# USERS' GUIDE FOR THE PUBLIC USE TAPES 

APRIL 1980

1977 Nationwide Personal Transportation Study Users ${ }^{\text {i }}$ Guide for Public Use Tapes

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## I. Introduction

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

## Sponsorship

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

## Purpose

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

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

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

1．Detailed trip purpose information for 21 trip purposes．Among the trip purposes added in 1977 were conventions，sightseeing， entertainment，recreation（participant），overnight lodging，social， return home，change of vehicle without change of mode，change means of transportation and pickup or leave off passengers．

2．Detailed motorized vehicle information for each motorized vehicle owned or available for use by members of the household．This includes type of vehicle，model year，make and model，the presence／absence of air conditioning，number of cylinders，etc．See NPTS Questionnaire NTS－2；Section I－Motorized Vehicle Record．In addition，where available，the Federal Highway Administration（FHWA）personnel added the following information for each vehicle to the Public Use Tape （Segment 3）：curb weight，shipping weight，inertia weight，import code，city miles per gallon（mpg），highway mpg，and combined mpg．

3．Detailed trips and travel information for persons who drive as an essential part of their job．See NPTS Questionnaire，NTS－2； Section IV－Driver Information．

4．Long trip information including stops made enroute to the destination for trips of 75 miles－or－more（one way）that ended during a designated 14 －day travel period．Thus，trips and travel information in the 1977 NPTS was collected for a 15－day period：the travel day for all travel regardless of trip length，and the 14 days f⿴囗⿰丿㇄ only．

5．Identification of the urban／rural split of travel for all trips made by private motorized vehicles．This was accomplished by the use of maps which identified the urban boundary for each geographical area in the sample．The respondent was asked to trace on the map all private motor vehicle trips made on the travel day or during the 14 －day travel period．The information obtained from the mapping was later used to estimate the urban／rural split of travel．

## Samp1e Design

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

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

## Survey Methodology

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

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

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

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

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

## Data Processing

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

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

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

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

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

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

NTS-2
Cover Page--Provides demographic data for each member of the household, including birthdate, age, marital status, sex, race, origin or descent, education, armed forces status, as well as family income during the past 12 months.

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

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

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

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

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

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

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

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

Trip Code Description
1 Entire trip on map and wholly within an urban area.

2 Entire trip on map and wholly within a rural area.

3

4 A portion of the trip was off the map

## Action Required

No mapping required

No mapping required

Mapping required

That portion of the trip that was on the map was traced. Where the trip went off the map, the respondent supplied the main routes followed to point of destination as well as cities and States passed through. The interviewer recorded this information in Columns 70e and 70f of the NTS-2A.

Trip Code
5 Entire trip is off the map

## Action Required

None of the trip was mapped. All the information necessary to reconstruct this trip, from point of origin to destination, was completed by the interviewer from information obtained from tripmaker and entered in Columns 70e (main routes taken) and Column. 70f (main cities and States passed. through) of the NTS-2A.

If the trip code indicated that mapping was required (ie: code 3 and 4 trips), the respondent was asked to map the trip by tracing the route (s) taken. For trips that were partially (code 4 trips) or wholly (code 5 trips) off the map, the respondent supplied the main routes taken and main cities passed through; the interviewer entered this information in columns 70e and $70 f$ of the NTS-2A respectively. In addition, for all trips, regardless of the trip code, the interviewer transcribed the trip distance information as supplied by the respondent from item 37 for travel day trips, and from ftems 6la or 61b for travel period trips. The NTS-2A was then sent to the FHWA (DOT) in Washington, D.C. for additional coding, analysis, and for estimating the urban/rural split of travel.

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

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

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

- Allocation of trip mileages to the rural and four urban population size-groups:
rural
urban - less than 50,000
urban - 50,000 - 199,999
urban - 200,000 - 999,999
urban - 1,000,000 and over
- Home-urban mileage for all trips coded 1, 3, 4, or 5 which originated, passed through and/or ended at the respondent's home-urban area
- Population size-group of the home-urban area
- Urban/rural distribution of the trip routes. Each trip was assigned one of the following codes based on the point of origin, areas passed through and destination of trip:

Code Definition
1 urban-urban-urban
2 rural-rural-rural
3 urban-rural-urban
4 rural-urban-rural
5 urban-rural
6 rural-urban
9 unknown

- International boundaries crossed

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

## Editing Procedures

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

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

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

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

Example - Changed to fall within range: If the time that a trip started (item 34) was given as 11:65, it was changed to 11:59.
2. Completeness and Consistency Edit. This series of edits was done to insure that a response was entered for 8 specific items, known as "must" items; these items could not be left blank or contain a "no answer" response. (See discussion of Allocated Data on pages $13 \& 14$ v Also, certain responses for a household were checked against other responses for the same household to obtain internal consistency.

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

Example - Internal consistency: If a household consists of 4 persons (item 5), but the number of household members excluding the respondent who were on a trip (item 36) is reported as 5, then item 36 was changed to 3 .
3. NA/Recode Edits. These edits were performed to change the response to certain items to "NA" if the original response was "out of range" or if the responses to related questions indicated that "NA" was an appropriate entry for that item.

Example - If there was no entry in vehicle ownership code (item 14i) for a vehicle listed as owned or used by members of the household (item 14c), the response to item 141 is changed to 99 (NA).
4. Blanking Edits. These edits were performed to make the responses conform to the skip patterns on the questionnaire. (See discussion of Skip Patterns on page 14).

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

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

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

Household Vehicles Information: model year
date vehicle purchased
Occupation and Travel to Work: number of persons in carpool
number of household members in carpool
number of persons in previous carpool
number of household members in previous carpool

Driver Information:

Travel Day Trips:
licensed driver
miles driven as part of work on average work day.
time trip started
non-household members on trip
number of persons in vehicle

```
nights spent enroute to
    destination
nights spent at destination
nights spent by type of lodging
month/date trip began
time trip began
non-household member(s) on trip
number of persons in vehicle
rental vehicle used
nights spent in lodging
```

In cases where the data shown in a field are what the respondent answered, the "allocation code" field or the "edited data" field will always be " 0 ". This includes cases where the actual response was "don't know" or "no answer".

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

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

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

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

0 (in cases where a zero has no meaning other than blank)
89 or 899 , etc. (don't know)
99 or 999 , etc. (no answer).
All of the above values are valid responses for skip patterns.
III. 1977 NPTS Record Layout and Documentation

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

1st quarter
2nd quarter
3rd quarter
4 th quarter
April 1977 through June 1977
July 1977 through September 1977
October 1977 through December 1977
January 1978 through March 1978
Each of the four tapes contains eight files or segments; a description of the data contained in each segment follows:

File or
Segment Number
1
2
3
4
5
6
7
8

## Data Description

Household characteristics
Household members and their characteristics
Household vehicle information
Worker occupation and travel to work data
Travel day trip data
14-day travel period trip data
Stop data for 14 -day travel period trips
Annual long trip data from the National
Travel Survey (NTS) for the 13,365 households common to both NPTS and NTS.

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

Some fields are marked with an allocation or edit code. Allocated means that the value for a particular field was imputed. by the Bureau of the Census based on other characteristics. Edited means that the value for a particular field was outside the range of valid codes and was adjusted to the universe (usually the outer limits of the range).
IV. Weighting Specifications for Data from the 1977 NPTS

## Introduction

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

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

Each household, person and trip reported for NPTS was assigned a weight known as $\mathrm{W}_{0}$, which differs, depending upon the attributes of the household, person or trip. In addition, each household was assigned a BW(PSU) weight, based on the Primary Sampling Unit (PSU) in which the household is located, so that all households in the same PSU have the same $B W(P S U)$ weight. The $B W(P S U)$ weight is used only when making an estimate of households/persons from the combined basic and supplemental samples.

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

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

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

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

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

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

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

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

Person trip-A person trip is a trip taken by an individual. If three persons from the same household go on one trip together, this travel is counted as one household trip and three person trips. On the other hand, if one person took three different trips, he or she would have taken three household trips and three person trips.
$P_{i}-P_{i}$ is a factor to be applied to travel period trips, depending on the day of the month the trip took place. This factor allows for differences in sample size reporting travel period trips for any given day.

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

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

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

Travel period--The travel period is the 14 days preceding the travel day assigned to households for reporting trips and travel of 75 miles-and-longer (one way).
$W_{0}-W_{0}$ represents the weight for a specific travel day trip, person, or household estimate. These weights vary depending on the attributes of the variable.

## Travel Day Estimating Procedures

Procedures for estimating household trips, vehicle miles, person trips, and person miles--Segment 5 of the NPTS data tape contains $W_{0}$ household trip weight (columns 376-387.) which should be used for estimating household trips and vehicle miles for travel day trips, and a separate $\mathrm{W}_{0}$ person trip weight (columns 220-375) for each person trip associated with a travel day trip, which should be used for estimating person trips and person miles for travel day trips.

1. Covered travel days. To form any household trip estimate from travel day trips, the $W_{0}$ household trip weights should be summed for all travel day trips being considered. The same procedure should be followed for person trips except that the $W_{0}$ person trip weights should be summed for each travel day person trip being considered. In order to form a vehicle miles travel day trip estimate, the vehicle miles associated with each travel day trip must be multiplied by the $\mathrm{W}_{\mathrm{O}}$ household trip weight. Similarly, a person mile travel day trip estimate can be formed by multiplying the person miles associated with each person trip by the $\mathrm{W}_{\mathrm{O}}$ person trip weight.
2. Monthly, quarterly, or annual estimates. To form a household trip estimate from travel day trips for a given month, apply the travel day time infliation factors shown in Table 1 on page $19^{\circ}$ to the $W_{0}$ household trip weights for each travel day trip in that month. For example, to create an estimate of travel day trips for the month of May, the $\mathrm{W}_{\mathrm{o}}$ 's for travel day trips for the $4,5,6,7,11,12,13$, and 14 of May should receive a factor of 2 and those of the $1,2,3$, 8, 9, and 10 of May should receive a factor of $5 / 2$.

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

Table 1: Travel Day Time Inflation Factors

## Dates

Factors
$4,5,6,7,11,12,13,14$ of April
$4,5,6,7,11,12,13,14$ of May
$3,4,5,6,7,10,11,12,13,14$ of June
$5,6,7,12,13,14$ of July
$4,5,6,7,11,12,13,14$ of August
$3,4,6,7,10,11,13,14$ of September
$4,5,6,7,11,12,13,14$ of October
$3,4,5,6,7,10,11,12,13,14$ of November
$4,5,6,7,11,12,13,14$ of December
$4,5,6,11,12,13$ of January
$1,2,3,4,5,6,7,8,9,10,11,12,13,14$ of February
$4,5,6,7,11,12,13,14$ of March

1,8 of April
$1,2,3,8,9,10$ of May
$1,2,8,9$ of June
1,2,3,8,9,10 of July
$1,2,3,8,9,10$ of August
$1,2,8,9$ of September
$1,2,8,9$ of October
1,2,8,9 of November
$1,2,3,8,9,10$ of December
3,10 of January
$1,2,3,8,9,10$ of March


10 of October
10 of April (Easter)
4 of July
5 of September
1,2 of January
11 of July
12 of September
3 of October
7,8,9,14 of January


2,3,9 of April

Note that these factors should be applied to the $\mathrm{W}_{0}$ trip weight factors.

Procedures for estimating household or person characteristics-Segment 1 of the NPTS data tape contains the $W_{0}$ household weight (columns 115-126) and the BW(PSU) weight (columns 103-114).

Segment 2 of the NPTS data tape contains the $W_{0}$ person weight (columns 57-68) and the BW(PSU) weight (columns 45-56).

1. Covered travel day(s). To form an estimate of household (or person) characteristics of traveling and non-traveling households (persons) for a specific travel day, the $W_{0}$ weights for each household (person) assigned the specific travel day should be summed. For example, to estimate the total number of traveling households on June 1 , the $W_{0}$ weights should be summed for all households with a June 1 travel day that made a trip.

To estimate the total number of non-traveling households on June 1, the $W_{0}$ weights should be summed for all households with a June 1 travel day that did not make any trips.
2. Monthly or guarterly or annual estimates for households or persons from the basic or supplemental sample. To estimate monthly, quarterly or annual household (person) characteristics from the basic or supplemental sample, a factor of $\frac{1}{7}$ (where d=number of:covered travel days in the month(s)) shodid be applied to the $\mathrm{W}_{\mathrm{O}}$ weights.

For example: To estimate the total number of households that made one or more travel day trips during April, May, and June (all months from the basic sample), a factor of $1 / 42$ should be applied to the $W_{0}$ household weights (Segment 1, columns 115-126) for all households reporting trip(s) in April, May, and June.

To estimate the total number of households that made one or more travel day trips during December only (a month from the supplemental sample), a factor of $1 / 14$ should be applied to the $\mathrm{W}_{0}$ household weights for all households reporting trips during December.
3. Monthly, quarterly, or annual estimates for households or persons from the basic and supplemental sample. To estimate household (person) characteristics of traveling and non-traveling households (persons) for more than one month covered by both the basic and supplemental samples, different factors are applied to the households (or persons) depending on whether they are from the basic or supplemental sample.

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

$$
\left(W_{0}\right)\left[\frac{562,803.7842}{\left(d_{1} \times 562,803.7842\right)+\left(d_{2} \times B W(P S U)\right)}\right]
$$

Where: $\quad d_{1}=$ number of days covered by basic sample
$d_{2}=$ number of days covered by supplemental sample
BW (PSU) = basic weight shown in Segment 1, 2, 5 and 6 and assigned to the households (or persons) from the basic sample.

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

$$
\left(W_{o}\right)\left[\frac{B W(P S U)}{\left(d_{1} \times 562,803.7842\right)+\left(d_{2} \times B W(P S U)\right)}\right]
$$

Where $d_{1}$ and $d_{2}$ are same as defined above and BW(PSU) is the basic weight assigned to households from the supplemental sample.

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

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

$$
\left(W_{0}\right)\left[\frac{562,803.7842}{((2 \times 14) \times 562,803.7842)+((1 \times 14) \times B W(P S U))}\right]
$$

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

$$
\left(W_{0}\right)\left[\frac{\mathrm{BW}(\mathrm{PSU})}{((2 \times 14) \times 562,803.7842)+((1 \times 14) \times \mathrm{BW}(\mathrm{PSU}))}\right]
$$

## Travel Period Estimating Procedures

Procedures for estimating households trips, vehicle miles, person trips, and person miles--Segment 6 of the NPTS data tapes contains the $W_{0}$ household trip weights (columns 400-411) for each travel period trip, which should be used for estimating household trips and vehicle miles for travel period trips. Segment 6 also contains a separate $W_{0}$ person trip weight (columns 244-399) for each person trip associated with a travel period trip, which is to be used for estimating person trips, person nights and person miles for travel period trips. In addition, columns 105-109 indicate the month and day in which a travel period trip occurred. Since the sample size reporting travel period trips varies by the day in a month, different factors, depending on the day of the month must be applied to travel period trips. These factors, known as $\mathrm{P}_{1}$ are defined as follows:
$P_{1}=\frac{14-1}{14}$ for $1 \leq 1<13$ where $1=$ number of the day of the
month the trip began
$P_{1}=\frac{14-n+i}{14}$ for $n-13 \leq 1 \leq n$ where $n=$ number of days in the month

Thus, the $W_{0}$ weight for each travel period trip should be multiplied by a $\beta_{1}$ factor that depends on the day of the trip. The $P_{1}$ factor for each day of the month that a travel period trip took place is given in Table 2 on pages 24 and 25.

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

For example, if an estimate of travel period trips is needed for the month of June (not just the first 13 days and the last 14 days), the time inflation factors shown on page 26 would have to be applied to the $W_{0}$ household trip weights and $P_{i}$ factors (Table 2) on page 24 and 25 for these trips.

## Specifically:

$$
\begin{aligned}
& \text { June } 1-\left(W_{0}\right)\left(P_{i}=\frac{13}{14}\right)\left(\frac{5}{4}\right) \text { (inflation factor) } \\
& \text { June } 2-\left(W_{0}\right)\left(P_{i}=\frac{12}{14}\right)\left(\frac{5}{4}\right) \text { (inflation factor) } \\
& \text { June } 3-\left(W_{0}\right)\left(P_{i}=\frac{11}{14}\right)(1) \text { (inflation factor) } \\
& \text { June } 28-\left(W_{0}\right)\left(P_{i}=\frac{12}{14}\right)\left(\frac{4}{3}\right) \text { (inflation factor) } \\
& \text { June } 29-\left(W_{0}\right)\left(P_{1}=\frac{13}{14}\right)\left(\frac{5}{4}\right) \text { (inflation factor) } \\
& \text { June } 30-\left(W_{0}\right)\left(P_{i}=\frac{14}{14}\right)\left(\frac{5}{4}\right) \text { (inflation factor) }
\end{aligned}
$$

As shown, each travel period day is counted separately in order to determine the $P_{i}$ and time inflation factors.

Table 2:
$P_{1}$ Factors to be Applied to $W_{0}$ Household Travel Period Trip Weights

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

Table 2 (continued):

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

Table 3: Travel Period Time Inflation Factors

## Dates

Factors
3,10,18,25 of March
1,2,8,9,22,23,29,30 of April
3,10,24,31 of May
$1,2,8,9,22,23,29,30$ of June
1,8,22,29 of July
1,2,3,8,9,10,22,23,24,29,30,31 of August
1,2,8,9,22,23,29,30 of September
$1,2,8,9,22,23,29,30$ of November
$1,2,8,9,22,23,29,30$ of December
3,10,24,31 of January
1,2,8,9,23,24,30,31 of March
7,21,28 of April
1,2,8,9,22,23 of May
7,21,28 of June
7,9,10,21,23, 24, 28, 30, 31 of July
7,21,28 of August
7,21,28 of September
7,21,28 of October
7,21,28 of November
7,21,28 of December
7,8,9,21,22,23,28,29,30 of January
7,21,28 of February


7,21 of May
1,2,3,29,30,31 of October
3,10 of December
7,22,29 of March
$3,4,5,6,10,11,12,13,17,18,19,20,24,25,26,27$.of April $4,5,6,11,12,13,18,19,20,25,26,27,28,29,30$ of May $3,4,5,6,10,11,12,13,17,18,19,20,24,25,26,27$ of June 2,3,4,5,6,11,12,13,18,19,20,25,26,27 of July $4,5,6,11,12,13,18,19,20,25,26,27$ of August
$3,4,5,6,10,11,12,13,17,18,19,20,24,25,26,27$ of September $4,5,6,8,9,10,11,12,13,18,19,20,22,23,24,25,26,27$ of October
$3,4,5,6,10,11,12,13,17,18,19,20,24,25,26,27$ of November $4,5,6,11,12,13,18,19,20,24,25,26,27,31$ of December $1,2,4,5,6,11,12,13,18,19,20,25,26,27$ of January
$1,2,3,4,5,6,8,9,10,11,12,13,15,16,17,18,19,20,22,23,24$, 25,26,27 of February
$4,5,6,11,12,13,19,20,21,26,27,28$ of March
Note that these factors should be applied after the $W_{0}$ trip weight and $P_{i}$ factors have been applied.

1. Specific travel period. To obtain an estimate of traveling or nontraveling household (person) characteristics for a specific 14-day travel period, the $\mathrm{W}_{0}$ weights for each household (Segment il, Columns 115-126) or person (Segment 2, Columns 57-68) being considered in the estimate for the specific 14-day travel period should be summed.

For example: To estimate the number of traveling households for the travel period from May 19-June 1, sum the Wo weights for all households making a travel period trip during that 2-week period from those households interviewed on June 2.
2. Monthly or quarterly estimate for households (persons) from the basic or supplemental sample (but not both). To obtain a monthly estimate of travel period household characteristics, a factor of $\frac{1}{d}$ ( $\left.d=n u m b e r ~ o f ~ c o v e r e d ~ d a y s\right) ~ i s ~ a p p l i e d ~ t o ~ t h e ~ W_{0}$ weights of ${ }^{\text {households with a travel day in the month of interest. }}$ The traveling or nontraveling status of the household will be based on the 14 -day travel period of the household - but the travel day determines the month of travel.

For example: To estimate the number of households which made travel period trips during July, August and September, the $W_{o}$ weights should be summed and divided by $3 \times 14$ or 42 for all households with a travel day in July, August, and September and reporting one or more travel period trips.
3. Monthly, quarterly or annual estimates for households or persons from the basic and supplemental sample combined. To obtain an estimate of travel period household (person) characteristics for more than 1 month covered by both the basic and supplemental sample, follow the same estimating procedure as for travel day household (person) characteristics covered by both the basic and supplemental sample. Different factors are applied to the household (persons) depending on whether they are from the basic or supplemental sample. For travel period estimate: The households upon which these estimates should be based are those households with a travel day in the months under consideration; the traveling or nontraveling status is based on the 14 -day travel period for the household.

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

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


For all households with a travel day in December, February and March (supplemental sample) which made one or more trips during the 14 -day travel period, should receive a factor equal to:
$\left(W_{0}\right)\left[\begin{array}{c}\text { BH(PSU) } \\ \left.\frac{\left(\mathrm{d}_{1} \times 562,803.7842\right)+\left(\mathrm{d}_{2} \times \mathrm{BW}(\mathrm{PSU})\right)}{\text { or }} \begin{array}{c}\text { or } \\ 9 \times 14\end{array}\right]\end{array}\right]$

Table 4. Estimates of Selected Control Totals for Vardables from the 1977 Ni'TS

| Variables | Estimates | Remarks |
| :---: | :---: | :---: |
| Travel Day Estimates (000) |  |  |
| Annual vehicle trips | 129,768,000 | Includes all trips on record made in a household vehicle. |
|  | 129,185,000 | Includes only trips made in a household vehicle for which distance was known. |
| Annual vehicles miles of travel | 880,163,000 | Includes only travel made in a household vehicle for which distance was known. |
| Annual person trips | 217,617,000 | Includes all person trips on record. |
|  | 216,200,000 | Includes only person trips for which distance was known. |
| Annual person miles of travel 1 | 1,872,529,300 | Includes only travel made by a mode for which distance was known. |
| Total licensed drivers | 127,652 | Includes all licensed drivers on record, including those under 16 years of age which under strict interpretation of the guidelines should have been excluded. |
|  | 127,552 | Includes only licensed drivers 16 years of age and older. |
| Total households | 75,412 | Includes all households. |
| Total vehtcles | 120,098 | Inclides sll vehicles on record. |
|  | 107,940 | Includes only vehlcles for which mileage driven was known. |
| Total persons | 213.141 | Includes all persons. |

Travel Period Estiontes
Travel period trips and miles of eravel have not been included for a number of reasons, including the hifh proportion of trips which have invaild dates and unknown travel distances.

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


Table 5:. Statistical Formulae to Produce Estimates of Trips
(Vehicle/Person), Miles of Travel (Vehicle/Person) and Characteristics (Household/Person) for Different Time Periods
A. Using Data from the Travel Day
(Continued)

Variable Formulae Definition of Terms


Table 5. Statistical Formulae to Produce Estimates of Trips
(Vehicle/Person), Mles of Travel (Vehicle/Person) and Characteristics (Household/Person) for Different Time Periods
B. Using Data from the Travel Period

V. Comparison of 1977 NPTS with the 1969 NPTS

As indicated previously, the scope of the I 977 NPTS was expanded from the 1969 NPTS. Part A of this section details the additional information collected in 1977 that was not collected in 1969. Part B concentrates on the expanded trip purpose information collected in 1977, from 11 trip purposes in 1969 to 21 trip purposes in 1977. The recoding and trip linking procedures developed by the FHWA for use in comparing changes between the two survey periods is also detailed.

## Expanded Scope of the 1977 NPTS (Part A)

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

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

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

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

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

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

Recoding and Triplinking'Procedures (Part B)
In order to compare changes between the two survey periods, recoding and/or triplinking of the 21 trip purposes used in 1977 to the 11 trip purposes used in 1969 is necessary for data comparability. This section contains a description of the recoding and triplinking procedures developed
by FHWA for use in comparing the 1977 trip purposes with the 1969 trip purposes. Use of FHWA developed recoding and triplinking procedures is at the user's discretion. Further, there is nothing that restricts the user from developing and applying a different trip recoding and/or triplinking scheme. The description of the FHWA procedures and the includion of the recoded trip purpose codes on the tapes is done as a service for those who wish to utilize them.

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

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

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

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

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

In addition, a procedure for linking trips coded 15 (change vehicle without change of mode), 16 (change mode of transportation), and 17 (pick-up or leave-off passengers) was developed, since these trip purposes were never considered in 1969 and were therefore "lost." Like the recoding procedure, this procedure involves an additional field at the end
of the trip record (columns 391-393 in Segment 5 and columns 415-417 in Segment 6) for each household member. Trip purpose codes other than 15, 16 . and 17 contain a zero in this field. Trip purpose codes 15, 16, and 17, contain the number of the trip to which these are linked in this field. The trip linking procedure is as follows:

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

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

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

1. If the original trip code was 03 (convention), then code 02 (business other than work) was added as the recode.
2. If the original trip code was 05 (eat meal) and it followed a trip recode of 01 (work), then code 04 (family or personal business) was added as the recode.
3. If the original trip code was 05 (eat meal) and it did not follow a trip recode of 01 (work), then code 10 (other social or recreational) was added as the recode.
4. If the original trip code was 11 (sightseeing), 12 (entertainment), or 13 (recreation), then code 10 (other social or recreational) was added as the recode.
5. If the original code was 19 (lodging), then code 11 (other) was added as the recode.
6. If the original trip code was 15,16 , or 17 , then the recode was stored until a following trip recode was designated.
7. If the original trip code was 15,16 , or 17 , and no acceptable* original trip codes followed, then code 11 (other) was added as a recode.
8. If the original trip code was 18 (return home) and there was a previous trip recode of 01 (work), then code 01 (work) was added as the recode.
9. If the original trip code was 18 (return home), and there was no previous trip recode of 01 (work), but there was a preceding trip, the recode of the preceding trip was added to the record.
10. If the original trip code was 18 (return home), and there were no previous trips, then code 11 (other) was added as the recode.
*Acceptable trip codes for purposes of this procedure are the following 1977 trip codes: $01,02,04,06,07,08,09,10,14$, and 21 ; and in addition trip codes $05,11,12,13$, and 20 which were recoded to 10.
11. If the original trip code was 01 (work) and there were no previous 01 (work) trips, then code 01 (work) was added to the record.
12. If the original trip code was 01 (work) and there was a previous 01 (work) trip, and the preceding trip was not recoded as 01 (work), then the recode of the preceding trip was added to the record.
13. If the original trip code was 01 (work), and it was followed by one or more successive 01 (work) trips, then a recode of 02 (business other than work-related) was added to the second as well subsequents 01 (work) trips.

Table 7. 1977-1969 NPTS Trips Purposes and Codes

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

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Appendices

## Appendix A: Glossary of Terms Used In NPTS

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

Airport-A commercial facility that services regularly scheduled airlines.

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

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

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

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

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

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

Family Income--The money income of all persons in a household, including those temporarily absent. Includes wages and salary (before deductions), commission, tips, cash bonuses; net income from a person's own
(unincorporated) business, professional practice, or farm (gross receipts minus business expenses); pensions, dividends, interest, unemployment or workmen's compensation, social security, veterans' payments, rent received from owned property (minus the operating costs), public assistance payments, regular gifts of money from friends or relatives not living in the household, alimony, child support, and other kinds of periodic money income other than earnings. Excludes income in kind, such as room and board, insurance, payments, lump-sum inheritances, occasional gifts of money from persons not living in the same household, money received from selling one's house, car, or other personal property, withdrawal of savings from banks, and tax refunds.

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

Federal-aid rural area--Any area outside of federal-aid urban areas.
Freeway, tollway, or expressway-A divided arterial highway for through traffic with full or partial control of access and grade separations at major intersections.

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

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

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

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

Means of transportation--A personal mode used for going from one place (origin) to another (destination). Includes private and public motorized modes, as well as walking. For all travel day trips, each change of mode constitutes a separate trip. The following personal transportation modes are included:
--Automobile: A privately owned and/or operated licensed motorized vehicle including cars, jeeps, dune buggies and stationwagons. Also includes leased and rented cars if they are privately operated and not picking up passengers in return for fare.
--Vanbus/Minibus: Privately owned and/or operated vans and buses designed to carry from 5 to 13 passengers; for example, a Volkswagen bus.
--Pickup truck/other van: A small open-body motorized vehicle, privately owned and/or operated, with 4 to 6 tires, built on a chassis comparable to that of a passenger car. Accomodates fewer than 5 passengers. Includes travel trucks (service trucks) when they are not being used for commercial purposes.
--Other truck (personal use): The private use, either as a passenger or driver, of all other types of trucks, i.e.: dump trucks, trailer trucks, etc., when they are not being used for commercial purposes.
--Motorcycle: Includes Harley-Davidson, Hondas, Vespas, etc. Does not include minibikes, etc., which cannot be licensed for highway use.
--Self-contained recreational vehicle: Includes recreational vehicles that are operated as a self-contained unit without being hitched to another vehicle; for example, a Winnebago motor home.
--Taxi (personal use): The use of a passenger vehicle either by a driver or a passenger, which does not involve the duties of a professional driver for the payment of a fare by a passenger.
--Bus: Includes Greyhounds, Trailways, etc.; mass transit systems and shuttle buses that are available to the general public. Also includes Dial-A-Bus and Senior Citizen buses that are available to the public. Does not include shuttle buses operated by a govemment agency or private industry for the convenience of employees, contracted or chartered buses or school buses. These latter types are included in "other."
--Train: Includes commuter trains and passenger trains other than elevated trains and subways.
-Streetcar: Includes trolleys, streetcars, and cable cars.
--Elevated rail or subway: Includes elevated train and subway trains.
--Airplane: Includes commercial airplanes and smaller planes that are available for use by the general public in exchange for a fare. Private planes and helicopters are included under "other."
--Taxi (commercial use): The use of a taxicab by a driver for hire or by a passenger for fare. Also includes airport limousines. Does not include rental cars if they are privately operated and not picking up passengers in return for fare.
--Truck (commercial use): Includes the commercial use, either as a driver or a passenger, of pickups, dump trucks, trailer trucks, being operated for business-related purposes.
--Bicycles: Includes bicycles of all speeds and sizes and minibikes.
--Walk: Includes jogging, walking, etc., provided the origin and destination are not the same. .
--Schoolbus: Includes county school buses, private school buses, and buses chartered from private companies for the express purposes of carrying students to/or from school andor school-related activities. Does not include school buses chartered or reserved for other trips, such as church outings; these are included under "other."
--Motorized bicycle/(often called a Moped): Includes bicycles equipped with both pedals and a small engine, typically a horsepower or less.
--Other: Includes any types of transportation not included above.
Motorized vehicle: Includes all vehicles that are licensed for highway driving. Specifically excluded are snow mobiles, minibikes, etc.

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

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

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

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

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

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

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

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

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

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

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

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

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

Traveling household: A household reporting at least one travel day and/or t'ravel period trip.

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

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

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

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

Trip purpose: The main reason that motivated the trip. For purposes of this survey, there are 21 trip reasons. If there are more reasons than one, and the reasons do not involve different destinations, then only the main reason is chosen. If there are two or more reasons, and they each involve different destinations, then each reason is classified as a separate trip. The 21 trip reasons are defined as follows:
--To place of work: Includes travel to a place where one reports for work. It does not include any other work-related travel.
--Work-related business: Trips related to business activities except to the place of work; for example, a plumber drives to a wholesale dealer to purchase supplies for his business.
--Convention: Trips made to attend business, professional, special interest, and other types of conventions; for example, Shriners, etc.
--Civic/Education/Religious: Trips to political rallies, legislative hearings, voting places, etc.; to school, college, or university for class(es), PTA meetings, seminars, etc.; to church services or to participate in other religious activities. Social activities that take place at a church or school are not classified as religious or educational.
--Eat Meal: Trips taken to eat a meal in a public place. Trips taken to a friend's house for dinner are classified "visit friends or relatives."

Doctor or dentist: Trips made for medical, dental or psychiatric treatment or other related professional services.
--Shopping: Includes "window-shopping" and purchases of commodities, such as groceries, furniture, textiles, etc., for use or consumption elsewhere.
--Family or personal business: Trips taken to attend organized functions of the family or friends, such as weddings, graduations, reunions, etc. Includes purchase of services such as cleaning garments, beauty parlor treatments, servicing of an auto, etc.
--Visit friends or relatives: Trips made to visit friends or relatives but not prompted by organized family affairs or an emergency.
--Pleasure driving: Includes driving trips made with no other purpose listed here but to "go for a drive" with no destination in mind; for example, a Sunday drive in the country.
--Sightseeing: Trips taken to sightsee or tour with a particular place planned to visit. This distinguishes "sightseeing" from "pleasure driving."
--Entertainment: Trips taken to go to a movie, the theatre, opera, concert, discotheque, cabaret, spectator sports, such as a ball game, races, track meet, or an amusement park.
--Recreation (participant): Trips taken to participate in sporting or outdoor activities, such as fishing, hunting, golf, swimming, picnicking, skilng, etc., also, trips to participate in outdoor activites, such as skating, bowling, basketball, etc.
--Vacation: Trips reported by the respondent as "vacation."
--Change of vehicle: Trips made specifically to change from one vehicle to another within the same "means of transportation" category. (For example, transferring from one bus to another, one plane to another, or from one passenger car to another).
--Pick up or leave off passenger: Trips that are made to serve a passenger. For example, a trip by Mrs. Columbo to pick up her mother and drive her to the store on travel day would be reported as two trips: the trip to her mother's home for the purpose of picking up a passenger and the trip to the store for the purpose of shopping. If Mr. Hersholt drives from Washington to Chicago during the 14-day travel period and stops in Baltimore to pick up his son, the purpose of his first stop on his trip to Chicago will be reported in Part B of Section VI as "picking up a passenger."
--Return home: The trip made to the residence of the respondent at the time of the trip. In the case of a college student who lives on campus and is interviewed at school, trips to the dormitory or other living quarters on campus are considered "return home."
--Lodging: Trips made for the purpose of taking overnight accomodations. This category is also used in lieu of "return home" when return trips are to this lodging.
--Social: Trips taken to enjoy some form of social activity involving friends or acquaintances, such as a party, playing cards, dancing, etc.
--Other: Any purpose for a trip that does not fit into one of the above categories.

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

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

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

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

Urbanized area: Defined by the Bureau of the Census as:
1a. A central city of 50,000 inhabitants or more in 1960 , or in a special census conducted by the Census Bureau since 1960, or in the 1970 census; or
b. Twin cities, i.e. cities with contiguous boundaries and constituting for general social and economic purposes, a single community with a combined population of at least 50,000 , and with the smaller of the twin cities having a population of at least 15,000 .
2. Surrounding closely settled territory, including the following: (but excluding the rural portions of extended cities)
a. Incorporated places of 2,500 inhabitants or more.
b. Incorporated places with fewer than 2,500 inhabitants provided that each has a closely settled area of 100 housing units or more.
c. Small parcels of land, normally less than one square mile in area, having a population density of 1,000 inhabitants or more per square mile. The areas of large nonresidential tracts devoted to such urban land uses as railroad yards, airports, factories, parks, golf courses, and cemeteries are excluded in computing the population density.
d. Other similar small aeas in unincorporated territory with lower population density provided that they serve

- to eliminate enclaves, or
- to close indentations in the urbanized areas of one mile or less across the open end, or
- to link outlying enumeration districts of qualifying density that are not more than $1 / 2$ miles from the main body of the urbanized area,

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

Urban place: Defined by the Bureau of the Census as follows:
a. A place of 2,500 inhabitants or more incorporated as a oity, borough, village, or town, (except towns in New England,
New York, and Wisconsin);
b. The densely settled fringe, whether incorporated or unincorporated, of urbanized areas;
c. Towns in New England and townships in New Jersey and Pennsylvania that contain no incorporated municipalities as subdivisions and have either 25,000 inhabitants or more, or a population of 2,500 to 25,000 and a density of 1,500 persons or more per square mile;
d. Counties in States other than the New England States, New Jersey, and Pennsylvania that have no incorporated municipalities within their boundaries and have a density of 1,500 persons or more per square mile; or
e. Unincorporated places of 2,500 inhabitants or more.
Appendix B. MPTS Questionnalre



## 

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\hline b. . How ma (Include \& these persons ere menters of tib household? espondent) \& (511) \& \multicolumn{2}{|l|}{Housethold members} \& \& <br>

\hline c. Did you \& driving, drive others mely ar ride eds? \& (11) \& \multicolumn{2}{|l|}{\begin{tabular}{l}

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\hline \multicolumn{2}{|l|}{28. How long does it usually take yon to get from we to work?} \& 520 \& \multicolumn{2}{|l|}{- Minutes} \& \& <br>
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\(\square\) \\
2
\(\square\) Yes No SSIP to 47
\end{tabular} \\
\hline \begin{tabular}{l}
(Do not ask for persons under 16 years of ape) \\
46. If you had driven and not used public Iransportation, would parking have been free?
\end{tabular} \& \begin{tabular}{l}
(729) , \\
2 \\
\(\times\)
\(\square\)
\(\square\)
\(\square\) Yes No Doa't know
\end{tabular} \& \[
\begin{aligned}
\& \text { (729) } \begin{array}{l}
\square \text { Yes } \\
=~ \\
\text { No } \\
\\
\times \square \text { Don't know }
\end{array} ~
\end{aligned}
\] \& \[
\begin{aligned}
\text { (729) } \& \square \text { Yes } \\
\& =\square \text { No } \\
\& \times \square \text { Don't know }
\end{aligned}
\] \& \[
\begin{aligned}
\text { T29) } \& \square \text { Yes } \\
\& =\square \text { No } \\
\& \times \square \text { Don't know }
\end{aligned}
\] \& \[
\begin{aligned}
\text { 729 } \& \square \text { Yes } \\
2 \& \square \text { No } \\
\& \times \square \text { Don't know }
\end{aligned}
\] \& \[
\begin{aligned}
\text { 729) } \& \square \text { Yes } \\
\& =\square \text { No } \\
\& \times \square \text { Don't know }
\end{aligned}
\] \\
\hline 47. Where did you go nert? \&  \& \begin{tabular}{l}
\(\qquad\)
\(\square\) \\
Atturn to ither 34 \\
Nowbers clse-4sx as
\end{tabular} \& \(\square\) Nowhere Alss-Anx es \& \(\qquad\) Mn 24 mis to Nowhere elst-Ask d3 \& \begin{tabular}{l}
\(\qquad\) mos to \\
Hoahere else-A5K \&
\end{tabular} \&  \\
\hline \begin{tabular}{l}
ASK only if CBD is marked on map SHOW MAP \\
(Ask this question for EACH trip that has been recorded above and mark a box in EACH trip column.) \\
48. Was any part of your trip to (destination) within the Certral Busines: District outlined on this map?
\end{tabular} \& \[
\begin{aligned}
\text { (730): } \& \square \text { Yes } \\
\& : \square \text { No } \\
\& \times \square \text { Don't know }
\end{aligned}
\] \& \begin{tabular}{l}
(730): \\
2 \\
\(\times\)

Yes No Don't know

\end{tabular} \& \[

$$
\begin{aligned}
& \text { (730): } \square \text { Ves } \\
& 2 \quad \square \text { No } \\
& \times \square \text { Don'1 hnow }
\end{aligned}
$$

\] \& \[

$$
\begin{aligned}
(730) & \square \text { Yes } \\
2 & \square \text { No } \\
\times & \square \text { Don'I know }
\end{aligned}
$$

\] \& \[

$$
\begin{aligned}
\text { 730) } & \square \text { Yes } \\
2 & \square \text { No } \\
x & \square \text { Don't know }
\end{aligned}
$$

\] \& \[

(730) $$
\begin{aligned}
\square & \text { Yes } \\
\text { } & \square \text { No } \\
\times & \square \text { Don't know }
\end{aligned}
$$
\] <br>

\hline
\end{tabular}

\begin{tabular}{|c|c|c|c|}
\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Soebion Y - Trayel day - Continued}} \& \& \multirow[t]{2}{*}{Household member tine number} \\
\hline \& \& \& \\
\hline CRECK ITEM G \& Was alalic lensom alizo used on any of these trips? Reter to llam 38 to aen trip recardad Is and of the codos DS-13 emilered? \& \begin{tabular}{l}
Dres  \\
Mo - exp to 80
\end{tabular} \& \\
\hline \multicolumn{2}{|l|}{\begin{tabular}{l}
49a. You used public tansportation on (some of) these trips. What were your reas sess for using it? Any olher reasoo? \\
(Mark ALL that aply)
\end{tabular}} \&  \& \\
\hline \multicolumn{2}{|l|}{b. Could you have made these trips without using public transpoctation?} \& \(\left.\begin{array}{l}1 \square \text { Yes } \\ 2 \square \text { No }\end{array}\right\}\) skip to section VI \& \\
\hline \multicolumn{2}{|l|}{\begin{tabular}{l}
50. You did ad use public transportation on ary de these ubps. Mazt were yoor reasoos for not using it? Ary ather resocs? \\
(Marth ALL mas sapoly)
\end{tabular}} \& \begin{tabular}{l}
15
\\
\(12 \square\)

14 <br>
17 <br>
Location is inconvenient
<br>
16
<br>
19

<br>
Too expensive

21 <br>
${ }^{23}$ Prefered to use car Need auto for work

Physical and/or mental impairment
$\square$
<br>
None available <br>
Schedule is incoovenient <br>
Too many transters Takes too long Had too much to carry Not familiar with transit system Wasn' t traveling far enough Other - Specify
$\qquad$
\end{tabular} \& <br>

\hline Pinteri \& : Enter total number of Travel Day tries reported by this respondent. \& $\longrightarrow$ Trips \& <br>
\hline
\end{tabular}






Houseroid member
line number



FOMM NT3-2 (11-8.7T)

Form Approved; O.M.B. No, 41-R2947



## Part B - 14DAY TRAVEL PERIOD TRIPS BY PRIVATE MOTOR VEHICL

| CHECK |
| :--- | :--- |
| ITEM S | | Refer to Section VJ, item 62. for each trip reparted for this household member. |
| :--- |
| Is ane of the codes 01-07 entered for means of tansparatian (private motor |
| vehicle) in ANY of the Trip Columns? |

$\square$ YES - Complete Part B for each trip
$\square$ NO - Interview next houschold member If last member, END INT ERVIEW.

READ - Now I'm going to ask you about the trips you have reported that were made by private motoz vehicle during the 14-Day Troval Periad.


FORM NTS-2A (4.1.57)

Appendix C. 1977 NPTS Record Layout and Documentation



COVER PAGE, GASOLINE EXPEK E, INCOME, AVAILABILITY OF PUBLIC TRANSPORTATION

| FIEL | --E-C- | SOURCE CODE | ITEM DESCRIPTION | value range and codes (RANGE IN PARENTHESIS) |
| :---: | :---: | :---: | :---: | :---: |
|  | 3 |  | FILLER | (BLANK) |
| -53 | 18 | 211 | TYPE Z - NON-INTERVIEWED PERSONS CMULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 2 CHARACTERS) (9 FIELDS) | $\text { (BLANK, } 0 \text { 1-25) }$ |
| -55 | 2 | 212 | family income group | $\begin{aligned} & (01-15) \\ & 01=U N D E R 82,000 \\ & 02=82,000-82,999 \\ & 03-83,000-83,999 \\ & 04-84,000-84,999 \\ & 05-85,000-85,999 \\ & 06-86,000-87,499 \\ & 07-87,500-89,999 \\ & 08=810,000-811,999 \\ & 09-812,000-814,999 \\ & 10-815,000-819,999 \\ & 11=820,000-824,999 \\ & 12=825,000-834,999 \\ & 13-835,000-849,999 \\ & 14-850,000-899,999 \\ & 15-8100,0000 V E R \end{aligned}$ |
| $3 \pi$ | 1 |  | ALLOCATION CODE (INCOME) | $\begin{aligned} & \text { (0-1) } \\ & 0-\text { DATA WAS REPORTED } \\ & 1 \text { - DATA WAS ALLOCATED } \end{aligned}$ |
| $-58$ | 2 | 213 | NUMBER OF TRAVEL DAY TRIPS REPORTED BY THE HOUSEHOLD | (0-45) |
| $-60$ $\mathbf{6}-$ | 2 | 214 | NUMBER OF TRAVEL PERIOD TRIPS REPORTED BY THE HOUSEHOLD | (0-36) |
| -62 | 2 | 215 | NUMBER OF VEHICLES <br> AVAILABLE FOR USE BY THE HOUSEHOLD | (0-20) |
| -67 | 5 | 401 | MONT:ALY GASOLINE EXPENSE (DOLLARS) | (BLANK, O-9999, 89999, 99999) <br> 89999 - DID NOT KNOW <br> 99999 - NO ANSWER <br> blank - NOT applicable |

SEGMENT 1: HOUSEHOLD RECORD
COVER PAGE, GASOLINE EXPENSE, INCOME, AVAILABILITY OF PUBLIC TRANSPORTATION

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

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

| - LOCATION | LENGTH | $\begin{aligned} & \text { SOURCE } \\ & \text { CODE } \end{aligned}$ | ITEM DESCRIPTION | value range and codes (RANGE IN PARENTHESIS) |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 84-87 | 4 | 408 | DISTANCE TO NEAREST AIRPORT (MILES) | $\begin{aligned} & \text { C0000, 1-998, O999, 8999, } \\ & 0000 \text { - LESS THAN 1/2 MILE } \\ & 0999 \text { - NONE AVAILABLE } \\ & 8999 \text { - DID NOTKNOW } \\ & 9999 \text { - NO ANSWER } \end{aligned}$ | 9999 |
| 88-89 | 2 |  | NUMP $\mathrm{ZR}^{2}$ OF SEGMENT 12 RECORDS FOR THIS HOUSEHOLD CHOUSEHOLD MEMBERS AND THEIR CHARACTERISTICS.) | (0-18) |  |
| 90-91 | 2 |  | NUMBER OF SEGMENT 3 RECORDS FOR THIS <br> HOUSEHOLD CHOUSEHOLD <br> VEHICLE CHARACTERISTICS) | (0-20) |  |
| 92-93 | 2 | - | NUMBER OF SEGMENT 4 RECORDS FOR THIS HOUSEHOLD COCCUPATION AND TRAVEL TO WORK DATA) | (0-16) |  |
| 94-96 | 3 | - | NUMBER OF SEGMENT 5 RECORDS FOR THIS <br> HOUSEHOLD (TRAVEL DAY <br> TRIP DATA) | (0-45) |  |
| 97-99 | 3 |  | NUMBER OF SEGMENT 6 RECORDS FOR THIS <br> HOUSEHOLD (14-DAY TRAVEL PERIOD TRIP DATA) | (0-36) |  |
| - 100-102 | 3 |  | NUMBER OF SEGMENT 17 RECORDS FOR THIS <br> HOUSEHOLD (14-DAY TRAVEL PERIOD STOP DATA) | (0-40) |  |
| - |  |  | WEIGHT FACTORS. |  |  |
| 103-114 | 12 |  | BASIC HOUSEHOLD WEIGHT (BW(PSU)) <br> (ASSIGNED BY CENSUS) | (NUMERIC) |  |
| 115-126 | 12 |  | FINAL HOUSEHOLD WEIGHT (Wo) <br> (ASSIGNED BY CENSUS) | (NUMERIC) |  |
| 127-160 | 34 |  | FILLER | (BLANK) |  |

FIELD

| LOCATION | LENGTH | $\begin{aligned} & \text { SOURCE } \\ & \text { CODE } \end{aligned}$ | ITEM DESCRIPTION |
| :---: | :---: | :---: | :---: |
| 1-6 | 6 |  | HOUSEHOLD SERIAL NUMBER (ASSIGNED BY CENSUS) |
| 7 | 1 |  | ADDITIONAL UNIT <br> (ASSIGNED BY CENSUS) |
| 8-9 | 2 |  | INTERVIEW MONTH <br> (MONTH IN WHICH THE <br> INTERVIEW WAS CONDUCTED. <br> ASSIGNED BY BUREAU OF <br> THE CENSUS TRANSCRIPTION CLERK) |


| 10-12 | 3 |  | BATCH NUMBER <br> (ASSIGNED BY CENSUS) |
| :---: | :---: | :---: | :---: |
| 13-16 | 4 |  | WORK UNIT SEQUENCE NUMBER (ASSIGNED BY CENSUS) |
| 17 | 1 |  | SEGMENT NUMBER |
| 18-19 | 2 | - | nUMBER OF SEGMENT 2 RECORDS FOR THE HOUSEHOLD |
| 20-21 | 2 |  | SEGMENT SEQUENCE NUMBER IN THE HOUSEHOLD |
| 22-23 | 2 | cc8 | household member line NUMBER |
| 24 | 1 | CC9B | RELATIONSHIP TO HEAD OF HOUSEHOLD |

## VALUE RANBE AND CODES

 (RANGE IN PARENTHESIS)QUARTER 1: (000001-006079)
QUARTER 2: (100001-106068)
QUARTER 3: (200001-206098)
QUARTER 4: (300001-306218)
(BLANK, 1-9)
(01-12)
01 - JANUARY
02 - FEBRUARY
03 - MARCH
04 - APRIL
05 - MAY
06 - JUNE
07 - JULY
08 - AUGUST
09 - SEPTEMBER
10 - OCTOBER
11 - NOVEMBER
12 - DECEMBER
(001-999)
(0001-9999)
(2)
(1-18)
(1-18)
(1-25)
(1-6)
1 - HEAD OF HOUSEHOLD
2-WIFE
3 - UNMARRIED CHILD
4 - OTHER RELATIVE
5 - PARTNER
6 - OTHER NONRELATIVE

| HOUSEHOLD MEMBER CHARACTERISTICS |  |  |  | Page 2 |
| :---: | :---: | :---: | :---: | :---: |
| FIEL |  |  |  |  |
| LOCATION | Length | SODE | ITEM DESCRIPTION | VALUE RANGE AND CODES (RANGE IN PARENTHESIS) |
|  |  |  |  |  |
| 25-27 | 3 | CC 12 | AGE | $\begin{aligned} & \text { (000: 1-99) } \\ & 000-\text { LESS THAN } 1 \text { YEAR } \end{aligned}$ |
| 28. | 1 |  | allocation code (age) | $\begin{aligned} & (0-1) \\ & 0-\text { DATA WAS REPORTED } \\ & 1 \text { - DATA WAS ALLOCATED } \end{aligned}$ |
| 29 | 1 | CC13 | MARITAL STATUS | ```(BLANK, 1-5) 1 - MARRIED 2 - WIDDWED 3 - DIVORCED 4 - SEPARATED 5 - NEVER MARRIED BLANK - NOT APPLICABLE``` |
| 30 | 1 |  | allocation code cmarital STATUS) | (BLANK, 0-1) <br> O - DATA WAS REPORTED 1 - DATA WAS ALLOCATED blank - data not coded |
| 31 | 1 | CC 14 | SEX | $\begin{aligned} & (1-2) \\ & 1-M A L E \\ & 2-\text { FEMALE } \end{aligned}$ |
| 32 | 1 |  | ALLOCATION CODE (SEX) | (0-1) <br> 0 - DATA WAS REPORTED <br> 1 - data was allocated |
| 33 | 1 | CG 15 | RACE | $\begin{aligned} & (1-3) \\ & 1=\text { WHITE } \\ & 2=\text { BLACK } \\ & 3-O T H E R \end{aligned}$ |
| 34 | 1 |  | ALLOCATION CODE (RACE) | (0-1) <br> O - DATA WAS REPORTED <br> 1 - data was allocated |



FIELD

| LOCATION | LENGTH | SOURCE |  |
| :---: | :---: | :---: | :---: |
| CODE | ITEM DESCRIPTION |  |  |
| $38-39$ | 2 | CC17A | HIGHEST GRADE ATTENDED |

40

41

42

43

44

ALLOCATION CODE (GRADE COMPLETED)

ARMED FORCES

ALLOCATION CODE (ARMED FORCES)

VALUE RANGE AND CODES (RANGE IN PARENTHESIS)
$\underset{31-36)}{(B L A N K,} 00,11-18,21-24$,

(BLANK, 0-1)
0 - DATA WAS REPORTED
1 - DATA WAS ALLOCATED
BLANK - DATA NOT CODED
(BLANK, 1-2)
1 - GRADE WAS COMPLETED
2 - GRADE WAS NOT COMPLETED
BLANK - NOT APPLICABLE
(BLANK, 0-1)
0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED BLANK - DATA NOT CODED
(BLANK, 1-2)
1 - YES
2 - NO
BLANK - NOT APPLICABLE
(BLANK, 0-1)
0 - DATA WAS REPORTED
1 - DATA WAS ALLOCATED
BLANK - DATA NOT CODED.

| LOCATION | LENGTH | SOURCE CODE |  | VALUE R CRANGE I |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  | ITEM DESCRIPTION |  |
|  |  |  | WEIGHTING FACTORS |  |
| 45-56 | 12 |  | BASIC HOUSEHOLD WEIGHT (BW(PSU)) <br> (ASSIGNED BY CENSUS) | (NUMERIC) |
| 57-68 | 12 |  | PERSON WEIGHT (ASSIGNED BY CENSUS) | (NUMERIC) |
| 69-80 | 12. |  | FILLER | (BLANK) |



| FIELD |  | SOURCE CODE | ITEM DESCRIPTION | value range and codes (RANGE IN PARENTHESIS) |
| :---: | :---: | :---: | :---: | :---: |
| LOCATION | LENGTH |  |  |  |
| 27-29 | 3 | 2150 | MODEL YEAR | (BLANK, 30-78, 999) <br> 999 - NO ANSWER <br> blank - not applicable |
| 30 | 1 |  | EDIT CODE (MODEL YEAR) | (BLANK, 0-1) <br> - - DATA WAS REPORTED 1 - DATA WAS EDITED blank - data not coded |
| 31-32 | 2 | 215 F | AUTOMATIC TRANSMISSION | ```(BLANK, O 1-02, 99) O1-YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE``` |
| 33-35 | 3 | 2156 | NUMBER OF CYLINDERS | ```(BLANK, 1-8, 12, 16, 021, 999) 021- ROTARY 999 - NO ANSWER BLANK - NOT APPLICABLE``` |
| 36-37 | 2 | $215 H$ | AIR CONDITIONED | ```(BLANK, O1-02, 99) O1 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE``` |
| 38-39 | 2 | 2151 | VEHICLE OWNERSHIP | (01-05, 99) <br> 01 - OWNED BY A MEMBER OF <br> THE HOUSEHOLD <br> 02 - COMPANY OWNED <br> 03 - LEASED <br> 04 - RENTAL <br> 05 - OTHER <br> 99 - NO ANSWER |
| 40-41 | 2 | 2151 | vehicle purchased new or USED | $\begin{aligned} & \text { (BLANK, O 1-02, 99) } \\ & 01-\text { NEW } \\ & 02 \text { - USED } \\ & 99-\text { NO ANSWER } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |


| FIELD |  | SOURCE CODE | ITEM DESCRIPTION |  |
| :---: | :---: | :---: | :---: | :---: |
| LOCATION | LENGTH |  |  | value range and codes (RANGE IN PARENTHESIS) |
| 42-43 | 2 | 215K | MONTH IN WHICH VEHICLE WAS PURCHASED | (BLANK, O1-12, 99) <br> 01 - JANUARY <br> 02 - FEBRUARY |
|  |  |  |  | 03 - MARCH 04 - APRIL |
|  |  |  |  | 05 - MAY |
|  |  |  |  | 06 - JUNE |
|  |  |  |  | 08 - AUGUST |
|  |  |  |  | 09 - SEPTEMBER |
|  |  |  |  | $10-\mathrm{OCTOBER}$ 11 - NOVEMBER |
|  |  |  |  | 12 - DECEMBER |
|  |  |  |  | BLANK - NOT APPLICABLE |
| 44-45 | 2 | 215K | YEAR IN WHICH VEHICLE WAS PURCHASED | (BLANK, 30-78, 99) 99 - NO ANSWER <br> BLANK - NOT APPLICABLE |
| 46 | 1 |  | EDIT CODE (DATE | (0-1) |
|  |  |  | PURCHASED) <br> (MONTH AND YEAR) | O - DATA WAS REPORTED |
|  |  |  |  | Blank - DATA Not coded |
| 47-48 | 2 | 2151 | VEHICLE USED 4 OR MORE | (01-02, 99) |
|  |  |  | WORK | O1- YES |
|  |  |  |  | 99 - NO ANSWER |
| 49-50 | 2 | $215 M$ | VEHICLE USED ALL OR PART OF THE WAY TO WORK | (BLANK, 01-02, 99) |
|  |  |  |  | 01 - ALL THE WAY <br> 02 - PART OF THE WAY |
|  |  |  |  | 99 - NO ANSWER |
|  |  |  |  | blank - Not ap |
| 51-57 | 7 | 215N | MILES VEHICLE WAS USED IN LAST 12 MONTHS (OR FROM DATE OF PURCHASE IF LESS THAN 12 MONTHS) (MILES) | (0-999999, 9999999) |
|  |  |  |  | 9999999 - NO ANSWER |
|  |  |  |  |  |





SEGMENT 44 OCCUPATION AND TRAVEL TO WORK
PAGE 3
$\begin{array}{ccc}\text { FIELD } & & \text { SOURCE } \\ \text { LOCATION } & \text { LENGTH } \\ \text { CODE }\end{array}$ ITEM DESCRIPTION

```
    value range and codes
    (RANGE IN PARENTHESIS)
(BLANK, 001-019, 099, 999)
OO1 - AUTOMOBILE
002 - VANBUS/MINIBUS
003 - PICKUP TRUCK/OTHER
    van
004 - OTHER TRUCK (PERSONAL
        USE)
005 - MOTORCYCLE
0 0 6 ~ - ~ S E L F - C O N T A I N E D ~
        RECREATIONAL VEHICLE
007 - TAXI (PERSONAL USE)
008 - BUS
009 - TRAIN
010 - STREETCAR
011 - ELEVATED RAIL OR
    SUBWAY
012 -.AIRPLANE
013 - TAXI (COMMERCIAL USE)
014 - TRUCK (COMMERCIAL
    USE)
015 - BICYCLE
016 - WALK
O17 - SCHOOL BUS
O18 - MOTORIZED BICYCLE
019 - OTHER
099 - WORK AT HOME
999 - NO ANSWER
ELANK - NOT APPLICABLE
(BLANK, 000, 002-020, 999)
000 - DO NOT POOL
999 - NO ANSWER
BLANK - NOT APPLICABLE
(BLANK, 0-1)
O - DATA WAS REPORTED
1 - DATA WAS EDITED
BLANK - DATA NOT CODED
(BLANK, O01-020, 999)
999 - NO ANSWER
BLANK - NOT APPLICABLE
(BLANK, 0-1)
O - DATA WAS REPORTED
1 - DATA WAS EDITED
BLANK - DATA NOT CODED
```



| FIELD |  | $\begin{aligned} & \text { SOURCE } \\ & \text { CODE } \end{aligned}$ |  | VALUE RANGE AND CODES (RANGE IN PARENTHESIS) |
| :---: | :---: | :---: | :---: | :---: |
| LOCATION | LENGTH |  | ITEM DESCRIPTION |  |
| 62-67 | 6 | 514 | REASON(S) FOR CHANGE | (BLANK, 1-6) |
|  |  |  | (MULTIPLE ENTRIES, LEFT | 1 - CHANGE OF RESIDENCE <br> 2 - CHANGE OF JOB LOCATION |
|  |  |  | EACH ENTRY 1 CHARACTER)' | 3 - PREVIOUS MEANS WAS |
|  |  |  | (6 FIELDS) | UNSATISFACTORY |
|  |  |  |  | 4 - PREVIOUS MEANS WAS NOT |
|  |  |  |  | 5 - PUBLIC TRANSPORTATION |
|  |  |  |  | became available |
|  |  |  |  | 6 - OTHER |
| 68-70 | 3 | 515 | PRINCIPLE MEANS OF | (BLANK, 001-019, 099, 999) |
|  |  |  | TRANSPORATION BEFORE | SAME CODES AS MPRINCIPLE |
|  |  |  | CHANGE | MEANS OF. TRANSPORTATION |
| 71-73 |  |  |  |  |
|  | 3 | 516 | NUMBER OF PERSONS IN | (BLANK, 000, 002-020, 999) |
|  |  |  | PREVIOUS CARPOOL/VANPOOL | 000 - NOT IN A POOL |
|  |  |  | (INCLUDING HOUSEHOLD | 999 - NO ANSWER |
|  |  |  | MEMBER) , | BLANK - NOT APPLICABLE |
| 74 | 1 |  | EDIT CODE (NUMBER | (BLANK, 0-1) |
|  |  |  | OF PERSONS IN PREVIOUS | 0 - DATA WAS REPORTED |
|  |  |  | CARPOOL/VANPOOL) | 1 - DATA WAS EDITED |
|  |  |  |  | BLANK - DATA NOT CODED |
| 75-77 | 3 | 517 | TOTAL NUMBER OF HOUSEHOLD | (BLANK, 001 -020, 999) |
|  |  |  | MEMBERS IN PREVIOUS POOL | 999 - NO ANSWER |
|  |  |  |  | BLANK - NOT APPLICABLE |
| 78 | 1 |  | EDIT CODE CTOTAL | (BLANK, 0-1) |
|  |  |  | NUMBER OF HOUSEHOLD | O- DATA WAS REPORTED |
|  |  |  | MEMBERS IN PREVIOUS POOL) | 1 - DATA WAS EDITED |
|  |  |  |  | BLANK - DATA NOT CODED |
| 79-80 | 2 | 518 | DRIVING/RIDING ARRANGE- |  |
|  |  |  | MENT IN PREVIOUS CARPOOL | 01 - SHARED DRIVING |
|  |  |  |  | 02 - DROVE OTHERS ONLY |
|  |  |  |  | 99 - NO ANSWER |
|  |  |  |  | BLANK - NOT APPLICABLE |
| 81-84 | 4 | 519 |  |  |
|  |  |  | HOME TO WORK (MILES) | 0000 - LESS THAN $1 / 2$ MILE |
|  |  |  |  | 0999 - NO FIXED PLACE OF WORK |
|  |  |  |  | 9999 - NO ANSWER |
|  |  |  |  | BLANK - NOT APPLICABLE |
| 85-88 | 4 | 520 | TIME IT TAKES TO GET FROM | (BLANK, 1-999, 9999) |
|  |  |  | HOME TO WORK (MINUTES) | 9999 - NO ANSWER |
|  |  |  |  | BLANK - NOT APPLICABLE |


| OCCUPATION ANO TRAVEL TO WORK |  |  |  | Page 6 |
| :---: | :---: | :---: | :---: | :---: |
| FIEL |  |  |  |  |
| LOCATION | LENGTH | SOURCE CODE | ITEM DESCRIPTION | VALUE RANGE AND CODES (RANGE IN PARENTHESIS) |
| 89-90 | 2 | 521 | LICENSED DRIVER | ```(BLANK, 01-02) O1- YES 02 - NO BLANK - NOT APPLICABLE``` |
| 91 | 1 |  | allocation code clicensed DRIVER) | $\begin{aligned} & \text { (BLANK, 0-1) } \\ & 0 \text { - DATA WAS REPORTED } \\ & \text { B DATA WAS ALLOCATED } \\ & \text { BLANR-DATA NOT CODED } \end{aligned}$ |
| 92-98 | 7 | 522 | ANNUAL MILEAGE DRIVEN (MILES) (THOUSANDS OF MILES) | (BLANK, 0-999999, 9999999) 9999999 - NO ANSWER <br> blank - NOT APPLICABLE |
| 99-101 | 3 | 523 | TYPE OF MOTORIZED VEHICLE DRIVEN AS ESSENTIAL PART OF WORK | $\begin{aligned} & \text { (BLANK, } 000-008, ~ 013-014, \\ & 017-019099) \\ & 000 \text { - NONE USED } \\ & 001 \text { - AUTOMOBILE } \\ & 002 \text { - VANBUS/MINIBUS } \\ & 003 \text { - PICKUP TRUCK, OTHER } \\ & 004 \text { - VAN OTHER TRUCK (PERSONAL } \\ & 005 \text { - USE) MOTORCYCLE } \\ & 006 \text { - SELF-CONTAINED } \\ & 007 \text { - RECREATIONAL VEHICLE } \\ & 008 \text { - BUS (PERSONAL USE) } \\ & 013 \text { - TAXI (COMMERCIAL USE) } \\ & 014 \text { - TRUCK (COMMERCIAL } \\ & 017 \text { - USE) SCHOOL BUS } \\ & 018 \text { - MOTORIZED BICYCLE } \\ & 019 \text { OTHER OTER } \\ & 999 \text { - NO ANSWER } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 102-106 | 5 | 524 | MILES DRIVEN AS PART OF WORK ON TRAVEL DAY | $\begin{aligned} & \text { (BLANK: 00000 1-1500, 99999) } \\ & 00000 \text { - DID NOT DRIVE } \\ & \text { 99999 - NO ANSWER } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 107 | 1 |  | EDIT CODE MILES DRIVEN AS PART OF WORK ON TRAVEL DAY) | $\begin{aligned} & \text { (BLANK, 0-1) } \\ & 0 \text { - DATA WAS REPORTED } \\ & 1 \text { - DATA WAS EDITED } \\ & \text { BLANK - DATA NOT CODED } \end{aligned}$ |


| OCCUPATION AND TRAVEL TO WORK |  |  |  | PAG 7 |
| :---: | :---: | :---: | :---: | :---: |
| FIELD |  |  |  |  |
| LOCATION | LENGTH | $\begin{gathered} \text { SOURCE } \\ \text { CODE } \end{gathered}$ | ITEM DESCRIPTION | Value range and codes (RANGE IN PARENTHESIS) |
| 108-112 | 5 | 525 | MILES DRIVEN AS PART OF WORK ON AVERAGE WORK DAY | ```(BLANK, 00000, 1-1500, 9999) OOOOO - DO NOT DRIVE 99999 - NO ANSWER BLANK - NOT APPLICABLE``` |
| 113 | 1 |  | EDIT CODE (MILES DRIVEN AS PART OF WORK ON AVERAGE WORK DAY) | ```(BLANK, 0-1) O - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - DATA NOT CODED``` |
| 114-115 | 2 | 526 | NUMBER OF DAYS A WEEK DRIVE AS PART OF WORK | $\begin{aligned} & \text { (BLANK, 1-7, 99) } \\ & 99-\text { NO ANSWER } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| NOTE: IT QUARTER | WITH SOURCE CODES 527 THROUGH 531 ARE INCLUDED FOR THE FOURTH (JANUAY-MARCH 1978). FOR QUARTERS 1-3. THESE FIELDS ARE BLANK. |  |  |  |
| 116-118 | 3 | 527 | NUMBER OF WORK-RELATED STOPS ON TRAVEL DAY | $\begin{aligned} & \text { (BLANK 0-99, 999) } \\ & 999-\text { NO ANSWER } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 119-123 | 5 | 528 | LONGEST DISTANCE BETWEEN TWO CONSECUTIVE WORKRELATED STOPS | $\begin{aligned} & \text { (BLANK O O0000, 1-9999' 99999) } \\ & 00000 \text { - LESS THAN 1/2'MILE } \\ & 999999 \text { NOANSWER } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 124-125 | 2 | 529 | ANY TRAVEL WITHIN MAP AREA | ```(BLANK, 01-02, 99) O1 - NO 02 - YES 99 - NO ANSWER BLANK - NOT APPLICABLE``` |
| 126-127 | 2 | 530 | WAS ANY TRAVEL WITHIN THE URBAN BOUNDARIES SHOWN ON THE MAP? | ```(BLANK, OI-02, 99) O1 - NO 02 - YES 99 - NO ANSWER BLANK - NOT APPLICABLE``` |
| 128-131 | 4 | 531 | URBAN MILEAGE DRIVEN | ```(BLANK, 0000, 1-999, 9999) 0000 - LESS THAN 1/2 MILE 9999 - NO ANSWER BLANK - NOT APPLICABLE``` |
| 132-133 | 2 | 532 | ANY TRAVEL DAY TRIPS NOT REPORTED? | ```(BLANK, O1-02, 99) O1- YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE``` |



| OCCUPATION AND TRAVEL TO WORK |  |  |  | PAGE 9 |
| :---: | :---: | :---: | :---: | :---: |
| FIELD |  |  |  | value range and codes |
| LOCATION | LENGTH | SOURCE CODE | ITEM DESCRIPTION |  |
| ---E-E- |  |  |  |  |
| 149-174 | 26 | 803 | REASONS FOR NOT USING PUBLIC TRANSPORTATION (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 2 CHARACTERS) (13 FIELDS) | (BLANK, 11-23) |
|  |  |  |  | $11 \text { - NONE AVAILABLE }$ |
|  |  |  |  | 12 - SCHEDULE INCONVENIENT |
|  |  |  |  | 13 - LOCATION INCONVENIENT |
|  |  |  |  | 14 - TOO MANY TRANSFERS |
|  |  |  |  | 15 - TOO EXP ENSIVE |
|  |  |  |  | 16 - TAKES TOO LONG |
|  |  |  |  | 17 - PREFERRED TO USE CAR |
|  |  |  |  | 18 - NEED AUTO FOR WORK |
|  |  |  |  | 19 - HAD TOO MUCH TO CARRY |
|  |  |  |  | 20 - PHYSICAL AND/OR MENTAL |
|  |  |  |  | - IMPAIRMENT |
|  |  |  |  | 21 - NOT FAMILIAR WITH |
|  |  |  |  | 22-HRANSIT SYSTEM |
|  |  |  |  | 22 - WASN'T TRAVELLING FAR |
|  |  |  |  | 23 - ENOUGH |
|  |  |  |  | BLANK - NOT APPLICABLE |
| 175-176 | 2 | 804 | TOTAL NUMBER OF TRAVEL | (BLANK, 0-40) |
|  |  |  | DAY TRIPS | BLANK - NOT APPLICABLE |
| 177-178 | 2 | 805 | TOTAL NUMBER OF TRIPS | (BLANK, 0-40, 89) |
|  |  |  | 75 MILES OR MORE DURING | 89 - DO NOT KNOW |
|  |  |  | TRAVEL PERIOD | BLANK - NOT APPLICABLE |
| 179-180 | 2 | 806 | TOTAL NUMBER OF STOPOVERS | (BLANK, 0-40) |
|  |  |  | (NUMBER OF SEGMENT 7 | BLANK - NOT APPLICABLE |
|  |  |  | RECORDS FOR THIS PERSON) |  |
| 181-200 | 20 |  | FILLER | (BLANK) |


| SEGMENT 5: TRAVEL DAY TRIP DAT |  |  |  | PAOE 1 |
| :---: | :---: | :---: | :---: | :---: |
| FIELD |  | SOURCE CODE |  |  |
|  |  |  |  | VALUE RANGE AND CODES |
| LOCATION | LENGTH |  | ITEM DESCRIPTION | (RANGE IN PARENTHESIS) |
| 1-6 | 6 |  | HOUSEHOLD SERIAL NUMBER (ASSIGNED BY CENSUS) | QUARTER 1: (000001-006079) <br> QUARTER 2: (100001-106068) <br> QUARTER 3: (200001-206098) QUARTER 4: (300poi-306218) |
| 7 | 1 |  | ADDITIONAL UNIT (ASSIGNED BY CENSUS) | (BLANK, !-9) |
| 8-9 | 2 |  | INTERVIEW MONTH <br> CMONTH IN WHICH THE <br> INTERVIEW WAS CONDUCTED. ASSIGNED BY BUREAU OF THE CENSUS TRANSCRIPTION CLERK.) | (01-12) <br> 01 - JANUARY <br> 02 - FEBRUARY <br> 03 - MARCH <br> 04 - APRIL <br> 05 - MAY <br> 06 - JUNE <br> 08 - AUGUST <br> 09 - SEPTEMBER <br> 10 - OCTOBER <br> 12 - DECEMBER |
| 10-12 | 3 |  | BATCH NUMBER <br> (ASSIGNED BY CENSUS) | (001-999) |
| 13-16 | 4 |  | WORK UNIT SEQUENCE NUMIBER (ASSIGNED BY CENSUS) | (0001-9999) |
| 17 | 1 |  | SEGMENT NUMBER | (5) |
| 18-19 | 2 |  | number of segment 5 RECORDS FOR RESPONDENT | (1-40) |
| 20-21 | 2 |  | SEGMENT 5 TRIP SEQUENCE NUMBER FOR RESPONDENT | (1-40) |
| 22-23 | 2 | CC8 | RESPONDENT LINE NUMBER | (1-25) |
| 24-25 | 2 | 601 | TRIP NUMBER | (1-40) |
| ?6-27 | 2 | 602 | travel day date (DAY OF THE MONTH) | (1-14) |
| 28-29 | 2 | 603 | DID iHE TRIP BEGIN AT HOME? | $\begin{aligned} & (01-02) \\ & 01=Y E S \\ & 02-N O \end{aligned}$ |

SEGMENT 5\% TRAVEL DAY TRIP DATA
PAGE 2



| SEGMENT | : TRAV | EL DAY T | RIP DATA | PAGE 4 |
| :---: | :---: | :---: | :---: | :---: |
| FIEL |  |  |  |  |
| LOCATION | LENGTH | SOURCE CODE | ITEM DESCRIPTION | VALUE RANGE AND CODES (RANGE IN PARENTHESIS) |
| ----- |  |  |  |  |
| 49-51 | 3 | 608 | MAIN REASON FOR TAKING <br> THIS TRIP (TRIP PURPOSE) | (001-021, 999) <br> 001 - TO WORK |
|  |  |  |  | 002 - WORK-RELATED BUSINESS 003 - CONVENTION |
|  |  |  |  | 004 - CIVIC/EDUCATION/ |
|  |  |  |  | RELIGIOUS <br> 005 - EAT MEAL |
|  |  |  |  | 005 - EAT MEAL 006 - DOCTOR OR DENTIST |
|  |  |  |  | 007 - SHOPPING |
|  |  |  |  | 008 - FAMILY OR PERSONAL |
|  |  |  |  | 008 - VUSINESS |
|  |  |  |  | 009 - VISIT FRIENDS OR |
|  |  |  |  | 010- PELATIVES |
|  |  |  |  | 010 - PLEASURE DRIVING <br> 011 - SIGHTSEEING |
|  |  |  |  | 012 - ENTERTAINMENT |
|  |  |  |  | O13- RECREATION |
|  |  |  |  | - (PARTICIPANT) |
|  |  |  |  |  |
|  |  |  |  | 015 - CHANGE OF VEHICLE |
|  |  |  | . |  |
|  |  |  |  | MODE <br> 016 - CHANGE MODE OF |
|  |  |  |  | TRANSPORTATION |
|  |  |  |  | 017 - PICK UP OR LEAVE OFF PASSENGERS |
|  |  |  |  | 018 - RETURN HOME |
|  |  |  |  | 019 - LODGING (OVERNIGHT) |
|  |  |  |  | 020 - SOCIAL |
|  |  |  |  | 021 - OTHER |
|  |  |  |  | 999 - NO ANSWER |
| 52 | 1 | 609 | ANY OTHER HOUSEHOLD | (0-1) |
|  |  |  | MEMBERS ON TRIP | $0-\mathrm{NO}$ |
|  |  |  |  | 1 - YES, OTHERS |
| 53-76 | 24 | $610-$ | LINE NUMBERS OF OTHER | (BLANK, 01-25) |
|  |  | 621 | HOUSEHOLD MEMBERS ON THE |  |
|  |  |  | TRIP MMULTIPLE ENTRIES, |  |
|  |  |  | LEFT JUSTIFIED, BLANK |  |
|  |  |  | FILLED, EACH ENTRY 2 |  |
|  |  |  | CHARACTERS) . |  |
| 77-81 | 5 | 622 | TOTAL DISTANCE TO | (00000, 1-9999, 99999) |
|  |  |  | DESTINATION (MILES) | 00000 - LESS THAN $1 / 2$ MILE |
|  |  |  |  | 99999 - NO ANSWER |
| 82-86 | 5 | 623 | LENGTH OF TIME TO REACH | (00000, 1-1440, 99999) |
|  |  |  | DESTINATION (MINUTES) | 00000 - LESS THAN 30 SECONDS |
|  |  |  |  | 99999 - NO ANSWER |



## FIELD

1021 EDIT CODE CTOTAL
NUMBER OF PERSONS IN THE VEHICLE)

## VALUE RANGE AND CODES

 (RANGE IN PARENTHESIS)(BLANK, 1-25, 999)
999 - NO ANSWER
BLANK - NOT APPLICABLE
(BLANK, 0-1)
O - DATA WAS REPORTED
1 - DATA WAS EDITED
BLANK - NO DATA CODED
(BLANK, 000 , 00 1-025, 999)
000 - DRIVER WAS NOT A HOUSEHOLD MEMBER
999 - NO ANSWER
BLANK - NOT APPLICABLE
(BLANK, 0-1)
0 - NO
1 - YES
BLANK - NOT APPLICABLE
(BLANK, 01-25)

HOUSEHOLD MEMBERS WHO
SHARED THE DRIVING cMULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY CONSISTS OF: 2 CHARACTERS - HOUSEHOLD member line number, and 2 CHARACTERS - PERCENT OF the driving shared) ( 10 FIELDS, 5 ENTRIES)
1271713 DID NON-HOUSEHOLD MEMBERS SHARE. DRIVING
(BLANK,
$0)$
O-YES BLANK - NO OR NOT APPLICABLE

128-129 2714 . PERCENT OF DRIVING SHARED BY NON-HOUSEHOLD MEMBERS


| SEGMENT | \% TRAV | L DAY | IP DATA | PAGE 8 |
| :---: | :---: | :---: | :---: | :---: |
| FIELD |  |  |  |  |
|  |  | SOURCE |  | value range and codes (RANGE IN PARENTHESIS) |
| LOCATION | LENGTH | CODE | ITEM DESCRIPTION |  |
|  |  |  |  |  |
| 143-144 | 2 | 719 | REASON FOR MISSING PARKING COST INFORMATION |  |
|  |  |  |  | (BLANK, 09, 89. 99) <br> 09 - FEE PREVIOUSLY |
|  |  |  |  | REPORTED ON ANOTHER |
|  |  |  |  | 89 - DO NOT KNOW |
|  |  |  |  | 99 - NO ANSWER |
|  |  |  |  | BLANK - NOT APPLICABLE |
| NOTE: THE NEXT 5 FIELDS |  |  | CONTAIN INFORMATION RELATED <br> FOR PARKING. IF ANY FIELD <br> ONLY ONE OF THE 5 fIELDS WILL | TO THE TIME PERIOD COVERED IS BLANK. THE QUESTION WAS |
|  |  |  |  |  |  |  |
|  |  |  | BE CODED WITH A VALID TIME |  |
| 145-147 | 3 | 720 |  | MINUTE(S) | (BLANK, 01-99) |
| 148-150 | 3 | 721 | HOUR(S) | (BLANK, 01-99) |
| 151-153 | 3 | 722 | DAY(S) | (BLANK, 01-99) |
| 154-156 | 3 | 723 | WEEK(S) | (BLANK, 01-99) |
| 157-159 | 3 | 724 | MONTH(S) | (BLANK, 01-99) |
| 160-161 | 2 | 725 | REASON FOR MISSING TIME PERIOD INFORMATION | (BLANK, 89, 99) <br> 89 - DO NOT KNOW <br> 99 - NO ANSWER <br> BLANK - NOT APPLICABLE |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
| 162-163 | 2 | 726 | FOR TRIPS WHICH DID NOT USE PUBLIC TRANSPORTATION: WAS PUBLIC TRANSPORTATION AVAILABLE | $\begin{aligned} & \text { (BLANK, 01-02, 89, 99) } \\ & 01 \text { - YES } \\ & 02 \text { - NO } \\ & 89 \text { - DO NOT KNOW } \\ & 99 \text { - NO ANSWER } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
| 164-165 | 2 | 727 | WAS THIS BUS TRANSPORTATION | (BLANK, 01-02, 99) |
|  |  |  |  | 01 - YES |
|  |  |  |  | 02 - NO |
|  |  |  |  | 99 - NO ANSWER |
|  |  |  |  | BLANK - NOT APPLICABLE |
| 166-167 | 2 | 728 | do you know the bus SCHEDULE | (BLANK, $01-02,99)$ |
|  |  |  |  | 01 - YES |
|  |  |  |  | 02 - NO |
|  |  |  |  | 99 - NO ANSWER |
|  |  |  |  | BLANK - NOT APPLICABLE |
| 168-169 | 2 | 729 | FOR TRIPS WHICH DID USE PUBLIC TRANSPORTATION:. IF YOU HAD DRIVEN, WOULD PaRKING HAVE BEEN FREE | ```(BLANK, 01-02, 89, 99) O1 - YES 02 - NO 89 - DO NOT RHOW 99 - NO ANSWER BLANK - NOT APPLICABLE``` |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |



| TRAVEL DAY TRIP DATA |  |  |  | AGE 10 |
| :---: | :---: | :---: | :---: | :---: |
| FIEL |  |  |  | VALUE RANGE AND CODES |
| LOCATION | LENGTH | $\begin{gathered} \text { SOURCE } \\ \text { CODE } \end{gathered}$ | ITEM DESCRIPTION | VALUE RANGE AND CODES (RANGE IN PARENTHESIS) |
|  |  |  |  |  |
| 195-199 | 5 |  | URBAN UMT <br> (POP: 1,000,000 AND OVER) <br> (TENTHS OF A MILE) | CBLANK, 00000, 1-9999. 89999 ) <br> 00000 - LESS THAN 0.1 MILE |
| - |  |  |  | 89999 - DO NOT KNOW <br> BLANK - NOT APPLICABLE |
| - | 5 |  | HOME URBAN VMT <br> (TENTHS OF A MILE) | $\begin{array}{ll} \text { (BLANK, } 00000, ~ 1-9999, ~ \end{array}$ |
|  |  |  |  | $\begin{aligned} & 00000 \text { - LESS THAN O. } 1 \text { MILE } \\ & 89999 \text { - DO NOT KNOW } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 205 | 1 |  | HOME URBAN SIZE CODE | (BLANK, 2-5) |
|  |  |  |  | $\begin{aligned} & 2=5,000-49,999 \\ & 3=50,000-199,999 \end{aligned}$ |
|  |  |  |  | 4-200,000-999,999 |
|  |  |  |  | 5-1,000,000 AND OVER <br> blank - NOT APPLICABLE |
| 206 | 1 |  | ORIGIN-DESTINATION CODE | (BLANK, 1-6, 9) |
|  |  |  |  | 1 - URBAN/URBAN/URBAN |
|  |  |  |  | 2 - RURAL/RURAL/RURAL |
|  |  |  |  | 3 - URBAN/RURAL/URBAN |
|  |  |  |  | 4 - RURAL/URBAN/RURAL |
|  |  |  |  | 5 - URBAN/RURAL |
|  |  |  |  | 6 - RURAL/URBAN |
|  |  |  |  | 9 - NO ANSWER |
| 207 | 1 |  | BORDER CROSSING CODE | 01 - NO, INFORMATION <br> 02 - YES, INFORMATION <br> 03 - NO, NO INFORMATION <br> 04 - YES, NO INFORMATION |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
| 208-219 | 12 |  | BASIC HOUSEHOLD WEIGHT (BW(PSU)) | (NUMERIC) |
|  |  |  |  |  |
| 220-375 | 156 |  | PERSON TRIP WEIGHTS | (NUMERIC) |
|  |  |  | CMULTIPLE ENTRIES LEFT |  |
|  |  |  | JUSTIFIED, BLANK FILLED, |  |
|  | . |  | EACH ENTRY 12 CHARACTERS) |  |
|  |  |  | (13 FIELDS) |  |
| 376-387 | 12 |  | HOUSEHOLD TRIP $\dot{\text { WEIGHT }}$ (Wo) | (NUMERIC) |
|  |  |  |  |  |

FIELD
LOCATION LENGTH COURCE VALUE RANQE AND CODES
CODE ITEM DESCRIPTIUN VRANGE IN PARENTHESIS)

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

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

FIELD

| LOCATION | LENGTH | SOURCE <br> CODE |
| :---: | :---: | :---: |
| $1-6$ | 6 |  |
|  |  |  |

VALUE RANGE AND CODES
(RANGE IN PARENTHESIS)
QUARTER 1: (000001-006079) QUARTER 2: (100001-106068)
QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)

ADDITIONAL UNIT (ASSIGNED BY CENSUS)

INTERVIEW MONTH
(MOY'「H IN WHICH THE INTERVIEW WAS CONDUCTED. ASSIGNED BY BUREAU OF THE CENSUS TRANSCRIPTION CLERK)
(BLANK, 1-9)
(01-12)
01 - JANUARY
02 - FEBRUARY
03 - MARCH
04 - APRIL
05 - MAY

06 - JUNE
07 - JULY
08 - AUGUST
09 - SEPTEMBER
10 - OCTOBER
11 - NOVEMBER
12 - DECEMBER
BATCH NUMBER
(001-999)
(ASSIGNED BY CENSUS)
WORK UNIT SEQUENCE NUMBER (ASSIGNED BY CENSUS)

SEGMENT NUMBER
NUMBER OF SEGMENT 6
RECORDS FOR RESPONDENT (1-40)
SEGMENT 6 TRIP SEQUENCE (1-40)
NUMBER FOR RESPONDENT
501 RESPONDENT LINE NUMBER
901
902 TYPE OF PLACE AT
DESTINATION (SMSA/ NON-SMSA)
(1-25)
(1-40)
(00-03, 99)
00 - IN SMSA COUTSIDE

- CENTRAL CITY)

01 - IN SMSA (INSIDE CENTRAL CITY)
02 - OUTSIDE SMSA (POPULATION LESS THAN 5,000)
03 - OUTSIDE SMSA (POPULATION 5,000 OR MORE)
99 - NO ANSWER


| FIELD |  | SOURCE CODE | ITEM DESCRIPTION |  |
| :---: | :---: | :---: | :---: | :---: |
| LOCATION | LENGTH |  |  | VALUE RANGE AND CODES (RANGE IN PARENTHESIS) |
| 58-59 | 2 | 918 | WEEKEND TRIP | $\begin{aligned} & (01-02,99) \\ & 01=\text { YES } \\ & 02 \text { NO } \\ & 99-\text { NO ANSWER } \end{aligned}$ |
| 60-61 | 2 | 919 | DID THE TRIP BEGIN AT HOME? | $\begin{aligned} & (011,02) \\ & 01-Y E S \\ & 02-\text { NO } \end{aligned}$ |
| 62-63 | 2 | 920 | TYPES OF PLACE WHERE TRIP BEGAN (SMSA/NON-SMSA) | (BLANK, 00-03) <br> 00 - IN SMSA COUTSIDE <br> 01 - IN SMSA (INSIDE <br> CENTRAL CITY) <br> 02 - OUTSIDE SMSA <br> (POPULATION LESS THAN <br> 5,000) <br> 03 - OUTSIDE SMSA <br> POPULATION 5,000 OR MORE) <br> blank - trip began at home |
| 64-65 | 2 |  | SMSA POPULATION SIZE GROUP (IF SC920 ABOVE IS CODED OO OR O1) | (BLANK, 00-05, 99) <br> 00 - UNDER 100,000 <br> 01 - 100,000-249,999 <br> 02 - 250,000-499,999 <br> 03 - 500,000-999,999 <br> 04 - 1,000,000-2,999,999 <br> 05 - 3,000.000 AND OVER <br> 99 - NOT IN AN SMSA <br> BLANK - TRIP BEGAN AT HOME OR NOT APPLICABLE |
| 66-68 | 3 | 921 | NIGHTS SPENT AWAY FROM HOME ENROUTE TO DESTINATION | $\begin{aligned} & \text { (0000, 1-099, 999) } \\ & 0000 \text { NONE } \\ & 999-\text { NO ANSWER } \end{aligned}$ |
| 69 | 1 |  | EDIT CODE CNIGHTS ENROUTE) | (BLANK, O-1) <br> O - data was reported <br> 1 - DATA WAS EDITED |
| 70-71 | 3 | 922 | NIGHTS SPENT AT DESTINATION | $\begin{aligned} & \text { (BLANK, 000, 1-99, 999) } \\ & \text { 000 - NONE } \\ & 9999 \text { NO ANSWER } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 72 | 1 |  | EDIT CODE CNIGHTS SPENT AT DESTINATION) | (BLANK, 0-1) <br> 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED BLANK - NO DATA CODED |


|  |  | $\begin{aligned} & \text { SOURCE } \\ & \text { CODE } \end{aligned}$ |  | VALUE RANGE AND CODES (RANGE IN PARENTHESIS) |
| :---: | :---: | :---: | :---: | :---: |
| LOCATION. | LENGTH |  | ITEM DESCRIPTION |  |
| 74 | 1 | 923 | TYPE(S) OF LODGING ENTRIES INDICATOR | ```(BLANK, 1, 9) 1 - ENTRIES CODED (BELOW) 9 - NO ANSWER BLANK - NOT APPLICABLE``` |
| 75-80 | 6 | 923 | TYPE(S) OF LODGING GMULTIPLE ENTRIES. LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 1 CHARACTER) ( 6 FIELDS) | $\begin{aligned} & \text { (BLANK, 1-6) } \\ & 1 \text { FRIENDS OR RELATIVES } \\ & 2 \text { - RENTAL ACCOMODATION } \\ & 3 \text { - OWN CABIN CAMPSITE, } \\ & 4 \text { - PACATION HOME } \\ & 5 \text { - COMLIC CAMMPGROUND } \\ & 6 \text { - OTHERCIAL CAMPGROUND } \end{aligned}$ |
| 81-83 | 3 | 924 | NIGHTS SPENT. WITH FRIENDS OR RELATIVES | $\begin{aligned} & \text { (BLANK, 1-99, 999) } \\ & 999-N O N E \text { APPLICABLE } \\ & \text { BLANK - NOT APPL } \end{aligned}$ |
| 84 | 1 |  | EDIT CODE CNIGHTS <br> SPENT WITH FRIENDS OR RELATIVES) | ```(BLANK, 0-1) O - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK- NO DATA CODED``` |
| 85-87 | 3 | 925 | NIGHTS SPENT AT RENTAL ACCOMMODATIONS | $\begin{aligned} & \text { (BLANK, 1-99, } 999) \\ & 999 \text { NONE } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 88 | 1 |  | EDIT CODE CNIGHTS <br> AT RENTAL ACCOMMODATIONS) | $\begin{aligned} & \text { (BLANK, 0-1) } \\ & 0 \text { - DATA WAS REPORTED } \\ & 1 \text { - DATA WAS EDITED } \\ & \text { BLANK - NO DATA CODED } \end{aligned}$ |
| 89-91 | 3 | 926 | NIGHTS SPENT AT OWN CABIN, CAMPSITE, VACATION HOME |  |
| 92 | 1 |  | EDIT CODE CNIGHTS AT CABIN, CAMPSITE, VACATION HOME) | $\begin{aligned} & \text { (BLANK, 0-1) } \\ & 0 \text { - DATA WAS REPORTED } \\ & 1 \text { - DATA WAS EDITED } \\ & \text { BLANK - NO DATA CODED } \end{aligned}$ |
| 93-95 | 3 | 927 | NIGHTS SPENT IN PUBLIC CAMPGROUND | $\begin{aligned} & \text { (BLANK, 1-99, 999) } \\ & 999-N O N E \quad \text { APPLICABLE } \\ & \text { BLANK - NOT APPLIC } \end{aligned}$ |
| 96 | 1 |  | EDIT CODE (NIGHTS <br> AT PUBLIC CAMPGROUND) | (BLANK, 0-1) <br> 0 - DATA WAS REPORTED <br> 1 - DATA WAS EDITED <br> blank - no data coded |


| FIELD |  | SOURCE |  | value range and codes (RANGE IN PARENTHESIS) |
| :---: | :---: | :---: | :---: | :---: |
| LOCATION | LENGTH | CODE | ITEM DESCRIPTION |  |
| 97-99 | 3 | 928 | NIGHTS SPENT IN COMMERCIAL CAMPGROUND | (BLANK, 1-99, 999) <br> 999 - NONE <br> blank - NOT APPLICABLE |
| 100 | 1 |  | EDIT CODE CNIGHTS AT COMMERCIAL CAMPGROUND) | $\begin{aligned} & \text { (BLANK, O-1) } \\ & 0 \text { - DATA WAS REPORTED } \\ & \text { 1LDATA WAS EDITED } \\ & \text { BLANK - NO DATA CODED } \end{aligned}$ |
| 101-103 | 3 | 929 | NIGHTS SPENT AT OTHER THAN THE ABOVE | $\begin{aligned} & \text { (BLANK, 1-99, 999) } \\ & 999-N O N E \quad \text { APPLICABLE } \\ & \text { BLANK - NOT APPL } \end{aligned}$ |
| 104 | 1 |  | EDIT CODE (NIGHTS AT OTHER) | ```(BLANK, 0-1) O - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED``` |
| 105 | 1 |  | FILLER | (BLANK) |
| 106-107 | 2 | 930 | MONTH IN WHICH THE TRIP BEGAN | (01-12, 99) <br> 01 - JANUARY <br> 02 - FEBRUARY <br> 03 - MARCH <br> 04 - APRIL <br> 05 - MAY <br> 06 - JUNE <br> 07 - JULY <br> 08 - AUGUST <br> 09 - SEPTEMBER <br> 10 - OCTOBER <br> 11 - NOVEMBER <br> 12 - DECEMBER <br> 99 - NO ANSWER |
| 108-109 | 2 | 931 | DAY OF THE MONTH ON WHICH THE TRIP BEGAN | $\begin{aligned} & (1-31 \text { '99) } \\ & 99-\text { NO ANSWER } \end{aligned}$ |
| 110 | 1 | . | EDIT CODE CDATE ON WHICH TRIP BEGAN) | ```(0-1) O - DATA WAS REPORTED 1 - DATA WAS EDITED``` |
| 111-112 | 2 |  | DAY OF THE WEEK ON WHICH THE TRIP BEGAN | ( 01 -07, 99) <br> 01 - SUNDAY <br> 02 - MONDAY <br> 03 - TUESDAY <br> 04 - WEDNESDAY <br> 05 - THURSDAY <br> 06 - FRIDAY <br> 07 - SATURDAY <br> 99 - NO ANSWER |



| FIELD |  | SOURCE CODE | ITEM DESCRIPTION |  |
| :---: | :---: | :---: | :---: | :---: |
| LOCATION | Length |  |  | (RANGE IN PARENTHESI |
|  |  |  |  |  |
| 138-139 | 2 | 938 | WAS A HOUSEHOLD VEHICLE USED FOR THE TRIP | ```(BLANK, 01-02, 99) O1 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE``` |
| 140-142 | 3 | 939 | LINĖ number of vehicle | $\begin{aligned} & \text { (BLANK, OO1-025, 999) } \\ & 999-\text { NO ANSWER } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 143-145 | 3. | 940 | NUMBER OF NON-HOUSEHOLD MEMBERS ON TRIP | ```(BLANK, OOO, OO1-024,'999) OOO - NONE 999 - NO ANSWER bLANK - NOT APPLICABLE``` |
| 146 | 1 |  | EDIT CODE (NONHOUSEHOLD MEMBERS ON TRIP) | (BLANK, 0-1) <br> O - DATA WAS REPORTED 1 - DATA WAS EDITED BLANK - NO DATA CODED |
| 147-149 | 3 | 941 | TOTAL NUMBER OF PERSONS <br> in the vehicle | $\begin{aligned} & \text { (BLANK, 001-025, } 999 \text { ) } \\ & 999-\text { NO ANSWER } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 150 | 1 |  | EDIT CODE (TOTAL <br> PERSONS IN VEHICLE) | (BLANK, 0-1) <br> 0 - DATA WAS REPORTED <br> 1 - DATA WAS EDITED BLANK - NO DATA CODED |
| 151-153 | 3 | 942 | LINE NUMBER OF PRINCIPAL DRIVER ON THE TRIP | (BLANK, 000, 001-025, 999) <br> 000 - DRIVER WAS NOT A HOUSEHOLD MEMBER <br> 999 - NO ANSWER <br> blank - NOT APPLICABLE |
| 154 | 1 | 943 | ANYONE SHARE DRIVING | ```(0-1) O - NO ONE SHARED DRIVING 1 - YES BLANK - NOT APPLICABLE``` |
| 155-174 | 20 | $\begin{gathered} 944- \\ 953 \end{gathered}$ | HOUSEHOLD MEMBERS WHO SHARED THE DRIVING CMULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY CONSISTS OF: 2 CHARACTERS - HOUSEHOLD MEMBER LINE NUMBER, AND 2 CHARACTERS - PERCENT OF THE DRIVING SHARED) (10 FIELDS, 5 ENTRIES) | (BLANK, 01-25) |



| TRAVEL PERIOD TRIP DATA |  |  |  | PAGE 9 |
| :---: | :---: | :---: | :---: | :---: |
| FIEL |  |  | . |  |
| LOCATION | LENGTH | $\begin{aligned} & \text { SOURCE } \\ & \text { CODE } \end{aligned}$ | ITEM DESCRIPTION | value range and codes (RANGE IN PARENTHESIS) |
| 197-201 | 5 |  | URBAN VMT (POP: 5,000-49.999) (TENTHS OF A MILE) | $\begin{aligned} & \text { CBLANK, } 00000,1-9999 \text {. } \\ & 89999 \text { ) } \\ & 00000 \text { LESS THAN O.I MILE } \\ & 89999 \text { - DONOT KNOW } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 202-206 | 5 |  | URBAN VMT <br> (POP: 50,000-199.999) <br> (TENTHS OF A MILE) | $\begin{aligned} & \text { (BLANK, OOOOO, 1-9999, } \\ & 899999 \text { LESS THAN O. } 1 \text { MILE } \\ & 00000 \text { - DESNOT KNOW } \\ & 899999 \text { - NOT APPLICABLE } \\ & \text { BLANK - NAB } \end{aligned}$ |
| 207-211 | 5 |  | URBAN VMT <br> (POP: 200,000-999,999) <br> (TENTHS OF A MILE) | $\begin{aligned} & \text { (BLANK, } 00000,1-9999, \\ & 89999 \text { - } \\ & 00000-\text { LESS THANO.1 MILE } \\ & 89999-\text { DONOTKNOW } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 212-216 | 5 |  | URBAN VMT (POP: 1,000,000 AND. OVER) (TENTHS OF A MILE) | $\begin{aligned} & \text { (BLANK, 00000, 1-9999, } \\ & 899999 \text { ) } \\ & 00000 \text { - LESS THAN O.1 MILE } \\ & 899999-\text { DO NOT KNOW } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 217-221 | 5 |  | HOME URBAN VMT <br> (TENTHS OF A MILE) | ```(BLANK, 00000, 1-9999. 89999) 00000 - LESS THAN O.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE``` |
| 222 | 1 | : | HOME URBAN SIZE CODE | $\begin{aligned} & (B L A N K, 2-5) \\ & 2-5,000-49,999 \\ & 3=50,000-199,999 \\ & 4=200,000-999,999 \\ & 5-1,000,000 \text { AND OVER } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 223 | 1 |  | ORIGIN-DESTINATION CODE | ```(BLANK, 1-6, 9) 1 - URBAN/URBAN/URBAN 2 - RURAL/RURAL/RURAL 3 - URBAN/RURAL/URBAN 4 - RURAL/URBAN/RURAL 5 - URBAN/RURAL 6 - RURAL/URBAN 9 - NO ANSWER BLANK - NOT APPLICABLE``` |
| 224 | 1 |  | BORDER CROSSING CODE | (BLANK, 1-4) <br> 1 - NO, INFORMATION <br> 2 - YES, INFORMATION <br> 3 - NO, NO INFORMATION <br> 4- YES, NO INFORMATION <br> BLANK - NOT APPLICABLE |



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

FIELD

| LOCATION | Lencere | SOURCE CODE | ITEM DESCRIPTION | value range and codes (RANGE IN PARENTHESIS) |
| :---: | :---: | :---: | :---: | :---: |
| 28-30 | 3 | 696 | MAIN REASON FOR MAKING THIS STOP (STOP PURPOSE) | (001-021, 999) |
|  |  |  |  | 001 - TO WORK 002 - WORK-RELATED BUSINESS |
|  |  |  |  | 003 - CONVENTION |
|  |  |  |  | 004 - CIVIC/EDUCATION/ |
|  |  |  |  | 005 - RELIGIOUS |
|  |  |  |  | 005 - EAT MEAL <br> 006 - DOCTOR DENTIST |
|  |  |  |  | 007 - SHOPPING |
|  |  |  |  | 008 - FAMILY OR PERSONAL |
|  |  |  |  | 009 - VISITING FRIENDS OR |
|  |  |  |  | RELATIVES |
|  |  |  |  | 010 - PLEASURE DRIVING |
|  |  |  |  | 012 - ENTERTAINMENT |
|  |  |  |  | 013 - RECREATION |
|  |  |  |  | (PARTICIPANT) <br> 014 - VACATION |
|  |  |  |  | 015 - CHANGE OF VEHICLE WITHOUT CHANGE OF |
|  |  |  |  | MODE <br> 016 - CHANGE MODE OF |
|  |  |  |  | 016 - TRANSPORTATION |
|  |  |  |  | 017 - PICK UP OR LEAVE OFF |
|  |  |  |  | 018 - RETURN HOME |
|  |  |  |  | 019 - LODGING (OVERNIGHT) |
|  |  |  |  | 020 - SOCIAL |
|  |  |  |  | 021- OTHER |
|  |  |  |  | 999 - NO ANSWER |
| 31-35 | 5 | 69 D | MILES TRAYELED THIS PART OF TRIP | (0-9999, 99999) 99999 - NO ANSWER |
| 36-37 | 2 | 69 E | TYPE OF PLACE WHERE STOP OCCURED (SMSA/NON-SMSA) | (00-03, 99) |
|  |  |  |  | $00-$ IN SMSA (OUTSIDE - |
|  |  |  |  | CENTRAL CITY) |
|  |  |  |  | 01- IN SMSA (INSIDE |
|  |  |  |  | 02 - OUTSIDE SMSA |
|  |  |  |  | (POPULATION LESS THAN |
|  |  |  |  | 03 - OUTSIDE SMSA |
|  |  |  |  | (POPULATION 5,000 OR |
|  |  |  |  | 99 - NO ANSWER |

SEGMENT 17: • 14 DAY TRAVEL PERIOD STOPS
Page 3

| FIELD |  |  | ITEM DESCRIPTION | VALUE RANGE AND CODES (RANGE IN PARENTHESIS) |
| :---: | :---: | :---: | :---: | :---: |
|  |  | SOURCE CODE |  |  |
| LOCATION | LENGTH |  |  |  |
| 38-39 | 2 | 69 E | SMSA POPULATION SIZE GROUP (ONLY IF PRECEDING FIELD IS CODED OO OR OI) | (BLANK, 00-05, 99) |
|  |  |  |  | $00-$ UNDER 100,000 |
|  |  |  |  | 01 - 100,000-249,999 |
|  |  |  |  | 02-250,000-499,999 |
|  |  |  |  | $03-500,000-999,999$ |
|  | - |  |  | 04 - 1,000,000-2,999,999 |
|  |  |  |  | 05-3,000,000 AND OVER |
|  |  |  |  | 99 - NO ANSWER |
|  |  |  |  | BLANK - NOT APPLICABLE |
| 40-63 | 24 | 69 F | HOUSEHOLD MEMBERS ON THIS | ( $01-12)$ |
|  |  |  | PART OF TRIP (LINE NUMBERS) (MULTIPLE |  |
|  |  |  | ENTRIES, LEFT JUSTIFIED, |  |
|  |  |  | BLANK FILLED, EACH ENTRY |  |
|  | 3 |  |  |  |
| 64-66 |  | 696 | MEANS (MODE) OF TRANSPORTATION ON THIS PART OF TRIP | (001-019, 999) |
|  |  |  |  | 001 - AUTOMOBILE |
|  |  |  |  | 002 - VANBUS/MINIBUS |
|  |  |  |  | 003 - PICKUP TRUCK/OTHER |
|  |  |  |  | 004- VAN OTHER TRUCK (PERSONAL |
|  |  |  |  | 004 USE) |
|  |  |  |  | 005 - MOTORCYCLE |
|  |  |  |  | 006 - SELF-CONTAINED |
|  |  |  |  | ( 007 RECREATIONAL VEHICLE |
|  |  |  |  | 008 - BUS |
|  |  |  |  | 009 - TRAIN |
|  |  |  |  | 010 - STREETCAR |
|  |  |  |  | 011 - ELEVATED RAIL OR |
|  |  |  |  | SUBWAY <br> 012 - AIRPLANE |
|  |  |  |  | 013 - TAXI (COMMERCIAL USE) |
|  |  |  |  | 014 - TRUCK (COMMERCIAL |
|  |  |  |  | USE) |
|  |  |  |  | 015 - BICYCLE |
|  |  |  |  | 016 - WALK |
|  |  |  |  | 017 - SCHOOL BUS |
|  |  |  |  | 018 - MOTORIZED BICYCLE |
|  |  |  |  | 019 - (MOPED) |
|  |  |  |  |  |
| 67-68 | 2 | 69 H | WAS A HOUSEHOLD VEHICLE USED |  |
|  |  |  |  | (BLANK, 01-02, 99) |
|  |  |  |  | 01 - YES |
|  |  |  |  | 02-NO |
|  |  |  |  | 99 - NO ANSWER |
|  |  |  |  | BLANK - NOT APPLICABLE |






| SEGMENT 88: NTS-1 TRIP DATA |  |  |  | Page 3 |
| :---: | :---: | :---: | :---: | :---: |
| FIEL |  |  |  |  |
| LOCATION | LENGTH | $\begin{aligned} & \text { SOURCE } \\ & \text { CODE } \end{aligned}$ | ITEM DESCRIPTION | (RANGE IN PARENTHESIS) |
| 40 | 1 | 15A | WAS THE VEHICLE USED FOR THE TRIP OWNED BY A HOUSEHOLD MEMBER | $\begin{aligned} & \text { (BLANK, 1-2) } \\ & 1-Y E S \\ & 2 \text { - NO } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 41 | 1 | 158 | Was the vehicle used RENTED BY A HOUSEHOLD MEMBER | $\begin{aligned} & \text { (BLANK, 1-2) } \\ & 1=Y E S \\ & 2=\text { NO } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 42-47 | 6 | 16 | ROUND TRIP MILEAGE REPORTED BY RESPONDENT | $\begin{aligned} & \text { (BLANK, 0-89999. } \\ & 099999 \text { ) NO ANSWER } \\ & 0999999 \text { - NOT APPLICABLE } \\ & \text { BLANK } \end{aligned}$ |
| 48-53 | 6 |  | ROUND TRIP MILEAGE COMPUTED BY CENSUS | $\begin{aligned} & \text { (BLANK, 000000, 1-89999; } \\ & 099999)^{\prime} \text { - CENSUS UNABLE TO } \\ & 0000000 \text { COMPUTE MILEAGE } \\ & 099999 \text { - NO ANSNER } \\ & \text { BLANK - NOT APPLICABLE } \end{aligned}$ |
| 54-80 | 27 |  | FILLER | (BLANK) |

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# Appendix D. Occupational Classification System - Occupation Codes : 

## Occupation Clessification

Census Coze

001 Accountents
002
003
034
005
006́
010
0.11

012
013
014
015
020
021
022
023
$\cdots$
025
026
030
031
032
033
034
035
036
042
043
044
045
051
052
05?
05!.
035
Architects
Compater specislists
Computer progremmers
Computer systoms an'elysts
Comput.er specialists, n.e.c.
Enginears:
Aeroneuticel and estronaritical engineers
Chemical engineere
Civil. engineers
Electrical gnd Electronic ergincers
Industrial engineers
Mechanical exgineers
Metallurgicel and materials engincore
Mining engineers
Petroleuin engineers
Sales engineers
Engineers, n.e.c.
Fam managenent advisurs
Foresters and conservationists
Home management advisors
Lewyers and judges
Judges
Lawyers
Librarians, archivists, and curators
Librarizins
Archivists and curators
Mstingatical specialists
Actu= ries
Mothenaticians
Statisticians
Life end physical scientists
Agricultural scientists
Atmospheric and spece scientists
Biological scientists
Chanists
Geologists
Marine scientists
Fhy:iciste and estronomers
Life ond physical sciontists, n.e.c.
Operetions and sjustans researchers and analysts

PROFESSIONAL, TECHNICAL, AND KINDRED WDRKERS-Continued
Personnel and labor relations workers
Physiciens, dentists, and related practitioners
Chiropractors
Dentists
Optometrists
Pharmacists
Physicians, medical and osteopathic
Podiatrists
Veterinarians
073
074
075
076
080
081
082
083
084
085
086
090
091
092
093
094
095

Health practitioners, n.e.c.
Nurses, dietitians, and therapists
Dietitians
Registered nurses
Therapists
Health technologists and technicians.
Clinical laboratory technologists and technicians
Dental hygiemists
Health record technologists and technicians
Radiologic technologists and technicians
Therapy assistants
Health technologists and technicians, n.e.c.
Religious workers
Clergymen
Religious workers, n.e.c.
Social scientists
Economists
Political scientists
Psychologists
Sociologists
Urban and regional planners
Social scientists, n.e.c.
Social and recreation workers
Social workers
Recreation workers
Teachers, college and university
Agriculture teachers
Atroospheric, earth, marine, and space teachers
Biology teachers
Chemistry teachers
Physics teachers
Engineering teachers
Mathematics teachers
Health specialties teachers
Psychology teachers
Business and comnerce teachers
Economics teachers
History teachers
Sosiology teachers

PROFESSIONAL, TECHNICAL, AND KINDRED WORKERS - Continued
Teachers, college and university-continued
Social science teachers, n.e.c.
Art, drame, and music teachers
Coaches and physical education teachers
Education teachers
English teachers
Foreign language teachers
Home economics teachers
Law teachers
Theology teachers
Trade, industrial, and technical teachers
Miscellaneous teachers, college and university
Teachers, college and university, subject not specified
Teachers, except college and uriversity
Adult education teachers
Elementary school teachers
Prekindergarten and kindergarten teachers
Secondary school teanhers
Teachers, exiept college and university, n.e.c.
Engineering and science technicians
Agriculture and biological technicians, except health
Chenical technicians
Draftsmen
Electrical and electronic engineering technicians
Industrial engineering technicians
Mechanical engineering technicians
Mathematical teshnicians
Surveyors
Engireering and science technicians, n.e.c.
Technicians, except health and engineering and science
Airplane pilots
Air traffic controllers
Enbalmers
Flight engineers
Radjo operators
Tool programmers, numerical control
Technicians, n.e.c.
Vocational and educational counselors
Writers, artists, and entertainers
Actors
Athletes and kindred workers
Authors
Dancers
Designers
Editors end reporters
Musicians and composers
Painters and sculpiors
Photographers
Public relations men and publicity writers
Radio and television announcers
Writers, artjsts, end entertainers, n.e.c. Resesrch workers, not specified

Assessors, controllers, end tressurers; local public administration:
Bank officers and financial managers
Buyers end shippers, ferm products
Bayers, wholesale end retail trade
Credit men
Funeral directors
Health administrators
Construction inspectors, public pdministration
Inspectors, except construction; public administration
Managers and superintendents, building
Office managers, n.e.c.
Officers, pilots, and pursers; ship
Officials and administrators; public sdministration, n.e.c.
Ofiricials of lodges; societies, and unions
Postmasters and mail superintendents
Purchasing agents and buyers, n.e.c.
Reilroed conductors
Restaurant, cafeteria, ànd bar managers
Sales managers and department heads, retail trade
Sales manazers, except rstcil tracie
School adninistrators, college
School administrators, elemontery and secondary
Managers and administrators, n.e.c.

SALES WORKERS
Advertising agents and salesmen
Auctioneers
Denonstratiors
Hucksters and peddlers
Insurance agents, brolere, and underwriters Neusboys
Real estste agents and brokers
Stock and bond salesmen
Salesmen and sales clerks, n.e.c.
Sales Representative, manufacturing industries
Sales Representative, wholesale trade
Sales clerk, retail trade...
Salesmen, retail trede
Salesmen of services and construction

CLFRICAL AND KINDRED WORKFRS

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CLERICAL AND KIMDRED WORKERS - Continusd
Clerical assistants, social welfare
Clerical supervisors, n.e.c.
Collectors, bill and account
Counter clerks, except food
Dispatchers and starters, vehicle
Enumerators and interviewers
Estimators and investigators, n.e.c.
Expediters and production controllers
File clerks
Insurance adjusters, examiners, and investigators.
Library attendents and assistents
Mail carriers, post office
Mailhandlers, exc. post office
Messengers and office boys
Meter readers, utilities
Office machine operators
Bookkeeping and billing machine operators
Calculating machine operators
Compuiter and peripheral equipment operators
Duplicating machine operators
Key punch operators
Tabulating machine operators
Office machine operators; n.e.c.
Payroll and timekeeping clerks
Postal clerles
Proofreaders
Real estate appraisers
Receptionists
Secretaries
Secretaries, legal
Secretaries, medical
Secretaries, n.e.c.
Shipping and receiving clerks
Statistical clerks
Stenographers
Stock clerks and storekeepers
Teacher aides, exc. school monitors
Telegraph messengers
Telegraph operators
Telephone operators
Ticket, station, and express agents
Typists
Weighers
Miscellaneous clertcal workers
Not speci.fied clerical workers

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## CRAFTSIEN AND KINDRED HORIERS

## Automobile accessories installers

Bakers
Blacksmiths
Boilermakers
Bookbinders
Brickmasons and stonemasons
Brickmasons and stonemasons, apprentices
Bulldozer operators
Cabinetmakers
Carpenters
Carpenter apprentices
Carpet installers
Cement and concrete finishers
Compositers and typesetters
Printing trades apprentices, exc. pressman
Cranemen, derrickmen, and hoistmen
Decorators and window dressers
Dental laboratory technicians
Electricians
Electricich appreníices
Electric power linemen and cablemen
Electrotypers and stereotypers
Engravers, exc. photo engravers
Excavating, grading, and road machine operators; exc. buldozer
Floor layers, exc. tile setters
Foremen, n.e.c.
Forgemen and hemmermen
Fumiture and wood finishers
Furriers
Glaziers
Heat treaters, annealers, and temperers
Inspectors, scalers, and graders; $10 g$ and $\mathcal{I}$ uber
Inspectors; n.e.c.
Jevelers adid watchnakers
Job and die setters, metal
Locomotive engineers
Locomotive firemen
Machinists
Maclunist apprentices
Mechenics and repaimen Airconditioning, heating, and refrigeration Aircraft
Automobile body repaimen
Automobile mechanics
Automobile mechanic apprentices
Data processing machine repairmen
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| :---: | :---: |
|  | CRAFTSLEA AND KINDRED HORKGPS-Continued |
| 481 | Heavy equipment mechanics, incl. diesel |
| 482 | Household appliance and accessory installers and mechanics |
| 483 | Loom fixers |
| 484 | Office machine |
| 485 | Radio and television |
| 4,86 | Railroad and car shop |
| 491 | Mechanic; exc. autos apprentices |
| 492 | Miscellaneous mechanics and repairmen |
| 495 | Not specified mechanics and rejailmen |
| 501 | Millers; grain, flour, and feed |
| 502 | Nillwsights |
| 503 | Molders, metal |
| 504 | Molder apprentices |
| 505 | Motion picture projeciionists |
| 506 | Opticians, and lens grinders and polishers |
| 510 | Painters, construction and maintenance |
| 511 | Painter apprentices |
| 512 | Paperhangers |
| 514 | Pattern and model makers, exc. paper |
| 515 | Photoengravel's and lithographers |
| 516 | Piano and organ tuners and repairmen |
| 520 | Plasterers |
| 521 | Plasterer , apprentices |
| 522 | Plumbers and pipe fitters |
| 523 | Plumber and pipe fitter apprentices |
| 525 | Yower station operators |
| 530 | Pressmen and plate printers; printing |
| 531 | Pressran apprentices |
| 533 | Rollers and Sinishers, motal |
| 534 | Roofers and slaters |
| 535 | Sheetmetal vorkeris and tinsmiths |
| 536 | Sheetmetal apprentices |
| 540 | Shipfitters |
| 542 | Shoc repaimen |
| 543 | Sign painters and letterers |
| 545 | Stationary engineers |
| 546 | Stone cutters and stone carvers |
| 550 | Structural metal craftsmen |
| 551 | Tailors |
| 552 | Telephone installers and repairmen |
| 554 | Telephonc linemen and splicer's |
| 560 | Tile setters |
| 561 | Tool and ciie makers |
| 562 | Tool and die maker apprenitices |
| 563 | Upholsterers |
| 511 | Speciried craft apprentices, noe.c. |
| 572 | Not specificd apprenicices |
| 575 | Craftsinci, and kindred workers, n.e.c. |

Census Code

580 Fomner members of the Armed Forces

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Asbestos and insulation workers
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610 Checkers, exaniners, and inspectors; manufacturing
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CRAFTSMEN AND KINDRED WORKERS-Continued

## OPERATIVES, EXCEPT TRANSPORT

 AssemblersBlasters and powdermen
Bottling and canning operatives
Chainnen, rodmen, and asonen; surveying
Clothing ironers and pressers
2 - Cutting operatives, noe.c.
3 Dressmakers and seamstresses, except factory


Drillers, earth
Dry wall installers and lathers Dyers
Filers, polishers, senders, and buffers
Furnacemen, smeltermen, and pourers
Garage workers and gas station attendants
Graders and sorters, menufacturing
Produce graders and packers, except factory and farm
Heaters, metal
Laundry and dry cleaning operatives, noe.c.
Keat cutters and butchers, exc. manufacturing
Meat cutters and butchers, manufacturing
Meat wrappers, retail trade
Metal platers
Milliners
Mine operatives, n.e.c.
Mixing operatives
Oilers and greasers, exc. auto
Packers and wrappers, n.e.c.
Painters, manufactured articles
Photographic process workers
Precision machine operatives
Drill press operatives
Grinjing machine operatives
Lathe and milling machine operatives
Precision machine operatives, n.e.c.
Punch and stamping press operatives
Riveters and fasteners
Sailors and deckhands
Saryers
Sewers and stitchers
Shoemaking machine operatives
Soldeiers
Stationary firemen

OPERATIVES, EXCEPT TRANSPORT-Continued
Textile operatives
Carding, lopping, and combing operatives
Knitters, Loopers, and toppers
Spinners; twisters, and winders
Weavers
Textile operatives, n.e.c.
Welders and flamewcutters
Winding operatives, n.e.c.
Machina operatives, miscellaneous specifled
Machine operatives, not specified
Miscellaneous operatives
Not specified operatives

## TRANSPPORT EQUIPTENT OPETLATIVES

Boatmen and canalrien
Busdrivers
Conductors and motormen, urban rail transit
Deliverymen and routemen
Foris lift and tow motor operatives
Notormen; mine, factory, logging camp, etc.
Parking attendants
Railroad brakemen
Railroad stritchmen.
Tajicāb drivers and chauffeurs
Truck drivers

## LABORERS, EXCEPT FARM

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Anmal caretakers, exc. farm
'Carpenters' helpers
Construction laborers; exc. carpenters' helpers Pichermen and oystermen
Freight and material handlers
Garlage collecinrs
Gardeners ena groundskeepers, exc. farin
Longshoremen arid stevedores
Lunbermen, raftsmen, and woodchoppers
Stockhendiers
Teansters
Vehicle washers and equipment cleaners
Warehousemer, notec.
Miscellaneous loborers
Not specified laborers

Census
Code

FARMERS AND FARM GJANAGERS
Farmers (ommers and tenants)
Farm managers

FARM LABOPERS AND FAEM FOREIEN

SERVILE WORKERG, EXC. PKIVATE HOUSEHOLD
Cleaning Service Workers
Chambermaids and maids, except private household
Cleaners and charwomen
Janitors and sextons
Food Service Workers

- Bartenders

Busboys

- Cooks, except private household

Dishisashers

- Food counter and fountain workers
- Vaiters

Food service workers, n.e.c., except private household
Health Service Workers
Dental assistants
Health aides, exc. nursing
Health trainees
Lay midwives
Nursing aides, orderlies, and attendants
Practical nurses
Personal Service Workers
Airline stevardesses
Attendants, recreation and amusement
Attendants, personal service, n.e.c.
Baggage porters and bell hops
Barbers
Boarting and lodginghouse keeprers
Bootblacks
Child care workers, exc. private household
Elevator operators
Hairdressers and cosmetologists
Personal service apprentices
Housckeepers, exc. private household

Personal Service Workers-Continued School monitors Ushers, recreation and amusement Welfare service aides

Protective Service Workers Crossing guards and bridge tenders Firemen, fire protection
Guards and watchmen
Marshals end constables
Policemen and detectives
Sheriffs and bailiffs

PRIVATE HOUSEHOLD WORKERS
Child care workers, private household
Cooks, private household
Housekeepers, private household
Laundresses, private household
Maids and servants, private household

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# Appendix E. Industrial Classification System - Induistry Codes 

Industrial Classification

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AGRICULTURE, FORESTRY, AND FISIERIES

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Agricultural production
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Agricultural services, except horticultural
Horticultural services
Forcstry
Fisherics

MINING

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Gencral building contractors
General contractors, except building
-Special trade contractors
Not. specificd construction

MANUFACTURING
Durable goods
Lumber and wood products, except furniture Logging
Sawnills, planing mills, and mill work
Miscellancous wood products
ifurniture and fixtures
Stone, clay, and eglass products
Glass and glass products
Cement, concrete, sypsum, and plaster products
Structural clay products
Pottery and related products
Miscellaneous nonmetallic mineral and stone products

Metal industrics
Blast furnaces, steel works, rolling and finishing mills Other primary iron and steel industries 3399)

Primary aluminum industries
Other primary nonferrous industries
Cutlery, hand tools, and other hardi:are
Fabricated structural metal products
Screw machine products
Netal stamping

- Miscellancous fabricated metal products

Not specified metal industrics
Nachinery, except electrical
Engines and turbines.
Farm machinery and equipment
Construction and material handling machines
Metalworking machinery
Office and accounting machines
Electronic computing equipment
Machinery, except electrical, n.e.c.
Not specified machinery
Electrical machinery, equipment, and supplies
Household appliances
Radio, T.V., and conmunication equipment
Electrical machinery, equipment, and suyplies, n.e.c.
Not specified electrical machinery, equipirent, and supplies Transportation equipment

Motor vehicles and motor vehicle equipment
Aircraft and parts
Ship and boat building and repairing
Railroad locomotives and equipmert
Mobile dwellings and campers
Cycles and miscellancous transportation equipment
Professional and photographic equipment, and watches
Scientific and controlling instruments
Optical and health services supplies
Photographic equipment and supplies
Watches, clocks, and clockwork-operated devices =
Not specified professional equipment
Ordnance
Niscellancous manufacturing industries

## Nondurable goods

Food and kindred products
Meat Products (201)
Dairy products (202)
Canning and preserving fruits, vegetables, and sea foods (203)
Grain-mill products (204, 0713)
Dakery products (205)
Confectionery and related products (207)
Beverage industries (208)
Miscellaneous food preparation and kindred products (206,209)
Not specified food industries
Tobacco manufacturers (21)
Textile mill products
Knttting mills (225)
Dyeing and finishing textiles, except wool and knit goods (226)
Floor coverings, except hard surface (227)
Yarn, thread, and fabric mills (221-224, 228)
Miscellaneous textile mill products (229)
Apparel and other fabricated textile products
Apparel and accessories (231-238)
Miscellaneous fabricated textile products (239)
Paper and allied products
Pulp, paper, and paperboard mills (261-263, 266)
Miscellaneous paper and pulp products (264)
Paperboard containers and boxes (265)
Printing, publishing, and allied industries
Newspaper publishing and printing (271)
Printing, publishing, and allied industries, except newspapers (272-279)
Chemicals and allied products
Industrial chemicals (281).
Plastics, synthetics and resins, except fibers (282, except
2823 and 2824)
Synthetic fibers (2823, 2824)
Drugs and medicines (283).
Soaps and cosmetics (284)
Paints, varnishes, and related products (285)
Agricultural chemicals (287)
Miscellaneous chemicals. 286,289 )
Not specified chemicals and allied products
Petroleum and coal products
Petroleum refining (291)
Miscellaneous petroleum and coal products $(295,299)$
Rubber and miscellaneous plastic products
Rubber products (301-303, 306)
Miscellaneous plastic products (307)
Leather and leather products
Tanned, curried, and finished leather (311)
Footwear, except rubber $(313,314)$
Leather products, except footwear (312, 215-317, 319)
Not specified manufacturing industries

Transportation

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Railroads and railway express scrvice
Streer railways and bus lines
Taxicab service
Trucking service
Warchousing and storage
Water transportation
Air transportation
Petrolcum and gasoline pipe lines
Services incidental to transportation
Communication
Radio broadcasting and television
Telephone (wire and radio)
Telegraph and miscellaneous communication services
Utilities and sanitary services
Electric light and power
Elcctric-gas utilities
Gas and steam supply systems
Water supply
Sanitary services
Other and not specified utilitics

## WHOLESALE AND RETAIL TRADE <br> Wholesale trade

Motor vehicles and equipment Drugs, chemicals, and allied products
Dry goods and apparel
Food and related products
Farm products--rav materials
Electrical goods
Hardvare, plumbing, and heating supplies
Not specified electrical and hardware products
Machinery equipment and supplies
Metals and minerals, n.c.c.
Petrolcum products
Scrap and waste materials
Alcoholic beverages
Paper and its products
Lumber and construction materials
Wholesalers, n.c.c.
Not specified wholesale trade

Retail trade

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Lumber and building material retailing Hardware and farm equipment stores Department and mail order establishments Limited price varicty stores
Vending machine operators
Direct selling establishments Miscellancous general merchandise stores Grocery stores Dairy products stores Retail bakeries Food stores, n.e.c. Motor vehicle dealers Tire, battery, and accessory dealers Gasoline service stations
Miscellaneous vehicle dealers Apparel and accessorics stores, except shoe stores Shoc stores
Furniture and home furnishings stores Houschold appliances, TV, and radio stores Eating and drinking places
Drug stores
Liquor stores
Farm and garden supply stores Jewelry stores
Fuel and ice dealers
Retail florists
Miscellaneous retail stores
Not specified retail trade

FINANCE, INSURANCE, AND REAL ESTATE
Banking
Credit agencies
Security, commodity brokerage, and investment companies Insurance
Real estate, incl. real estate-insurance-law offices

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

## PROFESSIONAL AND RELATED SERVICES

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877

Nuscums, art galleries, and zoos
Religious organizations
Welfare services
Residential welfare facilitics
Nonprofit membership organizations
Engincering and architectural services
Accounting, auditing, and bookkeeping services
Miscellancous professional and related servicas

## PUBLIC ADMINISTRATION

Postal service
Federal public administration
State public administration
Local public administration

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## Appendix F. NPTS Public Use Tape Request

Singles copies of the tapes are available through the Federal Highway Administration (FHWA).
. For governmental agencies and educational institutions, there is no charge for tape copying. If no tapes are furnf.shed with the request, there is a $\$ 25$ charge for each tape provided by FHWA.

For private individuals and all nongoverment or noneducation organizations, there is a $\$ 36$ charge per tape copied. In addition, if no tapes are forwarded with the request, there is an added charge of $\$ 25$ for each tape provided by FHWA.

All tapes provided to FHWA should be 9-track.
Appropriate user documentation will be provided with each request.
All orders should be documented on the attached form and should clearly indicate: 1. which (or all) of the four (4) quarters of data that are desired; 2. name and/or title of the individual or organization making the request; 3. number of tapes, if any, included with the request (or being shipped separately); and 4. amount of payment enclosed if applicable.

All checks or money orders should be made payable to: Federal Highway Administration. Request and payment should be forwarded to:

Federal Highway Administration<br>Highway Statistics Division<br>HRP-44 (NPTS)<br>400 Seventh Street, SW,<br>Washington, D.C. 20590




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## NPTS Public Use Tape Request

1. Data Desired

Tape 1 - First Quarter $\square$
Tape 2 - Second Quarter $\square$
Tape 3 - Third Quarter
Tape 4 - Fourth Quarter
Tapes 1-4 - All Quarters $\square$
2. Number of tapes submitted;

None (tape payment included) $\square$; 1 tape $\square$; 2 tapes $\square$; 3 tapes $\square$; 4 tapes
3. Method of tape submittal

With order $\square$
Under separate cover $\square$
4. Type of tape labeling desire

Standard IBM Labels $\square$ No labels
5. Recording Density (9-Track)

800 BPI $\square$
1600 BPI $\square$
6. Type of Organization, Name and Address .

Educational
Private Organization
Other (specify) $\square$
Name
Title
Organization
Address
City, State, Zip
7. Total Fee Enclosed:

Tape copy on user furntshed tape(s), quarters @ \$36 per quarter - \$ $\qquad$ -

Tape copy on FHWA furnsshed tape (s),__quarters @ \$61 per quarter - \$ $\qquad$ -
8. Payment enclosed as: Money Order $\square$

Check

