

BUSES INVOLVED IN FATAL ACCIDENTS CODEBOOK 2009

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**BUSES INVOLVED IN FATAL ACCIDENTS CODEBOOK 2009
(Version January 24, 2012)**

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| 16. Abstract This report provides documentation for UMTRI's file of Buses Involved in Fatal Accidents (BIFA), 2009, including distributions of the code values for each variable in the file. The 2009 BIFA file is a census of all buses involved in a fatal accident in the United States. The BIFA database provides coverage of buses recorded in the Fatality Analysis Reporting System (FARS) file. BIFA combines vehicle, accident, and occupant records from FARS with information about the physical configuration and operating authority of the bus from the BIFA survey. | | | | | |
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The BIFA survey is conducted by the Center for National Truck and Bus Statistics at the University of Michigan Transportation Research Institute with support from the Federal Motor Carrier Safety Administration. The National Highway Traffic Safety Administration's National Center for Statistics and Analysis and FARS analysts in the states provided assistance in acquiring police reports from the respective states. We are sincerely grateful for their efforts.

INTRODUCTION

Overview

This report documents the January 24, 2012 version of the Buses Involved in Fatal Accidents, 2009, dataset. The report summarizes all the information in the computerized data file. That file contains records for all the buses that were involved in a fatal accident in the United States during calendar year 2009. A bus is defined as a vehicle designed to carry at least nine people, including the driver, that is not used for personal transportation. All the vehicles included in the BIFA file are from Version 2Dec11 of the Fatality Analysis Reporting System (FARS) file for 2009 accidents, developed by the National Highway Traffic Safety Administration (NHTSA).

The 2009 BIFA database combines CNTBS survey data with FARS variables to provide complete national coverage and an enhanced description of all buses involved in fatal traffic accidents in the United States (256 cases in 2009). The purpose of the BIFA file is to provide accurate and complete information on the fatal accident experience of buses nationwide to support the evaluation of bus traffic safety issues.

While the FARS file includes much information on the accident environment and events, the information on the vehicles involved, particularly buses, is limited. The BIFA survey supplements the FARS file with a detailed description of each bus and its operator. The BIFA survey collects information about the physical configuration of the bus, the type of organization operating the bus, and the type of application the bus was used for. In addition, the BIFA survey determines the seating capacity of the bus; information regarding the driver; and several other details of the operations of the bus. (The BIFA survey instrument may be found in the appendix of this codebook.) The combination of the FARS accident-level variables with the physical description of the bus from the BIFA survey provides the most detailed account of buses involved in fatal accidents available.

The 2009 BIFA file is a census file, including every bus identifiable in the FARS file. This codebook presents the code levels and frequency distributions for each variable in the BIFA file.

The dataset includes virtually all the variables from the public version of the FARS file: the accident variables, the vehicle variables (for the bus), and the occupant variables (for the driver of the bus). All records in the BIFA file are at the vehicle level; that is, there is one record for each bus involved.

In addition to the variables from FARS (variables 1 through 363), there is a set of variables (numbers 1110 through 1865) that contains the information collected by the BIFA survey. This information is produced from telephone interviews with the bus owner or some other involved party. In cases where the information could not be obtained from a respondent, it may be transcribed from police reports collected from the states.

In a typical year, a small number of police reports involving fatal bus crashes are not available. For all of these cases, an attempt is made to match the FARS case to the Motor Carrier Management Information System (MCMIS) case using date, time, and vehicle information. The MCMIS file usually contains contact information for both owner and investigating officer. These data are used to obtain information when possible. Only those cases where the match is certain are pursued.

Missing data rates for BIFA survey variables vary. The range of missing data values is illustrated by the following examples. Bus type (variable 1180) was determined for all but 13 of the 256 cases. Trip type (variable 1380) is unknown for 23 (9.0%) cases. Hours driving (variable 1510) could not be determined with certainty for 91 (35.5%) cases.

Sources of Information

The first step in the acquisition of the data to supplement FARS is to obtain, from the states, copies of the police reports on all fatal accidents involving at least one bus. While the formats of these reports vary considerably from state to state, they all identify the owner and the driver of the vehicles involved (though some states remove this information) and a description, sometimes very brief, of what occurred. These police reports are used to identify the appropriate respondent to contact and to check responses for accuracy. Police reports were available for all but fourteen 2009 cases. The majority of missing police reports, twelve, were from Pennsylvania. Connecticut was able to send all but two of their reports.

Information is collected primarily by telephone interviews. The person or company contacted is, when possible, the owner of the vehicle as listed in the police report. If no contact can be made with the owner, interviewers then contact the police officer who investigated the accident to gather information. In some cases, the bus driver may be contacted or the tow truck operator if the vehicle was towed from the scene. Finally, if no knowledgeable respondent can be found, as much information as possible is coded from the police report. For these cases, variable 1830, which documents whether an interview was conducted, is coded "no," variable 1840, police report, is coded "yes," and variable 1850, fax/mail, is coded "no."

CNTBS survey staff are specially trained to collect the BIFA data. The training includes information on the types and uses of different buses, methods for locating knowledgeable respondents, and the different terms used in different industry segments and areas. Unlike many phone surveys in which questions are read from a script, the BIFA interview depends in large part on the knowledge of the CNTBS researchers. The extensive training about buses enables them to probe intelligently and effectively for the required information.

An experienced editor reviews each BIFA case. The editor decodes the VINs and reviews the bus description obtained in the interview for consistency and accuracy. The editor compares the description of each bus obtained by the survey with manufacturers' specifications and other materials. These materials include chassis and body specifications for many bus makes and models, as well as typical passenger seating configurations for different bus types and applications.

All modifications to survey responses are indicated in variables 1861 through 1865. Imputations made by the editor to fill in missing data elements are also indicated there. The numbers coded in these variables are the question numbers on the interview form. For example, a "13" in variable 1862 indicates that the second item corrected or derived for that particular case was the response to question 13 on the interview form. There is no particular pattern to the order in which such modifications are indicated. Derivations were made when the editor was able to deduce a piece of information to fill in something missing on the interview form. For example, the type of operating authority was sometimes deduced from the name of the vehicle's owner and their business type.

Number of Cases

There are 265 vehicles that are identified as a bus in one or more variables in the 2009 FARS file (version 2Dec11). Eight of these vehicles were subsequently found to be non-passenger carrying vehicles, thus something other than a bus. These included motor home conversions, cargo-carrying vehicles, and small mini vans.

In addition, one case involved a vehicle that was identified in the FARS file as both a truck and a bus. Upon further examination of the police accident report, it was determined that the vehicle was a truck and subsequently transferred to the CNTBS survey involving trucks involved in fatal accidents.

Subtracting these nine vehicles from the 265 vehicles FARS identified as buses results in 256 vehicles, which is the number of buses involved in fatal traffic accidents in 2009.

Format of Codebook

The main body of the codebook provides frequency distributions of all variables and code levels in the BIFA 2009 data file (Motor Vehicles In-Transport). The VNIT section of the codebook documents the additional set of survey variables collected for Motor Vehicles Not In-Transport (three cases). For each variable, the codebook provides information about the variable, name, format, and type. "Variable" (such as V19) is the name of the variable in the SAS data file. "Name" (e.g. Route Signing) is the descriptive title corresponding to the FARS or BIFA variable. "Format" refers to the name of the SAS format that provides labels for specific code levels of the variable. "Type" describes the storage type of the variable. Data are stored either as Numeric or Char (character) data. "Length" is the SAS storage length in bytes for the variable.

Obtaining Information from the Dataset

This report provides counts and distributions of the code values for each variable in the BIFA file. These tabulations are useful for understanding the variables available in the file, the completeness of the data, and the number of cases with any specific code value.

Many research questions require more detailed cross-classification of the data. The staff of the Center for National Truck and Bus Statistics at UMTRI is pleased to make appropriate runs for outside users. Requests for consultation on and analysis of the data are welcome and may be addressed to Daniel Blower at (734) 764-0248. Finally, while every effort has been made to check the accuracy of the data, the file may contain errors not yet detected.

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS ACCIDENT VARIABLES

| <u>Variable Number</u> | <u>Variable Name</u> | <u>Page Number</u> |
|----------------------------|---|------------------------|
| v1 | CASE STATE | 1 |
| v2 | CASE NUMBER | 2 |
| v7 | CITY | 2 |
| v8 | COUNTY | 3 |
| v9 | CRASH DATE - MONTH..... | 3 |
| v10 | CRASH DATE - DAY | 3 |
| v11 | CRASH DATE - YEAR | 4 |
| v12 | CRASH TIME - HOUR | 4 |
| v13 | CRASH TIME - MINUTE | 5 |
| v14 | NUMBER OF VEHICLE FORMS - MVIT ONLY | 5 |
| v14B | VEHICLE FORMS SUBMITTED - ALL | 5 |
| v15 | NUMBER OF PERSON FORMS | 6 |
| v16 | LAND USE | 7 |
| v17 | NATIONAL HIGHWAY SYSTEM | 7 |
| v18 | ROADWAY FUNCTION CLASS | 7 |
| v19 | ROUTE SIGNING | 8 |
| v20 | TRAFFICWAY IDENTIFIER #1 | 8 |
| v20_2 | TRAFFICWAY IDENTIFIER #2 | 8 |
| v21 | MILEPOINT | 8 |
| v22 | SPECIAL JURISDICTION | 9 |
| v23 | FIRST HARMFUL EVENT | 9 |
| v24 | MANNER OF COLLISION | 13 |
| v25 | RELATION TO JUNCTION | 13 |
| v26 | RELATION TO ROADWAY | 14 |
| v27 | TRAFFICWAY FLOW | 14 |
| v28 | NUMBER OF TRAVEL LANES | 15 |
| v29 | SPEED LIMIT | 15 |
| v30 | ROADWAY ALIGNMENT | 16 |
| v31 | ROADWAY PROFILE | 16 |
| v32 | ROADWAY SURFACE TYPE | 16 |
| v33 | ROADWAY SURFACE CONDITION | 16 |
| v34 | TRAFFIC CONTROL DEVICE | 17 |
| v35 | TRAFFIC CONTROL FUNCTIONING | 19 |
| v37 | LIGHT CONDITION | 19 |
| v38 | ATMOSPHERIC CONDITIONS | 19 |
| v39 | WORK ZONE | 20 |
| v40 | EMS NOTIFIED - HOUR | 20 |
| v41 | EMS NOTIFIED - MINUTE | 20 |
| v42 | EMS ARRIVAL - HOUR | 21 |
| v43 | EMS ARRIVAL - MINUTE | 21 |
| v46 | SCHOOL BUS RELATED | 21 |
| v48 | RAIL GRADE CROSSING ID | 22 |
| v49 | NUMBER FATALITIES IN CRASH | 22 |
| v50 | DAY OF WEEK | 22 |
| v51 | NUMBER DRINKING DRIVERS | 23 |
| v52 | CRASH DATE - JULIAN | 23 |
| v53 | NUMBER UNINJURED IN CRASH | 23 |
| v54 | NUMBER C-INJURED IN CRASH | 24 |
| v55 | NUMBER B-INJURED IN CRASH | 24 |
| v56 | NUMBER A-INJURED IN CRASH | 25 |
| v57 | NUMBER K-INJURED IN CRASH | 25 |
| v58 | NUM UNK INJURED IN CRASH | 25 |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS ACCIDENT VARIABLES

| <u>Variable Number</u> | <u>Variable Name</u> | <u>Page Number</u> |
|----------------------------|--------------------------------|------------------------|
| v59 | CRASH RELATED FACTORS #1..... | 26 |
| v60 | CRASH RELATED FACTORS #2..... | 26 |
| v61 | CRASH RELATED FACTORS #3..... | 27 |
| v62 | ATMOSPHERIC CONDITIONS #1..... | 27 |
| v63 | ATMOSPHERIC CONDITIONS #2..... | 27 |
| v71 | LATITUDE..... | 28 |
| v72 | LONGITUDE..... | 28 |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS VEHICLE VARIABLES

| <u>Variable Number</u> | <u>Variable Name</u> | <u>Page Number</u> |
|----------------------------|---------------------------------------|------------------------|
| v104 | VEHICLE NUMBER | 29 |
| v105 | UNIT TYPE | 29 |
| v107 | NUMBER OF OCCUPANTS | 29 |
| v108 | VEHICLE MAKE | 30 |
| v109 | VEHICLE MAKE-MODEL | 30 |
| v110 | BODY TYPE | 32 |
| v111 | MODEL YEAR | 32 |
| v112 | VIN | 33 |
| v123 | REGISTRATION STATE | 33 |
| v124 | REGISTERED VEHICLE OWNER | 35 |
| v125 | ROLLOVER | 35 |
| v125B | LOCATION OF ROLLOVER | 36 |
| v126 | JACKKNIFE | 36 |
| v127 | TRAVEL SPEED | 36 |
| v129 | VEHICLE TRAILERING | 37 |
| v130 | VEHICLE CONFIGURATION | 37 |
| v132 | CARGO BODY TYPE | 37 |
| v133 | SPECIAL USE | 38 |
| v134 | EMERGENCY USE | 38 |
| v135 | IMPACT POINT - INITIAL | 39 |
| v136 | IMPACT POINT - PRINCIPAL | 39 |
| v137 | EXTENT OF DAMAGE | 40 |
| v138 | VEHICLE ROLE | 40 |
| v139 | VEHICLE REMOVAL | 40 |
| v140 | FIRE OCCURRENCE | 41 |
| v142 | VEHICLE MANEUVER | 41 |
| v143 | CRASH AVOIDANCE MANUEVER | 42 |
| v144 | MOST HARMFUL EVENT | 42 |
| v145 | NUMBER OF DEATHS IN VEH | 45 |
| v151 | VIN TRUCK FUEL CODE | 46 |
| v152 | VIN TRUCK WEIGHT CODE | 46 |
| v153 | VIN TRUCK SERIES | 46 |
| v155 | LENGTH OF VIN | 46 |
| v156 | NUMBER UNINJURED IN VEH | 47 |
| v157 | NUMBER C-INJURED IN VEH | 47 |
| v158 | NUMBER B-INJURED IN VEH | 48 |
| v159 | NUMBER A-INJURED IN VEH | 48 |
| v160 | NUMBER K-INJURED IN VEH | 49 |
| v161 | NUM UNK INJURED IN VEH | 49 |
| v162 | VEH RELATED FACTORS #1 | 49 |
| v163 | VEH RELATED FACTORS #2 | 50 |
| v164 | UNDERRIDE/OVERRIDE | 51 |
| v170 | MOTOR CARRIER ID | 51 |
| v171 | BUS USE | 52 |
| v172 | GVWR | 52 |
| v173 | EVENT #1 | 52 |
| v174 | EVENT #2 | 54 |
| v175 | EVENT #3 | 55 |
| v176 | EVENT #4 | 55 |
| v177 | EVENT #5 | 56 |
| v178 | EVENT #6 | 56 |
| v179 | HAZARDOUS MATERIAL CLASS NUMBER | 57 |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS VEHICLE VARIABLES

| <u>Variable Number</u> | <u>Variable Name</u> | <u>Page Number</u> |
|----------------------------|-------------------------------------|------------------------|
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| v181 | HAZARDOUS MATERIAL INVOLVEMENT..... | 57 |
| v182 | HAZARDOUS MATERIAL PLACARD | 57 |
| v183 | HAZARDOUS MATERIAL RELEASED | 57 |
| v184 | MCID ISSUING AUTHORITY | 58 |
| v185 | MCID IDENTIFICATION NUMBER..... | 58 |
| v186 | HIT AND RUN | 58 |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS DRIVER VARIABLES

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|----------------------------|-----------------------------------|------------------------|
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| v208 | DRIVER DRINKING..... | 59 |
| v209 | DRIVER'S LICENSE STATE..... | 59 |
| v210A | NON-CDL LICENSE TYPE..... | 60 |
| v210B | NON-CDL LICENSE STATUS..... | 61 |
| v211 | LICENSE CLASS COMPLIANCE..... | 61 |
| v212 | CDL LICENSE STATUS..... | 61 |
| v213 | LICENSE ENDORSEMENTS..... | 62 |
| v214 | LICENSE RESTRICTIONS MET..... | 62 |
| v216 | NUMBER OF PREV CRASHES..... | 63 |
| v217 | NUMBER PREV SUSPENSIONS..... | 63 |
| v218 | NUMBER OF PREV DWI CONV..... | 63 |
| v219 | NUM PREV SPEEDING CONV..... | 64 |
| v220 | NUM PREV OTHER MV CONV..... | 64 |
| v221 | LAST CRASH - MONTH..... | 64 |
| v222 | LAST CRASH - YEAR..... | 65 |
| v223 | FIRST CRASH - MONTH..... | 65 |
| v224 | FIRST CRASH - YEAR..... | 66 |
| v227 | DRIVER RELATED FACTORS#1..... | 66 |
| v228 | DRIVER RELATED FACTORS#2..... | 69 |
| v229 | DRIVER RELATED FACTORS#3..... | 70 |
| v230 | DRIVER RELATED FACTORS#4..... | 70 |
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| v232 | VIOLATIONS CHARGED #2..... | 73 |
| v233 | VIOLATIONS CHARGED #3..... | 74 |
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| v236 | DRIVER WEIGHT..... | 74 |
| v237 | DRIVER VISION OBSCURED BY #1..... | 75 |
| v238 | DRIVER VISION OBSCURED BY #2..... | 75 |
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| v240 | SPEED RELATED..... | 76 |

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FARS DRIVER VARIABLES

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS OCCUPANT VARIABLES

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|----------------------------|---------------------------------|------------------------|
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| v308 | OCCUPANT AGE | 77 |
| v309 | OCCUPANT SEX..... | 78 |
| v310 | OCCUPANT TYPE..... | 79 |
| v311 | OCC SEATING POSITION | 79 |
| v312 | RESTRAINT SYSTEM USE | 79 |
| v313 | AIR BAG DEPLOYED | 79 |
| v314 | OCCUPANT EJECTION | 80 |
| v315 | EJECTION PATH..... | 80 |
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| v326 | DRUG TEST RESULTS #2..... | 83 |
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| v328 | DRUG TEST RESULTS #3..... | 84 |
| v329 | OCCUPANT INJURY SEVERITY | 84 |
| v330 | OCC TAKEN TO HOSPITAL | 84 |
| v331 | OCC DEATH DATE - MONTH..... | 84 |
| v332 | OCC DEATH DATE - DAY..... | 85 |
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| v334 | OCC DEATH TIME - HOURS..... | 85 |
| v335 | OCC DEATH TIME - MINUTES..... | 86 |
| v336 | LAG TIME CRASH/DEATH - HRS..... | 86 |
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BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS OCCUPANT VARIABLES

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES

| <u>Variable Number</u> | <u>Variable Name</u> | <u>Page Number</u> |
|----------------------------|---|------------------------|
| v1110 | BUS MAKE | 91 |
| v1130 | MODEL YEAR | 91 |
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| v1200 | NUMBER OF AXLES..... | 94 |
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| v1350 | BUS OPERATOR TYPE | 97 |
| v1360 | AREA OF OPERATION..... | 98 |
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| v1380 | TRIP TYPE | 98 |
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| v1540 | COMPENSATION-TIPS | 99 |
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| v1560 | COMPENSATION-SALARY | 100 |
| v1570 | COMPENSATION-DRIVER OWNER..... | 100 |
| v1580 | COMPENSATION-DRIVER VOLUNTEER..... | 100 |
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| v1863 | 3RD QUESTION DERIVED..... | 104 |
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BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES – VEHICLES NOT IN-TRANSPORT

| <u>Variable Number</u> | <u>Variable Name</u> | <u>Page Number</u> |
|----------------------------|--------------------------|------------------------|
| v1140 | FRONT OF BUS | 105 |
| v1180 | BUS TYPE | 105 |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES – VEHICLES NOT IN-TRANSPORT

The CRASH Variables

Variables 1 through 72 are the FARS variables that describe the crash.

| Variable | Name | Format | Type | Length |
|----------|------------|---------|---------|--------|
| v1 | CASE STATE | FSTATES | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------|
| 3 | 1.2 | 1 | Alabama |
| 0 | 0.0 | 2 | Alaska |
| 8 | 3.1 | 4 | Arizona |
| 2 | 0.8 | 5 | Arkansas |
| 25 | 9.8 | 6 | California |
| 6 | 2.3 | 8 | Colorado |
| 2 | 0.8 | 9 | Connecticut |
| 1 | 0.4 | 10 | Delaware |
| 1 | 0.4 | 11 | District of Columbia |
| 22 | 8.6 | 12 | Florida |
| 7 | 2.7 | 13 | Georgia |
| 5 | 2.0 | 15 | Hawaii |
| 5 | 2.0 | 16 | Idaho |
| 10 | 3.9 | 17 | Illinois |
| 5 | 2.0 | 18 | Indiana |
| 4 | 1.6 | 19 | Iowa |
| 1 | 0.4 | 20 | Kansas |
| 6 | 2.3 | 21 | Kentucky |
| 3 | 1.2 | 22 | Louisiana |
| 0 | 0.0 | 23 | Maine |
| 9 | 3.5 | 24 | Maryland |
| 1 | 0.4 | 25 | Massachusetts |
| 6 | 2.3 | 26 | Michigan |
| 7 | 2.7 | 27 | Minnesota |
| 6 | 2.3 | 28 | Mississippi |
| 2 | 0.8 | 29 | Missouri |
| 0 | 0.0 | 30 | Montana |
| 1 | 0.4 | 31 | Nebraska |
| 2 | 0.8 | 32 | Nevada |
| 0 | 0.0 | 33 | New Hampshire |
| 15 | 5.9 | 34 | New Jersey |
| 1 | 0.4 | 35 | New Mexico |
| 20 | 7.8 | 36 | New York |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------|
| 9 | 3.5 | 37 | North Carolina |
| 0 | 0.0 | 38 | North Dakota |
| 5 | 2.0 | 39 | Ohio |
| 2 | 0.8 | 40 | Oklahoma |
| 0 | 0.0 | 41 | Oregon |
| 12 | 4.7 | 42 | Pennsylvania |
| 1 | 0.4 | 44 | Rhode Island |
| 5 | 2.0 | 45 | South Carolina |
| 1 | 0.4 | 46 | South Dakota |
| 5 | 2.0 | 47 | Tennessee |
| 10 | 3.9 | 48 | Texas |
| 2 | 0.8 | 49 | Utah |
| 0 | 0.0 | 50 | Vermont |
| 6 | 2.3 | 51 | Virginia |
| 3 | 1.2 | 53 | Washington |
| 2 | 0.8 | 54 | West Virginia |
| 5 | 2.0 | 55 | Wisconsin |
| 2 | 0.8 | 56 | Wyoming |

| Variable | Name | Format | Type | Length |
|----------|-------------|--------|---------|--------|
| v2 | CASE NUMBER | 4 | Numeric | 8 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 1 | 0.4 | 6 | |
| | | - | Case number |
| 1 | 0.4 | 2791 | |

| Variable | Name | Format | Type | Length |
|----------|------|--------|---------|--------|
| v7 | CITY | | Numeric | 4 |

CITY – GSA GEOGRAPHIC LOCATION CODE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------|
| 99 | 38.7 | 0 | Not applicable |
| 1 | 0.4 | 10 | |
| | | - | GSA code |
| 1 | 0.4 | 9400 | |

| Variable | Name | Format | Type | Length |
|----------|--------|--------|---------|--------|
| v8 | COUNTY | | Numeric | 3 |

COUNTY – GSA LOCATION CODE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 4 | 1.6 | 1 | |
| | | - | GSA code |
| 1 | 0.4 | 840 | |

| Variable | Name | Format | Type | Length |
|----------|--------------------|----------|---------|--------|
| v9 | CRASH DATE - MONTH | FACMONTH | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 21 | 8.2 | 1 | January |
| 28 | 10.9 | 2 | February |
| 20 | 7.8 | 3 | March |
| 20 | 7.8 | 4 | April |
| 18 | 7.0 | 5 | May |
| 15 | 5.9 | 6 | June |
| 22 | 8.6 | 7 | July |
| 12 | 4.7 | 8 | August |
| 25 | 9.8 | 9 | September |
| 29 | 11.3 | 10 | October |
| 26 | 10.2 | 11 | November |
| 20 | 7.8 | 12 | December |

| Variable | Name | Format | Type | Length |
|----------|------------------|--------|---------|--------|
| v10 | CRASH DATE - DAY | | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 9 | 3.5 | 1 | |
| | | - | Day of month |
| 4 | 1.6 | 31 | |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| Variable | Name | Format | Type | Length |
|----------|-------------------|--------|---------|--------|
| v11 | CRASH DATE - YEAR | | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 256 | 100.0 | 2009 | 2009 |

| Variable | Name | Format | Type | Length |
|----------|-------------------|---------|---------|--------|
| v12 | CRASH TIME - HOUR | FACHOUR | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------|
| 4 | 1.6 | 0 | 12:00 am - 12:59 am |
| 4 | 1.6 | 1 | 1:00 am - 1:59 am |
| 4 | 1.6 | 2 | 2:00 am - 2:59 am |
| 4 | 1.6 | 3 | 3:00 am - 3:59 am |
| 1 | 0.4 | 4 | 4:00 am - 4:59 am |
| 6 | 2.3 | 5 | 5:00 am - 5:59 am |
| 23 | 9.0 | 6 | 6:00 am - 6:59 am |
| 22 | 8.6 | 7 | 7:00 am - 7:59 am |
| 22 | 8.6 | 8 | 8:00 am - 8:59 am |
| 6 | 2.3 | 9 | 9:00 am - 9:59 am |
| 13 | 5.1 | 10 | 10:00 am - 10:59 am |
| 5 | 2.0 | 11 | 11:00 am - 11:59 am |
| 12 | 4.7 | 12 | 12:00 pm - 12:59 pm |
| 10 | 3.9 | 13 | 1:00 pm - 1:59 pm |
| 14 | 5.5 | 14 | 2:00 pm - 2:59 pm |
| 32 | 12.5 | 15 | 3:00 pm - 3:59 pm |
| 18 | 7.0 | 16 | 4:00 pm - 4:59 pm |
| 5 | 2.0 | 17 | 5:00 pm - 5:59 pm |
| 14 | 5.5 | 18 | 6:00 pm - 6:59 pm |
| 14 | 5.5 | 19 | 7:00 pm - 7:59 pm |
| 5 | 2.0 | 20 | 8:00 pm - 8:59 pm |
| 9 | 3.5 | 21 | 9:00 pm - 9:59 pm |
| 6 | 2.3 | 22 | 10:00 pm - 10:59 pm |
| 3 | 1.2 | 23 | 11:00 pm - 11:59 pm |

| Variable | Name | Format | Type | Length |
|----------|---------------------|--------|---------|--------|
| v13 | CRASH TIME - MINUTE | | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 9 | 3.5 | 0 | |
| | | - | Minute |
| 2 | 0.8 | 59 | |

| Variable | Name | Format | Type | Length |
|----------|-------------------------------------|----------|---------|--------|
| v14 | NUMBER OF VEHICLE FORMS - MVIT ONLY | FVEHFORM | Numeric | 8 |

NUMBER OF MOTOR VEHICLES IN-TRANSPORT INVOLVED IN THE CRASH

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 83 | 32.4 | 1 | 1 vehicle |
| 144 | 56.3 | 2 | 2 vehicles |
| 21 | 8.2 | 3 | 3 vehicles |
| 3 | 1.2 | 4 | 4 vehicles |
| 2 | 0.8 | 5 | 5 vehicles |
| 2 | 0.8 | 7 | 7 vehicles |
| 1 | 0.4 | 10 | 10 vehicles |

| Variable | Name | Format | Type | Length |
|----------|-------------------------------|----------|---------|--------|
| v14B | VEHICLE FORMS SUBMITTED - ALL | FVEHFORM | Numeric | 3 |

NUMBER OF MOTOR VEHICLES INVOLVED IN ACCIDENT INCLUDING NOT IN-TRANSPORT VEHICLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 83 | 32.4 | 1 | 1 vehicle |
| 142 | 55.5 | 2 | 2 vehicles |
| 21 | 8.2 | 3 | 3 vehicles |
| 5 | 2.0 | 4 | 4 vehicles |
| 2 | 0.8 | 5 | 5 vehicles |
| 2 | 0.8 | 7 | 7 vehicles |
| 1 | 0.4 | 10 | 10 vehicles |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| Variable | Name | Format | Type | Length |
|----------|------------------------|----------|---------|--------|
| v15 | NUMBER OF PERSON FORMS | FNUMPERS | Numeric | 3 |

NUMBER OF PERSONS INVOLVED IN THE CRASH

Does not include uninjured bus or railway train occupants.

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 1 | 0.4 | 1 | 1 person |
| 117 | 45.7 | 2 | 2 persons |
| 44 | 17.2 | 3 | 3 persons |
| 23 | 9.0 | 4 | 4 persons |
| 15 | 5.9 | 5 | 5 persons |
| 9 | 3.5 | 6 | 6 persons |
| 7 | 2.7 | 7 | 7 persons |
| 6 | 2.3 | 8 | 8 persons |
| 6 | 2.3 | 9 | 9 persons |
| 9 | 3.5 | 10 | 10 persons |
| 1 | 0.4 | 11 | 11 persons |
| 3 | 1.2 | 12 | 12 persons |
| 2 | 0.8 | 14 | 14 persons |
| 2 | 0.8 | 15 | 15 persons |
| 1 | 0.4 | 18 | 18 persons |
| 1 | 0.4 | 19 | 19 persons |
| 1 | 0.4 | 22 | 22 persons |
| 1 | 0.4 | 23 | 23 persons |
| 2 | 0.8 | 25 | 25 persons |
| 1 | 0.4 | 28 | 28 persons |
| 1 | 0.4 | 31 | 31 persons |
| 1 | 0.4 | 33 | 33 persons |
| 1 | 0.4 | 36 | 36 persons |
| 1 | 0.4 | 38 | 38 persons |

| Variable | Name | Format | Type | Length |
|----------|----------|--------|---------|--------|
| v16 | LAND USE | V16_F | Numeric | 3 |

LAND USE – FHWA CLASSIFICATION

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 161 | 62.9 | 1 | Urban area |
| 95 | 37.1 | 2 | Rural area |

| Variable | Name | Format | Type | Length |
|----------|-------------------------|---------|---------|--------|
| v17 | NATIONAL HIGHWAY SYSTEM | FNHS94F | Numeric | 3 |

National Highway System (NHS) includes the entire Interstate System, and consists of principal arterial system routes and some Strategic Highway Network connectors functionally classified below principal arterial.

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 191 | 74.6 | 0 | This section is not on the National Highway System |
| 65 | 25.4 | 1 | This section is on the National Highway System |

| Variable | Name | Format | Type | Length |
|----------|------------------------|---------|---------|--------|
| v18 | ROADWAY FUNCTION CLASS | FRFC87F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| Rural | | | |
| 11 | 4.3 | 1 | Principal arterial - interstate |
| 24 | 9.4 | 2 | Principal arterial - other |
| 19 | 7.4 | 3 | Minor arterial |
| 20 | 7.8 | 4 | Major collector |
| 7 | 2.7 | 5 | Minor collector |
| 14 | 5.5 | 6 | Local road or street |
| Urban | | | |
| 10 | 3.9 | 11 | Principal arterial - interstate |
| 8 | 3.1 | 12 | Principal arterial - other freeways or expressways |
| 52 | 20.3 | 13 | Other principal arterial |
| 45 | 17.6 | 14 | Minor arterial |
| 15 | 5.9 | 15 | Collector |
| 31 | 12.1 | 16 | Urban - Local road or street |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| Variable | Name | Format | Type | Length |
|----------|---------------|---------|---------|--------|
| v19 | ROUTE SIGNING | FRTSIGN | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------|
| 20 | 7.8 | 1 | Interstate |
| 37 | 14.5 | 2 | U.S. highway |
| 70 | 27.3 | 3 | State highway |
| 35 | 13.7 | 4 | County road |
| | | | Local street |
| 11 | 4.3 | 5 | Township |
| 75 | 29.3 | 6 | Municipality |
| 8 | 3.1 | 8 | Other |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|--------|------|--------|
| v20 | TRAFFICWAY IDENTIFIER #1 | | Char | 20 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------|
| 1 | 0.4 | 1064 | |
| | | - | Roadway identifier |
| 1 | 0.4 | WARRIOR DR | |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|--------|------|--------|
| v20_2 | TRAFFICWAY IDENTIFIER #2 | | Char | 20 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|------------------|--------------------|
| 1 | 0.4 | 0 | |
| | | - | Roadway identifier |
| 1 | 0.4 | WOODWARD ST | |
| 140 | 54.7 | 9999999999999999 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-----------|--------|---------|--------|
| v21 | MILEPOINT | | Numeric | 5 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 83 | 32.4 | 0 | None |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------------|
| 3 | 1.2 | 1 | |
| | | - | Actual to nearest .1 mile |
| 1 | 0.4 | 4024 | |
| 41 | 16.0 | 99999 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|----------------------|----------|---------|--------|
| v22 | SPECIAL JURISDICTION | FSPECJUR | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------------|
| 255 | 99.6 | 0 | No special jurisdiction |
| 0 | 0.0 | 1 | National Park Service |
| 0 | 0.0 | 2 | Military |
| 1 | 0.4 | 3 | Indian reservation |
| 0 | 0.0 | 4 | College/university campus |
| 0 | 0.0 | 5 | Other federal properties |
| 0 | 0.0 | 8 | Other |

| Variable | Name | Format | Type | Length |
|----------|---------------------|---------|---------|--------|
| v23 | FIRST HARMFUL EVENT | FFHE82F | Numeric | 3 |

FIRST EVENT CAUSING INJURY/PROPERTY DAMAGE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 9 | 3.5 | 1 | Overturn/rollover |
| 0 | 0.0 | 2 | Fire/explosion |
| 0 | 0.0 | 3 | Immersion |
| 0 | 0.0 | 4 | Gas inhalation |
| 3 | 1.2 | 5 | Fell/jumped from vehicle |
| 1 | 0.4 | 6 | Injured in vehicle (other than cargo/equipment loss/shift) |
| 0 | 0.0 | 7 | Other non-collision |
| 69 | 27.0 | 8 | Pedestrian |
| 5 | 2.0 | 9 | Pedal cycle |
| 0 | 0.0 | 10 | Railway train |
| 1 | 0.4 | 11 | Live animal |
| 153 | 59.8 | 12 | Motor vehicle in-transport on same roadway |
| 1 | 0.4 | 13 | Motor vehicle in-transport on different roadway |
| 0 | 0.0 | 14 | Parked motor vehicle or motor vehicle stopped off roadway |
| 1 | 0.4 | 15 | Non-motorist on personal conveyance |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 0 | 0.0 | 16 | Thrown or falling object |
| 0 | 0.0 | 17 | Boulder |
| 0 | 0.0 | 18 | Other object (not fixed) |
| 0 | 0.0 | 19 | Building |
| 0 | 0.0 | 20 | Impact attenuator/crash cushion |
| 0 | 0.0 | 21 | Bridge pier or abutment |
| 0 | 0.0 | 22 | Bridge parapet end |
| 1 | 0.4 | 23 | Bridge rail |
| 2 | 0.8 | 24 | Guardrail face |
| 1 | 0.4 | 25 | Concrete traffic barrier |
| 0 | 0.0 | 26 | Other traffic barrier |
| 1 | 0.4 | 27 | Highway/traffic sign post/sign |
| 0 | 0.0 | 28 | Overhead sign support/sign |
| 1 | 0.4 | 29 | Luminaire/light support |
| 0 | 0.0 | 30 | Utility pole |
| 0 | 0.0 | 31 | Other post, other pole or other supports |
| 0 | 0.0 | 32 | Culvert |
| 3 | 1.2 | 33 | Curb |
| 0 | 0.0 | 34 | Ditch |
| 0 | 0.0 | 35 | Embankment - earth |
| 0 | 0.0 | 36 | Embankment - rock, stone or concrete |
| 0 | 0.0 | 37 | Embankment - material type unknown |
| 1 | 0.4 | 38 | Fence |
| 0 | 0.0 | 39 | Wall |
| 0 | 0.0 | 40 | Fire hydrant |
| 0 | 0.0 | 41 | Shrubbery |
| 1 | 0.4 | 42 | Tree (standing tree only) |
| 0 | 0.0 | 43 | Other fixed object |
| 0 | 0.0 | 44 | Pavement surface irregularity (pothole, grooved, grates) |
| 0 | 0.0 | 45 | Working motor vehicle (construction, maintenance or utility vehicle only) |
| 0 | 0.0 | 46 | Traffic signal support/signal |
| 0 | 0.0 | 47 | Vehicle occupant struck or run over by own vehicle |
| 0 | 0.0 | 48 | Snow bank |
| 0 | 0.0 | 49 | Ridden animal or animal-drawn conveyance |
| 1 | 0.4 | 50 | Bridge overhead structure |
| 0 | 0.0 | 51 | Jackknife (causing injury or damage) |
| 1 | 0.4 | 52 | Guardrail end |
| 0 | 0.0 | 53 | Mail box |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 0 | 0.0 | 54 | Motor vehicle in-transport strikes or is struck by cargo, persons or objects set-in-motion from/by another motor vehicle in-transport |
| 0 | 0.0 | 55 | Motor vehicle in motion outside the trafficway |
| 0 | 0.0 | 57 | Cable barrier |
| 0 | 0.0 | 60 | Cargo/equipment loss or shift (causing injury or damage) |
| 0 | 0.0 | 99 | Unknown |

The following list shows the code values given above grouped by collision type.

Noncollision Event

- 01 = Overturn/rollover
- 02 = Fire/explosion
- 03 = Immersion
- 04 = Gas inhalation
- 05 = Fell/jumped from vehicle
- 06 = Injured in vehicle (other than cargo/equipment loss or shift)
- 07 = Other non-collision
- 16 = Thrown or falling object
- 44 = Pavement surface irregularity (pothole, grooved, grates)
- 47 = Vehicle occupant struck or run over by own vehicle
- 51 = Jackknife (causing injury or damage)
- 60 = Cargo/equipment loss or shift (causing injury or damage)

Collision with Motor Vehicle

Collision Involving Motor Vehicles In-Transport

- 12 = Motor vehicle in-transport on same roadway
- 13 = Motor vehicle in-transport on different roadway
- 54 = Motor vehicle in-transport strikes or is struck by cargo, persons, or objects set-in-motion from/by another motor vehicle in-transport

Collision Involving Motor Vehicles Not In-Transport

- 14 = Parked motor vehicle or motor vehicle stopped off roadway
- 45 = Working motor vehicle (construction, maintenance or utility vehicle only)
- 55 = Motor vehicle in motion outside the trafficway

Collision with Object Not Fixed

- 08 = Pedestrian
- 09 = Pedalcycle
- 10 = Railway train
- 11 = Live animal

- 15 = Nonmotorist on personal conveyance
- 18 = Other object (not fixed)
- 49 = Ridden animal or animal-drawn conveyance

Collision with Fixed Object

- 17 = Boulder
- 19 = Building
- 20 = Impact attenuator/crash cushion
- 21 = Bridge pier or abutment
- 22 = Bridge parapet end
- 23 = Bridge rail
- 24 = Guardrail face
- 25 = Concrete traffic barrier
- 26 = Other traffic barrier
- 27 = Highway/traffic sign post/sign
- 28 = Overhead sign support/sign
- 29 = Luminaire/light support
- 30 = Utility pole
- 31 = Other post, other pole or other supports
- 32 = Culvert
- 33 = Curb
- 34 = Ditch
- 35 = Embankment – earth
- 36 = Embankment – rock, stone or concrete
- 37 = Embankment – material type unknown
- 38 = Fence
- 39 = Wall
- 40 = Fire hydrant
- 41 = Shrubbery
- 42 = Tree (standing tree only)
- 43 = Other fixed object
- 46 = Traffic signal support/signal
- 48 = Snow bank
- 50 = Bridge overhead structure
- 52 = Guardrail end
- 53 = Mail box
- 57 = Cable barrier

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| Variable | Name | Format | Type | Length |
|----------|---------------------|----------|---------|--------|
| v24 | MANNER OF COLLISION | FCOLL02F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 102 | 39.8 | 0 | Not a collision with a motor vehicle |
| 41 | 16.0 | 1 | Front-to-rear (includes rear-end) |
| 44 | 17.2 | 2 | Front-to-front (includes head-on) |
| 2 | 0.8 | 3 | Angle - front-to-side, same direction |
| 19 | 7.4 | 4 | Angle - front-to-side, opposite direction |
| 33 | 12.9 | 5 | Angle - front-to-side, right angle (including broadside) |
| 2 | 0.8 | 6 | Angle - front-to-side/angle - direction not specified |
| 7 | 2.7 | 7 | Sideswipe - same direction |
| 4 | 1.6 | 8 | Sideswipe - opposite direction |
| 1 | 0.4 | 9 | Rear-to-side |
| 0 | 0.0 | 10 | Rear-to-rear |
| 1 | 0.4 | 11 | Other (end-swipes and others) |

| Variable | Name | Format | Type | Length |
|----------|----------------------|--------|---------|--------|
| v25 | RELATION TO JUNCTION | FJUNCT | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|------------------|--------------|-------------|------------------------------|
| Noninterchange | | | |
| 134 | 52.3 | 1 | Non-junction |
| 82 | 32.0 | 2 | Intersection |
| 24 | 9.4 | 3 | Intersection related |
| 1 | 0.4 | 4 | Driveway, alley access, etc. |
| 0 | 0.0 | 5 | Entrance/exit ramp related |
| 2 | 0.8 | 6 | Rail grade crossing |
| 0 | 0.0 | 7 | Crossover-related |
| 3 | 1.2 | 8 | Driveway access related |
| 0 | 0.0 | 9 | Unknown noninterchange area |
| Interchange area | | | |
| 3 | 1.2 | 10 | Intersection |
| 2 | 0.8 | 11 | Intersection related |
| 0 | 0.0 | 12 | Driveway access |
| 1 | 0.4 | 13 | Entrance/exit ramp related |
| 0 | 0.0 | 14 | Crossover-related |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------------|
| 3 | 1.2 | 15 | Other location in interchange |
| 0 | 0.0 | 19 | Unknown interchange area |
| 1 | 0.4 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------------|----------|---------|--------|
| v26 | RELATION TO ROADWAY | FRDWY98F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 233 | 91.0 | 1 | On roadway |
| 5 | 2.0 | 2 | Shoulder |
| 7 | 2.7 | 3 | Median |
| 9 | 3.5 | 4 | Roadside |
| 1 | 0.4 | 5 | Outside trafficway/outside right-of-way |
| 1 | 0.4 | 6 | Off roadway - location unknown |
| 0 | 0.0 | 7 | In parking lane/zone |
| 0 | 0.0 | 8 | Gore |
| 0 | 0.0 | 10 | Separator |
| 0 | 0.0 | 11 | Two-way continuous left-turn lane |

| Variable | Name | Format | Type | Length |
|----------|-----------------|----------|---------|--------|
| v27 | TRAFFICWAY FLOW | FFLOW03F | Numeric | 3 |

A trafficway may include several roadways if it is a physically divided highway. Trafficways are not physically divided unless the divider is a median, a barrier or other constructed device. Pavement markings do not qualify.

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 142 | 55.5 | 1 | Not physically divided (two-way trafficway) |
| 52 | 20.3 | 2 | Divided highway, median strip (without traffic barrier) |
| 28 | 10.9 | 3 | Divided highway, median strip (with traffic barrier) |
| 10 | 3.9 | 4 | One-way trafficway |
| 14 | 5.5 | 5 | Not physically divided (with two-way continuous left-turn lane) |
| 1 | 0.4 | 6 | Entrance/exit ramp |
| 9 | 3.5 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|------------------------|--------|---------|--------|
| v28 | NUMBER OF TRAVEL LANES | FLANES | Numeric | 3 |

A roadway is one part of a divided trafficway or, if undivided, the same as the trafficway. It refers to the roadway on which the vehicle precipitating the crash was traveling. Only lanes open for travel are counted. Turn lanes are therefore excluded.

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-----------------|
| 1 | 0.4 | 1 | 1 lane |
| 173 | 67.6 | 2 | 2 lanes |
| 22 | 8.6 | 3 | 3 lanes |
| 36 | 14.1 | 4 | 4 lanes |
| 6 | 2.3 | 5 | 5 lanes |
| 5 | 2.0 | 6 | 6 lanes |
| 3 | 1.2 | 7 | 7 or more lanes |
| 10 | 3.9 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-------------|--------|---------|--------|
| v29 | SPEED LIMIT | FSPLMT | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------|
| 0 | 0.0 | 0 | No statutory limit |
| 1 | 0.4 | 5 | 5 mph |
| 27 | 10.5 | 25 | 25 mph |
| 26 | 10.2 | 30 | 30 mph |
| 38 | 14.8 | 35 | 35 mph |
| 16 | 6.3 | 40 | 40 mph |
| 42 | 16.4 | 45 | 45 mph |
| 8 | 3.1 | 50 | 50 mph |
| 44 | 17.2 | 55 | 55 mph |
| 3 | 1.2 | 60 | 60 mph |
| 19 | 7.4 | 65 | 65 mph |
| 8 | 3.1 | 70 | 70 mph |
| 4 | 1.6 | 75 | 75 mph |
| 20 | 7.8 | 99 | Unknown |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| Variable | Name | Format | Type | Length |
|----------|---------------------------|-------------|----------------------------------|--------|
| v30 | ROADWAY ALIGNMENT | FALIG | Numeric | 3 |
| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> | |
| 208 | 81.3 | 1 | Straight | |
| 45 | 17.6 | 2 | Curve | |
| 3 | 1.2 | 9 | Unknown | |
| Variable | Name | Format | Type | Length |
| v31 | ROADWAY PROFILE | FGRAD82F | Numeric | 3 |
| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> | |
| 181 | 70.7 | 1 | Level | |
| 60 | 23.4 | 2 | Grade | |
| 8 | 3.1 | 3 | Hillcrest | |
| 1 | 0.4 | 4 | Sag | |
| 6 | 2.3 | 9 | Unknown | |
| Variable | Name | Format | Type | Length |
| v32 | ROADWAY SURFACE TYPE | FPAVE | Numeric | 3 |
| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> | |
| 27 | 10.5 | 1 | Concrete | |
| 216 | 84.4 | 2 | Blacktop, bituminous, or asphalt | |
| 1 | 0.4 | 3 | Brick or block | |
| 0 | 0.0 | 4 | Slag, gravel or stone | |
| 0 | 0.0 | 5 | Dirt | |
| 0 | 0.0 | 8 | Other | |
| 12 | 4.7 | 9 | Unknown | |
| Variable | Name | Format | Type | Length |
| v33 | ROADWAY SURFACE CONDITION | FSURF07F | Numeric | 3 |
| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> | |
| 211 | 82.4 | 1 | Dry | |
| 34 | 13.3 | 2 | Wet | |
| 3 | 1.2 | 3 | Snow or slush | |
| 6 | 2.3 | 4 | Ice/frost | |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------------|
| 0 | 0.0 | 5 | Sand, dirt, mud, gravel |
| 0 | 0.0 | 6 | Water (standing or moving) |
| 0 | 0.0 | 7 | Oil |
| 0 | 0.0 | 8 | Other |
| 2 | 0.8 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|------------------------|----------|---------|--------|
| v34 | TRAFFIC CONTROL DEVICE | FTRCN82F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 151 | 59.0 | 0 | No controls |

*** Not at Railroad Grade Crossing ***

| | | | |
|----|------|---|---|
| 2 | 0.8 | 1 | Traffic control signal (on colors) without pedestrian signal |
| 15 | 5.9 | 2 | Traffic control signal (on colors) with pedestrian signal |
| 44 | 17.2 | 3 | Traffic control signal (on colors) not known whether or not pedestrian signal |
| 0 | 0.0 | 4 | Flashing traffic control signal |
| 1 | 0.4 | 5 | Flashing beacon |
| 0 | 0.0 | 6 | Flashing highway traffic signal, type unknown or other than traffic control or beacon |
| 0 | 0.0 | 7 | Lane use control signal |
| 4 | 1.6 | 8 | Other highway traffic signal |
| 0 | 0.0 | 9 | Unknown highway traffic signal |

Regulatory signs

| | | | |
|----|-----|----|------------------------------|
| 21 | 8.2 | 20 | Stop sign |
| 0 | 0.0 | 21 | Yield sign |
| 10 | 3.9 | 28 | Other regulatory sign |
| 0 | 0.0 | 29 | Unknown type regulatory sign |

School zone signs

| | | | |
|---|-----|----|---------------------------------|
| 1 | 0.4 | 30 | School speed limit sign |
| 0 | 0.0 | 31 | School advance or crossing sign |
| 0 | 0.0 | 38 | Other school related sign |
| 0 | 0.0 | 39 | Unknown type school zone sign |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| | | | Warning signs |
| 2 | 0.8 | 40 | Warning sign |
| 0 | 0.0 | 41 | Electronic warning sign |
| | | | Miscellaneous not at railroad crossing |
| 0 | 0.0 | 50 | Officer, crossing guard, flagman, etc. |
| | | | *** At Railroad Grade Crossing *** |
| | | | Active devices |
| 1 | 0.4 | 60 | Gates |
| 0 | 0.0 | 61 | Flashing lights |
| 0 | 0.0 | 62 | Traffic control signal |
| 0 | 0.0 | 63 | Wigwags |
| 0 | 0.0 | 64 | Bells |
| 0 | 0.0 | 68 | Other train activated device |
| 0 | 0.0 | 69 | Active device, type unknown |
| | | | Passive devices |
| 0 | 0.0 | 70 | Cross bucks |
| 1 | 0.4 | 72 | Other railroad crossing sign |
| 0 | 0.0 | 73 | Special warning device – watchman, flagged by crew |
| 0 | 0.0 | 78 | Other passive device |
| 0 | 0.0 | 79 | Passive device, type unknown |
| | | | Miscellaneous devices at railroad crossing |
| 0 | 0.0 | 80 | Grade crossing controlled, type unknown |
| | | | *** Whether or Not at Railroad Grade Crossing *** |
| 1 | 0.4 | 98 | Other |
| 2 | 0.8 | 99 | Unknown |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| Variable | Name | Format | Type | Length |
|----------|-----------------------------|---------|---------|--------|
| v35 | TRAFFIC CONTROL FUNCTIONING | FTCFUNC | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------------|
| 151 | 59.0 | 0 | No controls |
| 0 | 0.0 | 1 | Device not functioning |
| 1 | 0.4 | 2 | Device functioning improperly |
| 102 | 39.8 | 3 | Device functioning properly |
| 2 | 0.8 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-----------------|---------|---------|--------|
| v37 | LIGHT CONDITION | FLGT09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------|
| 168 | 65.6 | 1 | Daylight |
| 34 | 13.3 | 2 | Dark - not lighted |
| 43 | 16.8 | 3 | Dark but lighted |
| 9 | 3.5 | 4 | Dawn |
| 1 | 0.4 | 5 | Dusk |
| 1 | 0.4 | 6 | Dark - unknown lighting |

| Variable | Name | Format | Type | Length |
|----------|------------------------|---------|---------|--------|
| v38 | ATMOSPHERIC CONDITIONS | FATM07F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------------|
| 0 | 0.0 | 0 | No additional atmospheric conditions |
| 228 | 89.1 | 1 | Clear/cloudy (no adverse conditions) |
| 19 | 7.4 | 2 | Rain |
| 1 | 0.4 | 3 | Sleet (hail) |
| 4 | 1.6 | 4 | Snow or blowing snow |
| 2 | 0.8 | 5 | Fog, smog, smoke |
| 0 | 0.0 | 6 | Severe crosswinds |
| 0 | 0.0 | 7 | Blowing sand, soil, dirt |
| 0 | 0.0 | 8 | Other |
| 2 | 0.8 | 9 | Unknown |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| Variable | Name | Format | Type | Length |
|----------|-----------|---------|---------|--------|
| v39 | WORK ZONE | FCMZ82F | Numeric | 3 |

Identifies accidents that occurred in a construction or maintenance zone. Use of this code does not imply that the accident was caused by the construction/maintenance activity or zone.

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------|
| 253 | 98.8 | 0 | None |
| 3 | 1.2 | 1 | Construction |
| 0 | 0.0 | 2 | Maintenance |
| 0 | 0.0 | 3 | Utility |
| 0 | 0.0 | 4 | Work zone, type unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------------|--------|---------|--------|
| v40 | EMS NOTIFIED - HOUR | | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------------|
| 2 | 0.8 | 0 | 12:00 – 12:49 am |
| 2 | 0.8 | 1 | |
| | | - | Hour |
| 3 | 1.2 | 22 | |
| 7 | 2.7 | 88 | Not applicable (not notified) |
| 103 | 40.2 | 99 | Unknown EMS notification time |

| Variable | Name | Format | Type | Length |
|----------|-----------------------|--------|---------|--------|
| v41 | EMS NOTIFIED - MINUTE | | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------------|
| 4 | 1.6 | 0 | On the hour |
| 3 | 1.2 | 1 | |
| | | - | Minute |
| 4 | 1.6 | 59 | |
| 7 | 2.7 | 88 | Not applicable (not notified) |
| 103 | 40.2 | 99 | Unknown EMS notification time |

| Variable | Name | Format | Type | Length |
|----------|--------------------|--------|---------|--------|
| v42 | EMS ARRIVAL - HOUR | | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------------|
| 2 | 0.8 | 0 | 12:00 – 12:59 am |
| 2 | 0.8 | 1 | |
| | | - | Hour |
| 4 | 1.6 | 22 | |
| 7 | 2.7 | 88 | Not applicable (not notified) |
| 110 | 43.0 | 99 | Unknown EMS arrival time |

| Variable | Name | Format | Type | Length |
|----------|----------------------|--------|---------|--------|
| v43 | EMS ARRIVAL - MINUTE | | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------------|
| 6 | 2.3 | 0 | On the hour |
| 5 | 2.0 | 1 | |
| | | - | Minute |
| 1 | 0.4 | 59 | |
| 7 | 2.7 | 88 | Not applicable (not notified) |
| 1 | 0.4 | 97 | Officially cancelled |
| 1 | 0.4 | 98 | Unknown whether arrived |
| 116 | 45.3 | 99 | Unknown EMS arrival time |

| Variable | Name | Format | Type | Length |
|----------|--------------------|--------|---------|--------|
| v46 | SCHOOL BUS RELATED | FYESNO | Numeric | 3 |

Identifies accidents in which a school bus was directly or indirectly involved, such as an accident involving children alighting from a school bus. The school bus does not have to be a traffic unit in the accident.

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 163 | 63.7 | 0 | No |
| 93 | 36.3 | 1 | Yes |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| Variable | Name | Format | Type | Length |
|----------|------------------------|--------|------|--------|
| v48 | RAIL GRADE CROSSING ID | | Char | 7 |

RAIL GRADE CROSSING – FRA CODE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------|
| 254 | 99.2 | 0000000 | Not applicable |
| 1 | 0.4 | 543156Y | 543156Y |
| 1 | 0.4 | 722599E | 722599E |

| Variable | Name | Format | Type | Length |
|----------|----------------------------|---------|---------|--------|
| v49 | NUMBER FATALITIES IN CRASH | FFATALS | Numeric | 3 |

NUMBER OF FATALITIES IN THE CRASH

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 0 | 0.0 | 0 | 0 killed |
| 231 | 90.2 | 1 | 1 killed |
| 21 | 8.2 | 2 | 2 killed |
| 1 | 0.4 | 3 | 3 killed |
| 2 | 0.8 | 5 | 5 killed |
| 1 | 0.4 | 7 | 7 killed |

| Variable | Name | Format | Type | Length |
|----------|-------------|--------|---------|--------|
| v50 | DAY OF WEEK | FDAYS | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 13 | 5.1 | 1 | Sunday |
| 47 | 18.4 | 2 | Monday |
| 41 | 16.0 | 3 | Tuesday |
| 49 | 19.1 | 4 | Wednesday |
| 38 | 14.8 | 5 | Thursday |
| 44 | 17.2 | 6 | Friday |
| 24 | 9.4 | 7 | Saturday |

| Variable | Name | Format | Type | Length |
|----------|-------------------------|----------|---------|--------|
| v51 | NUMBER DRINKING DRIVERS | FDRUNKDR | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 227 | 88.7 | 0 | 0 drivers |
| 28 | 10.9 | 1 | 1 driver |
| 1 | 0.4 | 2 | 2 drivers |

| Variable | Name | Format | Type | Length |
|----------|---------------------|--------|---------|--------|
| v52 | CRASH DATE - JULIAN | | Numeric | 8 |

The Julian date from March 1, 1990.

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------|
| 1 | 0.4 | 39755 | January 2, 2009 |
| | | - | |
| 1 | 0.4 | 40116 | December 29, 2009 |

| Variable | Name | Format | Type | Length |
|----------|---------------------------|--------|---------|--------|
| v53 | NUMBER UNINJURED IN CRASH | FUNINJ | Numeric | 8 |

NUMBER OF UNINJURED IN CRASH

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 69 | 27.0 | 0 | 0 uninjured |
| 155 | 60.5 | 1 | 1 uninjured |
| 14 | 5.5 | 2 | 2 uninjured |
| 9 | 3.5 | 3 | 3 uninjured |
| 2 | 0.8 | 4 | 4 uninjured |
| 2 | 0.8 | 5 | 5 uninjured |
| 2 | 0.8 | 6 | 6 uninjured |
| 1 | 0.4 | 7 | 7 uninjured |
| 1 | 0.4 | 11 | 11 uninjured |
| 1 | 0.4 | 21 | 21 uninjured |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| Variable | Name | Format | Type | Length |
|----------|---------------------------|--------|---------|--------|
| v54 | NUMBER C-INJURED IN CRASH | FCINJ | Numeric | 8 |

NUMBER OF C-INJURED IN CRASH

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 188 | 73.4 | 0 | 0 C-injured |
| 28 | 10.9 | 1 | 1 C-injured |
| 14 | 5.5 | 2 | 2 C-injured |
| 7 | 2.7 | 3 | 3 C-injured |
| 1 | 0.4 | 4 | 4 C-injured |
| 4 | 1.6 | 5 | 5 C-injured |
| 2 | 0.8 | 6 | 6 C-injured |
| 5 | 2.0 | 7 | 7 C-injured |
| 1 | 0.4 | 8 | 8 C-injured |
| 2 | 0.8 | 9 | 9 C-injured |
| 2 | 0.8 | 13 | 13 C-injured |
| 1 | 0.4 | 23 | 23 C-injured |
| 1 | 0.4 | 31 | 31 C-injured |

| Variable | Name | Format | Type | Length |
|----------|---------------------------|--------|---------|--------|
| v55 | NUMBER B-INJURED IN CRASH | FBINJ | Numeric | 8 |

NUMBER OF B-INJURED IN CRASH

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 187 | 73.0 | 0 | 0 B-injured |
| 34 | 13.3 | 1 | 1 B-injured |
| 13 | 5.1 | 2 | 2 B-injured |
| 4 | 1.6 | 3 | 3 B-injured |
| 8 | 3.1 | 4 | 4 B-injured |
| 1 | 0.4 | 5 | 5 B-injured |
| 2 | 0.8 | 7 | 7 B-injured |
| 1 | 0.4 | 10 | 10 B-injured |
| 1 | 0.4 | 11 | 11 B-injured |
| 1 | 0.4 | 15 | 15 B-injured |
| 1 | 0.4 | 19 | 19 B-injured |
| 1 | 0.4 | 22 | 22 B-injured |
| 1 | 0.4 | 28 | 28 B-injured |
| 1 | 0.4 | 37 | 37 B-injured |

| Variable | Name | Format | Type | Length |
|----------|---------------------------|--------|---------|--------|
| v56 | NUMBER A-INJURED IN CRASH | FAINJ | Numeric | 8 |

NUMBER OF A-INJURED IN CRASH

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 213 | 83.2 | 0 | 0 A-injured |
| 21 | 8.2 | 1 | 1 A-injured |
| 8 | 3.1 | 2 | 2 A-injured |
| 4 | 1.6 | 3 | 3 A-injured |
| 2 | 0.8 | 4 | 4 A-injured |
| 1 | 0.4 | 5 | 5 A-injured |
| 3 | 1.2 | 6 | 6 A-injured |
| 1 | 0.4 | 7 | 7 A-injured |
| 1 | 0.4 | 8 | 8 A-injured |
| 1 | 0.4 | 16 | 16 A-injured |
| 1 | 0.4 | 18 | 18 A-injured |

| Variable | Name | Format | Type | Length |
|----------|---------------------------|--------|---------|--------|
| v57 | NUMBER K-INJURED IN CRASH | FKINJ | Numeric | 8 |

NUMBER OF K-INJURED IN CRASH

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 231 | 90.2 | 1 | 1 killed |
| 21 | 8.2 | 2 | 2 killed |
| 1 | 0.4 | 3 | 3 killed |
| 2 | 0.8 | 5 | 5 killed |
| 1 | 0.4 | 7 | 7 killed |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|---------|---------|--------|
| v58 | NUM UNK INJURED IN CRASH | FUNKINJ | Numeric | 8 |

NUMBER OF UNKNOWN INJURED IN CRASH

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------|
| 253 | 98.8 | 0 | 0 unknown injured |
| 2 | 0.8 | 1 | 1 unknown injured |
| 1 | 0.4 | 6 | 6 unknown injured |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| Variable | Name | Format | Type | Length |
|----------|--------------------------|---------|---------|--------|
| v59 | CRASH RELATED FACTORS #1 | FARF82F | Numeric | 3 |

FACTORS AT CRASH LEVEL – RESPONSE #1

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|-----------------------|--------------|-------------|--|
| 246 | 96.1 | 0 | None |
| 0 | 0.0 | 1 | Inadequate warning of exits, lanes narrowing, etc. |
| 0 | 0.0 | 2 | Shoulder design or condition |
| 0 | 0.0 | 3 | Other construction-created condition |
| 0 | 0.0 | 4 | No (or obscured) pavement marking |
| 0 | 0.0 | 5 | Surface under water |
| 0 | 0.0 | 6 | Inadequate construction or poor design of roadway, etc. |
| 0 | 0.0 | 7 | Surface washed out (caved in, road slippage) |
| Special circumstances | | | |
| 0 | 0.0 | 13 | Aggressive driving/road rage by non-contact vehicle driver |
| 3 | 1.2 | 14 | Motor vehicle struck by falling cargo, or something that came loose from, or something that was set-in-motion by a vehicle |
| 0 | 0.0 | 15 | Nonoccupant struck by falling cargo or something that came loose from, or something that was set-in-motion by a vehicle |
| 1 | 0.4 | 16 | Nonoccupant struck vehicle |
| 0 | 0.0 | 17 | Vehicle set-in-motion by nondriver |
| 0 | 0.0 | 18 | Date of accident and date of emergency medical services notification not same day |
| 4 | 1.6 | 19 | Recent previous accident scene nearby |
| 0 | 0.0 | 20 | Police pursuit involved |
| 1 | 0.4 | 21 | Within designated school zone |
| 0 | 0.0 | 22 | Speed limit is a statutory limit - state's "basic rule" |
| 0 | 0.0 | 23 | Indication of a stalled/disabled vehicle |
| 1 | 0.4 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|---------|---------|--------|
| v60 | CRASH RELATED FACTORS #2 | FARF82F | Numeric | 3 |

FACTORS AT CRASH LEVEL – RESPONSE #2

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 253 | 98.8 | 0 | None |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|-----------------------|--------------|-------------|--|
| Special circumstances | | | |
| 2 | 0.8 | 14 | Motor vehicle struck by falling cargo, or something that came loose from, or something that was set-in-motion by a vehicle |
| 1 | 0.4 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|---------|---------|--------|
| v61 | CRASH RELATED FACTORS #3 | FARF82F | Numeric | 3 |

FACTORS AT CRASH LEVEL – RESPONSE #3

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 255 | 99.6 | 0 | None |
| 1 | 0.4 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------------------|---------|---------|--------|
| v62 | ATMOSPHERIC CONDITIONS #1 | FATM07F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------------|
| 0 | 0.0 | 0 | No additional atmospheric conditions |
| 228 | 89.1 | 1 | Clear/cloudy (no adverse conditions) |
| 19 | 7.4 | 2 | Rain |
| 1 | 0.4 | 3 | Sleet (hail) |
| 4 | 1.6 | 4 | Snow or blowing snow |
| 2 | 0.8 | 5 | Fog, smog, smoke |
| 0 | 0.0 | 6 | Severe crosswinds |
| 0 | 0.0 | 7 | Blowing sand, soil, dirt |
| 0 | 0.0 | 8 | Other |
| 2 | 0.8 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------------------|---------|---------|--------|
| v63 | ATMOSPHERIC CONDITIONS #2 | FATM07F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------------|
| 256 | 100.0 | 0 | No additional atmospheric conditions |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS CRASH VARIABLES

| Variable | Name | Format | Type | Length |
|----------|----------|--------|---------|--------|
| v71 | LATITUDE | | Numeric | 8 |

LATITUDE IN DECIMAL DEGREE FORMAT

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 1 | 0.4 | 20.935956 | |
| | | - | Latitude |
| 1 | 0.4 | 47.755989 | |

| Variable | Name | Format | Type | Length |
|----------|-----------|--------|---------|--------|
| v72 | LONGITUDE | | Numeric | 8 |

LONGITUDE IN DECIMAL DEGREE FORMAT

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 1 | 0.4 | -158.1784 | |
| | | - | Longitude |
| 1 | 0.4 | -70.92791 | |

The VEHICLE Variables

Variables 104 through 186 are the FARS variables that describe the vehicle involved in the crash (i.e., the bus).

| Variable | Name | Format | Type | Length |
|----------|----------------|---------|---------|--------|
| v104 | VEHICLE NUMBER | FVEHNUM | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 126 | 49.2 | 1 | Vehicle #1 |
| 115 | 44.9 | 2 | Vehicle #2 |
| 11 | 4.3 | 3 | Vehicle #3 |
| 1 | 0.4 | 4 | Vehicle #4 |
| 2 | 0.8 | 7 | Vehicle #7 |
| 1 | 0.4 | 10 | Vehicle #10 |

| Variable | Name | Format | Type | Length |
|----------|-----------|--------|---------|--------|
| v105 | UNIT TYPE | FUNIT | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 256 | 100.0 | 1 | Motor vehicle in-transport (inside or outside the trafficway) |
| 0 | 0.0 | 2 | Motor vehicle not in-transport within the trafficway |
| 0 | 0.0 | 3 | Motor vehicle not in-transport outside the trafficway |
| 0 | 0.0 | 4 | Working motor vehicle (highway construction, maintenance, utility only) |

| Variable | Name | Format | Type | Length |
|----------|---------------------|---------|---------|--------|
| v107 | NUMBER OF OCCUPANTS | FNUMOCC | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 154 | 60.2 | 1 | 1 occupant |
| 25 | 9.8 | 2 | 2 occupants |
| 21 | 8.2 | 3 | 3 occupants |
| 8 | 3.1 | 4 | 4 occupants |
| 8 | 3.1 | 5 | 5 occupants |
| 6 | 2.3 | 6 | 6 occupants |
| 7 | 2.7 | 7 | 7 occupants |
| 4 | 1.6 | 8 | 8 occupants |
| 1 | 0.4 | 9 | 9 occupants |
| 4 | 1.6 | 10 | 10 occupants |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS VEHICLE VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 2 | 0.8 | 11 | 11 occupants |
| 2 | 0.8 | 13 | 13 occupants |
| 1 | 0.4 | 14 | 14 occupants |
| 1 | 0.4 | 15 | 15 occupants |
| 2 | 0.8 | 16 | 16 occupants |
| 1 | 0.4 | 17 | 17 occupants |
| 2 | 0.8 | 22 | 22 occupants |
| 1 | 0.4 | 25 | 25 occupants |
| 2 | 0.8 | 27 | 27 occupants |
| 1 | 0.4 | 30 | 30 occupants |
| 1 | 0.4 | 31 | 31 occupants |
| 1 | 0.4 | 36 | 36 occupants |
| 1 | 0.4 | 37 | 37 occupants |

| Variable | Name | Format | Type | Length |
|----------|--------------|----------|---------|--------|
| v108 | VEHICLE MAKE | FMAKE91F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------------------|
| 1 | 0.4 | 7 | Dodge |
| 28 | 10.9 | 12 | Ford |
| 9 | 3.5 | 20 | Chevrolet |
| 6 | 2.3 | 23 | GMC |
| 11 | 4.3 | 82 | Freightliner |
| 45 | 17.6 | 84 | International Harvester or Navistar |
| 12 | 4.7 | 90 | Bluebird |
| 25 | 9.8 | 92 | Gillig |
| 30 | 11.7 | 93 | MCI |
| 21 | 8.2 | 94 | Thomas Built |
| 67 | 26.2 | 98 | Other make |
| 1 | 0.4 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------|----------|---------|--------|
| v109 | VEHICLE MAKE-MODEL | FMKMD91F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------|
| 1 | 0.4 | 7461 | B-series van/Ram van/Ram wagon |
| 26 | 10.2 | 12461 | Ford E-series van/Econoline |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS VEHICLE VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 2 | 0.8 | 12981 | Ford conventional bus (engine out front) |
| 4 | 1.6 | 20461 | Chevrolet G-series van |
| 1 | 0.4 | 20466 | Chevrolet P-series van |
| 3 | 1.2 | 20981 | Chevrolet conventional bus (engine out front) |
| 1 | 0.4 | 20988 | Chevrolet other (bus) |
| 4 | 1.6 | 23461 | GMC G-series van/Savana |
| 2 | 0.8 | 23981 | GMC conventional bus (engine out front) |
| 1 | 0.4 | 82461 | Freightliner Sprinter/Advantage |
| 9 | 3.5 | 82981 | Freightliner bus: conventional (engine out front) |
| 1 | 0.4 | 82988 | Freightliner other (bus) |
| 1 | 0.4 | 84881 | International Harvester/Navistar medium/heavy -- cab behind engine |
| 1 | 0.4 | 84884 | International Harvester/Navistar medium/heavy -- unknown engine location |
| 39 | 15.2 | 84981 | International Harvester/Navistar bus: conventional (engine out front) |
| 1 | 0.4 | 84983 | International Harvester/Navistar bus: rear engine, flat front |
| 3 | 1.2 | 84988 | International Harvester/Navistar other (bus) |
| 11 | 4.3 | 90981 | Bluebird bus: conventional (engine out front) |
| 1 | 0.4 | 90982 | Bluebird bus: front engine, flat front |
| 22 | 8.6 | 92981 | Gillig bus: conventional (engine out front) |
| 2 | 0.8 | 92983 | Gillig bus: rear engine, flat front |
| 1 | 0.4 | 92988 | Gillig other (bus) |
| 24 | 9.4 | 93981 | MCI bus: conventional (engine out front) |
| 1 | 0.4 | 93982 | MCI bus: front engine, flat front |
| 2 | 0.8 | 93983 | MCI bus: rear engine, flat front |
| 3 | 1.2 | 93988 | MCI other (bus) |
| 20 | 7.8 | 94981 | Thomas Built bus: conventional (engine out front) |
| 1 | 0.4 | 94988 | Thomas Built other (bus) |
| 5 | 2.0 | 98902 | Other make Neoplan |
| 13 | 5.1 | 98907 | Other make Orion |
| 5 | 2.0 | 98908 | Other make Van Hool |
| 34 | 13.3 | 98981 | Other make bus: conventional (engine out front) |
| 10 | 3.9 | 98988 | Other make other (bus) |
| 1 | 0.4 | 99981 | Unknown make bus: conventional (engine out front) |

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| Variable | Name | Format | Type | Length |
|----------|-----------|----------|---------|--------|
| v110 | BODY TYPE | FBODY03F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| | | | Van-based light trucks (gross vehicle weight rating <= 10,000 lbs) |
| 34 | 13.3 | 21 | Large van – includes van-based buses |
| 2 | 0.8 | 29 | Unknown van type |
| | | | Other light conventional truck (gross vehicle weight rating <=10,000 lbs) |
| 1 | 0.4 | 41 | Truck based panel |
| | | | Buses (excludes van-based) |
| 88 | 34.4 | 50 | School bus |
| 37 | 14.5 | 51 | Cross country/intercity bus (i.e., Greyhound) |
| 77 | 30.1 | 52 | Transit bus (city bus) |
| 8 | 3.1 | 58 | Other bus type |
| 7 | 2.7 | 59 | Unknown bus type |
| | | | Heavy/medium truck (gross vehicle weight rating > 10,000 lbs) |
| 1 | 0.4 | 63 | Single-unit straight truck (gross vehicle weight rating > 26,000 lbs) |
| 1 | 0.4 | 66 | Truck-tractor (cab only, or with any number of trailing units; any weight) |

| Variable | Name | Format | Type | Length |
|----------|------------|--------|---------|--------|
| v111 | MODEL YEAR | FMODYR | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 1 | 0.4 | 1975 | 1975 |
| 1 | 0.4 | 1976 | 1976 |
| 1 | 0.4 | 1984 | 1984 |
| 2 | 0.8 | 1986 | 1986 |
| 3 | 1.2 | 1987 | 1987 |
| 1 | 0.4 | 1989 | 1989 |
| 1 | 0.4 | 1991 | 1991 |
| 4 | 1.6 | 1992 | 1992 |
| 3 | 1.2 | 1993 | 1993 |
| 3 | 1.2 | 1994 | 1994 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 13 | 5.1 | 1995 | 1995 |
| 10 | 3.9 | 1996 | 1996 |
| 14 | 5.5 | 1997 | 1997 |
| 12 | 4.7 | 1998 | 1998 |
| 12 | 4.7 | 1999 | 1999 |
| 18 | 7.0 | 2000 | 2000 |
| 9 | 3.5 | 2001 | 2001 |
| 30 | 11.7 | 2002 | 2002 |
| 19 | 7.4 | 2003 | 2003 |
| 12 | 4.7 | 2004 | 2004 |
| 17 | 6.6 | 2005 | 2005 |
| 23 | 9.0 | 2006 | 2006 |
| 18 | 7.0 | 2007 | 2007 |
| 17 | 6.6 | 2008 | 2008 |
| 10 | 3.9 | 2009 | 2009 |
| 2 | 0.8 | 2010 | 2010 |

| Variable | Name | Format | Type | Length |
|----------|------|--------|------|--------|
| v112 | VIN | \$12 | Char | 12 |

VEHICLE IDENTIFICATION NUMBER – FIRST 12 POSITIONS

| Variable | Name | Format | Type | Length |
|----------|--------------------|----------|---------|--------|
| v123 | REGISTRATION STATE | FREG08ST | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------|
| 7 | 2.7 | 0 | Not applicable |
| 3 | 1.2 | 1 | Alabama |
| 0 | 0.0 | 2 | Alaska |
| 7 | 2.7 | 4 | Arizona |
| 1 | 0.4 | 5 | Arkansas |
| 18 | 7.0 | 6 | California |
| 6 | 2.3 | 8 | Colorado |
| 2 | 0.8 | 9 | Connecticut |
| 1 | 0.4 | 10 | Delaware |
| 1 | 0.4 | 11 | District of Columbia |
| 22 | 8.6 | 12 | Florida |
| 3 | 1.2 | 13 | Georgia |

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| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------|
| 5 | 2.0 | 15 | Hawaii |
| 4 | 1.6 | 16 | Idaho |
| 10 | 3.9 | 17 | Illinois |
| 4 | 1.6 | 18 | Indiana |
| 4 | 1.6 | 19 | Iowa |
| 1 | 0.4 | 20 | Kansas |
| 7 | 2.7 | 21 | Kentucky |
| 3 | 1.2 | 22 | Louisiana |
| 0 | 0.0 | 23 | Maine |
| 8 | 3.1 | 24 | Maryland |
| 1 | 0.4 | 25 | Massachusetts |
| 6 | 2.3 | 26 | Michigan |
| 7 | 2.7 | 27 | Minnesota |
| 3 | 1.2 | 28 | Mississippi |
| 2 | 0.8 | 29 | Missouri |
| 0 | 0.0 | 30 | Montana |
| 2 | 0.8 | 31 | Nebraska |
| 2 | 0.8 | 32 | Nevada |
| 0 | 0.0 | 33 | New Hampshire |
| 14 | 5.5 | 34 | New Jersey |
| 1 | 0.4 | 35 | New Mexico |
| 18 | 7.0 | 36 | New York |
| 9 | 3.5 | 37 | North Carolina |
| 1 | 0.4 | 38 | North Dakota |
| 5 | 2.0 | 39 | Ohio |
| 1 | 0.4 | 40 | Oklahoma |
| 0 | 0.0 | 41 | Oregon |
| 14 | 5.5 | 42 | Pennsylvania |
| 1 | 0.4 | 44 | Rhode Island |
| 4 | 1.6 | 45 | South Carolina |
| 0 | 0.0 | 46 | South Dakota |
| 4 | 1.6 | 47 | Tennessee |
| 11 | 4.3 | 48 | Texas |
| 3 | 1.2 | 49 | Utah |
| 0 | 0.0 | 50 | Vermont |
| 6 | 2.3 | 51 | Virginia |
| 2 | 0.8 | 53 | Washington |
| 1 | 0.4 | 54 | West Virginia |
| 5 | 2.0 | 55 | Wisconsin |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
 FARS VEHICLE VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 4 | 1.6 | 56 | Wyoming |
| 2 | 0.8 | 92 | No registration |
| 4 | 1.6 | 93 | Multiple state registration |
| 3 | 1.2 | 94 | U.S. government tags (includes military) |
| 1 | 0.4 | 95 | Canada |
| 0 | 0.0 | 96 | Mexico |
| 0 | 0.0 | 97 | Other foreign country |
| 1 | 0.4 | 98 | Other registration (includes Native American Indian Nations) |
| 1 | 0.4 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|---------|---------|--------|
| v124 | REGISTERED VEHICLE OWNER | FROWNER | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 9 | 3.5 | 0 | Not applicable, vehicle not registered |
| 7 | 2.7 | 1 | Driver (in this crash) was registered owner |
| 8 | 3.1 | 2 | Driver (in this crash) not registered owner (other private owner listed) |
| 230 | 89.8 | 3 | Vehicle registered as business/company/government vehicle |
| 1 | 0.4 | 4 | Vehicle registered as rental vehicle |
| 0 | 0.0 | 5 | Vehicle was stolen (reported by police) |
| 0 | 0.0 | 6 | Driverless/motor vehicle parked/stopped off roadway |
| 1 | 0.4 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|----------|----------|---------|--------|
| v125 | ROLLOVER | FROLL09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------------|
| 242 | 94.5 | 0 | No rollover |
| 10 | 3.9 | 1 | Tripped by object/vehicle |
| 2 | 0.8 | 2 | Rollover, untripped |
| 2 | 0.8 | 9 | Rollover, unknown type |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
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| Variable | Name | Format | Type | Length |
|----------|----------------------|---------|---------|--------|
| v125B | LOCATION OF ROLLOVER | FRLOCAT | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|------------------------|
| 242 | 94.5 | 0 | No rollover |
| 2 | 0.8 | 1 | On roadway |
| 2 | 0.8 | 2 | On shoulder |
| 4 | 1.6 | 3 | On median/separator |
| 4 | 1.6 | 5 | On roadside |
| 1 | 0.4 | 6 | Outside of traffic way |
| 1 | 0.4 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-----------|--------|---------|--------|
| v126 | JACKKNIFE | FJK90F | Numeric | 3 |

Identifies the loss of control of a bus in motion where the trailing unit yaws more than 15 degrees from its normal straight line path behind the forward unit.

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------------|
| 255 | 99.6 | 0 | Not an articulated vehicle |
| 1 | 0.4 | 1 | No |
| 0 | 0.0 | 2 | Yes, first event |
| 0 | 0.0 | 3 | Yes, subsequent event |

| Variable | Name | Format | Type | Length |
|----------|--------------|----------|---------|--------|
| v127 | TRAVEL SPEED | FSPED09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|------------------------------------|
| 31 | 12.1 | 0 | Stopped motor vehicle in-transport |
| 1 | 0.4 | 2 | |
| | | - | Actual miles per hour |
| 8 | 3.1 | 98 | |
| 92 | 35.9 | 998 | Not reported |
| 33 | 12.9 | 999 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------|----------|---------|--------|
| v129 | VEHICLE TRAILERING | FVTOW09F | Numeric | 3 |

Trailing unit applies to any device connected to a motor vehicle by a hitch, including tractor-trailer combinations, boat hitched onto a motor vehicle, etc. This does not include towed vehicles, such as a tow truck pulling a vehicle.

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 255 | 99.6 | 0 | No trailing units |
| 1 | 0.4 | 1 | One trailing unit |
| 0 | 0.0 | 2 | Two trailing units |
| 0 | 0.0 | 3 | Three or more trailing units |
| 0 | 0.0 | 4 | Yes, number of trailing units unknown |
| 0 | 0.0 | 5 | Vehicle towing another motor vehicle - fixed linkage |
| 0 | 0.0 | 6 | Vehicle towing another motor vehicle - non-fixed linkage |
| 0 | 0.0 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-----------------------|----------|---------|--------|
| v130 | VEHICLE CONFIGURATION | FVCON01F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 10 | 3.9 | 0 | Not applicable, not a medium/heavy truck, bus or vehicle displaying a hazardous material placard |
| 1 | 0.4 | 3 | Single-unit truck (unknown number of axles, tires) |
| 1 | 0.4 | 19 | Medium/heavy truck, cannot classify |
| 24 | 9.4 | 20 | Bus (seats 9-15 people, including driver) |
| 219 | 85.5 | 21 | Bus (seats for 16 or more people, including driver) |
| 1 | 0.4 | 99 | Unknown if light or medium/heavy truck/bus |

| Variable | Name | Format | Type | Length |
|----------|-----------------|---------|---------|--------|
| v132 | CARGO BODY TYPE | FCBT09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|------------------|
| 10 | 3.9 | 0 | Not applicable |
| 0 | 0.0 | 1 | Van/enclosed box |
| 0 | 0.0 | 2 | Cargo tank |
| 0 | 0.0 | 3 | Flatbed |
| 0 | 0.0 | 4 | Dump |
| 0 | 0.0 | 5 | Concrete mixer |
| 0 | 0.0 | 6 | Auto transporter |

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| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------------|
| 0 | 0.0 | 7 | Garbage/refuse |
| 0 | 0.0 | 8 | Grain, chips, gravel |
| 0 | 0.0 | 9 | Pole - trailer |
| 0 | 0.0 | 10 | Log |
| 0 | 0.0 | 11 | Intermodal container chassis |
| 0 | 0.0 | 12 | Vehicle towing another motor vehicle |
| 243 | 94.9 | 22 | Bus |
| 0 | 0.0 | 96 | No cargo body type |
| 0 | 0.0 | 97 | Other |
| 2 | 0.8 | 98 | Unknown cargo body type |
| 1 | 0.4 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-------------|----------|---------|--------|
| v133 | SPECIAL USE | FSPECIAL | Numeric | 3 |

Indicates that the vehicle was used for a function other than the primary function for which it was designed.

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------------|
| 238 | 93.0 | 0 | No special use |
| 0 | 0.0 | 1 | Taxi |
| 6 | 2.3 | 2 | Vehicle used as school bus |
| 10 | 3.9 | 3 | Vehicle used as other bus |
| 0 | 0.0 | 4 | Military |
| 0 | 0.0 | 5 | Police |
| 0 | 0.0 | 6 | Ambulance |
| 0 | 0.0 | 7 | Fire truck |
| 0 | 0.0 | 8 | Emergency services vehicle |
| 2 | 0.8 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------|--------|---------|--------|
| v134 | EMERGENCY USE | FYESNO | Numeric | 3 |

Refers to a vehicle traveling with physical emergency signals in use, such as red light blinking, siren sounding, etc.

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 256 | 100.0 | 0 | No |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 0 | 0.0 | 1 | Yes |

| Variable | Name | Format | Type | Length |
|----------|------------------------|----------|---------|--------|
| v135 | IMPACT POINT - INITIAL | FIMPACTA | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 8 | 3.1 | 0 | Noncollision |
| 4 | 1.6 | 1 | 1 o'clock |
| 5 | 2.0 | 2 | 2 o'clock |
| 6 | 2.3 | 3 | 3 o'clock |
| 4 | 1.6 | 4 | 4 o'clock |
| 3 | 1.2 | 5 | 5 o'clock |
| 34 | 13.3 | 6 | 6 o'clock |
| 4 | 1.6 | 7 | 7 o'clock |
| 4 | 1.6 | 8 | 8 o'clock |
| 5 | 2.0 | 9 | 9 o'clock |
| 6 | 2.3 | 10 | 10 o'clock |
| 20 | 7.8 | 11 | 11 o'clock |
| 140 | 54.7 | 12 | 12 o'clock |
| 2 | 0.8 | 13 | Top |
| 6 | 2.3 | 14 | Undercarriage |
| 0 | 0.0 | 18 | Vehicle set something in motion causing injury or damage (not a clock point) |
| 5 | 2.0 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|----------|---------|--------|
| v136 | IMPACT POINT - PRINCIPAL | FIMPACTA | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 8 | 3.1 | 0 | Noncollision |
| 4 | 1.6 | 1 | 1 o'clock |
| 5 | 2.0 | 2 | 2 o'clock |
| 5 | 2.0 | 3 | 3 o'clock |
| 3 | 1.2 | 4 | 4 o'clock |
| 3 | 1.2 | 5 | 5 o'clock |
| 32 | 12.5 | 6 | 6 o'clock |
| 6 | 2.3 | 7 | 7 o'clock |
| 3 | 1.2 | 8 | 8 o'clock |

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| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 5 | 2.0 | 9 | 9 o'clock |
| 5 | 2.0 | 10 | 10 o'clock |
| 24 | 9.4 | 11 | 11 o'clock |
| 136 | 53.1 | 12 | 12 o'clock |
| 2 | 0.8 | 13 | Top |
| 9 | 3.5 | 14 | Undercarriage |
| 1 | 0.4 | 18 | Vehicle set something in motion causing injury or damage (not a clock point) |
| 5 | 2.0 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|------------------|----------|---------|--------|
| v137 | EXTENT OF DAMAGE | DEFOR09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------|
| 42 | 16.4 | 0 | No damage |
| 43 | 16.8 | 2 | Minor damage |
| 51 | 19.9 | 4 | Functional damage |
| 106 | 41.4 | 6 | Disabling damage |
| 14 | 5.5 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------|--------|---------|--------|
| v138 | VEHICLE ROLE | FIMPAC | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------|
| 8 | 3.1 | 0 | Non-collision |
| 136 | 53.1 | 1 | Striking |
| 106 | 41.4 | 2 | Struck |
| 6 | 2.3 | 3 | Both |

| Variable | Name | Format | Type | Length |
|----------|-----------------|---------|---------|--------|
| v139 | VEHICLE REMOVAL | FTOW90F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-----------------------------------|
| 89 | 34.8 | 1 | Driven away |
| 116 | 45.3 | 2 | Towed due to disabling damage |
| 40 | 15.6 | 3 | Towed not due to disabling damage |

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| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------|
| 2 | 0.8 | 4 | Abandoned/left scene |
| 9 | 3.5 | 9 | Unknown if towed |

| Variable | Name | Format | Type | Length |
|----------|-----------------|----------|---------|--------|
| v140 | FIRE OCCURRENCE | FFIRE09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------|
| 254 | 99.2 | 0 | No or not reported |
| 2 | 0.8 | 1 | Yes |

| Variable | Name | Format | Type | Length |
|----------|------------------|--------|---------|--------|
| v142 | VEHICLE MANEUVER | FV_MAN | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 141 | 55.1 | 1 | Going straight |
| 6 | 2.3 | 2 | Slowing or stopping in traffic lane |
| 5 | 2.0 | 3 | Starting in traffic lane |
| 32 | 12.5 | 4 | Stopped in traffic lane |
| 3 | 1.2 | 5 | Passing or overtaking another vehicle |
| 3 | 1.2 | 6 | Leaving a parked position |
| 0 | 0.0 | 7 | Parked |
| 0 | 0.0 | 8 | Entering a parked position |
| 2 | 0.8 | 9 | Controlled maneuver to avoid animal, pedestrian, object, another vehicle, etc. |
| 1 | 0.4 | 10 | Turning right: right turn on red permitted |
| 0 | 0.0 | 11 | Turning right: right turn on red not permitted |
| 10 | 3.9 | 12 | Turning right: right turn on red not known if permitted or right turn on red not applicable |
| 39 | 15.2 | 13 | Turning left |
| 0 | 0.0 | 14 | Making a U-turn |
| 0 | 0.0 | 15 | Backing up (other than for parking purposes) |
| 1 | 0.4 | 16 | Changing lanes or merging |
| 12 | 4.7 | 17 | Negotiating a curve |
| 0 | 0.0 | 98 | Other |
| 1 | 0.4 | 99 | Unknown |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS VEHICLE VARIABLES

| Variable | Name | Format | Type | Length |
|----------|--------------------------|---------|---------|--------|
| v143 | CRASH AVOIDANCE MANUEVER | FCAVOID | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 134 | 52.3 | 0 | No avoidance maneuver reported |
| 8 | 3.1 | 1 | Braking (skid marks evident) |
| 6 | 2.3 | 2 | Braking (no skid marks; driver stated) |
| 4 | 1.6 | 3 | Braking (other reported evidence) |
| 21 | 8.2 | 4 | Steering (evidence or stated) |
| 17 | 6.6 | 5 | Steering and braking (evidence or stated) |
| 1 | 0.4 | 6 | Other avoidance maneuver |
| 65 | 25.4 | 8 | Not reported/inconclusive (by police) |

| Variable | Name | Format | Type | Length |
|----------|--------------------|---------|---------|--------|
| v144 | MOST HARMFUL EVENT | FFHE82F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 12 | 4.7 | 1 | Overturn/rollover |
| 0 | 0.0 | 2 | Fire/explosion |
| 0 | 0.0 | 3 | Immersion |
| 0 | 0.0 | 4 | Gas inhalation |
| 2 | 0.8 | 5 | Fell/jumped from vehicle |
| 2 | 0.8 | 6 | Injured in vehicle (other than cargo/equipment loss/shift) |
| 1 | 0.4 | 7 | Other non-collision |
| 67 | 26.2 | 8 | Pedestrian |
| 5 | 2.0 | 9 | Pedal cycle |
| 0 | 0.0 | 10 | Railway train |
| 0 | 0.0 | 11 | Live animal |
| 160 | 62.5 | 12 | Motor vehicle in-transport on same roadway |
| 0 | 0.0 | 13 | Motor vehicle in-transport on different roadway |
| 0 | 0.0 | 14 | Parked motor vehicle or motor vehicle stopped off roadway |
| 1 | 0.4 | 15 | Non-motorist on personal conveyance |
| 0 | 0.0 | 16 | Thrown or falling object |
| 0 | 0.0 | 17 | Boulder |
| 0 | 0.0 | 18 | Other object (not fixed) |
| 0 | 0.0 | 19 | Building |
| 0 | 0.0 | 20 | Impact attenuator/crash cushion |
| 0 | 0.0 | 21 | Bridge pier or abutment |
| 1 | 0.4 | 22 | Bridge parapet end |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 0 | 0.0 | 23 | Bridge rail |
| 0 | 0.0 | 24 | Guardrail face |
| 0 | 0.0 | 25 | Concrete traffic barrier |
| 0 | 0.0 | 26 | Other traffic barrier |
| 0 | 0.0 | 27 | Highway/traffic sign post/sign |
| 0 | 0.0 | 28 | Overhead sign support/sign |
| 0 | 0.0 | 29 | Luminaire/light support |
| 0 | 0.0 | 30 | Utility pole |
| 0 | 0.0 | 31 | Other post, other pole or other supports |
| 0 | 0.0 | 32 | Culvert |
| 0 | 0.0 | 33 | Curb |
| 0 | 0.0 | 34 | Ditch |
| 0 | 0.0 | 35 | Embankment - earth |
| 0 | 0.0 | 36 | Embankment - rock, stone or concrete |
| 0 | 0.0 | 37 | Embankment - material type unknown |
| 0 | 0.0 | 38 | Fence |
| 1 | 0.4 | 39 | Wall |
| 0 | 0.0 | 40 | Fire hydrant |
| 0 | 0.0 | 41 | Shrubbery |
| 1 | 0.4 | 42 | Tree (standing tree only) |
| 0 | 0.0 | 43 | Other fixed object |
| 0 | 0.0 | 44 | Pavement surface irregularity (pothole, grooved, grates) |
| 0 | 0.0 | 45 | Working motor vehicle (construction, maintenance or utility vehicle only) |
| 0 | 0.0 | 46 | Traffic signal support/signal |
| 0 | 0.0 | 47 | Vehicle occupant struck or run over by own vehicle |
| 0 | 0.0 | 48 | Snow bank |
| 0 | 0.0 | 49 | Ridden animal or animal-drawn conveyance |
| 0 | 0.0 | 50 | Bridge overhead structure |
| 0 | 0.0 | 51 | Jackknife (causing injury or damage) |
| 0 | 0.0 | 52 | Guardrail end |
| 0 | 0.0 | 53 | Mail box |
| 3 | 1.2 | 54 | Motor vehicle in-transport strikes or is struck by cargo, persons or objects set-in-motion from/by another motor vehicle in-transport |
| 0 | 0.0 | 55 | Motor vehicle in motion outside the trafficway |
| 0 | 0.0 | 57 | Cable barrier |
| 0 | 0.0 | 60 | Cargo/equipment loss or shift (causing injury or damage) |
| 0 | 0.0 | 99 | Unknown |

The following list shows the code values given above grouped by collision type.

Noncollision Event

- 01 = Overturn/rollover
- 02 = Fire/explosion
- 03 = Immersion
- 04 = Gas inhalation
- 05 = Fell/jumped from vehicle
- 06 = Injured in vehicle (other than cargo/equipment loss or shift)
- 07 = Other non-collision
- 16 = Thrown or falling object
- 44 = Pavement surface irregularity (pothole, grooved, grates)
- 47 = Vehicle occupant struck or run over by own vehicle
- 51 = Jackknife (causing injury or damage)
- 60 = Cargo/equipment loss or shift (causing injury or damage)

Collision with Motor Vehicle

Collision Involving Motor Vehicles In-Transport

- 12 = Motor vehicle in-transport on same roadway
- 13 = Motor vehicle in-transport on different roadway
- 54 = Motor vehicle in-transport strikes or is struck by cargo, persons, or objects set-in-motion from/by another motor vehicle in-transport

Collision Involving Motor Vehicles Not In-Transport

- 14 = Parked motor vehicle or motor vehicle stopped off roadway
- 45 = Working motor vehicle (construction, maintenance or utility vehicle only)
- 55 = Other not in-transport motor vehicle

Collision with Object Not Fixed

- 08 = Pedestrian
- 09 = Pedalcycle
- 10 = Railway train
- 11 = Live animal
- 15 = Nonmotorist on personal conveyance
- 18 = Other object (not fixed)
- 49 = Ridden animal or animal-drawn conveyance

Collision with Fixed Object

- 17 = Boulder
- 19 = Building
- 20 = Impact attenuator/crash cushion
- 21 = Bridge pier or abutment
- 22 = Bridge parapet end

- 23 = Bridge rail
- 24 = Guardrail face
- 25 = Concrete traffic barrier
- 26 = Other traffic barrier
- 27 = Highway/traffic sign post/sign
- 28 = Overhead sign support/sign
- 29 = Luminaire/light support
- 30 = Utility pole
- 31 = Other post, other pole or other supports
- 32 = Culvert
- 33 = Curb
- 34 = Ditch
- 35 = Embankment – earth
- 36 = Embankment – rock, stone or concrete
- 37 = Embankment – material type unknown
- 38 = Fence
- 39 = Wall
- 40 = Fire hydrant
- 41 = Shrubbery
- 42 = Tree (standing tree only)
- 43 = Other fixed object
- 46 = Traffic signal support/signal
- 48 = Snow bank
- 50 = Bridge overhead structure
- 52 = Guardrail end
- 53 = Mail box
- 57 = Cable barrier

| Variable | Name | Format | Type | Length |
|----------|-------------------------|---------|---------|--------|
| v145 | NUMBER OF DEATHS IN VEH | FVDEATH | Numeric | 3 |

NUMBER OF DEATHS IN VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 231 | 90.2 | 0 | 0 deaths |
| 17 | 6.6 | 1 | 1 death |
| 5 | 2.0 | 2 | 2 deaths |
| 1 | 0.4 | 4 | 4 deaths |
| 1 | 0.4 | 5 | 5 deaths |
| 1 | 0.4 | 7 | 7 deaths |

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| Variable | Name | Format | Type | Length |
|----------|---------------------|--------|---------|--------|
| v151 | VIN TRUCK FUEL CODE | V151_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 0 | 0.0 | 1 | (E) Electric operated |
| 21 | 8.2 | 2 | (G) Gas |
| 79 | 30.9 | 3 | (D) Diesel |
| 0 | 0.0 | 4 | (P) Propane |
| 4 | 1.6 | 7 | (*) Not available from vehicle identification number |
| 0 | 0.0 | 8 | (b) Unknown |
| 152 | 59.4 | 9 | (9) No vehicle identification number information |

| Variable | Name | Format | Type | Length |
|----------|-----------------------|--------|---------|--------|
| v152 | VIN TRUCK WEIGHT CODE | | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------|
| 11 | 4.3 | 0 | Value not returned |
| 8 | 3.1 | 2 | 6,001 – 10,000 lbs |
| 11 | 4.3 | 3 | 10,001 – 14,000 lbs |
| 15 | 5.9 | 4 | 14,001 – 16,000 lbs |
| 2 | 0.8 | 5 | 16,001 – 19,500 lbs |
| 9 | 3.5 | 6 | 19,501 – 26,000 lbs |
| 48 | 18.8 | 7 | 26,001 – 33,000 lbs |
| 1 | 0.4 | 8 | 33,001 lbs or more |
| 151 | 59.0 | 9 | Value not coded |

| Variable | Name | Format | Type | Length |
|----------|------------------|--------|------|--------|
| v153 | VIN TRUCK SERIES | | Char | 3 |

| Variable | Name | Format | Type | Length |
|----------|---------------|--------|---------|--------|
| v155 | LENGTH OF VIN | | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------|
| 1 | 0.4 | 6 | 6 characters |
| 1 | 0.4 | 7 | 7 characters |
| 254 | 99.2 | 17 | 17 characters |

Variables 156 through 161 are added by UMTRI to indicate the number of persons in the vehicle with injury severity of level zero through five, respectively, for occupant variable v329 (INJURY SEVERITY).

| Variable | Name | Format | Type | Length |
|----------|-------------------------|---------|---------|--------|
| v156 | NUMBER UNINJURED IN VEH | FVUNINJ | Numeric | 8 |

NUMBER OF UNINJURED IN VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 79 | 30.9 | 0 | 0 uninjured |
| 167 | 65.2 | 1 | 1 uninjured |
| 4 | 1.6 | 2 | 2 uninjured |
| 1 | 0.4 | 3 | 3 uninjured |
| 1 | 0.4 | 4 | 4 uninjured |
| 1 | 0.4 | 5 | 5 uninjured |
| 1 | 0.4 | 6 | 6 uninjured |
| 1 | 0.4 | 11 | 11 uninjured |
| 1 | 0.4 | 13 | 13 uninjured |

| Variable | Name | Format | Type | Length |
|----------|-------------------------|--------|---------|--------|
| v157 | NUMBER C-INJURED IN VEH | FVCINJ | Numeric | 8 |

NUMBER OF C-INJURED IN VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 194 | 75.8 | 0 | 0 C-injured |
| 27 | 10.5 | 1 | 1 C-injured |
| 10 | 3.9 | 2 | 2 C-injured |
| 7 | 2.7 | 3 | 3 C-injured |
| 4 | 1.6 | 5 | 5 C-injured |
| 4 | 1.6 | 6 | 6 C-injured |
| 3 | 1.2 | 7 | 7 C-injured |
| 2 | 0.8 | 8 | 8 C-injured |
| 1 | 0.4 | 9 | 9 C-injured |
| 2 | 0.8 | 13 | 13 C-injured |
| 1 | 0.4 | 23 | 23 C-injured |
| 1 | 0.4 | 30 | 30 C-injured |

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| Variable | Name | Format | Type | Length |
|----------|-------------------------|--------|---------|--------|
| v158 | NUMBER B-INJURED IN VEH | FVBINJ | Numeric | 8 |

NUMBER OF B-INJURED IN VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 203 | 79.3 | 0 | 0 B-injured |
| 22 | 8.6 | 1 | 1 B-injured |
| 10 | 3.9 | 2 | 2 B-injured |
| 7 | 2.7 | 3 | 3 B-injured |
| 6 | 2.3 | 4 | 4 B-injured |
| 1 | 0.4 | 5 | 5 B-injured |
| 1 | 0.4 | 10 | 10 B-injured |
| 1 | 0.4 | 11 | 11 B-injured |
| 1 | 0.4 | 15 | 15 B-injured |
| 1 | 0.4 | 19 | 19 B-injured |
| 1 | 0.4 | 22 | 22 B-injured |
| 1 | 0.4 | 27 | 27 B-injured |
| 1 | 0.4 | 37 | 37 B-injured |

| Variable | Name | Format | Type | Length |
|----------|-------------------------|--------|---------|--------|
| v159 | NUMBER A-INJURED IN VEH | FVAINJ | Numeric | 8 |

NUMBER OF A-INJURED IN VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 233 | 91.0 | 0 | 0 A-injured |
| 11 | 4.3 | 1 | 1 A-injured |
| 3 | 1.2 | 2 | 2 A-injured |
| 1 | 0.4 | 3 | 3 A-injured |
| 1 | 0.4 | 4 | 4 A-injured |
| 1 | 0.4 | 5 | 5 A-injured |
| 3 | 1.2 | 6 | 6 A-injured |
| 1 | 0.4 | 7 | 7 A-injured |
| 1 | 0.4 | 16 | 16 A-injured |
| 1 | 0.4 | 18 | 18 A-injured |

| Variable | Name | Format | Type | Length |
|----------|-------------------------|--------|---------|--------|
| v160 | NUMBER K-INJURED IN VEH | FVKINJ | Numeric | 8 |

NUMBER OF K-INJURED IN VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 231 | 90.2 | 0 | 0 killed |
| 17 | 6.6 | 1 | 1 killed |
| 5 | 2.0 | 2 | 2 killed |
| 1 | 0.4 | 4 | 4 killed |
| 1 | 0.4 | 5 | 5 killed |
| 1 | 0.4 | 7 | 7 killed |

| Variable | Name | Format | Type | Length |
|----------|------------------------|----------|---------|--------|
| v161 | NUM UNK INJURED IN VEH | FVUNKINJ | Numeric | 8 |

NUMBER OF UNKNOWN INJURED IN VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------|
| 253 | 98.8 | 0 | 0 unknown injured |
| 2 | 0.8 | 1 | 1 unknown injured |
| 1 | 0.4 | 6 | 6 unknown injured |

| Variable | Name | Format | Type | Length |
|----------|------------------------|--------|---------|--------|
| v162 | VEH RELATED FACTORS #1 | FVRF | Numeric | 3 |

RELATED FACTORS AT VEHICLE LEVEL – RESPONSE #1

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 250 | 97.7 | 0 | None |

Vehicle condition(s) noted

| | | | |
|---|-----|---|---|
| 1 | 0.4 | 1 | Tires |
| 0 | 0.0 | 2 | Brake system |
| 0 | 0.0 | 3 | Steering system – includes tie-rod, kingpin, ball-joint, etc. |
| 0 | 0.0 | 4 | Suspension – include springs, shock-absorbers, struts, etc. |
| 0 | 0.0 | 5 | Power train – includes universal-joint, drive-shaft, etc. |
| 1 | 0.4 | 6 | Exhaust system |
| 0 | 0.0 | 7 | Headlights |
| 0 | 0.0 | 8 | Signal lights |

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| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|-----------------------|--------------|-------------|---|
| 0 | 0.0 | 9 | Other lights |
| 0 | 0.0 | 10 | Horn |
| 0 | 0.0 | 11 | Mirrors |
| 0 | 0.0 | 12 | Wipers |
| 0 | 0.0 | 13 | Driver seating and control |
| 0 | 0.0 | 14 | Body, doors, hood, other |
| 0 | 0.0 | 15 | Trailer hitch |
| 0 | 0.0 | 16 | Wheels |
| 0 | 0.0 | 17 | Air bag |
| 0 | 0.0 | 18 | Other vehicle defects |
| 0 | 0.0 | 19 | Safety belts |
| Special vehicle flags | | | |
| 0 | 0.0 | 31 | Hit-and-run vehicle |
| 1 | 0.4 | 32 | Vehicle registration for handicapped |
| 0 | 0.0 | 33 | Vehicle being pushed by non-motorist |
| 0 | 0.0 | 35 | Reconstructed/altered vehicle |
| 1 | 0.4 | 36 | Electric/alternative fuel vehicle |
| 0 | 0.0 | 37 | Transporting children to/from Head Start/day care |
| 0 | 0.0 | 39 | Highway construction, maintenance or utility vehicle, in-transport (inside or outside work zone) |
| 0 | 0.0 | 40 | Highway incident response vehicle |
| 0 | 0.0 | 41 | Police, fire, or emergency services vehicle working at the scene of an emergency or performing other traffic control activities |
| 0 | 0.0 | 42 | Other working vehicle (not construction, maintenance, utility, police, fire, or emergency services vehicle) |
| 0 | 0.0 | 44 | Adaptive equipment |
| 2 | 0.8 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|------------------------|--------|---------|--------|
| v163 | VEH RELATED FACTORS #2 | FVRF | Numeric | 3 |

RELATED FACTORS AT VEHICLE LEVEL – RESPONSE #2

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 254 | 99.2 | 0 | None |
| 2 | 0.8 | 99 | Unknown |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS VEHICLE VARIABLES

| Variable | Name | Format | Type | Length |
|----------|--------------------|----------|---------|--------|
| v164 | UNDERRIDE/OVERRIDE | FURID05F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 252 | 98.4 | 0 | No underride or override |
| | | | Underriding a motor vehicle in-transport |
| 1 | 0.4 | 1 | Underride, compartment intrusion |
| 0 | 0.0 | 2 | Underride, no compartment intrusion |
| 0 | 0.0 | 3 | Underride, compartment intrusion unknown |
| 3 | 1.2 | 7 | Overriding a motor vehicle in-transport |
| 0 | 0.0 | 8 | Overriding a motor vehicle not in-transport |
| 0 | 0.0 | 9 | Unknown if underride or override |

| Variable | Name | Format | Type | Length |
|----------|------------------|--------|------|--------|
| v170 | MOTOR CARRIER ID | | Char | 11 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------------|
| | | | Issuing authority (columns 1-2) |
| 10 | 3.9 | 00 | Not applicable |
| 1 | 0.4 | 06 | |
| | | - | FARS state code |
| 1 | 0.4 | 56 | |
| 66 | 25.8 | 57 | US DOT |
| 2 | 0.8 | 58 | MC/MX (ICC) |
| 101 | 36.5 | 88 | None |
| 43 | 16.8 | 99 | Unknown |
| | | | Identification number (columns 3-11) |
| | | 000000000 | Not applicable |
| | | 888888888 | None |
| | | 999999999 | Unknown |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS VEHICLE VARIABLES

| Variable | Name | Format | Type | Length |
|----------|---------|---------|---------|--------|
| v171 | BUS USE | FBUSUSE | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 10 | 3.9 | 0 | Not used as a bus |
| 69 | 27.0 | 1 | Used as a public school bus |
| 4 | 1.6 | 2 | Used as a private school bus |
| 29 | 11.3 | 3 | Used as a school bus, public or private unknown |
| 68 | 26.6 | 4 | Used as a scheduled service bus |
| 25 | 9.8 | 5 | Used as a tour bus |
| 14 | 5.5 | 6 | Used as a commuter bus |
| 17 | 6.6 | 7 | Used as a shuttle bus |
| 20 | 7.8 | 9 | Unknown bus use |

| Variable | Name | Format | Type | Length |
|----------|------|--------|---------|--------|
| v172 | GVWR | FGVWR | Numeric | 3 |

GROSS VEHICLE WEIGHT RATING

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------|
| 10 | 3.9 | 0 | Not applicable |
| 8 | 3.1 | 1 | 10,000 lbs or less |
| 51 | 19.9 | 2 | 10,001 - 26,000 lbs |
| 175 | 68.4 | 3 | 26,001 lbs or more |
| 12 | 4.7 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|----------|---------|---------|--------|
| v173 | EVENT #1 | FSEQ04F | Numeric | 3 |

EVENT #1 RELATED TO THIS MOTOR VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 0 | 0.0 | 0 | No event |
| 2 | 0.8 | 1 | Overturn/rollover |
| 0 | 0.0 | 2 | Fire/explosion |
| 0 | 0.0 | 3 | Immersion |
| 0 | 0.0 | 4 | Gas inhalation |
| 2 | 0.8 | 5 | Fell/jumped from vehicle |
| 1 | 0.4 | 6 | Injured in vehicle (other than cargo/equipment loss or shift) |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS VEHICLE VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 1 | 0.4 | 7 | Other non-collision |
| 65 | 25.4 | 8 | Pedestrian |
| 5 | 2.0 | 9 | Pedal cycle |
| 0 | 0.0 | 10 | Railway train |
| 0 | 0.0 | 11 | Live animal |
| 156 | 60.9 | 12 | Motor vehicle in-transport on same roadway |
| 0 | 0.0 | 13 | Motor vehicle in-transport on different roadway |
| 0 | 0.0 | 14 | Parked motor vehicle or vehicle stopped off roadway |
| 1 | 0.4 | 15 | Non-motorist on personal conveyance |
| 0 | 0.0 | 16 | Thrown or falling object |
| 0 | 0.0 | 17 | Boulder |
| 0 | 0.0 | 18 | Other object (not fixed) |
| 0 | 0.0 | 19 | Building |
| 0 | 0.0 | 20 | Impact attenuator/crash cushion |
| 0 | 0.0 | 21 | Bridge pier or abutment |
| 1 | 0.4 | 22 | Bridge parapet end |
| 0 | 0.0 | 23 | Bridge rail |
| 0 | 0.0 | 24 | Guardrail face |
| 0 | 0.0 | 25 | Concrete traffic barrier |
| 0 | 0.0 | 26 | Other traffic barrier |
| 0 | 0.0 | 27 | Highway/traffic sign post/sign |
| 0 | 0.0 | 28 | Overhead sign support/sign |
| 0 | 0.0 | 29 | Luminaire/light support |
| 0 | 0.0 | 30 | Utility pole |
| 0 | 0.0 | 31 | Other post, other pole or other supports |
| 0 | 0.0 | 32 | Culvert |
| 1 | 0.4 | 33 | Curb |
| 0 | 0.0 | 34 | Ditch |
| 0 | 0.0 | 35 | Embankment - earth |
| 0 | 0.0 | 36 | Embankment - rock, stone or concrete |
| 0 | 0.0 | 37 | Embankment - material type unknown |
| 0 | 0.0 | 38 | Fence |
| 0 | 0.0 | 39 | Wall |
| 0 | 0.0 | 40 | Fire hydrant |
| 0 | 0.0 | 41 | Shrubbery |
| 0 | 0.0 | 42 | Tree (standing tree only) |
| 0 | 0.0 | 43 | Other fixed object |
| 0 | 0.0 | 44 | Pavement surface irregularity (pothole, grooved, grates) |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS VEHICLE VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 0 | 0.0 | 45 | Working motor vehicle (construction, maintenance or utility vehicle only) |
| 0 | 0.0 | 46 | Traffic signal support/signal |
| 0 | 0.0 | 47 | Vehicle occupant struck or run over by own vehicle |
| 0 | 0.0 | 48 | Snow bank |
| 0 | 0.0 | 49 | Ridden animal or animal-drawn conveyance |
| 1 | 0.4 | 50 | Bridge overhead structure |
| 0 | 0.0 | 51 | Jackknife |
| 0 | 0.0 | 52 | Guardrail end |
| 0 | 0.0 | 53 | Mail box |
| 3 | 1.2 | 54 | Motor vehicle in-transport strikes or is struck by cargo, persons or objects set-in-motion from/by another motor vehicle in-transport |
| 0 | 0.0 | 55 | Motor vehicle in motion outside the trafficway |
| 0 | 0.0 | 57 | Cable Barrier |
| 0 | 0.0 | 60 | Cargo/equipment loss or shift (causing injury or damage) |
| 0 | 0.0 | 61 | Equipment failure (blown tire, brake failure, etc.) |
| 0 | 0.0 | 62 | Separation of units |
| 7 | 2.7 | 63 | Ran off road - right |
| 5 | 2.0 | 64 | Ran off road - left |
| 5 | 2.0 | 65 | Cross median/centerline |
| 0 | 0.0 | 66 | Downhill runaway |
| 0 | 0.0 | 67 | Vehicle went airborne |
| 0 | 0.0 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|----------|---------|---------|--------|
| v174 | EVENT #2 | FSEQ04F | Numeric | 3 |

EVENT #2 RELATED TO THIS MOTOR VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 203 | 79.3 | 0 | No event |
| 4 | 1.6 | 1 | Overturn/rollover |
| 1 | 0.4 | 6 | Injured in vehicle (other than cargo/equipment loss or shift) |
| 3 | 1.2 | 8 | Pedestrian |
| 12 | 4.7 | 12 | Motor vehicle in-transport on same roadway |
| 2 | 0.8 | 24 | Guardrail face |
| 2 | 0.8 | 33 | Curb |
| 1 | 0.4 | 38 | Fence |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------------|
| 1 | 0.4 | 42 | Tree (standing tree only) |
| 1 | 0.4 | 52 | Guardrail end |
| 16 | 6.3 | 63 | Ran off road - right |
| 7 | 2.7 | 64 | Ran off road - left |
| 3 | 1.2 | 65 | Cross median/centerline |

| Variable | Name | Format | Type | Length |
|----------|----------|---------|---------|--------|
| v175 | EVENT #3 | FSEQ04F | Numeric | 3 |

EVENT #3 RELATED TO THIS MOTOR VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 227 | 88.7 | 0 | No event |
| 3 | 1.2 | 1 | Overturn/rollover |
| 4 | 1.6 | 12 | Motor vehicle in-transport on same roadway |
| 1 | 0.4 | 17 | Boulder |
| 3 | 1.2 | 24 | Guardrail face |
| 1 | 0.4 | 29 | Luminaire/light support |
| 1 | 0.4 | 30 | Utility pole |
| 5 | 2.0 | 34 | Ditch |
| 1 | 0.4 | 35 | Embankment - earth |
| 1 | 0.4 | 36 | Embankment - rock, stone or concrete |
| 1 | 0.4 | 38 | Fence |
| 1 | 0.4 | 39 | Wall |
| 1 | 0.4 | 42 | Tree (standing tree only) |
| 1 | 0.4 | 63 | Ran off road - right |
| 3 | 1.2 | 64 | Ran off road - left |
| 1 | 0.4 | 65 | Cross median/centerline |
| 1 | 0.4 | 67 | Vehicle went airborne |

| Variable | Name | Format | Type | Length |
|----------|----------|---------|---------|--------|
| v176 | EVENT #4 | FSEQ04F | Numeric | 3 |

EVENT #4 RELATED TO THIS MOTOR VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------|
| 242 | 94.5 | 0 | No event |
| 5 | 2.0 | 1 | Overturn/rollover |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS VEHICLE VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 2 | 0.8 | 12 | Motor vehicle in-transport on same roadway |
| 1 | 0.4 | 30 | Utility pole |
| 1 | 0.4 | 35 | Embankment - earth |
| 1 | 0.4 | 42 | Tree (standing tree only) |
| 1 | 0.4 | 57 | Cable Barrier |
| 3 | 1.2 | 64 | Ran off road - left |

| Variable | Name | Format | Type | Length |
|----------|----------|---------|---------|--------|
| v177 | EVENT #5 | FSEQ04F | Numeric | 3 |

EVENT #5 RELATED TO THIS MOTOR VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 248 | 96.9 | 0 | No event |
| 1 | 0.4 | 1 | Overturn/rollover |
| 2 | 0.8 | 2 | Fire/explosion |
| 1 | 0.4 | 12 | Motor vehicle in-transport on same roadway |
| 1 | 0.4 | 23 | Bridge rail |
| 1 | 0.4 | 42 | Tree (standing tree only) |
| 1 | 0.4 | 54 | Motor vehicle in-transport strikes or is struck by cargo, persons or objects set-in-motion from/by another motor vehicle in-transport |
| 1 | 0.4 | 63 | Ran off road - right |

| Variable | Name | Format | Type | Length |
|----------|----------|---------|---------|--------|
| v178 | EVENT #6 | FSEQ04F | Numeric | 3 |

EVENT #6 RELATED TO THIS MOTOR VEHICLE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 254 | 99.2 | 0 | No event |
| 1 | 0.4 | 1 | Overturn/rollover |
| 1 | 0.4 | 12 | Motor vehicle in-transport on same roadway |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS VEHICLE VARIABLES

| Variable | Name | Format | Type | Length |
|----------|---------------------------------|--------|---------|--------|
| v179 | HAZARDOUS MATERIAL CLASS NUMBER | FHAZ4F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------|
| 256 | 100.0 | 0 | Not applicable |

| Variable | Name | Format | Type | Length |
|----------|------------------------------|--------|---------|--------|
| v180 | HAZARDOUS MATERIAL ID NUMBER | FHAZ3F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------|
| 256 | 100.0 | 0 | Not applicable |

| Variable | Name | Format | Type | Length |
|----------|--------------------------------|---------|---------|--------|
| v181 | HAZARDOUS MATERIAL INVOLVEMENT | FHAZ07F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 256 | 100.0 | 1 | No |

| Variable | Name | Format | Type | Length |
|----------|----------------------------|--------|---------|--------|
| v182 | HAZARDOUS MATERIAL PLACARD | FHAZ2F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------|
| 256 | 100.0 | 0 | Not applicable |

| Variable | Name | Format | Type | Length |
|----------|-----------------------------|--------|---------|--------|
| v183 | HAZARDOUS MATERIAL RELEASED | FHAZ2F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------|
| 256 | 100.0 | 0 | Not applicable |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS VEHICLE VARIABLES

| Variable | Name | Format | Type | Length |
|----------|------------------------|---------|---------|--------|
| v184 | MCID ISSUING AUTHORITY | FSTATES | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-----------------|
| 11 | 4.3 | 0 | Not applicable |
| 9 | 3.5 | 6 | |
| | | - | FARS state code |
| 1 | 0.4 | 56 | |
| 67 | 26.2 | 57 | US DOT |
| 2 | 0.8 | 58 | MC/MX (ICC) |
| 101 | 39.5 | 88 | None |
| 43 | 16.8 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|----------------------------|--------|------|--------|
| v185 | MCID IDENTIFICATION NUMBER | | Char | 9 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------------|
| 1 | 0.4 | 0004130 | |
| | | - | MCID identification number |
| 1 | 0.4 | mc463171 | |
| 10 | 3.9 | 000000000 | Not applicable |
| 106 | 41.4 | 888888888 | None |
| 64 | 25.0 | 999999999 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-------------|---------|---------|--------|
| v186 | HIT AND RUN | FHIT09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 252 | 98.4 | 0 | No |
| 4 | 1.6 | 1 | Yes |

The DRIVER Variables

Variables 207 through 240 describe the driver of the bus involved in the crash.

| Variable | Name | Format | Type | Length |
|----------|-----------------|---------|---------|--------|
| v207 | DRIVER PRESENCE | FDRIO9F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 256 | 100.0 | 1 | Yes |

| Variable | Name | Format | Type | Length |
|----------|-----------------|----------|---------|--------|
| v208 | DRIVER DRINKING | FDRIVEDR | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------------|
| 255 | 99.6 | 0 | No (alcohol not involved) |
| 1 | 0.4 | 1 | Yes (alcohol involved) |

| Variable | Name | Format | Type | Length |
|----------|------------------------|---------|---------|--------|
| v209 | DRIVER'S LICENSE STATE | FSTATES | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 3 | 1.2 | 1 | Alabama |
| 7 | 2.7 | 4 | Arizona |
| 2 | 0.8 | 5 | Arkansas |
| 28 | 10.9 | 6 | California |
| 7 | 2.7 | 8 | Colorado |
| 2 | 0.8 | 9 | Connecticut |
| 3 | 1.2 | 10 | Delaware |
| 23 | 9.0 | 12 | Florida |
| 8 | 3.1 | 13 | Georgia |
| 5 | 2.0 | 15 | Hawaii |
| 3 | 1.2 | 16 | Idaho |
| 10 | 3.9 | 17 | Illinois |
| 4 | 1.6 | 18 | Indiana |
| 4 | 1.6 | 19 | Iowa |
| 1 | 0.4 | 20 | Kansas |
| 7 | 2.7 | 21 | Kentucky |
| 3 | 1.2 | 22 | Louisiana |
| 10 | 3.9 | 24 | Maryland |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS DRIVER VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------|
| 1 | 0.4 | 25 | Massachusetts |
| 5 | 2.0 | 26 | Michigan |
| 7 | 2.7 | 27 | Minnesota |
| 5 | 2.0 | 28 | Mississippi |
| 2 | 0.8 | 29 | Missouri |
| 1 | 0.4 | 31 | Nebraska |
| 2 | 0.8 | 32 | Nevada |
| 15 | 5.9 | 34 | New Jersey |
| 1 | 0.4 | 35 | New Mexico |
| 19 | 7.4 | 36 | New York |
| 9 | 3.5 | 37 | North Carolina |
| 6 | 2.3 | 39 | Ohio |
| 2 | 0.8 | 40 | Oklahoma |
| 9 | 3.5 | 42 | Pennsylvania |
| 1 | 0.4 | 44 | Rhode Island |
| 4 | 1.6 | 45 | South Carolina |
| 1 | 0.4 | 46 | South Dakota |
| 5 | 2.0 | 47 | Tennessee |
| 11 | 4.3 | 48 | Texas |
| 3 | 1.2 | 49 | Utah |
| 6 | 2.3 | 51 | Virginia |
| 2 | 0.8 | 53 | Washington |
| 1 | 0.4 | 54 | West Virginia |
| 5 | 2.0 | 55 | Wisconsin |
| 1 | 0.4 | 56 | Wyoming |
| 1 | 0.4 | 95 | Canada |
| 1 | 0.4 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|----------------------|--------|---------|--------|
| v210A | NON-CDL LICENSE TYPE | FLTYPF | Numeric | 3 |

NON-COMMERICAL DRIVER LICENSE TYPE, REGARDLESS OF VEHICLE DRIVEN

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-----------------------------|
| 1 | 0.4 | 0 | Not licensed |
| 251 | 98.0 | 1 | Full driver license |
| 0 | 0.0 | 2 | Intermediate driver license |
| 0 | 0.0 | 7 | Learner's permit |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------|
| 0 | 0.0 | 8 | Temporary license |
| 4 | 1.6 | 9 | Unknown license type |

| Variable | Name | Format | Type | Length |
|----------|------------------------|---------|---------|--------|
| v210B | NON-CDL LICENSE STATUS | FLST93F | Numeric | 3 |

NON-COMMERICAL DRIVER LICENSE, REGARDLESS OF VEHICLE DRIVEN

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|------------------------|
| 1 | 0.4 | 0 | Not licensed |
| 1 | 0.4 | 1 | Suspended |
| 0 | 0.0 | 2 | Revoked |
| 0 | 0.0 | 3 | Expired |
| 0 | 0.0 | 4 | Canceled or denied |
| 250 | 97.7 | 6 | Valid |
| 4 | 1.6 | 9 | Unknown license status |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|---------|---------|--------|
| v211 | LICENSE CLASS COMPLIANCE | FCOM87F | Numeric | 3 |

LICENSE CLASS COMPLIANCE (FOR THIS CLASS VEHICLE)

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 1 | 0.4 | 0 | Not licensed |
| 1 | 0.4 | 1 | No license required for this class vehicle |
| 4 | 1.6 | 2 | No valid license for this class vehicle |
| 243 | 94.9 | 3 | Valid license for this class vehicle |
| 2 | 0.8 | 8 | Unknown if commercial driver license and/or commercial driver license endorsement required for this vehicle |
| 5 | 2.0 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------|---------|---------|--------|
| v212 | CDL LICENSE STATUS | FCDL93F | Numeric | 3 |

COMMERCIAL DRIVER LICENSE STATUS

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------|
| 15 | 5.9 | 0 | No (commercial driver license) |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS DRIVER VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------|
| 0 | 0.0 | 1 | Suspended |
| 0 | 0.0 | 2 | Revoked |
| 1 | 0.4 | 3 | Expired |
| 0 | 0.0 | 4 | Canceled or denied |
| 0 | 0.0 | 5 | Disqualified |
| 232 | 90.6 | 6 | Valid |
| 3 | 1.2 | 7 | Learner's permit |
| 0 | 0.0 | 8 | Other - not valid |
| 5 | 2.0 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|----------------------|---------|---------|--------|
| v213 | LICENSE ENDORSEMENTS | FEND91F | Numeric | 3 |

COMPLIANCE WITH LICENSE ENDORSEMENTS

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 63 | 24.6 | 0 | No endorsements required for this vehicle |
| 150 | 58.6 | 1 | Endorsement(s) required, complied with |
| 1 | 0.4 | 2 | Endorsement(s) required, not complied with |
| 37 | 14.5 | 3 | Endorsement(s) required, compliance unknown |
| 5 | 2.0 | 9 | Unknown if required |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|--------|---------|--------|
| v214 | LICENSE RESTRICTIONS MET | FLREST | Numeric | 3 |

COMPLIANCE WITH LICENSE RESTRICTIONS

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-----------------------------------|
| 130 | 50.8 | 0 | No restrictions or not applicable |
| 34 | 13.3 | 1 | Restrictions complied with |
| 3 | 1.2 | 2 | Restrictions not complied with |
| 85 | 33.2 | 3 | Restrictions, compliance unknown |
| 4 | 1.6 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|------------------------|--------|---------|--------|
| v216 | NUMBER OF PREV CRASHES | FNOPAC | Numeric | 3 |

NUMBER OF PREVIOUS CRASHES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 186 | 72.7 | 0 | 0 crashes |
| 38 | 14.8 | 1 | 1 crash |
| 9 | 3.5 | 2 | 2 crashes |
| 3 | 1.2 | 3 | 3 crashes |
| 1 | 0.4 | 4 | 4 crashes |
| 1 | 0.4 | 5 | 5 crashes |
| 13 | 5.1 | 98 | Crashes not reported on driving record |
| 5 | 2.0 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-------------------------|---------|---------|--------|
| v217 | NUMBER PREV SUSPENSIONS | FNOPSUS | Numeric | 3 |

NUMBER OF PREVIOUS SUSPENSIONS/REVOICATIONS

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------|
| 245 | 95.7 | 0 | 0 suspensions |
| 2 | 0.8 | 1 | 1 suspension |
| 3 | 1.2 | 2 | 2 suspensions |
| 1 | 0.4 | 3 | 3 suspensions |
| 5 | 2.0 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-------------------------|--------|---------|--------|
| v218 | NUMBER OF PREV DWI CONV | FNODWI | Numeric | 3 |

NUMBER OF PREVIOUS DRIVING WHILE INTOXICATED CONVICTIONS

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 251 | 98.0 | 0 | 0 driving while intoxicated convictions |
| 5 | 2.0 | 99 | Unknown |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS DRIVER VARIABLES

| Variable | Name | Format | Type | Length |
|----------|------------------------|---------|---------|--------|
| v219 | NUM PREV SPEEDING CONV | FNOPSPD | Numeric | 3 |

NUMBER OF PREVIOUS SPEEDING CONVICTIONS

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------|
| 225 | 87.9 | 0 | 0 speed convictions |
| 22 | 8.6 | 1 | 1 speed conviction |
| 1 | 0.4 | 2 | 2 speed convictions |
| 2 | 0.8 | 3 | 3 speed convictions |
| 1 | 0.4 | 5 | 5 speed convictions |
| 5 | 2.0 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|------------------------|---------|---------|--------|
| v220 | NUM PREV OTHER MV CONV | FNOPOTH | Numeric | 3 |

NUMBER OF PREVIOUS OTHER HARMFUL MOVING VIOLATION CONVICTIONS

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------|
| 219 | 85.5 | 0 | 0 other convictions |
| 24 | 9.4 | 1 | 1 other conviction |
| 5 | 2.0 | 2 | 2 other convictions |
| 2 | 0.8 | 3 | 3 other convictions |
| 1 | 0.4 | 4 | 4 other convictions |
| 5 | 2.0 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------|----------|---------|--------|
| v221 | LAST CRASH - MONTH | FACMONTH | Numeric | 3 |

LAST CRASH/SUSPENSION/CONVICTION – MONTH

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 158 | 61.7 | 0 | No record |
| 6 | 2.3 | 1 | January |
| 10 | 3.9 | 2 | February |
| 6 | 2.3 | 3 | March |
| 9 | 3.5 | 4 | April |
| 10 | 3.9 | 5 | May |
| 7 | 2.7 | 6 | June |
| 6 | 2.3 | 7 | July |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 6 | 2.3 | 8 | August |
| 7 | 2.7 | 9 | September |
| 9 | 3.5 | 10 | October |
| 10 | 3.9 | 11 | November |
| 7 | 2.7 | 12 | December |
| 5 | 2.0 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-------------------|--------|---------|--------|
| v222 | LAST CRASH - YEAR | | Numeric | 4 |

LAST CRASH/SUSPENSION/CONVICTION -- YEAR

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 158 | 61.7 | 0 | No record |
| 10 | 3.9 | 2006 | 2006 |
| 29 | 11.3 | 2007 | 2007 |
| 35 | 13.7 | 2008 | 2008 |
| 19 | 7.4 | 2009 | 2009 |
| 5 | 2.0 | 9999 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------------|----------|---------|--------|
| v223 | FIRST CRASH - MONTH | FACMONTH | Numeric | 3 |

FIRST CRASH/SUSPENSION/CONVICTION -- MONTH

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 158 | 61.7 | 0 | No record |
| 5 | 2.0 | 1 | January |
| 9 | 3.5 | 2 | February |
| 6 | 2.3 | 3 | March |
| 6 | 2.3 | 4 | April |
| 12 | 4.7 | 5 | May |
| 6 | 2.3 | 6 | June |
| 7 | 2.7 | 7 | July |
| 9 | 3.5 | 8 | August |
| 5 | 2.0 | 9 | September |
| 9 | 3.5 | 10 | October |
| 12 | 4.7 | 11 | November |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS DRIVER VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 7 | 2.7 | 12 | December |
| 5 | 2.0 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------|--------|---------|--------|
| v224 | FIRST CRASH - YEAR | | Numeric | 4 |

FIRST CRASH/SUSPENSION/CONVICTION -- YEAR

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 158 | 61.7 | 0 | No record |
| 18 | 7.0 | 2006 | 2006 |
| 37 | 14.5 | 2007 | 2007 |
| 30 | 11.7 | 2008 | 2008 |
| 8 | 3.1 | 2009 | 2009 |
| 5 | 2.0 | 9999 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|---------|---------|--------|
| v227 | DRIVER RELATED FACTORS#1 | FDRF02F | Numeric | 3 |

FACTORS AT DRIVER LEVEL – RESPONSE #1

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 183 | 71.5 | 0 | None |
| | | | Physical/mental condition |
| 1 | 0.4 | 1 | Drowsy, sleepy, asleep, fatigued |
| 3 | 1.2 | 2 | Ill, passed out/blackout |
| 0 | 0.0 | 3 | Emotional (e.g., depression, angry, disturbed) |
| 0 | 0.0 | 4 | Reaction to or failure to take drugs/medication |
| 0 | 0.0 | 5 | Under the influence of alcohol, drugs or medication |
| 11 | 4.3 | 6 | Careless/inattentive |
| 0 | 0.0 | 7 | Restricted to wheelchair |
| 0 | 0.0 | 8 | Aggressive driving/road rage |
| 0 | 0.0 | 9 | Impaired due to previous injury |
| 0 | 0.0 | 11 | Other physical impairment (includes paraplegic) |
| 0 | 0.0 | 12 | Mother of dead fetus |
| 0 | 0.0 | 13 | Mentally challenged |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------------------|--------------|-------------|--|
| 0 | 0.0 | 15 | Seat back not in normal upright position, seat back reclined |
| 0 | 0.0 | 16 | Police or law enforcement officer |
| Miscellaneous causes | | | |
| 0 | 0.0 | 18 | Traveling on prohibited trafficways |
| 0 | 0.0 | 19 | Legally driving on suspended or revoked license |
| 0 | 0.0 | 20 | Leaving vehicle unattended with engine running |
| 1 | 0.4 | 21 | Overloading/improper loading of vehicle with passengers or cargo |
| 0 | 0.0 | 22 | Towing or pushing improperly |
| 0 | 0.0 | 23 | Failing to dim lights or to have lights on when required |
| 0 | 0.0 | 24 | Operating without required equipment |
| 2 | 0.8 | 26 | Following improperly |
| 0 | 0.0 | 27 | Improper or erratic lane changing |
| 4 | 1.6 | 28 | Failure to keep in proper lane |
| 0 | 0.0 | 29 | Illegal driving on road shoulder, ditch, sidewalk, median |
| 0 | 0.0 | 30 | Making improper entry to or exit from trafficway |
| 0 | 0.0 | 31 | Starting or backing improperly |
| 0 | 0.0 | 32 | Opening closure into moving traffic or while vehicle is in motion |
| 0 | 0.0 | 33 | Passing where prohibited by posted signs, school bus warning, etc. |
| 0 | 0.0 | 34 | Passing on wrong side |
| 0 | 0.0 | 35 | Passing with insufficient distance/inadequate visibility; failing to yield to overtaking vehicle |
| 1 | 0.4 | 36 | Operating vehicle in an erratic, reckless, negligent manner |
| 0 | 0.0 | 37 | Police pursuing this driver or police officer in pursuit |
| 22 | 8.6 | 38 | Failure to yield right-of-way |
| 2 | 0.8 | 39 | Failure to obey traffic signs, control devices, officers, etc. |
| 0 | 0.0 | 40 | Passing through or around barrier |
| 0 | 0.0 | 41 | Failure to observe warnings/instructions on vehicle displaying them |
| 0 | 0.0 | 42 | Failure to signal intentions |
| 0 | 0.0 | 43 | Driving too fast for conditions |
| 0 | 0.0 | 44 | Driving in excess of posted maximum |
| 0 | 0.0 | 45 | Driving less than posted minimum |
| 0 | 0.0 | 46 | Racing |
| 0 | 0.0 | 47 | Making right turn from left turn lane; or left turn from right turn lane |
| 5 | 2.0 | 48 | Making other improper turn |
| 0 | 0.0 | 50 | Driving wrong way in one-way traffic |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS DRIVER VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|---|--------------|-------------|--|
| 0 | 0.0 | 51 | Driving on wrong side of road (intentional or unintentional) |
| 0 | 0.0 | 52 | Operator inexperience |
| 0 | 0.0 | 53 | Unfamiliar with roadway |
| 3 | 1.2 | 54 | Stopped in roadway (vehicle not abandoned) |
| 0 | 0.0 | 55 | Underriding a parked truck |
| 0 | 0.0 | 57 | Locked wheel |
| 0 | 0.0 | 58 | Overcorrecting |
| 0 | 0.0 | 59 | Getting off/out of or on/into vehicle |
| Avoiding, swerving, or sliding due to:: | | | |
| 0 | 0.0 | 77 | Severe crosswind |
| 0 | 0.0 | 78 | Wind from passing truck |
| 0 | 0.0 | 79 | Slippery or loose surface |
| 1 | 0.4 | 80 | Tire blow-out or flat |
| 0 | 0.0 | 81 | Debris or objects in road |
| 0 | 0.0 | 82 | Ruts, holes, bumps in road |
| 1 | 0.4 | 83 | Live animals in road |
| 1 | 0.4 | 84 | Vehicle in road |
| 0 | 0.0 | 85 | Phantom vehicle |
| 0 | 0.0 | 86 | Pedestrian, pedalcyclist, or other nonmotorist |
| 2 | 0.8 | 87 | Ice, snow, slush, water, sand, dirt, oil, wet leaves on road |
| 0 | 0.0 | 88 | Trailer fishtailing or swaying |
| Special circumstances | | | |
| 0 | 0.0 | 73 | Driver not complied with learner's permit/intermediate driver license restrictions |
| 3 | 1.2 | 74 | Driver not complied with physical/other imposed restrictions |
| 1 | 0.4 | 89 | Driver has a record/driver's license from more than 1 state |
| 3 | 1.2 | 90 | Hit and run vehicle, driver |
| 0 | 0.0 | 91 | Nontraffic violation charged – manslaughter, homicide, other |
| 0 | 0.0 | 92 | Other nonmoving traffic violations |
| Possible distractions (inside vehicle) | | | |
| 3 | 1.2 | 93 | Cellular phone present in vehicle |
| 0 | 0.0 | 94 | Cellular phone in use in vehicle |
| 0 | 0.0 | 95 | Computer/fax machines/printers |
| 1 | 0.4 | 96 | On-board navigation system |
| 0 | 0.0 | 97 | Two-way radio |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-----------------|
| 0 | 0.0 | 98 | Head-up display |
| 2 | 0.8 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|---------|---------|--------|
| v228 | DRIVER RELATED FACTORS#2 | FDRF02F | Numeric | 3 |

FACTORS AT DRIVER LEVEL – RESPONSE #2

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 239 | 93.4 | 0 | None |
| | | | Physical/mental condition |
| 1 | 0.4 | 1 | Drowsy, sleepy, asleep, fatigued |
| 1 | 0.4 | 6 | Careless/inattentive |
| | | | Miscellaneous causes |
| 2 | 0.8 | 24 | Operating without required equipment |
| 3 | 1.2 | 28 | Failure to keep in proper lane |
| 1 | 0.4 | 35 | Passing with insufficient distance/inadequate visibility; failing to yield to overtaking vehicle |
| 2 | 0.8 | 38 | Failure to yield right-of-way |
| 1 | 0.4 | 39 | Failure to obey traffic signs, control devices, officers, etc. |
| 1 | 0.4 | 50 | Driving wrong way in one-way traffic |
| 1 | 0.4 | 58 | Overcorrecting |
| | | | Avoiding, swerving, or sliding due to: |
| 1 | 0.4 | 87 | Ice, snow, slush, water, sand, dirt, oil, wet leaves on road |
| | | | Possible distractions (inside vehicle) |
| 1 | 0.4 | 94 | Cellular phone in use in vehicle |
| 2 | 0.8 | 99 | Unknown |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS DRIVER VARIABLES

| Variable | Name | Format | Type | Length |
|----------|--------------------------|---------|---------|--------|
| v229 | DRIVER RELATED FACTORS#3 | FDRF02F | Numeric | 3 |

FACTORS AT DRIVER LEVEL – RESPONSE #3

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 252 | 98.4 | 0 | None |
| | | | Miscellaneous causes |
| 1 | 0.4 | 39 | Failure to obey traffic signs, control devices, officers, etc. |
| | | | Special circumstances |
| 1 | 0.4 | 89 | Driver has a record/driver's license from more than 1 state |
| 2 | 0.8 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|---------|---------|--------|
| v230 | DRIVER RELATED FACTORS#4 | FDRF02F | Numeric | 3 |

FACTORS AT DRIVER LEVEL – RESPONSE #4

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 253 | 98.8 | 0 | None |
| | | | Physical/mental condition |
| 1 | 0.4 | 5 | Under the influence of alcohol, drugs or medication |
| 2 | 0.8 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-----------------------|----------|---------|--------|
| v231 | VIOLATIONS CHARGED #1 | FVCHG09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 232 | 90.6 | 0 | None |
| | | | Reckless/careless/hit-and-run type offenses |
| 7 | 2.7 | 1 | Manslaughter or homicide |
| 1 | 0.4 | 2 | Willful reckless driving; driving to endanger; negligent driving |
| 0 | 0.0 | 3 | Unsafe reckless (not willful, wanton reckless) driving |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|---|--------------|-------------|---|
| 3 | 1.2 | 4 | Inattentive, careless, improper driving |
| 0 | 0.0 | 5 | Fleeing or eluding police |
| 0 | 0.0 | 6 | Fail to obey police, fireman, authorized person directing traffic |
| 0 | 0.0 | 7 | Hit-and-run, fail to stop after crash |
| 0 | 0.0 | 8 | Fail to give aid, information, wait for police after crash |
| 1 | 0.4 | 9 | Serious violation resulting in death |
| Impairment offenses | | | |
| 0 | 0.0 | 11 | Driving while intoxicated (alcohol or drugs) or blood alcohol limit above limit (any detectable blood alcohol limit for commercial drivers) |
| 0 | 0.0 | 12 | Driving while impaired |
| 0 | 0.0 | 13 | Driving under influence of substance not intended to intoxicate |
| 0 | 0.0 | 14 | Drinking while operating |
| 0 | 0.0 | 15 | Illegal possession of alcohol or drugs |
| 0 | 0.0 | 16 | Driving with detectable alcohol |
| 0 | 0.0 | 18 | Refusal to submit to chemical test |
| 0 | 0.0 | 19 | Alcohol, drug, or impairment violations generally |
| Speed-related offenses | | | |
| 0 | 0.0 | 21 | Racing |
| 0 | 0.0 | 22 | Speeding (above the speed limit) |
| 1 | 0.4 | 23 | Speed greater than reasonable and prudent (not necessarily over the limit) |
| 0 | 0.0 | 24 | Exceed special speed limit (e.g.: for trucks, buses, cycles, or on bridge, in school zone, etc.) |
| 0 | 0.0 | 25 | Energy speed (exceeding 55 MPH, non-pointable) |
| 0 | 0.0 | 26 | Driving too slowly |
| 0 | 0.0 | 29 | Speed related violations, generally |
| Rules of the road – traffic signs and signals | | | |
| 1 | 0.4 | 31 | Fail to stop for red signal |
| 0 | 0.0 | 32 | Fail to stop for flashing red |
| 0 | 0.0 | 33 | Violation of turn on red (fail to stop and yield; yield to pedestrians before turning) |
| 0 | 0.0 | 34 | Fail to obey flashing signal (yellow or red) |
| 0 | 0.0 | 35 | Fail to obey signal generally |
| 0 | 0.0 | 36 | Violate railroad grade crossing device/regulations |
| 0 | 0.0 | 37 | Fail to obey stop sign |
| 0 | 0.0 | 38 | Fail to obey yield sign |

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| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|---|--------------|-------------|---|
| 1 | 0.4 | 39 | Fail to obey traffic control device |
| Rules of the road – turning, yielding, signaling | | | |
| 0 | 0.0 | 41 | Turn in violation of traffic control (disobey signs, turn arrow or pavement markings; this is not a right-on-red violation) |
| 0 | 0.0 | 42 | Improper method and position of turn (too wide, wrong lane) |
| 0 | 0.0 | 43 | Fail to signal for turn or stop |
| 0 | 0.0 | 45 | Fail to yield to emergency vehicle |
| 1 | 0.4 | 46 | Fail to yield, generally |
| 1 | 0.4 | 48 | Enter intersection when space insufficient |
| 0 | 0.0 | 49 | Turn, yield, signaling violations, generally |
| Rules of the road – wrong side, passing and following | | | |
| 0 | 0.0 | 51 | Driving wrong way on one-way road |
| 0 | 0.0 | 52 | Driving on left, wrong side of road, generally |
| 0 | 0.0 | 53 | Improper, unsafe passing |
| 0 | 0.0 | 54 | Pass on right (drive off pavement to pass) |
| 0 | 0.0 | 55 | Pass stopped school bus |
| 0 | 0.0 | 56 | Fail to give way when overtaken |
| 0 | 0.0 | 58 | Following too closely |
| 0 | 0.0 | 59 | Wrong side, passing, following violations, generally |
| Rules of the road – lane usage | | | |
| 0 | 0.0 | 61 | Unsafe or prohibited lane change |
| 0 | 0.0 | 62 | Improper use of lane (enter of 3-lane road, high occupancy vehicle designated lane) |
| 0 | 0.0 | 63 | Certain traffic to use right lane (trucks, slow moving, etc.) |
| 0 | 0.0 | 66 | Motorcycle lane violations (more than two per lane, riding between lanes, etc.) |
| 0 | 0.0 | 67 | Motorcyclist attached to another vehicle |
| 0 | 0.0 | 69 | Lane violations, generally |
| Non-moving – license and registration violations | | | |
| 1 | 0.4 | 71 | Driving while license withdrawn (including violation of provisions of work permit) |
| 1 | 0.4 | 72 | Other driver license violations |
| 0 | 0.0 | 73 | Commercial driver violations (log book, hours, permits carried) |
| 0 | 0.0 | 74 | Vehicle registration violations |
| 0 | 0.0 | 75 | Fail to carry insurance card |
| 0 | 0.0 | 76 | Driving uninsured vehicle |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|------------------|--------------|-------------|--|
| 0 | 0.0 | 79 | Non-moving violations, generally |
| Equipment | | | |
| 0 | 0.0 | 81 | Lamp violations |
| 0 | 0.0 | 82 | Brake violations |
| 0 | 0.0 | 83 | Failure to require restraint use (by self or passengers) |
| 0 | 0.0 | 84 | Motorcycle equipment violations (helmet, special equipment) |
| 0 | 0.0 | 85 | Violation of hazardous cargo regulations |
| 0 | 0.0 | 86 | Size, weight, load violations |
| 0 | 0.0 | 89 | Equipment violations, generally |
| Other violations | | | |
| 0 | 0.0 | 91 | Parking |
| 0 | 0.0 | 92 | Theft, unauthorized use of motor vehicle |
| 0 | 0.0 | 93 | Driving where prohibited (sidewalk, limited access, off truck route) |
| 0 | 0.0 | 98 | Other moving violation (coasting, backing, opening door) |
| 5 | 2.0 | 99 | Unknown violation |

| Variable | Name | Format | Type | Length |
|----------|-----------------------|----------|---------|--------|
| v232 | VIOLATIONS CHARGED #2 | FVCHG09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|---|--------------|-------------|--|
| 243 | 94.9 | 0 | None |
| Reckless/careless/hit-and-run type offenses | | | |
| 1 | 0.4 | 7 | Hit-and-run, fail to stop after crash |
| Speed-related offenses | | | |
| 1 | 0.4 | 29 | Speed related violations, generally |
| Rules of the road – traffic signs and signals | | | |
| 1 | 0.4 | 33 | Violation of turn on red (fail to stop and yield; yield to pedestrians before turning) |
| 1 | 0.4 | 39 | Fail to obey traffic control device |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS DRIVER VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| | | | Rules of the road – turning, yielding, signaling |
| 1 | 0.4 | 46 | Fail to yield, generally |
| | | | Rules of the road – wrong side, passing and following |
| 1 | 0.4 | 51 | Driving wrong way on one-way road |
| | | | Other violations |
| 1 | 0.4 | 98 | Other moving violation (coasting, backing, opening door) |
| 6 | 2.3 | 99 | Unknown violation |

| Variable | Name | Format | Type | Length |
|----------|-----------------------|----------|---------|--------|
| v233 | VIOLATIONS CHARGED #3 | FVCHG09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------|
| 250 | 97.7 | 0 | None |
| 6 | 2.3 | 99 | Unknown violation |

| Variable | Name | Format | Type | Length |
|----------|------------------------|--------|---------|--------|
| v235 | DRIVER HEIGHT (INCHES) | | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------|
| 1 | 0.4 | 59 | |
| | | - | Actual height in inches |
| 1 | 0.4 | 83 | |
| 13 | 5.1 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------|--------|---------|--------|
| v236 | DRIVER WEIGHT | | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------|
| 1 | 0.4 | 103 | |
| | | - | Actual weight in pounds |
| 1 | 0.4 | 350 | |
| 91 | 35.5 | 999 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|------------------------------|---------|---------|--------|
| v237 | DRIVER VISION OBSCURED BY #1 | FVIS09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 244 | 95.3 | 0 | No obstruction noted |
| 3 | 1.2 | 1 | Rain, snow, fog, smoke, sand, dust |
| 1 | 0.4 | 2 | Reflected glare, bright sunlight, headlights |
| 1 | 0.4 | 3 | Curve, hill or other roadway design feature |
| 1 | 0.4 | 4 | Building, billboard, other structure |
| 0 | 0.0 | 5 | Trees, crops, vegetation |
| 0 | 0.0 | 6 | In-transport motor vehicle (including load) |
| 0 | 0.0 | 7 | Not in-transport motor vehicle (parked, working) |
| 0 | 0.0 | 8 | Splash or spray of passing vehicle |
| 0 | 0.0 | 9 | Inadequate defrost or defog system |
| 0 | 0.0 | 10 | Inadequate vehicle lighting system |
| 0 | 0.0 | 11 | Obstruction interior to the vehicle |
| 0 | 0.0 | 12 | External mirrors |
| 0 | 0.0 | 13 | Broken or improperly cleaned windshield |
| 1 | 0.4 | 14 | Obstructing angles on vehicle |
| 3 | 1.2 | 97 | Vision obscured - no details |
| 1 | 0.4 | 98 | Other visual obstruction |
| 1 | 0.4 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|------------------------------|---------|---------|--------|
| v238 | DRIVER VISION OBSCURED BY #2 | FVIS09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------------|
| 254 | 99.2 | 0 | No obstruction noted |
| 1 | 0.4 | 4 | Building, billboard, other structure |
| 1 | 0.4 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|------------------------------|---------|---------|--------|
| v239 | DRIVER VISION OBSCURED BY #3 | FVIS09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------|
| 255 | 99.6 | 0 | No obstruction noted |
| 1 | 0.4 | 99 | Unknown |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS DRIVER VARIABLES

| Variable | Name | Format | Type | Length |
|----------|---------------|----------|---------|--------|
| v240 | SPEED RELATED | FSREL09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 244 | 95.3 | 0 | No |
| 10 | 3.9 | 1 | Yes |
| 2 | 0.8 | 9 | Unknown |

The OCCUPANT Variables

Variables 306 through 363 describe the occupant of the bus (i.e., the driver) and are obtained from the FARS occupant file.

| Variable | Name | Format | Type | Length |
|----------|-----------------|--------|---------|--------|
| v306 | OCCUPANT NUMBER | | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 256 | 100.0 | 1 | Occupant #1 |

| Variable | Name | Format | Type | Length |
|----------|--------------|---------|---------|--------|
| v308 | OCCUPANT AGE | FOCCAGE | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 2 | 0.8 | 23 | 23 years |
| 2 | 0.8 | 24 | 24 years |
| 1 | 0.4 | 25 | 25 years |
| 6 | 2.3 | 26 | 26 years |
| 3 | 1.2 | 27 | 27 years |
| 5 | 2.0 | 28 | 28 years |
| 1 | 0.4 | 29 | 29 years |
| 4 | 1.6 | 30 | 30 years |
| 1 | 0.4 | 31 | 31 years |
| 3 | 1.2 | 32 | 32 years |
| 2 | 0.8 | 33 | 33 years |
| 7 | 2.7 | 34 | 34 years |
| 4 | 1.6 | 35 | 35 years |
| 1 | 0.4 | 36 | 36 years |
| 5 | 2.0 | 37 | 37 years |
| 7 | 2.7 | 38 | 38 years |
| 4 | 1.6 | 39 | 39 years |
| 8 | 3.1 | 40 | 40 years |
| 5 | 2.0 | 41 | 41 years |
| 2 | 0.8 | 42 | 42 years |
| 7 | 2.7 | 43 | 43 years |
| 8 | 3.1 | 44 | 44 years |
| 6 | 2.3 | 45 | 45 years |
| 8 | 3.1 | 46 | 46 years |
| 8 | 3.1 | 47 | 47 years |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS OCCUPANT VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 4 | 1.6 | 48 | 48 years |
| 10 | 3.9 | 49 | 49 years |
| 4 | 1.6 | 50 | 50 years |
| 6 | 2.3 | 51 | 51 years |
| 6 | 2.3 | 52 | 52 years |
| 7 | 2.7 | 53 | 53 years |
| 6 | 2.3 | 54 | 54 years |
| 10 | 3.9 | 55 | 55 years |
| 4 | 1.6 | 56 | 56 years |
| 6 | 2.3 | 57 | 57 years |
| 8 | 3.1 | 58 | 58 years |
| 8 | 3.1 | 59 | 59 years |
| 9 | 3.5 | 60 | 60 years |
| 6 | 2.3 | 61 | 61 years |
| 4 | 1.6 | 62 | 62 years |
| 7 | 2.7 | 63 | 63 years |
| 8 | 3.1 | 64 | 64 years |
| 5 | 2.0 | 65 | 65 years |
| 10 | 3.9 | 66 | 66 years |
| 2 | 0.8 | 67 | 67 years |
| 3 | 1.2 | 68 | 68 years |
| 2 | 0.8 | 69 | 69 years |
| 1 | 0.4 | 70 | 70 years |
| 1 | 0.4 | 71 | 71 years |
| 1 | 0.4 | 72 | 72 years |
| 3 | 1.2 | 73 | 73 years |
| 1 | 0.4 | 75 | 75 years |
| 1 | 0.4 | 76 | 76 years |
| 1 | 0.4 | 77 | 77 years |
| 1 | 0.4 | 78 | 78 years |
| 1 | 0.4 | 999 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------|--------|---------|--------|
| v309 | OCCUPANT SEX | FSEX | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 168 | 65.6 | 1 | Male |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 87 | 34.0 | 2 | Female |
| 1 | 0.4 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------|----------|---------|--------|
| v310 | OCCUPANT TYPE | FPTYP94F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 256 | 100.0 | 1 | Driver of a motor vehicle in-transport |

| Variable | Name | Format | Type | Length |
|----------|----------------------|----------|---------|--------|
| v311 | OCC SEATING POSITION | FSEAT82F | Numeric | 3 |

OCCUPANT SEATING POSITION

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 256 | 100.0 | 11 | Front seat - left side (driver's side) |

| Variable | Name | Format | Type | Length |
|----------|----------------------|----------|---------|--------|
| v312 | RESTRAINT SYSTEM USE | FRUSE08F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 15 | 5.9 | 0 | None used/not applicable - not a motor vehicle occupant |
| 1 | 0.4 | 1 | Shoulder belt |
| 27 | 10.5 | 2 | Lap belt |
| 195 | 76.2 | 3 | Lap and shoulder belt |
| 18 | 7.0 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------|----------|---------|--------|
| v313 | AIR BAG DEPLOYMENT | FAIRB09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------------------------|
| 181 | 70.7 | 0 | Not applicable |
| 10 | 3.9 | 1 | Deployed: Front |
| 0 | 0.0 | 2 | Deployed: Side (door, seatback) |
| 1 | 0.4 | 3 | Deployed: Curtain (roof) |
| 0 | 0.0 | 7 | Deployed: Other (knee, airbelt, etc.) |

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FARS OCCUPANT VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|------------------------------------|
| 1 | 0.4 | 8 | Deployed: Combination |
| 0 | 0.0 | 9 | Deployed: Unknown direction |
| 51 | 19.9 | 20 | Not deployed |
| 0 | 0.0 | 28 | Switched off |
| 12 | 4.7 | 99 | Deployment or availability unknown |

| Variable | Name | Format | Type | Length |
|----------|-------------------|---------|---------|--------|
| v314 | OCCUPANT EJECTION | FJECT9F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------|
| 252 | 98.4 | 0 | Not ejected |
| 2 | 0.8 | 1 | Totally ejected |
| 1 | 0.4 | 2 | Partially ejected |
| 1 | 0.4 | 3 | Ejected - unknown degree |

| Variable | Name | Format | Type | Length |
|----------|---------------|--------|---------|--------|
| v315 | EJECTION PATH | FEPATH | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 252 | 98.4 | 0 | Not ejected/not applicable |
| 1 | 0.4 | 1 | Side door opening |
| 0 | 0.0 | 2 | Side window |
| 0 | 0.0 | 3 | Windshield |
| 0 | 0.0 | 4 | Back window |
| 0 | 0.0 | 5 | Back door/tailgate opening |
| 0 | 0.0 | 6 | Roof opening (sunroof, convertible top down) |
| 0 | 0.0 | 7 | Roof (convertible top up) |
| 0 | 0.0 | 8 | Other path (e.g., back of pickup truck) |
| 3 | 1.2 | 9 | Unknown/unknown path |

| Variable | Name | Format | Type | Length |
|----------|----------------------|--------|---------|--------|
| v316 | OCCUPANT EXTRICATION | FEXTR | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------------------|
| 252 | 98.4 | 0 | Not extricated - not applicable |
| 4 | 1.6 | 1 | Extricated |

| Variable | Name | Format | Type | Length |
|----------|-------------|----------|---------|--------|
| v320 | DRUG STATUS | FDRSTATU | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------|
| 160 | 62.5 | 0 | Test not given |
| 62 | 24.2 | 2 | Test given |
| 34 | 13.3 | 9 | Unknown if tested/not reported |

| Variable | Name | Format | Type | Length |
|----------|------------------|--------|---------|--------|
| v321 | DRUG INVOLVEMENT | FDRUGS | Numeric | 3 |

POLICE REPORTED DRUG INVOLVEMENT

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------|
| 107 | 41.8 | 0 | No (drugs not involved) |
| 2 | 0.8 | 1 | Yes (drugs involved) |
| 142 | 55.5 | 8 | Not reported |
| 5 | 2.0 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------|----------|---------|--------|
| v322 | DRUG DETERMINATION | FDRUGDET | Numeric | 3 |

METHOD OF DRUG DETERMINATION BY POLICE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 18 | 7.0 | 1 | Evidential test (blood, urine) |
| 3 | 1.2 | 2 | Drug Recognition Technician determined |
| 2 | 0.8 | 3 | Behavioral |
| 30 | 11.7 | 7 | Other |
| 203 | 79.3 | 8 | Not reported |

| Variable | Name | Format | Type | Length |
|----------|-------------------|----------|---------|--------|
| v323 | DRUG TEST TYPE #1 | FDR_TEST | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-----------------------------|
| 160 | 62.5 | 0 | Test not given |
| 46 | 18.0 | 1 | Blood |
| 11 | 4.3 | 2 | Urine |
| 3 | 1.2 | 3 | Both: Blood and urine tests |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS OCCUPANT VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------|
| 1 | 0.4 | 7 | Unknown test type |
| 1 | 0.4 | 8 | Other type test |
| 34 | 13.3 | 9 | Unknown if tested/not reported |

| Variable | Name | Format | Type | Length |
|----------|----------------------|----------|---------|--------|
| v324 | DRUG TEST RESULTS #1 | FDR93RES | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------|
| 160 | 62.5 | 0 | Not tested for drugs |
| 53 | 20.7 | 1 | No drugs reported |
| 0 | 0.0 | 100 | |
| | | - | Narcotic drug |
| 0 | 0.0 | 295 | |
| 0 | 0.0 | 300 | |
| | | - | Depressant drug |
| 0 | 0.0 | 395 | |
| 0 | 0.0 | 400 | |
| | | - | Stimulant drug |
| 0 | 0.0 | 495 | |
| 0 | 0.0 | 500 | |
| | | - | Hallucinogen drug |
| 0 | 0.0 | 595 | |
| 0 | 0.0 | 600 | |
| | | - | Cannabinoid drug |
| 0 | 0.0 | 695 | |
| 0 | 0.0 | 700 | |
| | | - | Phencyclidine (PCP) |
| 0 | 0.0 | 795 | |
| 0 | 0.0 | 800 | |
| | | - | Anabolic steroid |
| 0 | 0.0 | 895 | |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-----------------------------------|
| 0 | 0.0 | 900 | |
| | | - | Inhalant drug |
| 0 | 0.0 | 995 | |
| 2 | 0.8 | 996 | Other drug |
| 5 | 2.0 | 997 | Tested for drugs, results unknown |
| 34 | 13.3 | 999 | Unknown if tested for drugs |

| Variable | Name | Format | Type | Length |
|----------|-------------------|----------|---------|--------|
| v325 | DRUG TEST TYPE #2 | FDR_TEST | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------|
| 221 | 86.3 | 0 | Test not given |
| 1 | 0.4 | 1 | Blood |
| 34 | 13.3 | 9 | Unknown if tested/not reported |

| Variable | Name | Format | Type | Length |
|----------|----------------------|----------|---------|--------|
| v326 | DRUG TEST RESULTS #2 | FDR93RES | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-----------------------------|
| 221 | 86.3 | 0 | Not tested for drugs |
| 0 | 0.0 | 100 | |
| | | - | Narcotic drug |
| 0 | 0.0 | 295 | |
| 34 | 13.3 | 999 | Unknown if tested for drugs |

| Variable | Name | Format | Type | Length |
|----------|-------------------|----------|---------|--------|
| v327 | DRUG TEST TYPE #3 | FDR_TEST | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------|
| 222 | 86.7 | 0 | Test not given |
| 34 | 13.3 | 9 | Unknown if tested/not reported |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS OCCUPANT VARIABLES

| Variable | Name | Format | Type | Length |
|----------|----------------------|----------|---------|--------|
| v328 | DRUG TEST RESULTS #3 | FDR93RES | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-----------------------------|
| 222 | 86.7 | 0 | Not tested for drugs |
| 34 | 13.3 | 999 | Unknown if tested for drugs |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|---------|---------|--------|
| v329 | OCCUPANT INJURY SEVERITY | FINJ09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------------|
| 173 | 67.6 | 0 | O - no injury |
| 31 | 12.1 | 1 | C - possible injury |
| 27 | 10.5 | 2 | B - nonincapacitating evident injury |
| 14 | 5.5 | 3 | A - incapacitating injury |
| 8 | 3.1 | 4 | K - fatal injury |
| 2 | 0.8 | 5 | Injured, severity unknown |
| 1 | 0.4 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-----------------------|---------|---------|--------|
| v330 | OCC TAKEN TO HOSPITAL | FHOSPIT | Numeric | 3 |

TRANSPORTED FOR TREATMENT BY

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|------------------------------------|
| 193 | 75.4 | 0 | Not transported |
| 58 | 22.7 | 1 | Yes, emergency medical services |
| 2 | 0.8 | 3 | Yes, other |
| 1 | 0.4 | 4 | Yes, transported by unknown source |
| 2 | 0.8 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|------------------------|---------|---------|--------|
| v331 | OCC DEATH DATE - MONTH | FDMONTH | Numeric | 3 |

OCCUPANT DEATH DATE -- MONTH

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 1 | 0.4 | 3 | March |
| 1 | 0.4 | 4 | April |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------------|
| 1 | 0.4 | 5 | May |
| 1 | 0.4 | 6 | June |
| 1 | 0.4 | 7 | July |
| 1 | 0.4 | 9 | September |
| 2 | 0.8 | 12 | December |
| 248 | 96.9 | 88 | Not applicable (non-fatal) |

| Variable | Name | Format | Type | Length |
|----------|----------------------|--------|---------|--------|
| v332 | OCC DEATH DATE - DAY | FDDAY | Numeric | 3 |

OCCUPANT DEATH DATE -- DAY

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------------|
| 2 | 0.8 | 5 | |
| | | - | Day of the month |
| 1 | 0.4 | 28 | |
| 248 | 96.9 | 88 | Not applicable (non-fatal) |

| Variable | Name | Format | Type | Length |
|----------|-----------------------|--------|---------|--------|
| v333 | OCC DEATH DATE - YEAR | FDYEAR | Numeric | 4 |

OCCUPANT DEATH DATE - YEAR

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------------|
| 8 | 3.1 | 2009 | 2009 |
| 248 | 96.9 | 8888 | Not applicable (non-fatal) |

| Variable | Name | Format | Type | Length |
|----------|------------------------|---------|---------|--------|
| v334 | OCC DEATH TIME - HOURS | FACHOUR | Numeric | 3 |

OCCUPANT DEATH TIME -- HOURS

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------|
| 1 | 0.4 | 1 | 1:00 am - 1:59 am |
| 2 | 0.8 | 3 | 3:00 am - 3:59 am |
| 1 | 0.4 | 6 | 6:00 am - 6:59 am |
| 1 | 0.4 | 13 | 1:00 pm - 1:59 pm |
| 1 | 0.4 | 14 | 2:00 pm - 2:59 pm |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS OCCUPANT VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------------|
| 1 | 0.4 | 15 | 3:00 pm - 3:59 pm |
| 248 | 96.9 | 88 | Not applicable (non-fatal) |
| 1 | 0.4 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|----------|---------|--------|
| v335 | OCC DEATH TIME - MINUTES | FDMINUTE | Numeric | 3 |

OCCUPANT DEATH TIME -- MINUTES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------------|
| 1 | 0.4 | 0 | |
| | | - | Minute |
| 1 | 0.4 | 38 | |
| 248 | 96.9 | 88 | Not applicable (non-fatal) |
| 1 | 0.4 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|----------------------------|--------|---------|--------|
| v336 | LAG TIME CRASH/DEATH - HRS | | Numeric | 3 |

LAG TIME BETWEEN CRASH AND DEATH – HOURS

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------|
| 5 | 2.0 | 0 | |
| | | - | Actual time in hours |
| 1 | 0.4 | 570 | |
| 249 | 97.3 | 999 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------------|----------|---------|--------|
| v342 | OCC FATAL INJURY AT WORK | FWORKINJ | Numeric | 3 |

OCCUPANT FATAL INJURY AT WORK

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------------------|
| 7 | 2.7 | 1 | Yes |
| 248 | 96.9 | 8 | Not applicable (not a fatality) |
| 1 | 0.4 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-------------------------|--------|---------|--------|
| v345 | OCC ALCOHOL INVOLVEMENT | FDRINK | Numeric | 3 |

OCCUPANT ALCOHOL INVOLVEMENT

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------------|
| 181 | 70.7 | 0 | No (alcohol not involved) |
| 1 | 0.4 | 1 | Yes (alcohol involved) |
| 69 | 27.0 | 8 | Not reported |
| 5 | 2.0 | 9 | Unknown (police reported) |

| Variable | Name | Format | Type | Length |
|----------|-------------------------|--------|---------|--------|
| v346 | OCC METH ALC DETERMINAT | FALC_D | Numeric | 3 |

METHOD OF ALCOHOL DETERMINATION BY POLICE

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 25 | 9.8 | 1 | Evidential test (breath, blood, urine) |
| 4 | 1.6 | 2 | Preliminary Breath Test |
| 3 | 1.2 | 3 | Behavioral |
| 2 | 0.8 | 4 | Passive Alcohol Sensor |
| 47 | 18.4 | 5 | Observed |
| 2 | 0.8 | 8 | Other (e.g., saliva test) |
| 173 | 67.6 | 9 | Not reported |

| Variable | Name | Format | Type | Length |
|----------|--------------|----------|---------|--------|
| v347 | ALCOHOL TEST | FTSTY09F | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------|
| 146 | 57.0 | 0 | No test/test not given |
| 53 | 20.7 | 1 | Blood |
| 6 | 2.3 | 2 | Breathalyzer (BAC) |
| 8 | 3.1 | 3 | Urine |
| 9 | 3.5 | 10 | Preliminary Breath Test (PBT) |
| 2 | 0.8 | 98 | Unknown test type |
| 32 | 12.5 | 99 | Unknown if tested/not reported |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS OCCUPANT VARIABLES

| Variable | Name | Format | Type | Length |
|----------|-------------------------|--------|---------|--------|
| v348 | OCC ALCOHOL TEST RESULT | FT_RES | Numeric | 3 |

OCCUPANT ALCOHOL TEST RESULT

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 77 | 30.1 | 0 | Blood alcohol test result < 0.01% |
| 0 | 0.0 | 94 | .94 or greater |
| 0 | 0.0 | 95 | Test refused |
| 146 | 57.0 | 96 | None given |
| 1 | 0.4 | 97 | Alcohol test performed, results unknown |
| 0 | 0.0 | 98 | Positive reading with no actual value |
| 32 | 12.5 | 99 | Unknown if tested/not reported |

| Variable | Name | Format | Type | Length |
|----------|---------------------|---------|---------|--------|
| v349 | ALCOHOL TEST STATUS | FSTATUS | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---------------------------------|
| 146 | 57.0 | 0 | Test not given |
| 78 | 30.5 | 2 | Test given |
| 32 | 12.5 | 9 | Unknown if testing/not reported |

| Variable | Name | Format | Type | Length |
|----------|------|--------|---------|--------|
| v361 | RACE | FRACE | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 248 | 96.9 | 0 | Not a fatality (not applicable) |
| 6 | 2.3 | 1 | White |
| 0 | 0.0 | 2 | Black |
| 0 | 0.0 | 3 | American Indian (includes Aleuts and Eskimos) |
| | | | Asian or Pacific Islander |
| 0 | 0.0 | 4 | Chinese |
| 0 | 0.0 | 5 | Japanese |
| 0 | 0.0 | 6 | Hawaiian (includes part-Hawaiian) |
| 0 | 0.0 | 7 | Filipino |
| 0 | 0.0 | 18 | Asian Indian |
| 0 | 0.0 | 19 | Other Indian (includes South Central America, not American/Asian Indians) |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|---|
| 0 | 0.0 | 28 | Korean |
| 0 | 0.0 | 38 | Samoan |
| 0 | 0.0 | 48 | Vietnamese |
| 0 | 0.0 | 58 | Guamanian |
| 0 | 0.0 | 68 | Other Asian or Pacific Islander |
| 0 | 0.0 | 78 | Asian or Pacific Islander, no specific (individual) race |
| 0 | 0.0 | 97 | Multiple races (individuals races not specified; ex. "mixed") |
| 0 | 0.0 | 98 | All other races |
| 2 | 0.8 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-----------------|---------|---------|--------|
| v362 | HISPANIC ORIGIN | FHISPAN | Numeric | 3 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 248 | 96.9 | 0 | Not a fatality (not applicable) |
| 0 | 0.0 | 1 | Mexican |
| 0 | 0.0 | 2 | Puerto Rican |
| 0 | 0.0 | 3 | Cuban |
| 0 | 0.0 | 4 | Central or South American |
| 0 | 0.0 | 5 | European Spanish |
| 0 | 0.0 | 6 | Hispanic, origin not specified or other origin |
| 5 | 2.0 | 7 | Non-Hispanic |
| 3 | 1.2 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------------|---------|---------|--------|
| v363 | OCC DEAD ON ARRIVAL | FDOA01F | Numeric | 3 |

OCCUPANT DEAD ON ARRIVAL

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--|
| 251 | 98.0 | 0 | Not applicable (non-fatals/victims dying other than scene) |
| 5 | 2.0 | 7 | Died at scene |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
FARS OCCUPANT VARIABLES

The SURVEY Variables

Information in variables 1110 through 1865 was collected by the BIFA interview.

| Variable | Name | Format | Type | Length |
|----------|----------|---------|---------|--------|
| v1110 | BUS MAKE | V1110_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------|
| 1 | 0.4 | 7 | Dodge |
| 27 | 10.5 | 12 | Ford |
| 9 | 3.5 | 20 | Chevrolet |
| 7 | 2.7 | 23 | GMC |
| 16 | 6.3 | 82 | Freightliner |
| 45 | 17.6 | 84 | International Harvester |
| 10 | 3.9 | 90 | Blue Bird |
| 26 | 10.2 | 92 | Gillig |
| 31 | 12.1 | 93 | MCI |
| 15 | 5.9 | 94 | Thomas Built |
| 4 | 1.6 | 111 | Flxible/Grumman Flxible |
| 4 | 1.6 | 112 | Neoplan |
| 7 | 2.7 | 113 | New Flyer |
| 1 | 0.4 | 115 | TMC |
| 13 | 5.1 | 116 | Orion |
| 2 | 0.8 | 117 | Prevost |
| 6 | 2.3 | 118 | Van Hool |
| 4 | 1.6 | 201 | NABI |
| 11 | 4.3 | 202 | Nova |
| 4 | 1.6 | 998 | Other |
| 13 | 5.1 | 999 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|------------|---------|---------|--------|
| v1130 | MODEL YEAR | V1130_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 1 | 0.4 | 1975 | 1975 |
| 1 | 0.4 | 1976 | 1976 |
| 1 | 0.4 | 1984 | 1984 |
| 2 | 0.8 | 1986 | 1986 |
| 3 | 1.2 | 1987 | 1987 |
| 1 | 0.4 | 1989 | 1989 |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 1 | 0.4 | 1991 | 1991 |
| 4 | 1.6 | 1992 | 1992 |
| 3 | 1.2 | 1993 | 1993 |
| 3 | 1.2 | 1994 | 1994 |
| 13 | 5.1 | 1995 | 1995 |
| 10 | 3.9 | 1996 | 1996 |
| 14 | 5.5 | 1997 | 1997 |
| 12 | 4.7 | 1998 | 1998 |
| 12 | 4.7 | 1999 | 1999 |
| 16 | 6.3 | 2000 | 2000 |
| 10 | 3.9 | 2001 | 2001 |
| 28 | 10.9 | 2002 | 2002 |
| 17 | 6.6 | 2003 | 2003 |
| 10 | 3.9 | 2004 | 2004 |
| 14 | 5.5 | 2005 | 2005 |
| 19 | 7.4 | 2006 | 2006 |
| 18 | 7.0 | 2007 | 2007 |
| 17 | 6.6 | 2008 | 2008 |
| 11 | 4.3 | 2009 | 2009 |
| 2 | 0.8 | 2010 | 2010 |
| 13 | 5.1 | 9999 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------|---------|---------|--------|
| v1140 | FRONT OF BUS | V1140_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------|
| 103 | 40.2 | 1 | Conventional hood |
| 140 | 54.7 | 2 | Flat front |
| 13 | 5.1 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-----------|----------|------|--------|
| v1170 | BUS MODEL | \$CHAR10 | Char | 10 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|----------------------|
| 2 | 0.8 | 102A3 | |
| | | - | Model name or number |
| 5 | 2.0 | VISION | |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 76 | 29.7 | Unknown | Unknown |

| Variable | Name | Format | Type | Length |
|----------|----------|---------|---------|--------|
| v1180 | BUS TYPE | V1180_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------------|
| 10 | 3.9 | 1 | Type A school bus |
| 2 | 0.8 | 2 | Type B school bus |
| 60 | 23.4 | 3 | Type C school bus |
| 26 | 10.2 | 4 | Type D school bus |
| 73 | 28.5 | 5 | Flat front (like transit or shuttle) |
| 5 | 2.0 | 6 | Big cowl and chassis |
| 40 | 15.6 | 7 | High platform |
| 16 | 6.3 | 8 | Small cowl and chassis |
| 8 | 3.1 | 9 | Van |
| 3 | 1.2 | 98 | Other |
| 13 | 5.1 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------|----------|------|--------|
| v1190 | DESCRIPTION OF BUS | \$CHAR50 | Char | 50 |

| <u>N</u> | <u>Prcnt</u> | <u>Label</u> |
|----------|--------------|--|
| 2 | 0.8 | Alternative fuel heavy-duty transit bus |
| 1 | 0.4 | Articulated heavy-duty transit bus 501 WB |
| 1 | 0.4 | Articulated heavy-duty transit bus 576 WB |
| 1 | 0.4 | Articulated heavy-duty transit bus 999 WB |
| 3 | 1.2 | Conventional hood bus |
| 1 | 0.4 | Flat-floor mid-size heavy-duty transit bus |
| 66 | 25.8 | Heavy-duty transit bus |
| 1 | 0.4 | Jitney bus |
| 8 | 3.1 | Large passenger van |
| 33 | 12.9 | Long-distance coach |
| 1 | 0.4 | Long-distance coach with sleeping area |
| 6 | 2.3 | Long-distance commuter coach |
| 1 | 0.4 | Medium-duty paratransit bus |
| 1 | 0.4 | Medium-duty tour bus |
| 1 | 0.4 | Open-top double-decked sightseeing bus |

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| <u>N</u> | <u>Prcnt</u> | <u>Label</u> |
|----------|--------------|--------------------------------|
| 83 | 32.4 | School bus |
| 2 | 0.8 | Shuttle bus |
| 9 | 3.5 | Small paratransit shuttle bus |
| 7 | 2.7 | Small school bus |
| 7 | 2.7 | Small shuttle bus |
| 3 | 1.2 | Small special needs school bus |
| 5 | 2.0 | Special needs school bus |
| 13 | 5.1 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-----------------|---------|---------|--------|
| v1200 | NUMBER OF AXLES | V1200_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 201 | 78.5 | 2 | 2 axles |
| 42 | 16.4 | 3 | 3 axles |
| 13 | 5.1 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|----------------------------|---------|---------|--------|
| v1220 | PASSENGER SEATING CAPACITY | V1220_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 2 | 0.8 | 8 | 8 seats |
| 5 | 2.0 | 10 | 10 seats |
| 2 | 0.8 | 11 | 11 seats |
| 1 | 0.4 | 12 | 12 seats |
| 1 | 0.4 | 13 | 13 seats |
| 7 | 2.7 | 14 | 14 seats |
| 5 | 2.0 | 15 | 15 seats |
| 3 | 1.2 | 16 | 16 seats |
| 1 | 0.4 | 18 | 18 seats |
| 2 | 0.8 | 20 | 20 seats |
| 2 | 0.8 | 23 | 23 seats |
| 2 | 0.8 | 24 | 24 seats |
| 5 | 2.0 | 25 | 25 seats |
| 1 | 0.4 | 27 | 27 seats |
| 3 | 1.2 | 29 | 29 seats |
| 4 | 1.6 | 30 | 30 seats |

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SURVEY VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 1 | 0.4 | 32 | 32 seats |
| 2 | 0.8 | 33 | 33 seats |
| 3 | 1.2 | 34 | 34 seats |
| 5 | 2.0 | 35 | 35 seats |
| 5 | 2.0 | 36 | 36 seats |
| 12 | 4.7 | 38 | 38 seats |
| 5 | 2.0 | 39 | 39 seats |
| 6 | 2.3 | 40 | 40 seats |
| 4 | 1.6 | 41 | 41 seats |
| 2 | 0.8 | 42 | 42 seats |
| 8 | 3.1 | 43 | 43 seats |
| 1 | 0.4 | 44 | 44 seats |
| 6 | 2.3 | 45 | 45 seats |
| 2 | 0.8 | 46 | 46 seats |
| 4 | 1.6 | 47 | 47 seats |
| 5 | 2.0 | 48 | 48 seats |
| 4 | 1.6 | 49 | 49 seats |
| 1 | 0.4 | 50 | 50 seats |
| 2 | 0.8 | 52 | 52 seats |
| 1 | 0.4 | 53 | 53 seats |
| 3 | 1.2 | 54 | 54 seats |
| 10 | 3.9 | 55 | 55 seats |
| 4 | 1.6 | 56 | 56 seats |
| 5 | 2.0 | 57 | 57 seats |
| 5 | 2.0 | 60 | 60 seats |
| 1 | 0.4 | 62 | 62 seats |
| 1 | 0.4 | 64 | 64 seats |
| 9 | 3.5 | 65 | 65 seats |
| 7 | 2.7 | 66 | 66 seats |
| 1 | 0.4 | 68 | 68 seats |
| 1 | 0.4 | 69 | 69 seats |
| 1 | 0.4 | 70 | 70 seats |
| 4 | 1.6 | 71 | 71 seats |
| 9 | 3.5 | 72 | 72 seats |
| 1 | 0.4 | 76 | 76 seats |
| 8 | 3.1 | 78 | 78 seats |
| 5 | 2.0 | 84 | 84 seats |
| 1 | 0.4 | 90 | 90 seats |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|------------------|
| 1 | 0.4 | 995 | 995 |
| 36 | 14.1 | 996 | 15 or more seats |
| 18 | 7.0 | 999 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|------------------------------------|----------|------|--------|
| v1310 | DESCRIPTION OF OPERATING AUTHORITY | \$CHAR50 | Char | 50 |

| <u>N</u> | <u>Prcnt</u> | <u>Label</u> |
|----------|--------------|---|
| 1 | 0.4 | Adult day care transportation |
| 1 | 0.4 | Casino shuttle service |
| 23 | 9.0 | Charter service |
| 1 | 0.4 | Charter service for casino line run |
| 1 | 0.4 | Charter service for entertainers |
| 1 | 0.4 | Charter service for sports team |
| 4 | 1.6 | Church use |
| 1 | 0.4 | College transporting students for field trip |
| 1 | 0.4 | Community action commission child development program |
| 1 | 0.4 | Community service organization |
| 1 | 0.4 | Commuter service |
| 1 | 0.4 | Contracted carrier for camp attendee transport |
| 1 | 0.4 | Contracted carrier for employee shuttle |
| 25 | 9.8 | Contracted carrier for school district |
| 1 | 0.4 | Contracted carrier for transit authority |
| 1 | 0.4 | Contracted carrier for university |
| 1 | 0.4 | County demand-response paratransit service |
| 1 | 0.4 | Demand-response transit system regional rural area |
| 1 | 0.4 | Farm labor transportation |
| 1 | 0.4 | Fixed-route urban jitney service |
| 1 | 0.4 | Hotel shuttle service |
| 1 | 0.4 | Intercity passenger service |
| 4 | 1.6 | Interstate passenger and express freight |
| 1 | 0.4 | Interstate passenger service |
| 1 | 0.4 | Municipal orientation tours |
| 1 | 0.4 | Nonprofit center for developmentally disabled |
| 1 | 0.4 | Nursing facility transportation |
| 1 | 0.4 | Nursing home resident transportation |
| 1 | 0.4 | Paratransit contractor for county |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Label</u> |
|----------|--------------|--|
| 1 | 0.4 | Private school student transportation |
| 64 | 25.0 | Public school district |
| 4 | 1.6 | Public school state department of education |
| 1 | 0.4 | Public transit system run by Indian Nation college |
| 1 | 0.4 | Retirement community resident transportation |
| 1 | 0.4 | Scheduled route + on-demand transit urban area |
| 2 | 0.8 | Scheduled route + paratransit regional area |
| 2 | 0.8 | Scheduled route + paratransit regional urban area |
| 1 | 0.4 | Scheduled route + paratransit urban area |
| 1 | 0.4 | Scheduled route regional area |
| 70 | 27.3 | Scheduled route regional urban area |
| 2 | 0.8 | Scheduled route urban area |
| 1 | 0.4 | Service provider for developmentally disabled |
| 1 | 0.4 | Shuttle service for amusement park |
| 1 | 0.4 | Sightseeing charter service |
| 1 | 0.4 | Ski resort employee shuttle |
| 1 | 0.4 | Special needs transportation provider |
| 1 | 0.4 | State department of corrections work release program |
| 1 | 0.4 | University student shuttle service |
| 1 | 0.4 | University transportation |
| 1 | 0.4 | Vocational training center |
| 16 | 6.3 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-------------------|---------|---------|--------|
| v1350 | BUS OPERATOR TYPE | V1350_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|------------------------------------|
| 69 | 27.0 | 1 | School district |
| 80 | 31.3 | 2 | Urban transit authority |
| 6 | 2.3 | 3 | Scheduled intercity |
| 28 | 10.9 | 4 | Charter bus |
| 6 | 2.3 | 6 | Non-government organization |
| 4 | 1.6 | 7 | Non-educational unit of government |
| 25 | 9.8 | 9 | Contractor for school district |
| 22 | 8.6 | 98 | Other |
| 16 | 6.3 | 99 | Unknown |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES

| Variable | Name | Format | Type | Length |
|----------|---------------------|-------------|------------------|--------|
| v1360 | AREA OF OPERATION | V1360_F | Numeric | 4 |
| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> | |
| 89 | 34.8 | 1 | Interstate | |
| 129 | 50.4 | 2 | Intrastate | |
| 38 | 14.8 | 9 | Unknown | |
| Variable | Name | Format | Type | Length |
| v1370 | OPERATING AUTHORITY | V1370_F | Numeric | 4 |
| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> | |
| 17 | 6.6 | 1 | Private | |
| 67 | 26.2 | 2 | For hire | |
| 156 | 60.9 | 3 | Government owned | |
| 16 | 6.3 | 9 | Unknown | |
| Variable | Name | Format | Type | Length |
| v1380 | TRIP TYPE | V1380_F | Numeric | 4 |
| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> | |
| 198 | 77.3 | 1 | Local | |
| 9 | 3.5 | 2 | 51 to 100 miles | |
| 7 | 2.7 | 3 | 101 to 150 miles | |
| 1 | 0.4 | 4 | 151 to 200 miles | |
| 14 | 5.5 | 5 | 201 to 500 miles | |
| 4 | 1.6 | 6 | Over 500 miles | |
| 23 | 9.0 | 9 | Unknown | |
| Variable | Name | Format | Type | Length |
| v1510 | HOURS OF DRIVING | 6 | Numeric | 4 |
| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> | |
| 49 | 19.1 | 1 | 1 hour | |
| 30 | 11.7 | 2 | 2 hours | |
| 27 | 10.5 | 3 | 3 hours | |
| 23 | 9.0 | 4 | 4 hours | |
| 9 | 3.5 | 5 | 5 hours | |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------|
| 12 | 4.7 | 6 | 6 hours |
| 3 | 1.2 | 7 | 7 hours |
| 8 | 3.1 | 8 | 8 hours |
| 3 | 1.2 | 9 | 9 hours |
| 1 | 0.4 | 10 | 10 hours |
| 6 | 2.3 | 96 | Unknown, but under legal limit |
| 85 | 33.2 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------------|---------|---------|--------|
| v1520 | COMPENSATION-HOURLY | V1520_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 157 | 61.3 | 1 | Yes |
| 33 | 12.9 | 2 | No |
| 66 | 25.8 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|----------------------|---------|---------|--------|
| v1530 | COMPENSATION-MILEAGE | V1530_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 4 | 1.6 | 1 | Yes |
| 186 | 72.7 | 2 | No |
| 66 | 25.8 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-------------------|---------|---------|--------|
| v1540 | COMPENSATION-TIPS | V1540_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 4 | 1.6 | 1 | Yes |
| 186 | 72.7 | 2 | No |
| 66 | 25.8 | 9 | Unknown |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES

| Variable | Name | Format | Type | Length |
|----------|-------------------------------|-------------|--------------|--------|
| v1550 | COMPENSATION-PERCENT REVENUE | V1550_F | Numeric | 4 |
| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> | |
| 2 | 0.8 | 1 | Yes | |
| 188 | 73.4 | 2 | No | |
| 66 | 25.8 | 9 | Unknown | |
| Variable | Name | Format | Type | Length |
| v1560 | COMPENSATION-SALARY | V1560_F | Numeric | 4 |
| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> | |
| 7 | 2.7 | 1 | Yes | |
| 183 | 71.5 | 2 | No | |
| 66 | 25.8 | 9 | Unknown | |
| Variable | Name | Format | Type | Length |
| v1570 | COMPENSATION-DRIVER OWNER | V1570_F | Numeric | 4 |
| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> | |
| 4 | 1.6 | 1 | Yes | |
| 186 | 72.7 | 2 | No | |
| 66 | 25.8 | 9 | Unknown | |
| Variable | Name | Format | Type | Length |
| v1580 | COMPENSATION-DRIVER VOLUNTEER | V1580_F | Numeric | 4 |
| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> | |
| 2 | 0.8 | 1 | Yes | |
| 188 | 73.4 | 2 | No | |
| 66 | 25.8 | 9 | Unknown | |

| Variable | Name | Format | Type | Length |
|----------|--|---------|---------|--------|
| v1590 | COMPENSATION-DRIVER PRIMARY EMP NOT BUS DRIVER | V1590_F | Numeric | 4 |

DRIVER'S PRIMARY EMPLOYMENT IS NOT AS A BUS DRIVER

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 5 | 2.0 | 1 | Yes |
| 185 | 72.3 | 2 | No |
| 66 | 25.8 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|--------------------|---------|---------|--------|
| v1600 | COMPENSATION-OTHER | V1600_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 14 | 5.5 | 1 | Yes |
| 176 | 68.8 | 2 | No |
| 66 | 25.8 | 9 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|-----------------------------|----------|------|--------|
| v1610 | DESCRIPTION OF COMPENSATION | \$CHAR50 | Char | 50 |

COMPENSATION METHOD

| <u>N</u> | <u>Prcnt</u> | <u>Label</u> |
|----------|--------------|---|
| 1 | 0.4 | Base salary + hourly over base |
| 1 | 0.4 | Church volunteer |
| 167 | 65.2 | Compensation coded |
| 1 | 0.4 | Driver is also assistant city manager |
| 1 | 0.4 | Driver is also minister for church |
| 1 | 0.4 | Driver is also nursing facility staff member |
| 1 | 0.4 | Driver is also owner of charter bus company |
| 1 | 0.4 | Driver is also preacher for church |
| 1 | 0.4 | Driver is also student at college that owns van |
| 1 | 0.4 | Driver is inmate in work release program |
| 1 | 0.4 | Driver is mechanic test driving bus |
| 1 | 0.4 | Not compensated – bus owner making maintenance trip |
| 3 | 1.2 | Paid by day |
| 5 | 2.0 | Paid by route |
| 1 | 0.4 | Paid by run |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES

| <u>N</u> | <u>Prcnt</u> | <u>Label</u> |
|----------|--------------|--------------|
| 3 | 1.2 | Paid by trip |
| 66 | 25.8 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------|---------|---------|--------|
| v1710 | ACCIDENT TYPE | V1710_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------------------|
| 2 | 0.8 | 0 | No impact |
| 3 | 1.2 | 1 | Drive off road, right |
| | | - | Diagram number (see appendix) |
| 1 | 0.4 | 97 | Untripped rollover |
| 27 | 10.5 | 98 | Other accident type |
| 14 | 5.5 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------------|---------|---------|--------|
| v1720 | PEDESTRIAN FATALITY | V1720_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-----------------------------|
| 13 | 5.1 | . | Not applicable |
| 4 | 1.6 | 1 | Discharged passenger |
| 3 | 1.2 | 2 | Intended passenger |
| 63 | 24.6 | 3 | Not related to bus |
| 170 | 66.4 | 97 | No non-motorist involvement |
| 3 | 1.2 | 99 | Unknown |

| Variable | Name | Format | Type | Length |
|----------|---------------------|---------|---------|--------|
| v1830 | INTERVIEW CONDUCTED | V1830_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 203 | 79.3 | 1 | Yes |
| 53 | 20.7 | 2 | No |

| Variable | Name | Format | Type | Length |
|----------|---------------|---------|---------|--------|
| v1840 | POLICE REPORT | V1840_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 242 | 94.5 | 1 | Yes |
| 14 | 5.5 | 2 | No |

| Variable | Name | Format | Type | Length |
|----------|----------|---------|---------|--------|
| v1850 | FAX/MAIL | V1850_F | Numeric | 4 |

INFORMATION RECEIVED BY FAX OR MAIL

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 52 | 20.3 | 1 | Yes |
| 204 | 79.7 | 2 | No |

Variables 1861 through 1865 indicate modifications to responses received from the interview. Also indicated here are deductions made by the editors to fill in missing data elements. The numbers coded in these variables are the question numbers on the interview form (see appendix).

| Variable | Name | Format | Type | Length |
|----------|----------------------|---------|---------|--------|
| v1861 | 1ST QUESTION DERIVED | V1861_F | Numeric | 4 |

FIRST QUESTION DERIVED

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 256 | 100.0 | 0 | None |

| Variable | Name | Format | Type | Length |
|----------|----------------------|---------|---------|--------|
| v1862 | 2ND QUESTION DERIVED | V1862_F | Numeric | 4 |

SECOND QUESTION DERIVED

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 256 | 100.0 | 0 | None |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES

| Variable | Name | Format | Type | Length |
|----------|----------------------|---------|---------|--------|
| v1863 | 3RD QUESTION DERIVED | V1863_F | Numeric | 4 |

THIRD QUESTION DERIVED

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 256 | 100.0 | 0 | None |

| Variable | Name | Format | Type | Length |
|----------|----------------------|---------|---------|--------|
| v1864 | 4TH QUESTION DERIVED | V1864_F | Numeric | 4 |

FOURTH QUESTION DERIVED

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 256 | 100.0 | 0 | None |

| Variable | Name | Format | Type | Length |
|----------|----------------------|---------|---------|--------|
| v1865 | 5TH QUESTION DERIVED | V1865_F | Numeric | 4 |

FIFTH QUESTION DERIVED

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------|
| 256 | 100.0 | 0 | None |

SURVEY Variables for Vehicles Not In-Transport

| Variable | Name | Format | Type | Length |
|----------|--------------|---------|---------|--------|
| v1140 | FRONT OF BUS | V1140_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|-------------------|
| 1 | 25.0 | 1 | Conventional hood |
| 2 | 75.0 | 2 | Flat front |

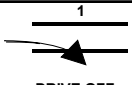
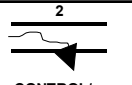
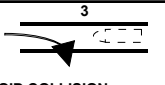

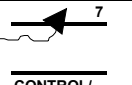

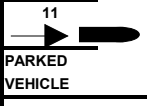
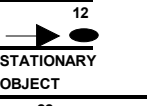
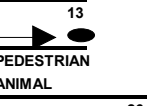
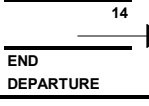
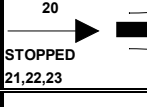
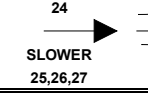
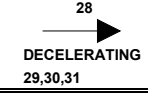

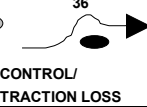
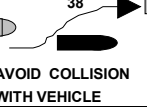
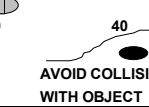
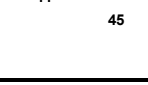
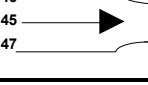
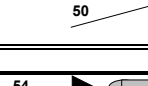
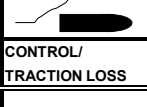

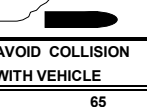
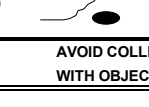

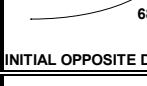
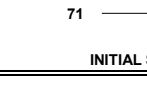
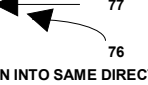
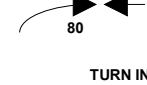
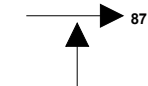

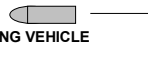
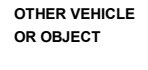
| Variable | Name | Format | Type | Length |
|----------|----------|---------|---------|--------|
| v1180 | BUS TYPE | V1180_F | Numeric | 4 |

| <u>N</u> | <u>Prcnt</u> | <u>Code</u> | <u>Label</u> |
|----------|--------------|-------------|--------------------------------------|
| 1 | 33.3 | 5 | Flat front (like transit or shuttle) |
| 1 | 33.3 | 7 | High platform |
| 1 | 33.3 | 99 | Unknown |

BUSES INVOLVED IN FATAL ACCIDENTS, 2009
SURVEY VARIABLES

APPENDIX

ACCIDENT TYPES (INCLUDES INTENT)

| CATEGORY | CONFIGURATION | | 4 | 5 | | | |
|--|--------------------------------------|---|--|--|---|-------------------------------------|-------------------------------------|
| I SINGLE DRIVER | A. RIGHT ROADSIDE DEPARTURE |  DRIVE OFF ROAD |  CONTROL/ TRACTION LOSS |  AVOID COLLISION W/ VEHICLE, PEDESTRIAN, ANIMAL | SPECIFICS OTHER | SPECIFICS UNKNOWN | |
| | B. LEFT ROADSIDE DEPARTURE |  DRIVE OFF ROAD |  CONTROL/ TRACTION LOSS |  AVOID COLLISION W/VEHICLE, PEDESTRIAN, ANIMAL | SPECIFICS OTHER | SPECIFICS UNKNOWN | |
| | C. FORWARD IMPACT |  PARKED VEHICLE |  STATIONARY OBJECT |  PEDESTRIAN ANIMAL |  END DEPARTURE | SPECIFICS OTHER | SPECIFICS UNKNOWN |
| II SAME TRAFFICWAY SAME DIRECTION | D. REAR-END |  STOPPED 21,22,23 |  SLOWER 24, 25, 26, 27 |  DECELERATING 28, 29, 30, 31 | (EACH - 32) SPECIFICS OTHER | (EACH - 33) SPECIFICS UNKNOWN | |
| | E. FORWARD IMPACT |  CONTROL/ TRACTION LOSS |  CONTROL/ TRACTION LOSS |  AVOID COLLISION WITH VEHICLE |  AVOID COLLISION WITH OBJECT | (EACH - 42) SPECIFICS OTHER | (EACH - 43) SPECIFICS UNKNOWN |
| | F. SIDESWIPE ANGLE |  44, 45 |  46, 45, 47 | | | (EACH - 48) SPECIFICS OTHER | (EACH - 49) SPECIFICS UNKNOWN |
| III SAME TRAFFICWAY OPPOSITE DIRECTION | G. HEAD-ON |  50, 51 LATERAL MOVE | | | (EACH - 52) SPECIFICS OTHER | (EACH - 53) SPECIFICS UNKNOWN | |
| | H. FORWARD IMPACT |  CONTROL/ TRACTION LOSS |  CONTROL/ TRACTION LOSS |  AVOID COLLISION WITH VEHICLE |  AVOID COLLISION WITH OBJECT | (EACH - 62) SPECIFICS OTHER | (EACH - 63) SPECIFICS UNKNOWN |
| | I. SIDESWIPE/ ANGLE |  64, 65 LATERAL MOVE | | | | (EACH - 66) SPECIFICS OTHER | (EACH - 67) SPECIFICS UNKNOWN |
| IV CHANGE TRAFFICWAY VEHICLE TURNING | J. TURN ACROSS PATH |  68, 69 INITIAL OPPOSITE DIRECTIONS |  70, 71, 72, 73 INITIAL SAME DIRECTION | | (EACH - 74) SPECIFICS OTHER | (EACH - 75) SPECIFICS UNKNOWN | |
| | K. TURN INTO PATH |  76, 77, 78, 79 TURN INTO SAME DIRECTION |  80, 81, 82, 83 TURN IN OPPOSITE DIRECTIONS | | (EACH - 84) SPECIFICS OTHER | (EACH - 85) SPECIFICS UNKNOWN | |
| V INTERSECTING PATH-VEHICLE DAMAGE | L. STRAIGHT PATHS |  86, 87 |  88, 89 | | (EACH - 90) SPECIFICS OTHER | (EACH - 91) SPECIFICS UNKNOWN | |
| VI MISC. | M. BACKING ETC. |  92 BACKING VEHICLE |  93 OTHER VEHICLE OR OBJECT | | 97 UNTRIPPED ROLLOVER 98 OTHER ACC TYPE 99 UNKNOWN ACC TYPE 00 NO IMPACT | | |

CENTER FOR NATIONAL TRUCK & BUS STATISTICS BUSES INVOLVED IN FATAL ACCIDENTS SURVEY

Accident Date _____ / _____ / **2009**
Month Day Year

ACCIDENT IDENTIFICATION *(fill out prior to interview)*

1. FARS State Code 1 2 State of Accident _____

2. FARS Case No. 3 4 5 6

3. FARS Vehicle No. 7 8

NOTE: Put all information and calculations on this form.

5. Bus Model Year: 12 13 14 15

VEHICLE DESCRIPTION

4. Bus Make:
- | | | |
|-------------------------|-----|-----|
| AM General | [] | 001 |
| Dodge | [] | 007 |
| Ford | [] | 012 |
| Chevrolet | [] | 020 |
| GMC | [] | 023 |
| Freightliner | [] | 082 |
| International Harvester | [] | 084 |
| Blue Bird | [] | 090 |
| Eagle Coach | [] | 091 |
| Gillig | [] | 092 |
| MCI | [] | 093 |
| Thomas Built | [] | 094 |
| Flxible/Grumman Flxible | [] | 111 |
| Neoplan | [] | 112 |
| New Flyer | [] | 113 |
| Ontario | [] | 114 |
| TMC | [] | 115 |
| Orion | [] | 116 |
| Prevost | [] | 117 |
| Van Hool | [] | 118 |
| NABI | [] | 201 |
| Nova | [] | 202 |
| Other _____ | [] | 998 |
- (Specify)*

6. Front of Bus:

| | | |
|-------------------|-----|---|
| Conventional hood | [] | 1 |
| Flat Front | [] | 2 |
| Other _____ | [] | 8 |

(Specify)

7. Bus Model 17 18 19 20 21 22 23 24 25 26 (editor)

8. Bus Type:

| | | |
|--|-----|----|
| Type A School Bus | [] | 01 |
| Type B School Bus | [] | 02 |
| Type C School Bus | [] | 03 |
| Type D School Bus | [] | 04 |
| Flat Front (like transit or shuttle bus) | [] | 05 |
| Big Cowl and Chassis | [] | 06 |
| High Platform | [] | 07 |
| Small Cowl and Chassis | [] | 08 |
| Van | [] | 09 |
| Other _____ | [] | 98 |

(Specify)

9. Describe the Bus:

(editor)

10. No. of Axles:

| |
|--|
| <hr style="width: 50px; margin: 0 auto;"/> 79 |
|--|

11. Passenger Seating Capacity:
(does not include driver but does include designated wheelchair spaces)

| |
|--|
| <hr style="width: 50px; margin: 0 auto;"/> 80 81 82 |
|--|

VEHICLE USE

12. Describe Bus Operating Authority:

| |
|--|
| <hr style="border-top: 1px dashed black;"/> <hr style="border-top: 1px dashed black;"/> <div style="display: flex; justify-content: space-between; width: 100%;"> 83-132 (editor) </div> |
|--|

13. Bus Operator Type:

- School District
- Urban transit authority
- Scheduled intercity
- Charter bus
- Private company (not pass. transport)
- Non-govt. organization
- Non-educational unit of govt.
- Private individual for personal -transportation
- Contractor for School District
- Other _____
(Specify)

| |
|--------|
| [] 01 |
| [] 02 |
| [] 03 |
| [] 04 |
| [] 05 |
| [] 06 |
| [] 07 |
| [] 08 |
| [] 09 |
| [] 98 |

133-134

15. Operator : Private
 Carry passengers for hire
 Govt. owned

| |
|-------|
| [] 1 |
| [] 2 |
| [] 3 |

136

14. Within twelve months before the accident, did any of the operator's buses carry passengers across state lines?

Yes
No

| |
|-------|
| [] 1 |
| [] 2 |

135

16. Intended One-Way Trip Distance

Local (*within a 50 mile radius of base*) [] 1

Over-the-Road

- 51 to 100 miles [] 2
- 101 to 150 miles [] 3
- 151 to 200 miles [] 4
- 201 to 500 miles [] 5
- Greater than 500 miles [] 6
- Unknown over-the-road trip distance [] 7

137

DRIVER DESCRIPTION

17. How many hours had the driver been driving since the last 10-hour break?

| | | |
|-------|-------|------|
| _____ | _____ | Hrs. |
| 138 | 139 | |

18. How was the driver compensated for this trip?
(check all that apply)

- Hourly
- Mileage
- Tips
- Percentage of revenue
- Salary
- Driver is owner
- Driver is volunteer
- Driver's primary employment is not as bus driver
- Other _____
(Specify)

| Yes | No | |
|-------|-------|-----|
| [] 1 | [] 2 | 140 |
| [] 1 | [] 2 | 141 |
| [] 1 | [] 2 | 142 |
| [] 1 | [] 2 | 143 |
| [] 1 | [] 2 | 144 |
| [] 1 | [] 2 | 145 |
| [] 1 | [] 2 | 146 |
| [] 1 | [] 2 | 147 |
| [] 1 | [] 2 | 148 |

19. Describe compensation method:

149-198

(editor)

REMAINDER TO BE COMPLETED BY EDITOR.

20. Collision avoidance section. Illustrate pre-collision scenario below. Enter GES code.

199 200

[Large empty box for collision avoidance scenario illustration]

21. Interview?

Yes [] 1
No [] 2
201

22. Police report?

Yes [] 1
No [] 2
202

23. FAX/Mail?

Yes [] 1
No [] 2
203

DERIVED INFORMATION (Insert question numbers.)

204 205 206 207 208 209 210 211 212 213

NON-MOTORIST FATALITY

24. Relationship of non-motorist to bus:

- Discharged passenger [] 01
- Intended passenger [] 02
- Not related to bus [] 03
- No non-motorist involvement [] 97
- Other _____ [] 98
(Specify)
- Unknown [] 99

214-215

25. PAR Number

216 217 218 219 220 221 222 223 224 225 226 227

26. ICC Number

228 229 230 231 232 233

27. DOT Number

234 235 236 237 238 239 240

28. State PSC Number

241 242 243 244 245 246 247 248 249 250

29. State issuing

251 252