Traffic Volume Trends
Approval to Disseminate Monthly Report
Month / Year: September 2001
Number of States: 31 states submitted data and 29 were used to calculate VMT
Remarks:

Approvals/Concurrences:

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U.S. Department of Transportation

Federal Highway Administration

## TRAFFIC VOLUME TRENDS



## Travel on all roads and streets changed by -1.3 percent for September 2001 as compared to September 2000.



Estimated Vehicle-Miles of Travel by Region - September 2001-(in Billions)

| West | North Central | South Gulf | Northeast | South Atlantic |
| ---: | :---: | :---: | :---: | ---: |
| 45.9 | 52.7 | 43.3 | 35.6 | 42.1 |

Change in Traffic as compared to the same month last year.
-1.6\% -1.9\%
-1.0\%
-0.4\%
-1.5\%

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 1999 Table VM-2 as a base Complied with data on hand as of November 13, 2001.

Based on preliminary reports from the State Highway Agencies, travel during September 2001 on all roads and streets in the nation changed by - 1.3 percent as compared to September 2000 resulting in estimated travel for the month at 219.7 billion vehicle-miles. This total includes 88.7 billion vehicle-miles on rural roads and 131.0 billion vehicle-miles on urban roads and streets.

Travel for the current month as well the cumulative yearly total on all roads and streets is shown below. Similar totals for each year since 1970 are also included.

| Travel in Millions |  |  |
| :---: | ---: | ---: |
| All Roads and Streets |  |  |
| Year | Septembel Year to Date |  |
| 1970 | 95,254 | 844,416 |
| 1971 | 101,290 | 892,021 |
| 1972 | 108,072 | 957,692 |
| 1973 | 110,332 | 991,961 |
| 1974 | 109,125 | 966,911 |
| 1975 | 111,99 | 999,889 |
| 1976 | 119,431 | $1,061,926$ |
| 1977 | 124,203 | $1,101,277$ |
| 1978 | 131,385 | $1,166,996$ |
| 1979 | 127,576 | $1,150,907$ |
| 1980 | 127,482 | $1,140,023$ |
| 1981 | 131,185 | $1,167,829$ |
| 1982 | 136,311 | $1,199,501$ |
| 1983 | 139,938 | $1,241,588$ |
| 1984 | 146,074 | $1,295,792$ |
| 1985 | 150,424 | $1,337,720$ |
| 1986 | 155,462 | $1,381,366$ |
| 1987 | 164,184 | $1,446,236$ |
| 1988 | 171,072 | $1,522,352$ |
| 1989 | 177,326 | $1,587,193$ |
| 1990 | 178,415 | $1,624,682$ |
| 1991 | 183,594 | $1,641,294$ |
| 1992 | 190,908 | $1,693,936$ |
| 1993 | 193,765 | $1,729,762$ |
| 1994 | 200,511 | $1,771,563$ |
| 1995 | 203,866 | $1,828,558$ |
| 1996 | 207,604 | $1,865,442$ |
| 1997 | 213,547 | $1,929,411$ |
| 1998 | 219,461 | $1,969,360$ |
| 1999 | 224,306 | $2,011,386$ |
| 2000 | 222,635 | $2,027,114$ |
| 2001 | 219,653 | $2,038,733$ |

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.


## Federal Highway Administration

Office of Highway Policy Information
400 7th Street S.W.
Washington, D.C. 20590
Table 1 - Estimated Individual Monthly Motor Vehicle Travel In The United States

| System | Month |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | JAN | FEB | MAR | APRIL | MAY | JUNE | JULY | AUG | SEP | OCT | NOV | DEC |
| 2000 Individual Monthly Vehicle-Miles of Travel In Billions * |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 18.5 | 18.0 | 21.6 | 21.8 | 23.2 | 23.6 | 25.3 | 24.8 | 21.8 | 22.3 | 21.0 | 20.3 |
| Rural Other Arterial | 29.5 | 29.4 | 34.5 | 34.2 | 37.0 | 37.2 | 39.0 | 38.5 | 35.0 | 35.9 | 32.8 | 31.6 |
| Other Rural | 27.8 | 27.3 | 32.3 | 32.0 | 34.6 | 34.6 | 35.5 | 35.3 | 32.5 | 33.5 | 30.3 | 28.8 |
| Urban Interstate | 29.2 | 28.7 | 32.9 | 32.2 | 34.3 | 34.3 | 33.6 | 34.5 | 32.1 | 33.3 | 32.1 | 31.3 |
| Urban Other Arterial | 66.9 | 65.1 | 75.7 | 72.9 | 76.7 | 77.2 | 75.6 | 78.1 | 71.6 | 75.6 | 73.0 | 72.1 |
| Other Urban | 27.3 | 26.8 | 30.9 | 30.2 | 31.8 | 31.5 | 31.3 | 31.7 | $\underline{29.6}$ | 31.1 | $\underline{29.3}$ | 30.0 |
| All Systems | 199.3 | 195.2 | 227.8 | 223.2 | 237.6 | 238.3 | 240.3 | 242.9 | 222.6 | 231.8 | 218.4 | 214.2 |
| 2001 Individual Monthly Vehicle-Miles of Travel In Billions * |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 18.9 | 18.1 | 21.7 | 22.1 | 23.2 | 23.5 | 25.3 | 25.3 | 21.8 |  |  |  |
| Rural Other Arterial | 30.2 | 29.1 | 34.2 | 34.7 | 37.1 | 37.5 | 39.8 | 39.2 | 34.7 |  |  |  |
| Other Rural | 28.3 | 27.0 | 32.0 | 32.4 | 35.0 | 34.7 | 35.9 | 35.8 | 32.2 |  |  |  |
| Urban Interstate | 30.1 | 28.8 | 32.8 | 32.9 | 34.6 | 34.3 | 34.5 | 34.9 | 31.6 |  |  |  |
| Urban Other Arterial | 68.6 | 65.3 | 75.0 | 73.6 | 77.0 | 76.4 | 76.8 | 78.9 | 70.1 |  |  |  |
| Other Urban | 27.9 | 26.8 | 30.6 | 30.6 | 31.9 | 31.5 | 31.9 | 32.2 | 29.3 |  |  |  |
| All Systems | 203.9 | 195.2 | 226.3 | 226.4 | 238.9 | 237.9 | 244.2 | 246.2 | 219.7 |  |  |  |
| Percent Change In Individual Monthly Travel 2000 vs. 2001 |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 1.9 | 0.7 | 0.6 | 1.8 | 0.3 | -0.1 | 0.2 | 2.2 | -0.4 |  |  |  |
| Rural Other Arterial | 2.2 | -0.9 | -0.8 | 1.4 | 0.5 | 0.7 | 2.2 | 1.9 | -1.0 |  |  |  |
| Other Rural | 1.7 | -1.0 | -1.0 | 1.1 | 1.1 | 0.5 | 1.3 | 1.4 | -1.0 |  |  |  |
| Urban Interstate | 3.1 | 0.4 | -0.3 | 2.4 | 0.8 | 0.0 | 2.5 | 1.1 | -1.4 |  |  |  |
| Urban Other Arterial | 2.5 | 0.4 | -0.9 | 1.0 | 0.4 | -1.0 | 1.5 | 1.0 | -2.1 |  |  |  |
| Other Urban | 2.2 | 0.2 | -0.9 | 1.5 | 0.3 | -0.1 | 1.8 | 1.4 | -1.0 |  |  |  |
| All Systems | 2.3 | 0.0 | -0.7 | 1.4 | 0.6 | -0.2 | 1.6 | 1.4 | -1.3 |  |  |  |

Table 2 - Estimated Cumulative Monthly Motor Vehicle Travel In The United States

| System | Month |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | JAN | FEB | MAR | APRIL | MAY | JUNE | JULY | AUG | SEP | OCT | NOV | DEC |
| 2000 Cumulative Monthly Vehicle-Miles of Travel In Billions* |  |  |  |  |  |  |  |  |  |  |  |  |
| Rural Interstate | 18.5 | 36.5 | 58.1 | 79.8 | 103.0 | 126.6 | 151.8 | 176.6 | 198.5 | 220.8 | 241.8 | 262.1 |
| Rural Other Arterial | 29.5 | 58.9 | 93.4 | 127.6 | 164.6 | 201.8 | 240.7 | 279.2 | 314.2 | 350.1 | 382.9 | 414.6 |
| Other Rural | 27.8 | 55.1 | 87.4 | 119.5 | 154.1 | 188.6 | 224.1 | 259.4 | 291.9 | 325.4 | 355.7 | 384.5 |
| Urban Interstate | 29.2 | 57.9 | 90.8 | 123.0 | 157.3 | 191.6 | 225.2 | 259.6 | 291.7 | 325.0 | 357.1 | 388.3 |
| Urban Other Arterial | 66.9 | 132.0 | 207.7 | 280.5 | 357.2 | 434.4 | 510.0 | 588.1 | 659.7 | 735.3 | 808.4 | 880.5 |
| Other Urban | $\underline{27.3}$ | 54.1 | 84.9 | 115.1 | 146.9 | 178.4 | $\underline{209.8}$ | $\underline{241.5}$ | 271.1 | 302.2 | 331.5 | 361.5 |
| All Systems | 199.3 | 394.5 | 622.3 | 845.5 | 1083.1 | 1321.3 | 1561.6 | 1804.5 | 2027.1 | 2258.9 | 2477.3 | 2691.5 |



[^0]Table 3-Changes On Rural Arterial Roads By Region and State

| Region and State | September |  |  |  | August |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number of Stations | Vehicle-Miles (Millions) |  | Percent Change | Number of Stations | Vehicle-Miles (Millions) |  | Percent Change |
|  |  | $\begin{array}{\|c\|} 2001 \\ \text { (Preliminary) } \\ \hline \end{array}$ | 2000 |  |  | $\begin{gathered} 2001 \\ \text { (Revised) } \end{gathered}$ | 2000 |  |
| Northeast |  |  |  |  |  |  |  |  |
| Connecticut | 15 | 394 | 398 | -1.2 | 17 | 450 | 446 | 0.9 |
| Maine |  | 492 | 494 | -0.5 |  | 553 | 539 | 2.8 |
| Massachusetts | 6 | 505 | 511 | -1.1 | 3 | 576 | 573 | 0.5 |
| New Hampshire | 54 | 401 | 399 | 0.5 | 53 | 484 | 466 | 3.8 |
| New Jersey | 26 | 767 | 778 | -1.4 | 13 | 834 | 847 | -1.5 |
| New York |  | 1,569 | 1,585 | -1.0 |  | 1,891 | 1,878 | 0.7 |
| Pennsylvania | 62 | 2,478 | 2,500 | -0.9 | - | 2,801 | 2,775 | 0.9 |
| Rhode Island |  | 96 | 94 | 2.6 | 6 | 77 | 73 | 5.5 |
| Vermont | 35 | $\underline{255}$ | $\underline{257}$ | -0.9 | 35 | $\frac{307}{973}$ | $\underline{\underline{291}}$ | 5.5 |
|  |  | 6,957 | 7,018 | -0.9 |  | 7,973 | 7,887 | 1.1 |
| South Atlantic |  |  |  |  |  |  |  |  |
| Delaware | - | 184 | 187 | -1.7 | - | 214 | 222 | -3.4 |
| Dist Of Columbia |  | 0 | 0 | 0.0 |  | 0 | 0 | 0.0 |
| Florida |  | 2,200 | 2,282 | -3.6 |  | 2,518 | 2,449 | 2.8 |
| Georgia | 8 | 1,997 | 2,084 | -4.2 | 11 | 2,195 | 2,123 | 3.4 |
| Maryland |  | 878 | , 875 | 0.2 |  | 1,028 | 995 | 3.3 |
| North Carolina | - | 1,988 | 2,017 | -1.4 | 46 | 2,194 | 2,143 | 2.4 |
| South Carolina |  | 1,481 | 1,537 | -3.7 |  | 1,741 | 1,695 | 2.7 |
| Virginia | 125 | 1,834 | 1,793 | 2.2 | 135 | 2,103 | 2,025 | 3.8 |
| West Virginia | 28 | $111 \frac{748}{309}$ | $11 \frac{753}{529}$ | -0.6 | 27 | $12 \frac{838}{830}$ | 12 $\frac{825}{476}$ | 1.6 |
|  |  | 11,309 | 11,529 | -1.9 |  | 12,830 | 12,476 | 2.8 |
| North Central |  |  |  |  |  |  |  |  |
| Illinois | 18 | 1,757 | 1,777 | -1.1 | 18 | 2,005 | 1,936 | 3.5 |
| Indiana |  | 1,573 | 1,596 | -1.4 | 30 | 1,689 | 1,680 | 0.5 |
| lowa | 134 | 1,081 | 1,087 | -0.6 | 134 | 1,210 | 1,188 | 1.9 |
| Kansas | 146 | 863 | 884 | -2.3 | 151 | 939 | 934 | 0.6 |
| Michigan | 123 | 1,874 | 1,915 | -2.1 | 124 | 2,217 | 2,159 | 2.7 |
| Minnesota |  | 1,384 | 1,397 | -1.0 |  | 1,568 | 1,569 | -0.1 |
| Missouri |  | 1,696 | 1,718 | -1.3 |  | 1,827 | 1,791 | 2.0 |
| Nebraska | 48 | 727 | 689 | 5.6 | 46 | 780 | 749 | 4.1 |
| North Dakota | 41 | 322 | 321 | 0.4 | 37 | 352 | 365 | -3.6 |
| Ohio | 62 | 1,966 | 1,995 | -1.5 | 65 | 2,172 | 2,132 | 1.9 |
| South Dakota | 41 | 389 | 387 | 0.6 | 37 | 478 | 490 | -2.4 |
| Wisconsin | 78 |  | 1, 1,871 | -1.6 | - | 1 $\frac{2,165}{7,403}$ | 2,099 | 3.2 |
|  |  | 15,474 | 15,636 | -1.0 |  | 17,403 | 17,093 | 1.8 |
| South Gulf |  |  |  |  |  |  |  |  |
| Alabama | 68 | 1,312 | 1,321 | -0.7 | 60 | 1,487 | 1,456 | 2.1 |
| Arkansas | 57 | 967 | 992 | -2.6 | 46 | 1,115 | 1,118 | -0.3 |
| Kentucky | 45 | 1,203 | 1,210 | -0.6 | 43 | 1,339 | 1,300 | 3.0 |
| Louisiana |  | 1,056 | 1,070 | -1.2 |  | 1,226 | 1,198 | 2.4 |
| Mississippi | 47 | 1,104 | 1,107 | -0.3 | 46 | 1,174 | 1,169 | 0.4 |
| Oklahoma |  | 1,073 | 1,099 | -2.3 |  | 1,255 | 1,227 | 2.3 |
| Tennessee |  | 1,679 | 1,695 | -0.9 | - | 1,901 | 1,857 | 2.4 |
| Texas |  | 3,885 | 3,987 | -2.6 | 144 | 4,305 | 4,171 | 3.2 |
|  |  | 12,279 | 12,481 | -1.6 |  | 13,802 | 13,496 | 2.3 |
| West |  |  |  |  |  |  |  |  |
| Alaska | - | 120 | 117 | 2.9 | 42 | 148 | 147 | 1.1 |
| Arizona | $-$ | 911 | 880 | 3.5 | - | 1,023 | 998 | 2.5 |
| California | 47 | 3,415 | 3,358 | 1.7 | 44 | 4,126 | 4,088 | 0.9 |
| Colorado |  | 1,037 | 1,011 | 2.6 |  | 1,162 | 1,131 | 2.8 |
| Hawaii | 8 | 135 | 138 | -2.2 | 8 | 154 | 153 | 0.8 |
| Idaho | 164 | 454 | 444 | 2.4 | 160 | 533 | 522 | 2.1 |
| Montana | 13 | 181 | 178 | 1.2 | - | 612 | 614 | -0.3 |
| Nevada |  | 346 | 337 | 2.7 |  | 397 | 390 | 1.8 |
| New Mexico |  | 741 | 744 | -0.4 | - | 823 | 795 | 3.6 |
| Oregon | 133 | 1,036 | 1,029 | 0.7 | 126 | 1,191 | 1,172 | 1.7 |
| Utah | 89 | , 576 | , 543 | 6.2 | 86 | , 651 | ,623 | 4.5 |
| Washington |  | 1,042 | 1,030 | 1.2 | 63 | 1,199 | 1,162 | 3.2 |
| Wyoming |  | $10 \frac{416}{410}$ | + 400 | 3.9 |  | , 507 | 496 | 2.2 |
|  |  | 10,410 | 10,209 | 2.0 |  | 12,528 | 12,290 | 1.9 |
| TOTALS | 1,725 | 56,430 | 56,873 | -0.8 | 1,856 | 64,536 | 63,242 | 2.0 |

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



Traffic Volume Trends - Urban
Estimated Vehicle Miles (Millions) and Percent Change from Same Period Pervious Year
(Includes Preliminary Data for September 2001)

| Year - 2000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Urban interstate |  |  | \% | Urban Other Arterial |  |  | \% |  | Other Urban |  | \% | Total Urban |  |  | \% | All Systems |  |  | \% |
| Jan | 29,212 |  | 4.1 | Jan | 66,896 |  | 1.9 | Jan | 27,300 |  | 0.8 | Jan | 123,408 |  | 2.2 | Jan | 199,278 |  | 2.5 |
| Feb | 28,677 |  | 3.0 | Feb | 65,077 |  | 1.5 | Feb | 26,772 |  | 0.0 | Feb | 120,526 |  | 1.5 | Feb | 195,203 |  | 1.5 |
| Mar | 32,917 |  | 3.6 | Mar | 75,679 |  | 2.2 | Mar | 30.860 |  | 1.1 | Mar | 139,456 |  | 2.3 | Mar | $\underline{227,812}$ |  | 2.7 |
| Q1 | 90,806 |  | 3.6 | Q1 | 207,652 |  | 1.9 | Q1 | 84,932 |  | 0.7 | Q1 | 383,390 |  | 2.0 | Q1 | 622,293 |  | 2.3 |
| Apr | 32,151 |  | 1.8 | Apr | 72,868 |  | 0.6 | Apr | 30,174 |  | -0.6 | Apr | 135,193 |  | 0.6 | Apr | 223,188 |  | 0.5 |
| May | 34,333 |  | 4.8 | May | 76,654 |  | 3.2 | May | 31,843 |  | 1.6 | May | 142,830 |  | 3.2 | May | 237,596 |  | 2.5 |
| Jun | 34,268 |  | 1.9 | Jun | 77.184 |  | 0.6 | Jun | 31,500 |  | -0.8 | Jun | 142,952 |  | 0.6 | Jun | 238,257 |  | 0.5 |
| Q2 | 100,752 |  | 2.9 | Q2 | 226,706 |  | 1.4 | Q2 | 93,517 |  | 0.1 | Q2 | 420,975 |  | 1.5 | Q2 | 699,041 |  | 1.2 |
|  | 1st Half | 191,558 | 3.2 |  | 1st Half | 434,358 | 1.6 |  | 1st Half | 178,449 | 0.3 |  | 1st Half | 804,365 | 1.7 |  | 1st Half | 1,321,334 | 1.7 |
| Jul | 33,598 |  | -0.1 | Jul | 75,645 |  | -1.5 | Jul | 31,325 |  | -3.1 | Jul | 140,568 |  | -1.5 | Jul | 240,291 |  | -1.6 |
| Aug | 34,489 |  | 1.3 | Aug | 78,137 |  | 0.8 | Aug | 31,702 |  | -1.4 | Aug | 144,328 |  | 0.4 | Aug | 242,856 |  | 0.1 |
| Sep | 32,078 |  | -0.7 | Sep | 71,565 |  | -0.6 | Sep | 29,610 |  | -2.9 | Sep | 133,253 |  | -1.1 | Sep | $\underline{222,634}$ |  | -1.2 |
| Q3 | 100,165 |  | 0.2 | Q3 | 225,347 |  | -0.4 | Q3 | 92,637 |  | -2.4 | Q3 | 418,149 |  | -0.7 | Q3 | 705,781 |  | -0.9 |
|  | $3.0 s$ | 291,723 | 2.1 |  | 3 Qs | 659,705 | 0.9 |  | 3 Qs | 271,086 | -0.6 |  | 3 Qs | 1,222,514 | 0.9 |  | 3 Qs | 2,027,115 | 0.8 |
| Oct | 33,310 |  | -0.4 | Oct | 75,643 |  | -1.7 | Oct | 31,085 |  | -1.5 | Oct | 140,038 |  | -1.4 | Oct | 231,755 |  | -1.2 |
| Nov | 32,060 |  | -0.6 | Nov | 73,025 |  | -0.9 | Nov | 29,309 |  | -3.4 | Nov | 134,394 |  | -1.3 | Nov | 218,446 |  | -2.0 |
| Dec | 31,250 |  | -1.3 | Dec | 72.123 |  | -2.6 | Dec | 30,035 |  | -5.6 | Dec | 133,408 |  | -3.0 | Dec | $\underline{214,176}$ |  | -3.7 |
| Q4 | 96,620 |  | -0.7 | Q4 | 220,791 |  | -1.7 | Q4 | 90,429 |  | -3.5 | Q4 | 407,840 |  | -1.9 | Q4 | 664,377 |  | -2.3 |
|  | 2nd Half | 196,785 | -0.3 |  | 2nd Half | 446,138 | -1.1 |  | 2nd Half | 183,066 | -3.0 |  | 2nd Half | 825,989 | -1.3 |  | 2nd Half | 1,370,158 | -1.6 |
|  | Year | 388,343 | 1.4 |  | Year | 880,496 | 0.3 |  | Year | 361,515 | -1.4 |  | Year | 1,630,354 | 0.2 |  | Year | 2,691,492 | 0.0 |


| Year - 2001 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Urban interstate \% |  |  |  | Urban Other Arterial \% |  |  |  | Other Urban |  |  | \% |  | Total Urban |  | \% | All Systems |  |  | \% |
| Jan | 30;103 |  | 3.1 | Jan | 68,589 |  | 2.5 | Jan | 27,890 |  | 2.2 | Jan | 126,582 |  | 2.6 | Jan | 203,948 |  | 2.3 |
| Feb | 28,797 |  | 0.4 | Feb | 65,325 |  | 0.4 | Feb | 26,828 |  | 0.2 | Feb | 120,950 |  | 0.4 | Feb | 195,196 |  | 0.0 |
| Mar | 32,806 |  | -0.3 | Mar | 74,996 |  | -0.9 | Mar | 30,590 |  | -0.9 | Mar | 138,392 |  | -0.8 | Mar | 226,267 |  | -0.7 |
| Q1 | 91,706 |  | 1.0 | Q1 | 208,910 |  | 0.6 | Q1 | 85,308 |  | 0.4 | Q1 | 385,924 |  | 0.7 | Q1 | 625,411 |  | 0.5 |
| Apr | 32,929 |  | 2.4 | Apr | 73,605 |  | 1.0 | Apr | 30,631 |  | 1.5 | Apr | 137,165 |  | 1.5 | Apr | 226,395 |  | 1.4 |
| May | 34,612 |  | 0.8 | May | 76,979 |  | 0.4 | May | 31,935 |  | 0.3 | May | 143,526 |  | 0.5 | May | 238,913 |  | 0.6 |
| Jun | 34,270 |  | 0.0 | Jun | 76,441 |  | -1.0 | Jun | 31,474 |  | -0.1 | Jun | 142.185 |  | -0.5 | Jun | 237,892 |  | -0.2 |
|  | 101,811 |  | 1.1 | Q2 | 227,025 |  | 0.1 | Q2 | 94,040 |  | 0.6 | Q2 | 422,876 |  | 0.5 | Q2 | 703,200 |  | 0.6 |
|  | 1st Half | 193,517 | 1.0 |  | 1st Half | 435,935 | 0.4 |  | 1st Half | 179,348 | 0.5 |  | 1st Half | 808,800 | 0.6 |  | 1st Half | 1,328,611 | 0.6 |
| Jul | 34,450 |  | 2.5 | Jul | 76,814 |  | 1.5 | Jul | 31,887 |  | 1.8 | Jul | 143,151 |  | 1.8 | Jul | 244,222 |  | 1.6 |
| Aug | 34,885 |  | 1.1 | Aug | 78,901 |  | 1.0 | Aug | 32,156 |  | 1.4 | Aug | 145,942 |  | 1.1 | Aug | 246,243 |  | 1.4 |
| Sep | 31,621 |  | -1.4 | Sep | 70,096 |  | -2.1 | Sep | 29,327 |  | -1.0 | Sep | 131,044 |  | -1.7 | Sep | 219,655 |  | -1.3 |
| Q3 | 100,956 |  | 0.8 | Q3 | 225,811 |  | 0.2 | Q3 | 93,370 |  | 0.8 | Q3 | 420,137 |  | 0.5 | Q3 | 710,120 |  | 0.6 |
|  | 3 Qs | 294,473 | 0.9 |  | 3 Os | 661,746 | 0.3 |  | 3Qs | 272,718 | 0.6 |  | 3Qs | 1,228,937 | 0.5 |  | 3 QS | 2,038,731 | 0.6 |
| Oct | 0 |  | - | Oct | 0 |  | - | Oct | 0 |  | - | Oct | 0 |  | - | Oct | 0 |  |  |
| Nov | 0 |  | - | Nov | 0 |  | - | Nov | 0 |  | - | Nov | 0 |  | - | Nov | 0 |  | - |
| Dec | Q |  | - | Dec | $\underline{0}$ |  | - | Dec | $\bigcirc$ |  | - | Dec | $\underline{0}$ |  | - | Dec | $\underline{0}$ |  | - |
| Q4 | 0 |  | - | Q4 | 0 |  | - | Q4 | 0 |  | - | Q4 | 0 |  | - | Q4 | 0 |  | - |
|  | 2nd Half | 100,956 | 0.9 |  | 2nd. Half | 225,811 | 0.3 |  | 2nd Half | 93,370 | 0.6 |  | 2nd Half | 420,137 | 0.5 |  | 2nd Half | 710,120 | 0.6 |
|  | Year | 294,473 | 0.9 |  | Year | 661,746 | 0.3 |  | Year | 272,718 | 0.6 |  | Year | 1,228,937 | 0.5 |  | Year | 2,038,731 | 0.6 |




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

