

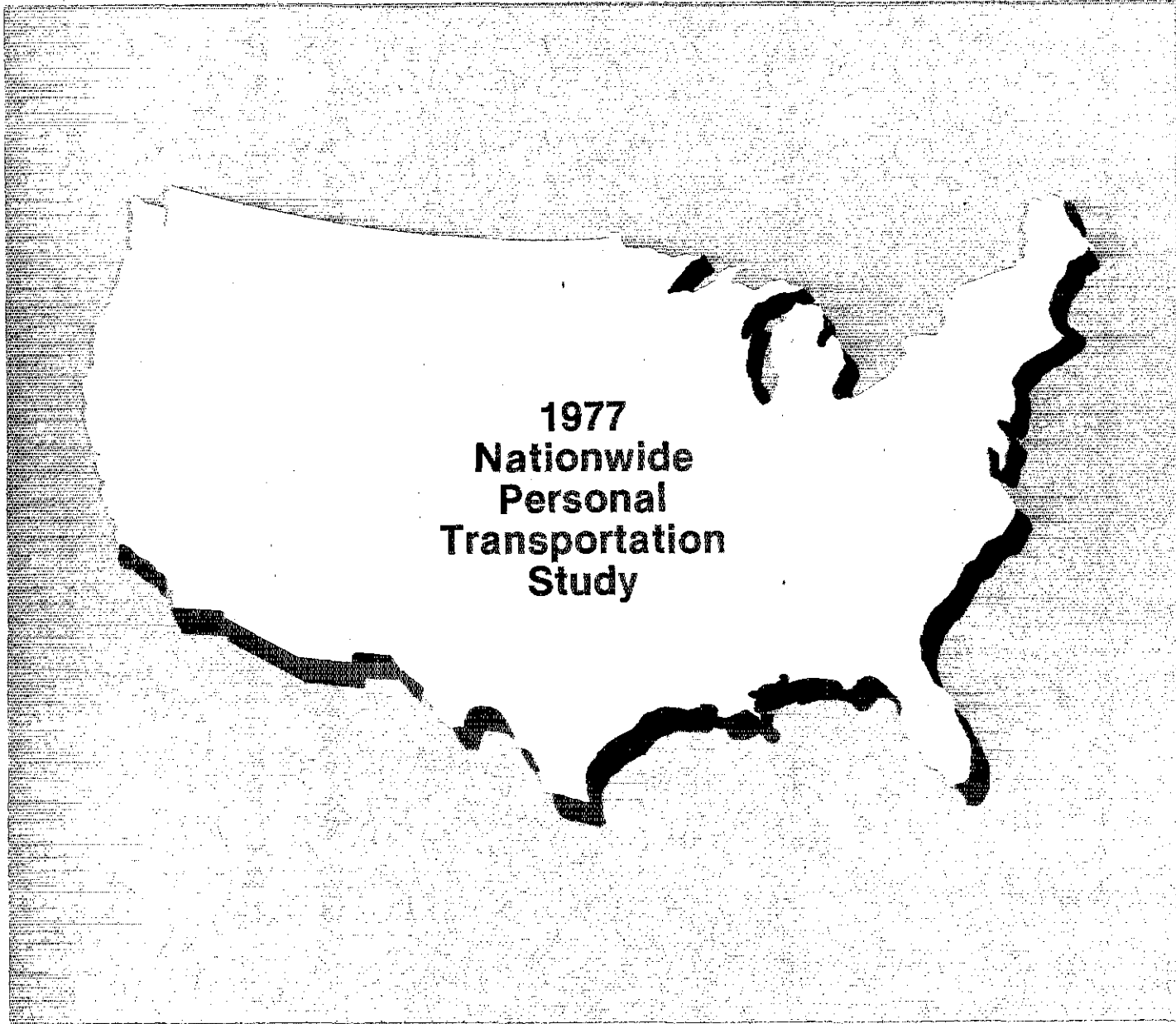


U.S. Department
of Transportation
**Federal Highway
Administration**

Characteristics of 1977 Licensed Drivers and Their Travel

Office of Highway Planning
October 1980

Report No. 1

A large, stylized map of the United States, including Alaska and Hawaii, is shown in white against a dark, textured background. The map is centered on the page.

**1977
Nationwide
Personal
Transportation
Study**

1977 NATIONWIDE PERSONAL TRANSPORTATION STUDY

CHARACTERISTICS OF 1977 LICENSED DRIVERS AND THEIR TRAVEL
REPORT 1

Ruth H. Asin
Statistician
Highway Statistics Division
Office of Highway Planning

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

Table of Contents

	<u>Page</u>
I. HIGHLIGHTS.....	1
II. INTRODUCTION	3
A. PURPOSE OF REPORT	3
B. ORGANIZATION OF REPORT.....	3
C. DESCRIPTION OF THE DATA.....	4
III. CHARACTERISTICS OF 1977 LICENSED DRIVERS AND THEIR TRAVEL.....	5
A. CHARACTERISTICS OF LICENSED DRIVERS	5
By Place of Residence	5
Inside/Outside SMSA's	5
SMSA Population Size Groups	5
By Age Groups and Sex	8
B. CHARACTERISTICS OF TRAVEL	15
By Age Groups and Sex	15
Comparison of 1977 Travel with 1969 Travel	
By Age Groups and Sex	22
Place of Residence: Inside/Outside SMSA's	26
Average Vehicle Miles Driven	
Per Licensed Driver by Number of Drivers and	
Number of Vehicles in the Household.....	26
Relationship of Number of Licensed Drivers	
in the Household and Household Income	26
IV. SUMMARY	29
V. APPENDICES	31

Contents (continued)

TABLES

Page

1.	Percent of Persons 16 Years of Age and Older with Driver Licenses by Place of Residence	6
2.	Number and Percent of Persons 16 Years of Age and Older with Driver Licenses By Sex, Percent Difference Between 1977 and 1969	6
3.	Percent of Persons 16 Years of Age and Older with Driver Licenses By Place of Residence in SMSA Population Size Groups ..	7
4.	Percent of Persons 16 Years of Age and Older with Driver Licenses By SMSA Population Size Groups, Percent Difference Between 1977 and 1969	7
5.	Percent of Persons 16 Years of Age and Older Licensed as Drivers by Age Groups and Sex	9
6.	Percent of Persons 16 Years of Age and Older Licensed as Drivers by Age Groups and Sex, Percent Difference Between 1977 and 1969	9
7.	Percent of Licensed Drivers By Age Groups and Sex	12
8.	Percent of Licensed Drivers By Age Groups and Sex, Percent Difference Between 1977 and 1969	12
9.	Percent of Licensed Drivers by Age Groups and Sex	14
10.	Percent of Licensed Drivers by Age Groups and Sex for 1977 and 1969	14
11.	Percent of Mileage Driven By Age Groups (All Drivers)	16
12.	Percent of Mileage Driven By Age Groups (Male Drivers)	17
13.	Percent of Mileage Driven By Age Groups (Female Drivers)	18
14.	Distribution of Annual Miles Driven by Mileage Classes and Sex, Percent Difference Between 1977 and 1969	20
15.	Percent of Estimated Annual Miles Driven By Age Groups and Sex ...	20

Contents (continued)

<u>TABLES</u>	<u>Page</u>
1. Percent of Persons 16 Years of Age and Older with Driver Licenses by Place of Residence	6
2. Number and Percent of Persons 16 Years of Age and Older with Driver Licenses By Sex, Percent Difference Between 1977 and 1969	6
3. Percent of Persons 16 Years of Age and Older with Driver Licenses By Place of Residence in SMSA Population Size Groups ..	7
4. Percent of Persons 16 Years of Age and Older with Driver Licenses By SMSA Population Size Groups, Percent Difference Between 1977 and 1969	7
5. Percent of Persons 16 Years of Age and Older Licensed as Drivers by Age Groups and Sex	9
6. Percent of Persons 16 Years of Age and Older Licensed as Drivers by Age Groups and Sex, Percent Difference Between 1977 and 1969	9
7. Percent of Licensed Drivers By Age Groups and Sex	12
8. Percent of Licensed Drivers By Age Groups and Sex, Percent Difference Between 1977 and 1969	12
9. Percent of Licensed Drivers by Age Groups and Sex	14
10. Percent of Licensed Drivers by Age Groups and Sex for 1977 and 1969	14
11. Percent of Mileage Driven By Age Groups (All Drivers)	16
12. Percent of Mileage Driven By Age Groups (Male Drivers)	17
13. Percent of Mileage Driven By Age Groups (Female Drivers)	18
14. Distribution of Annual Miles Driven by Mileage Classes and Sex, Percent Difference Between 1977 and 1969	20
15. Percent of Estimated Annual Miles Driven By Age Groups and Sex	20

Contents (continued)

	<u>Page</u>
16. Comparison of Estimated Number of Annual Miles Driven By Age Groups, Percent Difference Between 1977 and 1969	23
17. Estimated Average Annual Miles Driven Per Licensed Driver By Age Groups and Sex	24
18. Difference in Estimated Average Annual Miles Driven per Licensed Driver by Age Groups and Sex, 1977 and 1969	24
19. Average Number of Vehicle Miles Driven Per Licensed Driver by Place of Residence	27
20. Average Number of Vehicle Miles Driven Per Licensed Driver By Number of Drivers and Number of Vehicles in Household	27
21. Average Number of Vehicle Miles Driven by Number of Licensed Drivers in the Household and Household Income	28

Contents (continued)

FIGURES

Page

1.	Percent of Population Holding Driver Licenses by Age	
	Groups and Sex for 1977-1969	10
2.	Distribution of Mileage Driven by Licensed Drivers	
	by Sex and Mileage Classes for 1977 and 1969	21
3.	Average Annual Miles Driven Per Licensed Driver by	
	Age Groups and Sex for 1977 and 1969	25

I. HIGHLIGHTS

- Driver licenses in 1977 were held by 80.8 percent of all persons 16 years of age and older.
- Driver licenses are held by 89.1 percent of all males and 73.4 percent of all females. For both sexes, the highest percent of licensed drivers was in the 25-29 and 30-34 year age groups, 91.2 and 92.1 percent, respectively.
- Approximately 51.9 percent of all licensed drivers are males and 48.1 percent of all licensed drivers are females. Since 1969, the percent difference of female drivers to total driving population has increased by 11.9 percent, however, the proportion of female licensed drivers in all age groups, except the 35-39 year age group has been below that of males.
- The percentage difference of persons driving less than 5,000 miles annually has decreased by 8.5 percent since 1969, while the percentage difference of persons driving more than 10,000 miles annually has increased by 9.9 percent.
- Average annual miles per driver have continued to climb since 1969 despite the oil embargo in 1973. Nationally, the average driver drove 10,006 miles during 1977, an increase of 1,324 miles from 1969.
- Males drove an average of 13,563 miles annually in 1977, an increase of 2,211 miles since 1969.
- Females drove an average of 5,943 miles annually, an increase of 532 miles from 1969.
- Despite the increased driving by females, male drivers on the average continue to drive more than twice as many miles per year as females.
- Vehicle miles of driving are highest for licensed drivers who reside in the less populated areas.

- On the average, the number of miles driven per licensed driver increases proportionately to the number of vehicles in the household.
- On the whole, as household income increases, the average number of miles driven per licensed driver increases.

II. INTRODUCTION

A. PURPOSE OF REPORT

This report presents data related to licensed drivers and compiled from the 1977 Nationwide Personal Transportation Study (1977 NPTS).

Information about licensed drivers is important to Federal, State and local officials in the highway taxation and planning fields. The proportion of drivers to total driving age population 16 years of age-and-older has increased since 1969, accompanied by a proportional increase in the number of automobiles being driven. Women, in particular, are responsible for this large increase. More than 80 percent of females, ages 20-49 are licensed drivers today, compared to 50 percent and less 30 years ago. Since more than 85 percent of all person miles of travel is done in household vehicles such as the automobile, the characteristics of licensed drivers are critical to our understanding of travel behavior in the United States.

B. ORGANIZATION OF REPORT

Data collected in this study of licensed drivers are examined within three parameters. These parameters are (1) geographic distribution of the resident non-institutionalized driving age population 16 years of age-and-older with driver licenses by place of residence: inside and outside SMSA's, and SMSA by population size-groups; (2) population distribution of licensed drivers by age groups and sex; and (3) travel distribution of licensed drivers by place of residence inside/outside SMSA's, age groups, sex, and as related to number of drivers in the household, household income and number of vehicles in household.

The population data shown in this report are based on estimates of 1977 population expanded from the 1970 Census and include Armed Forces personnel living on base and off-base housing units.

Information describing the survey procedures and data processing, including sample design, survey methodology, processing procedures, provisions for obtaining special tabulations, subject areas planned for 1977 NPTS reports, as well as an order form with description and price of the public use tapes are found in the Appendix of this report.

C. DESCRIPTION OF DATA

The 1977 Nationwide Personal Transportation Study (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. The 1977 NPTS addressed the full range of trips and travel done by U.S. households, along with the related social and economic characteristics of the tripmaker. The 1977 study was designed to collect information on all trips taken during a designated 24-hour period and some additional detail on trips of 75-miles-or-more during the preceding 14-day period. The 1977 study 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 number and type of stops made during the trip and uses of additional modes of transportation. A unique feature of the 1977 NPTS was the use of mapping during home interviews to estimate the amount of travel in urban and rural areas.

Nationwide, the total number of persons who indicated they were licensed drivers was estimated at 127,525,000. This number is approximately 10,596,000 below the total number of driver licenses reported by and in the files of the 50 States and the District of Columbia. Table A-1 in Appendix A compares the number of licensed drivers from the 1977 NPTS (127,525,000) with the number of driver licenses reported by the 50 States and the District of Columbia for 1977 (138,121,000) within each age group. Although the age distribution from the two sources is almost identical, the number of driver licenses from the State files exceeds the number of licensed drivers estimated from NPTS. The differences in the two figures may be definitional; i.e., licensed drivers vs. driver licenses. That is, the NPTS 1977 questionnaire asked a respondent to indicate whether he (she) was a licensed driver; the expanded sample of licensed drivers obtained from NPTS may have produced too low an estimate. The number of driver licenses, on the other hand, is based on a count of documents from reports of State authorities and may include duplicate licenses as well as licenses no longer valid (e.g., death).

III. CHARACTERISTICS OF 1977 LICENSED DRIVERS AND THEIR TRAVEL

A. CHARACTERISTICS OF LICENSED DRIVERS

By Place of Residence

Inside/Outside SMSA's - As shown in table 1, more than four-fifths (80.8 percent) of all persons 16 years of age and older (or 127.5 million persons) were licensed drivers in 1977. The incidence was highest for persons living in areas outside SMSA's where 82.8 percent of all eligible persons were licensed drivers. For these areas, the distribution of licensed drivers was 1.3 percentage points higher (83.5) in areas of less than 5,000 population, than in areas of more than 5,000 population (82.2).

Inside SMSA's, 79.8 percent of all persons were licensed drivers and the incidence was greater in the less-populated areas outside the central cities (84.8) than inside the central cities (74.7).

As shown above, in 1977, 80.8 percent of all persons 16 years and older were licensed drivers, or 127.5 million persons. This represented a 7.2 percentage point increase from the 73.6 percent or 103.0 million licensed drivers in 1969, (table 2), and was due largely to the increasing proportion of female licensed drivers during this period. While male drivers increased 2.1 percentage points during this period to a level of 66.2 million in 1977 (89.1 percent of population) from 58.0 million in 1969 (87.0 percent of population), female licensed drivers increased by 11.9 percentage points to a level of 61.3 million in 1977 (73.4 percent of population) from a level of 45.0 million in 1969 (61.5 percent of population).

SMSA Population Size Groups - Table 3 indicates that the percent of population 16 years of age and older as licensed drivers decreased as size of SMSA increased and dropped to a low of 72.8 percent in SMSA's of 3,000,000 and over, from 83.6 percent in SMSA's of under 100,000 population. This was generally true except for a slight increase in the percent of licensed drivers in SMSA's from 250,000-499,999 population.

**TABLE 1. PERCENT OF PERSONS 16 YEARS OF AGE AND OLDER
WITH DRIVER LICENSES BY PLACE OF RESIDENCE**

PLACE OF RESIDENCE URBAN/RURAL GROUPS	PERCENT WITH DRIVER LICENSES			TOTAL DRIVERS (000,000)
	MALES	FEMALES	TOTAL	
INSIDE SMSAs	88.4	72.3	79.8	84.1
OUTSIDE A CENTRAL CITY	92.0	78.3	84.8	45.3
INSIDE A CENTRAL CITY	84.6	66.2	74.7	38.8
OUTSIDE SMSAs	90.5	75.8	82.8	43.4
POPULATION < 5,000	91.6	76.0	83.5	22.7
POPULATION > 5,000	89.4	75.7	82.2	20.7
TOTAL	89.1	73.4	80.8	127.5
NUMBER OF LICENSED DRIVERS (000,000)	66.2	61.3	127.5	-

**TABLE 2. NUMBER AND PERCENT OF PERSONS 16 YEARS OF AGE
AND OLDER WITH DRIVER LICENSES BY SEX.
PERCENT DIFFERENCE BETWEEN 1977 AND 1969**

SEX	DISTRIBUTION OF LICENSED DRIVERS IN POPULATION				
	1977		1969		PERCENT DIFFERENCE
	NUMBER (000,000)	PERCENT	NUMBER (000,000)	PERCENT	
MALES	66.2	89.1	58.0	87.0	2.1
FEMALES	61.3	73.4	45.0	61.5	11.9
TOTAL	127.5	80.8	103.0	73.6	7.2

**TABLE 3. PERCENT OF PERSONS 16 YEARS OF AGE
AND OLDER WITH DRIVER LICENSES BY PLACE OF RESIDENCE
IN SMSA POPULATION SIZE GROUPS**

SMSA POPULATION SIZE GROUPS	PERCENT WITH DRIVERS LICENSES			TOTAL DRIVERS (000,000)
	MALES	FEMALES	TOTAL	
UNDER 100,000	92.9	74.3	83.6	1.7
100,000 - 249,999	91.0	76.3	83.2	9.3
250,000 - 499,999	91.3	77.4	83.9	13.7
500,000 - 999,999	89.4	74.6	81.6	13.8
1,000,000 - 2,999,999	88.9	73.9	80.9	26.9
3,000,000 AND OVER	83.6	63.6	72.8	18.8
ALL SMSAs	88.4	72.3	79.8	84.2

**TABLE 4. PERCENT OF PERSONS 16 YEARS OF AGE AND OLDER
WITH DRIVER LICENSES BY SMSA POPULATION SIZE GROUPS.
PERCENT DIFFERENCE BETWEEN 1977 AND 1969**

SMSA POPULATION SIZE GROUPS	PERCENT OF PERSONS WITH DRIVER LICENSES		PERCENT DIFFERENCE
	1977	1969	
UNDER 100,000	83.6	72.9	10.7
100,000 - 249,999	83.2	78.7	4.5
250,000 - 499,999	83.9	75.0	8.9
500,000 - 999,999	81.6	72.0	9.6
1,000,000 - 2,999,999	80.9	73.8	7.1
3,000,000 & OVER	72.8	65.1	7.7
ALL SMSAs	79.8	72.2	7.6
TOTAL NUMBER (000,000)	84.2	66.7	

Approximately 88.4 percent of all males in SMSA's were licensed drivers, and again the ratio decreased as population size-group increased, from a high of 92.9 percent in SMSA's under 100,000 to a low of 83.6 percent in the largest SMSA's of 3,000,000 and over.

Approximately 72.3 percent of all women were licensed drivers; it was highest in SMSA's of 250,000 - 499,999 (77.4 percent) and lowest in SMSA's of 3,000,000 and over (63.6 percent).

When comparing change over time, we find that there was a 7.6 percentage point increase in the proportion of licensed drivers between 1969-1977 (table 4). SMSA's of under 100,000 showed the largest percentage point increase (10.7 percent) during this time, while SMSA's from 100,00-249,999 showed the smallest percentage point increase (4.5 percent).

By Age Groups and Sex

Table 5 shows the percent of total population 16 years of age and older with driver licenses by age groups and sex. In 1977, there were 158 million persons 16 years of age and older in the United States, approximately 80.8 percent of these persons were licensed drivers. Almost 90 percent (88.9) of all males were licensed drivers and almost 75 percent (73.4) of all females were licensed drivers. For both sexes, the highest percent of licensed drivers was in 25-29 and 30-34 year age groups, 91.2 and 92.1 percent respectively. Approximately 95 percent of all males in these age groups (95.0 and 95.4 respectively) and almost 90 percent of all females (87.7 and 89.0 percent respectively) were licensed drivers. As expected, the smallest percent of licensed drivers (47.2 percent) was in the 70 year and over age group, where only 69.3 percent of all males and less than one-third (32.7) of all females were licensed drivers.

Table 6 is a comparison of percent of licensed drivers to total population 16 years of age and older by age groups and sex, and percent difference between 1977 and 1969. Nationally, as shown in Figure 1, the percent of driver licenses to total driving population has generally increased for both males and females, with females increasing at a greater rate than males, because of the very low proportion of female licensed drivers in 1969. Specifically, while the percent of

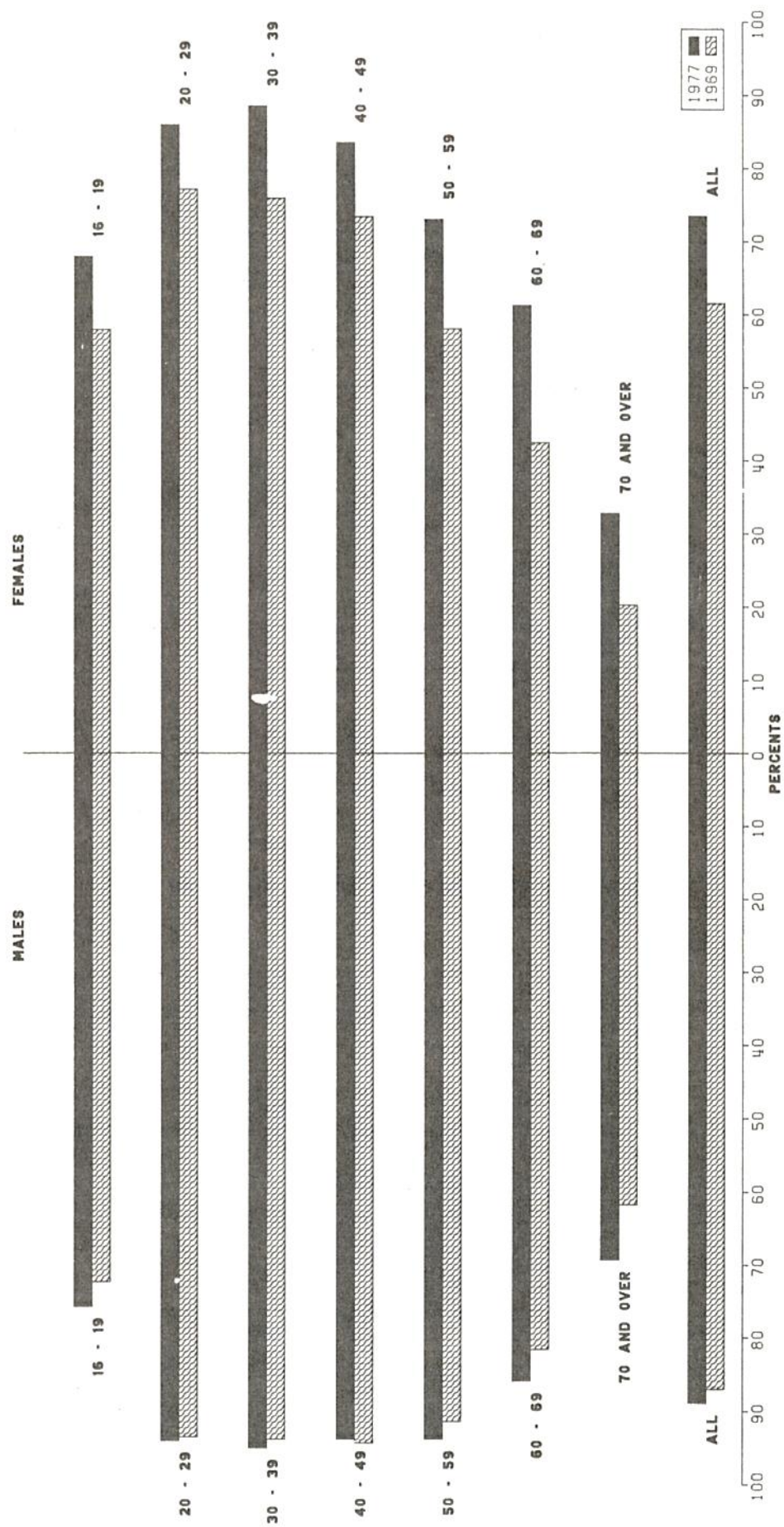
**TABLE 5. PERCENT OF PERSONS 16 YEARS OF AGE
AND OLDER LICENSED AS DRIVERS
BY AGE GROUPS AND SEX**

AGE GROUPS	PROPORTATION OF POPULATION IN EACH AGE GROUP AND SEX LICENSED AS DRIVERS		
	MALES	FEMALES	TOTAL
16 - 19	71.8	64.0	67.8
20 - 24	92.8	83.8	88.2
25 - 29	95.0	87.7	91.2
30 - 34	95.4	89.0	92.1
35 - 39	94.5	88.0	91.1
40 - 44	94.3	84.4	89.2
45 - 49	93.2	82.6	87.7
50 - 54	94.3	76.3	84.8
55 - 59	93.1	69.5	80.6
60 - 64	88.6	66.5	74.6
65 - 69	82.7	55.5	64.5
70 & OVER	69.3	32.7	47.2
TOTAL	88.9	73.4	80.8
TOTAL POPULATION (000,000)	74.5	83.5	158.0
LICENSED DRIVERS (000,000)	66.2	61.3	127.5

**TABLE 6. PERCENT OF PERSONS 16 YEARS OF
AGE AND OLDER LICENSED AS DRIVERS
BY AGE GROUPS AND SEX.
PERCENT DIFFERENCE BETWEEN 1977 AND 1969**

AGE GROUPS	PERCENT OF DRIVERS		
	1977	1969	PERCENT DIFFER- ENCE
MALES			
16 - 20	75.7	72.3	3.4
21 - 29	94.0	93.5	0.5
30 - 39	95.0	93.8	1.2
40 - 49	93.8	94.3	-0.5
50 - 59	93.8	91.4	2.4
60 - 69	85.9	81.6	4.3
70 & OVER	69.3	61.8	7.5
ALL AGES	88.9	87.0	1.9
FEMALES			
16 - 20	67.9	57.9	10.0
21 - 29	85.9	77.1	8.8
30 - 39	88.5	75.9	12.6
40 - 49	83.5	73.4	10.1
50 - 59	73.0	58.0	15.0
60 - 69	61.2	42.4	18.8
70 & OVER	32.7	20.2	12.5
ALL AGES	73.4	61.5	11.9

FIGURE 1. - PERCENT OF POPULATION HOLDING DRIVER LICENSES
BY AGE GROUPS AND SEX FOR 1977 AND 1969



male licensed drivers increased from 87.0 percent in 1969 to 88.9 percent in 1977 for a total difference of 1.9 percentage points, the percent of female licensed drivers increased from 61.5 to 73.4 percent respectively for the same time period, for a total difference of 11.9 percentage points.

The population of male drivers increased in almost all age groups, except for a slight decline in the 40-49 year old age group between 1977 and 1969 due to the aging of the population. Male drivers in the 21-29 and 30-39 year age groups registered the smallest gains, since they were already at a very high level and probably reached the saturation point of close to 95 percent in 1977.

The proportion of female drivers also increased in all age groups, but at a greater rate; more than 10 percentage points between 1977 and 1969. However, in spite of the gain, the proportion of female licensed drivers, in all age groups, as shown in figure 1, has been below that of males.

Table 7 shows the percentage of licensed drivers by age groups and sex. Nationwide, the total number of persons who indicated they were licensed drivers in 1977 was estimated at 127.5 million.

More than one-fourth (26.0 percent) of all drivers were in the 20-29 year age groups and totaled 33.3 million. Add to this figure drivers in the 30-34 year age group, and almost 37.0 percent of all drivers or 47.3 million were between the ages of 20-34 years. Less than 10 percent (9.4 percent) or 12 million drivers were 65 years of age and older.

Males constituted slightly more than half (51.9 percent) of all drivers and except for the 35-39 year age group, constituted the majority of licensed drivers in each age group. Females comprised 48.1 percent of all drivers. The proportion of female drivers increased steadily from 47.5 percent in the 16-19 year age group to 50.4 percent in the 35-39 year age group and then decreased with increasing age until the 60-64 year age group when it increased slightly and then decreased again to 42.1 percent in the 70 year and over age group.

As shown in table 8, the percent of male drivers within each age group has shown a decrease between 1969 and 1977 while the percent of female drivers has shown an

**TABLE 7. PERCENT OF LICENSED DRIVERS
BY AGE GROUPS AND SEX**

AGE GROUPS	DISTRIBUTION WITHIN AGE GROUPS		DISTRIBUTION BY AGE GROUPS	NUMBER OF DRIVERS (000,000)
	MALES	FEMALES		
16 - 19	52.5	47.5	8.8	11.2
20 - 24	50.8	49.2	13.4	17.2
25 - 29	50.7	49.3	12.6	16.1
30 - 34	50.5	49.5	11.0	14.0
35 - 39	49.6	50.4	8.8	11.2
40 - 49	50.6	49.4	7.8	9.9
45 - 49	51.3	48.7	7.8	9.9
50 - 54	52.6	47.4	7.9	10.1
55 - 59	54.2	45.8	6.9	8.8
60 - 64	52.9	47.1	5.6	7.1
65 - 69	54.3	45.7	4.2	5.4
70 & OVER	57.9	42.1	5.2	6.6
TOTAL	51.9	48.1	100.0	127.5

**TABLE 8. PERCENT OF LICENSED DRIVERS BY AGE GROUPS
AND SEX, PERCENT DIFFERENCE BETWEEN 1977 AND 1969**

AGE GROUPS	DISTRIBUTION WITHIN AGE GROUPS					
	MALES		PERCENT DIFFERENCE	FEMALES		PERCENT DIFFERENCE
	1977	1969		1977	1969	
16 - 19	52.5	57.1	-4.6	47.5	42.9	4.6
20 - 24	50.8	52.6	-1.8	49.2	47.4	1.8
25 - 29	50.7	53.9	-3.2	49.3	46.1	3.2
30 - 34	50.5	53.6	-3.1	49.5	46.4	3.1
35 - 39	49.6	54.3	-4.7	50.4	45.7	4.7
40 - 44	50.6	54.5	-3.9	49.4	45.5	3.9
45 - 49	51.3	54.6	-3.3	48.7	45.4	3.3
50 - 54	52.6	57.9	-5.3	47.4	42.1	5.3
55 - 59	54.2	60.8	-6.6	45.8	39.2	6.6
60 - 64	52.9	62.7	-9.8	47.1	37.3	9.8
65 - 69	54.3	60.6	-6.3	45.7	39.4	6.3
70 & OVER	57.9	67.5	-9.6	42.1	32.5	9.6
TOTAL	51.9	56.3	-4.4	48.1	43.7	4.4

increase. However, except for the 35-39 year age group, male drivers still constitute more than half of all drivers in each age group.

Table 9 shows the percent of licensed drivers by age groups and sex. More than half (53.4 percent) of all male licensed drivers and 55.9 percent of all female drivers were under 40 years of age. Approximately 10.4 percent of male drivers and 8.5 percent of female drivers were 65 years of age and older.

As indicated in table 10, between 1969 and 1977, the percent of drivers in the 20-34 year age group continued to increase from 33.7 percent of total licensed drivers in 1969 to 37.0 percent of total in 1977 reflecting the baby boom of the fifties. The percent of licensed drivers in the 35-59 year age group decreased from 43.5 percent in 1969 to 39.2 percent in 1977, reflecting the decreased birth rate during the Depression and World War II. The proportion of licensed drivers in the population 60 years and over age group increased during this period from 13.8 percent of total in 1969 to 15.0 percent in 1977 because of the longer life span. Male and female licensed drivers showed the same trends.

Table A-2 of Appendix A compares the number of licensed drivers by age groups for 1977 and 1969. It indicates that during this period, the total number of licensed drivers increased by approximately 24.5 million. More than half (14.5 million) of this increase took place in the 16-34 year age group. The 35-39 year age group driver population increased, but at a lower rate. The 40-44 and 45-49 year age groups show a slight decrease. Beginning with the 50-54 year age group, the number of licensed drivers increased again, but at a decreasing rate.

TABLE 9. PERCENT OF LICENSED DRIVERS BY AGE GROUPS AND SEX

AGE GROUPS	LICENSED DRIVERS					
	MALES		FEMALES		TOTAL	
	PERCENT	CUMULATIVE	PERCENT	CUMULATIVE	PERCENT	CUMULATIVE
16 - 19	8.9	8.9	8.7	8.7	8.8	8.8
20 - 24	13.1	22.0	13.9	22.6	13.4	22.2
25 - 29	12.3	34.3	12.9	35.5	12.6	34.8
30 - 34	10.7	45.0	11.3	46.8	11.0	45.8
35 - 39	8.4	53.4	9.1	55.9	8.8	54.6
40 - 44	7.6	61.0	8.0	63.9	7.8	62.4
45 - 49	7.7	68.7	7.9	71.8	7.8	70.2
50 - 54	8.0	76.7	7.7	79.5	7.9	78.1
55 - 59	7.2	83.9	6.6	86.1	6.9	85.0
60 - 64	5.7	89.6	5.4	91.5	5.6	90.6
65 - 69	4.6	94.2	4.1	95.6	4.2	94.8
70 & OVER	5.8	100.0	4.4	100.0	5.2	100.0
TOTAL	100.0		100.0		100.0	
NUMBER OF LICENSED DRIVERS (000,000)	66.2		61.3		127.5	

**TABLE 10. PERCENT OF LICENSED DRIVERS
BY AGE GROUPS AND SEX FOR 1977 AND 1969**

AGE GROUPS	1977			1969		
	MALES	FEMALES	TOTAL	MALES	FEMALES	TOTAL
16 - 19	8.9	8.7	8.8	9.0	8.8	9.0
20 - 34	36.1	38.1	37.0	32.0	36.1	33.7
35 - 59	38.9	39.3	39.2	43.5	43.7	43.5
60 & OVER	16.1	13.9	15.0	15.5	11.4	13.8
ALL	100.0	100.0	100.0	100.0	100.0	100.0

B. CHARACTERISTICS OF TRAVEL

By Age Groups and Sex

In 1977, licensed drivers were asked to give an estimate of miles driven during the 12 months preceding the interview. Unlike 1969, the response to the number of annual miles driven was left open-ended.

Table 11 indicates that more than half (56.8 percent) of all licensed motor vehicle drivers drive less than 10,000 miles per year, and more than three-fourths (77.7 percent) drive less than 15,000 miles annually. At the high-end of the spectrum, 5.8 percent drive from 20,000-24,999 miles annually, 2.4 percent drive from 25,000-29,000 miles and 5.0 percent drive more than 30,000 miles annually. Looking at the age distribution, more than three-fourths (78.6 percent) of the 16-19 years olds and 85.2 percent of the 70 year olds and over drive less than 10,000 miles annually. More than 15 percent of all drivers in 25-54 year age brackets drive more than 20,000 miles annually.

Table 12 shows that less than twenty percent (19.8 percent) of all males drive less than 5,000 miles annually, due largely to the low mileage driven by more than half (51.1 percent) of the 16-19 year olds and the 70 year old and older drivers (50.9 percent). Less than twenty percent of all drivers between the ages of 20-59 drive fewer than 5,000 miles per year. An additional 45.0 percent of all males drive between 5,000-14,999 miles annually. This indicates that more than one-third (35.2 percent) of all males drive more than 15,000 miles annually, and almost ten percent (8.6) drive more than 30,000 miles annually.

Female licensed drivers were responsible for the relatively greater percent of persons driving less than 10,000 miles annually. As shown in Table 13, almost half (49.4 percent) of all women drove less than 5,000 miles annually, with the percent in each age group never falling below 40 percent. An additional 27.0 percent of all women drive from 5,00-9,999 miles annually and 16.0 percent drive from 10,000-14,999 miles annually. This means that more than 90 percent (92.4 percent) of all women drive less than 15,000 miles annually. The remaining 7.6 percent drive over 15,000 miles annually, with 1.7 percent driving more than 25,000 miles per year.

**TABLE 11. PERCENT OF MILEAGE DRIVEN BY AGE GROUPS
(ALL DRIVERS)**

AGE GROUPS	MILEAGE CLASSES								PERCENT OF DRIVERS
	ZERO	LESS THAN 5,000	5,000 TO 9,999	10,000 TO 14,999	15,000 TO 19,999	20,000 TO 24,999	25,000 TO 29,999	30,000 AND OVER	TOTAL
	PERCENT								
16 - 19	0.0	60.1	18.5	11.4	4.2	2.8	1.0	2.0	100.0
20 - 24	0.0	31.8	23.1	21.6	10.0	5.6	2.2	5.7	100.0
25 - 29	0.0	28.0	22.8	23.1	10.6	6.8	2.8	5.9	100.0
30 - 34	0.0	25.9	23.2	23.0	11.2	7.2	3.2	6.3	100.0
35 - 39	0.0	24.7	22.0	24.0	11.7	7.4	3.1	7.1	100.0
40 - 44	0.0	24.3	22.6	23.5	11.9	8.1	2.6	7.0	100.0
45 - 49	0.0	28.3	23.5	23.6	9.3	6.5	2.8	6.0	100.0
50 - 54	0.0	27.7	23.9	22.8	10.2	6.8	2.8	5.8	100.0
55 - 59	0.0	30.9	24.6	22.7	9.6	4.9	2.5	4.8	100.0
60 - 64	0.0	39.5	25.9	19.9	6.3	4.3	1.9	2.2	100.0
65 - 69	0.0	47.7	26.4	17.3	4.3	2.5	0.9	0.9	100.0
70 AND OVER	0.1	60.0	25.2	10.1	2.4	1.3	0.2	0.8	100.0
UNKNOWN MILEAGES	-	-	-	-	-	-	-	-	-
ALL AGES	0.0	33.7	23.1	20.9	9.1	5.8	2.4	5.0	100.0
✓ 127.5 MILLION DRIVERS.									
									✓ 100.0

**TABLE 12. PERCENT OF MILEAGE DRIVEN BY AGE GROUPS
(MALE DRIVERS)**

AGE GROUPS	MILEAGE CLASSES								PERCENT OF DRIVERS
	ZERO	LESS THAN 5,000	5,000 TO 9,999	10,000 TO 14,999	15,000 TO 19,999	20,000 TO 24,999	25,000 TO 29,999	30,000 AND OVER	TOTAL
	PERCENT								
16 - 19	0.0	51.2	20.0	15.2	5.3	3.9	1.3	3.1	100.0
20 - 24	0.0	18.5	18.9	25.8	15.1	8.3	3.7	9.7	100.0
25 - 29	0.0	11.4	18.0	28.5	16.4	11.1	4.6	10.0	100.0
30 - 34	0.0	10.4	17.2	27.1	17.8	11.4	5.0	11.1	100.0
35 - 39	0.0	9.7	15.2	28.1	16.7	12.5	5.4	12.4	100.0
40 - 44	0.0	9.7	16.3	26.4	17.0	13.5	4.6	12.5	100.0
45 - 49	0.0	12.7	17.3	28.4	15.4	10.5	4.8	10.9	100.0
50 - 54	0.0	13.0	18.5	26.9	15.4	11.2	4.8	10.2	100.0
55 - 59	0.0	16.4	20.8	28.3	14.7	7.5	4.2	8.1	100.0
60 - 64	0.0	22.1	27.0	26.8	10.1	6.7	3.4	3.9	100.0
65 - 69	0.0	33.8	31.4	21.5	6.6	3.5	1.6	1.6	100.0
70 AND OVER	0.0	50.9	28.8	13.6	3.4	2.0	0.2	1.1	100.0
UNKNOWN MILEAGES	-	-	-	-	-	-	-	-	-
ALL AGES	0.0	19.8	19.8	25.2	13.7	9.1	3.8	8.6	100.0
1/ 66.2 MILLION DRIVERS.									
									1/ 100.0

**TABLE 13. PERCENT OF MILEAGE DRIVEN BY AGE GROUPS
(FEMALE DRIVERS)**

AGE GROUPS	MILEAGE CLASSES								PERCENT OF DRIVERS
	ZERO	LESS THAN 5,000	5,000 TO 9,999	10,000 TO 14,999	15,000 TO 19,999	20,000 TO 24,999	25,000 TO 29,999	30,000 AND OVER	
	PERCENT								
16 - 19	0.0	70.1	16.8	7.1	2.9	1.7	0.7	0.7	7.6
20 - 24	0.0	45.9	27.6	17.0	4.6	2.8	0.6	1.5	12.5
25 - 29	0.0	45.7	28.0	17.4	4.4	2.2	0.8	1.5	11.8
30 - 34	0.0	42.7	29.7	18.5	4.1	2.7	1.3	1.0	10.2
35 - 39	0.0	40.5	29.2	19.8	6.4	2.1	0.5	1.5	8.1
40 - 44	0.0	40.2	29.4	20.3	6.3	2.3	0.6	0.9	7.1
45 - 49	0.0	45.1	30.2	18.5	2.6	2.1	0.7	0.8	7.1
50 - 54	0.0	45.3	30.5	17.9	4.0	1.4	0.3	0.6	6.8
55 - 59	0.0	49.1	29.4	15.7	3.2	1.6	0.4	0.6	5.7
60 - 64	0.0	61.3	24.5	11.2	1.5	1.2	0.2	0.1	4.6
65 - 69	0.0	67.0	19.5	11.4	1.1	1.0	0.0	0.0	3.3
70 AND OVER	0.1	75.1	19.4	4.4	0.8	0.0	0.1	0.2	3.4
UNKNOWN MILEAGES	-	-	-	-	-	-	-	-	11.8
ALL AGES	0.0	49.4	27.0	16.0	3.9	2.0	0.7	1.0	100.0
1/ 61.3 MILLION DRIVERS.									

Table 14 and figure 2 compare the average mileage driven by mileage classes and sex of driver for 1977 and 1969. Both show that the percent of persons driving less than 10,000 miles annually has decreased by 10 percentage points and the percent of persons driving 10,000 miles and over has increased by about the same amount. More than three-fifths (61.5 percent) of all females drove less than 5,000 miles annually in 1969 and in 1977 it dropped to less than half (49.4 percent). For male drivers during the same period, there was a 6.4 percentage point decline in those driving less than 5,000 miles annually and a 5.1 percentage point decline in those driving between 5,000-9,999 miles annually. The percent of persons driving over 10,000 miles annually increased by 9.9 percentage points - male drivers increased by 12.6 percentage points and female drivers by 9.3 percentage points. There is no doubt that the amount of driving done during this period has increased, and male drivers especially contributed largely to this overall increase.

Table 15 shows the percent of estimated annual miles driven by age groups and sex. Approximately 1,264,416 million miles were driven in 1977. This figure is approximately 212,151 million miles or about 14.4 percent less than estimates ^{1/} for all motor vehicles assembled by FHWA and based on State highway agency reports. The disparity in the two estimates would seem to indicate that most driverstend to underestimate the amount of driving they do. Other factors that may contribute are (1) respondents frequently neglect to include estimates of mileage driven in other than their own customary vehicle, such as rental cars, motorcycles, etc.; (2) the mileage driven by non-licensed drivers was presumably excluded from the survey; (3) it is possible that high mileage drivers such as truck drivers and traveling salesman were underrepresented in the sample.

Male drivers estimate that they did 71.2 percent of the driving and accounted for more than two-thirds of the driving in every age group. Female drivers estimated that they did 28.8 percent of the driving and only in the 16-24 year age groups did they do more than 30 percent of the driving. Persons in the 20-44 year age brackets drove more than half (56.6 percent) of the total annual miles; while persons 65 years and older did less than 5 percent (4.5) of the driving.

^{1/} FHWA publication, "Highway Statistics 1977," Table VM-1, Estimated Motor Vehicle Travel in the United States and Related Data .

**TABLE 14. DISTRIBUTION OF ANNUAL MILES DRIVEN
BY MILEAGE CLASSES AND SEX.
PERCENT DIFFERENCE BETWEEN 1977 AND 1969**

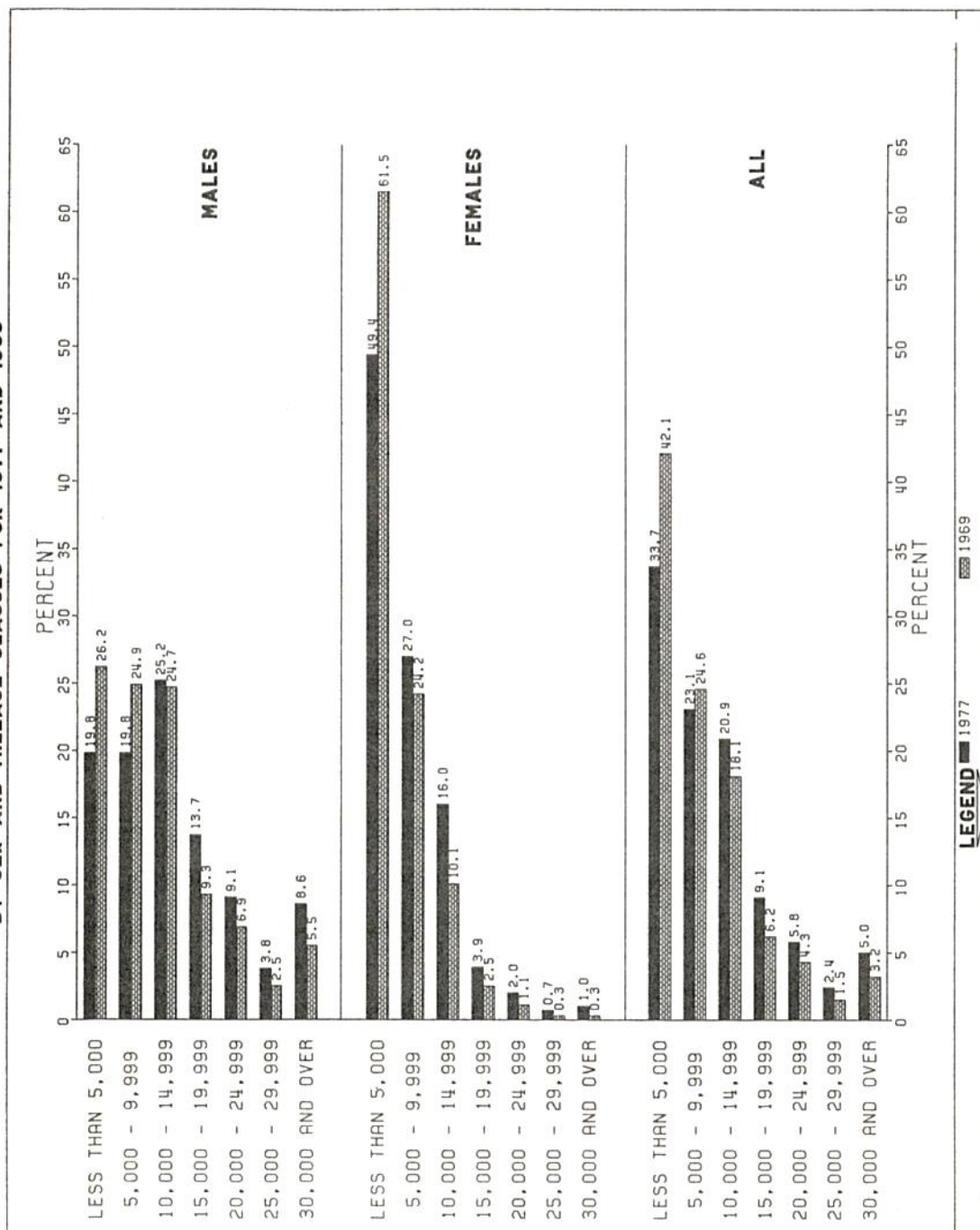
MILEAGE CLASSES	MALES		PERCENT DIFFER- ENCE	FEMALES		PERCENT DIFFER- ENCE	ALL DRIVERS		PERCENT DIFFER- ENCE
	1977	1969		1977	1969		1977	1969	
LESS THAN 5,000	19.8	26.2	-6.4	49.4	61.5	-12.1	33.6	42.1	-8.5
5,000 - 9,999	19.8	24.9	-5.1	27.0	24.2	2.8	23.1	24.6	-1.5
10,000 - 14,999	25.2	24.7	1.5	16.0	10.1	5.9	20.9	18.1	2.8
15,000 - 99,999	13.7	9.3	4.4	3.9	2.5	1.4	9.1	6.2	2.9
20,000 & OVER	21.6	14.9	6.7	3.7	1.7	2.0	13.2	9.0	4.2

**TABLE 15. PERCENT OF ESTIMATED ANNUAL MILES DRIVEN
BY AGE GROUPS AND SEX**

AGE GROUPS	PERCENT OF ESTIMATED ANNUAL MILES DRIVEN			ESTIMATED NUMBER OF ANNUAL MILES DRIVEN (000,000)
	MALE	FEMALE	TOTAL	
16 - 19	66.3	33.7	100.0	56,043
20 - 24	69.6	30.4	100.0	163,012
25 - 29	71.8	28.2	100.0	168,433
30 - 34	72.7	27.3	100.0	151,282
35 - 39	72.0	28.0	100.0	125,139
40 - 44	72.7	27.3	100.0	107,754
45 - 49	72.8	27.2	100.0	99,577
50 - 54	75.1	24.9	100.0	99,613
55 - 59	75.4	24.6	100.0	79,657
60 - 64	75.4	24.6	100.0	51,398
65 - 69	73.7	26.3	100.0	29,949
70 AND OVER	75.0	25.0	100.0	26,994
ALL AGES	72.3	27.7	100.0	1,158,851
UNKNOWN MILEAGES	58.8	41.2	100.0	1/ 105,565
TOTAL	71.2	28.8	100.0	1,264,416

1/ TOTAL MILES DRIVEN FOR THIS GROUP WAS ESTIMATED BY USING THE AVERAGE MILES PER YEAR PER DRIVER FOR EACH AGE GROUP AND SEX AND THEN MULTIPLYING BY THE NUMBER OF PERSONS IN EACH AGE GROUP AND SEX WHO WERE UNABLE TO ESTIMATE MILEAGE.

**FIGURE 2. - DISTRIBUTION OF MILEAGE DRIVEN BY LICENSED DRIVERS
BY SEX AND MILEAGE CLASSES FOR 1977 AND 1969**



LEGEND ■ 1977 ▨ 1969

Comparison of 1977 Travel with 1969 Travel by Age Groups and sex

Table 16 compares the estimated number of annual miles driven by age groups for 1977 and 1969. As indicated, there was an increase in the annual miles driven for each age group. Approximately 363,994 million additional miles were driven in 1977 than in 1969. Drivers in the 20-39 year age brackets were responsible for more than half (54.6 percent) of this increase. By subtracting the 67,301 million miles that were imputed, drivers in the 20-39 year age group were responsible for 67.0 percent of this increase.

The increased driving is reflected in the higher average annual miles per driver, as shown in table 17. Nationally, the average driver drove 10,006 miles during 1977. Males drove an average of 13,563 miles annually, and females drove an average of 5,943 miles annually. Generally, average miles driven increased for both males and females up through age 39 and then decreased. Overall, persons in the 35-39 year age group had the highest average annual miles per driver: 12,244 miles. This was true for males (17,172 miles) as well as females (7,046 miles). The average annual miles driven was lowest for persons 70 year and over (4,828 miles), with males at 5,800 miles and females at 3,217 miles. Women in all age groups drove less than half as many miles as men (except in the 16-19 year age group). Figure 3 compares the average annual miles driven in 1977 and 1969 for all drivers, and separately for males and females. Table 18 highlights the difference in estimated average annual miles driven per licensed drivers by age groups and sex for 1977-1969. Nationally, there was a net increase of 1324 miles per driver. As shown, almost all age groups, except the 60-64 age group showed a net increase; the highest net increase was in the 35-39 year age group. The average male drove an additional 2,211 miles per year in 1977 as compared to 1969, with the largest increase of 4,137 miles per male licensed driver in the 35-39 year age group. There was almost no difference in the average number of miles driven for males from 65-69 years of age. The average female drove an additional 532 miles per year in 1977 as compared to 1969. Women in the 20-24 year age group averaged the largest increase (1,153 miles per licensed driver) while women from 60-69 years of age, on the average, drove less in 1977 than in 1969.

TABLE 16. COMPARISON OF ESTIMATED NUMBER OF ANNUAL MILES DRIVEN
BY AGE GROUPS.

PERCENT DIFFERENCE BETWEEN 1977 AND 1969

AGE GROUPS	ESTIMATED ANNUAL MILES DRIVEN (000,000)		DIFFERENCE 1977-1969 (000,000)	PERCENT OF TOTAL DIFFERENCE
	1977	1969		
16 - 19	56,043	39,888	16,155	4.4
20 - 24	163,012	108,987	54,025	14.8
25 - 29	168,433	112,959	55,474	15.2
30 - 34	151,282	97,008	54,274	14.9
35 - 39	125,139	90,184	34,955	9.6
40 - 44	107,754	95,451	12,303	3.4
45 - 49	99,577	95,403	4,174	1.2
50 - 54	99,613	75,504	24,109	6.6
55 - 59	79,657	61,197	18,460	5.1
60 - 64	51,398	43,355	8,043	2.2
65 - 69	29,949	20,943	9,006	2.5
70 AND MORE	26,994	21,279	5,715	1.6
ALL AGES	1,158,851	862,158	296,693	81.5
UNKNOWN MILEAGES 1/	105,565	38,264	67,301	18.5
TOTAL	1,264,416	900,422	363,994	100.0

1/ TOTAL MILES DRIVEN FOR THIS GROUP WAS ESTIMATED BY USING THE AVERAGE MILES PER YEAR PER DRIVER FOR EACH SEX AND AGE GROUP AND MULTIPLYING BY THE NUMBER OF PERSONS OF EACH SEX AND AGE GROUP WHO WERE UNABLE TO ESTIMATE MILEAGES.

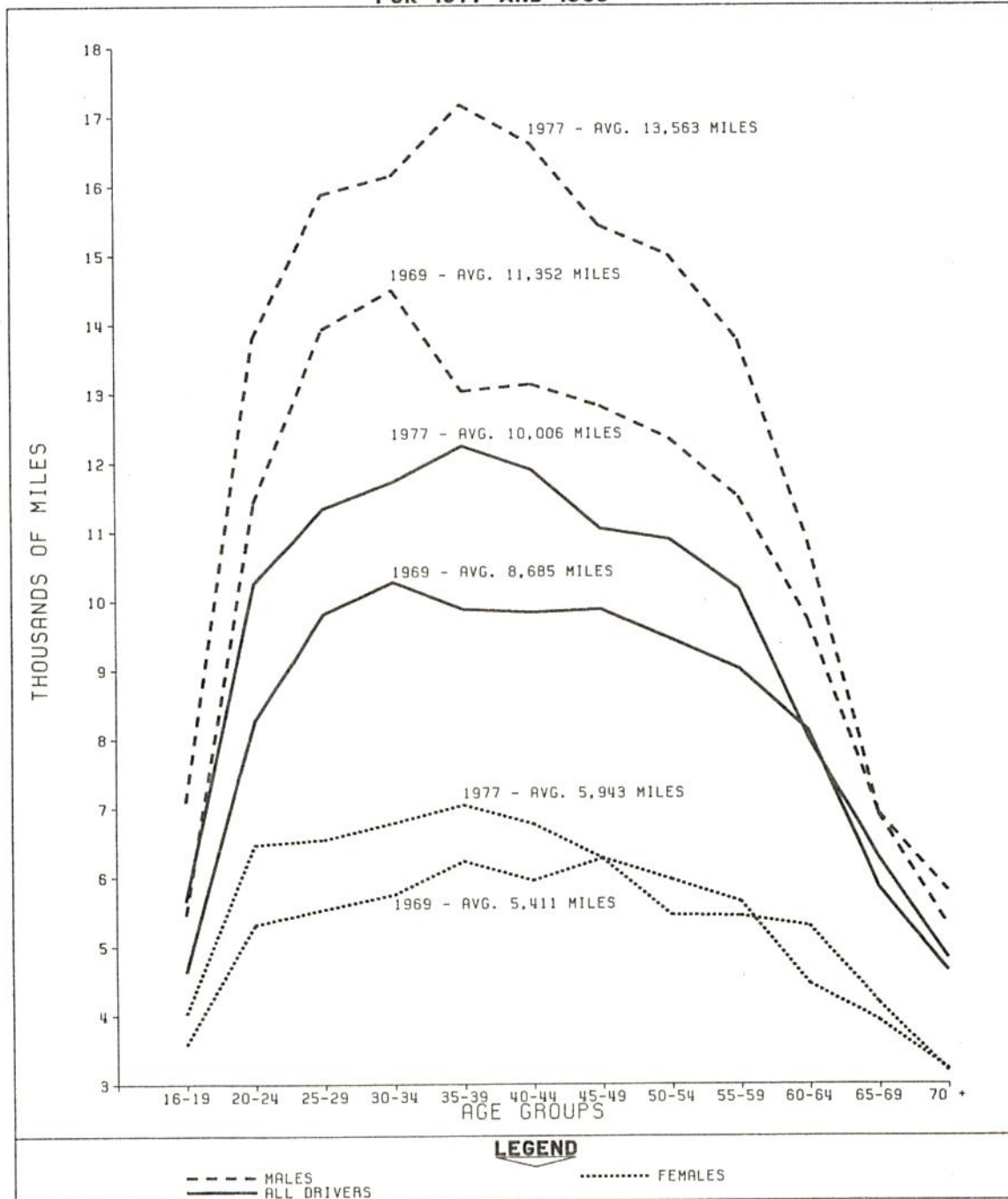
**TABLE 17. ESTIMATED AVERAGE ANNUAL
MILES DRIVEN PER LICENSED DRIVER
BY AGE GROUPS AND SEX**

AGE GROUPS	LICENSED DRIVERS		
	MALES	FEMALES	ALL
16 - 19	7,099	4,031	5,662
20 - 24	13,803	6,475	10,260
25 - 29	15,881	6,548	11,337
30 - 34	16,151	6,790	11,726
35 - 39	17,172	7,046	12,244
40 - 44	16,618	6,774	11,898
45 - 49	15,428	6,280	11,043
50 - 54	15,003	5,965	10,887
55 - 59	13,764	5,647	10,165
60 - 64	10,843	4,452	8,002
65 - 69	6,925	3,919	6,277
70 AND OVER	5,800	3,217	4,828
ALL AGES	13,563	5,943	10,006

**TABLE 18. DIFFERENCE IN ESTIMATED AVERAGE
ANNUAL MILES DRIVEN PER LICENSED DRIVER
BY AGE GROUPS AND SEX, 1977 - 1969**

AGE GROUPS	DIFFERENCE IN ESTIMATED AVERAGE ANNUAL MILES DRIVEN, 1977 - 1969		
	MALES	FEMALES	ALL
16 - 19	1,636	445	1,029
20 - 24	2,378	1,153	2,000
25 - 29	1,950	1,009	1,523
30 - 34	1,655	1,038	1,452
35 - 39	4,137	814	2,366
40 - 44	3,485	824	2,065
45 - 49	2,610	9	1,168
50 - 54	2,658	511	1,440
55 - 59	2,269	208	1,156
60 - 64	1,133	-839	-110
65 - 69	10	-254	427
70 +	498	34	184
ALL	2,211	532	1,324

**FIGURE 3. AVERAGE ANNUAL MILES DRIVEN PER
LICENSED DRIVER BY AGE GROUPS AND SEX
FOR 1977 AND 1969**



Place of Residence: Inside/Outside SMSA's

As shown in table 19, vehicle miles of travel were highest for licensed drivers who resided in the less populated areas. Drivers living outside of SMSA's and in places of less than 5,000 population drove some 760 miles less in 1977 than drivers residing in places of more than 5,000 population. Inside SMSA's, those living outside the central city, drove almost 1,000 miles more annually (10,376 miles) than those living inside central city (9,413 miles). The average driver drove 10,006 miles, regardless of place of residence. Of the 1,159 billion miles driven annually, almost two-thirds (65.6 percent) of the miles were driven by two-thirds (66.1 percent) of the drivers who lived in SMSA's.

Average Vehicle Miles of Travel Driven per Licensed Driver by Number of Drivers and Number of Vehicles in the Household

As shown in table 20, for one and two driver households, the average number of miles driven per driver increases with the number of vehicles in the household. However, in households with three-or-more drivers, there is variation in mileage driven per driver as the number of vehicles in the household increases. On the average, the number of miles driven per driver increases almost proportionately to the number of vehicles in the household.

Relationship of Number of Licensed Drivers in the Household and Household Income

On the whole, as income increases, the average number of miles driven per licensed driver increases. This is shown in table 21. In one-driver households, the average mileage per driver increases with income until the \$25,000 mark and then it begins to decrease. The average mileage for one-driver households is 9,841 miles. In two-driver households, the high is reached in the \$25,000-\$34,999 income level and then it plateaus. The average mileage driven per driver in these households is 10,205 miles. In three-driver households, mileage per driver increases as household income increases, although the average mileage is 9,945 miles, slightly lower than the average for one and two driver households. In households with four-and-more drivers, the average mileage per driver is greatest in households with incomes of over \$50,000 (14,453 miles per driver) and lowest in households with incomes from \$5,000-\$9,999. The average mileage for households with four-and-more drivers is 9,152 miles, again slightly lower than in three driver households. Only in households with two drivers does the average mileage per driver (10,205 miles) exceed the average for all drivers of 10,006 miles.

**TABLE 19. AVERAGE NUMBER OF VEHICLE MILES DRIVEN
PER LICENSED DRIVER BY PLACE OF RESIDENCE**

PLACE OF RESIDENCE	NUMBER OF MILES DRIVEN (000)	TOTAL DRIVERS (000)	AVERAGE MILES PER DRIVER
INSIDE SMSAs			
OUTSIDE A CENTRAL CITY	433,109,906	41,740	10,376
INSIDE A CENTRAL CITY	327,365,626	34,780	9,413
OUTSIDE SMSAs			
POPULATION < 5,000	216,710,308	20,640	10,499
POPULATION > 5,000	181,846,189	18,672	9,739
TOTAL	1,159,032,029	1/ 115,833	10,006
1/ INCLUDES ONLY DRIVERS WITH KNOWN MILEAGES.			

**TABLE 20. AVERAGE NUMBER OF VEHICLE MILES DRIVEN
PER LICENSED DRIVER BY NUMBER OF DRIVERS
AND NUMBER OF VEHICLES IN THE HOUSEHOLD**

NUMBER OF DRIVERS IN HOUSEHOLD	NUMBER OF VEHICLES IN HOUSEHOLD				
	1	2	3	4 +	ALL
1	9,417	12,031	13,957	15,948	10,238
2	7,488	10,733	11,986	13,826	10,261
3	9,203	8,252	10,595	12,138	9,958
4 +	8,892	6,797	8,431	10,474	9,194
ALL	8,520	10,418	10,963	12,020	1/ 10,121
1/ INCLUDES ONLY HOUSEHOLDS WITH VEHICLES.					

**TABLE 21. AVERAGE NUMBER OF VEHICLE MILES DRIVEN
BY NUMBER OF LICENSED DRIVERS IN THE HOUSEHOLD
AND HOUSEHOLD INCOME**

NUMBER OF DRIVERS IN HOUSEHOLD	HOUSEHOLD INCOME							
	UNDER \$5,000	\$5,000- \$9,999	\$10,000- \$14,999	\$15,000- \$24,999	\$25,000- \$34,999	\$35,000- \$49,999	\$50,000 AND OVER	ALL
1	6,484	8,973	11,657	12,367	12,096	11,774	10,600	9,841
2	6,756	8,455	9,674	11,219	12,342	11,678	11,760	10,205
3	8,536	9,279	9,221	9,878	10,906	11,133	11,247	9,945
4 +	8,655	7,350	8,227	8,431	10,434	9,644	14,453	9,152
ALL	6,814	8,685	9,952	10,817	11,688	11,132	11,923	10,006

IV. SUMMARY

Approximately 80.8 percent of all persons 16 years and over were licensed drivers in 1977, a 7.2 percentage points increase from 1969 and was due largely to the increasing proportion of women drivers. While the percent of male drivers increased 2.1 percentage points from 1969 to a level of 89.1 percent in 1977, the percent of female licensed drivers increased by 11.9 percent to a level of 72.3 percent in 1977. For both sexes, the highest percent of licensed drivers (as a proportion of 16 years and older) was in the 25-29 and 30-34 age groups, 91.2 and 92.1 percent, respectively.

Approximately 51.9 percent of all licensed drivers are males, a 4.4 percent decrease from 1969. Approximately 48.1 percent of all licensed drivers are females, a 4.4 percent increase since 1969. Since 1969, the percent of male drivers within each age group has shown a decrease. While female drivers have continued to make gains as drivers, the proportion of female licensed drivers in all age groups, except the 35-39 year age group, remains below that of males.

A comparison of 1977 data with 1969 data indicates that the percent of persons driving less than 5,000 miles annually has decreased, while the percent of persons driving the longer distances has increased. Male drivers specifically have contributed largely to this overall increase.

The increased driving is reflected in the higher average annual miles per driver. Nationally, the average driver drove 10,006 miles during 1977, an average increase of 1,324 miles from 1970. Males drove an average of 13,563 miles annually, an increase of 2,211 miles per driver from 1969. Females drove an average of 5,943 miles, up 532 miles per female driver from 1969.

Generally, average miles driven increased for both males and females up through age 39 and then decreased. The average annual miles driven was lowest for persons 70 years of age and older. Despite the increased driving by female drivers, males on the average drove more than twice the miles per year averaged by females.

Vehicle-miles of travel were highest for licensed drivers who resided in the less-populated areas. Drivers living outside of SMSA's in places of less than 5,000

population, drove 10,4999 miles or 760 miles less than those drivers living in places of more than 5,000 population. Inside SMSA's, drivers living outside the central city drove almost 1000 miles more (10,376 miles) than those living inside the central city.

On the average, the number of miles driven per driver increases almost proportionally to the number of vehicles in the household.

As household income increases, the average number of miles driven per licensed driver increases.

APPENDICES

Appendix A - Additional Tables

Table A-1. Number of Licensed Drivers from 1977 NPTS Compared to
Number of Driver Licenses from State Documents by Age Groups

Table A-2. Comparison of the Number of Licensed Drivers by Age
Groups for 1977 and 1969

Appendix B - Survey Procedures and Data Processing

Appendix C - Survey Questionnaire

Appendix D - NPTS Public Use Tape Request

**TABLE A-1. NUMBER OF LICENSED DRIVERS FROM
1977 NPTS COMPARED TO NUMBER OF DRIVER
LICENSES FROM STATE DOCUMENTS
BY AGE GROUPS**

AGE GROUPS	NPTS LICENSED DRIVERS	PERCENT OF TOTAL	FHWA DRIVER LICENSES	PERCENT OF TOTAL
16 - 19	11,222	8.8	11,847	8.6
20 - 24	17,088	13.4	18,686	13.5
25 - 29	16,068	12.6	17,883	13.0
30 - 34	14,028	11.0	15,305	11.1
35 - 39	11,222	8.8	12,353	8.9
40 - 44	9,947	7.8	10,568	7.7
45 - 49	9,947	7.8	10,376	7.5
50 - 54	10,074	7.9	10,282	7.4
55 - 59	8,799	6.9	9,412	6.8
60 - 64	7,142	5.6	7,718	5.6
65 - 69	5,356	4.2	6,050	4.4
70 +	6,632	5.2	7,641	5.5
TOTAL	127,525	100.0	138,121	100.0

**TABLE A-2. COMPARISON OF THE NUMBER OF
LICENSED DRIVERS BY AGE GROUPS FOR
1977 AND 1969**

AGE GROUPS	NUMBER OF LICENSED DRIVERS		DIFFERENCE 1977-1969
	1977	1969	
	(000,000)		(000,000)
16 - 19	11.2	9.3	1.9
20 - 24	17.2	13.5	3.7
25 - 29	16.1	11.6	4.5
30 - 34	14.0	9.6	4.4
35 - 39	11.2	9.4	1.8
40 - 44	9.9	10.0	-0.1
45 - 49	9.9	10.0	-0.1
50 - 54	10.1	8.4	1.7
55 - 59	8.8	7.0	1.8
60 - 64	7.1	5.6	1.5
65 - 69	5.4	3.8	1.6
70 +	6.6	4.8	1.8
TOTAL NUMBER OF DRIVERS	127.5	103.0	24.5

SURVEY PROCEDURES AND DATA PROCESSING

Background

The 1977 NPTS was conducted by the Bureau of the Census under the joint sponsorship of the Federal Highway Administration, and the National Highway Traffic Safety Administration 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.

Sample Design

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

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

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 were referred to as the basic sample, and were interviewed four times for NTS data and once for NPTS data. An additional 4,584 addresses, referred to as the supplemental sample, were divided into three equal parts and were interviewed in December 1977, February 1978, and March 1978. This arrangement spread the total NPTS data collection over a 12-month period from April 1977-March 1978, with approximately 1500 households to be interviewed each month.

The households within each monthly 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 was referred to as the designated travel day. In addition, each household was interviewed for trips of 75 miles and longer for the 14 days preceding the travel day; this was referred to as the 14-day travel period. Thus each household was interviewed for trips and travel during a 15-day period.

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.

Special Tabulations

There are some applications that require the use of data items on the Census file, such as those related to place of residence of individual respondents, that cannot be included on the public use tape without possible disclosure of the individual respondents. If disclosure can be avoided, the Bureau of the Census will undertake

special tabulations in accordance with its policy that "Special tabulation 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.

Subject Areas Planned for 1977 NPTS Reports

The following is a list of subject areas for which 1977 NPTS reports are presently planned. The sequence does not necessarily indicate the order in which the reports will be prepared and published. This is not a list of actual reports or report titles, but rather a list of subject areas. It is offered as an indication of current plans as well as to give transportation researchers and planners a general indication of the variety and scope which the 1977 NPTS data encompasses. For those reports that have been published, the correct title, report number and publication date are shown.

Licensed drivers: Characteristics of 1977 Licensed Drivers and Their Travel
(Report # FHWA 1PL 180 1007, October 1980)

Item 21: 74 pages

Private vehicles - ownership and physical characteristics

Purpose of trips and travel

Home-to-work trips and travel

Vehicle occupancy

Vehicle utilization

Travel and the family life cycle

Multi-occupant vehicle travel - public and private

Rural vs. urban travel

Mapping as a travel data collection technique

Survey description and tables of variance

Discretionary travel

Household travel rates

Person-trip characteristics

FORM NTS-2
(11-2-77)
U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS
2. Questionnaire _____ of _____ questionnaires

FORM NTS-2
(11-2-77)
U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS
2. Questionnaire _____ of _____ questionnaires

37

Section I - MOTORIZED VEHICLE RECORD

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

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

215 Number of vehicles
☐ None — SKIP to Section II

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

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

15. In the last year, what has been the average monthly expense for gasoline for all vehicles owned or leased by this household?

\$ ☐ Don't know



monthly

PGM 4

(Ask only if one or more vehicles were reported in 14a)

Section II — AVAILABILITY OF PUBLIC TRANSPORTATION

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

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

- 402 ☐ Yes
☐ No
☒ Don't know } SKIP to 18

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

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

b. What type of transportation is it?

- 404 ☐ Bus
☐ Train
☐ Streetcar
☐ Subway or elevated rail
☐ Other — Specify _____

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

- 405 ☐ Less than 1 mile
☐ 1-2 miles
☐ More than 2, less than 5, miles
☐ 5 miles or more
☒ Don't know

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

a. inter-city bus terminal?

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

b. train station?

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

c. airport served by scheduled airlines?

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

Section III - OCCUPATION AND TRAVEL TO WORK ASK all household members 16 years or older		Household member line number
CHECK ITEM A	20a. What were you doing most of LAST WEEK - (working, keeping house, going to school) or something else? 1 ☐ Working - SKIP to 20d 2 ☐ With a job but not at work - SKIP to 20d 3 ☐ Looking for work 4 ☐ Keeping house 5 ☐ Going to school 6 ☐ Unable to work - SKIP to Section IV 7 ☐ Retired 8 ☐ Other - Specify _____ b. Did you do any work at all LAST WEEK, not counting work around the house? 1 ☐ Yes - SKIP to 20d 2 ☐ No c. Did you have a job or business from which you were temporarily absent or on layoff last week? 1 ☐ Yes 2 ☐ No - SKIP to Section IV d. For whom did you work? (For Armed Forces, enter the particular branch) e. What kind of business or industry is this? (For Armed Forces, enter "Same as above") f. What kind of work were you doing? (For example, electrical engineer, stock clerk, typist, farmer, Armed Forces) NOTE: Single word entries seldom give sufficient description. g. What were your most important activities as a (read entry from 2017) (For example, typing, keeping account books, selling cars, Armed Forces). h. Were you - 1 ☐ An employee of a PRIVATE company, business, or individual for wages, salary, or commissions? 2 ☐ A GOVERNMENT employee (Federal, State, county, or local)? SELF-EMPLOYED in OWN business, professional practice or farm? (Mark "No." for farmers without sailing) Is it incorporated? 3 ☐ Yes 4 ☐ No 5 ☐ Working WITHOUT PAY in family business or farm?	(501) ☐ Yes - <i>Thoroughly</i> information for 20a-h from CO-Items 22a-h before continuing interview ☐ No
CHECK ITEM B	21. What is your principal means of transportation to work? (Enter code from NTS-5, page 8) 1 ☐ Enter code 2 ☐ Other - Specify _____ 99 ☐ Work at home - SKIP to Section IV	(502)
CHECK ITEM B	(503)	(503)
CHECK ITEM B	(504)	(504)
CHECK ITEM B	(505)	(505)
CHECK ITEM B	(506)	(506)
CHECK ITEM B	(507)	(507)
CHECK ITEM B	(508)	(508)

22a. Is this a regular arrangement of 2 or more persons traveling to work together - (carpool)?	☐ 0 No - SKIP to 23 YES - How many persons, including you? _____ Persons ☐ 509
b. How many of these persons are members of this household? (Include the respondent)	_____ Household members ☐ 510
c. Do you share driving, drive others only or ride only?	☐ 1 Share driving ☐ 2 Drive others only ☐ 3 Ride only SKIP to 24a ☐ 511
23. What is your main reason for not riding in a carpool?	☐ 01 Irregular or unusual work hours ☐ 02 Irregular work location ☐ 03 Need car for work or errands ☐ 04 It is out of my way to pick people up ☐ 05 Riders are not dependable and require extra waiting ☐ 06 Prefer to have car available for emergencies and occasional overtime or errands ☐ 07 Like privacy ☐ 08 Don't know of anyone to ride with ☐ 09 Don't trust others' driving ☐ 10 Just don't want to call others about carpooling ☐ 11 Other - Specify _____ ☐ 512
24a. In the last year have you changed your principal means of transportation to work?	☐ 1 Yes ☐ 2 No - SKIP to 27 ☐ 3 Did not work last year - SKIP to 27 ☐ 4 Worked at home last year - SKIP to 27 ☐ 513
b. What was your reason for changing? Any other reason? (Mark ALL that apply)	☐ 1 Change of residence ☐ 2 Change of job location ☐ 3 Previous means unsatisfactory ☐ 4 Previous means no longer available ☐ 5 Public transportation has become available ☐ 6 Other - Specify _____ ☐ 514 *
25. What was the principal means of transportation to work before this change? (Enter code from NTS-6, page 8)	☐ 1 Enter code ☐ 2 Other - Specify _____ ☐ 515
CHECK ITEM C	☐ Yes ☐ No - SKIP to 27 ☐ 516
26a. Was this a regular arrangement of 2 or more persons traveling to work together - (carpool)?	☐ 0 No - SKIP to 27 YES - How many persons, including you? _____ Persons ☐ 516
b. How many of these persons were members of this household? (Include the respondent)	_____ Household members ☐ 517
c. Did you share driving, drive others only or ride only?	☐ 1 Share driving ☐ 2 Drive others only ☐ 3 Ride only ☐ 518
27. What is the one-way distance from your home to your present place of work?	☐ 0 Miles ☐ 99 Less than 1/2 mile ☐ No fixed place - SKIP to Section IV ☐ 519
28. How long does it usually take you to get from home to work?	☐ 0 Minutes ☐ 99 Minutes ☐ 520

Section IV - DRIVER INFORMATION Ask all household members 16 years or older.		Household member line number
<i>(If respondent has already indicated that he drives, verify and mark appropriate box)</i> 29a. Are you a licensed driver? (521) ☐ Yes 2 ☐ No - SKIP to Section V		
b. About how many thousands of miles did you, personally, drive during the last 12 months, including miles driven as part of your work? (522) _____ Miles		
CHECK ITEM D	Is there an entry in item 21 for this respondent (to indicate that he has a job)?	☐ Yes ☐ No - SKIP to Section V
30a. As an essential part of your work do you drive a motorized vehicle, such as a car, bus, van, truck, taxi or motorcycle? (523) ☐ No - SKIP to Section V YES - Which type of vehicle? (Enter code from NTS-R, page B)		
SHOW CALENDAR b. Did you drive this vehicle as part of your work on (Travel Day)? (524) ☐ No YES - About how many miles? _____ Miles		
c. Approximately how many miles do you drive on an average work day, not counting driving to and from your place of work? (525) _____ Miles		
d. On the average, how many days a week do you drive as part of your work? (526) _____ Days a week		
e. You said you drove _____ miles (entry in 30b) as part of your work on (Travel Day). How many work-related stops did you make? (527) _____ Stops (Each of these stops is a trip)		
f. What was the longest distance you traveled between 2 consecutive work-related stops? (528) _____ miles o ☐ Less than 1/2 mile		
CHECK ITEM D-1	Is one of the codes 01-07 or 14 entered in 30a?	☐ No - SKIP to the introduction marked READ above item 31 ☐ YES

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

Section V - TRAVEL DAY

Ask of all household members 14 years and over. For persons 5-13 years of age, ask household respondent and enter the line number of the person for whom information is being obtained.

Reference day is from 4:00 a.m. to 3:59 a.m. the following day.

Include as trips all walking or bicycling where the destination and origin are not the same address. Do NOT include these as trips for persons under 14 years of age.

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

		Enter trip number				Household member line number
	PGM 6 ↓	TRIP (601)	TRIP (601)	TRIP (601)	TRIP (601)	TRIP (601)
SHOW CALENDAR 32a. Did you go any place on (Travel Day)?	1 ☐ Yes 2 ☐ No - SKIP to Section VI					
b. Where did you go first?						
33a. Did this trip begin at home?	1 ☐ Yes - SKIP to 34 2 ☐ No					
b. What was your main reason for being away from home when you began this trip? (Enter code from NTS-6, page 11)	604 ☐ Enter code If "Other" - Specify					
c. In what city, or place, and State was this?	605 ☐ City State					
34. What time did you start your trip to _____?	606 ☐ a.m. 607 ☐ p.m. 608 ☐ Enter code If "Other" - Specify	606 ☐ a.m. 607 ☐ p.m. 608 ☐ Enter code If "Other" - Specify	606 ☐ a.m. 607 ☐ p.m. 608 ☐ Enter code If "Other" - Specify	606 ☐ a.m. 607 ☐ p.m. 608 ☐ Enter code If "Other" - Specify	606 ☐ a.m. 607 ☐ p.m. 608 ☐ Enter code If "Other" - Specify	606 ☐ a.m. 607 ☐ p.m. 608 ☐ Enter code If "Other" - Specify
35. What was the main reason for the trip? (Enter code from NTS-6, page 11)						

NOTE TO INTERVIEWER - Circled items may be verified for return trips to avoid repetition.

36. Did anyone else living in this household go on the trip? <i>(List line number(s) of other household member(s) who went on the trip.)</i>	609 ☐ No others YES - Who? Enter line numbers	610 _____	611 _____	612 _____	613 _____	614 _____	615 _____	616 _____	617 _____	618 _____	619 _____	620 _____	621 _____	609 ☐ No others YES - Who? Enter line numbers	610 _____	611 _____	612 _____	613 _____	614 _____	615 _____	616 _____	617 _____	618 _____	619 _____	620 _____	621 _____
37. What was the total distance from where you started to (destination)?	622 _____ Miles ☐ Less than 1/2 mile	623 _____ Minutes	624 _____ Enter code If "Other" - Specify	625 _____ Miles ☐ Less than 1/2 mile	626 _____ Minutes	627 _____ Enter code If "Other" - Specify	628 _____ Miles ☐ Less than 1/2 mile	629 _____ Minutes	630 _____ Enter code If "Other" - Specify	631 _____ Miles ☐ Less than 1/2 mile	632 _____ Minutes	633 _____ Enter code If "Other" - Specify	634 _____ Miles ☐ Less than 1/2 mile	635 _____ Minutes	636 _____ Enter code If "Other" - Specify	637 _____ Miles ☐ Less than 1/2 mile	638 _____ Minutes	639 _____ Enter code If "Other" - Specify	640 _____ Miles ☐ Less than 1/2 mile	641 _____ Minutes	642 _____ Enter code If "Other" - Specify	643 _____ Miles ☐ Less than 1/2 mile	644 _____ Minutes	645 _____ Enter code If "Other" - Specify	646 _____ Miles ☐ Less than 1/2 mile	647 _____ Minutes
38. Approximately how long did it take to get there?	622 _____ Miles ☐ Less than 1/2 mile	623 _____ Minutes	624 _____ Enter code If "Other" - Specify	625 _____ Miles ☐ Less than 1/2 mile	626 _____ Minutes	627 _____ Enter code If "Other" - Specify	628 _____ Miles ☐ Less than 1/2 mile	629 _____ Minutes	630 _____ Enter code If "Other" - Specify	631 _____ Miles ☐ Less than 1/2 mile	632 _____ Minutes	633 _____ Enter code If "Other" - Specify	634 _____ Miles ☐ Less than 1/2 mile	635 _____ Minutes	636 _____ Enter code If "Other" - Specify	637 _____ Miles ☐ Less than 1/2 mile	638 _____ Minutes	639 _____ Enter code If "Other" - Specify	640 _____ Miles ☐ Less than 1/2 mile	641 _____ Minutes	642 _____ Enter code If "Other" - Specify	643 _____ Miles ☐ Less than 1/2 mile	644 _____ Minutes	645 _____ Enter code If "Other" - Specify	646 _____ Miles ☐ Less than 1/2 mile	647 _____ Minutes
39. What was the main means of transportation used for this trip? <i>(Enter code from NTS-6, page 8)</i>	622 _____ Miles ☐ Less than 1/2 mile	623 _____ Minutes	624 _____ Enter code If "Other" - Specify	625 _____ Miles ☐ Less than 1/2 mile	626 _____ Minutes	627 _____ Enter code If "Other" - Specify	628 _____ Miles ☐ Less than 1/2 mile	629 _____ Minutes	630 _____ Enter code If "Other" - Specify	631 _____ Miles ☐ Less than 1/2 mile	632 _____ Minutes	633 _____ Enter code If "Other" - Specify	634 _____ Miles ☐ Less than 1/2 mile	635 _____ Minutes	636 _____ Enter code If "Other" - Specify	637 _____ Miles ☐ Less than 1/2 mile	638 _____ Minutes	639 _____ Enter code If "Other" - Specify	640 _____ Miles ☐ Less than 1/2 mile	641 _____ Minutes	642 _____ Enter code If "Other" - Specify	643 _____ Miles ☐ Less than 1/2 mile	644 _____ Minutes	645 _____ Enter code If "Other" - Specify	646 _____ Miles ☐ Less than 1/2 mile	647 _____ Minutes
CHECK ITEM E One of the codes 01-07 is entered One of the codes 08-13 is entered One of the codes 14-19 is entered <i>(Do not ask if no vehicles were reported for this household. Mark No.)</i>	622 _____ Miles ☐ Less than 1/2 mile	623 _____ Minutes	624 _____ Enter code If "Other" - Specify	625 _____ Miles ☐ Less than 1/2 mile	626 _____ Minutes	627 _____ Enter code If "Other" - Specify	628 _____ Miles ☐ Less than 1/2 mile	629 _____ Minutes	630 _____ Enter code If "Other" - Specify	631 _____ Miles ☐ Less than 1/2 mile	632 _____ Minutes	633 _____ Enter code If "Other" - Specify	634 _____ Miles ☐ Less than 1/2 mile	635 _____ Minutes	636 _____ Enter code If "Other" - Specify	637 _____ Miles ☐ Less than 1/2 mile	638 _____ Minutes	639 _____ Enter code If "Other" - Specify	640 _____ Miles ☐ Less than 1/2 mile	641 _____ Minutes	642 _____ Enter code If "Other" - Specify	643 _____ Miles ☐ Less than 1/2 mile	644 _____ Minutes	645 _____ Enter code If "Other" - Specify	646 _____ Miles ☐ Less than 1/2 mile	647 _____ Minutes
40a. Was a household vehicle used for this trip? <i>(Ask only if more than 1 vehicle was reported for this household. If only 1 vehicle enter "1" without asking.)</i>	622 _____ Miles ☐ Less than 1/2 mile	623 _____ Minutes	624 _____ Enter code If "Other" - Specify	625 _____ Miles ☐ Less than 1/2 mile	626 _____ Minutes	627 _____ Enter code If "Other" - Specify	628 _____ Miles ☐ Less than 1/2 mile	629 _____ Minutes	630 _____ Enter code If "Other" - Specify	631 _____ Miles ☐ Less than 1/2 mile	632 _____ Minutes	633 _____ Enter code If "Other" - Specify	634 _____ Miles ☐ Less than 1/2 mile	635 _____ Minutes	636 _____ Enter code If "Other" - Specify	637 _____ Miles ☐ Less than 1/2 mile	638 _____ Minutes	639 _____ Enter code If "Other" - Specify	640 _____ Miles ☐ Less than 1/2 mile	641 _____ Minutes	642 _____ Enter code If "Other" - Specify	643 _____ Miles ☐ Less than 1/2 mile	644 _____ Minutes	645 _____ Enter code If "Other" - Specify	646 _____ Miles ☐ Less than 1/2 mile	647 _____ Minutes
40b. Which vehicle? <i>(Enter number from item 14b)</i>	622 _____ Miles ☐ Less than 1/2 mile	623 _____ Minutes	624 _____ Enter code If "Other" - Specify	625 _____ Miles ☐ Less than 1/2 mile	626 _____ Minutes	627 _____ Enter code If "Other" - Specify	628 _____ Miles ☐ Less than 1/2 mile	629 _____ Minutes	630 _____ Enter code If "Other" - Specify	631 _____ Miles ☐ Less than 1/2 mile	632 _____ Minutes	633 _____ Enter code If "Other" - Specify	634 _____ Miles ☐ Less than 1/2 mile	635 _____ Minutes	636 _____ Enter code If "Other" - Specify	637 _____ Miles ☐ Less than 1/2 mile	638 _____ Minutes	639 _____ Enter code If "Other" - Specify	640 _____ Miles ☐ Less than 1/2 mile	641 _____ Minutes	642 _____ Enter code If "Other" - Specify	643 _____ Miles ☐ Less than 1/2 mile	644 _____ Minutes	645 _____ Enter code If "Other" - Specify	646 _____ Miles ☐ Less than 1/2 mile	647 _____ Minutes
41. Were there any non-household members on the trip?	622 _____ Miles ☐ Less than 1/2 mile	623 _____ Minutes	624 _____ Enter code If "Other" - Specify	625 _____ Miles ☐ Less than 1/2 mile	626 _____ Minutes	627 _____ Enter code If "Other" - Specify	628 _____ Miles ☐ Less than 1/2 mile	629 _____ Minutes	630 _____ Enter code If "Other" - Specify	631 _____ Miles ☐ Less than 1/2 mile	632 _____ Minutes	633 _____ Enter code If "Other" - Specify	634 _____ Miles ☐ Less than 1/2 mile	635 _____ Minutes	636 _____ Enter code If "Other" - Specify	637 _____ Miles ☐ Less than 1/2 mile	638 _____ Minutes	639 _____ Enter code If "Other" - Specify	640 _____ Miles ☐ Less than 1/2 mile	641 _____ Minutes	642 _____ Enter code If "Other" - Specify	643 _____ Miles ☐ Less than 1/2 mile	644 _____ Minutes	645 _____ Enter code If "Other" - Specify	646 _____ Miles ☐ Less than 1/2 mile	647 _____ Minutes
42. Total number of ALL persons in the vehicle: <i>(Interviewer - Verify that the sum of entries in items 36 and 41, plus the respondent was the total number of persons.)</i>	622 _____ Miles ☐ Less than 1/2 mile	623 _____ Minutes	624 _____ Enter code If "Other" - Specify	625 _____ Miles ☐ Less than 1/2 mile	626 _____ Minutes	627 _____ Enter code If "Other" - Specify	628 _____ Miles ☐ Less than 1/2 mile	629 _____ Minutes	630 _____ Enter code If "Other" - Specify	631 _____ Miles ☐ Less than 1/2 mile	632 _____ Minutes	633 _____ Enter code If "Other" - Specify	634 _____ Miles ☐ Less than 1/2 mile	635 _____ Minutes	636 _____ Enter code If "Other" - Specify	637 _____ Miles ☐ Less than 1/2 mile	638 _____ Minutes	639 _____ Enter code If "Other" - Specify	640 _____ Miles ☐ Less than 1/2 mile	641 _____ Minutes	642 _____ Enter code If "Other" - Specify	643 _____ Miles ☐ Less than 1/2 mile	644 _____ Minutes	645 _____ Enter code If "Other" - Specify	646 _____ Miles ☐ Less than 1/2 mile	647 _____ Minutes
43a. Who was the driver on the trip? <i>(Ask only if the respondent was not alone in the vehicle.)</i>	622 _____ Miles ☐ Less than 1/2 mile	623 _____ Minutes	624 _____ Enter code If "Other" - Specify	625 _____ Miles ☐ Less than 1/2 mile	626 _____ Minutes	627 _____ Enter code If "Other" - Specify	628 _____ Miles ☐ Less than 1/2 mile	629 _____ Minutes	630 _____ Enter code If "Other" - Specify	631 _____ Miles ☐ Less than 1/2 mile	632 _____ Minutes	633 _____ Enter code If "Other" - Specify	634 _____ Miles ☐ Less than 1/2 mile	635 _____ Minutes	636 _____ Enter code If "Other" - Specify	637 _____ Miles ☐ Less than 1/2 mile	638 _____ Minutes	639 _____ Enter code If "Other" - Specify	640 _____ Miles ☐ Less than 1/2 mile	641 _____ Minutes	642 _____ Enter code If "Other" - Specify	643 _____ Miles ☐ Less than 1/2 mile	644 _____ Minutes	645 _____ Enter code If "Other" - Specify	646 _____ Miles ☐ Less than 1/2 mile	647 _____ Minutes

Section V - TRAVEL DAY - Continued

PGM 7		Enter trip number					Household member line number
CHECK ITEM F	TRIP	TRIP	TRIP	TRIP	TRIP	TRIP	
43b. Did anyone share the driving? (Enter the line number(s) of household member(s).)	701 ☐ Yes ☐ No - SKIP to 44a 702 ☐ No YES - Who? ☒ 704 What percent of the driving? 703 _____ 704 _____ 705 _____ 706 _____ 707 _____ 708 _____ 709 _____ 710 _____ 711 _____ 712 _____ 713 ☐ Non-household member(s) 714 _____ 715 ☐ Non-household member(s) 714 _____ 716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒	701 ☐ Yes ☐ No - SKIP to 44a 702 ☐ No YES - Who? ☒ 704 What percent of the driving? 703 _____ 704 _____ 705 _____ 706 _____ 707 _____ 708 _____ 709 _____ 710 _____ 711 _____ 712 _____ 713 ☐ Non-household member(s) 714 _____ 715 ☐ Non-household member(s) 714 _____ 716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒	701 ☐ Yes ☐ No - SKIP to 44a 702 ☐ No YES - Who? ☒ 704 What percent of the driving? 703 _____ 704 _____ 705 _____ 706 _____ 707 _____ 708 _____ 709 _____ 710 _____ 711 _____ 712 _____ 713 ☐ Non-household member(s) 714 _____ 715 ☐ Non-household member(s) 714 _____ 716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒	701 ☐ Yes ☐ No - SKIP to 44a 702 ☐ No YES - Who? ☒ 704 What percent of the driving? 703 _____ 704 _____ 705 _____ 706 _____ 707 _____ 708 _____ 709 _____ 710 _____ 711 _____ 712 _____ 713 ☐ Non-household member(s) 714 _____ 715 ☐ Non-household member(s) 714 _____ 716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒	701 ☐ Yes ☐ No - SKIP to 44a 702 ☐ No YES - Who? ☒ 704 What percent of the driving? 703 _____ 704 _____ 705 _____ 706 _____ 707 _____ 708 _____ 709 _____ 710 _____ 711 _____ 712 _____ 713 ☐ Non-household member(s) 714 _____ 715 ☐ Non-household member(s) 714 _____ 716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒	701 ☐ Yes ☐ No - SKIP to 44a 702 ☐ No YES - Who? ☒ 704 What percent of the driving? 703 _____ 704 _____ 705 _____ 706 _____ 707 _____ 708 _____ 709 _____ 710 _____ 711 _____ 712 _____ 713 ☐ Non-household member(s) 714 _____ 715 ☐ Non-household member(s) 714 _____ 716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒	
44a. Where did you park when you got to destination? (Enter code from NTS-6, page 13) Codes 5-7 - SKIP to 44c Codes 8-11 - SKIP to 45a	715 ☐ Enter code "Other" - Specify ☒	715 ☐ Enter code "Other" - Specify ☒	715 ☐ Enter code "Other" - Specify ☒	715 ☐ Enter code "Other" - Specify ☒	715 ☐ Enter code "Other" - Specify ☒	715 ☐ Enter code "Other" - Specify ☒	
b. Was the reason you were able to park there because of: carpool membership, minimum purchase, physical disability, job status, or another similar reason?	716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒	716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒	716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒	716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒	716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒	716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒	716 ☐ No 1 ☐ Carpool 2 ☐ Minimum purchase 3 ☐ Physical disability 4 ☐ Job status 5 ☐ Other - Specify ☒

44c. Was parking free?	717 ☐ Yes - SKIP to 45a NO - How much did it cost? (Enter total amount) 718 \$ _____ 719 ☐ Don't know 9 ☐ Fee previously reported - SKIP to 45a	717 ☐ Yes - SKIP to 45a NO - How much did it cost? (Enter total amount) 718 \$ _____ 719 ☐ Don't know 9 ☐ Fee previously reported - SKIP to 45a	717 ☐ Yes - SKIP to 45a NO - How much did it cost? (Enter total amount) 718 \$ _____ 719 ☐ Don't know 9 ☐ Fee previously reported - SKIP to 45a	717 ☐ Yes - SKIP to 45a NO - How much did it cost? (Enter total amount) 718 \$ _____ 719 ☐ Don't know 9 ☐ Fee previously reported - SKIP to 45a	717 ☐ Yes - SKIP to 45a NO - How much did it cost? (Enter total amount) 718 \$ _____ 719 ☐ Don't know 9 ☐ Fee previously reported - SKIP to 45a	717 ☐ Yes - SKIP to 45a NO - How much did it cost? (Enter total amount) 718 \$ _____ 719 ☐ Don't know 9 ☐ Fee previously reported - SKIP to 45a	717 ☐ Yes - SKIP to 45a NO - How much did it cost? (Enter total amount) 718 \$ _____ 719 ☐ Don't know 9 ☐ Fee previously reported - SKIP to 45a	
d. What time period did the cost of parking cover? (Enter the number of minutes, hours, days, etc.) (Make only one entry)	720 _____ Minute(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 ☐ Don't know	720 _____ Minute(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 ☐ Don't know	720 _____ Minute(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 ☐ Don't know	720 _____ Minute(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 ☐ Don't know	720 _____ Minute(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 ☐ Don't know	720 _____ Minute(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 ☐ Don't know	720 _____ Minute(s) 721 _____ Hour(s) 722 _____ Day(s) 723 _____ Week(s) 724 _____ Month(s) 725 ☐ Don't know	
45a. Was public transportation, other than taxis, available for the trip within 1/2 mile from where you started and also from where you were going?	726 ☐ Yes 2 ☐ No x ☐ Don't know } SKIP to 47	726 ☐ Yes 2 ☐ No x ☐ Don't know } SKIP to 47	726 ☐ Yes 2 ☐ No x ☐ Don't know } SKIP to 47	726 ☐ Yes 2 ☐ No x ☐ Don't know } SKIP to 47	726 ☐ Yes 2 ☐ No x ☐ Don't know } SKIP to 47	726 ☐ Yes 2 ☐ No x ☐ Don't know } SKIP to 47	726 ☐ Yes 2 ☐ No x ☐ Don't know } SKIP to 47	
b. Was this bus transportation?	727 ☐ Yes 2 ☐ No - SKIP to 47	727 ☐ Yes 2 ☐ No - SKIP to 47	727 ☐ Yes 2 ☐ No - SKIP to 47	727 ☐ Yes 2 ☐ No - SKIP to 47	727 ☐ Yes 2 ☐ No - SKIP to 47	727 ☐ Yes 2 ☐ No - SKIP to 47	727 ☐ Yes 2 ☐ No - SKIP to 47	
c. Do you know the bus schedule?	728 ☐ Yes 2 ☐ No } SKIP to 47	728 ☐ Yes 2 ☐ No } SKIP to 47	728 ☐ Yes 2 ☐ No } SKIP to 47	728 ☐ Yes 2 ☐ No } SKIP to 47	728 ☐ Yes 2 ☐ No } SKIP to 47	728 ☐ Yes 2 ☐ No } SKIP to 47	728 ☐ Yes 2 ☐ No } SKIP to 47	
46. If you had driven and not used public transportation, would parking have been free? (Do not ask for persons under 16 years of age)	729 ☐ Yes 2 ☐ No x ☐ Don't know	729 ☐ Yes 2 ☐ No x ☐ Don't know	729 ☐ Yes 2 ☐ No x ☐ Don't know	729 ☐ Yes 2 ☐ No x ☐ Don't know	729 ☐ Yes 2 ☐ No x ☐ Don't know	729 ☐ Yes 2 ☐ No x ☐ Don't know	729 ☐ Yes 2 ☐ No x ☐ Don't know	729 ☐ Yes 2 ☐ No x ☐ Don't know
47. Where did you go next?	Return to Item 34 Nowhere else - ASK 48	Return to Item 34 Nowhere else - ASK 48	Return to Item 34 Nowhere else - ASK 48	Return to Item 34 Nowhere else - ASK 48	Return to Item 34 Nowhere else - ASK 48	Return to Item 34 Nowhere else - ASK 48	Return to Item 34 Nowhere else - ASK 48	
48. Was any part of your trip to (destination) within the Central Business District outlined on this map? 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.)	730 ☐ Yes 2 ☐ No x ☐ Don't know	730 ☐ Yes 2 ☐ No x ☐ Don't know	730 ☐ Yes 2 ☐ No x ☐ Don't know	730 ☐ Yes 2 ☐ No x ☐ Don't know	730 ☐ Yes 2 ☐ No x ☐ Don't know	730 ☐ Yes 2 ☐ No x ☐ Don't know	730 ☐ Yes 2 ☐ No x ☐ Don't know	

~ PG 8 ~

Section V - TRAVEL DAY - Continued		Household member line number
CHECK ITEM G	Was public transportation used on any of these trips? Refer to item 3a for each trip recorded. Is one of the codes 08-13 entered?	☐ Yes ☐ No - SKIP to 50
49a. You used public transportation on (some of) these trips. What were your reasons for using it? Any other reason? (Mark ALL that apply)	(801) * 1 ☐ No driver's license 2 ☐ No car available 3 ☐ Cheaper than auto 4 ☐ No parking problems 5 ☐ No driving strain 6 ☐ Faster than auto 7 ☐ Other - Specify _____	
b. Could you have made these trips without using public transportation?	(802) 1 ☐ Yes } SKIP to Section VI 2 ☐ No }	
50. You did not use public transportation on any of these trips. What were your reasons for not using it? Any other reasons? (Mark ALL that apply)	(803) * 11 ☐ None available 12 ☐ Schedule is inconvenient 13 ☐ Location is inconvenient 14 ☐ Too many transfers 15 ☐ Too expensive 16 ☐ Takes too long 17 ☐ Preferred to use car 18 ☐ Need auto for work 19 ☐ Had too much to carry 20 ☐ Physical and/or mental impairment 21 ☐ Not familiar with transit system 22 ☐ Wasn't traveling far enough 23 ☐ Other - Specify _____	
INTERVIEWER: Enter total number of Travel Day trips reported by this respondent. _____		(804) _____ Trips

Section VI - 14-DAY TRAVEL PERIOD Part A - DETAILED REPORT OF TRIPS		Household member Line number																																																												
CHECK ITEM H	Did you take any trips of 75 miles or more during the 14-day period that ended in the month of the 14-day Travel Period? ☐ Yes - Read Introduction A ☐ No - Read Introduction B																																																													
INTRODUCTION B																																																														
READ - Now I would like to ask you about any trips of 75 miles or more you may have taken that ended during the period from _____ to _____ (14-Day Travel Period). Trips refer to one-way travel where the destination is 75 miles or more from the starting point. The destination is the farthest point of travel. ASK item 51.																																																														
Yes - How many trips? ☐ 0 ☐ No ☐ (One-way) trips - skip to 52 ☒ 1 ☐ Don't know																																																														
SHOW CALENDAR																																																														
51. Did you take any trips of 75 miles or more (one-way distance) that ended during this 14-day period? _____																																																														
CHECK ITEM I	What was the destination of your (1st, next, . . . etc.) trip? Enter trip number <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>TRIP</th> <th>TRIP</th> <th>TRIP</th> <th>TRIP</th> <th>TRIP</th> <th>TRIP</th> </tr> </thead> <tbody> <tr> <td>901</td> <td>901</td> <td>901</td> <td>901</td> <td>901</td> <td>901</td> </tr> <tr> <td>902</td> <td>902</td> <td>902</td> <td>902</td> <td>902</td> <td>902</td> </tr> <tr> <td>903</td> <td>903</td> <td>903</td> <td>903</td> <td>903</td> <td>903</td> </tr> <tr> <td>904</td> <td>904</td> <td>904</td> <td>904</td> <td>904</td> <td>904</td> </tr> <tr> <td>905</td> <td>905</td> <td>905</td> <td>905</td> <td>905</td> <td>905</td> </tr> <tr> <td>906</td> <td>906</td> <td>906</td> <td>906</td> <td>906</td> <td>906</td> </tr> <tr> <td>907</td> <td>907</td> <td>907</td> <td>907</td> <td>907</td> <td>907</td> </tr> <tr> <td>908</td> <td>908</td> <td>908</td> <td>908</td> <td>908</td> <td>908</td> </tr> <tr> <td>909</td> <td>909</td> <td>909</td> <td>909</td> <td>909</td> <td>909</td> </tr> </tbody> </table>		TRIP	TRIP	TRIP	TRIP	TRIP	TRIP	901	901	901	901	901	901	902	902	902	902	902	902	903	903	903	903	903	903	904	904	904	904	904	904	905	905	905	905	905	905	906	906	906	906	906	906	907	907	907	907	907	907	908	908	908	908	908	908	909	909	909	909	909	909
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Section VI - 14-DAY TRAVEL PERIOD - Continued										
~ PG 9 ~		RCD T		RCD T		RCD T		RCD T		Household member line number
		TRIP		TRIP		TRIP		TRIP		
54. What was the main purpose for the trip? (Enter code from NTS-6, page 11)		916	917	916	917	916	917	916	917	
		Enter code	Enter code	Enter code	Enter code	Enter code	Enter code	Enter code	Enter code	
		Other - Specify	Other - Specify	Other - Specify	Other - Specify	Other - Specify	Other - Specify	Other - Specify	Other - Specify	
55. Was this a weekend (or long weekend) trip?		918	919	918	919	918	919	918	919	
		1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	
56. Did you start the trip from this address?		918	919	918	919	918	919	918	919	
		1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	1 Yes 2 No	
		Other - Specify	Other - Specify	Other - Specify	Other - Specify	Other - Specify	Other - Specify	Other - Specify	Other - Specify	
57. Did you spend any nights away from home enroute to (destination)?		921	922	921	922	921	922	921	922	
		0 No 1 Yes - How many? Total number of nights	0 No 1 Yes - How many? Total number of nights	0 No 1 Yes - How many? Total number of nights	0 No 1 Yes - How many? Total number of nights	0 No 1 Yes - How many? Total number of nights	0 No 1 Yes - How many? Total number of nights	0 No 1 Yes - How many? Total number of nights	0 No 1 Yes - How many? Total number of nights	
CHECK ITEM 1										
58a. How many nights did you spend at your destination?		922	923	922	923	922	923	922	923	
		0 None - Skip to 58b	0 None - Skip to 58b	0 None - Skip to 58b	0 None - Skip to 58b	0 None - Skip to 58b	0 None - Skip to 58b	0 None - Skip to 58b	0 None - Skip to 58b	
		Number of nights	Number of nights	Number of nights	Number of nights	Number of nights	Number of nights	Number of nights	Number of nights	

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

Section VI - 14-DAY TRAVEL PERIOD - Continued										
PCN 9	2 RCD T		2 RCD T		2 RCD T		2 RCD T		Household member line number	
	TRIP	TRIP	TRIP	TRIP	TRIP	TRIP	TRIP	TRIP		
62. What was the main means of transportation used for the trip? (The means used to travel the longest distance) (Enter code from NTS-6, page 8)	936	937	936	937	936	937	936	937	936	
CHECK ITEM K	Is use of this vehicle reported in item 14a for this household?		Is use of this vehicle reported in item 14a for this household?		Is use of this vehicle reported in item 14a for this household?		Is use of this vehicle reported in item 14a for this household?		Is use of this vehicle reported in item 14a for this household?	
63a. Was a household vehicle used?	938		938		938		938		938	
63b. Which vehicle?	939		939		939		939		939	
64. Were any non-household members in the vehicle?	940		940		940		940		940	
65. Total number of persons in the vehicle - INTERVIEWER - Verify that the sum of the numbers entered in items 55 and 64 plus the respondent is the total number of persons that were in the vehicle.	941		941		941		941		941	
66a. Who was the principal driver for the trip? (The trip who drove for the longest distance)	942		942		942		942		942	
66b. Did anyone share the driving?	943		943		943		943		943	
What percent of the driving? Who? 944 945 946 947 948 949 950 951 952 953 954 955										

67a. Was a rental vehicle used during this trip?	☐ 956 No - SKIP to 68 ☐ YES - For how many miles? _____ Miles	☐ 956 No - SKIP to 68 ☐ YES - For how many miles? _____ Miles	☐ 956 No - SKIP to 68 ☐ YES - For how many miles? _____ Miles	☐ 956 No - SKIP to 68 ☐ YES - For how many miles? _____ Miles	☐ 956 No - SKIP to 68 ☐ YES - For how many miles? _____ Miles	☐ 956 No - SKIP to 68 ☐ YES - For how many miles? _____ Miles	☐ 956 No - SKIP to 68 ☐ YES - For how many miles? _____ Miles	
67b. Was this an auto or a truck or some other type of vehicle?	☐ 957 1 Auto ☐ 2 Truck ☐ 3 Other - Specify _____	☐ 957 1 Auto ☐ 2 Truck ☐ 3 Other - Specify _____	☐ 957 1 Auto ☐ 2 Truck ☐ 3 Other - Specify _____	☐ 957 1 Auto ☐ 2 Truck ☐ 3 Other - Specify _____	☐ 957 1 Auto ☐ 2 Truck ☐ 3 Other - Specify _____	☐ 957 1 Auto ☐ 2 Truck ☐ 3 Other - Specify _____	☐ 957 1 Auto ☐ 2 Truck ☐ 3 Other - Specify _____	☐ 957 1 Auto ☐ 2 Truck ☐ 3 Other - Specify _____
68. Did you make any stops other than for gasoline, rest and food? (Include stops for lodging, change of transportation means, sightseeing, visiting friends and relatives, business, etc.)	☐ 958 No ☐ YES - How many? _____ Stops	☐ 958 No ☐ YES - How many? _____ Stops	☐ 958 No ☐ YES - How many? _____ Stops	☐ 958 No ☐ YES - How many? _____ Stops	☐ 958 No ☐ YES - How many? _____ Stops	☐ 958 No ☐ YES - How many? _____ Stops	☐ 958 No ☐ YES - How many? _____ Stops	
CHECK ITEM L.	☐ 958 No - SKIP to Part B ☐ YES - SKIP to Part B							
CHECK ITEM M.	☐ 958 No - SKIP to Part B ☐ YES - SKIP to Part B							
CHECK ITEM N.	☐ 958 No - SKIP to Part B ☐ YES - SKIP to Part B							
Notes								

Section VI - 14-DAY TRAVEL PERIOD - Continued

READ - Now I would like to ask you some questions about each stop you made on your trip to (destination).

Part B - DETAILED REPORT OF STOPS DURING 14-DAY TRAVEL PERIOD

Enter the trip number in column (a) from Trip Column headings in Part A. Number the stops in column (b) consecutively for each trip, from the first stop through the destination. Repeat the series of questions for each trip.

69. Complete columns (a) through (m) for all trips for which stops were reported in Item 68.

Trip No.	Stop No.	What was the main purpose of the (1st, 2nd, 3rd) stop on your trip to (residential) for each trip? (Enter code from NTS-6, page 11)	Approximately how many miles did you travel for this part of the trip? (Enter miles)	In what City or place and State was this? (If this information has already been given, verify)	Were any household members on this part of the trip? If "Yes," ASK - Who? (Enter all line numbers, including respondent.)		What was the means of transportation for this part of the trip? (Enter code from NTS-6, page 8)	Was this a household vehicle? Which one? (Enter the number of the vehicle from 148 and SKIP to 151)		If "No," to (h) ASK - Was this a rental vehicle?	Was the driver for this part of the trip a household member? If "Yes," ASK - Who? (Enter line number of household member)	Were any non-household members on this part of the trip? If "Yes," ASK - How many? (Enter number)		What type of lodging did you stay in? (Enter code from NTS-6, page 12)	ASK only if the stop was for lodging - code 19 in column (c)
					City	State		Line No.	Code			1	2		
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes No	Line No.	Code	1 2	Yes No	1 2	Yes No	Line No.	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes										

Trip No.	Stop No.	What was the main purpose of the (1st, Next, ...) stop on your trip to (read destination for each trip)? (Enter code from NTS-6, page 11)	Approximately how many miles did you travel for this part of the trip? (Enter miles)	In what City or place was this? (If this information has already been given, verify)	Were any household members on this part of the trip? If "Yes," ASK - Who? (Enter all line numbers, including respondent).	What was the means of transportation for this part of the trip? (Enter code from NTS-6, page 8)	ASK only if one of the codes 01-07 is entered in column (g)			Was this a house-hold vehicle? If "Yes," ASK - Which one? (Enter the number of the vehicle from 14b and Sk/P to (j))	Was this a rental vehicle? If "Yes," ASK - Who? (Enter line number of household member)	Was the driver for this part of the trip a household member? If "Yes," ASK - How many? (Enter number)	ASK only if the stop was for lodging - code 19 in column (c) -	
							(f)	(g)	(h)				(i)	(j)
		Code	Miles	City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No	Number	Line No.	Yes → 0 ☐ No ☐	Number	Code	Other - Specify	For how many nights? (Enter number of nights)
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No ☐		1 ☐ Yes 2 ☐ No			Yes → 0 ☐ No ☐				
				City State	Yes → 0 ☐ No									

a. Control Number		FORM NTS-2A (4-1-77)		U.S. DEPARTMENT OF COMMERCE BUREAU OF THE CENSUS		NOTICE - Your report to the Census Bureau is confidential by law (Title 13, U.S. Code). All identifiable information will be used only by persons engaged in and for the purposes of the survey, and may not be disclosed or released to others for any purpose.	
NTS Serial	Check	Page	Serial	Page	b. Questionnaire _____ of _____ questionnaires		
INTERVIEWER NOTE				Section VII - MAPPING OF PRIVATE MOTOR VEHICLE TRIPS			
PROCEDURE FOR COMPLETING SECTION VII							

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

MAPPING INSTRUCTIONS

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

TRIP DESCRIPTION CODES

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

CHECK ITEM 5	Refer to Section VI, Item 6.2.1.2. Each trip reported for this household member: Is one of the codes 01-07 entered for means of transportation (private motor vehicle, taxi, or the Trip Claimant)?	YES ☐ NO ☐ Is a Candidate for a trip? ☐ NO ☐ Interview not beyond training If last interview, END DAY ENTRY
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71c. Please show me on this map where your trip to _____ began and where it ended,
(Read in destination for each trip. Refer to item 52.)

Travel Period trip number	Destination	Trip description code	(Ask only if code 4 or 5 is entered in column d.) What main routes did you follow to _____? (Allow respondent to refer to Road Atlas.)	OFFICE USE ONLY	(Ask only if code 4 or 5 is entered in column d.) Through what cities and States did you travel? Include the origin and destination of the trip. (Allow respondent to refer to Road Atlas.)	Enter distance from NTS-2 item 61a or 61b
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	b.	c.	d.	e.	f.	g.	8.
				Total	Urban	Rural	
				Total	Urban	Rural	

A large, detailed grid of 100 small images showing various types of vehicles, including cars, trucks, and buses, arranged in a 10x10 pattern.

1. The first part of the document is a title page. It contains the title "THE HISTORY OF THE UNITED STATES OF AMERICA" and the author "BY JAMES M. SMITH".

2. The second part of the document is a table of contents. It lists the chapters and their corresponding page numbers.

3. The third part of the document is the first chapter, titled "THE DISCOVERY OF AMERICA". It describes the early exploration of the continent by Christopher Columbus.

4. The fourth part of the document is the second chapter, titled "THE SETTLEMENT OF AMERICA". It discusses the early colonial settlements and the challenges they faced.

5. The fifth part of the document is the third chapter, titled "THE REVOLUTIONARY WAR". It covers the events leading up to the war and the battle of independence.

6. The sixth part of the document is the fourth chapter, titled "THE CONSTITUTION". It explains the formation of the federal government and the principles of the Constitution.

7. The seventh part of the document is the fifth chapter, titled "THE WESTERN EXPANSION". It describes the westward movement of settlers and the impact on Native American populations.

8. The eighth part of the document is the sixth chapter, titled "THE CIVIL WAR". It details the conflict between the Union and the Confederacy and its consequences.

9. The ninth part of the document is the seventh chapter, titled "THE RECONSTRUCTION". It discusses the efforts to rebuild the South and the challenges of integrating African Americans.

10. The tenth part of the document is the eighth chapter, titled "THE MODERN UNITED STATES". It covers the period from the end of the Civil War to the present day.

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5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80																				

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姓名	性别	年龄	民族	籍贯	职业	文化程度	政治面貌	婚姻状况	健康状况	特长	备注
王德胜	男	45	汉族	山东烟台	教师	大学	中共党员	已婚	良好	擅长书法	
李秀英	女	38	汉族	河南郑州	护士	中专	中共党员	已婚	良好	擅长舞蹈	
张国强	男	52	汉族	江苏苏州	工程师	硕士	中共党员	已婚	良好	擅长编程	
刘小红	女	28	汉族	四川成都	会计	本科	中共党员	已婚	良好	擅长写作	
陈伟明	男	35	汉族	广东广州	医生	本科	中共党员	已婚	良好	擅长内科	
赵子龙	男	40	汉族	湖南长沙	记者	本科	中共党员	已婚	良好	擅长摄影	
周丽娟	女	32	汉族	浙江杭州	设计师	大专	中共党员	已婚	良好	擅长绘画	
吴大刚	男	48	汉族	安徽合肥	公务员	本科	中共党员	已婚	良好	擅长公文	
孙小芳	女	25	汉族	湖北武汉	教师	本科	中共党员	未婚	良好	擅长音乐	
郑为民	男	55	汉族	江西九江	教授	博士	中共党员	已婚	良好	擅长科研	
黄晓梅	女	30	汉族	福建厦门	律师	硕士	中共党员	已婚	良好	擅长法律	
徐建刚	男	42	汉族	广西桂林	工程师	本科	中共党员	已婚	良好	擅长机械	
马小华	女	27	汉族	山西太原	护士	中专	中共党员	已婚	良好	擅长护理	
林国强	男	50	汉族	四川成都	公务员	本科	中共党员	已婚	良好	擅长公文	
周丽娟	女	32	汉族	浙江杭州	设计师	大专	中共党员	已婚	良好	擅长绘画	
吴大刚	男	48	汉族	安徽合肥	公务员	本科	中共党员	已婚	良好	擅长公文	
孙小芳	女	25	汉族	湖北武汉	教师	本科	中共党员	未婚	良好	擅长音乐	
郑为民	男	55	汉族	江西九江	教授	博士	中共党员	已婚	良好	擅长科研	
黄晓梅	女	30	汉族	福建厦门	律师	硕士	中共党员	已婚	良好	擅长法律	
徐建刚	男	42	汉族	广西桂林	工程师	本科	中共党员	已婚	良好	擅长机械	
马小华	女	27	汉族	山西太原	护士	中专	中共党员	已婚	良好	擅长护理	
林国强	男	50	汉族	四川成都	公务员	本科	中共党员	已婚	良好	擅长公文	
周丽娟	女	32	汉族	浙江杭州	设计师	大专	中共党员	已婚	良好	擅长绘画	
吴大刚	男	48	汉族	安徽合肥	公务员	本科	中共党员	已婚	良好	擅长公文	
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郑为民	男	55	汉族	江西九江	教授	博士	中共党员	已婚	良好	擅长科研	
黄晓梅	女	30	汉族	福建厦门	律师	硕士	中共党员	已婚	良好	擅长法律	
徐建刚	男	42	汉族	广西桂林	工程师	本科	中共党员	已婚	良好	擅长机械	
马小华	女	27	汉族	山西太原	护士	中专	中共党员	已婚	良好	擅长护理	
林国强	男	50	汉族	四川成都	公务员	本科	中共党员	已婚	良好	擅长公文	
周丽娟	女	32	汉族	浙江杭州	设计师	大专	中共党员	已婚	良好	擅长绘画	
吴大刚	男	48	汉族	安徽合肥	公务员	本科	中共党员	已婚	良好	擅长公文	
孙小芳	女	25	汉族	湖北武汉	教师	本科	中共党员	未婚	良好	擅长音乐	
郑为民	男	55	汉族	江西九江	教授	博士	中共党员	已婚	良好	擅长科研	
黄晓梅	女	30	汉族	福建厦门	律师	硕士	中共党员	已婚	良好	擅长法律	
徐建刚	男	42	汉族	广西桂林	工程师	本科	中共党员	已婚	良好	擅长机械	
马小华	女	27	汉族	山西太原	护士	中专	中共党员	已婚	良好	擅长护理	
林国强	男	50	汉族	四川成都	公务员	本科	中共党员	已婚	良好	擅长公文	
周丽娟	女	32	汉族	浙江杭州	设计师	大专	中共党员	已婚	良好	擅长绘画	
吴大刚	男	48	汉族	安徽合肥	公务员	本科	中共党员	已婚	良好	擅长公文	
孙小芳	女	25	汉族	湖北武汉	教师	本科	中共党员	未婚	良好	擅长音乐	
郑为民	男	55	汉族	江西九江	教授	博士	中共党员	已婚	良好	擅长科研	
黄晓梅	女	30	汉族	福建厦门	律师						

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(Be sure to include this required NTS)
 (If you do not include this required NTS)

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Figure 1

NPTS Public Use Tape Request

Single copies of the tapes are available through the Federal Highway Administration (FHWA).

For governmental agencies and educational institutions, there no charge for tape copying. If no tapes are furnished with the request, there is a \$25 charge for each tape provided by FHWA.

For private individuals and all nongovernment 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).
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
Highway Statistics Division
HHP-44 (NPTS)
400 Seventh Street, SW
Washington, D.C. 20590

NPTS Public Use Tape Request

1. Data desired

- Tape 1 - First Quarter ()
- Tape 2 - Second Quarter ()
- Tape 3 - Third Quarter ()
- Tape 4 - Fourth Quarter ()
- Tapes 1-4 - All Quarters ()

2. Number of tapes submitted

None (tape payment included) (); 1 tape (); 2 tapes (); 3 tapes (); 4 tapes ()

3. Method of tape submittal

- With order ()
- Under separate cover ()

4. Type of tape labeling desire

- Standard IBM labels ()
- No labels ()

5. Recording density (9-track)

- 800 BPI ()
- 1600 BPI ()

6. Type of organization, Name and Address

- Educational () Government ()
- Private Organization () Private Individual ()
- Other (specify) ()

Name _____

Title _____

Organization _____

Address _____

City, State, Zip _____

7. Total fee enclosed

Tape copy on user furnished tape(s), _____ quarters @ \$36 per quarter \$ _____

Tape copy on FHWA furnished tape(s), _____ quarters @ \$61 per quarter
\$ _____

8. Payment enclosed as

Money order ()

Check ()