

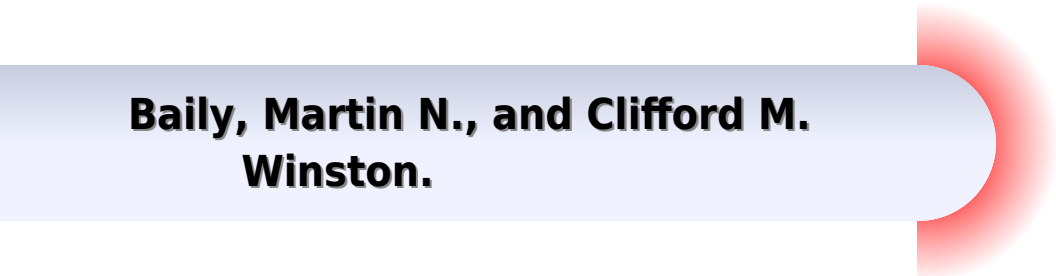
QUALITATIVE CHOICE ANALYSIS

Theory, Econometrics,
and an Application
to Automobile Demand

Kenneth Train

Qualitative Choice Analysis Theory Econometrics And An Application To Automobile Demand Transportation Studies

**Baily, Martin N., and Clifford M.
Winston.**



Qualitative Choice Analysis Theory Econometrics And An Application To Automobile Demand Transportation Studies:

Qualitative Choice Analysis Kenneth Train, 1986 This book addresses two significant research areas in an interdependent fashion It is first of all a comprehensive but concise text that covers the recently developed and widely applicable methods of qualitative choice analysis illustrating the general theory through simulation models of automobile demand and use It is also a detailed study of automobile demand and use presenting forecasts based on these powerful new techniques The book develops the general principles that underlie qualitative choice models that are now being applied in numerous fields in addition to transportation such as housing labor energy communications and criminology The general form derivation and estimation of qualitative choice models are explained and the major models logit probit and GEV are discussed in detail And continuous discrete models are introduced In these qualitative choice methods and standard regression techniques are combined to analyze situations that neither alone can accurately forecast Summarizing previous research on auto demand the book shows how qualitative choice methods can be used by applying them to specific auto related decisions as the aggregate of individuals choices The simulation model that is constructed is a significant improvement over older models and should prove more useful to agencies and organizations requiring accurate forecasting of auto demand and use for planning and policy development The book concludes with an actual case study based on a model designed for the investigations of the California Energy Commission Kenneth Train is Visiting Associate Professor in Economics at the University of California Berkeley and Director of Economic Research at Cambridge Systematics Inc also in Berkeley Qualitative Choice Analysis is included in The MIT Press Transportation Studies Series edited by Marvin L Manheim

Auto Motives Karen Lucas, Evelyn Blumenberg, Rachel Weinberger, 2011-02-15 While the individual benefits of car based travel continues to be recognized the wider environmental and social cost of automobiles is also significant This title evaluates the evidence for better understanding what drives us to drive *Statistical and Econometric Methods for Transportation Data Analysis, Second Edition* Simon P. Washington, Matthew G. Karlaftis, Fred L. Mannering, 2010-12-02 The complexity diversity and random nature of transportation problems necessitates a broad analytical toolbox Describing tools commonly used in the field *Statistical and Econometric Methods for Transportation Data Analysis Second Edition* provides an understanding of a broad range of analytical tools required to solve transportation problems It includes a wide breadth of examples and case studies covering applications in various aspects of transportation planning engineering safety and economics After a solid refresher on statistical fundamentals the book focuses on continuous dependent variable models and count and discrete dependent variable models Along with an entirely new section on other statistical methods this edition offers a wealth of new material New to the Second Edition A subsection on Tobit and censored regressions An explicit treatment of frequency domain time series analysis including Fourier and wavelets analysis methods New chapter that

presents logistic regression commonly used to model binary outcomes New chapter on ordered probability models New chapters on random parameter models and Bayesian statistical modeling New examples and data sets Each chapter clearly presents fundamental concepts and principles and includes numerous references for those seeking additional technical details and applications To reinforce a practical understanding of the modeling techniques the data sets used in the text are offered on the book's CRC Press web page PowerPoint and Word presentations for each chapter are also available for download

Discrete Choice Modelling and Air Travel Demand Laurie A. Garrow, 2016-05-23 In recent years airline practitioners and academics have started to explore new ways to model airline passenger demand using discrete choice methods This book provides an introduction to discrete choice models and uses extensive examples to illustrate how these models have been used in the airline industry These examples span network planning revenue management and pricing applications Numerous examples of fundamental logit modeling concepts are covered in the text including probability calculations value of time calculations elasticity calculations nested and non nested likelihood ratio tests etc The core chapters of the book are written at a level appropriate for airline practitioners and graduate students with operations research or travel demand modeling backgrounds Given the majority of discrete choice modeling advancements in transportation evolved from urban travel demand studies the introduction first orients readers from different backgrounds by highlighting major distinctions between aviation and urban travel demand studies This is followed by an in depth treatment of two of the most common discrete choice models namely the multinomial and nested logit models More advanced discrete choice models are covered including mixed logit models and generalized extreme value models that belong to the generalized nested logit class and or the network generalized extreme value class An emphasis is placed on highlighting open research questions associated with these models that will be of particular interest to operations research students Practical modeling issues related to data and estimation software are also addressed and an extensive modeling exercise focused on the interpretation and application of statistical tests used to guide the selection of a preferred model specification is included the modeling exercise uses itinerary choice data from a major airline The text concludes with a discussion of on going customer modeling research in aviation Discrete Choice Modelling and Air Travel Demand is enriched by a comprehensive set of technical appendices that will be of particular interest to advanced students of discrete choice modeling theory The appendices also include detailed proofs of the multinomial and nested logit models and derivations of measures used to represent competition among alternatives namely correlation direct elasticities and cross elasticities

Modelling Transport Juan de Dios Ortúzar, Luis G. Willumsen, 2024-02-15 MODELLING TRANSPORT Comprehensive Textbook Resource for Understanding Transport Modelling Modelling Transport provides unrivalled depth and breadth of coverage on the topic of transport modelling Each topic is approached as a modelling exercise with discussion of the roles of theory data model specification estimation validation and application The authors present the state of the art and its practical application

in a pedagogic manner easily understandable to both students and practitioners An accompanying website hosts a solutions manual Sample topics and learning resources included in the work are as follows State of the art developments in the field of transport modelling including new research and examples Factors to consider for better modelling and forecasting Information and analysis on dynamic assignment and micro simulation and model design and specification Agent and Activity Based Modelling Modelling new modes and services Graduate students in transportation engineering and planning transport economics urban studies and geography programs along with researchers and practitioners in the transportation and urban planning industry can use Modelling Transport as a comprehensive reference work for a wide array of topics pertaining to this field

Distributional Effects of Environmental and Energy Policy Don Fullerton, 2017-05-15 Many effects of environmental and energy policy are likely to disproportionately burden those with low income First it raises the price of fossil fuel intensive products that constitute a high fraction of low income budgets like gasoline heating fuel and electricity Second the handout of pollution permits to firms provides value to those who own them Third low income individuals may place more value on food and shelter than on improvements in environmental quality so high income individuals may get the most benefit of pollution abatement Fourth air quality improvements may raise the value of houses owned by landlords rather than helping renters These effects might all hurt the poor more than the rich This book brings together the seminal economics literature that studies whether these fears are valid and whether anything can be done about them *Statistical and Econometric Methods for Transportation Data Analysis* Simon Washington, Matthew G. Karlaftis, Fred Mannering, Panagiotis Anastasopoulos, 2020-01-30 The book's website with databases and other support materials can be accessed [here](#) Praise for the Second Edition The second edition introduces an especially broad set of statistical methods As a lecturer in both transportation and marketing research I find this book an excellent textbook for advanced undergraduate Master's and Ph D students covering topics from simple descriptive statistics to complex Bayesian models It is one of the few books that cover an extensive set of statistical methods needed for data analysis in transportation The book offers a wealth of examples from the transportation field The American Statistician *Statistical and Econometric Methods for Transportation Data Analysis* Third Edition offers an expansion over the first and second editions in response to the recent methodological advancements in the fields of econometrics and statistics and to provide an increasing range of examples and corresponding data sets It describes and illustrates some of the statistical and econometric tools commonly used in transportation data analysis It provides a wide breadth of examples and case studies covering applications in various aspects of transportation planning engineering safety and economics Ample analytical rigor is provided in each chapter so that fundamental concepts and principles are clear and numerous references are provided for those seeking additional technical details and applications New to the Third Edition Updated references and improved examples throughout New sections on random parameters linear regression and ordered probability models including the hierarchical ordered probit model A new section on random

parameters models with heterogeneity in the means and variances of parameter estimates Multiple new sections on correlated random parameters and correlated grouped random parameters in probit logit and hazard based models A new section discussing the practical aspects of random parameters model estimation A new chapter on Latent Class Models A new chapter on Bivariate and Multivariate Dependent Variable Models Statistical and Econometric Methods for Transportation Data Analysis Third Edition can serve as a textbook for advanced undergraduate Masters and Ph D students in transportation related disciplines including engineering economics urban and regional planning and sociology The book also serves as a technical reference for researchers and practitioners wishing to examine and understand a broad range of statistical and econometric tools required to study transportation problems [The Economics of Urban Transportation](#)

Kenneth A. Small, Erik T. Verhoef, 2007-10-18 This timely new edition of Kenneth A Small's seminal textbook Urban Transportation Economics co-authored with Erik T Verhoef has been fully updated covering new areas such as parking policies reliability of travel times and the privatization of transportation services as well as updated treatments of congestion modelling environmental costs and transit subsidies Rigorous in approach and making use of real world data and econometric techniques it contains case studies from a range of countries including congestion charging in Norway Singapore and the UK light rail in the Netherlands and freeway tolls in the US Small and Verhoef cover all basic topics needed for any application of economics to transportation forecasting the demand for transportation services under alternative policies measuring all the costs including those incurred by users setting prices under practical constraints choosing and evaluating investments in basic facilities designing ways in which the private and public sectors interact to provide services This book will be of great interest to students with basic calculus and some knowledge of economic theory who are engaged with transportation economics planning and or engineering travel demand analysis and many related fields It will also be essential reading for researchers in any aspect of urban transportation **Strategic Adjustment of Price by**

Japanese and American Automobile Manufacturers Kaye G. Husbands, 2017-07-06 This book originally published in 1993 develops for the US automobile industry a demand supply model which incorporates both wholesale and retail sectors and which allows strategic pricing behaviour of US and Japanese producers to be internally determined and its effects on market behaviour and national welfare analyzed It develops the framework for and presents the results of an econometric simulation of the transaction and wholesale prices quantities demanded and produced manufacturer's costs and factor demands The impact of the Voluntary Export Restraint of 1981 on profits and consumer welfare are generated from the simulation results

Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet & Eastern Railway Company, 2008 **Econometric Analysis of Discrete Choice** Axel Börsch-Supan, 2012-12-06 This book is a treatise on empirical microeconomics it describes the econometric theory of qualitative choice models and the empirical practice of modeling consumer demand for a heterogeneous commodity housing Accordingly the book has two parts The first part gives a self

contained survey of discrete choice models with emphasis on nested and related multinomial logit models The second part concentrates on three substantive questions about housing demand and how they can be answered using discrete choice models Why combine these two distinct parts in one book It is the interaction between theory and application in empirical microeconomics on which we focus in this book Hence emphasis in the methodological part is on practicability and emphasis in the applied part is on the usage of the proper econometric specifications Econometrics means measuring economic phenomena Because nature ironically in the case of economics this is most often the government rarely provides us with well defined economic experiments measurement of economic phenomena usually requires an elaborate statistical apparatus that is able to separate concurrent and confounding phenomena Discrete choice models have proved to be a very convenient apparatus to study the complex issues in housing demand We present models techniques and statistical problems of discrete choice in the first and methodological part of the book written in conventional textbook style

The Economic Geography of the Car Market Bartłomiej Kołsut, Tadeusz Strykiewicz, 2022-09-26 This book provides a comprehensive analysis of long term changes in the car market of an emerging economy with a focus on its spatial and temporal dimensions Poland the case study in question represents a unique laboratory of automobile revolution during the late 20th and early 21st centuries The volume brings to the fore several key aspects of the car market such as car ownership markets for new cars import of second hand cars car use electromobility and environmental impact Many of them are the subject of a global debate in the context of achieving sustainable development goals Others meanwhile point to the unique nature of transformations related to the car market in Poland Altogether consideration of these aspects enriches the international literature with new results and findings that will broaden the field of discussion on the car market onto the emerging economies especially those of Central and Eastern Europe The book combines the results of quantitative and qualitative research The former is based on a big data set ca 40 million vehicles and the latter on an in depth social survey questionnaire interviews with more than 4 000 drivers The discussion of the geography of automobile revolution is linked to other social economic and spatial phenomena and processes e g urban sprawl or rural marginalisation consumer decisions and the evolution of quality of life and the development of individual entrepreneurship or environmental protection as well as to transport tax and customs policies The analysis of the dynamics of change pays particular attention to the role of critical junctures such as the collapse of the communist system EU membership the world financial crisis 2007 2009 and first period of COVID 19 pandemic 2020 2021 The book will be of interest to scholars students and practitioners dealing with transport research geography of transportation spatial economy urban and regional planning and sustainability studies and for car hobbyists

[Controlling Automobile Air Pollution](#) Virginia McConnell, 2018-12-20 This volume includes many of the most influential and interesting academic articles related to the economics of mobile source pollution control The papers included explore why vehicles and vehicle markets are unique provide estimates of the type and magnitude of the social costs of driving and examine estimation methods and estimates of

the various elasticities of vehicle demand Analysis of the social costs and policies to reduce both traditional air pollutants and greenhouse gas emissions are included Selected articles review the range of evaluation of both regulatory and market based approaches to controlling emissions The complexity of the effects of different policies are emphasized and the unintended consequences of regulation are explored in the context of vehicle emissions reduction policies *Efficient Estimation of Nested Logit Models* David M. Brownstone,1985 *Brookings Papers on Economic Activity* Baily, Martin N., and Clifford M. Winston.,2016 **The Economics of Energy Security** Douglas R. Bohi,Michael A. Toman,2012-12-06 his volume brings together and expands on research on the subject of energy T security externalities that we have conducted over a twenty year period We were motivated to bring this work together by the lack of a comprehensive analysis of the issues involved that was conveniently located in a single document by the desire to focus that disparate body of research on the assessment of energy security externalities for policy purposes and by the continuing concern of researchers and policymakers regarding the issues involved Many misconceptions about energy security continue to persist in spite of a large body of research to the contrary and we hope that this volume will help to dispel them Most of our original research was funded by either the U S Department of Energy or Resources for the Future RFF and all of it was conducted while we served as staff members of RFF To these institutions and to the many individuals who commented on our original work we wish to express our sincere gratitude We also wish to express our appreciation to our colleague Margaret Walls for her substantial contribution to Chapter 7 on transportation policy *Introducing Quantitative Geography* Larry O'Brien,2005-10-09 A unique introduction to contemporary quantitative geography integrating material suitable for both introductory and more advanced courses No previous knowledge is required and worked examples and computer analyses help student understanding [Travel Demand and Value of Time](#) Lena Nerhagen,2001 **Decision-Based Design** Wei Chen,Christopher Hoyle,Henk Jan Wassenaar,2012-08-22 Building upon the fundamental principles of decision theory Decision Based Design Integrating Consumer Preferences into Engineering Design presents an analytical approach to enterprise driven Decision Based Design DBD as a rigorous framework for decision making in engineering design Once the related fundamentals of decision theory economic analysis and econometrics modelling are established the remaining chapters describe the entire process the associated analytical techniques and the design case studies for integrating consumer preference modeling into the enterprise driven DBD framework Methods for identifying key attributes optimal design of human appraisal experiments data collection data analysis and demand model estimation are presented and illustrated using engineering design case studies The scope of the chapters also provides A rigorous framework of integrating the interests from both producer and consumers in engineering design Analytical techniques of consumer choice modelling to forecast the impact of engineering decisions Methods for synthesizing business and engineering models in multidisciplinary design environments and Examples of effective application of Decision Based Design supported by case studies No matter whether you are an engineer facing

decisions in consumer related product design an instructor or student of engineering design or a researcher exploring the role of decision making and consumer choice modelling in design Decision Based Design Integrating Consumer Preferences into Engineering Design provides a reliable reference over a range of key topics Consumers' Spatial Choice Behavior Angelika Eymann, 2012-12-06 Migration commuting and tourism are prominent phenomena demonstrating the political and economic relevance of the spatial choice behavior of households The identification of the determinants and effects of the households location choice is necessary for both entrepreneurial and policy planners who attempt to predict or regulate the future demand for location specific commodities such as infrastructure land or housing and the supply of labor Microeconomic studies of the spatial behavior of individuals have typically focused upon the demand for a single homogeneous yet location specific commodity such as land or housing or their supply of labor³ and investigated the formation of location specific prices and wages in the presence of transportation and migration costs or analyzed the individual and location specific characteristics triggering spatial rather than quantitative or temporal adjustments In contrast to many theoretical analyses empirical studies of the causes or consequences of individual demand for location specific commodities have often considered several brands of a heterogeneous good that are offered at various locations are perfect substitutes and may be produced by varying production technologies⁴ Cf Alonso 1964² Cf Muth 1969³ Cf Sjaastad 1962 and Greenwood 1975

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