Trip purposes:

* HBW: home-based work
* HBO: home-based other
* NHB: non-home based
* HBSc1: home-based school trips, pre-K to 8th grade
* HBSc2: home-based school trips, 8th grade to high school
* HBSc3: home-based school trips, college

Peak periods:

* PK: peak. Model uses AM skims.
* OP: off-peak. Model uses midday skims.

Vehicle ownership:

* 0: households with no vehicle
* 1: households with 1+ vehicles

Note: the four combinations of vehicle ownership – peak period, 0\_PK/1\_PK/0\_OP/1\_OP, are the market segments for trip tables.

Modes:

* Drive modes: DA (drive alone), SR2 (shared, 2 people for HBW, 2+ people for other purposes), SR3 (shared, 3 people. Only exists in HBW).
* Non-motorized modes: walk, bike
* Walk-access transit: WAT
* Drive-access transit modes: DAT\_B (boat), DAT\_LB (local bus), DAT\_CR (commuter rail), DAT\_RT (rapid transit)

Variables:

* IVTT: in-vehicle travel time, from drive and transit skims
* OVTT: out-of-vehicle travel time, from skims for all modes
* Cost: transit fare for transit modes, sum of toll and line-haul costs for drive modes
* Length, sqrlength: measures of distance, applies to non-motorized modes
* Parking: daily parking cost at attraction zone
* AccPEV / EgrPEV: pedestrian environment variables that characterize the walkability of TAZs (the lower the better). Applied to transit and non-motorized modes.
* PopD: square root of population density at production zone
* EmpD: square root of employment density at attraction zone
* HHSize: average household size at production zone
* VPW: vehicle per worker at production zone
* Walk access fraction: fraction of TAZ within 1 mile of stops