Grouping of HH by combination of Census Division, MSA status, and presence of a
subway system (if area > 1 million)

| 11 = New England (ME, NH, VT, CT, MA, RI) MSA or CMSA of 1 million or more with heavy rail | 618 | 2,959,202 |
| :---: | :---: | :---: |
| 12 = New England (ME, NH, VT, CT, MA, RI) MSA or CMSA of 1 million or without heavy rail. | 351 | 986,625 |
| 13 = New England (ME, NH, VT, CT, MA, RI) MSA of less than 1 million. | 696 | 634,203 |
| 14 = New England (ME, NH, VT, CT, MA, RI) Not in a MSA. | 1,499 | 913,339 |
| 21 = Mid-Atlantic (NY, NJ, PA) MSA or CMSA of 1 million or more with heavy rail. | 7,088 | 9,304,695 |
| 22 = Mid-Atlantic (NY, NJ, PA) MSA or CMSA of 1 million or without heavy rail. | 1,615 | 1,850,926 |
| 23 = Mid-Atlantic (NY, NJ, PA) MSA of less than 1 million. | 5,737 | 2,643,020 |
| 24 = Mid-Atlantic (NY, NJ, PA) Not in a MSA. | 3,087 | 1,374,631 |
| 31 = East North Central (IL, IN, MI, OH, WI) MSA or CMSA of 1 million or more with heavy rail | 1,038 | 4,563,342 |
| 32 = East North Central (IL, IN, MI, OH, WI) MSA or CMSA of 1 million or without heavy rail | 2,128 | 5,560,439 |
| 33 = East North Central (IL, IN, MI, OH, WI) MSA of less than 1 million. | 2,147 | 4,171,733 |
| 34 = East North Central (IL, IN, MI, OH, WI) Not in a MSA. | 2,028 | 3,520,610 |
| $42=$ West North Central (IA, KS, MO, MN, ND, NE, SD) MSA or CMSA of 1 million or without heavy rail | 454 | 2,794,453 |
| 43 = West North Central (IA, KS, MO, MN, ND, NE, SD) MSA of less than 1 million. | 5,146 | 2,032,570 |
| $44=$ West North Central (IA, KS, MO, MN, ND, NE, SD) Not in a MSA. | 2,487 | 3,217,458 |
| 51 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) MSA or CMSA of 1 million or more with heavy rail | 6,606 | 6,754,006 |
| 52 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) MSA or CMSA of 1 million or without heavy rail | 15,630 | 5,323,193 |
| 53 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) MSA of less than 1 million. | 19,603 | 5,796,588 |
| 54 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) Not in a MSA. | 14,200 | 4,331,328 |
| 62 = East South Central (AL, KY, MS, TN) MSA or CMSA of 1 million or without heavy rail. | 978 | 1,494,304 |
| 63 = East South Central (AL, KY, MS, TN) MSA of less than 1 million. | 1,301 | 2,760,801 |
| 64 = East South Central (AL, KY, MS, TN) Not in a MSA. | 1,226 | 2,777,429 |
| $72=$ West South Central (AR, LA, OK, TX) MSA or CMSA of 1 million or without heavy rail. | 13,549 | 6,288,630 |
| 73 = West South Central (AR, LA, OK, TX) MSA of less than 1 million. | 5,333 | 3,778,267 |
| 74 = West South Central (AR, LA, OK, TX) Not in a MSA. | 4,183 | 2,501,981 |
| 82 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY) MSA or CMSA of 1 million or without heavy rail | 5,182 | 3,877,490 |

83 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY) MSA of less than 1 million.
84 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY) Not in a MSA.
91 = Pacific (AK, CA, HI, OR, WA) MSA or CMSA of 1 million or more with heavy rail.

| 92 = Pacific (AK, CA, HI, OR, WA) MSA or CMSA of 1 million or | 7,645 | $4,386,113$ |
| :--- | :--- | :--- |
| without heavy rail. |  |  |
| 93 = Pacific (AK, CA, HI, OR, WA) MSA of less than 1 million. | 2,948 | $2,722,140$ |

$$
94 \text { = Pacific (AK, CA, HI, OR, WA) Not in a MSA. }
$$

$$
1,217
$$

$$
1,568,977
$$

$$
01 \text { = New England }
$$

$$
5,493,370
$$

02 = Middle Atlantic
$03=$ East North Central

| 04 | West North Central | $8,016,124$ |
| :--- | ---: | ---: |
| 05 | South Atlantic | 8,087 |
| $, 044,481$ |  |  |th Atlantic

$$
02=\text { No }
$$

$$
5 \text { = 5-14\% }
$$

$$
-9=N / A
$$

$50=45-54 \% \quad 9,509 \quad 9,249,969$
Name
HBHUR

HBPPOPDN

| 6,414 | $6,719,468$ |
| :--- | :--- |
| 4,381 | $5,052,689$ |


| 70 | $=65-74 \%$ | 4,381 |
| :--- | :--- | :--- |


| 80 | $=75-84 \%$ | 2,885 |
| :--- | :--- | :--- |
| 90 | $=85-94 \%$ | 1,899 |
| 95 | $=95-100 \%$ | 1,056 |


| 19,991 | $13,011,338$ |
| ---: | ---: |
| 26,236 | $15,267,810$ |
| 14,041 | $8,905,799$ |

20,558 14,036,469
28,856 21,433,082
31,201 26,508,974

| 2162 = Detroit--Ann Arbor--Flint, MI | 301 | 2,013,430 |
| :---: | :---: | :---: |
| 3000 = Grand Rapids--Muskegon--Holland, MI | 69 | 469,402 |
| 3120 = Greensboro--Winston-Salem--High Point, NC | 5,824 | 642,760 |
| 3280 = Hartford, CT | 105 | 491,345 |
| 3362 = Houston--Galveston--Brazoria, TX | 3,993 | 1,686,175 |
| 3480 = Indianapolis, IN | 871 | 695,961 |
| 3600 = Jacksonville, FL | 1,140 | 494,180 |
| 3760 = Kansas City, MO--KS | 134 | 698,407 |
| 4120 = Las Vegas, NV--AZ | 161 | 763,742 |
| 4472 = Los Angeles--Riverside--Orange County, CA | 6,615 | 5,419,449 |
| 4520 = Louisville, KY--IN | 170 | 374,907 |
| 4920 = Memphis, TN--AR--MS | 322 | 445,218 |
| 4992 = Miami--Fort Lauderdale, FL | 2,950 | 1,580,002 |
| 5082 = Milwaukee--Racine, WI | 445 | 654,197 |
| 5120 = Minneapolis--St. Paul, MN--WI | 233 | 1,271,162 |
| 5360 = Nashville, TN | 582 | 559,790 |
| 5560 = New Orleans, LA | 74 | 412,847 |
| 5602 = New York--Northern New Jersey--Long Island,NY--NJ--CT-PA | 6,898 | 7,913,476 |
| 5720 = Norfolk--Virginia Beach--Newport News, VA--NC | 3,188 | 619,768 |
| 5880 = Oklahoma City, OK | 80 | 464,080 |
| 5960 = Orlando, FL | 1,157 | 749,780 |
| 6162 = Philadelphia--Wilmington--Atlantic City,PA--NJ--DE--MD | 468 | 2,303,759 |
| 6200 = Phoenix--Mesa, AZ | 4,707 | 1,461,700 |
| 6280 = Pittsburgh, PA | 164 | 961,242 |
| 6442 = Portland--Salem, OR--WA | 177 | 1,027,384 |
| 6480 = Providence--Fall River--Warwick, RI--MA | 246 | 495,281 |
| 6640 = Raleigh--Durham--Chapel Hill, NC | 516 | 581,380 |
| 6840 = Rochester, NY | 786 | 418,140 |
| 6922 = Sacramento--Yolo, CA | 1,231 | 803,133 |
| 7040 = St. Louis, MO--IL | 190 | 1,146,133 |
| 7160 = Salt Lake City--Ogden, UT | 154 | 530,492 |
| 7240 = San Antonio, TX | 1,880 | 812,538 |
| 7320 = San Diego, CA | 6,002 | 1,037,955 |
| 7362 = San Francisco--Oakland--San Jose, CA | 3,986 | 2,777,211 |
| 7602 = Seattle--Tacoma--Bremerton, WA | 235 | 1,517,641 |
| 8280 = Tampa--St. Petersburg--Clearwater, FL | 2,160 | 1,098,918 |
| 8872 = Washington--Baltimore, DC--MD--VA--WV | 2,504 | 3,116,123 |
| 8960 = West Palm Beach--Boca Raton, FL | 1,030 | 417,993 |
| XXXX = Suppressed, in an MSA of less than 1 million | 45,884 | 26,625,257 |
| -7 = Refused | 8,719 | 5,471,660 |
| -8 = Don't know | 3,455 | 2,376,466 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | -9 = Not ascertained | 35 | 22,321 |
|  |  |  |  |  | $01=<\$ 5,000$ | 2,657 | 2,974,335 |
|  |  |  |  |  | $02=\$ 5,000-\$ 9,999$ | 5,294 | 5,710,544 |
|  |  |  |  |  | $03=\$ 10,000-\$ 14,999$ | 7,351 | 6,959,723 |
|  |  |  |  |  | $04=\$ 15,000-\$ 19,999$ | 8,048 | 7,068,391 |
|  |  |  |  |  | $05=\$ 20,000-\$ 24,999$ | 6,680 | 5,621,171 |
|  |  |  |  |  | $06=\$ 25,000-\$ 29,999$ | 9,554 | 7,421,820 |
|  |  |  |  |  | 07 = \$ $30,000-\$ 34,999$ | 5,542 | 4,473,208 |
|  |  |  |  |  | $08=\$ 35,000-\$ 39,999$ | 9,079 | 6,808,183 |
|  |  |  |  |  | $09=\$ 40,000-\$ 44,999$ | 4,511 | 3,745,950 |
|  |  |  |  |  | $10=\$ 45,000-\$ 49,999$ | 8,717 | 6,292,726 |
|  |  |  |  |  | $11=\$ 50,000-\$ 54,999$ | 3,941 | 3,068,161 |
|  |  |  |  |  | $12=\$ 55,000-\$ 59,999$ | 7,796 | 5,346,736 |
|  |  |  |  |  | $13=\$ 60,000-\$ 64,999$ | 3,026 | 2,343,901 |
|  |  |  |  |  | $14=\$ 65,000-\$ 69,999$ | 6,592 | 4,427,809 |
|  |  |  |  |  | $15=\$ 70,000-\$ 74,999$ | 3,035 | 2,014,700 |
|  |  |  |  |  | $16=\$ 75,000-\$ 79,999$ | 6,328 | 4,669,839 |
|  |  |  |  |  | $17=\$ 80,000-\$ 99,999$ | 12,429 | 8,631,132 |
|  |  |  |  |  | $18=>=\$ 100,000$ | 27,358 | 17,652,553 |
| HHRELATD | At least some HHMs are related | c | 2 | C4 | -1 = Appropriate skip | 150,066 | 113,009,722 |
|  |  |  |  |  | -9 = Not ascertained | 5 | 4,218 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 76 | 87,391 |
| HHRESP | Person ID number of household respondent | c | 2 | Table 1* | 01 | 149,775 | 112,822,150 |
|  |  |  |  |  | 02 | 320 | 236,041 |
|  |  |  |  |  | 03 | 31 | 27,317 |
|  |  |  |  |  | 04 | 13 | 5,949 |
|  |  |  |  |  | 05 | 5 | 1,782 |
|  |  |  |  |  | 06 | 1 | 1,743 |
|  |  |  |  |  | 08 | 1 | 6,181 |
|  |  |  |  |  | 10 | 1 | 167 |
| HHSIZE | Count of HH members | $N$ | 8 | DV_18* | 1 | 35,651 | 31,740,852 |
|  |  |  |  |  | 2 | 68,282 | 37,727,994 |
|  |  |  |  |  | 3 | 20,198 | 18,103,989 |
|  |  |  |  |  | 4 | 16,542 | 15,583,915 |
|  |  |  |  |  | 5 | 6,334 | 6,298,984 |
|  |  |  |  |  | 6 | 2,097 | 2,290,206 |
|  |  |  |  |  | 7 | 659 | 873,925 |
|  |  |  |  |  | 8 | 228 | 278,747 |
|  |  |  |  |  | 9 | 90 | 132,776 |
|  |  |  |  |  | 10 | 34 | 37,773 |
|  |  |  |  |  | 11 | 19 | 26,475 |
|  |  |  |  |  | 12 | 5 | 1,485 |


| Code / Range | Frequency | Weighted |
| :---: | :---: | :---: |
| 13 | 7 | 3,943 |
| 14 | 1 | 265 |
| AK = Alaska | 253 | 237,667 |
| AL = Alabama | 425 | 1,817,665 |
| AR = Arkansas | 258 | 1,114,043 |
| AZ = Arizona | 7,157 | 2,273,842 |
| CA = California | 21,225 | 12,176,760 |
| CO = Colorado | 306 | 1,897,629 |
| CT = Connecticut | 275 | 1,330,779 |
| DC = District of Columbia | 264 | 250,157 |
| DE = Delaware | 245 | 328,921 |
| FL = Florida | 15,884 | 7,057,285 |
| $\mathrm{GA}=$ Georgia | 7,502 | 3,470,225 |
| HI = Hawaii | 254 | 437,171 |
| IA = lowa | 3,752 | 1,215,351 |
| ID = Idaho | 259 | 565,805 |
| IL = Illinois | 809 | 4,766,227 |
| IN = Indiana | 3,458 | 2,480,570 |
| KS = Kansas | 263 | 1,110,710 |
| KY = Kentucky | 271 | 1,686,124 |
| LA = Louisiana | 292 | 1,625,174 |
| MA = Massachusetts | 412 | 2,463,783 |
| MD = Maryland | 355 | 2,092,538 |
| ME = Maine | 277 | 540,898 |
| $\mathrm{MI}=$ Michigan | 643 | 3,810,808 |
| MN = Minnesota | 340 | 2,089,258 |
| MO = Missouri | 389 | 2,330,291 |
| MS = Mississippi | 257 | 1,094,063 |
| MT = Montana | 256 | 375,621 |
| NC = North Carolina | 11,096 | 3,595,175 |
| ND = North Dakota | 256 | 274,801 |
| NE = Nebraska | 1,289 | 704,143 |
| NH = New Hampshire | 254 | 508,818 |
| NJ = New Jersey | 559 | 3,154,028 |
| NM = New Mexico | 251 | 741,667 |
| NV = Nevada | 256 | 953,134 |
| NY = New York | 16,165 | 7,137,482 |
| $\mathrm{OH}=$ Ohio | 724 | 4,508,888 |
| OK = Oklahoma | 261 | 1,407,910 |
| OR = Oregon | 264 | 1,474,365 |
| PA = Pennsylvania | 804 | 4,904,538 |
| $\mathrm{RI}=$ Rhode Island | 256 | 399,106 |



| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $35=$ New Mexico | 251 | 741,667 |
|  |  |  |  |  | $36=$ New York | 16,165 | 7,137,482 |
|  |  |  |  |  | $37=$ North Carolina | 11,096 | 3,595,175 |
|  |  |  |  |  | $38=$ North Dakota | 256 | 274,801 |
|  |  |  |  |  | $39=$ Ohio | 724 | 4,508,888 |
|  |  |  |  |  | $40=$ Oklahoma | 261 | 1,407,910 |
|  |  |  |  |  | $41=$ Oregon | 264 | 1,474,365 |
|  |  |  |  |  | $42=$ Pennsylvania | 804 | 4,904,538 |
|  |  |  |  |  | 44 = Rhode Island | 256 | 399,106 |
|  |  |  |  |  | $45=$ South Carolina | 5,209 | 1,700,419 |
|  |  |  |  |  | $46=$ South Dakota | 1,798 | 319,926 |
|  |  |  |  |  | 47 = Tennessee | 2,552 | 2,434,683 |
|  |  |  |  |  | $48=$ Texas | 22,255 | 8,422,249 |
|  |  |  |  |  | $49=$ Utah | 261 | 854,088 |
|  |  |  |  |  | $50=$ Vermont | 1,690 | 249,986 |
|  |  |  |  |  | $51=$ Virginia | 15,231 | 2,961,083 |
|  |  |  |  |  | $53=$ Washington | 415 | 2,547,927 |
|  |  |  |  |  | $54=$ West Virginia | 253 | 749,313 |
|  |  |  |  |  | $55=$ Wisconsin | 1,707 | 2,249,630 |
|  |  |  |  |  | $56=$ Wyoming | 260 | 208,606 |
| HHVEHCNT | Count of HH vehicles | N | 8 | DV_21* | 0 | 7,205 | 9,827,977 |
|  |  |  |  |  | 1 | 40,527 | 36,508,561 |
|  |  |  |  |  | 2 | 61,711 | 41,077,106 |
|  |  |  |  |  | 3 | 26,647 | 16,274,799 |
|  |  |  |  |  | 4 | 9,258 | 5,992,904 |
|  |  |  |  |  | 5 | 3,080 | 2,194,377 |
|  |  |  |  |  | 6 | 1,037 | 736,912 |
|  |  |  |  |  | 7 | 377 | 244,357 |
|  |  |  |  |  | 8 | 156 | 131,756 |
|  |  |  |  |  | 9 | 72 | 43,440 |
|  |  |  |  |  | 10 | 38 | 28,705 |
|  |  |  |  |  | 11 | 17 | 10,524 |
|  |  |  |  |  | 12 | 10 | 26,885 |
|  |  |  |  |  | 13 | 2 | 1,018 |
|  |  |  |  |  | 14 | 6 | 1,050 |
|  |  |  |  |  | 15 | 2 | 766 |
|  |  |  |  |  | 23 | 1 | 16 |
|  |  |  |  |  | 27 | 1 | 177 |
| HH_CBSA | CBSA FIPS code for HH address | c | 5 | DV_64* | -9 = Not ascertained | 2 | 23,274 |
|  |  |  |  |  | 12060 = Atlanta-Sandy Springs-Marietta, GA | 1,242 | 1,890,056 |
|  |  |  |  |  | 12420 = Austin-Round Rock, TX | 1,543 | 607,634 |
|  |  |  |  |  | 12580 = Baltimore-Towson, MD | 167 | 1,015,758 |

13820 = Birmingham-Hoover, AL $\quad 69 \quad 432,568$

| $14460=$ Boston-Cambridge-Quincy, MA-NH | 336 | 1,706,147 |
| :--- | ---: | ---: |

15380 = Buffalo-Niagara Falls, NY 665 471,544
$16740=$ Charlotte-Gastonia-Concord, NC-SC $\quad 565 \quad 661,539$
16980 Chicago-Naperville-Joliet, IL-IN-WI 870 3,419,638
$17140=$ Cincinnati-Middletown, OH-KY-IN $172 \quad$ 877,313
$17460=$ Cleveland-Elyria-Mentor, $\mathrm{OH} \quad 133 \quad 837,150$
18140 = Columbus, $\mathrm{OH} \quad 98$ 678,757

| $19100=$ Dallas-Fort Worth-Arlington, TX | 5,875 | $2,275,469$ |
| :--- | ---: | ---: |
| $19740=$ Denver-Aurora-Broomfield, CO | 131 | 968,658 |

$+131$
19820 = Detroit-Warren-Livonia, MI 246
$25540=$ Hartford-West Hartford-East Hartford, CT $\quad 94 \quad 463,159$
26420 = Houston-Sugar Land-Baytown, TX $\quad$ 1,696,333
26900 Indianapolis-Carmel, IN $\quad 815 \quad 666,493$
27260 = Jacksonville, FL $\quad 1,184$

| 28140 | $=$ Kansas City, MO-KS |
| :--- | :--- |
| 29820 | $=$ Las Vegas-Paradise, NV |

$3100=$ Los Angeles-Long Beach-Santa Ana, CA $\quad 4,049,255$
31140 = Louisville-Jefferson County, KY-IN 493
$32820=$ Memphis, TN-MS-AR 474,768
$33100=$ Miami-Fort Lauderdale-Pompano Beach, FL $\quad$ 3,980 $\quad 1,997,995$

| 33340 | Milwaukee-Waukesha-West Allis, WI | 402 |
| :--- | ---: | ---: |

$33460=$ Minneapolis-St. Paul-Bloomington, MN-WI 233 1,271,162
34980 = Nashville-Davidson--Murfreesboro--Franklin, TN 617 590,047
35380 = New Orleans-Metairie-Kenner, LA $\quad 72$ 382,793
$35620=$ New York-Northern New Jersey-Long Island, NY-NJ-PA $5,191 \quad 6,862,122$
$36420=$ Oklahoma City, OK $\quad 77 \quad 465,139$
36740 = Orlando-Kissimmee, FL $\quad 1,157 \quad 749,780$
37980 = Philadelphia-Camden-Wilmington, PA-NJ-DE-MD $\quad 425$ 2,068,904
$38060=$ Phoenix-Mesa-Scottsdale, AZ $\quad 1,461,700$
38300 = Pittsburgh, PA 171
38900 = Portland-Vancouver-Beaverton, OR-WA 153
$39300=$ Providence-New Bedford-Fall River, RI-MA $284 \quad 840,250$
39580 Raleigh-Cary NC 603,229
40060 Richn-Cary, NC 357
$40060=$ Richmond, VA 2,440
40140 = Riverside-San Bernardino-Ontario, CA $\quad 1,566$
$40380=$ Rochester, NY
40900 = Sacramento--Arden-Arcade--Roseville, CA
1,231
398,148
$41180=$ St Louis, MO-IL $\quad 1,231$
$41620=$ Salt Lake City, UT $\quad 111 \quad 364,667$
1,168,181
41700 San Antonio, TX 2,054 857,228
41740 San Diego-Carlsbad-San Marcos, CA $\quad$ 1,037,955
41860 = San Francisco-Oakland-Fremont, CA $\quad 2,293 \quad 1,656,729$


| $42660=$ Seattle-Tacoma-Bellevue, WA | 192 | 1,3 |
| :--- | ---: | ---: |
| $45300=$ Tampa-St. Petersburg-Clearwater, FL | 2,160 | 1,0 |
| $47260=$ Virginia Beach-Norfolk-Newport News, VA-NC | 3,193 | 6 |$47900=$ Washington-Arlington-Alexandria, DC-VA-MD-WV


| 02 = African American, Black | 9,376 | $13,069,737$ |
| :--- | ---: | ---: |
| 03 | Asian Only | 2,838 |


| $04=$ American Indian, Alaskan Native | 1,100 | $1,091,518$ |
| :--- | ---: | ---: |
| $05=$ Native Hawaiian, other Pacific | 388 | 472,510 |
| $06=$ Multiracial | 906 | 817,463 |

HOMEOWN Housing unit owned or rented C 2
HOMETYPE $\quad$ Type of housing unit $\quad$ C 2

| HOUSEID | HH eight-digit ID number |
| :--- | :--- |
| HTEEMPDN | Workers per square mile living in Tract |


| $C$ | 8 |
| :--- | :--- |
| $C$ |  |

Table 1*
Claritas

| 07 | Hispanic/Mexican | 3,892 |
| :--- | ---: | ---: |
| 97 | Other specify | 1,608 |
| $1,152,263$ |  |  |


| $-9=$ Not ascertained | 1 | 356 |
| :--- | ---: | ---: |
| 01 = Detached single house | 117,353 | $74,280,526$ |
| 02 = Duplex | 7,765 | $8,208,970$ |

$03=$ Rowhouse or townhouse $\quad 16,510 \quad 25,205,689$

| $04=$ Apartment, condominium | 8,056 | $4,957,343$ |
| :--- | ---: | ---: |
| $05=$ Mobile home or trailer | 40 | 12,966 |

$06=$ Dorm room, fraternity or sorority house $\quad 11$ 60,342
$97=$ Other $\quad 115 \quad 179,383$

| -9 | $=$ N/A | 4 |
| :--- | :--- | ---: |
| 25 | 0-49 | 4,191 |
| 75 | $=50-99$ | 34,297 |
| $21,398,805$ |  |  |
|  | 11,097 | $6,407,548$ |


| - | Frequency |  |
| :---: | :---: | :---: |
| $350=250-499$ | 19,111 | 13,319,379 |
| $750=500-999$ | 22,869 | 17,397,941 |
| $1500=1,000-1,999$ | 21,324 | 18,229,429 |
| $3000=2,000-3,999$ | 13,628 | 13,348,089 |
| $5000=4,000-999,999$ | 9,378 | 11,496,815 |
| $0=0-4 \%$ | 4,470 | 3,487,983 |
| $5=5-14 \%$ | 31,763 | 20,585,797 |
| -9 = N/A | 2 | 23,274 |
| $20=15-24 \%$ | 43,319 | 27,812,119 |
| $30=25-34 \%$ | 27,476 | 20,154,980 |
| $40=35-44 \%$ | 17,429 | 13,747,877 |
| $50=45-54 \%$ | 10,837 | 9,945,753 |
| $60=55-64 \%$ | 6,930 | 6,622,095 |
| $70=65-74 \%$ | 3,954 | 5,195,082 |
| $80=75-84 \%$ | 2,263 | 2,844,632 |
| $90=85-94 \%$ | 1,196 | 1,751,001 |
| $95=95-100 \%$ | 508 | 930,736 |
| $-9=N / A$ | 2 | 23,274 |
| $50=0-99$ | 23,248 | 15,418,890 |
| $300=100-499$ | 28,031 | 16,417,325 |
| $750=500-999$ | 14,649 | 10,099,700 |
| $1500=1,000-1,999$ | 20,456 | 14,001,543 |
| $3000=2,000-3,999$ | 28,428 | 21,574,588 |
| $7000=4,000-9,999$ | 27,961 | 24,028,240 |
| $17000=10,000-24,999$ | 5,476 | 7,243,736 |
| $30000=25,000-999,999$ | 1,896 | 4,294,034 |
| $-9=N / A$ | 2 | 23,274 |
| $50=0-99$ | 38,580 | 23,879,032 |
| $300=100-499$ | 31,839 | 21,188,259 |
| $750=500-999$ | 22,783 | 16,029,969 |
| $1500=1,000-1,999$ | 29,419 | 22,071,587 |
| $3000=2,000-3,999$ | 19,861 | 18,235,159 |
| $7000=4,000-9,999$ | 5,600 | 7,273,761 |
| $17000=10,000-24,999$ | 1,283 | 2,738,685 |
| $30000=25,000-999,999$ | 780 | 1,661,603 |
| 01 = one adult, no children | 15,138 | 19,501,836 |
| $02=2+$ adults, no children | 31,475 | 23,578,493 |
| $03=$ one adult, youngest child 0-5 | 610 | 1,258,975 |
| $04=2+$ adults, youngest child 0-5 | 12,937 | 13,279,790 |
| $05=$ one adult, youngest child 6-15 | 2,037 | 2,436,983 |
| $06=2+$ adults, youngest child 6-15 | 16,826 | 14,832,622 |
| 07 = one adult, youngest child 16-21 | 1,139 | 1,037,275 |

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Name
MSACAT

| Code / Range | Frequency |  |
| :---: | :---: | :---: |
| $08=2+$ adults, youngest child 16-21 | 6,626 | 5,764,705 |
| 09 = one adult, retired, no children | 20,513 | 12,239,016 |
| $10=2+$ adults, retired, no children | 42,846 | 19,171,634 |
| -9 = Not ascertained | 2 | 23,274 |
| $01=$ MSA of 1 million or more, with rail | 25,951 | 31,777,906 |
| $02=$ MSA of 1 million or more, and not in 1 | 47,532 | 32,562,174 |
| $03=$ MSA less than 1 million | 45,884 | 26,625,257 |
| 04 = Not in MSA (CMSA) | 30,778 | 22,112,719 |
| -9 = Not ascertained | 2 | 23,274 |
| 01 = In an MSA of Less than 250,000 | 17,018 | 7,927,615 |
| $02=$ In an MSA of 250,000-499,999 | 12,800 | 9,748,676 |
| $03=\mathrm{In}$ an MSA of 500,000-999,999 | 16,066 | 8,948,966 |
| $04=\mathrm{In}$ an MSA or CMSA of 1,000,000-2,999,999 | 32,508 | 24,722,917 |
| $05=\mathrm{ln}$ an MSA or CMSA of 3 million or more | 40,975 | 39,617,163 |
| $06=$ Not in MSA or CMSA | 30,778 | 22,112,719 |
| 1 | 38,426 | 35,010,916 |
| 2 | 94,354 | 61,690,175 |
| 3 | 13,310 | 12,089,376 |
| 4 | 3,414 | 3,654,776 |
| 5 | 524 | 527,556 |
| 6 | 92 | 93,024 |
| 7 | 22 | 34,052 |
| 8 | 3 | 540 |
| 9 | 1 | 477 |
| 10 | 1 | 439 |
| 01 = MSA has rail | 25,951 | 31,777,906 |
| $02=$ MSA does not have rail, or hh not in an MSA | 124,196 | 81,323,424 |
| 1 | 48,752 | 41,554,765 |
| 2 | 66,772 | 40,211,117 |
| 3 | 18,555 | 15,841,798 |
| 4 | 11,293 | 10,518,214 |
| 5 | 3,452 | 3,527,283 |
| 6 | 949 | 1,025,987 |
| 7 | 252 | 236,995 |
| 8 | 76 | 123,217 |
| 9 | 30 | 52,516 |
| 10 | 8 | 3,259 |
| 11 | 5 | 3,553 |
| 12 | 2 | 586 |
| 13 | 1 | 2,039 |
| -1 = Appropriate skip | 114,767 | 81,648,265 |
| 01 | 35,380 | 31,453,065 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TDAYDATE | Date of Travel Day (YYYYMM) | c | 8 | DV* | 200803 | 225 | 215,033 |
|  |  |  |  |  | 200804 | 5,259 | 4,737,128 |
|  |  |  |  |  | 200805 | 9,643 | 9,425,401 |
|  |  |  |  |  | 200806 | 10,066 | 9,425,477 |
|  |  |  |  |  | 200807 | 12,387 | 9,424,815 |
|  |  |  |  |  | 200808 | 13,841 | 9,494,374 |
|  |  |  |  |  | 200809 | 13,406 | 9,355,141 |
|  |  |  |  |  | 200810 | 13,559 | 9,425,214 |
|  |  |  |  |  | 200811 | 14,800 | 9,425,266 |
|  |  |  |  |  | 200812 | 14,079 | 9,424,913 |
|  |  |  |  |  | 200901 | 13,377 | 9,393,753 |
|  |  |  |  |  | 200902 | 10,503 | 9,456,638 |
|  |  |  |  |  | 200903 | 11,618 | 9,425,165 |
|  |  |  |  |  | 200904 | 7,384 | 4,473,014 |
| TRAVDAY | Travel day - day of week | c | 2 | DV* | $01=$ Sunday | 21,807 | 16,156,809 |
|  |  |  |  |  | $02=$ Monday | 21,521 | 16,157,629 |
|  |  |  |  |  | 03 = Tuesday | 21,525 | 16,157,551 |
|  |  |  |  |  | $04=$ Wednesday | 21,341 | 16,157,085 |
|  |  |  |  |  | $05=$ Thursday | 21,445 | 16,157,449 |
|  |  |  |  |  | $06=$ Friday | 21,335 | 16,157,325 |
|  |  |  |  |  | 07 = Saturday | 21,173 | 16,157,483 |
| URBAN | Home address in urbanized area | c | 2 | DV_47* | -9 = Not ascertained | 2 | 23,274 |
|  |  |  |  |  | $01=$ In an urban area | 91,918 | 75,383,529 |
|  |  |  |  |  | $02=$ In an Urban cluster | 14,582 | 11,992,871 |
|  |  |  |  |  | $03=\ln$ an area surrounded by urban areas | 62 | 100,645 |
|  |  |  |  |  | $04=$ Not in urban area | 43,583 | 25,601,011 |
| URBANSIZE | Size of urban area in which home address is located | c | 2 | DV_48* | $-9=$ Not ascertained | 2 | 23,274 |
|  |  |  |  |  | $01=50,000-199,999$ | 21,107 | 11,591,257 |
|  |  |  |  |  | $02=200,000-499,999$ | 14,144 | 9,876,479 |
|  |  |  |  |  | $03=500,000-999,999$ | 12,220 | 9,461,053 |
|  |  |  |  |  | $04=1$ million or more without subway or rail | 27,509 | 21,139,513 |
|  |  |  |  |  | $05=1$ million or more with subway or rail | 16,938 | 23,315,227 |
|  |  |  |  |  | $06=$ Not in an urbanized area | 58,227 | 37,694,527 |
| URBRUR | Household in urban/rural area | c | 2 | DV_49* | $-9=$ Not ascertained | 2 | 23,274 |
|  |  |  |  |  | $01=$ Urban | 106,562 | 87,477,045 |
|  |  |  |  |  | $02=$ Rural | 43,583 | 25,601,011 |
| VARSTRAT | Linearization Variance Stratum for Std Err Calculation | $N$ | 8 | DV* | 1-100 | 150,147 | 113,101,330 |
| WRKCOUNT | Number of workers in HH | N | 8 | DV_57* | 0 | 57,832 | 30,154,870 |
|  |  |  |  |  | 1 | 52,122 | 49,148,267 |
|  |  |  |  |  | 2 | 34,605 | 28,384,670 |
|  |  |  |  |  | 3 | 4,712 | 4,557,877 |

Name
Label
Type Length Question Code/Range
Frequency
788 9

150,147
Weighted
WTHHFIN Final HH weight N Final HH weight

N 8
Table 4* 1.17-53067
113,101,330

| -1 = Appropriate skip | 38,183 | 44,757,967 |
| :---: | :---: | :---: |
| -7 = Refused | 137 | 126,980 |
| -8 = Don't know | 40 | 59,470 |
| -9 = Not ascertained | 27 | 30,621 |
| $01=$ Yes | 244,524 | 204,383,267 |
| $02=\mathrm{No}$ | 25,990 | 33,695,567 |
| -9 = Not ascertained | 333 | 354,199 |
| -8 = Don't know | 68 | 87,933 |
| -7 = Refused | 2 | 659 |
| -5 = Did not work last week | 271 | 286,974 |
| -1 = Appropriate skip | 199,204 | 165,849,069 |
| 1 | 92,199 | 94,957,969 |
| 2 | 11,702 | 14,795,463 |
| 3 | 3,331 | 4,200,359 |
| 4 | 1,149 | 1,706,116 |
| 5 | 358 | 508,504 |
| 6 | 115 | 162,644 |
| 7 | 40 | 35,627 |
| 8 | 42 | 27,853 |
| 9 | 14 | 12,801 |
| 10 | 22 | 10,990 |
| 11 | 16 | 9,062 |
| 12 | 10 | 5,342 |
| 13 | 7 | 5,349 |
| 14 | 12 | 4,087 |
| 15 | 4 | 31,956 |
| 20 | 2 | 917 |
| $-9=$ Not ascertained | 2 | 23,099 |
| 11 = New England (ME, NH, VT, CT, MA, RI) MSA or CMSA of 1 million or more with heavy rail | 1,277 | 7,325,327 |
| 12 = New England (ME, NH, VT, CT, MA, RI) MSA or CMSA of 1 million or without heavy rail. | 735 | 2,515,059 |
| 13 = New England (ME, NH, VT, CT, MA, RI) MSA of less than 1 million. | 1,435 | 1,534,072 |
| 14 = New England (ME, NH, VT, CT, MA, RI) Not in a MSA. | 3,005 | 2,093,554 |
| 21 = Mid-Atlantic (NY, NJ, PA) MSA or CMSA of 1 million or more with heavy rail. | 15,004 | 24,179,547 |
| 22 = Mid-Atlantic (NY, NJ, PA) MSA or CMSA of 1 million or without heavy rail. | 3,336 | 4,265,374 |
| 23 = Mid-Atlantic (NY, NJ, PA) MSA of less than 1 million. | 11,626 | 6,329,854 |
| 24 = Mid-Atlantic (NY, NJ, PA) Not in a MSA. | 6,313 | 3,320,415 |
| 31 = East North Central (IL, IN, MI, OH, WI) MSA or CMSA of 1 million or more with heavy rail | 2,215 | 11,608,427 |

32 = East North Central (IL, IN, MI, OH, WI) MSA or CMSA of 1 million or without heavy rail
33 = East North Central (IL, IN, MI, OH, WI) MSA of less than 1 million.

| 34 = East North Central (IL, IN, MI, OH, WI) Not in a MSA. | 4,186 | 8,204,852 |
| :---: | :---: | :---: |
| $42=$ West North Central (IA, KS, MO, MN, ND, NE, SD) MSA or CMSA of 1 million or without heavy rail | 980 | 6,569,721 |
| 43 = West North Central (IA, KS, MO, MN, ND, NE, SD) MSA of less than 1 million. | 10,916 | 4,722,750 |
| 44 = West North Central (IA, KS, MO, MN, ND, NE, SD) Not in a MSA. | 5,102 | 7,478,997 |
| 51 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) MSA or CMSA of 1 million or more with heavy rail | 13,877 | 17,361,418 |
| 52 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) MSA or CMSA of 1 million or without heavy rail | 31,269 | 12,740,059 |
| 53 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) MSA of less than 1 million. | 39,216 | 13,711,262 |
| 54 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) Not in a MSA. | 28,133 | 10,653,517 |
| 62 = East South Central (AL, KY, MS, TN) MSA or CMSA of 1 million or without heavy rail. | 1,993 | 3,520,962 |
| 63 = East South Central (AL, KY, MS, TN) MSA of less than 1 million. | 2,593 | 6,467,433 |
| 64 = East South Central (AL, KY, MS, TN) Not in a MSA. | 2,392 | 6,863,675 |
| $72=$ West South Central (AR, LA, OK, TX) MSA or CMSA of 1 million or without heavy rail. | 28,818 | 16,609,992 |
| 73 = West South Central (AR, LA, OK, TX) MSA of less than 1 million. | 11,033 | 9,651,009 |
| 74 = West South Central (AR, LA, OK, TX) Not in a MSA. | 8,227 | 6,167,451 |
| 82 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY) MSA or CMSA of 1 million or without heavy rail | 10,943 | 10,027,667 |
| 83 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY) MSA of less than 1 million. | 5,899 | 5,308,754 |
| 84 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY) Not in a MSA. | 1,778 | 4,736,368 |
| 91 = Pacific (AK, CA, HI, OR, WA) MSA or CMSA of 1 million or more with heavy rail. | 22,606 | 23,109,209 |
| 92 = Pacific (AK, CA, HI, OR, WA) MSA or CMSA of 1 million or without heavy rail. | 16,122 | 11,031,718 |
| 93 = Pacific (AK, CA, HI, OR, WA) MSA of less than 1 million. | 6,302 | 7,550,615 |
| 94 = Pacific (AK, CA, HI, OR, WA) Not in a MSA. | 2,483 | 3,858,348 |
| 01 = New England | 6,452 | 13,468,012 |
| $02=$ Middle Atlantic | 36,280 | 38,117,859 |
| $03=$ East North Central | 15,486 | 43,326,644 |
| $04=$ West North Central | 16,998 | 18,771,469 |
| $05=$ South Atlantic | 112,495 | 54,466,256 |
| $06=$ East South Central | 6,978 | 16,852,071 |
| 07 = West South Central | 48,079 | 32,428,881 |

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| Code /Range | Frequency | Weighted |
| :---: | :---: | :---: |
| 08 = Mountain | 18,620 | 20,072,790 |
| $09=$ Pacific | 47,513 | 45,549,890 |
| $01=$ Northeast | 42,732 | 51,585,871 |
| $02=$ Midwest | 32,484 | 62,098,113 |
| 03 = South | 167,552 | 103,747,208 |
| $04=$ West | 66,133 | 65,622,680 |
| 0-27 | 308,901 | 283,053,872 |
| -1 = Appropriate skip | 275,478 | 258,769,011 |
| -7 = Refused | 140 | 83,792 |
| -8 = Don't know | 1,493 | 1,333,565 |
| -9 = Not ascertained | 4 | 1,190 |
| $01=$ Yes | 14,644 | 10,009,240 |
| $02=$ No | 17,142 | 12,857,073 |
| -1 = Appropriate skip | 275,478 | 258,769,011 |
| $-7=$ Refused | 253 | 145,713 |
| -8 = Don't know | 2,498 | 1,473,820 |
| -9 = Not ascertained | 4 | 1,190 |
| $01=$ Yes | 4,755 | 5,203,009 |
| $02=$ No | 25,913 | 17,461,129 |
| -1 = Appropriate skip | 275,478 | 258,769,011 |
| $-7=$ Refused | 14 | 7,841 |
| -8 = Don't know | 74 | 111,331 |
| -9 = Not ascertained | 4 | 1,190 |
| $01=\mathrm{Yes}$ | 18,329 | 14,375,033 |
| $02=$ No | 15,002 | 9,789,466 |
| -1 = Appropriate skip | 275,478 | 258,769,011 |
| -7 = Refused | 48 | 39,056 |
| -8 = Don't know | 525 | 631,337 |
| -9 = Not ascertained | 9 | 3,736 |
| $01=$ Yes | 10,393 | 8,090,452 |
| $02=$ No | 22,448 | 15,520,280 |
| -1 = Appropriate skip | 275,478 | 258,769,011 |
| -7 = Refused | 22 | 15,017 |
| -8 = Don't know | 223 | 187,802 |
| -9 = Not ascertained | 4 | 1,190 |
| 01 = Yes | 2,946 | 3,292,102 |
| $02=$ No | 30,228 | 20,788,751 |
| -1 = Appropriate skip | 275,478 | 258,769,011 |
| -7 = Refused | 26 | 15,279 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | -8 = Don't know | 232 | 210,934 |
|  |  |  |  |  | -9 = Not ascertained | 4 | 1,190 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 1,425 | 1,550,986 |
|  |  |  |  |  | $02=$ No | 31,736 | 22,506,472 |
| CONDTRAV | Medical condition results in reduced day-today travel | c | 2 | M6 | -1 = Appropriate skip | 275,478 | 258,769,011 |
|  |  |  |  |  | $-7=$ Refused | 18 | 10,380 |
|  |  |  |  |  | -8 = Don't know | 100 | 83,918 |
|  |  |  |  |  | -9 = Not ascertained | 3 | 1,179 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 27,751 | 19,837,222 |
|  |  |  |  |  | $02=\mathrm{No}$ | 5,551 | 4,352,162 |
| DELIVER | Number of these internet purchases delivered to home | N | 4 | Mb | $-9=$ Not ascertained | 4 | 1,165 |
|  |  |  |  |  | -8 = Don't know | 62 | 70,145 |
|  |  |  |  |  | -7 = Refused | 3 | 1,706 |
|  |  |  |  |  | -1 = Appropriate skip | 208,634 | 193,321,744 |
|  |  |  |  |  | 0-200 | 100,198 | 89,659,112 |
| DIARY | Indicates if travel diary was completed | c | 2 | DV_5* | -1 = Appropriate skip | 1,251 | 1,700,440 |
|  |  |  |  |  | -7 = Refused | 22 | 10,966 |
|  |  |  |  |  | -8 = Don't know | 251 | 293,276 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 223,726 | 199,019,266 |
|  |  |  |  |  | $02=\mathrm{No}$ | 83,651 | 82,029,924 |
| DISTTOSC | Distance home to school | c | 2 | F3 | -1 = Appropriate skip | 286,447 | 256,750,081 |
|  |  |  |  |  | $-7=$ Refused | 13 | 15,367 |
|  |  |  |  |  | -8 = Don't know | 120 | 221,975 |
|  |  |  |  |  | -9 = Not ascertained | 1 | 340 |
|  |  |  |  |  | $01=$ Less than $1 / 4$ mile | 1,612 | 2,510,486 |
|  |  |  |  |  | $02=$ Between a $1 / 4$ to $1 / 2$ mile | 1,507 | 2,013,237 |
|  |  |  |  |  | $03=1 / 2$ mile to 1 mile | 2,378 | 3,025,895 |
|  |  |  |  |  | $04=1$ mile to 2 miles | 4,154 | 4,987,413 |
|  |  |  |  |  | $05=$ More than 2 miles | 12,669 | 13,529,077 |
| DISTTOWK | One-way distance to workplace (miles) | N | 8 | E14 | $-9=$ Not ascertained | 3 | 3,752 |
|  |  |  |  |  | -8 = Don't know | 2,289 | 4,177,926 |
|  |  |  |  |  | -7 = Refused | 91 | 119,899 |
|  |  |  |  |  | -1 = Appropriate skip | 187,829 | 148,405,192 |
|  |  |  |  |  | 0-990 | 118,689 | 130,347,102 |
| DRIVER | Driver status of $S$ | c | 2 | DV_8* | -1 = Appropriate skip | 34,307 | 40,256,811 |
|  |  |  |  |  | -9 = Not ascertained | 122 | 180,073 |
|  |  |  |  |  | 01 = Yes, a driver | 249,882 | 212,308,999 |
|  |  |  |  |  | $02=$ No, not a driver | 24,590 | 30,307,989 |
| DRVRCNT | Number of drivers in HH | $N$ | 8 | DV_10* | 0 | 6,233 | 7,775,345 |
|  |  |  |  |  | 1 | 54,807 | 54,484,485 |
|  |  |  |  |  | 2 | 186,502 | 150, 104,474 |


| 44,964 | $48,223,864$ |
| :--- | :--- |
| 13,516 | $18,492,151$ |

2,410 3,029,65
-1
-7

251,220,386
3,280
24,777
4,980

01 = A little issue

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| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $03=A$ big issue | 7,290 | 7,586,374 |
| DTWALK | Respondent's view on Lack of walkways or sidewalks | c | 2 | L2a | -1 = Appropriate skip | 302,009 | 276,681,288 |
|  |  |  |  |  | -7 = Refused | 5 | 1,260 |
|  |  |  |  |  | -8 = Don't know | 30 | 12,875 |
|  |  |  |  |  | $-9=$ Not ascertained | 2 | 1,216 |
|  |  |  |  |  | $01=$ A little issue | 1,033 | 852,082 |
|  |  |  |  |  | $02=$ A moderate issue | 2,677 | 2,652,916 |
|  |  |  |  |  | $03=A$ big issue | 3,145 | 2,852,236 |
| EDUC | Highest grade completed | c | 2 | M7 | -1 = Appropriate skip | 45,329 | 52,935,775 |
|  |  |  |  |  | -7 = Refused | 488 | 364,772 |
|  |  |  |  |  | -8 = Don't know | 1,770 | 2,097,831 |
|  |  |  |  |  | -9 = Not ascertained | 299 | 525,913 |
|  |  |  |  |  | 01 = Less then high school graduate | 20,309 | 22,961,103 |
|  |  |  |  |  | $02=$ High school graduate, include GED | 72,198 | 65,494,834 |
|  |  |  |  |  | 03 = Some college or Associate's degree (Vocational) | 73,687 | 65,231,553 |
|  |  |  |  |  | 04 = Bachelor's degree (BA, AB, BS) | 54,761 | 43,550,676 |
|  |  |  |  |  | $05=$ Graduate or Professional Degree (MA,MS,MBA,MD,PHD,EdD,JD) | 40,060 | 29,891,415 |
| EVERDROV | Has been a driver in the past | c | 2 | C8 | $-1=$ Appropriate skip | 288,376 | 256,380,044 |
|  |  |  |  |  | $-7=$ Refused | 2 | 1,903 |
|  |  |  |  |  | -8 = Don't know | 34 | 58,614 |
|  |  |  |  |  | -9 = Not ascertained | 198 | 389,731 |
|  |  |  |  |  | 01 = Yes | 11,426 | 10,258,829 |
|  |  |  |  |  | $02=$ No | 8,865 | 15,964,751 |
| FLAG100 | Did HH have 100\% of members complete interview? | c | 2 | DV* | $01=Y e s$ | 278,075 | 247,482,057 |
|  |  |  |  |  | $02=\mathrm{No}$ | 30,826 | 35,571,815 |
| flextime | Respondent can set or change start time of work day | c | 2 | Ec | -1 = Appropriate skip | 187,829 | 148,405,192 |
|  |  |  |  |  | -7 = Refused | 56 | 45,035 |
|  |  |  |  |  | -8 = Don't know | 275 | 332,882 |
|  |  |  |  |  | $-9=$ Not ascertained | 2 | 1,545 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 52,317 | 52,620,463 |
|  |  |  |  |  | $02=\mathrm{No}$ | 68,422 | 81,648,756 |
| FMSCSIZE | Number of people on from school trip | $N$ | 8 | F8 | $-9=$ Not ascertained | 13 | 34,403 |
|  |  |  |  |  | -8 = Don't know | 55 | 86,643 |
|  |  |  |  |  | -7 = Refused | 4 | 1,281 |
|  |  |  |  |  | -1 = Appropriate skip | 306,412 | 279,035,156 |
|  |  |  |  |  | 0 | 445 | 592,280 |
|  |  |  |  |  | 1 | 745 | 1,163,478 |
|  |  |  |  |  | 2 | 560 | 923,911 |
|  |  |  |  |  | 3 | 323 | 567,189 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 4 | 149 | 307,177 |
|  |  |  |  |  | 5 | 89 | 151,050 |
|  |  |  |  |  | 6 | 35 | 65,298 |
|  |  |  |  |  | 7 | 17 | 20,346 |
|  |  |  |  |  | 8 | 13 | 30,800 |
|  |  |  |  |  | 9 | 3 | 2,685 |
|  |  |  |  |  | 10 | 22 | 60,322 |
|  |  |  |  |  | 11 | 1 | 885 |
|  |  |  |  |  | 12 | 3 | 2,338 |
|  |  |  |  |  | 15 | 12 | 8,630 |
| FRSTHM | Did Person Start Travel Day at Home? | c | 2 | G8 | -1 = Appropriate skip | 1 | 1,812 |
|  |  |  |  |  | -7 = Refused | 49 | 26,000 |
|  |  |  |  |  | -8 = Don't know | 52 | 68,977 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 289,902 | 263,600,572 |
|  |  |  |  |  | $02=\mathrm{No}$ | 18,897 | 19,356,511 |
| FXDWKPL | No fixed workplace | c | 2 | DV* | -1 = Appropriate skip | 306,024 | 279,528,559 |
|  |  |  |  |  | 01 = No fixed workplace | 2,877 | 3,525,313 |
| GCDWORK | Great circle distance (miles) between home and work | N | 8 | DV_12* | -9 = Not ascertained | 2,377 | 3,503,354 |
|  |  |  |  |  | -1 = Appropriate skip | 173,108 | 135,628,239 |
|  |  |  |  |  | 0-3899 | 133,416 | 143,922,279 |
| GRADE | Grade allowed to walk/bike to/from school without adult | c | 2 | F10 | -1 = Appropriate skip | 299,116 | 270,279,158 |
|  |  |  |  |  | -7 = Refused | 162 | 183,967 |
|  |  |  |  |  | -8 = Don't know | 771 | 1,067,529 |
|  |  |  |  |  | $-9=$ Not ascertained | 6 | 3,249 |
|  |  |  |  |  | $00=$ Kindergarten | 439 | 585,268 |
|  |  |  |  |  | 01 | 119 | 110,944 |
|  |  |  |  |  | 02 | 162 | 248,241 |
|  |  |  |  |  | 03 | 432 | 557,037 |
|  |  |  |  |  | 04 | 681 | 832,616 |
|  |  |  |  |  | 05 | 967 | 1,301,773 |
|  |  |  |  |  | 06 | 1,228 | 1,618,779 |
|  |  |  |  |  | 07 | 905 | 1,305,145 |
|  |  |  |  |  | 08 | 624 | 830,650 |
|  |  |  |  |  | 09 | 946 | 1,277,302 |
|  |  |  |  |  | 10 | 452 | 568,286 |
|  |  |  |  |  | 11 | 159 | 199,429 |
|  |  |  |  |  | 12 | 304 | 435,974 |
|  |  |  |  |  | $99=$ Never | 1,428 | 1,648,525 |
| GT1JBLWK | Have more than one job | c | 2 | E6 | -1 = Appropriate skip | 169,833 | 131,680,775 |
|  |  |  |  |  | $-7=$ Refused | 18 | 37,348 |
|  |  |  |  |  | -8 = Don't know | 46 | 72,834 |
|  |  |  |  |  | B-21 |  |  |

$$
\begin{aligned}
& 5=5-1 \\
& -9=N
\end{aligned}
$$

$$
89,10
$$

| 30 | $=25-34 \%$ | 41,571 |
| :--- | :--- | :--- |
| 40 | $=35-44 \%$ | 27,572 |
| 50 | $=45-54 \%$ | 18,523 |

$70=65-74 \%$

| 80 | $=75-84 \%$ | 5,128 |
| :--- | :--- | :--- |
| 90 | $=85-94 \%$ | 3,225 |
| 95 | $=95-100 \%$ | 1,924 |


| 0640 = Austin--San Marcos, TX | 3,255 | 1,571,160 |
| :---: | :---: | :---: |
| 1122 = Boston--Worcester--Lawrence, MA--NH--ME--CT | 992 | 5,606,917 |
| 1280 = Buffalo--Niagara Falls, NY | 1,342 | 1,064,402 |
| 1520 = Charlotte--Gastonia--Rock Hill, NC--SC | 1,274 | 1,710,634 |
| 1602 = Chicago--Gary--Kenosha, IL--IN--WI | 1,791 | 8,885,365 |
| 1642 = Cincinnati--Hamilton, OH--KY--IN | 309 | 1,974,706 |
| 1692 = Cleveland--Akron, OH | 424 | 2,723,062 |
| 1840 = Columbus, OH | 199 | 1,728,250 |
| 1922 = Dallas--Fort Worth, TX | 12,691 | 6,066,958 |
| 2082 = Denver--Boulder--Greeley, CO | 325 | 2,562,737 |
| 2162 = Detroit--Ann Arbor--Flint, MI | 672 | 5,175,899 |
| 3000 = Grand Rapids--Muskegon--Holland, MI | 160 | 1,197,418 |
| 3120 = Greensboro--Winston-Salem--High Point, NC | 11,614 | 1,543,204 |
| 3280 = Hartford, CT | 219 | 1,276,230 |
| 3362 = Houston--Galveston--Brazoria, TX | 8,543 | 4,525,253 |
| 3480 = Indianapolis, IN | 1,799 | 1,649,705 |
| 3600 = Jacksonville, FL | 2,279 | 1,196,013 |
| 3760 = Kansas City, MO--KS | 305 | 1,759,583 |
| 4120 = Las Vegas, NV--AZ | 348 | 1,974,029 |
| 4472 = Los Angeles--Riverside--Orange County, CA | 14,435 | 16,136,228 |
| 4520 = Louisville, KY--IN | 339 | 804,856 |
| 4920 = Memphis, TN--AR--MS | 650 | 1,041,556 |
| 4992 = Miami--Fort Lauderdale, FL | 5,874 | 4,214,123 |
| 5082 = Milwaukee--Racine, WI | 978 | 1,567,736 |
| 5120 = Minneapolis--St. Paul, MN--WI | 493 | 3,013,445 |
| 5360 = Nashville, TN | 1,194 | 1,396,576 |
| 5560 = New Orleans, LA | 149 | 1,109,146 |
| 5602 = New York--Northern New Jersey--Long Island,NY--NJ--CT-PA | 14,607 | 20,715,225 |
| 5720 = Norfolk--Virginia Beach--Newport News, VA--NC | 6,690 | 1,533,272 |
| 5880 = Oklahoma City, OK | 163 | 1,167,200 |
| 5960 = Orlando, FL | 2,385 | 1,912,337 |
| 6162 = Philadelphia--Wilmington--Atlantic City,PA--NJ--DE--MD | 964 | 5,702,687 |
| 6200 = Phoenix--Mesa, AZ | 9,869 | 3,925,722 |
| 6280 = Pittsburgh, PA | 333 | 2,164,784 |
| 6442 = Portland--Salem, OR--WA | 393 | 2,540,293 |
| 6480 = Providence--Fall River--Warwick, RI--MA | 516 | 1,238,829 |
| 6640 = Raleigh--Durham--Chapel Hill, NC | 1,080 | 1,413,532 |
| 6840 = Rochester, NY | 1,661 | 1,036,187 |
| 6922 = Sacramento--Yolo, CA | 2,573 | 2,049,585 |
| 7040 = St. Louis, MO--IL | 404 | 2,559,707 |
| 7160 = Salt Lake City--Ogden, UT | 401 | 1,565,179 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 7240 = San Antonio, TX | 4,012 | 2,157,348 |
|  |  |  |  |  | 7320 = San Diego, CA | 12,625 | 2,774,615 |
|  |  |  |  |  | 7362 = San Francisco--Oakland--San Jose, CA | 8,171 | 6,972,981 |
|  |  |  |  |  | 7602 = Seattle--Tacoma--Bremerton, WA | 531 | 3,667,226 |
|  |  |  |  |  | 8280 = Tampa--St. Petersburg--Clearwater, FL | 4,088 | 2,568,112 |
|  |  |  |  |  | 8872 = Washington--Baltimore, DC--MD--VA--WV | 5,562 | 7,821,023 |
|  |  |  |  |  | 8960 = West Palm Beach--Boca Raton, FL | 1,859 | 862,955 |
|  |  |  |  |  | XXXX = Suppressed, in an MSA of less than 1 million | 93,581 | 65,023,289 |
| HHFAMINC | Derived total HH income | C | 2 | DV_16* | $-7=$ Refused | 15,075 | 10,375,093 |
|  |  |  |  |  | -8 = Don't know | $5,419$ | $4,274,457$ |
|  |  |  |  |  | -9 = Not ascertained | 64 | 71,543 |
|  |  |  |  |  | $01=<\$ 5,000$ | 4,346 | 6,439,250 |
|  |  |  |  |  | $02=\$ 5,000-\$ 9,999$ | 7,997 | 11,109,469 |
|  |  |  |  |  | $03=\$ 10,000-\$ 14,999$ | 11,444 | 13,613,214 |
|  |  |  |  |  | $04=\$ 15,000-\$ 19,999$ | 13,539 | 15,099,916 |
|  |  |  |  |  | $05=\$ 20,000-\$ 24,999$ | 11,827 | 12,077,428 |
|  |  |  |  |  | $06=\$ 25,000-\$ 29,999$ | 17,464 | 16,378,168 |
|  |  |  |  |  | $07=\$ 30,000-\$ 34,999$ | 10,571 | 10,277,067 |
|  |  |  |  |  | $08=\$ 35,000-\$ 39,999$ | 17,804 | 16,531,010 |
|  |  |  |  |  | $09=\$ 40,000-\$ 44,999$ | 9,035 | 8,501,189 |
|  |  |  |  |  | $10=\$ 45,000-\$ 49,999$ | 17,746 | 15,526,983 |
|  |  |  |  |  | 11 = \$50,000-\$54,999 | 8,338 | 7,710,576 |
|  |  |  |  |  | $12=\$ 55,000-\$ 59,999$ | 16,854 | 14,374,802 |
|  |  |  |  |  | 13 = \$60,000-\$64,999 | 6,743 | 6,793,357 |
|  |  |  |  |  | $14=\$ 65,000-\$ 69,999$ | 14,820 | 12,783,600 |
|  |  |  |  |  | $15=\$ 70,000-\$ 74,999$ | 6,966 | 5,845,169 |
|  |  |  |  |  | $16=\$ 75,000-\$ 79,999$ | 14,714 | 13,572,257 |
|  |  |  |  |  | $17=\$ 80,000-\$ 99,999$ | 30,175 | 26,025,062 |
|  |  |  |  |  | $18=>=\$ 100,000$ | 67,960 | 55,674,261 |
| HHRESP | Person ID number of household respondent | C | 2 | Table 1* | 01 | 308,022 | 282,097,918 |
|  |  |  |  |  | 02 | 724 | 780,935 |
|  |  |  |  |  | 03 | 87 | 88,684 |
|  |  |  |  |  | 04 | 46 | 22,514 |
|  |  |  |  |  | 05 | 9 | 3,158 |
|  |  |  |  |  | 06 | 1 | 2,408 |
|  |  |  |  |  | 08 | 9 | 57,521 |
|  |  |  |  |  | 10 | 3 | 735 |
| HHSIZE | Count of HH members | N | 8 | DV_18* | 1 | 35,651 | 29,963,422 |
|  |  |  |  |  | 2 | 126,575 | 72,051,342 |
|  |  |  |  |  | 3 | 52,615 | 58,767,120 |
|  |  |  |  |  | 4 | 53,895 | 66,682,986 |
|  |  |  |  |  | 5 | 24,748 | 32,536,646 |


| Code / Range | Frequency | Weighted |
| :---: | :---: | :---: |
| 6 | 9,612 | 14,065,816 |
| 7 | 3,427 | 5,216,039 |
| 8 | 1,306 | 2,206,773 |
| 9 | 574 | 904,137 |
| 10 | 249 | 397,409 |
| 11 | 134 | 198,720 |
| 12 | 44 | 20,899 |
| 13 | 61 | 38,755 |
| 14 | 10 | 3,807 |
| AK = Alaska | 563 | 638,738 |
| AL = Alabama | 829 | 4,359,236 |
| AR = Arkansas | 531 | 2,668,210 |
| AZ $=$ Arizona | 14,667 | 5,984,270 |
| CA = California | 44,957 | 34,052,007 |
| CO = Colorado | 620 | 4,578,854 |
| CT = Connecticut | 565 | 3,298,074 |
| DC = District of Columbia | 460 | 559,336 |
| DE = Delaware | 507 | 810,786 |
| FL = Florida | 30,952 | 17,187,824 |
| GA = Georgia | 15,247 | 8,944,336 |
| HI = Hawaii | 530 | 1,209,195 |
| IA = Iowa | 7,777 | 2,801,234 |
| ID = Idaho | 573 | 1,401,832 |
| IL = Illinois | 1,707 | 12,007,017 |
| IN = Indiana | 7,224 | 5,933,703 |
| KS = Kansas | 549 | 2,589,129 |
| KY = Kentucky | 540 | 3,991,453 |
| LA = Louisiana | 600 | 4,096,460 |
| MA = Massachusetts | 859 | 6,115,461 |
| MD = Maryland | 763 | 5,257,891 |
| ME = Maine | 550 | 1,236,568 |
| $\mathrm{MI}=$ Michigan | 1,386 | 9,377,871 |
| MN = Minnesota | 723 | 4,866,095 |
| MO = Missouri | 825 | 5,518,060 |
| MS = Mississippi | 478 | 2,702,827 |
| MT = Montana | 528 | 906,211 |
| NC = North Carolina | 22,075 | 8,569,591 |
| ND = North Dakota | 540 | 599,982 |
| NE = Nebraska | 2,781 | 1,651,340 |
| NH = New Hampshire | 517 | 1,242,477 |
| NJ = New Jersey | 1,190 | 8,124,896 |
| NM = New Mexico | 482 | 1,837,099 |

## B-25

| NV = Nevada | 537 | 2,402,427 |
| :---: | :---: | :---: |
| NY = New York | 33,435 | 18,281,802 |
| $\mathrm{OH}=$ Ohio | 1,523 | 10,742,363 |
| OK = Oklahoma | 525 | 3,364,544 |
| OR = Oregon | 572 | 3,545,185 |
| PA = Pennsylvania | 1,655 | 11,711,161 |
| $\mathrm{RI}=$ Rhode Island | 527 | 986,797 |
| SC = South Carolina | 10,391 | 4,177,991 |
| SD = South Dakota | 3,803 | 745,628 |
| TN = Tennessee | 5,131 | 5,798,554 |
| TX = Texas | 46,423 | 22,299,667 |
| UT = Utah | 689 | 2,467,859 |
| $V A=$ Virginia | 31,592 | 7,246,417 |
| $\mathrm{VT}=$ Vermont | 3,434 | 588,635 |
| WA = Washington | 891 | 6,104,766 |
| WI = Wisconsin | 3,646 | 5,265,690 |
| WV = West Virginia | 508 | 1,712,083 |
| WY = Wyoming | 524 | 494,238 |
| 01 = Alabama | 829 | 4,359,236 |
| $02=$ Alaska | 563 | 638,738 |
| 04 = Arizona | 14,667 | 5,984,270 |
| 05 = Arkansas | 531 | 2,668,210 |
| $06=$ California | 44,957 | 34,052,007 |
| $08=$ Colorado | 620 | 4,578,854 |
| 09 = Connecticut | 565 | 3,298,074 |
| 10 = Delaware | 507 | 810,786 |
| 11 = District of Columbia | 460 | 559,336 |
| $12=$ Florida | 30,952 | 17,187,824 |
| 13 = Georgia | 15,247 | 8,944,336 |
| 15 = Hawaii | 530 | 1,209,195 |
| 16 = Idaho | 573 | 1,401,832 |
| 17 = Illinois | 1,707 | 12,007,017 |
| 18 = Indiana | 7,224 | 5,933,703 |
| 19 = lowa | 7,777 | 2,801,234 |
| 20 = Kansas | 549 | 2,589,129 |
| 21 = Kentucky | 540 | 3,991,453 |
| $22=$ Louisiana | 600 | 4,096,460 |
| 23 = Maine | 550 | 1,236,568 |
| 24 = Maryland | 763 | 5,257,891 |
| 25 = Massachusetts | 859 | 6,115,461 |
| $26=$ Michigan | 1,386 | 9,377,871 |
| $27=$ Minnesota | 723 | 4,866,095 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $28=$ Mississippi | 478 | 2,702,827 |
|  |  |  |  |  | $29=$ Missouri | 825 | 5,518,060 |
|  |  |  |  |  | $30=$ Montana | 528 | 906,211 |
|  |  |  |  |  | $31=$ Nebraska | 2,781 | 1,651,340 |
|  |  |  |  |  | $32=$ Nevada | 537 | 2,402,427 |
|  |  |  |  |  | $33=$ New Hampshire | 517 | 1,242,477 |
|  |  |  |  |  | $34=$ New Jersey | 1,190 | 8,124,896 |
|  |  |  |  |  | $35=$ New Mexico | 482 | 1,837,099 |
|  |  |  |  |  | $36=$ New York | 33,435 | 18,281,802 |
|  |  |  |  |  | $37=$ North Carolina | 22,075 | 8,569,591 |
|  |  |  |  |  | $38=$ North Dakota | 540 | 599,982 |
|  |  |  |  |  | $39=$ Ohio | 1,523 | 10,742,363 |
|  |  |  |  |  | $40=$ Oklahoma | 525 | 3,364,544 |
|  |  |  |  |  | 41 = Oregon | 572 | 3,545,185 |
|  |  |  |  |  | $42=$ Pennsylvania | 1,655 | 11,711,161 |
|  |  |  |  |  | 44 = Rhode Island | 527 | 986,797 |
|  |  |  |  |  | $45=$ South Carolina | 10,391 | 4,177,991 |
|  |  |  |  |  | $46=$ South Dakota | 3,803 | 745,628 |
|  |  |  |  |  | 47 = Tennessee | 5,131 | 5,798,554 |
|  |  |  |  |  | $48=$ Texas | 46,423 | 22,299,667 |
|  |  |  |  |  | 49 = Utah | 689 | 2,467,859 |
|  |  |  |  |  | $50=$ Vermont | 3,434 | 588,635 |
|  |  |  |  |  | $51=$ Virginia | 31,592 | 7,246,417 |
|  |  |  |  |  | 53 = Washington | 891 | 6,104,766 |
|  |  |  |  |  | $54=$ West Virginia | 508 | 1,712,083 |
|  |  |  |  |  | $55=$ Wisconsin | 3,646 | 5,265,690 |
|  |  |  |  |  | $56=$ Wyoming | 524 | 494,238 |
| HHVEHCNT | Count of HH vehicles | $N$ | 8 | DV_21* | 0 | 9,752 | 17,121,521 |
|  |  |  |  |  | 1 | 58,695 | 61,972,841 |
|  |  |  |  |  | 2 | 134,139 | 113,219,266 |
|  |  |  |  |  | 3 | 66,816 | 53,796,326 |
|  |  |  |  |  | 4 | 25,606 | 22,873,951 |
|  |  |  |  |  | 5 | 8,867 | 9,036,679 |
|  |  |  |  |  | 6 | 3,048 | 2,971,199 |
|  |  |  |  |  | 7 | 1,104 | 1,129,296 |
|  |  |  |  |  | 8 | 448 | 528,589 |
|  |  |  |  |  | 9 | 207 | 187,191 |
|  |  |  |  |  | 10 | 117 | 121,875 |
|  |  |  |  |  | 11 | 47 | 33,131 |
|  |  |  |  |  | 12 | 29 | 53,662 |
|  |  |  |  |  | 13 | 4 | 4,353 |
|  |  |  |  |  | 14 | 14 | 2,256 |


| Code / Range | c | Weighted |
| :---: | :---: | :---: |
| 15 | 4 | 1,446 |
| 23 | 3 | 83 |
| 27 | 1 | 206 |
| -9 = Not ascertained | 2 | 23,099 |
| 12060 = Atlanta-Sandy Springs-Marietta, GA | 2,658 | 4,956,428 |
| 12420 = Austin-Round Rock, TX | 3,255 | 1,571,160 |
| 12580 = Baltimore-Towson, MD | 361 | 2,525,453 |
| 13820 = Birmingham-Hoover, AL | 131 | 1,042,943 |
| 14460 = Boston-Cambridge-Quincy, MA-NH | 687 | 4,252,112 |
| 15380 = Buffalo-Niagara Falls, NY | 1,342 | 1,064,402 |
| $16740=$ Charlotte-Gastonia-Concord, NC-SC | 1,177 | 1,577,173 |
| 16980 = Chicago-Naperville-Joliet, IL-IN-WI | 1,830 | 8,878,897 |
| 17140 = Cincinnati-Middletown, OH-KY-IN | 361 | 2,023,748 |
| $17460=$ Cleveland-Elyria-Mentor, OH | 299 | 1,961,442 |
| 18140 = Columbus, OH | 206 | 1,752,004 |
| 19100 = Dallas-Fort Worth-Arlington, TX | 12,517 | 6,009,237 |
| 19740 = Denver-Aurora-Broomfield, CO | 270 | 2,312,460 |
| 19820 = Detroit-Warren-Livonia, MI | 545 | 4,149,167 |
| 25540 = Hartford-West Hartford-East Hartford, CT | 185 | 1,124,259 |
| 26420 = Houston-Sugar Land-Baytown, TX | 8,658 | 4,556,810 |
| 26900 = Indianapolis-Carmel, IN | 1,692 | 1,600,820 |
| 27260 = Jacksonville, FL | 2,376 | 1,220,993 |
| 28140 = Kansas City, MO-KS | 316 | 1,891,231 |
| 29820 = Las Vegas-Paradise, NV | 298 | 1,717,540 |
| $31100=$ Los Angeles-Long Beach-Santa Ana, CA | 9,989 | 11,791,343 |
| $31140=$ Louisville-Jefferson County, KY-IN | 382 | 1,020,280 |
| $32820=$ Memphis, TN-MS-AR | 666 | 1,151,136 |
| $33100=$ Miami-Fort Lauderdale-Pompano Beach, FL | 7,733 | 5,077,077 |
| $33340=$ Milwaukee-Waukesha-West Allis, WI | 879 | 1,429,468 |
| $33460=$ Minneapolis-St. Paul-Bloomington, MN-WI | 493 | 3,013,445 |
| $34980=$ Nashville-Davidson--Murfreesboro--Franklin, TN | 1,251 | 1,439,042 |
| $35380=$ New Orleans-Metairie-Kenner, LA | 146 | 1,059,098 |
| 35620 = New York-Northern New Jersey-Long Island, NY-NJ-PA | 10,907 | 18,021,712 |
| 36420 = Oklahoma City, OK | 152 | 1,109,825 |
| 36740 = Orlando-Kissimmee, FL | 2,385 | 1,912,337 |
| $37980=$ Philadelphia-Camden-Wilmington, PA-NJ-DE-MD | 872 | 5,113,228 |
| 38060 = Phoenix-Mesa-Scottsdale, AZ | 9,869 | 3,925,722 |
| $38300=$ Pittsburgh, PA | 348 | 2,228,150 |
| 38900 = Portland-Vancouver-Beaverton, OR-WA | 337 | 2,031,183 |
| $39300=$ Providence-New Bedford-Fall River, RI-MA | 594 | 1,500,634 |
| $39580=$ Raleigh-Cary, NC | 770 | 1,002,600 |
| $40060=$ Richmond, VA | 5,106 | 1,152,553 |


|  | Frequency |  |
| :---: | :---: | :---: |
| 40140 = Riverside-San Bernardino-Ontario, CA | 3,555 | 3,735,529 |
| 40380 = Rochester, NY | 1,526 | 976,013 |
| 40900 = Sacramento--Arden-Arcade--Roseville, CA | 2,573 | 2,049,585 |
| 41180 = St. Louis, MO-IL | 413 | 2,594,841 |
| 41620 = Salt Lake City, UT | 261 | 1,013,663 |
| 41700 = San Antonio, TX | 4,383 | 2,264,736 |
| 41740 = San Diego-Carlsbad-San Marcos, CA | 12,625 | 2,774,615 |
| 41860 = San Francisco-Oakland-Fremont, CA | 4,632 | 4,155,741 |
| 41940 = San Jose-Sunnyvale-Santa Clara, CA | 1,872 | 1,641,362 |
| 42660 = Seattle-Tacoma-Bellevue, WA | 440 | 3,144,110 |
| 45300 = Tampa-St. Petersburg-Clearwater, FL | 4,088 | 2,568,112 |
| 47260 = Virginia Beach-Norfolk-Newport News, VA-NC | 6,697 | 1,534,427 |
| $47900=$ Washington-Arlington-Alexandria, DC-VA-MD-WV | 4,912 | 5,012,191 |
| XXXXX | 168,879 | 129,398,735 |
| -1 = Appropriate Skip | 5 | 686 |
| -7 = Refused | 706 | 514,806 |
| -8 = Don't Know | 410 | 384,485 |
| -9 = Not Ascertained | 28 | 35,739 |
| $01=$ Yes | 24,398 | 42,164,750 |
| $02=\mathrm{No}$ | 283,354 | 239,953,405 |
| -1 = Appropriate skip | 5 | 686 |
| -7 = Refused | 1,723 | 1,422,307 |
| -8 = Don't know | 721 | 935,051 |
| -9 = Not ascertained | 77 | 66,586 |
| $01=$ White | 263,466 | 207,004,687 |
| 02 = African American, Black | 17,500 | 35,165,802 |
| $03=$ Asian Only | 7,009 | 8,450,135 |
| 04 = American Indian, Alaskan Native | 2,338 | 3,105,684 |
| $05=$ Native Hawaiian, other Pacific | 916 | 1,511,517 |
| $06=$ Multiracial | 1,997 | 2,360,484 |
| 07 = Hispanic/Mexican | 9,645 | 17,709,416 |
| 97 = Other specify | 3,504 | 5,321,517 |
| $01=$ Own | 274,277 | 200,587,309 |
| $02=$ Rent | 34,624 | 82,466,563 |
| -7 = Refused | 318 | 212,883 |
| -8 = Don't know | 167 | 150,581 |
| -9 = Not ascertained | 5 | 2,130 |
| 01 = Detached single house | 252,278 | 202,326,187 |
| 02 = Duplex | 15,121 | 20,483,489 |
| 03 = Rowhouse or townhouse | 25,511 | 47,460,958 |
| 04 = Apartment, condominium | 15,244 | 11,980,618 |
| $05=$ Mobile home or trailer | 65 | 19,583 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $06=$ Dorm room, fraternity or sorority house | 14 | 73,247 |
|  |  |  |  |  | $97=$ Other | 178 | 344,196 |
| HOUSEID | HH eight-digit ID number | c | 8 | Table 1* | 20000017-69999811 | 308,901 | 283,053,872 |
| HTEEMPDN | Workers per square mile living in Tract | c | 4 | Claritas | $-9=N / A$ | 5 | 34,939 |
|  |  |  |  |  | $25=0-49$ | 71,767 | 55,372,013 |
|  |  |  |  |  | $75=50-99$ | 23,575 | 16,363,885 |
|  |  |  |  |  | $150=100-249$ | 39,031 | 29,804,436 |
|  |  |  |  |  | $350=250-499$ | 40,491 | 34,930,610 |
|  |  |  |  |  | $750=500-999$ | 47,367 | 44,650,692 |
|  |  |  |  |  | $1500=1,000-1,999$ | 42,696 | 44,254,099 |
|  |  |  |  |  | $3000=2,000-3,999$ | 26,747 | 32,371,653 |
|  |  |  |  |  | $5000=4,000-999,999$ | 17,222 | 25,271,545 |
| HTHTNRNT | Percent renter-occupied - Tract level | c | 2 | Claritas | $0=0-4 \%$ | 10,251 | 10,135,366 |
|  |  |  |  |  | $5=5-14 \%$ | 69,767 | 56,285,245 |
|  |  |  |  |  | -9 $=$ N/A | 2 | 23,099 |
|  |  |  |  |  | $20=15-24 \%$ | 90,582 | 70,930,020 |
|  |  |  |  |  | $30=25-34 \%$ | 55,416 | 49,199,829 |
|  |  |  |  |  | $40=35-44 \%$ | 34,608 | 33,002,987 |
|  |  |  |  |  | $50=45-54 \%$ | 20,747 | 23,207,821 |
|  |  |  |  |  | $60=55-64 \%$ | 13,185 | 15,911,280 |
|  |  |  |  |  | $70=65-74 \%$ | 7,246 | 11,813,851 |
|  |  |  |  |  | $80=75-84 \%$ | 4,057 | 6,452,314 |
|  |  |  |  |  | $90=85-94 \%$ | 2,036 | 3,719,526 |
|  |  |  |  |  | $95=95-100 \%$ | 1,004 | 2,372,534 |
| HTPPOPDN | Population per sq mile - Tract level | c | 5 | Claritas | $-9=N / A$ | 2 | 23,099 |
|  |  |  |  |  | $50=0-99$ | 47,858 | 38,907,687 |
|  |  |  |  |  | $300=100-499$ | 59,106 | 41,668,149 |
|  |  |  |  |  | $750=500-999$ | 30,609 | 25,998,920 |
|  |  |  |  |  | $1500=1,000-1,999$ | 42,446 | 34,489,464 |
|  |  |  |  |  | $3000=2,000-3,999$ | 57,708 | 53,344,047 |
|  |  |  |  |  | $7000=4,000-9,999$ | 56,740 | 59,488,181 |
|  |  |  |  |  | $17000=10,000-24,999$ | 10,905 | 18,136,681 |
|  |  |  |  |  | $30000=25,000-999,999$ | 3,527 | 10,997,642 |
| HTRESDN | Housing units per sq mile - Tract level | c | 5 | Claritas | $-9=\mathrm{N} / \mathrm{A}$ | 2 | 23,099 |
|  |  |  |  |  | $50=0-99$ | 80,687 | 61,349,611 |
|  |  |  |  |  | $300=100-499$ | 67,159 | 54,241,727 |
|  |  |  |  |  | $750=500-999$ | 47,577 | 40,209,516 |
|  |  |  |  |  | $1500=1,000-1,999$ | 59,848 | 55,237,342 |
|  |  |  |  |  | $3000=2,000-3,999$ | 39,597 | 44,425,727 |
|  |  |  |  |  | $7000=4,000-9,999$ | 10,412 | 17,155,802 |
|  |  |  |  |  | $17000=10,000-24,999$ | 2,288 | 6,701,175 |
|  |  |  |  |  | $30000=25,000-999,999$ | 1,331 | 3,709,873 |


| Name | Label | Type | Length | Question |
| :---: | :---: | :---: | :---: | :---: |
| ISSUE | Most important transportation issue | C | 2 | L2a |
| LIF_CYC | Life Cycle classification for the HH | c | 2 | DV_24* |
| LSTTRDAY | Approximate number of days since last trip | N | 8 | DV_25* |
| MCUSED | Times used motorcycle/moped on road in the past month | $N$ | 4 | La |
| MEDCOND | Have medical condition making it hard to travel | c | 2 | M4 |
| MEDCOND6 | Length of time with medical condition | c | 2 | M5 |


| Code / Range | Frequency | Weighted |
| :---: | :---: | :---: |
| -1 = Appropriate skip | 88,274 | 95,797,974 |
| -7 = Refused | 674 | 466,152 |
| -8 = Don't know | 5,499 | 4,028,205 |
| -9 = Not ascertained | 45 | 33,970 |
| 01 = Highway congestion | 36,982 | 27,423,694 |
| $02=$ Access to / availability of public transit | 14,054 | 14,206,726 |
| 03 = Lack of walkways or sidewalks | 6,892 | 6,372,584 |
| 04 = Price of travel | 76,440 | 68,046,606 |
| $05=$ Aggressive / distracted drivers | 39,601 | 31,833,486 |
| $06=$ Safety concerns | 40,440 | 34,844,475 |
| 01 = one adult, no children | 15,138 | 19,129,823 |
| $02=2+$ adults, no children | 61,114 | 52,987,069 |
| $03=$ one adult, youngest child 0-5 | 1,276 | 3,592,429 |
| $04=2+$ adults, youngest child 0-5 | 36,713 | 51,427,270 |
| $05=$ one adult, youngest child 6-15 | 5,062 | 8,149,320 |
| $06=2+$ adults, youngest child 6-15 | 61,019 | 68,935,066 |
| $07=$ one adult, youngest child 16-21 | 2,134 | 2,983,786 |
| $08=2+$ adults, youngest child 16-21 | 20,422 | 25,420,544 |
| $09=$ one adult, retired, no children | 20,513 | 10,833,599 |
| $10=2+$ adults, retired, no children | 85,510 | 39,594,966 |
| -1 = Appropriate skip | 266,498 | 249,040,738 |
| 0-18250 | 42,403 | 34,013,134 |
| $-9=$ Not ascertained | 330 | 357,088 |
| -8 = Don't know | 50 | 48,588 |
| -7 = Refused | 3 | 2,005 |
| -1 = Appropriate skip | 301,112 | 276,512,713 |
| 0-999 | 7,406 | 6,133,478 |
| -1 = Appropriate skip | 38,183 | 44,757,967 |
| -7 = Refused | 252 | 150,842 |
| -8 = Don't know | 217 | 161,826 |
| -9 = Not ascertained | 26 | 29,954 |
| $01=$ Yes | 33,423 | 24,284,861 |
| $02=$ No | 236,800 | 213,668,421 |
| -1 = Appropriate skip | 275,478 | 258,769,011 |
| -7 = Refused | 34 | 15,216 |
| -8 = Don't know | 188 | 131,010 |
| $-9=$ Not ascertained | 4 | 1,190 |
| $01=0-5$ months | 2,277 | 1,855,300 |
| $02=6-11$ months | 1,450 | 890,490 |
| $03=1-4$ years | 10,188 | 6,902,628 |
| $04=5-9$ years | 7,110 | 5,027,486 |

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| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $05=10$ years or more | 10,451 | 7,266,413 |
|  |  |  |  |  | $06=$ All his/her Life | 1,721 | 2,195,128 |
| MOROFTEN | Would like to get out more often | C | 2 | Ga | -1 = Appropriate skip | 301,469 | 276,930,992 |
|  |  |  |  |  | -7 = Refused | 39 | 22,686 |
|  |  |  |  |  | -8 = Don't know | 355 | 317,859 |
|  |  |  |  |  | -9 = Not ascertained | 266 | 174,986 |
|  |  |  |  |  | $01=$ Yes | 3,719 | 3,315,533 |
|  |  |  |  |  | $02=\mathrm{No}$ | 3,053 | 2,291,817 |
| MSACAT | MSA category for the HH home address | C | 2 | DV_28* | $-9=$ Not ascertained | 2 | 23,099 |
|  |  |  |  |  | $01=$ MSA of 1 million or more, with rail | 54,979 | 83,583,927 |
|  |  |  |  |  | $02=$ MSA of 1 million or more, and not in 1 | 98,720 | 81,046,378 |
|  |  |  |  |  | $03=$ MSA less than 1 million | 93,581 | 65,023,289 |
|  |  |  |  |  | 04 = Not in MSA (CMSA) | 61,619 | 53,377,178 |
| MSASIZE | MSA population size for the HH home address | C | 2 | DV_29* | $-9=$ Not ascertained | 2 | 23,099 |
|  |  |  |  |  | $01=$ In an MSA of Less than 250,000 | 34,609 | 19,045,731 |
|  |  |  |  |  | $02=$ In an MSA of 250,000-499,999 | 25,824 | 23,791,971 |
|  |  |  |  |  | $03=\mathrm{ln}$ an MSA of 500,000-999,999 | 33,148 | 22,185,587 |
|  |  |  |  |  | $04=$ In an MSA or CMSA of 1,000,000-2,999,999 | 66,838 | 60,408,382 |
|  |  |  |  |  | $05=\ln$ an MSA or CMSA of 3 million or more | 86,861 | 104,221,924 |
|  |  |  |  |  | $06=$ Not in MSA or CMSA | 61,619 | 53,377,178 |
| NBIKETRP | Number of bike trips in past week | N | 8 | Table 1* L4 | -8 = Don't know | 394 | 511,843 |
|  |  |  |  |  | -7 = Refused | 139 | 91,160 |
|  |  |  |  |  | 0-99 | 308,368 | 282,450,869 |
| NUMADLT | Count of adult HHMs at least 18 years old | N | 8 | DV_31* | 1 | 41,917 | 39,686,990 |
|  |  |  |  |  | 2 | 207,707 | 166,470,671 |
|  |  |  |  |  | 3 | 42,571 | 51,201,604 |
|  |  |  |  |  | 4 | 13,361 | 20,597,602 |
|  |  |  |  |  | 5 | 2,619 | 3,961,269 |
|  |  |  |  |  | 6 | 528 | 722,868 |
|  |  |  |  |  | 7 | 152 | 389,371 |
|  |  |  |  |  | 8 | 28 | 10,766 |
|  |  |  |  |  | 9 | 9 | 7,555 |
|  |  |  |  |  | 10 | 9 | 5,175 |
| NWALKTRP | Number of walk trips in past week | N | 3 | L3 | -9 = Not ascertained | 4 | 1,899 |
|  |  |  |  |  | -8 = Don't know | 2,813 | 2,757,734 |
|  |  |  |  |  | -7 = Refused | 267 | 180,821 |
|  |  |  |  |  | 0-99 | 305,817 | 280,113,418 |
| OCCAT | Job category | C | 2 | E7 | -1 = Appropriate skip | 176,007 | 133,055,068 |
|  |  |  |  |  | -7 = Refused | 62 | 66,536 |
|  |  |  |  |  | -8 = Don't know | 185 | 251,345 |
|  |  |  |  |  | -9 = Not ascertained | 5 | 6,877 |
|  |  |  |  |  | 01 = Sales / service | 36,087 | 45,961,525 |

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| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $02=$ Clerical / admin support | 15,662 | 15,627,627 |
|  |  |  |  |  | $03=$ Manuf, construct, maintenance, or farming | 20,586 | 27,010,635 |
|  |  |  |  |  | 04 = Professional, managerial, or technical | 59,210 | 59,859,073 |
|  |  |  |  |  | $97=$ Other | 1,097 | 1,215,184 |
| OUTCNTRY | S out of country entire travel day | c | 2 | G14 | -1 = Appropriate skip | 300,649 | 275,982,033 |
|  |  |  |  |  | -9 = Not ascertained | 2 | 3,411 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 1,000 | 1,120,059 |
|  |  |  |  |  | $02=$ No | 7,250 | 5,948,368 |
| OUTOFTWN | R Was out of town the entire travel day | c | 2 | G9 | -1 = Appropriate skip | 289,903 | 263,602,384 |
|  |  |  |  |  | -9 = Not ascertained | 34 | 27,368 |
|  |  |  |  |  | $01=$ Yes | 8,252 | 7,071,839 |
|  |  |  |  |  | $02=\mathrm{No}$ | 10,712 | 12,352,281 |
| PAYPROF | Worked for pay or profit last week | c | 2 | E4 | -1 = Appropriate skip | 164,793 | 183,167,523 |
|  |  |  |  |  | -7 = Refused | 166 | 95,472 |
|  |  |  |  |  | -8 = Don't know | 93 | 73,118 |
|  |  |  |  |  | $-9=$ Not ascertained | 29 | 36,235 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 12,407 | 12,890,142 |
|  |  |  |  |  | $02=$ No | 131,413 | 86,791,381 |
| PERSONID | Person ID number | c | 2 | Table 1* | 01 | 147,506 | 116,144,752 |
|  |  |  |  |  | 02 | 99,051 | 84,481,167 |
|  |  |  |  |  | 03 | 35,708 | 47,563,871 |
|  |  |  |  |  | 04 | 18,068 | 23,176,320 |
|  |  |  |  |  | 05 | 5,938 | 7,758,697 |
|  |  |  |  |  | 06 | 1,770 | 2,639,905 |
|  |  |  |  |  | 07 | 537 | 779,143 |
|  |  |  |  |  | 08 | 194 | 340,863 |
|  |  |  |  |  | 09 | 73 | 119,129 |
|  |  |  |  |  | 10 | 29 | 29,324 |
|  |  |  |  |  | 11 | 16 | 13,792 |
|  |  |  |  |  | 12 | 7 | 4,825 |
|  |  |  |  |  | 13 | 4 | 2,084 |
| PRMACT | Primary activity last week | c | 2 | E3 | $-1=\text { Appropriate skip }$ | 38,132 | 44,684,568 |
|  |  |  |  |  | $-7=\text { Refused }$ | 195 | 182,024 |
|  |  |  |  |  | -8 = Don't know | 458 | 458,022 |
|  |  |  |  |  | $-9=$ Not ascertained | 25 | 32,003 |
|  |  |  |  |  | 01 = Working | 118,637 | 130,328,081 |
|  |  |  |  |  | $02=$ Temporarily absent from a job or business | 8,024 | 8,154,875 |
|  |  |  |  |  | 03 = Looking for work | 5,744 | 8,116,434 |
|  |  |  |  |  | $04=$ A homemaker | 26,159 | 21,908,759 |
|  |  |  |  |  | $05=$ Going to school | 10,407 | 15,990,938 |
|  |  |  |  |  | $06=$ Retired | 85,640 | 38,051,404 |
|  |  |  |  |  | $07=$ Doing something else | 15,480 | 15,146,766 |

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| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PROXY | Trip info from respondent or proxy | C | 2 | Table 1* E1 | 01 = Subject | 220,825 | 187,545,158 |
|  |  |  |  |  | $02=$ Proxy | 88,076 | 95,508,714 |
| PTUSED | How often S used public transit in past month | N | 4 | L11 | $-9=$ Not ascertained | 99,106 | 68,466,779 |
|  |  |  |  |  | -8 = Don't know | 854 | 1,208,018 |
|  |  |  |  |  | -7 = Refused | 45 | 35,904 |
|  |  |  |  |  | -1 = Appropriate skip | 38,182 | 44,755,684 |
|  |  |  |  |  | 0-180 | 170,714 | 168,587,487 |
| PURCHASE | Number of times purchased via internet in past month | N | 4 | Ma | $-9=$ Not ascertained | 10 | 22,430 |
|  |  |  |  |  | -8 = Don't know | 932 | 919,628 |
|  |  |  |  |  | -7 = Refused | 146 | 70,304 |
|  |  |  |  |  | -1 = Appropriate skip | 108,873 | 100,259,493 |
|  |  |  |  |  | 0-400 | 198,940 | 181,782,016 |
| RAIL | MSA heavy rail status for HH | C | 2 | DV_38* | $01=$ MSA has rail | 54,979 | 83,583,927 |
|  |  |  |  |  | $02=$ MSA does not have rail, or hh not in an MSA | 253,922 | 199,469,945 |
| R_AGE | Respondent Age | N | 4 | Table 1* C5 | 5-88 | 305,725 | 281,332,548 |
|  |  |  |  |  | $92=89+$ | 3,176 | 1,721,324 |
| R_RELAT | Respondent relationship to HH respondent | C | 2 | Table 1* | $-7=$ Refused | 198 | 239,643 |
|  |  |  |  |  | -8 = Don't know | 54 | 74,461 |
|  |  |  |  |  | $-9=$ Not ascertained | 32 | 91,224 |
|  |  |  |  |  | 01 = Self | 147,555 | 116,171,745 |
|  |  |  |  |  | 02 = Spouse | 84,085 | 64,620,013 |
|  |  |  |  |  | 03 = Child | 56,399 | 75,978,434 |
|  |  |  |  |  | 04 = Parent | 6,139 | 5,880,445 |
|  |  |  |  |  | $05=$ Sibling | 2,319 | 3,775,005 |
|  |  |  |  |  | $06=$ Other relative | 6,603 | 8,822,702 |
|  |  |  |  |  | 07 = Unmarried Partner | 2,722 | 3,338,180 |
|  |  |  |  |  | $08=$ Non-relative | 2,795 | 4,062,020 |
| R_SEX | Respondent gender | C | 2 | DV_37* | 01 = Male | 143,137 | 139,257,062 |
|  |  |  |  |  | $02=$ Female | 165,764 | 143,796,810 |
| SAMEPLC | Stayed at same place all day | C | 2 | G13 | -1 = Appropriate skip | 263,933 | 246,946,024 |
|  |  |  |  |  | -7 = Refused | 1 | 234 |
|  |  |  |  |  | 01 = Yes | 44,967 | 36,107,614 |
| SCHCARE | Attends before or after school care | C | 2 | F4 | -1 = Appropriate skip | 286,447 | 256,750,081 |
|  |  |  |  |  | $-7=$ Refused | 14 | 14,515 |
|  |  |  |  |  | -8 = Don't know | 26 | 21,492 |
|  |  |  |  |  | -9 = Not ascertained | 1 | 340 |
|  |  |  |  |  | 01 = Before | 206 | 237,401 |
|  |  |  |  |  | $02=$ After | 2,157 | 2,518,162 |
|  |  |  |  |  | 03 = Both | 743 | 987,001 |
|  |  |  |  |  | 04 = Neither | 19,307 | 22,524,880 |
| SCHCRIM | Walk/Bike issue: violence/crime along route | C | 2 | F11 | -1 = Appropriate skip | 286,566 | 256,947,813 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | -7 = Refused | 21 | 18,589 |
|  |  |  |  |  | $-8=$ Don't know | 158 | 183,840 |
|  |  |  |  |  | $-9=$ Not ascertained | 218 | 286,314 |
|  |  |  |  |  | $01=$ Not an issue | 11,511 | 12,964,532 |
|  |  |  |  |  | $02=$ A little bit of an issue | 3,457 | 4,097,715 |
|  |  |  |  |  | $03=$ Somewhat of an issue | 2,769 | 3,335,246 |
|  |  |  |  |  | $04=$ Very much an issue | 1,262 | 1,612,787 |
|  |  |  |  |  | $05=A$ serious issue | 2,939 | 3,607,035 |
| SCHDIST | Walk/Bike issue: distance between home \& school | c | 2 | F11 | -1 = Appropriate skip | 286,566 | 256,947,813 |
|  |  |  |  |  | -7 = Refused | 17 | 15,691 |
|  |  |  |  |  | -8 = Don't know | 80 | 85,372 |
|  |  |  |  |  | -9 = Not ascertained | 218 | 286,314 |
|  |  |  |  |  | $01=$ Not an issue | 4,766 | 6,018,560 |
|  |  |  |  |  | $02=$ A little bit of an issue | 1,922 | 2,456,442 |
|  |  |  |  |  | $03=$ Somewhat of an issue | 2,487 | 2,908,031 |
|  |  |  |  |  | $04=$ Very much an issue | 2,896 | 3,636,455 |
|  |  |  |  |  | $05=A$ serious issue | 9,949 | 10,699,193 |
| SCHSPD | Walk/Bike issue: speed of traffic along route | c | 2 | F11 | -1 = Appropriate skip | 286,566 | 256,947,813 |
|  |  |  |  |  | -7 = Refused | 21 | 17,775 |
|  |  |  |  |  | -8 = Don't know | 105 | 94,500 |
|  |  |  |  |  | $-9=$ Not ascertained | 218 | 286,314 |
|  |  |  |  |  | $01=$ Not an issue | 3,174 | 4,223,005 |
|  |  |  |  |  | $02=$ A little bit of an issue | 1,900 | 2,526,475 |
|  |  |  |  |  | 03 = Somewhat of an issue | 3,474 | 4,536,606 |
|  |  |  |  |  | $04=$ Very much an issue | 3,722 | 4,211,061 |
|  |  |  |  |  | $05=$ A serious issue | 9,721 | 10,210,323 |
| SCHTRAF | Walk/Bike issue: amount of traffic along route | c | 2 | F11 | -1 = Appropriate skip | 286,566 | 256,947,813 |
|  |  |  |  |  | -7 = Refused | 17 | 15,515 |
|  |  |  |  |  | -8 = Don't know | 78 | 87,924 |
|  |  |  |  |  | $-9=$ Not ascertained | 218 | 286,314 |
|  |  |  |  |  | $01=$ Not an issue | 2,634 | 3,603,896 |
|  |  |  |  |  | $02=$ A little bit of an issue | 1,953 | 2,616,718 |
|  |  |  |  |  | $03=$ Somewhat of an issue | 3,083 | 3,966,169 |
|  |  |  |  |  | $04=$ Very much an issue | 3,881 | 4,570,339 |
|  |  |  |  |  | $05=$ A serious issue | 10,471 | 10,959,185 |
| SCHTRN1 | Mode to school | c | 2 | F5 | -1 = Appropriate skip | 286,447 | 256,750,081 |
|  |  |  |  |  | -7 = Refused | 9 | 13,329 |
|  |  |  |  |  | -8 = Don't know | 23 | 12,451 |
|  |  |  |  |  | $-9=$ Not ascertained | 1 | 340 |
|  |  |  |  |  | $01=\mathrm{Car}$ | 8,419 | 8,912,218 |
|  |  |  |  |  | $02=\mathrm{Van}$ | 1,279 | 1,336,448 |


| 04 | Pickup truck |
| :--- | ---: |
| $1,472,906$ |  |
| 05 | 667,126 |


| 05 | Other truck | 19 |
| :--- | ---: | ---: |
| 07 | $=$ Motorcycle | 2 |


| $08=$ Light electric veh (golf cart) | 4 | 4,086 |
| :--- | ---: | ---: |
| 09 Local public bus | 137 | 337,877 |
| $10=$ Commuter bus | 30 | 75,608 |

$11=$ School bus $\quad 8,049 \quad 9,847,124$
14 = Shuttle bus 75

18 = Street car/trolley 2

| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $22=$ Bicycle | 262 | 276,031 |
|  |  |  |  |  | 23 = Walk | 2,227 | 3,742,684 |
|  |  |  |  |  | $24=$ Special transit-people w/disabilities | 5 | 19,729 |
|  |  |  |  |  | $97=$ Other | 246 | 213,004 |
| SCHTYP | School type | c | 2 | F1 | -1 = Appropriate skip | 285,401 | 255,637,832 |
|  |  |  |  |  | -7 = Refused | 9 | 12,627 |
|  |  |  |  |  | -8 = Don't know | 13 | 13,873 |
|  |  |  |  |  | $01=$ Public | 19,360 | 22,867,576 |
|  |  |  |  |  | $02=$ Private | 3,072 | 3,409,715 |
|  |  |  |  |  | $03=$ Home schooled | 766 | 752,861 |
|  |  |  |  |  | $04=$ Not in school | 280 | 359,387 |
| SCHWTHR | Walk/Bike issue: poor weather or climate in area | c | 2 | F11 | -1 = Appropriate skip | 286,566 | 256,947,813 |
|  |  |  |  |  | -7 = Refused | 21 | 18,093 |
|  |  |  |  |  | -8 = Don't know | 96 | 98,471 |
|  |  |  |  |  | $-9=$ Not ascertained | 218 | 286,314 |
|  |  |  |  |  | $01=$ Not an issue | 7,443 | 7,667,421 |
|  |  |  |  |  | $02=$ A little bit of an issue | 3,986 | 4,481,600 |
|  |  |  |  |  | 03 = Somewhat of an issue | 5,658 | 7,069,295 |
|  |  |  |  |  | $04=$ Very much an issue | 2,363 | 2,870,332 |
|  |  |  |  |  | $05=$ A serious issue | 2,550 | 3,614,533 |
| SELF_EMP | Self-employed | C | 2 | Ea | -1 = Appropriate skip | 169,833 | 131,680,775 |
|  |  |  |  |  | -7 = Refused | 14 | 11,203 |
|  |  |  |  |  | -8 = Don't know | 68 | 55,094 |
|  |  |  |  |  | $-9=$ Not ascertained | 4 | 6,143 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 24,601 | 21,176,324 |
|  |  |  |  |  | $02=$ No | 114,381 | 130,124,333 |
| SFWGT | Weight for child 5-15, Safe Routes to School section | $N$ | 8 | Table4* | 0-132123 | 308,901 | 283,053,872 |
| TDAYDATE | Date of Travel Day (YYYYMM) | c | 8 | DV* | 200803 | 444 | 432,944 |
|  |  |  |  |  | 200804 | 10,686 | 11,540,475 |
|  |  |  |  |  | 200805 | 19,489 | 24,150,416 |
|  |  |  |  |  | 200806 | 20,570 | 22,888,559 |
|  |  |  |  |  | 200807 | 25,281 | 24,287,231 |
|  |  |  |  |  | 200808 | 28,297 | 24,310,735 |
|  |  |  |  |  | 200809 | 27,403 | 22,864,902 |
|  |  |  |  |  | 200810 | 27,533 | 23,837,960 |
|  |  |  |  |  | 200811 | 30,179 | 23,337,459 |
|  |  |  |  |  | 200812 | 29,202 | 23,730,015 |
|  |  |  |  |  | 200901 | 28,189 | 23,445,543 |
|  |  |  |  |  | 200902 | 22,070 | 22,769,751 |
|  |  |  |  |  | 200903 | 24,120 | 24,406,096 |
|  |  |  |  |  | 200904 | 15,438 | 11,051,786 |

2009 NHTS Person File - Public Use Codebook, Version 2.1

Name
TIMETOSC

TIMETOWK
Minutes to go from home to work last week

OSCSIZE
Number of people on to school trip

URBAN
Home address in urbanized area

Type Length Question Code / Range F9

| Code / Range | Frequency | Weighted |
| :---: | :---: | :---: |
| -9 = Not ascertained | 7 | 4,858 |
| -8 = Don't know | 504 | 720,612 |
| -7 = Refused | 18 | 25,473 |
| -1 = Appropriate skip | 286,447 | 256,750,081 |
| 1-95 | 21,925 | 25,552,849 |
| -9 = Not ascertained | 4 | 2,351 |
| -8 = Don't know | 837 | 836,834 |
| -7 = Refused | 75 | 54,438 |
| -5 = Did not work last week | 3,097 | 2,964,448 |
| -4 = Did not work in usual workplace last week | 962 | 1,056,908 |
| -1 = Appropriate skip | 187,829 | 148,405,192 |
| 1-660 | 116,097 | 129,733,701 |
| -9 = Not ascertained | 7 | 10,878 |
| -8 = Don't know | 21 | 20,333 |
| -7 = Refused | 1 | 224 |
| -1 = Appropriate skip | 306,931 | 279,956,432 |
| 0 | 428 | 643,859 |
| 1 | 653 | 1,044,281 |
| 2 | 454 | 713,759 |
| 3 | 221 | 374,820 |
| 4 | 93 | 179,756 |
| 5 | 55 | 60,822 |
| 6 | 15 | 19,336 |
| 7 | 9 | 19,403 |
| 8 | 4 | 2,569 |
| 9 | 2 | 378 |
| 10 | 3 | 5,656 |
| 11 | 1 | 465 |
| 15 | 3 | 901 |
| 01 = Sunday | 45,032 | 40,436,267 |
| $02=$ Monday | 44,265 | 40,436,267 |
| 03 = Tuesday | 44,440 | 40,436,267 |
| 04 = Wednesday | 44,096 | 40,436,267 |
| $05=$ Thursday | 43,794 | 40,436,267 |
| $06=$ Friday | 43,979 | 40,436,267 |
| 07 = Saturday | 43,295 | 40,436,267 |
| -9 = Not ascertained | 2 | 23,099 |
| $01=$ In an urban area | 187,909 | 187,515,939 |
| $02=$ In an Urban cluster | 28,482 | 27,971,345 |
| $03=\ln$ an area surrounded by urban areas | 127 | 224,558 |
| $04=$ Not in urban area | 92,381 | 67,318,931 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| URBANSIZE | Size of urban area in which home address is located | C | 2 | DV_48* | -9 = Not ascertained | 2 | 23,099 |
|  |  |  |  |  | $01=50,000-199,999$ | 42,155 | 27,211,636 |
|  |  |  |  |  | $02=200,000-499,999$ | 28,610 | 23,868,150 |
|  |  |  |  |  | $03=500,000-999,999$ | 24,912 | 23,078,760 |
|  |  |  |  |  | $04=1$ million or more without subway or rail | 57,287 | 52,223,677 |
|  |  |  |  |  | $05=1$ million or more with subway or rail | 34,945 | 61,133,715 |
|  |  |  |  |  | $06=$ Not in an urbanized area | 120,990 | 95,514,834 |
| URBRUR | Household in urban/rural area | C | 2 | DV_49* | -9 = Not ascertained | 2 | 23,099 |
|  |  |  |  |  | 01 = Urban | 216,518 | 215,711,841 |
|  |  |  |  |  | $02=$ Rural | 92,381 | 67,318,931 |
| USEINTST | Interstate used for any trips | C | 2 | N_G19 | -1 = Appropriate skip | 45,968 | 37,227,907 |
|  |  |  |  |  | -7 = Refused | 19 | 34,303 |
|  |  |  |  |  | -8 = Don't know | 875 | 929,121 |
|  |  |  |  |  | -9 = Not ascertained | 16 | 9,496 |
|  |  |  |  |  | $01=$ Yes | 74,936 | 70,465,102 |
|  |  |  |  |  | $02=\mathrm{No}$ | 187,087 | 174,387,943 |
| USEPUBTR | Use public transit on travel day | C | 2 | G19 | -1 = Appropriate skip | 45,968 | 37,227,907 |
|  |  |  |  |  | -7 = Refused | 10 | 22,132 |
|  |  |  |  |  | -8 = Don't know | 34 | 29,238 |
|  |  |  |  |  | -9 = Not ascertained | 20 | 31,660 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 4,942 | 10,914,320 |
|  |  |  |  |  | $02=\mathrm{No}$ | 257,927 | 234,828,615 |
| VARSTRAT | Linearization Variance Stratum for Std Err Calculation | N | 8 | DV* | 1-100 | 308,901 | 283,053,872 |
| WEBUSE | Frequency of internet use in past month | C | 2 | M2 | -1 = Appropriate skip | 38,183 | 44,757,967 |
|  |  |  |  |  | -7 = Refused | 125 | 87,014 |
|  |  |  |  |  | -8 = Don't know | 332 | 390,528 |
|  |  |  |  |  | -9 = Not ascertained | 27 | 30,621 |
|  |  |  |  |  | 01 = Almost everyday | 153,010 | 138,736,891 |
|  |  |  |  |  | 02 = Several times a week | 28,530 | 26,356,740 |
|  |  |  |  |  | 03 = Once a week | 11,828 | 11,356,145 |
|  |  |  |  |  | 04 = Once a month | 6,660 | 6,344,603 |
|  |  |  |  |  | $05=$ Never | 70,206 | 54,993,364 |
| WKFMHMXX | Frequency of working from home in past month | N | 4 | E20 | $-9=$ Not ascertained | 3 | 641 |
|  |  |  |  |  | -8 = Don't know | 199 | 196,623 |
|  |  |  |  |  | -7 = Refused | 20 | 21,726 |
|  |  |  |  |  | -1 = Appropriate skip | 291,736 | 266,530,339 |
|  |  |  |  |  | 0-31 | 16,943 | 16,304,543 |
| WKFTPT | Work full or part-time | C | 2 | E5 | -1 = Appropriate skip | 169,833 | 131,680,775 |
|  |  |  |  |  | -7 = Refused | 48 | 40,907 |
|  |  |  |  |  | -8 = Don't know | 232 | 362,502 |

Name
WKRMHM

WKSTFIPS

| $-9=$ Not ascertained | 2 | 1,545 |
| :---: | :---: | :---: |
| $01=$ Full-time | 106,286 | 114,135,029 |
| $02=$ Part-time | 31,195 | 35,256,445 |
| 03 = Multiple Jobs | 1,305 | 1,576,669 |
| -1 = Appropriate skip | 187,829 | 148,405,192 |
| -7 = Refused | 56 | 72,880 |
| -8 = Don't know | 170 | 188,536 |
| $-9=$ Not ascertained | 2 | 1,545 |
| $01=$ Yes | 17,165 | 16,523,533 |
| $02=\mathrm{No}$ | 103,679 | 117,862,187 |
| -1 = Appropriate skip | 173,108 | 135,628,239 |
| -9 = Not ascertained | 1,289 | 1,762,698 |
| 01 = Alabama | 376 | 2,161,084 |
| $02=$ Alaska | 295 | 372,764 |
| $04=$ Arizona | 6,211 | 3,019,200 |
| $05=$ Arkansas | 220 | 1,162,559 |
| $06=$ California | 19,625 | 16,925,351 |
| $08=$ Colorado | 328 | 2,715,529 |
| 09 = Connecticut | 364 | 1,710,655 |
| 10 = Delaware | 204 | 418,380 |
| 11 = District of Columbia | 490 | 899,191 |
| 12 = Florida | 11,697 | 8,428,814 |
| 13 = Georgia | 6,147 | 4,495,936 |
| 15 = Hawaii | 223 | 550,096 |
| 16 = Idaho | 212 | 690,892 |
| 17 = Illinois | 858 | 6,203,614 |
| 18 = Indiana | 3,137 | 2,987,006 |
| 19 = lowa | 3,752 | 1,567,480 |
| 20 = Kansas | 262 | 1,549,791 |
| 21 = Kentucky | 284 | 1,995,772 |
| $22=$ Louisiana | 285 | 2,086,800 |
| 23 = Maine | 256 | 646,407 |
| 24 = Maryland | 448 | 2,447,489 |
| $25=$ Massachusetts | 513 | 3,525,822 |
| $26=$ Michigan | 583 | 4,711,508 |
| 27 = Minnesota | 416 | 2,717,340 |
| $28=$ Mississippi | 182 | 1,298,965 |
| $29=$ Missouri | 375 | 2,747,720 |
| $30=$ Montana | 268 | 574,997 |
| 31 = Nebraska | 1,512 | 917,494 |
| $32=$ Nevada | 244 | 1,278,465 |
| 33 = New Hampshire | 304 | 628,955 |

## B-40

| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 34 = New Jersey | 792 | 4,103,044 |
|  |  |  |  |  | $35=$ New Mexico | 198 | 858,675 |
|  |  |  |  |  | $36=$ New York | 14,860 | 9,742,548 |
|  |  |  |  |  | 37 = North Carolina | 9,316 | 4,402,069 |
|  |  |  |  |  | $38=$ North Dakota | 289 | 412,764 |
|  |  |  |  |  | $39=$ Ohio | 680 | 5,381,396 |
|  |  |  |  |  | $40=$ Oklahoma | 229 | 1,651,512 |
|  |  |  |  |  | $41=$ Oregon | 260 | 1,812,971 |
|  |  |  |  |  | $42=$ Pennsylvania | 847 | 6,230,635 |
|  |  |  |  |  | 44 = Rhode Island | 220 | 532,577 |
|  |  |  |  |  | $45=$ South Carolina | 4,120 | 2,024,467 |
|  |  |  |  |  | $46=$ South Dakota | 1,982 | 450,428 |
|  |  |  |  |  | 47 = Tennessee | 2,214 | 2,897,878 |
|  |  |  |  |  | $48=$ Texas | 19,815 | 11,278,917 |
|  |  |  |  |  | $49=$ Utah | 284 | 1,282,190 |
|  |  |  |  |  | $50=$ Vermont | 1,709 | 333,028 |
|  |  |  |  |  | $51=$ Virginia | 13,986 | 3,787,675 |
|  |  |  |  |  | 53 = Washington | 399 | 3,153,796 |
|  |  |  |  |  | $54=$ West Virginia | 203 | 696,423 |
|  |  |  |  |  | $55=$ Wisconsin | 1,748 | 2,894,797 |
|  |  |  |  |  | $56=$ Wyoming | 282 | 299,070 |
| WORKER | Subject worker status | c | 2 | DV_55* | -1 = Appropriate skip | 38,141 | 44,724,330 |
|  |  |  |  |  | -9 = Not ascertained | 203 | 149,541 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 139,068 | 151,373,097 |
|  |  |  |  |  | $02=\mathrm{No}$ | 131,489 | 86,806,904 |
| WRKCOUNT | Number of workers in HH | $N$ | 8 | DV_57* | 0 | 89,548 | 46,407,713 |
|  |  |  |  |  | 1 | 103,587 | 107,387,770 |
|  |  |  |  |  | 2 | 93,966 | 98,823,997 |
|  |  |  |  |  | 3 | 17,633 | 23,940,975 |
|  |  |  |  |  | 4 | 3,649 | 5,852,535 |
|  |  |  |  |  | 5 | 458 | 570,904 |
|  |  |  |  |  | 6 | 60 | 69,979 |
| WRKTIME | Usual arrival time at work | c | 8 | Eb | -1 = Appropriate Skip | 187,829 | 148,405,192 |
|  |  |  |  |  | -7 = Refused | 278 | 274,612 |
|  |  |  |  |  | -8 = Don't Know | 4,074 | 4,706,368 |
|  |  |  |  |  | -9 = Not Ascertained | 2 | 1,545 |
|  |  |  |  |  | 01:00AM-12:57PM | 116,718 | 129,666,156 |
| WRKTRANS | Transportation mode to work last week | c | 2 | E16 | -1 = Appropriate skip | 191,888 | 152,426,549 |
|  |  |  |  |  | -7 = Refused | 46 | 31,958 |
|  |  |  |  |  | -8 = Don't know | 202 | 236,483 |
|  |  |  |  |  | $-9=$ Not ascertained | 5 | 4,040 |
|  |  |  |  |  | $01=\mathrm{Car}$ | 78,079 | 84,712,160 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $02=\operatorname{Van}$ | 4,682 | 4,878,025 |
|  |  |  |  |  | $03=$ SUV | 9,834 | 10,598,214 |
|  |  |  |  |  | $04=$ Pickup truck | 15,809 | 15,705,987 |
|  |  |  |  |  | $05=$ Other truck | 538 | 626,327 |
|  |  |  |  |  | $06=\mathrm{RV}$ | 6 | 1,835 |
|  |  |  |  |  | $07=$ Motorcycle | 710 | 653,353 |
|  |  |  |  |  | $08=$ Light electric veh (golf cart) | 39 | 28,902 |
|  |  |  |  |  | $09=$ Local public bus | 1,276 | 3,231,700 |
|  |  |  |  |  | $10=$ Commuter bus | 362 | 748,437 |
|  |  |  |  |  | 11 = School bus | 83 | 62,668 |
|  |  |  |  |  | $12=$ Charter/tour bus | 12 | 20,766 |
|  |  |  |  |  | $13=$ City to city bus | 8 | 3,797 |
|  |  |  |  |  | 14 = Shutle bus | 55 | 77,843 |
|  |  |  |  |  | $15=$ Amtrak/inter city train | 62 | 154,556 |
|  |  |  |  |  | $16=$ Commuter train | 617 | 1,301,973 |
|  |  |  |  |  | 17 = Subway/elevated train | 426 | 1,360,343 |
|  |  |  |  |  | 18 = Street car/trolley | 40 | 38,703 |
|  |  |  |  |  | 19 = Taxicab | 67 | 106,322 |
|  |  |  |  |  | 20 = Ferry | 34 | 28,445 |
|  |  |  |  |  | 21 = Airplane | 76 | 43,349 |
|  |  |  |  |  | $22=$ Bicycle | 656 | 1,036,054 |
|  |  |  |  |  | 23 = Walk | 2,282 | 3,676,117 |
|  |  |  |  |  | $24=$ Special transit-people w/disabilities | 70 | 138,222 |
|  |  |  |  |  | $97=$ Other | 937 | 1,120,745 |
| WTPERFIN | Final person weight | $N$ | 8 | Table 4* | 1-74135 | 308,901 | 283,053,872 |
| YEARMILE | Miles respondent drove last 12 months | N | 8 | L5 | -9 = Not ascertained | 621 | 660,166 |
|  |  |  |  |  | -8 = Don't know | 48,477 | 43,747,185 |
|  |  |  |  |  | -7 = Refused | 667 | 572,330 |
|  |  |  |  |  | -1 = Appropriate skip | 61,583 | 75,588,069 |
|  |  |  |  |  | 0-200000 | 197,553 | 162,486,122 |
| YRMLCAP | Indicates YEARMILE was capped | c | 2 | DV_61* | -1 = Appropriate skip | 111,072 | 120,378,685 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 48 | 50,472 |
|  |  |  |  |  | $02=$ No | 197,781 | 162,624,714 |
| YRTOUS | Year entered U.S. | $N$ | 8 | Table 1* M10 | $-9=$ Not ascertained | 32 | 35,153 |
|  |  |  |  |  | -8 = Don't know | 722 | 1,140,712 |
|  |  |  |  |  | -7 = Refused | 269 | 292,998 |
|  |  |  |  |  | -1 = Appropriate skip | 282,707 | 249,141,234 |
|  |  |  |  |  | 1910-2009 | 25,171 | 32,443,775 |

Name
Label
Self-reported annualized mile estimate

BESTMILE

BEST_EDT
Flag any edits/adjustments to BESTMILE
C

Grouping of HH by combination of Census Division, MSA status, and presence of a subway system (if area > 1 million)

| $-9=$ N/A | 493 |
| :--- | ---: |
| $-8=$ Don't Know | 6,932 |

$06=$ Used travel day information multiplied by adjustment factors

| $02=$ BESTMILE $<$ Self Estimate $/ 4$ and Difference $>10,000$ | 1,313 | 870,814 |
| :--- | ---: | ---: |
| $03=$ BESTMILE $<$ Crude Estimate*4 and Difference $>10,000$ | 3,085 | $2,139,643$ |
| $04=$ BESTMILE $<$ Self Estimate*4 and Difference $>10,000$ | 10,808 | $7,432,866$ | 04 BESTMLE < Self Esimat*4 and Dfference $>10,000$

11 = New England (ME, NH, VT, CT, MA, RI) MSA or CMSA of 1 million or more with heavy rail

13 = New England (ME, NH, VT, CT, MA, RI) MSA of less than 1

$$
14 \text { = New England (ME, NH, VT, CT, MA, RI) Not in a MSA. }
$$

12,554,330
23 = Mid-Atlantic (NY, NJ, PA) MSA of less than 1 million.

| 11,004 | $5,001,709$ |
| ---: | ---: |
| 6,226 | $2,490,164$ |

24 = Mid-Atlantic (NY, NJ, PA) Not in a MSA.
31 = East North Central (IL, IN, MI, OH, WI) MSA or CMSA of 1 2,490,164
31 = East North Central (IL, IN, MI, OH, WI) MSA or CMSA of 1 7,780,847 million or more with heavy rail
32 = East North Central (IL, IN, MI, OH, WI) MSA or CMSA of 1
33 = East North Central (IL, IN, MI, OH, WI) MSA of less than $1 \quad 4,610 \quad$ 7,945,456
million

| 34 = East North Central (IL, IN, MI, OH, WI) Not in a MSA. | 4,639 | $7,361,210$ |
| :--- | ---: | ---: |
| $42=$ West North Central (IA, KS, MO, MN, ND, NE, SD) MSA or | 893 | $5,156,468$ |

$$
\begin{aligned}
& 42=\text { West North Central (IA, KS, MO, MN, ND, NE, SD) MSA or } \\
& \text { CMSA of } 1 \text { million or without heavy rail }
\end{aligned}
$$

$$
893
$$

$$
5,156,468
$$

43 = West North Central (IA, KS, MO, MN, ND, NE, SD) MSA of
11,195 4,444,919

44 = West North Central (IA, KS, MO, MN, ND, NE, SD) Not in a
53 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) MSA of
$54=$ South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) Not in a MSA.
62 = East South Central (AL, KY, MS, TN) MSA or CMSA of 1

| 31,315 | $9,240,725$ |
| ---: | ---: |
| 2,049 | $2,799,836$ |

63 = East South Central (AL, KY, MS, TN) MSA of less than $1 \quad 2,802 \quad$ 5,616,762 million.
64 = East South Central (AL, KY, MS, TN) Not in a MSA.
2,701 5,838,208
$72=$ West South Central (AR, LA, OK, TX) MSA or CMSA of 1 27,230 11,660,917
73 = West South Central (AR, LA, OK, TX) MSA of less than 1 million.
74 = West South Central (AR, LA, OK, TX) Not in a MSA.

| 10,682 | $7,254,733$ |
| :--- | :--- |
| 8,925 | $4,960,672$ |

82 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY) MSA or CMSA 10,292 7,503,117
of 1 million or without heavy rail
83 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY) MSA of less 10,292 than 1 million.

5,842
3,967,112
84 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY) Not in a MSA. 91 = Pacific (AK, CA, HI, OR, WA) MSA or CMSA of 1 million or 2,225 4,611,420 21,837 15,320,464

92 = Pacific (AK, CA, HI, OR, WA) MSA or CMSA of 1 million or 16,192 8,579,331
93 = Pacific (AK, CA, HI, OR, WA) MSA of less than 1 million.6,258
$94=$ Pacific (AK, CA, HI, OR, WA) Not in a MSA. $\quad 2,782 \quad 3,379,738$

| 03 = East North Central | 15,682 | 33,211,324 |
| :---: | :---: | :---: |
| $04=$ West North Central | 18,078 | 17,383,298 |
| $05=$ South Atlantic | 116,727 | 41,250,606 |
| $06=$ East South Central | 7,552 | 14,254,806 |
| 07 = West South Central | 46,838 | 23,876,821 |
| $08=$ Mountain | 18,359 | 16,081,649 |
| 09 = Pacific | 47,069 | 32,672,285 |
| 01 = Northeast | 38,858 | 32,770,531 |
| $02=$ Midwest | 33,760 | 50,594,622 |
| 03 = South | 171,117 | 79,382,233 |
| $04=$ West | 65,428 | 48,753,933 |
| 0 | 854 | 635,753 |
| 1 | 53,158 | 43,654,192 |
| 2 | 195,331 | 118,713,737 |
| 3 | 43,984 | 34,370,836 |
| 4 | 13,208 | 11,911,319 |
| 5 | 2,207 | 1,737,442 |
| 6 | 291 | 300,292 |
| 7 | 100 | 157,275 |
| 8 | 17 | 15,333 |
| 9 | 13 | 5,139 |
| $-9=N / A$ | 9,909 | 7,474,381 |
| 5.2-141.1 | 299,254 | 204,026,937 |
| 6.4-141.1 | 309,163 | 211,501,318 |
| 01 = Linked on manufacturer, model, model year, and body style | 252,393 | 173,919,376 |
| $02=$ Linked on manufacturer, model, adjusted by adding one year to the reported model year, and body style | 4,322 | 2,919,914 |
| 03 = Linked on manufacturer, model, adjusted by subtracting one year from the reported model year, and body style | 3,283 | 2,151,212 |
| 04 = Linked on manufacturer, model, adjusted by adding two years to the reported model year, and body style | 2,335 | 1,664,831 |
| $05=$ Linked on manufacturer, model, adjusted by subtracting two years from the reported model year, and body style | 749 | 535,417 |
| $06=$ Linked on manufacturer, model and body style | 14,369 | 9,701,140 |
| 07 = Linked on manufacturer, model, and reported model year | 6,435 | 4,213,782 |
| 08 = Linked on manufacturer, model, and adding one year to the reported model year | 251 | 179,447 |
| 09 = Linked on manufacturer, model, and subtracting one year from the reported model year | 259 | 149,747 |
| $10=$ Linked on manufacturer, model, and adding two years to the reported model year | 182 | 120,970 |
| 11 = Linked on manufacturer, model, and subtracting two years from the reported model year | 117 | 93,117 |
| 12 = Linked on manufacturer and model | 1,020 | 692,424 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 13 = Linked on model year and body style | 2,642 | 1,746,167 |
|  |  |  |  |  | $14=$ Linked on body style and adjusted by adding one year from reported model year | 21 | 32,305 |
|  |  |  |  |  | $15=$ Linked on body style and adjusted by subtracting one year from reported model year | 82 | 61,042 |
|  |  |  |  |  | $16=$ Linked on body style and adjusted by adding two years from reported model year | 8 | 1,040 |
|  |  |  |  |  | $18=$ Linked on body style | 39 | 27,196 |
|  |  |  |  |  | 99 = Hot-deck match based on MPG; generally pre-1978; use with caution | 20,656 | 13,292,191 |
| FLAG100 | Did HH have 100\% of members complete interview? | c | 2 | DV* | $01=\mathrm{Yes}$ | 262,371 | 175,824,145 |
|  |  |  |  |  | $02=$ No | 46,792 | 35,677,174 |
| FUELTYPE | Type of fuel | N | 8 | EIA | 1 = Diesel | 4,176 | 2,648,210 |
|  |  |  |  |  | $2=$ Natural Gas | 123 | 100,919 |
|  |  |  |  |  | 3 = Electricity | 15 | 7,458 |
|  |  |  |  |  | 4 = Motor Gasoline | 304,849 | 208,744,732 |
| GSCOST | Fuel cost in nominal US dollars per gasolineequivalent gallon | $N$ | 8 | EIA | -9 = N/A | 9,909 | 7,474,381 |
|  |  |  |  |  | 1.22-4.63 | 299,254 | 204,026,937 |
| GStotcst | Annual fuel expenditures in nominal US dollars | N | 8 | EIA | -9 = N/A | 7,732 | 6,093,969 |
|  |  |  |  |  | 0-87965 | 301,431 | 205,407,349 |
| GSYRGAL | Annual fuel consumption in gasolineequivalent gallons | N | 8 | EIA | -9 = N/A | 7,732 | 6,093,969 |
|  |  |  |  |  | 0-23529 | 301,431 | 205,407,349 |
| HBHTNRNT | Percent renter-occupied - Block group | c | 2 | Claritas | $0=0-4 \%$ | 23,830 | 17,465,302 |
|  |  |  |  |  | $5=5-14 \%$ | 92,523 | 58,018,042 |
|  |  |  |  |  | -9 = N/A | 1 | 499 |
|  |  |  |  |  | $20=15-24 \%$ | 82,294 | 48,365,830 |
|  |  |  |  |  | $30=25-34 \%$ | 42,063 | 29,649,716 |
|  |  |  |  |  | $40=35-44 \%$ | 26,796 | 19,374,950 |
|  |  |  |  |  | $50=45-54 \%$ | 17,021 | 14,442,214 |
|  |  |  |  |  | $60=55-64 \%$ | 10,727 | 9,549,751 |
|  |  |  |  |  | $70=65-74 \%$ | 6,676 | 6,395,177 |
|  |  |  |  |  | $80=75-84 \%$ | 3,910 | 4,215,142 |
|  |  |  |  |  | $90=85-94 \%$ | 2,189 | 2,370,078 |
|  |  |  |  |  | $95=95-100 \%$ | 1,133 | 1,654,618 |
| HBHUR | Urban / Rural indicator - Block group | c | 2 | Claritas | -9 = N/A | 1 | 499 |
|  |  |  |  |  | C = Second City | 50,295 | 35,342,869 |
|  |  |  |  |  | $S$ = Suburban | 71,102 | 51,780,175 |
|  |  |  |  |  | TC = Town and Country | 160,248 | 97,883,075 |
|  |  |  |  |  | $\mathrm{U}=$ Urban | 27,502 | 26,481,228 |
|  |  |  |  |  | $\mathrm{X}=$ Unassigned | 15 | 13,472 |
| HBPPOPDN | Population per sq mile - Block group | c | 5 | Claritas | $-9=$ N/A | 1 | 499 |
|  |  |  |  |  | B-46 |  |  |

Name

HBRESDN

HHC_MSA
CMSA FIPS code for HH address

Type Length Question Code/Range

| Code / Range | Frequency | Weighted |
| :---: | :---: | :---: |
| $50=0-99$ | 48,304 | 31,739,374 |
| $300=100-499$ | 60,192 | 33,739,515 |
| $750=500-999$ | 29,944 | 17,865,523 |
| $1500=1,000-1,999$ | 42,109 | 26,543,212 |
| $3000=2,000-3,999$ | 56,719 | 39,492,794 |
| $7000=4,000-9,999$ | 58,561 | 46,098,734 |
| $17000=10,000-24,999$ | 11,294 | 12,259,338 |
| $30000=25,000-999,999$ | 2,039 | 3,762,330 |
| $-9=N / A$ | 1 | 499 |
| $50=0-99$ | 80,413 | 49,442,639 |
| $300=100-499$ | 68,671 | 40,513,821 |
| $750=500-999$ | 45,564 | 29,403,148 |
| $1500=1,000-1,999$ | 59,717 | 42,367,227 |
| $3000=2,000-3,999$ | 41,623 | 33,910,047 |
| $7000=4,000-9,999$ | 10,947 | 11,914,801 |
| $17000=10,000-24,999$ | 1,689 | 3,095,069 |
| $30000=25,000-999,999$ | 538 | 854,068 |
| -1 = Appropriate skip | 67,962 | 47,453,997 |
| -9 = Not ascertained | 1 | 499 |
| 0520 = Atlanta, GA | 2,181 | 3,400,746 |
| 0640 = Austin--San Marcos, TX | 3,080 | 1,103,108 |
| 1122 = Boston--Worcester--Lawrence, MA--NH--ME--CT | 903 | 3,736,675 |
| 1280 = Buffalo--Niagara Falls, NY | 1,211 | 744,871 |
| 1520 = Charlotte--Gastonia--Rock Hill, NC--SC | 1,347 | 1,370,107 |
| 1602 = Chicago--Gary--Kenosha, IL--IN--WI | 1,674 | 5,736,070 |
| 1642 = Cincinnati--Hamilton, OH--KY--IN | 306 | 1,553,134 |
| 1692 = Cleveland--Akron, OH | 372 | 2,044,777 |
| 1840 = Columbus, OH | 192 | 1,239,952 |
| 1922 = Dallas--Fort Worth, TX | 12,167 | 4,361,926 |
| 2082 = Denver--Boulder--Greeley, CO | 362 | 2,287,442 |
| 2162 = Detroit--Ann Arbor--Flint, MI | 606 | 3,601,642 |
| 3000 = Grand Rapids--Muskegon--Holland, MI | 139 | 841,460 |
| 3120 = Greensboro--Winston-Salem--High Point, NC | 12,311 | 1,287,118 |
| 3280 = Hartford, CT | 211 | 927,796 |
| 3362 = Houston--Galveston--Brazoria, TX | 7,974 | 3,072,571 |
| 3480 = Indianapolis, IN | 1,808 | 1,282,317 |
| 3600 = Jacksonville, FL | 2,288 | 856,535 |
| 3760 = Kansas City, MO--KS | 279 | 1,341,250 |
| 4120 = Las Vegas, NV--AZ | 341 | 1,508,435 |
| 4472 = Los Angeles--Riverside--Orange County, CA | 13,707 | 10,169,516 |
| 4520 = Louisville, KY--IN | 358 | 692,652 |
| 4920 = Memphis, TN--AR--MS | 646 | 826,232 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 4992 = Miami--Fort Lauderdale, FL | 5,140 | 2,529,671 |
|  |  |  |  |  | $5082=$ Milwaukee--Racine, WI | 901 | 1,120,193 |
|  |  |  |  |  | $5120=$ Minneapolis--St. Paul, MN--WI | 471 | 2,440,499 |
|  |  |  |  |  | 5360 = Nashville, TN | 1,257 | 1,095,380 |
|  |  |  |  |  | 5560 = New Orleans, LA | 134 | 693,534 |
|  |  |  |  |  | 5602 = New York--Northern New Jersey--Long Island,NY--NJ--CT-PA | 11,877 | 10,569,447 |
|  |  |  |  |  | 5720 = Norfolk--Virginia Beach--Newport News, VA--NC | 6,850 | 1,199,283 |
|  |  |  |  |  | $5880=$ Oklahoma City, OK | 160 | 889,050 |
|  |  |  |  |  | 5960 = Orlando, FL | 2,227 | 1,285,886 |
|  |  |  |  |  | 6162 = Philadelphia-Wilmington--Atlantic City,PA--NJ--DE--MD | 882 | 3,625,964 |
|  |  |  |  |  | $6200=$ Phoenix--Mesa, AZ | 9,211 | 2,558,882 |
|  |  |  |  |  | 6280 = Pittsburgh, PA | 300 | 1,621,336 |
|  |  |  |  |  | $6442=$ Portland--Salem, OR--WA | 347 | 1,773,733 |
|  |  |  |  |  | $6480=$ Providence--Fall River--Warwick, RI--MA | 467 | 897,280 |
|  |  |  |  |  | $6640=$ Raleigh--Durham--Chapel Hill, NC | 1,139 | 1,109,024 |
|  |  |  |  |  | 6840 = Rochester, NY | 1,497 | 707,877 |
|  |  |  |  |  | 6922 = Sacramento--Yolo, CA | 2,654 | 1,558,855 |
|  |  |  |  |  | 7040 = St. Louis, MO--IL | 372 | 2,059,787 |
|  |  |  |  |  | 7160 = Salt Lake City--Ogden, UT | 378 | 1,148,357 |
|  |  |  |  |  | 7240 = San Antonio, TX | 3,709 | 1,526,345 |
|  |  |  |  |  | 7320 = San Diego, CA | 12,663 | 1,994,376 |
|  |  |  |  |  | 7362 = San Francisco--Oakland--San Jose, CA | 8,130 | 5,150,948 |
|  |  |  |  |  | 7602 = Seattle--Tacoma--Bremerton, WA | 528 | 3,252,367 |
|  |  |  |  |  | 8280 = Tampa--St. Petersburg--Clearwater, FL | 3,718 | 1,791,129 |
|  |  |  |  |  | $8872=$ Washington--Baltimore, DC--MD--VA--WV | 5,511 | 5,502,750 |
|  |  |  |  |  | $8960=$ West Palm Beach--Boca Raton, FL | 1,696 | 641,068 |
|  |  |  |  |  | XXXX = Suppressed, in an MSA of less than 1 million | 94,518 | 51,317,465 |
| HHFAMINC | Derived total HH income | c | 2 | DV_16* | -7 = Refused | 16,575 | 9,723,368 |
|  |  |  |  |  | -8 = Don't know | 5,098 | 3,021,134 |
|  |  |  |  |  | -9 = Not ascertained | 66 | 68,261 |
|  |  |  |  |  | $01=<\$ 5,000$ | 2,705 | 2,340,459 |
|  |  |  |  |  | $02=\$ 5,000-\$ 9,999$ | 5,651 | 5,328,508 |
|  |  |  |  |  | $03=\$ 10,000-\$ 14,999$ | 9,215 | 8,029,480 |
|  |  |  |  |  | 04 $=$ \$15,000-\$19,999 | 11,550 | 8,998,801 |
|  |  |  |  |  | $05=\$ 20,000-\$ 24,999$ | 10,555 | 8,236,229 |
|  |  |  |  |  | $06=\$ 25,000-\$ 29,999$ | 16,765 | 11,923,387 |
|  |  |  |  |  | $07=\$ 30,000-\$ 34,999$ | 10,273 | 7,496,520 |
|  |  |  |  |  | $08=\$ 35,000-\$ 39,999$ | 17,981 | 13,023,119 |
|  |  |  |  |  | $09=\$ 40,000-\$ 44,999$ | 9,175 | 6,921,629 |
|  |  |  |  |  | $10=\$ 45,000-\$ 49,999$ | 18,352 | 12,208,139 |
|  |  |  |  |  | $11=\$ 50,000-\$ 54,999$ | 8,537 | 6,277,046 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $12=\$ 55,000-\$ 59,999$ | 17,781 | 11,508,770 |
|  |  |  |  |  | $13=\$ 60,000-\$ 64,999$ | 7,035 | 5,112,651 |
|  |  |  |  |  | $14=\$ 65,000-\$ 69,999$ | 15,601 | 10,204,403 |
|  |  |  |  |  | $15=\$ 70,000-\$ 74,999$ | 7,311 | 4,604,751 |
|  |  |  |  |  | $16=\$ 75,000-\$ 79,999$ | 15,542 | 10,728,077 |
|  |  |  |  |  | $17=\$ 80,000-\$ 99,999$ | 31,349 | 20,893,379 |
|  |  |  |  |  | $18=>=\$ 100,000$ | 72,046 | 44,853,210 |
| HHSIZE | Count of HH members | N | 8 | DV_18* | 1 | 39,506 | 32,535,059 |
|  |  |  |  |  | 2 | 147,900 | 75,902,670 |
|  |  |  |  |  | 3 | 52,471 | 41,964,125 |
|  |  |  |  |  | 4 | 43,488 | 37,129,078 |
|  |  |  |  |  | 5 | 16,986 | 15,209,525 |
|  |  |  |  |  | 6 | 5,780 | 5,522,079 |
|  |  |  |  |  | 7 | 1,858 | 2,021,692 |
|  |  |  |  |  | 8 | 672 | 735,616 |
|  |  |  |  |  | 9 | 287 | 245,884 |
|  |  |  |  |  | 10 | 108 | 138,602 |
|  |  |  |  |  | 11 | 52 | 68,578 |
|  |  |  |  |  | 12 | 23 | 7,613 |
|  |  |  |  |  | 13 | 27 | 19,473 |
|  |  |  |  |  | 14 | 5 | 1,326 |
| HHSTATE | State HH location | c | 2 | DV_19* | AK = Alaska | 583 | 528,339 |
|  |  |  |  |  | AL = Alabama | 923 | 3,771,870 |
|  |  |  |  |  | AR = Arkansas | 551 | 2,068,239 |
|  |  |  |  |  | AZ $=$ Arizona | 13,883 | 4,056,758 |
|  |  |  |  |  | CA $=$ California | 44,526 | 23,143,454 |
|  |  |  |  |  | CO = Colorado | 701 | 4,109,515 |
|  |  |  |  |  | CT = Connecticut | 556 | 2,405,727 |
|  |  |  |  |  | DC = District of Columbia | 292 | 222,126 |
|  |  |  |  |  | DE = Delaware | 487 | 593,054 |
|  |  |  |  |  | FL = Florida | 29,457 | 11,895,026 |
|  |  |  |  |  | $\mathrm{GA}=\mathrm{Georgia}$ | 16,214 | 6,890,994 |
|  |  |  |  |  | HI = Hawaii | 465 | 770,954 |
|  |  |  |  |  | IA = lowa | 8,417 | 2,825,663 |
|  |  |  |  |  | $\mathrm{ID}=$ Idaho | 652 | 1,388,736 |
|  |  |  |  |  | $\mathrm{IL}=\mathrm{Illinois}$ | 1,597 | 8,519,394 |
|  |  |  |  |  | IN = Indiana | 7,502 | 4,871,276 |
|  |  |  |  |  | KS = Kansas | 586 | 2,538,553 |
|  |  |  |  |  | KY = Kentucky | 564 | 3,236,482 |
|  |  |  |  |  | LA = Louisiana | 582 | 2,970,084 |
|  |  |  |  |  | MA = Massachusetts | 744 | 4,069,125 |
|  |  |  |  |  | MD = Maryland | 721 | 3,746,733 |

## B-49

| $\mathrm{ME}=$ Maine | 560 | 1,006,615 |
| :---: | :---: | :---: |
| $\mathrm{MI}=$ Michigan | 1,330 | 6,986,486 |
| MN = Minnesota | 714 | 4,175,458 |
| MO = Missouri | 811 | 4,641,904 |
| MS = Mississippi | 533 | 2,320,217 |
| MT = Montana | 679 | 954,317 |
| NC = North Carolina | 23,806 | 7,038,064 |
| ND = North Dakota | 663 | 696,354 |
| NE = Nebraska | 2,689 | 1,655,344 |
| NH = New Hampshire | 544 | 992,493 |
| NJ = New Jersey | 1,091 | 5,331,624 |
| NM = New Mexico | 533 | 1,267,560 |
| NV = Nevada | 556 | 1,880,030 |
| NY = New York | 29,778 | 9,143,919 |
| $\mathrm{OH}=$ Ohio | 1,463 | 8,326,403 |
| OK = Oklahoma | 583 | 2,991,839 |
| OR = Oregon | 544 | 2,763,775 |
| PA = Pennsylvania | 1,578 | 8,644,744 |
| RI = Rhode Island | 486 | 702,643 |
| SC = South Carolina | 10,969 | 3,211,318 |
| SD = South Dakota | 4,198 | 850,021 |
| TN = Tennessee | 5,532 | 4,926,237 |
| TX = Texas | 45,122 | 15,846,659 |
| UT = Utah | 639 | 1,874,458 |
| $V A=$ Virginia | 34,282 | 6,187,495 |
| $\mathrm{VT}=$ Vermont | 3,521 | 473,642 |
| WA = Washington | 951 | 5,465,762 |
| WI = Wisconsin | 3,790 | 4,507,766 |
| WV = West Virginia | 499 | 1,465,796 |
| WY = Wyoming | 716 | 550,274 |
| 01 = Alabama | 923 | 3,771,870 |
| 02 = Alaska | 583 | 528,339 |
| 04 = Arizona | 13,883 | 4,056,758 |
| 05 = Arkansas | 551 | 2,068,239 |
| $06=$ California | 44,526 | 23,143,454 |
| $08=$ Colorado | 701 | 4,109,515 |
| 09 = Connecticut | 556 | 2,405,727 |
| 10 = Delaware | 487 | 593,054 |
| 11 = District of Columbia | 292 | 222,126 |
| 12 = Florida | 29,457 | 11,895,026 |
| 13 = Georgia | 16,214 | 6,890,994 |
| 15 = Hawaii | 465 | 770,954 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 16 = Idaho | 652 | 1,388,736 |
|  |  |  |  |  | 17 = Illinois | 1,597 | 8,519,394 |
|  |  |  |  |  | $18=$ Indiana | 7,502 | 4,871,276 |
|  |  |  |  |  | 19 = lowa | 8,417 | 2,825,663 |
|  |  |  |  |  | $20=$ Kansas | 586 | 2,538,553 |
|  |  |  |  |  | 21 = Kentucky | 564 | 3,236,482 |
|  |  |  |  |  | $22=$ Louisiana | 582 | 2,970,084 |
|  |  |  |  |  | $23=$ Maine | 560 | 1,006,615 |
|  |  |  |  |  | 24 = Maryland | 721 | 3,746,733 |
|  |  |  |  |  | $25=$ Massachusetts | 744 | 4,069,125 |
|  |  |  |  |  | $26=$ Michigan | 1,330 | 6,986,486 |
|  |  |  |  |  | $27=$ Minnesota | 714 | 4,175,458 |
|  |  |  |  |  | $28=$ Mississippi | 533 | 2,320,217 |
|  |  |  |  |  | $29=$ Missouri | 811 | 4,641,904 |
|  |  |  |  |  | $30=$ Montana | 679 | 954,317 |
|  |  |  |  |  | $31=$ Nebraska | 2,689 | 1,655,344 |
|  |  |  |  |  | $32=$ Nevada | 556 | 1,880,030 |
|  |  |  |  |  | 33 = New Hampshire | 544 | 992,493 |
|  |  |  |  |  | $34=$ New Jersey | 1,091 | 5,331,624 |
|  |  |  |  |  | $35=$ New Mexico | 533 | 1,267,560 |
|  |  |  |  |  | $36=$ New York | 29,778 | 9,143,919 |
|  |  |  |  |  | $37=$ North Carolina | 23,806 | 7,038,064 |
|  |  |  |  |  | $38=$ North Dakota | 663 | 696,354 |
|  |  |  |  |  | $39=$ Ohio | 1,463 | 8,326,403 |
|  |  |  |  |  | $40=$ Oklahoma | 583 | 2,991,839 |
|  |  |  |  |  | $41=$ Oregon | 544 | 2,763,775 |
|  |  |  |  |  | $42=$ Pennsylvania | 1,578 | 8,644,744 |
|  |  |  |  |  | $44=$ Rhode Island | 486 | 702,643 |
|  |  |  |  |  | $45=$ South Carolina | 10,969 | 3,211,318 |
|  |  |  |  |  | $46=$ South Dakota | 4,198 | 850,021 |
|  |  |  |  |  | $47=$ Tennessee | 5,532 | 4,926,237 |
|  |  |  |  |  | $48=$ Texas | 45,122 | 15,846,659 |
|  |  |  |  |  | $49=$ Utah | 639 | 1,874,458 |
|  |  |  |  |  | $50=$ Vermont | 3,521 | 473,642 |
|  |  |  |  |  | $51=$ Virginia | 34,282 | 6,187,495 |
|  |  |  |  |  | $53=$ Washington | 951 | 5,465,762 |
|  |  |  |  |  | $54=$ West Virginia | 499 | 1,465,796 |
|  |  |  |  |  | $55=$ Wisconsin | 3,790 | 4,507,766 |
|  |  |  |  |  | $56=$ Wyoming | 716 | 550,274 |
| HHVEHCNT | Count of HH vehicles | N | 8 | DV_21* | 0 | 212 | 191,671 |
|  |  |  |  |  | 1 | 40,769 | 36,620,748 |
|  |  |  |  |  | 2 | 123,747 | 82,321,318 |


| 80,138 | $48,961,320$ |
| ---: | ---: |
| 37,124 | $24,023,294$ |
| 15,466 | $10,995,606$ |
| 6,263 | $4,448,834$ |
| 2,656 | $1,714,449$ |
| 1,256 | $1,057,795$ |
| 651 | 392,631 |
| 383 | 290,416 |
| 187 | 115,767 |
| 120 | 322,626 |
| 26 | 13,228 |
| 85 | 14,981 |
| 30 | 11,493 |
| 23 | 365 |
| 27 | 4,777 |

DV 64* $-9=$ Not ascertained
$12060=$ Atlanta-Sandy Springs-Marietta, GA $\quad$ 2,751 $\quad 3,534,670$
12420 = Austin-Round Rock, TX
12580 Baltimore Towson, MD
1,845,132
$\begin{array}{lrr}13820=\text { Birmingham-Hoover, AL } & 154 & 818,697 \\ 14460=\text { Boston-Cambridge-Quincy, MA-NH } & 604 & 2,648,980\end{array}$
$\begin{array}{lrr}14460 \text { = Boston-Cambridge-Quincy, MA-NH } & 604 & 2,648,980 \\ 15380 \text { = Buffalo-Niagara Falls, NY } & 1,211 & 744,871\end{array}$
16740 Charlotte-Gastonia-Concord, NC-SC $\quad 1,225 \quad 1,248,009$
16980 Chicago-Naperville-Joliet, IL-IN-WI $\quad 1,708 \quad 5,709,672$
$17140=$ Cincinnati-Middletown, OH-KY-IN 367
17460 = Cleveland-Elyria-Mentor, OH 265 1,538,115
$18140=$ Columbus, OH
$19100=$ Dallas-Fort Worth-Arlington, TX
202 1,274,880
11,999 4,318,327
19740 Denver-Aurora-Broomfield, CO $297 \quad 2,047,724$
19820 = Detroit-Warren-Livonia, MI 492
25540 = Hartford-West Hartford-East Hartford, CT
181
$25540=$ Hartford-West Hartford-East Hartford, CT $181 \quad 837,588$
$26420=$ Houston-Sugar Land-Baytown, TX $\quad 8,096,540$
26900 = Indianapolis-Carmel, IN 1,686 1,228,665
$27260=$ Jacksonville FL $\quad 2,689$
28140 = Kansas City, MO-KS 292

| 28140 | $=$ Kansas City, MO-KS | 292 |
| :--- | ---: | ---: |
| 29820 | Las Vegas-Paradise, NV | 288 |

    31100 Los Angeles-Long Beach-Santa Ana, CA \(\quad 9,366 \quad 9,306,352\)
    31140 = Louisville-Jefferson County, KY-IN 423 869,292
    \(32820=\) Memphis, TN-MS-AR 934,109
    \(33100=\) Miami-Fort Lauderdale-Pompano Beach, FL \(\quad 6,836 \quad 3,170,740\)
    \(33340=\) Milwaukee-Waukesha-West Allis, WI \(\quad 805\)
    \(33460=\) Minneapolis-St. Paul-Bloomington, MN-WI \(471 \quad 2,440,499\)
    | Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 34980 = Nashville-Davidson--Murfreesboro--Franklin, TN | 1,326 | 1,152,751 |
|  |  |  |  |  | 35380 = New Orleans-Metairie-Kenner, LA | 129 | 657,905 |
|  |  |  |  |  | $35620=$ New York-Northern New Jersey-Long Island, NY-NJ-PA | 8,351 | 8,644,597 |
|  |  |  |  |  | 36420 = Oklahoma City, OK | 153 | 874,121 |
|  |  |  |  |  | $36740=$ Orlando-Kissimmee, FL | 2,227 | 1,285,886 |
|  |  |  |  |  | 37980 = Philadelphia-Camden-Wilmington, PA-NJ-DE-MD | 795 | 3,237,378 |
|  |  |  |  |  | $38060=$ Phoenix-Mesa-Scottsdale, AZ | 9,211 | 2,558,882 |
|  |  |  |  |  | $38300=$ Pittsburgh, PA | 317 | 1,682,973 |
|  |  |  |  |  | $38900=$ Portland-Vancouver-Beaverton, OR-WA | 305 | 1,456,223 |
|  |  |  |  |  | $39300=$ Providence-New Bedford-Fall River, RI-MA | 543 | 1,119,192 |
|  |  |  |  |  | $39580=$ Raleigh-Cary, NC | 810 | 802,415 |
|  |  |  |  |  | $40060=$ Richmond, VA | 5,535 | 984,890 |
|  |  |  |  |  | 40140 = Riverside-San Bernardino-Ontario, CA | 3,418 | 2,383,254 |
|  |  |  |  |  | 40380 = Rochester, NY | 1,377 | 668,810 |
|  |  |  |  |  | 40900 = Sacramento--Arden-Arcade--Roseville, CA | 2,654 | 1,558,855 |
|  |  |  |  |  | 41180 = St. Louis, MO-IL | 382 | 2,097,996 |
|  |  |  |  |  | $41620=$ Salt Lake City, UT | 287 | 801,088 |
|  |  |  |  |  | 41700 = San Antonio, TX | 4,105 | 1,629,963 |
|  |  |  |  |  | 41740 = San Diego-Carlsbad-San Marcos, CA | 12,663 | 1,994,376 |
|  |  |  |  |  | $41860=$ San Francisco-Oakland-Fremont, CA | 4,487 | 2,893,769 |
|  |  |  |  |  | 41940 = San Jose-Sunnyvale-Santa Clara, CA | 1,870 | 1,296,598 |
|  |  |  |  |  | 42660 = Seattle-Tacoma-Bellevue, WA | 421 | 2,863,879 |
|  |  |  |  |  | 45300 = Tampa-St. Petersburg-Clearwater, FL | 3,718 | 1,791,129 |
|  |  |  |  |  | $47260=$ Virginia Beach-Norfolk-Newport News, VA-NC | 6,857 | 1,200,261 |
|  |  |  |  |  | $47900=$ Washington-Arlington-Alexandria, DC-VA-MD-WV | 4,828 | 3,422,460 |
|  |  |  |  |  | XXXXX | 176,204 | 106,554,671 |
| HH_HISP | Hispanic status of HH respondent | c | 2 | C6 | -1 = Appropriate Skip | 5 | 535 |
|  |  |  |  |  | $-7=\text { Refused }$ | 712 | 386,423 |
|  |  |  |  |  | -8 = Don't Know | 384 | 244,395 |
|  |  |  |  |  | -9 = Not Ascertained | 21 | 7,740 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 19,071 | 21,532,796 |
|  |  |  |  |  | $02=$ No | 288,970 | 189,329,429 |
| HH_RACE | Race of HH respondent | c | 2 | C7 | -1 = Appropriate skip | 5 | 535 |
|  |  |  |  |  | -7 = Refused | 1,768 | 1,108,105 |
|  |  |  |  |  | -8 = Don't know | 568 | 487,664 |
|  |  |  |  |  | $-9=$ Not ascertained | 63 | 28,222 |
|  |  |  |  |  | $01=$ White | 270,576 | 171,047,520 |
|  |  |  |  |  | $02=$ African American, Black | 15,299 | 17,847,692 |
|  |  |  |  |  | $03=$ Asian Only | 5,972 | 5,126,371 |
|  |  |  |  |  | $04=$ American Indian, Alaskan Native | 2,298 | 1,989,059 |
|  |  |  |  |  | $05=$ Native Hawaiian, other Pacific | 820 | 769,384 |
|  |  |  |  |  | $06=$ Multiracial | 1,841 | 1,376,195 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 07 = Hispanic/Mexican | 6,927 | 8,695,161 |
|  |  |  |  |  | 97 = Other specify | 3,026 | 3,025,410 |
| HOMEOWN | Housing unit owned or rented | C | 2 | C2 | 01 = Own | 285,545 | 165,300,445 |
|  |  |  |  |  | $02=$ Rent | 23,618 | 46,200,874 |
| HOMETYPE | Type of housing unit | C | 2 | C1 | -7 = Refused | 347 | 172,280 |
|  |  |  |  |  | -8 = Don't know | 187 | 142,868 |
|  |  |  |  |  | $-9=$ Not ascertained | 2 | 712 |
|  |  |  |  |  | 01 = Detached single house | 261,967 | 162,512,875 |
|  |  |  |  |  | $02=$ Duplex | 13,782 | 13,640,217 |
|  |  |  |  |  | 03 = Rowhouse or townhouse | 17,884 | 25,469,929 |
|  |  |  |  |  | 04 = Apartment, condominium | 14,741 | 9,212,211 |
|  |  |  |  |  | $05=$ Mobile home or trailer | 70 | 21,546 |
|  |  |  |  |  | $06=$ Dorm room, fraternity or sorority house | 14 | 31,401 |
|  |  |  |  |  | 97 = Other | 169 | 297,279 |
| HOUSEID | HH eight-digit ID number | C | 8 | Table 1* | 20000017-69999811 | 309,163 | 211,501,318 |
| HTEEMPDN | Workers per square mile living in Tract | C | 4 | Claritas | $-9=N / A$ | 1 | 499 |
|  |  |  |  |  | $25=0-49$ | 81,184 | 50,292,926 |
|  |  |  |  |  | $75=50-99$ | 25,121 | 13,644,455 |
|  |  |  |  |  | $150=100-249$ | 39,940 | 23,955,065 |
|  |  |  |  |  | $350=250-499$ | 39,702 | 26,416,735 |
|  |  |  |  |  | $750=500-999$ | 45,214 | 32,014,635 |
|  |  |  |  |  | $1500=1,000-1,999$ | 40,120 | 31,101,423 |
|  |  |  |  |  | $3000=2,000-3,999$ | 24,047 | 21,024,954 |
|  |  |  |  |  | $5000=4,000-999,999$ | 13,834 | 13,050,627 |
| HTHTNRNT | Percent renter-occupied - Tract level | C | 2 | Claritas | $0=0-4 \%$ | 9,913 | 7,737,474 |
|  |  |  |  |  | $5=5-14 \%$ | 71,813 | 45,945,331 |
|  |  |  |  |  | -9 $=$ N/A | 1 | 499 |
|  |  |  |  |  | $20=15-24 \%$ | 96,153 | 58,872,500 |
|  |  |  |  |  | $30=25-34 \%$ | 56,340 | 38,941,937 |
|  |  |  |  |  | $40=35-44 \%$ | 33,448 | 23,924,581 |
|  |  |  |  |  | $50=45-54 \%$ | 19,319 | 15,312,751 |
|  |  |  |  |  | $60=55-64 \%$ | 11,510 | 9,262,792 |
|  |  |  |  |  | $70=65-74 \%$ | 5,863 | 6,174,611 |
|  |  |  |  |  | $80=75-84 \%$ | 2,969 | 3,055,457 |
|  |  |  |  |  | $90=85-94 \%$ | 1,271 | 1,369,726 |
|  |  |  |  |  | $95=95-100 \%$ | 563 | 903,660 |
| HTPPOPDN | Population per sq mile - Tract level | C | 5 | Claritas | $-9=N / A$ | 1 | 499 |
|  |  |  |  |  | $50=0-99$ | 55,172 | 36,535,688 |
|  |  |  |  |  | $300=100-499$ | 63,588 | 35,541,803 |
|  |  |  |  |  | $750=500-999$ | 30,885 | 20,110,070 |
|  |  |  |  |  | $1500=1,000-1,999$ | 41,582 | 26,506,791 |
|  |  |  |  |  | $3000=2,000-3,999$ | 55,492 | 39,310,121 |


|  | $7000=4,000-9,999$ | 52,201 | 40,787,004 |
| :---: | :---: | :---: | :---: |
|  | $17000=10,000-24,999$ | 8,691 | 9,622,119 |
|  | $30000=25,000-999,999$ | 1,551 | 3,087,223 |
| Claritas | $-9=N / A$ | 1 | 499 |
|  | $50=0-99$ | 90,919 | 55,399,119 |
|  | $300=100-499$ | 68,718 | 43,385,394 |
|  | $750=500-999$ | 46,342 | 30,218,925 |
|  | $1500=1,000-1,999$ | 57,090 | 40,343,929 |
|  | $3000=2,000-3,999$ | 36,010 | 29,958,072 |
|  | $7000=4,000-9,999$ | 8,347 | 9,227,888 |
|  | $17000=10,000-24,999$ | 1,317 | 2,237,086 |
|  | $30000=25,000-999,999$ | 419 | 730,407 |
| C22c | -1 = Appropriate skip | 166,392 | 118,065,924 |
|  | -7 = Refused | 14 | 22,631 |
|  | -8 = Don't know | 438 | 294,721 |
|  | -9 = Not ascertained | 504 | 338,930 |
|  | $01=\mathrm{Yes}$ | 7,222 | 4,875,128 |
|  | $02=\mathrm{No}$ | 134,593 | 87,903,983 |
| DV_24* | 01 = one adult, no children | 18,173 | 21,645,834 |
|  | $02=2+$ adults, no children | 77,973 | 54,244,150 |
|  | $03=$ one adult, youngest child 0-5 | 704 | 1,026,283 |
|  | $04=2+$ adults, youngest child 0-5 | 29,870 | 27,283,249 |
|  | $05=$ one adult, youngest child 6-15 | 2,730 | 2,901,074 |
|  | $06=2+$ adults, youngest child 6-15 | 44,016 | 35,977,657 |
|  | $07=$ one adult, youngest child 16-21 | 2,030 | 1,607,954 |
|  | $08=2+$ adults, youngest child 16-21 | 21,720 | 17,819,637 |
|  | $09=$ one adult, retired, no children | 21,333 | 10,889,224 |
|  | $10=2+$ adults, retired, no children | 90,614 | 38,106,256 |
| DV_26* B2 | -7 = Refused | 490 | 312,387 |
|  | -8 = Don't know | 1,508 | 1,412,882 |
|  | -9 = Not ascertained | 71 | 83,144 |
|  | 01 = AMC/AMERICAN MOTORS | 50 | 18,511 |
|  | 02 = JEEP / KAISER-JEEP | 7,405 | 5,097,037 |
|  | 03 = AM GENERAL | 144 | 62,947 |
|  | $06=$ CHRYSLER | 8,153 | 5,545,436 |
|  | 07 = DODGE | 18,855 | 13,783,579 |
|  | 09 = PLYMOUTH | 1,560 | 1,216,317 |
|  | 10 = EAGLE | 62 | 70,224 |
|  | $12=$ FORD | 49,004 | 34,277,162 |
|  | 13 = LINCOLN | 3,607 | 2,269,882 |
|  | $14=$ MERCURY | 5,835 | 3,875,785 |
|  | 18 = BUICK | 10,864 | 6,633,537 |


|  | $7000=4,000-9,999$ | 52,201 | 40,787,004 |
| :---: | :---: | :---: | :---: |
|  | $17000=10,000-24,999$ | 8,691 | 9,622,119 |
|  | $30000=25,000-999,999$ | 1,551 | 3,087,223 |
| Claritas | $-9=N / A$ | 1 | 499 |
|  | $50=0-99$ | 90,919 | 55,399,119 |
|  | $300=100-499$ | 68,718 | 43,385,394 |
|  | $750=500-999$ | 46,342 | 30,218,925 |
|  | $1500=1,000-1,999$ | 57,090 | 40,343,929 |
|  | $3000=2,000-3,999$ | 36,010 | 29,958,072 |
|  | $7000=4,000-9,999$ | 8,347 | 9,227,888 |
|  | $17000=10,000-24,999$ | 1,317 | 2,237,086 |
|  | $30000=25,000-999,999$ | 419 | 730,407 |
| C22c | -1 = Appropriate skip | 166,392 | 118,065,924 |
|  | -7 = Refused | 14 | 22,631 |
|  | -8 = Don't know | 438 | 294,721 |
|  | -9 = Not ascertained | 504 | 338,930 |
|  | $01=\mathrm{Yes}$ | 7,222 | 4,875,128 |
|  | $02=\mathrm{No}$ | 134,593 | 87,903,983 |
| DV_24* | 01 = one adult, no children | 18,173 | 21,645,834 |
|  | $02=2+$ adults, no children | 77,973 | 54,244,150 |
|  | $03=$ one adult, youngest child 0-5 | 704 | 1,026,283 |
|  | $04=2+$ adults, youngest child 0-5 | 29,870 | 27,283,249 |
|  | $05=$ one adult, youngest child 6-15 | 2,730 | 2,901,074 |
|  | $06=2+$ adults, youngest child 6-15 | 44,016 | 35,977,657 |
|  | $07=$ one adult, youngest child 16-21 | 2,030 | 1,607,954 |
|  | $08=2+$ adults, youngest child 16-21 | 21,720 | 17,819,637 |
|  | $09=$ one adult, retired, no children | 21,333 | 10,889,224 |
|  | $10=2+$ adults, retired, no children | 90,614 | 38,106,256 |
| DV_26* B2 | -7 = Refused | 490 | 312,387 |
|  | -8 = Don't know | 1,508 | 1,412,882 |
|  | -9 = Not ascertained | 71 | 83,144 |
|  | 01 = AMC/AMERICAN MOTORS | 50 | 18,511 |
|  | 02 = JEEP / KAISER-JEEP | 7,405 | 5,097,037 |
|  | 03 = AM GENERAL | 144 | 62,947 |
|  | $06=$ CHRYSLER | 8,153 | 5,545,436 |
|  | 07 = DODGE | 18,855 | 13,783,579 |
|  | 09 = PLYMOUTH | 1,560 | 1,216,317 |
|  | 10 = EAGLE | 62 | 70,224 |
|  | $12=$ FORD | 49,004 | 34,277,162 |
|  | 13 = LINCOLN | 3,607 | 2,269,882 |
|  | $14=$ MERCURY | 5,835 | 3,875,785 |
|  | 18 = BUICK | 10,864 | 6,633,537 |

$7000=4,000-9,999$

Housing units per sq mile - Tract level
no

| 19 = CADILLAC | 4,996 | 2,760,352 |
| :---: | :---: | :---: |
| 20 = CHEVROLET | 43,256 | 31,196,089 |
| 21 = OLDSMOBILE | 3,709 | 2,899,510 |
| $22=$ PONTIAC | 5,986 | 4,946,106 |
| 23 = GMC | 8,635 | 6,074,354 |
| 24 = SATURN | 4,080 | 2,994,126 |
| 29 = OTHER DOMESTIC MANUFACTURER | 77 | 44,063 |
| $30=$ VOLKSWAGEN | 4,077 | 2,840,309 |
| $32=$ AUDI | 884 | 641,041 |
| 34 = BMW | 3,796 | 2,270,117 |
| $25=$ NISSAN / DATSUN | 12,345 | 8,593,811 |
| 37 = HONDA | 25,183 | 17,205,541 |
| $38=$ ISUZU | 980 | 641,468 |
| 39 = JAGUAR | 698 | 316,732 |
| 41 = MAZDA | 4,689 | 3,171,855 |
| $42=$ MERCEDES BENZ | 3,910 | 1,916,990 |
| $43=\mathrm{MG}$ | 152 | 101,327 |
| $45=$ PORSCHE | 580 | 364,100 |
| 47 = SAAB | 559 | 447,112 |
| $48=$ SUBARU | 3,973 | 2,739,568 |
| 49 = TOYOTA | 35,863 | 23,128,849 |
| 50 = TRIUMPH | 179 | 103,483 |
| 51 = VOLVO | 3,040 | 1,864,422 |
| 52 = MITSUBISHI | 2,056 | 1,781,061 |
| 53 = SUZUKI | 1,775 | 1,290,175 |
| 54 = ACURA | 2,782 | 1,911,997 |
| 55 = HYUNDAI | 4,650 | 3,326,373 |
| $58=$ INFINITI | 1,494 | 834,986 |
| 59 = LEXUS | 4,754 | 2,380,990 |
| 62 = LAND ROVER | 298 | 207,399 |
| $63=\mathrm{KIA}$ | 2,668 | 1,961,063 |
| 64 = DAEWOO | 86 | 80,355 |
| 65 = SMART | 163 | 89,410 |
| 69 = OTHER IMPORT | 413 | 210,664 |
| 71 = 1DUCATI | 75 | 77,462 |
| $72=$ HARLEY-DAVIDSON | 3,202 | 2,086,324 |
| 73 = KAWASAKI | 872 | 622,959 |
| $76=$ YAMAHA | 1,237 | 832,372 |
| $82=$ FREIGHTLINER/WHITE | 69 | 39,765 |
| $84=$ INTERNATIONAL HARVESTER/NAVISTAR | 136 | 84,513 |
| 91 = UNKNOWN MAKE | 51 | 20,164 |
| 98 = OTHER MAKE | 2,644 | 1,404,947 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 99 = UNKNOWN MAKE | 133 | 90,393 |
|  |  |  |  |  | XX = Suppressed for confidential reason | 350 | 247,793 |
| MODLCODE | NASS vehicle model code | C | 3 | DV_27* B2 | $-7=$ Refused | 683 | 466,283 |
|  |  |  |  |  | -8 = Don't know | 8,689 | 5,995,042 |
|  |  |  |  |  | $-9=$ Not ascertained | 149 | 140,804 |
|  |  |  |  |  | 000-998 | 291,599 | 199,470,812 |
|  |  |  |  |  | XXX = Suppressed for confidential reason | 8,043 | 5,428,378 |
| MSACAT | MSA category for the HH home address | C | 2 | DV_28* | $-9=$ Not ascertained | 1 | 499 |
|  |  |  |  |  | $01=$ MSA of 1 million or more, with rail | 50,377 | 52,466,566 |
|  |  |  |  |  | $02=$ MSA of 1 million or more, and not in 1 | 96,305 | 60,262,791 |
|  |  |  |  |  | $03=$ MSA less than 1 million | 94,518 | 51,317,465 |
|  |  |  |  |  | 04 = Not in MSA (CMSA) | 67,962 | 47,453,997 |
| MSASIZE | MSA population size for the HH home address | C | 2 | DV_29* | $-9=$ Not ascertained | 1 | 499 |
|  |  |  |  |  | $01=$ In an MSA of Less than 250,000 | 36,225 | 15,760,600 |
|  |  |  |  |  | $02=$ In an MSA of 250,000-499,999 | 25,623 | 18,888,958 |
|  |  |  |  |  | $03=\ln$ an MSA of 500,000-999,999 | 32,670 | 16,667,907 |
|  |  |  |  |  | $04=$ In an MSA or CMSA of 1,000,000-2,999,999 | 66,191 | 45,460,180 |
|  |  |  |  |  | $05=\ln$ an MSA or CMSA of 3 million or more | 80,491 | 67,269,177 |
|  |  |  |  |  | $06=$ Not in MSA or CMSA | 67,962 | 47,453,997 |
| NUMADLT | Count of adult HHMs at least 18 years old | N | 8 | DV_31* | 1 | 43,064 | 36,056,089 |
|  |  |  |  |  | 2 | 211,905 | 128,985,744 |
|  |  |  |  |  | 3 | 39,524 | 32,885,917 |
|  |  |  |  |  | 4 | 12,050 | 11,242,023 |
|  |  |  |  |  | 5 | 2,076 | 1,806,243 |
|  |  |  |  |  | 6 | 413 | 367,092 |
|  |  |  |  |  | 7 | 109 | 150,977 |
|  |  |  |  |  | 8 | 11 | 2,102 |
|  |  |  |  |  | 9 | 8 | 3,813 |
|  |  |  |  |  | 10 | 3 | 1,317 |
| OD_READ | Odometer reading | N | 5 | N2 | $-9=$ Not ascertained | 77 | 79,737 |
|  |  |  |  |  | -8 = Don't know | 9,212 | 6,064,595 |
|  |  |  |  |  | -7 = Refused | 164 | 85,176 |
|  |  |  |  |  | -1 = Appropriate skip | 66,825 | 50,405,158 |
|  |  |  |  |  | 0-999999 | 232,885 | 154,866,652 |
| PERSONID | Person ID number | C | 2 | Table 1* | -1 = Appropriate skip | 3,001 | 2,173,304 |
|  |  |  |  |  | -7 = Refused | 132 | 89,152 |
|  |  |  |  |  | -8 = Don't know | 678 | 449,131 |
|  |  |  |  |  | $-9=$ Not ascertained | 290 | 195,356 |
|  |  |  |  |  | 01-14 | 287,283 | 197,457,756 |
|  |  |  |  |  | 99 = No main driver | 17,779 | 11,136,620 |
| RAIL | MSA heavy rail status for HH | C | 2 | DV_38* | 01 = MSA has rail | 50,377 | 52,466,566 |
|  |  |  |  |  | $02=$ MSA does not have rail, or hh not in an MSA | 258,786 | 159,034,753 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TDAYDATE | Date of Travel Day (YYYYMM) | C | 8 | DV* | 200803 | 465 | 416,372 |
|  |  |  |  |  | 200804 | 11,126 | 9,512,476 |
|  |  |  |  |  | 200805 | 19,934 | 17,302,875 |
|  |  |  |  |  | 200806 | 20,394 | 17,308,124 |
|  |  |  |  |  | 200807 | 25,505 | 17,505,583 |
|  |  |  |  |  | 200808 | 28,694 | 17,774,741 |
|  |  |  |  |  | 200809 | 27,168 | 17,336,114 |
|  |  |  |  |  | 200810 | 27,466 | 17,180,830 |
|  |  |  |  |  | 200811 | 30,419 | 17,623,947 |
|  |  |  |  |  | 200812 | 29,159 | 17,913,203 |
|  |  |  |  |  | 200901 | 27,615 | 17,873,797 |
|  |  |  |  |  | 200902 | 21,715 | 17,382,205 |
|  |  |  |  |  | 200903 | 24,309 | 18,148,375 |
|  |  |  |  |  | 200904 | 15,194 | 8,222,676 |
| TRAVDAY | Travel day - day of week | C | 2 | DV* | 01 = Sunday | 45,018 | 31,109,640 |
|  |  |  |  |  | $02=$ Monday | 44,246 | 30,134,119 |
|  |  |  |  |  | 03 = Tuesday | 44,256 | 30,482,914 |
|  |  |  |  |  | 04 = Wednesday | 44,118 | 30,085,221 |
|  |  |  |  |  | $05=$ Thursday | 43,884 | 29,723,949 |
|  |  |  |  |  | $06=$ Friday | 44,025 | 29,732,546 |
|  |  |  |  |  | 07 = Saturday | 43,616 | 30,232,929 |
| URBAN | Home address in urbanized area | C | 2 | DV_47* | -9 = Not ascertained | 1 | 499 |
|  |  |  |  |  | $01=$ In an urban area | 177,207 | 128,557,064 |
|  |  |  |  |  | $02=$ In an Urban cluster | 28,818 | 22,147,457 |
|  |  |  |  |  | $03=\ln$ an area surrounded by urban areas | 136 | 208,153 |
|  |  |  |  |  | 04 = Not in urban area | 103,001 | 60,588,146 |
| URBANSIZE | Size of urban area in which home address is located | C | 2 | DV_48* | $-9=$ Not ascertained | 1 | 499 |
|  |  |  |  |  | $01=50,000-199,999$ | 41,381 | 21,177,831 |
|  |  |  |  |  | $02=200,000-499,999$ | 27,810 | 17,817,196 |
|  |  |  |  |  | $03=500,000-999,999$ | 23,515 | 16,282,721 |
|  |  |  |  |  | $04=1$ million or more without subway or rail | 54,216 | 37,558,198 |
|  |  |  |  |  | $05=1$ million or more with subway or rail | 30,285 | 35,721,117 |
|  |  |  |  |  | $06=$ Not in an urbanized area | 131,955 | 82,943,756 |
| URBRUR | Household in urban/rural area | C | 2 | DV_49* | -9 = Not ascertained | 1 | 499 |
|  |  |  |  |  | 01 = Urban | 206,161 | 150,912,673 |
|  |  |  |  |  | $02=$ Rural | 103,001 | 60,588,146 |
| VEHAGE | Age of vehicle in years | N | 8 | DV* | -9 = Not ascertained | 10,746 | 8,172,228 |
|  |  |  |  |  | 1-24 | 286,441 | 195,562,018 |
|  |  |  |  |  | $35=25+$ | 11,976 | 7,767,073 |
| VEHCOMM | Commercial license plate | C | 2 | C22b | -1 = Appropriate skip | 13,375 | 9,298,948 |
|  |  |  |  |  | -7 = Refused | 38 | 32,114 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | -8 = Don't know | 929 | 1,010,000 |
|  |  |  |  |  | $-9=$ Not ascertained | 504 | 302,435 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 9,666 | 6,412,718 |
|  |  |  |  |  | $02=$ No | 284,651 | 194,445,104 |
| VEHID | HH vehicle number used for trip | C | 2 | G31 | 01-28 | 309,163 | 211,501,318 |
| VEHOWNMO | How long vehicle owned - Months | N | 8 | DV_50* | -9 = Not ascertained | 79 | 41,951 |
|  |  |  |  |  | -1 = Appropriate skip | 16,813 | 13,055,665 |
|  |  |  |  |  | 0-720 | 292,271 | 198,403,703 |
| VEHTYPE | Vehicle type | c | 3 | VMAT6Y B2 | -7 = Refused | 153 | 90,368 |
|  |  |  |  |  | -8 = Don't know | 192 | 182,781 |
|  |  |  |  |  | -9 = Not ascertained | 16 | 36,611 |
|  |  |  |  |  | 01 = Automobile/car/station wagon | 154,593 | 108,114,721 |
|  |  |  |  |  | $02=$ Van (mini, cargo, passenger) | 24,272 | 17,450,186 |
|  |  |  |  |  | $03=$ Sports utility vehicle | 54,760 | 38,254,183 |
|  |  |  |  |  | $04=$ Pickup truck | 60,784 | 37,987,526 |
|  |  |  |  |  | $05=$ Other truck | 1,152 | 824,956 |
|  |  |  |  |  | $06=$ RV (recreational vehicle) | 2,193 | 1,083,585 |
|  |  |  |  |  | $07=$ Motorcycle | 10,202 | 7,062,499 |
|  |  |  |  |  | $08=$ Golf cart | 292 | 68,339 |
|  |  |  |  |  | $97=$ Other | 554 | 345,565 |
| VEHYEAR | Vehicle Model year | N | 4 | VMAT5Y B2 | $-9=$ Not ascertained | 30 | 12,924 |
|  |  |  |  |  | -8 = Don't know | 10,102 | 7,713,471 |
|  |  |  |  |  | -7 = Refused | 607 | 411,931 |
|  |  |  |  |  | -1 = Appropriate skip | 7 | 33,902 |
|  |  |  |  |  | $1974=1923-1984$ | 11,976 | 7,767,073 |
|  |  |  |  |  | 1985-2010 | 286,441 | 195,562,018 |
| WHOMAIN | Person number of primary driver | C | 2 | C12 | -1 = Appropriate skip | 3,001 | 2,173,304 |
|  |  |  |  |  | -7 = Refused | 132 | 89,152 |
|  |  |  |  |  | -8 = Don't know | 678 | 449,131 |
|  |  |  |  |  | $-9=$ Not ascertained | 290 | 195,356 |
|  |  |  |  |  | 01 | 158,689 | 109,373,504 |
|  |  |  |  |  | 02 | 107,592 | 70,157,786 |
|  |  |  |  |  | 03 | 15,853 | 13,147,925 |
|  |  |  |  |  | 04 | 3,903 | 3,585,566 |
|  |  |  |  |  | 05 | 860 | 714,675 |
|  |  |  |  |  | 06 | 264 | 368,776 |
|  |  |  |  |  | 07 | 75 | 72,254 |
|  |  |  |  |  | 08 | 24 | 20,555 |
|  |  |  |  |  | 09 | 16 | 14,606 |
|  |  |  |  |  | 10 | 5 | 1,759 |
|  |  |  |  |  | 12 | 1 | 84 |
|  |  |  |  |  | 14 | 1 | 265 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $99=$ No main driver | 17,779 | 11,136,620 |
| WRKCOUNT | Number of workers in HH | $N$ | 8 | DV_57* | 0 | 89,680 | 37,631,071 |
|  |  |  |  |  | 1 | 108,570 | 85,442,591 |
|  |  |  |  |  | 2 | 90,604 | 69,740,727 |
|  |  |  |  |  | 3 | 16,484 | 15,161,569 |
|  |  |  |  |  | 4 | 3,398 | 3,233,100 |
|  |  |  |  |  | 5 | 375 | 268,244 |
|  |  |  |  |  | 6 | 52 | 24,017 |
| WTHHFIN | Final HH weight | N | 8 | Table 4* | 1.17-53067 | 309,163 | 211,501,318 |

-8 = Don't know 50
$-9=$ Not ascertained
10 = Work 106
11 = Go to work ..... 1,602
12 = Return to work810,687,578
14 = Other work related

| $65=$ Attend meeting: PTA/home owners association/local <br> government | 8 | $3,246,339$ |
| :--- | ---: | ---: |
| $70=$ Transport someone | 7 | $1,115,512$ |


| 70 | Transport someone | 7 |
| :--- | ---: | ---: |
| 71 | Pick up someone | 24 |

72 = Take and wait $\quad 3 \quad 1,328,638$
73 = Drop someone off 23 10,330,713
$80=$ Meals

Grouping of HH by combination of Census Division, MSA status, and presence of a subway system (if area > 1 million)

| 11 = New England (ME, NH, VT, CT, MA, RI) MSA or CMSA of 1 million or more with heavy rail | 5,035 | 10,005,388,517 |
| :---: | :---: | :---: |
| 12 = New England (ME, NH, VT, CT, MA, RI) MSA or CMSA of 1 million or without heavy rail. | 2,864 | 3,619,814,674 |
| 13 = New England (ME, NH, VT, CT, MA, RI) MSA of less than 1 million. | 5,876 | 2,233,557,889 |
| 14 = New England (ME, NH, VT, CT, MA, RI) Not in a MSA. | 11,264 | 3,024,992,683 |
| 21 = Mid-Atlantic (NY, NJ, PA) MSA or CMSA of 1 million or more with heavy rail. | 55,683 | 33,225,226,195 |
| 22 = Mid-Atlantic (NY, NJ, PA) MSA or CMSA of 1 million or without heavy rail. | 12,771 | 5,864,385,838 |
| 23 = Mid-Atlantic (NY, NJ, PA) MSA of less than 1 million. | 44,710 | 8,725,673,197 |
| 24 = Mid-Atlantic (NY, NJ, PA) Not in a MSA. | 23,222 | 4,216,462,012 |
| 31 = East North Central (IL, IN, MI, OH, WI) MSA or CMSA of 1 million or more with heavy rail | 8,643 | 15,875,472,166 |
| 32 = East North Central (IL, IN, MI, OH, WI) MSA or CMSA of 1 million or without heavy rail | 17,560 | 20,489,641,656 |
| 33 = East North Central (IL, IN, MI, OH, WI) MSA of less than 1 million. | 17,861 | 14,258,091,112 |
| 34 = East North Central (IL, IN, MI, OH, WI) Not in a MSA. | 15,405 | 11,395,106,475 |
| $42=$ West North Central (IA, KS, MO, MN, ND, NE, SD) MSA or CMSA of 1 million or without heavy rail | 3,871 | 9,385,775,523 |
| 43 = West North Central (IA, KS, MO, MN, ND, NE, SD) MSA of less than 1 million. | 43,371 | 6,856,174,467 |
| $44=$ West North Central (IA, KS, MO, MN, ND, NE, SD) Not in a MSA. | 19,224 | 10,789,183,537 |
| 51 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) MSA or CMSA of 1 million or more with heavy rail | 51,964 | 23,214,613,082 |
| 52 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) MSA or CMSA of 1 million or without heavy rail | 118,617 | 17,301,731,386 |
| 53 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) MSA of less than 1 million. | 147,204 | 18,701,322,316 |
| 54 = South Atlantic (DE, FL, GA, MD, NC, SC, WV, VA) Not in a MSA. | 101,676 | 13,724,651,900 |
| 62 = East South Central (AL, KY, MS, TN) MSA or CMSA of 1 million or without heavy rail. | 7,481 | 4,986,264,055 |
| 63 = East South Central (AL, KY, MS, TN) MSA of less than 1 million. | 9,468 | 8,683,707,860 |
| 64 = East South Central (AL, KY, MS, TN) Not in a MSA. | 8,228 | 8,645,186,382 |
| $72=$ West South Central (AR, LA, OK, TX) MSA or CMSA of 1 million or without heavy rail. | 109,899 | 23,054,136,618 |
| 73 = West South Central (AR, LA, OK, TX) MSA of less than 1 million. | 41,787 | 13,515,751,376 |
| 74 = West South Central (AR, LA, OK, TX) Not in a MSA. | 29,505 | 8,005,865,344 |
| 82 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY) MSA or CMSA of 1 million or without heavy rail | 42,478 | 14,235,938,203 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 83 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY) MSA of less than 1 million. | 23,019 | 7,689,622,950 |
|  |  |  |  |  | 84 = Mountain (AZ, CO, ID, MT, NM, NV, UT, WY) Not in a MSA. | 6,930 | 7,091,113,221 |
|  |  |  |  |  | $91=$ Pacific (AK, CA, HI, OR, WA) MSA or CMSA of 1 million or more with heavy rail. | 86,415 | 31,757,170,795 |
|  |  |  |  |  | 92 = Pacific (AK, CA, HI, OR, WA) MSA or CMSA of 1 million or without heavy rail. | 61,945 | 15,372,857,885 |
|  |  |  |  |  | 93 = Pacific (AK, CA, HI, OR, WA) MSA of less than 1 million. | 23,869 | 10,550,904,738 |
|  |  |  |  |  | $94=$ Pacific (AK, CA, HI, OR, WA) Not in a MSA. | 9,474 | 5,526,747,260 |
| CENSUS_D | Census division classification for home address | c | 2 | DV_2* | 01 = New England | 25,039 | 18,883,753,763 |
|  |  |  |  |  | $02=$ Middle Atlantic | 136,386 | 52,031,747,243 |
|  |  |  |  |  | $03=$ East North Central | 59,469 | 62,018,311,409 |
|  |  |  |  |  | $04=$ West North Central | 66,466 | 27,031,133,527 |
|  |  |  |  |  | $05=$ South Atlantic | 419,461 | 72,942,318,683 |
|  |  |  |  |  | $06=$ East South Central | 25,177 | 22,315,158,298 |
|  |  |  |  |  | $07=$ West South Central | 181,193 | 44,576,066,988 |
|  |  |  |  |  | $08=$ Mountain | 72,427 | 29,016,674,374 |
|  |  |  |  |  | $09=$ Pacific | 181,703 | 63,207,680,677 |
| CENSUS_R | Census region classification for home address | c | 2 | DV_3* | $01=$ Northeast | 161,425 | 70,915,501,006 |
|  |  |  |  |  | $02=$ Midwest | 125,935 | 89,049,444,936 |
|  |  |  |  |  | 03 S South | 625,831 | 139,833,543,969 |
|  |  |  |  |  | $04=$ West | 254,130 | $92,224,355,051$ |
| DRIVER | Driver status of $S$ | c | 2 | DV_8* | -1 = Appropriate skip | 110,359 | 46,731,908,208 |
|  |  |  |  |  | -9 = Not ascertained | 311 | 189,520,860 |
|  |  |  |  |  | $01=$ Yes, a driver | 1,006,096 | 319,149,563,252 |
|  |  |  |  |  | $02=$ No, not a driver | 50,555 | 25,951,852,642 |
| DROP_PRK | Parked or dropped off at public transit | c | 2 | G35a | -1 = Appropriate skip | 1,166,292 | 391,439,969,875 |
|  |  |  |  |  | $-7=$ Refused | 2 | 689,356 |
|  |  |  |  |  | -8 = Don't know | 9 | 9,728,878 |
|  |  |  |  |  | $-9=$ Not ascertained | 19 | 2,180,723 |
|  |  |  |  |  | $01=$ Parked | 765 | 426,351,828 |
|  |  |  |  |  | $02=$ Dropped off | 234 | 143,924,301 |
| DRVRCNT | Number of drivers in HH | $N$ | 8 | DV_10* | 0 | 9,942 | 5,179,862,771 |
|  |  |  |  |  | 1 | 193,181 | 73,460,628,056 |
|  |  |  |  |  | 2 | 729,715 | 216,117,817,620 |
|  |  |  |  |  | 3 | 172,557 | 66,393,219,711 |
|  |  |  |  |  | 4 | 51,388 | 25,659,479,188 |
|  |  |  |  |  | 5 | 8,942 | 4,162,270,090 |
|  |  |  |  |  | 6 | 1,114 | 733,805,350 |
|  |  |  |  |  | 7 | 364 | 290,516,728 |
|  |  |  |  |  | 8 | 82 | 17,199,378 |
|  |  |  |  |  | 9 | 36 | 8,046,069 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DRVR_FLG | Subject was driver on this trip | c | 2 | DV_9* G49 | -1 = Appropriate skip | 146,462 | 64,817,836,840 |
|  |  |  |  |  | $-9=$ Not ascertained | 57,277 | 21,850,065,864 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 748,807 | 233,912,560,345 |
|  |  |  |  |  | $02=\mathrm{No}$ | 214,775 | 71,442,381,913 |
| dWELtime | Calculated Time (minutes) at Destination | $N$ | 8 | DV* | -9 = Not ascertained | 265,226 | 90,503,378,696 |
|  |  |  |  |  | 0-1439 | 902,095 | 301,519,466,265 |
| EDUC | Highest grade completed | C | 2 | M7 | -1 = Appropriate skip | 147,327 | 62,520,026,200 |
|  |  |  |  |  | -7 = Refused | 1,582 | 467,119,185 |
|  |  |  |  |  | -8 = Don't know | 4,471 | 2,023,895,467 |
|  |  |  |  |  | $-9=$ Not ascertained | 1,086 | 679,517,521 |
|  |  |  |  |  | $01=$ Less then high school graduate | 55,896 | 24,741,752,451 |
|  |  |  |  |  | $02=$ High school graduate, include GED | 246,592 | 84,128,015,649 |
|  |  |  |  |  | 03 = Some college or Associate's degree (Vocational) | 288,839 | 96,521,767,889 |
|  |  |  |  |  | 04 = Bachelor's degree (BA, AB, BS) | 238,291 | 70,223,011,826 |
|  |  |  |  |  | $05=$ Graduate or Professional Degree (MA,MS,MBA,MD,PHD,EdD,JD) | 183,237 | 50,717,738,774 |
| ENDTIME | Trip END time in military | c | 4 | DV_11* | -1 = Appropriate skip | 25 | 5,331,278 |
|  |  |  |  |  | $-9=$ Not ascertained | 2,346 | 841,701,216 |
|  |  |  |  |  | 0000-2359 | 1,164,950 | 391,175,812,467 |
| FLAG100 | Did HH have $100 \%$ of members complete interview? | c | 2 | DV* | $01=\mathrm{Yes}$ | 1,051,914 | 343,361,311,692 |
|  |  |  |  |  | $02=$ No | 115,407 | 48,661,533,269 |
| FRSTHM | Did Person Start Travel Day at Home? | C | 2 | G8 | -1 = Appropriate skip | 2 | 1,322,527 |
|  |  |  |  |  | -7 = Refused | 96 | 21,744,760 |
|  |  |  |  |  | -8 = Don't know | 94 | 25,542,145 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 1,107,308 | 369,025,539,498 |
|  |  |  |  |  | $02=$ No | 59,821 | 22,948,696,032 |
| GASPRICE | Price of gasoline (cents) on respondent's travel day | N | 8 | * | 149.5-446 | 1,167,321 | 392,022,844,962 |
| HBHTNRNT | Percent renter-occupied - Block group | C | 2 | Claritas | $0=0-4 \%$ | 100,663 | 34,996,267,760 |
|  |  |  |  |  | $5=5-14 \%$ | 338,290 | 98,874,173,931 |
|  |  |  |  |  | -9 $=$ N/A | 2 | 313,651 |
|  |  |  |  |  | $20=15-24 \%$ | 286,148 | 80,168,844,767 |
|  |  |  |  |  | $30=25-34 \%$ | 156,454 | 52,169,395,417 |
|  |  |  |  |  | $40=35-44 \%$ | 103,384 | 35,667,786,363 |
|  |  |  |  |  | $50=45-54 \%$ | 70,514 | 31,243,870,687 |
|  |  |  |  |  | $60=55-64 \%$ | 45,077 | 20,375,819,025 |
|  |  |  |  |  | $70=65-74 \%$ | 30,121 | 14,973,412,549 |
|  |  |  |  |  | $80=75-84 \%$ | 18,889 | 10,914,036,633 |
|  |  |  |  |  | $90=85-94 \%$ | 11,279 | 6,878,073,499 |
|  |  |  |  |  | $95=95-100 \%$ | 6,500 | 5,760,850,679 |
| HBHUR | Urban / Rural indicator - Block group | C | 2 | Claritas | $-9=\mathrm{N} / \mathrm{A}$ | 2 | 313,651 |
|  |  |  |  |  | $\mathrm{C}=$ Second City | 208,914 | 70,481,770,890 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $\mathrm{S}=$ Suburban | 290,570 | 100,732,334,206 |
|  |  |  |  |  | TC = Town and Country | 543,771 | 154,160,168,948 |
|  |  |  |  |  | $U=$ Urban | 124,033 | 66,637,487,399 |
|  |  |  |  |  | $\mathrm{X}=$ Unassigned | 31 | 10,769,866 |
| HBPPOPDN | Population per sq mile - Block group | c | 5 | Claritas | $-9=N / A$ | 2 | 313,651 |
|  |  |  |  |  | $50=0-99$ | 142,855 | 42,805,799,315 |
|  |  |  |  |  | $300=100-499$ | 203,870 | 53,859,021,781 |
|  |  |  |  |  | $750=500-999$ | 112,096 | 31,107,905,856 |
|  |  |  |  |  | $1500=1,000-1,999$ | 167,021 | 50,072,325,364 |
|  |  |  |  |  | $3000=2,000-3,999$ | 230,880 | 75,970,139,578 |
|  |  |  |  |  | $7000=4,000-9,999$ | 244,879 | 93,754,389,920 |
|  |  |  |  |  | $17000=10,000-24,999$ | 50,910 | 28,781,339,737 |
|  |  |  |  |  | $30000=25,000-999,999$ | 14,808 | 15,671,609,761 |
| HBRESDN | Housing units per sq mile - Block group | c | 5 | Claritas | $-9=\mathrm{N} / \mathrm{A}$ | 2 | 313,651 |
|  |  |  |  |  | $50=0-99$ | 248,871 | 69,901,036,743 |
|  |  |  |  |  | $300=100-499$ | 251,543 | 70,225,026,949 |
|  |  |  |  |  | $750=500-999$ | 182,147 | 57,189,325,793 |
|  |  |  |  |  | $1500=1,000-1,999$ | 243,888 | 81,304,771,017 |
|  |  |  |  |  | $3000=2,000-3,999$ | 174,771 | 69,620,455,903 |
|  |  |  |  |  | $7000=4,000-9,999$ | 50,492 | 27,614,506,602 |
|  |  |  |  |  | $17000=10,000-24,999$ | 10,093 | 10,496,406,824 |
|  |  |  |  |  | $30000=25,000-999,999$ | 5,514 | 5,671,001,480 |
| HHC_MSA | CMSA FIPS code for HH address | c | 4 | DV_13* | -1 = Appropriate skip | 224,928 | 72,419,308,814 |
|  |  |  |  |  | -9 = Not ascertained | 2 | 313,651 |
|  |  |  |  |  | $0520=$ Atlanta, GA | 7,857 | 6,423,189,166 |
|  |  |  |  |  | 0640 = Austin--San Marcos, TX | 12,413 | 2,178,436,688 |
|  |  |  |  |  | 1122 = Boston--Worcester--Lawrence, MA--NH--ME--CT | 3,918 | 7,670,727,698 |
|  |  |  |  |  | 1280 = Buffalo--Niagara Falls, NY | 5,103 | 1,399,236,728 |
|  |  |  |  |  | $1520=$ Charlotte--Gastonia--Rock Hill, NC--SC | 4,658 | 2,301,785,022 |
|  |  |  |  |  | 1602 = Chicago--Gary--Kenosha, IL--IN--WI | 6,965 | 11,941,987,000 |
|  |  |  |  |  | 1642 = Cincinnati--Hamilton, OH--KY--IN | 1,123 | 2,654,619,851 |
|  |  |  |  |  | 1692 = Cleveland--Akron, OH | 1,678 | 3,933,485,166 |
|  |  |  |  |  | 1840 = Columbus, OH | 813 | 2,551,777,057 |
|  |  |  |  |  | 1922 = Dallas--Fort Worth, TX | 48,812 | 8,436,071,103 |
|  |  |  |  |  | 2082 = Denver--Boulder--Greeley, CO | 1,345 | 3,801,129,264 |
|  |  |  |  |  | 2162 = Detroit--Ann Arbor--Flint, MI | 2,696 | 8,239,756,991 |
|  |  |  |  |  | 3000 = Grand Rapids--Muskegon--Holland, MI | 681 | 1,998,035,385 |
|  |  |  |  |  | $3120=$ Greensboro--Winston-Salem --High Point, NC | 44,798 | 2,112,972,456 |
|  |  |  |  |  | $3280=$ Hartford, CT | 904 | 1,962,446,187 |
|  |  |  |  |  | $3362=$ Houston--Galveston--Brazoria, TX | 31,919 | 5,984,690,661 |
|  |  |  |  |  | $3480=$ Indianapolis, IN | 6,850 | 2,278,787,020 |
|  |  |  |  |  | $3600=$ Jacksonville, FL | 8,547 | 1,527,746,911 |


| Name | Label | Type Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | 3760 = Kansas City, MO--KS | 1,233 | 2,739,235,834 |
|  |  |  |  | $4120=$ Las Vegas, NV--AZ | 1,236 | 2,455,332,350 |
|  |  |  |  | 4472 = Los Angeles--Riverside--Orange County, CA | 54,143 | 21,824,528,234 |
|  |  |  |  | $4520=$ Louisville, KY--IN | 1,236 | 1,164,187,670 |
|  |  |  |  | $4920=$ Memphis, TN--AR--MS | 2,477 | 1,502,506,676 |
|  |  |  |  | 4992 = Miami--Fort Lauderdale, FL | 21,985 | 5,493,481,671 |
|  |  |  |  | 5082 = Milwaukee--Racine, WI | 3,857 | 2,090,444,008 |
|  |  |  |  | 5120 = Minneapolis--St. Paul, MN--WI | 1,864 | 4,060,795,141 |
|  |  |  |  | $5360=$ Nashville, TN | 4,495 | 1,928,822,195 |
|  |  |  |  | $5560=$ New Orleans, LA | 694 | 1,885,618,367 |
|  |  |  |  | 5602 = New York--Northern New Jersey--Long Island,NY--NJ--CT-PA | 54,044 | 28,035,728,729 |
|  |  |  |  | $5720=$ Norfolk--Virginia Beach--Newport News, VA--NC | 25,034 | 2,085,499,013 |
|  |  |  |  | 5880 = Oklahoma City, OK | 625 | 1,547,426,128 |
|  |  |  |  | 5960 = Orlando, FL | 8,726 | 2,468,837,789 |
|  |  |  |  | 6162 = Philadelphia-Wilmington--Atlantic City,PA--NJ--DE--MD | 3,927 | 8,292,484,617 |
|  |  |  |  | $6200=$ Phoenix--Mesa, AZ | 38,299 | 5,603,523,619 |
|  |  |  |  | 6280 = Pittsburgh, PA | 1,232 | 3,055,545,532 |
|  |  |  |  | 6442 = Portland--Salem, OR--WA | 1,637 | 3,869,221,762 |
|  |  |  |  | 6480 = Providence--Fall River--Warwick, RI--MA | 1,960 | 1,657,368,486 |
|  |  |  |  | 6640 = Raleigh--Durham--Chapel Hill, NC | 4,328 | 2,081,932,354 |
|  |  |  |  | 6840 = Rochester, NY | 6,436 | 1,409,603,579 |
|  |  |  |  | $6922=$ Sacramento--Yolo, CA | 9,803 | 2,847,953,582 |
|  |  |  |  | 7040 = St. Louis, MO--IL | 1,612 | 3,675,595,909 |
|  |  |  |  | 7160 = Salt Lake City--Ogden, UT | 1,598 | 2,375,952,971 |
|  |  |  |  | 7240 = San Antonio, TX | 15,411 | 2,999,011,169 |
|  |  |  |  | 7320 = San Diego, CA | 48,571 | 3,882,661,751 |
|  |  |  |  | 7362 = San Francisco--Oakland--San Jose, CA | 32,272 | 9,932,642,561 |
|  |  |  |  | 7602 = Seattle--Tacoma--Bremerton, WA | 1,934 | 4,773,020,790 |
|  |  |  |  | 8280 = Tampa--St. Petersburg--Clearwater, FL | 15,238 | 3,484,969,138 |
|  |  |  |  | $8872=$ Washington--Baltimore, DC--MD--VA--WV | 20,951 | 10,529,615,914 |
|  |  |  |  | 8960 = West Palm Beach--Boca Raton, FL | 7,288 | 1,237,988,703 |
|  |  |  |  | XXXX $=$ Suppressed, in an MSA of less than 1 million | 357,165 | 91,214,805,904 |
| HHFAMINC | Derived total HH income | C 2 | DV_16* | -7 = Refused | 53,049 | 13,298,239,233 |
|  |  |  |  | -8 = Don't know | 15,809 | 4,436,710,423 |
|  |  |  |  | -9 = Not ascertained | 233 | 79,639,127 |
|  |  |  |  | $01=<\$ 5,000$ | 11,447 | 6,702,099,743 |
|  |  |  |  | $02=\$ 5,000-\$ 9,999$ | 22,309 | 11,533,717,689 |
|  |  |  |  | $03=\$ 10,000-\$ 14,999$ | 33,908 | 16,177,362,235 |
|  |  |  |  | $04=\$ 15,000-\$ 19,999$ | 42,629 | 17,979,801,183 |
|  |  |  |  | $05=\$ 20,000-\$ 24,999$ | 39,184 | 15,214,632,341 |
|  |  |  |  | $06=\$ 25,000-\$ 29,999$ | 60,239 | 22,010,167,911 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 07 = \$30,000-\$34,999 | 38,204 | 13,887,924,548 |
|  |  |  |  |  | $08=\$ 35,000-\$ 39,999$ | 64,661 | 21,882,869,352 |
|  |  |  |  |  | $09=\$ 40,000-\$ 44,999$ | 33,651 | 11,948,626,234 |
|  |  |  |  |  | $10=\$ 45,000-\$ 49,999$ | 67,454 | 21,388,473,128 |
|  |  |  |  |  | $11=\$ 50,000-\$ 54,999$ | 32,346 | 11,042,890,369 |
|  |  |  |  |  | $12=\$ 55,000-\$ 59,999$ | 65,419 | 20,499,004,773 |
|  |  |  |  |  | $13=\$ 60,000-\$ 64,999$ | 26,622 | 9,359,101,164 |
|  |  |  |  |  | $14=\$ 65,000-\$ 69,999$ | 58,321 | 18,935,791,334 |
|  |  |  |  |  | $15=\$ 70,000-\$ 74,999$ | 28,072 | 8,408,599,291 |
|  |  |  |  |  | $16=\$ 75,000-\$ 79,999$ | 59,942 | 20,668,402,042 |
|  |  |  |  |  | $17=\$ 80,000-\$ 99,999$ | 123,382 | 39,233,459,027 |
|  |  |  |  |  | $18=>=\$ 100,000$ | 290,440 | 87,335,333,814 |
| HHMEMDRV | HH member drove on trip | c | 2 | G48 | -1 = Appropriate skip | 655,514 | 221,164,596,976 |
|  |  |  |  |  | -7 = Refused | 3 | 197,314 |
|  |  |  |  |  | -8 = Don't know | 58 | 31,507,530 |
|  |  |  |  |  | $-9=$ Not ascertained | 22 | 7,495,553 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 461,691 | 151,685,526,188 |
|  |  |  |  |  | $02=$ No | 49,699 | 19,007,488,652 |
|  |  |  |  |  | $03=$ Drove on part of trip | 334 | 126,032,747 |
| HHRESP | Person ID number of household respondent | c | 2 | Table 1* | 01 | 1,164,065 | 390,640,783,214 |
|  |  |  |  |  | 02 | 2,700 | 1,204,469,031 |
|  |  |  |  |  | 03 | 297 | 86,534,307 |
|  |  |  |  |  | 04 | 200 | 39,960,857 |
|  |  |  |  |  | 05 | 25 | 2,866,370 |
|  |  |  |  |  | 06 | 9 | 7,911,253 |
|  |  |  |  |  | 08 | 17 | 39,661,052 |
|  |  |  |  |  | 10 | 8 | 658,879 |
| HHSIZE | Count of HH members | N | 8 | DV_18* | 1 | 126,858 | 40,872,421,840 |
|  |  |  |  |  | 2 | 474,959 | 99,508,709,540 |
|  |  |  |  |  | 3 | 199,440 | 80,762,343,890 |
|  |  |  |  |  | 4 | 215,007 | 96,528,998,595 |
|  |  |  |  |  | 5 | 96,145 | 44,726,229,851 |
|  |  |  |  |  | 6 | 35,129 | 18,715,738,194 |
|  |  |  |  |  | 7 | 12,087 | 6,408,779,913 |
|  |  |  |  |  | 8 | 4,290 | 2,479,526,553 |
|  |  |  |  |  | 9 | 1,943 | 1,304,063,265 |
|  |  |  |  |  | 10 | 703 | 368,693,092 |
|  |  |  |  |  | 11 | 386 | 267,249,998 |
|  |  |  |  |  | 12 | 176 | 31,590,369 |
|  |  |  |  |  | 13 | 177 | 45,732,601 |
|  |  |  |  |  | 14 | 21 | 2,767,262 |
| HHSTATE | State HH location | c | 2 | DV_19* | AK = Alaska | 2,314 | 959,875,808 |
|  |  |  |  |  | B-67 |  |  |

$A L=$ Alabama $\quad 3,018 \quad 5,447,094,205$

| AR $=$ Arkansas | 2,114 |
| :--- | ---: |
| $3,783,051,675$ |  |


| AZ $~=~ A r i z o n a ~$ | 56,786 | $8,531,744,083$ |
| :--- | ---: | ---: |
| $C A$ = California | 171,661 | $46,880,287,904$ |
| CO = Colorado | 2,637 | $6,936,172,683$ |

CO = Colorado
CT = Connecticut
FL = Florida

$$
114,910 \quad 22,864,357,156
$$

GA = Georgia

$$
\mathrm{HI}=\text { Hawaii }
$$

ID = Idaho $\quad 2,201 \quad 2,099,109,930$
IL = Illinois $\quad 6,901 \quad 16,819,667,260$

| IN = Indiana | 27,134 | $8,049,817,807$ |
| :--- | ---: | ---: |
| KS = Kansas | 2,229 | $3,692,277,375$ |

KY $=$ Kentucky $\quad 1,9,954$| $5,477,627,343$ |
| :--- | :--- |

LA = Louisiana $\quad 2,409 \quad 5,817,045,468$
MA = Massachusetts $\quad 3,357 \quad 8,432,347,217$
MD = Maryland $\quad 2,907 \quad 7,051,902,619$
ME = Maine $\quad 2,236 \quad 1,802,427,509$
$\mathrm{MI}=$ Michigan $\quad 5,554 \quad 14,657,233,613$
MN = Minnesota $\quad$ 2,780 6,817,716,327
MO = Missouri $\quad 3,216 \quad 8,163,407,036$
MS = Mississippi $\quad 1,804 \quad 3,702,809,052$
MT = Montana $\quad 2,035 \quad 1,354,280,336$
NC = North Carolina $\quad 83,962 \quad 11,635,872,867$
ND = North Dakota 2,140 840,071,947

NE = Nebraska
11,026
NH = New Hampshire $\quad 2,071 \quad 1,801,151,565$
NJ = New Jersey $\quad 4,663 \quad 11,404,321,419$
NM = New Mexico $\quad 1,856 \quad 2,692,599,986$
NV = Nevada $\quad 1,987 \quad 2,971,772,001$

NY = New York

| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | TX = Texas | 174,699 | 30,300,497,648 |
|  |  |  |  |  | $U T=$ Utah | 2,789 | 3,720,112,771 |
|  |  |  |  |  | VA = Virginia | 117,544 | 9,755,155,025 |
|  |  |  |  |  | $\mathrm{VT}=$ Vermont | 13,119 | 805,621,123 |
|  |  |  |  |  | WA = Washington | 3,316 | 8,099,998,677 |
|  |  |  |  |  | WI = Wisconsin | 13,954 | 7,230,110,002 |
|  |  |  |  |  | WV = West Virginia | 1,677 | 2,125,096,471 |
|  |  |  |  |  | WY = Wyoming | 2,136 | 710,882,585 |
| HHSTFIPS | State FIPS for HH address | c | 2 | DV_20* | 01 = Alabama | 3,018 | 5,447,094,205 |
|  |  |  |  |  | $02=$ Alaska | 2,314 | 959,875,808 |
|  |  |  |  |  | $04=$ Arizona | 56,786 | 8,531,744,083 |
|  |  |  |  |  | $05=$ Arkansas | 2,114 | 3,783,051,675 |
|  |  |  |  |  | $06=$ California | 171,661 | 46,880,287,904 |
|  |  |  |  |  | $08=$ Colorado | 2,637 | 6,936,172,683 |
|  |  |  |  |  | $09=$ Connecticut | 2,243 | 4,717,997,133 |
|  |  |  |  |  | 10 - Delaware | 2,049 | 1,195,565,642 |
|  |  |  |  |  | $11=$ District of Columbia | 1,761 | 700,564,723 |
|  |  |  |  |  | $12=$ Florida | 114,910 | 22,864,357,156 |
|  |  |  |  |  | $13=$ Georgia | 54,785 | 11,862,484,608 |
|  |  |  |  |  | $15=$ Hawaii | 1,973 | 1,637,749,532 |
|  |  |  |  |  | $16=$ Idaho | 2,201 | 2,099,109,930 |
|  |  |  |  |  | 17 = Illinois | 6,901 | 16,819,667,260 |
|  |  |  |  |  | $18=$ Indiana | 27,134 | 8,049,817,807 |
|  |  |  |  |  | 19 = lowa | 29,914 | 3,974,708,680 |
|  |  |  |  |  | $20=$ Kansas | 2,229 | 3,692,277,375 |
|  |  |  |  |  | 21 = Kentucky | 1,954 | 5,477,627,343 |
|  |  |  |  |  | $22=$ Louisiana | 2,409 | 5,817,045,468 |
|  |  |  |  |  | $23=$ Maine | 2,236 | 1,802,427,509 |
|  |  |  |  |  | $24=$ Maryland | 2,907 | 7,051,902,619 |
|  |  |  |  |  | $25=$ Massachusetts | 3,357 | 8,432,347,217 |
|  |  |  |  |  | $26=$ Michigan | 5,554 | 14,657,233,613 |
|  |  |  |  |  | $27=$ Minnesota | 2,780 | 6,817,716,327 |
|  |  |  |  |  | $28=$ Mississippi | 1,804 | 3,702,809,052 |
|  |  |  |  |  | $29=$ Missouri | 3,216 | 8,163,407,036 |
|  |  |  |  |  | $30=$ Montana | 2,035 | 1,354,280,336 |
|  |  |  |  |  | $31=$ Nebraska | 11,026 | 2,469,632,810 |
|  |  |  |  |  | $32=$ Nevada | 1,987 | 2,971,772,001 |
|  |  |  |  |  | 33 = New Hampshire | 2,071 | 1,801,151,565 |
|  |  |  |  |  | $34=$ New Jersey | 4,663 | 11,404,321,419 |
|  |  |  |  |  | $35=$ New Mexico | 1,856 | 2,692,599,986 |
|  |  |  |  |  | $36=\text { New York }$ | 125,402 | 24,280,880,480 |
|  |  |  |  |  | $37=$ North Carolina | 83,962 | 11,635,872,867 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $38=$ North Dakota | 2,140 | 840,071,947 |
|  |  |  |  |  | $39=$ Ohio | 5,926 | 15,261,482,728 |
|  |  |  |  |  | $40=$ Oklahoma | 1,971 | 4,675,472,197 |
|  |  |  |  |  | $41=$ Oregon | 2,439 | 5,629,768,756 |
|  |  |  |  |  | $42=$ Pennsylvania | 6,321 | 16,346,545,344 |
|  |  |  |  |  | 44 = Rhode Island | 2,013 | 1,324,209,216 |
|  |  |  |  |  | $45=$ South Carolina | 39,866 | 5,751,319,572 |
|  |  |  |  |  | $46=$ South Dakota | 15,161 | 1,073,319,352 |
|  |  |  |  |  | 47 = Tennessee | 18,401 | 7,687,627,698 |
|  |  |  |  |  | $48=$ Texas | 174,699 | 30,300,497,648 |
|  |  |  |  |  | $49=$ Utah | 2,789 | 3,720,112,771 |
|  |  |  |  |  | $50=$ Vermont | 13,119 | 805,621,123 |
|  |  |  |  |  | $51=$ Virginia | 117,544 | 9,755,155,025 |
|  |  |  |  |  | 53 = Washington | 3,316 | 8,099,998,677 |
|  |  |  |  |  | $54=$ West Virginia | 1,677 | 2,125,096,471 |
|  |  |  |  |  | $55=$ Wisconsin | 13,954 | 7,230,110,002 |
|  |  |  |  |  | $56=$ Wyoming | 2,136 | 710,882,585 |
| HHVEHCNT | Count of HH vehicles | $N$ | 8 | DV_21* | 0 | 22,464 | 17,029,953,935 |
|  |  |  |  |  | 1 | 207,217 | 83,734,209,729 |
|  |  |  |  |  | 2 | 521,881 | 163,100,026,153 |
|  |  |  |  |  | 3 | 262,019 | 76,753,368,280 |
|  |  |  |  |  | 4 | 99,720 | 31,401,956,549 |
|  |  |  |  |  | 5 | 34,596 | 12,954,573,402 |
|  |  |  |  |  | 6 | 11,505 | 4,017,163,999 |
|  |  |  |  |  | 7 | 4,284 | 1,570,700,808 |
|  |  |  |  |  | 8 | 1,809 | 870,599,995 |
|  |  |  |  |  | 9 | 875 | 301,070,676 |
|  |  |  |  |  | 10 | 449 | 155,234,800 |
|  |  |  |  |  | 11 | 205 | 71,743,575 |
|  |  |  |  |  | 12 | 146 | 44,089,646 |
|  |  |  |  |  | 13 | 30 | 11,936,653 |
|  |  |  |  |  | 14 | 72 | 3,004,842 |
|  |  |  |  |  | 15 | 19 | 2,462,000 |
|  |  |  |  |  | 23 | 23 | 223,504 |
|  |  |  |  |  | 27 | 7 | 526,416 |
| HH_CBSA | CBSA FIPS code for HH address | c | 5 | DV_64* | -9 = Not ascertained | 2 | 313,651 |
|  |  |  |  |  | 12060 = Atlanta-Sandy Springs-Marietta, GA | 9,594 | 6,622,531,596 |
|  |  |  |  |  | 12420 = Austin-Round Rock, TX | 12,413 | 2,178,436,688 |
|  |  |  |  |  | 12580 = Baltimore-Towson, MD | 1,333 | 3,151,670,622 |
|  |  |  |  |  | $13820=$ Birmingham - Hoover, AL | 497 | 1,362,536,478 |
|  |  |  |  |  | 14460 = Boston-Cambridge-Quincy, MA-NH | $2,667$ | 5,722,361,483 |
|  |  |  |  |  | 15380 = Buffalo-Niagara Falls, NY | 5,103 | 1,399,236,728 |


| $16740=$ Charlotte-Gastonia-Concord, NC-SC | 4,379 | $2,143,110,708$ |
| :--- | ---: | ---: |
| 16980 = Chicago-Naperville-Joliet, IL-IN-WI | 7,076 | $11,914,530,407$ |

$17140=$ Cincinnati-Middletown, OH-KY-IN $\quad 1,330 \quad 2,720,085,510$
17460 = Cleveland-Elyria-Mentor, $\mathrm{OH} \quad 1,154$
,085,510
18140 = Columbus, OH837
19100 = Dallas-Fort Worth-Arlington, TX
19740 = Denver-Aurora-Broomfield, CO2,132
25540 = Hartford-West Hartford-East Hartford, CT744
26420 = Houston-Sugar Land-Baytown, TX ..... 32,272
26900 = Indianapolis-Carmel, IN ..... 6,513
27260 = Jacksonville, FL ..... 8,875
28140 = Kansas City, MO-KS ..... 1,27231100 = Los Angeles-Long Beach-Santa Ana, CA1,0761,428
31140 = Louisville-Jefferson County, KY-IN2,539
33100 = Miami-Fort Lauderdale-Pompano Beach, FL ..... 29,27333340 = Milwaukee-Waukesha-West Allis, WI3,489
33460 = Minneapolis-St. Paul-Bloomington, MN-W ..... 1,86434980 = Nashville-Davidson--Murfreesboro--Franklin, TN4,686
35380 = New Orleans-Metairie-Kenner, LA35620 = New York-Northern New Jersey-Long Island, NY-NJ-PA684
36420 = Oklahoma City, OK
36740 = Orlando-Kissimmee, FL576
37980 = Philadelphia-Camden-Wilmington, PA-NJ-DE-MD3,569
38060 = Phoenix-Mesa-Scottsdale, AZ ..... 38,299
38300 = Pittsburgh, PA ..... 1,299
38900 = Portland-Vancouver-Beaverton, OR-WA ..... 1,427
39300 = Providence-New Bedford-Fall River, RI-MA ..... 2,263
39580 = Raleigh-Cary, NC ..... 3,08240060 = Richmond, VA19,115
40140 = Riverside-San Bernardino-Ontario, CA ..... 2,726$40380=$ Rochester, NY5,89740900 = Sacramento--Arden-Arcade--Roseville, CA9,803
41180 = St. Louis, MO-IL1,63841620 = Salt Lake City, UT1,02141700 = San Antonio, TX6,84941740 = San Diego-Carlsbad-San Marcos, CA41860 = San Francisco-Oakland-Fremont, CA18,36741940 = San Jose-Sunnyvale-Santa Clara, CA7,527

2,717,417,360 2,576,584,795 8,367,781,130 3,438,621,691 6,426,400,345 1,686,954,166 6,021,616,833 2,245,372,786 1,558,959,712 2,905,189,388 2,154,636,273 16,121,554,180 1,468,432,135 1,696,819,032 6,731,470,374 1,914,636,632 4,060,795,141 1,979,751,574 1,846,157,328 24,513,222,076 1,493,801,043 2,468,837,789 7,365,892,197 5,603,523,619 3,142,170,595 3,187,393,141 1,960,278,527 1,428,426,326 1,537,735,350 4,890,917,628 1,325,243,306 2,847,953,582 3,715,002,304 1,517,171,642 3,145,391,126 3,882,661,751 5,926,138,846 2,372,196,351 4,131,179,092

| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 45300 = Tampa-St. Petersburg-Clearwater, FL | 15,238 | 3,484,969,138 |
|  |  |  |  |  | $47260=$ Virginia Beach-Norfolk-Newport News, VA-NC | 25,056 | 2,086,701,328 |
|  |  |  |  |  | 47900 = Washington-Arlington-Alexandria, DC-VA-MD-WV | 18,618 | 7,068,826,216 |
|  |  |  |  |  | XXXXX | 634,972 | 179,793,247,245 |
| HH_HISP | Hispanic status of HH respondent | c | 2 | C6 | -1 = Appropriate Skip | 19 | 997,106 |
|  |  |  |  |  | -7 = Refused | 2,671 | 691,913,455 |
|  |  |  |  |  | -8 = Don't Know | 1,325 | 490,759,358 |
|  |  |  |  |  | -9 = Not Ascertained | 72 | 17,866,772 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 86,995 | 54,609,991,670 |
|  |  |  |  |  | $02=$ No | 1,076,239 | 336,211,316,601 |
| HH_ONTD | Derived number of HHMs on trip | $N$ | 8 | DV_22* | 1 | 739,735 | 248,136,494,464 |
|  |  |  |  |  | 2 | 296,687 | 84,476,650,520 |
|  |  |  |  |  | 3 | 72,812 | 31,986,958,234 |
|  |  |  |  |  | 4 | 39,484 | 18,019,892,284 |
|  |  |  |  |  | 5 | 13,505 | 6,905,465,402 |
|  |  |  |  |  | 6 | 3,681 | 1,647,083,196 |
|  |  |  |  |  | 7 | 954 | 686,609,541 |
|  |  |  |  |  | 8 | 290 | 120,441,875 |
|  |  |  |  |  | 9 | 112 | 26,567,810 |
|  |  |  |  |  | 10 | 18 | 9,364,884 |
|  |  |  |  |  | 11 | 36 | 3,331,810 |
|  |  |  |  |  | 12 | 7 | 3,984,942 |
| HH_RACE | Race of HH respondent | C | 2 | C7 | -1 = Appropriate skip | 19 | 997,106 |
|  |  |  |  |  | -7 = Refused | 6,666 | 1,987,051,105 |
|  |  |  |  |  | -8 = Don't know | 2,397 | 1,090,851,461 |
|  |  |  |  |  | -9 = Not ascertained | 288 | 59,295,292 |
|  |  |  |  |  | $01=$ White | 1,007,223 | 294,207,130,583 |
|  |  |  |  |  | $02=$ African American, Black | 60,865 | 45,392,292,689 |
|  |  |  |  |  | $03=$ Asian Only | 25,187 | 10,894,625,806 |
|  |  |  |  |  | 04 = American Indian, Alaskan Native | 8,267 | 4,483,937,979 |
|  |  |  |  |  | $05=$ Native Hawaiian, other Pacific | 3,510 | 2,052,416,649 |
|  |  |  |  |  | $06=$ Multiracial | 7,471 | 3,255,502,540 |
|  |  |  |  |  | $07=$ Hispanic/Mexican | 33,296 | 22,157,448,748 |
|  |  |  |  |  | $97=$ Other specify | 12,132 | 6,441,295,002 |
| HOMEOWN | Housing unit owned or rented | C | 2 | C2 | 01 = Own | 1,049,495 | 286,561,610,993 |
|  |  |  |  |  | $02=$ Rent | 117,826 | 105,461,233,969 |
| HOMETYPE | Type of housing unit | c | 2 | C1 | -7 = Refused | 1,008 | 261,648,042 |
|  |  |  |  |  | -8 = Don't know | 546 | 176,434,775 |
|  |  |  |  |  | $-9=$ Not ascertained | 14 | 2,294,308 |
|  |  |  |  |  | 01 = Detached single house | 970,071 | 286,855,260,906 |
|  |  |  |  |  | $02=$ Duplex | 57,623 | 28,515,338,657 |
|  |  |  |  |  | $03=$ Rowhouse or townhouse | 89,187 | 61,145,098,104 |

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| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 04 = Apartment, condominium | 48,011 | 14,551,778,111 |
|  |  |  |  |  | $05=$ Mobile home or trailer | 219 | 29,716,953 |
|  |  |  |  |  | $06=$ Dorm room, fraternity or sorority house | 22 | 10,008,281 |
|  |  |  |  |  | $97=$ Other | 620 | 475,266,823 |
| HOUSEID | HH eight-digit ID number | C | 8 | Table 1 $^{*}$ | 20000017-69999811 | 1,167,321 | 392,022,844,962 |
| HTEEMPDN | Workers per square mile living in Tract | C | 4 | Claritas | $-9=N / A$ | 12 | 18,679,977 |
|  |  |  |  |  | $25=0-49$ | 253,275 | 72,499,829,167 |
|  |  |  |  |  | $75=50-99$ | 87,784 | 22,555,386,201 |
|  |  |  |  |  | $150=100-249$ | 150,413 | 42,072,956,805 |
|  |  |  |  |  | $350=250-499$ | 156,508 | 48,805,658,716 |
|  |  |  |  |  | $750=500-999$ | 183,849 | 63,380,723,478 |
|  |  |  |  |  | $1500=1,000-1,999$ | 166,463 | 62,586,412,811 |
|  |  |  |  |  | $3000=2,000-3,999$ | 103,190 | 45,484,982,115 |
|  |  |  |  |  | $5000=4,000-999,999$ | 65,827 | 34,618,215,692 |
| HTHTNRNT | Percent renter-occupied - Tract level | c | 2 | Claritas | $0=0-4 \%$ | 42,563 | 15,690,911,335 |
|  |  |  |  |  | $5=5-14 \%$ | 267,223 | 80,350,599,169 |
|  |  |  |  |  | -9 = N/A | 2 | 313,651 |
|  |  |  |  |  | $20=15-24 \%$ | 334,856 | 96,553,429,396 |
|  |  |  |  |  | $30=25-34 \%$ | 209,544 | 69,132,437,198 |
|  |  |  |  |  | $40=35-44 \%$ | 131,502 | 45,704,673,839 |
|  |  |  |  |  | $50=45-54 \%$ | 79,415 | 31,433,265,401 |
|  |  |  |  |  | $60=55-64 \%$ | 49,774 | 20,807,914,293 |
|  |  |  |  |  | $70=65-74 \%$ | 27,023 | 15,976,279,840 |
|  |  |  |  |  | $80=75-84 \%$ | 14,857 | 8,538,278,590 |
|  |  |  |  |  | $90=85-94 \%$ | 7,148 | 4,602,886,865 |
|  |  |  |  |  | $95=95-100 \%$ | 3,414 | 3,231,855,386 |
| HTPPOPDN | Population per sq mile - Tract level | c | 5 | Claritas | -9 $=$ N/A | 2 | 313,651 |
|  |  |  |  |  | $50=0-99$ | 167,081 | 51,094,411,463 |
|  |  |  |  |  | $300=100-499$ | 217,867 | 56,139,179,795 |
|  |  |  |  |  | $750=500-999$ | 116,849 | 36,161,324,775 |
|  |  |  |  |  | $1500=1,000-1,999$ | 166,967 | 50,152,865,541 |
|  |  |  |  |  | $3000=2,000-3,999$ | 226,755 | 76,789,344,625 |
|  |  |  |  |  | $7000=4,000-9,999$ | 219,759 | 83,820,057,264 |
|  |  |  |  |  | $17000=10,000-24,999$ | 39,904 | 24,280,158,531 |
|  |  |  |  |  | $30000=25,000-999,999$ | 12,137 | 13,585,189,316 |
| HTRESDN | Housing units per sq mile - Tract level | c | 5 | Claritas | $-9=\mathrm{N} / \mathrm{A}$ | 2 | 313,651 |
|  |  |  |  |  | $50=0-99$ | 286,542 | 80,502,977,833 |
|  |  |  |  |  | $300=100-499$ | 255,457 | 75,930,224,151 |
|  |  |  |  |  | $750=500-999$ | 186,948 | 58,161,464,481 |
|  |  |  |  |  | $1500=1,000-1,999$ | 234,874 | 79,200,815,832 |
|  |  |  |  |  | $3000=2,000-3,999$ | 151,619 | 62,270,286,022 |
|  |  |  |  |  | $7000=4,000-9,999$ | 38,842 | 22,321,081,766 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $17000=10,000-24,999$ | 8,079 | 8,314,375,384 |
|  |  |  |  |  | $30000=25,000-999,999$ | 4,958 | 5,321,305,842 |
| INTSTATE | A part of this trip was on interstate | C | 2 | Gb | -1 = Appropriate skip | 826,994 | 277,109,370,820 |
|  |  |  |  |  | -7 = Refused | 13 | 2,225,227 |
|  |  |  |  |  | $-8=$ Don't know | 496 | 225,103,698 |
|  |  |  |  |  | $-9=$ Not ascertained | 3,823 | 1,541,139,227 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 161,366 | 55,571,893,671 |
|  |  |  |  |  | $02=$ No | 174,629 | 57,573,112,318 |
| LIF_CYC | Life Cycle classification for the HH | c | 2 | DV_24* | 01 = one adult, no children | 60,100 | 28,971,794,014 |
|  |  |  |  |  | $02=2+$ adults, no children | 239,627 | 74,232,382,101 |
|  |  |  |  |  | $03=$ one adult, youngest child 0-5 | 5,034 | 4,852,493,322 |
|  |  |  |  |  | $04=2+$ adults, youngest child 0-5 | 143,552 | 72,897,164,648 |
|  |  |  |  |  | $05=$ one adult, youngest child 6-15 | 20,568 | 11,493,347,213 |
|  |  |  |  |  | $06=2+$ adults, youngest child 6-15 | 244,109 | 98,832,080,072 |
|  |  |  |  |  | $07=$ one adult, youngest child 16-21 | 8,353 | 4,138,931,032 |
|  |  |  |  |  | $08=2+$ adults, youngest child 16-21 | 79,294 | 35,309,179,183 |
|  |  |  |  |  | $09=$ one adult, retired, no children | 66,758 | 11,900,627,826 |
|  |  |  |  |  | $10=2+$ adults, retired, no children | 299,926 | 49,394,845,552 |
| MSACAT | MSA category for the HH home address | c | 2 | DV_28* | -9 = Not ascertained | 2 | 313,651 |
|  |  |  |  |  | $01=$ MSA of 1 million or more, with rail | 207,740 | 114,077,870,755 |
|  |  |  |  |  | $02=$ MSA of 1 million or more, and not in 1 | 377,486 | 114,310,545,838 |
|  |  |  |  |  | $03=$ MSA less than 1 million | 357,165 | 91,214,805,904 |
|  |  |  |  |  | $04=$ Not in MSA (CMSA) | 224,928 | 72,419,308,814 |
| MSASIZE | MSA population size for the HH home address | c | 2 | DV_29* | -9 = Not ascertained | 2 | 313,651 |
|  |  |  |  |  | $01=$ In an MSA of Less than 250,000 | 133,834 | 26,911,546,848 |
|  |  |  |  |  | $02=$ In an MSA of 250,000-499,999 | 96,777 | 32,719,300,408 |
|  |  |  |  |  | $03=\ln$ an MSA of 500,000-999,999 | 126,554 | 31,583,958,649 |
|  |  |  |  |  | $04=$ In an MSA or CMSA of 1,000,000-2,999,999 | 255,504 | 85,206,967,841 |
|  |  |  |  |  | $05=$ In an MSA or CMSA of 3 million or more | 329,722 | 143,181,448,752 |
|  |  |  |  |  | $06=$ Not in MSA or CMSA | 224,928 | 72,419,308,814 |
| NONHHCNT | Derived number of non-HHMs on trip | $N$ | 8 | DV_30* | $-9=$ Not ascertained | 6,167 | 2,348,929,207 |
|  |  |  |  |  | -8 = Don't know | 827 | 467,133,579 |
|  |  |  |  |  | -7 = Refused | 72 | 27,809,754 |
|  |  |  |  |  | -1 = Appropriate skip | 131,251 | 52,560,786,829 |
|  |  |  |  |  | 0 | 861,858 | 277,291,207,322 |
|  |  |  |  |  | 1 | 114,881 | 41,084,695,787 |
|  |  |  |  |  | 2 | 32,084 | 10,863,067,702 |
|  |  |  |  |  | 3 | 12,261 | 4,339,515,286 |
|  |  |  |  |  | 4 | 4,652 | 1,855,013,957 |
|  |  |  |  |  | 5 | 1,773 | 685,467,385 |
|  |  |  |  |  | 6 | 614 | 220,275,183 |
|  |  |  |  |  | 7 | 313 | 65,428,250 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 8 | 125 | 46,899,311 |
|  |  |  |  |  | 9 | 63 | 18,473,964 |
|  |  |  |  |  | 10 | 113 | 54,342,878 |
|  |  |  |  |  | 11 | 89 | 33,283,895 |
|  |  |  |  |  | 12 | 70 | 11,296,090 |
|  |  |  |  |  | 13 | 22 | 18,946,634 |
|  |  |  |  |  | 14 | 44 | 15,881,439 |
|  |  |  |  |  | 15 | 42 | 14,390,509 |
| NUMADLT | Count of adult HHMs at least 18 years old | $N$ | 8 | DV_31* | 1 | 152,398 | 54,878,590,905 |
|  |  |  |  |  | 2 | 804,946 | 238,009,304,440 |
|  |  |  |  |  | 3 | 152,675 | 67,083,326,676 |
|  |  |  |  |  | 4 | 46,474 | 26,404,012,100 |
|  |  |  |  |  | 5 | 8,581 | 4,426,731,266 |
|  |  |  |  |  | 6 | 1,630 | 824,342,318 |
|  |  |  |  |  | 7 | 489 | 372,819,182 |
|  |  |  |  |  | 8 | 78 | 10,565,907 |
|  |  |  |  |  | 9 | 15 | 5,278,808 |
|  |  |  |  |  | 10 | 35 | 7,873,360 |
| NUMONTRP | Count of total people on trip | N | 8 | DV_32* | 1 | 648,395 | 216,037,883,424 |
|  |  |  |  |  | 2 | 310,484 | 91,387,692,297 |
|  |  |  |  |  | 3 | 106,775 | 41,281,702,366 |
|  |  |  |  |  | 4 | 59,347 | 23,914,378,639 |
|  |  |  |  |  | 5 | 26,504 | 12,348,105,698 |
|  |  |  |  |  | 6 | 9,671 | 4,260,264,135 |
|  |  |  |  |  | 7 | 3,700 | 1,943,445,438 |
|  |  |  |  |  | 8 | 1,198 | 428,620,009 |
|  |  |  |  |  | 9 | 520 | 158,819,096 |
|  |  |  |  |  | 10 | 124 | 30,467,750 |
|  |  |  |  |  | 11 | 182 | 74,041,384 |
|  |  |  |  |  | 12 | 106 | 38,848,896 |
|  |  |  |  |  | 13 | 117 | 28,419,677 |
|  |  |  |  |  | 14 | 37 | 13,817,247 |
|  |  |  |  |  | 15 | 55 | 8,181,440 |
|  |  |  |  |  | 16 | 106 | 68,157,467 |
| ONTD_P1 | Person number 1 was on travel day trip | c | 2 | DV* |  | 11,028 | 5,368,402,702 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 785,745 | 240,611,602,573 |
|  |  |  |  |  | $02=$ No | 370,548 | 146,042,839,686 |
| ONTD_P10 | Person number 10 was on travel day trip | c | 2 | DV* | -1 = Appropriate skip | 1,165,822 | 391,315,100,502 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 336 | 170,143,669 |
|  |  |  |  |  | $02=$ No | 1,163 | 537,600,791 |
| ONTD_P11 | Person number 11 was on travel day trip | c | 2 | DV* | -1 = Appropriate skip | 1,166,584 | 391,672,298,648 |
|  |  |  |  |  | $01=$ Yes | 124 | 43,292,010 |

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| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $02=$ No | 613 | 307,254,304 |
| ONTD_P12 | Person number 12 was on travel day trip | C | 2 | DV* | -1 = Appropriate skip | 1,166,894 | 391,896,749,609 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 70 | 18,502,988 |
|  |  |  |  |  | $02=$ No | 357 | 107,592,364 |
| ONTD_P13 | Person number 13 was on travel day trip | C | 2 | DV* | -1 = Appropriate skip | 1,167,144 | 391,977,112,361 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 28 | 10,198,912 |
|  |  |  |  |  | $02=$ No | 149 | 35,533,689 |
| ONTD_P14 | Person number 14 was on travel day trip | C | 2 | DV* | -1 = Appropriate skip | 1,167,320 | 392,022,526,336 |
|  |  |  |  |  | 01 = Yes | 1 | 318,626 |
| ONTD_P15 | Person number 15 was on travel day trip | C | 2 | DV* | -1 = Appropriate skip | 1,167,321 | 392,022,844,962 |
| ONTD_P2 | Person number 2 was on travel day trip | C | 2 | DV* | -1 = Appropriate skip | 190,084 | 65,786,395,731 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 549,881 | 174,185,126,148 |
|  |  |  |  |  | $02=\mathrm{No}$ | 427,356 | 152,051,323,083 |
| ONTD_P3 | Person number 3 was on travel day trip | C | 2 | DV* | -1 = Appropriate skip | 638,510 | 157,623,004,588 |
|  |  |  |  |  | $01=$ Yes | 230,399 | 107,810,216,593 |
|  |  |  |  |  | $02=$ No | 298,412 | 126,589,623,780 |
| ONTD_P4 | Person number 4 was on travel day trip | C | 2 | DV* | -1 = Appropriate skip | 818,253 | 230,307,932,200 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 151,555 | 69,557,522,205 |
|  |  |  |  |  | $02=$ No | 197,513 | 92,157,390,556 |
| ONTD_P5 | Person number 5 was on travel day trip | C | 2 | DV* | -1 = Appropriate skip | 1,021,014 | 320,827,207,083 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 60,441 | 28,135,942,242 |
|  |  |  |  |  | $02=$ No | 85,866 | 43,059,695,637 |
| ONTD_P6 | Person number 6 was on travel day trip | C | 2 | DV* | -1 = Appropriate skip | 1,113,469 | 362,927,715,072 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 20,012 | 9,851,807,096 |
|  |  |  |  |  | $02=$ No | 33,840 | 19,243,322,794 |
| ONTD_P7 | Person number 7 was on travel day trip | C | 2 | DV* | -1 = Appropriate skip | 1,147,998 | 381,674,789,102 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 6,215 | 3,083,288,287 |
|  |  |  |  |  | $02=$ No | 13,108 | 7,264,767,573 |
| ONTD_P8 | Person number 8 was on travel day trip | C | 2 | DV* | -1 = Appropriate skip | 1,159,729 | 387,658,859,409 |
|  |  |  |  |  | $01=$ Yes | 2,296 | 1,019,779,593 |
|  |  |  |  |  | $02=$ No | 5,296 | 3,344,205,959 |
| ONTD_P9 | Person number 9 was on travel day trip | C | 2 | DV* | -1 = Appropriate skip | 1,163,904 | 390,201,132,824 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 855 | 484,649,416 |
|  |  |  |  |  | $02=$ No | 2,562 | 1,337,062,722 |
| OUTOFTWN | R Was out of town the entire travel day | C | 2 | G9 | -1 = Appropriate skip | 1,107,310 | 369,026,862,024 |
|  |  |  |  |  | -9 = Not ascertained | 124 | 42,359,401 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 21,993 | 6,420,817,753 |
|  |  |  |  |  | $02=$ No | 37,894 | 16,532,805,783 |
| PAYTOLL | Toll paid on this interstate | C | 2 | Gc | -1 = Appropriate skip | 1,005,948 | 336,450,241,841 |
|  |  |  |  |  | -8 = Don't know | 77 | 29,910,653 |
|  |  |  |  |  | -9 = Not ascertained | 47 | 6,101,259 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 12,098 | 4,812,097,467 |



| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TDAYDATE | Date of Travel Day (YYYYMM) | C | 8 | DV* | 200803 | 1,547 | 548,425,461 |
|  |  |  |  |  | 200804 | 42,511 | 16,866,303,885 |
|  |  |  |  |  | 200805 | 76,690 | 34,799,995,187 |
|  |  |  |  |  | 200806 | 77,745 | 31,735,351,052 |
|  |  |  |  |  | 200807 | 93,510 | 32,544,130,354 |
|  |  |  |  |  | 200808 | 106,694 | 33,063,996,779 |
|  |  |  |  |  | 200809 | 103,783 | 31,945,270,201 |
|  |  |  |  |  | 200810 | 108,213 | 35,252,880,730 |
|  |  |  |  |  | 200811 | 113,958 | 32,321,933,269 |
|  |  |  |  |  | 200812 | 108,425 | 31,725,487,517 |
|  |  |  |  |  | 200901 | 100,849 | 30,426,745,174 |
|  |  |  |  |  | 200902 | 82,871 | 31,067,538,924 |
|  |  |  |  |  | 200903 | 91,501 | 34,373,974,941 |
|  |  |  |  |  | 200904 | 59,024 | 15,350,811,488 |
| TDCASEID | Trip number | c | 12 | Table * $^{*}$ | 200000170101-699998110109 | 1,167,321 | 392,022,844,962 |
| TDTRPNUM | Travel Day Trip number | c | 12 | DV* | 01 | 257,047 | 87,496,561,386 |
|  |  |  |  |  | 02 | 253,098 | 86,130,523,483 |
|  |  |  |  |  | 03 | 186,314 | 62,566,480,996 |
|  |  |  |  |  | 04 | 156,283 | 52,545,455,399 |
|  |  |  |  |  | 05 | 105,584 | 34,992,739,043 |
|  |  |  |  |  | 06 | 76,201 | 25,007,224,374 |
|  |  |  |  |  | 07 | 48,728 | 15,796,483,609 |
|  |  |  |  |  | 08 | 32,209 | 10,310,400,374 |
|  |  |  |  |  | 09 | 19,827 | 6,380,929,910 |
|  |  |  |  |  | 10 | 12,515 | 4,117,017,534 |
|  |  |  |  |  | 11 | 7,454 | 2,412,887,356 |
|  |  |  |  |  | 12 | 4,526 | 1,533,608,934 |
|  |  |  |  |  | 13 | 2,748 | 965,560,781 |
|  |  |  |  |  | 14 | 1,705 | 614,062,281 |
|  |  |  |  |  | 15 | 1,057 | 396,598,640 |
|  |  |  |  |  | 16 | 681 | 242,159,761 |
|  |  |  |  |  | 17 | 463 | 182,121,498 |
|  |  |  |  |  | 18 | 311 | 124,189,983 |
|  |  |  |  |  | 19 | 210 | 83,367,249 |
|  |  |  |  |  | 20 | 126 | 40,778,965 |
|  |  |  |  |  | 21 | 90 | 26,940,176 |
|  |  |  |  |  | 22 | 55 | 21,644,939 |
|  |  |  |  |  | 23 | 36 | 15,455,277 |
|  |  |  |  |  | 24 | 24 | 9,652,253 |
|  |  |  |  |  | 25 | 15 | 6,431,303 |
|  |  |  |  |  | 26 | 6 | 3,190,538 |
|  |  |  |  |  | 27 | 3 | 164,502 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 28 | 1 | 42,884 |
|  |  |  |  |  | 29 | 1 | 42,884 |
|  |  |  |  |  | 30 | 1 | 42,884 |
|  |  |  |  |  | 31 | 1 | 42,884 |
|  |  |  |  |  | 32 | 1 | 42,884 |
| TDWKND | TD trip was on weekend | C | 2 | DV* | $01=$ Yes | 340,952 | 116,654,145,746 |
|  |  |  |  |  | $02=\mathrm{No}$ | 826,369 | 275,368,699,215 |
| TRACC1 | 1st mode used to get to public transit | C | 2 | Table 1* G35 | -1 = Appropriate skip | 1,156,673 | 383,190,524,915 |
|  |  |  |  |  | -7 = Refused | 1 | 60,534 |
|  |  |  |  |  | -8 = Don't know | 16 | 9,628,628 |
|  |  |  |  |  | -9 = Not ascertained | 61 | 24,133,491 |
|  |  |  |  |  | $01=\mathrm{Car}$ | 920 | 493,045,509 |
|  |  |  |  |  | $02=$ Van | 52 | 38,212,355 |
|  |  |  |  |  | 03 = SUV | 67 | 36,137,390 |
|  |  |  |  |  | 04 = Pickup truck | 52 | 26,813,044 |
|  |  |  |  |  | 05 = Other truck | 1 | 137,370 |
|  |  |  |  |  | $07=$ Motorcycle | 6 | 12,079,873 |
|  |  |  |  |  | $08=$ Light electric veh (golf cart) | 3 | 74,199 |
|  |  |  |  |  | 09 = Local public bus | 348 | 278,173,233 |
|  |  |  |  |  | 10 = Commuter bus | 91 | 66,459,018 |
|  |  |  |  |  | 11 = School bus | 7 | 6,164,731 |
|  |  |  |  |  | $12=$ Charter/tour bus | 9 | 3,691,624 |
|  |  |  |  |  | 13 = City to city bus | 5 | 7,707,033 |
|  |  |  |  |  | $14=$ Shuttle bus | 58 | 25,643,732 |
|  |  |  |  |  | $15=$ Amtrak/inter city train | 18 | 12,726,830 |
|  |  |  |  |  | $16=$ Commuter train | 111 | 65,887,106 |
|  |  |  |  |  | 17 = Subway/elevated train | 136 | 102,282,335 |
|  |  |  |  |  | $18=$ Street car/trolley | 28 | $9,235,108$ |
|  |  |  |  |  | 19 = Taxicab | 30 | 14,377,274 |
|  |  |  |  |  | 20 = Ferry | 22 | 6,699,914 |
|  |  |  |  |  | 21 = Airplane | 3 | 2,832,331 |
|  |  |  |  |  | 22 = Bicycle | 82 | 49,822,426 |
|  |  |  |  |  | 23 = Walk | 8,300 | 7,472,553,246 |
|  |  |  |  |  | 24 = Special transit-people w/disabilities | 54 | 17,679,966 |
|  |  |  |  |  | 97 = Other | 167 | 50,061,745 |
| TRACC2 | 2nd mode used to get to public transit | C | 2 | Table 1* G35 | -1 = Appropriate skip | 1,166,840 | 391,625,851,846 |
|  |  |  |  |  | $01=$ Car | 13 | 7,051,684 |
|  |  |  |  |  | $02=\mathrm{Van}$ | 2 | 390,870 |
|  |  |  |  |  | 03 = SUV | 1 | 689,352 |
|  |  |  |  |  | $09=$ Local public bus | 81 | 75,037,673 |
|  |  |  |  |  | 10 = Commuter bus | 26 | 14,558,863 |
|  |  |  |  |  | $12=$ Charter/tour bus | 1 | 8,482,739 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 14 = Shuttle bus | 8 | 2,949,561 |
|  |  |  |  |  | $15=$ Amtrak/inter city train | 3 | 2,735,555 |
|  |  |  |  |  | $16=$ Commuter train | 32 | 35,369,146 |
|  |  |  |  |  | 17 = Subway/elevated train | 60 | 65,595,444 |
|  |  |  |  |  | $18=$ Street car/trolley | 12 | 2,896,084 |
|  |  |  |  |  | 19 = Taxicab | 1 | 1,380,688 |
|  |  |  |  |  | 20 = Ferry | 17 | 6,783,898 |
|  |  |  |  |  | 21 = Airplane | 5 | 367,648 |
|  |  |  |  |  | $22=$ Bicycle | 6 | 7,187,687 |
|  |  |  |  |  | 23 = Walk | 208 | 152,561,688 |
|  |  |  |  |  | 97 = Other | 5 | 12,954,535 |
| TRACC3 | 3rd mode used to get to public transit | C | 2 | Table 1* G35 | -1 = Appropriate skip | 1,167,258 | 391,976,155,773 |
|  |  |  |  |  | 01 = Car | 4 | 1,509,304 |
|  |  |  |  |  | $09=$ Local public bus | 8 | 5,993,355 |
|  |  |  |  |  | 10 = Commuter bus | 5 | 1,034,417 |
|  |  |  |  |  | 11 = School bus | 1 | 175,878 |
|  |  |  |  |  | 14 = Shuttle bus | 1 | 1,410,295 |
|  |  |  |  |  | $15=$ Amtrak/inter city train | 1 | 344,678 |
|  |  |  |  |  | $16=$ Commuter train | 4 | 2,904,132 |
|  |  |  |  |  | 17 = Subway/elevated train | 8 | 12,144,981 |
|  |  |  |  |  | $18=$ Street car/trolley | 2 | 112,471 |
|  |  |  |  |  | 19 = Taxicab | 4 | 411,006 |
|  |  |  |  |  | 20 = Ferry | 4 | 420,677 |
|  |  |  |  |  | 23 = Walk | 20 | 20,179,237 |
|  |  |  |  |  | 97 = Other | 1 | 48,757 |
| TRACC4 | 4th mode used to get to public transit | C | 2 | Table 1* G35 | -1 = Appropriate skip | 1,167,315 | 392,020,457,192 |
|  |  |  |  |  | 01 = Car | 1 | 915,569 |
|  |  |  |  |  | $16=\text { Commuter train }$ | 1 | 127,735 |
|  |  |  |  |  | $23 \text { = Walk }$ | 4 | 1,344,466 |
| TRACC5 | 5th mode used to get to public transit | C | 2 | Table 1* G35 | -1 = Appropriate skip | 1,167,321 | 392,022,844,962 |
| TRACCTM | Derived time to get to public transit - minutes | N | 8 | DV_41* | $-9=$ Not ascertained | 46 | 35,183,967 |
|  |  |  |  |  | -1 = Appropriate skip | 1,156,851 | 383,300,418,430 |
|  |  |  |  |  | 0-440 | 10,424 | 8,687,242,565 |
| TRAVDAY | Travel day - day of week | C | 2 | DV* | 01 = Sunday | 146,394 | 47,754,722,904 |
|  |  |  |  |  | $02=$ Monday | 165,001 | 55,506,516,642 |
|  |  |  |  |  | 03 = Tuesday | 173,301 | 58,031,699,287 |
|  |  |  |  |  | 04 = Wednesday | 173,179 | 57,950,300,838 |
|  |  |  |  |  | $05=$ Thursday | 168,208 | 56,547,023,701 |
|  |  |  |  |  | $06=$ Friday | 179,739 | 60,234,379,537 |
|  |  |  |  |  | 07 = Saturday | 161,499 | 55,998,202,052 |
| TREGR1 | 1st mode used from public transit to destination | C | 2 | Table 1* G38 | -1 = Appropriate skip | 1,156,673 | 383,190,524,915 |


| Name | Label | Type | Length Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | -7 = Refused | 1 | 340,808 |
|  |  |  |  | $-8=$ Don't know | 26 | 11,403,943 |
|  |  |  |  | $-9=$ Not ascertained | 64 | 25,289,578 |
|  |  |  |  | $01=\mathrm{Car}$ | 620 | 333,685,567 |
|  |  |  |  | $02=\mathrm{Van}$ | 31 | 11,342,083 |
|  |  |  |  | $03=$ SUV | 38 | 24,411,869 |
|  |  |  |  | 04 = Pickup truck | 33 | 10,733,507 |
|  |  |  |  | $05=$ Other truck | 1 | 137,370 |
|  |  |  |  | $06=R V$ | 1 | 1,684,761 |
|  |  |  |  | $07=$ Motorcycle | 10 | 13,223,676 |
|  |  |  |  | $08=$ Light electric veh (golf cart) | 3 | 74,199 |
|  |  |  |  | $09=$ Local public bus | 541 | 415,523,929 |
|  |  |  |  | $10=$ Commuter bus | 171 | 151,735,635 |
|  |  |  |  | 11 = School bus | 5 | 2,500,906 |
|  |  |  |  | $12=$ Charter/tour bus | 6 | 1,671,586 |
|  |  |  |  | $13=$ City to city bus | 5 | 9,396,792 |
|  |  |  |  | 14 = Shuttle bus | 83 | 42,472,617 |
|  |  |  |  | $15=$ Amtrak/inter city train | 30 | 7,925,824 |
|  |  |  |  | $16=$ Commuter train | 191 | 98,578,287 |
|  |  |  |  | 17 = Subway/elevated train | 219 | 184,912,489 |
|  |  |  |  | $18=$ Street car/trolley | 51 | 24,627,829 |
|  |  |  |  | 19 = Taxicab | 33 | 33,350,610 |
|  |  |  |  | $20=$ Ferry | 68 | 21,613,440 |
|  |  |  |  | $21=$ Airplane | 7 | 7,779,401 |
|  |  |  |  | $22=$ Bicycle | 67 | 48,005,504 |
|  |  |  |  | 23 = Walk | 8,147 | 7,289,698,132 |
|  |  |  |  | $24=$ Special transit-people w/disabilities | 50 | 9,839,215 |
|  |  |  |  | $97=$ Other | 146 | 50,360,488 |
| TREGR2 | 2nd mode used from public transit to destination | c | 2 Table 1* G38 | -1 = Appropriate skip | 1,166,881 | 391,657,206,682 |
|  |  |  |  | $01=\mathrm{Car}$ | 37 | 14,409,794 |
|  |  |  |  | $02 \text { = Van }$ | 3 | 254,981 |
|  |  |  |  | $03=$ SUV | 7 | 1,328,201 |
|  |  |  |  | 04 = Pickup truck | 5 | 1,340,799 |
|  |  |  |  | $08=$ Light electric veh (golf cart) | 1 | 174,946 |
|  |  |  |  | $09=$ Local public bus | 44 | 48,763,924 |
|  |  |  |  | $10=$ Commuter bus | 8 | 4,106,730 |
|  |  |  |  | $13=$ City to city bus | 1 | 93,018 |
|  |  |  |  | $14=$ Shuttle bus | 2 | 8,656,402 |
|  |  |  |  | $15=$ Amtrak/inter city train | 3 | 1,410,646 |
|  |  |  |  | $16=$ Commuter train | 13 | 14,656,017 |
|  |  |  |  | 17 = Subway/elevated train | 27 | 25,955,556 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $18=$ Street car/trolley | 6 | 974,329 |
|  |  |  |  |  | 19 = Taxicab | 3 | 3,197,681 |
|  |  |  |  |  | 20 = Ferry | 5 | 3,100,362 |
|  |  |  |  |  | 21 = Airplane | 2 | 490,133 |
|  |  |  |  |  | $22=$ Bicycle | , | 4,122,528 |
|  |  |  |  |  | $23=$ Walk | 264 | 219,343,867 |
|  |  |  |  |  | $97=$ Other | 5 | 13,258,369 |
| TREGR3 | 3rd mode used from public transit to destination | c | 2 | Table 1* G38 | -1 = Appropriate skip | 1,167,293 | 392,007,763,994 |
|  |  |  |  |  | $01=\mathrm{Car}$ | 6 | 2,043,770 |
|  |  |  |  |  | $09=$ Local public bus | 2 | 326,025 |
|  |  |  |  |  | $10=$ Commuter bus | 1 | 163,746 |
|  |  |  |  |  | 11 = School bus | 1 | 329,636 |
|  |  |  |  |  | $14=$ Shutle bus | 3 | 1,900,428 |
|  |  |  |  |  | 17 = Subway/elevated train | 2 | 161,235 |
|  |  |  |  |  | $23=$ Walk | 13 | 10,156,128 |
| TREGR4 | 4th mode used from public transit to destination | c | 2 | Table 1* G38 | -1 = Appropriate skip | 1,167,321 | 392,022,844,962 |
| TREGR5 | 5th mode used from public transit to destination | c | 2 | Table 1* G38 | -1 = Appropriate skip | 1,167,321 | 392,022,844,962 |
| TREGRTM | How long to destination from transit converted to minutes | N | 8 | DV_42* | $-9=$ Not ascertained | 45 | 44,640,361 |
|  |  |  |  |  | -1 = Appropriate skip | 1,156,896 | 383,324,948,822 |
|  |  |  |  |  | 0-720 | 10,380 | 8,653,255,778 |
| TRIPPURP | General Trip Purpose (Home-Based Purpose types) | c | 8 | DV* | -9 = Not Ascertained | 2,341 | 771,909,473 |
|  |  |  |  |  | HBO $=$ Other home-based | $247,032$ | 86,244,427,885 |
|  |  |  |  |  | HBSHOP = Home-based shopping | 272,525 | $83,516,346,937$ |
|  |  |  |  |  | HBSOCREC = Home-based social/recreational | 168,409 | 54,824,636,727 |
|  |  |  |  |  | HBW = Home-base work | 112,122 | 45,346,670,005 |
|  |  |  |  |  | NHB = Not home-based | 364,892 | 121,318,853,935 |
| TRPACCMP | Number of people with R on trip | N | 3 | G43 | $-9=$ Not ascertained | 6,167 | 2,348,929,207 |
|  |  |  |  |  | -8 = Don't know | 827 | 467,133,579 |
|  |  |  |  |  | -7 = Refused | 72 | 27,809,754 |
|  |  |  |  |  | -1 = Appropriate skip | 131,251 | 52,560,786,829 |
|  |  |  |  |  | 0 | 511,672 | 161,324,956,846 |
|  |  |  |  |  | 1 | 309,713 | 91,073,377,156 |
|  |  |  |  |  | 2 | 106,463 | 41,172,724,787 |
|  |  |  |  |  | 3 | 59,182 | 23,807,630,827 |
|  |  |  |  |  | 4 | 26,384 | 12,274,286,256 |
|  |  |  |  |  | 5 | 9,599 | 4,233,631,645 |
|  |  |  |  |  | 6 | 3,673 | 1,935,967,438 |
|  |  |  |  |  | 7 | 1,190 | 427,276,567 |
|  |  |  |  |  | 8 | 505 | 157,992,381 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 9 | 120 | 29,228,391 |
|  |  |  |  |  | 10 | 155 | 66,437,832 |
|  |  |  |  |  | 11 | 101 | 38,455,626 |
|  |  |  |  |  | 12 | 101 | 20,104,117 |
|  |  |  |  |  | 13 | 35 | 13,696,779 |
|  |  |  |  |  | 14 | 48 | 4,581,795 |
|  |  |  |  |  | 15 | 63 | 37,837,149 |
| TRPHHACC | Number of HHM with R on trip | N | 8 | DV_44* | -1 = Appropriate skip | 28,142 | 12,212,143,749 |
|  |  |  |  |  | 0 | 712,730 | 236,432,403,316 |
|  |  |  |  |  | 1 | 295,929 | 84,094,656,196 |
|  |  |  |  |  | 2 | 72,606 | 31,930,461,254 |
|  |  |  |  |  | 3 | 39,406 | 17,988,018,183 |
|  |  |  |  |  | 4 | 13,422 | 6,870,667,849 |
|  |  |  |  |  | 5 | 3,669 | 1,644,193,552 |
|  |  |  |  |  | 6 | 954 | 686,609,541 |
|  |  |  |  |  | 7 | 290 | 120,441,875 |
|  |  |  |  |  | 8 | 112 | 26,567,810 |
|  |  |  |  |  | 9 | 18 | 9,364,884 |
|  |  |  |  |  | 10 | 36 | 3,331,810 |
|  |  |  |  |  | 11 | 7 | 3,984,942 |
| TRPHHVEH | HH vehicle used for trip | c | 2 | G30 | -1 = Appropriate skip | 188 | 43,891,299 |
|  |  |  |  |  | -7 = Refused | 32 | 3,446,489 |
|  |  |  |  |  | -8 = Don't know | 195 | 50,420,243 |
|  |  |  |  |  | -9 = Not ascertained | 82 | 32,218,540 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | $961,803$ | 303,775,097,329 |
|  |  |  |  |  | $02=\mathrm{No}$ | 205,021 | $88,117,771,062$ |
| TRPMILES | Calculated Trip distance converted into miles | $N$ | 8 | DV_43* | $-9=$ Not ascertained | 454 | 181,707,249 |
|  |  |  |  |  | -8 = Don't know | 17,734 | 8,876,154,517 |
|  |  |  |  |  | -7 = Refused | 296 | 71,283,370 |
|  |  |  |  |  | -1 = Appropriate skip | 181 | $42,421,452$ |
|  |  |  |  |  | $0-9000$ | 1,148,656 | 382,851,278,373 |
| TRPTRANS | Transportation mode used on trip (as reported by respondent) | c | 2 | G34 | -1 = Appropriate skip | 338 | 89,814,521 |
|  |  |  |  |  | $-7=$ Refused | 690 | 173,490,079 |
|  |  |  |  |  | -8 = Don't know | 1,001 | 435,501,133 |
|  |  |  |  |  | $-9=$ Not ascertained | 95 | 30,810,250 |
|  |  |  |  |  | $01=\mathrm{Car}$ | 537,022 | 173,746,350,860 |
|  |  |  |  |  | $02=\mathrm{Van}$ | 120,424 | 40,578,890,136 |
|  |  |  |  |  | 03 = SUV | 215,650 | 69,339,276,673 |
|  |  |  |  |  | $04=$ Pickup truck | 138,293 | 40,387,740,310 |
|  |  |  |  |  | $05=$ Other truck | 4,360 | 1,911,531,714 |
|  |  |  |  |  | $06=R V$ | 496 | 103,309,746 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 07 = Motorcycle | 3,517 | 1,050,555,336 |
|  |  |  |  |  | $08=$ Light electric veh (golf cart) | 1,445 | 182,697,979 |
|  |  |  |  |  | $09=$ Local public bus | 5,414 | 4,688,217,665 |
|  |  |  |  |  | $10=$ Commuter bus | 866 | 666,465,744 |
|  |  |  |  |  | 11 = School bus | 15,146 | 6,714,816,768 |
|  |  |  |  |  | $12=$ Charter/tour bus | 648 | 240,890,720 |
|  |  |  |  |  | $13=$ City to city bus | 49 | 59,851,517 |
|  |  |  |  |  | 14 = Shuttle bus | 1,206 | 650,748,766 |
|  |  |  |  |  | $15=$ Amtrak/inter city train | 116 | 95,342,569 |
|  |  |  |  |  | 16 = Commuter train | 665 | 560,732,714 |
|  |  |  |  |  | 17 = Subway/elevated train | 1,410 | 1,535,989,499 |
|  |  |  |  |  | $18=$ Street car/trolley | 166 | 68,138,532 |
|  |  |  |  |  | 19 = Taxicab | 1,041 | 737,522,784 |
|  |  |  |  |  | $20=$ Ferry | 123 | 39,935,863 |
|  |  |  |  |  | $21=$ Airplane | 1,066 | 310,648,318 |
|  |  |  |  |  | $22=$ Bicycle | 9,443 | 4,081,818,704 |
|  |  |  |  |  | $23=$ Walk | 100,405 | 40,961,817,089 |
|  |  |  |  |  | $24=$ Special transit-people w/disabilities | 621 | 273,675,896 |
|  |  |  |  |  | 97 = Other | 5,605 | 2,306,263,078 |
| TRVLCMIN | Calculated travel time | $N$ | 8 | G34* | -9 = Not ascertained | 2,954 | 1,034,854,088 |
|  |  |  |  |  | 0-1439 | 1,164,367 | 390,987,990,874 |
| TRVL_MIN | Derived trip time - minutes | N | 8 | DV_45* | -9 = Not ascertained | 130 | 35,139,430 |
|  |  |  |  |  | -1 = Appropriate skip | 2,733 | 991,402,971 |
|  |  |  |  |  | 0-1230 | 1,164,458 | 390,996,302,561 |
| TRWAITTM | Derived length of wait for public transit minutes | N | 8 | DV_46* | -9 = Not ascertained | 276 | 161,709,531 |
|  |  |  |  |  | -1 = Appropriate skip | 1,156,704 | 383,200,837,355 |
|  |  |  |  |  | 0-302 | 10,341 | 8,660,298,075 |
| URBAN | Home address in urbanized area | C | 2 | DV_47* | -9 = Not ascertained | 2 | 313,651 |
|  |  |  |  |  | $01=$ In an urban area | 728,303 | 263,451,403,014 |
|  |  |  |  |  | $02=\ln$ an Urban cluster | 107,448 | 39,211,739,799 |
|  |  |  |  |  | $03=\ln$ an area surrounded by urban areas | 469 | 295,882,787 |
|  |  |  |  |  | $04=$ Not in urban area | 331,099 | 89,063,505,711 |
| URBANSIZE | Size of urban area in which home address is located | c | 2 | DV_48* | $-9=$ Not ascertained | 2 | 313,651 |
|  |  |  |  |  | $01=50,000-199,999$ | 165,792 | 38,966,989,722 |
|  |  |  |  |  | $02=200,000-499,999$ | 111,153 | 33,969,437,313 |
|  |  |  |  |  | $03=500,000-999,999$ | 96,800 | 32,851,499,042 |
|  |  |  |  |  | $04=1$ million or more without subway or rail | 221,828 | 74,053,350,561 |
|  |  |  |  |  | $05=1$ million or more with subway or rail | 132,730 | 83,610,126,377 |
|  |  |  |  |  | $06=$ Not in an urbanized area | 439,016 | 128,571,128,297 |
| URBRUR | Household in urban/rural area | C | 2 | DV_49* | $-9=$ Not ascertained | 2 | 313,651 |
|  |  |  |  |  | $01=$ Urban | 836,220 | 302,959,025,600 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| USEINTST |  |  |  |  | $02=$ Rural | 331,099 | 89,063,505,711 |
|  | Interstate used for any trips | c | 2 | N_G19 | -1 = Appropriate skip | 1 | 59,845 |
|  |  |  |  |  | -7 = Refused | 64 | 52,827,458 |
|  |  |  |  |  | -8 = Don't know | 3,552 | 1,190,664,287 |
|  |  |  |  |  | $-9=$ Not ascertained | 45 | 9,403,340 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 363,495 | 123,761,350,562 |
|  |  |  |  |  | $02=$ No | 800,164 | 267,008,539,470 |
| USEPUBTR | Use public transit on travel day | C | 2 | G19 | -1 = Appropriate skip | 1 | 59,845 |
|  |  |  |  |  | -7 = Refused | 30 | 31,616,616 |
|  |  |  |  |  | -8 = Don't know | 114 | 30,479,314 |
|  |  |  |  |  | -9 = Not ascertained | 54 | 33,300,908 |
|  |  |  |  |  | $01=\mathrm{Yes}$ | 20,988 | 16,454,320,786 |
|  |  |  |  |  | $02=$ No | 1,146,134 | 375,473,067,493 |
| VEHID | HH vehicle number used for trip | c | 2 | G31 | -1 = Appropriate skip | 205,516 | 88,247,622,792 |
|  |  |  |  |  | -7 = Refused | 14 | 976,724 |
|  |  |  |  |  | -8 = Don't know | 131 | 45,997,904 |
|  |  |  |  |  | 01-28 | 961,660 | 303,728,247,542 |
| VEHTYPE | Vehicle type | C | 3 | VMAT6Y B2 | -1 = Appropriate skip | 205,661 | 88,294,597,420 |
|  |  |  |  |  | -7 = Refused | 453 | 114,820,675 |
|  |  |  |  |  | $-8=$ Don't know | 380 | 203,999,999 |
|  |  |  |  |  | $-9=$ Not ascertained | 29 | 2,608,207 |
|  |  |  |  |  | 01 = Automobile/car/station wagon | 483,188 | 152,915,090,941 |
|  |  |  |  |  | $02=$ Van (mini, cargo, passenger) | 113,897 | 37,996,097,666 |
|  |  |  |  |  | $03=$ Sports utility vehicle | 228,433 | 73,363,535,301 |
|  |  |  |  |  | 04 = Pickup truck | 129,995 | 37,603,277,360 |
|  |  |  |  |  | $05=$ Other truck | 1,084 | 480,662,043 |
|  |  |  |  |  | $06=\mathrm{RV}$ (recreational vehicle) | 389 | 49,239,515 |
|  |  |  |  |  | $07=$ Motorcycle | 3,215 | 926,438,479 |
|  |  |  |  |  | $08=$ Golf cart | 388 | 27,660,556 |
|  |  |  |  |  | $97=$ Other | 209 | 44,816,800 |
| VMT_MILE | Calculated Trip distance (miles) for Driver Trips | $N$ | 8 | DV* | -9 = Not ascertained | 6,969 | 2,866,933,849 |
|  |  |  |  |  | -1 = Appropriate skip | 419,179 | 158,173,488,480 |
|  |  |  |  |  | 0-5600 | 741,173 | 230,982,422,633 |
| WHODROVE | Person ID of driver on trip | c | 2 | G49 | -1 = Appropriate skip | 203,695 | 86,653,332,258 |
|  |  |  |  |  | -7 = Refused | 1 | 435,750 |
|  |  |  |  |  | -8 = Don't know | 32 | 9,998,973 |
|  |  |  |  |  | $-9=$ Not ascertained | 21 | 1,033,684 |
|  |  |  |  |  | 01 | 557,674 | 164,097,021,824 |
|  |  |  |  |  | 02 | 340,636 | 106,034,944,694 |
|  |  |  |  |  | 03 | 47,314 | 25,259,049,931 |
|  |  |  |  |  | 04 | 12,908 | 7,283,284,341 |


| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 05 | 3,266 | 1,544,849,885 |
|  |  |  |  |  | 06 | 1,044 | 696,282,173 |
|  |  |  |  |  | 07 | 438 | 324,884,610 |
|  |  |  |  |  | 08 | 160 | 77,306,587 |
|  |  |  |  |  | 09 | 61 | 23,638,708 |
|  |  |  |  |  | 10 | 68 | 15,430,095 |
|  |  |  |  |  | 11 | 2 | 1,032,824 |
|  |  |  |  |  | 14 | 1 | 318,626 |
| WHYFROM | Trip purpose for previous trip | c | 2 | DV_52* | -7 = Refused | 236 | 53,372,006 |
|  |  |  |  |  | -9 = Not ascertained | 17,259 | 6,441,485,679 |
|  |  |  |  |  | 01 = Home | 402,953 | 136,021,328,247 |
|  |  |  |  |  | $10=$ Work | 97 | 32,645,121 |
|  |  |  |  |  | 11 = Go to work | 75,723 | 30,738,134,801 |
|  |  |  |  |  | $12=$ Return to work | 15,682 | 5,676,727,221 |
|  |  |  |  |  | $13=$ Attend business meeting/trip | 19,350 | 6,981,971,859 |
|  |  |  |  |  | 14 = Other work related | 4,701 | 1,877,293,708 |
|  |  |  |  |  | $20=$ School/religious activity | 3,282 | 1,101,804,683 |
|  |  |  |  |  | $21=$ Go to school as student | 25,871 | 11,774,141,778 |
|  |  |  |  |  | $22=$ Go to religious activity | 22,696 | 6,958,058,492 |
|  |  |  |  |  | $23=$ Go to library: school related | 803 | 454,715,311 |
|  |  |  |  |  | 24 = OS - Day care | 1,832 | 811,125,375 |
|  |  |  |  |  | $30=$ Medical/dental services | 23,198 | 6,250,996,307 |
|  |  |  |  |  | 40 = Shopping/errands | 24,345 | 7,058,381,249 |
|  |  |  |  |  | 41 = Buy goods: groceries/clothing/hardware store | 144,704 | 43,845,092,913 |
|  |  |  |  |  | $42=$ Buy services: video rentals/dry cleaner/post office/car service/bank | 39,648 | 11,203,719,610 |
|  |  |  |  |  | $43=$ Buy gas | 18,563 | 6,572,752,723 |
|  |  |  |  |  | $50=$ Social/recreational | 10,784 | 3,200,821,106 |
|  |  |  |  |  | $51=$ Go to gym/exercise/play sports | $43,299$ | 12,846,994,277 |
|  |  |  |  |  | $52=$ Rest or relaxation/vacation | 6,880 | $2,366,236,186$ |
|  |  |  |  |  | $53=$ Visit friends/relatives | 44,330 | 15,963,917,899 |
|  |  |  |  |  | $54=$ Go out/hang out: entertainment/theater/sports event/go to bar | 17,640 | 6,704,068,111 |
|  |  |  |  |  | $55=$ Visit public place: historical site/museum/park/library | 5,631 | 1,825,661,343 |
|  |  |  |  |  | $60=$ Family personal business/obligations | 13,830 | 4,332,221,785 |
|  |  |  |  |  | 61 = Use professional services: attorney/accountant | 3,823 | 1,098,053,491 |
|  |  |  |  |  | 62 = Attend funeral/wedding | 1,706 | 656,370,621 |
|  |  |  |  |  | $63=$ Use personal services: grooming/haircut/nails | 5,857 | 1,462,684,825 |
|  |  |  |  |  | 64 = Pet care: walk the dog/vet visits | 9,653 | 2,736,073,534 |
|  |  |  |  |  | 65 = Attend meeting: PTA/home owners association/local government | 5,547 | 1,604,353,331 |
|  |  |  |  |  | $70=$ Transport someone | 836 | 306,674,576 |
|  |  |  |  |  | $71=$ Pick up someone | 29,559 | 10,995,551,462 |
|  |  |  |  |  | $72=$ Take and wait | 3,423 | 1,181,610,320 |

B-86

## $80=$ Meals

2,619
8,183
81 = Social event

11 = Go to work
12 = Return to work
= Attend business meeting/trip
21,089
14 = Other work related
3,341
20 = School/religious activity
26,009
$21=$ Go to school as studen
22,798
$22=$ Go to religious activity
Go to library. school related
1,851
24 = OS - Day care
$30=$ Medical/dental services
23,385
40 = Shopping/errands
24,530
41 = Buy goods: groceries/clothing/hardware store
42 = Buy services: video rentals/dry cleaner/post office/car
service/bank
43 = Buy gas
18,659
$50=$ Social/recreational
51 = Go to gym/exercise/play sports
12,610
$52=$ Rest or relaxation/vacation
45,059
9,783
$53=$ Visit friends/relatives
48,110
54 = Go out/hang out: entertainment/theater/sports event/go to bar
$55=$ Visit public place: historical site/museum/park/library 5,712
$60=$ Family personal business/obligations 14,301

61 = Use professional services: attorney/accountant
63 = Use personal services: grooming/haircut/nails 5,881

64 = Pet care: walk the dog/vet visit
10,249
65 = Attend meeting: PTA/home owners association/local
70 = Transport someone

789,070,299 2,450,559,169 20,239,423,005 2,953,953,297 2,593,239,160 2,016,940,865

56,316,311
175,030,832
27,723,241
134,819,040,790
215,609
31,062,036,426 5,732,878,676 1,066,903,014 7,901,898,136
1,132,537,921
11,830,627,020 6,980,876,310
453,575,041
828,988,699
6,302,927,234
7,097,239,018
44,001,480,325
11,224,064,829
6,603,091,100
3,779,680,002
13,430,438,123
3,276,538,854
17,562,038,581
6,838,625,710 1,852,249,711 4,484,117,764
1,109,208,170
667,934,182
1,467,981,696 2,939,462,521 1,609,806,545

309,113,327 11,035,542,385
1,186,149,745

| Name | Label | Type | Length | Question | Code / Range | Frequency | Weighted |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 73 = Drop someone off | 32,339 | 11,961,497,342 |
|  |  |  |  |  | $80=$ Meals | 2,631 | 791,727,089 |
|  |  |  |  |  | 81 = Social event | 8,313 | 2,485,502,724 |
|  |  |  |  |  | $82=$ Get/eat meal | 66,647 | 20,351,291,660 |
|  |  |  |  |  | 83 = Coffee/ice cream/snacks | 8,495 | 2,976,589,359 |
|  |  |  |  |  | 97 = Other reason | 5,850 | 2,592,958,077 |
| WHYTRP1S | Trip purpose summary | C | 2 | DV_53* | -7 = Refused | 257 | 57,539,099 |
|  |  |  |  |  | -8 = Don't know | 555 | 197,624,595 |
|  |  |  |  |  | -9 = Not ascertained | 61 | 30,265,759 |
|  |  |  |  |  | 01 = Home | 399,592 | 134,819,040,790 |
|  |  |  |  |  | $10=$ Work | 118,532 | 46,753,778,567 |
|  |  |  |  |  | 20 = School/Daycare/Religious activity | 54,975 | 21,292,205,433 |
|  |  |  |  |  | $30=$ Medical/Dental services | 23,499 | 6,352,813,559 |
|  |  |  |  |  | 40 = Shopping/Errands | 228,320 | 68,944,489,870 |
|  |  |  |  |  | $50=$ Social/Recreational | 141,139 | 47,413,416,028 |
|  |  |  |  |  | $60=$ Family personal business/Obligations | 41,808 | 12,333,021,852 |
|  |  |  |  |  | $70=$ Transport someone | 66,339 | 24,523,609,888 |
|  |  |  |  |  | $80=$ Meals | 86,164 | 26,629,772,788 |
|  |  |  |  |  | 97 = Other reason | 6,080 | 2,675,266,733 |
| WHYTRP90 | 1990 Trip Purpose | C | 2 | DV* | 01 = To/From Work | 151,635 | 61,214,163,174 |
|  |  |  |  |  | $02=$ Work-Related Business | 32,821 | 11,942,714,162 |
|  |  |  |  |  | 03 = Shopping | 265,938 | 81,971,638,755 |
|  |  |  |  |  | 04 = Other Family/Personal Business | 224,785 | 74,468,618,196 |
|  |  |  |  |  | 05 = School/Church | 98,416 | 37,676,431,023 |
|  |  |  |  |  | $06=$ Medical/Dentral | 37,524 | 10,094,633,092 |
|  |  |  |  |  | $07=$ Vacation | 12,869 | 4,416,011,044 |
|  |  |  |  |  | $08=$ Visit Friends/Relatives | 74,414 | 26,837,663,047 |
|  |  |  |  |  | $10=$ Other Social/Recreational | 251,818 | 76,468,394,470 |
|  |  |  |  |  | 11 = Other | 7,264 | 3,159,381,505 |
|  |  |  |  |  | $98=\mathrm{N} / \mathrm{A}$ | 9,498 | 3,696,172,372 |
|  |  |  |  |  | 99 = Refused | 339 | 77,024,121 |
| WORKER | Subject worker status | C | 2 | DV_55* | -1 = Appropriate skip | 122,389 | 51,976,375,583 |
|  |  |  |  |  | -9 = Not ascertained | 625 | 158,613,971 |
|  |  |  |  |  | $01=$ Yes | 597,071 | 234,218,292,974 |
|  |  |  |  |  | $02=\mathrm{No}$ | 447,236 | 105,669,562,433 |
| WRKCOUNT | Number of workers in HH | N | 8 | DV_57* | 0 | 298,112 | 52,958,755,927 |
|  |  |  |  |  | 1 | 400,116 | 152,212,755,548 |
|  |  |  |  |  | 2 | 383,105 | 144,491,564,008 |
|  |  |  |  |  | 3 | 69,536 | 33,105,801,930 |
|  |  |  |  |  | 4 | 14,404 | 8,345,215,294 |
|  |  |  |  |  | 5 | 1,853 | 825,665,987 |
|  |  |  |  |  | 6 | 195 | 83,086,268 |

