

Traffic Volume Trends

Approval to Disseminate Monthly Report

Month / Year: June 2005

Number of States: 33 states submitted data and 33 were used to calculate VMT

Remarks:

Approvals/Concurrences:

Signature

Date

HR [Signature]

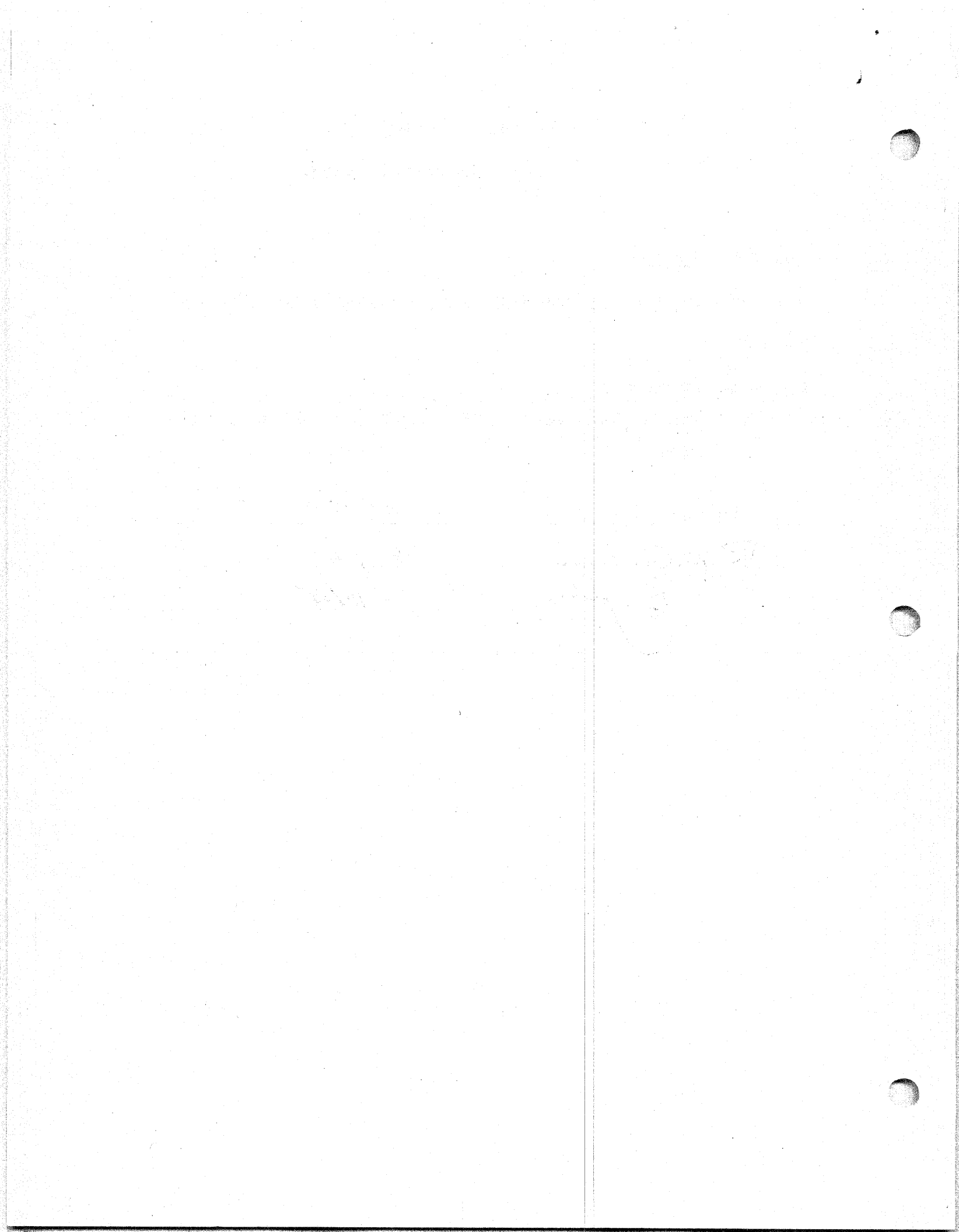
8/11/05

Ralph Gillman

8-11-05

B. [Signature]

8/18/05





U. S. Department
of Transportation

**Federal Highway
Administration**

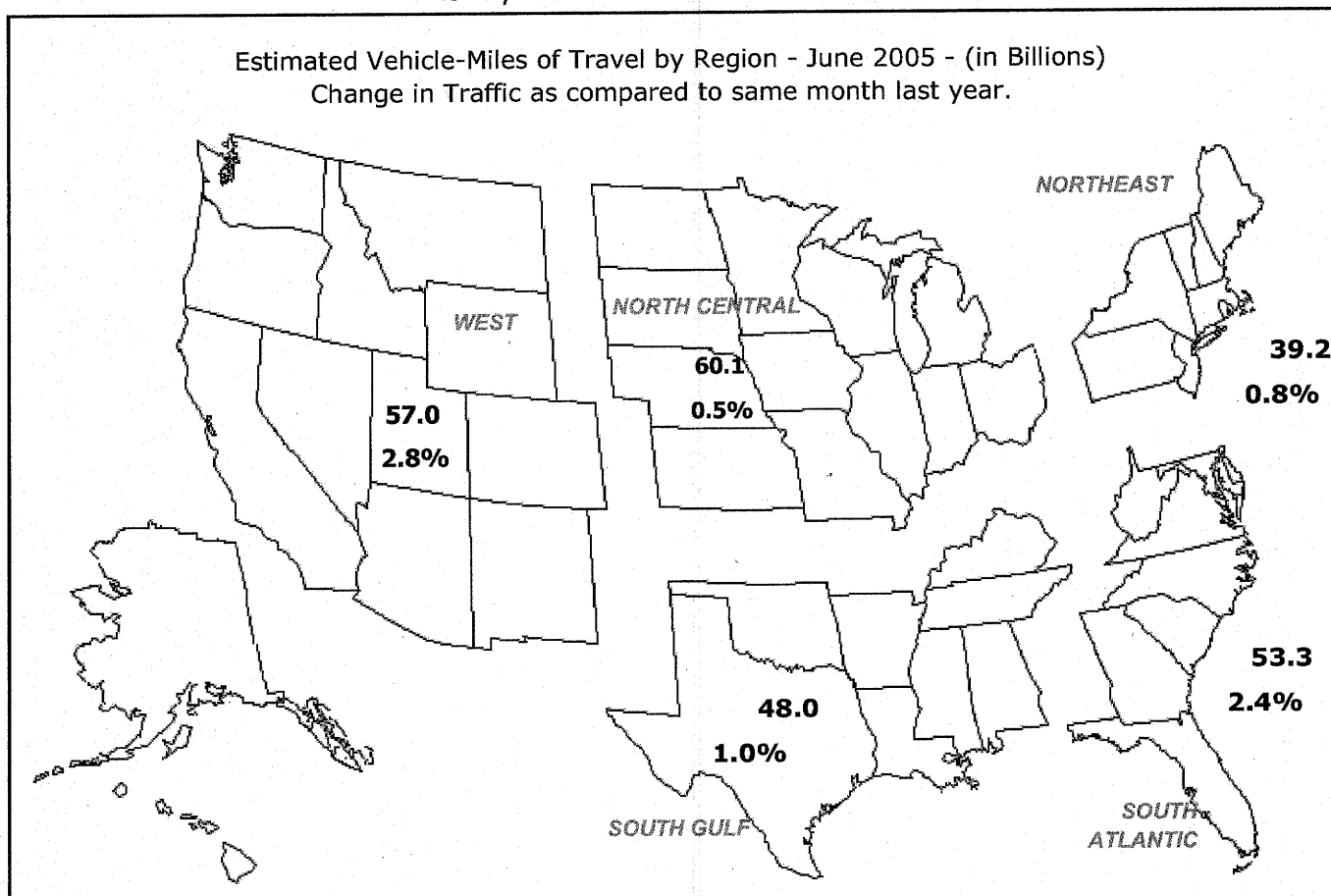
Office of Highway
Policy Information

TRAFFIC VOLUME TRENDS

June 2005

Travel on all roads and streets changed by **+1.6** percent for June 2005 as compared with June 2004. Travel for the month is estimated to be 257.6 billion vehicle miles.

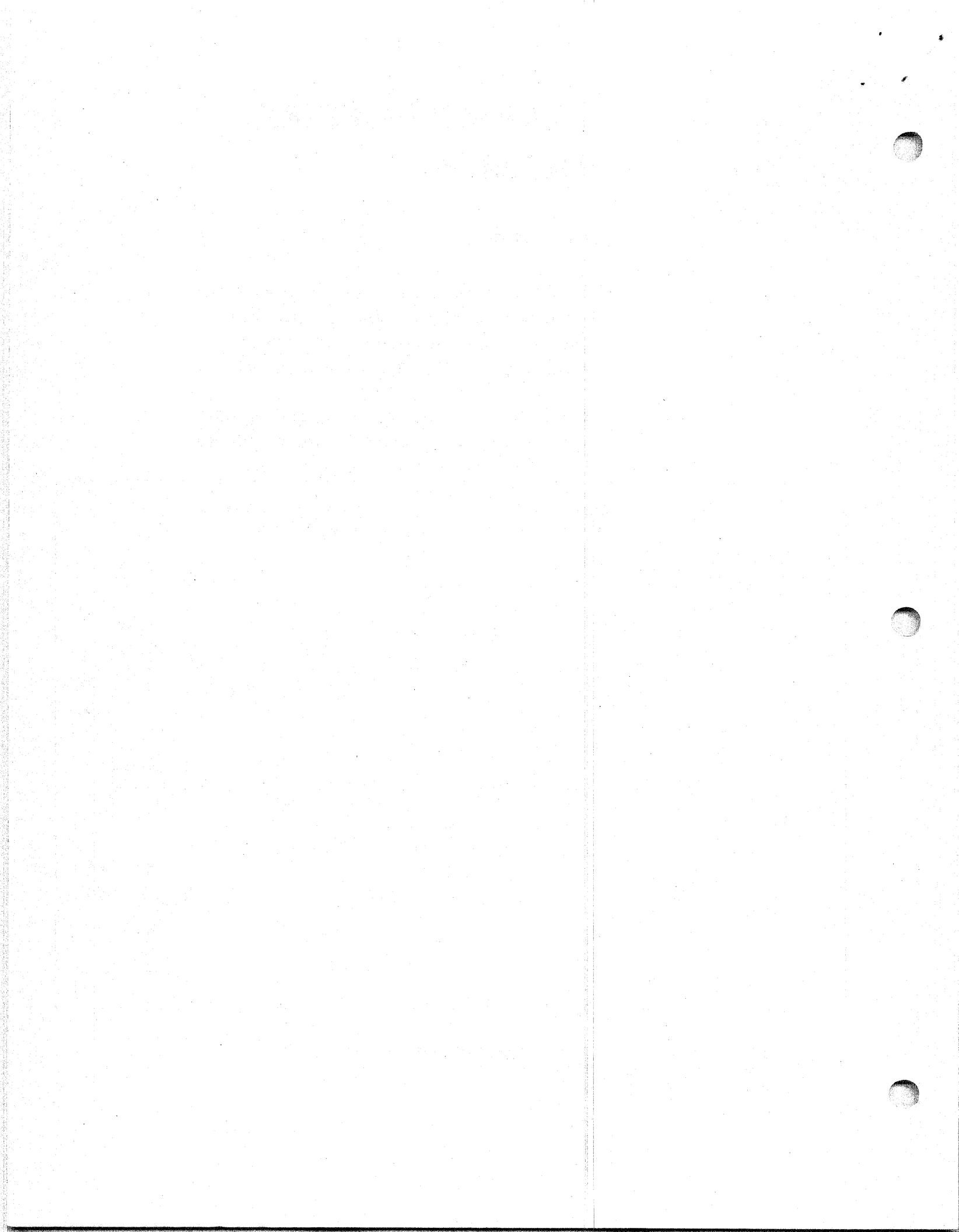
Cumulative Travel for 2005 changed by **+0.4** percent. The Cumulative estimate for the year is 1,435.7 billion vehicle miles of travel.



Note: All data for this month are preliminary. Revised values for the previous month are shown in Tables 1 and 2.

All vehicle-miles of travel computed with 2003 Table VM-2 as a base.

Compiled with data on hand as of August 10, 2005.



Traffic Volume Trends - June 2005

Based on preliminary reports from the State Highway Agencies, travel during June 2005 on all roads and streets in the nation changed by **+1.6** percent resulting in estimated travel for the month at **257.6**** billion vehicle-miles.

This total includes **98.4** billion vehicle-miles on rural roads and **159.2** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by **+0.4** percent.

Note: Annual travel has been adjusted to match the Highway Performance Monitoring System for 2003. While the adjustment to total travel was less than one percent, rural travel declined 5% and urban travel increased 4% because of this adjustment. The larger changes to rural and urban travel are primarily because of the expansion in urban boundaries reflected in the 2000 census. Travel estimates for 2004 and beyond will also reflect this adjustment.

Travel for the current month, the cumulative yearly total, as well as the moving 12-month total on all roads and streets is shown below. Similar totals for each year since 1979 are also included.

Travel in Millions of Vehicle Miles

All Roads and Streets

| Year | June | Year to Date | Moving 12-Month |
|------|---------|--------------|-----------------|
| 1980 | 131,679 | 737,625 | 1,518,222 |
| 1981 | 135,545 | 751,927 | 1,535,158 |
| 1982 | 142,111 | 757,690 | 1,556,032 |
| 1983 | 146,738 | 787,177 | 1,621,968 |
| 1984 | 153,403 | 823,096 | 1,685,027 |
| 1985 | 158,703 | 850,976 | 1,744,650 |
| 1986 | 162,370 | 880,813 | 1,804,600 |
| 1987 | 167,826 | 928,892 | 1,886,319 |
| 1988 | 178,690 | 981,999 | 1,977,435 |
| 1989 | 184,094 | 1,024,710 | 2,068,297 |
| 1990 | 189,529 | 1,053,740 | 2,136,069 |
| 1991 | 193,467 | 1,055,250 | 2,149,011 |
| 1992 | 197,232 | 1,091,660 | 2,208,624 |
| 1993 | 199,414 | 1,116,525 | 2,272,018 |
| 1994 | 207,280 | 1,141,229 | 2,321,409 |
| 1995 | 211,370 | 1,188,287 | 2,404,645 |
| 1996 | 215,551 | 1,203,679 | 2,438,167 |
| 1997 | 222,254 | 1,245,655 | 2,524,178 |
| 1998 | 228,733 | 1,272,811 | 2,587,529 |
| 1999 | 235,970 | 1,293,581 | 2,646,133 |
| 2000 | 243,012 | 1,348,956 | 2,734,833 |
| 2001 | 243,693 | 1,365,387 | 2,763,356 |
| 2002 | 248,094 | 1,396,531 | 2,828,431 |
| 2003 | 252,048 | 1,403,234 | 2,862,211 |
| 2004 | 253,668 | 1,430,206 | 2,917,068 |
| 2005 | 257,622 | 1,435,716 | 2,928,720 |

Traffic Volume Trends is a monthly report based on hourly traffic count data. These data, collected at approximately 4,000 continuous traffic counting locations nationwide, are used to determine the percent change in traffic for the current month compared to the same month in the previous year. This percent change is applied to the travel for the same month of the previous year to obtain an estimate of travel for the current month.

** System entries may not add to give "All Systems" total due to rounding for Page 2 to 8.

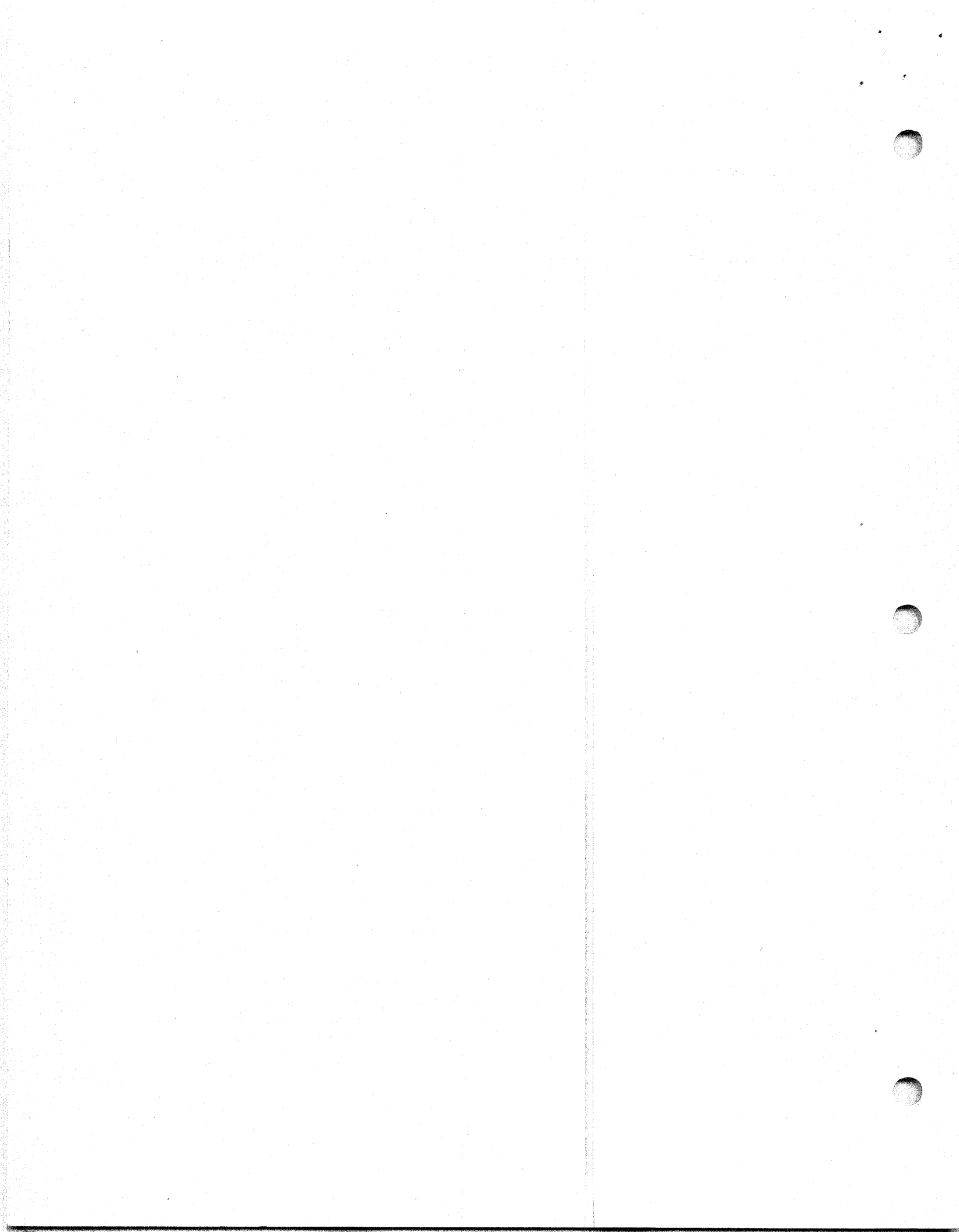


Table - 1. Estimated Individual Monthly Motor Vehicle Travel in the United States**

| System | Month | | | | | | | | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 2004 Individual Monthly Vehicle-Miles of Travel in Billions | | | | | | | | | | | | |
| Rural Interstate | 19.3 | 18.8 | 22.6 | 23.2 | 24.1 | 24.0 | 26.6 | 25.7 | 22.2 | 23.7 | 22.5 | 22.5 |
| Rural Other Arterial | 30.4 | 29.3 | 35.1 | 35.2 | 37.0 | 37.4 | 40.2 | 38.9 | 35.5 | 37.1 | 33.9 | 34.8 |
| Other Rural | 28.8 | 27.5 | 33.9 | 33.4 | 35.7 | 35.5 | 37.5 | 36.4 | 34.1 | 35.7 | 32.3 | 31.8 |
| Urban Interstate | 33.6 | 32.1 | 37.3 | 37.3 | 38.3 | 38.4 | 38.1 | 38.1 | 36.1 | 36.8 | 35.9 | 36.6 |
| Urban Other Arterial | 75.7 | 72.7 | 84.4 | 83.2 | 83.2 | 83.9 | 84.6 | 85.5 | 78.9 | 84.0 | 80.3 | 81.7 |
| Other Urban | 31.1 | 29.6 | 34.7 | 34.4 | 34.7 | 34.5 | 34.8 | 34.1 | 32.1 | 34.0 | 33.7 | 36.3 |
| All Systems | 218.9 | 209.9 | 248.0 | 246.7 | 253.0 | 253.7 | 261.7 | 258.8 | 238.8 | 251.4 | 238.6 | 243.7 |
| 2005 Individual Monthly Vehicle-Miles of Travel in Billions | | | | | | | | | | | | |
| Rural Interstate | 19.4 | 19.2 | 23.0 | 22.7 | 24.5 | 24.3 | | | | | | |
| Rural Other Arterial | 30.5 | 30.2 | 35.2 | 34.8 | 37.4 | 38.1 | | | | | | |
| Other Rural | 29.0 | 28.2 | 33.4 | 33.0 | 36.0 | 36.1 | | | | | | |
| Urban Interstate | 33.2 | 32.5 | 37.4 | 36.7 | 38.9 | 39.3 | | | | | | |
| Urban Other Arterial | 75.0 | 73.3 | 83.5 | 82.4 | 84.0 | 85.0 | | | | | | |
| Other Urban | 31.0 | 30.0 | 34.5 | 34.1 | 35.1 | 34.9 | | | | | | |
| All Systems | 218.2 | 213.4 | 246.9 | 243.7 | 255.9 | 257.6 | | | | | | |
| Percent Change In Individual Monthly Travel 2004 vs. 2005 | | | | | | | | | | | | |
| Rural Interstate | 0.5 | 2.5 | 1.9 | -2.4 | 1.6 | 1.2 | | | | | | |
| Rural Other Arterial | 0.4 | 3.1 | 0.3 | -1.2 | 1.1 | 1.9 | | | | | | |
| Other Rural | 0.8 | 2.8 | -1.5 | -1.0 | 0.8 | 1.5 | | | | | | |
| Urban Interstate | -1.2 | 1.1 | 0.1 | -1.6 | 1.7 | 2.2 | | | | | | |
| Urban Other Arterial | -0.9 | 0.8 | -1.1 | -1.0 | 0.9 | 1.4 | | | | | | |
| Other Urban | -0.3 | 1.5 | -0.6 | -0.9 | 1.1 | 1.2 | | | | | | |
| All Systems | -0.4 | 1.7 | -0.4 | -1.2 | 1.1 | 1.6 | | | | | | |

Table - 2. Estimated Cumulative Monthly Motor Vehicle Travel in the United States**

| System | Month | | | | | | | | | | | |
|---|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 2004 Cumulative Monthly Vehicle-Miles of Travel in Billions | | | | | | | | | | | | |
| Rural Interstate | 19.3 | 38.1 | 60.6 | 83.8 | 107.9 | 131.9 | 158.5 | 184.2 | 206.4 | 230.1 | 252.6 | 275.1 |
| Rural Other Arterial | 30.4 | 59.7 | 94.8 | 130.0 | 167.0 | 204.3 | 244.5 | 283.5 | 318.9 | 356.0 | 390.0 | 424.7 |
| Other Rural | 28.8 | 56.3 | 90.2 | 123.5 | 159.2 | 194.7 | 232.2 | 268.6 | 302.7 | 338.4 | 370.7 | 402.5 |
| Urban Interstate | 33.6 | 65.7 | 103.1 | 140.4 | 178.7 | 217.1 | 255.2 | 293.2 | 329.4 | 366.2 | 402.1 | 438.7 |
| Urban Other Arterial | 75.7 | 148.3 | 232.8 | 316.0 | 399.2 | 483.1 | 567.7 | 653.2 | 732.1 | 816.1 | 896.4 | 978.1 |
| Other Urban | 31.1 | 60.7 | 95.4 | 129.8 | 164.5 | 199.0 | 233.8 | 267.9 | 300.0 | 334.0 | 367.7 | 404.0 |
| All Systems | 218.9 | 428.8 | 676.8 | 923.5 | 1176.5 | 1430.2 | 1691.9 | 1950.7 | 2189.5 | 2440.9 | 2679.5 | 2923.2 |
| 2005 Cumulative Monthly Vehicle-Miles of Travel in Billions | | | | | | | | | | | | |
| Rural Interstate | 19.4 | 38.6 | 61.6 | 84.2 | 108.8 | 133.0 | | | | | | |
| Rural Other Arterial | 30.5 | 60.7 | 95.9 | 130.7 | 168.1 | 206.2 | | | | | | |
| Other Rural | 29.0 | 57.2 | 90.7 | 123.7 | 159.7 | 195.7 | | | | | | |
| Urban Interstate | 33.2 | 65.7 | 103.0 | 139.8 | 178.7 | 218.0 | | | | | | |
| Urban Other Arterial | 75.0 | 148.2 | 231.7 | 314.1 | 398.1 | 483.2 | | | | | | |
| Other Urban | 31.0 | 61.1 | 95.5 | 129.6 | 164.8 | 199.7 | | | | | | |
| All Systems | 218.2 | 431.5 | 678.5 | 922.2 | 1178.1 | 1435.7 | | | | | | |
| Percent Change In Cumulative Monthly Travel 2004 vs. 2005 | | | | | | | | | | | | |
| Rural Interstate | 0.5 | 1.5 | 1.6 | 0.5 | 0.8 | 0.8 | | | | | | |
| Rural Other Arterial | 0.4 | 1.7 | 1.2 | 0.6 | 0.7 | 0.9 | | | | | | |
| Other Rural | 0.8 | 1.7 | 0.5 | 0.1 | 0.3 | 0.5 | | | | | | |
| Urban Interstate | -1.2 | -0.1 | 0.0 | -0.4 | 0.0 | 0.4 | | | | | | |
| Urban Other Arterial | -0.9 | -0.1 | -0.5 | -0.6 | -0.3 | 0.0 | | | | | | |
| Other Urban | -0.3 | 0.6 | 0.2 | -0.1 | 0.1 | 0.3 | | | | | | |
| All Systems | -0.4 | 0.6 | 0.2 | -0.1 | 0.1 | 0.4 | | | | | | |

Percent change is based on vehicle travel in millions of miles.

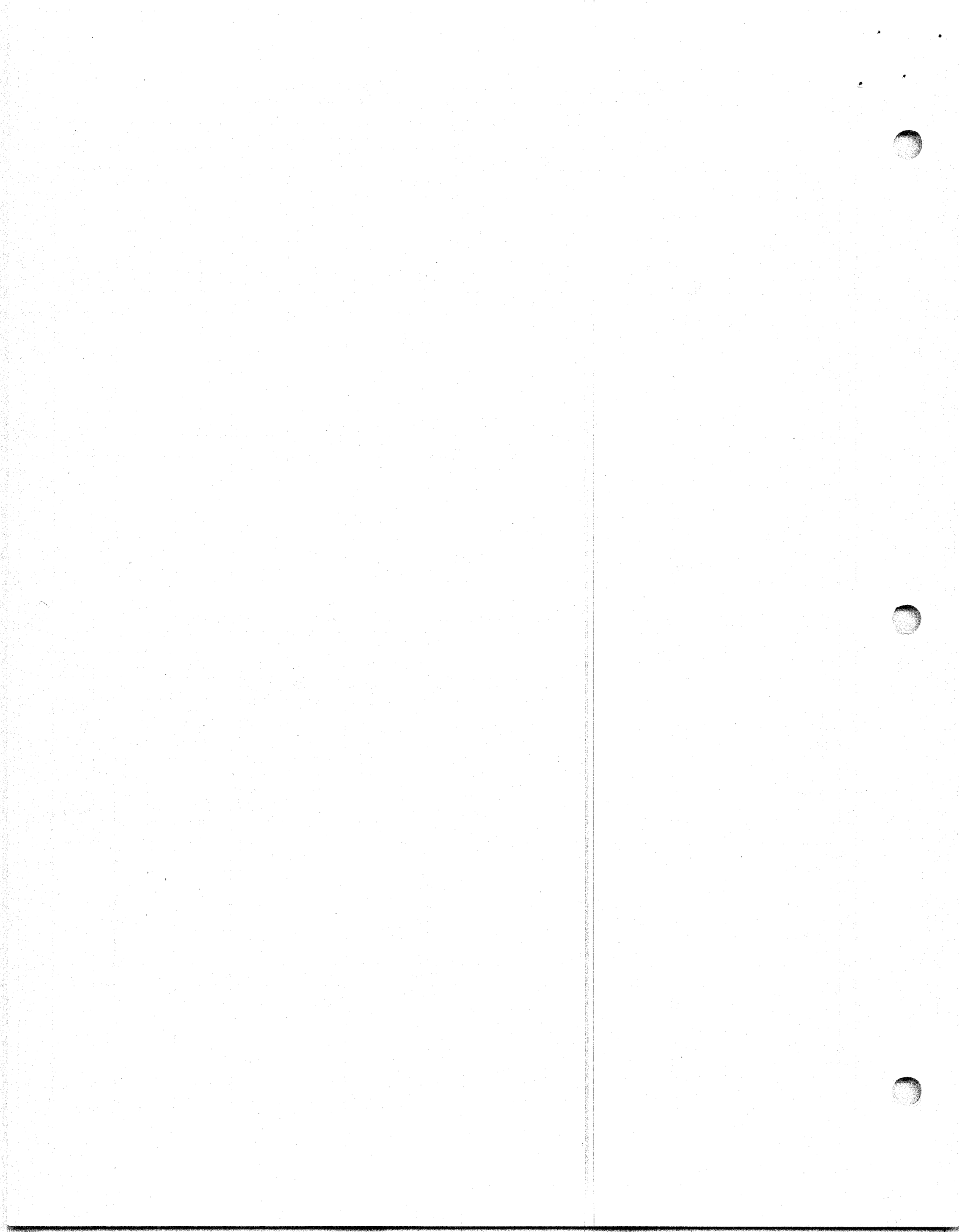


Table - 3. Changes on Rural Arterial Roads by R

| Region and State | June | | | |
|-----------------------|--------------------|--------------------------|---------------|----------------|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 2005 (Preliminary) | 2004 | |
| Northeast | | | | |
| Connecticut | 5 | 187 | 186 | 0.1 |
| Maine | - | 592 | 586 | 0.9 |
| Massachusetts | - | 272 | 271 | 0.5 |
| New Hampshire | 18 | 499 | 493 | 1.3 |
| New Jersey | 5 | 363 | 368 | -1.5 |
| New York | - | 1,766 | 1,753 | 0.7 |
| Pennsylvania | 31 | 2,364 | 2,338 | 1.1 |
| Rhode Island | - | 56 | 56 | -0.1 |
| Vermont | 23 | 270 | 270 | 0.0 |
| | | 6,369 | 6,321 | 0.8 |
| South Atlantic | | | | |
| Delaware | - | 241 | 237 | 1.9 |
| District of Columbia | - | 0 | 0 | 0.0 |
| Florida | 72 | 3,017 | 2,897 | 4.2 |
| Georgia | 7 | 2,401 | 2,356 | 1.9 |
| Maryland | 16 | 789 | 772 | 2.2 |
| North Carolina | 18 | 2,279 | 2,227 | 2.3 |
| South Carolina | - | 1,891 | 1,851 | 2.2 |
| Virginia | 85 | 1,947 | 1,902 | 2.4 |
| West Virginia | 17 | 825 | 834 | -1.1 |
| | | 13,390 | 13,076 | 2.4 |
| North Central | | | | |
| Illinois | 8 | 2,131 | 2,094 | 1.7 |
| Indiana | - | 1,644 | 1,638 | 0.4 |
| Iowa | 69 | 1,261 | 1,229 | 2.6 |
| Kansas | - | 969 | 956 | 1.4 |
| Michigan | 57 | 1,649 | 1,660 | -0.7 |
| Minnesota | 11 | 1,619 | 1,588 | 2.0 |
| Missouri | 78 | 1,972 | 1,974 | -0.1 |
| Nebraska | 31 | 822 | 800 | 2.8 |
| North Dakota | 32 | 327 | 324 | 1.0 |
| Ohio | 46 | 1,771 | 1,778 | -0.4 |
| South Dakota | 4 | 471 | 449 | 4.9 |
| Wisconsin | 63 | 1,934 | 1,897 | 1.9 |
| | | 16,570 | 16,387 | 1.1 |
| South Gulf | | | | |
| Alabama | 43 | 1,522 | 1,550 | -1.8 |
| Arkansas | - | 1,118 | 1,120 | -0.2 |
| Kentucky | 42 | 1,428 | 1,417 | 0.7 |
| Louisiana | 19 | 1,251 | 1,218 | 2.7 |
| Mississippi | 11 | 1,122 | 1,098 | 2.1 |
| Oklahoma | - | 1,156 | 1,137 | 1.7 |
| Tennessee | 5 | 1,848 | 1,922 | -3.9 |
| Texas | - | 4,430 | 4,315 | 2.7 |
| | | 13,875 | 13,777 | 0.7 |
| West | | | | |
| Alaska | - | 154 | 148 | 3.8 |
| Arizona | - | 1,105 | 1,062 | 4.1 |
| California | 33 | 4,191 | 4,030 | 4.0 |
| Colorado | 28 | 878 | 844 | 4.1 |
| Hawaii | 4 | 143 | 136 | 5.8 |
| Idaho | 86 | 494 | 490 | 0.9 |
| Montana | - | 660 | 645 | 2.3 |
| Nevada | 23 | 391 | 377 | 3.8 |
| New Mexico | - | 813 | 781 | 4.2 |
| Oregon | 84 | 1,099 | 1,093 | 0.6 |
| Utah | 40 | 631 | 612 | 3.1 |
| Washington | - | 1,097 | 1,088 | 0.7 |
| Wyoming | - | 483 | 468 | 3.3 |
| | | 12,139 | 11,774 | 3.1 |
| TOTALS | 1,114 | 62,343 | 61,335 | 1.6 |

← how come R.I. goes down when all surrounding states go up?

| | | | |
|----|-------|-------|-----|
| 12 | 1,578 | 1,550 | 1.8 |
| 76 | 2,126 | 2,074 | 2.5 |
| 31 | 821 | 798 | 2.9 |
| - | 322 | 320 | 0.9 |
| 46 | 1,768 | 1,764 | 0.2 |

← basis for 3.8% growth in Alaska?

~~3.8% for HI~~

Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Miles derived from the estimated VMT based on data from surrounding States or the nationw

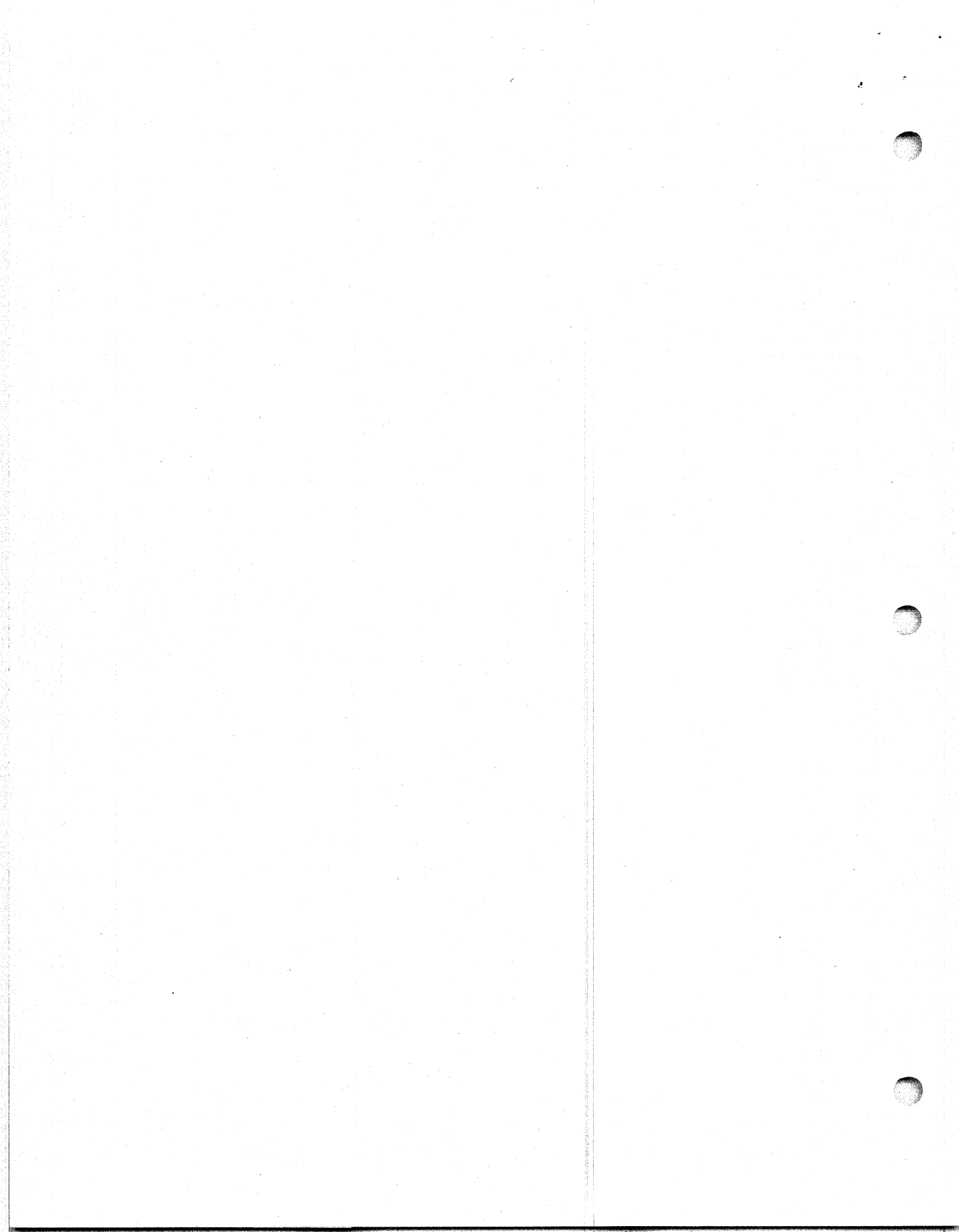


Table - 4. Changes on Urban Arterial Roads by Region and State**

| Region and State | June | | | | May | | | |
|-----------------------|--------------------|--------------------------|----------------|----------------|--------------------|--------------------------|---------------|----------------|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 2005 (Preliminary) | 2004 | | | 2005 (Revised) | 2004 | |
| Northeast | | | | | | | | |
| Connecticut | 11 | 1,973 | 1,936 | 1.9 | 12 | 2,004 | 1,963 | 2.1 |
| Maine | - | 254 | 254 | 0.2 | - | 220 | 220 | 0.2 |
| Massachusetts | - | 3,670 | 3,613 | 1.6 | - | 3,218 | 3,161 | 1.8 |
| New Hampshire | 11 | 397 | 394 | 0.9 | 14 | 377 | 374 | 1.0 |
| New Jersey | 26 | 4,369 | 4,388 | -0.4 | 37 | 4,401 | 4,362 | 0.9 |
| New York | - | 6,657 | 6,627 | 0.5 | - | 6,622 | 6,560 | 0.9 |
| Pennsylvania | 14 | 4,431 | 4,408 | 0.5 | 17 | 4,434 | 4,392 | 1.0 |
| Rhode Island | - | 534 | 524 | 1.8 | - | 589 | 580 | 1.6 |
| Vermont | 6 | 110 | 112 | -1.8 | 6 | 110 | 113 | -2.3 |
| | | 22,395 | 22,256 | 0.6 | | 21,975 | 21,725 | 1.2 |
| South Atlantic | | | | | | | | |
| Delaware | - | 346 | 342 | 0.9 | 14 | 350 | 344 | 1.7 |
| District of Columbia | - | 247 | 242 | 2.3 | - | 246 | 244 | 0.8 |
| Florida | 60 | 7,417 | 7,317 | 1.4 | 62 | 7,194 | 7,042 | 2.2 |
| Georgia | 10 | 3,728 | 3,613 | 3.2 | 13 | 3,895 | 3,778 | 3.1 |
| Maryland | 18 | 3,282 | 3,186 | 3.0 | 17 | 3,350 | 3,275 | 2.3 |
| North Carolina | 12 | 2,871 | 2,775 | 3.5 | 15 | 2,908 | 2,805 | 3.7 |
| South Carolina | - | 1,260 | 1,221 | 3.2 | - | 1,255 | 1,214 | 3.4 |
| Virginia | 112 | 3,466 | 3,393 | 2.1 | 110 | 3,461 | 3,449 | 0.4 |
| West Virginia | 7 | 391 | 393 | -0.4 | 8 | 392 | 391 | 0.2 |
| | | 23,008 | 22,482 | 2.3 | | 23,051 | 22,542 | 2.3 |
| North Central | | | | | | | | |
| Illinois | 8 | 5,328 | 5,094 | 4.6 | 10 | 5,342 | 5,203 | 2.7 |
| Indiana | - | 2,232 | 2,233 | -0.1 | - | 2,282 | 2,280 | 0.1 |
| Iowa | 29 | 795 | 786 | 1.2 | 29 | 813 | 808 | 0.7 |
| Kansas | - | 876 | 866 | 1.1 | 8 | 886 | 890 | -0.5 |
| Michigan | 54 | 4,553 | 4,760 | -4.3 | 57 | 4,542 | 4,647 | -2.3 |
| Minnesota | 4 | 1,979 | 1,935 | 2.3 | 5 | 1,947 | 1,792 | 8.6 |
| Missouri | 58 | 2,233 | 2,219 | 0.6 | 56 | 2,291 | 2,235 | 2.5 |
| Nebraska | 10 | 500 | 503 | -0.6 | 10 | 497 | 491 | 1.2 |
| North Dakota | 10 | 120 | 119 | 0.6 | - | 124 | 117 | 6.3 |
| Ohio | 77 | 4,622 | 4,644 | -0.5 | 76 | 4,727 | 4,768 | -0.9 |
| South Dakota | 3 | 140 | 136 | 2.5 | | | | |
| Wisconsin | 35 | 1,957 | 1,964 | -0.3 | | | | |
| | | 25,335 | 25,259 | 0.3 | | | | |
| South Gulf | | | | | | | | |
| Alabama | 24 | 1,629 | 1,597 | 2.0 | | | | |
| Arkansas | - | 802 | 790 | 1.5 | | | | |
| Kentucky | 21 | 1,404 | 1,399 | 0.3 | | | | |
| Louisiana | 11 | 1,492 | 1,464 | 1.9 | | | | |
| Mississippi | 6 | 904 | 877 | 3.0 | | | | |
| Oklahoma | - | 1,485 | 1,460 | 1.7 | | | | |
| Tennessee | 8 | 2,712 | 2,675 | 1.4 | | | | |
| Texas | - | 10,196 | 10,018 | 1.8 | | | | |
| | | 20,624 | 20,280 | 1.7 | | | | |
| West | | | | | | | | |
| Alaska | - | 179 | 173 | 3.4 | | | | |
| Arizona | - | 2,564 | 2,481 | 3.4 | | | | |
| California | 37 | 20,933 | 20,220 | 3.5 | | | | |
| Colorado | 5 | 2,083 | 2,035 | 2.4 | | | | |
| Hawaii | - | 364 | 344 | 5.8 | | | | |
| Idaho | 55 | 365 | 359 | 1.8 | | | | |
| Montana | - | 182 | 179 | 1.8 | | | | |
| Nevada | 17 | 807 | 783 | 3.0 | | | | |
| New Mexico | - | 668 | 652 | 2.4 | | | | |
| Oregon | 20 | 1,111 | 1,121 | -0.9 | | | | |
| Utah | 28 | 908 | 906 | 0.2 | | | | |
| Washington | - | 2,667 | 2,665 | 0.1 | | | | |
| Wyoming | - | 111 | 109 | 1.7 | | | | |
| | | 32,942 | 32,027 | 2.9 | | | | |
| TOTALS | 807 | 124,304 | 122,304 | 1.6 | | | | |

↖ basis for 3.4% increase in Alaska?

↘ 5.8% increase in HI?

Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Mile derived from the estimated VMT based on data from surrounding States or the nation

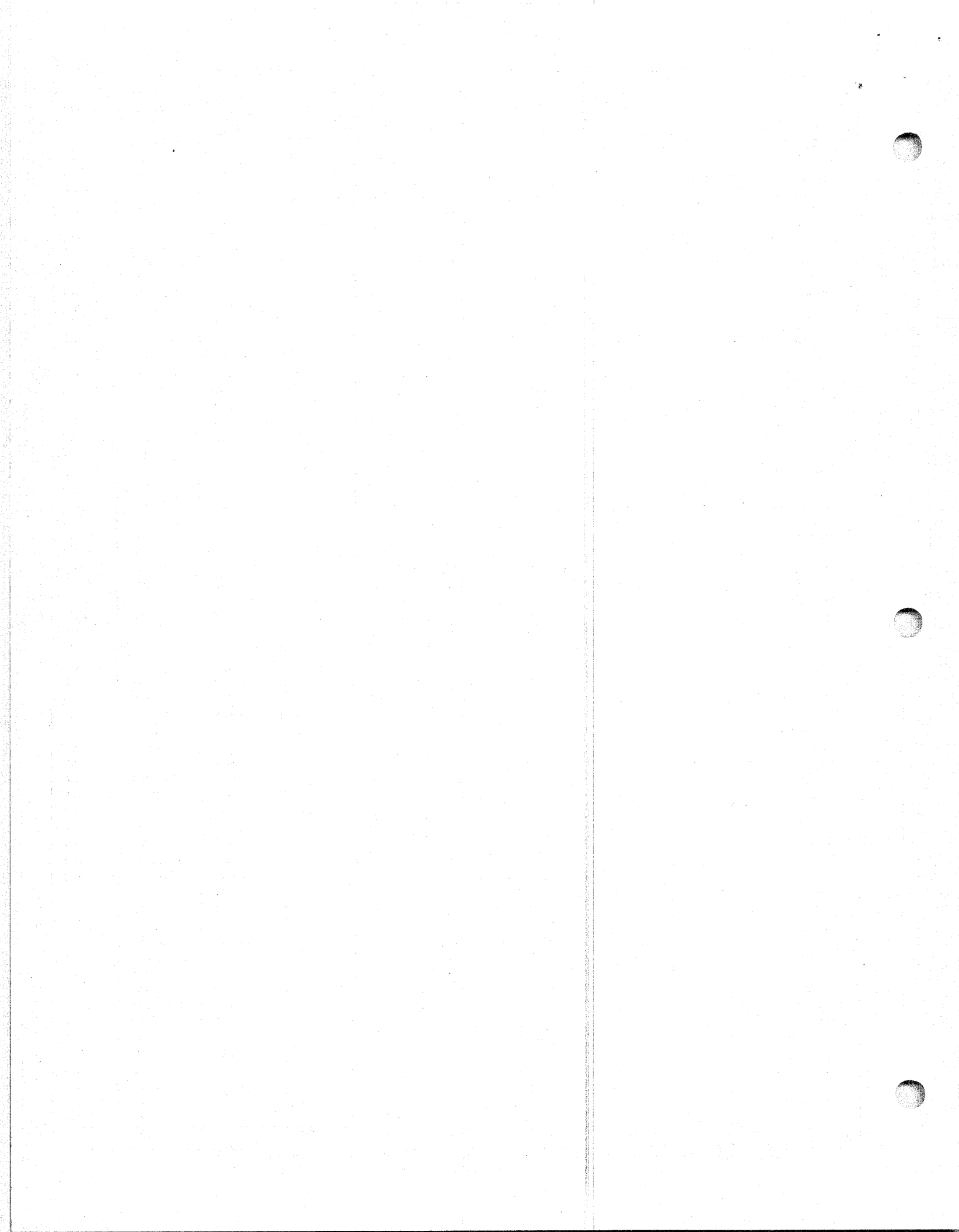


Table - 5. Changes on ALL* Estimated Roads by Region and State**

| Region and State | June | | | | May | | | |
|-----------------------|--------------------|--------------------------|----------------|----------------|--------------------|--------------------------|----------------|----------------|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 2005 (Preliminary) | 2004 | | | 2005 (Revised) | 2004 | |
| Northeast | | | | | | | | |
| Connecticut | 17 | 2,784 | 2,737 | 1.7 | 17 | 2,820 | 2,777 | 1.6 |
| Maine | - | 1,386 | 1,377 | 0.6 | - | 1,277 | 1,281 | -0.4 |
| Massachusetts | - | 5,007 | 4,936 | 1.4 | - | 4,344 | 4,280 | 1.5 |
| New Hampshire | 32 | 1,235 | 1,220 | 1.3 | 36 | 1,111 | 1,107 | 0.4 |
| New Jersey | 33 | 6,012 | 6,029 | -0.3 | 45 | 6,149 | 6,048 | 1.7 |
| New York | - | 12,081 | 11,993 | 0.7 | - | 12,112 | 11,962 | 1.3 |
| Pennsylvania | 60 | 9,397 | 9,309 | 0.9 | 62 | 9,238 | 9,164 | 0.8 |
| Rhode Island | - | 692 | 681 | 1.6 | - | 741 | 733 | 1.1 |
| Vermont | 34 | 610 | 615 | -0.8 | 34 | 950 | 962 | -1.3 |
| | | 39,204 | 38,897 | 0.8 | | 38,742 | 38,314 | 1.1 |
| South Atlantic | | | | | | | | |
| Delaware | - | 863 | 851 | 1.5 | 51 | 882 | 855 | 3.1 |
| District of Columbia | - | 330 | 322 | 2.5 | - | 335 | 331 | 1.2 |
| Florida | 134 | 16,207 | 15,888 | 2.0 | 135 | 16,152 | 15,712 | 2.8 |
| Georgia | 29 | 9,415 | 9,082 | 3.7 | 34 | 9,908 | 9,494 | 4.4 |
| Maryland | 36 | 5,038 | 4,895 | 2.9 | 35 | 5,039 | 4,958 | 1.6 |
| North Carolina | 48 | 8,186 | 8,054 | 1.6 | 58 | 8,273 | 8,194 | 1.0 |
| South Carolina | - | 4,369 | 4,251 | 2.8 | - | 4,504 | 4,368 | 3.1 |
| Virginia | 213 | 7,140 | 6,918 | 3.2 | 211 | 7,161 | 7,004 | 2.2 |
| West Virginia | 34 | 1,799 | 1,814 | -0.8 | 35 | 1,792 | 1,796 | -0.2 |
| | | 53,347 | 52,075 | 2.4 | | 54,046 | 52,712 | 2.5 |
| North Central | | | | | | | | |
| Illinois | 17 | 10,193 | 9,833 | 3.7 | 20 | 9,919 | 9,833 | 0.9 |
| Indiana | - | 6,277 | 6,275 | 0.0 | - | 6,375 | 6,411 | -0.6 |
| Iowa | 124 | 2,851 | 2,812 | 1.4 | 124 | 2,848 | 2,834 | 0.5 |
| Kansas | - | 2,552 | 2,521 | 1.3 | 74 | 2,539 | 2,575 | -1.4 |
| Michigan | 115 | 8,308 | 8,680 | -4.3 | 117 | 8,290 | 8,477 | -2.2 |
| Minnesota | 17 | 5,121 | 5,050 | 1.4 | 19 | 4,957 | 4,720 | 5.0 |
| Missouri | 142 | 6,083 | 6,072 | 0.2 | 138 | 6,313 | 6,174 | 2.2 |
| Nebraska | 51 | 1,751 | 1,717 | 2.0 | 51 | 1,725 | 1,685 | 2.3 |
| North Dakota | 46 | 699 | 700 | -0.1 | - | 667 | 650 | 2.6 |
| Ohio | 136 | 9,841 | 9,757 | 0.9 | 135 | 9,701 | 9,779 | -0.8 |
| South Dakota | 7 | 845 | 810 | 4.4 | 7 | 762 | 774 | -1.5 |
| Wisconsin | 105 | 5,529 | 5,503 | 0.5 | - | 5,199 | 5,191 | 0.2 |
| | | 60,050 | 59,730 | 0.5 | | 59,295 | 59,103 | 0.3 |
| South Gulf | | | | | | | | |
| Alabama | 75 | 5,093 | 5,039 | 1.1 | 77 | 5,164 | 5,071 | 1.8 |
| Arkansas | - | 2,646 | 2,628 | 0.7 | 29 | 2,747 | 2,768 | -0.8 |
| Kentucky | 87 | 4,061 | 4,060 | 0.0 | 98 | 4,295 | 4,242 | 1.2 |
| Louisiana | 37 | 3,910 | 3,867 | 1.1 | 36 | 3,809 | 3,795 | 0.4 |
| Mississippi | 18 | 3,374 | 3,226 | 4.6 | 24 | 3,384 | 3,242 | 4.4 |
| Oklahoma | - | 3,950 | 3,888 | 1.6 | - | 3,924 | 3,980 | -1.4 |
| Tennessee | 18 | 6,062 | 6,141 | -1.3 | 16 | 6,146 | 6,121 | 0.4 |
| Texas | - | 18,948 | 18,708 | 1.3 | - | 19,039 | 19,170 | -0.7 |
| | | 48,044 | 47,557 | 1.0 | | 48,508 | 48,389 | 0.2 |
| West | | | | | | | | |
| Alaska | - | 496 | 481 | 3.1 | - | 497 | 491 | 1.3 |
| Arizona | - | 5,088 | 4,917 | 3.5 | - | 4,866 | 4,800 | 1.4 |
| California | 70 | 29,840 | 28,803 | 3.6 | 71 | 28,263 | 27,907 | 1.3 |
| Colorado | 33 | 3,757 | 3,652 | 2.9 | 36 | 3,917 | 3,866 | 1.3 |
| Hawaii | 4 | 790 | 747 | 5.8 | 4 | 740 | 730 | 1.4 |
| Idaho | 155 | 1,323 | 1,298 | 1.9 | 156 | 1,273 | 1,243 | 2.4 |
| Montana | - | 1,161 | 1,136 | 2.2 | 76 | 985 | 978 | 0.7 |
| Nevada | 44 | 1,570 | 1,517 | 3.5 | 44 | 1,793 | 1,748 | 2.6 |
| New Mexico | - | 1,985 | 1,922 | 3.3 | - | 2,002 | 1,984 | 0.9 |
| Oregon | 110 | 3,080 | 3,100 | -0.7 | 99 | 3,042 | 3,031 | 0.4 |
| Utah | 73 | 2,120 | 2,102 | 0.9 | 72 | 2,103 | 2,087 | 0.8 |
| Washington | - | 4,895 | 4,891 | 0.1 | 120 | 5,010 | 4,804 | 4.3 |
| Wyoming | - | 868 | 845 | 2.7 | 143 | 803 | 815 | -1.5 |
| | | 56,973 | 55,411 | 2.8 | | 55,294 | 54,484 | 1.5 |
| TOTALS | 2,154 | 257,622 | 253,668 | 1.6 | 2,539 | 255,886 | 253,000 | 1.1 |

Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT.

* All Estimated roads include travel from Table 3 and 4 plus remaining roads and streets.

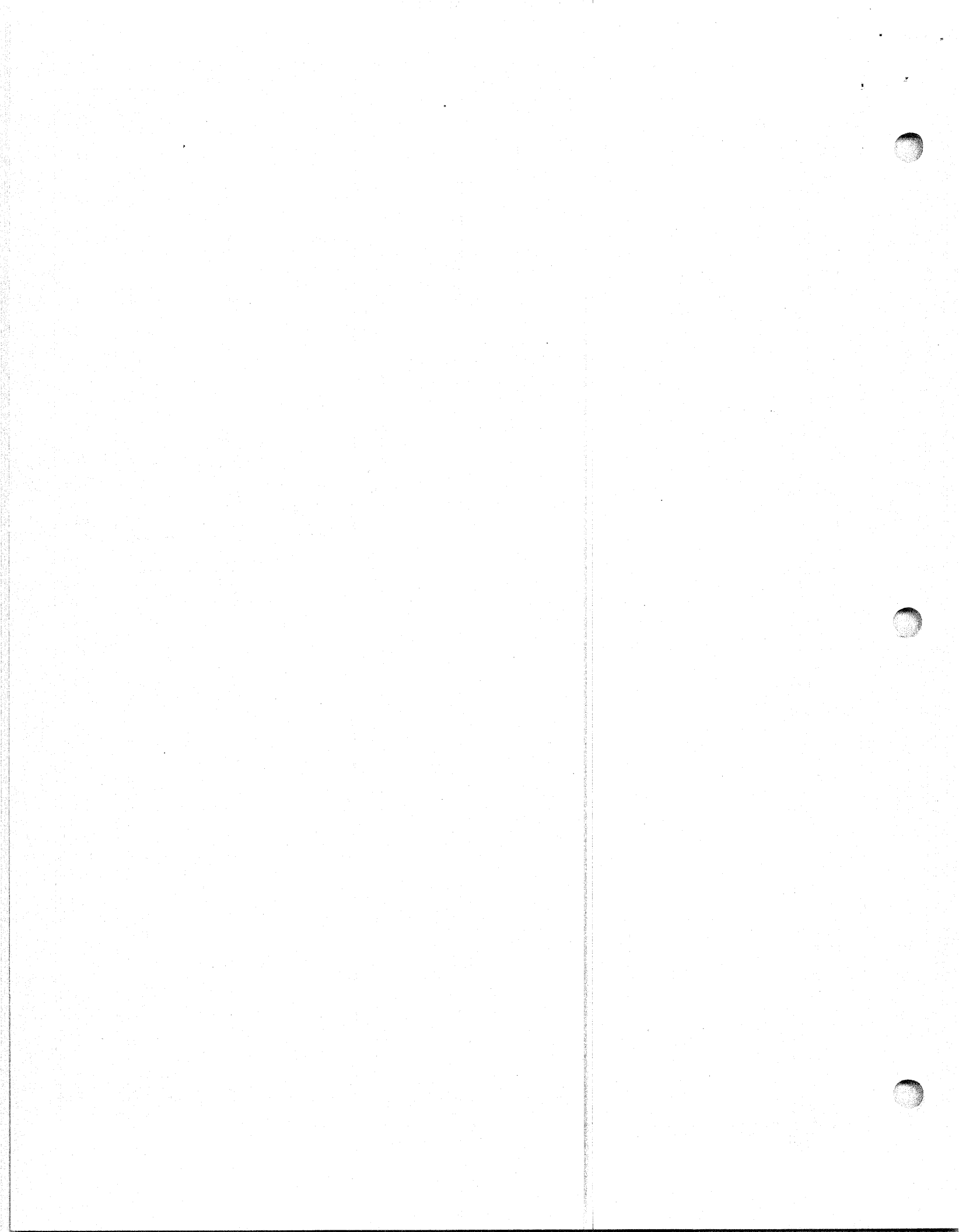


Table - 6. Estimated Rural Vehicle Miles (Millions) and Percent Change from Same Period Previous Year**

| Year - 2004 | | | | | | | | | | | | | | |
|-------------|------------------|------|----------------------|---------|-------------|----------|-------------|------|-------------|-----------|------|----------|-----------|------|
| | Rural Interstate | | Rural Other Arterial | | Other Rural | | Total Rural | | All Systems | | | | | |
| | | % | | % | | % | | % | | % | | | | |
| Jan | 19,300 | 1.2 | Jan | 30,407 | 1.2 | Jan | 28,792 | 0.4 | Jan | 78,499 | 0.9 | Jan | 218,942 | 0.2 |
| Feb | 18,754 | 5.0 | Feb | 29,279 | 4.5 | Feb | 27,459 | 3.3 | Feb | 75,492 | 4.2 | Feb | 209,852 | 3.3 |
| Mar | 22,550 | 4.6 | Mar | 35,115 | 4.7 | Mar | 33,931 | 5.0 | Mar | 91,596 | 4.8 | Mar | 247,999 | 4.6 |
| Q1 | 60,605 | 3.6 | Q1 | 94,800 | 3.5 | Q1 | 90,182 | 3.0 | Q1 | 245,587 | 3.3 | Q1 | 676,793 | 2.7 |
| Apr | 23,222 | 5.9 | Apr | 35,211 | 3.9 | Apr | 33,365 | 2.6 | Apr | 91,799 | 3.9 | Apr | 246,744 | 3.3 |
| May | 24,115 | 1.6 | May | 36,960 | 0.1 | May | 35,673 | -0.5 | May | 96,747 | 0.2 | May | 253,000 | -0.2 |
| Jun | 23,972 | 0.5 | Jun | 37,361 | 0.7 | Jun | 35,525 | 0.5 | Jun | 96,859 | 0.6 | Jun | 253,668 | 0.6 |
| Q2 | 71,309 | 2.6 | Q2 | 109,532 | 1.5 | Q2 | 104,563 | 0.8 | Q2 | 285,404 | 1.5 | Q2 | 753,413 | 1.2 |
| 1st Half | 131,914 | 3.0 | 1st Half | 204,333 | 2.4 | 1st Half | 194,745 | 1.8 | 1st Half | 530,992 | 2.3 | 1st Half | 1,430,206 | 1.9 |
| Jul | 26,596 | 1.2 | Jul | 40,187 | 1.2 | Jul | 37,460 | -0.3 | Jul | 104,243 | 0.7 | Jul | 261,721 | 0.2 |
| Aug | 25,710 | -2.0 | Aug | 38,946 | -0.7 | Aug | 36,435 | -0.4 | Aug | 101,090 | -1.0 | Aug | 258,774 | -0.5 |
| Sep | 22,191 | 2.6 | Sep | 35,451 | 2.4 | Sep | 34,058 | 1.5 | Sep | 91,699 | 2.1 | Sep | 238,787 | 1.0 |
| Q3 | 74,496 | 0.5 | Q3 | 114,584 | 0.9 | Q3 | 107,952 | 0.2 | Q3 | 297,032 | 0.6 | Q3 | 759,282 | 0.2 |
| Oct | 23,710 | 0.9 | Oct | 37,125 | -0.2 | Oct | 35,709 | -0.8 | Oct | 96,544 | -0.2 | Oct | 251,429 | -0.9 |
| Nov | 22,487 | 1.7 | Nov | 33,932 | 1.9 | Nov | 32,311 | 1.4 | Nov | 88,730 | 1.7 | Nov | 238,608 | 1.4 |
| Dec | 22,507 | 2.1 | Dec | 34,752 | 3.0 | Dec | 31,752 | 1.6 | Dec | 89,012 | 2.3 | Dec | 243,685 | 1.5 |
| Q4 | 68,704 | 1.5 | Q4 | 105,810 | 1.5 | Q4 | 99,773 | 0.7 | Q4 | 274,286 | 1.2 | Q4 | 733,723 | 0.6 |
| 2nd Half | 143,200 | 1.0 | 2nd Half | 220,393 | 1.2 | 2nd Half | 207,725 | 0.4 | 2nd Half | 571,319 | 0.9 | 2nd Half | 1,493,005 | 0.4 |
| Year | 275,114 | 2.0 | Year | 424,726 | 1.8 | Year | 402,470 | 1.1 | Year | 1,102,310 | 1.6 | Year | 2,923,211 | 1.1 |

| Year - 2005 | | | | | | | | | | | | | | |
|-------------|------------------|------|----------------------|---------|-------------|----------|-------------|------|-------------|---------|------|----------|-----------|------|
| | Rural Interstate | | Rural Other Arterial | | Other Rural | | Total Rural | | All Systems | | | | | |
| | | % | | % | | % | | % | | % | | | | |
| Jan | 19,393 | 0.5 | Jan | 30,532 | 0.4 | Jan | 29,011 | 0.8 | Jan | 78,935 | 0.6 | Jan | 218,162 | -0.4 |
| Feb | 19,226 | 2.5 | Feb | 30,190 | 3.1 | Feb | 28,219 | 2.8 | Feb | 77,635 | 2.8 | Feb | 213,384 | 1.7 |
| Mar | 22,969 | 1.9 | Mar | 35,209 | 0.3 | Mar | 33,428 | -1.5 | Mar | 91,606 | 0.0 | Mar | 246,922 | -0.4 |
| Q1 | 61,588 | 1.6 | Q1 | 95,930 | 1.2 | Q1 | 90,657 | 0.5 | Q1 | 248,176 | 1.1 | Q1 | 678,467 | 0.2 |
| Apr | 22,661 | -2.4 | Apr | 34,805 | -1.2 | Apr | 33,040 | -1.0 | Apr | 90,506 | -1.4 | Apr | 243,741 | -1.2 |
| May | 24,507 | 1.6 | May | 37,364 | 1.1 | May | 35,957 | 0.8 | May | 97,828 | 1.1 | May | 255,886 | 1.1 |
| Jun | 24,256 | 1.2 | Jun | 38,087 | 1.9 | Jun | 36,071 | 1.5 | Jun | 98,415 | 1.6 | Jun | 257,622 | 1.6 |
| Q2 | 71,425 | 0.2 | Q2 | 110,256 | 0.7 | Q2 | 105,068 | 0.5 | Q2 | 286,749 | 0.5 | Q2 | 757,248 | 0.5 |
| 1st Half | 133,013 | 0.8 | 1st Half | 206,186 | 0.9 | 1st Half | 195,726 | 0.5 | 1st Half | 534,925 | 0.7 | 1st Half | 1,435,716 | 0.4 |
| Jul | | | Jul | | | Jul | | | Jul | | | Jul | | |
| Aug | | | Aug | | | Aug | | | Aug | | | Aug | | |
| Sep | | | Sep | | | Sep | | | Sep | | | Sep | | |
| Q3 | | 0.0 | Q3 | | 0.0 | Q3 | | 0.0 | Q3 | | 0.0 | Q3 | | 0.0 |
| Oct | | | Oct | | | Oct | | | Oct | | | Oct | | |
| Nov | | | Nov | | | Nov | | | Nov | | | Nov | | |
| Dec | | | Dec | | | Dec | | | Dec | | | Dec | | |
| Q4 | | 0.0 | Q4 | | 0.0 | Q4 | | 0.0 | Q4 | | 0.0 | Q4 | | 0.0 |
| Year | 133,013 | 0.8 | Year | 206,186 | 0.9 | Year | 195,726 | 0.5 | Year | 534,925 | 0.7 | Year | 1,435,716 | 0.4 |

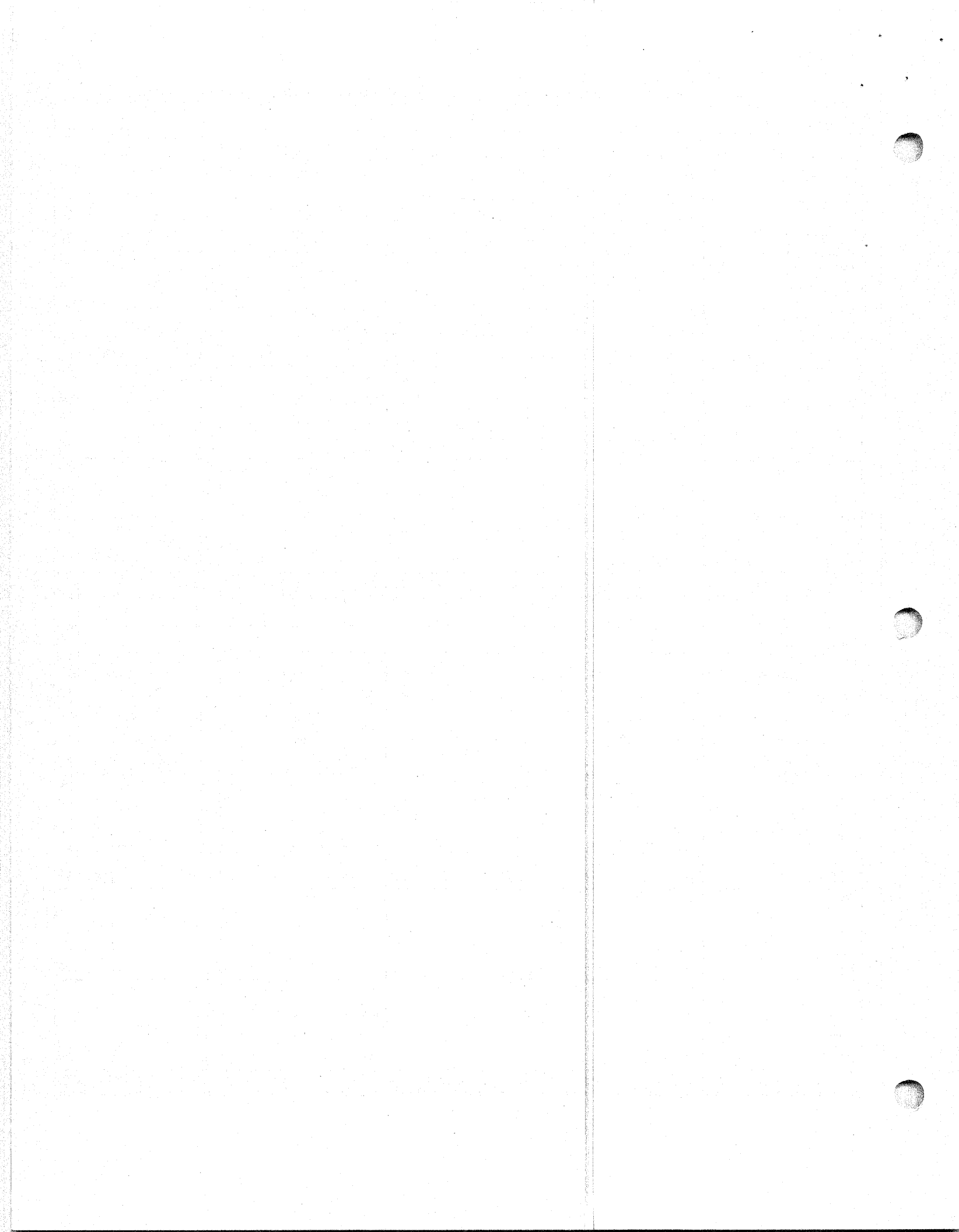


Table - 7. Estimated Urban Vehicle Miles (Millions) and Percent Change from Same Period Previous Year**

| Year - 2004 | | | | | | | | | | | | | | |
|------------------|---------|------|----------------------|---------|------|-------------|---------|------|-------------|-----------|------|-------------|-----------|------|
| Urban Interstate | | | Urban Other Arterial | | | Other Urban | | | Total Urban | | | All Systems | | |
| | | % | | | % | | | % | | | % | | | % |
| Jan | 33,630 | -0.3 | Jan | 75,685 | -0.3 | Jan | 31,129 | 0.5 | Jan | 140,444 | -0.1 | Jan | 218,942 | 0.2 |
| Feb | 32,112 | 3.4 | Feb | 72,664 | 2.5 | Feb | 29,584 | 3.1 | Feb | 134,360 | 2.8 | Feb | 209,852 | 3.3 |
| Mar | 37,309 | 4.9 | Mar | 84,426 | 4.0 | Mar | 34,668 | 5.3 | Mar | 156,403 | 4.5 | Mar | 247,999 | 4.6 |
| Q1 | 103,052 | 2.7 | Q1 | 232,775 | 2.1 | Q1 | 95,380 | 3.0 | Q1 | 431,206 | 2.4 | Q1 | 676,793 | 2.7 |
| Apr | 37,330 | 3.1 | Apr | 83,201 | 2.4 | Apr | 34,414 | 4.1 | Apr | 154,945 | 2.9 | Apr | 246,744 | 3.3 |
| May | 38,285 | 0.8 | May | 83,239 | -1.3 | May | 34,729 | 0.1 | May | 156,253 | -0.5 | May | 253,000 | -0.2 |
| Jun | 38,412 | 1.6 | Jun | 83,892 | 0.0 | Jun | 34,505 | 1.3 | Jun | 156,809 | 0.7 | Jun | 253,668 | 0.6 |
| Q2 | 114,028 | 1.8 | Q2 | 250,332 | 0.3 | Q2 | 103,648 | 1.8 | Q2 | 468,008 | 1.0 | Q2 | 753,413 | 1.2 |
| 1st Half | 217,079 | 2.2 | 1st Half | 483,107 | 1.2 | 1st Half | 199,028 | 2.4 | 1st Half | 899,215 | 1.7 | 1st Half | 1,430,206 | 1.9 |
| Jul | 38,097 | 0.5 | Jul | 84,619 | -0.5 | Jul | 34,762 | 0.1 | Jul | 157,478 | -0.1 | Jul | 261,721 | 0.2 |
| Aug | 38,061 | -0.4 | Aug | 85,486 | -0.2 | Aug | 34,137 | -0.2 | Aug | 157,683 | -0.2 | Aug | 258,774 | -0.5 |
| Sep | 36,116 | 0.6 | Sep | 78,904 | 0.5 | Sep | 32,067 | -0.1 | Sep | 147,088 | 0.4 | Sep | 238,787 | 1.0 |
| Q3 | 112,274 | 0.2 | Q3 | 249,009 | -0.1 | Q3 | 100,966 | -0.1 | Q3 | 462,250 | 0.0 | Q3 | 759,282 | 0.2 |
| Oct | 36,837 | -0.7 | Oct | 84,005 | -1.7 | Oct | 34,043 | -1.0 | Oct | 154,885 | -1.3 | Oct | 251,429 | -0.9 |
| Nov | 35,908 | 2.2 | Nov | 80,315 | 0.5 | Nov | 33,654 | 1.9 | Nov | 149,878 | 1.2 | Nov | 238,608 | 1.4 |
| Dec | 36,622 | 1.4 | Dec | 81,708 | 0.7 | Dec | 36,343 | 1.5 | Dec | 154,673 | 1.0 | Dec | 243,685 | 1.5 |
| Q4 | 109,368 | 0.9 | Q4 | 246,028 | -0.2 | Q4 | 104,041 | 0.8 | Q4 | 459,436 | 0.3 | Q4 | 733,723 | 0.6 |
| 2nd Half | 221,642 | 0.6 | 2nd Half | 495,037 | -0.2 | 2nd Half | 205,007 | 0.4 | 2nd Half | 921,686 | 0.1 | 2nd Half | 1,493,005 | 0.4 |
| Year | 438,722 | 1.4 | Year | 978,144 | 0.5 | Year | 404,035 | 1.3 | Year | 1,820,900 | 0.9 | Year | 2,923,211 | 1.1 |

| Year - 2005 | | | | | | | | | | | | | | |
|------------------|---------|------|----------------------|---------|------|-------------|---------|------|-------------|---------|------|-------------|-----------|------|
| Urban Interstate | | | Urban Other Arterial | | | Other Urban | | | Total Urban | | | All Systems | | |
| | | % | | | % | | | % | | | % | | | % |
| Jan | 33,213 | -1.2 | Jan | 74,968 | -0.9 | Jan | 31,045 | -0.3 | Jan | 139,227 | -0.9 | Jan | 218,162 | -0.4 |
| Feb | 32,474 | 1.1 | Feb | 73,256 | 0.8 | Feb | 30,019 | 1.5 | Feb | 135,749 | 1.0 | Feb | 213,384 | 1.7 |
| Mar | 37,357 | 0.1 | Mar | 83,493 | -1.1 | Mar | 34,467 | -0.6 | Mar | 155,316 | -0.7 | Mar | 246,922 | -0.4 |
| Q1 | 103,044 | 0.0 | Q1 | 231,717 | -0.5 | Q1 | 95,531 | 0.2 | Q1 | 430,292 | -0.2 | Q1 | 678,467 | 0.2 |
| Apr | 36,732 | -1.6 | Apr | 82,386 | -1.0 | Apr | 34,117 | -0.9 | Apr | 153,234 | -1.1 | Apr | 243,741 | -1.2 |
| May | 38,917 | 1.7 | May | 84,028 | 0.9 | May | 35,112 | 1.1 | May | 158,058 | 1.2 | May | 255,886 | 1.1 |
| Jun | 39,274 | 2.2 | Jun | 85,028 | 1.4 | Jun | 34,906 | 1.2 | Jun | 159,207 | 1.5 | Jun | 257,622 | 1.6 |
| Q2 | 114,923 | 0.8 | Q2 | 251,442 | 0.4 | Q2 | 104,135 | 0.5 | Q2 | 470,500 | 0.5 | Q2 | 757,248 | 0.5 |
| 1st Half | 217,967 | 0.4 | 1st Half | 483,159 | 0.0 | 1st Half | 199,665 | 0.3 | 1st Half | 900,791 | 0.2 | 1st Half | 1,435,716 | 0.4 |
| Jul | | | Jul | | | Jul | | | Jul | | | Jul | | |
| Aug | | | Aug | | | Aug | | | Aug | | | Aug | | |
| Sep | | | Sep | | | Sep | | | Sep | | | Sep | | |
| Q3 | | 0.0 | Q3 | | 0.0 | Q3 | | 0.0 | Q3 | | 0.0 | Q3 | | 0.0 |
| Oct | | | Oct | | | Oct | | | Oct | | | Oct | | |
| Nov | | | Nov | | | Nov | | | Nov | | | Nov | | |
| Dec | | | Dec | | | Dec | | | Dec | | | Dec | | |
| Q4 | | 0.0 | Q4 | | 0.0 | Q4 | | 0.0 | Q4 | | 0.0 | Q4 | | 0.0 |
| Year | 217,967 | 0.4 | Year | 483,159 | 0.0 | Year | 199,665 | 0.3 | Year | 900,791 | 0.2 | Year | 1,435,716 | 0.4 |

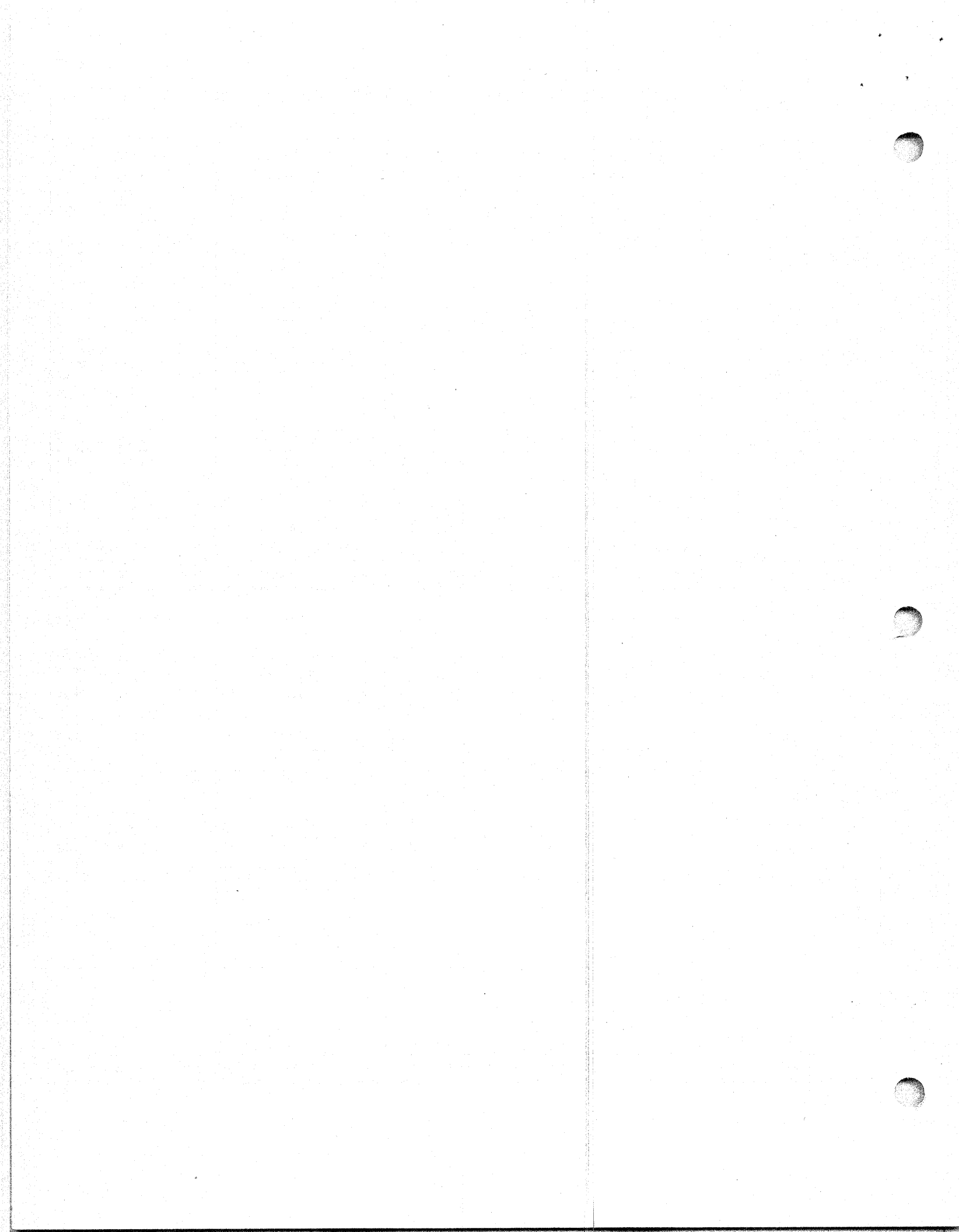
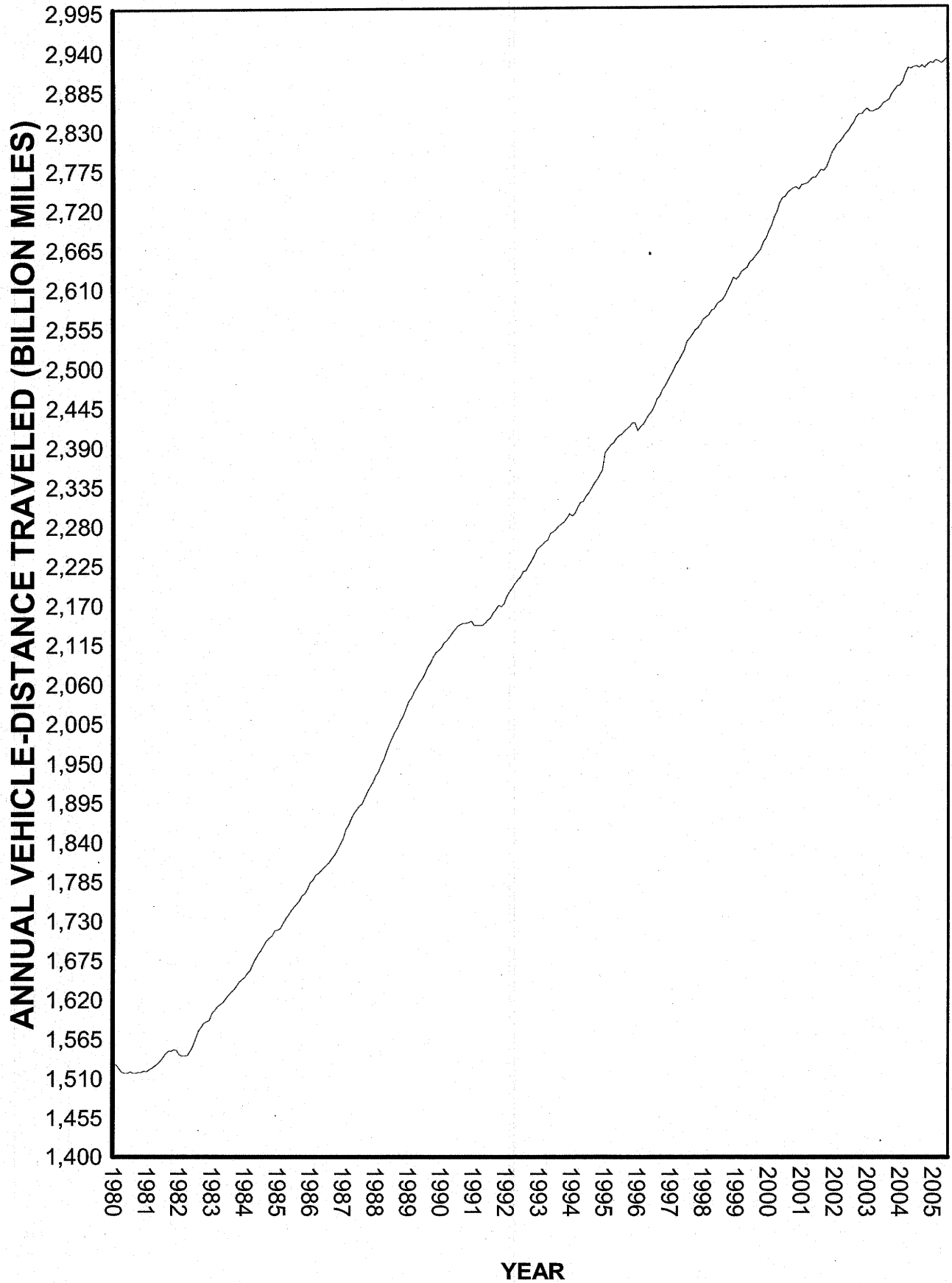


Figure - 1. Moving 12-Month Total on ALL Roads



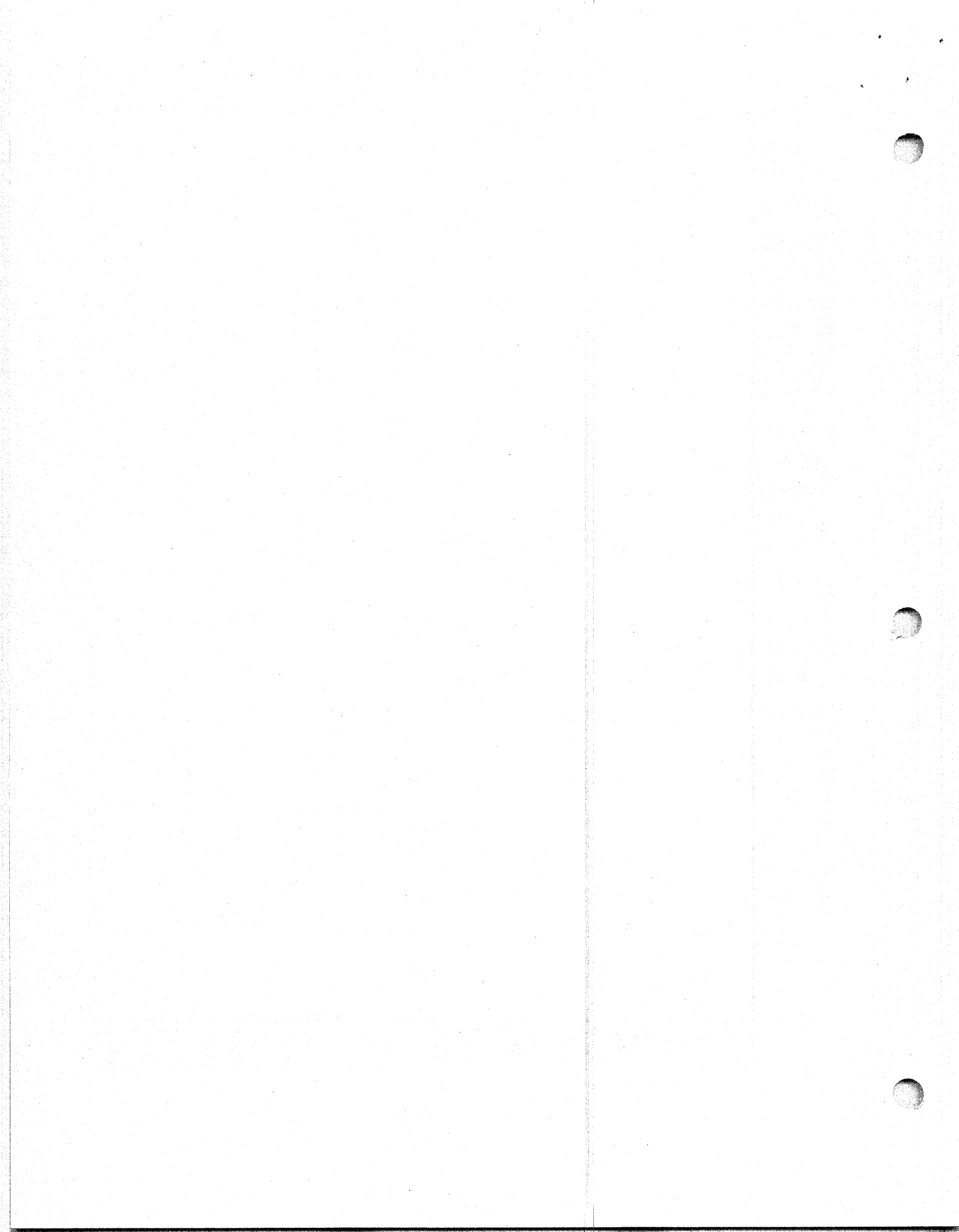
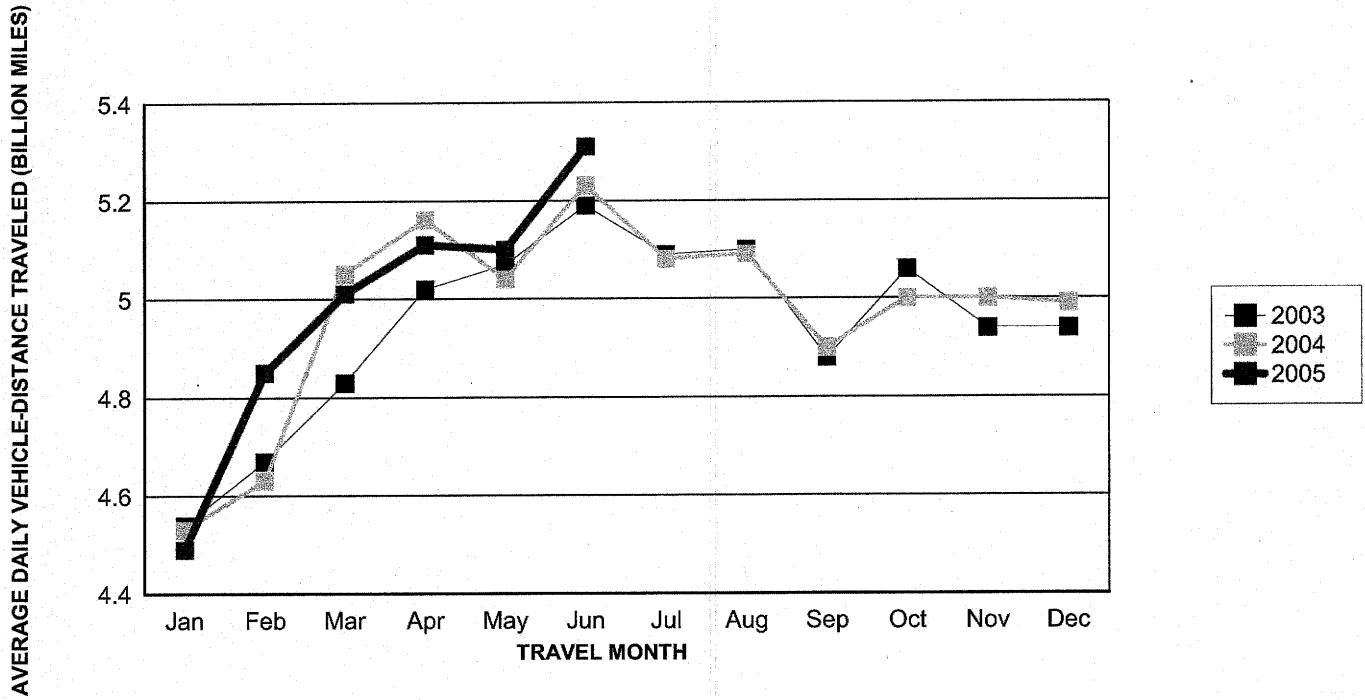
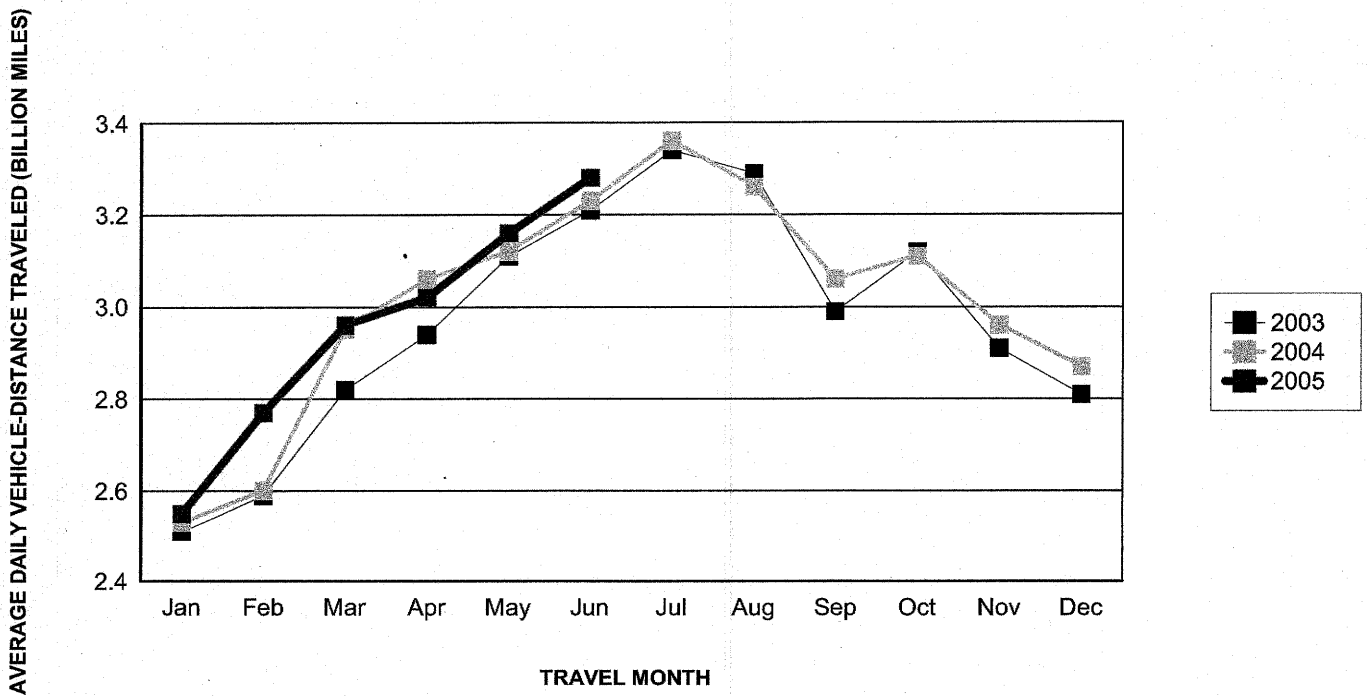


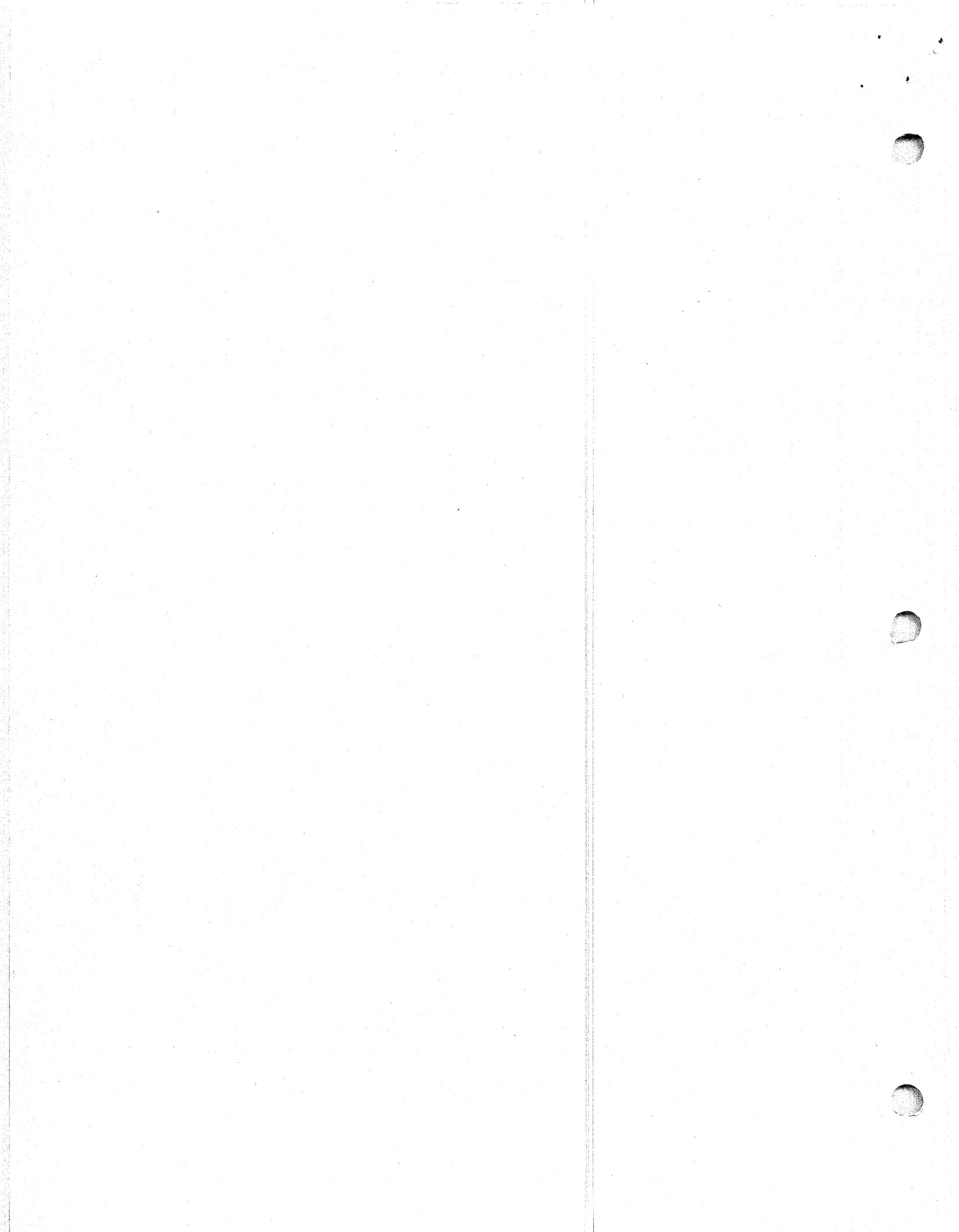
Figure - 2. Travel on U.S. Highways by Month

Urban Highways



Rural Highways





TVT Verification Check List

June 2005

1, % Change for all roads and street

P1: 1.6, P2: 1.6, P3: 1.6, P6: 1.6, P7: 1.6, P8: 1.6

2, Total travel equals the sum of urban and rural travel

P2:

All system: 257.6 (billion), Rural: 98.4 (billion), Urban: 159.2 (billion)

P3: (table1)

All system 257.6 (billion)

Rural : $24.3 + 38.1 + 36.1 = 98.5$ (billion)

Urban : $39.3 + 85.0 + 34.9 = 159.2$ (billion)

P6 All system: 257,622

P7 All system: 257,622 (million)

Total Rural: 98,415 (million)

P8 All system: 257,622 (million)

Total Urban: 159,207(million)

3, % Change in cumulative monthly travel

P1: 0.4, P2: 0.4, P3: 0.4, P7: 0.4, P8: 0.4

4, Cumulative monthly Vehicle-miles of travel

P1: 1,435.7 (billion)

P2: 1,435,716 (million) (year to date)

P3: 1,435.7 (billion) (table2)

P7: 1,435,716 (million)

P8: 1,435,716 (million)

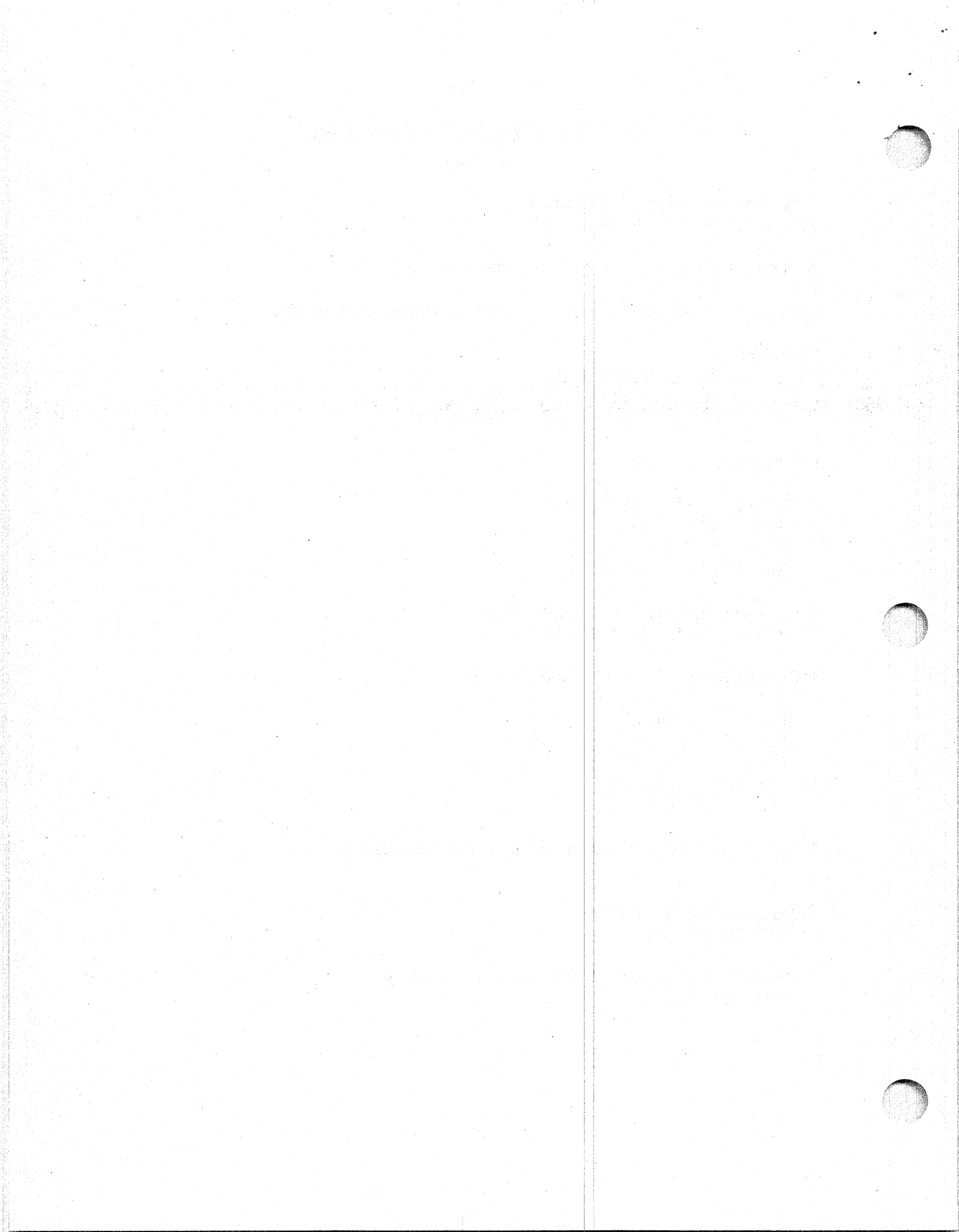
5, % Change by State; Two months station count comparison

6, Figure 1 (Moving 12-month)

2,928,720 (million)

Figure 2 (Average Daily Vehicle-Distance traveled)

Rural: 3.28; Urban: 5.31

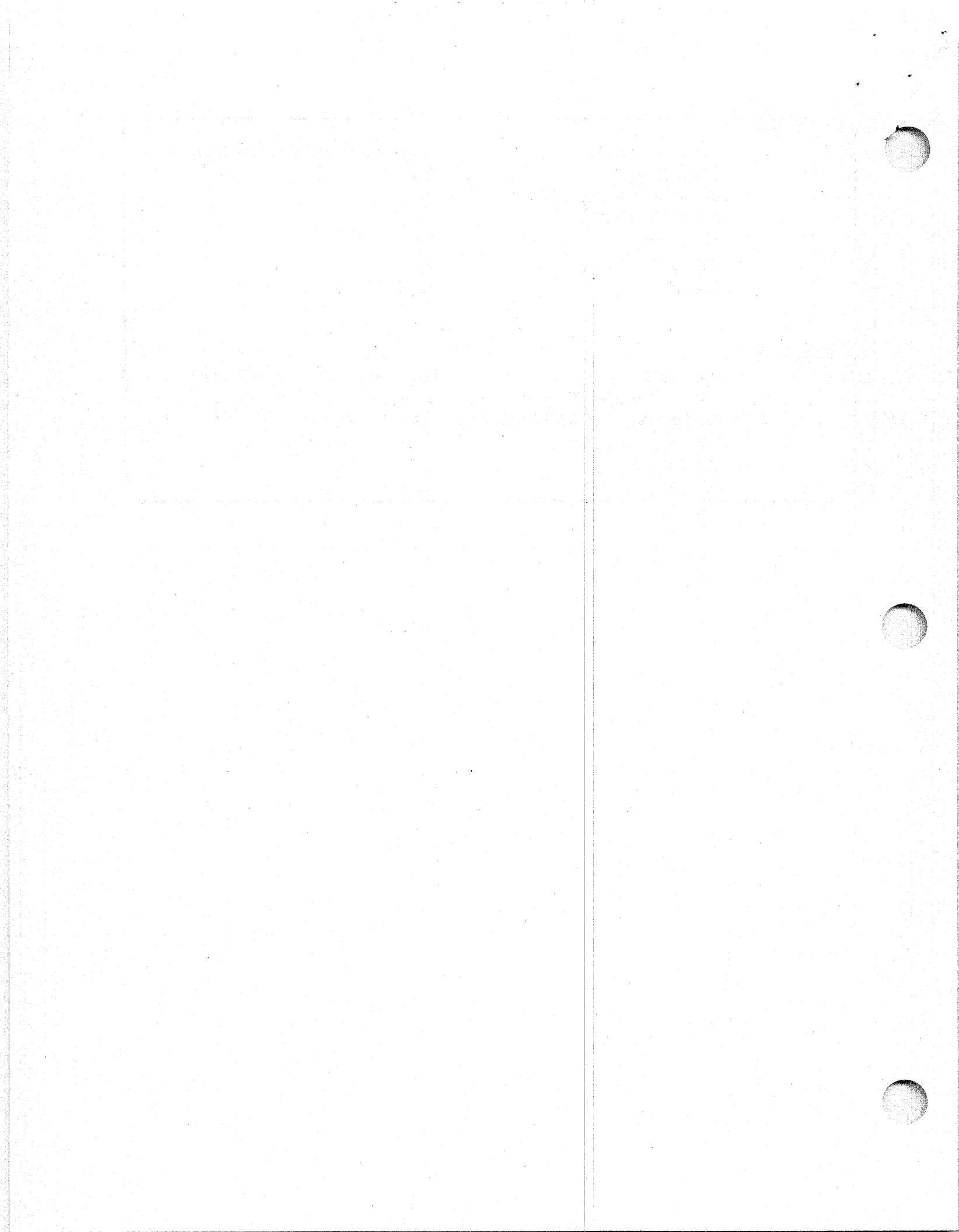


Add April data

| state | surrounding state | re-estimate data (if no real data) |
|-----------|------------------------|------------------------------------|
| KS | CO, MO NE, OK | OK |
| SD | IA, MN, MT, NE, ND, WY | ND |
| AZ | CA, NV, NM, UT | NM |
| WA | AK, ID, OR | AK |
| WY | CO, ID, MT, NE, SD, UT | none |
| SC | GA, NC | none |

Add May data

| state | surrounding state | re-estimate data (if no real data) |
|-----------|------------------------|------------------------------------|
| AL | FL, GA, MS, TN | none |
| AR | LA, MS, MO, OK, TN, TX | OK, TX |
| WY | CO, ID, MT, NE, SD, UT | none |
| KS | CO, MO, NE, OK | OK |
| WA | ID, OR | none |



AL : Rural Arterial -1.8%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 1 | 1 | 10 | 0.007 |
| 2005 | 6 | 1 | 2 | 25 | 0.020 |
| 2005 | 6 | 1 | 6 | 8 | -0.098 |
| 2005 | 6 | 1 | 7 | 4 | 0.077 |
| 2005 | 6 | 1 | 8 | 0 | 0.012 |
| 2005 | 6 | 1 | 9 | 0 | 0.012 |
| 2005 | 6 | 1 | 11 | 5 | 0.047 |
| 2005 | 6 | 1 | 12 | 0 | 0.012 |
| 2005 | 6 | 1 | 14 | 13 | 0.011 |
| 2005 | 6 | 1 | 16 | 6 | 0.002 |
| 2005 | 6 | 1 | 17 | 4 | 0.003 |
| 2005 | 6 | 1 | 19 | 0 | 0.012 |

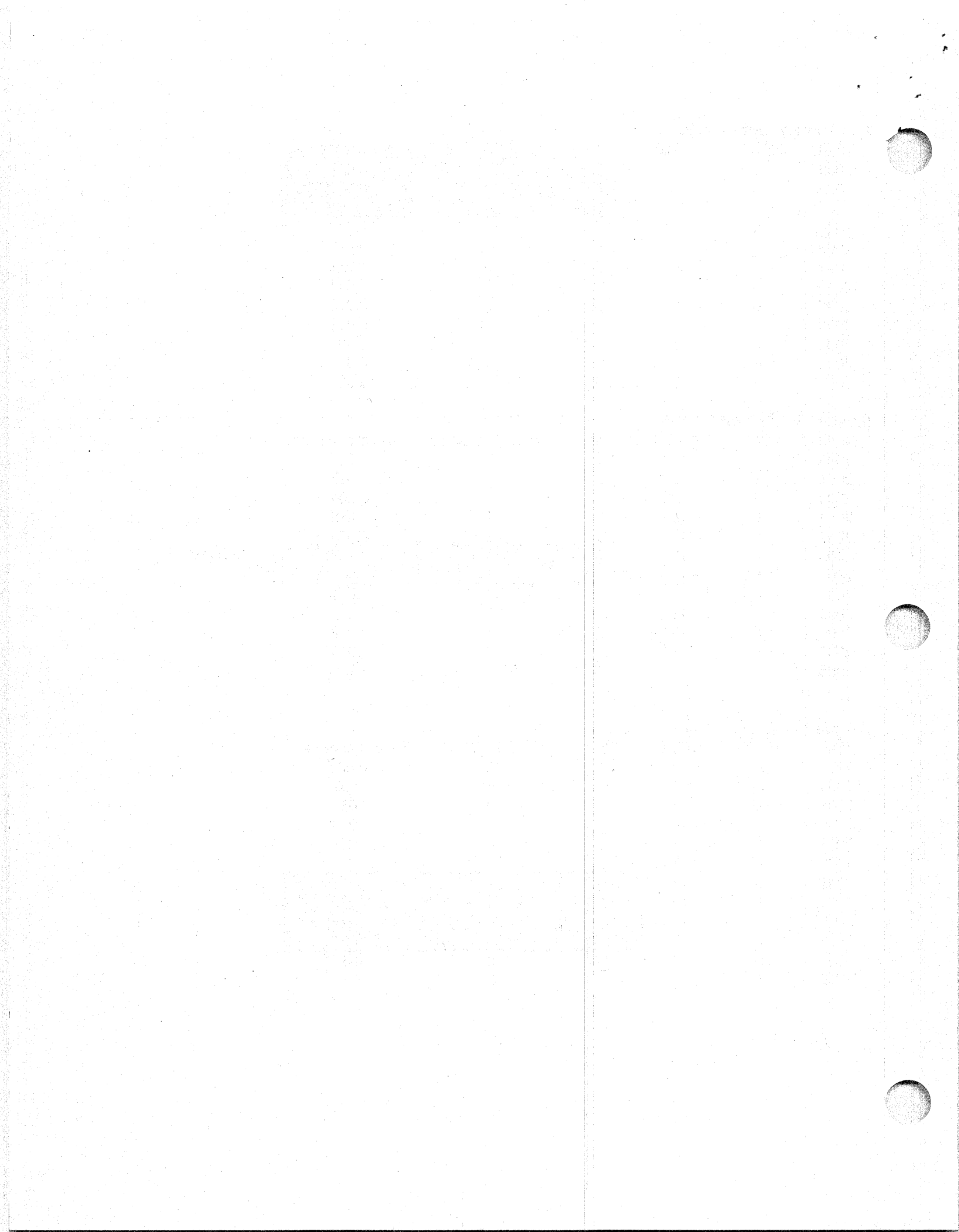
GA state change rate: 3.7%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 13 | 1 | 3 | 0.032 |
| 2005 | 6 | 13 | 2 | 3 | 0.017 |
| 2005 | 6 | 13 | 6 | 1 | 0.004 |
| 2005 | 6 | 13 | 7 | 1 | 0.048 |
| 2005 | 6 | 13 | 8 | 1 | 0.058 |
| 2005 | 6 | 13 | 9 | 1 | 0.203 |
| 2005 | 6 | 13 | 11 | 1 | 0.021 |
| 2005 | 6 | 13 | 12 | 0 | 0.041 |
| 2005 | 6 | 13 | 14 | 5 | 0.015 |
| 2005 | 6 | 13 | 16 | 4 | 0.059 |
| 2005 | 6 | 13 | 17 | 8 | 0.010 |
| 2005 | 6 | 13 | 19 | 1 | -0.073 |

See station data

IL Urban Arterial : 4.6%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 17 | 1 | 2 | -0.004 |
| 2005 | 6 | 17 | 2 | 6 | 0.052 |
| 2005 | 6 | 17 | 6 | 0 | 0.037 |
| 2005 | 6 | 17 | 7 | 1 | 0.023 |
| 2005 | 6 | 17 | 8 | 0 | 0.037 |
| 2005 | 6 | 17 | 9 | 0 | 0.037 |
| 2005 | 6 | 17 | 11 | 2 | 0.027 |
| 2005 | 6 | 17 | 12 | 0 | 0.037 |
| 2005 | 6 | 17 | 14 | 4 | 0.028 |
| 2005 | 6 | 17 | 16 | 2 | 0.099 |
| 2005 | 6 | 17 | 17 | 0 | 0.037 |
| 2005 | 6 | 17 | 19 | 0 | 0.037 |



MS Urban Arterial :3.0%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 28 | 1 | 7 | 0.023 |
| 2005 | 6 | 28 | 2 | 4 | 0.001 |
| 2005 | 6 | 28 | 6 | 0 | 0.048 |
| 2005 | 6 | 28 | 7 | 1 | 0.157 |
| 2005 | 6 | 28 | 8 | 0 | 0.048 |
| 2005 | 6 | 28 | 9 | 0 | 0.048 |
| 2005 | 6 | 28 | 11 | 0 | 0.048 |
| 2005 | 6 | 28 | 12 | 0 | 0.048 |
| 2005 | 6 | 28 | 14 | 6 | 0.011 |
| 2005 | 6 | 28 | 16 | 0 | 0.048 |
| 2005 | 6 | 28 | 17 | 0 | 0.048 |
| 2005 | 6 | 28 | 19 | 0 | 0.048 |

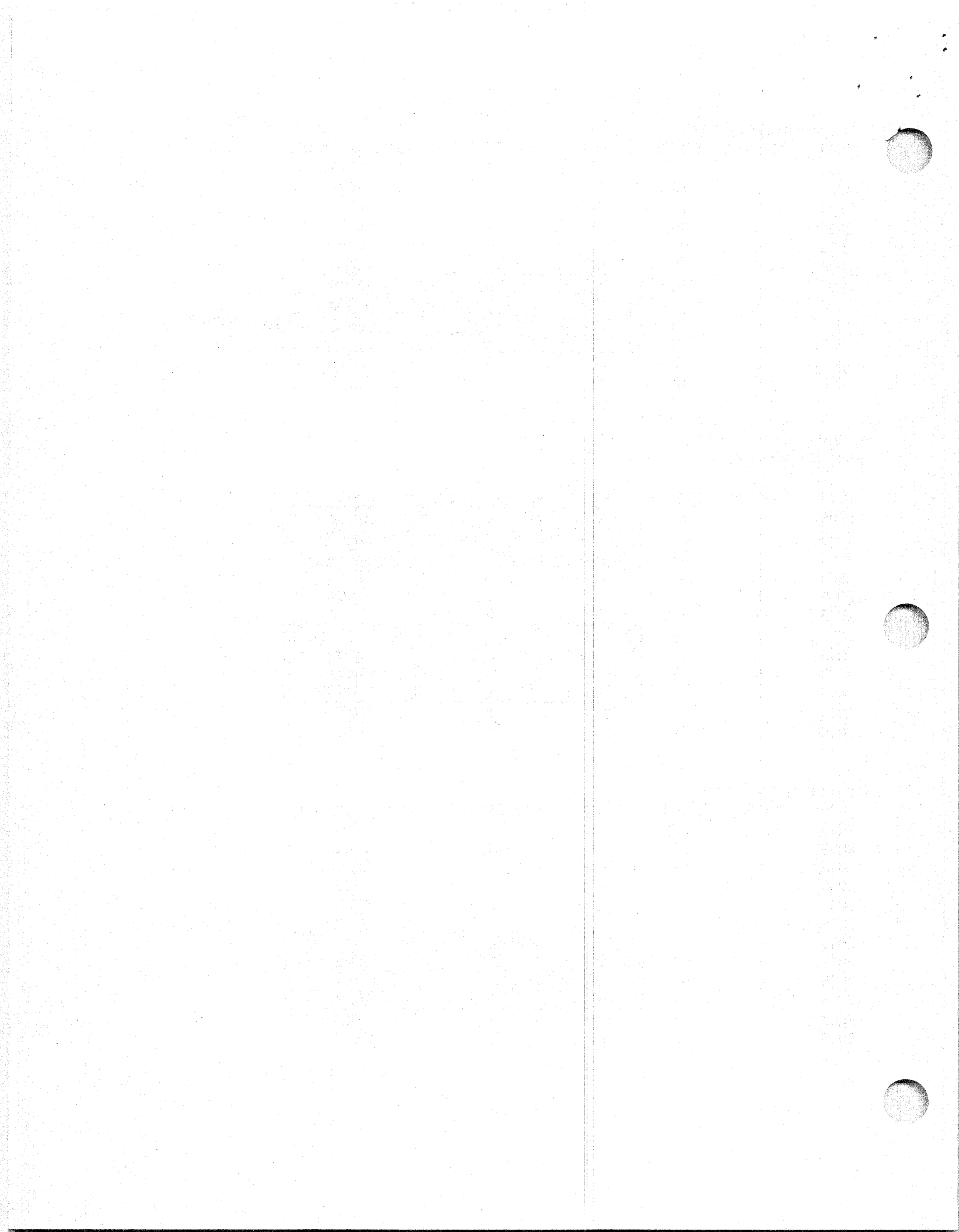
See state data

NJ : rural Arterial -1.5%
Urban Arterial : -0.4%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 34 | 1 | 0 | -0.002 |
| 2005 | 6 | 34 | 2 | 2 | -0.022 |
| 2005 | 6 | 34 | 6 | 3 | -0.017 |
| 2005 | 6 | 34 | 7 | 1 | -0.046 |
| 2005 | 6 | 34 | 8 | 0 | -0.002 |
| 2005 | 6 | 34 | 9 | 0 | -0.002 |
| 2005 | 6 | 34 | 11 | 6 | 0.037 |
| 2005 | 6 | 34 | 12 | 2 | -0.003 |
| 2005 | 6 | 34 | 14 | 17 | -0.047 |
| 2005 | 6 | 34 | 16 | 1 | 0.012 |
| 2005 | 6 | 34 | 17 | 1 | 0.035 |
| 2005 | 6 | 34 | 19 | 0 | -0.002 |

NC Ural Arterial 3.5%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 37 | 1 | 5 | 0.021 |
| 2005 | 6 | 37 | 2 | 10 | 0.022 |
| 2005 | 6 | 37 | 6 | 3 | 0.028 |
| 2005 | 6 | 37 | 7 | 5 | 0.002 |
| 2005 | 6 | 37 | 8 | 3 | 0.001 |
| 2005 | 6 | 37 | 9 | 2 | -0.100 |
| 2005 | 6 | 37 | 11 | 6 | 0.061 |
| 2005 | 6 | 37 | 12 | 2 | 0.051 |
| 2005 | 6 | 37 | 14 | 2 | 0.037 |
| 2005 | 6 | 37 | 16 | 2 | -0.011 |
| 2005 | 6 | 37 | 17 | 3 | 0.006 |
| 2005 | 6 | 37 | 19 | 5 | 0.031 |



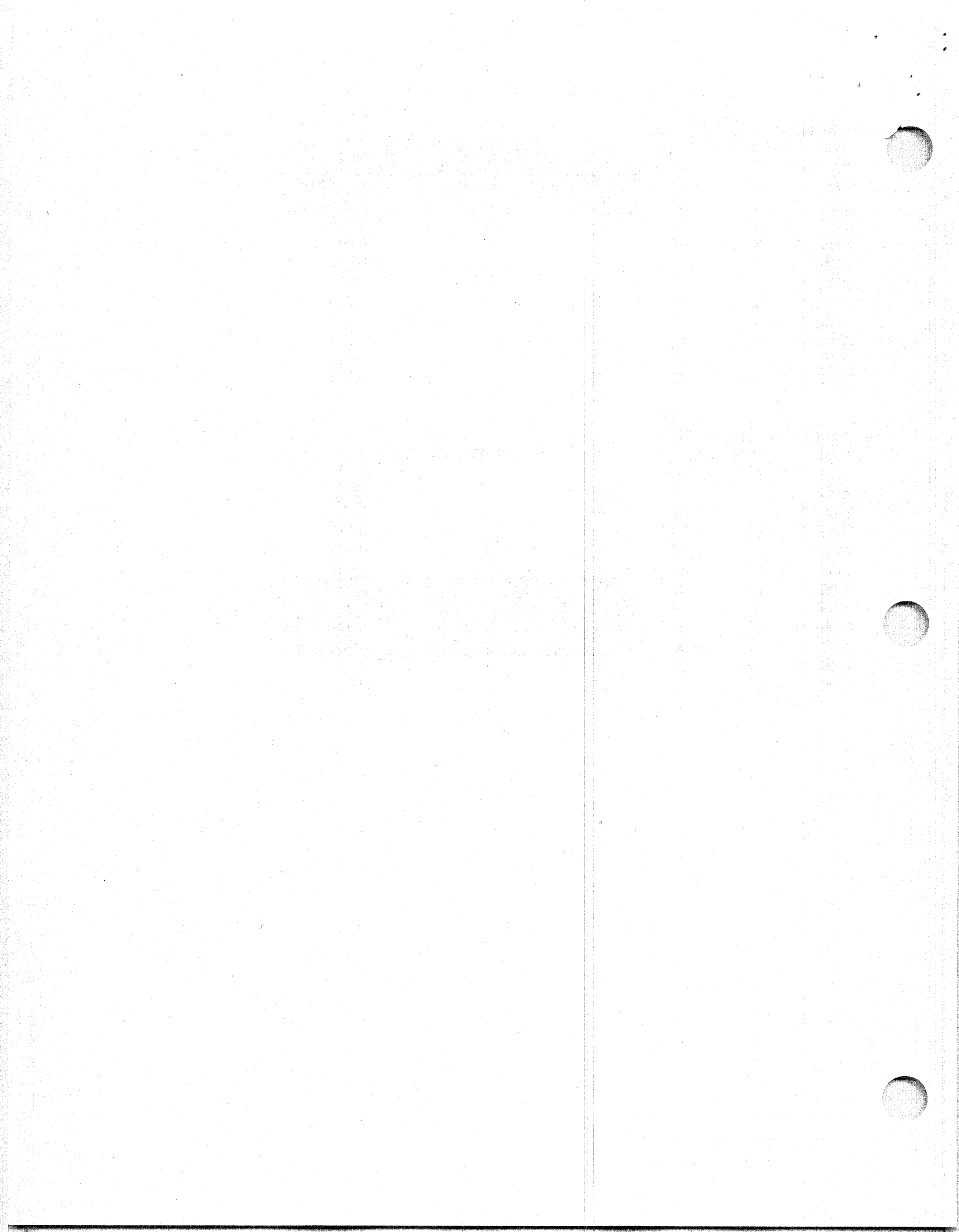
TN : Rural Arterial -3.9%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 47 | 1 | 1 | -0.112 |
| 2005 | 6 | 47 | 2 | 1 | 0.000 |
| 2005 | 6 | 47 | 6 | 3 | 0.018 |
| 2005 | 6 | 47 | 7 | 3 | 0.035 |
| 2005 | 6 | 47 | 8 | 1 | -0.041 |
| 2005 | 6 | 47 | 9 | 0 | -0.010 |
| 2005 | 6 | 47 | 11 | 3 | 0.047 |
| 2005 | 6 | 47 | 12 | 0 | -0.010 |
| 2005 | 6 | 47 | 14 | 3 | -0.009 |
| 2005 | 6 | 47 | 16 | 2 | 0.010 |
| 2005 | 6 | 47 | 17 | 0 | -0.010 |
| 2005 | 6 | 47 | 19 | 1 | -0.065 |

See station data

VT Urban Arterial : -1.8%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 50 | 1 | 0 | -0.008 |
| 2005 | 6 | 50 | 2 | 13 | 0.002 |
| 2005 | 6 | 50 | 6 | 10 | 0.009 |
| 2005 | 6 | 50 | 7 | 5 | -0.017 |
| 2005 | 6 | 50 | 8 | 0 | -0.008 |
| 2005 | 6 | 50 | 9 | 0 | -0.008 |
| 2005 | 6 | 50 | 11 | 0 | -0.008 |
| 2005 | 6 | 50 | 12 | 1 | -0.011 |
| 2005 | 6 | 50 | 14 | 5 | -0.037 |
| 2005 | 6 | 50 | 16 | 0 | -0.008 |
| 2005 | 6 | 50 | 17 | 0 | -0.008 |
| 2005 | 6 | 50 | 19 | 0 | -0.008 |



FL : Rural Arterial 4.2%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 12 | 1 | 16 | 0.048 |
| 2005 | 6 | 12 | 2 | 32 | 0.036 |
| 2005 | 6 | 12 | 6 | 24 | 0.042 |
| 2005 | 6 | 12 | 7 | 2 | -0.012 |
| 2005 | 6 | 12 | 8 | 0 | 0.020 |
| 2005 | 6 | 12 | 9 | 0 | 0.020 |
| 2005 | 6 | 12 | 11 | 17 | 0.012 |
| 2005 | 6 | 12 | 12 | 5 | 0.038 |
| 2005 | 6 | 12 | 14 | 31 | 0.004 |
| 2005 | 6 | 12 | 16 | 7 | 0.017 |
| 2005 | 6 | 12 | 17 | 0 | 0.020 |
| 2005 | 6 | 12 | 19 | 0 | 0.020 |

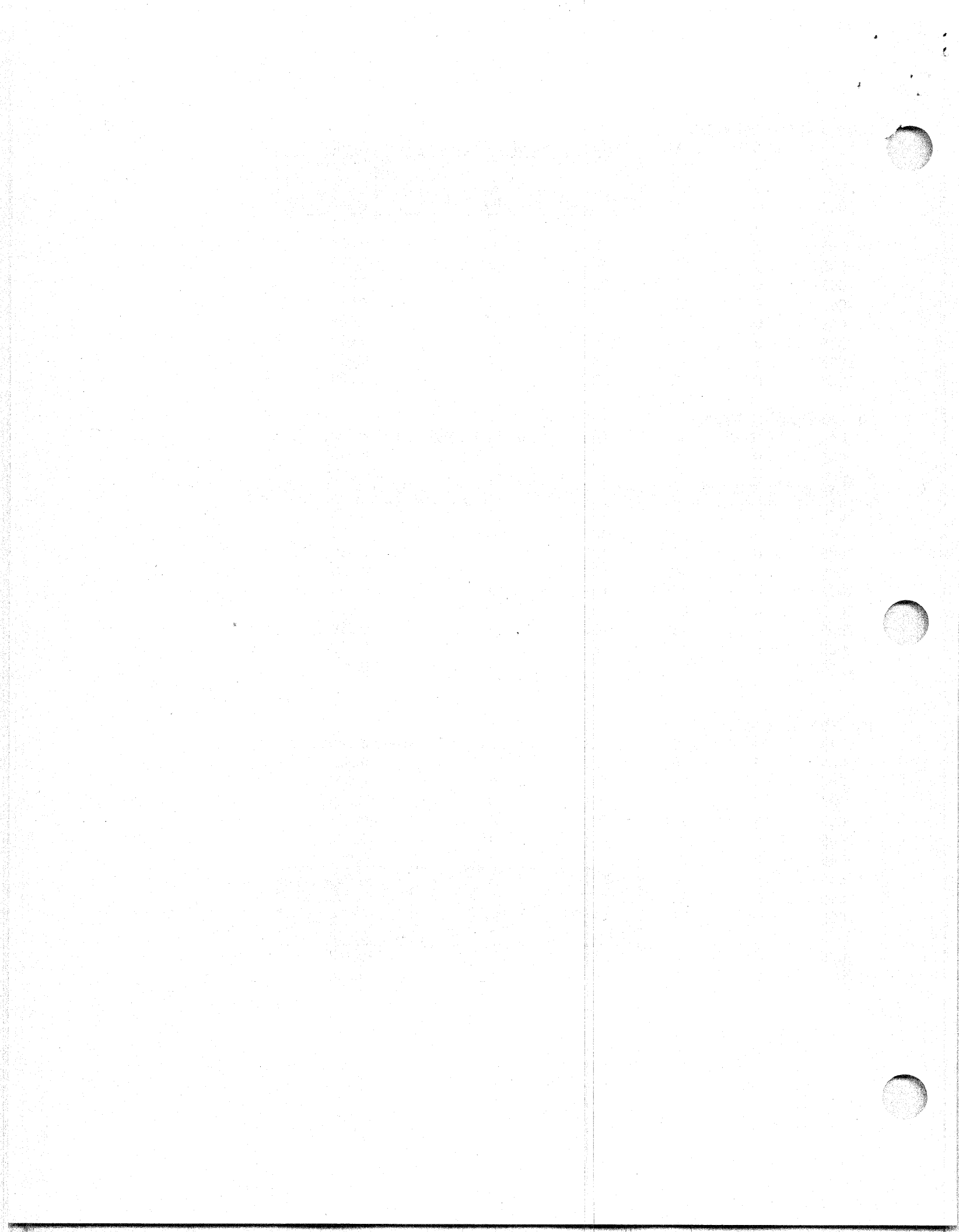
Hi : Rural Arterial 5.8%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 15 | 1 | 0 | 0.058 |
| 2005 | 6 | 15 | 2 | 0 | 0.058 |
| 2005 | 6 | 15 | 6 | 4 | 0.058 |
| 2005 | 6 | 15 | 7 | 0 | 0.058 |
| 2005 | 6 | 15 | 8 | 0 | 0.058 |
| 2005 | 6 | 15 | 9 | 0 | 0.058 |
| 2005 | 6 | 15 | 11 | 0 | 0.058 |
| 2005 | 6 | 15 | 12 | 0 | 0.058 |
| 2005 | 6 | 15 | 14 | 0 | 0.058 |
| 2005 | 6 | 15 | 16 | 0 | 0.058 |
| 2005 | 6 | 15 | 17 | 0 | 0.058 |
| 2005 | 6 | 15 | 19 | 0 | 0.058 |

See station data

MI Urban Arterial : -4.3%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 26 | 1 | 17 | 0.005 |
| 2005 | 6 | 26 | 2 | 34 | -0.007 |
| 2005 | 6 | 26 | 6 | 6 | -0.019 |
| 2005 | 6 | 26 | 7 | 3 | -0.045 |
| 2005 | 6 | 26 | 8 | 0 | -0.042 |
| 2005 | 6 | 26 | 9 | 0 | -0.042 |
| 2005 | 6 | 26 | 11 | 28 | -0.025 |
| 2005 | 6 | 26 | 12 | 11 | -0.039 |
| 2005 | 6 | 26 | 14 | 15 | -0.063 |
| 2005 | 6 | 26 | 16 | 0 | -0.042 |
| 2005 | 6 | 26 | 17 | 0 | -0.042 |
| 2005 | 6 | 26 | 19 | 1 | -0.126 |



NV Rural Arterial : 3.8%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 32 | 1 | 7 | 0.055 |
| 2005 | 6 | 32 | 2 | 12 | 0.023 |
| 2005 | 6 | 32 | 6 | 4 | 0.012 |
| 2005 | 6 | 32 | 7 | 4 | 0.077 |
| 2005 | 6 | 32 | 8 | 0 | 0.036 |
| 2005 | 6 | 32 | 9 | 0 | 0.036 |
| 2005 | 6 | 32 | 11 | 1 | 0.047 |
| 2005 | 6 | 32 | 12 | 3 | 0.032 |
| 2005 | 6 | 32 | 14 | 8 | -0.022 |
| 2005 | 6 | 32 | 16 | 5 | 0.051 |
| 2005 | 6 | 32 | 17 | 0 | 0.036 |
| 2005 | 6 | 32 | 19 | 0 | 0.036 |

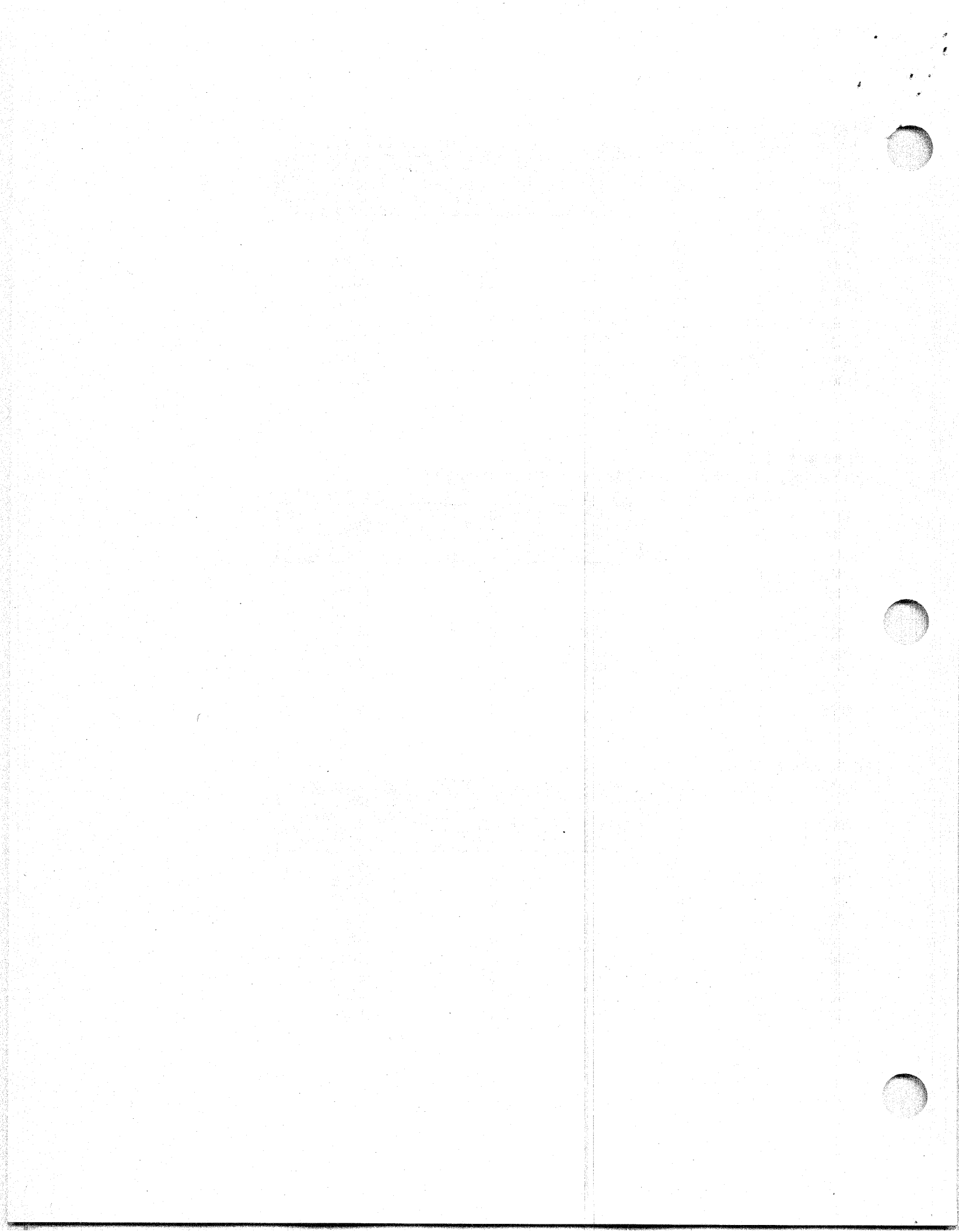
NM Rural Arterial : 4.2%

surrounding state : AZ , CO, TX. Based on CO do calculation

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 35 | 1 | 0 | 0.047 |
| 2005 | 6 | 35 | 2 | 0 | 0.050 |
| 2005 | 6 | 35 | 6 | 0 | 0.017 |
| 2005 | 6 | 35 | 7 | 0 | 0.029 |
| 2005 | 6 | 35 | 8 | 0 | 0.029 |
| 2005 | 6 | 35 | 9 | 0 | 0.029 |
| 2005 | 6 | 35 | 11 | 0 | 0.006 |
| 2005 | 6 | 35 | 12 | 0 | 0.029 |
| 2005 | 6 | 35 | 14 | 0 | 0.032 |
| 2005 | 6 | 35 | 16 | 0 | 0.029 |
| 2005 | 6 | 35 | 17 | 0 | 0.029 |
| 2005 | 6 | 35 | 19 | 0 | 0.029 |

CO Rural Arterial : 4.1%

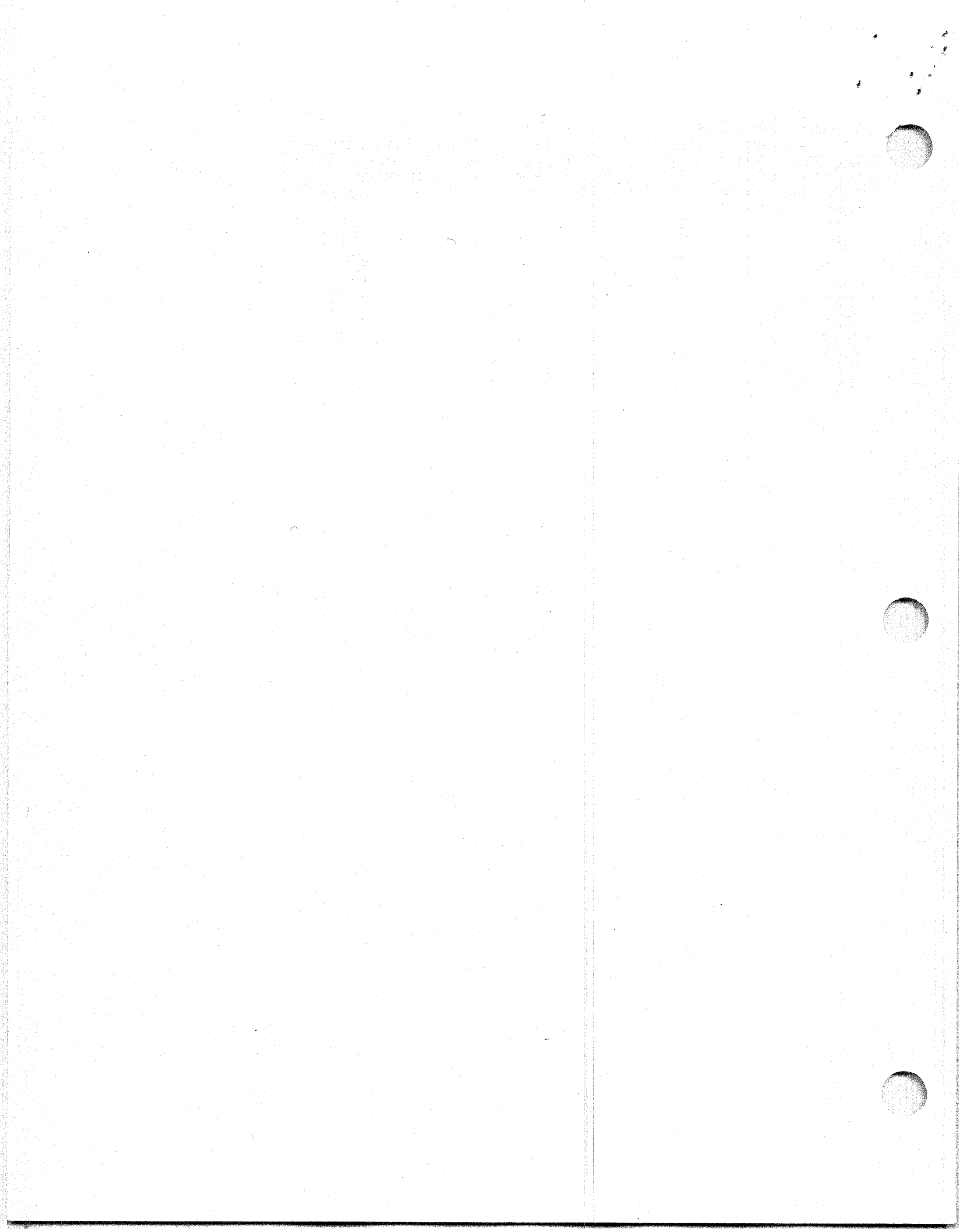
| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 8 | 1 | 11 | 0.047 |
| 2005 | 6 | 8 | 2 | 12 | 0.050 |
| 2005 | 6 | 8 | 6 | 5 | 0.017 |
| 2005 | 6 | 8 | 7 | 0 | 0.029 |
| 2005 | 6 | 8 | 8 | 0 | 0.029 |
| 2005 | 6 | 8 | 9 | 0 | 0.029 |
| 2005 | 6 | 8 | 11 | 4 | 0.006 |
| 2005 | 6 | 8 | 12 | 0 | 0.029 |
| 2005 | 6 | 8 | 14 | 1 | 0.032 |
| 2005 | 6 | 8 | 16 | 0 | 0.029 |
| 2005 | 6 | 8 | 17 | 0 | 0.029 |
| 2005 | 6 | 8 | 19 | 0 | 0.029 |



SD : Rural Arterial 4.9%

| YEAR | MONTH | STATE | fclass | No of STATIONS | fclass change rate |
|------|-------|-------|--------|----------------|--------------------|
| 2005 | 6 | 46 | 1 | 3 | -0.002 |
| 2005 | 6 | 46 | 2 | 1 | 0.118 |
| 2005 | 6 | 46 | 6 | 0 | 0.046 |
| 2005 | 6 | 46 | 7 | 0 | 0.046 |
| 2005 | 6 | 46 | 8 | 0 | 0.046 |
| 2005 | 6 | 46 | 9 | 0 | 0.046 |
| 2005 | 6 | 46 | 11 | 3 | -0.027 |
| 2005 | 6 | 46 | 12 | 0 | 0.046 |
| 2005 | 6 | 46 | 14 | 0 | 0.046 |
| 2005 | 6 | 46 | 16 | 0 | 0.046 |
| 2005 | 6 | 46 | 17 | 0 | 0.046 |
| 2005 | 6 | 46 | 19 | 0 | 0.046 |

See Station Data



| YEAR | STATE | MONTH | fclass | STATION_ID | Direction | LANE | station change rate |
|------|-------|-------|--------|------------|-----------|------|---------------------|
| 2005 | 13 | 6 | 9 | 000040 | 3 | 0 | 0.170 |
| 2005 | 13 | 6 | 9 | 000040 | 7 | 0 | 0.240 |
| 2005 | 13 | 6 | 11 | 000051 | 1 | 0 | 0.020 |
| 2005 | 13 | 6 | 11 | 000051 | 5 | 0 | 0.020 |

| YEAR | STATE | MONTH | fclass | STATION_ID | Direction | LANE | station change rate |
|------|-------|-------|--------|------------|-----------|------|---------------------|
| 2005 | 15 | 6 | 6 | 000300 | 4 | 0 | 0.060 |
| 2005 | 15 | 6 | 6 | 000300 | 8 | 0 | 0.060 |
| 2005 | 15 | 6 | 6 | 000C2F | 4 | 0 | 0.060 |
| 2005 | 15 | 6 | 6 | 000C2F | 8 | 0 | 0.070 |
| 2005 | 15 | 6 | 6 | 000C3E | 2 | 0 | 0.040 |
| 2005 | 15 | 6 | 6 | 000C3E | 6 | 0 | 0.040 |
| 2005 | 15 | 6 | 6 | 000T6E | 1 | 0 | 0.060 |
| 2005 | 15 | 6 | 6 | 000T6E | 5 | 0 | 0.050 |

| YEAR | STATE | MONTH | fclass | STATION_ID | Direction | LANE | station change rate |
|------|-------|-------|--------|------------|-----------|------|---------------------|
| 2005 | 28 | 6 | 14 | 00062A | 3 | 0 | 0.010 |
| 2005 | 28 | 6 | 14 | 00062B | 7 | 0 | 0.010 |
| 2005 | 28 | 6 | 14 | 00065A | 3 | 0 | 0.000 |
| 2005 | 28 | 6 | 14 | 00065B | 7 | 0 | 0.010 |
| 2005 | 28 | 6 | 14 | 00067A | 1 | 0 | 0.060 |
| 2005 | 28 | 6 | 14 | 00067B | 5 | 0 | -0.020 |

| YEAR | STATE | MONTH | fclass | STATION_ID | Direction | LANE | station change rate |
|------|-------|-------|--------|------------|-----------|------|---------------------|
| 2005 | 46 | 6 | 2 | 000204 | 1 | 0 | 0.120 |
| 2005 | 46 | 6 | 2 | 000204 | 5 | 0 | 0.110 |

| YEAR | STATE | MONTH | fclass | STATION_ID | Direction | LANE | station change rate |
|------|-------|-------|--------|------------|-----------|------|---------------------|
| 2005 | 47 | 6 | 1 | 000038 | 1 | 1 | -0.29 |
| 2005 | 47 | 6 | 1 | 000038 | 1 | 2 | -0.07 |
| 2005 | 47 | 6 | 1 | 000038 | 5 | 1 | -0.04 |
| 2005 | 47 | 6 | 1 | 000038 | 5 | 2 | -0.03 |

