

**LAMPIRAN 3 HASIL SPSS****LAMPIRAN 3.1** Permodelan Pemilihan Moda Kelompok Karakteristik Perjalanan**Case Processing Summary**

|                             |                        | N               | Marginal Percentage |
|-----------------------------|------------------------|-----------------|---------------------|
| Pilihan Moda                | Mobil I                | 39              | 21.7%               |
|                             | Motor II               | 30              | 16.7%               |
|                             | Mobil III              | 25              | 13.9%               |
|                             | Motor III              | 21              | 11.7%               |
|                             | KA                     | 65              | 36.1%               |
| Tujuan Perjalanan           | Ekonomi                | 36              | 20.0%               |
|                             | Sosial                 | 66              | 36.7%               |
|                             | Pendidikan             | 26              | 14.4%               |
|                             | Rekreasi               | 36              | 20.0%               |
|                             | Kebudayaan             | 16              | 8.9%                |
| Waktu dimulainya pergerakan | 06-00-10.00            | 46              | 25.6%               |
|                             | 10.00-14.00            | 32              | 17.8%               |
|                             | 14.00-18.00            | 62              | 34.4%               |
|                             | 18.00-06.00            | 40              | 22.2%               |
| Panjang Perjalanan          | pendek                 | 19              | 10.6%               |
|                             | sedang                 | 75              | 41.7%               |
|                             | panjang                | 42              | 23.3%               |
|                             | sangat panjang         | 44              | 24.4%               |
| Jenis Perjalanan            | Perjalanan Berpasangan | 102             | 56.7%               |
|                             | Perjalanan Multitrip   | 78              | 43.3%               |
| Valid                       |                        | 180             | 100.0%              |
| Missing                     |                        | 0               |                     |
| Total                       |                        | 180             |                     |
| Subpopulation               |                        | 94 <sup>a</sup> |                     |

a. The dependent variable has only one value observed in 60 (63.8%) subpopulations.

**Model Fitting Information**

|                | Model Fitting Criteria | Likelihood Ratio Tests |    |      |
|----------------|------------------------|------------------------|----|------|
|                | -2 Log Likelihood      | Chi-Square             | df | Sig. |
| Intercept Only | 462.042                |                        |    |      |
| Final          | 282.185                | 179.857                | 44 | .000 |

**Goodness-of-Fit**

|          | Chi-Square | df  | Sig.  |
|----------|------------|-----|-------|
| Pearson  | 421.212    | 328 | .000  |
| Deviance | 220.452    | 328 | 1.000 |

**Pseudo R-Square**

|               |      |
|---------------|------|
| Cox and Snell | .632 |
| Nagelkerke    | .663 |
| McFadden      | .328 |

**Likelihood Ratio Tests**

|                  | Model Fitting Criteria             | Likelihood Ratio Tests |    |      |
|------------------|------------------------------------|------------------------|----|------|
|                  | -2 Log Likelihood of Reduced Model | Chi-Square             | df | Sig. |
| Intercept        | 2.822E2 <sup>a</sup>               | .000                   | 0  | .    |
| Tujuan           | 362.236                            | 80.052                 | 16 | .000 |
| Waktu            | 330.202                            | 48.018                 | 12 | .000 |
| Panjang          | 303.156                            | 20.971                 | 12 | .050 |
| Jenis_Perjalanan | 298.082                            | 15.897                 | 4  | .003 |

The chi-square statistic is the difference in -2 log-likelihoods between the final model and a reduced model. The reduced model is formed by omitting an effect from the final model. The null hypothesis is that all parameters of that effect are 0.

## Likelihood Ratio Tests

| Effect           | Model Fitting Criteria             | Likelihood Ratio Tests |    |      |
|------------------|------------------------------------|------------------------|----|------|
|                  | -2 Log Likelihood of Reduced Model | Chi-Square             | df | Sig. |
| Intercept        | 2.822E2 <sup>a</sup>               | .000                   | 0  | .    |
| Tujuan           | 362.236                            | 80.052                 | 16 | .000 |
| Waktu            | 330.202                            | 48.018                 | 12 | .000 |
| Panjang          | 303.156                            | 20.971                 | 12 | .050 |
| Jenis_Perjalanan | 298.082                            | 15.897                 | 4  | .003 |

The chi-square statistic is the difference in -2 log-likelihoods between the final model and a reduced model. The reduced model is formed by omitting an effect from the final model. The null hypothesis is that all parameters of that effect are 0.

a. This reduced model is equivalent to the final model because omitting the effect does not increase the degrees of freedom.

## Parameter Estimates

| Pilihan Moda <sup>a</sup> |             | B              | Std. Error | Wald  | df | Sig. | Exp(B) | 95% Confidence Interval for Exp(B) |             |
|---------------------------|-------------|----------------|------------|-------|----|------|--------|------------------------------------|-------------|
|                           |             |                |            |       |    |      |        | Lower Bound                        | Upper Bound |
| Mobil I                   | Intercept   | -.050          | 1.110      | .002  | 1  | .964 |        |                                    |             |
|                           | [Tujuan=1]  | .021           | 1.071      | .000  | 1  | .984 | 1.021  | .125                               | 8.334       |
|                           | [Tujuan=2]  | 2.317          | 1.068      | 4.709 | 1  | .030 | .099   | .012                               | .799        |
|                           | [Tujuan=3]  | -1.715         | 1.164      | 2.172 | 1  | .141 | .180   | .018                               | 1.761       |
|                           | [Tujuan=4]  | -1.407         | 1.096      | 1.649 | 1  | .199 | .245   | .029                               | 2.097       |
|                           | [Tujuan=5]  | 0 <sup>b</sup> | .          | .     | 0  | .    | .      | .                                  | .           |
|                           | [Waktu=1]   | .630           | .677       | .866  | 1  | .042 | 1.878  | .498                               | 7.082       |
|                           | [Waktu=2]   | -.044          | .794       | .003  | 1  | .956 | .957   | .202                               | 4.540       |
|                           | [Waktu=3]   | -.930          | .720       | 1.667 | 1  | .197 | .394   | .096                               | 1.619       |
|                           | [Waktu=4]   | 0 <sup>b</sup> | .          | .     | 0  | .    | .      | .                                  | .           |
|                           | [Panjang=1] | 1.501          | .840       | 3.195 | 1  | .074 | 4.487  | .865                               | 23.278      |
|                           | [Panjang=2] | 1.203          | .623       | 3.735 | 1  | .049 | 3.331  | .983                               | 11.285      |

## Parameter Estimates

|                           |                      | B              | Std. Error | Wald  | df | Sig. | Exp(B)    | 95% Confidence Interval for Exp(B) |                |
|---------------------------|----------------------|----------------|------------|-------|----|------|-----------|------------------------------------|----------------|
|                           |                      |                |            |       |    |      |           | Lower Bound                        | Upper Bound    |
| Pilihan Moda <sup>a</sup> |                      |                |            |       |    |      |           |                                    |                |
|                           | [Panjang=3]          | -.622          | .783       | .630  | 1  | .040 | .537      | .116                               | 2.493          |
|                           | [Panjang=4]          | 0 <sup>b</sup> | .          | .     | 0  | .    | .         | .                                  | .              |
|                           | [Jenis_Perjalanan=0] | .744           | .504       | 2.173 | 1  | .140 | 2.104     | .783                               | 5.654          |
|                           | [Jenis_Perjalanan=1] | 0 <sup>b</sup> | .          | .     | 0  | .    | .         | .                                  | .              |
| Motor II                  | Intercept            | -1.353         | 1.269      | 1.136 | 1  | .286 |           |                                    |                |
|                           | [Tujuan=1]           | -1.456         | 1.159      | 1.579 | 1  | .209 | .233      | .024                               | 2.259          |
|                           | [Tujuan=2]           | 1.308          | 1.023      | 1.634 | 1  | .045 | .270      | .036                               | 2.009          |
|                           | [Tujuan=3]           | -21.394        | .000       | .     | 1  | .    | 5.114E-10 | 5.114E-10                          | 5.114E-10      |
|                           | [Tujuan=4]           | -1.754         | 1.170      | 2.249 | 1  | .134 | .173      | .017                               | 1.713          |
|                           | [Tujuan=5]           | 0 <sup>b</sup> | .          | .     | 0  | .    | .         | .                                  | .              |
|                           | [Waktu=1]            | .745           | .958       | .605  | 1  | .437 | 2.107     | .322                               | 13.782         |
|                           | [Waktu=2]            | .622           | 1.076      | .334  | 1  | .564 | 1.862     | .226                               | 15.351         |
|                           | [Waktu=3]            | 1.497          | .896       | 2.789 | 1  | .043 | 4.468     | .771                               | 25.879         |
|                           | [Waktu=4]            | 0 <sup>b</sup> | .          | .     | 0  | .    | .         | .                                  | .              |
|                           | [Panjang=1]          | .374           | 1.021      | .134  | 1  | .714 | 1.453     | .196                               | 10.757         |
|                           | [Panjang=2]          | .537           | .649       | .685  | 1  | .408 | 1.712     | .479                               | 6.111          |
|                           | [Panjang=3]          | -.718          | .724       | .985  | 1  | .031 | .488      | .118                               | 2.015          |
|                           | [Panjang=4]          | 0 <sup>b</sup> | .          | .     | 0  | .    | .         | .                                  | .              |
|                           | [Jenis_Perjalanan=0] | 1.772          | .566       | 9.801 | 1  | .002 | 5.882     | 1.940                              | 17.837         |
|                           | [Jenis_Perjalanan=1] | 0 <sup>b</sup> | .          | .     | 0  | .    | .         | .                                  | .              |
| Mobil III                 | Intercept            | -1.539         | 1.394      | 1.219 | 1  | .269 |           |                                    |                |
|                           | [Tujuan=1]           | 3.478          | 1.440      | 5.831 | 1  | .016 | .031      | .002                               | .519           |
|                           | [Tujuan=2]           | 3.140          | 1.066      | 8.685 | 1  | .003 | .043      | .005                               | .349           |
|                           | [Tujuan=3]           | -22.194        | 9868.073   | .000  | 1  | .998 | 2.297E-10 | .000                               | . <sup>c</sup> |
|                           | [Tujuan=4]           | -1.181         | 1.064      | 1.232 | 1  | .267 | .307      | .038                               | 2.470          |
|                           | [Tujuan=5]           | 0 <sup>b</sup> | .          | .     | 0  | .    | .         | .                                  | .              |
|                           | [Waktu=1]            | .488           | .868       | .317  | 1  | .574 | 1.630     | .297                               | 8.934          |
|                           | [Waktu=2]            | 2.006          | .911       | 4.852 | 1  | .028 | 7.435     | 1.247                              | 44.313         |
|                           | [Waktu=3]            | -.368          | 1.000      | .136  | 1  | .713 | .692      | .097                               | 4.912          |
|                           | [Waktu=4]            | 0 <sup>b</sup> | .          | .     | 0  | .    | .         | .                                  | .              |

## Parameter Estimates

| Pilihan Moda <sup>a</sup> | B              | Std. Error | Wald   | df | Sig. | Exp(B)   | 95% Confidence Interval for Exp(B) |                |
|---------------------------|----------------|------------|--------|----|------|----------|------------------------------------|----------------|
|                           |                |            |        |    |      |          | Lower Bound                        | Upper Bound    |
| [Panjang=1]               | 2.305          | 1.182      | 3.801  | 1  | .051 | 10.022   | .988                               | 101.690        |
| [Panjang=2]               | 2.493          | .893       | 7.790  | 1  | .005 | 12.092   | 2.101                              | 69.603         |
| [Panjang=3]               | 1.619          | .940       | 2.968  | 1  | .085 | 5.049    | .800                               | 31.865         |
| [Panjang=4]               | 0 <sup>b</sup> | .          | .      | 0  | .    | .        | .                                  | .              |
| [Jenis_Perjalanan=0]      | .946           | .643       | 2.164  | 1  | .021 | 2.574    | .730                               | 9.072          |
| [Jenis_Perjalanan=1]      | 0 <sup>b</sup> | .          | .      | 0  | .    | .        | .                                  | .              |
| Motor III Intercept       | -.005          | 1.326      | .000   | 1  | .997 | .        | .                                  | .              |
| [Tujuan=1]                | -.240          | 1.386      | .030   | 1  | .863 | .787     | .052                               | 11.906         |
| [Tujuan=2]                | -1.916         | 1.357      | 1.992  | 1  | .158 | .147     | .010                               | 2.106          |
| [Tujuan=3]                | .623           | 1.367      | .208   | 1  | .035 | 1.864    | .128                               | 27.167         |
| [Tujuan=4]                | -20.498        | 6096.168   | .000   | 1  | .997 | 1.253E-9 | .000                               | . <sup>c</sup> |
| [Tujuan=5]                | 0 <sup>b</sup> | .          | .      | 0  | .    | .        | .                                  | .              |
| [Waktu=1]                 | -2.437         | 1.063      | 5.259  | 1  | .022 | .087     | .011                               | .702           |
| [Waktu=2]                 | 2.626          | 1.219      | 4.641  | 1  | .031 | .072     | .007                               | .789           |
| [Waktu=3]                 | 2.802          | .881       | 10.119 | 1  | .001 | .061     | .011                               | .341           |
| [Waktu=4]                 | 0 <sup>b</sup> | .          | .      | 0  | .    | .        | .                                  | .              |
| [Panjang=1]               | .426           | 1.272      | .112   | 1  | .738 | 1.532    | .127                               | 18.534         |
| [Panjang=2]               | .755           | .876       | .744   | 1  | .021 | 2.129    | .382                               | 11.849         |
| [Panjang=3]               | -.746          | 1.116      | .446   | 1  | .504 | .474     | .053                               | 4.230          |
| [Panjang=4]               | 0 <sup>b</sup> | .          | .      | 0  | .    | .        | .                                  | .              |
| [Jenis_Perjalanan=0]      | 1.901          | .762       | 6.216  | 1  | .013 | 6.693    | 1.502                              | 29.828         |
| [Jenis_Perjalanan=1]      | 0 <sup>b</sup> | .          | .      | 0  | .    | .        | .                                  | .              |

a. The reference category is: KA.

b. This parameter is set to zero because it is redundant.

c. Floating point overflow occurred while computing this statistic. Its value is therefore set to system missing.

## Classification

| Observed | Predicted |          |           |           |    |                 |
|----------|-----------|----------|-----------|-----------|----|-----------------|
|          | Mobil I   | Motor II | Mobil III | Motor III | KA | Percent Correct |
| Mobil I  | 17        | 4        | 2         | 3         | 13 | 43.6%           |

|                    |       |       |       |       |       |       |
|--------------------|-------|-------|-------|-------|-------|-------|
| Motor II           | 3     | 10    | 2     | 1     | 14    | 33.3% |
| Mobil III          | 1     | 2     | 18    | 0     | 4     | 72.0% |
| Motor III          | 1     | 1     | 0     | 15    | 4     | 71.4% |
| KA                 | 5     | 5     | 6     | 2     | 47    | 72.3% |
| Overall Percentage | 15.0% | 12.2% | 15.6% | 11.7% | 45.6% | 59.4% |

### LAMPIRAN 3.2 Permodelan Pemilihan Moda Kelompok Karakteristik Pelaku Perjalanan

#### Case Processing Summary

|                   |                           | N                | Marginal Percentage |
|-------------------|---------------------------|------------------|---------------------|
| Pilihan Moda      | Mobil I                   | 39               | 21.7%               |
|                   | Motor II                  | 30               | 16.7%               |
|                   | Mobil III                 | 25               | 13.9%               |
|                   | Motor III                 | 21               | 11.7%               |
|                   | KA                        | 65               | 36.1%               |
| Struktur Keluarga | Ayah                      | 42               | 23.3%               |
|                   | Ibu                       | 42               | 23.3%               |
|                   | Suami                     | 9                | 5.0%                |
|                   | Istri                     | 11               | 6.1%                |
|                   | Anak                      | 76               | 42.2%               |
| Jenis Kelamin     | Perempuan                 | 118              | 65.6%               |
|                   | Laki-laki                 | 62               | 34.4%               |
| Pekerjaan         | IRT                       | 26               | 14.4%               |
|                   | Mahasiswa                 | 58               | 32.2%               |
|                   | Profesional               | 25               | 13.9%               |
|                   | PNS                       | 26               | 14.4%               |
|                   | Wiraswasta/Pegawai Swasta | 45               | 25.0%               |
| Valid             |                           | 180              | 100.0%              |
| Missing           |                           | 0                |                     |
| Total             |                           | 180              |                     |
| Subpopulation     |                           | 180 <sup>a</sup> |                     |

a. The dependent variable has only one value observed in 180 (100.0%) subpopulations.

#### Model Fitting Information

|                | Model Fitting Criteria | Likelihood Ratio Tests |    |      |
|----------------|------------------------|------------------------|----|------|
|                | -2 Log Likelihood      | Chi-Square             | df | Sig. |
| Model          |                        |                        |    |      |
| Intercept Only | 548.151                |                        |    |      |
| Final          | 229.490                | 318.661                | 64 | .000 |

**Goodness-of-Fit**

|          | Chi-Square | df  | Sig.  |
|----------|------------|-----|-------|
| Pearson  | 415.020    | 652 | 1.000 |
| Deviance | 229.490    | 652 | 1.000 |

**Pseudo R-Square**

|               |      |
|---------------|------|
| Cox and Snell | .830 |
| Nagelkerke    | .871 |
| McFadden      | .581 |

**Likelihood Ratio Tests**

| Effect                | Model Fitting Criteria             | Likelihood Ratio Tests |    |      |
|-----------------------|------------------------------------|------------------------|----|------|
|                       | -2 Log Likelihood of Reduced Model | Chi-Square             | df | Sig. |
| Intercept             | 2.295E2 <sup>a</sup>               | .000                   | 0  | .    |
| Pendapatan            | 239.191                            | 9.702                  | 4  | .046 |
| Kepemilikan_Kendaraan | 235.012                            | 5.523                  | 4  | .238 |
| Kondisi_Kendaraan     | 271.015                            | 41.525                 | 4  | .000 |
| Ukuran                | 235.396                            | 5.907                  | 4  | .206 |
| Umur                  | 298.793                            | 69.304                 | 4  | .000 |
| Lifestyle             | 250.650                            | 21.161                 | 4  | .000 |
| Frekuensi             | 248.921                            | 19.432                 | 4  | .001 |
| Struktur              | 253.573                            | 24.083                 | 16 | .088 |
| Jk                    | 232.416                            | 2.927                  | 4  | .570 |
| Pekerjaan             | 280.839                            | 51.349                 | 16 | .000 |

The chi-square statistic is the difference in -2 log-likelihoods between the final model and a reduced model. The reduced model is formed by omitting an effect from the final model. The null hypothesis is that all parameters of that effect are 0.

a. This reduced model is equivalent to the final model because omitting the effect does not increase the degrees of freedom.

## Parameter Estimates

| Pilihan Moda <sup>a</sup> |                       | B              | Std. Error | Wald   | df | Sig. | Exp(B) | 95% Confidence Interval for Exp(B) |             |
|---------------------------|-----------------------|----------------|------------|--------|----|------|--------|------------------------------------|-------------|
|                           |                       |                |            |        |    |      |        | Lower Bound                        | Upper Bound |
| Mobil I                   | Intercept             | -3.936         | 3.337      | 1.391  | 1  | .238 |        |                                    |             |
|                           | Pendapatan            | .250           | .230       | 1.185  | 1  | .276 | 1.285  | .818                               | 2.016       |
|                           | Kepemilikan_Kendaraan | -.429          | .628       | .466   | 1  | .495 | .651   | .190                               | 2.229       |
|                           | Kondisi_Kendaraan     | -.890          | .257       | 11.957 | 1  | .001 | .411   | .248                               | .680        |
|                           | Ukuran                | .624           | .373       | 2.802  | 1  | .094 | 1.866  | .899                               | 3.876       |
|                           | Umur                  | .185           | .059       | 9.910  | 1  | .002 | 1.203  | 1.072                              | 1.349       |
|                           | Lifestyle             | 1.733          | .596       | 8.466  | 1  | .004 | 5.656  | 1.760                              | 18.172      |
|                           | Frekuensi             | .323           | .246       | 1.730  | 1  | .188 | 1.382  | .853                               | 2.237       |
|                           | [Struktur=1]          | -.721          | 1.506      | .229   | 1  | .632 | .486   | .025                               | 9.302       |
|                           | [Struktur=2]          | -1.398         | 1.254      | 1.242  | 1  | .265 | .247   | .021                               | 2.887       |
|                           | [Struktur=3]          | 2.262          | 2.083      | 1.179  | 1  | .278 | 9.603  | .162                               | 569.715     |
|                           | [Struktur=4]          | -3.861         | 5.085      | .577   | 1  | .448 | .021   | 9.876E-7                           | 448.298     |
|                           | [Struktur=5]          | 0 <sup>b</sup> | .          | .      | 0  | .    | .      | .                                  | .           |
|                           | [Jk=0]                | -1.005         | 1.217      | .682   | 1  | .409 | .366   | .034                               | 3.977       |
|                           | [Jk=1]                | 0 <sup>b</sup> | .          | .      | 0  | .    | .      | .                                  | .           |
|                           | [Pekerjaan=1]         | -7.338         | 2.014      | 13.274 | 1  | .000 | .001   | 1.256E-5                           | .034        |
|                           | [Pekerjaan=2]         | -5.394         | 1.541      | 12.253 | 1  | .000 | .005   | .000                               | .093        |
|                           | [Pekerjaan=3]         | -4.139         | 1.560      | 7.042  | 1  | .008 | .016   | .001                               | .339        |
|                           | [Pekerjaan=4]         | -1.550         | 1.408      | 1.212  | 1  | .271 | .212   | .013                               | 3.353       |
|                           | [Pekerjaan=5]         | 0 <sup>b</sup> | .          | .      | 0  | .    | .      | .                                  | .           |
| Motor II                  | Intercept             | -.229          | 3.255      | .005   | 1  | .944 |        |                                    |             |
|                           | Pendapatan            | .295           | .223       | 1.749  | 1  | .186 | 1.344  | .867                               | 2.081       |
|                           | Kepemilikan_Kendaraan | .509           | .556       | .837   | 1  | .360 | 1.664  | .559                               | 4.950       |
|                           | Kondisi_Kendaraan     | -.910          | .237       | 14.750 | 1  | .000 | .403   | .253                               | .641        |
|                           | Ukuran                | .190           | .347       | .298   | 1  | .585 | 1.209  | .612                               | 2.388       |
|                           | Umur                  | -.119          | .075       | 2.510  | 1  | .113 | .887   | .766                               | 1.029       |
|                           | Lifestyle             | 2.154          | .605       | 12.692 | 1  | .000 | 8.619  | 2.635                              | 28.190      |
|                           | Frekuensi             | .776           | .266       | 8.514  | 1  | .004 | 2.172  | 1.290                              | 3.658       |
|                           | [Struktur=1]          | -1.118         | 1.556      | .516   | 1  | .473 | .327   | .016                               | 6.902       |
|                           | [Struktur=2]          | -.432          | 1.258      | .118   | 1  | .731 | .649   | .055                               | 7.636       |

## Parameter Estimates

| Pilihan Moda <sup>a</sup> |                       | B              | Std. Error | Wald   | df | Sig. | Exp(B)    | 95% Confidence Interval for Exp(B) |             |
|---------------------------|-----------------------|----------------|------------|--------|----|------|-----------|------------------------------------|-------------|
|                           |                       |                |            |        |    |      |           | Lower Bound                        | Upper Bound |
| Pilihan Moda <sup>a</sup> | [Struktur=3]          | 4.307          | 1.993      | 4.672  | 1  | .031 | 74.253    | 1.494                              | 3689.445    |
|                           | [Struktur=4]          | -18.290        | .000       | .      | 1  | .    | 1.140E-8  | 1.140E-8                           | 1.140E-8    |
|                           | [Struktur=5]          | 0 <sup>b</sup> | .          | .      | 0  | .    | .         | .                                  | .           |
|                           | [Jk=0]                | -1.372         | 1.167      | 1.382  | 1  | .240 | .254      | .026                               | 2.497       |
|                           | [Jk=1]                | 0 <sup>b</sup> | .          | .      | 0  | .    | .         | .                                  | .           |
|                           | [Pekerjaan=1]         | -24.311        | 5642.322   | .000   | 1  | .997 | 2.765E-11 | .000                               | .           |
|                           | [Pekerjaan=2]         | -.834          | 1.419      | .346   | 1  | .557 | .434      | .027                               | 7.009       |
|                           | [Pekerjaan=3]         | -2.188         | 1.744      | 1.573  | 1  | .210 | .112      | .004                               | 3.424       |
|                           | [Pekerjaan=4]         | -.159          | 1.594      | .010   | 1  | .921 | .853      | .037                               | 19.416      |
|                           | [Pekerjaan=5]         | 0 <sup>b</sup> | .          | .      | 0  | .    | .         | .                                  | .           |
| Mobil III                 | Intercept             | -7.637         | 3.852      | 3.931  | 1  | .047 |           |                                    |             |
|                           | Pendapatan            | .611           | .268       | 5.176  | 1  | .023 | 1.841     | 1.088                              | 3.116       |
|                           | Kepemilikan_Kendaraan | .242           | .681       | .126   | 1  | .723 | 1.273     | .335                               | 4.833       |
|                           | Kondisi_Kendaraan     | -1.409         | .341       | 17.109 | 1  | .000 | .244      | .125                               | .476        |
|                           | Ukuran                | .711           | .417       | 2.908  | 1  | .088 | 2.037     | .899                               | 4.615       |
|                           | Umur                  | .211           | .064       | 10.752 | 1  | .001 | 1.236     | 1.089                              | 1.402       |
|                           | Lifestyle             | 2.133          | .658       | 10.497 | 1  | .001 | 8.442     | 2.323                              | 30.682      |
|                           | Frekuensi             | .584           | .265       | 4.870  | 1  | .027 | 1.794     | 1.068                              | 3.015       |
|                           | [Struktur=1]          | -2.090         | 1.655      | 1.595  | 1  | .207 | .124      | .005                               | 3.171       |
|                           | [Struktur=2]          | -2.076         | 1.579      | 1.728  | 1  | .189 | .125      | .006                               | 2.771       |
|                           | [Struktur=3]          | -16.419        | .000       | .      | 1  | .    | 7.400E-8  | 7.400E-8                           | 7.400E-8    |
|                           | [Struktur=4]          | -4.445         | 5.329      | .696   | 1  | .404 | .012      | 3.414E-7                           | 403.543     |
|                           | [Struktur=5]          | 0 <sup>b</sup> | .          | .      | 0  | .    | .         | .                                  | .           |
|                           | [Jk=0]                | -1.821         | 1.461      | 1.553  | 1  | .213 | .162      | .009                               | 2.837       |
|                           | [Jk=1]                | 0 <sup>b</sup> | .          | .      | 0  | .    | .         | .                                  | .           |
|                           | [Pekerjaan=1]         | -7.748         | 2.179      | 12.644 | 1  | .000 | .000      | 6.028E-6                           | .031        |
|                           | [Pekerjaan=2]         | -6.411         | 2.047      | 9.812  | 1  | .002 | .002      | 2.977E-5                           | .091        |
|                           | [Pekerjaan=3]         | -4.178         | 1.741      | 5.760  | 1  | .016 | .015      | .001                               | .465        |
|                           | [Pekerjaan=4]         | -2.348         | 1.636      | 2.061  | 1  | .151 | .096      | .004                               | 2.358       |
|                           | [Pekerjaan=5]         | 0 <sup>b</sup> | .          | .      | 0  | .    | .         | .                                  | .           |
| Motor III                 | Intercept             | -.247          | 3.592      | .005   | 1  | .945 |           |                                    |             |

## Parameter Estimates

| Pilihan Moda <sup>a</sup> | B              | Std. Error | Wald   | df | Sig. | Exp(B)   | 95% Confidence Interval for Exp(B) |             |
|---------------------------|----------------|------------|--------|----|------|----------|------------------------------------|-------------|
|                           |                |            |        |    |      |          | Lower Bound                        | Upper Bound |
| Pendapatan                | .540           | .253       | 4.538  | 1  | .033 | 1.715    | 1.044                              | 2.818       |
| Kepemilikan_Kendaraan     | .008           | .599       | .000   | 1  | .990 | 1.008    | .311                               | 3.263       |
| Kondisi_Kendaraan         | -1.078         | .275       | 15.374 | 1  | .000 | .340     | .198                               | .583        |
| Ukuran                    | .623           | .381       | 2.667  | 1  | .102 | 1.864    | .883                               | 3.938       |
| Umur                      | -.178          | .091       | 3.862  | 1  | .049 | .837     | .701                               | 1.000       |
| Lifestyle                 | 1.647          | .640       | 6.613  | 1  | .010 | 5.190    | 1.479                              | 18.207      |
| Frekuensi                 | .939           | .274       | 11.749 | 1  | .001 | 2.558    | 1.495                              | 4.376       |
| [Struktur=1]              | -2.509         | 1.764      | 2.023  | 1  | .155 | .081     | .003                               | 2.582       |
| [Struktur=2]              | .254           | 1.329      | .036   | 1  | .849 | 1.289    | .095                               | 17.449      |
| [Struktur=3]              | 5.827          | 2.128      | 7.497  | 1  | .006 | 339.362  | 5.239                              | 21984.080   |
| [Struktur=4]              | -16.101        | .000       | .      | 1  | .    | 1.017E-7 | 1.017E-7                           | 1.017E-7    |
| [Struktur=5]              | 0 <sup>b</sup> | .          | .      | 0  | .    | .        | .                                  | .           |
| [Jk=0]                    | -1.961         | 1.285      | 2.328  | 1  | .127 | .141     | .011                               | 1.747       |
| [Jk=1]                    | 0 <sup>b</sup> | .          | .      | 0  | .    | .        | .                                  | .           |
| [Pekerjaan=1]             | -6.374         | 3.063      | 4.331  | 1  | .037 | .002     | 4.211E-6                           | .690        |
| [Pekerjaan=2]             | -.966          | 1.539      | .394   | 1  | .530 | .381     | .019                               | 7.774       |
| [Pekerjaan=3]             | -2.011         | 1.845      | 1.189  | 1  | .276 | .134     | .004                               | 4.975       |
| [Pekerjaan=4]             | .471           | 1.775      | .070   | 1  | .791 | 1.601    | .049                               | 51.912      |
| [Pekerjaan=5]             | 0 <sup>b</sup> | .          | .      | 0  | .    | .        | .                                  | .           |

a. The reference category is: KA.

b. This parameter is set to zero because it is redundant.

c. Floating point overflow occurred while computing this statistic. Its value is therefore set to system missing.

## Classification

| Observed  | Predicted |          |           |           |    |                 |
|-----------|-----------|----------|-----------|-----------|----|-----------------|
|           | Mobil I   | Motor II | Mobil III | Motor III | KA | Percent Correct |
| Mobil I   | 26        | 2        | 9         | 0         | 2  | 66.7%           |
| Motor II  | 1         | 20       | 1         | 5         | 3  | 66.7%           |
| Mobil III | 9         | 3        | 13        | 0         | 0  | 52.0%           |
| Motor III | 1         | 5        | 0         | 13        | 2  | 61.9%           |
| KA        | 3         | 3        | 1         | 1         | 57 | 87.7%           |

**Classification**

| Observed           | Predicted |          |           |           |       |                 |
|--------------------|-----------|----------|-----------|-----------|-------|-----------------|
|                    | Mobil I   | Motor II | Mobil III | Motor III | KA    | Percent Correct |
| Mobil I            | 26        | 2        | 9         | 0         | 2     | 66.7%           |
| Motor II           | 1         | 20       | 1         | 5         | 3     | 66.7%           |
| Mobil III          | 9         | 3        | 13        | 0         | 0     | 52.0%           |
| Motor III          | 1         | 5        | 0         | 13        | 2     | 61.9%           |
| KA                 | 3         | 3        | 1         | 1         | 57    | 87.7%           |
| Overall Percentage | 22.2%     | 18.3%    | 13.3%     | 10.6%     | 35.6% | 71.7%           |

**LAMPIRAN 3.3** Permodelan Pemilihan Moda Kelompok Sistem Moda Transportasi**Case Processing Summary**

|               |           | N                | Marginal Percentage |
|---------------|-----------|------------------|---------------------|
| Pilihan Moda  | Mobil I   | 39               | 21.7%               |
|               | Motor II  | 30               | 16.7%               |
|               | Mobil III | 25               | 13.9%               |
|               | Motor III | 21               | 11.7%               |
|               | KA        | 65               | 36.1%               |
| Valid         |           | 180              | 100.0%              |
| Missing       |           | 0                |                     |
| Total         |           | 180              |                     |
| Subpopulation |           | 180 <sup>a</sup> |                     |

a. The dependent variable has only one value observed in 180 (100.0%) subpopulations.

**Model Fitting Information**

|                | Model Fitting Criteria | Likelihood Ratio Tests |    |      |
|----------------|------------------------|------------------------|----|------|
|                | -2 Log Likelihood      | Chi-Square             | df | Sig. |
| Intercept Only | 548.151                |                        |    |      |
| Final          | 342.699                | 205.452                | 40 | .000 |

#### Goodness-of-Fit

|          | Chi-Square | df  | Sig.  |
|----------|------------|-----|-------|
| Pearson  | 764.463    | 676 | .010  |
| Deviance | 343.248    | 676 | 1.000 |

#### Pseudo R-Square

|               |      |
|---------------|------|
| Cox and Snell | .680 |
| Nagelkerke    | .714 |
| McFadden      | .374 |

#### Likelihood Ratio Tests

| Effect            | Model Fitting Criteria             | Likelihood Ratio Tests |    |      |
|-------------------|------------------------------------|------------------------|----|------|
|                   | -2 Log Likelihood of Reduced Model | Chi-Square             | df | Sig. |
|                   | Model                              |                        |    |      |
| Intercept         | 387.750                            | 44.502                 | 4  | .000 |
| Lama              | 347.888                            | 4.640                  | 4  | .326 |
| Biaya_Moda        | 359.298                            | 16.050                 | 4  | .003 |
| Keamanan          | 353.479                            | 10.232                 | 4  | .037 |
| Keselamatan       | 356.875                            | 13.628                 | 4  | .009 |
| Kemudahan         | 347.673                            | 4.426                  | 4  | .351 |
| Konsistensi_Waktu | 357.803                            | 14.556                 | 4  | .006 |
| Kenyamanan        | 347.732                            | 4.484                  | 4  | .344 |
| Kesetaraan        | 349.444                            | 6.196                  | 4  | .185 |
| Ketersediaan_Rute | 349.495                            | 6.247                  | 4  | .181 |
| Headway           | 359.393                            | 16.145                 | 4  | .003 |

The chi-square statistic is the difference in -2 log-likelihoods between the final model and a reduced model. The reduced model is formed by omitting an effect from the final model. The null hypothesis is that all parameters of that effect are 0.

#### Parameter Estimates

| Pilihan Moda <sup>a</sup> | B | Std. Error | Wald | df | Sig. | Exp(B) | 95% Confidence Interval for Exp(B) |             |
|---------------------------|---|------------|------|----|------|--------|------------------------------------|-------------|
|                           |   |            |      |    |      |        | Lower Bound                        | Upper Bound |

|           |                   |        |       |        |   |      |       |      |       |
|-----------|-------------------|--------|-------|--------|---|------|-------|------|-------|
| Mobil I   | Intercept         | 15.456 | 3.522 | 19.252 | 1 | .000 |       |      |       |
|           | Lama              | -.478  | .619  | .598   | 1 | .440 | .620  | .184 | 2.084 |
|           | Biaya_Moda        | -1.745 | .735  | 5.634  | 1 | .018 | .175  | .041 | .738  |
|           | Keamanan          | -.740  | .299  | 6.136  | 1 | .013 | .477  | .266 | .857  |
|           | Keselamatan       | -.805  | .333  | 5.826  | 1 | .016 | .447  | .233 | .860  |
|           | Kemudahan         | -.452  | .408  | 1.228  | 1 | .268 | .636  | .286 | 1.416 |
|           | Konsistensi_Waktu | -.833  | .276  | 9.095  | 1 | .003 | .435  | .253 | .747  |
|           | Kenyamanan        | .137   | .390  | .122   | 1 | .726 | 1.146 | .533 | 2.463 |
|           | Kesetaraan        | -.517  | .330  | 2.450  | 1 | .117 | .596  | .312 | 1.139 |
|           | Ketersediaan_Rute | .066   | .349  | .036   | 1 | .849 | 1.069 | .540 | 2.116 |
|           | Headway           | -.923  | .291  | 10.064 | 1 | .002 | .397  | .225 | .703  |
| Motor II  | Intercept         | 16.324 | 3.781 | 18.641 | 1 | .000 |       |      |       |
|           | Lama              | -.515  | .672  | .587   | 1 | .443 | .597  | .160 | 2.231 |
|           | Biaya_Moda        | -3.125 | .931  | 11.267 | 1 | .001 | .044  | .007 | .272  |
|           | Keamanan          | -.893  | .328  | 7.415  | 1 | .006 | .409  | .215 | .778  |
|           | Keselamatan       | -1.017 | .357  | 8.130  | 1 | .004 | .362  | .180 | .728  |
|           | Kemudahan         | -.012  | .452  | .001   | 1 | .978 | .988  | .407 | 2.395 |
|           | Konsistensi_Waktu | -.967  | .308  | 9.865  | 1 | .002 | .380  | .208 | .695  |
|           | Kenyamanan        | .234   | .422  | .306   | 1 | .580 | 1.263 | .552 | 2.889 |
|           | Kesetaraan        | -.737  | .363  | 4.109  | 1 | .043 | .479  | .235 | .976  |
|           | Ketersediaan_Rute | .263   | .383  | .470   | 1 | .493 | 1.300 | .614 | 2.753 |
|           | Headway           | -.939  | .324  | 8.417  | 1 | .004 | .391  | .207 | .737  |
| Mobil III | Intercept         | 13.790 | 3.838 | 12.911 | 1 | .000 |       |      |       |
|           | Lama              | -.979  | .728  | 1.807  | 1 | .179 | .376  | .090 | 1.566 |
|           | Biaya_Moda        | -1.852 | .840  | 4.853  | 1 | .028 | .157  | .030 | .815  |
|           | Keamanan          | -.890  | .342  | 6.778  | 1 | .009 | .411  | .210 | .802  |
|           | Keselamatan       | -1.075 | .365  | 8.674  | 1 | .003 | .341  | .167 | .698  |
|           | Kemudahan         | -.219  | .456  | .232   | 1 | .630 | .803  | .329 | 1.962 |
|           | Konsistensi_Waktu | -.942  | .313  | 9.054  | 1 | .003 | .390  | .211 | .720  |
|           | Kenyamanan        | .550   | .429  | 1.641  | 1 | .200 | 1.733 | .747 | 4.022 |
|           | Kesetaraan        | -.271  | .364  | .555   | 1 | .456 | .762  | .374 | 1.556 |
|           | Ketersediaan_Rute | .705   | .395  | 3.182  | 1 | .074 | 2.023 | .933 | 4.389 |
|           | Headway           | -1.043 | .332  | 9.867  | 1 | .002 | .353  | .184 | .676  |
| Motor III | Intercept         | 15.819 | 3.857 | 16.825 | 1 | .000 |       |      |       |

|                   |        |      |       |   |      |       |      |       |
|-------------------|--------|------|-------|---|------|-------|------|-------|
| Lama              | -1.313 | .748 | 3.082 | 1 | .079 | .269  | .062 | 1.165 |
| Biaya_Moda        | -2.064 | .870 | 5.629 | 1 | .018 | .127  | .023 | .698  |
| Keamanan          | -.799  | .332 | 5.776 | 1 | .016 | .450  | .235 | .863  |
| Keselamatan       | -1.094 | .368 | 8.839 | 1 | .003 | .335  | .163 | .689  |
| Kemudahan         | .142   | .458 | .097  | 1 | .756 | 1.153 | .470 | 2.827 |
| Konsistensi_Waktu | -.799  | .307 | 6.765 | 1 | .009 | .450  | .246 | .821  |
| Kenyamanan        | -.115  | .441 | .068  | 1 | .794 | .891  | .375 | 2.116 |
| Kesetaraan        | -.364  | .371 | .961  | 1 | .327 | .695  | .336 | 1.439 |
| Ketersediaan_Rute | .317   | .383 | .681  | 1 | .409 | 1.372 | .647 | 2.910 |
| Headway           | -.949  | .328 | 8.397 | 1 | .004 | .387  | .204 | .736  |

a. The reference category is: KA.

| Classification     |           |          |           |           |       |                 |
|--------------------|-----------|----------|-----------|-----------|-------|-----------------|
| Observed           | Predicted |          |           |           |       | Percent Correct |
|                    | Mobil I   | Motor II | Mobil III | Motor III | KA    |                 |
| Mobil I            | 29        | 6        | 2         | 1         | 1     | 74.4%           |
| Motor II           | 9         | 13       | 3         | 3         | 2     | 43.3%           |
| Mobil III          | 5         | 7        | 10        | 2         | 1     | 40.0%           |
| Motor III          | 9         | 4        | 4         | 4         | 0     | 19.0%           |
| KA                 | 1         | 1        | 1         | 0         | 62    | 95.4%           |
| Overall Percentage | 29.4%     | 17.2%    | 11.1%     | 5.6%      | 36.7% | 65.6%           |

### LAMPIRAN 3.4 Permodelan Pemilihan Moda Kelompok Kebijakan Transportasi

| Case Processing Summary |           |     |                     |
|-------------------------|-----------|-----|---------------------|
|                         |           | N   | Marginal Percentage |
| Pilihan Moda            | Mobil I   | 39  | 21.7%               |
|                         | Motor II  | 30  | 16.7%               |
|                         | Mobil III | 25  | 13.9%               |
|                         | Motor III | 21  | 11.7%               |
|                         | KA        | 65  | 36.1%               |
| Valid                   |           | 180 | 100.0%              |
| Missing                 |           | 0   |                     |
| Total                   |           | 180 |                     |

## Case Processing Summary

|               |           | N                | Marginal Percentage |
|---------------|-----------|------------------|---------------------|
| Pilihan Moda  | Mobil I   | 39               | 21.7%               |
|               | Motor II  | 30               | 16.7%               |
|               | Mobil III | 25               | 13.9%               |
|               | Motor III | 21               | 11.7%               |
|               | KA        | 65               | 36.1%               |
| Valid         |           | 180              | 100.0%              |
| Missing       |           | 0                |                     |
| Total         |           | 180              |                     |
| Subpopulation |           | 162 <sup>a</sup> |                     |

a. The dependent variable has only one value observed in 152 (93.8%) subpopulations.

## Model Fitting Information

|                | Model Fitting Criteria | Likelihood Ratio Tests |    |      |
|----------------|------------------------|------------------------|----|------|
|                | -2 Log Likelihood      | Chi-Square             | df | Sig. |
| Intercept Only | 531.644                |                        |    |      |
| Final          | 367.739                | 163.905                | 20 | .000 |

## Goodness-of-Fit

|          | Chi-Square | df  | Sig.  |
|----------|------------|-----|-------|
| Pearson  | 556.252    | 624 | .976  |
| Deviance | 353.241    | 624 | 1.000 |

## Pseudo R-Square

|               |      |
|---------------|------|
| Cox and Snell | .598 |
| Nagelkerke    | .628 |
| McFadden      | .299 |

## Likelihood Ratio Tests

| Effect              | Model Fitting Criteria             | Likelihood Ratio Tests |    |      |
|---------------------|------------------------------------|------------------------|----|------|
|                     | -2 Log Likelihood of Reduced Model | Chi-Square             | df | Sig. |
| Intercept           | 476.754                            | 109.015                | 4  | .000 |
| Pajak               | 380.572                            | 12.833                 | 4  | .012 |
| Pembuatan_SIM       | 383.793                            | 16.054                 | 4  | .003 |
| Parkir              | 377.203                            | 9.464                  | 4  | .050 |
| Subsidi_KA          | 383.303                            | 15.565                 | 4  | .004 |
| Kebijakan_Kendaraan | 390.067                            | 22.329                 | 4  | .000 |

The chi-square statistic is the difference in -2 log-likelihoods between the final model and a reduced model. The reduced model is formed by omitting an effect from the final model. The null hypothesis is that all parameters of that effect are 0.

#### Parameter Estimates

| Pilihan Moda <sup>a</sup> |                     | B      | Std. Error | Wald   | df | Sig. | Exp(B) | 95% Confidence Interval for Exp(B) |             |
|---------------------------|---------------------|--------|------------|--------|----|------|--------|------------------------------------|-------------|
|                           |                     |        |            |        |    |      |        | Lower Bound                        | Upper Bound |
| Mobil I                   | Intercept           | 11.716 | 2.316      | 25.583 | 1  | .000 |        |                                    |             |
|                           | Pajak               | -.727  | .270       | 7.276  | 1  | .007 | .483   | .285                               | .820        |
|                           | Pembuatan_SIM       | -.800  | .293       | 7.446  | 1  | .006 | .449   | .253                               | .798        |
|                           | Parkir              | -.651  | .266       | 5.994  | 1  | .014 | .521   | .310                               | .878        |
|                           | Subsidi_KA          | -.817  | .240       | 11.596 | 1  | .001 | .442   | .276                               | .707        |
|                           | Kebijakan_Kendaraan | -1.080 | .318       | 11.558 | 1  | .001 | .340   | .182                               | .633        |
| Motor II                  | Intercept           | 12.200 | 2.364      | 26.625 | 1  | .000 |        |                                    |             |
|                           | Pajak               | -.922  | .300       | 9.420  | 1  | .002 | .398   | .221                               | .717        |
|                           | Pembuatan_SIM       | -.877  | .311       | 7.968  | 1  | .005 | .416   | .226                               | .765        |
|                           | Parkir              | -.651  | .291       | 4.998  | 1  | .025 | .521   | .295                               | .923        |
|                           | Subsidi_KA          | -.769  | .260       | 8.774  | 1  | .003 | .463   | .278                               | .771        |
|                           | Kebijakan_Kendaraan | -1.220 | .339       | 12.965 | 1  | .000 | .295   | .152                               | .574        |
| Mobil III                 | Intercept           | 12.136 | 2.379      | 26.015 | 1  | .000 |        |                                    |             |
|                           | Pajak               | -.610  | .300       | 4.133  | 1  | .042 | .543   | .301                               | .978        |
|                           | Pembuatan_SIM       | -1.109 | .326       | 11.544 | 1  | .001 | .330   | .174                               | .625        |
|                           | Parkir              | -.784  | .313       | 6.266  | 1  | .012 | .457   | .247                               | .844        |
|                           | Subsidi_KA          | -.760  | .267       | 8.131  | 1  | .004 | .468   | .277                               | .788        |
|                           | Kebijakan_Kendaraan | -1.225 | .348       | 12.376 | 1  | .000 | .294   | .149                               | .581        |

Parameter Estimates

| Pilihan Moda <sup>a</sup> | B      | Std. Error | Wald   | df | Sig. | Exp(B) | 95% Confidence Interval for Exp(B) |             |
|---------------------------|--------|------------|--------|----|------|--------|------------------------------------|-------------|
|                           |        |            |        |    |      |        | Lower Bound                        | Upper Bound |
| Motor III Intercept       | 11.549 | 2.387      | 23.414 | 1  | .000 |        |                                    |             |
| Pajak                     | -.762  | .311       | 6.011  | 1  | .014 | .467   | .254                               | .858        |
| Pembuatan_SIM             | -1.042 | .330       | 9.979  | 1  | .002 | .353   | .185                               | .673        |
| Parkir                    | -.718  | .316       | 5.160  | 1  | .023 | .488   | .262                               | .906        |
| Subsidi_KA                | -.539  | .266       | 4.089  | 1  | .043 | .583   | .346                               | .984        |
| Kebijakan_Kendaraan       | -1.243 | .353       | 12.371 | 1  | .000 | .289   | .144                               | .577        |

a. The reference category is: KA.

Classification

| Observed           | Predicted |          |           |           |       |                 |
|--------------------|-----------|----------|-----------|-----------|-------|-----------------|
|                    | Mobil I   | Motor II | Mobil III | Motor III | KA    | Percent Correct |
| Mobil I            | 26        | 3        | 1         | 0         | 9     | 66.7%           |
| Motor II           | 17        | 7        | 2         | 2         | 2     | 23.3%           |
| Mobil III          | 9         | 8        | 3         | 2         | 3     | 12.0%           |
| Motor III          | 13        | 3        | 1         | 2         | 2     | 9.5%            |
| KA                 | 4         | 0        | 0         | 0         | 61    | 93.8%           |
| Overall Percentage | 38.3%     | 11.7%    | 3.9%      | 3.3%      | 42.8% | 55.0%           |

**LAMPIRAN 3.5** Permodelan Pemilihan Moda Kelompok Gabungan 4 Kelompok Faktor yang Berpengaruh Terhadap Pemilihan Moda

Case Processing Summary

|                   |             | N  | Marginal Percentage |
|-------------------|-------------|----|---------------------|
| Pilihan Moda      | Mobil I     | 39 | 21.5%               |
|                   | Motor II    | 30 | 16.6%               |
|                   | Mobil III   | 25 | 13.8%               |
|                   | Motor III   | 21 | 11.6%               |
|                   | KA          | 66 | 36.5%               |
| Tujuan Perjalanan | Ekonomi     | 37 | 20.4%               |
|                   | Sosial      | 65 | 35.9%               |
|                   | Pendidikan  | 23 | 12.7%               |
|                   | Rekreasi    | 39 | 21.5%               |
|                   | Kebudayaan  | 17 | 9.4%                |
| Waktu dimulainya  | 06-00-10.00 | 56 | 30.9%               |

|                    |                           |                  |        |
|--------------------|---------------------------|------------------|--------|
| pergerakan         | 10.00-14.00               | 30               | 16.6%  |
|                    | 14.00-18.00               | 56               | 30.9%  |
|                    | 18.00-06.00               | 39               | 21.5%  |
| Panjang Perjalanan | pendek                    | 23               | 12.7%  |
|                    | sedang                    | 57               | 31.5%  |
|                    | panjang                   | 55               | 30.4%  |
|                    | sangat panjang            | 46               | 25.4%  |
| Jenis Perjalanan   | Perjalanan Berpasangan    | 101              | 55.8%  |
|                    | Perjalanan Multitrip      | 80               | 44.2%  |
| Struktur Keluarga  | Ayah                      | 31               | 17.1%  |
|                    | Ibu                       | 50               | 27.6%  |
|                    | Suami                     | 6                | 3.3%   |
|                    | Istri                     | 4                | 2.2%   |
|                    | Anak                      | 90               | 49.7%  |
| Jenis Kelamin      | Perempuan                 | 118              | 65.2%  |
|                    | Laki-laki                 | 63               | 34.8%  |
| Pekerjaan          | IRT                       | 24               | 13.3%  |
|                    | Mahasiswa                 | 56               | 30.9%  |
|                    | Profesional               | 26               | 14.4%  |
|                    | PNS                       | 33               | 18.2%  |
|                    | Wiraswasta/Pegawai Swasta | 42               | 23.2%  |
| Valid              |                           | 181              | 100.0% |
| Missing            |                           | 0                |        |
| Total              |                           | 181              |        |
| Subpopulation      |                           | 180 <sup>a</sup> |        |

a. The dependent variable has only one value observed in 180 (100.0%) subpopulations.

| Model Fitting Information |                        |                        |     |      |
|---------------------------|------------------------|------------------------|-----|------|
|                           | Model Fitting Criteria | Likelihood Ratio Tests |     |      |
|                           | -2 Log Likelihood      | Chi-Square             | df  | Sig. |
| Model                     |                        |                        |     |      |
| Intercept Only            | 550.178                |                        |     |      |
| Final                     | 202.115                | 348.064                | 168 | .000 |

#### Goodness-of-Fit

|          | Chi-Square | df  | Sig.  |
|----------|------------|-----|-------|
| Pearson  | 5525.346   | 548 | .000  |
| Deviance | 202.115    | 548 | 1.000 |

**Pseudo R-Square**

|               |      |
|---------------|------|
| Cox and Snell | .855 |
| Nagelkerke    | .897 |
| McFadden      | .634 |

**Likelihood Ratio Tests**

| Effect                | Model Fitting Criteria             | Likelihood Ratio Tests |    |      |
|-----------------------|------------------------------------|------------------------|----|------|
|                       | -2 Log Likelihood of Reduced Model | Chi-Square             | df | Sig. |
| Intercept             | 2.021E2 <sup>a</sup>               | .000                   | 0  | .    |
| Frekuensi             | 226.046                            | 23.932                 | 4  | .000 |
| Lama                  | 216.299                            | 14.184                 | 4  | .007 |
| Biaya_Moda            | 229.333                            | 27.218                 | 4  | .000 |
| Keamanan              | 211.289                            | 9.175                  | 4  | .045 |
| Keselamatan           | 204.212                            | 2.097                  | 4  | .018 |
| Kemudahan             | 217.996                            | 15.881                 | 4  | .003 |
| Konsistensi_Waktu     | 216.143                            | 14.028                 | 4  | .007 |
| Kenyamanan            | 206.614                            | 4.499                  | 4  | .343 |
| Kesetaraan            | 213.460                            | 11.345                 | 4  | .023 |
| Ketersediaan_Rute     | 214.374                            | 12.260                 | 4  | .016 |
| Headway               | 204.954                            | 2.839                  | 4  | .585 |
| Pajak                 | 212.024                            | 9.909                  | 4  | .042 |
| Pembuatan_SIM         | 216.649                            | 14.535                 | 4  | .006 |
| Parkir                | 216.530                            | 14.416                 | 4  | .006 |
| Subsidi_KA            | 227.540                            | 25.425                 | 4  | .000 |
| Kebijakan_Kendaraan   | 227.738                            | 25.624                 | 4  | .000 |
| Pendapatan            | 214.904                            | 12.789                 | 4  | .012 |
| Kepemilikan_Kendaraan | 207.042                            | 4.928                  | 4  | .295 |
| Kondisi_Kendaraan     | 214.642                            | 12.527                 | 4  | .014 |

|                  |         |        |    |      |
|------------------|---------|--------|----|------|
| Ukuran           | 210.694 | 8.579  | 4  | .073 |
| Umur             | 211.259 | 9.145  | 4  | .058 |
| Lifestyle        | 213.681 | 11.567 | 4  | .021 |
| Tujuan           | 242.437 | 40.322 | 16 | .001 |
| Waktu            | 223.215 | 21.100 | 12 | .049 |
| Panjang          | 226.737 | 24.623 | 12 | .017 |
| Jenis_Perjalanan | 207.523 | 5.408  | 4  | .248 |
| Struktur         | 227.669 | 25.554 | 16 | .031 |
| Jk               | 211.821 | 9.706  | 4  | .060 |
| Pekerjaan        | 239.673 | 37.558 | 16 | .002 |

The chi-square statistic is the difference in -2 log-likelihoods between the final model and a reduced model. The reduced model is formed by omitting an effect from the final model. The null hypothesis is that all parameters of that effect are 0.

a. This reduced model is equivalent to the final model because omitting the effect does not increase the degrees of freedom.

#### Parameter Estimates

| Pilihan Moda <sup>a</sup> | B       | Std. Error | Wald  | df | Sig. | Exp(B)   | 95% Confidence Interval for Exp(B) |             |
|---------------------------|---------|------------|-------|----|------|----------|------------------------------------|-------------|
|                           |         |            |       |    |      |          | Lower Bound                        | Upper Bound |
| Mobil I Intercept         | 144.506 | 58.956     | 6.008 | 1  | .014 |          |                                    |             |
| Frekuensi                 | 4.630   | 2.207      | 4.401 | 1  | .036 | 102.564  | 1.356                              | 7758.711    |
| Lama                      | -14.441 | 6.385      | 5.115 | 1  | .024 | 5.352E-7 | 1.967E-12                          | .146        |
| Biaya_Moda                | -16.461 | 6.517      | 6.380 | 1  | .012 | 7.094E-8 | 2.011E-13                          | .025        |
| Keamanan                  | -.059   | .859       | .005  | 1  | .045 | .942     | .175                               | 5.076       |
| Keselamatan               | 1.191   | .937       | 1.616 | 1  | .020 | 3.290    | .525                               | 20.632      |
| Kemudahan                 | -6.392  | 2.804      | 5.197 | 1  | .023 | .002     | 6.874E-6                           | .408        |
| Konsistensi_Waktu         | -4.330  | 2.276      | 3.619 | 1  | .057 | .013     | .000                               | 1.140       |
| Kenyamanan                | -1.222  | 1.312      | .867  | 1  | .352 | .295     | .023                               | 3.859       |
| Kesetaraan                | -1.961  | 1.041      | 3.553 | 1  | .059 | .141     | .018                               | 1.081       |
| Ketersediaan_Rute         | 2.395   | 1.785      | 1.801 | 1  | .180 | 10.971   | .332                               | 362.514     |
| Headway                   | -.501   | 1.332      | .141  | 1  | .707 | .606     | .045                               | 8.242       |

|                       |                |        |       |   |      |          |           |             |
|-----------------------|----------------|--------|-------|---|------|----------|-----------|-------------|
| Pajak                 | -.865          | .772   | 1.256 | 1 | .026 | .421     | .093      | 1.912       |
| Pembuatan_SIM         | -6.269         | 2.754  | 5.181 | 1 | .023 | .002     | 8.578E-6  | .418        |
| Parkir                | -5.002         | 2.160  | 5.360 | 1 | .021 | .007     | 9.748E-5  | .464        |
| Subsidi_KA            | -6.551         | 2.807  | 5.445 | 1 | .020 | .001     | 5.829E-6  | .350        |
| Kebijakan_Kendaraan   | -7.888         | 3.168  | 6.198 | 1 | .013 | .000     | 7.539E-7  | .187        |
| Pendapatan            | -2.447         | 1.078  | 5.150 | 1 | .023 | .087     | .010      | .716        |
| Kepemilikan_Kendaraan | -.748          | 1.000  | .560  | 1 | .454 | .473     | .067      | 3.358       |
| Kondisi_Kendaraan     | .041           | .550   | .006  | 1 | .941 | 1.042    | .355      | 3.061       |
| Ukuran                | 3.411          | 1.774  | 3.698 | 1 | .054 | 30.287   | .936      | 979.612     |
| Umur                  | -.014          | .154   | .009  | 1 | .926 | .986     | .729      | 1.333       |
| Lifestyle             | 2.678          | 1.476  | 3.294 | 1 | .030 | 14.559   | .807      | 262.570     |
| [Tujuan=1]            | .449           | 5.181  | .008  | 1 | .931 | 1.567    | 6.099E-5  | 40266.877   |
| [Tujuan=2]            | 17.229         | 6.550  | 6.920 | 1 | .009 | 3.038E7  | 80.854    | 1.142E13    |
| [Tujuan=3]            | 18.012         | 8.079  | 4.970 | 1 | .026 | 6.642E7  | 8.815     | 5.005E14    |
| [Tujuan=4]            | 2.052          | 3.454  | .353  | 1 | .552 | 7.784    | .009      | 6778.598    |
| [Tujuan=5]            | 0 <sup>b</sup> | .      | .     | 0 | .    | .        | .         | .           |
| [Waktu=1]             | -10.269        | 4.571  | 5.047 | 1 | .025 | 3.469E-5 | 4.460E-9  | .270        |
| [Waktu=2]             | -10.276        | 4.971  | 4.273 | 1 | .039 | 3.446E-5 | 2.022E-9  | .587        |
| [Waktu=3]             | -18.748        | 7.454  | 6.325 | 1 | .012 | 7.209E-9 | 3.256E-15 | .016        |
| [Waktu=4]             | 0 <sup>b</sup> | .      | .     | 0 | .    | .        | .         | .           |
| [Panjang=1]           | 10.891         | 7.091  | 2.359 | 1 | .125 | 5.369E4  | .049      | 5.833E10    |
| [Panjang=2]           | -9.251         | 4.508  | 4.212 | 1 | .040 | 9.601E-5 | 1.398E-8  | .659        |
| [Panjang=3]           | -13.955        | 6.008  | 5.396 | 1 | .020 | 8.697E-7 | 6.695E-12 | .113        |
| [Panjang=4]           | 0 <sup>b</sup> | .      | .     | 0 | .    | .        | .         | .           |
| [Jenis_Perjalanan=0]  | 2.869          | 2.431  | 1.393 | 1 | .023 | 17.626   | .150      | 2068.757    |
| [Jenis_Perjalanan=1]  | 0 <sup>b</sup> | .      | .     | 0 | .    | .        | .         | .           |
| [Struktur=1]          | 25.180         | 13.060 | 3.717 | 1 | .054 | 8.617E10 | .659      | 1.126E22    |
| [Struktur=2]          | 13.112         | 8.364  | 2.458 | 1 | .117 | 4.946E5  | .038      | 6.509E12    |
| [Struktur=3]          | -.420          | 4.954  | .007  | 1 | .933 | .657     | 3.987E-5  | 10835.512   |
| [Struktur=4]          | -6.722         | 5.388  | 1.556 | 1 | .212 | .001     | 3.122E-8  | 46.443      |
| [Struktur=5]          | 0 <sup>b</sup> | .      | .     | 0 | .    | .        | .         | .           |
| [Jk=0]                | 7.303          | 4.149  | 3.098 | 1 | .078 | 1.484E3  | .436      | 5051293.819 |
| [Jk=1]                | 0 <sup>b</sup> | .      | .     | 0 | .    | .        | .         | .           |

|                       |                |        |       |   |      |           |           |           |
|-----------------------|----------------|--------|-------|---|------|-----------|-----------|-----------|
| [Pekerjaan=1]         | -22.783        | 9.558  | 5.682 | 1 | .017 | 1.275E-10 | 9.319E-19 | .017      |
| [Pekerjaan=2]         | -19.378        | 7.734  | 6.279 | 1 | .012 | 3.838E-9  | 1.003E-15 | .015      |
| [Pekerjaan=3]         | -9.362         | 5.011  | 3.490 | 1 | .062 | 8.595E-5  | 4.661E-9  | 1.585     |
| [Pekerjaan=4]         | -21.502        | 11.181 | 3.698 | 1 | .054 | 4.590E-10 | 1.395E-19 | 1.511     |
| [Pekerjaan=5]         | 0 <sup>b</sup> | .      | .     | 0 | .    | .         | .         | .         |
| Motor II Intercept    | 161.193        | 59.962 | 7.227 | 1 | .007 |           |           |           |
| Frekuensi             | 5.381          | 2.210  | 5.927 | 1 | .015 | 217.145   | 2.855     | 16518.307 |
| Lama                  | -14.510        | 6.301  | 5.302 | 1 | .021 | 4.993E-7  | 2.161E-12 | .115      |
| Biaya_Moda            | -20.119        | 6.901  | 8.500 | 1 | .004 | 1.830E-9  | 2.448E-15 | .001      |
| Keamanan              | -.453          | .982   | .213  | 1 | .044 | .635      | .093      | 4.354     |
| Keselamatan           | -1.038         | .994   | 1.090 | 1 | .029 | 2.822     | .402      | 19.792    |
| Kemudahan             | -5.864         | 2.803  | 4.375 | 1 | .036 | .003      | 1.168E-5  | .691      |
| Konsistensi_Waktu     | -4.654         | 2.285  | 4.149 | 1 | .042 | .010      | .000      | .839      |
| Kenyamanan            | -.665          | 1.347  | .244  | 1 | .621 | .514      | .037      | 7.208     |
| Kesetaraan            | -2.946         | 1.149  | 6.573 | 1 | .010 | .053      | .006      | .500      |
| Ketersediaan_Rute     | 3.281          | 1.860  | 3.112 | 1 | .078 | 26.593    | .695      | 1017.827  |
| Headway               | -.150          | 1.370  | .012  | 1 | .013 | .861      | .059      | 12.622    |
| Pajak                 | -2.016         | .915   | 4.850 | 1 | .028 | .133      | .022      | .801      |
| Pembuatan_SIM         | -6.351         | 2.783  | 5.209 | 1 | .022 | .002      | 7.469E-6  | .408      |
| Parkir                | -5.474         | 2.234  | 6.005 | 1 | .014 | .004      | 5.264E-5  | .334      |
| Subsidi_KA            | -7.391         | 2.876  | 6.605 | 1 | .010 | .001      | 2.200E-6  | .173      |
| Kebijakan_Kendaraan   | -7.777         | 3.141  | 6.131 | 1 | .013 | .000      | 8.895E-7  | .198      |
| Pendapatan            | -2.360         | 1.094  | 4.654 | 1 | .031 | .094      | .011      | .806      |
| Kepemilikan_Kendaraan | -1.101         | 1.034  | 1.134 | 1 | .287 | .332      | .044      | 2.523     |
| Kondisi_Kendaraan     | -.083          | .597   | .019  | 1 | .890 | .921      | .285      | 2.968     |
| Ukuran                | 2.441          | 1.762  | 1.920 | 1 | .166 | 11.482    | .364      | 362.641   |
| Umur                  | -.119          | .158   | .563  | 1 | .453 | .888      | .652      | 1.211     |
| Lifestyle             | 1.121          | 1.511  | .551  | 1 | .045 | 3.069     | .159      | 59.256    |
| [Tujuan=1]            | -.915          | 5.416  | .029  | 1 | .866 | .401      | 9.839E-6  | 16317.524 |
| [Tujuan=2]            | 15.839         | 6.804  | 5.419 | 1 | .020 | 7.567E6   | 12.220    | 4.686E12  |
| [Tujuan=3]            | 16.193         | 8.291  | 3.815 | 1 | .051 | 1.078E7   | .945      | 1.230E14  |
| [Tujuan=4]            | 2.276          | 3.971  | .329  | 1 | .566 | 9.742     | .004      | 23372.612 |
| [Tujuan=5]            | 0 <sup>b</sup> | .      | .     | 0 | .    | .         | .         | .         |
| [Waktu=1]             | -7.804         | 4.656  | 2.809 | 1 | .094 | .000      | 4.440E-8  | 3.754     |

|                      |                |          |       |   |      |           |           |                |
|----------------------|----------------|----------|-------|---|------|-----------|-----------|----------------|
| [Waktu=2]            | -9.147         | 5.270    | 3.013 | 1 | .083 | .000      | 3.484E-9  | 3.258          |
| [Waktu=3]            | -17.582        | 7.559    | 5.411 | 1 | .020 | 2.313E-8  | 8.514E-15 | .063           |
| [Waktu=4]            | 0 <sup>b</sup> | .        | .     | 0 | .    | .         | .         | .              |
| [Panjang=1]          | 6.529          | 7.274    | .806  | 1 | .369 | 684.741   | .000      | 1.065E9        |
| [Panjang=2]          | -9.746         | 4.645    | 4.403 | 1 | .036 | 5.855E-5  | 6.516E-9  | .526           |
| [Panjang=3]          | -13.701        | 6.077    | 5.084 | 1 | .024 | 1.121E-6  | 7.539E-12 | .167           |
| [Panjang=4]          | 0 <sup>b</sup> | .        | .     | 0 | .    | .         | .         | .              |
| [Jenis_Perjalanan=0] | 3.017          | 2.563    | 1.385 | 1 | .023 | 20.431    | .134      | 3106.584       |
| [Jenis_Perjalanan=1] | 0 <sup>b</sup> | .        | .     | 0 | .    | .         | .         | .              |
| [Struktur=1]         | 26.241         | 13.085   | 4.022 | 1 | .045 | 2.490E11  | 1.814     | 3.419E22       |
| [Struktur=2]         | 14.150         | 8.450    | 2.804 | 1 | .094 | 1.397E6   | .090      | 2.179E13       |
| [Struktur=3]         | -.819          | 5.367    | .023  | 1 | .879 | .441      | 1.191E-5  | 16308.775      |
| [Struktur=4]         | -23.779        | 7097.224 | .000  | 1 | .997 | 4.710E-11 | .000      | . <sup>c</sup> |
| [Struktur=5]         | 0 <sup>b</sup> | .        | .     | 0 | .    | .         | .         | .              |
| [Jk=0]               | 6.905          | 4.223    | 2.674 | 1 | .102 | 997.084   | .254      | 3917087.627    |
| [Jk=1]               | 0 <sup>b</sup> | .        | .     | 0 | .    | .         | .         | .              |
| [Pekerjaan=1]        | -43.911        | 3455.933 | .000  | 1 | .990 | 8.507E-20 | .000      | . <sup>c</sup> |
| [Pekerjaan=2]        | -17.974        | 7.680    | 5.477 | 1 | .019 | 1.563E-8  | 4.532E-15 | .054           |
| [Pekerjaan=3]        | -11.128        | 5.189    | 4.599 | 1 | .032 | 1.470E-5  | 5.630E-10 | .384           |
| [Pekerjaan=4]        | -21.364        | 11.125   | 3.688 | 1 | .055 | 5.267E-10 | 1.786E-19 | 1.553          |
| [Pekerjaan=5]        | 0 <sup>b</sup> | .        | .     | 0 | .    | .         | .         | .              |
| Mobil III Intercept  | 147.872        | 58.842   | 6.315 | 1 | .012 |           |           |                |
| Frekuensi            | 5.756          | 2.210    | 6.780 | 1 | .009 | 316.019   | 4.151     | 24059.718      |
| Lama                 | -14.556        | 6.253    | 5.420 | 1 | .020 | 4.769E-7  | 2.271E-12 | .100           |
| Biaya_Moda           | -17.132        | 6.679    | 6.579 | 1 | .010 | 3.628E-8  | 7.491E-14 | .018           |
| Keamanan             | .529           | .963     | .301  | 1 | .045 | 1.697     | .257      | 11.209         |
| Keselamatan          | .997           | 1.014    | .967  | 1 | .032 | 2.710     | .372      | 19.761         |
| Kemudahan            | -6.078         | 2.801    | 4.710 | 1 | .030 | .002      | 9.477E-6  | .555           |
| Konsistensi_Waktu    | -4.734         | 2.278    | 4.318 | 1 | .038 | .009      | .000      | .764           |
| Kenyamanan           | -1.034         | 1.385    | .558  | 1 | .455 | .356      | .024      | 5.363          |
| Kesetaraan           | -2.800         | 1.223    | 5.245 | 1 | .022 | .061      | .006      | .668           |
| Ketersediaan_Rute    | 4.226          | 1.926    | 4.817 | 1 | .028 | 68.467    | 1.572     | 2982.594       |
| Headway              | -.355          | 1.333    | .071  | 1 | .047 | .701      | .051      | 9.564          |
| Pajak                | -1.641         | .907     | 3.272 | 1 | .070 | .194      | .033      | 1.147          |

|                       |                |          |       |   |      |          |           |                |
|-----------------------|----------------|----------|-------|---|------|----------|-----------|----------------|
| Pembuatan_SIM         | -6.482         | 2.805    | 5.342 | 1 | .021 | .002     | 6.275E-6  | .373           |
| Parkir                | -5.459         | 2.242    | 5.931 | 1 | .015 | .004     | 5.262E-5  | .345           |
| Subsidi_KA            | -7.282         | 2.923    | 6.205 | 1 | .013 | .001     | 2.233E-6  | .212           |
| Kebijakan_Kendaraan   | -8.178         | 3.122    | 6.860 | 1 | .009 | .000     | 6.178E-7  | .128           |
| Pendapatan            | -1.784         | 1.060    | 2.830 | 1 | .093 | .168     | .021      | 1.342          |
| Kepemilikan_Kendaraan | -1.624         | 1.148    | 2.000 | 1 | .157 | .197     | .021      | 1.871          |
| Kondisi_Kendaraan     | -.996          | .637     | 2.447 | 1 | .118 | .369     | .106      | 1.287          |
| Ukuran                | 2.864          | 1.776    | 2.600 | 1 | .107 | 17.523   | .539      | 569.270        |
| Umur                  | -.063          | .157     | .161  | 1 | .688 | .939     | .690      | 1.278          |
| Lifestyle             | 1.794          | 1.497    | 1.437 | 1 | .023 | 6.014    | .320      | 113.034        |
| [Tujuan=1]            | -2.643         | 5.123    | .266  | 1 | .606 | .071     | 3.102E-6  | 1632.991       |
| [Tujuan=2]            | 13.399         | 6.706    | 3.992 | 1 | .046 | 6.595E5  | 1.291     | 3.369E11       |
| [Tujuan=3]            | 15.487         | 8.320    | 3.465 | 1 | .063 | 5.318E6  | .440      | 6.427E13       |
| [Tujuan=4]            | .672           | 3.600    | .035  | 1 | .852 | 1.959    | .002      | 2270.005       |
| [Tujuan=5]            | 0 <sup>b</sup> | .        | .     | 0 | .    | .        | .         | .              |
| [Waktu=1]             | -5.216         | 4.605    | 1.283 | 1 | .025 | .005     | 6.531E-7  | 45.164         |
| [Waktu=2]             | -6.880         | 5.142    | 1.790 | 1 | .018 | .001     | 4.317E-8  | 24.499         |
| [Waktu=3]             | -16.324        | 7.491    | 4.749 | 1 | .029 | 8.141E-8 | 3.425E-14 | .194           |
| [Waktu=4]             | 0 <sup>b</sup> | .        | .     | 0 | .    | .        | .         | .              |
| [Panjang=1]           | 7.943          | 7.323    | 1.176 | 1 | .278 | 2.816E3  | .002      | 4.823E9        |
| [Panjang=2]           | -7.613         | 4.596    | 2.744 | 1 | .038 | .000     | 6.053E-8  | 4.032          |
| [Panjang=3]           | -11.881        | 6.131    | 3.755 | 1 | .053 | 6.917E-6 | 4.178E-11 | 1.145          |
| [Panjang=4]           | 0 <sup>b</sup> | .        | .     | 0 | .    | .        | .         | .              |
| [Jenis_Perjalanan=0]  | 2.707          | 2.571    | 1.108 | 1 | .029 | 14.981   | .097      | 2313.427       |
| [Jenis_Perjalanan=1]  | 0 <sup>b</sup> | .        | .     | 0 | .    | .        | .         | .              |
| [Struktur=1]          | 25.620         | 13.365   | 3.674 | 1 | .055 | 1.338E11 | .562      | 3.184E22       |
| [Struktur=2]          | 17.950         | 9.075    | 3.912 | 1 | .048 | 6.244E7  | 1.176     | 3.314E15       |
| [Struktur=3]          | -17.398        | 9435.840 | .000  | 1 | .999 | 2.780E-8 | .000      | . <sup>c</sup> |
| [Struktur=4]          | -3.073         | 5.783    | .282  | 1 | .595 | .046     | 5.536E-7  | 3869.059       |
| [Struktur=5]          | 0 <sup>b</sup> | .        | .     | 0 | .    | .        | .         | .              |
| [Jk=0]                | 4.596          | 4.304    | 1.140 | 1 | .286 | 99.059   | .021      | 456780.058     |
| [Jk=1]                | 0 <sup>b</sup> | .        | .     | 0 | .    | .        | .         | .              |
| [Pekerjaan=1]         | -19.960        | 9.746    | 4.195 | 1 | .041 | 2.145E-9 | 1.086E-17 | .424           |
| [Pekerjaan=2]         | -10.493        | 7.304    | 2.064 | 1 | .151 | 2.773E-5 | 1.681E-11 | 45.749         |

|              |                       |                |        |       |   |      |           |           |           |
|--------------|-----------------------|----------------|--------|-------|---|------|-----------|-----------|-----------|
|              | [Pekerjaan=3]         | -7.173         | 5.168  | 1.927 | 1 | .165 | .001      | 3.064E-8  | 19.211    |
|              | [Pekerjaan=4]         | -20.732        | 11.016 | 3.542 | 1 | .060 | 9.913E-10 | 4.165E-19 | 2.359     |
|              | [Pekerjaan=5]         | 0 <sup>b</sup> | .      | .     | 0 | .    | .         | .         | .         |
| Motor<br>III | Intercept             | 162.849        | 59.566 | 7.474 | 1 | .006 |           |           |           |
|              | Frekuensi             | 5.502          | 2.241  | 6.030 | 1 | .014 | 245.186   | 3.036     | 19799.001 |
|              | Lama                  | -15.167        | 6.254  | 5.881 | 1 | .015 | 2.588E-7  | 1.229E-12 | .055      |
|              | Biaya_Moda            | -16.155        | 6.684  | 5.842 | 1 | .016 | 9.635E-8  | 1.969E-13 | .047      |
|              | Keamanan              | -1.896         | 1.180  | 2.581 | 1 | .010 | .150      | .015      | 1.517     |
|              | Keselamatan           | .763           | 1.091  | .489  | 1 | .048 | 2.144     | .253      | 18.187    |
|              | Kemudahan             | -4.559         | 2.756  | 2.735 | 1 | .038 | .010      | 4.721E-5  | 2.325     |
|              | Konsistensi_Waktu     | -5.760         | 2.346  | 6.029 | 1 | .014 | .003      | 3.173E-5  | .313      |
|              | Kenyamanan            | -2.091         | 1.476  | 2.007 | 1 | .157 | .124      | .007      | 2.229     |
|              | Kesetaraan            | -3.148         | 1.283  | 6.017 | 1 | .014 | .043      | .003      | .531      |
|              | Ketersediaan_Rute     | 2.679          | 1.937  | 1.914 | 1 | .167 | 14.575    | .327      | 648.844   |
|              | Headway               | -1.099         | 1.293  | .723  | 1 | .039 | .333      | .026      | 4.196     |
|              | Pajak                 | -1.286         | .915   | 1.976 | 1 | .016 | .276      | .046      | 1.660     |
|              | Pembuatan_SIM         | -6.911         | 2.863  | 5.826 | 1 | .016 | .001      | 3.642E-6  | .273      |
|              | Parkir                | -4.663         | 2.264  | 4.243 | 1 | .039 | .009      | .000      | .798      |
|              | Subsidi_KA            | -6.449         | 2.804  | 5.288 | 1 | .021 | .002      | 6.491E-6  | .386      |
|              | Kebijakan_Kendaraan   | -7.210         | 3.116  | 5.353 | 1 | .021 | .001      | 1.646E-6  | .332      |
|              | Pendapatan            | -1.452         | 1.077  | 1.816 | 1 | .178 | .234      | .028      | 1.934     |
|              | Kepemilikan_Kendaraan | -1.675         | 1.125  | 2.215 | 1 | .137 | .187      | .021      | 1.700     |
|              | Kondisi_Kendaraan     | -.094          | .652   | .021  | 1 | .885 | .910      | .254      | 3.265     |
|              | Ukuran                | 2.723          | 1.781  | 2.337 | 1 | .126 | 15.227    | .464      | 500.028   |
|              | Umur                  | -.196          | .163   | 1.447 | 1 | .022 | .822      | .597      | 1.132     |
|              | Lifestyle             | 2.761          | 1.560  | 3.133 | 1 | .047 | 15.815    | .744      | 336.321   |
|              | [Tujuan=1]            | -1.491         | 5.619  | .070  | 1 | .791 | .225      | 3.709E-6  | 13670.192 |
|              | [Tujuan=2]            | 8.729          | 6.347  | 1.892 | 1 | .169 | 6.179E3   | .024      | 1.560E9   |
|              | [Tujuan=3]            | 16.899         | 8.069  | 4.386 | 1 | .036 | 2.183E7   | 2.958     | 1.611E14  |
|              | [Tujuan=4]            | -8.180         | 5.068  | 2.605 | 1 | .107 | .000      | 1.359E-8  | 5.775     |
|              | [Tujuan=5]            | 0 <sup>b</sup> | .      | .     | 0 | .    | .         | .         | .         |
|              | [Waktu=1]             | -6.502         | 4.851  | 1.796 | 1 | .180 | .002      | 1.113E-7  | 20.222    |
|              | [Waktu=2]             | -6.468         | 5.025  | 1.657 | 1 | .198 | .002      | 8.202E-8  | 29.399    |
|              | [Waktu=3]             | -13.480        | 7.788  | 2.996 | 1 | .083 | 1.399E-6  | 3.288E-13 | 5.950     |

|                      |                |        |       |   |      |           |           |            |
|----------------------|----------------|--------|-------|---|------|-----------|-----------|------------|
| [Waktu=4]            | 0 <sup>b</sup> | .      | .     | 0 | .    | .         | .         | .          |
| [Panjang=1]          | 7.665          | 7.437  | 1.062 | 1 | .303 | 2.132E3   | .001      | 4.566E9    |
| [Panjang=2]          | -9.833         | 4.606  | 4.557 | 1 | .033 | 5.365E-5  | 6.440E-9  | .447       |
| [Panjang=3]          | -15.354        | 6.151  | 6.230 | 1 | .013 | 2.147E-7  | 1.247E-12 | .037       |
| [Panjang=4]          | 0 <sup>b</sup> | .      | .     | 0 | .    | .         | .         | .          |
| [Jenis_Perjalanan=0] | 5.943          | 2.946  | 4.068 | 1 | .044 | 380.998   | 1.183     | 122706.877 |
| [Jenis_Perjalanan=1] | 0 <sup>b</sup> | .      | .     | 0 | .    | .         | .         | .          |
| [Struktur=1]         | 23.600         | 12.696 | 3.455 | 1 | .063 | 1.776E10  | .277      | 1.139E21   |
| [Struktur=2]         | 20.630         | 8.779  | 5.522 | 1 | .019 | 9.109E8   | 30.675    | 2.705E16   |
| [Struktur=3]         | .450           | 6.010  | .006  | 1 | .940 | 1.568     | 1.203E-5  | 204552.024 |
| [Struktur=4]         | -26.420        | .000   | .     | 1 | .    | 3.356E-12 | 3.356E-12 | 3.356E-12  |
| [Struktur=5]         | 0 <sup>b</sup> | .      | .     | 0 | .    | .         | .         | .          |
| [Jk=0]               | 1.797          | 4.648  | .149  | 1 | .699 | 6.029     | .001      | 54501.275  |
| [Jk=1]               | 0 <sup>b</sup> | .      | .     | 0 | .    | .         | .         | .          |
| [Pekerjaan=1]        | -21.632        | 9.171  | 5.564 | 1 | .018 | 4.030E-10 | 6.294E-18 | .026       |
| [Pekerjaan=2]        | -14.077        | 7.613  | 3.419 | 1 | .064 | 7.697E-7  | 2.548E-13 | 2.325      |
| [Pekerjaan=3]        | -12.372        | 5.249  | 5.556 | 1 | .018 | 4.234E-6  | 1.442E-10 | .124       |
| [Pekerjaan=4]        | -24.421        | 11.093 | 4.847 | 1 | .028 | 2.478E-11 | 8.950E-21 | .069       |
| [Pekerjaan=5]        | 0 <sup>b</sup> | .      | .     | 0 | .    | .         | .         | .          |

a. The reference category is: KA.

b. This parameter is set to zero because it is redundant.

c. Floating point overflow occurred while computing this statistic. Its value is therefore set to system missing.

#### Classification

| Observed           | Predicted |          |           |           |       |                 |
|--------------------|-----------|----------|-----------|-----------|-------|-----------------|
|                    | Mobil I   | Motor II | Mobil III | Motor III | KA    | Percent Correct |
| Mobil I            | 28        | 4        | 3         | 3         | 1     | 71.8%           |
| Motor II           | 2         | 24       | 2         | 1         | 1     | 80.0%           |
| Mobil III          | 3         | 1        | 18        | 2         | 1     | 72.0%           |
| Motor III          | 4         | 3        | 1         | 12        | 1     | 57.1%           |
| KA                 | 1         | 0        | 0         | 0         | 65    | 98.5%           |
| Overall Percentage | 21.0%     | 17.7%    | 13.3%     | 9.9%      | 38.1% | 81.2%           |