Traffic Volume Trends
Approval to Disseminate Monthly Report

Month / Year: June 2004
Number of States: 32 states submitted data and 31 were used to calculate VMT

Remarks:
Approvals/Concurrences:

Signature

U. S. Department of Transportation

## Federal Highway

 AdministrationOffice of Highway Policy Information

## TRAFFIC VOLUME TRENDS

## June 2004

Travel on all roads and streets changed by +0.3 percent for June 2004 as compared with June 2003. Travel for the month is estimated to be 252.6 billion vehicle miles.

Cumulative Travel for 2004 changed by $\mathbf{2 . 0}$ percent. The Cumulative estimate for the year is $1,426.2$ 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 2002 Table VM-2 as a base.
Compiled with data on hand as of August 13, 2004.

Based on preliminary reports from the State Highway Agencies, travel during June 2004 on all roads and streets in the nation changed by $\mathbf{+ 0 . 3}$ percent resulting in estimated travel for the month at $\mathbf{2 5 2 . 6}$ ** billion vehicle-miles.

This total includes $\mathbf{1 0 2 . 1}$ billion vehicle-miles on rural roads and $\mathbf{1 5 0 . 5}$ billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by $\mathbf{2 . 0}$ percent.
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
All Roads and Streets

| Year | June | Year to Date | Moving 12-Month |
| :---: | :---: | ---: | ---: |
| 1979 | 131,192 | 748,536 | $1,558,806,941$ |
| 1980 | 131,679 | 737,625 | $1,518,221,725$ |
| 1981 | 135,545 | 751,927 | $1,535,158,210$ |
| 1982 | 142,111 | 757,690 | $1,556,031,696$ |
| 1983 | 146,738 | 787,177 | $1,621,967,580$ |
| 1984 | 153,403 | 823,096 | $1,685,027,403$ |
| 1985 | 158,703 | 850,976 | $1,744,650,177$ |
| 1986 | 162,370 | 880,813 | $1,804,599,669$ |
| 1987 | 167,826 | 928,892 | $1,886,318,510$ |
| 1988 | 178,690 | 981,999 | $1,977,435,210$ |
| 1989 | 184,094 | $1,024,710$ | $2,068,297,265$ |
| 1990 | 189,529 | $1,053,740$ | $2,136,069,373$ |
| 1991 | 193,467 | $1,055,250$ | $2,149,011,151$ |
| 1992 | 197,232 | $1,091,660$ | $2,208,623,523$ |
| 1993 | 199,414 | $1,116,525$ | $2,272,017,627$ |
| 1994 | 207,280 | $1,141,229$ | $2,321,408,803$ |
| 1995 | 211,370 | $1,188,287$ | $2,404,644,671$ |
| 1996 | 215,551 | $1,203,679$ | $2,438,167,371$ |
| 1997 | 222,254 | $1,245,655$ | $2,524,177,515$ |
| 1998 | 228,733 | $1,272,811$ | $2,587,529,443$ |
| 1999 | 235,970 | $1,293,581$ | $2,646,132,734$ |
| 2000 | 243,012 | $1,348,956$ | $2,734,833,145$ |
| 2001 | 243,693 | $1,365,387$ | $2,763,356,289$ |
| 2002 | 248,143 | $1,397,701$ | $2,829,601,166$ |
| 2003 | 251,849 | $1,398,472$ | $2,858,001,061$ |
| 2004 | 252,627 | $1,426,192$ | $2,907,455,119$ |

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.

[^0]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 |
| 2003 Individual Monthly Vehicle-Miles of Travel in Billions |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 20.2 | 18.9 | 22.8 | 23.3 | 25.2 | 25.3 | 28.0 | 27.7 | 23.1 | 24.8 | 23.2 | 23.2 |
| Rural Other Arterial | 31.7 | 29.5 | 35.4 | 35.9 | 39.0 | 39.0 | 41.8 | 41.1 | 36.5 | 38.8 | 34.7 | 35.0 |
| Other Rural | 30.5 | 28.1 | 34.7 | 34.3 | 38.1 | 37.4 | 39.4 | 38.1 | 35.0 | 37.2 | 33.1 | 32.5 |
| Urban Interstate | 32.0 | 29.5 | 33.9 | 34.4 | 36.2 | 36.1 | 36.1 | 36.6 | 34.1 | 35.8 | 33.9 | 34.9 |
| Urban Other Arterial | 72.7 | 68.3 | 78.1 | 78.0 | 81.1 | 80.9 | 82.0 | 82.5 | 75.8 | 82.8 | 77.3 | 78.8 |
| Other Urban | 29.7 | 27.7 | 31.9 | 32.0 | 33.7 | 33.2 | 34.0 | 33.5 | 31.5 | 33.9 | 31.2 | 33.5 |
| All Systems | 216.9 | 202.0 | 236.7 | 237.9 | 253.1 | 251.8 | 261.2 | 259.6 | 236.1 | 253.1 | 233.5 | 237.8 |
| 2004 Individual Monthly Vehicle-Miles of Travel in Billions |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 20.6 | 19.9 | 23.9 | 24.6 | 25.5 | 25.3 |  |  |  |  |  |  |
| Rural Other Arterial | 32.1 | 30.9 | 36.9 | 37.2 | 39.1 | 39.2 |  |  |  |  |  |  |
| Other Rural | 30.7 | 29.1 | 36.3 | 35.2 | 38.1 | 37.6 |  |  |  |  |  |  |
| Urban Interstate | 32.0 | 30.6 | 35.6 | 35.6 | 36.5 | 36.6 |  |  |  |  |  |  |
| Urban Other Arterial | 72.7 | 70.2 | 81.1 | 79.9 | 80.3 | 80.2 |  | ; |  |  |  |  |
| Other Urban | 30.0 | 28.6 | 33.6 | 33.3 | 33.8 | 33.7 |  |  |  |  |  |  |
| All Systems | 218.0 | 209.2 | 247.3 | 245.7 | 253.4 | 252.6 |  |  |  |  |  |  |
| Percent Change In Individual Monthly Travel 2003 vs. 2004 |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 2.0 | 5.3 | 4.8 | 5.6 | 1.2 | 0.0 |  |  |  |  |  |  |
| Rural Other Arterial | 1.3 | 4.7 | 4.2 | 3.6 | 0.3 | 0.5 |  |  |  |  |  |  |
| Other Rural | 0.7 | 3.6 | 4.6 | 2.6 | 0.0 | 0.5 |  |  |  |  |  |  |
| Urban Interstate | 0.0 | 3.7 | 5.0 | 3.5 | 0.8 | 1.4 |  |  |  |  |  |  |
| Urban Other Arterial | 0.0 | 2.8 | 3.8 | 2.4 | -1.0 | -0.9 |  |  |  |  |  |  |
| Other Urban | 1.0 | 3.2 | 5.3 | 4.1 | 0.3 | 1.5 |  |  |  |  |  |  |
| All Systems | 0.5 | 3.6 | 4.5 | 3.3 | 0.1 | 0.3 |  |  |  |  |  |  |

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

|  | Month |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| System | JAN | FEB | MAR | APR | MAY | JuN | JUL | AUG | SEP | OCT | NOV | DEC |
| 2003 Cumulative Monthly Vehicle-Miles of Travel in Billions |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 20.2 | 39.1 | 62.0 | 85.2 | 110.4 | 135.7 | 163.6 | 191.3 | 214.5 | 239.2 | 262.5 | 285.6 |
| Rural Other Arterial | 31.7 | 61.2 | 96.6 | 132.4 | 171.4 | 210.4 | 252.2 | 293.3 | 329.8 | 368.6 | 403.3 | 438.3 |
| Other Rural | 30.5 | 58.6 | 93.3 | 127.6 | 165.7 | 203.1 | 242.5 | 280.6 | 315.7 | 352.9 | 385.9 | 418.4 |
| Urban Interstate | 32.0 | 61.6 | 95.5 | 129.9 | 166.0 | 202.1 | 238.2 | 274.8 | 308.9 | 344.7 | 378.5 | 413.5 |
| Urban Other Arterial | 72.7 | 141.1 | 219.1 | 297.1 | 378.2 | 459.1 | 541.1 | 623.6 | 699.3 | 782.1 | 859.4 | 938.1 |
| Other Urban | 29.7 | . 57.4 | 89.2 | 121.2 | 154.9 | 188.1 | 222.1 | 255.6 | 287.1 | 321.0 | 352.2 | 385.8 |
| All Systems | 216.9 | 419.0 | 655.6 | 893.5 | 1146.6 | 1398.5 | 1659.7 | 1919.2 | 2155.3 | 2408.5 | 2641.9 | 2879.7 |
| 2004 Cumulative Monthly Vehicle-Miles of Travel in Billions |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 20.6 | 40.5 | 64.4 | 89.0 | 114.5 | 139.8 |  |  |  |  |  |  |
| Rural Other Arterial | 32.1 | 62.9 | 99.9 | 137.0 | 176.2 | 215.4 |  |  |  |  |  |  |
| Other Rural | 30.7 | 59.7 | 96.0 | 131.2 | 169.2 | 206.8 |  |  |  |  |  |  |
| Urban Interstate | 32.0 | 62.6 | 98.2 | 133.7 | 170.2 | 206.9 |  |  |  |  |  |  |
| Urban Other Arterial | 72.7 | 142.9 | 224.0 | 303.9 | 384.2 | 464.4 |  |  |  |  |  |  |
| Other Urban | 30.0 | 58.5 | 92.1 | 125.4 | 159.2 | 192.9 |  |  |  |  |  |  |
| All Systems | 218.0 | 427.2 | 674.5 | 920.2 | 1173.6 | 1426.2 |  |  |  |  |  |  |
| Percent Change In Cumulative Monthly Travel 2003 vs. 2004 |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 2.0 | 3.6 | 3.9 | 4.5 | 3.7 | 3.0 |  |  |  |  |  |  |
| Rural Other Arterial | 1.3 | 2.8 | 3.4 | 3.5 | 2.8 | 2.4 |  |  |  |  |  |  |
| Other Rural | 0.7 | 1.9 | 2.9 | 2.8 | 2.1 | 1.8 |  |  |  |  |  |  |
| Urban Interstate | 0.0 | 1.6 | 2.8 | 2.9 | 2.5 | 2.4 |  |  |  |  |  |  |
| Urban Other Arterial | 0.0 | 1.3 | 2.2 | 2.3 | 1.6 | 1.2 |  |  |  |  |  |  |
| Other Urban | 1.0 | 1.9 | 3.3 | 3.5 | 2.8 | 2.6 |  |  |  |  |  |  |
| All Systems | 0.5 | 2.0 | 2.9 | 3.0 | 2.3 | 2.0 |  |  |  |  |  |  |

Table - 3. Changes on Rural Arterial Roads by Region and State**

| Region and State | June |  |  |  | May |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number of Stations | Vehicle-Miles (Millions) |  | Percent Change | Number of <br> Stations | Vehicle-Miles (Millions) |  | Percent Change |
|  |  | $\begin{gathered} 2004 \\ \text { (Preliminary) } \end{gathered}$ | 2003 |  |  | $\begin{gathered} 2004 \\ \text { (Revised) } \\ \hline \end{gathered}$ | 2003 |  |
| Northeast |  |  |  |  |  |  |  |  |
| Connecticut | 4 | 178 | 175 | 1.9 | 4 | 179 | 172 | 3.7 |
| Maine | - | 579 | 572 | 1.1 | - | 524 | 544 | -3.6 |
| Massachusetts | - | 554 | 553 | 0.1 | 1 | 499 | 545 | -8.4 |
| New Hampshire | - | 459 | 454 | 1.1 | 31 | 394 | 390 | 1.0 |
| New Jersey | 13 | 783 | 762 | 2.7 | 11 | 815 | 791 | 3.1 |
| New York | - | 1,705 | 1,686 | 1.2 | 23 | 1,702 | 1,695 | 0.4 |
| Pennsylvania | 31 | 2,726 | 2,700 | 1.0 | 31 | 2,735. | 2,708 | 1.0 |
| Rhode Island | 2 | 62 | 68 | -8.6 | 3 | 63 | 67 | -5.6 |
| Vermont | 23 | 268 | 265 | 1.2 | 23 | 252 | 252 | -0.3 |
|  |  | 7,314 | 7,235 | 1.1 |  | 7,163 | 7,164 | 0.0 |
| South Atlantic |  |  |  |  |  |  |  |  |
| Delaware | - | 238 | 233 | 2.1 | 22 | 240 | 221 | 8.4 |
| District of Columbia | - | 0 | 0 | 0.0 | - | 0 | 0 | 0.0 |
| Florida | - | 2,724 | 2,743 | -0.7 | 90 | 2,824 | 2,755 | 2.5 |
| Georgia | 12 | 2,284 | 2,321 | -1.6 | 12 | 2,413 | 2,433 | -0.8 |
| Maryland | 21 | 1,103 | 1,066 | 3.5 | 20 | 1,088 | 1,045 | 4.1 |
| North Carolina | - | 2,305 | 2,280 | 1.1 | 22 | 2,276 | 2,233 | 1.9 |
| South Carolina | - | 1,837 | 1,868 | -1.7 | 59 | 1,981 | 1,914 | 3.5 |
| Virginia | 82 | 2,228 | 2,178 | 2.3 | 83 | 2,286 | 2,222 | 2.9 |
| West Virginia | 12 | 818 | 790 | 3.6 | 11 | 766 | 757 | 1.3 |
|  |  | 13,537 | 13,479 | 0.4 |  | 13,874 | 13,580 | 2.2 |
| North Central |  |  |  |  |  |  |  |  |
| Illinois | 8 | 2,149 | 2,109 | 1.9 | 5 | 2,054 | 2,016 | 1.9 |
| Indiana | 17 | 1,664 | 1,611 | 3.3 | 14 | 1,738 | 1,726 | 0.7 |
| Iowa | 67 | 1,246 | 1,226 | 1.6 | 67 | 1,226 | 1,222 | 0.3 |
| Kansas | 58 | 945 | 956 | -1.2 | 58 | 960 | 979 | -2.0 |
| Michigan | 50 | 2,069 | 2,109 | -1.9 | 51 | 2,006 | 2,068 | -3.0 |
| Minnesota | 11 | 1,620 | 1,586 | 2.1 | 12 | 1,581 | 1,583 | -0.1 |
| Missouri | 70 | 1,952 | 1,931 | 1.1 | 70 | 2,051 | 2,028 | 1.1 |
| Nebraska | 32 | 819 | 798 | 2.7 | 32 | 817 | 801 | 2.0 |
| North Dakota | 30 | 327 | 325 | 0.6 | 29. | 320 | 322 | -0.4 |
| Ohio | 49 | 2,144 | 2,116 | 1.3 | 49 | 2,127 | 2,135 | -0.4 |
| South Dakota | 30 | 460 | 471 | -2.4 | 31 | 429 | 435 | -1.4 |
| Wisconsin | - | 2,122 | 2,102 | 1.0 | - | 2,050 | 2,061 | -0.5 |
|  |  | 17,517 | 17,340 | 1.0 |  | 17,359 | 17,376 | -0.1 |
| South Gulf |  |  |  |  |  |  |  |  |
| Alabama | 47 | 1,545 | 1,543 | 0.1 | 52 | 1,518 | 1,501 | 1.1 |
| Arkansas | - | 1,131 | 1,130 | 0.1 | - | 1,134 | 1,130 | 0.4 |
| Kentucky | 56 | 1,352 | 1,354 | -0.1 | 53 | 1,400 | 1,423 | -1.6 |
| Louisiana | - | 1,192 | 1,203 | -0.9 | - | 1,170 | 1,173 | -0.3 |
| Mississippi | 33 | 1,231 | 1,217 | 1.1 | 35 | 1,229 | 1,232 | -0.3 |
| Oklahoma | - | 1,229 | 1,246 | -1.3 | 38 | 1,245 | 1,242 | 0.2 |
| Tennessee | 7 | 2,064 | 2,018 | 2.3 | 7 | 1,892 | 1,857 | 1.9 |
| Texas | 53 | 4,355 | 4,422 | -1.5 | 50 | 4,357 | 4,376 | -0.4 |
|  |  | 14,099 | 14,133 | -0.2 |  | 13,945 | 13,934 | 0.1 |
| West |  |  |  |  |  |  |  |  |
| Alaska | 25 | 152 | 151 | 0.7 | 27 | 139 | 140 | -0.5 |
| Arizona | - | 1,126 | 1,129 | -0.3 | - | 1,029 | 990 | 4.0 |
| California | 33 | 3,979 | 3,985 | -0.2 | 33 | 4,576 | 4,386 | 4.3 |
| Colorado | 22 | 1,098 | 1,107 | -0.8 | 18 | 1,094 | 1,097 | -0.2 |
| Hawaii | 3 | 135 | 131 | 2.7 | 2 | 127 | 125 | 1.8 |
| Idaho | - | 496 | 496 | -0.1 | - | 466 | 468 | -0.4 |
| Montana | - | 626 | 633 | -1.0 | 67 | 539 | 542 | -0.4 |
| Nevada | - | 378 | 378 | -0.1 | - | 403 | 388 | 3.9 |
| New Mexico | - | 792 | 803 | -1.5 | - | 801 | 805 | -0.5 |
| Oregon | - | 1,125 | 1,125 | -0.1 | - | 1,097 | 1,061 | 3.3 |
| Utah | 43 | 641 | 642 | -0.2 | 41 | 615 | 613 | 0.4 |
| Washington | - | 1,084 | 1,072 | 1.1 | 74 | 1,035 | 1,048 | -1.2 |
| Wyoming | 73 | 444 | 448 | -1.0 | 75 | 399 | 396 | 1.0 |
|  |  | 12,076 | 12,100 | -0.2 |  | 12,320 | 12,059 | 2.2 |
| TOTALS | 1,017 | 64,543 | 64,287 | 0.4 | 1,436 | 64,661 | 64,113 | 0.9 |

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

Table - 4. Changes on Urban Arterial Roads by Region and State**
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| Region and State | June |  |  |  | May |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number of Stations | Vehicle-Miles (Millions) |  | Percent Change | Number of Stations | Vehicle-Miles (Millions) |  | Percent <br> Change |
|  |  | $\begin{gathered} 2004 \\ \text { (Preliminary) } \\ \hline \end{gathered}$ | 2003 |  |  | $\begin{gathered} 2004 \\ \text { (Revised) } \\ \hline \end{gathered}$ | 2003 |  |
| Northeast |  |  |  |  |  |  |  |  |
| Connecticut | 13 | 1,916 | 1,889 | 1.4 | 14 | 1,943 | 1,946 | -0.1 |
| Maine | - | 248 | 245 | 1.0 | - | 215 | 236 | -8.7 |
| Massachusetts | - | 3,074 | 3,115 | -1.3 | 14 | 2,730 | 2,965 | -7.9 |
| New Hampshire | - | 382 | 380 | 0.7 | 18 | 367 | 373 | -1.7 |
| New Jersey | 32 | 3,838 | 3,970 | -3.3 | 37 | 3,820 | 3,834 | -0.4 |
| New York | - | 6,127 | - 6,315 | -3.0 | 29 | 6,365 | 6,392 | -0.4 |
| Pennsylvania | 17 | 3,902 | 3,948 | -1.2 | 17. | 3,885 | 3,974 | -2.2 |
| Rhode Island | 4 | 518 | 573 | -9.6 | 4 | 552 | 570 | -3.2 |
| Vermont | 5 | 109 | 108 | 1.0 | 5 | 109 | 110 | -0.7 |
|  |  | 20,114 | 20,543 | -2.1 |  | 19,986 | 20,400 | -2.0 |
| South Atlantic |  |  |  |  |  |  |  |  |
| Delaware | - | 335 | 337 | -0.4 | 17 | 337 | 330 | 2.2 |
| District of Columbia | - | 243 | 240 | 1.2 | - | 246 | 243 | 1.2 |
| Florida | - | 7,065 | 7,140 | -1.1 | 65 | 7,078 | 6,958 | 1.7 |
| Georgia | 17 | 3,665 | 3,700 | -0.9 | 14 | 3,832 | 3,853 | -0.6 |
| Maryland | 20 | 2,781 | 2,735 | 1.7 | 16 | 2,819 | 2,808 | 0.4 |
| North Carolina | - | 2,820 | 2,792 | 1.0 | 17 | 2,767 | 2,846 | -2.8 |
| South Carolina | - | 1,195 | 1,209 | -1.2 | 15 | 1,210 | 1,226 | -1.3 |
| Virginia | 107 | 3,172 | 3,145 | 0.9 | 106 | 3,230 | 3,174 | 1.8 |
| West Virginia | 5 | 388 | 392 | -1.0 | 5 | 386 | 386 | 0.1 |
|  |  | 21,664 | 21,690 | -0.1 |  | 21,905 | 21,824 | 0.4 |
| North Central |  |  |  |  |  |  |  |  |
| Illinois | 9 | 5,030 | 5,170 | $-2.7$ | 11 | 5,141 | 5,316 | -3.3 |
| Indiana | 16 | 2,258 | 2,228 | 1.3 | 14 | 2,307 | 2,375 | -2.9 |
| Iowa | 29. | 735 | 734 | 0.1 | 29 | 756 | 773 | -2.3 |
| Kansas | 8 | 845 | 833 | 1.4 | 6 | 860 | 867 | -0.8 |
| Michigan | 38 | 4,347 | 4,355 | -0.2 | 40 | 4,231 | 4,347 | -2.7 |
| Minnesota | 5 | 1,905 | 1,877 | 1.5 | 6 | 1,758 | 1,900 | -7.5 |
| Missouri | 54 | 2,231 | 2,245 | -0.6 | 54 | 2,250 | 2,332 | -3.6 |
| Nebraska | 10 | 476 | 475 | 0.1 | 10 | 464 | 489 | -5.1 |
| North Dakota | 9 | 118 | 116 | 2.3 | 10 | 117 | 116 | 0.1 |
| Ohio | - 73 | 4,134 | 4,061 | 1.8 | 74 | 4,245 | 4,267 | -0.5 |
| South Dakota | 6 | 139 | 141 | -2.0 | 6 | 154 | 153 | 0.5 |
| Wisconsin | $\because$ | 1,608 | 1,626 | -1.1 | - | 1,485 | 1,544 | -3.8 |
|  |  | 23,826 | 23,861 | -0.1 |  | 23,768 | 24,479 | -2.9 |
| South Gulf |  |  |  |  |  |  |  |  |
| Alabama | 22 | 1,592 | 1,596 | -0.2 | 22 | 1,612 | 1,641 | -1.7 |
| Arkansas | - | 737 | 735 | 0.3 | - | 785 | 786 | -0.1 |
| Kentucky | 37 | 1,397 | 1,385 | 0.8 | 39 | 1,408 | 1,416 | -0.6 |
| Louisiana | - | 1,411 | 1,418 | -0.6 | - | 1,431 | 1,445 | -1.0 |
| Mississippi | 16 | 677 | 687 | -1.4 | 15 | 665 | 696 | -4.5 |
| Oklahoma |  | 1,415 | 1,397 | 1.3 | 17 | 1,429 | 1,460 | -2.1 |
| Tennessee | 8 | 2,504 | 2,421 | 3.4 | 4 | 2,672 | 2,494 | 7.1 |
| Texas | 28 | 9,800 | 9,813 | -0.1 | 29 | 10,164 | 10,213 | -0.5 |
|  |  | 19,533 | 19,452 | 0.4 |  | 20,166 | 20,151 | 0.1 |
| West |  |  |  |  |  |  |  |  |
| Alaska | 37 | 171 | 167 | 2.6 | 38 | 182 | 184 | -1.3 |
| Arizona | - | 2,437 | 2,423 | 0.6 | - | 2,394 | 2,325 | 2.9 |
| California | 33 | 20,359 | 20,231 | 0.6 | 33 | 19,458 | 18,883 | 3.0 |
| Colorado | 4 | 1,755 | 1,690 | 3.9 | 4 | 1,912 | 1,851 | 3.3 |
| Hawaii | 3 | 345 | 336 | 2.9 | 4 | 339 | 333 | 1.8 |
| Idaho | - | 361 | 358 | 0.9 | - | 341 | 353 | -3.4 |
| Montana | - | 164 | 165 | -0.2 | - | 149 | 150 | -0.5 |
| Nevada | - | 784 | 779 | 0.6 | - | 905 | 880 | 2.9 |
| New Mexico | - | 536 | 533 | 0.6 | - | 559 | 557 | 0.3 |
| Oregon | - | 1,080 | 1,073 | 0.7 | - | 1,114 | 1,091 | 2.1 |
| Utah | 28 | - 911 | 902 | 1.0 | 26 | 925 | 931 | -0.7 |
| Washington | - | 2,661 | 2,663 | -0.1 | 41 | 2,608 | 2,714 | -3.9 |
| Wyoming | 29 | 105 | 106 | -0.4 | 30 | 117 | 116 | 0.9 |
|  |  | 31,669 | 31,426 | 0.8 |  | 31,003 | 30,368 | 2.1 |
| TOTALS | 722 | 116,806 | 116,972 | -0.1 | 955 | 116,828 | 117,222 | -0.3 |

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


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 - 2003 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\frac{\text { Rural Interstate }}{20,247}$ |  | Rural Other Arterial \% |  |  | Jan | Other Rural | \% | Total Rural \% |  |  | All Systems \% |  |  |
| Jan 20 |  |  | Jan | 31,699 | 1.6 |  | 30,502 | -0.1 | Jan | 82,447 | 1.2 | Jan | 216,939 | 0.9 |
| Feb | 872 | -2.7 | Feb | 29,497 | -3.4 | Feb | 28,136 | -3.3 | Feb | 76,505 | -3.2 | Feb | 202,022 | -2.7 |
| Mar | 841 | -1.6 | Mar | 35,385 | 0.0 | Mar | 34,662 | 0.6 | Mar | 92,888 | -0.2 | Mar | 236,687 | -0.2 |
| Q1 61,99 |  | -0.6 | Q1 | 96,581 | -0.6 | Q1 | 93,300 | -0.8 | Q1 25 | 251,841 | -0.7 | Q1 6 | 655,648 | -0.6 |
| Apr 2 | 274 | 3.0 | Apr | 35,859 | 0.5 | Apr | 34,307 | 0.7 | Apr | 93,440 | 1.2 | Apr | 237,880 | 0.4 |
| May 2 | 155 | 1.1 | May | 38,956 | 0.3 | May | 38,102 | 0.9 | May | 102,212 | 0.7 | May | 253,095 | 0.2 |
| Jun 2 | 276 | 1.6 | Jun | 39,014 | 0.9 | Jun | 37,394 | 2.2 | Jun | 101,684 | 1.5 | Jun | 251,849 | 1.5 |
| Q2 73, |  | 1.9 | Q2 | 113,829 | 0.6 | Q2 | 109,803 | 1.3 | Q2 29 | 297,337 | 1.2 | Q2 7 | 742,824 | 0.7 |
| 1st Half | 135,664 | 0.7 | 1st Half | 210,410 | 0.1 | 1st Half | 203,104 | 0.3 | 1st Half | 549,177 | 0.3 | 1st Half | 1,398,472 | 0.1 |
| Jul 27 | 964 | 3.3 | Jul | 41,768 | 2.2 | Jul | 39,404 | 2.8 | Jul | 109,137 | 2.7 | Jul | 261,213 | 2.0 |
| Aug 27 | 684 | 2.6 | Aug | 41,114 | 0.9 | Aug | 38,133 | 0.6 | Aug | 106,931 | 1.2 | Aug | 259,550 | 0.3 |
| Sep | 150 | 2.0 | Sep | 36,531 | 1.2 | Sep | 35,017 | 0.9 | Sep | 94,698 | 1.3 | Sep | 236,071 | 1.3 |
| Q3 78, |  | 2.7 | Q3 | 119,412 | 1.4 | Q3 | 112,555 | 1.5 | Q3 31 | 10,765 | 1.8 | Q3 75 | 756,834 | 1.2 |
| Oct 2 | 763 | 4.7 | Oct | 38,754 | 4.1 | Oct | 37,195 | 3.9 | Oct | 100,712 | 4.2 | Oct | 253,148 | 3.1 |
| Nov 23 | 245 | 4.4 | Nov | 34,734 | 1.2 | Nov | 33,089 | 0.1 | Nov | 91,068 | 1.6 | Nov | 233,457 | 0.9 |
| Dec 23 | 159 | -0.6 | Dec | 35,004 | 1.8 | Dec | 32,456 | 1.6 | Dec | 90,618 | 1.1 | Dec | 237,824 | 1.3 |
| Q4 71, |  | 2.8 | Q4 | 108,492 | 2.4 | Q4 | 102,739 | 1.9 | Q4 28 | 22,398 | 2.3 | Q4 72 | 724,429 | 1.8 |
| 2nd Half | 149,965 | 2.8 | 2nd Half | 227,904 | 1.9 | 2nd Half | 215,294 | 1.7 | 2nd Half | 593,164 | 2.0 | 2nd Half | 1,481,263 | 1.5 |
| Year | 285,629 | 1.8 | Year | 438,314 | 1.0 | Year | 418,398 | 1.0 | Year | 1,142,341 | 1.2 | Year | 2,879,735 | 0.8 |


| Year - 2004 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Interstate | \% |  | al Other Arterial | \% |  | Other Rural | \% |  | Total Rural | \% |  | All Systems | \% |
| Jan | 610 | 1.8 | Jan | 32,058 | 1.1 | Jan | 30,664 | 0.5 | Jan | 83,331 | 1.1 | Jan | 217,982 | 0.5 |
| Feb | 892 | 5.4 | Feb | 30,876 | 4.7 | Feb | 29,061 | 3.3 | Feb | 79,829 | 4.3 | Feb | 209,214 | 3.6 |
| Mar | 858 | 4.5 | Mar | 36,922 | 4.3 | Mar | 36,293 | 4.7 | Mar | 97,073 | 4.5 | Mar | 247,327 | 4.5 |
| Q1 64 |  | 3.9 | Q1 | 99,856 | 3.4 | Q1 | 96,017 | 2.9 | Q1 | 260,233 | 3.3 | Q1 | 674,524 | 2.9 |
| Apr | 607 | 5.7 | Apr | 37,170 | 3.7 | Apr | 35,166 | 2.5 | Apr | 96,943 | 3.7 | Apr | 245,684 | 3.3 |
| May | 526 | 1.5 | May | 39,134 | 0.5 | May | 38,059 | -0.1 | May | 102,719 | 0.5 | May | 253,358 | 0.1 |
| Jun | 296 | 0.1 | Jun | 39,246 | 0.6 | Jun | 37,551 | 0.4 | Jun | 102,093 | 0.4 | Jun | 252,627 | 0.3 |
| Q2 75, |  | 2.3 | Q2 | 115,550 | 1.5 | Q2 | 110,776 | 0.9 | Q2 | 301,756 | 1.5 | Q2 | 751,669 | 1.2 |
| 1st Half | 139,789 | 3.0 | 1st Half | 215,406 | 2.4 | 1st Half | 206,793 | 1.8 | 1st Ha | If 561,988 | 2.3 | 1st Half | 1,426,192 | 2.0 |
| 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 | 139,789 | 3.0 | Year | 215,406 | 2.4 | Year | 206,793 | 1.8 | Year | 561,988 | 2.3 | Year | 1,426,192 | 2.0 |

Table - 7. Estimated Urban Vehicle Miles (Millions) and Percent Change from Same Period Previous Year**
Year - 2003

|  | Urban Interstate | \% | Urban Other Arterial \% |  |  |  | Other Urban | \% |  | Total Urban | \% |  | All Systems | \% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Jan | 32,039 | 2.1 | Jan | 72,744 | 0.1 | Jan | 29,710 | 0.9 | Jan | 134,492 | 0.8 | Jan | 216,939 | 0.9 |
| Feb | 29,528 | -2.1 | Feb | 68,323 | -2.7 | Feb | 27,665 | -2.5 | Feb | 125,517 | -2.5 | Feb | 202,022 | -2.7 |
| Mar | 33,893 | 0.4 | Mar | 78,051 | -0.6 | Mar | 31,855 | -0.2 | Mar | 143,799 | -0.3 | Mar | 236,687 | -0.2 |
| Q1 | 95,460 | 0.2 | Q1 | 219,119 | -1.0 | Q1 | 89,229 | -0.6 | Q1 | 403,807 | -0.6 | Q1 | 655,648 | -0.6 |
| Apr | 34,402 | 1.2 | Apr | 78,022 | -0.7 | Apr | 32,016 | -0.2 | Apr | 144,439 | -0.1 | Apr | 237,880 | 0.4 |
| May | 36,171 | 0.7 | May | 81,054 | -0.7 | May | 33,658 | 0.2 | May | 150,883 | -0.2 | May | 253,095 | 0.2 |
| Jun | 36,060 | 1.5 | Jun | 80,910 | 1.2 | Jun | 33,194 | 2.1 | Jun | 150,165 | 1.5 | Jun | 251,849 | 1.5 |
| Q2 | 106,633 | 1.1 | Q2 | 239,986 | -0.1 | $Q 2$ | 98,869 | 0.7 | $Q 2$ | 445,487 | 0.4 | Q2 | 742,824 | 0.7 |
| 1st Half | f 202,093 | 0.7 | 1st Half | 459,105 | -0.5 | 1st Half | 188,098 | 0.1 | 1st Half | 849,295 | -0.1 | 1st Half | 1,398,472 | 0.1 |
| Jul | 36,098 | 1.4 | Jul | 81,984 | 1.1 | Jul | 33,995 | 2.7 | Jul | 152,076 | 1.5 | Jul | 261,213 | 2.0 |
| Aug | 36,608 | 0.2 | Aug | 82,490 | -0.8 | Aug | 33,521 | 0.3 | Aug | 152,619 | -0.3 | Aug | 259,550 | 0.3 |
| Sep | 34,110 | 1.7 | Sep | 75,764 | 0.5 | Sep | 31,499 | 2.4 | Sep | 141,373 | 1.2 | Sep | 236,071 | 1.3 |
| Q3 | 106,816 | 1.1 | Q3 | 240,238 | 0.3 | $Q 3$ | 99,015 | 1.8 | Q3 | 446,069 | 0.8 | Q3 | 756,834 | 1.2 |
| Oct | 35,770 | 2.1 | Oct | 82,787 | 1.9 | Oct | 33,879 | 3.8 | Oct | 152,436 | 2.4 | Oct | 253,148 | 3.1 |
| Nov | 33,871 | 1.3 | Nov | 77,269 | -0.4 | Nov | 31,249 | 1.6 | Nov | 142,389 | 0.5 | Nov | 233,457 | 0.9 |
| Dec | 34,921 | 1.8 | Dec | 78,750 | 1.0 | Dec | 33,534 | 2.5 | Dec | 147,205 | 1.5 | Dec | 237,824 | 1.3 |
| Q4 | 104,561 | 1.7 | Q4 | 238,806 | 0.9 | Q4 | 98,663 | 2.7 | Q4 | 442,030 | 1.5 | Q4 | 724,429 | 1.8 |
| 2nd Half | alf 211,377 | 1.4 | 2nd Half | 479,044 | 0.6 | 2nd Half | 197,678 | 2.2 | 2nd Half | 888,099 | 1.1 | 2nd Half | f $1,481,263$ | 1.5 |
| Year | 413,470 | 1.0 | Year | 938,148 | 0.0 | Year | 385,776 | 1.2 | Year | 1,737,394 | 0.5 | Year | 2,879,735 | 0.8 |

## Year - 2004

|  | Urban Interstate | \% | Urban Other Arterial \% |  |  |  | Other Urban | \% |  | Total Urban | \% |  | All Systems. | \% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Jan | 31,987 | -0.2 | Jan | 72,714 | 0.0 | Jan | 29,950 | 0.8 | Jan | 134,651 | 0.1 | Jan | 217,982 | 0.5 |
| Feb | 30,600 | 3.6 | Feb | 70,216 | 2.8 | Feb | 28,570 | 3.3 | Feb | 129,386 | 3.1 | Feb | 209,214 | 3.6 |
| Mar | 35,590 | 5.0 | Mar | 81,107 | 3.9 | Mar | 33,558 | 5.3 | Mar | 150,254 | 4.5 | Mar | 247,327 | 4.5 |
| Q1 | 98,177 | 2.8 | Q1 | 224,036 | 2.2 | Q1 | 92,077 | 3.2 | Q1 | 414,291 | 2.6 | Q1 | 674,524 | 2.9 |
| Apr | 35,571 | 3.4 | Apr | 79,858 | 2.4 | Apr | 33,312 | 4.0 | Apr | 148,741 | 3.0 | Apr | 245,684 | 3.3 |
| May | 36,497 | 0.9 | May | 80,331 | -0.9 | May | 33,810 | 0.5 | May | 150,638 | -0.2 | May | 253,358 | 0.1 |
| Jun | 36,609 | 1.5 | Jun | 80,194 | -0.9 | Jun | 33,730 | 1.6 | Jun | 150,534 | 0.2 | Jun | 252,627 | 0.3 |
| Q2 | 108,677 | 1.9 | Q2 | 240,384 | 0.2 | Q2 | 100,852 | 2.0 | Q2 | 449,913 | 1.0 | Q2 | 751,669 | 1.2 |
| 1st Half | If 206,855 | 2.4 | 1st Half | 464,420 | 1.2 | 1st Half | 192,929 | 2.6 | 1st Half | 864,204 | 1.8 | 1st Half | 1,426,192 | 2.0 |
| 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 | 206,855 | 2.4 | Year | 464,420 | 1.2 | Year | 192,929 | 2.6 | Year | 864,204 | 1.8 | Year | 1,426,192 | 2.0 |



## Urban Highways



Rural Highways

AVERAGE DAILY VEHICLE-DISTANCE TRAVELED (BILLION MILES)


## TVT Verification Check List

June 2004
(1)
\% Change for all roads and street
P1:0.3, P2: 0.3, P3: 0.3, P6: 0.3, P7: 0.3, P8: 0.3
(2)

Total travel equals the sum of urban and rural travel
P2:
All system: 252.6 (billion), Rural: 102.1 (billion), Urban: 150.5 (billion)
P3:
( Table 1 ) All system 252.6 (billion)
Rural: $25.3+39.2+37.6=102.1$ (billion)
Urban: $36.6+80.2+33.7=150.5$ (billion)
P7:
All system: 252,627 (million)
Total Rural: 102,093 (million)
P8:
All system: 252,627 (million)
Total Urban: 150,534 (million)
(3) \% Change in cumulative monthly travel

P2: 2.0, P3: 2.0, P7: 2.0, P8: 2.0
(4) Cumulative monthly Vehicle-miles of travel

P2: 1,426,192 (million) (year to date)
P3: 1426.2 (billion) (table2)
P7: 1,426,192 (million)
P8: 1,426,192 (million)
(5) -(6) : \% Change by state (All system); two months station count comparison

| Update May 2004. Add the following states |  |  |
| :--- | :--- | :--- |
| State | Adjacent statere-estimate state |  |
| NH | ME,MA, VT | ME |
| FL | AL, GA |  |
| AK | NONE |  |
| MN | IA, ND, SD | WI |
| SC | GA, NC |  |
| NY | CT, MA, NJ, |  |
| WA | PA, VT |  |


| Update April 2004. Add the following states |  |  |
| :--- | :--- | :--- |
| State | Adjacent statere-estimate state |  |
| LA | AR, MS, TX | AR |
| WA (NEED TO CHECK 04/2003) | AK, ID, OR | WA 04/2004 ESTIMATE DATA |


| Update Mar. 2004. Add the following state |  |  |
| :--- | :--- | :--- |
|  |  |  |
| State | Adjacent statere-estimate state |  |
| LA | AR, MS, TX | AR |


| Update Jan. 2004. Add the following state |  |
| :--- | :--- | :--- |
| State | Adjacent statere-estimate state |
| MN | IA, ND, SD, WI WI |


|  | re-estimate <br> Update year 2003. Add the following states <br> each month <br> in Oracle. |
| :--- | :--- |
| data |  |$|$| ID | Month |
| :--- | :--- |
| WA | Jan - Dec |
| NV | APRIL |
| UUNE |  |

## Note:

Continue to contact state DOT for any missing ATR data in Year 2003

## (7)

Figure 1: $2,907(2,907,455,119)$
Figure 2: Average Daily Vehicle-Distance Traveled (Billion Miles)
Rural: 3.40; Urban: 5.02


[^0]:    ** System entries may not add to give "All Systems" total due to rounding for Page 2 to 8.

