A random heaping model of annual vehicle kilometers traveled considering heterogeneous approximation in reporting

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Annual vehicle kilometers traveled

VKT (vehicle kilometers traveled)

- has been used as an index of car use
 - The strongest indicator of car dependencies and household's travel patterns
- There have been many studies to make use of VKT for various purposes
 - Gasoline consumption, vehicle emissions, and crashes

Difficulty in modeling VKT

Generally, goodness-of-fit is low

 R²: 0.11 (Train, 1986), 0.15 (Kockelman, 1997), 0.17 (Yamamoto et al., 2001)

Reason might be

- Variability among household's vehicle use
 - Factors to affect car use are not fully incorporated
- Inaccuracy in observation
 - Annual VKT reported by respondents
 - Short-period odometer readings

Literature review

Variability among household's vehicle use

• Discrete-continuous models of vehicle type and USE (Bhat and Sen, 2006; Fang, 2008; Brownstone and Fang, 2009; Bhat et al., 2009) to incorporate interaction with vehicle type choice

Inaccuracy in observation

- Studies on departure and arrival time (Rietvelt, 2002; Bhat and Steed, 2002) and income (Bhat, 1994a, 1994b; Tong and Lee, 2009) assume either uniform distribution or fixed intervals, not applicable to VKT
- Heitjan and Rubin (1990, 1991) for reported children's age, applicable to VKT

Objectives

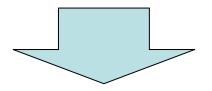
- Inaccuracy in observation is examined
- Annual VKT model is developed considering inaccuracy in observation
 - Efficiency is compared with conventional models
- Heterogeneity among respondents in inaccuracy of observation is also examined

Incomplete data

- Missing data: each data value is either perfectly known or entirely unknown
- Coarse data: only a subset of the complete-data sample space is observed
 - Censoring: in failure time data, if an item has not failed by the time observation ends, failure time is known only to lie beyond the last observation point
 - Rounding: data value is observed only to the nearest integer. Also called heaping if items reported with various levels of coarseness

Coarseness in VKT data

- Annual VKT reported by respondents includes some level of approximation
- Level of approximation may vary among respondents



VKT data is regarded as heaped

Methodology (Heitjan and Rubin, 1990, 1991)

• VKT
$$\ln y_i^* = \beta \mathbf{x}_i + \varepsilon_i$$

 Relationship between true VKT, y^{*}_i and reported VKT, y_i

 y_i^* lies in the range

- $y_i \pm 250$ if rounded as multiples of 500km
- $y_i \pm 500$ if rounded as multiples of 1000km
- · $y_i \pm 2500$ if rounded as multiples of 5000km

- Coarseness $z_i^* = \alpha \ln y_i^* + \gamma \mathbf{x}_i + \zeta_i$ $z_i = 1$ if $z_i^* < 0$, 500km heaper = 2 if $0 \le z_i^* < \theta$, 1000km heaper = 3 if $\theta \le z_i^*$ 5000km heaper
- Inclusion of VKT in coarseness function results in bivariate normal distribution

$$E\begin{pmatrix} \ln y_i^* \\ z_i^* \end{pmatrix} = \begin{pmatrix} \boldsymbol{\beta} \mathbf{x}_i \\ \alpha \boldsymbol{\beta} \mathbf{x}_i + \boldsymbol{\gamma} \mathbf{x}_i \end{pmatrix} \quad V\begin{pmatrix} \ln y_i^* \\ z_i^* \end{pmatrix} = \begin{pmatrix} \sigma_{\varepsilon}^2 & \alpha \sigma_{\varepsilon}^2 \\ \alpha \sigma_{\varepsilon}^2 & \sigma_{\zeta}^2 + \alpha^2 \sigma_{\varepsilon}^2 \end{pmatrix}$$

 We can define a region of possible values for (y_i^{*}, z_i^{*}) at given y_i

 $L_i = [y_i - 250, y_i + 250) \times (-\infty, 0)$ for 500km heaper

 $M_i = [y_i - 500, y_i + 500) \times [0, \theta]$ for 1000km heaper

 $H_i = [y_i - 2500, y_i + 2500) \times [\theta, \infty)$ for 5000km heaper

Coarseness of each respondent is not known, so

$$LL = \sum_{i=1}^{n} \ln \int_{S(y_i)} f(\ln y_i^*, z_i^*) dy_i^* dz_i^*$$

$$S(y_i) = L_i \cup M_i \cup H_i \quad \text{if } y_i = 0 \mod 5000$$

$$= L_i \cup M_i \qquad \text{if } y_i = 0 \mod 1000 \text{ and } y_i \neq 0 \mod 5000$$

$$= L_i \qquad \text{if } y_i = 0 \mod 5000 \text{ and } y_i \neq 0 \mod 5000$$

Parc-Auto

- French households' car ownership panel data
- Conducted yearly since 1976, and continues today
- Sample size is maintained at about 7,000 households each year
- Includes characteristics of up to 3 cars in the household, vehicle use, general attitudes concerning transportation, etc.

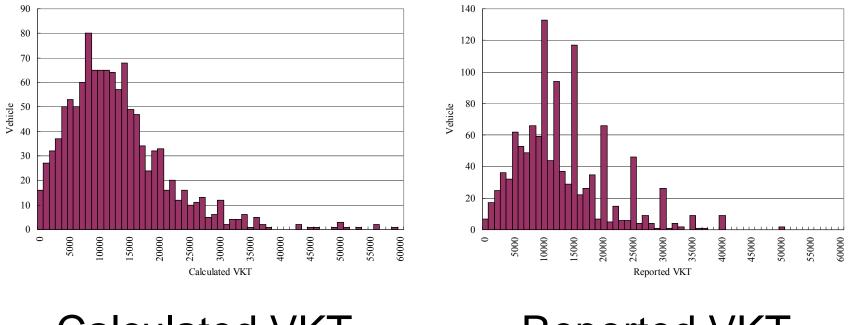
VKT data in Parc-Auto

- 2 types of information
- Difference in odometer readings at 2 successive years -> Calculated VKT
- Annual mileage in kilometers reported by respondent -> *Reported VKT*

We use for analysis 1167 sample cases

- 1998 VKT data
- Sub-sample who answered both 1997 & 1998 survey to get Calculated VKT

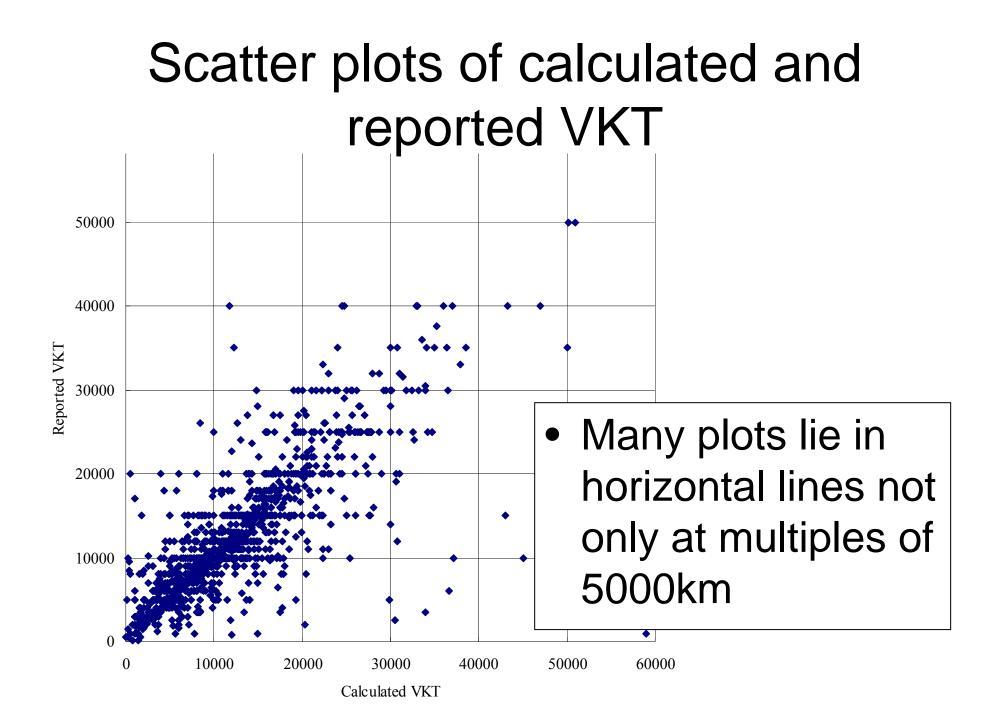
Sample distribution



Calculated VKT

Reported VKT

 Reported VKT is obviously rounded at multiples of 5000km



Rounding of reported VKT

| | Cases |
|---------------------------------|-------|
| Multiples of 5000km | 430 |
| Multiples of 1000km | 488 |
| (excluding multiples of 5000km) | |
| Multiples of 500km | 109 |
| (excluding multiples of 1000km) | |
| Not multiples of 500km | 140 |
| Total | 1167 |

Explanatory variables

- Household's attribute
 - #children (15-), PT access., large city (300,000+),
 #cars, low income (F75,000-), high income (F200,000+)
- Personal attribute
 - Young (39-), old (60+), worker, male, car commute
- Car attribute
 - Diesel car, small car, large car, truck, car age

Estimation results

Coarseness function

- Longer VKT results in a larger coarseness
- Larger cars have a larger coarseness
 - Large car owners are not sensitive to fuel use?

VKT function

- Coefficient estimates are not significantly different from conventional regression models
- Estimated variance of the error term is smaller than conventional models

Conclusions

- The proposed model is suggested as superior to conventional models, though coefficient estimates are not different with the data used in this study
- Further investigations are needed to confirm the superiority with different data
- Multiple imputations should be applied to obtain smoother histograms than original sample distribution with the estimated parameters