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DEMAND FOR BUS TRANSPORTATION
IN SUBURBS AND SATELLITE CITIES
OF METROPOLITAN AREAS

Seikō Higa

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DEMAND FOR BUS TRANSPORTATION
IN SUBURBS AND SATELLITE CITIES
OF METROPOLITAN AREAS

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The results and views expressed are the independent products of university research and are not necessarily concurred in by the Urban Mass Transportation Administration of the Department of Transportation.

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Section 1
INTRODUCTION¹

In recent years, the rapid movement of people and places of work away from city centers to suburbs and satellite cities has occurred in many major metropolitan areas. The public transportation systems in these suburbs and satellite cities, however, are still in a state of low development. The purpose of this project has been to develop a model to predict the demand for work-trip bus transportation in and between suburbs and satellite cities. In particular, we have sought to develop a method for predicting when bus transportation in and between these cities becomes economically feasible.

Since the model that has been developed involves the prediction of both trip distribution and modal split, several methodological problems have arisen. These include:

- (1) Should trip distribution and modal split be predicted simultaneously, or separately in some order?
- (2) If the latter approach is adopted, how is it best to cope with the problem of simultaneity, which appears to exist in the choice-making process of trip makers?
- (3) When and how should we aggregate the data in predicting the choice behavior of a group of individuals?
- (4) What form should the model take so that it will be policy responsive?

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These problems have been addressed during the course of our research and will be discussed in this report.

The model developed for this study consists of two submodels and one function. The submodels include one on individual mode choice and the other on market demand for transport service. The function provides a connection between the two. Section 2 of this report evaluates existing demand modeling methods. Section 3 is concerned with the construction of a mode-choice submodel for individuals. The discussion proceeds in order of model building, source and nature of the data, and estimation of structural parameters. In Section 4, a submodel of market demand for transport service is developed. The discussion in this Section consists of a brief review of existing trip distribution models, model building, source and nature of the data, and estimation of model parameters. Section 5 deals with estimation of an aggregation function which is used to predict the mode choice of a group of individuals based on the mode choice decision made by an "average" individual in the group. In Section 6, we present methods of using the submodels and the aggregation function to predict the demand for bus service in suburbs and satellite cities. The findings of the report are summarized and future recommendations are made in Section 7.

Section 2

EVALUATION OF EXISTING DEMAND MODELLING METHODS PERTAINING TO THIS RESEARCH

The literature on demand modelling in transportation is extensive and well documented [1, 3, 5, 32, 41]². The discussion that follows is concerned with modelling methods that are relevant to this research.

The methods of predicting demand for transportation as currently practiced are available in the UMTA software package called Urban Transport Planning System (UTPS). UTPS contains both traditional and more recently developed approaches to predicting transportation demand. In the traditional approach, estimation is first made of the trip generation as a function of characteristics such as population and zone in which the trip originates. The result of this first step is combined with an impedance factor to estimate the flow of trip-makers between zones. The impedance factor is normally represented by the distance between zones or the time required to travel between them. During this stage, gravity models are used to estimate trip distribution.

In the next step, the results of the two previous steps are combined with mode cost, time and other variables to predict the modal split. To do this, functional relationships are derived by such means as use of graphs, tables or logit models. Finally, at the route assignment stage, the results of the modal split estimation are allocated to the route segment with least trip time until its capacity is reached. Then the overflow traffic is assigned to the segment with the next least trip time.

² The numbers in brackets refer to the reference number at the end of the report.

A major drawback of this traditional approach is that it is not policy oriented. For instance, as the toll charges for an expressway connecting two zones are raised, or the bus fare is lowered, one would expect some shifts in the mode and destination choices of trip-makers. However, under the traditional approach, the effects of such changes cannot be examined since the gravity model which is supposed to predict destination choices does not contain cost variables among its explanatory variables.

There are other criticisms of the traditional approaches [5]. (1) They do not reflect behavior changes of trip-makers resulting from changes in system characteristics such as cost of the trip. (2) The decision as to what time of day to travel is not considered in the model. (3) The supply side of the transportation system is ignored except at the route assignment stage, and consideration is usually not given to equilibrium. (4) The analysis is based on data zonally aggregated. As a result, much of the information in the original data is lost.

In recent years, several studies have been done which improve upon the shortcomings of traditional modelling. The new approach estimates a model which would predict trip frequency, destination, and mode choice simultaneously or sequentially using a logit model and disaggregated data [1, 3, 5].

Domencich and McFadden use disaggregated data from Pittsburgh to estimate a sequential model for shopping trips. In their study, a mode choice logit model is first estimated. The parameter estimates are then combined with modal cost and time to estimate "inclusive prices" for time of day and for destination. These inclusive prices are then combined with other variables to estimate logit models for choice of time of day and choice of destinations. Finally, the probability of selecting alternative shopping destinations is

combined with the inclusive prices of these destinations to estimate "overall price" of the shopping trip for each household. The same probability of selecting alternative shopping destinations is then combined with employment at alternative shopping centers to obtain the "overall shopping opportunity" variable. These variables are then used to estimate a logit model for shopping frequency.

Ben-Akiva, using disaggregated data from the Washington, D.C. area, estimates and compares both simultaneous destination and mode choice logit models and sequential models for shopping trips. He recommends that the simultaneous models be used to predict mode and destination choice decisions.

In predicting both choice of mode and choice of destination of commuters, however, the simultaneous logit model (or for that matter any logit model used to predict destination choices) has its limitations. When there are cross-commuters, the model tends to misclassify destination choices. For a model to be valid, one would at least expect that it would duplicate the base year destination choices of commuters whose choices were used to estimate the model. However, by construction, logit models assign higher probabilities to destinations with lower commuting cost or shorter trip time. Hence, the cross-commuters tend to be assigned to lower cost and shorter trip time destinations; i.e., those nearer to their home.

In order to test the hypothesis that simultaneous destination-mode choice models are inadequate, a small-scale simultaneous logit model for a work trip with two destination choices and two mode choices was estimated. The model was estimated from a data set that included 15 cross-commuters and 13 non-cross-commuters. When the original data were substituted back into the model, the model classified 11 of 13 non-cross-commuters correctly;

however, only 5 of 15 cross-commuters were classified correctly. That is, in 67% of the cases, the model failed to duplicate the destination choices of cross-commuters.

The phenomenon of cross-commuting arises from the aggregation of data over occupational groups. Hence, in order to make a simultaneous destination-mode choice model effective in its prediction, one is forced to provide enough job classes (perhaps even to the extent of using job seniority to differentiate job classes) just to explain away the cross-commuting. This, however, is a monumental task in terms of data collection and processing. In addition, there is a danger of losing degrees of freedom to the extent that the model might become inestimable. This arises either because the model includes a large number of parameters to be estimated or because of reduction in sample size due to data stratification. Furthermore, even if such a model could be estimated, the destination choice aspect of the model could be so constrained that it might be effective in predicting only mode choices.

Having shown the limitations of a simultaneous destination-mode choice logit model to predict the work-trip demand for bus service among suburban and satellite cities, we now turn to a discussion of the model adopted in this study. The model used in this study is behavioral and policy responsive. Whenever possible disaggregate data are used. As a work-trip study, the time of day decision was assumed not to be under the control of the trip-makers and hence it was ignored. The supply side of the transport system was also ignored to limit the scope of the study. Therefore, in order to achieve simultaneity, the model that has been developed in this study has to be used in conjunction with a supply model so that trip cost and time can be

determined endogenously. The model is structured as a pure demand model in which the flow of work trips between cities may be studied in terms of the exogenously given mode time and cost which may be influenced by policy makers. The following section discusses in greater detail the individual demand submodel which was developed in the study.

Section 3

INDIVIDUAL DEMAND SUBMODEL

A. Submodel

The individual demand submodel adopted in this study consists of a disaggregate multinomial mode-choice logit model incorporating specific treatment of socioeconomic variables in either continuous or discrete form. It also incorporates dummy coefficients for mode-related variables, while dispensing with the constant term. The dummy coefficients for mode variables and socioeconomic dummy variables enable researchers to combine several model structures estimated through data stratification into one structure while retaining the individual model features.

Consider a model of the following form:

$$(1) \quad P_{ij} = \frac{e^{X_{ij}\beta + Y_i\gamma_j}}{\sum_{j=1}^J e^{X_{ij}\beta + Y_i\gamma_j}},$$

where P_{ij} : The probability of individual i selecting mode j .
 X_{ij} : A $1 \times K$ vector of mode-related variables associated with individual i and mode j . For instance, the k -th element of X_{ij} may be the commuting time facing individual i when he takes mode j . Also, X_{ij} may include a

variable which is formed by interaction of two variables. We have specifically excluded the column of 1's from the matrix X.

Y_i : A $1 \times M$ vector of socioeconomic variables associated with individual i .

β : A $K \times 1$ vector of parameters.

γ_j : A $M \times 1$ vector of parameters specifically associated with mode j .

In equation (1), the exponential term $X_{ij}\beta + Y_i\gamma_j$ constitutes a systematic part of the indirect utility function of individual i that he derives from taking mode j ; i.e.,

$$(2) \quad V_{ij} = X_{ij}\beta + Y_i\gamma_j + u_{ij},$$

where V_{ij} is the indirect utility, and u_{ij} is a random element in his utility function.

For a case not involving socioeconomic variables as in equation (2), McFadden established that when the random term u_{ij} has Weibull distribution the probability of individual i selecting mode j takes a logit expression [22]. The validity of his Lemma 1 can be easily extended to equation (2) to obtain equation (1).

As equation (1) is specified, it is based on the assumption of separable utility [42, 43], and has the desirable properties that the odds of selecting one mode over another is independent of irrelevant alternatives and that the probabilities of choosing alternative modes sum to unity. Furthermore, even though the model tacitly starts with a notion of cardinal utility, by

transformation and normalization, the objectionable aspects of the cardinality assumption such as interpersonal comparison of utilities are effectively precluded.

The advantage of expressing the socioeconomic variable as in equation (1) (rather than as a submatrix in X matrix, as Manski does [21]) is that in addition to revealing the presence of socioeconomic variables in the model, it greatly facilitates the estimation of parameters by reducing the need for storage space during computation. For instance, if there are 4 alternative modes and 5 socioeconomic variables, the required storage space for the socioeconomic variables under Manski's formulation is equivalent to that of 60 variables, while under the formulation that we have used the required space is equivalent to only 5 variables.

Before forming the likelihood function to estimate the parameters, equation (1) will have to be transformed as in equation (3), or in any similar form, to assure that its log-likelihood function is strictly concave.

$$(3a) \quad P_{i1} = \frac{1}{1 + \sum_{j \neq 1} e^{(X_{ij} - X_{i1})b + Y_i c_j}}, \quad \text{for all } i$$

$$(3b) \quad P_{ij} = \frac{e^{(X_{ij} - X_{i1})b + Y_i c_j}}{1 + \sum_{j \neq 1} e^{(X_{ij} - X_{i1})b + Y_i c_j}}, \quad \begin{array}{l} \text{for all } i, \\ \text{and for} \\ \text{all } j \neq 1. \end{array}$$

where $b = \beta$ and $c_j = \gamma_j - \gamma_1$.

Since P_{ij} in equation (3) has a multinomial distribution, the likelihood function for equation (3) is given by:

$$(4) \quad L = \prod_{i=1}^N \frac{m_i!}{\prod_j m_{ij}!} \prod_{j=1}^L P_{ij}^{m_{ij}},$$

where m_{ij} is the frequency with which individual i chooses mode j . Here, if we are concerned only with the choice of mode that commuters make in reaching their place of employment, then the available choice is usually made once a day, and m_i , which is the sum of m_{ij} over all alternatives, will have value one. The ratio of factorials in equation (4) then reduces to unity, and (4) becomes:

$$(5) \quad L = \prod_{i=1}^N \prod_{j=1}^L P_{ij}^{m_{ij}}.$$

The log-likelihood function for (5), after substituting equation (3), is given by:

$$(6) \quad \log L = \sum_{i=1}^N \left\{ \sum_{j \neq 1} m_{ij} [(X_{ij} - X_{i1})b + Y_i c_j] - \left(\sum_j m_{ij} \right) \log \left[1 + \sum_{j \neq 1} e^{(X_{ij} - X_{i1})b + Y_i c_j} \right] \right\}.$$

Since a log-likelihood function is a monotonically increasing transformation of a corresponding likelihood function, the parameter values which maximize (6) will also maximize (5).

The gradient vector for log-likelihood function (6) is given by:

$$(7) \begin{pmatrix} \frac{\partial \log L}{\partial b} \\ \frac{\partial \log L}{\partial c_2} \\ \dots \\ \frac{\partial \log L}{\partial c_L} \end{pmatrix} = \begin{pmatrix} \sum_{i=1}^N \left[\sum_{j \neq 1} m_{ij} X_{ij}^{*'} - \sum_{j \neq 1} P_{ij} X_{ij}^{*'} \right] \\ \sum_{i=1}^N (m_{i2} - P_{i2}) Y_i' \\ \dots \\ \sum_{i=1}^N (m_{iL} - P_{iL}) Y_i' \end{pmatrix} ,$$

where $X_{ij}^* = X_{ij} - X_{i1}$, and accent (') denotes transpose.

The Hessian matrix of (6) is given on the following page. The dimension of the Hessian matrix (8) is $K + (L-1)M$, where K is the column number of mode-related variables X_{ij} , L is the number of alternative modes, and M is the column number of socioeconomic variables Y_i . The strict concavity of the log-likelihood function may be established by showing that the Hessian matrix (8) is negative definite. Also, the fact that the log-likelihood function derived from equation (1) without transformation is not strictly concave, and that it has a singular Hessian matrix, can be established by summing the 2nd column through L -th column of the Hessian matrix of the log-likelihood function derived from (1) without transformation, and showing that the sum is zero. The mathematical proofs are rather lengthy, and use the concept of dominant negative diagonal matrix, among others.

In formulating logit models, some researchers have strong feelings against incorporating socioeconomic variables as was shown in equation (3) above. The objection is that the coefficients of socioeconomic variables are mode specific.

Stopher, therefore, recommends stratifying the data to estimate models for different socioeconomic classes, and letting the socioeconomic variables interact with the coefficient parameters [41, pp. 310-311].

However, there are at least two reasons to advocate inclusion of socioeconomic variables as shown in equation (3). For one, there are many occasions in which mode-specific models prove to be highly useful. For instance, there are situations where changes in bus fares, toll charges, and gasoline taxes occur without the accompanying introduction of a new mode. Policy makers would want to know the impact of these on the mode choice behavior of trip-makers.

Second, omitting socioeconomic variables because the resulting model will have mode-specific parameters is in itself inconsistent. For instance, most researchers include a constant term in the model. Now, if the constant term is truly independent of modes, it would drop out in the process of transforming the model from equation (1) to (3). The only way the constant term can remain in the model after the transformation is if it is different from mode to mode. That is, the constant term must be mode-specific. Furthermore, the constant term reflects the relative bias of an individual toward one mode over another which is not explained by the variables already included in the model. One cannot assume a priori that the same relative bias will apply to a new mode when it is introduced.

In this study, the constant term was excluded from the model. One reason for this pertains to the discussion in the preceding paragraph. Since the constant term is mode-specific, and reflects the relative bias of a trip-maker toward one mode over another, such a bias may well be represented by socioeconomic variables. Secondly, the constant term also

incorporates the mean effects of the variables omitted from the model, as shown below.

Assume a binary mode choice situation, and that the mode choice is completely determined by two variables, X_1 and X_2 , which denote the difference in characteristics of the modes, and that these two variables are independent of each other. Such a model may be expressed by:

$$(9) \quad \log \frac{P_{i1}}{P_{i2}} = b_1 X_{i1} + b_2 X_{i2} + u_i.$$

Suppose this model is estimated by including one variable X_2 , and the constant term, and by using the least squares. Then the estimate of the constant term will be given by:

$$\hat{a} = \bar{Y} - \hat{b} \bar{X}_2,$$

where $\bar{Y} = \frac{1}{N} \sum_{i=1}^N \log (P_{i1}/P_{i2})$, and N is the sample size. Next, substituting $\bar{Y} = b_1 \bar{X}_1 + b_2 \bar{X}_2 + \bar{u}$, we derive

$$\hat{a} = b_1 \bar{X}_1 - (\hat{b} - b_2) \bar{X}_2 + \bar{u}, \text{ and}$$

$$(10) \quad E \hat{a} = b_1 \bar{X}_1.$$

That is, the expected value of \hat{a} is $b_1 \bar{X}_1$, since $E \hat{b} = b_2$ and $E \bar{u} = 0$.

This implies that the model which has a constant term will be suitable for prediction of mode choice for the population which has the same mean value for X_1 , as the sample from which the parameters are estimated. Thus, replacing the constant term with other variables such as socioeconomic

variables enhances the transferrability of the model to the population which has a different mean for X_1 than the sample from which the model is estimated.

b. Source and Nature of Data

The basic data on individual mode choices and socioeconomic characteristics used to estimate the parameters of the logit model (3) were obtained from the Illinois Department of Transportation. In the summer of 1969, the Southern Transit Area Coordination Committee conducted a questionnaire survey of employees of selected firms located on the south side of Chicago and in its south suburbs [12]. The questionnaire asked the address of each employee, his choice of mode in reaching his place of work, trip time, trip cost, and socioeconomic attributes such as family income, number of cars available, number of persons over sixteen in the family, occupation, sex, and reasons for choosing a particular mode. A total of 100,300 questionnaires were sent out and approximately 9,500 that were usable were returned (9.5%).

For this study, twenty-two firms located near the southern border of Chicago and in the southern suburbs were selected from the firms which returned questionnaires. Of these, a 10% systematic random sample of automobile drivers and all questionnaire returns on bus riders, each amounting to approximately 150 observations, were obtained. This was later expanded to include those who walked to work, in order to make the model multimodal.

The reason for selecting approximately an equal number of observations for automobile and bus riders was to avoid swamping the mode choice characteristics of bus riders by those of automobile riders, which would have

been in the ratio of approximately 1 to 10. One researcher criticized this approach to sampling by stating that if the sample is divided 50-50 in mode choice, the parameters estimated would have values that would always predict a 50-50 mode choice split of the population, regardless of actual choices and regardless of the variables involved. That is, the parameter estimates will all be zero. This argument is incorrect. It should be remembered that what the model predicts is the probability that an individual chooses a given mode on the basis of mode-related and socioeconomic variables.

Suppose, for simplicity, that we formulate the log-likelihood functions for a logit model that includes only mode-related variables, using two different samples: one with a 90-10 mode split, and the other with a 50-50 split. Then, as we partially differentiate the log-likelihood functions with respect to the parameters, we obtain the following first order conditions for maximization:

(11a) 90-10 mode-split sample

$$\frac{\partial \log L_1}{\partial \beta} = - \sum_{i=1}^{N_1} (P_{i2} - m_{i2}) X'_{ij} = 0,$$

(11b) 50-50 mode-split sample

$$\frac{\partial \log L_2}{\partial \beta} = - \sum_{i=1}^{N_2} (P_{i2} - m_{i2}) X'_{ij} = 0,$$

where N_1 and N_2 are the respective sample sizes, and P_{i2} is the probability that each individual chooses mode 2. m_{i2} is 1 if mode 2 is actually chosen by individual i , and 0 otherwise. Thus, in both cases the maximum likelihood method would set the parameters of the model (which are in P_{i2}) so

that P_{i2} tends to be 1 if mode 2 was actually chosen, and it tends to be 0 if mode 1 was chosen. Therefore, the models estimated under both sampling approaches should predict the mode split equally well on the basis of the variables in the model. Once it is known that the mode-split composition of the sample used to estimate the model is not a critical issue, then it is obvious that by adopting the sample ratio, as was done, one can reduce the data processing cost without sacrificing the quality of the model.

Once the basic data were obtained, the location of firms and employees' homes were plotted on a map, and the line-haul distance of driving a car to the place of work was estimated. In this study, the access-egress distance for automobile was assumed to be zero for the home end, and the distance from parking lots for the place of employment. The latter was obtained for each firm by telephone.

In estimating the line-haul time for automobile driving, the average driving speeds within and between rings were obtained by first stratifying car drivers according to the location of their homes and the places of employment, and by taking a simple average of individual speeds (i.e., measured distance divided by reported driving time) for those in each group. The "rings" are a series of concentric areas emanating from the Chicago Loop as defined in Trip Length published by Chicago Area Transportation Study [4], and they partition the Chicago area into zones roughly equal in traffic density. The line-haul time was then obtained by dividing measured distance by the appropriate driving speed for each observation. The reason for using a simple average to obtain the zonal speed was to avoid swamping of the zonal averages by the speed of drivers with relatively longer driving distances. The average zonal speeds estimated are given in Table 1. In

TABLE 1

Average Zonal Driving Speeds
(Miles per Hour)

From	To Ring		
	5	6	7
5	12.86	14.79	36.00
6	15.03	12.46	21.07
7	23.44	24.35	18.86

general, the average driving speed tends to be the slowest for within-ring driving, and becomes faster as the rings grow farther apart and a longer distance is involved.

The automobile access-egress time was estimated from access-egress distance by assuming an average walking speed of three miles per hour; the auto waiting time was assumed to be zero. Finally, the automobile driving cost was estimated by assuming a per mile driving cost of 10¢, as was indicated in the questionnaire, and to which were added toll charges and parking fees where applicable.

For bus trips, the line-haul distance was estimated from the map on the basis of the location of firms, homes and bus routes. The access-egress distance for bus trips was estimated by adding the distance from home to the nearest bus route the trip-maker was likely to take and the distance from the bus route to the firm. To this was added the distance walked in order to transfer. In estimating the line-haul time for bus trips, the average speed of buses for each bus route was first calculated from bus schedules for both peak and off-peak hours. The average bus speed for each route was then applied to the length of each segment of bus route likely to be taken by the trip maker, and the results were added. The bus fares were obtained from CTA History of Fares for those in Chicago and from the records of the Illinois Commerce Commission for suburban buses.

Finally, in order to cope with the problem of captive riders, a threshold cost of \$2.50 and 20¢ per trip was added to the total driving cost of non-car-owners and those without driver's licenses, respectively. The \$2.50 represents the per trip allocation of monthly payment of \$100.00 including cost of the car, insurance and financing that prevailed at the time of survey taking. The 20¢ represents per trip allocation of the cost of driver training in 1969 amortized in one year. Using the same reasoning, for

commuters without bus routes within normal walking distance (who were regarded as captive to the automobile), we extended access-egress distance to the nearest bus route to estimate cost and time for buses.

It has been argued that inclusion of captive riders in the data set for estimating model parameters would make the model insensitive to policy changes. Ferreri and Cherwony found that inclusion of captive bus riders into a bus demand model caused the model to become insensitive to policy changes [8]. However, the model they constructed was a linear regression model estimated by using aggregated data. Our approach here is that a good model should be able to explain or predict the mode choice behavior of a wide variety of trip makers. There is no reason to expect that the disaggregate model constructed for this study will become insensitive to policy changes, since, as shown in equation (11), the parameters of the model are estimated to reflect the mode choice behavior of individual trip makers rather than a group of individuals.

Once a decision has been made to include the data on captive riders in the model estimation, the next question that one must face is how to express the cost of the mode which is not available to the captive riders. Here, we assumed that for automobile riders, mode choice decisions are in part determined by the variable cost, or its per-trip allocation, of operating a car. The per-trip allocation of the variable cost is approximately equal to the car owner's out-of-pocket automobile costs. For those without a car, it would include the threshold cost of owning a car and the out-of-pocket costs. The implication here is that if non-car-owners were subsidized for the amount of the threshold cost, they would behave like car owners. Similarly, for those without access to buses, the threshold cost

is the added access-egress distance and time to reach the closest bus stop. Notice that if in this case an extremely large number, instead of a threshold cost, is used to express the cost and time of the mode not available to a captive rider, then it amounts to saying that it is a refusal to ride, rather than the unavailability of the mode, which is governing his choice.

The data discussed above were primarily measured values, and only in one case were reported values used. This was the travel time reported by automobile drivers. We used this reported time to estimate the average driving speed within and between the rings. There are some researchers who advocate the use of perceived cost and time values for the estimation of models. Michaels [26] argues that the validity and reliability of a model will be higher if perceived cost and time values are used instead of measured values. Watson [47], on the other hand, concludes that for models to estimate the value of travel time, the perceived values are essential; but for models to predict, the distinction is not so important because the perceived values are unstable over space.

In this study, we have adopted measured values whenever possible for two reasons: (1) perceived values are often unreliable, especially for modes with which a trip-maker is unfamiliar; (2) models estimated with perceived values are not policy responsive unless the model also specifies how policy variables affect perceived values.

c. Estimation

In this study, various combinations of pertinent variables were tested for inclusion into the choice model. Among the first variables to be rejected was family income. On the basis of microeconomic theory, one would

expect family income to play a prominent role on individual mode choice. However, the coefficient associated with the income variable was not statistically significant. Some consider this to be due to the unreliability of reported income data. However, there is a more fundamental reason to believe that family income, in contrast to individual income, plays a less important role in mode choice decisions. In many instances, there is more than one wage earner in a family with a higher income. The higher family income, as expected, would increase the probability of the family owning one car; however, the marginal family income due to the supplementary wage earner's earnings may not be sufficient to add a second car. Hence, the supplementary wage earner may end up riding the bus even though his family income is high. It is noted that supplementary wage earners, usually housewives, tend to take white collar jobs while the main wage earners tend to be professionals, administrators, or skilled blue collar workers. This observation seems to support the notion that the socioeconomic variables that best explain individual mode choice are occupational classifications.

Other socioeconomic variables which were rejected from inclusion in the model were age, sex, and the number of cars available to those over age 16 in the family. The first variable was rejected because of the low statistical significance of its parameter estimate, and the second because as more women enter higher paying occupations, sex becomes a less important indicator of accessibility to the automobile. The last variable was rejected for the low statistical significance of its parameter estimate and because it could not distinguish between main and supplementary wage earners.

Among the mode-related variables, those rejected from the model were access-egress distance, number of transfers, and vehicle waiting time. These were rejected because of the low statistical significance of their parameter estimates.

Thus, in this study, the following variables are included in the individual demand submodel: total trip time, total trip cost, and occupation status. Also, as an alternative to total trip cost, the ratio of total trip cost and family income was retained. Using these variables, the competing models listed below were estimated. The one with the best predictive power in terms both of "percent correctly predicted" (as defined in equation (14) below) and the "coefficient of determination in probability" (equation (12)) was adopted. Model E, however, is an exception. It was included to test the validity of replacing the constant term with socioeconomic variables.

<u>Model</u>	<u>Mode-related Variable</u>	<u>Socioeconomic Variable</u>
A	X_1, X_1Y_1, X_2, X_2Y_1	Y_1
B	X_1, X_1Y_1, X_2	Y_1
C	X_1, X_2	Y_1
D	$X_1, X_2/Y_2$	Y_1
E	X_0, X_1, X_2	(None)

where

X_0 : constant term

X_1 : total trip time (in minutes)

X_2 : total trip cost (in cents)

Y_1 : occupation status

= 1, if professional, administrator, or skilled blue collar worker,

= 0, otherwise.

Y_2 : family income, represented by the midpoint of income class.

X_1Y_1 and X_2Y_1 are products of total time with occupation status, and total cost with occupation status.

The coefficient estimates for these variables are dummy coefficients, and in the model associated with occupation class 1, the coefficient estimates of X_1 and X_1Y_1 must be added to derive the coefficient for X_1 variable. The same applies to the X_2 and X_2Y_1 coefficients. For an explanation of the use of dummy coefficients, see Johnston [13].

Model A is the most general of the five models, and it includes all three variables as well as the dummy coefficients for both of the mode-related variables. Therefore, the model is equivalent to two separate models estimated by stratifying the data according to occupation status. Model B is similar to Model A, but is less general in that only the time variable possesses the dummy coefficient. Model C dispenses with all dummy coefficients, and contains only time and cost variables and the occupation dummy variable. As in Model C, Model D involves the cost and time variables and the occupation dummy variable, but its cost variable is deflated by family income. Thus, this model incorporates the differential impact on determining mode choice that modal cost has on families of different income levels. Some studies use wage rates to deflate the cost variable. However, in the absence of data on wage variables, family income may be viewed as its surrogate. Model E is the simplest, involving only trip time and trip cost variables in addition to a constant term.

There are three ways of comparing the efficiency of these logit models: likelihood ratio statistic, coefficient of determination in probability, and percent correctly predicted. The likelihood ratio statistic is defined by:

$$\text{LRS} = - 2 \log(L(0)/L(*)) ,$$

where $L(*)$ is the value of the likelihood function at convergence, and $L(0)$ is the same value when the parameters take value zero. This statistic is asymptotically distributed χ^2 with the degrees of freedom equal to $N(L-1)-(K+M)$, where N is the number of observations, L is the number of alternative modes, and $(K+M)$ is the number of parameters estimated [14].

The coefficient of determination in probability is defined as:

$$(12) \quad R_p^2 = 1 - \frac{\sum_{i,j} (S_{ij} - P_{ij}^*)^2}{\sum_{i,j} (S_{ij} - P_{ij}^0)^2} ,$$

where S_{ij} is the proportion in which various modes are actually chosen by the i -th observation. P_{ij}^* is the probability of choosing mode j at convergence, and P_{ij}^0 is the same probability when the parameters take zero value. This formulation is distinguished from the coefficient of determination in frequency. The latter is defined as:

$$(13) \quad R_f^2 = 1 - \frac{\sum_{i,j} (n_{ij} - P_{ij}^* n_i)^2}{\sum_{i,j} (n_{ij} - P_{ij}^0 n_i)^2} ,$$

where n_{ij} is the number of times mode j was chosen, n_i is the sum of n_{ij} over j , and P^* and P^0 are as defined in (12). The two formulations will be identical when each observation has only one outcome; i.e., $n_i=1$. However, the need for distinction arises when the data are aggregated, and hence n_i is greater than unity. The percent correctly predicted is defined as:

$$(14) \quad PCP = \frac{\sum_i s_i}{\sum_i n_i},$$

where s_i is 1 if and only if P_{ij}^* has the highest value among the available alternatives and mode j was actually chosen.

These three statistics for the above five models are given in Table 2. In Table 2, Model D uses only 161 observations, while the others use 241. This is due to incomplete reporting of the family income by some respondents, and whenever this happened the particular observation was omitted from the model estimation. This means that we cannot make a direct comparison of likelihood ratio statistics (LRS), since they change with the degrees of freedom. In the case of the coefficient of determination (R_p^2), and the percent correctly predicted (PCP), they both agree on ranking among the models. In order of efficiency of prediction, Model B is the most efficient, at least in terms of the data with which the models are estimated. Next comes Model A, and then Models C, E, and D, in that order. The relation between Models A and B is somewhat unexpected since in terms of the likelihood ratio statistic, Model A is preferred, but when R_p^2 and PCP are considered, Model B is preferred. An examination of the coefficient estimate for the X_2Y_1 term in Model A reveals that it is not significantly different from zero. Hence, the higher likelihood ratio statistic may be due to the spurious effect caused by the inclusion of an irrelevant variable in the model.

The low ranking of Model D, which has the cost variable deflated by family income, is rather disappointing since one would expect that the higher the family income, the smaller would be the burden of a high cost mode; i.e., automobile. Perhaps, for the same reasons that we discussed in conjunction with inclusion of the family income as a socioeconomic variable,

TABLE 2

Comparison of Several Competing Models

Model	LRS	R^2_p	PCP	No. Obs.
A	378.965	.70946	85.892	241
B	378.644	.70968	86.307	241
C	373.198	.70057	85.477	241
D	238.942	.67675	84.472	161
E	374.174	.69665	84.647	241

the deflation of the cost data with the family income variable may be inappropriate.

Finally, the question of whether to exclude automobile passenger data from estimation of the model parameters was investigated. One would expect that the automobile costs that an automobile passenger bears would be at least lower than that of a car owner driving alone. Indeed, McFadden stated that in one of his recent studies, he divided the automobile cost for car-pool riders by the number of persons in the car, and increased the automobile trip time by five minutes. Hence, it seems plausible to treat automobile passengers separately from automobile drivers.

We decided to test the appropriateness of treating automobile passengers separately by comparing two models: one treating automobile passengers as if they drove a car, and pooling their data with those of car drivers; and the other excluding automobile passengers from the data set. The results are given below:

	<u>LRS</u>	<u>R²_p</u>	<u>PCP</u>	<u>N</u>
Auto Passengers Included	378.644	.70968	86.307	241
Auto Passengers Excluded	353.880	.70315	85.398	226

The results are rather unexpected. Even if we disregard the likelihood ratio statistic because of the difference in sample size, both the coefficient of determination and the percent correctly predicted indicate that the model performed better when automobile passenger data were pooled with those of automobile drivers, treating passengers as if they actually drove the car themselves. In addition, the t-statistics for parameter estimates were all higher when the data were pooled. Perhaps, this paradox could be explained

in terms of the psychological costs that automobile passengers incur from lack of privacy, loss of flexibility in route selection, and timing conflicts. As a result, the subjective cost of trips borne by automobile passengers may well be equal to the actual outlays of car drivers. In view of the difficulty that public agencies have had in persuading automobile drivers to join car-pools during the recent energy crisis, this interpretation seems appropriate. Accordingly, the data for automobile passengers are pooled with those of automobile drivers in this study.

For the various reasons discussed above, Model B was adopted as the individual demand submodel for this study. Thus, the submodel is a disaggregate multinomial logit model having three alternative modes (automobile, bus, and walking). It incorporates total trip time, total trip cost, and occupation status as explanatory variables. The model also differentiates the coefficient of the trip time variable by occupation status.

Computation was performed on the CDC 6400 computer at Northwestern University's Vogelback Computing Center by using a general purpose multinomial logit program written by the author. A copy of the program, named ESTLOG, is attached as Appendix A. The estimates of the model parameters are given in Table 3, and the estimates of the model are given in Table 4.

As shown in Table 3, most of the parameter estimates are significant at the 5% level. One exception is the estimate of $c_{3,1}$, which is significant at the 10% level. The signs of the estimated coefficients are all correct. The coefficients b_1 and b_3 are those associated with the time and cost variables, respectively. However, b_2 is the dummy coefficient for the time variable associated with Job Class 1, which includes

TABLE 3

Parameter Estimates for
Individual Demand Submodel

Variable	Logit Estimator	Stan. Error	T-Stat.
Time b_1	-.13941	.02106	-6.61850
Time b_2	.07541	.03103	2.43040
Cost b_3	-.02418	.00365	-6.63331
Job $c_{2,1}$	-.92316	.51557	-1.79054
Job $c_{3,1}$	-2.76311	1.11905	-2.46916
		(*)	(0)
Log L		-75.44350	-264.76556
PCP		86.30705	33.33333
D.F.		477	477
LRI		378.64412	
R^2_p		.70968	

(*) denotes the value at convergence, and (0) the value when parameters are all zero.

TABLE 4

Individual Demand Submodel

$$P_{i1} = \frac{1}{1 + e^{Z_{i2}} + e^{Z_{i3}}}; \quad P_{ij} = \frac{e^{Z_{ij}}}{1 + e^{Z_{i2}} + e^{Z_{i3}}} \quad j \neq 1$$

(1) Exponent term for Professionals, Administrators, and Skilled Blue Collar Workers

$$Z_{i2} = \frac{-.06400}{(.02406)} (T_{i2} - T_{i1}) - \frac{.02418}{(.00365)} (C_{i2} - C_{i1})$$

$$-2.76311$$

$$(.51557)$$

$$Z_{i3} = \frac{-.06400}{(.02406)} (T_{i3} - T_{i1}) - \frac{.02418}{(.00365)} (C_{i3} - C_{i1})$$

$$-2.76311$$

$$(1.11905)$$

(2) Exponent term for White Collar and Unskilled Blue Collar Workers

$$Z_{i2} = \frac{-.13941}{(.02106)} (T_{i2} - T_{i1}) - \frac{.02418}{(.00365)} (C_{i2} - C_{i1})$$

$$Z_{i3} = \frac{-.13941}{(.02106)} (T_{i3} - T_{i1}) - \frac{.02418}{(.00365)} (C_{i3} - C_{i1})$$

The number in parentheses is the standard error of estimate.

professionals, administrators, and skilled blue collar workers (PAB). Thus, when the time coefficient is being estimated in the model for PAB's, b_2 must be added to b_1 . $c_{2,1}$ and $c_{3,1}$ show the relative bias of PAB's between car and bus, and between car and walking, respectively. The negative signs indicate that PAB's prefer cars over both bus and walking when trip times and costs of modes are identical.

In Table 4, the individual demand submodels are given by occupation class. Z_{i2} is the exponent term associated with mode 2 (bus), and Z_{i3} is the term associated with mode 3 (walking). The coefficient for the time variable in the model for professionals, administrators and skilled blue collar workers was derived, as mentioned previously, by adding b_1 and b_2 . Its standard error was obtained by summing the respective variances and covariances, and taking the square root.

d. Summary

In this section, a new disaggregate multinomial mode-choice logit model was discussed. The model incorporates new features such as replacement of the constant term with socioeconomic variables, and inclusion of the dummy coefficients for mode-related variables. This last feature enables estimation of separate slope coefficients for different socioeconomic groups. Indeed, with an appropriate combination of dummy coefficients and dummy variables, the model has the capacity to combine into a single model several models which otherwise would have necessitated stratification of the data.

The theoretical presentation of the model was followed by a discussion of the source and nature of the data. In selecting the form of the submodel to be incorporated into the present study, we investigated the theoretical

plausibility of using various model structures, tested the pertinence of variables, and compared the ability of several competing models to duplicate the base year observations. The result was to adopt a submodel which has a disaggregate multinomial logit form, and which incorporates total trip time with its dummy coefficient, total trip cost, and occupation status as explanatory variables. Upon estimation of the model parameters, it was confirmed that the selected submodel had the highest statistical significance for parameter estimates among the competitors.

Section 4

MARKET DEMAND SUBMODEL

a. Existing Trip Distribution Models

In this section, the various limitations of existing gravity and other trip distribution models are first discussed, and then the error minimizing doubly constrained gravity model is discussed. After discussion of the source and nature of data, the market demand submodel is described.

There are a large number of trip distribution models. They include traditional gravity models, entropy maximizing gravity models, intervening opportunity models, growth factor models, probabilistic distribution models, and structural models.

The traditional gravity model has the following general form:

$$(15) \quad T_{ij} = \frac{a_i^p P_j}{d_{ij}^b},$$

where T_{ij} : The number of trips made from zone i to zone j .

P_i, P_j : The population in zone i and zone j , respectively.

d_{ij} : The distance between the two zones.

a, b : The structural parameters.

There are various criticisms of this model. The criticism most pertinent to the purpose of the present study is that the forecast of trip flows made with this model does not meet the row sum and column sum conditions. That is, the sum of estimates of T_{ij} by destination may not be equal to the number of people known to have left origin i , and also the sum of T_{ij} by origins may not give the estimate equal to the number of people known to have arrived in zone j . In addition, this model (15) is nonresponsive to policy changes since it does not include system variables in its formulation.

In recent years, the traditional model has been modified in several ways. In its present form, as incorporated into the UMTA UTPS software package [32], the model assumes the following form:

$$(16) \quad T_{ij}^e = T_i^e \frac{T_j^e f_{ij}^e}{\sum_j T_j^e f_{ij}^e},$$

where

e : The trip purpose

T_i, T_j : The trip generation results.

f_{ij} : An arbitrary function of travel time.

In this formulation, some of the weaknesses have been removed by imposing the row sum condition. However, the model can still make a prediction where the number of workers arriving in a given zone exceeds the number employed there. Secondly, even though the travel time is incorporated in the model,

the model essentially remains nonresponsive to policy changes, since the cost variable is not included.

In recent years, a new form of gravity model, called the entropy maximizing model, has been introduced by A.G. Wilson [52, 53, 54]. This model has the following form:

$$(17) \quad T_{ij} = A_i B_j O_i D_j f(c_{ij}) \quad ,$$

where $A_i = \left[\sum_j B_j D_j f(c_{ij}) \right]^{-1} \quad ,$

$$B_j = \left[\sum_i A_i O_i f(c_{ij}) \right]^{-1} \quad .$$

O_i : The number of trips originated in i .

D_j : The number of trips terminated in j .

$f(c_{ij})$: A generalized cost function; e.g., a linear sum of trip costs, travel time, and excess travel time.

The model (17) is subjected to three constraints. Two of these are $\sum_j T_{ij} = O_i$ and $\sum_i T_{ij} = D_j$. These constraints are imposed by means of terms A_i and B_j . The third constraint is:

$$(18) \quad \sum_{i,j} T_{ij} c_{ij} = C \quad ,$$

which states that society's budget for total travel is constant.

The parameters of the model are estimated by maximizing the objective function:

$$(19) \quad \log w(T_{ij})$$

subject to the three constraints above. Here, $w(T_{ij})$ is defined as:

$$(20) \quad w = \frac{T!}{\prod_{i,j} T_{ij}!} \quad .$$

This model nullifies the objections raised against previous models, and can be made policy responsive by an appropriate formulation of the generalized cost function. However, it raises two new problems. One is the constraint on society's travel budget. There is no justification for such a constraint in the real world. The second problem is that when the objective function is maximized, it tends to estimate the parameters of the model in such a way that every cell of the trip distribution matrix has equal entry. That is, T_{ij} will be equal for all i and j , since only then is the objective function w maximized. This problem is partially solved by imposing the row sum and column sum constraints, but not sufficiently to duplicate the base year conditions. An example will help illustrate this.

Assume that the base year trip distribution is as given in Table 5A. Solving the maximization problem without a cost constraint will then lead to the distribution given in Table 5B. Both Tables 5A and 5B satisfy the row sum and column sum constraints. Now, the ratio of $w(B)$ and $w(A)$ is given by:

$$(21) \quad \frac{w(B)}{w(A)} = \frac{\frac{20!}{8!4!4!4!}}{\frac{20!}{10!2!2!6!}} = \frac{75}{4} .$$

Since $w(B)$ is greater than $w(A)$, the model will estimate the distribution in Table 5B unless the cost constraint is imposed. Therefore, the fixity of society's travel budget seems to be absolutely essential to replicate the base year distributions. The problem, however, occurs when O_i and D_j increase. Assuming nonzero intrazonal travel costs, as O_i or D_j increases, we would expect more people to travel between zones. However, unless C is increased

TABLE 5

Entropy Maximizing Model and
Trip Distributions

A

From	To		Total O_i
	1	2	
1	10	2	12
2	2	6	8
Total D_j	12	8	20

B

From	To		Total O_i
	1	2	
1	8	4	12
2	4	4	8
Total D_j	12	8	20

or c_{ij} is lowered at the same time, the model will predict that less people will travel than before, because there are more people to whom the travel budget must be allocated. Thus, the levels of C and c_{ij} determine success or failure of prediction under this model. The model, however, does not say how C and c_{ij} are determined.

In the intervening opportunity models, the number of trips made from zone i to zone j is defined as a product of the number of trip makers leaving zone i and the probability that a trip will end in zone j . In this formulation, possible destination zones are arranged in increasing order of either distance or time of travel from the origin, and this ordering plays a crucial role. No changes in relative trip time will alter the trip distribution unless there is also a change in the ordering of destination zones. Hence, these models are not policy sensitive. Furthermore, in order to maintain the internal consistency of the model when the row sum constraints are imposed, it is recommended that these models be applied to zones with populations of at least 100,000 [41].

In growth factor models, prediction of trip distribution for a future year is made by adjusting the base year trip distribution matrix with some growth factor which is estimated from the ratio of expected future year and base year zonal totals. Consequently, these models implicitly assume either that the transportation system has no influence on the trip distribution or that the transportation system remains unchanged [41]. Therefore, by construction, these models are incapable of reflecting changes in transport variables, and hence are nonresponsive to policy changes.

The structural model of trip distribution [7] uses a convex programming approach to estimate future flows of trip-makers between zones. Specifically,

the method minimizes the distance between $f_{ij}d/0_iD_j$ and $f_{ij}^0d^0/0_i^0D_j^0$, while imposing the row sum condition $\sum_j(0_iD_j/d - f_{ij})=0$, and the column sum condition $\sum_i(0_iD_j/d - f_{ij})=0$. Here, f_{ij}^0 and f_{ij} are the base year and future year flow of trip-makers from zone i to zone j , and 0_i^0 and 0_i are the base year and future year total departures from zone i . D_j^0 and D_j are the base year and future year total arrivals in zone j , while d^0 and d are base year and future year total trips; i.e., $d^0 = \sum_i 0_i^0 = \sum_j D_j^0$ and $d = \sum_i 0_i = \sum_j D_j$. The model, however, does not contain any trip cost or trip time variables, and hence it is not responsive to policy changes.

Probabilistic distribution models [11] use a transition probability matrix to estimate the number of trips made from zone i to zone j . The model is given by

$$(22) \quad t_{ij} = 0_i P_{ij}, \text{ for all } i \text{ and } j,$$

where t_{ij} is the number of trip-makers going from zone i to zone j ; 0_i is the total departures from zone i ; and P_{ij} is the transition probability defined by the conditional probability $P(D_j|0_i)$ that a person who originates in zone i will travel to zone j . If the base year flow matrix $\{t_{ij}^0\}$ is known, then the transition probability P_{ij} may be estimated by

$$(23) \quad P_{ij} = t_{ij}^0/0_i^0.$$

These models also provide a means for computing the transition probabilities by incorporating various motives, as shown in (24).

$$(24) \quad P_{ij} = P(D_j|0_i) = \sum_{k=1}^K P(D_j|0_i, m_k) P(m_k|0_i),$$

where m_k is the k -th motive. By definition of the transition matrix, this model satisfies the row sum conditions, but the column sum condition is not imposed.

Furthermore, as formulated, the model can accommodate only one class of "motives" at a time, such as one way classification by age group. As the number of classes of "motives" increases, the computation of the conditional probability becomes increasingly complex. Finally, if continuous system variables are added to the model to make it policy responsive, it becomes necessary to provide for an enormously large number of "motive" cells so that every meaningful combination of values of system variables may be assigned to a cell, and the corresponding conditional probabilities will have to be estimated. It seems that the models that are designed to use continuous variables, such as gravity models, are more suited for building policy responsive trip-distribution models.

Finally, there are a number of aggregate models which are designed to estimate simultaneously trip generation, trip distribution, and modal split. They include the abstract transport model introduced by Quandt and Baumol [33,34] and other similar models. The common characteristic of these models is that the explanatory variables enter the model in product form. As a result, it is implicitly assumed that the elasticity of demand for modes with respect to the explanatory variables is constant. This is a rather implausible assumption, since it implies that as the trip cost declines, or as the level of income rises, the demand for modes will rise without limit.

These shortcomings can be corrected by imposing row sum and column sum constraints on the trip distribution matrix. However, imposing the row sum and column sum constraints removes the trip generation aspect of the models, and they are reduced to aggregate trip distribution and modal choice models. Concerning simultaneous estimation of mode and destination choices, a preferred approach seems to be to treat these decision processes separately

as has been done in this study. The rationale is to incorporate a disaggregate behavioral model into our model as a submodel, and to make full use of its high efficiency in predicting individual modal choice behavior.

The discussion above has shown that trip distribution and other pertinent aggregate models currently in existence do not adequately meet the standard desired for the present study. Specifically, a trip distribution model is needed which has the following characteristics: (1) the model must contain a sufficient number of transport variables to make it policy responsive; (2) the prediction based on the model must reflect the competition among various possible origins and destinations; (3) the prediction must be consistent with total zonal departures and arrivals; and (4) the model must be capable of being interfaced with the modal choice model described in Section 3. The interfacing must reflect the simultaneity of mode choice and destination choice decisions of commuters. A discussion of the model which meets these requirements follows.

b. Error minimizing doubly constrained gravity model.

Consider a model of the following form:

$$(25) \quad Q_{ij} = \prod_k X_{ijk}^a \prod_m O_{im}^b \prod_n D_{jn}^c ,$$

$$(26a) \quad O_{i1} = \sum_j Q_{ij} ,$$

$$(26b) \quad D_{j1} = \sum_i Q_{ij} ,$$

where Q_{ij} : The flow of commuters from zone i to zone j during a given time period, say a day.

X_{ijk} : The k -th system variable such as the cost or time it takes to travel from i to j .

- O_{im} : The m-th variable that describes a characteristic of zone i, from which the trip originates. This may include such variables as size of labor force and population.
- O_{i1} : The first variable among O_{im} , specifically defined as the level of employed labor force.
- D_{jn} : The n-th variable describing a characteristic of zone j in which the trip terminates. This may include level of economic activities, employment, and population.
- D_{j1} : The first variable among D_{jn} , specifically defined as the level of employment.

The equations (25) and (26) constitute the basic model from which our market demand submodel will be derived.

In this study, we included two variables in X_{ijk} , the variables that describe the transport system. These are the composite cost of making a trip from zone i to zone j, and the composite time of doing so. The composite cost and time are the weighted averages of mode costs and mode times in traveling from i to j. The weights used are the proportion by which the total trips flow from i to j was divided among the various modes. As the descriptors of zone i, O_{im} , we initially considered the size of the employed labor force and the labor force composition, and for the descriptor of zone j, D_{jn} , we tried the industry composition and the level of employment. However, labor force composition at origin i and industry composition at destination j were later dropped to avoid multicollinearity among the variables. Hence, after

changing the variable symbols for easier identification, the basic model (25) and (26) become:

$$(27) \quad Q_{ij} = C_{ij}^a T_{ij}^b L_i^d E_j^e ,$$

$$(28a) \quad L_i = \sum_j Q_{ij} ,$$

$$(28b) \quad E_j = \sum_i Q_{ij} ,$$

where Q_{ij} : The flow of commuters from zone i to zone j during a day.

C_{ij} : The composite cost of a trip from zone i to zone j .

T_{ij} : The composite time of a trip from zone i to zone j .

L_i : The size of the employed labor force in i .

E_j : The level of employment at j .

a, b, d, e are parameters.

As the model (27) is formulated, it is a market demand function for transportation in ij -th transport market, with C_{ij} and T_{ij} being "market price." L_i and E_j then act as the shift parameters that denote the size of the market. Therefore, changes in policy variables such as changes in bus fare and toll charges would affect the demand for transport service through the composite cost. Improvement of highway conditions that reduces driving time would influence the demand through the composite time variable. Therefore, the model is policy responsive.

The elasticities of trip volumes Q_{ij} for model (27) with respect to its component variables can be expressed as in equations (29a) - (29d). These relations are obtained by imposing constraint (28b) on the model as given in equation (30).

$$(29a) \quad \frac{\partial Q_{ij}}{\partial C_{ij}} \frac{C_{ij}}{Q_{ij}} = (1 - P_{ij}) \left[a + \frac{P_{ij} (1 - P_{ij}) L_i a d}{E_j} \right],$$

$$(29b) \quad \frac{\partial Q_{ij}}{\partial T_{ij}} \frac{T_{ij}}{Q_{ij}} = (1 - P_{ij}) \left[b + \frac{P_{ij} (1 - P_{ij}) L_i b d}{E_j} \right],$$

$$(29c) \quad \frac{\partial Q_{ij}}{\partial E_j} \frac{E_j}{Q_{ij}} = (1 - P_{ij}) e^2 \left[\sum_{m=1}^N P_{mj} (1 - P_{mj}) L_m \right],$$

$$(29d) \quad \frac{\partial Q_{ij}}{\partial L_i} \frac{L_i}{Q_{ij}} = 1,$$

where $P_{ij} = Q_{ij} / \sum_j Q_{ij}$. Other terms are as defined previously. Except for the labor force elasticity (29d), which has a value of one, all elasticities change with the value of the variables. Specifically, both the cost elasticity (29a) and the time elasticity (29b), which are negative, reduce to 0 as the trip cost and trip time approach zero. They approach coefficients a and b in the model, respectively, as the cost and time variables increase without limit. Employment elasticity (29c) is positive, but moves in an opposite direction to that of changes in level of employment.

Moreover, imposition of the row sum and column sum constraints (28a) and (28b) assures that the competition among various origins and destinations is reflected in the modes and eliminates the possibility of such inconsistencies as more commuters leaving for work from a given zone than there are people living in it or more commuters arriving for work in j than are employed there.

The theoretical justification for a gravity model of this type rests on the fact that there is aggregation over job markets. At the individual level, a commuter may be seen as maximizing his own welfare by selecting that destination which gives him the highest level of satisfaction in terms of resources

sacrificed. Thus, if alternative destinations offer identical levels of satisfaction in all respects, but differ in the cost and time required to reach them, he would choose that destination which involves the least cost and time. Therefore, his action may well be predicted by spatial linear programming.

When welfare maximizing individuals (those whose occupations are different and who hence have different welfare maximizing work destinations) are assigned to spatially delineated zones and aggregated, then the apparent phenomenon of "cross-commuting" is observed. This cross-commuting is not due to the irrationality of trip-makers (indeed they are acting very rationally at the individual level), but it is due to aggregation over job groups. As one tries to duplicate the aggregate behavior of the commuters for the base period by applying spatial linear programming, the optimization process will completely eliminate the phenomenon of cross-commuting. The error here is application of the optimization process at the aggregated level, which implicitly assumes homogeneity of the work force, rather than at the individual level where it is appropriate. Hence, for prediction at the aggregated level, the gravity model, which is capable of duplicating base period observations, is preferred over the spatial linear programming approach.

In estimating the parameters of the model, the row sum condition was first imposed by dividing (27) by (28a) as in (30):

$$(30) \quad \frac{Q_{ij}}{L_i} = \frac{C_{ij}^a T_{ij}^b E_j^e}{\sum_j C_{ij}^a T_{ij}^b E_j^e},$$

The column sum condition was also imposed by dividing (27) by (28b) as in (31):

$$(31) \quad \frac{Q_{ij}}{E_j} = \frac{C_{ij}^a T_{ij}^b L_i^d}{\sum_i C_{ij}^a T_{ij}^b L_i^d} .$$

Equations (30) and (31) were then squared and summed over all zonal pairs to derive equations (32) and (33):

$$(32) \quad S_0 = \sum_{i,j} \left[\frac{Q_{ij}}{L_i} - \frac{C_{ij}^a T_{ij}^b E_j^e}{\sum_j C_{ij}^a T_{ij}^b E_j^e} \right]^2 ,$$

$$(33) \quad S_D = \sum_{i,j} \left[\frac{Q_{ij}}{E_j} - \frac{C_{ij}^a T_{ij}^b L_i^d}{\sum_i C_{ij}^a T_{ij}^b L_i^d} \right]^2 .$$

These are the objective functions used to estimate the parameters of the model. In (32), S_0 signifies that it is the objective function obtained by imposing the origin constraint (28a), while in (33), S_D denotes that it is obtained similarly by imposing the destination constraint. Since the objective functions are nonlinear in parameters, their estimation requires minimization of the functions using a nonlinear programming technique.

Once the parameters are estimated, two sets of forecasts of Q_{ij} will be estimated from:

$$(34) \quad Q_{ij}^0 = \frac{\hat{C}_{ij}^a \hat{T}_{ij}^b \hat{E}_j^e}{\sum_j \hat{C}_{ij}^a \hat{T}_{ij}^b \hat{E}_j^e} L_i ,$$

$$(35) \quad Q_{ij}^D = \frac{C_{ij}^{\hat{a}} T_{ij}^{\hat{b}} L_i^{\hat{d}}}{\sum_i C_{ij}^{\hat{a}} T_{ij}^{\hat{b}} L_i^{\hat{d}}} E_j .$$

Generally, the two sets of estimates Q_{ij}^0 and Q_{ij}^D do not agree. The difference is adjusted by taking the average of equations (34) and (35) for each ij pair, and by applying the Furness iteration method to assure that the constraints are satisfied.

Another approach also was tried, which expresses the objective function in the following way:

$$(36) \quad S = \sum_{i,j} \left[\frac{Q_{ij}}{L_i} - \frac{C_{ij}^a T_{ij}^b E_j^e}{\sum_j C_{ij}^a T_{ij}^b E_j^e} \right]^2 + \sum_j \lambda_j \left[E_j - \sum_i \frac{C_{ij}^a T_{ij}^b E_j^e L_i}{\sum_j C_{ij}^a T_{ij}^b E_j^e} \right]^2 ,$$

where λ_j is an externally assigned penalty value. Even though convergence was achieved after a few iterations, the resulting estimates of Q_{ij} were far from duplicating the base year values; therefore, this approach was dropped from further considerations. It was suspected that because of the manner in which the constraints are imposed in (36), the objective function lost its strict convexity, and the solution converged to a local optimum rather than to a global optimum.

c. Source and Nature of Data

The data for estimating the parameters of the market demand submodel were obtained from the 1970 Census of Population Journey to Work Report [45].

The reported data is based on a 15% sample adjusted to represent the total population. The report shows the number of workers, and their characteristics, who traveled from one subunit to another subunit in metropolitan areas with populations of 250,000 or more. In the report, cities with populations of 50,000 or more are individually identified, while those cities with populations under 50,000 are aggregated as "remainder of county." For instance, for the Chicago Metropolitan Area, which consists of 6 counties, the report identifies 17 cities of over 50,000 and 6 "remainder of county" units.

For all combinations of pairs of these subunits, the report tabulates by direction of flow the number of workers who traveled, the mode they chose, their socioeconomic attributes such as sex, age, race, family relationship, education, occupation, industry groups, and earnings. Data also exist for travel within each subunit.

In this study, fourteen cities in the Chicago Metropolitan Area were identified. Data on commuters who traveled from any one city to another among the fourteen were tabulated. Excluded from consideration was the city of Chicago proper. In a gravity model, or any aggregated model, the distance between cities is generally measured from city center to city center. However, the city of Chicago is spatially aggregated into only one large unit, and it was decided that no meaningful measure of distance between Chicago and other cities in the study area could be developed. Despite the exclusion of Chicago from the study, the validity of the study results will not be affected since the model is independent of city designations. The study results will apply equally to Chicago if the data for its subdivisions which are similar in size to suburban cities become available.

For the fourteen cities included in the study, the data were tabulated for the number of commuters by mode they selected in reaching their place of employment. Modes included private automobile (as driver); private automobile (as passenger); bus; subway, elevated train or railroad; walked to work; worked at home; and other means including taxicabs. Also tabulated were the proportion of professionals, administrators and skilled blue collar workers among the commuters who traveled between a given city pair in each direction. The stratification of commuters by such a job classification was done to assure conformity with the occupational class adopted in the individual demand submodel.

The tabulated results of commuters by mode were next given minor adjustments of the following types. (1) When the frequency for "walked to work" between two cities which are beyond normal walking distance was nonzero, it was assumed to be a reporting error, and the data were distributed among other modes according to the proportion in which commuters chose those modes. (2) Similarly allocated among other modes were those observations under "others including taxicabs," on the assumption that taxicabs were not a normal means of commuting. (3) In the case of workers who were reported to be commuting to cities other than their own, and yet classified under "worked at home," it was assumed that their normal place of work was as indicated by destination, but on the day of census taking, they worked at home. Hence, these were again distributed among other modes in the same manner. (4) In case of intracity commuters who are classified under "worked at home," it was assumed again that these observations included those who normally worked away from home, but on the day of census taking they worked at home as in

Case (3) above. We, therefore, decided to isolate these individuals from those whose place of work was actually at home. In so doing, the average "worked at home" to the total commuter ratio was computed for those who worked outside their own cities. This ratio was then multiplied to the total intracity commuters for each city, and the number for those whose normal place of work was away from home but who worked at home on the day of census taking was derived. They were subtracted from the reported frequency of "worked at home" for intracity workers, and assigned to other modes according to the proportion in which modes were used in that city.

Next, the automobile driving time between cities were estimated by measuring the distance between city centers by road segments, then by applying different driving speeds to each road segment according to the traffic condition, and by aggregating the resulting driving time for all road segments. For automobile driving costs, 10¢ per mile cost was applied to the distance between city centers, and whatever toll charges that were applicable were added. Bus and rapid transit commuting time, whenever such service existed, were estimated by applying the average speed of mode on each route to the segment of commuting routes applicable, and by aggregating over the entire commuting route. Added to this were one half bus or transit headway for waiting time; access-egress time of 6 minutes computed at average walking distance of 800 ft. at both ends of the trip and at walking speed of 3 miles per hour; and walking time when transfers were involved. Bus and rapid transit speeds by route were estimated from bus and rapid transit schedules. Bus and transit fares were also obtained from the CTA History of Fares, and from the records of the Illinois Commerce Commission for suburban

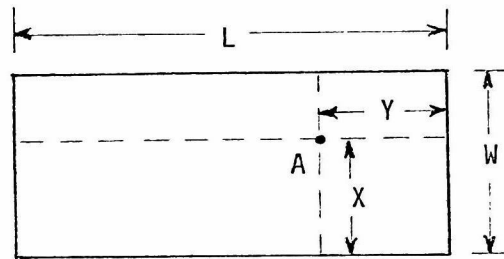
buses. Finally, walking time was computed at a walking speed of 3 miles per hour, and walking cost was assumed to be zero. Train time and cost were ignored because the proportion of commuters taking trains between suburban cities was very small, and hence would have a negligible influence on the composite time and cost.

In the case of intracity commuters, the average distance was estimated by assuming uniform distribution of commuters within the city limits, and by assuming that the place of employment was located at the city center. A general formula for this is given by:

$$(37) \quad \text{Av. Dist.} = \frac{1}{3} \{ [1 - 2C(1-C)] L + [1 - 2D(1-D)] W \},$$

where the symbols are defined by:

- A = Place of Employment
- L = Length
- W = Width
- C = Y/L
- D = X/W



In a special case, when the place of employment is located at the city center, as is assumed in this study, (37) reduces to $(L + W)/6$. Once the average commuting distance within the city was derived, the time and cost of modes were estimated in the same manner for intercity commuters.

The composite commuting time between and within cities was derived as the weighted average of mode times using the percentage of times that various modes were used by commuters as weights. The composite costs were also estimated in the same manner.

In estimating the parameters of the market demand submodel, automobile passengers were pooled with automobile drivers on the basis of the findings

in Section 3. In addition, when the data for those who "worked at home" were pooled with the data for those who "walked to work," better estimation results were obtained than when they were excluded. The model estimated using the pooled data set produced the "percent correctly predicted" score of 89.9% and the coefficient of determination in frequency of .96218. On the other hand, when the data for those who "worked at home" were excluded, the resulting model had the scores of 88.7% and .95441, respectively. As such, these data were pooled and the commuting time and cost of those who "walked to work" were assigned.

d. Estimation

Estimation of the parameters for the market demand submodel (34) and (35) was performed again on the CDC 6400 computer at Northwestern's Computing Center, using the computer program written for this purpose by the author. A copy of the program called GRAVITY is attached as Appendix B.

The estimates of the parameters are presented in Table 6. These estimates were obtained using data for six cities. Cities that were excluded were located beyond the normal commuting distance in relation to each other, and the trip frequencies among them were mostly zero.

The estimates are not statistically significant at the 5% level. However, the signs of the estimates are all correct, and both the origin-constrained and destination-constrained models "predicted" 92% of the base year observations correctly, and had the coefficient of determination in frequency of .978 and .976, respectively.

In Table 7, the estimates of commuter trip frequencies among six cities for the base year are presented. These estimates were obtained as discussed

TABLE 6
 Parameter Estimates for Market Demand Submodel
 Q_{ij}^D

Para.	Coeff.	S.E.	T-Stat.	Coeff.	S.E.	T-Stat.
a	-1.50713	1.67730	-.89854	-1.60875	2.76648	-.58152
b	-.32653	5.46997	-.05969	-.81565	5.82389	-.14005
d	.97311	4.19361	.23205			
e				1.59602	4.33886	.36784
PCP		92.076			91.725	
R_f^2		.97579			.97784	

TABLE 7
 Trip Distribution
 (Predicted)

		To						Total
		1	2	3	4	5	6	Total
1	From	5,631	1,444	10	21	217	18	7,341
2		1,405	9,727	24	83	389	41	11,669
3		9	18	8,165	126	30	104	8,453
4		21	50	130	13,230	58	2,844	16,333
5		240	390	30	39	5,403	43	6,146
6		15	26	88	2,865	39	6,513	9,546
Total		7,321	11,656	8,447	16,365	6,136	9,564	59,488

earlier by taking a simple average of frequencies predicted by both origin-constrained and destination-constrained models, and by six iterations of the Furness method to impose the row sum and column sum constraints. Table 7 may be compared with the actual trip frequencies observed, which are given in Table 8. From these tables, it can be observed that the column constraints are not satisfied, suggesting that it would take more than six iterations of the Furness method to achieve the desired results. Nevertheless, the model performs well in that it predicts 89.9% of the observations correctly, and has the coefficient of determination of .96218.

Finally, it is noted that in the gravity model, the commuter flow is expressed as a function of the size of the employed labor force, the level of employment, and the cost and time of commuting between cities. As such, the model is quite general in its applicability, and the parameter estimates performed well in predicting the trip frequencies whether the number of cities was more or less than the number used to estimate the model.

e. Summary

In this section, a brief survey of the existing trip-distribution models was presented and their pertinence to the present study was discussed. The error minimizing doubly constrained gravity model, which successfully solves the limitation of the existing trip-distribution models, was introduced; and the source and nature of the data were discussed. We then presented the estimates of the model parameters, and found that the model performed well in duplicating the base year conditions. The next section is concerned with interfacing the two submodels developed in Sections 3 and 4.

TABLE 8
 Trip Distribution
 (Actual)

		To						Total
		1	2	3	4	5	6	Total
1	From	3,494	3,092	114	14	558	49	7,321
2		1,020	9,974	86	21	432	123	11,656
3		13	70	7,537	179	35	613	8,447
4		8	28	174	14,351	46	11,758	16,365
5		212	553	116	40	5,104	111	6,136
6		0	69	227	1,598	17	7,653	9,564
Total		4,747	13,786	8,254	16,203	6,192	10,307	59,489

From

Section 5

AGGREGATION FUNCTION

As will be seen in Section 6, the submodels developed in this study have been used in the following sequence. First, the individual demand submodel was used to predict the modal share of commuter traffic between two cities. The estimates of mode market shares were then used to calculate the composite cost and composite time, which in turn was applied to the market demand submodel to estimate the commuter market demand for transport service. Finally, the estimated commuter market demand was allocated among various modes in proportion to commuters' modal choice prediction.

A difficulty arises, however, in predicting the modal share for the market from the individual demand submodel, which is in disaggregate form. It is known that substituting the mean value of the transport variables (such as average cost and time for the market) leads to valid prediction of mode market share only if the model is linear in the variables involved. However, as we have already seen, the disaggregate model adopted in this study is in logit form, and hence is nonlinear in the variables included. The disaggregate demand model was estimated in such a manner as to give the predicted probability close to 1 when a particular mode was chosen, and near zero otherwise. Hence, a simple substitution of mean values for transport cost and time faced by an "average" individual in the market will lead to an exaggerated prediction of market share either toward one mode or the other depending on the distribution of the variables. The objective of this section is to provide a means of solving such aggregation issues.

Koppelman, in his recent paper, discusses five aggregation procedures used in estimating the aggregate mode share from the disaggregate model. They include: enumeration, summation/integration, statistical differentiation, classification, and naive procedures [15]. The method of aggregation available to a researcher depends to a large extent upon availability and nature of the data. In this study, we have adopted a procedure which combines a modified and simplified version of the statistical differential procedure and the classification procedure.

The statistical differential method proceeds by linearizing the disaggregate model by using a Taylor series expansion, and then obtaining the weighted average or expectation over the group for which the prediction is being made. This approach requires estimation of the moments of distribution of the transport and socioeconomic variables. It is known that the series tends to be unstable when the variables are highly dispersed.

In this study, the aggregation function, still unspecified but expressed as a function of the estimates of mode share derived from the disaggregate model, was approximated by use of a Taylor series expansion about some fixed value. In this case, since the partial derivatives of all orders are evaluated at the fixed value, they reduced to constants. When such a function is rearranged and simplified, the market modal share expressed as a polynomial function of the mode share estimated from the disaggregate model is derived. The classification procedure is used in this study to weight the mode share estimated from the disaggregate model by the proportion of commuters in various occupation classes. The latter, as previously noted, were derived from the 1970 Population Census Journey to Work Report.

Before deciding which form of aggregation function to adopt, three different aggregation functions were estimated, and the results were compared. They included: (1) The direct aggregate market share model which estimates a logit model by using the mean value of independent variables and the frequencies of modes chosen, and directly estimates the mode market share. (2) In the naive-statistical differential approach the initial mode share is estimated from the disaggregate model using the mean value of independent variables and the proportion of professionals, administrators and skilled blue collar workers (PAB) as the socioeconomic variable. The resulting probabilities were then used as independent variables of the aggregation function. In this case, separate polynomial functions of the 4th degree were estimated for each mode, and the results were normalized to assure that the mode shares would sum to unity. (3) The classification-statistical differential approach is similar to the naive-statistical differential approach, except that the initial mode shares were estimated for each job class from the disaggregate model, and the results were weighted by the job proportions before estimating the aggregation function.

On comparing the three methods of deriving the aggregation function, it was found that the third approach gave the best results in terms of the coefficient of determination in probability ($R_p^2 = .952892$), closely followed by the second method ($R_p^2 = .952629$), with the first approach being last ($R_p^2 = .923886$). For this reason, the third approach was used to estimate the aggregation function, which has the following form:

$$(38) \quad S_m = \frac{S_m^*}{\sum_m S_m^*},$$

$$(39) \quad S_m^* = a_0 + a_1 P_m + a_2 P_m^2 + a_3 P_m^3 + a_4 P_m^4 ,$$

- where
- S_m : Final estimate of the market share of mode m.
 - S_m^* : Estimate of the market share of mode m, obtained from the polynomial function.
 - P_m : Weighted average of the market shares of mode m, derived from the disaggregate model for each occupation class.
- a_0, a_1, a_2, a_3, a_4 are parameters.

The estimates of the parameters of the aggregation function are given in Table 9.

Section 6

METHOD OF PREDICTING THE DEMAND FOR BUS SERVICE IN SUBURBS AND SATELLITE CITIES OF METROPOLITAN AREAS

In the preceding three sections, the individual demand submodel predicting individual mode choice, the market demand submodel for transport service, and the aggregation function to interface the two submodels were presented. Using a few examples, this section discusses methods of estimating the work-trip demand for bus service in suburbs and satellite cities of metropolitan areas on the basis of the submodels and the aggregation function estimated. In order to facilitate discussion, the Flow Chart for the forecasting method is presented in Figure 1.

TABLE 9

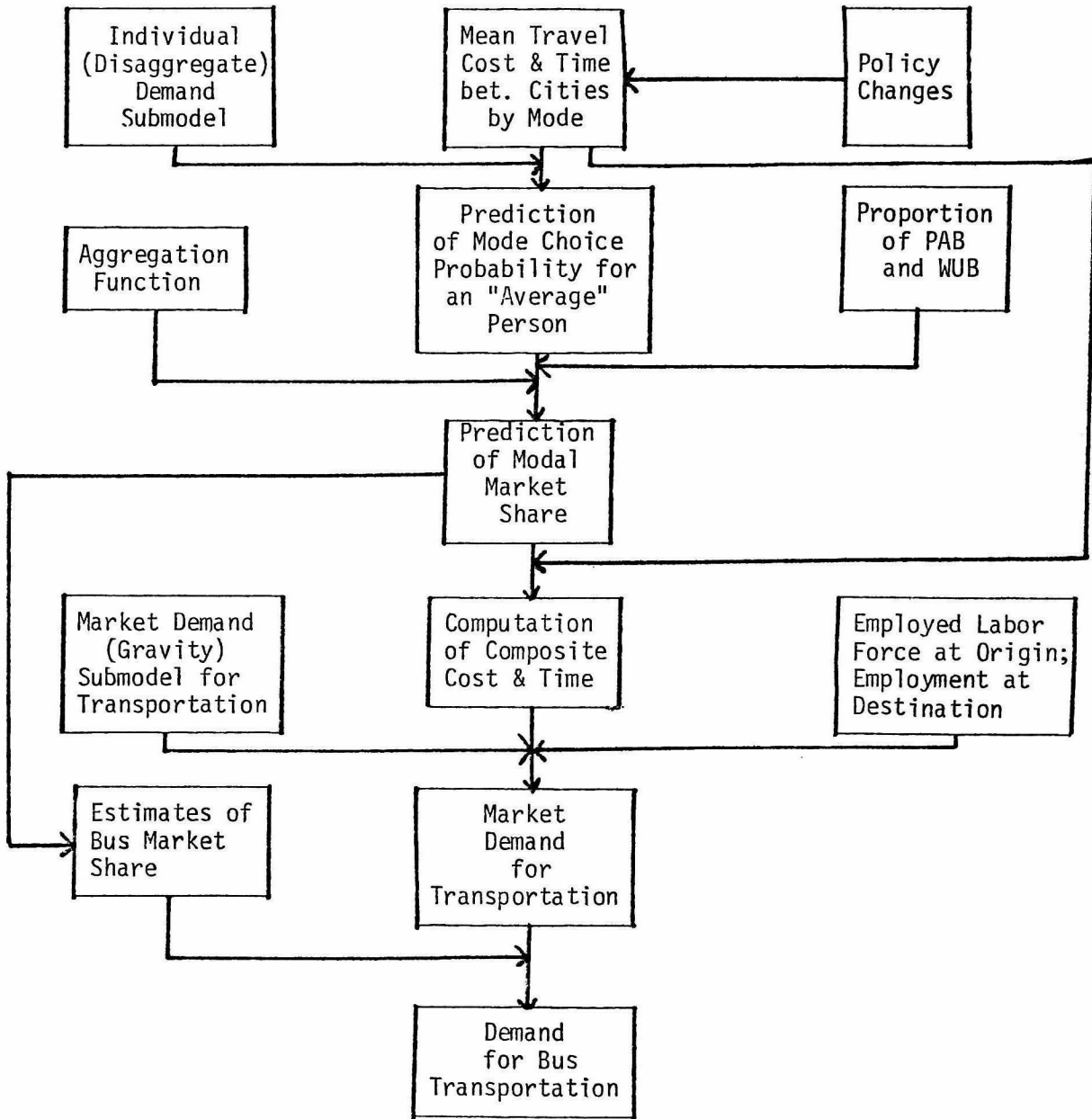
Parameter Estimates for
Aggregation Function

Para.	Car	Bus	Walk
a ₀	1.52855 (2.05552)	.21211 (4.56396)	.01440 (.92845)
a ₁	-7.31059 (-1.02466)	-2.21352 (-2.27023)	3.21067 (.41905)
a ₂	25.34278 (-1.17762)	10.74582 (1.87881)	-29.64260 (-.04366)
a ₃	-33.72604 (-1.31761)	-18.67146 (-1.61553)	946.42417 (.05762)
a ₄	15.02305 (1.42900)	10.55681 (1.45725)	-4272.34375 (-.03604)

The numbers in parentheses are t-statistics.

FIGURE 1

Flow Diagram for Forecasting
Work Trip Demand for Bus Transportation



PAB = professionals, administrators and skilled blue collar workers
WUB = white collar and unskilled blue collar workers

a. Estimating the Effect of Policy Changes on Demand for Bus Service

For estimating the effect of policy changes on demand for bus service, the following steps are taken:

- (1) Estimate or specify the magnitude of policy changes such as the amount of changes in bus fare.
- (2) Compute new average cost and time by mode for study area by incorporating the new bus fares.
- (3) Compute the proportion of professionals, administrators, and skilled blue collar workers in various commuting groups. This may be derived from the previous census data.
- (4) Estimate the probability with which an "average" person among professionals, administrators, and skilled blue collar workers (PAB) would select various modes by substituting into the individual demand submodel the mode costs and times derived in (2) and a dummy value of 1 for the Job variable. Repeat the same process with a dummy value of 0 for the Job variable to estimate the probability with which modes are selected by an "average" individual among white collar and unskilled blue collar workers (WUB). An option to perform these operations, including data processing and card punching, is available in the computer program ESTLOG attached as Appendix A.
- (5) Derive the weighted average of disaggregate probabilities by weighting the results of (4) by the proportion of PAB and WUB obtained in (3). Repeat the process for each mode.
- (6) Substitute the results of (5) into the aggregation function to estimate the mode market share for each commuting link being studied.

- (7) Compute the composite mode cost and mode time by obtaining the weighted average of the mode costs and mode times derived in (2) weighted by the mode market shares estimated in (6).
- (8) Obtain estimates on the level of employment and the size of the employed labor force at each community under study.
- (9) Substitute the results of (7) and (8) into the market demand submodel to estimate the flow by direction of commuters between city pairs.
- (10) Estimate the number of commuters taking the bus by multiplying the results of (9) by the market share for bus estimated in (6).
- (11) Finally, compare the results of (10) with the results of previous studies.

b. Predicting When Installation of Bus Service Becomes Economically Feasible

In this case, the process is:

- (1) Compute the minimum level of bus demand to make a given bus line economically feasible. This may be obtained by calculating the cost of running a proposed line and the average fares anticipated.
- (2) Generate time series of the level of employed labor force at the origin, and the level of employment at the destination as well as the average cost and time of traveling by each mode between the cities in the study area. In this case, the average cost of modes must be deflated by the average income index or the wage index to adjust for price and income changes over time. The average income index may be obtained by dividing the estimate of the median nominal income of commuters for future years by that of the base period; and similarly for the wage index.

- (3) On the basis of the data obtained in (2), estimate a time series of the demand for bus service under assumed conditions, and compare them with the minimum level needed for economic feasibility.
- (4) In forecasting such as this, it is important to recognize the fact that the demand for bus service is determined not only by changes in the level of service by the bus line itself, but also by changes in service level of other modes, such as toll charges, gasoline prices, parking fees. Hence, in generating the time series data on these variables, as many alternative scenarios as can be perceived should be considered.

In the above, by means of examples, we have demonstrated how the models presented in this report may be applied. Effects of other policy changes and changes in the transportation system on demand for bus transportation may be studied by appropriately modifying the above examples.

Section 7

SUMMARY AND RECOMMENDATIONS

In this report, a method of estimating the commuter demand for bus service in suburbs and satellite cities of metropolitan areas was developed. The basic approach was to estimate the mode market share from a disaggregate model, using the average cost and time of traveling by three modes: automobile, bus, and walking. The estimates of mode choice probabilities of an "average" person were then adjusted by the aggregation function to derive the market share of modes for commuting between cities. The mode shares were used for computation of the composite cost and composite time, these in turn were used

for estimation of the market demand for transportation. Mode shares were also used for allocating the market demand for commuter traffic to various modes.

The effectiveness of forecasting models such as this one depends largely upon the existing state of technical knowledge, availability and quality of data, and computational facilities. The report offers several innovations. They include:

(1) Discovery that simultaneous destination-mode-choice disaggregate logit models misclassify the destination choice of cross-commuters when they are present.

(2) Identification of a conceptual error in the entropy maximizing gravity model.

(3) Introduction of a disaggregate logit model which incorporates dummy variables and dummy coefficients. Thus, the model combines several models obtained by data stratification into a single model.

(4) Writing of the computer program to perform computation for the logit model of the above type. The program is also efficient in handling the socioeconomic variables in terms of reduced storage space and processing of data. It also has the facility to estimate the direct and cross-elasticities of demand.

(5) Introduction of the aggregation function to derive the market share of modes from the probabilities of mode choice made by an "average" person. The latter is estimated from the disaggregate model using average cost and time of alternative modes.

(6) Introduction of a gravity model which is policy responsive, and which

also reflects the competition among various origins and destinations.

(7) Writing of the computer program to perform computation for the gravity model of the above type.

Availability of data affected the structure of the present study in several ways:

(1) At the disaggregate level, lack of data on wages or individual income prevented deflating of the cost data. This, however, is a minor problem, since future data can be deflated with wage index or income index estimated by dividing the median income for the future year by that of the base period. Also, lack of data to indicate the level of comfort, such as degree of crowdedness, prevented inclusion of a comfort index into the model.

(2) At the aggregate level, absence of data on the distribution (i.e., variances and covariances) of the independent variables prevented application of other aggregation procedures to estimate market share of modes, and the error analysis of the forecast. The use of census data affected the study in several ways. Since the census data are published for cities of populations over 50,000, many small cities had to be omitted in the estimation of the model. In the case of Chicago, it was omitted because no meaningful measure of distance between Chicago and its satellite cities could be developed for its high degree of spatial aggregation. This, however, is a minor problem since the gravity model estimated in the study is still valid and transferrable to other regions. However, the high degree of spatial aggregation in the Chicago data prevented the author from answering one question. That is: how to estimate the flow of commuters taking buses between Chicago and its satellite cities. To answer this question, we need disaggregated

data of the city of Chicago so that its subunits would be of about the same size as its satellite cities.

(3) Finally, the data used for estimation of the individual demand submodel were collected in the summer of 1969, and that used to estimate the market demand submodel in April, 1970. When data for other times of the year become available, it is recommended that the model presented in this study be reestimated to examine for the presence of seasonal bias due to data.

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APPENDIX A

ESTLOG:

Computer Program for
Individual Demand Submodel


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PROGRAM ESTLOG (INPUT,OUTPUT,PUNCH,TAPE85=INPUT,TAPE86=OUTPUT)      LOGG
003 DIMENSION ARRAY(300,45)                                           LOGG
003 INTFGER ARRAY                                                       LOGG
003 DIMENSION B0(10),B1(10),B2(10),BZ(10),FG0(10),FG1(10),FG2(10),   LOGG
1FG3(10),FGZ(10),FH0(10,10),FH1(10,10),FH2(10,10),FHV(10,10),     LOGG
2DIRS(10),S4S(10),LX(10),MX(10),SE(10),TV(10),NAX(10),NBY(10)      LOGG
003 COMMON /AA1/ X(300,4,4),Y(300,10),NOVA(300,4),P(300,4),         LOGG
1ANAME(300,10),JSUM(300),W4(4),JFAC(100)                             LOGG
003 COMMON /AA2/ AR(100),BXR(10),CYP(4,10),VECR(10),HEXR(10,10),    LOGG
1S1R(4),T1R(4),W1R(4),XMN(4,4),YMN(10),XMB(4,4),CMN(10),          LOGG
2XE(4,4,4),YE(4,10)
003 COMMON /AA3/ NBZ(300,30),NXCD(8),NYCD(8),NRCD(8,6)               LOGG
003 COMMON /AA4/ NAME(45),LOCECS(45),NYHOW(10),NYSC(10,10),NALTD(4),  LOGG
1NALT(4,4),NIZ(35),SCLZ(35),NARG(35),NAMB(10),ITRF(10,14),        LOGG
2ITRC(10,14),LZN(30),S5(10),NN(30),NCH1(3),NCH2(3),MFI(16)       LOGG
003 EQUIVALENCE (ARRAY(1,1),X(1,1,1))                                LOGG
003 4 FORMAT (*1*)                                                    LOGG
003 READ (85,1) IOP,ICD,NPP,NEL,NPCH                                  LOGG
021 IF (NPCH.NE.1) GO TO 117                                          LOGG
023 WRITE (86,25)                                                     LOGG
027 25 FORMAT (*1*,4X,80HTHIS IS A PUNCHING OPERATION, PREPARING THE DATA LOGG
1 FOR TYPE 2 OR TYPE 3 OPERATION.)
027 GO TO 116
030 117 WRITE (86,20) IOP                                             LOAD
036 20 FORMAT (*1*,4X,13HTHIS IS TYPE ,I1,1X,10HOPERATION.)        LOAD
036 GO TO (113,114,115), IOP                                         LOAD
045 113 WRITE (86,21)                                                 LOAD
051 21 FORMAT (/4X,86H(1) IT ESTIMATES THE COEFFICIENTES OF A LOGIT MOD LOAD
1EL USING A MAXIMUM LIKELIHOOD METHOD,/9X,93HBY APPLYING THE NEWTON LOAD
2-HIGA ALGORITHM OF UNCONSTRAINED OPTIMIZATION IN NONLINEAR PROGRAM LOAD
3HING./79X,72HTHE ESTIMATION MAY BE PERFORMED WITH OR WITHOUT SOCIO LOAD
4ECONOMIC VARIABLES,/9X,36HWITH OR WITHOUT DUMMY VARIABLES, AND/9X, LOAD
554HWITH OR WITHOUT DUMMY CCEFFICIENTS FOR MODE VARIABLES.)        LOAD
051 WRITE (86,22)                                                     LOAD
055 22 FORMAT (/4X,86H(2) IT COMPUTES THE MODE CHOICE PROBABILITIES, AN LOAD
10 THE DIRECT- AND CROSS-ELASTICITIES/9X,40HOF MODE CHOICE AT MEAN LOAD
2OF THE VARIABLES.)                                                LOAD
055 GO TO 116                                                         LOAD
056 114 WRITE (86,21)                                                 LOAD
062 WRITE (86,23)                                                     LOAD
066 23 FORMAT (/4X,74H(2) IT COMPUTES THE PROBABILITIES, AND THE DIRECT LOAD
1- AND CROSS-ELASTICITIES/9X,55HOF MODE CHOICE FOR EXTERNALLY SUPPL LOAD
2IED VARIABLE VALUES.)                                            LOAD
066 GO TO 116                                                         LOAD
067 115 WRITE (86,24)                                                 LOAD
073 24 FORMAT (/4X,74H(1) IT COMPUTES THE PROBABILITIES, AND THE DIRECT LOAD
1- AND CROSS-ELASTICITIES/9X,74HOF MODE CHOICE, USING EXTERNALLY SU LOAD
2PLIED CCEFFICIENT AND VARIABLE VALUES.)                          LOAD
073 116 IF (ICP.EQ.3) GO TO 205                                       LOAD
075 IF (ICD.EQ.2) GO TO 206                                       LOGG
077 READ (85,1) NO3,NVAR,NOFT,ND1                                     LOGG
113 GO TO 207                                                         LOGG
114 206 READ (85,1) NO3,NVAR,NOFT,(NCH1(I),I=1,3),(NCH2(I),I=1,3),ND1 LOGG
144 1 FORMAT (8I10)                                                  LOGG
144 207 READ (85,2) (MFT(I),I=1,NOFT)                                LOGG
157 2 FORMAT (8A10)                                                  LOGG
157 READ (85,2) (NAME(I),I=1,NVAR)                                   LOGG

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72      NEND=0
73      DO 101 I=1,NOB
75      READ (85,MFT) (ARRAY(I,J),J=1,NVAR)
102     IF (EOF,85) 102,103
102     WRITE (86,3) I
103     3 FORMAT (4X,27HNO DATA FOR OBSERVATION NO., I5)
104     GO TO 1000
103     IF (ICD.EQ.1) GO TO 101
226     K1=NCH1(1)
230     L1=NCH2(1)
231     K2=NCH1(2)
233     L2=NCH2(2)
234     K3=NCH1(3)
236     L3=NCH2(3)
237     IF (ARRAY(I,K1) .NE.ARRAY(I,L1) .OR.ARRAY(I,K2) .NE.ARRAY(I,L2)
1.0R.ARRAY(I,K3) .GE.ARRAY(I,L3)) GO TO 104
267     GO TO 101
267     104 WRITE (86,5) I
275     5 FORMAT (4X,24HDATA FOR OBSERVATION NO., I5,2X,12HOC NOT MATCH)
275     NEND=1
276     101 CONTINUE
301     IF (NEND.EQ.1) GO TO 1000
303     105 K=1
C      *PUT DO 117 I=17,29* HERE
304     DO 106 I=1,NVAR
306     LOCECS(I)=K
310     106 K=K+NOB
313     DO 107 I=1,NVAR
315     CALL WRITEC (ARRAY(1,I),LOCECS(I),NOB)
321     107 CONTINUE
324     WRITE (86,10)
327     WRITE (86,10)
333     WRITE (86,6)
337     6 FORMAT (4X,44HTHE BASIC DATA HAVE BEEN SUCCESSFULLY LOADED)
337     WRITE (86,18) IOP,ICD,NPP,NEL,NPCH
355     18 FORMAT (//4X,4HIOP=,I5,2X,4HICD=,I5,2X,4HNPP=,I5,2X,4HNEL=,I5,2X,
15HNPCH=,I5)
355     IF (ICD.NE.1) GO TO 201
357     WRITE (86,19) NOB,NVAR,NOFT,ND1
373     19 FORMAT (//4X,4HNOB=,I5,2X,5HNVAR=,I5,2X,5HNOFT=,I5,2X,4HND1=,I5)
373     GO TO 202
374     201 WRITE (86,16) NOB,NVAR,NOFT,(NCH1(I),I=1,3),(NCH2(I),I=1,3),ND1
374     16 FORMAT (//4X,4HNOB=,I5,2X,5HNVAR=,I5,2X,5HNOFT=,I5,2X,5HNCH1=,3I5,
12X,5HNCH2=,3I5,2X,4HND1=,I5)
374     202 WRITE (86,17) (MFT(I),I=1,NOFT)
377     17 FORMAT (//4X,16HVARIAABLE FORMAT=//10X,10A10/10X,10A10)
377     WRITE (86,7) (I,I=1,10)
380     7 FORMAT ( // 4X,14HVARIAABLE NAMES//4X,10(6X,1H(,I2,1H)))
380     WRITE (86,8) (NAME(I),I=1,NVAR)
383     8 FORMAT (//10(4X,10A10//))
383     IF (ND1.EQ.0) GO TO 1001
384     ND1=23
385     IF (NVAR.LE.23) ND1=NVAR
385     WRITE (86,3) (I,I=1,ND1)
383     9 FORMAT (+1~,4X,10HBASIC DATA//11X,9(2X,1H(,I1,1H)),14(1X,1H(,I2,
11H)))
383     N=0
384     DO 109 I=1,NOB

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006		N=N+1	LOG04
010		IF (N.LE.5) GO TO 110	LOG04
012		WRITE (86,10)	LOG05
016	10	FORMAT (* *)	LOG05
016		N=1	LOG05
017	110	WRITE (86,11) I, (ARRAY(I,J), J=1,NDL)	LOG05
036	11	FORMAT (4X,1H(,I3,1H),2X,23I5)	LOG05
036	109	CONTINUE	LOG05
041		IF (NVAR.LE.23) GO TO 1001	LOG05
043		WRITE (86,12) (I,I=24,NVAR)	LOG05
055	12	FORMAT (*1*,4X,10HBASIC DATA//11X,23(1X,1H(,I2,1H)))	LOG05
055		N=0	LOG05
056		DO 111 I=1,NOB	LOG05
060		N=N+1	LOG06
062		IF (N.LE.5) GO TO 112	LOG06
064		WRITE (86,10)	LOG06
070		N=1	LOG06
071	112	WRITE (86,11) I, (ARRAY(I,J), J=24,NVAR)	LOG06
070	111	CONTINUE	LOG06
073	1001	MSTP=0	LOG06
074		READ (85,1) NALT,NX,NY,NZ,NCP,NDHOW,NCSTH,NBUS2,ND2,NCD	LOG06
074		IF (EOF,85) 410,411	LOG06
077	410	MSTP=1	LOG06
080		GO TO 1000	LOG07
081	411	NOBX=NOB	LOG07
083		ND=NX+(NALT-1)*NY	LOG07
087		NAL=NALT-1	LOG07
090		N2=ND*ND	LOG07
092	204	CALL PROCESS (NOB,NVAR,NALT,NX,NY,NZ,NOP,NDHOW,NCSTH,NBUS2,NT, 1MSTP,NCV,NAX,NBY,ND2,NCD,MX,NPCH)	LOG08
095		IF (MSTP.EQ.1) GO TO 1003	LOG08
097		CALL ESTIM (NALT,NAL,NX,NY,ND,NT,MSTP,NCD,NDHOW,INIT,N2,B0,B1,B2, 1BZ,FG0,FG1,FG2,FG3,FGZ,FH0,FH1,FH2,FHV,DIRS,S4S,LX,MX,FL3)	LOG09
097		IF (MSTP.EQ.1) GO TO 1000	LOG09
097	205	CALL RESULT (NALT,NAL,NX,NY,ND,NT,MSTP,NCD,NDHOW,INIT,N2,B0,B1, 1FG0,FG1,FH1,FH2,FHV,LX,MX,SE,TV,NAX,NBY,FL3,IOP,NPP,NEL)	LOG09
097		GO TO 1001	LOG09
097	1000	STOP	LOG10
097		END	LOG10

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SUBROUTINE PROCESS (NOB,NVAR,NALT,NX,NY,NZ,NOP,NDHOW,NCSTH,NBUS2,
1NT,MSTP,NDV,NAX,NBY,ND2,NCD,MX,NPCH)
DIMENSION NAX(10),NBY(10),MX(10)
COMMON /AA1/ X(300,4,4),Y(300,10),NDVA(300,4),P(300,4),
1ANAME(300,10),JSUM(300),W4(4),JFAC(100)
COMMON /AA2/ AR(100),BXR(10),CYR(4,10),VECR(10),HEXR(10,10),
1S1R(4),T1R(4),W1R(4),XMN(4,4),YMN(10),XMB(4,4),CMN(10)
COMMON /AA3/ NBZ(300,30),NXCD(8),NYCD(8),NRCD(8,6)
COMMON /AA4/ NAME(45),LCOECS(45),NYHOW(10),NYSO(10,10),NALTD(4),
1NALTX(4,4),NIZ(35),SCLZ(35),NARG(35),NAMB(10),ITRF(10,14),
2ITPC(10,14),LZN(30),S5(10),NN(30),NCH1(3),NCH2(3),MFT(16)
IF (NX.EQ.0 .OR. NY.EQ.0) GO TO 701
READ (85,2) NDV, (NAX(I),I=1,NX), (NBY(I),I=1,NY)
GO TO 702
701 IF (NX.EQ.0) GO TO 703
READ (85,2) NDV, (NAX(I),I=1,NX)
GO TO 702
703 READ (85,2) NDV, (NBY(I),I=1,NY)
702 IF (NY.EQ.0) GO TO 704
READ (85,1) (NYHOW(I),I=1,NY)
DO 301 I=1,NY
IF (NYHOW(I).EQ.0) GO TO 301
READ (85,1) (NYSO(I,J),J=1,8)
301 CONTINUE
704 IF (NX.EQ.0) GO TO 705
DO 302 I=1,NALT
302 READ (85,2) NALTD(I), (NALTX(I,J),J=1,NX)
GO TO 706
705 READ (85,2) (NALTD(J),J=1,NALT)
706 READ (85,2) (NIZ(I),I=1,NZ)
READ (85,3) (SCLZ(I),I=1,NZ)
READ (85,1) (NARG(I),I=1,NZ)
IF (NOP.EQ.0) GO TO 303
DO 304 I=1,NOP
READ (85,4) NAMB(I), (ITRF(I,J),J=1,14)
304 READ (85,5) (ITPC(I,J),J=1,14)
303 IF (NCD.EQ.0) GO TO 206
DO 362 I=1,NCD
362 READ (85,35) NXCD(I),NYCD(I), (NRCD(I,J),J=1,6)
35 FORMAT (2A10,6I10)
206 LZ=NX+NY+11
DO 300 I=1,LZ
300 LZN(I)=1
1 FORMAT (8I10)
2 FORMAT (8A10)
3 FORMAT (8F10.0)
4 FORMAT (A10,14I5)
5 FORMAT (10X,14F5.0)
NX1=NX
WRITE (86,17) NALT,NX,NY,NZ,NOP,NDHOW,NCSTH,NBUS2,ND2,NCD
17 FORMAT ('*1*',4X,13HCONTROL CODES,/4X,6X,4HNALT,8X,2HNX,8X,2HNY,8X,
12HNZ,7X,3HNOP,5X,5HNDHOW,5X,5HNCSTH,5X,5HNBUS2,7X,3HND2,7X,3HNCD//
24X,11I10)
IF (NX.EQ.0 .OR. NY.EQ.0) GO TO 605
WRITE (86,18) NDV, (NAX(I),I=1,NX), (NBY(I),I=1,NY)
18 FORMAT (/4X,12A10)
GO TO 607

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00077 605 IE (NX.EQ.0) GO TO 606
00080 WRITE (86,18) NOV, (NAX(I), I=1, NX)
00082 GO TO 607
00086 606 WRITE (86,18) NOV, (NBY(I), I=1, NY)
00091 607 IF (NY.EQ.0) GO TO 608
00096 WRITE (86,19) (NYHOW(I), I=1, NY)
00101 19 FORMAT (//4X, 5HNHYHOW, //4X, 12I10)
00106 GO 609 I=1, NY
00111 IF (NYHOW(I).EQ.0) GO TO 609
00116 WRITE (86,20) I, (NYSO(I, J), J=1, 10)
00121 609 CONTINUE
00126 20 FORMAT (//4X, 5HNYSO(, I2, 1H), /4X, 12I10)
00131 608 IF (NX.EQ.0) GO TO 610
00136 WRITE (86,21)
00141 21 FORMAT (//4X, 5X, 5HNALTO, 5X, 5HNALTX)
00146 DO 611 I=1, NALT
00151 611 WRITE (86,18) NALTO(I), (NALT(I, J), J=1, NX1)
00156 610 WRITE (86,22)
00161 22 FORMAT (//4X, 3HNIZ)
00166 WRITE (86,18) (NIZ(I), I=1, NZ)
00171 WRITE (86,23)
00176 23 FORMAT (//4X, 4HSCLZ)
00181 WRITE (86,24) (SCLZ(I), I=1, NZ)
00186 24 FORMAT (//4X, 12F10.3)
00191 WRITE (86,25)
00196 25 FORMAT (//4X, 4HNARG)
00201 WRITE (86,26) (NARG(I), I=1, NZ)
00206 26 FORMAT (//4X, 12I10)
00211 IF (NCP.EQ.0) GO TO 612
00216 WRITE (86,27)
00221 27 FORMAT (//4X, 6X, 4HNAMB, 6X, 4HITRF/20X, 4HITRC)
00226 DO 613 I=1, NOP
00231 WRITE (86,28) NAMB(I), (ITRF(I, J), J=1, 14)
00236 613 WRITE (86,29) (ITRC(I, J), J=1, 14)
00241 28 FORMAT (//4X, 4I0, 14I5)
00246 29 FORMAT (//4X, 10X, 14F5.1)
00251 612 IF (NCD.EQ.0) GO TO 378
00256 WRITE (86,36) (I, I=1, 6)
00261 36 FORMAT (//4X, 6X, 4HNXCD, 6X, 4HNYCD, 6(3X, 5HNRCO(, I1, 1H) /4X)
00266 DO 379 I=1, NCD
00271 379 WRITE (86,37) NXCD(I), NYCD(I), (NRCO(I, J), J=1, 6)
00276 37 FORMAT (4X, 2A10, 6I10)
00281 378 DO 306 I=1, NZ
00286 DO 306 J=1, NVAR
00291 IF (NIZ(I).NE.NAME(J)) GO TO 306
00296 CALL READC (NBZ(1, I), LOCECS(J), NOB)
00301 GO TO 305
00306 306 CONTINUE
00311 305 CONTINUE
00316 DATA NMA /10H DSTRP/
00321 DATA NMB /10H NBAV/
00326 DATA NMC /10H MODCH/
00331 DATA NMD /10H ZERO/
00336 DATA NME /10H NAAV/
00341 DATA NMF /10H ONE/
00346 N=0
00351 DO 307 I=1, NOB
00356 DO 308 J=1, NZ

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003 IF (NIZ(J).EQ.NMA) GO TO 309
246 IF (NBZ(I,J).EQ.-9.OR.NBZ(I,J).EQ.-8) GO TO 307
257 309 IF (NBUS2.EQ.J .AND. NIZ(J).EQ.NMB .AND. NBZ(I,J).EQ.2) GO TO 307
275 IF (NARG(J).EQ.1 .AND. NBZ(I,J).EQ.0) GO TO 307
306 IF (NARG(J).EQ.2 .AND. NBZ(I,J).LE.0) GO TO 307
320 IF (NDHOW.EQ.2 .AND. NIZ(J).EQ.NMC .AND. NBZ(I,J).EQ.12) GO TO 307
336 IF (NCSTH.EQ.1 .AND. NIZ(J).EQ.NME .AND. NBZ(I,J).NE.10) GO TO 307
354 IF (NCSTH.EQ.1 .AND. NIZ(J).EQ.NMB .AND. NBZ(I,J).NE.10) GO TO 307
372 308 CONTINUE
374 N=N+1
375 DO 1111 J=1,NZ
377 1111 NBZ(N,J)=NBZ(I,J)
+12 307 CONTINUE
+15 NT=N
+16 IF (NY.EQ.0) GO TO 720
+17 DO 401 J=1,NY
+21 IF (NYHOW(J).EQ.0 .OR. NYHOW(J).EQ.3) GO TO 401
+30 DO 402 K=1,NZ
+31 IF (NBY(J).EQ.NIZ(K)) GO TO 403
+35 402 CONTINUE
+37 GO TO 401
+37 403 KX=NYHOW(J)
+41 GO TO (411,412,401,411), KX
+51 411 DO 404 I=1,NT
+53 K1=NBZ(I,K)
+57 NBZ(I,K)=NYSO(J,K1)
+64 404 CONTINUE
+67 GO TO 401
+67 412 DO 405 I=1,NT
71 IF (NBZ(I,K).GE.NYSO(J,1).AND.NBZ(I,K).LT.NYSO(J,2)) GO TO 406
+65 NBZ(I,K)=0
+70 GO TO 405
+71 406 NBZ(I,K)=1
+75 405 CONTINUE
+77 401 CONTINUE
+79 720 IF (NOP.EQ.0) GO TO 310
+80 DO 311 I=1,NOP
+81 KX=ITRF(I,1)
+82 IF (KX.GE.4) GO TO 315
+83 GO TO (312,313,314), KX
+84 312 DO 316 J=1,NT
+85 K1=ITRF(I,3)
+86 S1=NEZ(J,K1)*SCLZ(K1)
+87 KX=ITRF(I,2)
+88 GO TO (201,202,203,204,205), KX
+89 201 ANAME(J,I)=S1**2
+90 GO TO 316
+91 202 ANAME(J,I)=SQRT(S1)
+92 GO TO 316
+93 203 ANAME(J,I)=1.0/S1
+94 GO TO 316
+95 204 IF (S1.EQ.0.0) S1=1.0E-10
+96 ANAME(J,I)=ALOG(S1)
+97 GO TO 316
+98 205 ANAME(J,I)=EXP(S1)
+99 316 CONTINUE
+100 GO TO 311
+101 313 DO 317 J=1,NT

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4	K1=ITRF(I,2)	PRO1
6	S1=NBZ(J,K1)*SCLZ(K1)*ITRC(I,2)	PRO1
5	IF (ITRF(I,3).EQ.6) GO TO 217	
0	K2=ITRF(I,4)	PRO1
1	S2=NBZ(J,K2)*SCLZ(K2)*ITRC(I,4)	PRO1
3	217 KX=ITRF(I,3)	PRO1
2	GO TO (211,212,213,214,215,216),KX	PRO1
4	211 ANAME(J,I)=S1+S2	PRO1
1	GO TO 655	PRO1
2	212 ANAME(J,I)=S1-S2	PRO1
7	GO TO 655	PRO1
0	213 ANAME(J,I)=S1*S2	PRO1
5	GO TO 655	PRO1
5	216 K1=ITRF(I,4)	PRO0
7	K2=NBZ(J,K1)	PRO1
3	K3=K2+5	PRO1
5	S2=ITRF(I,K3)*SCLZ(K1)*ITRC(I,4)	PRO1
4	214 ANAME(J,I)=S1/S2	PRO1
1	GO TO 655	PRO1
1	215 ANAME(J,I)=S1**S2	PRO1
0	655 IF (ITRF(I,5).NE.1) GO TO 317	PRO1
3	IF (ANAME(J,I).EQ.0.0) ANAME(J,I)=1.0E-10	PRO1
2	ANAME(J,I)=ALOG(ANAME(J,I))	PRO1
1	317 CONTINUE	PRO1
0	GO TO 311	PRO1
0	314 DO 318 J=1,NT	PRO1
2	K1=ITRF(I,2)	PRO1
4	K2=ITRF(I,4)	PRO1
6	K3=ITRF(I,6)	PRO1
7	S1=NBZ(J,K1)*SCLZ(K1)*ITRC(I,2)	PRO1
6	S2=NBZ(J,K2)*SCLZ(K2)*ITRC(I,4)	PRO1
6	S3=NBZ(J,K3)*SCLZ(K3)*ITRC(I,6)	PRO1
5	KX=ITRF(I,3)	
7	GO TO (221,222,223,224,225), KX	
7	221 S4=S1+S2	PRO1
1	GO TO 319	PRO1
2	222 S4=S1-S2	PRO1
4	GO TO 319	PRO1
5	223 S4=S1*S2	PRO1
7	GO TO 319	PRO1
0	224 S4=S1/S2	PRO1
2	GO TO 319	PRO1
3	225 S4=S1**S2	PRO1
7	319 KX=ITRF(I,5)	
1	GO TO (231,232,233,234,235), KX	
2	231 ANAME(J,I)=S4+S3	PRO1
7	GO TO 318	PRO1
0	232 ANAME(J,I)=S4-S3	PRO1
5	GO TO 318	PRO1
6	233 ANAME(J,I)=S4*S3	PRO1
3	GO TO 318	PRO1
3	234 ANAME(J,I)=S4/S3	PRO1
0	GO TO 318	PRO1
3	235 ANAME(J,I)=S4**S3	PRO1
7	318 CONTINUE	PRO1
2	GO TO 311	PRO1
2	315 N=ITRF(I,1)	PRO1
4	DO 320 J=1,NT	PRO1

56	DO 321 K=1,N	PRO
57	K1=ITRF(I,K+2)	PRO
63	321 S5(K)=NBZ(J,K1)+SCLZ(K1)*ITRC(I,K+2)	PRO
69	KX=ITRF(I,2)	
72	GO TO (241,242), KX	
77	241 ANAME(J,I)=0.0	PRO
83	DO 322 K=1,N	PRO
84	322 ANAME(J,I)=ANAME(J,I)+S5(K)	PRO
85	GO TO 323	PRO
86	242 ANAME(J,I)=1.0	PRO
87	DO 323 K=1,N	PRO
88	323 ANAME(J,I)=ANAME(J,I)*S5(K)	PRO
89	320 CONTINUE	PRO
90	311 CONTINUE	PRO
91	310 IF (NX.EQ.0) GO TO 601	PRO
92	DO 329 K=1,NALF	PRO
93	DO 330 L=1,NX	PRO
94	DO 331 I=1,NZ	PRO
95	IF (NALTX(K,L).EQ.NIZ(I)) GO TO 332	PRO
96	331 CONTINUE	PRO
97	DO 333 I=1,NOP	PRO
98	IF (NALTX(K,L).EQ.NAMB(I)) GO TO 334	PRO
99	333 CONTINUE	PRO
100	IF (NALTX(K,L).EQ.NMF) GO TO 1113	PRO
101	IF (NALTX(K,L).EQ.NMD) GO TO 332	PRO
102	MSTP=1	PRO
103	WRITE (86,16) NALTX(K,L)	PRO
104	16 FORMAT (//4X,8HVARIABLE,A10,14HDOES NOT EXIST)	PRO
105	GO TO 359	PRO
106	1113 DO 108 J=1,NT	
107	108 X(J,K,L)=1.0	
108	GO TO 330	
109	332 DO 335 J=1,NT	PF
110	IF (NALTX(K,L).NE.NMD) GO TO 1112	PF
111	X(J,K,L)=0.0	PF
112	GO TO 335	PF
113	1112 X(J,K,L)=NBZ(J,I)*SCLZ(I)	PF
114	335 CONTINUE	PF
115	GO TO 330	PF
116	334 DO 336 J=1,NT	PF
117	336 X(J,K,L)=ANAME(J,I)	PF
118	330 CONTINUE	PRO
119	329 CONTINUE	PRO
120	IF (NCD.EQ.0) GO TO 709	PRO
121	DO 363 I=1,NCD	PRO
122	DO 364 J=1,NZ	PRO
123	IF (NYCD(I).EQ.NIZ(J)) GO TO 365	PRO
124	364 CONTINUE	PRO
125	WRITE (86,16) NYCD(I)	PRO
126	MSTP=1	PRO
127	GO TO 363	PRO
128	365 DO 366 K=1,NT	PRO
129	KX=NBZ(K,J)	PRO
130	366 NDVA(K,I)=NRCB(I,KX)	PRO
131	363 CONTINUE	PRO
132	IF (MSTP.EQ.1) GO TO 359	PRO
133	MN=0	PRO
134	DO 367 I=1,NCD	PRO

775		DO 338 I=1,NZ	
776		IF (NBY(L).EQ.NIZ(I)) GO TO 339	PR
802	338	CONTINUE	PR
804		DO 340 I=1,NOP	PR
805		IF (NBY(L).EQ.NAMB(I)) GO TO 341	PR
811	340	CONTINUE	PR
814		IF (NBY(L).EQ.NMF) GO TO 339	PR
816		MSTP=1	PR
820		WRITE (86,16) NBY(L)	PR
826		GO TO 359	PR
832	339	IF (NYHOW(L).EQ.3.OR.NYHOW(L).EQ.4) GO TO 342	PR
842		M2=L+M1	PR
844		DO 343 J=1,NT	PR
845		Y(J,M2)=0.0	PR
850		IF (NBY(L).NE.NMF) GO TO 380	PR
854		Y(J,M2)=1.0	PR
860		GO TO 343	PR
868	380	Y(J,M2)=NBZ(J,I)*SCLZ(I)	PR
870	343	CONTINUE	PR
873		GO TO 337	PR
873	342	M2=L+M1	PR
875		DO 344 J=1,NT	PR
877		DO 345 K=1,5	PR
100	345	Y(J,M2+K-1)=0.0	PR
107		IF (NBZ(J,I).GT.5) GO TO 346	PR
115		N=NBZ(J,I)	PR
120		Y(J,M2+N-1)=1.0	PR
124	346	IF (NBZ(J,I).GT.M3) M3=NBZ(J,I)	PR
135	344	CONTINUE	PR
140		M1=M1+M3-2	PR
142		LZN(NX+1+L)=M3-1	PR
145		IF (L.EQ.NY) M2=L+M1	PR
150		GO TO 337	PR
151	341	M2=L+M1	PR
153		DO 347 J=1,NT	PR
155		Y(J,M2)=0.0	PR
157	347	Y(J,M2)=ANAME(J,I)	PR
158		337 CONTINUE	PR
160	602	GO TO (251,251,252,252), NDHCW	PR
165	251	DO 324 J=1,NALT	PR
165		DO 324 I=1,NT	PR
206	324	NOVA(I,J)=0	PR
217		DO 325 K=1,NZ	PR
220		IF (NIZ(K).EQ.NDV) GO TO 326	PR
223	325	CONTINUE	PR
225		MSTP=1	PR
226		WRITE (86,16) NDV	PR
234		GO TO 359	PR
240	326	DO 327 I=1,NT	PR
242		L=NBZ(I,K)/10	PR
250	327	NOVA(I,L)=1	PR
256		GO TO 328	PR
256	252	DO 256 J=1,NALT	PR
260		DO 256 I=1,NT	PR
261	256	NOVA(I,J)=0	PR
272		DO 257 J=1,NALT	PR
273		DO 258 K=1,NZ	PR
274		IF (NALT(J).EQ.NIZ(K)) GO TO 259	PR

277	258	CONTINUE	PRO1
301		MSTP=1	PRO1
302		WRITE (86,16) NALTO(J)	PRO1
310		GO TO 257	PRO1
314	259	DO 260 I=1,NT	PRO1
316	260	NOVA(I,J)=NBZ(I,K)	PRO1
331	257	CONTINUE	PRO1
334	328	IF (MSTP.EQ.1) GO TO 359	PRO1
337		GO TO (351,352,351,352),NDHOW	PRO2
347	351	WRITE (86,6) NDV	PRO2
355	6	FORMAT (*1*,4X,14HPROCESSED DATA//4X,21HDEPENDENT VARIABLE IS,A10,15X,26H(INCLUDES AUTO PASSENGERS))	PRO2
355		GO TO 353	PRO2
361	352	WRITE (86,7) NDV	PRO2
367	7	FORMAT (*1*,4X,14HPROCESSED DATA//4X,21HDEPENDENT VARIABLE IS,A10,15X,26H(EXCLUDES AUTO PASSENGERS))	PRO2
367	353	IF (NX.EQ.0) GO TO 603	PRO2
374		WRITE (86,8) (NAX(I),I=1,NX)	PRO2
413	8	FORMAT (//4X,38HMODE RELATED INDEPENDENT VARIABLES ARE,//14X,1 9(A10,3X),//14X,9(A10,3X))	PRO2
413	603	IF (NY.EQ.0) GO TO 604	PRO2
420		WRITE (86,9) ((NBY(I),LZN(I+NX+1)),I=1,NY)	PRO2
446	9	FORMAT (//4X,40HSOCIO-ECONOMIC INDEPENDENT VARIABLES ARE,//14X,1 9(A10,1H(I,1,1H)),//14X, 9(A10,1H(I,1,1H)))	PRO2
446		N=0	
447		DO 650 I=1,NY	
454	650	N=N+LZN(NX+I+1)	
461		IF (N.EQ.NY) GO TO 651	
462		DO 652 I=1,NY	
463		J=NY-I+1	
465		M1=LZN(NX+J+1)	
470		DO 653 M=1,M1	
471		NBY(N)=NBY(J)	
475		N=N-1	
477	653	CONTINUE	
601	652	CONTINUE	
604	651	S=0.0	
605	604	NY=M2	PRO2
606		NXY=NX+NY	PRO2
610		IF (NY.EQ.0) GO TO 101	PRO2
611		DO 733 K=1,NY	RES2
612		S=S.0	RES2
613		N=0	RES2
614		DO 734 I=1,NT	RES2
615		N=N+1	RES2
617	734	S=S+Y(I,K)	RES2
625	733	YMN(K)=S/N	RES2
632	101	DO 354 I=1,30	PRO2
634	354	NN(I)=I	PRO2
637		IF (NPCH.NE.1) GO TO 103	
641		DO 104 I=1,NT	
642		IF (NX.EQ.0) GO TO 105	
643		DO 106 J=1,NALT	
644	106	PUNCH 38, I,J,(X(I,J,K),K=1,NX)	
650	105	IF (NY.EQ.0) GO TO 104	
651		N=NALT+1	
653		PUNCH 38, I,N,(Y(I,K),K=1,NY)	
650	104	CONTINUE	

```

337 38 FORMAT (I3,I2,5X,7F10.3)
637 MSTP=1
640 103 N=0
641 IF (ND2.EQ.0) GO TO 359
643 IF (NX.EQ.0.OR.NY.EQ.0) GO TO 614
650 IF (NXY.LE. 7) GO TO 355
652 WRITE (86,10) (NN(I),I=1, 7)
664 10 FORMAT (///9X,8X,2HDV,7(10X,2HX(,I2,1H))//4X)
664 DO 356 I=1,NT
671 WRITE (86,11) I,NOVA(I,1),(X(I,1,K),K=1,NX)
721 11 FORMAT (4X,1H(,I3,1H),I10, 7F15.5)
721 DO 357 J=2,NALT
726 357 WRITE (86,12) NOVA(I,J),(X(I,J,K),K=1,NX)
770 12 FORMAT (9X,I10, 7F15.5)
770 356 CONTINUE
773 WRITE (86,13) (NN(I),I=1,11)
804 13 FORMAT (///9X,7(10X,2HY(,I2,1H))//4X)
804 DO 358 I=1,NT
811 358 WRITE (86,14) I,(Y(I,K),K=1,NY)
843 14 FORMAT (4X/4X,1H(,I3,1H), 7F15.5)
843 GO TO 359
843 355 WRITE (86,15) (NN(I),I=1, 7)
855 15 FORMAT (///9X,8X,2HDV,7(11X,1H(,I2,1H))//4X)
855 DO 360 I=1,NT
862 WRITE (86,11) I,NOVA(I,1),(X(I,1,K),K=1,NX),(Y(I,K),K=1,NY)
127 DO 361 J=2,NALT
134 361 WRITE (86,12) NOVA(I,J),(X(I,J,K),K=1,NX)
176 360 CONTINUE
176 GO TO 359
176 614 IF (NX.EQ.0) GO TO 615
212 WRITE (86,10) (NN(I),I=1,NX)
221 DO 616 I=1,NT
226 WRITE (86,11) I,NOVA(I,1),(X(I,1,K),K=1,NX)
256 DO 617 J=2,NALT
263 617 WRITE (86,12) NOVA(I,J),(X(I,J,K),K=1,NX)
325 616 CONTINUE
330 GO TO 359
330 615 WRITE (86,30) (NN(I),I=1,NY)
350 30 FORMAT (///9X,8X,2HDV,7(10X,2HY(,I2,1H))//4X)
350 DO 618 I=1,NT
355 WRITE (86,11) I,NOVA(I,1),(Y(I,K),K=1,NY)
406 DO 619 J=2,NALT
413 619 WRITE (86,12) NOVA(I,J)
430 618 CONTINUE
433 359 RETURN
434 END

```

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SUBROUTINE LOGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NDHOW,INIT,NH,A,GRAD, LGT:
1HESSN,ALGL,NG) LGT0
022 DIMENSION A(10),GRAD(10),HESSN(10,10) LGT0
022 COMMON /AA1/ X(300,4,4),Y(300,10),NOVA(300,4),P(300,4), LGT0
1ANAME(300,10),JSUM(300),S1(4),JFAC(100) LGT0
022 COMMON /AA2/ AR(100),BX(10),CY(4,10),VEC(10),HEX(10,10),S1R(4), LG30
1T1(4),W1(4) LGT0
022 IFT=1 LGT0
023 IF (INIT.NE.0) GO TO 402 LGT0
024 IFT=0 LGT0
025 IF (NX.EQ.0) GO TO 403 LGT0
026 READ (85,1) (BX(I),I=1,NX) LGT0
045 403 IF (NY.EQ.0) GO TO 500 LGT0
052 DO 401 J=1,NAL LGT0
053 401 READ (85,1) (CY(J,I),I=1,NY) LGT0
100 1 FORMAT (8F10.5) LGT0
100 500 WRITE (86,2) LGT0
104 2 FORMAT ('1*,4X,17HLOG OF ITERATIONS) LGT0
104 WRITE (86,3) LGT0
110 3 FORMAT (/4X,28HINITIAL PARAMETER VALUES ARE/4X) LGT0
110 IF (NX.EQ.0) GO TO 404 LGT0
115 WRITE (86,4) ((I,BX(I)),I=1,NX) LGT0
136 4 FORMAT (/9X,7(5X,2H(,I2,2H)=,F6.3)/9X,7(5X,2H(,I2,2H)=,F6.3)/) LGT0
136 404 IF (NY.EQ.0) GO TO 405 LGT0
143 DO 406 I=1,NAL LGT0
144 406 WRITE (86,5) ((I,J,CY(I,J)),J=1,NY) LGT0
175 5 FORMAT (/9X,7(3X,2H(,I1,1H,,I2,2H)=,F6.3)/9X,7(3X,2H(,I1,1H,,
1I2,2H)=,F6.3)/4X) LGT0
175 405 N=0 LGT0
176 IF (NX.EQ.0) GO TO 703 LGT0
177 DO 701 I=1,NX LGT0
200 N=N+1 LGT0
202 701 A(N)=BX(I) LGT0
206 703 IF (NY.EQ.0) GO TO 704 LGT0
207 DO 702 I=1,NAL LGT0
211 DO 702 J=1,NY LGT0
212 N=N+1 LGT0
214 702 A(N)=CY(I,J) LGT0
224 704 S=0.0 LGT0
225 407 INIT=1 LGT0
227 GO TO 408 LGT0
227 402 N=0 LGT0
230 IF (NX.EQ.0) GO TO 409 LGT0
231 DO 410 I=1,NX LGT0
232 N=N+1 LGT0
234 410 BX(I)=A(N) LGT0
241 409 IF (NY.EQ.0) GO TO 408 LGT0
242 DO 411 J=1,NAL LGT0
244 DO 411 I=1,NY LGT0
245 N=N+1 LGT0
247 411 CY(J,I)=A(N) LGT0
257 408 S=0.0 LGT0
260 601 DO 503 I=1,NT LGT0
262 DO 412 J=1,NALT LGT0
263 S1(J)=0.0 LGT0
264 412 T1(J)=0.0 LGT0
267 DO 505 J=1,NAL LGT0

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270	IF (NX.EQ.0) GO TO 551	
271	DO 506 K=1,NX	LGT
272	506 S1(J)=S1(J)+X(I,J,K)*BX(K)	LGT
306	551 IF (NY.EQ.0) GO TO 505	LGT
307	DO 507 K=1,NY	LGT
311	507 T1(J)=T1(J)+Y(I,K)+CY(J,K)	LGT
325	505 CONTINUE	LGT
330	552 U=0.0	LGT
331	DO 508 J=1,NAL	LGT
333	W1(J)=S1(J)+T1(J)	LGT
336	W1(J)=EXP(W1(J))	LGT
342	508 U=U+W1(J)	LGT
352	P(I,1)=1.0/(1.0+U)	LGT
356	DO 509 J=2,NALT	LGT
357	509 P(I,J)=W1(J-1)/(1.0+U)	LGT
373	503 CONTINUE	LGT
376	ALGL=0.0	LGT
377	DO 510 I=1,NT	LGT
401	N=0	LGT
402	S=0.0	LGT
403	DO 511 J=1,NALT	LGT
404	N=N+NDVA(I,J)	LGT
410	U=ALCG(P(I,J))	LGT
417	511 S=S+NDVA(I,J)*U	LGT
433	JSUM(I)=N	LGT
435	510 ALGL=ALGL+S	LGT
441	IF (NDHOW.LE.2) GO TO 512	LGT
443	DO 513 I=1,NT	LGT
445	IF (IFT.EQ.1) GO TO 513	LGT
447	N=JSUM(I)	LGT
451	S=0.0	LGT
452	DO 515 L=1,N	LGT
453	U=L	LGT
454	515 S=S+ALOG(U)	LGT
466	T=0.0	LGT
467	DO 516 J=1,NALT	LGT
470	T1(J)=0.0	LGT
471	N=NDVA(I,J)	LGT
475	DO 517 L=1,N	LGT
476	V=L	LGT
477	517 T1(J)=T1(J)+ALOG(V)	LGT
512	516 T=T+T1(J)	LGT
516	JFAC(I)=S-T	LGT
522	513 ALGL=ALGL+JFAC(I)	LGT
527	512 IF (NG.EQ.0) GO TO 1000	LGT
531	IF (NX.EQ.0) GO TO 553	LGT
532	DO 518 K=1,NX	LGT
533	GRAD(K)=0.0	LGT
535	DO 519 I=1,NT	LGT
537	S2=0.0	LGT
540	S3=0.0	LGT
541	DO 520 J=1,NAL	LGT
542	S2=S2+NDVA(I,J+1)*X(I,J,K)	LGT
554	520 S3=S3+P(I,J+1)*X(I,J,K)	LGT
565	519 GRAD(K)=GRAD(K)+(S2-JSUM(I))*S3	LGT
575	518 CONTINUE	LGT
600	553 L=NX	LGT
601	IF (NY.EQ.0) GO TO 554	LGT

```

      DO 521 J=1,NAL
604      DO 522 K=1,NY
605      L=L+1
607      GRAD(L)=0.0
611      DO 523 I=1,NT
612      523 GRAD(L)=GRAD(L)+(NDVA(I,J+1)*Y(I,K)-JSUM(I)*P(I,J+1)*Y(I,K))
644      522 CONTINUE
647      521 CONTINUE
651      554 ND=L
652      606 IF (NH.EQ.0) GO TO 1000
654      DO 524 I=1,ND
655      DO 524 J=1,ND
656      524 HESSN(I,J)=0.0
666      DO 525 I=1,NT
667      IF (NX.EQ.0) GO TO 555
670      DO 526 K=1,NX
671      VEC(K)=0.0
672      DO 526 L=1,NX
674      526 HEX(K,L)=0.0
704      DO 527 K=1,NX
705      S=0.0
706      DO 528 L=1,NAL
710      528 S=S+P(I,L+1)*X(I,L,K)
725      527 VEC(K)=S
730      DO 529 M=1,NX
732      DO 529 N=1,NX
733      GO 530 L=1,NAL
734      530 HEX(M,N)=HEX(M,N)+P(I,L+1)*X(I,L,M)*X(I,L,N)
762      529 HESSN(M,N)=HESSN(M,N)-JSUM(I)*(HEX(M,N)-VEC(M)*VEC(N))
805      IF (NY.EQ.0) GO TO 525
806      K1=NX
807      L1=NX
810      DO 531 J=1,NAL
811      DO 532 L=1,NY
812      L1=L1+1
814      DO 533 K=1,NX
815      533 HESSN(K,L1)=HESSN(K,L1)-JSUM(I)*(P(I,J+1)*(X(I,J,K)-VEC(K))*Y(I,L)
      1)
854      532 CONTINUE
857      531 CONTINUE
861      DO 534 J=1,NAL
862      DO 534 K=1,NY
863      K1=K1+1
865      DO 535 L=1,NX
866      535 HESSN(K1,L)=HESSN(K1,L)-JSUM(I)*(P(I,J+1)*Y(I,K)*(X(I,J,L)-VEC(L))
      1)
822      534 CONTINUE
827      555 M1=NX
830      N1=NX
831      DO 537 J=1,NAL
833      DO 537 K=1,NAL
834      M1=NX+(J-1)*NY
840      DO 538 M=1,NY
842      M1=M1+1
844      N1=NX+(K-1)*NY
847      DO 538 N=1,NY
851      N1=N1+1
853      IF (J.EQ.K) GO TO 539

```

HESSN(M1,N1)=HESSN(M1,N1)+JSUM(I)*(P(I,J+1)*P(I,K+1)*Y(I,M)*Y(I,N)-
1)

202	GO TO 538	LG
202	539 HESSN(M1,N1)=HESSN(M1,N1)-JSUM(I)*(P(I,J+1)-P(I,J+1)*P(I,K+1)*Y(I,M)*Y(I,N)	LG
	1I,N)	LG
230	538 CONTINUE	LG
235	537 CONTINUE	LG
241	525 CONTINUE	LG
244	1000 RETURN	LG
245	END	LG


```

SUBROUTINE RESULT (NALT,NAL,NX,NY,NO,NT,MSTP,NOD,NCHCW,INIT,N2,DO, RESO
1B1,FG0,FG1,FH1,FH2,FHV,LX,MX,SE,TV,NAX,NBY,FL0,ICP,NPP,NEL) RESO
37 DIMENSION B0(10),B1(10),FG0(10),FG1(10),FH1(10,10),FH2(10,10), RESO
1FHV(10,10),LX(10),MX(10),SE(10),TV(10),NAX(10),NBY(10) RESO
37 COMMON /AA1/ X(300,4,4),Y(300,10),NOVA(300,4),P(300,4), RESO
1ANAME(300,10),JSUM(300),W4(4),JFAC(100) RESO
37 COMMON /AA2/ AR(100),BX(10),CY(4,10),VECR(10),HEXR(10,10),S1R(4), RESO
1 T1R(4),W1R(4),XMN(4,4),YMN(10),XMB(4,4),CMN(10),
2XE(4,4,4),YE(4,10)
37 COMMON /AA4/ NAME(45),LOGECS(45),NYHOW(10),NYSO(10,10),NALT0(4), LOGO
1NALTX(4,4),NIZ(35),SCLZ(35),NARG(35),NAMB(10),ITRF(10,14), LOGO
2ITRC(10,14),LZN(30),S5(10),NN(30),NCH1(3),NCH2(3),MET(16) LOGO
37 NDD=NO
40 IF (IOP.NE.3) GO TO 331 RESO
42 INIT=1 RESO
43 READ (85,26) NE,NALT,NX,NY RESO
57 26 FORMAT (8I10) RESO
57 NAL=NALT-1 RESO
64 IF (NX.EQ.0) GO TO 343 RESO
65 READ (85,27) (BX(I),I=1,NX) RESO
05 27 FORMAT (8F10.0) RESO
05 343 IF (NY.EQ.0) GO TO 107 LOAD
12 DO 332 J=1,NAL RESO
13 332 READ (85,27) (CY(J,I),I=1,NY) RESO
40 107 WRITE (86,35) NE,NALT,NX,NY LOAD
54 35 FORMAT (//4X,8X,2HNE,6X,4HNALT,8X,2HMX,8X,2HNY//4X,4I10) LOAD
54 110 WRITE (86,32) LOAD
60 32 FORMAT (///4X,36HEXTERNALLY SUPPLIED COEFFICIENTS ARE) LOAD
60 IF (NX.EQ.0) GO TO 113 LOAD
65 WRITE (86,33) ((I,BX(I)),I=1,NX) LOAD
06 33 FORMAT (//8X,6(2HB(,I1,2H)=,F12.5,3X)) LOAD
06 IF (NY.EQ.0) GO TO 114 LOAD
13 113 DO 112 J=1,NAL LOAD
15 112 WRITE (86,34) ((J,I,CY(J,I)),I=1,NY) LOAD
46 34 FORMAT (//8X,6(2HC(,I1,1H,,I1,2H)=,F10.5,3X)) LOAD
46 GO TO 114 LOAD
46 331 IF (NOD.EQ.3.OR.NOD.EQ.4) GO TO 601 RESO
56 WRITE (86,1) RESO
61 1 FORMAT (///4X,24HCONVERGENCE NOT ACHIEVED) RESO
61 602 WRITE (86,2) RESO
65 2 FORMAT (//4X,59HTHE FOLLOWING ARE THE ESTIMATES OBTAINED BEFORE T RESO
1ERMINATION/4X) RESO
65 IF (NX.EQ.0) GO TO 603 RESO
72 N=0 RESO
73 DO 606 I=1,NX RESO
74 N=N+1 RESO
76 606 BX(I)=B0(N) RESO
03 WRITE (86,4) ((I,BX(I)),I=1,NX) RESO
24 4 FORMAT (/9X,5(3X,2HB(,I2,2H)=,F15.6)//9X,5(3X,2HB(,I2,2H)=,F15.6)/ RESO
14X) RESO
24 603 IF (NY.EQ.0) GO TO 604 RESO
31 DO 607 J=1,NAL RESO
32 DO 607 I=1,NY RESO
33 N=N+1 RESO
35 607 CY(J,I)=B0(N) RESO
45 DO 605 I=1,NAL RESO
46 605 WRITE (86,5) ((I,J,CY(I,J)),J=1,NY) RESO

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377 5 FORMAT (/9X,5(2X,2HC(,I1,1H,,I1,2H)=,F15.6)/79X,5(2X,2HC(,I1,1H,,
RES
1I1,2H)=,F15.6)/4X) RES
377 604 GO TO 1000 RES
380 601 NH=1 RES
381 NG=1 RES
382 CALL LOGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NBPCW,INIT,NH,80,FG0,FH2,
RES
1FL0,NG) RES
382 IF (MPP.EQ.0) GO TO 333 RES
386 DO 152 I=1,NT RES
387 S=0.0 RES
388 GO 153 J=1,NALT RES
389 153 S=S+NOVA(I,J) RES
390 DO 154 J=1,NALT RES
391 154 ANAME(I,J)=NOVA(I,J)/S RES
392 152 CONTINUE RES
393 WRITE (86,77) (I,I=1,4),(J,J=1,4) RES
500 77 FORMAT(*1+,20X,47HCOMPARISON OF ACTUAL AND PREDICTED MODE CHOICES/
RES
1/4X,13HACTUAL CHOICE,37X,16HPREDICTED CHOICE//4X,4HMODE,1X,
RES
24(8X,1H(,I1,1H)),11X,4(8X,1H(,I1,1H))) RES
500 WRITE (86,78) RES
504 N=0 RES
505 DO 347 I=1,NT RES
512 N=N+1 RES
514 IF (N.NE.6) GO TO 348 RES
516 WRITE (86,78) RES
521 78 FORMAT (+ +) RES
521 N=1 RES
522 348 GO TO (102,102,103,104),NALT RES
535 102 WRITE (86,80) I,(ANAME(I,J),J=1,NALT),(P(I,J),J=1,NALT) RES
575 80 FORMAT (4X,1H(,I3,1H),2F11.5,33X,2F11.5) RES
575 GO TO 347 RES
601 103 WRITE (86,81) I,(ANAME(I,J),J=1,NALT),(P(I,J),J=1,NALT) RES
641 81 FORMAT (4X,1H(,I3,1H),3F11.5,22X,3F11.5) RES
641 GO TO 347 RES
645 104 WRITE (86,79) I,(ANAME(I,J),J=1,NALT),(P(I,J),J=1,NALT) RES
705 79 FORMAT (4X,1H(,I3,1H),4F11.5,11X,4F11.5) RES
705 347 CONTINUE RES
713 S=0.0 RES
714 T=0.0 RES
715 DO 160 I=1,NT RES
716 DO 160 J=1,NALT RES
717 S=S+(ANAME(I,J)-P(I,J))*2 RES
726 160 T=T+(ANAME(I,J)-1.0/NALT)**2 RES
740 R2P=1.0-S/T RES
743 WRITE (86,47) R2P RES
750 47 FORMAT (///4X,45HCOEFFICIENT OF DETERMINATION IN PROBABILITY =,
REL
1F15.6) RES
750 333 S=0.0 RES
751 DO 507 I=1,ND RES
756 DO 507 J=1,ND RES
757 507 FHV(I,J)=-FH2(I,J) RES
775 CALL MINV (FHV,ND,D,LX,MX,N2) RES
802 IF (D.NE.0.0) GO TO 731 RES
807 WRITE (86,6) RES
812 6 FORMAT (/8X,69HHESIAN SINGULAR AT CONVERGENCE, INDICATING EXTREME RES
1 MULTICOLLINEARITY) RES
812 GO TO 602 RES
816 731 T=0.0 RES

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017		NH=0	RESO
020		MSTP=0	ESQ
021		NG=1	RESO
022		CALL LCGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NDHOW,INIT,NH,BQ,FGG,FH2, 1FLO,NG)	RESO
040		KO=0	RESO
041	608	T=0.0	RESO
042		U=0.0	RESO
043		V=0.0	RESO
044		DO 609 I=1,NT	RESO
051		S=0.0	RESO
052		DO 610 J=1,NALT	RESO
054	610	S=S+NDVA(I,J)	RESO
064		JSUM(I)=S	RESO
067		DO 611 J=1,NALT	RESO
070		V=V+(NOVA(I,J)-P(I,J)*JSUM(I))*2	RESO
102	611	T=T+(NOVA(I,J)-P(I,J)*JSUM(I))*2/(P(I,J)*JSUM(I))	RESO
117		U=U+NAL*JSUM(I)	RESO
123	609	CONTINUE	RESO
125		IF (KO.EQ.1) GO TO 621	RESO
127		SRX2=T	RESO
130		CF=1.0	RESO
132		DF=U-ND	RESO
134		SR2=V	RESO
135		SR2M=V/DF	RESO
137		GO TO 622	RESO
137	621	SRX20=T	RESO
141		SR20=V	RESO
142		SR2M0=V/(U-ND)	RESO
145	622	S=0.0	RESO
146		T=0.0	RESO
147		DO 612 I=1,NT	RESO
150		T=T+JSUM(I)	RESO
153		IF (NDHOW.GT.2) GO TO 613	RESO
156		PC=P(I,1)	RESO
160		U=NOVA(I,1)	RESO
162		N=1	RESO
163		DO 614 J=2,NALT	RESO
164		IF (P(I,J)-PC) 614,616,617	RESO
172	616	U=U+NOVA(I,J)	RESO
177		N=N+1	RESO
181		GO TO 614	RESO
181	617	PC=P(I,J)	RESO
185		N=1	RESO
186		U=NOVA(I,J)	RESO
192	614	CONTINUE	RESO
195		S=S+U/N	RESO
198		GO TO 612	RESO
199	613	DO 618 J=1,NALT	RESO
203		U=NDVA(I,J)-P(I,J)*JSUM(I)	RESO
203	618	S=S+ABS(U)	RESO
204	612	CONTINUE	RESO
204		IF (KO.EQ.1) GO TO 623	RESO
205		PCP=S/T*100.0	RESO
207		GO TO 624	RESO
208	623	PCP0=S/T*100.0	RESO
209		DO 625 I=1,ND	RESO
209		31(I)=0.0	RESO

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256      DO 625 J=1,ND
260      625 31(I)=B1(I)+FH1(I,J)*FG1(J)
277      GO TO 626
277      624 DO 619 I=1,ND
301      S=FHV(I,I)*CF
306      IF (S.GT.0.0) GO TO 303
310      S=-S
310      303 SE(I)=SQRT(S)
315      619 TV(I)=B0(I)/SE(I)
327      DO 620 I=1,ND
331      620 B1(I)=0.0
335      NH=1
336      NG=1
337      CALL LOGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NDHOW,INIT,NH,B1,FG1,FH1,
1FL1,NG)
355      CALL MINV (FH1,ND,D,LX,MX,N2)
366      KO=1
367      GO TO 608
373      626 WRITE (86,7)
377      7 FORMAT (*1*,4X,18HESTIMATION RESULTS//4X,19HPARAMETER ESTIMATES//
111X,8HVARIABLE,7X,8HVARIABLE,10X,5HLOGIT,7X,8HSTANDARD,13X,2HT-,
29X,6HLINEAR/13X,6HNUMBER,11X,4HNAME,6X,9HESTIMATOR,10X,5HERROR,6X,
39HSTATISTIC,6X,9HPROB.EST./4X)
377      N=0
400      IF (NX.EQ.0) GO TO 627
405      DO 628 I=1,NX
406      N=N+1
410      628 WRITE (86,8) I,NAX(I),B0(N),SE(N),TV(N),B1(N)
442      8 FORMAT (14X,2HC(,I2,1H),5X,A10,4F15.5)
442      WRITE (86,9)
445      9 FORMAT (* *)
445      627 IF (NY.EQ.0) GO TO 629
452      DO 630 J=1,NAL
453      DO 630 I=1,NY
454      N=N+1
456      K=J+1
457      630 WRITE (86,10) KZ,I,NBY(I),B0(N),SE(N),TV(N),B1(N)
10      10 FORMAT (11X,2HC(,I2,1H,,I2,1H),5X,A10,4F15.5)
516      629 WRITE (86,31)
522      31 FORMAT (//4X,64HWHEN THE NAME OF A MODE-RELATED VARIABLE APPEARS M
10RE THAN ONCE,/4X,36HTHE VARIABLE HAS DUMMY COEFFICIENTS./4X,46HCH
2ECK NXCD NYCD AND NRCD FOR MORE INFORMATION.//4X,69HTO FIND IF A S
3OCIOECONOMIC VARIABLE IS A DUMMY, CHECK NYHOW AND NYSO.)
IF (NDHOW.LE.2) GO TO 730
PCP=100.0-PCP
PCPD=100.0-PCPD
534      730 WRITE (86,25)
540      25 FORMAT (//4X,20HAUXILIARY STATISTICS/36X,14HAT CONVERGENCE,13X,
17HAT ZERO/ 4X)
540      WRITE (86,11) FL0,FL1
550      11 FORMAT (9X,14HLOG LIKELIHOOD, 12X,F15.5,5X,F15.5/4X)
550      WRITE (86,12) SRX2,SRX20
560      12 FORMAT (9X,19HRESIDUAL CHI-SQUARE,7X,F15.5,5X,F15.5/4X)
560      WRITE (86,13) SR2,SR20
570      13 FORMAT (9X,24HSUM OF SQUARED RESIDUALS,2X,F15.5,5X,F15.5/4X)
570      WRITE (86,14) DF,DF
600      14 FORMAT (9X,18HDEGREES OF FREEDOM,8X,F15.5,5X,F15.5/4X)
600      WRITE (86,15) PCP,PCPD

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15 FORMAT (9X,27HPERCENT CORRECTLY PREDICTED,4X,F10.5,10X,E10.5/4X) RES1
610 RI=1.0-FL0/FL1 RES1
614 RS=-2.0*(FL1-FLJ) RES1
616 R2=1.0-SR2/SR20 RES1
621 WRITE (86,16) RES1
624 16 FORMAT (//4X,26HGOODNESS OF FIT STATISTICS,35X,10HABOUT ZERO/4X) RES1
624 WRITE (86,17) RI RES1
632 17 FORMAT (9X,45HLIKELIHOOD RATIO INDEX (= 1.0-LGL(*)/LGL(0) ),8X, RES1
1F15.5/4X) RES1
632 WRITE (86,18) RS RES1
640 18 FORMAT (9X,50HLIKELIHOOD RATIO STATISTIC (= -2*(LGL(0)-LGL(*) ) ), RES1
11X,F15.5/4X) RES1
640 WRITE (86,19) R2 RES1
646 19 FORMAT (9X,28HCOEFFICIENT OF DETERMINATION,23X,F15.5/4X) RES1
646 WRITE (86,20) (I,I=1,ND) RES1
665 20 FORMAT (*1*,4X,13HMOMENT MATRIX//9X,7(11X,1H(,I2,1H))/9X,7(11X, RES1
11H(,I2,1H))) RES1
665 DO 631 I=1,ND RES1
672 DO 632 J=1,ND RES1
673 632 FH1(I,J)=-FH2(I,J) RES1
707 631 WRITE (86,21) I,(FH1(I,J),J=1,ND) RES1
741 21 FORMAT (/4X,1H(,I2,1H), 7E15.6,/8X, 7E15.6) RES1
741 WRITE (86,22) (I,I=1,ND) RES1
754 22 FORMAT (*1*,4X,17HCOVARIANCE MATRIX//9X,7(11X,1H(,I2,1H))/9X,7(11X RES1
1,1H(,I2,1H))) RES1
754 DO 633 I=1,ND RES1
761 DO 634 J=1,ND RES1
762 634 FHV(I,J)=CF*FHV(I,J) RES1
771 633 WRITE (86,21) I,(FHV(I,J),J=1,ND) RES1
123 114 IF (ICP.EQ.3) GO TO 172 RES1
12E N=0 RES1
127 IF (NX.EQ.0) GO TO 173 RES1
130 DO 174 K=1,NX RES1
131 N=N+1 RES1
133 174 BX(K)=B0(N) RES1
140 173 IF (NY.EQ.0) GO TO 172 RES1
141 DO 175 J=1,NALT RES1
143 DO 175 K=1,NY RES1
144 N=N+1 RES1
146 175 CY(J,K)=B0(N) RES1
156 172 IF (IOP.EQ.1) GO TO 334 RES1
161 IF (IOP.EQ.3) GO TO 115 RES1
163 READ (85,26) NE RES1
170 115 IF (NX.EQ.0.OR.NY.EQ.0) GO TO 116 RES1
181 READ (85,36) (NAX(I),I=1,NX),(NBY(I),I=1,NY) RES1
185 GO TO 117 RES1
191 36 FORMAT (8A10) RES1
191 116 IF (NX.EQ.0) GO TO 118 RES1
192 READ (85,36) (NAX(I),I=1,NX) RES1
193 GO TO 117 RES1
197 118 READ (85,36) (NBY(I),I=1,NY) RES1
207 117 DO 119 I=1,NE RES1
214 IF (NX.EQ.0) GO TO 120 RES1
215 DO 121 J=1,NALT RES1
216 121 READ (85,28) (X(I,J,K),K=1,NX) RES1
247 120 IF (NY.EQ.0) GO TO 119 RES1
250 READ (85,29) (Y(I,K),K=1,NY) RES1
271 28 FORMAT (10X,7F10.0) RES1
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119	CONTINUE	LO
277	WRITE (86,37)	LO
303	37 FORMAT (/4X,33HEXTERNALLY SUPPLIED VARIABLES ARE)	LO
303	IF (NX.EQ.0) GO TO 122	LO
310	WRITE (86,38) (NAX(I), I=1,NX)	LO
330	38 FORMAT (/6X,24HMODE RELATED VARIABLES =,6(5X,A10))	LO
330	122 IF (NY.EQ.0) GO TO 123	LO
335	WRITE (86,39) (NBY(I),I=1,NY)	LO
354	39 FORMAT (/6X,24HSOCIOECONOMIC VARIABLES=,6(5X,A10))	LO
354	123 WRITE (86,40)	LO
360	40 FORMAT (/6X,59H(WHEN NAME OF MODE RELATED VARIABLE APPEARS MORE TH	LO
	1AN ONCE,/7X,37HTHAT VARIABLE HAS DUMMY COEFFICIENTS,/7X,64HFOR A S	LO
	2OCIOECONOMIC VARIABLE, IF ITS VALUE IS EITHER 1.0 OR 0.0,/7X,24HTH	LO
	3E VARIABLE IS A DUMMY.)	LO
360	WRITE (86,41)	LO
364	41 FORMAT (*1*,4X,39HEXTERNALLY SUPPLIED VARIABLE VALUES ARE)	LO
364	IF (NX.EQ.0 .OR. NY.EQ.0) GC TO 146	LO
375	WRITE (86,42) (NAX(I),I=1,NX), (NBY(I),I=1,NY)	LO
431	42 FORMAT (/74X,5X,7(5X,A10))	LO
431	GO TO 125	LO
435	146 IF (NX.EQ.0) GO TO 124	LO
436	WRITE (86,42) (NAX(I),I=1,NX)	LO
457	GO TO 125	LO
463	124 WRITE (86,42) (NBY(I),I=1,NY)	LO
503	125 N=0	LO
504	WRITE (86,78)	LO
510	DO 126 I=1,NE	LO
515	N=N+1	LO
517	IF (N.NE.5) GO TO 127	LO
521	WRITE (86,78)	LO
524	N=1	LO
525	127 IF (NX.EQ.0 .OR. NY.EQ.0) GO TO 128	LO
536	WRITE (86,43) I, (X(I,1,K),K=1,NX), (Y(I,K),K=1,NY)	LO
576	43 FORMAT (4X,1H(,I3,1H),7F15.5)	LO
576	GO 129 J=2,NALT	LO
603	129 WRITE (86,44) (X(I,J,K),K=1,NX)	LO
634	44 FORMAT (9X,7F15.5)	LO
634	GO TO 126	LO
634	128 IF (NY.EQ.0) GO TO 130	LO
635	WRITE (86,43) I, (Y(I,K),K=1,NY)	LO
660	GO TO 126	LO
664	130 WRITE (86,43) I, (X(I,1,K),K=1,NX)	LO
710	GO 131 J=2,NALT	LO
715	131 WRITE (86,44) (X(I,J,K),K=1,NX)	LO
746	126 CONTINUE	LO
751	GO TO 873	LO
751	334 IF (NEL.EQ.0) GO TO 1000	RES
753	NS=1	
754	IF (NY.EQ.0) GO TO 873	
755	DO 840 K=1,NY	RLT8
756	LX(K)=0	R 8
760	M=0	PR 8
761	N=0	R 8
762	DO 841 I=1,NT	R 8
763	IF (Y(I,K).EQ.1.0) M=M+1	R 8
771	IF (Y(I,K).EQ.1.0.OR.Y(I,K).EQ.0.0) N=N+1	RLT8
803	841 CONTINUE	R 8
806	IF (N.EQ.NT) GO TO 840	R 8

017	IF (N.NE.NT) GO TO 840	R 8
018	LX(K)=1	R 8
013	840 CONTINUE	R 8
016	DO 842 K=1,NY	R 8
017	B1(K)=0.0	R 8
021	IF (LX(K).EQ.0) B1(K)=YMN(K)	R 8
026	842 CONTINUE	R 8
031	DO 843 I=1,NY	R 8
032	DO 860 J=1,NY	R 8
033	860 FH1(I,J)=0.0	R 8
041	IF (LX(I).NE.1) GO TO 843	R 8
044	DO 844 J=1,NY	R 8
046	IF (NBY(I).EQ.NBY(J)) FH1(I,J)=1.0	R 8
056	844 CONTINUE	R 8
061	843 CONTINUE	R 8
064	DO 845 J=1,NY	R 8
065	N=0	R 8
066	DO 846 I=1,NY	R 8
070	IF (N.EQ.1) FH1(I,J)=0.0	R 8
076	IF (FH1(I,J).EQ.1.0) N=1	R 8
105	846 CONTINUE	RLT 8
110	845 CONTINUE	R 8
112	N=0	R 8
113	DO 847 I=1,NY	R 8
114	IF (FH1(I,I).NE.1.0) GO TO 847	R 8
121	S=0.0	R 8
122	N=N+1	R 8
123	DO 848 J=I,NY	R 8
125	848 S=S+FH1(I,J)	R 8
134	LX(N)=I	R 8
137	MX(N)=S	R 8
142	847 CONTINUE	R 8
145	NJ=N	R 8
146	DO 159 I=1,NY	R 8
150	159 FH2(1,I)=0.0	
156	IF (NJ.EQ.0) GO TO 873	REL 69
157	S=1.0	R 84
160	DO 850 I=1,NJ	R 84
162	850 S=S*(MX(I)+1.0)	R 84
170	NS=S	R 84
172	DO 851 I=1,NS	R 84
173	DO 851 J=1,NY	R 85
174	951 FH2(I,J)=0.0	R 85
184	J1=1	R 85
185	K1=0	R 85
186	L1=0	R 85
187	M1=0	R 86
190	KL=MX(1)+1	R 86
191	LL=MX(2)+1	R 86
194	ML=MX(3)+1	R 86
195	DO 849 K=1,KL	R 86
197	K1=LX(1)+K-1	R 86
198	IF (K.EQ.KL) GO TO 855	R 86
199	FH2(J1,K1)=1.0	R 86
203	855 IF (NJ.EQ.1) GO TO 952	R 86
202	DO 853 L=1,LL	R 86
204	L1=LX(2)+L-1	R 87
207	IF (L.EQ.1) GO TO 863	R 87

240		LT=LX(2)-1	
242		DO 861 L2=1,LT	
243	861	FH2(J1,L2)=FH2(J1-1,L2)	
256	863	IF (L.EQ.LL) GO TO 856	
260		FH2(J1,L1)=1.0	
265	856	IF (NJ.EQ.2) GO TO 854	
267		DO 872 M=1,ML	
271		M1=LX(3)+M-1	
274		IF (M.EQ.1) GO TO 864	
275		MT=LX(3)-1	
277		DO 862 M2=1,MT	
300	862	FH2(J1,M2)=FH2(J1-1,M2)	
313	864	IF (M.EQ.ML) GO TO 857	
315		FH2(J1,M1) =1.0	
322	857	J1=J1+1	
324	872	CONTINUE	
326		GO TO 853	
327	854	J1=J1+1	
331	853	CONTINUE	
334		GO TO 849	
334	852	J1=J1+1	
336	849	CONTINUE	
341	873	IF (NX.EQ.0) GO TO 874	
342		DO 304 I=1,NX	
344		DO 304 J=1,NX	
345		FHV(I,J)=0.0	
351		IF (NAX(I).EQ.NAX(J)) FHV(I,J)=1.0	
360	304	CONTINUE	
365		DO 305 J=1,NX	
366		N=C	
367		DO 305 I=1,NX	
371		IF (FHV(I,J).EQ.0.0) GO TO 305	
375		IF (N.EQ.1) GO TO 306	
377		N=1	
400		GO TO 305	
400	306	FHV(I,J)=0.0	
405	305	CONTINUE	
412		DO 307 I=1,NX	
413		N=0	
414		DO 308 J=1,NX	
416	308	N=N+FHV(I,J)	
427	307	NIZ(I)=N	
432		IF (ICP.NE.1) GO TO 874	
434		N=0	
435		DO 309 I=1,NX	
436		IF (NIZ(I).LE.1) GO TO 309	
441		N=N+1	
442		LX(N)=I	
445		MX(N)=NIZ(I)	
450	309	CONTINUE	
453		MN=N	
454		IF (MN.EC.0) GO TO 874	
455		S=1.0	
456		DO 310 I=1,MN	
460	310	S=S*MX(I)	
460		MS=S	
467		DO 311 I=1,MS	
470		DO 311 J=1,NX	

501	311	FH1(I,J)=0.0	RES6
502		J1=1	RES6
503		K1=0	RES6
504		L1=0	RES6
505		M1=0	RES6
506		KL=MX(1)	RES6
507		LL=MX(2)	RES6
508		ML=MX(3)	RES6
509		DO 312 K=1,KL	RES6
510		L2=LX(1)	RES6
511		FH1(J1,L2)=1.0	RES6
512		IF (K.EQ.KL) GO TO 313	RES6
513		FH1(J1,L2+K)=1.0	RES6
514	313	IF (MN.EQ.1) GO TO 314	RES6
515		L3=LX(2)	RES6
516		DO 315 L=1,LL	RES6
517		IF (L.EQ.1) GO TO 316	RES6
518		LT=LX(2)-1	RES6
519		DO 317 L2=1,LT	RES6
520	317	FH1(J1,L2)=FH1(J1-1,L2)	RES6
521	316	FH1(J1,L3)=1.0	RES6
522		IF (L.EQ.LL) GO TO 318	RES6
523		FH1(J1,L3+L)=1.0	RES6
524	318	IF (MN.EQ.2) GO TO 319	RES6
525		L4=LX(3)	RES6
526		DO 320 M=1,ML	RES6
527		IF (M.EQ.1) GO TO 321	RES6
528		MT=LX(3)-1	RES6
529		DO 322 M2=1,MT	RES6
530	322	FH1(J1,M2)=FH1(J1-1,M2)	RES6
531	321	FH1(J1,L4)=1.0	RES6
532		IF (M.EQ.ML) GO TO 323	RES6
533		FH1(J1,L4+M)=1.0	RES6
534	323	J1=J1+1	RES6
535	320	CONTINUE	RES6
536		GO TO 315	RES6
537	319	J1=J1+1	RES6
538	315	CONTINUE	RES6
539		GO TO 312	RES6
540	314	J1=J1+1	RES6
541	312	CONTINUE	RES6
542		DO 324 J=1,NX	RES6
543		IF (NIZ(J).NE.1) GO TO 324	RES6
544		DO 325 I=1,MS	RES6
545	325	FH1(I,J)=1.0	RES6
546	324	CONTINUE	RES6
547		DO 326 I=1,MS	RES6
548		DO 326 K=1,NX	RES6
549	326	FH1(I,K)=90(K)+FH1(I,K)	RES6
550		DO 350 I=1,MS	RES6
551		N=0	RES6
552		DO 351 K=1,NX	RES6
553		IF (NIZ(K).EQ.0) GO TO 351	RES6
554		N=N+1	RES6
555		M=NIZ(K)	RES6
556		S=0.0	RES6
557		DO 352 J=1,M	RES6
558	352	S=S+FH1(I,K+J-1)	RES6

233		N=N+1	LOA1
234		IF (NIZ(I).EQ.1) GO TO 136	LOA1
236		S=0.0	LOA1
237		NL=NIZ(I)-1	LOA1
240		DO 137 K=1,NL	LOA1
242	137	S=S+SE(I+K)+X(IEL,1,I+K)	LOA1
296		FG1(N)=SE(I)+S	LOA1
263		GO TO 135	LOA1
264	136	FG1(N)=SE(I)	LOA1
271	135	CONTINUE	LOA1
274	139	IF (NY.EQ.0) GO TO 140	LOA1
275		DO 138 J=1,NAL	LOA1
277		DO 138 K=1,NY	LOA1
300		N=N+1	LOA1
302	138	FG1(N)=ANAME(J,K)	LOA1
313	140	IF (NX.EQ.0) GO TO 144	LOA1
314		N=0	LOA1
315		DO 141 K=1,NX2	LOA1
316		IF (NIZ(K).EQ.0) GO TO 141	LOA1
320		N=N+1	LOA1
321		DO 142 J=1,NALT	LOA1
323	142	X(IEL,J,N)=X(IEL,J,K)	LOA1
342	141	CONTINUE	LOA1
345		DO 143 J=1,NALT	LOA1
346		DO 143 K=1,NX	LOA1
347	143	XMN(J,K)=X(IEL,J,K)	LOA1
365	144	IF (NY.EQ.0) GO TO 147	LOA1
366		DO 148 K=1,NY	LOA1
370	148	Y(1,K)=Y(IEL,K)	LOA1
402	147	ND=NX+(NALT-1)*NY	LOA1
406		GO TO 705	LOA1
406	330	IF (NX.EQ.0) GO TO 704	REL6
407		IF (MN.EQ.0) GO TO 156	REL6
410		DO 353 I=1,NX	REL6
412	353	FG1(I)=FH1(IZ,I)	REL6
424		GO TO 158	REL6
424	156	DO 157 I=1,NX	REL6
426	157	FG1(I)=B0(I)	REL6
434	158	N1=NAL*NY	REL6
436		N=ND0-N1	REL6
440		DO 354 I=1,N1	REL6
441	354	FG1(NX+I)=B0(N+I)	REL6
451		ND=NX+NAL*NY	REL6
453	705	DO 801 K=1,NX	REL6
455		S=XMN(1,K)	REL6
460		DO 801 J=2,NALT	REL6
461	801	X(1,J-1,K)=XMN(J,K)-S	REL6
477	704	IF (NY.EQ.0) GO TO 815	REL6
500		IF (IOP.NE.1) GO TO 815	LOA1
503		DO 802 K=1,NY	REL7
504	802	Y(1,K)=B1(K)+FH2(IX,K)	REL7
523	815	NT1=1	REL7
524		NH=0	REL7
525		NG=1	REL7
526		CALL LOGIT (NALT,NAL,NX,NY,ND,NT1,MSTP,NDHOW,INIT,NH,FG1,FGJ,FHV, 1FLJ,NG)	REL7
545		IF (NX.EQ.0) GO TO 706	REL7
552		DO 803 J=1,NALT	REL7

```

553 DO 803 K=1,NX
554 803 XMB(J,K)=X4N(J,K)*FG1(K)
574 706 IF (NY.EQ.0) GO TO 814
575 N=NX
576 DO 813 J=1,NAL
600 DO 813 K=1,NY
601 N=N+1
603 813 CY(J,K)=FG1(N)
613 DO 804 K=1,NY
614 S=0.0
615 DO 805 J=1,NAL
617 805 S=S+P(1,J+1)*CY(J,K)
631 804 CMN(K)=S
634 814 DO 806 I=1,NALT
636 IF (NX.EQ.0) GO TO 707
637 DO 807 J=1,NALT
640 DO 807 K=1,NX
641 IF (I.EQ.J) GO TO 808
643 XE(I,J,K)=-P(1,J)*XMB(J,K)
653 GO TO 807
654 808 XE(I,J,K)=(1.0-P(1,J))*XMB(J,K)
657 807 CONTINUE
674 707 IF (NY.EQ.0) GO TO 806
675 DO 809 K=1,NY
677 IF (I.EQ.1) GO TO 810
701 YE(I,K)=Y(1,K)+(CY(I-1,K)-CMN(K))
713 GO TO 809
713 810 YE(I,K)=-Y(1,K)*CMN(K)
722 809 CONTINUE
725 806 CONTINUE
730 N=0
731 IF (IOP.EQ.1) GO TO 346
733 WRITE (86,75) IEL
740 75 FORMAT (/4X,37HELASTICITIES FOR EXTERNAL DATA NUMBER,I5,1H.)
740 346 IF (NX.EQ.0) GO TO 708
745 IF (NY.EQ.0) GO TO 709
746 IF (IOP.NE.1) GO TO 355
750 WRITE (86,74)
753 74 FORMAT (/13X,24HEVALUATED AT MEAN VALUES/4X)
753 GO TO 356
757 355 WRITE (86,82)
763 82 FORMAT (/13X,23HEVALUATED AT VARIABLE VALUES/4X)
763 356 DO 357 J=1,NALT
770 357 WRITE (86,83) J,(XMN(J,K),K=1,NX),(Y(1,K),K=1,NY)
835 83 FORMAT ( 6X,5HMODE(,I1,1H),10F11.5)
835 DO 811 J=1,NALT
836 WRITE (86,84) J,(FG1(K),K=1,ND)
860 84 FORMAT (/13X,32HBY CHANGING THE VALUES FOR MODE(, I1,2H) ,45HAND U
1SING THE COMPACTED COEFFICIENT VALUES OF/13X,88H(COEFFICIENTS ARE
2ARRANGED IN ORDER OF B(1)...B(NX) C(ALT2,1)...C(ALT2,NY)...C(NALT,
3NY))//13X,10F11.5)
860 WRITE (86,46)
864 46 FORMAT (/13X,44HELASTICITIES AND PROBABILITIES (LAST COLUMN))
864 DO 811 I=1,NALT
871 811 WRITE (86,73) I,(XE(I,J,K),K=1,NX),(YE(I,K),K=1,NY),P(1,I)
880 73 FORMAT (/3X,8HE FOR M(,I1,1H),10F11.5)
880 GO TO 710
880 708 IF (IOP.NE.1) GO TO 358

```

153	WRITE (86,74)	REL7
156	GO TO 359	REL7
162	358 WRITE (86,82)	REL7
166	359 WRITE (86,85) (Y(1,K),K=1,NY)	REL7
213	85 FORMAT (13X,10F11.5)	REL7
213	WRITE (86,86) (FG1(K),K=1,ND)	REL7
237	86 FORMAT (/13X,44HBY USING THE COMPACTED COEFFICIENT VALUES OF/13X, 188H(COEFFICIENTS ARE ARRANGED IN ORDER OF B(1)...3(NX) C(ALT2,1).. 2.C(ALT2,NY)...C(NALT,NY))/13X,10F11.5)	LOA1 LOA1 LOA1
237	WRITE (86,46)	LOA1
243	DO 711 I=1,NALT	REL7
250	711 WRITE (86,73) I,(YE(I,K),K=1,NY),P(1,I)	REL7
306	GO TO 712	REL7
306	709 IF (ICP.NE.1) GO TO 380	REL7
311	WRITE (86,74)	REL7
314	GO TO 381	REL7
320	380 WRITE (86,82)	REL7
324	381 DO 382 J=1,NALT	REL7
331	382 WRITE (86,83) J,(XMN(J,K),K=1,NX)	REL7
361	DO 712 J=1,NALT	REL7
362	WRITE (86,84) J,(FG1(K),K=1,ND)	REL7
404	WRITE (86,46)	RESZ
410	DO 712 I=1,NALT	REL7
415	712 WRITE (86,73) I,(XE(I,J,K),K=1,NX),P(1,I)	REL7
460	710 IF (ICP.EQ.1) GO TO 342	REL7
463	IEL=IEL+1	REL7
464	IF (IEL.LE.NE) GO TO 341	REL7
466	GO TO 1000	REL7
467	342 IZ=IZ+1	REL7
471	IF (IZ.LE.MS) GO TO 330	REL7
473	IX=IX+1	REL7
474	IF (IX.GT.NS) GO TO 1000	REL7
477	GO TO 871	REL7
477	1000 RETURN	REL7
500	END	REL7

```
011 SUBROUTINE MINV (AH,N,D,L,M,N2)
011 DIMENSION AH(10,10),L(10),M(10)
011 COMMON /AA2/ A(100)
011 K=0
012 DO 201 I=1,N
013 DO 201 J=1,N
014 K=K+1
016 201 A(K)=AH(J,I)
026 D=1.0
027 NK=-N
030 DO 80 K=1,N
031 NK=NK+N
033 L(K)=K
034 M(K)=K
035 KK=NK+K
036 BIGA=A(KK)
040 DO 20 J=K,N
041 IZ=N*(J-1)
044 DO 20 I=K,N
046 IJ=IZ+I
050 S=ABS(A(IJ))
052 T=ABS(BIGA)
054 10 IF (T-S) 15,20,20
057 15 BIGA=A(IJ)
061 L(K)=I
064 M(K)=J
065 20 CONTINUE
072 J=L(K)
074 IF (J-K) 35,35,25
075 25 KI=K-N
077 DO 30 I=1,N
100 KI=KI+N
102 HOLD=-A(KI)
103 JI=KI-K+J
105 A(KI)=A(JI)
107 30 A(JI)=HOLD
113 35 I=M(K)
115 IF (I-K) 45,45,38
117 38 JP=N*(I-1)
122 DO 40 J=1,N
124 JK=NK+J
126 JI=JP+J
127 HOLD=-A(JK)
131 A(JK)=A(JI)
133 40 A(JI)=HOLD
137 T=ABS(BIGA)
141 45 IF (T-1.0E-20) 46,46,48
144 46 D=0.0
145 RETURN
145 48 DO 55 I=1,N
147 IF (I-K) 50,55,50
151 50 IK=NK+I
153 A(IK)=A(IK)/(-BIGA)
156 55 CONTINUE
161 DO 65 I=1,N
162 IK=NK+I
164 HOLD = A(IK)
```

166	IJ=I-N	INVO
167	DO 65 J=1,N	INVO
171	IJ =IJ+N	INVO
173	IF (I-K) 61,65,60	INVO
175	60 IF (J-K) 62,65,62	INVO
177	62 KJ=IJ-I+K	INVO
202	A(IJ)=HOLD+A(KJ)+A(IJ)	INVO
205	65 CONTINUE	INVO
212	KJ=K-N	INVO
213	DO 75 J=1,N	INVO
215	KJ=KJ+N	INVO
217	IF (J-K) 70,75,70	INVO
220	70 A(KJ)=A(KJ)/BIGA	INVO
223	75 CONTINUE	INVO
226	D=D+BIGA	INVO
227	A(KK)=1.0/BIGA	INVO
231	80 CONTINUE	INVO
233	K=N	INVO
234	100 K=(K-1)	INVO
236	IF (K) 150,150,105	INVO
237	105 I=L(K)	INVO
241	IF (I-K) 120,120,108	INVO
243	108 JO=N*(K-1)	INVO
246	JR=N*(I-1)	INVO
252	DO 110 J=1,N	INVO
253	JK=JG+J	INVO
255	HOLD=A(JK)	INVO
257	JJ=JR+J	INVO
260	A(JK)=-A(JI)	INVO
262	110 A(JI)=HOLD	INVO
263	120 J=M(K)	INVO
270	IF (J-K) 130,130,125	INVO
272	125 KI=K-N	INVO
274	DO 130 I=1,N	INVO
275	KI=KI+N	INVO
277	HOLD = A(KI)	INVO
300	JJ=KI-K+J	INVO
302	A(KI)=-A(JI)	INVO
304	130 A(JI)=HOLD	INVO
310	GO TO 100	INVO
313	150 K=0	INVO
311	DO 202 I=1,N	INVO
313	DO 202 J=1,N	INVO
314	K=K+1	INVO
316	202 AH(J,I)=A(K)	INVO
326	RETURN	INVO
326	END	INVO

```

SUBROUTINE ESTIM (NALT,NAL,NX,NY,NO,NT,MSTP,NOO,NOHOW,INIT,N2,B0, ES
131,B2,BZ,FG0,FG1,FG2,FG3,FGZ,FH0,FH1,FH2,FHV,DIRS,S4S,LX,MX,FLO) ES
040 DIMENSION B0(10),B1(10),B2(10),BZ(10),FG0(10),FG1(10),FG2(10), ES
1FG3(10),FGZ(10),FH0(10,10),FH1(10,10),FH2(10,10),FHV(10,10), ES
2DIRS(10),S4S(10),LX(10),MX(10) ES
040 COMMON /AA1/ X(300,4,4),Y(300,10),NDVA(300,4),P(300,4), ES
1ANAME(300,10),JSUM(300),W4(4),JFAC(100) ES
040 COMMON /AA2/ AR(100),BXR(10),CYP(4,10),VECR(10),HEXR(10,10), ES
1S1R(4),T1R(4),W1R(4) ES
040 NH=1 ES
041 NQ=0 ES
042 NOO=2 ES
043 NAL=NALT-1 ES
044 INIT=0 ES
045 ND=NX+NAL*NY ES
050 IF (NX.EQ.0) GO TO 201 ES
051 DO 202 I=1,NT ES
052 DO 203 K=1,NX ES
053 S=X(I,1,K) ES
057 DO 203 J=2,NALT ES
060 203 X(I,J-1,K)=X(I,J,K)-S ES
101 202 CONTINUE ES
103 201 S=0.0 ES
104 NG=1 ES
105 CALL LCGIT (NALT,NAL,NX,NY,NO,NT,MSTP,NOHCW,INIT,NH,B0,FG0,FH0, ES
1FLS,NG) ES
124 DO 204 I=1,ND ES
131 DO 204 J=1,ND ES
132 204 FH1(I,J)=FH0(I,J) ES
150 CALL MINV (FH0,ND,D,LX,MX,N2) ES
155 IF (D.NE.0.0) GO TO 501 ES
162 WRITE (86,10) ES
165 10 FORMAT (//4X,96HHESSIAN IS SINGULAR AT INITIAL PARAMETER VALUES. ES
1MAKE SURE THAT THE DATA ARE PROPERLY ARRANGED.) ES
165 MSTP=1 ES
167 IF (MSTP.EQ.1) GO TO 407 ES
174 DO 205 I=1,ND ES
175 DO 205 J=1,ND ES
176 FHV(I,J)=0.0 ES
202 IF (I.EQ.J) FHV(I,J)=1.0/FH1(I,J) ES
212 205 CONTINUE ES
217 GO TO 206 ES
217 501 DO 401 J=1,ND ES
221 DO 401 I=1,ND ES
222 401 FHV(I,J)=FH0(I,J) ES
240 206 S=0.0 ES
241 ICONV=1 ES
242 ITP=0 ES
243 NR=0 ES
244 JK=0 ES
245 JS=0 ES
246 JT=0 ES
247 GM=0 ES
250 500 ITR=ITR+1 ES
252 1 FORMAT (///4X,21HSUMMARY OF ITERATIONS) ES
252 2 FORMAT (//4X,4X,26HCONVERGENCE ACHIEVED AFTER,I5,13H ITERATIONS., ES
15X,30HROOT MEAN SQUARE OF GRADIENT =,F15.7) ES

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252 3 FORMAT (//8X,5ZH TERMINATION DUE TO UNDERFLOW IN CALCULATION OF LIK ESTC  
1ELIHOO) ESTC  
252 4 FORMAT (//8X,27H CONVERGENCE NOT ACHIEVED IN,15,12H ITERATIONS) ESTC  
252 1003 JK=0 ESTC  
253 MOD=2 ESTC  
254 CALL NLMAXH (ND, ITR, ICONV, NP, NALT, NAL, NX, NY, NT, MSTP, NDHOW, INIT, NH, ESTC  
1FL0, E0, B1, B2, BZ, FG0, EG1, EG2, EG3, FGZ, FH1, FH2, FHV, DIRS, S4S, LX, MX, ESTC  
2JK, JS, JT, GM, MOD) ESTC  
333 IF (JS.EQ.1) GO TO 610 ESTC  
341 IE (JK.EQ.1) GO TO 610 ESTC  
342 IF (ITR.LE.19) GO TO 614 ESTC  
345 MOD=4 ESTC  
346 GO TO 610 ESTC  
347 614 IF (JT.NE.1) GO TO 500 ESTC  
351 WRITE (86,1) ESTC  
355 610 IF (JS.EQ.1) GO TO 611 ESTC  
363 IF (MOD.EQ.4) GO TO 613 ESTC  
365 WRITE (86,2) ITR,GM ESTC  
374 GO TO 407 ESTC  
400 611 WRITE (86,6) ESTC  
404 6 FORMAT (//4X,43H TERMINATION DUE TO ABSENCE OF MAXIMUM POINT) ESTC  
404 MSTP=1 ESTC  
406 GO TO 407 ESTC  
412 613 WRITE (86,4) ITR ESTC  
420 407 RETURN ESTC  
421 END ESTC
```

		SUBROUTINE NLMAXH (ND,IT,ICCNV,NR,NALT,NAL,NX,NY,NT,MSTP,NDHOW, 1INIT,NH,FL0,B0,B1,B2,BZ,FG0,FG1,FG2,FG3,FGZ,FH1,FH2,FHV,DIR,S4, 2LX,MX,JK,JS,JI,GM,NOD)	MAX
046		DIMENSION B0(10),B1(10),B2(10),BZ(10),FG0(10),FG1(10),FG2(10), 1FG3(10),FGZ(10),FH1(10,10),FH2(10,10),FHV(10,10),DIR(10),S4(10), 2LX(10),MX(10)	MAX
046		COMMON /AA1/ X(300,4,4),Y(300,10),NDVA(300,4),P(300,4), 1ANAME(300,10),JSUM(300),W4(4),JFAC(100)	MAX
046		COMMON /AA2/ AR(100),BXR(10),CYR(4,10),VECR(10),HEXR(10,10), 1S1R(4),T1R(4),W1R(4)	MAX
046		IA=1	MAX
047		JV=0	MAX
050		DO 501 I=1,ND	MAX
051		FGZ(I)=FG0(I)	MAX
055	501	BZ(I)=B0(I)	MAX
062		FLZ=FL0	MAX
063		DO 502 I=1,ND	MAX
065		S=0.0	MAX
066		DO 503 J=1,ND	MAX
070	503	S=S+FHV(I,J)+FG0(J)	MAX
083	502	DIR(I)=S	MAX
087		NH=J	MAX
090		DO 201 I=1,ND	MAX
092	201	FG1(I)=B0(I)	MAX
092		S1R(1)=FL0	MAX
092		JJ=1	MAX
092		ST1=1.0	MAX
092	317	ST2=ST1+ST1	MAX
092		DO 202 I=1,ND	MAX
092	202	FG2(I)=FG1(I)+ST1*DIR(I)	MAX
092		NG=0	MAX
092		CALL LCGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NDHOW,INIT,NH,FG2,S4,FH1, 1FL1,NG)	MAX
092		S1R(2)=FL1	MAX
092		IF (FL1-FL0) 101,102,103	MAX
092	101	ST1=-ST1	MAX
092		DO 204 I=1,ND	MAX
092	204	FG3(I)=FG1(I)+ST1*DIR(I)	MAX
092		CALL LCGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NDHOW,INIT,NH,FG3,S4,FH1,FL2 1,NG)	MAX
092		IF (FL2.GT.FL0) GO TO 311	MAX
092		ST3=ST1	MAX
092		ST2=ST1+ST1	MAX
092		DO 312 I=1,ND	MAX
092		B0(I)=FG2(I)	MAX
092		B1(I)=FG1(I)	MAX
092	312	B2(I)=FG3(I)	MAX
092		FL3=FL2	MAX
092		FL2=FL0	MAX
092		GO TO 120	MAX
092	311	DO 313 I=1,ND	MAX
092	313	FG2(I)=FG3(I)	MAX
092		FL1=FL2	MAX
092		S1R(2)=FL2	MAX
092		ST2=ST1+ST1	MAX
092		GO TO 103	MAX
092	102	ST3=ST1/2.0	MAX

```

305      SI2=SI1
306      DO 216 I=1,ND
307      216 FG(I)=FG1(I)+ST3*DIR(I)
320      CALL LCGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NDHOW,INIT,NH,FG3,S4,FH1,
      1FL2,NG)
343      IF (FL2.GE.FL0) GO TO 217
352      WRITE (86,10) IT,(FG(I),I=1,ND)
373      10 FORMAT (//4X,47HTHE FUNCTION IS NOT CONCAVE AT ITERATION NUMBER,
      1I5,3HAND//4X,2HB=,1JF10.5)
373      DO 218 I=1,ND
400      218 B0(I)=FG2(I)
406      GO TO 1002
406      217 DO 219 I=1,ND
410      B0(I)=FG1(I)
414      B1(I)=FG0(I)
417      219 B2(I)=FG2(I)
425      FL1=S1R(1)
426      FL3=S1R(2)
430      GO TO 120
430      103 DO 205 I=1,ND
432      205 FG3(I)=FG2(I)+ST2*DIR(I)
443      CALL LCGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NDHOW,INIT,NH,FG3,S4,FH1,
      1FL2,NG)
466      S1R(4)=FL2
470      215 S1=S1R(2)
472      S2=S1R(4)
473      IF (S2-S1) 111,111,113
501      111 ST3=ST2/2.0
503      DO 206 I=1,ND
505      206 FG0(I)=FG2(I)+ST3*DIR(I)
516      CALL LCGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NDHOW,INIT,NH,FG0,S4,FH1,
      1FL3,NG)
541      S1R(3)=FL3
543      IF (S1R(2).LT.S1R(3)) GO TO 208
551      DO 209 I=1,ND
552      B0(I)=FG1(I)
556      B1(I)=FG2(I)
561      209 B2(I)=FG0(I)
567      FL1=S1R(1)
570      FL2=S1R(2)
572      FL3=S1R(3)
573      GO TO 120
574      208 DO 210 I=1,ND
576      B0(I)=FG2(I)
582      B1(I)=FG0(I)
585      210 B2(I)=FG3(I)
513      FL1=S1R(2)
514      FL2=S1R(3)
516      FL3=S1R(4)
517      GO TO 120
520      113 DO 211 I=1,ND
522      FG1(I)=FG2(I)
526      211 FG2(I)=FG3(I)
533      S1R(1)=S1R(2)
534      S1R(2)=S1R(4)
535      FL0=S1R(1)
537      FL1=S1R(2)
540      ST2=ST2+ST2

```

2	DO 212 I=1,ND	MAX
43	212 FG3(I)=FG2(I)+ST2*DIR(I)	MA
54	CALL LOGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NDHCW,INIT,NH,FG3,S4,FH1, 1FL2,NG)	MA
77	S1R(4)=FL2	HA
01	JJ=JJ+1	MA
02	IF (JJ.LE.6) GO TO 215	MAX
10	JS=1	MAX
12	GO TO 1000	MAX
12	120 IA=IA+1	MAX
14	IF (IA.GE.3) GO TO 315	MA
16	ST1=ST3/10.0	MAX
20	DO 316 I=1,ND	MAX
22	316 FG1(I)=B1(I)	MAX
30	FL0=FL2	MAX
31	S1R(1)=FL0	MAX
32	GO TO 317	MAX
33	315 R1=(FL1-FL2)/(-ST3)	MAX
37	R2=(FL1-FL3)/(-ST2)	
41	ST5=ST3	MAX
43	WRITE (86,21) FL1,FL2,FL3,ST2,ST3	
60	21 FORMAT (///4X,20HFL1,FL2,FL3,ST2,ST3=/9X,5E15.6)	
60	IF (R1.NE.R2) GO TO 301	
66	IF (R1.NE.0.0) GO TO 121	
67	ST4=ST3*1.0E-5	
71	ST3=ST3+ST4	
72	DO 302 I=1,ND	
74	302 FG1(I)=B1(I)+ST4*DIR(I)	
65	CALL LOGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NDHCW,INIT,NH,FG1,FG0,FHV, 1S,NG)	
30	R1=(FL1-S)/(-ST3)	
34	R2=(FL1-FL3)/(-ST2)	
36	ST5=ST2/2.0-ST4	
41	301 S=0.0	
42	IF (R1.EQ.R2.OR.R1.EQ.0.0) GO TO 122	MAX
54	SC1=(R1*(-ST5))/(2.0*(R1-R2))	MA
57	DO 220 I=1,ND	MA
61	220 B0(I)=(B0(I)+B1(I))/2.0-SC1*DIR(I)	MA
73	GO TO 1002	MA
73	122 DO 123 I=1,ND	MA
75	123 B0(I)=B2(I)	MA
03	1002 NG=1	MAX
04	NH=1	MAX
06	CALL LOGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NDHCW,INIT,NH,B0,FG0,FHV, 1FL0,NG)	MAX
31	IF (FL0.GE.FL2) GO TO 404	MAX
40	121 DO 405 I=1,ND	
42	405 B0(I)=B1(I)	
50	NG=1	
51	NH=1	
52	CALL LOGIT (NALT,NAL,NX,NY,ND,NT,MSTP,NDHCW,INIT,NH,B0,FG0,FHV, 1FL0,NG)	
75	404 S=0.0	
76	DO 513 I=1,ND	MAX
03	513 S=S+FG0(I)*FG0(I)	MAX
10	S=S/ND	MAX
12	IF (S.EQ.0.0) GO TO 514	MAX
12	S=SQRT(S)	MAX

```

514 GM=S
217 S=0.0
220 DO 230 I=1,ND
225 230 S=S+(B0(I)-BZ(I))**2
235 S=S/ND
236 IF (S.EQ.0.0) GO TO 221
237 S=SQRT(S)
242 221 STZ=S
244 BMAX=ABS(BZ(1)-B0(1))
250 DO 231 I=1,ND
255 S=ABS(BZ(I)-B0(I))
262 IF (S.LE.BMAX) GO TO 231
265 BMAX=S
265 231 CONTINUE
270 FLCH=(FLZ-FL0)*100.0/FL0
273 DO 232 I=1,ND
275 DO 232 J=1,ND
276 232 FH1(I,J)=FHV(I,J)
314 CALL MINV (FHV,ND,D,LX,MX,N2)
321 IF (D.NE.0.0) GO TO 233
326 WRITE (86,12)
331 12 FORMAT (//4X,9)HHESSIAN IS SINGULAR. THE DIAGONAL ELEMENTS ARE USE
10 FOR ITS INVERSE AT THE NEXT ITERATION.)
331 DO 234 I=1,ND
336 DO 234 J=1,ND
337 FHV(I,J)=0.0
343 IF (I.EQ.J) FHV(I,J)=1.0/FH1(I,J)
353 234 CONTINUE
360 233 S=0.0
361 IF (GM.LE.1.0E-15) GO TO 1005
364 IF (ABS((FLZ-FL0)/FL0).GT.1.0E-6) GO TO 516
372 IF (BMAX.GE.1.0E-6) GO TO 516
374 1005 NOD=3
376 JT=1
377 516 WRITE (86,11) IT,STZ,BMAX,GM,FL0,FLCH
+17 11 FORMAT (//4X,17)HITERATION NUMBER ,I3,2X,16)HNEWTON-HIGA MODE/8X,
150)HROOT MEAN SQUARE OF CHANGE IN PARAMETER ESTIMATES=,G15.6/8X,
219)HMAXIMUM ADJUSTMENT=,G15.6/8X,29)HROOT MEAN SQUARE OF GRADIENT=,
3G15.6/8X,15)HLOG LIKELIHOOD=,G15.8/8X,27)HLOG LIKELIHOOD INCREASED B
4Y,G10.3,2X,9)H PERCENT.)
+17 1000 RETURN
+20 END

```


APPENDIX B

GRAVITY:

Computer Program for
Market Demand Submodel


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PROGRAM GRAVITY (INPUT,OUTPUT)
DIMENSION ARRAY(25,32)
INTEGER ARRAY
DIMENSION B0(10),B1(10),B2(10),BZ(10),FG0(10),FG1(10),FG2(10),
1FG3(10),FGZ(10),FHH(10,10),FH1(10,10),FH2(10,10),FHV(10,10),
2DIRS(10),S4S(10),LX(10),MX(10),SE(10),TV(10),ZSCL(30)
DIMENSION NAME(35),LOCECS(35),NRD(14),NYON(10),NYDN(10),NZN(30),
1NZTP(30),MTFX(5,5),NXN(5),NXM(5),MTFY0(10,5),NYOM(10),MTFYD(10,5),
2NYDM(10),NYN(10),Z(14,14,30),NSUM(14,14),WT(14),Z1(14,14,30)
COMMON /AA1/ X(14,14,5),Y(14,10),P(14,14),QX(14,14),QD(14),GO(14),
1RR(10),FHX(10,10),YO(14,10),YD(14,10)
COMMON /AA2/ AR(100),SJR(4),NQX(14,14),NGD(14),QXP(14,14),
1NQXP(14,14),NQOP(14),NQDP(14),NQO(14),NQXP1(14,14),BT1(10),BT2(10)
COMMON /AA3/ BX(5),CY(10),XM(14,5),YM(14,10),XXM(14,5,5),XYM(14,5
1,10),YYM(14,10,10),DOP(14,14),DOP(14),DXM(14,14,5),DYM(14,14,10),
2DSX(14,5),DSY(14,10),NDW
EQUIVALENCE (ARRAY(1,1),BX(1))
IX=0
READ 1, NT,NV,NRO,ND1,NDT
READ 2, (NAME(I),I=1,NV)
IF (NDT.NE.1) GO TO 121
DO 101 I=1,NT
101 READ 3,(ARRAY(I,J),J=1,NV)
1 FORMAT (8I10)
2 FORMAT (8A10)
3 FORMAT (I3,I1,2I2,12I6/I3,I1,2I2,8I6,3I7,I3)
7 FORMAT (8F10.0)
NEND=0
PRINT 10
DO 102 I=1,NT
IF (ARRAY(I,1).NE.ARRAY(I,17)) GO TO 103
IF (ARRAY(I,2).GE.ARRAY(I,18)) GO TO 103
IF (ARRAY(I,3).NE.ARRAY(I,19)) GO TO 103
IF (ARRAY(I,4).NE.ARRAY(I,20)) GO TO 103
GO TO 102
10 FORMAT (*1*)
103 PRINT 4, I
4 FORMAT (//4X,12HDATA NUMBER ,I3,2X,12HDO NOT MATCH)
NEND=1
102 CONTINUE
IF (NEND.EQ.1) GO TO 1000
GO TO 122
121 DO 123 I=1,NT
123 READ 8, (ARRAY(I,J),J=1,NV)
8 FORMAT (3X,2I3,14I5)
122 N=1
N=1
DO 105 I=1,NV
LOCECS(I)=N
CALL WRITEC (ARRAY(1,I),LOCECS(I),NT)
105 N=N+NT
PRINT 5
5 FORMAT (///4X,44HTHE BASIC DATA HAVE BEEN SUCCESSFULLY LOADED)
READ 1, NR,NX,NYO,NYD,NZ,ND2,NDW,NIT
READ 7, (WT(I),I=1,NR)
READ 1, (NRD(I),I=1,NR)
READ 2, NDVN,(NXN(I),I=1,NX),(NYON(J),J=1,NYO),(NYDN(J),J=1,NYD)

```

71	READ 2, (NZN(I),I=1,NZ)	GRA
74	READ 1, (NZTP(I),I=1,NZ)	GRA
07	READ 7, (ZSCL(I),I=1,N7)	GRA
22	DO 107 I=1,NX	GRA
24	107 READ 6, (MTFX(I,J),J=1,5),NXM(I)	GRA
43	6 FORMAT (5I10,A10)	GRA
43	DO 109 I=1,NYO	GRA
44	109 READ 6, (MTFYO(I,J),J=1,5),NYOM(I)	GRA
43	DO 110 I=1,NYO	GRA
64	110 READ 6, (MTFYD(I,J),J=1,5),NYDM(I)	GRA
03	PRINT 11, NT,NV,NRO,ND1,NDT	GRA
20	11 FORMAT (///4X,13HCONTROL CODES//9X,8X,2HNT,8X,2HNV,7X,3HNRO,7X,	GRA
20	13HND1,7X,3HNDT/9X,5I10)	GRA
20	PRINT 12, (NAME(I),I=1,NV)	GRA
33	12 FORMAT (//4X,14HVARIABLE NAMES//9X,10A10/9X,10A10/9X,10A10/9X,	GRA
33	110A10)	GRA
33	IF (ND1.NE.1) GO TO 401	GRA
35	PRINT 10	GRA
41	MA=16	GRA
42	IF (NV.LE.16) MA=NV	GRA
46	PRINT 13, (I,I=1,MA)	GRA
60	13 FORMAT (//4X,10HBASIC DATA//9X,2(1X,1H(,I1,1H)),14(4X,1H(,I2,1H)))	GRA
60	N=0	GRA
61	DO 402 I=1,NT	GRA
63	N=N+1	GRA
65	IF (N.NE.6) GO TO 402	GRA
67	PRINT 14	GRA
72	14 FORMAT (* *)	GRA
72	N=1	GRA
73	402 PRINT 15, I,(ARRAY(I,J),J=1,MA)	GRA
75	15 FORMAT (4X,1H(,I3,1H),2I4,14I8)	GRA
75	IF (NV.LE.16) GO TO 401	GRA
77	PRINT 10	GRA
73	PRINT 13, (I,I=17,NV)	GRA
75	N=0	GRA
76	DO 403 I=1,NT	GRA
80	N=N+1	GRA
82	IF (N.NE.6) GO TO 403	GRA
84	PRINT 14	GRA
87	N=1	GRA
90	403 PRINT 15, I,(ARRAY(I,J),J=17,NV)	GRA
92	401 PRINT 10	GRA
96	IF (IX.EQ.1) PRINT 61	GRA
04	61 FORMAT (4X,37HPREDICTION TEST WITH INDEPENDENT DATA//5X)	GRA
04	PRINT 16, NR,NX,NYO,NYD,NZ,ND2	GRA
24	16 FORMAT (4X,16HESTIMATION CODES//9X,8X,2HNR,8X,2HNX,7X,3HNYO,7X,	GRA
24	13HNYD,8X,2HNZ,7X,3HND2,7X,3HNDW,7X,3HNIT,//9X,8I10)	GRA
24	PRINT 17, (WT(I),I=1,NP)	GRA
37	17 FORMAT (//4X,4HWT =,1X,10F10.3/9X,10F10.3)	GRA
37	PRINT 18, (NRD(I),I=1,NP)	GRA
52	18 FORMAT (//4X,5HNRD =,10I10/9X,10I10)	GRA
52	PRINT 19, NDVN, (NXN(I),I=1,NX)	GRA
67	19 FORMAT (//4X,5HNDVN =,A10,15X,5HNXN =,5A10)	GRA
67	PRINT 20, (NYON(J),J=1,NYO)	GRA
02	20 FORMAT (//4X,5HNYON =,10A10)	GRA
02	PRINT 21, (NYDN(J),J=1,NYD)	GRA
15	21 FORMAT (//4X,5HNYDN =,10A10)	GRA
15	PRINT 22, (NZN(I),I=1,NZ)	GRA


```

35 N1=MTFX(I,3) GRA
37 N2=MTFX(I,4) GRA
40 DO 207 J=1, NR GRA
42 DO 208 K=1, NR GRA
43 S=0.0 GRA
44 DO 209 L=N1, N2 GRA
46 209 S=S+Z(J,K,L) GRA
47 X(J,K,I)=Z(J,K,N0)/S GRA
57 MT=MTFX(I,5) GRA
71 IF (X(J,K,I).EQ.0.0) X(J,K,I)=1.0E-10 GRA
73 GO TO (211,212), MT GRA
03 211 X(J,K,I)=ALOG(X(J,K,I)) GRA
22 212 NXN(I)=NXM(I) GRA
24 208 CONTINUE GRA
27 207 CONTINUE GRA
31 GO TO 203 GRA
31 206 DO 213 J=1, NR GRA
33 DO 213 K=1, NR GRA
34 N0=MTFX(I,2) GRA
36 X(J,K,I)=Z(J,K,N0) GRA
47 MT=MTFX(I,5) GRA
50 IF (X(J,K,I).EQ.0.0) X(J,K,I)=1.0E-10 GRA
50 GO TO (231,232), MT GRA
66 231 X(J,K,I)=ALOG(X(J,K,I)) GRA
77 232 NXN(I)=NXM(I) GRA
01 213 CONTINUE GRA
06 203 CONTINUE GRA
11 DATA NMC / 10H A/D / GRA
11 DATA NMD / 10H COST / GRA
11 DO 710 I=1, NR GRA
12 DO 710 J=1, NR GRA
13 DO 710 K=1, NZ GRA
14 710 Z1(I,J,K)=Z(I,J,K) GRA
35 DO 711 I=1, NYO GRA
36 DO 712 J=1, NZ GRA
37 IF (NYON(I).EQ.NZN(J)) GO TO 713 GRA
42 712 CONTINUE GRA
44 PRINT 53, I, NYON(I) GRA
53 53 FORMAT (//4X,5HNYON(I,2H)=,A10,2X,14HDCES NOT EXIST) GRA
53 NEND=1 GRA
54 GO TO 711 GRA
55 713 IF (NDT.NE.2) GO TO 124 GRA
57 DO 125 K=1, NR GRA
61 DO 125 L=1, NR GRA
62 S=0.0 GRA
63 ML=7 GRA
64 IF (NXN(1).EQ.NMD) ML=8 GRA
67 DO 126 M=3, ML GRA
71 126 S=S+Z(K,L,M) GRA
92 OX(K,L)=S GRA
96 125 Z(K,L,3)=S GRA
95 124 N0=MTFY0(I,2) GRA
97 N1=MTFY0(I,3) GRA
99 N2=MTFY0(I,4) GRA
62 MT=MTFY0(I,5) GRA
64 DO 714 M=N1, N2 GRA
66 DO 714 K=1, NR GRA
67 S=0.0 GRA

```

30	DO 715 L=1, NR	GRA444
32	715 S=S+Z(K, L, M)	GRA444
43	714 Z(K, L, M)=S	GRA444
53	DO 717 J=1, NR	GRA444
55	IF (N1.EQ.N2) GO TO 716	GRA444
57	S=0.0	GRA444
60	DO 718 L=N1, N2	GRA444
61	718 S=S+Z(J, L, L)	GRA444
70	Y0(J, I)=Z(J, L, N0)/S	GRA444
77	GO TO 719	GRA444
77	716 Y0(J, I)=Z(J, L, N0)	GRA444
75	719 IF (Y0(J, I).EQ.0.0) Y0(J, I)=1.0E-10	GRA444
14	GO TO (720, 721), MT	GRA444
22	720 Y0(J, I)=ALOG(Y0(J, I))	GRA444
31	721 NYDN(I)=NYDM(I)	GRA444
33	717 CONTINUE	GRA444
36	DO 722 L=1, NR	GRA444
37	DO 722 M=1, NR	GRA444
40	DO 722 N=1, NZ	GRA444
41	722 Z(L, M, N)=Z1(L, M, N)	GRA444
52	711 CONTINUE	GRA444
55	DO 731 I=1, NYD	GRA444
56	DO 732 J=1, NZ	GRA444
57	IF (NYDN(I).EQ.NZN(J)) GO TO 733	GRA444
72	732 CONTINUE	GRA444
74	PRINT 54, I, NYDN(I)	GRA444
74	54 FORMAT (//4X, 5HNYDN(, I2, 2H)=, A10, 2X, 14HDOES NOT EXIST)	GRA444
74	NEND=1	GRA444
75	GO TO 731	GRA444
76	733 IF (NDT.NE.2) GO TO 127	GRA444
77	DO 128 K=1, NR	GRA444
78	DO 128 L=1, NR	GRA444
79	128 Z(K, L, 3)=QX(K, L)	GRA444
86	127 N0=MTFYD(I, 2)	GRA444
87	N1=MTFYD(I, 3)	GRA444
88	N2=MTFYD(I, 4)	GRA444
89	MT=MTFYD(I, 5)	GRA444
90	DO 734 M=N1, N2	GRA444
91	DO 734 K=1, NR	GRA444
92	S=0.0	GRA444
93	DO 735 L=1, NR	GRA444
94	735 S=S+Z(L, K, M)	GRA444
95	734 Z(L, K, M)=S	GRA444
96	DO 737 J=1, NR	GRA444
97	IF (N1.EQ.N2) GO TO 736	GRA444
98	S=0.0	GRA444
99	DO 738 L=N1, N2	GRA444
100	738 S=S+Z(L, J, L)	GRA444
101	YD(J, I)=Z(L, J, N0)/S	GRA444
102	GO TO 739	GRA444
103	736 YD(J, I)=Z(L, J, N0)	GRA444
104	739 IF (YD(J, I).EQ.0.0) YD(J, I)=1.0E-10	GRA444
105	GO TO (740, 741), MT	GRA444
106	740 YD(J, I)=ALOG(YD(J, I))	GRA444
107	741 NYDN(I)=NYDM(I)	GRA444
108	737 CONTINUE	GRA444
109	DO 742 L=1, NR	GRA444
110	DO 742 M=1, NR	GRA444

MSTP=0	GRA217
IF (KTN.EQ.1) GO TO 281	GRA230
DO 282 I=1,NYO	GRA231
NYN(I)=NYON(I)	GRA231
282 CY(I)=0.0	GRA232
DO 283 J=1,NR	GRA233
DO 283 K=1,NYO	GRA234
283 Y(J,K)=Y0(J,K)	GRA235
NY=NY0	GRA236
IF (IX.EQ.1) GO TO 1003	GRA236
GO TO 284	GRA237
281 DO 285 I=1,NYD	GRA238
NYN(I)=NYDN(I)	GRA238
285 CY(I)=0.0	GRA239
DO 286 J=1,NR	GRA240
S=Q0(J)	GRA241
Q0(J)=Q0(J)	GRA242
Q0(J)=S	GRA243
DO 286 K=1,NYD	GRA244
286 Y(J,K)=YD(J,K)	GRA245
NY=NYD	GRA246
DO 289 M=1,NX	GRA247
DO 701 I=1,NR	GRA248
N=I+1	GRA249
IF (N.GT.NR) GO TO 701	GRA250
DO 702 J=N,NR	GRA251
S=X(I,J,M)	GRA252
X(I,J,M)=X(J,I,M)	GRA253
702 X(J,I,M)=S	GRA254
701 CONTINUE	GRA255
289 CONTINUE	GRA255
DO 290 I=1,NR	GRA255
N=I+1	GRA255
IF (N.GT.NR) GO TO 290	GRA255
DO 703 J=N,NR	GRA255
S=QX(I,J)	GRA255
QX(I,J)=QX(J,I)	GRA255
703 QX(J,I)=S	GRA255
290 CONTINUE	GRA255
IF (IX.EQ.1) GO TO 1003	GRA255
284 NUL=1	
501 CALL ESTIM (NX,NY,ND,MSTP,NOD,INIT,B0,B1,B2,BZ,FG0,FG1,FG2,FG3,	GRA256
IFGZ,FH0,FH1,FH2,FHV,DIPS,S4S,LX,MX,FLO,WT,NXN,NYN,NR,NU1,NU2)	GRA257
IF (MSTP.EQ.1) GO TO 1000	GRA257
N2=ND*ND	GRA257
1003 CALL RESULT (NX,NY,ND,MSTP,NOD,INIT,N2,B0,B1,FG0,FG1,FH1,FH2,FHV,	GRA258
ILX,MX,SE,TV,FLO,KTN,WT,NXN,NYN,NR,NU1,NU2,IX)	GRA259
IF (MSTP.EQ.1) GO TO 1000	GRA259
IF (KTN.EQ.0) GO TO 1002	GRA260
IF (NR0.NE.1) GO TO 1000	GRA261
IF (NIT.EQ.0) GO TO 1000	GRA261
IF (IX.EQ.1) GO TO 1000	GRA261
READ 1, NP, (NRD(I),I=1,NR)	GRA261
READ 2, NDVN, (NXN(I),I=1,NX), (NYON(I),I=1,NYO), (NYDN(I),I=1,NYD)	GRA261
TX=1	GRA261
GO TO 401	GRA261
1002 KTN=1	GRA262
GO TO 1001	GRA262

1000 STOP
END

GRA
GRA


```

SURROUTINE ESTIM (NX,NY,ND,MSTP,NOD,INIT,B0,B1,B2,BZ,FG0,FG1,FG2, ETM00
1FG3,FGZ,FH0,FH1,FH2,FHV,DIRS,S4S,LX,MX,FLO,WT,NXN,NYN,NR,NUL,NU2) ETM00
1 DIMENSION B0(10),B1(10),B2(10),BZ(10),FG0(10),FG1(10),FG2(10), ETM00
1FG3(10),FGZ(10),FH0(10,10),FH1(10,10),FH2(10,10),FHV(10,10), ETM00
1 2DIRS(10),S4S(10),LX(10),MX(10),WT(14),NXN(5),NYN(10) ETM00
1 COMMON /AA1/ X(14,14,5),Y(14,10),P(14,14),QX(14,14),QD(14),QO(14), GRA01
1RR(10),FHX(10,10),YO(14,10),YO(14,10)
1 COMMON /AA2/ AR(100),SIR(4),NOX(14,14),NQD(14),QXP(14,14), GRA01
1NOXP(14,14),NGOP(14),NODP(14),NQO(14),NOXP1(14,14),BT1(10),BT2(10) GRA01
1 COMMON /AA3/ RX(5),CY(10),XM(14,5),YM(14,10),XXM(14,5,5),XYM(14,5 GRA01
1,10),YYM(14,10,10),DOP(14,14),DOP(14),DXM(14,14,5),DYM(14,14,10), GRA01
1 2DSX(14,5),DSY(14,10),NDW
1 PRINT 10
4 10 FORMAT (*1*,4X,17HLOG OF ITERATIONS)
4 IR=0
5 NQ=0 ETM01
6 N=0 ETM01
7 DO 287 I=1,NX ETM01
4 N=N+1 ETM01
6 287 R0(N)=BX(I) ETM01
2 DO 288 I=1,NY ETM01
4 N=N+1 ETM01
6 288 B0(N)=CY(I) ETM01
2 INIT=0 ETM02
3 501 NQ=0 ETM02
4 ND=NX+NY ETM02
5 N2=ND*ND ETM02
7 NG=1 ETM02
0 NH=1 ETM02
1 NAP=0
2 CALL GRVMOD (INIT,NG,NH,NX,NY,ND,NR,B0,FLO,FG0,FH0,WT,NUL,NU2) ETM02
4 FSUM=FLD
6 IC=0
7 DO 301 I=4,NR
4 DO 301 J=1,NR
5 IC=IC+1
7 IF (IC.GT.ND) GO TO 300
2 301 X(J,I,5)=R0(IC)
3 300 S=0.0
C PUT NAP=1 HERE.
4 IF (NAP.NE.1) GO TO 201
6 DO 202 I=1,ND
0 DO 202 J=1,ND
1 IF (I.NE.J) FH0(I,J)=0.0
6 IF (I.EQ.J) FH0(I,J)=1.0/FH0(I,J)
4 202 CONTINUE
1 GO TO 291
1 201 S=0.0
2 CALL MINV (FH0,ND,D,LX,MX,N2) ETM02
7 IF (D.NE.0) GO TO 291 ETM02
4 PRINT 8 ETM02
7 8 FORMAT (//4X,44HHESSIAN SINGULAR AT INITIAL PARAMETER VALUES) ETM02
7 291 DO 401 J=1,ND ETM02
4 DO 401 I=1,ND ETM03
5 401 FHV(I,J)=FH0(I,J) ETM02
3 MOD=1 ETM01
4 MOD=2

```

C PUT *MOD=2* HERE.

INIT=1

ICONV=1

ITR=0

NQ=0

JK=0

JS=0

JT=0

GM=0.0

NU2=0

FLMX=FL0

500 ITR=ITR+1

IF (FLMX.EQ.FL0) GO TO 121

NU2=0

FLMX=FL0

GO TO 122

121 NU2=NU2+1

IF (NU2.LE.3) GO TO 122

PRINT 4, ITR

NOD=4

GO TO 407

122 S=0.0

1 FORMAT (///4X,21HSUMMARY OF ITERATIONS)

2 FORMAT (//4X,4X,26HCONVERGENCE ACHIEVED AFTER,15,13H ITERATIONS.,
15X,30HROOT MEAN SQUARE OF GRADIENT =,F15.7)

3 FORMAT (//8X,57HTERMINATION DUE TO UNDERFLOW IN CALCULATION OF LIK
1ELIHOOD)

4 FORMAT (//8X,27HCONVERGENCE NOT ACHIEVED IN,15,12H ITERATIONS)

1003 JK=0

MOD=2

CALL NLMAXH (ND,ITR,ICONV,NR,NX,NY,MSTP,INIT,NH,FL0,B0,B1,B2,BZ,
1FG0,FG1,FG2,FG3,FGZ,FH1,FH2,FHV,DIPS,S4S,LX,MX,JK,JS,JT,GM,NOD,WT,
2NAP,NU1,NU2)

IF (FL0.LE.FSUM) GO TO 304

IC=0

DO 305 I=4,NR

DO 305 J=1,NR

IC=IC+1

IF (IC.GT.ND) GO TO 304

305 X(J,I,5)=B0(IC)

304 S=0.0

IF (JS.EQ.1) GO TO 610

IF (JK.EQ.1) GO TO 610

IF (ITR.LE.19) GO TO 614

C PUT *IF (ITR.LE.***) GO TO 614* HERE.

NOD=4

GO TO 610

614 IF (JT.NE.1) GO TO 500

PRINT 1

610 IF (JS.EQ.1) GO TO 611

IF (JK.EQ.1) GO TO 612

IF (NOD.EQ.4) GO TO 613

PRINT 2, ITR,GM

GO TO 407

611 PRINT 6

6 FORMAT (//4X,43HTERMINATION DUE TO ABSENCE OF MAXIMUM POINT)

MSTP=1

GO TO 407

```
612 PRINT 5, ITR  
5 FORMAT (//4X,69HTERMINATION DUE TO SINGULARITY OF HESSIAN MATRIX A  
IT ITERATION NUMBER, I5)  
MSTP=1  
GO TO 407  
613 PRINT 4, ITR  
407 RETURN  
END
```

EST040
EST050
EST051
EST052
EST053
EST054
EST055
EST056
EST057

```

SUBROUTINE GRVMOD (INIT,NG,NH,NX,NY,ND,NR,A,SUM,FG,FH,WT,NU1,NU2) GMD000
21 DIMENSION A(10),FG(10),FH(10,10),WT(14) GMD000
21 COMMON /AA1/ X(14,14,5),Y(14,10),P(14,14),QX(14,14),QD(14),CO(14), GMD000
1RP(10),FHX(10,10),YO(14,10),YD(14,10)
21 COMMON /AA3/ BX(5),CY(10),XM(14,5),YM(14,10),XXM(14,5,5),XYM(14,5 GMD000
1,10),YYM(14,10,10),DQP(14,14),DOP(14),DXM(14,14,5),DYM(14,14,10), GMD000
2DSX(14,5),DSY(14,10),NDW
21 IF (INIT.EQ.0) GO TO 251 GMD000
22 N=0 GMD000
23 DO 190 I=1,NX GMD000
24 N=N+1 GMD000
26 190 BX(I)=A(N) GMD000
33 DO 191 I=1,NY GMD000
34 N=N+1 GMD000
36 191 CY(I)=A(N) GMD000
43 251 DO 201 I=1,NR GMD000
45 DO 202 J=1,NR GMD000
46 S=0.0 GMD000
47 DO 203 K=1,NX GMD000
51 203 S=S+X(I,J,K)*BX(K) GMD000
44 T=0.0 GMD000
65 DO 204 K=1,NY GMD000
66 204 T=T+Y(I,K)*CY(K) GMD000
77 P(I,J)=S+T GMD000
04 202 CONTINUE GMD000
16 201 CONTINUE GMD000
10 PMAX=P(I,1) GMD000
11 PMIN=P(I,1) GMD000
12 DO 101 I=1,NR GMD000
14 DO 101 J=1,NR GMD000
15 IF (P(I,J).LE.PMAX) GO TO 101 GMD000
12 PMAX=P(I,J) GMD000
24 101 CONTINUE GMD000
31 DO 102 I=1,NR GMD000
32 DO 102 J=1,NR GMD000
33 IF (P(I,J).GE.PMIN) GO TO 102 GMD000
40 PMIN=P(I,J) GMD000
42 102 CONTINUE GMD000
47 PU=ABS(PMAX) GMD000
51 PL=ABS(PMIN) GMD000
53 T=-PMIN GMD000
54 IF (PU.GE.PL) T=-PMAX GMD000
57 DO 103 I=1,NR GMD000
61 DO 103 J=1,NR GMD000
62 S=P(I,J)+T GMD000
66 103 P(I,J)=EXP(S) GMD000
05 DO 205 J=1,NR GMD000
06 S=0.0 GMD000
07 DO 206 I=1,NR GMD000
11 206 S=S+P(I,J) GMD000
21 DO 207 I=1,NR GMD000
22 207 P(I,J)=P(I,J)/S GMD000
32 205 CONTINUE GMD000
34 DO 208 K=1,NX GMD000
35 DO 209 J=1,NR GMD000
36 S=0.0 GMD000
37 DO 210 L=1,NR GMD000

```

21	210	S=S+P(L,J)*X(L,J,K)	GMD03
25	209	XM(J,K)=S	GMD04
26	208	CONTINUE	GMD04
24		DO 211 K=1,NY	GMD04
65		DO 211 J=1,NR	GMD04
66		S=0.0	GMD04
67		DO 212 L=1,NR	GMD04
71	212	S=S+P(L,J)*Y(L,K)	GMD04
04	211	YM(J,K)=S	GMD04
13		DO 213 K=1,NX	GMD04
14		DO 213 L=1,NX	GMD04
15		DO 213 J=1,NR	GMD05
16		S=0.0	GMD05
17		DO 214 I=1,NR	GMD05
21	214	S=S+P(I,J)*X(I,J,K)*X(I,J,L)	GMD05
44	213	XXM(J,K,L)=S	GMD05
60		DO 215 K=1,NX	GMD05
61		DO 215 L=1,NY	GMD05
62		DO 215 J=1,NR	GMD05
63		S=0.0	GMD05
64		DO 216 I=1,NR	GMD05
66	216	S=S+P(I,J)*X(I,J,K)*Y(I,L)	GMD06
11	215	XYM(J,K,L)=S	GMD06
25		DO 217 K=1,NY	GMD06
26		DO 217 L=1,NY	GMD06
27		DO 217 J=1,NR	GMD06
30		S=0.0	GMD06
31		DO 218 I=1,NR	GMD06
33	218	S=S+P(I,J)*Y(I,K)*Y(I,L)	GMD06
54	217	YYM(J,K,L)=S	GMD06
70		DO 219 I=1,NR	GMD06
71		DO 219 J=1,NR	GMD07
72	219	DQP(I,J)=QX(I,J)/QN(J)-P(I,J)	GMD07
17		DO 220 I=1,NR	GMD07
21		S=0.0	GMD07
22		DO 221 J=1,NR	GMD07
24	221	S=S+P(I,J)*QD(J)	GMD07
35	220	DOP(I)=QD(I)-S	GMD07
41		GO TO (1001,1002,1003), NUL	GMA00
00	1001	S=0.0	
51		DO 301 I=1,NR	
53		DO 301 J=1,NR	
54		T=100.0/QX(I,J)	GVM30
70		IF (QX(I,J).LE.10.0) T=100.0	G 30
67		IF (NDW.EQ.0) T=1.0	G 30
72	301	S=S+(DQP(I,J)**2)*T	G 30
5		SUM=-S	
6		IF (NG.EQ.0) GO TO 245	
7		DO 302 K=1,NX	
21		DO 302 J=1,NR	
31		DO 302 I=1,NR	
32	302	DXM(I,J,K)=X(I,J,K)-XM(J,K)	
40		DO 303 K=1,NY	
41		DO 303 I=1,NR	
42		DO 303 J=1,NR	
43	303	DYM(I,J,K)=Y(I,K)-YM(J,K)	
47		DO 304 K=1,NX	
70		S=0.0	

```

71 DO 305 I=1, NR
73 DO 305 J=1, NR
74 T=100.0/QX(I, J)
66 IF (QX(I, J).LE.10.0) T=100.0
07 IF (NDW.EQ.0) T=1.0
12 305 S=S+DQP(I, J)*P(I, J)*DXM(I, J, K)*T
34 304 FG(K)=2.0*S
41 DO 306 K=1, NY
43 S=0.0
44 DO 307 I=1, NR
46 DO 307 J=1, NR
47 T=100.0/QX(I, J)
53 IF (QX(I, J).LE.10.0) T=100.0
62 IF (NDW.EQ.0) T=1.0
45 307 S=S+DQP(I, J)*P(I, J)*DYM(I, J, K)*T
07 306 FG(NX+K)=2.0*S
15 IF (NH.EQ.0) GO TO 245
16 DO 308 K=1, NX
17 DO 308 L=1, NX
20 S1=0.0
21 S2=0.0
22 DO 309 I=1, NR
23 DO 309 J=1, NR
24 T=100.0/QX(I, J)
30 IF (QX(I, J).LE.10.0) T=100.0
37 IF (NDW.EQ.0) T=1.0
42 S1=S1+(P(I, J)**2)*DXM(I, J, K)*DXM(I, J, L)*T
60 309 S2=S2+DQP(I, J)*P(I, J)*(DXM(I, J, K)*DXM(I, J, L)+XM(J, K)*XM(J, L)-
1XXM(J, K, L))*T
23 308 FH(K, L)=-2.0*(S1-S2)
35 DO 310 K=1, NX
36 DO 310 L=1, NY
37 S1=0.0
40 S2=0.0
41 DO 311 J=1, NR
42 DO 311 I=1, NR
43 T=100.0/QX(I, J)
47 IF (QX(I, J).LE.10.0) T=100.0
55 IF (NDW.EQ.0) T=1.0
60 S1=S1+(P(I, J)**2)*DXM(I, J, K)*DYM(I, J, L)*T
76 311 S2=S2+DQP(I, J)*P(I, J)*(DXM(I, J, K)*DYM(I, J, L)+XM(J, K)*YM(J, L)-
1XYM(J, K, L))*T
41 310 FH(K, NX+L)=-2.0*(S1-S2)
55 DO 312 I=1, NX
56 DO 312 J=1, NY
57 312 FH(NX+J, I)=FH(I, NX+J)
76 DO 313 K=1, NY
77 DO 313 L=1, NY
80 S1=0.0
81 S2=0.0
82 DO 314 J=1, NR
83 DO 314 I=1, NR
84 T=100.0/QX(I, J)
10 IF (QX(I, J).LE.10.0) T=100.0
16 IF (NDW.EQ.0) T=1.0
21 S1=S1+(P(I, J)**2)*DYM(I, J, K)*DYM(I, J, L)*T
37 314 S2=S2+DQP(I, J)*P(I, J)*(DYM(I, J, K)*DYM(I, J, L)+YM(J, K)*YM(J, L)-
1YYM(J, K, L))*T

```

2	313	FH(NX+K,NX+L)=-2.0*(S1-S2)	061
6		GO TO 245	062
7	1002	S=0.0	063
0		T=0.0	GMD078
1		DO 252 I=1, NR	GMD079
2		S=S+(DOP(I)**2)*WT(I)	GMD080
0		DO 252 J=1, NR	GMD081
1	252	T=T+DQP(I, J)**2	GMD082
4		SUM=-(T+S)	GMD083
6		IF (NG.EQ.0) GO TO 245	GMD084
7		DO 222 K=1, NX	GMD085
!		DO 222 J=1, NR	GMD086
2		DO 222 I=1, NR	GMD087
3	222	DXM(I, J, K)=X(I, J, K)-XM(J, K)	GMD088
1		DO 223 K=1, NY	GMD089
2		DO 223 I=1, NR	GMD090
3		DO 223 J=1, NR	GMD091
4	223	DYM(I, J, K)=Y(I, K)-YM(J, K)	GMD092
0		DO 224 K=1, NX	GMD093
1		S=0.0	GMD094
2		DO 225 I=1, NR	GMD095
4		DO 225 J=1, NR	GMD096
5	225	S=S+DQP(I, J)*P(I, J)*DXM(I, J, K)	GMD097
0		T=0.0	GMD098
1		DO 226 I=1, NR	GMD099
2		U=0.0	GMD100
3		DO 227 J=1, NR	GMD101
5	227	U=U+QD(J)*P(I, J)*DXM(I, J, K)	GMD102
5		DSX(I, K)=U	GMD103
1	226	T=T+WT(I)*DOP(I)*U	GMD104
1	224	FG(K)=2.0*(S+T)	GMD105
7		DO 228 K=1, NY	GMD106
0		S=0.0	GMD107
1		DO 229 I=1, NR	GMD108
3		DO 229 J=1, NR	GMD109
4	229	S=S+DQP(I, J)*P(I, J)*DYM(I, J, K)	GMD110
7		T=0.0	GMD111
0		DO 230 I=1, NR	GMD112
1		U=0.0	GMD113
2		DO 231 J=1, NR	GMD114
4	231	U=U+QD(J)*P(I, J)*DYM(I, J, K)	GMD115
4		DSY(I, K)=U	GMD116
0	230	T=T+WT(I)*DOP(I)*U	GMD117
0	228	FG(NX+K)=2.0*(S+T)	GMD118
7		NA=1	GMD119
0		IF (NH.EQ.0) GO TO 245	GMD120
1		DO 232 K=1, NX	GMD121
2		DO 232 L=1, NX	GMD122
3		S1=0.0	GMD123
4		S2=0.0	GMD124
5		DO 233 I=1, NR	GMD125
6		DO 233 J=1, NR	GMD126
7		S1=S1+(P(I, J)**2)*DXM(I, J, K)*DXM(I, J, L)	GMD127
5	233	S2=S2+DQP(I, J)*P(I, J)*(DXM(I, J, K)*DXM(I, J, L)+XM(J, K)*XM(J, L)- 1XXM(J, K, L))	GMD128
7		S1=2.0*(S1-S2)	GMD129
1		S3=0.0	GMD130
2		S4=0.0	GMD131

```

23      DO 234 I=1, NR                                GMD
24      S3=S3+WT(I)*DSX(I,K)*DSX(I,L)                GMD
25      S5=0.0                                         GMD
26      DO 235 J=1, NR                                GMD
27      235 S5=S5+QD(J)*(P(I,J)*DXM(I,J,K)*DXM(I,J,L)+P(I,J)*(XM(J,K)*XM(J,L)-
1XXM(J,K,L)))                                       GMD
28      234 S4=S4+WT(I)*DOP(I)*S5                    GMD
29      232 FH(K,L)=-S1-2.0*(S3-S4)                   GMD
30      DO 236 K=1, NX                                GMD
31      DO 236 L=1, NY                                GMD
32      S1=0.0                                         GMD
33      S2=0.0                                         GMD
34      DO 237 J=1, NR                                GMD
35      DO 237 I=1, NR                                GMD
36      S1=S1+(P(I,J)**2)*DXM(I,J,K)*DYM(I,J,L)     GMD
37      237 S2=S2+DQP(I,J)*P(I,J)*(DXM(I,J,K)*DYM(I,J,L)+XM(J,K)*YM(J,L)-
1XYM(J,K,L))                                       GMD
38      S3=0.0                                         GMD
39      S4=0.0                                         GMD
40      DO 238 I=1, NR                                GMD
41      S3=S3+WT(I)*DSX(I,K)*DSY(I,L)                GMD
42      S5=0.0                                         GMD
43      DO 239 J=1, NR                                GMD
44      239 S5=S5+QD(J)*P(I,J)*(DXM(I,J,K)*DYM(I,J,L)+XM(J,K)*YM(J,L)-XYM(J,K,
1L))                                               GMD
45      238 S4=S4+WT(I)*DOP(I)*S5                    GMD
46      236 FH(K,NX+L)=-2.0*(S1-S2+S3-S4)           GMD
47      DO 240 I=1, NX                                GMD
48      DO 240 J=1, NY                                GMD
49      240 FH(NX+J,I)=FH(I,NX+J)                    GMD
50      DO 241 K=1, NY                                GMD
51      DO 241 L=1, NY                                GMD
52      S1=0.0                                         GMD
53      S2=0.0                                         GMD
54      DO 242 J=1, NR                                GMD
55      DO 242 I=1, NR                                GMD
56      S1=S1+(P(I,J)**2)*DYM(I,J,K)*DYM(I,J,L)     GMD
57      242 S2=S2+DQP(I,J)*P(I,J)*(DYM(I,J,K)*DYM(I,J,L)+YM(J,K)*YM(J,L)-YYM(J,
1K,L))                                             GMD
58      S3=0.0                                         GMD
59      S4=0.0                                         GMD
60      DO 243 I=1, NR                                GMD
61      S3=S3+WT(I)*DSY(I,K)*DSY(I,L)                GMD
62      S5=0.0                                         GMD
63      DO 244 J=1, NR                                GMD
64      244 S5=S5+QD(J)*P(I,J)*(DYM(I,J,K)*DYM(I,J,L)+YM(J,K)*YM(J,L)-YYM(J,K,
1L))                                               GMD
65      243 S4=S4+WT(I)*DOP(I)*S5                    GMD
66      241 FH(NX+K,NX+L)=-2.0*(S1-S2+S3-S4)       GMD
67      GO TO 245                                     GMD
68      1003 S=0.0                                     G
69      245 RETURN                                     GMD
70      END                                           GMD

```


	SUBROUTINE MINV (AH,N,D,L,M,N2)	INV00
11	DIMENSION AH(10,10),L(10),M(10)	INV00
11	COMMON /AA2/ A(100)	INV00
11	K=0	INV00
12	DO 201 I=1,N	INV00
13	DO 201 J=1,N	INV00
14	K=K+1	INV00
16	201 A(K)=AH(J,I)	INV00
26	D=1.0	INV00
27	NK=-N	INV00
30	DO 80 K=1,N	INV01
31	NK=NK+N	INV01
33	L(K)=K	INV01
34	M(K)=K	INV01
35	KK=NK+K	INV01
36	BIGA=A(KK)	INV01
40	DO 20 J=K,N	INV01
41	IZ=N*(J-1)	INV01
44	DO 20 I=K,N	INV01
46	IJ=IZ+I	INV01
50	S=ABS(A(IJ))	INV01
52	T=ABS(BIGA)	INV01
54	10 IF (T-S) 15,20,20	INV02
57	15 BIGA=A(IJ)	INV02
61	L(K)=I	INV02
64	M(K)=J	INV02
65	20 CONTINUE	INV02
72	J=L(K)	INV02
74	IF (J-K) 35,35,25	INV02
75	25 KI=K-N	INV02
77	DO 30 I=1,N	INV02
80	KI=KI+N	INV02
82	HOLD=-A(KI)	INV03
83	JI=KI-K+J	INV03
85	A(KI)=A(JI)	INV03
87	30 A(JI)=HOLD	INV03
93	35 I=M(K)	INV03
95	IF (I-K) 45,45,38	INV03
97	38 JP=N*(I-1)	INV03
99	DO 40 J=1,N	INV03
101	JK=NK+J	INV03
103	JJ=JP+J	INV03
105	HOLD=-A(JK)	INV04
107	A(JK)=A(JJ)	INV04
109	40 A(JJ)=HOLD	INV04
111	T=ABS(BIGA)	INV04
113	45 IF (T-1.0E-20) 46,46,48	INV04
115	46 D=0.3	INV04
117	RETURN	INV04
119	48 DO 55 I=1,N	INV04
121	IF (I-K) 50,55,50	INV04
123	50 IK=NK+I	INV04
125	A(IK)=A(IK)/(-BIGA)	INV04
127	55 CONTINUE	INV05
129	DO 55 I=1,N	INV05
131	IK=NK+I	INV05
133	HOLD = A(IK)	INV05

66	IJ=I-N	INVT
67	DO 65 J=1,N	INVT
71	IJ =IJ+N	INVT
73	IF (I-K) 60,65,60	INVT
75	60 IF (J-K) 62,65,62	INVT
77	62 KJ=IJ-I+K	INVT
02	A(IJ)=HOLD*A(KJ)+A(IJ)	INVT
05	65 CONTINUE	INVT
12	KJ=K-N	INVT
13	DO 75 J=1,N	INVT
15	KJ=KJ+N	INVT
17	IF (J-K) 70,75,70	INVT
20	70 A(KJ)=A(KJ)/BIGA	INVT
23	75 CONTINUE	INVT
26	D=D*BIGA	INVT
27	A(KK)=1.0/BIGA	INVT
31	80 CONTINUE	INVT
33	K=N	INVT
34	100 K=(K-1)	INVT
36	IF (K) 150,150,105	INVT
37	105 I=L(K)	INVT
41	IF (I-K) 120,120,108	INVT
43	108 JQ=N*(K-1)	INVT
46	JR=N*(I-1)	INVT
52	DO 110 J=1,N	INVT
53	JK=JQ+J	INVT
55	HOLD=A(JK)	INVT
57	JI=JR+J	INVT
60	A(JK)=-A(JI)	INVT
62	110 A(JI)=HOLD	INVT
66	120 J=M(K)	INVT
70	IF (J-K) 100,100,125	INVT
72	125 KI=K-N	INVT
74	DO 130 I=1,N	INVT
75	KI=KI+N	INVT
77	HOLD = A(KI)	INVT
80	JI=KI-K+J	INVT
82	A(KI)=-A(JI)	INVT
84	130 A(JI)=HOLD	INVT
90	GO TO 100	INVT
910	150 K=0	INVT
911	DO 202 I=1,N	INVT
913	DO 202 J=1,N	INVT
914	K=K+1	INVT
916	202 AH(J,I)=A(K)	INVT
926	RETURN	INVT
926	END	INVT

```

SUBROUTINE RESULT (NX,NY,ND,MSTP,NOD,INIT,N2,B0,B1,FG0,FG1,FH1,FH2  RLT000
1,FHV,LX,MX,SE,TV,FLO,KTN,WT,NXN,NYN,NR,NU1,NU2,IX)          RLT002
6  DIMENSION B0(10),B1(10),FG0(10),FG1(10),FH1(10,10),FH2(10,10),  RLT004
16 IFHV(10,10),LX(10),MX(10),SE(10),TV(10),WT(14),NXN(5),NYN(10)  RLT006
16 COMMON /AA1/ X(14,14,5),Y(14,10),P(14,14),QX(14,14),QD(14),QO(14),  GRA010
16 IRR(10),FHX(10,10),YO(14,10),YD(14,10)
16 COMMON /AA2/ AR(100),STR(4),NOX(14,14),NOD(14),QXP(14,14),      GRA012
16 INQXP(14,14),NQOP(14),NODP(14),NOO(14),NOXP1(14,14),BT1(10),BT2(10)  GRA014
16 COMMON /AA3/ BX(5),CY(10),XM(14,5),YM(14,10),XXM(14,5,5),XYM(14,5  GRA016
1,10),YYM(14,10,10),DOP(14,14),DOP(14),DXM(14,14,5),DYM(14,14,10),  GRA018
2DSX(14,5),DSY(14,10),NDW
16 IF (NX.EQ.0) GO TO 103
17 N=0
17 DO 606 I=1,NX
17 N=N+1
17 606 BX(I)=B0(N)
17 103 IF (NY.EQ.0) GO TO 104
17 DO 607 I=1,NY
17 N=N+1
17 607 CY(I)=B0(N)
17 104 IF (NOD.EQ.3.OR.NOD.EQ.4) GO TO 601
17 PRINT 1
17 1 FORMAT (///4X,24HCONVERGENCE NOT ACHIEVED)
17 602 PRINT 2
17 2 FORMAT (///4X,59HTHE FOLLOWING ARE THE ESTIMATES OBTAINED BEFORE TE  RLT014
17 IRMINATION/4X)
17 IF (NX.EQ.0) GO TO 603
17 PRINT 4, ((I,BX(I)),I=1,NX)
17 4 FORMAT (/9X,7(5X,2HB(,I2,2H)=,F6.3)//9X,7(5X,2HB(,I2,2H)=,F6.3)/  RLT016
17 14X)
17 603 IF (NY.EQ.0) GO TO 604
17 PRINT 5, ((I,CY(I)),I=1,NY)
17 5 FORMAT (/9X,7(5X,2HC(,I2,2H)=,F6.3)//9X,7(5X,2HC(,I2,2H)=,F6.3)/  RLT018
17 14X)
17 604 GO TO 1000
17 601 NH=1
17 NG=1
17 D=1.0
17 N2=ND*ND
17 INIT=1
17 IF (IX.EQ.1) GO TO 310
17 DO 119 I=1,ND
17 IF (KTN.EQ.0) GO TO 120
17 BT2(I)=B0(I)
17 GO TO 119
17 120 BT1(I)=B0(I)
17 119 CONTINUE
17 310 IF (IX.NE.1) GO TO 121
17 DO 122 I=1,ND
17 IF (KTN.EQ.0) GO TO 123
17 B0(I)=BT2(I)
17 GO TO 122
17 123 B0(I)=BT1(I)
17 122 CONTINUE
17 121 S=0.0
17 IF (IX.EQ.1) INIT=2
17 CALL GRVMOD (INIT,NG,NH, NX,NY,ND,NR,P0,FLO,FG0,FH2,WT,NU1,NU2)  RLT030

```


76	N3=0	RLT07
77	DO 703 J=1,NR	RLT07
78	N1=N1+NQXP(I,J)	RLT07
79	N2=N2+NQXP(J,I)	RLT07
80	703 N3=N3+NQX(I,J)	RLT07
81	NQOP(I)=N1	RLT07
82	NQOP(I)=N2	RLT08
83	702 NQO(I)=N3	RLT08
84	S1=0.0	RES30
85	S2=0.0	RES30
86	S3=0.0	RES30
87	DO 201 J=1,NR	RES30
88	T=NQO(J)-NQX(J,J)	RES30
89	DO 202 I=1,NR	RES30
90	IF (I.EQ.J) GO TO 202	RES30
91	S1=S1+(NQXP(I,J)-NQX(I,J))	RES31
92	S2=S2+(NQXP(I,J)-NQX(I,J))**2	RES31
93	S3=S3+(T/(NR-1)-NQX(I,J))**2	RES31
94	202 CONTINUE	RES31
95	201 CONTINUE	RES31
96	TRM=S1/(NR*NR-NR)	RES31
97	S=S2/(NR*NR-NR)	RES31
98	TRM2=SQRT(S)	RES31
99	S=S3/(NR*NR-NR)	RES31
100	TRM20=SQRT(S)	RES31
101	TR2=1.0-S2/S3	RES32
102	GO TO 622	RLT08
103	621 SRX20=T	RLT08
104	FRM0=S1/(NR*NR)	RLT08
105	RM2R0=V/(NR*NR)	RLT08
106	RM2R0=SQRT(RM2R0)	RLT08
107	SR20=V	RLT08
108	IF (KTN.EQ.0) SR21=V	RLT08
109	PCP0=S/N1*100.0	RLT08
110	622 IF (KO.EQ.1) GO TO 623	RLT08
111	IF (MM.EQ.1) GO TO 301	RLT08
112	GO TO 624	RLT09
113	623 IF (MM.EQ.1) GO TO 626	RLT09
114	DO 625 I=1,ND	RLT09
115	B1(I)=0.0	RLT09
116	DO 625 J=1,ND	RLT09
117	625 B1(I)=B1(I)+FH1(I,J)*FG1(J)	RLT09
118	GO TO 626	RLT10
119	624 DO 619 I=1,ND	RLT10
120	S=FHV(I,I)*CF	RLT10
121	IF (S.LT.0.0) S=-S	RLT10
122	SE(I)=SQRT(S)	RLT10
123	619 TV(I)=B0(I)/SE(I)	RLT10
124	301 S=0.0	RLT10
125	DO 620 I=1,ND	RLT10
126	620 R1(I)=0.0	RLT10
127	NH=1	RLT10
128	NG=1	RLT10
129	CALL GRVMOD (INIT,NG,NH,NX,NY,ND,NR,B1,FL1,FG1,FH1,WT,NU1,NU2)	RLT10
130	CALL MINV (FH1,ND,D,LX,MX,N2)	RLT11
131	KO=1	RLT11
132	GO TO 608	RLT11
133	626 PRINT 7	RLT11

```

53 7 FORMAT (*1*,3X,18HESTIMATION RESULTS//4X,19HPARAMETER ESTIMATES// RLT
54 111X,8HVARIABLE,7X,8HVARIABLE,10X,5HLOGIT,7X,2HSTANDARD,13X,2HT-/ RLT
61 213X,6HNUMBER,11X,4HNAME,6X,9HESTIMATOR,10X,5HERROR,6X,9HSTATISTIC/ RLT
63 34X) RLT
53 N=0 RLT
54 IF (NX.EQ.0) GO TO 627 RLT
61 IF (MM.NE.1) GO TO 302 RLT
63 DO 303 I=1,NX
64 N=N+1
66 303 PRINT 8, I,NXN(I),R0(N)
67 GO TO 306
67 302 S=0.0
70 DO 628 I=1,NX RLT
72 N=N+1 RLT
74 628 PRINT 8,I,NXN(I),B0(N),SE(N),TV(N) RLT
73 8 FORMAT (14X,2HB(,I2,1H),5X,A10,4F15.5) RLT
74 306 S=0.0
74 PRINT 9 RLT
75 9 FORMAT (* *) RLT
75 627 IF (NY.EQ.0) GO TO 629 RLT
75 IF (MM.NE.1) GO TO 304 RLT
77 DO 305 I=1,NY
78 N=N+1
78 305 PRINT 10, I,NYN(I),B0(N)
79 GO TO 629
79 304 S=0.0
80 DO 630 I=1,NY RLT
80 N=N+1 RLT
80 630 PRINT 10, I,NYN(I),B0(N),SE(N),TV(N) RLT
83 10 FORMAT (11X,3X,2HC(,I2,1H),5X,A10,4F15.5) RLT
83 629 PCP=100.0-PCP RLT
83 PCP0=100.0-PCP0 RLT
83 PRINT 25 RLT
86 25 FORMAT (/4X,20HAUXILIARY STATISTICS/36X,14HAT CONVERGENCE,13X,
86 17HAT ZERO/4X) RLT
86 PRINT 11,FL0,FL1 RLT
86 11 FORMAT (9X,19HVALUE OF L FUNCTION,7X,F15.5,5X,F15.5/4X) RLT
86 PRINT 12,SRX2,SRX20 RLT
86 12 FORMAT (9X,19HRESIDUAL CHI-SQUARE,7X,F15.5,5X,F15.5/4X) RLT
86 PRINT 13,SR2,SR20 RLT
86 13 FORMAT (9X,24HSUM OF SQUARED RESIDUALS,2X,F15.5,5X,F15.5/4X) RLT
86 PRINT 14,DF,DF RLT
86 14 FORMAT (9X,18HDEGREES OF FREEDOM,8X,F15.5,5X,F15.5/4X) RLT
86 PRINT 15,PCP,PCP0 RLT
86 15 FORMAT (9X,27HPERCENT CORRECTLY PREDICTED,4X,F10.5,10X,F10.5/4X) RLT
86 IF (SR20.EQ.0.0) GO TO 101 RLT
86 R2=1.0-SR2/SR20 RLT
86 PRINT 19,R2 RLT
86 19 FORMAT (9X,28HCOEFFICIENT OF DETERMINATION,23X,F15.5/4X) RLT
86 PRINT 53,FRM,FRM0 RLT
86 53 FORMAT (/9X,22HMEAN FORECASTING ERROR,4X,F15.5,5X,F15.5) RLT
86 PRINT 54, RM2R,RM2R0 RLT
86 54 FORMAT (/9X,34HROOT MEAN SQUARE ERROR OF FORECAST,F15.5,5X,F15.5) RLT
86 PRINT 55, TRM,TRM2, TR2 RES32
86 55 FORMAT (/9X,30HFOP OFF-DIAGONAL ELEMENTS ONLY//12X,22HMEAN FORECA RES32
86 1STING ERROR,12X,F15.5//12X,34HROOT MEAN SQUARE ERROR OF FORECAST, RES32
86 2F15.5//12X,28HCOEFFICIENT OF DETERMINATION,6X,F15.5) RES32
86 101 PRINT 20, (I,I=1,ND) RLT

```

4	20	FORMAT (*1*,3X,13HMOMENT MATRIX//9X,7(11X,1H(,I2,1H))/9X,7(11X,11H(,I2,1H)))	RLT158
4		DO 631 I=1,ND	RLT158
1		DO 632 J=1,ND	RLT158
2	632	FH1(I,J)=-FH2(I,J)	RLT158
6	631	PRINT 45, I, (FH1(I,J),J=1,ND)	RLT158
0	45	FORMAT (/4X,1H(,I2,1H),7E15.6/8X,7E15.6)	RLT158
0	21	FORMAT (/4X,1H(,I2,1H),8I15)	RLT158
0		IF (MM.EQ.1) GO TO 308	
2		PRINT 22, (I,I=1,ND)	
5	22	FORMAT (///4X,17HC0VARIANCE MATRIX//9X,7(11X,1H(,I2,1H))/9X,7(11X,11H(,I2,1H)))	RLT158
5		DO 633 I=1,ND	RLT158
2		DO 634 J=1,ND	RLT160
3	634	FHV(I,J)=CF*FHV(I,J)	RLT160
2	633	PRINT 45, I, (FHV(I,J),J=1,ND)	RLT160
4	308	S=0.0	RLT160
5		IF (NR.GT.7) GO TO 131	
1		PRINT 31, (I,I=1,NR)	RLT160
3	31	FORMAT (*1*/4X,15HPREDICTION TEST//9X,19HINTER-REGIONAL FLOW//9X,18(11X,I2,1H)))	RLT160
3		IF (KTN.EQ.0) GO TO 711	RLT160
0		DO 712 I=1,NR	RLT160
2		PRINT 21, I, (NQXP(J,I),J=1,NR),NQDP(I)	RLT160
3	712	PRINT 32, (NQX(J,I),J=1,NR),NQD(I)	RLT170
2		PRINT 33, (NQCP(J),J=1,NR)	RLT171
5		PRINT 34, (NQO(J),J=1,NR)	RLT172
1		GO TO 801	RLT172
5	711	DO 707 I=1,NR	RLT172
7		PRINT 21, I, (NQXP(I,J),J=1,NR),NQOP(I)	RLT172
7	707	PRINT 32, (NQX(I,J),J=1,NR),NQO(I)	RLT172
5		32 FORMAT (8X,8I15)	RLT172
5		PRINT 33, (NQDP(J),J=1,NR)	RLT172
0		PRINT 34, (NQO(J),J=1,NR)	RLT172
4	33	FORMAT (/4X,4HSUMP,8I15)	RLT172
4	34	FORMAT (4X,4HSUMT,8I15)	RLT180
4	801	GO TO 132	RLT180
0	131	PRINT 31, (I,I=1,8)	RLT657
1		IF (KTN.EQ.0) GO TO 133	RLT657
6		DO 134 I=1,NR	RLT658
0		PRINT 21, I, (NQXP(J,I),J=1,8)	RLT660
5	134	PRINT 32, (NQX(J,I),J=1,8)	RLT660
0		PRINT 33, (NQOP(J),J=1,8)	RLT660
1		PRINT 34, (NQO(J),J=1,8)	RLT660
3		PRINT 31, (I,I=9,NR)	RLT660
6		DO 135 I=1,NR	RLT660
3		PRINT 21, I, (NQXP(J,I),J=9,NR),NQDP(I)	RLT660
4	135	PRINT 32, (NQX(J,I),J=9,NR),NQD(I)	RLT660
3		PRINT 33, (NQOP(J),J=9,NR)	RLT660
6		PRINT 34, (NQO(J),J=9,NR)	RLT660
2		GO TO 132	RLT660
6	133	DO 136 I=1,NR	RLT670
0		PRINT 21, I, (NQXP(I,J),J=1,8)	RLT670
4	136	PRINT 32, (NQX(I,J),J=1,8)	RLT670
6		PRINT 33, (NQDP(J),J=1,8)	RLT670
7		PRINT 34, (NQO(J),J=1,8)	RLT670
1		PRINT 31, (I,I=9,NR)	RLT670
4		DO 137 I=1,NR	RLT670

```

11 PRINT 21, I, (NQXP(I,J),J=9,NR),NQOP(I)
11 137 PRINT 32, (NQX(I,J),J=9,NR),NQO(I)
17 PRINT 33, (NQDP(J),J=9,NR)
2 PRINT 34, (NQD(J),J=9,NR)
16 132 S=0.0
17 DO 708 I=1,NR
14 DO 708 J=1,NR
15 T=(NQXP(I,J)-NQX(I,J))*2
14 IF (NQX(I,J).LE.5) GO TO 709
10 708 S=S+T/QX(I,J)
10 X2P=S
11 DFX2P=(NR-1)*(NR-1)
14 PRINT 35, X2P,DFX2P
14 35 FORMAT (///4X,26HCHI-SQUARE FOR PREDICTION=,F15.5/4X,19HDEGREES OF
1 FREEDOM=,F15.5)
14 GO TO 710
10 709 PRINT 36
14 36 FORMAT (///4X,91HCHI-SQUARE VALUE WAS NOT CALCULATED SINCE ONE OF
1 CELL FREQUENCIES WAS FOUND TO BE 5 OR LESS)
14 710 PRINT 37
0 37 FORMAT (///4X,89HROW NUMBERS INDICATE THE REGIONS OF ORIGIN, AND CO
1 LUMN NUMBERS THE REGIONS OF DESTINATION//4X,96HFOR EACH ENTRY THE
2 UPPER FIGURE DENOTES THE PREDICTED VALUE, AND THE LOWER FIGURE THE
3 TRUE VALUE//4X,52HLAST ROW AND COLUMN ELEMENTS ARE THE RESPECTIVE
4 SUMS)
0 IF (KTN.NE.0) GO TO 150
5 DO 112 I=1,NR
7 DO 112 J=1,NR
10 112 NQXPI(J,I)=NQXP(I,J)
14 GO TO 1000
14 150 IC=0
15 IC=0
16 IC=1
17 IC=2
C PUT *IC=1* FOR HIGA METHOD OR *IC=2* FOR FURNESS METHOD
0 NID=6
1 NID=20
C PUT *NID=XX* HERE FOR THE NUMBER OF ITERATIONS.
2 DO 113 I=1,NR
3 DO 113 J=1,NR
4 113 QXP(I,J)=(NQXP(I,J)+NQXPI(I,J))/2.0
6 IF (IC.EQ.1) GO TO 151
0 ID=0
1 150 DO 152 J=1,NR
3 S=0.0
4 DO 153 I=1,NR
6 153 S=S+QXP(I,J)
6 DO 154 I=1,NR
7 154 QXP(I,J)=QXP(I,J)*NQD(J)/S
0 152 CONTINUE
2 DO 155 I=1,NR
3 S=0.0
4 DO 156 J=1,NR
6 156 S=S+QXP(I,J)
6 DO 157 J=1,NR
7 157 QXP(I,J)=QXP(I,J)*NQD(I)/S
1 155 CONTINUE
3 ID=ID+1

```



```

4 IF (ID.LE.NID) GO TO 158
6 151 IF (IC.EQ.2) GO TO 171
0 ID=0
1 175 DO 160 J=1,NR
3 IE=0
4 164 S1=0.0
5 S2=0.0
6 DO 161 I=1,NR
7 IF (QXP(I,J).LE.0.0) QXP(I,J)=0.0
6 IF (QXP(I,J).EQ.0.0) GO TO 161
1 S1=S1+QXP(I,J)
5 S2=S2+NQO(I)
7 161 CONTINUE
S3=NQO(J)-S1
5 IF (S3.LE.0.0) GO TO 110
6 S2=0.0
7 DO 111 I=1,NR
1 111 S2=S2+NQO(I)
6 110 IF (S3.LT.0.5.AND.S3.GT.-0.5) GO TO 162
7 DO 163 I=1,NR
0 IF (S3.GT.0.0) GO TO 165
2 IF (QXP(I,J).EQ.0.0) GO TO 163
5 165 QXP(I,J)=QXP(I,J)+S3*NQO(I)/S2
5 163 CONTINUE
0 IE=IE+1
1 IF (IE.LE.NID) GO TO 164
3 160 CONTINUE
5 162 DO 166 I=1,NR
7 IE=0
0 174 S1=0.0
1 S2=0.0
2 DO 167 J=1,NR
3 IF (QXP(I,J).LE.0.0) QXP(I,J)=0.0
2 IF (QXP(I,J).EQ.0.0) GO TO 167
5 S1=S1+QXP(I,J)
1 S2=S2+NQO(J)
3 167 CONTINUE
6 S3=NQO(I)-S1
1 IF (S3.LE.0.0) GO TO 169
2 S2=0.0
3 DO 170 J=1,NR
5 170 S2=S2+NQO(J)
2 169 IF (S3.LT.0.5.AND.S3.GT.-0.5) GO TO 171
3 DO 172 J=1,NR
4 IF (S3.GT.0.0) GO TO 173
6 IF (QXP(I,J).EQ.0.0) GO TO 172
1 173 QXP(I,J)=QXP(I,J)+S3*NQO(J)/S2
1 172 CONTINUE
4 IE=IE+1
5 IF (IE.LE.5) GO TO 174
7 166 CONTINUE
1 ID=ID+1
2 IF (ID.LE.3) GO TO 175
4 171 DO 176 I=1,NR
6 DO 176 J=1,NR
7 176 NQXP(I,J)=QXP(I,J)+0.5
5 DO 177 I=1,NR
6 S1=0.0

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RLT 69
 RLT690
 RLT700
 RLT701
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 RLT752
 RLT753
 RLT754
 RLT755

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17      S2=0.0
20      DO 178 J=1,NR
21      S1=S1+QXP(I,J)
25      178 S2=S2+QXP(J,I)
34      NQOP(I)=S1+0.5
40      177 NQOP(I)=S2+0.5
44      S=0.0
45      DO 118 I=1,NR
46      118 S=S+NQOP(I)
53      NQTP=S
55      S1=0.0
56      S2=0.0
57      S3=0.0
60      T=0.0
61      DO 116 I=1,NR
62      DO 116 J=1,NR
63      T=T+NQX(I,J)
70      S=NQXP(I,J)-NQX(I,J)
76      S3=S3+S
80      S1=S1+S**2
82      IF (S.LT.0.0) GO TO 116
83      S2=S2+S
84      116 CONTINUE
88      PCP=100.0-S2*100.0/T
91      R2=1.0-S1/((SR21+SR20)/2.0)
94      FRM=S3/(NR*NR)
97      RM2R=S1/(NR*NR)
100     RM2R=SQRT(RM2R)
103     NQTT=T
106     S1=0.0
109     S2=0.0
112     S3=0.0
115     DO 203 J=1,NR
116     T=NQD(J)-NQX(J,J)
117     DO 204 I=1,NR
118     IF (I.EQ.J) GO TO 204
119     S1=S1+(NQXP(I,J)-NQX(I,J))
120     S2=S2+(NQXP(I,J)-NQX(I,J))**2
121     S3=S3+(T/(NR-1)-NQX(I,J))**2
122     204 CONTINUE
123     203 CONTINUE
124     TRM=S1/(NR*NR-NR)
125     S=S2/(NR*NR-NR)
126     TRM2=SQRT(S)
127     S=S3/(NR*NR-NR)
128     TRM20=SQRT(S)
129     TR2=1.0-S2/S3
130     IF (NR.GT.7) GO TO 139
131     PRINT 51, (I,I=1,NR)
132     51 FORMAT (*1*,69HPREDICTION WITH TWO METHODS COMBINED, AND DOUBLE CO
133     1NSTRAINTS IMPOSED, //9X,8(11X,1H(,I2,1H)))
134     DO 117 I=1,NR
135     PRINT 21, I, (NQXP(J,I),J=1,NR),NQOP(I)
136     117 PRINT 32, (NQX(J,I),J=1,NR),NQD(I)
137     PRINT 33, (NQOP(J),J=1,NR),NQTP
138     PRINT 34, (NQD(J),J=1,NR),NQTT
139     GO TO 139
140     138 PRINT 51, (I,I=1,8)

```

2	DO 140 I=1, NR		RLT680
7	PRINT 21, I, (NQXP(J, I), J=1, 8)		RLT680
4	140 PRINT 32, (NQX(J, I), J=1, 8)		RLT680
7	PRINT 33, (NQOP(J), J=1, 8)		RLT690
0	PRINT 34, (NQO(J), J=1, 8)		RLT690
2	PRINT 51, (I, I=9, NR)		RLT690
5	DO 141 I=1, NR		RLT690
2	PRINT 21, I, (NQXP(J, I), J=9, NR), NQDP(I)		RLT690
3	141 PRINT 32, (NQX(J, I), J=9, NR), NQD(I)		RLT690
2	PRINT 33, (NQOP(J), J=9, NR), NQTP		RLT690
6	PRINT 34, (NQO(J), J=9, NR), NQTT		RLT690
3	139 PRINT 37		RLT690
7	PRINT 52		RLT650
3	52 FORMAT (////)		RLT650
3	PRINT 15, PCP		RLT650
1	PRINT 19, R2		RLT650
7	PRINT 53, FRM		RLT201
5	PRINT 54, RM2R		RLT201
3	PRINT 55, TRM, TRM2, TR2		RLT201
5	1000 RETURN		RLT201
6	END		RLT201

SUBROUTINE NLMAXH(ND,IT,ICONV,NR,NX,NY,INSTP,INIT,NH,FL0,B0,B1,B2,
1RZ,FG0,FG1,FG2,FG3,FGZ,FH1,FH2,FHV,DIP,S4,LX,MX,JK,JS,JI,GM,NOD,
2WT,NAP,NU1,NU2)

MAX

DIMENSION B0(10),B1(10),B2(10),BZ(10),FG0(10),FG1(10),FG2(10),
1FG3(10),FGZ(10),FH1(10,10),FH2(10,10),FHV(10,10),DIR(10),S4(10),
2LX(10),MX(10),WT(14)

MAX

COMMON /AA1/ X(14,14,5),Y(14,10),P(14,14),GX(14,14),OD(14),GO(14),GPA
1BR(10),FHX(10,10),YO(14,10),YD(14,10)

MAX

COMMON /AA2/ AR(100),SIR(4)

COMMON /AA3/ BX(5),CY(10),XM(14,5),YM(14,10),XXM(14,5,5),XYM(14,5
1,10),YYM(14,10,10),DOP(14,14),DOP(14),DXM(14,14,5),DYM(14,14,10),
2DSX(14,5),DSY(14,10),NDW

GRAD

GRAD

IA=1

GRAD

JV=0

MAX

DO 501 I=1,ND

MAX

FGZ(I)=FG0(I)

MAX

501 RZ(I)=B0(I)

MAX

FLZ=FL0

MAX

DO 502 I=1,ND

MAX

S=0,0

MAX

DO 503 J=1,ND

MAX

503 S=S+FHV(I,J)*FG0(J)

MAX

502 DIR(I)=S

MAX

NH=0

MAX

DO 201 I=1,ND

MAX

201 FG1(I)=B0(I)

MAX

SIR(1)=FL0

MAX

JJ=1

MAX

ST1=1.0

MAX

317 ST2=ST1+ST1

MAX

DO 202 I=1,ND

MAX

202 FG2(I)=FG1(I)+ST1*DIR(I)

MAX

NG=0

MAX

CALL GRVMOD (INIT,NG,NH,NX,NY,ND,NR,FG2,FL1,S4,FH1,WT,NU1,NU2)

MAX

SIR(2)=FL1

MAX

IF (FL1-FL0) 101,102,103

MAX

101 ST1=-ST1

MAX

DO 204 I=1,ND

MAX

204 FG3(I)=FG1(I)+ST1*DIR(I)

MAX

CALL GRVMOD(INIT,NG,NH,NX,NY,ND,NR,FG3,FL2,S4,FH1,WT,NU1,NU2)

MAX

IF (FL2.GT.FL0) GO TO 311

MAX

ST3=ST1

MAX

ST2=ST1+ST1

MAX

DO 312 I=1,ND

MAX

B0(I)=FG2(I)

MAX

B1(I)=FG1(I)

MAX

312 B2(I)=FG3(I)

MAX

FL3=FL2

MAX

FL2=FL0

MAX

GO TO 120

MAX

311 DO 313 I=1,ND

MAX

313 FG2(I)=FG3(I)

MAX

FL1=FL2

MAX

ST2=ST1+ST1

MAX

GO TO 103

MAX

102 ST3=ST1/2.0

MAX

ST2=ST1

MAX

MAX

```

DO 216 I=1,ND
216 FG0(I)=FG1(I)+ST3*nIR(I)
CALL GRVMOD (INIT,NG,NH,NX,NY,ND,NR,FG0,FL2,S4,FH1,WT,NU1,NU2)
IF (FL2.GE.FL0) GO TO 217
PRINT 10, IT,(FG0(I),I=1,ND)
10 FORMAT (//4X,47HTHE FUNCTION IS NOT CONCAVE AT ITERATION NUMBER,
IT5,3HAND//4X,2HB=,10F10.5)
DO 218 I=1,ND
218 R0(I)=FG2(I)
GO TO 1002
217 DO 219 I=1,ND
R0(I)=FG1(I)
R1(I)=FG0(I)
219 R2(I)=FG2(I)
FL1=S1R(1)
FL3=S1R(2)
GO TO 120
103 DO 205 I=1,ND
205 FG3(I)=FG2(I)+ST2*nIR(I)
CALL GRVMOD (INIT,NG,NH,NX,NY,ND,NR,FG3,FL2,S4,FH1,WT,NU1,NU2)
S1R(4)=FL2
215 S1=S1R(2)
S2=S1R(4)
IF (S2-S1) 111,111,113
111 ST3=ST2/2.0
DO 206 I=1,ND
206 FG0(I)=FG2(I)+ST3*nIR(I)
CALL GRVMOD (INIT,NG,NH,NX,NY,ND,NR,FG0,FL3,S4,FH1,WT,NU1,NU2)
S1R(3)=FL3
IF (S1R(2).LT.S1R(3)) GO TO 208
DO 209 I=1,ND
R0(I)=FG1(I)
B1(I)=FG2(I)
209 B2(I)=FG0(I)
FL1=S1R(1)
FL2=S1R(2)
FL3=S1R(3)
GO TO 120
208 DO 210 I=1,ND
R0(I)=FG2(I)
B1(I)=FG0(I)
210 B2(I)=FG3(I)
FL1=S1R(2)
FL2=S1R(3)
FL3=S1R(4)
GO TO 120
113 DO 211 I=1,ND
FG1(I)=FG2(I)
211 FG2(I)=FG3(I)
S1R(1)=S1R(2)
S1R(2)=S1R(4)
ST2=ST2+ST2
DO 212 I=1,ND
212 FG3(I)=FG2(I)+ST2*nIR(I)
CALL GRVMOD (INIT,NG,NH,NX,NY,ND,NR,FG3,FL2,S4,FH1,WT,NU1,NU2)
S1R(4)=FL2
JJ=JJ+1
IF (JJ.LE.6) GO TO 215

```

```

MAX042
MAX043
MAX044
MAX045
MAX048
MAX049
MAX050
MAX051
MAX052
MAX053
MAX054
MAX055
MAX056
MAX057
MAX058
MAX059
MAX060
MAX061
MAX062
MAX064
MAX065
MAX066
MAX067
MAX068
MAX069
MAX070
MAX071
MAX073
MAX074
MAX082
MAX083
MAX084
MAX085
MAX086
MAX087
MAX088
MAX089
MAX090
MAX091
MAX092
MAX093
MAX094
MAX095
MAX096
MAX097
MAX098
MAX099
MAX100
MAX101
MAX102
MAX103
MAX104
MAX105
MAX106
MAX108
MAX109
MAX110

```


22	IF (S.LE.BMAX) GO TO 231	MAX08
25	RMAX=S	MAX08
25	231 CONTINUE	MAX08
30	FLCH=(FLZ-FL0)*100.0/FL0	MAX08
33	IF (NAP.NE.1) GO TO 306	
36	DO 307 I=1,ND	
37	DO 307 J=1,ND	
40	IF (I.NE.J) FHV(I,J)=0.0	
45	IF (I.EQ.J) FHV(I,J)=1.0/FHV(I,J)	
53	307 CONTINUE	
60	GO TO 528	
60	306 S=0.0	
61	CALL MINV (FHV,ND,D,LX,MX,N2)	MAX08
67	IF (GM.LE.1.0E-15) GO TO 1005	
76	IF (D.EQ.0.0) JK=1	MAX08
00	528 S=0.0	
01	IF (ABS((FLZ-FL0)/FL0).GT.1.0E-6) GO TO 516	MAX08
07	IF (BMAX.GE.1.0E-6) GO TO 516	MAX08
11	1005 NOD=3	
13	JT=1	MAX08
14	GO TO 516	MAX09
15	516 PRINT 11, IT,STZ,BMAX,GM,FL0,FLCH	MAX09
35	11 FORMAT (/4X,17HITERATION NUMBER ,I3,2X,16HNEWTON-HIGA MODE/8X, 150HROOT MEAN SQUARE OF CHANGE IN PARAMETER ESTIMATES=,G15.6/8X, 219HMAXIMUM ADJUSTMENT=,G15.6/8X,29HROOT MEAN SQUARE OF GRADIENT=, 3G15.6/8X,18HVALUE OF FUNCTION=,G15.8/8X,27HFUNCTION VALUE INCREASE 1D BY,G10.3,2X,9H PERCENT.)	EST16 MAX16
35	1000 RETURN	MAX10
36	END	MAX10

APPENDIX C

POLYREG:

Computer Program for
Aggregation Function


```

PRCGRAM POLYREG (INPUT,OUTPUT)
3 DIMENSION XXV(10,10),LX(10),MX(10) PLY001
3 COMMON /AA1/ YD(100,4),XD(100,4),Y(100),X(100,10),XX(10,10),XY(10) PLY002
1,B(10,4),BSE(10,4),TV(10),RE(100),YP(100,4),YPP(100,4),YM(5) PLY003
3 COMMON /AA2/ A(100) PLY004
3 READ 1, NT,NV,NALF PLY005
5 NSET=1 PLY006
6 302 DO 101 I=1,NT
0 101 READ 2, (YD(I,J),J=1,NALF),(XD(I,J),J=1,NALF) PLY007
7 1 FORMAT (8I10) PLY008
7 2 FORMAT (8F10.0) PLY009
7 DO 301 II=1,NV PLY010
0 NV1=II+1 PLY011
2 DO 200 M=1,NALF PLY011
3 DO 102 J=1,NV1 PLY011
4 IF (J.EQ.1) GO TO 103 PLY012
6 IF (J.EQ.2) GO TO 104 PLY013
0 N=J-1 PLY014
1 DO 105 I=1,NT PLY015
2 105 X(I,J)=XD(I,M)**N PLY016
0 GO TO 102 PLY017
0 103 DO 106 I=1,NT PLY018
2 106 X(I,J)=1.0 PLY019
1 GO TO 102 PLY020
1 104 DO 107 I=1,NT PLY021
3 107 X(I,J)=XD(I,M) PLY022
4 102 CONTINUE PLY023
7 DO 201 I=1,NT PLY024
0 201 Y(I)=YD(I,M) PLY024
7 DO 108 I=1,NV1 PLY024
1 DO 108 J=1,NV1 PLY025
2 S=0.0 PLY026
3 DO 109 K=1,NT PLY027
5 109 S=S+X(K,I)*X(K,J) PLY028
0 108 XX(I,J)=S PLY029
1 DO 110 I=1,NV1 PLY030
2 S=0.0 PLY031
3 DO 111 K=1,NT PLY032
4 111 S=S+X(K,I)*Y(K) PLY033
5 110 XY(I)=S PLY034
1 DO 112 I=1,NV1 PLY035
2 DO 112 J=1,NV1 PLY036
3 112 XXV(I,J)=XX(I,J) PLY037
5 N2=NV1*NV1 PLY038
4 CALL MINV (XXV,NV1,D,LX,MX,N2) PLY039
3 DO 113 I=1,NV1 PLY040
5 S=0.0 PLY041
7 DO 114 J=1,NV1 PLY042
1 114 S=S+XXV(I,J)*XY(J) PLY043
2 113 B(I,M)=S PLY044
7 DO 117 I=1,NT PLY045
0 S=0.0 PLY046
1 DO 118 J=1,NV1 PLY047
3 118 S=S+X(I,J)*B(J,M) PLY048
5 YP(I,M)=S PLY049
2 117 RE(I)=Y(I)-S PLY050
5 S=0.0 PLY051
PLY052

```



```

22 FORMAT (*1#,4X,+5HESTIMATES OF DEPENDENT VARIABLE AND RESIDUALS//
14X,12X,8HDEP. VAR.,6X,9HEST OF DV,7X,8HRFSIDUAL) PLY110
PRINT 13 PLY111
N=0 PLY112
DO 127 I=1,NT PLY113
N=N+1 PLY114
IF (N.NE.6) GO TO 127 PLY115
PRINT 13 PLY116
N=1 PLY117
127 PRINT 20, I,Y(I),YP(I,M),RE(I) PLY118
200 CONTINUE PLY118
S1=0.0 PLY119
S2=0.0 PLY120
S3=0.0
DO 203 I=1,NT PLY121
S=0.0
DO 204 J=1,NALT PLY122
IF (YP(I,J).GT.1.0) YP(I,J)=1.0 PLY123
IF (YP(I,J).LT.0.0) YP(I,J)=0.0 PLY123
204 S=S+YP(I,J) PLY124
DO 205 J=1,NALT PLY125
YPP(I,J)=YP(I,J)/S PLY126
S1=S1+(YD(I,J)-YPP(I,J))*2 PLY127
S3=S3+(YD(I,J)-1.0/NALT)*2
205 S2=S2+(YD(I,J)-YM(J))*2 PLY128
203 CONTINUE PLY129
K=NT*(NALT-1)-NALT*NVI PLY130
VAR=S1/K PLY131
SE=SQRT(VAR) PLY131
R2=1.0-S1/S2 PLY132
R2P=1.0-S1/S3 PLY133
PRINT 30, (I,I=1,NALT),(J,J=1,NALT) PLY134
30 FORMAT (*1#,4X,5HADJUSTED ESTIMATES OF AGGREGATE MODE-CHOICE PROB PLY135
1ABILITIES//9X,10HTRUE VALUE,35X,8HESTIMATE//9X,3(12X,1H(,11,1H)), PLY136
23(12X,1H(,11,1H))//) PLY137
N=0 PLY138
DO 206 I=1,NT PLY139
N=N+1 PLY140
IF (N.NE.6) GO TO 206 PLY141
N=1 PLY142
PRINT 13 PLY143
206 PRINT 31, I,(YD(I,J),J=1,NALT),(YPP(I,J),J=1,NALT) PLY144
31 FORMAT (4X,1H(,13,1H),6F15.6) PLY145
PRINT 17,SE PLY146
PRINT 18, R2 PLY146
PRINT 23, R2P PLY147
23 FORMAT (/74X,45HCOEFFICIENT OF DETERMINATION IN PROBABILITY =,
1F15.6)
301 CONTINUE
NSET=NSET+1
IF (NSET.LE.2) GO TO 302
STOP
END PLY148
PLY149

```

SUBROUTINE MINV (AH,N,D,L,M,N2)	INV00
DIMENSION AH(10,10),L(10),M(10)	INV01
COMMON /AA2/ A(100)	INV02
K=0	INV03
DO 201 I=1,N	INV04
DO 201 J=1,N	INV05
K=K+1	INV06
201 A(K)=AH(J,I)	INV07
D=1.0	INV08
NK=-N	INV09
DO 80 K=1,N	INV10
NK=NK+N	INV11
L(K)=K	INV12
M(K)=K	INV13
KK=NK+K	INV14
BIGA=A(KK)	INV15
DO 20 J=K,N	INV16
IZ=N*(J-1)	INV17
DO 20 I=K,N	INV18
IJ=IZ+I	INV19
S=ABS(A(IJ))	INV20
T=ABS(BIGA)	INV21
10 IF (T-S) 15,20,20	INV22
15 BIGA=A(IJ)	INV23
L(K)=I	INV24
M(K)=J	INV25
20 CONTINUE	INV26
J=L(K)	INV27
IF (J-K) 35,35,25	INV28
25 KI=K-N	INV29
DO 30 I=1,N	INV30
KI=KI+N	INV31
HOLD=-A(KI)	INV32
J1=KI-K+J	INV33
A(KI)=A(J1)	INV34
30 A(J1)=HOLD	INV35
35 I=M(K)	INV36
IF (I-K) 45,45,38	INV37
38 JP=N*(I-1)	INV38
DO 40 J=1,N	INV39
JK=NK+J	INV40
J1=JP+J	INV41
HOLD=-A(JK)	INV42
A(JK)=A(J1)	INV43
40 A(J1)=HOLD	INV44
T=ABS(BIGA)	INV45
45 IF (T-1.0E-20) 46,46,48	INV46
46 D=0.0	INV47
RETURN	INV48
48 DO 55 I=1,N	INV49
IF (I-K) 50,55,50	INV50
50 IK=NK+I	INV51
A(IK)=A(IK)/(-BIGA)	INV52
55 CONTINUE	INV53
DO 65 I=1,N	
IK=NK+I	
HOLD = A(IK)	

IJ=I-N	INV054
DO 65 J=1,N	INV055
IJ =IJ+N	INV056
IF (I-K) 60,65,60	INV057
60 IF (J-K) 62,65,62	INV058
62 KJ=IJ-I+K	INV059
A(IJ)=HOLD*A(KJ)+A(IJ)	INV060
65 CONTINUE	INV061
KJ=K-N	INV062
DO 75 J=1,N	INV063
KJ=KJ+N	INV064
IF (J-K) 70,75,70	INV065
70 A(KJ)=A(KJ)/BIGA	INV066
75 CONTINUE	INV067
D=D*BIGA	INV068
A(KK)=1.0/BIGA	INV069
80 CONTINUE	INV070
K=N	INV071
100 K=(K-1)	INV072
IF (K) 150,150,105	INV073
105 I=L(K)	INV074
IF (I-K) 120,120,108	INV075
108 JQ=N*(K-1)	INV076
JP=N*(I-1)	INV077
DO 110 J=1,N	INV078
JK=JQ+J	INV079
HOLD=A(JK)	INV080
JJ=JP+J	INV081
A(JK)=-A(JI)	INV082
110 A(JI)=HOLD	INV083
120 J=J(K)	INV084
IF (J-K) 100,100,125	INV085
125 KI=K-N	INV086
DO 130 I=1,N	INV087
KI=KI+N	INV088
HOLD = A(KI)	INV089
JJ=KI-K+J	INV090
A(KI)=-A(JI)	INV091
130 A(JI)=HOLD	INV092
GO TO 100	INV093
150 K=0	INV094
DO 202 I=1,N	INV095
DO 202 J=1,N	INV096
K=K+1	INV097
202 AH(J,I)=A(K)	INV098
RETURN	INV099
END	INV100