE, Tempest (Canadian)	88-on	2	2
398	Other passenger vehicle		-	-	-
480	Trans Sport		90-on	per WB	TBD
999	Unknown		-	-	-

*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "23" GMC

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
007	Caballero/Sprint	Sierra Madre del Sur, SP	-77 78-on	4 3	8** 8**
398	Other passenger vehicle		-	-	-
470	Jimmy	S15 based (100.5" WB)	83-on	2	7**
471	Fullsize Jimmy	fullsize pickup based	all	3	8**
472	Safari (Minivan)		86-on	7	7**
473	C and K-series pickup	C15-35; K15-35	all	per WB	8**
474	G-series van	Rally Van, Vandura	all	7	7**
475	Van derivative	Hicube, parcel van, Value Van, Magna Van, P-series	all -	7	7**
476	Suburban	all models	all	6	8**
477	S15		82-on	per WB	8**
498	Other light truck		-	-	-
881	Medium/Heavy COE	W5000/6000/7000 series, Brigadier/General models	all	N/A	N/A
882	Medium/Heavy COE low entry	W6000/W7000, all other COE, low entry	all	N/A	N/A
883	Medium/Heavy COE high entry	Astro 95, all other COE, high entry	all	N/A	N/A
898	Other medium/heavy truck	-	all	N/A	N/A
901	Bus	B6000	all	N/A	N/A
997	Other bus		all	N/A	N/A
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size value for side impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "24" SATURN

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
001	SL		91-on	3	3
002	SC		91-on	2	2
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size value for side impacts.

MAKE "29" OTHER DOMESTIC MANUFACTURER

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
001	Studebaker/Avanti	Lark, Gran Turismo, Hawk, Cruiser, all associated subseries	thru-66	per WB	= size
002	Checker	Marathon, Superba, Taxi, Aerobus	thru-82	per WB	= size
398	Other auto	Desoto, Excaliber, Stutz, Hudson, Packard	all	per WB	= size

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "30" VOLKSWAGEN

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Karmann Ghia		-74	1	1
032	Beetle 1300/1500	flat windshield, 94.5" WB	-77	1	1
033	Super Beetle	distinguished by curved windshield, 95.3" WB	71-80	2	1
034	411/412	Squareback/Fastback	71-74	2	1
035	Squareback/Fastback	Type 3, 1600	-74	1	1
036	Rabbit	L, GTI, Sport, LS, Custom, DL, Deluxe	75-84	1	1
037	Dasher		74-81	2	2
038	Scirocco	16V	75-on	1	1
039	The Thing (181)	-	73-75	1	1
040	Jetta	GL, GLI	81-on	2	2
041	Quantum (82-88)/	Synco	82-on	2	2
042	Golf	Synco, GTI, Cabriolet, GT, GL	85-on	2	1
043	Rabbit pickup	car/based pickup	80-83	1	1
044	Fox		87-on	1	1
045	Corrado		89-on	TBD	TBD
046	Passat		90-on	2	2
398	Other imported auto		-	-	-
472	Vanagon/Camper	Bus, Kombi, Van	all	1	7**
498	Other light truck		-	-	-
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size value for side impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "31" ALFA ROMEO

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Spider	All roadsters, Veloce, 1750/2000 roadsters	all	1	1
032	Sports Sedan	All 4 door sedans; Milano (86), Giulia, Super, Berlina, Alfetta, 1750/2000 sedans	all	per WB	= size
033	Sprint Veloce	All 2-door coupes; Alfetta GT, 1750/2000 GTV, Sprint GT	all	per WB	= size
034	GTV-6		81-on	1	1
035	164		89-on	TBD	TBD
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

MAKE "32" AUDI

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Super 90		70-72	2	2
032	100	S, LS, GL	70-77	3	3
		Quattro (89-on)	89-on	3	3
033	Fox		74-79	2	2
034	4000	Quattro, Coupe GT, CS, S	80-	2	2
035	5000	Quattro, CS, S, Turbo	78-	3	3
036	80/90	Quattro	88-on	2	2
037	200	Quattro	89-on	TBD	TBD
038	V-8 Quattro		90-on	TBD	TBD
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "33" AUSTIN/AUSTIN HEALEY

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Marina	GT	all	2	2
032	America		all	1	1
033	Healey Sprite		all	1	1
034	Healy 3000	Healy 100	all	1	1
035	Mini		all	1	1
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

MAKE "34" BMW

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	1600, 2002	Tii, 1800, 2000CS	-76	2	2
032	Coupe	2800CS, 3.0CS	69-76	3	3
033	Bavaria Sedan	2500, 2800	69-74	3	3
034	3-series	318i, 320i, 325e, 325es	77-on	2	2
035	5-series	524i, 528i, 530i, 533i, 535i, TD	75-on	3	3
036	6-series	630, 633, 635, csi	77-on	3	3
037	7-series	733i, 735i, L7	78-on	3	3
038	8-series	850	90-on		
398	Other passenger vehicle		-	-	-

Motorcycles

701	0-50cc
702	51-124cc
703	125-349cc
704	350-449cc
705	450-749cc
706	750cc-over
999	Unknown

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "35" **NISSAN/DATSUN**

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	F10		77-78	1	1
032	200/240 SX		78-83 84-on	1 2	1 2
033	1200/210/B210	Honeybee	71-82	1	1
034	Z-car, ZX	240/260/280Z, 300 ZX, Turbo 2 + 2 2 + 2	70-on 75-78 79-on	1 3 2	1 3 2
035	310		79-82	1	1
036	510	PL	68-73 78-81	2 1	2 1
037	610	PL	73-76	2	2
038	710	PL	74-77	2	2
039	810/Maxima		77-on	3	3
040	Roadster	SPL 311, SRL 311, 1600, 2000, convertible	-70	1	1
041	PL 411, RL 411		-67	1	1
042	Stanza	XE	82-on	2	2
043	Sentra		83-on	1	1
044	Pulsar	NX, EXA (86-on)	83-on	2	2
045	Micra		87-on	1	1
398	Other passenger vehicle		-	-	-
470	Pathfinder	MPV, 4 x 4	86-on	-	-
472	Van	XE, GXE	88-on	1	7**
477	Datsun/Nissan Pickup	PL620, King Cab, Hardbody	73-on	per WB	8**
480	Axxess		89-on	3	TBD
498	Other light truck	Patrol (1960)	-	-	-
883	Medium/Heavy COE high entry		all	N/A	N/A
898	Other medium/heavy truck		all	N/A	N/A
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size values for side impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "36" **FIAT**

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	124 (Coupe/Sedan)	Sport	67-75	1	1
032	124 Spider/Racer	Spider 2000/1500	68-83	1	1
033	Brava - 131		75-82	2	2
034	850 (Coupe/Spyder)		67-73	1	1
035	128		72-79	2	2
036	X-1/9		75-83	1	1
037	Strada		79-83	2	2
398	Other passenger vehicle	600, 1100	-	-	-
882	Medium/Heavy COE low entry		all	N/A	N/A
883	Medium/Heavy COE high entry		all	N/A	N/A
898	Other medium/heavy truck		all	N/A	N/A
999	Unknown		-	-	-

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "37" HONDA (ACURA: See "54")

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Civic/CRX	1300, 1500, CVCC, DX CRX, S, Si, HF, 4WD Wagon	all	1	1
032	Accord	LX, CVCC, SE-i, LX-i, EX wagon	-81 82-86 87	1 2 3	1 9*** 9***
033	Prelude	Si	80-83 84-on	1 2	1 9***
034	600	Coupe, Sedan	all	1	1
398	Other passenger vehicle	all Honda's not listed above	all	per WB	= size
	Motorcycle				
701	0-50cc				
702	51-124cc				
703	125-349cc				
704	350-449cc				
705	450-749cc				
706	750cc or greater				
	All Terrain Cycles/Vehicles				
731	0-50cc	includes all ATCs/ATVs designed solely for off-road use.			
732	51-124cc				
733	125-249cc				
734	350cc or greater				
999	Unknown				

*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "38" ISUZU

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	I-Mark	S, RS, Turbo	85-on	1	1
032	Impulse	Turbo, RS	84-on	2	2
033	Stylus		90-on	2	2
398	Other passenger vehicle		-	-	-
470	Trooper II	Deluxe, LS	84-on	2	7
471	Rodeo		91-on	TBD	TBD
477	P'up (pickup)	4 x 4	all	3	8**
479	Amigo		89-on	2	8**
498	Other light truck		-	-	-
881	Medium/Heavy - CBE		all	N/A	N/A
882	Medium/Heavy COE low entry		all	N/A	N/A
883	Medium/Heavy COE high entry		all	N/A	N/A
898	Other medium/heavy truck		all	N/A	N/A
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size value for side impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "39" JAGUAR

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	XJ-S Coupe		76-on	3	3
032	XJ6/12 Sedan/Coupe	L, XJ, C, 340/420 Sedan	all	3	3
033	XKE	V12, Roadster, 120 2 + 2	all	2 3	3 3
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

MAKE "40" LANCIA

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Beta Sedan - HPG		-80	2	2
032	Beta Coupe - Zagato		-82	1	1
033	Scorpion		-78	1	1
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "41" MAZDA

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	RX2		72-74	2	2
032	RX3		72-78	1	1
033	RX4		74-78	2	2
034	RX7	S, GS, GSL, SE	79-on	2	2
035	323/GLC/Protege	DX, Protege (90-on)	77-on	1	1
036	Cosmo		76-78	2	2
037	626	GT, GS, GSL, SE	79-on	2	2
038	808		72-77	1	1
039	Mizer		76	1	1
040	R-100		-72	1	1
041	616/618		-72	2	2
042	1800		-72	2	2
043	929		88-on	-	-
044	MX-6	Turbo	88-on	2	2
045	Miata		90-on	1	1
046	Galaxy		92-on	1	1
398	Other passenger vehicle		-	-	-
470	Navajo		91-on	3	8**
472	MPV		89-on	3	7**
477	Mazda pickup	B-2000, B2200, SE-5, LX,	all	per WB	8**
498	Other light truck		-	-	-
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size value for side impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "42" MERCEDES BENZ

(Check "INCLUDES" comments carefully to determine proper code.)

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	200/220/230/240/250/260/ 280/300	Sedan and 5 passenger "C" only, SE, CD, D, SD, TD, TE, CE, E. DOES NOT include 280 SE (75 on), 300 SD - see code 037	all	3	3
032	230/280 SL	2 seater only	all	1	1
033	300/350/380/450/500 SL/ 560 SL	2 seater only, 300/500 SL (90-on)	all	2	2
034	350/380/420/450/560 SLC		all	4	4
035	280/300 SEL		all	4	4
036	380/420/450/500/560 SEL and 500/560 SEC/350 SDL/ 300 SDL		all	4	4
037	300 SE/380/450 SE	280 S, 280 SE (75 on), 300 SD Sedan/350 SD	all	4	4
038	600, 6.9 Sedan	Pullman	all	6	6
039	190	D, E, 2.3, 2.5	all	3	3
398	Other passenger vehicle		-	-	-
475	Van derivative	Kurbstar	82-on	N/A	N/A
498	Other light truck		-	-	-
881	Medium/Heavy - CBE		all	N/A	N/A
882	Medium/Heavy - COE low entry		all	N/A	N/A
883	Medium/Heavy - COE high entry		all	N/A	N/A
898	Other medium/heavy		all	N/A	N/A
901	Medium bus		all	N/A	N/A
997	Other bus		-	-	-
999	Unknown		-	-	-

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "43" MG

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Midget	MKIII, 1500	-79	1	1
032	MGB	GT	-79	1	1
034	MGA		all	1	1
035	TA/TC/TD/TF		all	1	1
036	MGC	GT	-69	1	1
398	Other passenger vehicle	Sport Sedan	-	-	-
999	Unknown		-	-	-

MAKE "44" PEUGEOT

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	304		71-73	3	3
032	403		-67	3	3
033	404		-70	3 4-SW	3 4-SW
034	504/505	STI, STX, Turbo, S, GL, GLS, Liberte,	70-on	3 4-SW	3 4-SW
035	604	SL, D	77-84	3	3
036	405	Mi-16	89-on	3	9***
398	Other passenger vehicle		-	-	-
	Motorcycle				
701	0-50cc				
702	51-124cc				
999	Unknown		-	-	-

*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impact.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "45" PORSCHE

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	911	L, S, E, T, SC, Carrera, Slopenose	all	1	1
032	912	E, T	-69	1	1
033	914	S, 1.8, 2.0, 914/6	70-76	2	2
034	924	Turbo, S	77-88	1	1
035	928	S	78-on	2	2
036	930	Turbo	79	1	1
037	944	Turbo, S	83-on	1	1
398	Other passenger vehicle	Spyder, Speedster, 356	-	-	-
999	Unknown		-	-	-

MAKE "46" RENAULT

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	LeCar	5	76-83	2	2
032	Dauphine/10/R-8 Caravelle	all models	thru-'71	1	1
033	12	R12L, R12TL	72-77	2	2
034	15	R15TL	73-76	2	2
035	16	R16	69-72	3	3
036	17	R17, Gordini Coupe, R17TL	73-80	2	2
037	R18i	Sportwagon	81-on	2	2
038	Fuego	TL, TS, GTL, GTS, Turbo	82-85	2	2
039	Alliance/Encore GTA, Convertible	L, DL, Limited, X-37,	83-on	2	2
044	Medallion	DL, LX	87-only	3	3
045	Premier		87-only	3	3
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "47" SAAB

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	99/99E/900	S, Turbo, Cabriolet	all	2	2
032	Sonnett	II, III, V-4	68-74	1	1
033	95/96/97		-73	2	2
034	9000	S, Turbo	85-on	3	3
398	Other passenger vehicle	Monte Carlo 850	-	-	-
999	Unknown		-	-	-

MAKE "48" SUBARU

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	DL/FE/G/GF/GL/GLF/STD/ Loyale	4 wheel drive, Turbo	72-89 90-on	per WB	= size
032	Star		70-71	2	2
033	360		69-70	1	1
034	Legacy		89-on	2	2
035	XT/XT6	4WD Turbo, convertible, DL	86-on	2	2
036	Justy	DL, GL	87-on	1	1
043	Brat	DL, GL	78-on	2	2
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "49" TOYOTA

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Corona	Mark II, Custom, 1900, 2000, Deluxe	-82	2	2
032	Corolla	1100, 1200, 1600, SR-5, LE, Deluxe, Custom, FX16	69-85 FWD 86-on	1 2	1 9***
033	Celica	1900, 2000, GT, ST, GTS	72-on	2	2
034	Supra	Celica Supra, Soarer	79-on	3	3
035	Cressida		78-on	3	3
036	Crown	2300, 2600	-71	3	3
037	Carina	2000	72-73	2	2
038	Tercel	Corolla Tercel, 4WD Wagon	80-on	2	2
039	Starlet		81-84	1	1
040	Camry	LE, Deluxe	83-on	3	3
041	MR-2		85-on	1	1
042	Paseo		92-on	1	1
398	Other passenger vehicle	2000 GT Coupe (1960s)	-	-	-
471	Landcruiser		76-on	1	8**
472	Minivan Previa	LE, Cargo	84-90 91-on	1	7**
473	4-Runner		85-on	3	8**
477	Pickup	SR-5, Extra Cab, Sport, LN44, Chinook, Wonder Wagon	74-on	per WB	8**
498	Other light truck		-	-	-
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size value for side impacts.
*** Code 9 applies only to frontal impacts. Use size code for stiffness for side or rear impact.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "50" TRIUMPH

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Spitfire	I, II, III, IV, 1500	-81	1	1
032	GT-6	MK3	67-73	1	1
033	TR4	TR2, TR3, TR4A	-68	1	1
034	TR6		69-76	1	1
035	TR7/8		75-81	1	1
036	Herald	Vitesse	-	-	-
037	Stag		71-73	2	2
398	Other passenger vehicle	2000, 1200 series	-	-	-
	Motorcycles				
701	0-50cc				
702	51-124cc				
703	125-349cc				
704	350-449cc				
705	450-749cc				
706	750cc or greater				
999	Unknown				

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "51" VOLVO

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	122	S	-68	3	3
032	142/144/145	S, E, GL, GLS, Deluxe	-74	3	3
033	164	S, E	69-75	3	3
034	240/242/244/245	DL, GL, GLE, GLT, Deluxe	75-	3	3
035	262/264/265	GL	76-82	-	-
036	1800	E, S, ES	-73	2	2
037	P-544				
038	760 780	GLE, Turbo	83-on 87-on	3 3	3 3
039	740	GLE, GT, Turbo, GL	86-on	3	3
398	Other passenger vehicle		-	-	-
881	Medium/Heavy CBE		all	N/A	N/A
882	Medium/Heavy COE low entry		all	N/A	N/A
883	Medium/Heavy COE high entry		all	N/A	N/A
898	Other medium/heavy truck		all	N/A	N/A
901	Medium bus		all	N/A	N/A
997	Other bus		all	N/A	N/A
999	Unknown		-	-	-

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "52" MITSUBISHI

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Starion	2 + 2, LE, Turbo	83-on	2	2
032	Tredia	L, LS, Turbo	83-88	2	2
033	Cordia	L, Turbo	83-88	2	2
034	Galant	ECS, Sigma (thru 88)	85-on	3	3
035	Mirage	L, Turbo	85-on	1	1
036	Precis		88-on	1	1
037	Eclipse		90-on	2	2
038	Sigma		89-on		
039	3000GT		91-on		
398	Other passenger vehicle		-	-	-
470	Montera	Sport	85-on	1	8**
472	Minivan	LS	87-on	1	7**
477	Pickup	Mighty Max, SPX, 4 x 4	all	3	8**
498	Other light truck		-	-	-
882	Medium/Heavy - COE low entry	FUSO FE	all	N/A	N/A
898	Other medium/heavy truck		-	-	-
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size value for side impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "53" SUZUKI

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	SA310	GLX	86-on	1	1
034	Swift	GTi, GTX	89-on	1	1
398	Other passenger vehicle		-	-	-
470	Samurai	Standard, Deluxe	85-on	1	8**
471	CHANGED TO CODE 479 IN 1990				
479	Sidekick		89-on	2	8**
498	Other light truck		-	-	-
	Motorcycles				
701	0-50cc				-
702	51-124cc				
703	125-349cc				
704	350-449cc				
705	450-749cc				
706	750cc-over				
	All Terrain Cycles/Vehicles				
731	0-50cc	Includes all ATCs/ATVs			
732	51-124cc	designed solely for			
733	125-349cc	off-road use.			
734	350cc or greater				
999	Unknown			-	-

** Applies to front and rear impacts. Use size value for side impacts.

MAKE "54" ACURA

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Integra	RS, LS, GS	86-on	2	9***
032	Legend		86-on	3	9***
033	NSX		91-on		
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

*** Code 9 applies only to frontal impacts. Use code for stiffness for side or rear impact.

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "55" HYUNDAI

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Pony		84-on	2	2
032	Excel	GL, GLS	84-on	1	1
033	Sonata		89-on	3	3
034	Scoupe		91-on	1	1
035	Elantra		92-on	2	2
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

MAKE "56" MERKUR

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	XR4Ti	Turbo	85-on	3	3
032	Scorpio	Turbo	87-on	3	3
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

MAKE "57" YUGO

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	GV	GVX, Cabciolet	86-on	1	1
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "58" INFINITI

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	M30		90-on	3	3
032	Q45		90-on	4	4
033	G20		91-on		
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

MAKE "59" LEXUS

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	ES-250		90-on	3	3
032	LS-400		90-on	4	4
398	Other passenger vehicle		-	-	-
999	Unknown		-	-	-

MAKE "60" DAIHATSU

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Charade		90-on	3	3
398	Other passenger vehicle		-	-	-
479	Rocky		90-on		
498	Other light truck		-	-	-
999	Unknown		-	-	-

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "69" OTHER IMPORTS

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
031	Aston Martin	Lagonda, Vantage, Volante, Saloon	all	per WB	= size
032	Bricklin		all	per WB	= size
033	Citreon		all	per WB	= size
034	Delorean		all	per WB	= size
035	Ferrari		all	per WB	= size
036	Hillman		all	per WB	= size
037	Jensen	Healy	all	per WB	= size
038	Lamborghini	Countach 5000S, Jalpa	all	per WB	= size
039	Lotus	Europe, Esprit	all	per WB	= size
040	Maserati	Biturbo	all	per WB	= size
041	Morris	Minor	all	per WB	= size
042	Rolls Royce/Bentley	Cloud/shadow series	all	per WB	= size
043	Rover		all	per WB	= size
044	Simca		all	per WB	= size
045	Sunbeam		all	per WB	= size
046	TVR		all	per WB	= size
048	Desta		all	per WB	= size
049	Reliant		all	per WB	= size
052	Bertone	X/19	all	per WB	= size
053	Lada		all	per WB	= size
055	Sterling	8255/8255L	all	per WB	= size
398	Other imported auto	Morgan, Singer	all	per WB	= size

Variable Name: Vehicle Model (specify): [cont'd.]

Vehicle Classification: Motored Cycle/ATC/ATV

Variable GV05 Vehicle Make	M C	ATC	ATV	Code
BMW	x			34
Honda	x	x	x	37
Peugeot	X			44
Triumph	x			50
Suzuki	x	x	x	53
BSA	x			70
Ducati	x			71
Harley-Davidson	x			72
Kawasaki	x	x	x	73
Moto-Guzzi	x			74
Norton	x			75
Yamaha	x	x	x	76
Moped other than listed above	x			78
Other motorized cycle	x	x	x	79
Unknown				99

Variable GV06 Vehicle Model	Code
Motored Cycles	
0-50cc	701
51-124cc	702
125-349cc	703
350-449cc	704
450-749cc	705
750cc-or greater	706
All Terrain Cycles/Vehicles	
0-50cc	731
51-124cc	732
125-349cc	733
350cc or greater	734
Unknown	999

Variable Name: Vehicle Model (specify): [cont'd.]

MAKE "84" INTERNATIONAL HARVESTER

CODE	MODEL	INCLUDES	YEAR	SIZE	STIFFNESS
471	Scout	Scout II, Utility pickup, SS-2, Roadstar, 800 series, Traveler, Terra Traveltop	all	per WB	8**
472	Pickup/Panel	R-100-500, 900A-1500C/D, 1010-1510	all	per WB	8**
475	Multistop Van	Metro RM, 120-160, MS 1210, MS 1510	all	per WB	7**
476	Travelall	1010-1210, 100-200	all	per WB	8**
498	Other light truck		-	-	-
881	Medium Heavy - CBE	Loadstar/Fleetstar, Paystar, CBE Transtar, 4200, S-series Mixer	all	N/A	N/A
882	Medium/Heavy - COE low entry	CO, VCO, DCO, 190-1950, Cargostar, LFM, 5370	all	N/A	N/A
883	Medium/Heavy - COE high entry	DCO, DCOT, UCO, VCOT, 405-series, COE Transtar, Unistar, Conco 7078, 9600	all	N/A	N/A
898	Other medium/heavy truck		all	N/A	N/A
901	Conventional bus	R153-1853 - Loadstar, 1603-1853	all	N/A	N/A
902	Bus-flat front, front engine	173FC, 183FC	all	N/A	N/A
903	Bus-flat front, rear engine	183RE, 193RE-transit	all	N/A	N/A
950	Motorhome		all	N/A	N/A
997	Other bus		all	N/A	N/A
998	Other vehicle		-	-	-
999	Unknown		-	-	-

** Applies to front and rear impacts. Use size value for side impacts.

Variable Name: Vehicle Model (specify): [cont'd.]

Vehicle Classification: Medium/Heavy Trucks and Buses

Variable GV05 Vehicle Make	Truck	Bus	Code	Variable GV06 Vehicle Model	Code
AM General	x	x	03	Medium/Heavy - CBE	881
Dodge	x	x	07	Medium/Heavy - COE/low entry	882
Ford	x	x	12	Medium/Heavy - COE/high entry	883
Chevrolet	x	x	20	Medium/Heavy - Other	898
GMC	x	x	23		
Nissan/Datsun	x		35	Bus - conventional front engine	901
Fiat	x		36		
Isuzu	x		38	Bus - front engine/flat front	902
Mercedes Benz	x	x	42	Bus - rear engine/flat front	903
Volvo	x	x	51		
Mitsubishi	x		52	Truck based motorhome	950
Brockway	x		80		
Diamond Reo/Reo	x		81	Unknown	999
Freightliner/White	x		82		
FWD	x		83		
International Harvester/Navistar	x	x	84		
Kenworth	x		85		
Mack	x		86		
Peterbilt	x		87		
Iveco/Magirus	x		88		
Other: (if code "89" is used for GV05, then GV06 must be 801-805, 898, 901, 902, 950, 997, or 998, irrespective of Body Type)			89	Autocar	801
				Auto-Union-DKW	802
				Divco	803
				Western Star	804
				Oshkosh	805
				Other truck: e.g., Marmon, Ward LaFrance, specify	898
				Grumman (bus)	901
				Neoplan (bus)	902
				Truck based motorhome	950
				Other bus	997
				Other vehicle	998

Variable Name: Vehicle Model (specify): [cont'd.]

Source: Vehicle inspection, police report, and interview.

Remarks:

For the purposes of the Model codes the following applies.

001 - 397 - Passenger vehicles
398 - Other passenger vehicle

401 - 497 - Light trucks
498 - Other light truck

701 - 797 - Motored Cycles/ATCs/ATVs
(701 - 706 motorcycles/mopeds)
(731 - 734 ATCs/ATVs)
798 - Other motored cycle

801 - 897 - Medium/heavy trucks
898 - Other medium/heavy truck

901 - 996 - Buses
997 - Other bus
998 - Other vehicle (i.e., farm vehicle, go-kart, etc.)
999 - Unknown

The stiffness codes assigned in GV06, Vehicle Model (specify):, are based upon either limited crash test data, wheelbase, or a correlation with vehicles currently listed in the CRASH3 manual. These assignments replace the vehicle assignments in "Table 8-2 Vehicle Stiffness Categories" in the "CRASH3 User's Guide and Technical Manual".

APPENDIX K

Tables Comparing 1990 NPTS Data With Other Data

Table 1 - 1990 NPTS Number of Persons, by Age and Sex

Age, Sex	1990 NPTS Weighted No.(000)	Pct.	Projection for 1990 No.(000)	Pct.
Total	237,094	100.0%	250,409	100.0%
Under 5 years	17,315	7.3%	18,408	7.4%
5-17	42,900	18.1%	45,630	18.2%
18-24	25,640	10.8%	26,140	10.4%
25-34	41,790	17.6%	43,926	17.5%
35-44	37,470	15.8%	37,897	15.1%
45-54	24,490	10.3%	25,487	10.2%
55-64	20,535	8.7%	21,363	8.5%
65-74	16,653	7.0%	18,372	7.3%
75 and over	10,301	4.3%	13,186	5.3%
Male, total	114,299	100.0%	122,243	100.0%
Under 5 years	8,865	7.8%	9,426	7.7%
5-17	22,000	19.2%	23,377	19.1%
18-24	12,000	10.5%	13,216	10.8%
25-34	20,290	17.8%	22,078	18.1%
35-44	18,260	16.0%	18,785	15.4%
45-54	11,910	10.4%	12,406	10.1%
55-64	9,645	8.4%	10,103	8.3%
65-74	7,256	6.3%	8,171	6.7%
75 and over	4,073	3.6%	4,681	3.8%
Female, total	122,795	100.0%	128,166	100.0%
Under 5 years	8,450	6.9%	8,982	7.0%
5-17	20,900	17.0%	22,253	17.4%
18-24	13,640	11.1%	12,924	10.1%
25-34	21,500	17.5%	21,848	17.0%
35-44	19,210	15.6%	19,112	14.9%
45-54	12,580	10.2%	13,081	10.2%
55-64	10,890	8.9%	11,260	8.8%
65-74	9,397	7.7%	10,201	8.0%
75 and over	6,228	5.1%	8,505	6.6%

Sources: Federal Highway Administration, U.S. Department of Transportation, 1990 Nationwide Personal Transportation Survey; U.S. Bureau of the Census, Current Population Survey Reports, Series P-25, No. 1018.

Table 2 - 1990 NPTS Number of Persons, by Race and Ethnicity

Race, Ethnicity	1990 NPTS Weighted No.(000)	Pct.	Projection for 1990 No.(000)	Pct.
All Persons	235,851	100.0%	250,410	100.0%
White	189,268	80.2%	210,618	84.1%
Black	26,696	11.3%	31,147	12.4%
Other	19,887	8.4%	8,645	3.5%
Hispanic	18,751	8.0%	19,888	7.9%

Sources: Federal Highway Administration, U.S. Department of Transportation, 1990 Nationwide Personal Transportation Survey; U.S. Bureau of the Census, Current Population Survey Reports, Series P-25, Nos. 995 and 1018.

Table 3 - 1990 NPTS Number of Persons, by Sex, Race and Ethnicity

Sex, Race, Ethnicity	1990 NPTS Weighted No.(000)	Pct.	Projection for 1990 No.(000)	Pct.
Total	239,328	100.0%	250,410	100.0%
Males	115,029	48.1%	122,243	48.8%
Females	124,299	51.9%	128,167	51.2%
White	189,289	100.0%	210,616	100.0%
Males	91,783	48.5%	103,184	49.0%
Females	97,506	51.5%	107,432	51.0%
Black	26,788	100.0%	31,148	100.0%
Males	11,972	44.7%	14,835	47.6%
Females	14,816	55.3%	16,313	52.4%
Other	19,898	100.0%	8,646	100.0%
Males	10,000	50.3%	4,224	48.9%
Females	9,898	49.7%	4,422	51.1%
Hispanic	18,750	100.0%	19,887	100.0%
Males	9,088	48.5%	9,947	50.0%
Females	9,662	51.5%	9,940	50.0%

Sources: Federal Highway Administration, U.S. Department of Transportation, 1990 Nationwide Personal Transportation Survey; U.S. Bureau of the Census, Current Population Survey Reports, Series P-25, Nos. 995 and 1018.

Table 4 - 1990 NPTS Number of Persons 5 Years Old and Older, by Census Division and Region

Census Division	1990 NPTS Weighted No.(000)	Pct.	Projection for 1990 (Millions)	Pct.
New England	11,132	5.0%	13	5.2%
Middle Atlantic	34,690	15.6%	38	15.0%
E. North Central	38,282	17.2%	42	16.8%
W. North Central	15,589	7.0%	18	7.1%
South Atlantic	38,018	17.1%	44	17.5%
E. South Central	13,753	6.2%	16	6.2%
W. South Central	23,882	10.8%	28	11.2%
Mountain	12,775	5.8%	14	5.6%
Pacific	33,979	15.3%	38	15.3%
Total	222,100	100.0%	250	100.0%

Census Region	1990 NPTS Weighted No.(000)	Pct.	Projection for 1990 (Millions)	Pct.
Northeast	45,822	20.6%	51	20.2%
North Central	53,871	24.3%	60	23.9%
South	75,653	34.1%	87	34.9%
West	46,754	21.1%	52	20.9%
Total	222,100	100.0%	250	100.0%

Sources: Federal Highway Administration, U.S. Department of Transportation, 1990 Nationwide Personal Transportation Survey; U.S. Bureau of the Census, Current Population Survey Reports, Series P-25, Nos. 1017 and 1044.

Table 5 - Number of Households, by Household Income, Race and Ethnicity

Household Income	1990 NPTS Weighted No.(000)	Pct.	1990 CPS Estimates No.(000)	Pct.
All Households				
Less than $5,000	2,757	4.1%	4,901	5.2%
$5,000-9,999	6,495	9.6%	9,184	9.7%
$10,000-14,999	6,331	9.4%	8,925	9.5%
$15,000-24,999	12,398	18.3%	16,723	17.7%
$25,000-34,999	12,361	18.3%	14,865	15.8%
$35,000-49,999	12,489	18.5%	16,469	17.5%
$50,000 and over	14,754	21.8%	23,246	24.6%
Total	67,585	100.0%	94,313	100.0%
White Households				
Less than $5,000	1,785	3.2%	3,256	4.0%
$5,000-9,999	4,851	8.8%	7,161	8.8%
$10,000-14,999	4,843	8.7%	7,460	9.2%
$15,000-24,999	10,020	18.1%	14,297	17.7%
$25,000-34,999	10,180	18.4%	13,052	16.1%
$35,000-49,999	10,730	19.4%	14,572	18.0%
$50,000 and over	13,030	23.5%	21,172	26.1%
Total	55,439	100.0%	80,970	100.0%
Black Households				
Less than $5,000	662	9.2%	1,500	14.1%
$5,000-9,999	1,098	15.2%	1,786	16.7%
$10,000-14,999	789	10.9%	1,240	11.6%
$15,000-24,999	1,495	20.7%	2,038	19.1%
$25,000-34,999	1,318	18.2%	1,435	13.4%
$35,000-49,999	951	13.2%	1,403	13.1%
$50,000 and over	909	12.6%	1,268	11.9%
Total	7,222	100.0%	10,670	100.0%
Hispanic Households				
Less than $5,000	318	7.3%	466	7.5%
$5,000-9,999	532	12.1%	849	13.7%
$10,000-14,999	637	14.5%	804	12.9%
$15,000-24,999	945	21.6%	1,312	21.1%
$25,000-34,999	633	14.4%	1,029	16.5%
$35,000-49,999	747	17.1%	923	14.8%
$50,000 and over	569	13.0%	835	13.4%
Total	4,381	100.0%	6,218	100.0%

ırces: Federal Highway Administration, U.S. Department of Transportation,
) Nationwide Personal Transportation Survey; U.S. Bureau of the Census,
ent Population Survey Reports, Series P-60, No. 174.

Table 6 - Number of Households, by Poverty Status, Race and Ethnicity

Poverty Status	1990 NPTS Weighted No.(000)	Pct.	1990 CPS Estimates No.(000)	Pct.
All Households				
Below	4,481	6.6%	14,544	14.2%
Near	6,804	10.1%		
Above	56,300	83.3%	87,834	85.8%
Total	67,585	100.0%	102,378	100.0%
White Households				
Below	2,699	4.9%	10,361	11.8%
Near	5,171	9.3%		
Above	47,570	85.8%	77,275	88.2%
Total	55,440	100.0%	87,636	100.0%
Black Households				
Below	1,123	15.5%	3,684	31.4%
Near	945	13.1%		
Above	5,155	71.4%	8,031	68.6%
Total	7,223	100.0%	11,715	100.0%
Hispanic Households				
Below	705	16.1%	2,018	27.9%
Near	598	13.6%		
Above	3,079	70.3%	5,217	72.1%
Total	4,382	100.0%	7,235	100.0%

Sources: Federal Highway Administration, U.S. Department of Transportation, 1990 Nationwide Personal Transportation Survey; U.S. Bureau of the Census, Current Population Survey Reports, Series P-60, No. 175.

Table 7 - Number of Licensed Drivers, by Age

Licensed Drivers	1990 NPTS Weighted No.(000)	Pct.	Estimated for 1990 No.(000)	Pct.
Under 16 years	0	0.0%	38	0.0%
16-17	3,221	2.0%	3,803	2.3%
18-21	12,261	7.6%	12,367	7.4%
22-24	9,722	6.0%	10,708	6.4%
25-34	39,091	24.2%	41,601	24.8%
35-44	35,470	22.0%	35,119	20.9%
45-54	22,881	14.2%	23,133	13.8%
55-64	18,285	11.3%	19,059	11.4%
65 and over	20,281	12.6%	21,827	13.0%
Total	161,212	100.0%	167,655	100.0%

Sources: Federal Highway Administration, U.S. Department of Transportation, 1990 Nationwide Personal Transportation Survey, and Selected Highway Statistics and Charts, 1989 (from chart for 1990, revised in March, 1991).

Table 8 - Years of School Completed by Persons 25 Years of Age and Older, by Race and Ethnicity

Years of School Completed	1990 NPTS Weighted No.(000)	Pct.	1990 CPS Estimates No.(000)	Pct.
All Persons 25 and older:				
Less than high school	25,346	17.0%	34,228	21.6%
Completed HS or more	123,785	83.0%	124,467	78.4%
4 years college or more	37,226	25.0%	34,026	21.4%
Total	149,131	100.0%	158,695	100.0%
Whites 25 and older:				
Less than high school	18,710	15.1%	27,408	20.1%
Completed HS or more	104,888	84.9%	108,890	79.9%
4 years college or more	32,128	26.0%	30,283	22.2%
Total	123,598	100.0%	136,298	100.0%
Blacks 25 and older:				
Less than high school	3,869	26.4%	5,693	33.3%
Completed HS or more	10,791	73.6%	11,404	66.7%
4 years college or more	2,357	16.1%	1,966	11.5%
Total	14,660	100.0%	17,097	100.0%
Hispanics 25 and older:				
Less than high school	3,225	34.1%	5,455	48.7%
Completed HS or more	6,221	65.9%	5,752	51.3%
4 years college or more	1,541	16.3%	1,089	9.7%
Total	9,446	100.0%	11,207	100.0%

Sources: Federal Highway Administration, U.S. Department of Transportation, 1990 Nationwide Personal Transportation Survey; U.S. Bureau of the Census, Current Population Survey Reports, Series P-60, No. 174.

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