Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
TXDOT-96/2932-2		

4. Title and Subtitle	5. Report Date
ANALYSIS OF U.S.-MEXICO TRAFFIC WITHIN TEXAS	December 1995
	6. Performing Organization Code

7. Author(s)	8. Performing Organization Report No.
Angela Jannini Weissmann and Robert Harrison	Research Report 2932-2

9. Performing Organization Name and Address	10. Work Unit No. (TRAIS)
Center for Transportation Research The University of Texas at Austin 3208 Red River, Suite 200 Austin, Texas 78705-2650	11. Contract or Grant No. Research Study 7-2932
	13. Type of Report and Period Covered Interim
12. Sponsoring Agency Name and Address Texas Department of Transportation Research and Technology Transfer Office P. O. Box 5080 Austin, Texas 78763-5080	14. Sponsoring Agency Code

15. Supplementary Notes

Study conducted in cooperation with the Texas Department of Transportation.
Research study title: "Texas-Mexico Border: Transportation Planning Guidelines and Automated Database"

16. Abstract

In providing incentives for increased trade among the U.S., Canada, and Mexico, the North American Free Trade Agreement (NAFTA) could considerably liberalize freight carriage across these countries' respective borders. While Texas has a substantial economic interest in this increased trade, transportation planners indicate that the state, because of its strategic geographic location and its 2000-km-long border with Mexico, is destined to sustain a disproportionate share of such negative effects as traffic hazards, pavement consumption, and excessive capacity of its highways and border crossings. Accordingly, this report (1) updates and expands international traffic information in the Transborder database; (2) analyzes transborder traffic growth over the period 1993-94 (which takes into account the effects of NAFTA) and 1994-95 (which takes into account the Mexican peso devaluation); and (3) quntifies the amount of U.S.-Mexico trade that uses Texas' highway and rail infrastructure, but which has origins and destinations outside Texas.

17. Key Words	18. Distribution Statement
Transborder database, NAFTA, peso devaluation, U-S.-Mexico trade, Texas-Mexico trade, border infrastructure	No restrictions. This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161.

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
Unclassified	Unclassified	169	

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ANALYSIS OF U.S.-MEXICO TRAFFIC WITHIN TEXAS

Angela Jannini Weissmann
Robert Harrison

Research Report Number 2932-2

Research Project 7-2932
Texas-Mexico Border: Transportation Planning Guidelines and Automated Database

conducted for the

Texas Department of Transportation

by the

CENTER FOR TRANSPORTATION RESEARCH
Bureau of Engineering Research
THE UNIVERSITY OF TEXAS AT AUSTIN

December 1995

IMPLEMENTATION STATEMENT

A 1992 report to Congress, pursuant to Intermodal Surface Transportation Efficiency Act (ISTEA) sections 1089 and 6015, acknowledges that El Paso and Laredo are among the busiest ports of entry in the U.S. Accordingly, it recommends the development of federal-aid program options to improve transportation infrastructure related to international trade. In order to take advantage of this recommendation, border states must monitor their transborder traffic demand and begin estimating what percentage of the U.S.-Mexico trade is utilizing its border facilities. This report discusses these two issues. It provides a comprehensive analysis of transborder traffic along the Texas-Mexico border, and it estimates that portion of U.S.-Mexico trade that, while making use of Texas' infrastructure, has its origins and destinations in other states. The results, which clearly indicate that Texas is the major gateway for U.S.-Mexico trade, may be used by planners to underscore Texas' special needs in terms of funding for land transport infrastructure and related problems (e.g., additional highway capacity, pavement rehabilitation and right-of-way needs, and non-attainment of air quality standards resulting from mobile sources of pollution).

ACKNOWLEDGMENTS

This project relied on a significant amount of data, the collection of which involved numerous sources. We are indebted to all U.S. Customs Port Directors assigned to the Texas-Mexico border and their staff, to all Texas-Mexico bridge managers and their staff, to all city planners and managers on both sides of the Texas-Mexico border, to TxDOT personnel, to Cal y Mayor Asociados, our subcontractor, and to CTR graphical and editorial staff, especially Ms. María Saenz and Mr. Mike Gray, CTR graphic artists, and Mr. Ray Donley, CTR editor. In addition, we would like to express our special appreciation to:

Mr. Alvin Luedecke, Jr., PE, TxDOT Director of Transportation Planning and Programming, and Director of this project;
Ms. Deborah Morris, PE, TxDOT TP&P supervisor of traffic data;
Mr. Henry Nevares, Director of TxDOT's International Relations Office;
Mr. Vic Garcia, from TxDOT International Relations Office;
Cal y Mayor Asociados project manager, Mr. Juan Carlos Espinosa;
Mr. Manuel Aguillera, PE, TxDOT's El Paso District;
Mr. Mohammed Niazi, CTR research assistant;
Ms. Suprya Mandava, CTR research assistant;
Mr. Manuel Trevino, CTR research assistant;
Mr. Sherman White, CTR research assistant.

Prepared in cooperation with the Texas Department of Transportation.

DISCLAIMERS

The contents of this report reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Texas Department of Transportation. This report does not constitute a standard, specification, or regulation.

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Research Supervisor

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SUMMARY

In providing incentives for increased trade among the U.S., Canada, and Mexico, the North American Free Trade Agreement (NAFTA) could considerably liberalize freight carriage across these countries' respective borders. While Texas has a substantial economic interest in this increased trade, transportation planners indicate that the state, because of its strategic geographic location and its 2000-km-long border with Mexico, is destined to sustain a disproportionate share of such negative effects as traffic hazards, pavement consumption, and excessive capacity of its highways and border crossings. This report documents three important objectives of TxDOT's Project 7-2932:

(1) Updating and expanding the international traffic data contained in the Transborder data base, including transborder traffic along the Texas-Mexico border, and international commodity flows through Texas.

(2) Analyzing transborder traffic growth over 1993-1994 (affected by NAFTA ratification) and 1994-1995 (affected by the peso devaluation).

(3) Quantifying the amount of U.S.-Mexico trade that uses Texas highway and rail infrastructure, but which has origins and destinations outside Texas. Despite some data limitations, the analysis indicates that Texas is the major gateway for U.S.-Mexico trade.

Among other equally important findings, the data indicate that, in 1994:

(1) Northbound truck traffic grew over 11 percent, while rail traffic increased over 10 percent.

(2) Northbound non-commercial traffic increased nearly 4 percent, while pedestrian traffic decreased almost 2 percent.

(3) Southbound rail traffic increased almost 10 percent, while truck traffic increased nearly 8 percent.

(4) Both southbound and northbound pedestrian traffic decreased by approximately the same amount (2 percent). Non-commercial traffic increased less than half the rate of commercial traffic.

(5) Total (two-way) pedestrian traffic decreased by 2 percent, while non-commercial vehicular traffic increased by almost 3 percent.

(6) Truck demand grew over 9 percent, while rail cars increased nearly 10 percent.

(7) Brownsville, Laredo, and El Paso, together, serve between 60 and 85 percent of the traffic demand (depending on mode and traffic direction).

(8) Laredo is the preferred truck route, though El Paso has the largest non-commercial demand among all border cities.

(9) The Central Valley sector (Hidalgo) is the fourth busiest, serving the same amount of traffic as the sum of all sectors other than Brownsville, Laredo, and El Paso.

(10) Over $95 billion worth of trade crossed the U.S.-Mexico border.

(11) Of that total, $24.83 billion, or 27 percent of the total, crossed the border either at New Mexico, or Arizona, or California.

(12) The remaining $69.5 billion, or 73 percent of the total, crossed the border at Texas.

(13) Of that total, $60.69 billion, or 88 percent of the total, crossed by truck, while $8.58 billion, or 12 percent of the total, crossed by rail through Texas.

(14) Over 3.7 million truck shipments crossed the U.S.-Mexico border.

(15) Of that total, 1.15 million, or 31 percent of the total, crossed the border either at New Mexico, or Arizona, or California.

(16) The remaining 2.55 million, or 69 percent of the total, crossed the border at Texas.

(17) Almost half (47 percent) of these 2.55 million truck shipments moving through Texas had origins and destinations in other U.S. states.

(18) Over 89 percent of the U.S.-Mexico trade value by rail passed through Texas.

An ambitious binational study is about to get underway, financed by the U.S. and Mexican Governments and the World Bank, and administered by the Arizona Department of Transportation. That study's main objective is to develop guidelines for coordinated binational planning, along with a comprehensive data base. Nevertheless, it does not pursue objectives that are Texas-specific; therefore, we propose that TxDOT begin quantifying the infrastructure needs resulting from Texas' role as a major trade corridor. Accordingly, we recommend research to investigate such relevant issues as:

(1) Additional highway capacity needed in Texas as a result of other states' international commerce passing through the state;

(2) Pavement rehabilitation needs caused by other states' international commerce;

(3) Traffic safety hazards related to other states' international commerce passing through the state; and

(4) Mobile source emissions in Texas non-attainment areas (such as El Paso) generated by trucks and trains serving other states' international commerce.

Such studies could help Texas receive the funds necessary for meeting transportation infrastructure and Clean Air Act requirements. Results of these studies can also help border communities — El Paso, Laredo, and many others — already overwhelmed by problems caused by intense international traffic.

CHAPTER 1. INTRODUCTION

PROBLEM DEFINITION

To meet Texas' mobility and accessibility needs, transportation agencies have created a vast network consisting of corridors and facilities that link the state's cities and towns with the rest of the nation. This transportation system is dominated by 473,585km of public roads — 74 percent more than that of any other state. The system also includes the largest rail network in the U.S. (18,306 km), as well as equally impressive facilities for other transport modes (Refs 1.1, 1.3, 1.4).*

Without question, Texas depends on its network of public roads to move most people and goods. This dependence, however, is not without significant costs. The Federal Highway Administration reports that 25 percent of the Texas urban interstates exceed 95 percent of their capacity and that 43 percent are operating at over 80 percent of their carrying capacity. The resulting congestion is estimated to cost Texas motorists an additional $3.9 billion in delay and fuel costs each year. At the same time, the capacity of the system is being stretched to its limits, resulting in a rapid deterioration of road pavement quality. The Federal Highway Administration found that nearly 75 percent of the state highway system is in fair or worse condition. In addition, highway congestion has also led to worsening air quality, greater dependence on imported petroleum, and to more rapid depletion of non-renewable fuel resources (Refs 1.3, 1.4, 1.8).

Complicating the issue is the fact that the recently approved North American Free Trade Agreement (NAFTA) is providing numerous incentives for increased trade among the U.S., Canada and Mexico, and could considerably liberalize freight carriage across these countries' respective borders (Ref 1.6). While these trade increases are of great economic interest to Texas, the state's strategic geographic location renders it vulnerable to the negative impacts of international traffic — impacts that include greater traffic hazards, more pavement consumption, and excessive capacity utilization of its highways and border crossings. Study 7-2932, undertaken by the Center for Transportation Research in cooperation with the Texas Department of Transportation, is one of many initiatives seeking to assess, vis-`a-vis NAFTA, the current status of Texas-Mexico transborder traffic. Overall, these studies seek to develop guidelines for improving transportation along, to, and from the Texas-Mexico border.

STUDY SCOPE AND OBJECTIVES

Because traffic at the Texas-Mexico border has always been rather idiosyncratic, its planning and programming has consequently required specific strategies approached within a binational perspective. The need for such planning has now been heightened by both the North American Free Trade Agreement (NAFTA), which has encouraged changes in transborder traffic, and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which has encouraged

* References are presented at the end of each chapter.

changes in transportation modes (Refs 1.6, 1.11). As a result, the most recent border transportation studies reflect a situation that undergoes constant change. In identifying a pressing need for a dynamic transportation planning approach, these studies have recommend continuous monitoring of traffic levels and economic indicators of the border region. Recent TxDOT studies, among them Projects 1312, 1319, 1976, and 2932, have investigated Texas-Mexico border infrastructure needs, capacity utilization and potential demand, and trade issues (Refs 1.7, 1.9, 1.10, 1.12, 1.13, 1.14, 1.15). They have identified specific problems and have proposed solutions to many of the issues that are now part the Binational Border Transportation Planning and Programming Study jointly sponsored by the U.S. and Mexican governments.

An important deliverable of Study 7-1976 was the Transborder database, which was designed to serve transportation research and planning purposes (Ref 1.7). This report, the second of Project 2932, updates that database by focusing on private and commercial traffic moving along the Texas-Mexico border. Other updates in the Transborder database include binational multimodal data, Mexican truck weights, and energy consumption in both Texas' and Mexico's transportation sectors. These data are documented in Report 2932-1.

REPORT OBJECTIVES, SCOPE, AND ORGANIZATION

This report, the second of Project 2932, documents the analyses of international traffic through Texas. These analyses included:

(1) the international traffic crossing the Rio Grande, and

(2) the U.S.-Mexico commodity flows moving through Texas, with an assessment of the percentage of this international commerce that uses Texas infrastructure, but which has neither origins nor destinations in Texas.

This report describes data collection procedures and data reliability evaluations, and presents guidelines for transportation planning based on the data analyses. This report is a stand-alone document designed to be self-explanatory. Other data in the Transborder database are documented in Research Report 2932-1. Final Report 2932-3F summarizes the main findings regarding U.S.-Mexico commodity flows through Texas.

Objectives of the International Traffic Data Analysis

The Transborder database developed in Project 1976 contains a wealth of data on north and southbound international traffic, from the earliest available year at each crossing up to 1992. The initial objectives of Project 2932 were to update the Transborder database with recent data, and to provide updated traffic forecasts for international bridges. However, 3 months after this project got underway, the Mexican peso suffered a dramatic devaluation. This devaluation affected international traffic and, at the same time, rendered traffic forecasts rather unreliable. Consequently, we decided to provide comparative analyses of the early effects of both NAFTA and the peso devaluation on transborder traffic. These analyses are discussed in Chapter 2.

Objectives of the International Commerce Data Analysis

The North American Free Trade Agreement (NAFTA), in providing incentives for increased trade among the U.S., Canada, and Mexico, could considerably liberalize freight carriage across these countries' respective borders. NAFTA impacts apparently will be more significant than what most pre-NAFTA studies predicted. For example, despite the peso devaluation of December 1994, monthly commercial traffic in 1995 has already exceeded several projected estimates (Refs 1.2, 1.5, 1.12, 1.13). While Texas has substantial economic interest in this increased trade, the state's strategic geographic location means that the state is sure to sustain a disproportionate share of the negative effects of international traffic, including greater traffic hazards, more pavement consumption, and excessive capacity utilization of its highways.

In 1994, over 3.5 million trucks and over 260,000 rail cars entered or left Texas through its international bridges and border crossings. Although it was intuitively known that a significant portion of this traffic was associated with other states, it was difficult to quantify that percentage of trade having origins and destinations in Texas, because sources of international commerce data were confidential. In 1993, however, the U.S. Department of Transportation began releasing NAFTA truck and rail trade data. These data focus on the trade numbers, rather than on accurate counts of the number of trucks and rail cars using each port of entry. Nevertheless, they provide a way to quantify the portion of other states' foreign trade using Texas' land transport system. This analysis is discussed in Chapter 3.

Report Organization

This report is organized into four chapters. Chapter 1, this introduction, provides general information on the study organization, the report scope and objectives, and the purpose of the data analyses. Chapter 2 discusses the new transborder traffic data obtained in this project, fulfilling a twofold project objective: updating the Transborder data base and providing TxDOT's transportation planning engineers with a comprehensive discussion of data scope, limitations, and reliability; it also analyses recent traffic growth at the Texas-Mexico border. Chapter 3 discusses an important source of U.S.-Mexico trade data that has allowed us to quantify the portion of U.S.-Mexico commerce using Texas infrastructure that has origins and destinations in states other than Texas. Chapter 3 describes these data, discusses their limitations, presents the data analysis (whose main objective is to assert Texas' role as a major U.S.-Mexico trade corridor), and presents suggestions and recommendations for future research. Finally, Chapter 4 summarizes the findings of this report and makes recommendations future studies.

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CHAPTER 2. INTERNATIONAL TRAFFIC DATA

BACKGROUND AND OBJECTIVES

The Transborder database developed under Project 1976 contains histories of northbound and southbound international traffic up to 1992. These histories consist of at least 10 years of traffic data, with the oldest data dating back to 1964 (Ref 2.1). As discussed in Chapter 1, the Transborder database prompted this follow-up study, which has the following objectives: (1) to update and expand the Transborder database, and (2) to provide additional analyses relevant to transportation planning.

Appendix 1 shows the transborder traffic data obtained in this project. For data before 1993, the reader should consult Weissmann, Mohonorangan, et al. (Ref 2.1). Regarding international traffic data analysis, the initial objective of Project 7-2932 was to provide updated traffic forecasts for all international bridges, based on the updated traffic series. However, 3 months after Project 2932 started, the Mexican peso plunged in a dramatic devaluation. Because it affected international traffic, this devaluation rendered traffic forecasts rather unreliable. Consequently, the project objectives were redirected in order to analyze the early peso devaluation effects on transborder traffic.

This chapter presents the new international traffic data collected under Project 2932 and discusses traffic growths observed over two periods: 1993-1994 and 1994-1995. The former period reflects the early influence of NAFTA, while the latter reflects the early effects of the peso devaluation. It is important to realize, however, that both NAFTA and the peso devaluation are very recent and unique phenomena. Their effects on the economies of the countries involved — and consequently on international traffic — have not yet been fully determined. Further data will be necessary to better understand the impacts of NAFTA and the peso devaluation, both as isolated events and in combination.

DATA DESCRIPTION

International traffic data are routinely collected for border inspections and for toll collection. Because transportation planning is not the primary objective of any source of transborder traffic data, the format of the data is not always suited for transportation planning purposes. Traffic counts are usually disaggregated by mode (automobiles, trucks, buses, trailers, and pedestrians), as well as by traffic direction (northbound and southbound); however, criteria for data disaggregation vary depending on the data source, year, and site.

Data Organization by Sector

The sector analysis concept was developed under Project 7-1976 to assist the transportation planning process (Ref 2.3). It is an aggregated research approach, one in which individual border crossings are grouped into specific sectors according to potential traffic demand for a new border crossing anywhere within the sector. Such an approach allows planners to address the Texas-

Mexico border area from a binational transportation planning perspective, without determining specific locations for new and/or proposed border crossings. The sector concept, designed to work in conjunction with traditional trip assignment methods, is compatible with regional transportation planning methods.

The criterion used to define sector boundaries is the potential for traffic diversion to a new crossing within the sector, which in turn depends on the socioeconomic development. As such, the boundaries depicted in Figure 2.1 can be updated as the areas of economic activity expand. Table 2.1 shows the existing international bridges and border crossings located within the currently defined border sectors boundaries.

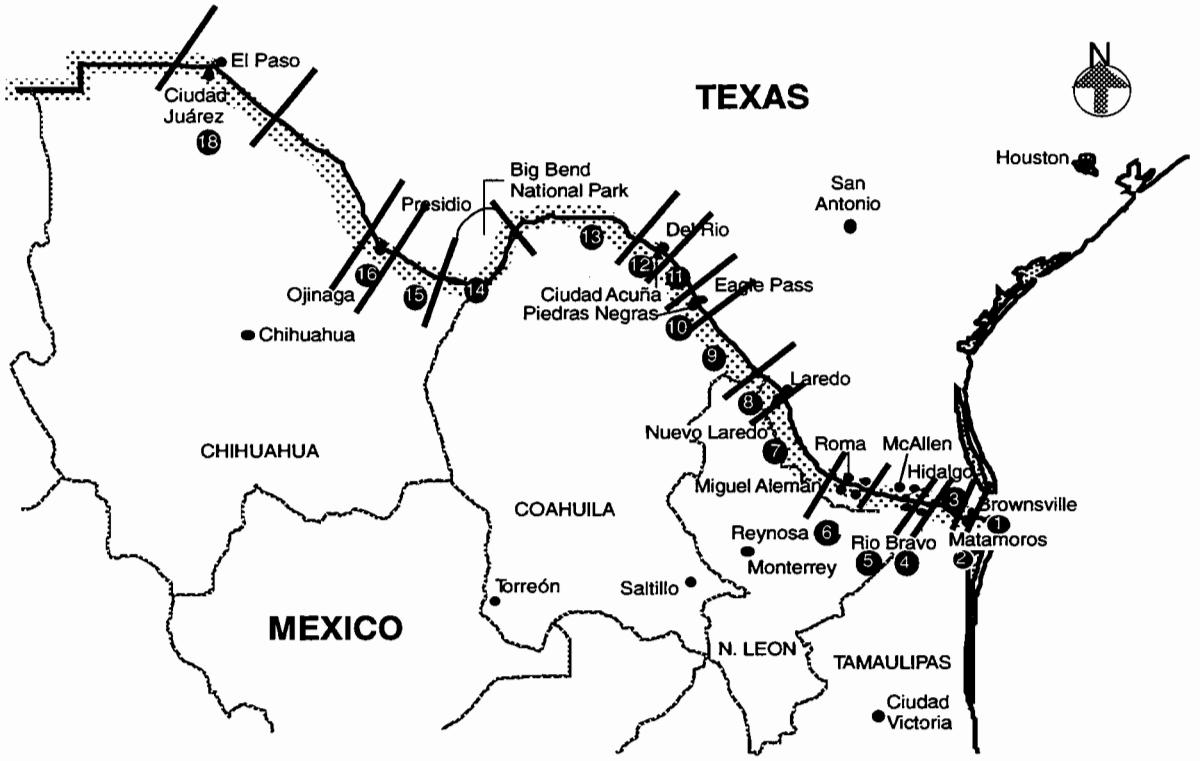

Figure 2.1 Texas-Mexico Border Sectors
Source: Weissmann, Martello, et al., 1994 (Ref 2.3)

Table 2.1 Existing International Bridges and Border Crossings by Sector

	Border Sector	International Bridges and Border Crossings
1.	Gulf of Mexico	None
2.	Brownsville/Matamoros	1. Gateway 2. B & M
3.	Los Indios	1. Los Indios
4.	Eastern Valley/Rio Bravo	1. Progresso
5.	Central Valley/Reynosa	1. Hidalgo/Reynosa 2. Los Ebanos Ferry 3. Pharr
6.	Western Valley	1. Rio Grande City/Camargo 2. Roma/ Miguel Aleman
7.	Lake Falcon	1. Lake Falcon Dam
8.	Laredo/Nuevo Laredo	1. Laredo Bridge #1 2. Laredo Bridge #2 3. Colombia
9.	Guerrero	None
10.	Eagle Pass/Piedras Negras	1. Eagle Pass/Piedras Negras
11.	Quemado	None
12.	Del Rio/Ciudad Acuña	1. Del Rio/Ciudad Acuña 2. Lake Amistad Dam
13.	La Linda	1. La Linda bridge
14.	Big Bend National Park	1. Boquillas Ferry 2. Santa Elena Ferry
15.	Terlingua	None
16.	Presidio/Ojinaga	1. Presidio/Ojinaga
17.	Ft. Hancock/El Porvenir	1. Ft. Hancock/El Porvenir
18.	El Paso/Ciudad Juarez	1. Fabens 2. Ysleta 3. BOTA 4. GNB 5. PDN

Source: Weissmann, Martello, et al., 1994 (Ref 2.3)

Data Sources

Northbound data come from three sources: Caminos y Puentes Federales (CAPUFE), the Mexican toll collection agency; General Services Administration (GSA), a U.S. agency that provides federal buildings; and U.S. Customs. Southbound traffic counts were provided basically by U.S. bridge owners and managers, and are collected for accounting purposes in toll bridges.

The only other potential source of southbound traffic data, the Mexican Customs, does not keep detailed traffic records. Table 2.2 summarizes the data collected under Project 7-2932 (for 1993, 1994, and 1995). These data update and supplement the traffic histories collected in a previous TxDOT project (Ref 2.1).

Table 2.2 Summary of International Traffic Data

Border Sector	**International Bridges**	**Northbound**			**Southbound**
		Customs	GSA	CAPUFE	
Brownsville	1. Gateway	93,94,95	94	93,94,95	N/A
	2. B & M	93,94,95	94	93,94,95	N/A
Los Indios	1. Los Indios	93,94,95	94	N/A	93,94,95
Eastern Valley	1. Progresso	93,94,95	94	93,94,95	93,94
Central Valley	1. Hidalgo	aggregated	94	93,94,95	93,94,95
	2. Los Ebanos Ferry	by sector	94	N/A	N/A
	3. Pharr	93,94,95	n/a	n/a	95
Western Valley	1. Rio Grande City	93,94	94	93,94,95	93,94,95
	2. Roma	93,94,95	94	93,94,95	93,94,95
Lake Falcon	1. Lake Falcon Dam	N/A	94	N/A	N/A
Laredo	1. Laredo #1	N/A	94	93,94,95	93,94
	2. Laredo #2	N/A	94	93,94,95	93,94
	3. Colombia	N/A	94	93,94,95	93,94
Eagle Pass	1. Eagle Pass	93,94,95	94	93,94,95	95
Del Rio	1. Del Rio	93,94,95	94	93,94,95	93
	2. Amistad Dam	N/A	94	N/A	N/A
La Linda	1. La Linda	N/A	N/A	N/A	N/A
Presidio	1. Presidio	93,94	94	93,94,95	N/A
Ft. Hancock	1. Ft. Hancock	N/A	94	N/A	N/A
El Paso	1. Fabens	N/A	94	N/A	N/A
	2. Ysleta	**93,94,95**[1]	94	N/A	93,94,95
	3. BOTA	**93,94**[1]	94	N/A	N/A
	4. GNB (1-way)				93,94,95
	5. PDN (1-way)	**93,94**[1]	94	**93,94,95**[1]	

[1]Source: City of El Paso

Data Limitations

Northbound data are comprehensive in that they are compiled by three different agencies. Southbound data are collected at toll bridges exclusively for accounting purposes, and in some cases are not released by the bridge managers and owners. In the case of free bridges, for example BOTA in El Paso, southbound traffic counts are not available. Although most agencies record data

continuously, hourly counts are not available. The most basic level of disaggregation found was by month; some agencies record only yearly data. The General Services Administration (GSA) is the only agency that reports comprehensive borderwide data that include small facilities, such as Los Ebanos Ferry; however, GSA publishes only annual average daily traffic (AADT) based on U.S. Customs information.

Other data limitations relate to the criteria used to define vehicle categories. These criteria vary not only between data sources, but also within sources, from bridge to bridge, from one Customs port to another, and so on. In addition, most sources that collect data for toll accounting purposes keep records only of the portion of vehicles that generates revenue. Consequently, comparisons among different data sources would still show discrepancies even if every data source had an error-free data collection procedure.

ANALYSIS APPROACH

The international traffic data were analyzed in three ways: by source and scope, borderwide, and by sector. The three types of analyses include a discussion of reliability and limitations of the data used. Table 2.3 summarizes the analysis approach. The data analysis by source and scope consists of a detailed discussion of the data scope, data accuracy, and caveats pertaining to each piece of data collected in this project. This discussion assists transportation engineers in effectively using the transborder traffic data.

For the two-step, sector-wide analysis, we first analyzed growth rates over 1993 and 1994. These numbers provided an indication of early NAFTA effects on international traffic demand. Next, we compared the available 1995 data with the corresponding months of 1994, to obtain some insight into the early effects of the peso devaluation on the international traffic. During the preparation of this report, recent (1995) data were not available for all bridges; nevertheless, the analyses of 1994-1995 growth include all the heavy-traffic sectors. In the discussion section of this analysis, we compared growth rates observed in each sector. This comparison can assist the regional transportation planning process in determining the different growth rates and trends in traffic demand throughout the border.

The sector-wide analysis includes every Texas-Mexico border sector, including those with very little traffic (e.g., Lake Falcon). The main objectives of the analysis are to determine each sector's share of transborder traffic by transport mode, and to discuss borderwide transportation demand. The analysis identifies the major gateways along the border, and discusses the sector's traffic shares on a comparative basis.

Table 2.3 Summary of the Analysis Approach

Type of Analysis	Analysis Period and Issues Covered	
	1993-1994	1994-1995
By data source and scope	Accuracy, scope, limitations	Accuracy, scope, limitations
By border sector	Traffic growth	Traffic growth
Borderwide	Traffic growth, sector shares	not applicable

DATA ANALYSIS BY SOURCE AND SCOPE

Transborder traffic data are collected for purposes other than transportation planning (i.e., they are also collected for accounting and for border inspections). Procedures for data collection and organization vary, and a careful review of the data is required for efficient use of the information in transportation planning. This section provides the prospective data user with this important review of data accuracy, limitations, and caveats, as seen from the transportation engineer's perspective. Issues such as differences in vehicle categories, data collection procedures, and data scope are analyzed. Ways to develop meaningful comparisons between different data sources are also discussed.

Transborder Traffic Data for Transportation Planning: Relevant Issues

Transborder traffic data come from several different sources and, again, are collected for purposes other than transportation planning. When using these data in the transportation engineering area, the following issues are pertinent:

(1) *Criteria to disaggregate data into vehicle types.* CAPUFE is the only data source that uses a consistent vehicle classification method for all bridges. Other sources, such as U.S. Customs and U.S. bridge managers, have variations between sites; the only numbers that mean exactly the same for every site are "total vehicles" and "pedestrians."

(2) *Discrepancies between sources.* U.S. Customs is perhaps the only source that records every vehicle entering the U.S. Southbound sources and CAPUFE are toll collection agencies and do not record toll-exempt vehicles. The number of toll-exempt vehicles is usually very small; however, that number could be significant if empty trucks are included, if the site serves a significant number of official vehicles, or if there are policies to exempt high-occupancy vehicles from toll.

(3) *Data Scope.* All data sources actually record data continuously and are theoretically able to provide continuous hourly counts at every border crossing. However, such data are massive, require a significant amount of hardware for storage, and have no use in accounting or border inspections. Some data sources provide monthly traffic counts, while others restrict the information to yearly data. A borderwide traffic series can be aggregated yearly.

Data Scope

This section discusses the scope of the available data for each bridge by data category that may have interest for the transportation engineer. Tables 2.4 and 2.5 summarize the data scope for each bridge along the Texas-Mexico border, respectively, for northbound and southbound directions. A "yes" means that this particular information is available from at least one source and for at least one recent year. ("Recent" information means 1993 or later.) A "no" means that this particular information is not available. A table cell containing "AADT" means that this particular information was found only as an annual average daily traffic estimate. A "yes" under the column titled "only autos" means that the auto category is not aggregated with other passenger vehicles, such as buses.

Table 2.4 Summary of Northbound Data Scope

International Bridges by Sector	Monthly Series	Yearly Series or AADT	Empty/ Loaded Trucks	Truck Axles	Only Autos	Pedestrian
Gateway	yes	yearly	yes	yes	yes	yes
B & M	yes	yearly	no	no	no	yes
Los Indios	yes	yearly	yes	no	no[1]	yes
Progresso	yes	yearly	no	yes	yes	yes
Hidalgo	yes	yearly	yes	yes	yes	yes
Los Ebanos Ferry	no	AADT	no	no	no[1]	yes
Pharr	yes	yearly	yes	no	no[1]	yes
Rio Grande City	yes	yearly	yes	yes	yes	yes
Roma	yes	yearly	no	yes	yes	yes
Lake Falcon Dam	no	AADT	no	no	no[1]	yes
Laredo #1	yes	yearly	no	yes	yes	yes
Laredo #2	yes	yearly	no	yes	yes	yes
Colombia	no	AADT	no	no	no[1]	yes
Eagle Pass	yes	yearly	no	yes	yes	yes
Del Rio	yes	yearly	yes	yes	yes	yes
Amistad Dam	no	AADT	no	no	no[1]	yes
Presidio	yes	yearly	no	yes	yes	yes
Ft. Hancock	no	AADT	no	no	no[1]	yes
Fabens	no	AADT	no	no	no[1]	yes
Ysleta	no	yearly	no	no	no[1]	yes
BOTA	no	yearly	no	no	no[1]	yes
PDN (1-way NB)	yes	yearly	no	yes	yes	yes

[1] Vehicles are disaggregated into "trucks" and "other"

Table 2.5 Summary of Southbound Data Scope

International Bridges by Sector	Monthly Series	Yearly Series or AADT	Empty/ Loaded Trucks	Truck Axles	Only Autos*	Pedestrian
Gateway	no	no	no	no	no	no
B & M	no	no	no	no	no	no
Los Indios	yes	yearly	no	yes	yes	yes
Progresso	yes	yearly	no	no	yes	yes
Hidalgo	yes	yearly	no	no	yes	yes
Los Ebanos Ferry	no	no	no	no	no	no
Pharr	yes	yearly	no	no	no	yes
Rio Grande City	no	yearly	yes	no	no	no[1]
Roma	yes	yearly	no	no	no	yes
Lake Falcon Dam	no	no	no	no	no	no
Laredo #1	yes	yearly	yes	no	no	
Laredo #2	yes	yearly	yes	no	no	yes[2]
Colombia	yes	yearly	yes	no	no	
Eagle Pass	yes	yearly	no	yes	yes	yes
Del Rio	yes	yearly	no	no	yes	yes
Amistad Dam	no	no	no	no	no	no
Presidio	no	no	no	no	no	no
Ft. Hancock	no	no	no	no	no	no
Fabens	no	no	no	no	no	no
Ysleta	yes	yearly	no[4]	no[4]	no[4]	yes
BOTA	no	no	no	no	no	no
GNB (1-way SB)	yes	yearly	no[3]	no[3]	no[3]	yes

[1]This category is termed "total passengers and pedestrians;" it aggregates occupants of transit and other vehicles with pedestrians.
[2]Data aggregated for the entire Laredo Bridge system.
[3]Data disaggregated into pedestrians and vehicles.
[4]Data disaggregated into pedestrians, commercial and non-commercial vehicles.

The northbound direction has more comprehensive coverage owing to the availability of two distinct sources. All sites have traffic data disaggregated into at least two categories: vehicles and pedestrians. The only crossings that do not have monthly counts are the ferry and the dams, Colombia Bridge, and the bridges in the sectors of Fort Hancock and El Paso (except PDN).

CAPUFE is the only source that disaggregates truck data by number of axles in the northbound direction. In the southbound direction, the only truck data disaggregated by axles are for Eagle Pass and Los Indios. Some — but not all — U.S. Customs and bridge management

sources provide truck data disaggregated by load status (empty and loaded). Southbound data are not routinely collected at free bridges; moreover, some private bridge owners consider their traffic data as proprietary information. Southbound data are not available for B&M Bridge in the Brownsville sector, the ferry, the dam crossings, and for Presidio, Fort Hancock, Fabens and Bridge of the Americas.

Discrepancies between Sources

There are two independent sources of northbound traffic data: U.S. Customs and Caminos y Puentes Federales (CAPUFE). The General Services Administration (GSA) cannot be strictly considered an independent third source, since GSA bases its AADT estimates on data provided by U.S. Customs. Between-source data comparisons are not applicable for southbound data, since there is only one source for each site; this section is therefore limited to a discussion of CAPUFE and U.S. Customs.

U.S. Customs data are recorded and kept at the ports of entry, which may include one or more border crossings, and do not always correspond to the transportation planning sectors defined in Figure 2.1. Table 2.6 shows the U.S. Customs ports of entry and their correspondence to border sectors. Ports of entry and sectors that do not correspond are in boldface.

Table 2.6 U.S. Customs Ports of Entry

Port of Entry	**Border Crossings**	**Border Sector**
Brownsville	Gateway / B&M	**Brownsville**
	Los Indios	**Los Indios**
Progresso	Progresso	Eastern Valley
Hidalgo	Hidalgo / Pharr	Central Valley
Rio Grande	Los Ebanos Ferry / Rio Grande City	**Western Valley**
Roma	Roma	
	Lake Falcon Dam	**Lake Falcon**
Laredo	Bridge #1, Bridge #2, Colombia	Laredo
Eagle Pass	Eagle Pass	Eagle Pass
Del Rio	Del Rio Bridge / Lake Amistad Dam	Del Rio
Presidio	Presidio	Presidio
Fabens	Fort Hancock	**Fort Hancock**
	Fabens	**El Paso**
El Paso	Ysleta / BOTA / PDN / GNB	

U.S. Customs data recording procedures vary between ports, with the data sometimes aggregated for the entire port of entry. However, within each port of entry the data collection procedures do not change significantly from year to year, and a consistent traffic history is available for each port.

CAPUFE, the Mexican toll collection agency, has jurisdiction over 11 bridges along the Texas-Mexico border. The longest and most comprehensive time series available from both Projects 7-1976 and 7-2932 come from CAPUFE. (For data before 1993, the reader should see Ref 2.1.) The vehicles are consistently disaggregated by the same categories, including a truck breakdown by number of axles that can be very useful for a number of transportation planning purposes.

Tables 2.7 and 2.8 compare CAPUFE and U.S. Customs northbound data, respectively, for 1993 and 1994. Comparisons are restricted to bridges where data are available from both sources, and are summarized in Figures 2.2 and 2.3. The percent differences between sources were calculated with respect to U.S. Customs data, as shown in equation 2.1.

Table 2.7 1993 Northbound Data Discrepancies between Sources

Bridge	Source	Autos	Trucks	Other	Pedestrians	Total Vehicles
Gateway	Customs	2,924,276	175,517	n/a	3,804,115	3,099,793
	CAPUFE	2,535,283	136,831	104	3,305,807	2,672,218
	Difference	-13.30%	-22.04%	n/a	-13.10%	-13.79%
Hidalgo	Customs	5,713,121	146,822	n/a	2,798,752	5,859,943
	CAPUFE	5,142,181	132,617	6,549	1,185,829	5,281,347
	Difference	-9.57%	-9.67%	n/a	-57.63%	-9.57%
Roma	Customs	985,587	13,069	n/a	526,600	998,656
	CAPUFE	905,906	4,504	1,451	240,758	911,861
	Difference	-7.88%	-65.54%	n/a	-54.28%	-8.63%
Eagle Pass	Customs	2,661,589	46,422	n/a	n/a	2,708,011
	CAPUFE	2,426,059	54,328	4,065	617,243	2,484,452
	Difference	-8.56%	17.03%	n/a	n/a	-8.12%
Del Rio	Customs	1,416,416	32,631	n/a	178,100	1,449,047
	CAPUFE	1,239,826	33,160	6,150	72,226	1,279,136
	Difference	-11.97%	1.62%	n/a	-59.45%	-11.67%
Presidio	Customs	535,487	5,461	n/a	n/a	540,948
	CAPUFE	528,531	6,145	1,584	22,114	536,260
	Difference	-0.82%	12.53%	n/a	n/a	-0.69%
Paso del Norte (1-way)	Customs*	4,501,639	n/a	n/a	5,090,034	4,501,639
	CAPUFE	4,157,006	5,534	25,105	4,918,252	4,187,645
	Difference	-7.09%	n/a	n/a	-3.37%	-6.97%

*Customs data obtained through the El Paso Department of Planning and Development

$$\text{Difference} = \frac{(\text{CAPUFE}) - (\text{U.S. Customs})}{(\text{U.S. Customs})} * 100 \qquad (2.1)$$

Table 2.8 1994 Northbound Data Discrepancies between Sources

Bridge	Source	Autos	Trucks	Other	Pedestrians	Total Vehicles
Gateway	Customs	3,152,694	181,657	n/a	3,537,668	3,334,351
	CAPUFE	2,648,899	147,762	1,472	3,127,781	2,798,133
	Difference	-15.89%	-18.66%	n/a	-11.59%	-16.04%
Hidalgo	Customs	5,842,309	164,721	n/a	3,057,580	6,007,030
	CAPUFE	5,350,491	171,227	1,472	3,127,781	2,798,133
	Difference	-8.24%	3.95%	n/a	-63.98%	-7.90%
Roma	Customs	998,909	11,190	n/a	489,022	1,010,099
	CAPUFE	908,174	6,060	457	238,718	914,691
	Difference	-9.00%	-45.84%	n/a	-51.18%	-9.41%
Laredo #1	Customs	n/a	n/a	n/a	4,399,345	2,997,015
	CAPUFE	2,099,007	651	400	3,837,323	2,100,058
	Difference	n/a	n/a	n/a	-12.78%	-29.93%
Laredo #2	Customs	4,113,915	551,515	n/a	n/a	4,665,430
	CAPUFE	4,366,396	798,546	5,633	n/a	5,170,575
	Difference	6.42%	44.79%	n/a	n/a	10.83%
Eagle Pass	Customs	2,690,317	57,012	n/a	n/a	2,747,329
	CAPUFE	2,468,231	67,134	6,270	627,849	2,541,635
	Difference	-7.95%	17.75%	n/a	n/a	-7.41%
Del Rio	Customs	1,527,195	32,699	n/a	193,079	1,559,894
	CAPUFE	1,287,305	39,788	4,801	71,998	1,331,894
	Difference	-15.35%	21.68%	n/a	-62.71%	-14.57%
Presidio	Customs	545,009	4,468	n/a	n/a	549,477
	CAPUFE	530,741	6,262	834	31,439	537,837
	Difference	-2.32%	40.15%	n/a	n/a	-2.12%
Paso del Norte (1-way)	Customs*	4,411,989	n/a	n/a	4,891,979	4,411,989
	CAPUFE	4,270,663	15,807	1,513	4,852,175	4,287,983
	Difference	-3.16%	n/a	n/a	-0.81%	-2.80%

*Customs data obtained through the El Paso Department of Planning and Development

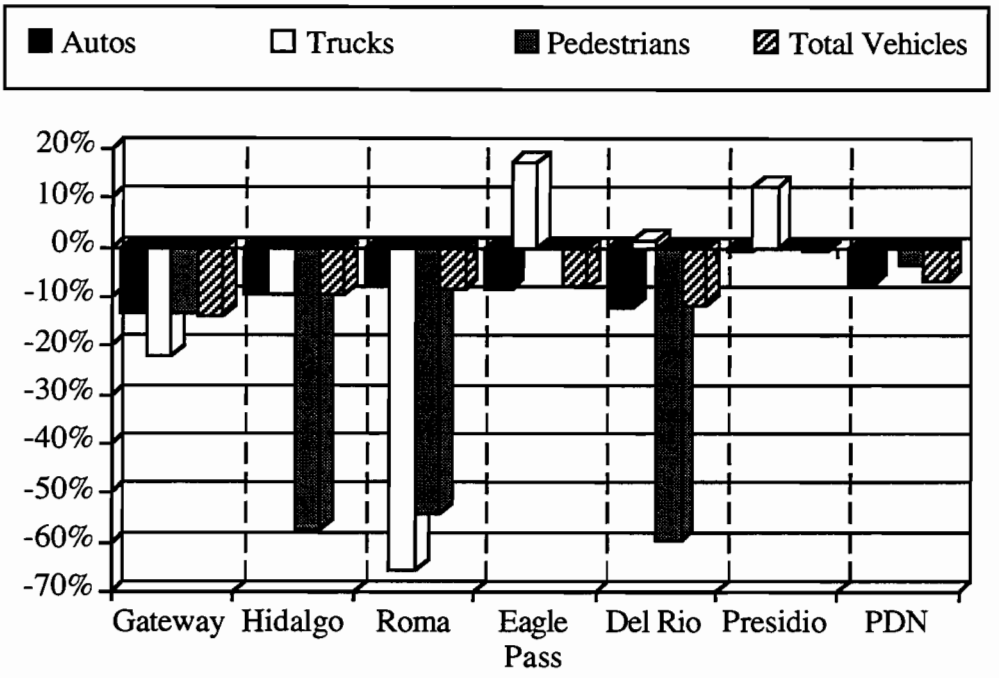

Figure 2.2 Differences between 1993 Northbound Data Sources

With the exception of Laredo #2 in 1994, CAPUFE total traffic and auto traffic counts are always fewer than those of U.S. Customs. In 1993, CAPUFE shows fewer trucks than Customs in Gateway, Hidalgo, and Roma, and more trucks in Eagle Pass and Presidio. Del Rio truck data differ only 1.62 percent between sources. In 1994, CAPUFE showed fewer trucks than Customs in Gateway and Roma, and more in the other bridges.

The largest discrepancies between the two sources were observed for truck data. In 1993, truck data discrepancies varied between -66 percent and 13 percent, at an average of -11 percent, while in 1994 truck data discrepancies were between -64 percent and 1 percent, at an average of 9 percent. Discrepancies in auto traffic were always less than 13.4 percent in 1993 and 15.9 percent in 1994. Pedestrian discrepancies were also rather high; this confirms field observations indicating that inspection agencies are more watchful of northbound pedestrians than toll collection clerks. In addition, while children are exempt from northbound toll, they are still counted by inspection agencies.

Vehicle discrepancies are more difficult to explain. One reason for such differences is that CAPUFE is a toll collection agency, and as such it records only data from vehicles that generate revenues; however, the average number of toll-exempt vehicles generally can account for no more than 5 percent difference in traffic counts. Other reasons for data discrepancies can only be speculated. Levels of accuracy vary from agency to agency, depending on their specific purpose. A summary of the observed discrepancies is shown in Table 2.9.

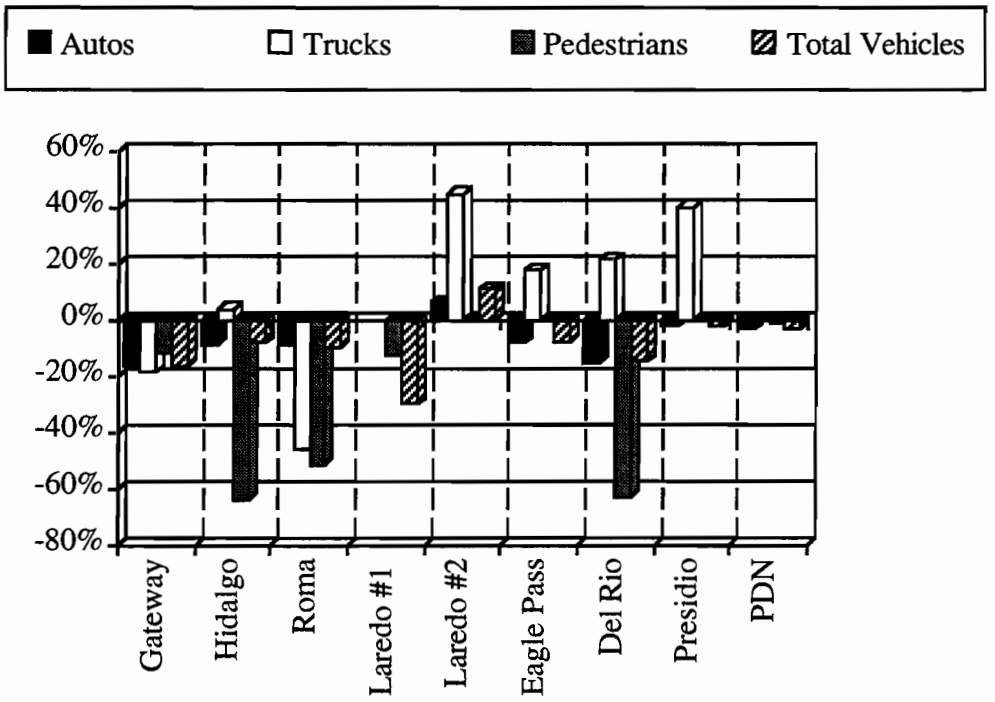

Figure 2.3 Differences between 1994 Northbound Data Sources

Table 2.9 Summary of Northbound Data Discrepancies between Sources

Mode	1993			1994		
	Avg.	**Max.**	**Min.**	**Avg.**	**Max.**	**Min.**
Autos	-9%	1%	-13%	-10%	6%	-30%
Trucks	-11%	13%	-66%	9%	45%	-46%
Pedestrians	-38%	-3%	-59%	-34%	-1%	-64%
Total Vehicles	-9%	-1%	-14%	-9%	11%	-30%

DATA ANALYSIS BY SECTOR

This section discusses transborder traffic growth in two different periods: 1993–1994, which reflects early NAFTA effects, and 1994–1995. The analyses are disaggregated by traffic direction and border sector (sectors are depicted in Figure 2.1 and Table 2.1). The 1994–1995 data growth percentages were calculated using as many months as available in the 1995 data, while the 1993–1994 growth always includes the entire year.

The main objective of this analysis is to develop comparisons for all Texas-Mexico border sectors. Data discrepancies and lack of information for any given direction or vehicle type were handled based on the following assumptions:

(1) *Two data sources for northbound traffic.* The two numbers were averaged. Since this is applicable to CAPUFE and U.S. Customs, the averages are intended to smooth the observed discrepancies. These averages were used in the 1993–1994 analysis for all bridges where both CAPUFE and U.S. Customs are available. For the 1994–1995 period, the longest available data series was used.

(2) *Yearly counts and AADT.* Data sources reporting only AADT were ignored whenever more detailed information was available from another source. AADT was multiplied by 365 when it was the only data available.

(3) *Vehicle/transport mode categories* used in each sector were selected based on availability of actual counts for all bridges in the sector, in order to minimize approximations and extrapolations.

Brownsville Sector

The Brownsville-Matamoros sector begins at Palmito Hill Road, about 10 km east of Brownsville. It ends at Flor de Mayo Road, near the intersection of US281 and FM802 at Villa Nueva, Cameron County. This sector comprises the cities of Brownsville in Cameron County and Matamoros in the state of Tamaulipas, though it also serves international traffic generated by such other cities as Port Isabel, South Padre Island, San Juan, and El Refúgio (Tamaulipas). It includes two binational bridges: Gateway and B&M, both located within the urban areas of Brownsville and Matamoros. Gateway Bridge has two lanes for the northbound traffic, two lanes for the southbound traffic and two for pedestrians. B&M is a two-lane privately owned bridge that also serves rail traffic. Its two narrow lanes close to vehicular traffic when a train crosses.

As shown in Table 2.2, southbound traffic was not available for this sector. Therefore, the analysis is restricted to the northbound direction. Table 2.10 shows a summary of the traffic for 1993, 1994, and 1995, as well as the growth. The traffic counts for January through December of 1993 and 1994 (first two rows of Table 2.10) were obtained by averaging two sources: U.S. Customs and CAPUFE. The traffic counts for January through September 1994 and 1995 consist of U.S. Customs data, since CAPUFE data are available only up to April. Rail data for the 1994–1995 period include January through March.

During the 1993–1994 period, northbound vehicular traffic increased almost 5 percent, while rail traffic increased over 50 percent. The peso devaluation reversed this trend. Auto traffic decreased over 2 percent, and truck counts decreased over 15 percent. Rail traffic still increased, but not at the same level as was experienced over the 1993–1994 period. The decreasing trend observed for pedestrian traffic (-5.8 percent in 1993–1994) plummeted to -16 percent after the peso devaluation.

Table 2.10 Traffic Growth — Brownsville Sector

Analysis Period	Pedestrians	Autos	Trucks	Total Vehicles	Rail Cars[1]
Jan-Dec 1993	3,745,661	n/a	197,882	5,376,597	7,882
Jan-Dec 1994	3,528,701	n/a	208,898	5,636,659	11,854
Growth	**-5.8%**	**n/a**	**5.6%**	**4.8%**	**50.4%**
Jan-Sep 1994	2,862,706	4,155,755	169,497	4,325,252	2,657
Jan-Sep 1995	2,409,861	4,064,932	143,465	4,208,397	3,498
Growth	**-15.8%**	**-2.2%**	**-15.4%**	**-2.7%**	**30.8%**

[1] Rail data for 1995 are available only for January through March.

Los Indios Sector

The Los Indios sector begins at Flor de Mayo Road near the intersection of US281 and FM802 at Villa Nueva, Cameron County. It ends at the intersection of US281 and the FM491 extension near Relampago, in Hidalgo County. This sector has only the Los Indios Bridge, or "Free Trade Bridge," located about 30km west of Brownsville and about 15km east of Harlingen's outskirts. It has two lanes for each traffic direction, and was designed to attract traffic from the Brownsville and the Eastern and Central Valley sectors.

Traffic demand for Los Indios Bridge, which opened in November 1992, is still developing. Traffic data are available for both directions (one source for each). The southbound data are less comprehensive than northbound. Table 2.11 summarizes traffic estimates and growth for 1993, 1994, and for the first 9 months of 1995.

Table 2.11 Traffic Growth — Los Indios Sector

Traffic Direction	Analysis Period	Private Vehicles	Pedestrians	Empty trucks	Loaded Trucks	Total Trucks	Total Vehicles
North-bound	Jan-Dec 1993	310,448	777	8,019	2,063	10,082	320,530
	Jan-Dec 1994	369,425	2,694	20,963	18,344	39,307	408,732
	Growth	**19.0%**	**246.7%**	**161.4%**	**789.2%**	**289.9%**	**27.5%**
	Jan-Sep 1994	272,348	1,873	15,887	16,034	31,921	304,269
	Jan-Sep 1995	261,324	2,823	17,941	9,676	27,617	288,941
	Growth	**-4.0%**	**50.7%**	**12.9%**	**-39.7%**	**-13.5%**	**-5.0%**
South-bound	Oct-Dec 1993	78,111	232	n/a	n/a	4,380	82,506
	Oct-Dec 1994	99,082	326	n/a	n/a	9,686	108,790
	Growth	**26.8%**	**40.5%**	n/a	n/a	**121.1%**	**31.9%**

The impressive traffic growths observed for this bridge (especially for the 1993–1994 period) do not correspond to equally impressive increases in transborder traffic demand; rather,

they are due to development of traffic demand in a new facility. Truck demand increased almost fourfold in the northbound direction. Northbound demand for loaded trucks increased nearly ninefold, reflecting the development of support facilities in the vicinity of the bridge. For the southbound direction, there are only 3 months of comparative data — not enough for meaningful conclusions. Nevertheless, they also reflect rather rapid traffic development in the sector.

The peso devaluation seems to have significantly affected the traffic growth patterns of this bridge. While the 1993–1994 growth rates indicate rapid development of the traffic demand, these trends are reversed in 1994–1995 during the available period (January through September). The only vehicle category that increased is empty trucks, showing that, at least for the northbound direction, Los Indios is a convenient route for empty trucks — and that something may be discouraging the loaded trucks from selecting this route. Based on visits to these bridges, CTR staff concluded that drivers of loaded trucks are discouraged from using Los Indios Bridge because of the lack of customs brokers in the vicinity of the bridge and because of a high referral rate for secondary inspections by U.S. Customs (Ref 2.2).

Eastern Valley Sector

The Eastern Valley sector begins at the intersection of US281 and the FM491 extension near Relampago, and ends at the intersection of US281 and the FM1423 extension (Valley View Road) near Donna. On the U.S. side, the sector is entirely within Hidalgo County, and the main urban concentrations are Mercedes, Weslaco, and Donna. In Mexico, the main city is Rio Bravo, in Tamaulipas. This sector contains only the Progresso Bridge, also known as B&P Bridge, a two-lane facility. It is a toll bridge in both directions; data sources are CAPUFE, bridge management, and GSA. CAPUFE is the only data source having 1995 data (January through April). Table 2.12 summarizes the traffic analysis for 1993, 1994, and 1995.

Table 2.12 Traffic Growth — Eastern Valley Sector

Traffic Direction	Analysis Period	Pedestrian	Autos	Trucks	Other*	Total Vehicles
North-bound	Jan-Dec 1993	713,980	867,388	21,134	547	889,069
	Jan-Dec 1994	687,350	870,257	22,956	563	893,776
	Growth	**-3.7%**	**0.3%**	**8.6%**	**2.9%**	**0.5%**
	Jan-Apr 1994	374,691	303,727	9,371	204	313,302
	Jan-Apr 1995	347,622	288,631	8,087	216	296,934
	Growth	**-7.2%**	**-5.0%**	**-13.7%**	**5.9%**	**-5.2%**
South-bound	Jan-Dec 1993	772,981	935,090	21,139	n/a	956,229
	Jan-Dec 1994	816,313	933,770	24,357	n/a	958,127
	Growth	**5.6%**	**-0.1%**	**15.2%**	**n/a**	**0.2%**

* Includes buses and other POVs.

Traffic growth in this sector was virtually non-existent over the 1993–1994 period, except for trucks, for which demand grew 8.6 and 15.2 percent, respectively, for the northbound and southbound traffic directions. The results of the comparison between CAPUFE and U.S. Customs indicate that the northbound traffic might be higher than that shown in Table 2.12. The peso devaluation reversed this trend for truck traffic growth for the first 4 months of 1995.

A capacity analysis developed in a previous TxDOT project indicated that the Progreso Bridge was operating considerably below capacity in all components except Mexican inspections, which were at 75 percent of their capacity (Ref 2.4). Therefore, the overall lack of traffic growth observed in this sector reflects local socioeconomic conditions, rather than saturation of the facility.

Central Valley Sector

The Central Valley sector extends from FM1423 east of Donna, through the FM886 extension in western Los Ebanos. It is located entirely within Hidalgo County (Texas) and in the state of Tamaulipas, Mexico. The Central Valley sector has three binational entry systems: Hidalgo Bridge, Pharr Bridge, and Los Ebanos Ferry. Los Ebanos is a simple ferry-boat service used mainly by tourists; the demand for the Pharr Bridge is still developing, since it has been in operation only since January 1995.

Hidalgo-Reynosa consists of two separate four-lane bridges, one serving each traffic direction. The Pharr Bridge is located approximately 8km east of the Hidalgo Bridge. It has two vehicular traffic lanes and one pedestrian sidewalk in each direction. The City of Pharr is located about 15km to the north of the intersection of US281 and the Rio Grande. The Hidalgo Bridge is operating considerably above capacity on components that cannot be expanded: south and northbound access and exits, inspections, and toll facilities (Ref 2.4). The Pharr Bridge is expected to improve traffic circulation and concentration of pollutants at the Hidalgo Bridge by attracting some of its traffic, especially commercial traffic. Because it began operating in January 1995, its traffic demand is still developing.

Table 2.13 shows the traffic growth analysis for the Central Valley sector. Northbound data were provided by CAPUFE and U.S. Customs; southbound traffic data were provided by bridge managers. Data for the years 1993 and 1994 include only the Hidalgo Bridge and Los Ebanos Ferry, since the Pharr Bridge was still under construction. Northbound data shown in Table 2.13 were obtained by averaging the two sources for the Hidalgo Bridge (CAPUFE and U.S. Customs).

During the 1993–1994 period, truck demand in the Central Valley sector increased almost 14 percent in both directions. Auto demand did not increase as significantly as did truck demand, keeping the overall demand growth around 2 percent. The peso devaluation seems to have had no detrimental effect on the traffic demand for this sector. Total demand increased almost 6.5 percent in the northbound direction, and almost 4 percent in the southbound direction. The northbound growth rates represent a more accurate assessment of the effects of the peso devaluation, since they are based on a longer time series.

Table 2.13 Traffic Growth — Central Valley Sector

Traffic Direction	Analysis Period	Pedestrian	Passenger Vehicles*	Trucks	Total Vehicles
North-bound	Jan-Dec 1993	2,079,526	5,486,041	139,720	5,625,761
	Jan-Dec 1994	2,166,725	5,576,225	159,025	5,735,250
	Growth	**4.2%**	**1.6%**	**13.8%**	**1.9%**
	Jan-Apr 1994	823,649	1,843,902	56,870	1,900,772
	Jan-Apr 1995	642,587	1,959,865	62,081	2,021,945
	Growth	**-22.0%**	**6.3%**	**9.2%**	**6.4%**
South-bound	Jan-Dec 1993	1,239,587	5,173,269	139,720	5,312,989
	Jan-Dec 1994	1,288,639	5,257,865	159,025	5,416,890
	Growth	**4.0%**	**1.6%**	**13.8%**	**2.0%**
	Jan-Sep 1994	n/a	n/a	107,741	4,011,342
	Jan-Sep 1995	n/a	n/a	116,405	4,158,479
	Growth	**n/a**	**n/a**	**8.0%**	**3.7%**

* Includes autos, buses, pickups, etc.

The Pharr Bridge appears to be diverting trucks away from the Hidalgo Bridge (and urban area). In the first 7 months of 1995, the northbound truck demand for the Pharr Bridge in the Central Valley sector increased from 666 in January to 3,140 in September. Analogous increases were observed in the southbound direction: 715 in January and 2,931 in September. The northbound truck demand for the Hidalgo Bridge decreased from 13,499 in January to 10,914 in September, while the southbound demand decreased from 13,107 in January to 9,072 in September. The shares of truck demand served by the Pharr Bridge are depicted in Figure 2.4. These shares increased steadily for the first half of 1995, and later stabilized at 22 to 25 percent of the total sector demand (respectively, for northbound and southbound directions).

Western Valley Sector

The Western Valley sector begins at the FM886 extension in western Los Ebanos and ends at the western city limits of Roma. In Texas, this sector includes Rio Grande City and Roma, in Starr County. In Mexico, it includes the cities of Camargo and Miguel Alemán, in Tamaulipas. This sector has two small, two-lane bridges: one in Roma and one in Rio Grande City.

Table 2.14 shows the traffic growth analysis for the Central Valley sector. Northbound data were provided by CAPUFE and U.S. Customs for the Roma Bridge, and by CAPUFE for the Rio Grande City Bridge. The northbound traffic data shown in Table 2.14 were obtained by averaging the two sources when available. Southbound traffic was provided by bridge managers

of both bridges. Pedestrian counts for the Rio Grande City Bridge were estimated, since the available data aggregated pedestrians and passengers in public transportation.

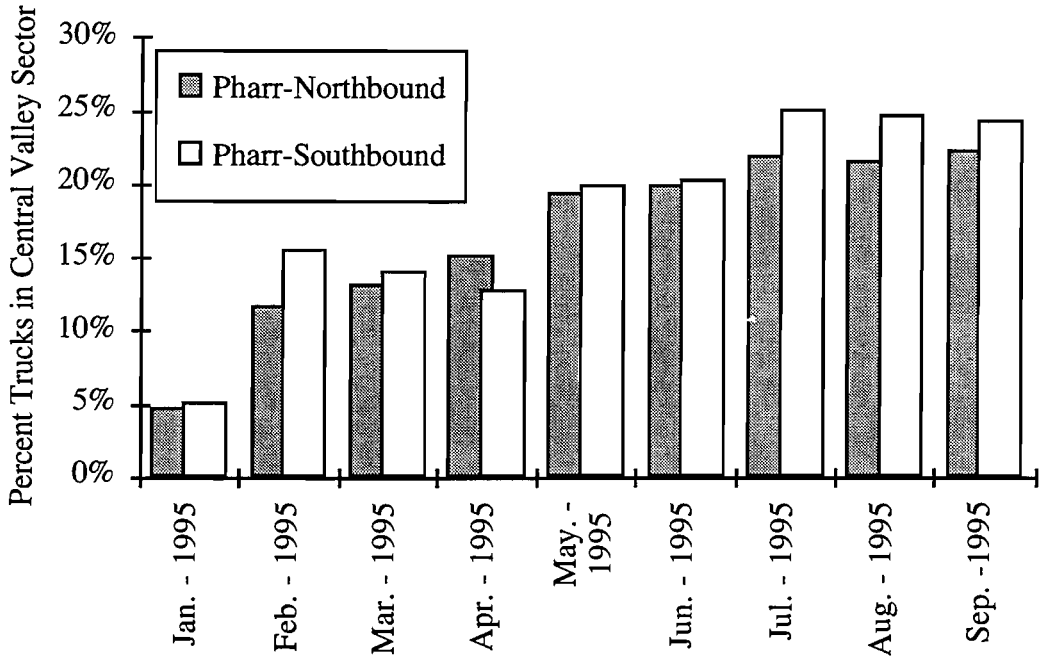

Figure 2.4 Truck Demand for the Pharr Bridge in the Central Valley Sector

Table 2.14 Traffic Growth — Western Valley Sector

Traffic Direction	Analysis Period	Pedestrians	Passenger Vehicles*	Trucks	Total Vehicles
North-bound	Jan-Dec 1993	396,870	1,383,607	24,556	1,408,162
	Jan-Dec 1994	379,916	1,411,514	24,039	1,435,553
	Growth	**-4.3%**	**2.0%**	**-2.1%**	**1.9%**
	Jan-Apr 1994	86,649	461,406	7,677	469,819
	Jan-Apr 1995	74,163	432,811	8,033	441,158
	Growth	**-14.4%**	**-6.2%**	**4.6%**	**-6.1%**
South-bound	Jan-Dec 1993	637,910	1,223,299	25,183	1,248,482
	Jan-Dec 1994	686,798	1,249,000	25,636	1,274,636
	Growth	**7.7%**	**2.1%**	**1.8%**	**2.1%**
	Jan-Sep 1994	532,514	916,306	17,964	934,577
	Jan-Sep 1995	425,704	870,041	18,409	888,450
	Growth	**-20.1%**	**-5.0%**	**2.5%**	**-4.9%**

* Includes autos, buses, pickups, etc.

Traffic demand for this sector grew modestly over the 1993–1994 period, in both directions, totaling around 2 percent for vehicular traffic. The data in Table 2.14 apparently suggest that truck traffic increased more after the peso devaluation than before; however, a closer examination of the monthly data series reveals that truck demand peaks in April in this sector. Traffic growths shown in Table 2.14 must be interpreted cautiously: They may be reflecting a higher-than-average April peak in 1995, which is more likely related to seasonal variations in specific commodities than to peso devaluation impacts.

Laredo Sector

The Laredo sector begins at the eastern city limits of Laredo, in Webb County, and ends immediately west of the Colombia Bridge, which is in a rural area on both sides of the border. On the U.S. side, the entire sector is located in Webb County, while in Mexico it encompasses the city of Nuevo Laredo, Tamaulipas, and the town of Colombia, Nuevo León. Tamaulipas makes up approximately two-thirds of the sector length, while Nuevo León makes up the other third.

The sector includes the following three vehicular bridges and one rail bridge:

(1) Laredo Bridge 1 (Convent Street)
(2) Laredo Bridge 2 (Juarez/Lincoln)
(3) Laredo Bridge 3 (Colombia/Laredo)
(4) Laredo railroad bridge

Two of the vehicular bridges (Laredo 1 and Laredo 2) link the downtown areas of Laredo, Texas, and Nuevo Laredo, Tamaulipas. They are both open 24 hours a day. Laredo Bridge 1, the "Old Bridge" or "Convent Street Bridge," was officially named "Gateway to the Americas" in January 1994. It is a four-lane toll facility. Laredo 2, or Juarez-Lincoln Bridge, is a six-lane, two-way bridge, with the rightmost lane in each direction dedicated to trucks. During periods of heavy southbound traffic, four lanes are designated for southbound traffic and two lanes for northbound traffic. Pedestrians are not allowed to use Laredo 2. All northbound loaded trucks must go through Laredo 2, while both downtown bridges (Laredo 1 and 2) serve empty and loaded southbound trucks.

The Colombia (or "Solidarity") Bridge is a new eight-lane toll bridge that was completed in July 1991. It links Dolores, in Webb County, to Colombia, Nuevo León, and is the only direct link between the U.S. and the state of Nuevo León. It is located about 30km northwest of both Laredos. Adequate design, high-tech inspection equipment, and impressively sized facilities permit high capacity for all components of Colombia Bridge. Nevertheless, it is not being fully utilized. There are several reasons for the under-utilization of this bridge, such as inadequate road infrastructure on both sides of the border, scarcity of Mexican customs brokers licensed to operate in both Tamaulipas and Nuevo León, and the additional time involved to reach the facility (Ref 2.4).

Rail traffic is impressive in Laredo. In the northbound direction, Laredo served 36,286 rail cars in 1993, and 39,867 in 1994, a growth of almost 10 percent. During the first 4 months of

1995, 12,566 rail cars entered Texas through Laredo, a 34 percent increase with respect to the same months for 1994. Southbound traffic is even higher: In 1993, the number of rail cars exiting Texas through Laredo totaled 109,574 and 121,166, respectively, for 1993 and 1994, which represents a 10.6-percent growth rate.

Table 2.15 shows the traffic growth analysis for the Laredo sector. Northbound data were provided by CAPUFE and U.S. Customs. Southbound traffic data were provided by the Laredo Bridge System. The northbound traffic data shown in Table 2.15 were obtained by averaging the two sources. In rows where total traffic is slightly higher than the sum of passenger and truck counts, we included other categories too small to warrant separate analysis.

Table 2.15 Traffic Growth — Laredo Sector

Traffic Direction	Analysis Period	Pedestrians	Passenger Vehicles	Trucks	Total Vehicles
North-bound	Jan-Dec 1993	3,832,683	6,559,267	662,418	7,221,685
	Jan-Dec 1994	3,838,253	6,993,966	798,546	7,792,512
	Growth	**0.1%**	**6.6%**	**20.6%**	**7.9%**
	Jan-Mar 1994	1,240,687	2,140,728	330,239	2,473,735
	Jan-Mar 1995	1,114,601	2,114,495	319,648	2,441,337
	Growth	**-10.2%**	**-1.2%**	**-3.2%**	**-1.3%**
South-bound	Jan-Dec 1993	3,871,503	6,453,284	805,503	7,263,402
	Jan-Dec 1994	3,658,531	6,371,440	914,421	7,287,439
	Growth	**-5.5%**	**-1.3%**	**13.5%**	**0.3%**

The Laredo sector had a significant growth in truck demand between 1993 and 1994, for both traffic directions. Auto traffic grew over 6.5 percent in the northbound direction, but decreased in the southbound direction. The peso devaluation affected truck demand in Laredo. In the first 3 months of 1995, truck traffic was over 3 percent less than the demand observed over the same period for 1994. An examination of the monthly data series does not suggest seasonal fluctuations as a possible explanation for this decrease; however, the 1995–1994 data series are short, and results must be interpreted with care.

Eagle Pass Sector

The Eagle Pass sector stretches between the eastern and western city limits of Eagle Pass, in Maverick County, Texas. On the Mexican side, the sector includes the urban area of Piedras Negras, Coahuila. The sector contains one vehicular bridge and one rail bridge. The rail bridge, owned by Southern Pacific, is located approximately 1km downstream from the Eagle Pass vehicular bridge, a two-lane facility with sidewalks.

The Eagle Pass Bridge had little or no growth over the past 10 years (Ref 2.5). Although the Eagle Pass population has been stable during this period, Piedras Negras' population increased over 20 percent. The number of maquiladoras in Piedras Negras grew 147 percent between 1982 and 1992, while the number of maquiladora employees grew 280 percent (Ref 2.5). There are numerous possible explanations for such traffic stagnation: one of them is latent demand (the bridge cannot process more traffic than the level maintained over the past 10 to 12 years). A capacity analysis developed earlier indicated that several components are operating at or over capacity. They include: toll booths, Piedras Negras access/egress facilities, and Customs on both sides of the border. Unavailable right-of-way to expand Mexican inspections (as well as bridge access and egress) is one of the justifications for a new bridge in Eagle Pass.

Northbound rail traffic grew 4.2 percent from 1993 to 1994, increasing from 14,571 to 15,177 cars. In January, February, and March, the accumulated number of rail cars was, respectively, 3,939 in 1994 and 5,258 in 1995, a 33.5-percent increase. In the southbound direction, there were 17,171 cars in 1993 and 18,818 in 1994, a 9.6-percent increase. Apparently, the peso devaluation did not affect rail movements in this sector. However, extrapolating a few months' growth to arrive at a per-year count may not offer an accurate figure.

Table 2.16 shows the traffic growth analysis for the Eagle Pass vehicular bridge. Northbound data were provided by CAPUFE and U.S. Customs; the 1993–1994 values shown in Table 2.16 were obtained by averaging the two sources. The 1994–1995 northbound analysis is based only on CAPUFE (the longest series). Southbound traffic data were provided by the bridge management.

Table 2.16 Traffic Growth — Eagle Pass Sector

Traffic Direction	Analysis Period	Pedestrians	Autos[1]	Trucks[2]	Other	Total Vehicles
	Jan-Dec 1993	617,243	2,543,824	50,375	7,814	2,602,013
	Jan-Dec 1994	627,849	2,579,274	62,073	8,320	2,649,667
North-bound	**Growth**	**1.7%**	**1.4%**	**23.2%**	**6.5%**	**1.8%**
	Jan-Apr 1994	192,433	816,174	22,010	n/a	838,184
	Jan-Apr 1995	187,323	787,353	20,877	n/a	808,230
	Growth	**-2.7%**	**-3.5%**	**-5.1%**	**n/a**	**-3.6%**
South-bound	Jan-Dec 1993	417,585	2,599,415	37,130	n/a	2,636,545
	Jan-Dec 1994	398,355	2,656,612	40,728	n/a	2,697,340
	Growth	**-4.6%**	**2.2%**	**9.8%**	**n/a**	**2.3%**

[1] In rows that have n/a in the "Other" category, this column actually represents total passenger vehicles (including buses, etc.).

[2] Loaded trucks only.

The Eagle Pass sector saw a significant growth in truck demand between 1993 and 1994, for both traffic directions. Auto traffic grew 1.4 percent in the northbound direction, and 2.2 percent in the southbound direction. The auto growth rate is 3 times higher than the average growth between 1982 and 1992. For trucks, the growth rate is 5 times higher than the 1982–1992 average. These traffic increases may be due to positive NAFTA impacts in this sector.

The peso devaluation reversed this trend, at least for the first 4 months of 1995. According to Table 2.16, which is based on CAPUFE data, auto traffic decreased 3.5 percent, truck traffic decreased 5.1 percent, and total vehicles decreased 3.6 percent. According to U.S. Customs data, these decreases are even greater. For the first 3 months, Customs data indicate that auto traffic decreased 7 percent and truck traffic decreased over 10 percent, at an overall 6.7-percent decrease. Interviews with Eagle Pass officials confirmed the negative impacts of the peso devaluation in international traffic demand.

Del Rio/Ciudad Acuña Sector

The Del Rio sector comprises the city limits of Del Rio in Val Verde County, Texas, and the urban area of Ciudad Acuña, Coahuila. It includes two border crossings for vehicular traffic: Del Rio Bridge and Lake Amistad Dam. The Del Rio Bridge is a four-lane toll bridge owned by the City of Del Rio (U.S. side) and by the Mexican government. The Amistad Dam crossing consists of a toll-free, two-lane road over the dam structure. Traffic is restricted to non-commercial, and it is primarily used for tourism. Its AADT has been below 100 for the past 10 years; its 1994 AADT represented fewer than 90 vehicles. Table 2.17 shows the traffic growth analysis for the Del Rio sector. Northbound data were provided by CAPUFE and U.S. Customs; the values shown in Table 2.17 were obtained by averaging the two sources. Southbound traffic data, provided by the bridge management, are available only for 1993. Data for 1994 used in this analysis are based on estimates provided by Laredo State University and Texas A&M University (Ref 2.6).

Table 2.17 Traffic Growth — Del Rio Sector

Traffic Direction	Analysis Period	Pedestrians	Passenger Vehicles	Trucks	Total Vehicles
North-bound	Jan-Dec 1993	125,163	1,331,679	32,896	1,364,575
	Jan-Dec 1994	132,539	1,410,039	36,244	1,446,283
	Growth	**5.9%**	**5.9%**	**10.2%**	**6.0%**
	Jan-Apr 1994	25,120	454,524	11,565	466,089
	Jan-Apr 1995	27,654	463,716	13,424	477,140
	Growth	**10.1%**	**2.0%**	**16.1%**	**2.4%**
South-bound	Jan-Dec 1993	83,207	1,445,245	34,759	1,480,004
	Jan-Dec 1994	61,061	1,506,322	33,622	1,539,944
	Growth	**-26.6%**	**4.2%**	**-3.3%**	**4.1%**

The Del Rio sector had a significant growth in northbound truck demand between 1993 and 1994. Southbound data, however, indicate a decrease. Auto traffic grew almost 6 percent in the northbound direction, and 4.2 percent in the southbound direction. In the northbound direction, the peso devaluation did not reverse the growth trends, at least for the first 4 months of 1995. Rather, 1995 truck traffic increased over 16 percent, and auto traffic increased 2 percent, with respect to the same months of 1994. The Del Rio Chamber of Commerce and the Customs Port Director feel that the peso devaluation has not affected Del Rio because the city's economy depends more on U.S. than Mexican tourism, and because the Del Rio port of entry serves imports from the maquiladoras in Cd. Acuña. During another set of interviews, two maquiladora managers in Cd. Acuña indicated that the demand for their products increased after the peso devaluation, which made prices more competitive.

Presidio/Ojinaga Sector

The Presidio sector comprises the city limits of Presidio, in Presidio County, Texas, and the city limits of Ojinaga, Chihuahua, Mexico. Its only international bridge is Presidio, a two-lane vehicular bridge with sidewalks on both sides for pedestrians. While free on the U.S. side, it is tolled on the Mexican side. Table 2.18 shows the traffic growth analysis for the Presidio sector. Northbound data were provided by CAPUFE and U.S. Customs; values for the 1993–1994 analysis were obtained by averaging the two sources. The 1994–1995 analysis is based on CAPUFE data only, since U.S. Customs data are available only up to 1994. Southbound traffic data are not routinely recorded for this bridge.

Table 2.18 Traffic Growth — Presidio Sector

Traffic Direction	Analysis Period	Pedestrians	Passenger Vehicles	Trucks	Total Vehicles
North-bound	Jan-Dec 1993	22,114	533,292	5,803	539,095
	Jan-Dec 1994	31,439	538,698	5,365	544,063
	Growth	**42.2%**	**1.0%**	**-7.5%**	**0.9%**
	Jan-Apr 1994	10,712	173,333	2,269	175,602
	Jan-Apr 1995	11,403	168,515	2,787	171,302
	Growth	**6.5%**	**-2.8%**	**22.8%**	**-2.4%**

Between 1993 and 1994, the Presidio sector had a very small growth in northbound auto demand, while truck traffic decreased by 7.5 percent. The peso devaluation apparently reversed the growth trends, at least for the first 4 months of 1995. Truck traffic increased almost 23 percent, while auto traffic decreased almost 3 percent with respect to the same months of 1994.

Fort Hancock Sector

This sector has one two-lane free bridge for light vehicles and pedestrian traffic. It serves a very small amount of traffic: 1994 AADT is 343, and the average daily number of pedestrians was 240. During the 1993–1994 period, the total number of autos and pedestrians increased by less than 2 percent.

El Paso Sector

The El Paso sector begins immediately east of the Fabens Bridge, and ends at the Texas/New Mexico/Chihuahua border. It includes the cities of Tornillo, Fabens, Ysleta, and El Paso, in El Paso County, Texas, and the cities of Caseta, Zaragosa, and Cd. Juarez, in Chihuahua, Mexico. The Fabens Bridge is included in the El Paso sector because origin and destination data showed that over 10 percent of the demand for this bridge had origins in El Paso. The sector has five vehicular bridges:

(1) Fabens Bridge,
(2) Ysleta Zaragosa,
(3) Bridge of the Americas (BOTA),
(4) Good Neighbor Bridge (GNB), and
(5) Paso Del Norte (PDN).

The Fabens Bridge, located approximately 40km west of Fort Hancock, is a narrow two-lane bridge with one sidewalk. It is toll-free on both sides. The bridge is load-posted at 9.5t. It is under jurisdiction of the Fabens port of entry (U.S. Customs).

The El Paso port of entry comprises four vehicular bridges and two rail bridges, the latter owned by Southern Pacific Railroad and by Union Pacific Railroad. Paso Del Norte (PDN), Good Neighbor (GNB), and Ysleta Bridges are owned by the City of El Paso. The Bridge of the Americas (BOTA) is currently owned by IBWC.

The Ysleta toll bridge is located approximately 34km west of the Fabens Bridge. It consists of two four-lane bridge structures, with the west structure used for private vehicles and pedestrians, and the east structure used for commercial traffic. A new interchange links Ysleta to Loop 375; traffic circulation is good around the U.S. side of this bridge (Ref 2.2).

The Bridge of the Americas (BOTA) is located approximately 13km west of the Ysleta Bridge. BOTA is an eight-lane bridge with two truck-only lanes and sidewalks on both sides for pedestrians. City and customs officials in both El Paso and Cd. Juarez believe that large traffic volumes will continue to prefer BOTA regardless of its congestion, since it is a free facility (Ref 2.5, interviews).

Good Neighbor Bridge (GNB) is located approximately 5km west of BOTA. It is a four-lane bridge restricted to southbound non-commercial traffic (and pedestrians). Open 24 hours a day, it is a toll facility with four southbound toll booths.

Paso Del Norte Bridge (PDN), the westernmost binational bridge in Texas, is located approximately 0.4km west of GNB, and only 6km east of the Texas/New Mexico/Chihuahua border monument. PDN is a four-lane toll bridge restricted to northbound non-commercial traffic and to two-way pedestrian traffic.

Northbound rail traffic decreased 8.9 percent from 1993 to 1994, decreasing from 11,306 to 10,297 cars. In January, February, and March, the number of rail cars was 2,248 in 1994 and 2,765 in 1995, a 23-percent increase. In the southbound direction, there were 32,366 cars in 1993 and 31,519 in 1994, a 2.6-percent decrease. Apparently, the peso devaluation did not affect rail movements in the El Paso sector. Rather, it seems to have encouraged significant growth. This may be partly due to an increase in imports encouraged by the devaluation (and by the consequent reduction in the cost of Mexican goods). However, the 3-month series used to develop these growth rates is too small to warrant general conclusions.

Table 2.19 summarizes traffic growth in this sector. In order to obtain a consistent data series for both analysis periods, we used all available data, most of which were provided by the Department of Planning and Research of El Paso. When more than one data source was available for a particular bridge, they were averaged. Southbound data include estimates based on the opposite direction for Fabens and BOTA. Data for 1995 are available only for southbound direction in two bridges: Ysleta and PDN. In the northbound direction, only PDN has 1995 data. The analysis of 1994–1995 growth is thus restricted to the southbound direction, and relies on estimates of BOTA and Fabens traffic.

Table 2.19 Traffic Growth — El Paso Sector

Traffic Direction	Analysis Period	Pedestrians	Trucks	Passenger Vehicles	Total Vehicles
North-bound	Jan-Dec 1993	5,908,879	566,528	15,401,183	15,967,711
	Jan-Dec 1994	5,710,724	543,936	15,989,631	16,533,567
	Growth	**-3.4%**	**-4.0%**	**3.8%**	**3.5%**
South-bound	Jan-Dec 1993	5,390,853	567,453	13,798,326	14,365,779
	Jan-Dec 1994	5,364,370	559,101	14,404,841	14,963,942
	Growth	**-0.5%**	**-1.5%**	**4.4%**	**4.2%**
	Jan-Jun 1994	2,644,316	7,119,680	268,480	7,388,159
	Jan-Jun 1995	2,276,623	6,293,153	260,837	6,553,990
	Growth	**-13.9%**	**-11.6%**	**-2.8%**	**-11.3%**

Between 1993 and 1994, the El Paso sector experienced a decrease in pedestrian and commercial traffic demands, with truck traffic decreasing 4 percent in the northbound direction, and 1.5 percent in the southbound direction. Auto traffic increased by about 4 percent in both directions. Total vehicles grew 3.5 percent in the northbound direction and 4.2 percent southbound. The peso devaluation negatively affected traffic demand in this sector; in the first half

of 1995, total traffic was over 11 percent less than that for the first half of 1994, and passenger vehicles were 2.8 percent less. Truck and pedestrian demands were affected the most, decreasing over 11.5 percent and nearly 14 percent, respectively.

Summary and Discussion

This section discussed the observed traffic demand in each Texas-Mexico border sector (sectors are depicted in Table 2.1 and in Figure 2.1). Tables 2.20 and 2.21 summarize growth rates observed in each sector for vehicular and rail traffic, respectively. Levels of traffic growth vary considerably among sectors, reflecting the diversity of traffic demand characteristics along the border.

Los Indios' sector's growth rates are still representative of traffic development in a new facility and therefore cannot be assumed to capture socioeconomic conditions, NAFTA impacts, or peso devaluation effects. Pedestrian traffic growth must be interpreted cautiously in all sectors. A very wide variation was found between northbound and southbound directions, a finding that must be due to discrepancies in the data collection process, since pedestrian traffic is exclusively local in nature and is necessarily two-way. The Central Valley sector is the only sector showing similar pedestrian growth rates in both directions. In spite of these limitations, the data support field observations that indicate a considerable decrease in pedestrian traffic in 1995.

Commercial traffic growth must be interpreted cautiously, especially in terms of discrepancies between traffic directions. Origin and destination surveys conducted before NAFTA already indicated that non-local traffic for trucks represented a higher percentage than that for autos (Ref 2.3). Moreover, a considerable portion of local truck traffic still reflects pre-NAFTA regulations prohibiting foreign trucks beyond the commercial zone of both the U.S. and Mexico. This requirement to switch trucks on the border has led to the widespread practice of hiring companies that specialize in hauling cargo from one side of the border to the other. NAFTA will eliminate this practice, and there is some anecdotal information regarding increasing tendencies to take advantage of the more efficient new rules. It is difficult at this point to confirm (or deny) these accounts, since the drayage companies consider the demand for their services as proprietary information.

Non-commercial traffic data are more consistent in both directions and are more reliable than pedestrian data. Furthermore, given the comparatively high number of non-commercial vehicles, errors in data collection procedures have less impact on data reliability. One caveat: Sometimes it is impossible to know whether transit vehicles are included in the data. However, given the insignificance of transborder transit activity, errors in transit counts are small compared with other sources of error.

An important limitation of these analyses relates to the 1994–1995 growth rates. These rates are supposed to reflect peso devaluation effects, and phone interviews conducted throughout the border indicated an overall negative impact of the peso devaluation on transborder traffic. In this case, a comparison between the first few months of 1994 and 1995 is useful, since it confirms and quantifies these early impacts. However, it is important keep in mind that cumulative growth rates observed over a few months can be extrapolated for the entire year only in special cases.

In order to illustrate this important point, a monthly analysis of cumulative growth rates was made for two selected cases: southbound non-commercial traffic in Laredo (all bridges), and southbound commercial traffic on the Ysleta Bridge (El Paso sector). The analysis used 1993 and 1994 data to calculate the cumulative growth rates up to (and including) each month. Evidently, the December growth rate corresponds to the total yearly rate. The results are plotted in Figures 2.5 and 2.6.

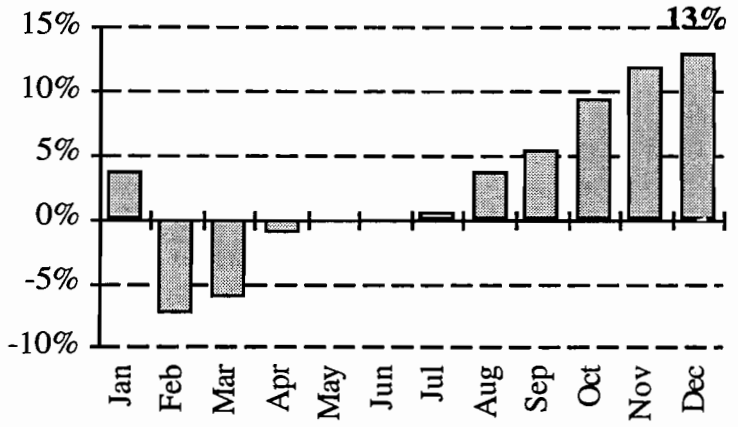

Figure 2.5 Cumulative 1993-1994 Growth Rates (Ysleta)

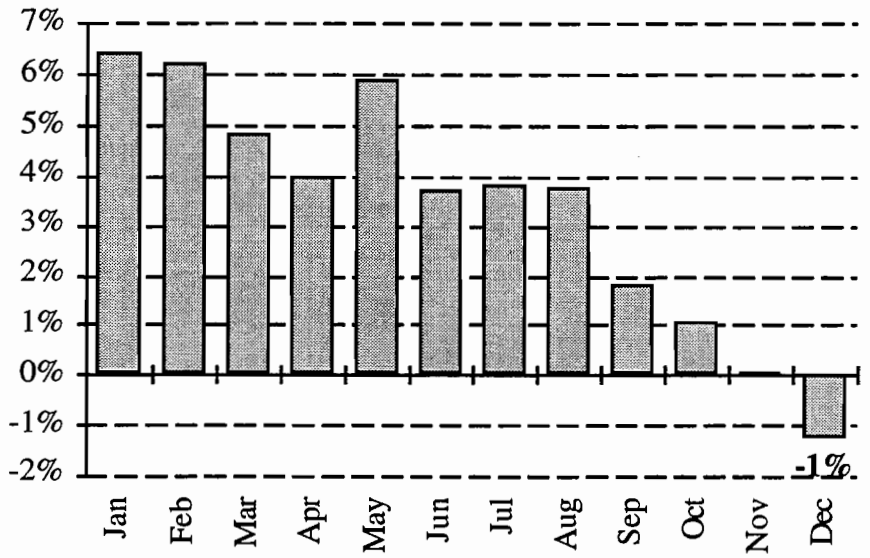

Figure 2.6 Cumulative 1993-1994 Growth Rates (Laredo)

Figures 2.5 and 2.6 illustrate two yearly growth rates: a 13-percent increase for Ysleta (Fig. 2.5) and a 1-percent decrease for Laredo (Fig. 2.6). An analysis made with an incomplete 1994 data series would indicate opposite tendencies. In Figure 2.5, the magnitude of the total

yearly growth rate becomes evident only after October, but it would still underestimate the yearly growth by 4 percentage points. In Figure 2.6, a correct estimate of the 1-percent yearly decrease cannot be obtained based on any subset of 1994. In both examples, extrapolation of early 1994 trends to the entire year results in misleading conclusions that reflect exactly the opposite of the actual yearly growth. Early peso devaluation impacts may have an analogous reversal later. Major economic changes usually cause more intense impacts in the beginning; after a certain time, individuals adjust to the changes and slowly return to their usual patterns of behavior. More data are definitely needed to draw conclusions about the peso devaluation impacts.

Given these caveats, and assuming that discrepancies between traffic growth in both directions represent actual tendencies, the data indicate a considerable increase in truck activity along the border over the 1993–1994 period, except for that in the Presidio and El Paso sectors (both directions), and Western Valley (northbound only). Eagle Pass, Laredo, and Central Valley had, in that order, the three highest northbound truck traffic growth rates, while Eastern Valley, Central Valley, and Laredo had, in that order, the three highest southbound truck traffic growth rates, with Laredo and Central Valley growing at almost the same rate (around 3.5 percent). During the 1994–1995 period, truck activity continued to grow in Central Valley, Western Valley, Del Rio, and Presidio, decreasing in all other sectors where 1995 data are already available. Even Los Indios, a new bridge where growth rates are inflated by traffic development, experienced a sharp decline in 1995 truck activity.

During the 1993–1994 period, all sectors experienced similar non-commercial growth rates in both directions, with the exception of Laredo, which presented the highest northbound increase and the only southbound decrease greater than 0.1 percent. These findings are consistent with transborder origin and destination surveys, which indicate that auto traffic is predominantly local in all sectors but Laredo, which serves the highest percentage of long-haul international travel (Ref 2.3). Therefore, differences between traffic growth in both directions can be partly explained by changes in long-haul demand. With the exception of Los Indios, which is still developing traffic, Laredo presented the highest northbound growth, followed by Del Rio and El Paso. In the southbound direction, El Paso had the highest growth, followed by Del Rio, Eagle Pass, and Western Valley. The 1994–1995 period shows a trend reversal for non-commercial traffic growth in many sectors. In the northbound direction, the only sectors that present positive growth rates are Central Valley and Del Rio. Southbound non-commercial traffic is available in 1995 only for Laredo and El Paso, and both decreased with respect to 1994.

Table 2.20 Summary of Vehicular Traffic Growth by Sector

Border Sector	Northbound				Southbound			
	Pedes-trian	Non-Comm	Comm	Total Veh.	Pedes-trian	Non-Comm	Comm	Total Veh.
Brownsville								
1993-1994	-5.8%	n/a	5.6%	4.8%	n/a	n/a	n/a	n/a
1994-1995	-15.8%	-2.2	-15.4	-2.7%	n/a	n/a	n/a	n/a
Los Indios								
1993-1994	246.7%	19.0%	289.9%	27.5%	40.5%	26.8%	121.1%	31.9%
1994-1995	50.7%	-4.0%	-13.5%	-5.0%	n/a	n/a	n/a	n/a
East. Valley								
1993-1994	-3.7%	0.3%	8.6%	0.5%	5.6%	-0.1%	15.2%	0.2%
1994-1995	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Cen. Valley								
1993-1994	4.2%	1.6%	13.8%	1.9%	4.0%	1.6%	13.8%	2.0%
1994-1995	-22.0%	6.3%	9.2%	6.4%	n/a	n/a	8.0%	3.7%
West. Valley								
1993-1994	-4.3%	2.0%	-2.1%	1.9%	7.7%	2.1%	1.8%	2.1%
1994-1995	-14.4%	-6.2%	4.6%	-6.1%	-20.1%	-5.0%	2.5%	-4.9%
Laredo								
1993-1994	0.1%	6.6%	20.6%	7.9%	-5.5%	-1.3%	13.5%	0.3%
1994-1995	-10.2%	-1.2%	-3.2%	-1.3%	n/a	n/a	n/a	n/a
Eagle Pass								
1993-1994	1.7%	1.4%	23.2%	1.8%	-4.6%	2.2%	9.8%	2.3%
1994-1995	-2.7%	-3.5%	-5.1%	-3.6%	n/a	n/a	n/a	n/a
Del Rio								
1993-1994	5.9%	5.9%	10.2%	6.0%	-26.2%	4.2%	-3.3%	4.1%
1994-1995	10.1%	2.0%	16.1%	2.4%	n/a	n/a	n/a	n/a
Presidio								
1993-1994	42.2%	1.0%	-7.5%	0.9%	n/a	n/a	n/a	n/a
1994-1995	6.5%	-2.8%	22.8%	-2.4%	n/a	n/a	n/a	n/a
El Paso								
1993-1994	-3.4%	3.8%	-4.0%	3.5%	-0.5%	4.4%	-1.5%	4.2%
1994-1995	n/a	n/a	n/a	n/a	-13.9%	-2.8%	-11.6%	-11.3%

Rail traffic increased more than vehicular traffic, especially after the peso devaluation. While the Brownsville sector presented the highest increase in rail demand, it is the only sector that presented a decrease in growth levels after the peso devaluation; rail traffic increased considerably in Laredo, Eagle Pass, and El Paso after the peso devaluation.

Table 2.21 Summary of Rail Traffic Growth by Sector

Border Sector	Northbound	Southbound
Brownsville		
1993-1994	50.4%	n/a
1994-1995	30.8%	n/a
Laredo		
1993-1994	9.9%	10.0%
1994-1995	34.0%	n/a
Eagle Pass		
1993-1994	4.2%	9.6%
1994-1995	33.5%	n/a
El Paso		
1993-1994	-8.9%	-2.6%
1994-1995	23.0%	n/a

BORDERWIDE TRAFFIC ANALYSIS

The borderwide analysis of transborder traffic focuses on total traffic along the entire border. Even facilities having minimal traffic, such as Los Ebanos Ferry and Amistad Dam, were included in the analysis. When applicable, lack of data in one direction was substituted for an estimate based on the data for the opposite direction. The priority was to ensure that all crossings along the Texas-Mexico border were represented. Data were aggregated to obtain a consistent vehicle classification criteria applicable to all data sources, requiring use of four categories only: commercial vehicles, non-commercial vehicles, pedestrians, and rail. Data for 1995 are not sufficient to permit a meaningful borderwide analysis, since they are unavailable for several sectors. The discussions cover two topics: total traffic across the Texas-Mexico border and border sectors' shares of transborder traffic in Texas.

Borderwide Traffic Growth

Table 2.22 summarizes the borderwide traffic demand and growth rates in international traffic for 1993–1994. Except for pedestrian traffic, borderwide traffic demand grew impressively between 1993 and 1994, especially for freight modes. Northbound truck traffic grew over 11 percent, while rail traffic increased over 10 percent. Non-commercial traffic increased nearly 4 percent, while pedestrian counts decreased almost 2 percent.

In the southbound direction, rail traffic increased almost 10 percent, while trucks increased nearly 8 percent. Pedestrian traffic decreased by approximately the same amount (2 percent) as that for the northbound direction. Non-commercial vehicles increased less than half the rate of commercial traffic.

Total (two-way) pedestrian traffic decreased by 2 percent, while non-commercial vehicles increased almost 3 percent. Commercial traffic increased more substantially. Truck demand grew over 9 percent, while rail cars increased by nearly 10 percent.

Table 2.22 Borderwide Traffic Growth in 1993-1994

Direction	Mode	1993 Traffic	1994 Traffic	93-94 Growth
Northbound	Pedestrian	17,535,116	17,193,790	-1.95%
	Non-commercial	39,862,134	41,447,598	3.98%
	Commercial Vehicles	1,713,128	1,902,213	11.04%
	Total Vehicles	41,575,262	43,349,811	4.27%
	Rail	70,045	77,195	10.21%
Southbound	Pedestrian	16,273,853	15,922,133	-2.16%
	Non-commercial	37,667,375	38,717,316	2.79%
	Commercial Vehicles	1,840,686	1,982,663	7.71%
	Total Vehicles	39,512,691	40,701,557	3.01%
	Rail	166,993	183,357	9.80%
Two-way	Pedestrian	33,808,969	33,115,923	-2.0%
	Non-commercial	77,529,509	80,164,914	3.4%
	Commercial Vehicles	3,553,814	3,884,876	9.3%
	Total Vehicles	81,087,952	84,051,368	3.7%
	Rail	237,038	260,552	9.9%

Traffic Demand Distribution by Sector

The results of the traffic analysis by sector indicate that the borderwide traffic demand is not distributed uniformly throughout the sectors, and an analysis of sectors' traffic demand shares is useful for transportation planning purposes. Figures 2.7 through 2.10 depict the shares of Texas-Mexico transborder traffic in each sector by mode. Figures 2.7 and 2.8, respectively, show the 1993 northbound and southbound shares, while Figures 2.9 and 2.10 show analogous data for 1994. Two-way shares are shown in table format (Table 2.23).

The shares of each sector have remained somewhat constant between 1993 and 1994. The only changes of more than 1 percentage point in magnitude were observed in Laredo and El Paso, for commercial traffic only. The shares of the Brownsville sector decreased in 1994, while the Los Indios' share increased, a finding that indicates Los Indios' potential to alleviate congestion on the

Brownsville bridges. In terms of transportation planning, it is an early indication that the sectors of Brownsville and Los Indios should be merged in the future.

Table 2. 23 Sectors Shares of Transborder Traffic (Two-Way)

Border Sector	Pedestrian		Non-Commercial		Commercial		Total	
	1993	1994	1993	1994	1993	1994	1993	1994
Brownsville	22.2%	21.3%	13.4%	13.5%	11.1%	10.8%	13.3%	13.4%
Los Indios	0.0%	0.0%	0.5%	0.6%	0.4%	1.3%	0.5%	0.6%
Eastern Valley	4.4%	4.5%	2.3%	2.3%	1.2%	1.2%	2.3%	2.2%
Central Valley	9.8%	10.4%	13.7%	13.5%	7.9%	8.2%	13.5%	13.3%
Western Valley	3.1%	3.2%	3.4%	3.3%	1.4%	1.3%	3.3%	3.2%
Falcon	0.0%	0.0%	0.4%	0.4%	0.1%	0.1%	0.3%	0.4%
Laredo	22.8%	22.6%	16.8%	16.7%	41.3%	44.1%	17.9%	17.9%
Eagle Pass	3.1%	3.1%	6.6%	6.5%	2.5%	2.6%	6.5%	6.4%
Del Rio	0.6%	0.6%	3.6%	3.6%	1.9%	1.8%	3.5%	3.6%
Presidio	0.1%	0.2%	1.4%	1.3%	0.3%	0.3%	1.3%	1.3%
Fort Hancock	0.5%	0.5%	0.3%	0.3%	0.0%	0.0%	0.3%	0.3%
El Paso	33.4%	33.4%	37.7%	37.9%	31.9%	28.4%	37.4%	37.5%

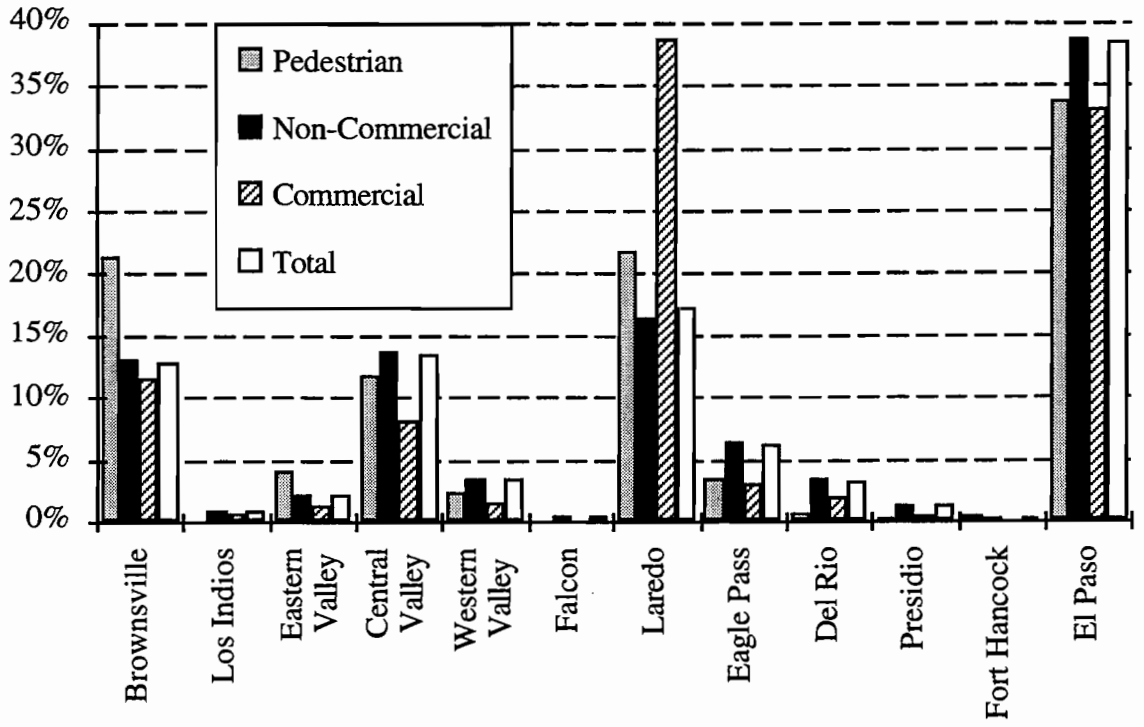

Figure 2.7 Northbound Traffic Demand Shares (1993)

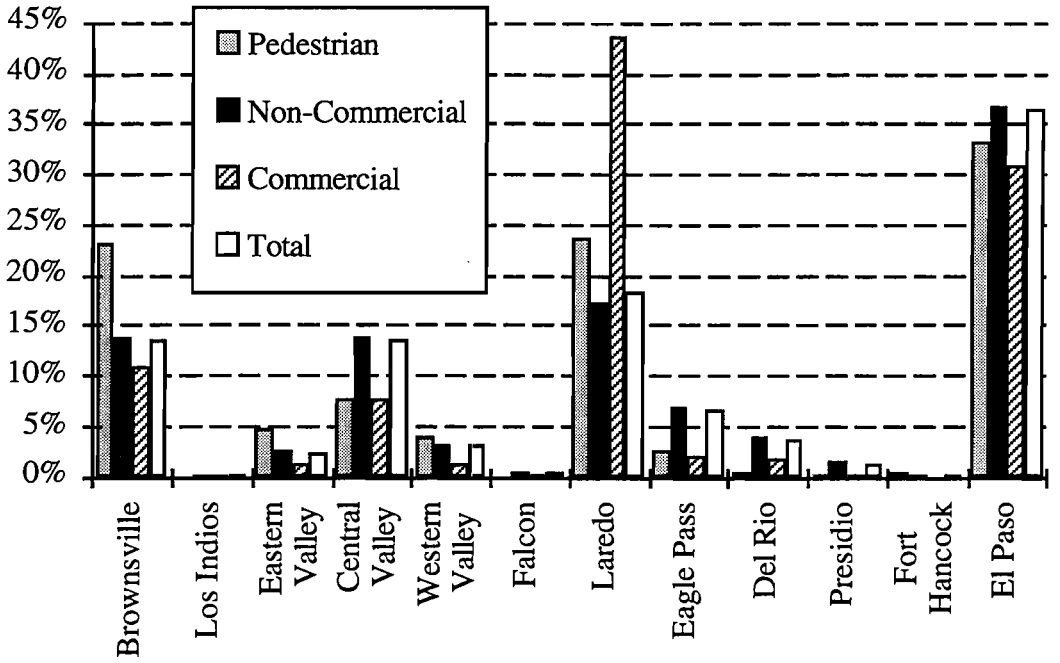

Figure 2.8 Southbound Traffic Demand Shares (1993)

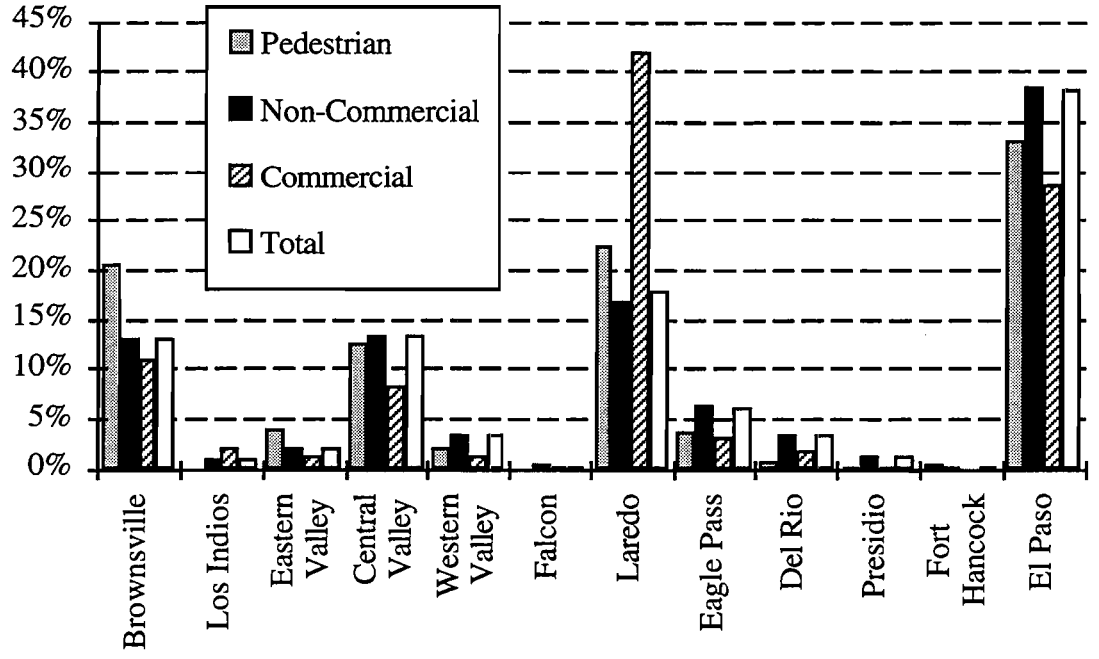

Figure 2.9 Northbound Traffic Demand Shares (1994)

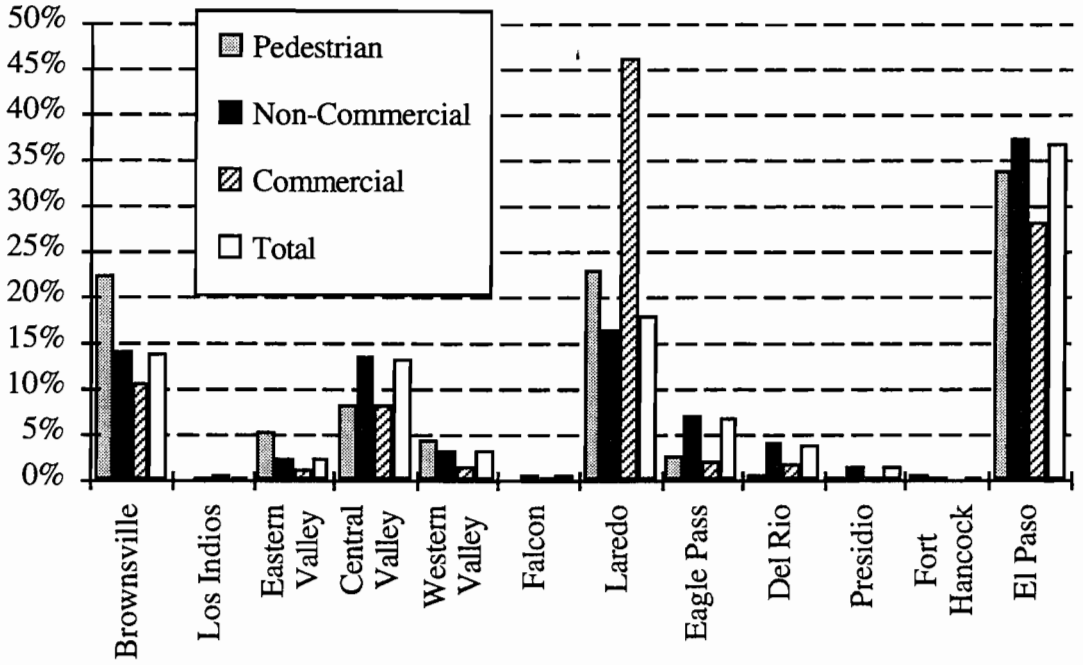

Figure 2.10 Southbound Traffic Demand Shares (1994)

It is clear from Figures 2.7 through 2.10 and Table 2.23 that Brownsville, Laredo, and El Paso attract most of the transborder traffic demand, and that the Central Valley sector alone attracts nearly as much traffic as all sectors except Brownsville, Laredo, and El Paso. Laredo is the preferred truck route, while El Paso has the largest non-commercial demand of the entire border. In the northbound direction, Laredo served 662,418 trucks in 1993, which corresponds to 39 percent of all trucks entering the Texas border over that year. This number increased to 798,546 in 1994, boosting Laredo's share of the truck demand to 42 percent. In the southbound direction, both the number of trucks and the shares are higher. In 1993, Laredo served 44 percent of all trucks exiting the U.S. through Texas, and 46 percent in 1994. The El Paso sector attracts the second largest share of truck traffic, with 33 and 39 percent of the northbound demand and 31 and 28 percent of the southbound trucks (respectively, for 1993 and 1994).

El Paso serves the highest share of both non-commercial traffic and total traffic. This is not surprising, since both El Paso and Cd. Juarez are the largest border cities. El Paso served 39 percent of the northbound demand and 37 percent of the southbound demand (in both 1993 and 1994). Laredo ranked second, with 16 to 17 percent, and Brownsville ranked third, attracting 13 percent of the northbound demand and 14 percent of the southbound (for both 1993 and 1994). Laredo and Brownsville each serve around 20 to 22 percent of the pedestrian demand, while El Paso serves 33 to 34 percent.

In summary, the three busiest sectors are Brownsville, Laredo, and El Paso, which together serve between 60 and 85 percent of the traffic demand, depending on mode and traffic direction. The Central Valley sector is the fourth busiest, serving the same magnitude of traffic as all remaining sectors combined. A comparison among the three busiest sectors combined, the Central Valley sector, and all others combined is shown in Figure 2.11 for total two-way traffic in 1994, and in more detail in Table 2.24.

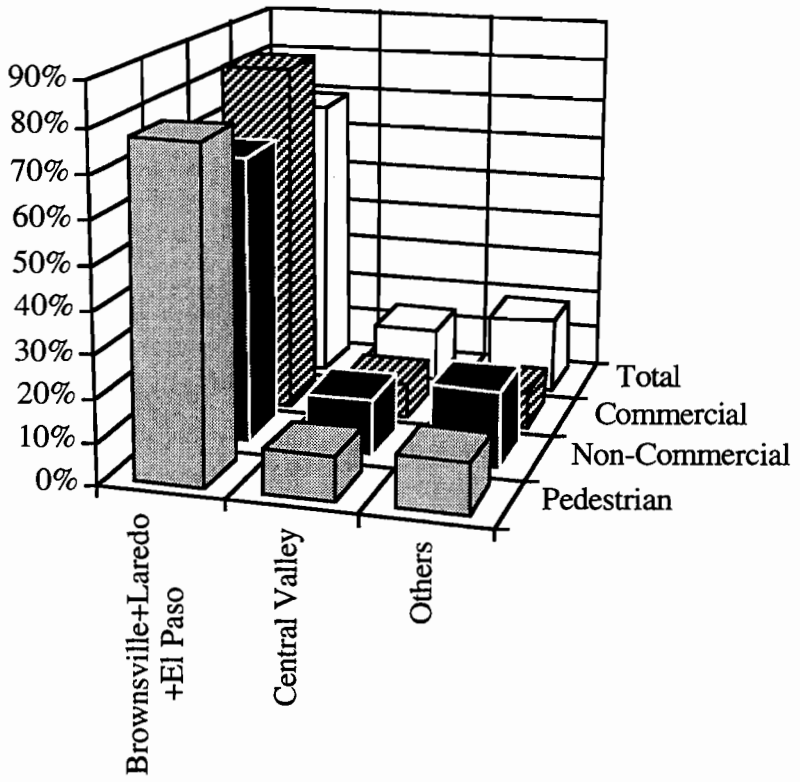

Figure 2.11 Two-way Aggregated Traffic Shares (1994)

SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

This chapter discussed the new transborder traffic data obtained in this project, fulfilling a twofold project objective to update the Transborder database and to provide TxDOT's transportation planning engineers with a comprehensive discussion of data scope, limitations and reliability, as well a complete analysis of recent traffic growth at the Texas-Mexico border.

Table 2.24 Aggregated Traffic Shares

Direction	Mode	Brownsville+ Laredo+El Paso		Central Valley		All Other Sectors	
		1993	1994	1993	1994	1993	1994
Northbound	Pedestrian	77.0%	76.1%	11.9%	12.6%	11.2%	11.3%
	Non-Commercial	68.1%	68.5%	13.8%	13.5%	18.2%	18.0%
	Commercial	83.3%	81.6%	8.2%	8.4%	8.6%	10.1%
	Total	68.7%	69.1%	13.5%	13.2%	17.8%	17.7%
Southbound	Pedestrian	80.0%	78.8%	7.6%	8.1%	12.4%	13.1%
	Non-Commercial	67.5%	67.7%	13.7%	13.6%	18.8%	18.7%
	Commercial	85.3%	84.9%	7.6%	8.0%	7.1%	7.1%
	Total	68.3%	68.5%	13.4%	13.3%	18.2%	18.2%
Two-Way	Pedestrian	78.4%	77.4%	9.8%	10.4%	11.8%	12.2%
	Non-Commercial	67.8%	68.1%	13.7%	13.5%	18.5%	18.4%
	Commercial	84.4%	83.2%	7.9%	8.2%	7.8%	8.6%
	Total	68.5%	68.8%	13.5%	13.3%	18.0%	17.9%

The data analysis by source provides transportation engineers with a thorough discussion of data reliability, caveats, and scope, as needed for a transportation planning perspective. Major data limitations are due to the fact that transborder traffic data are collected for uses other than transportation planning, and as such the data sometimes are either in an incompatible format or, worse, not even recorded.

The analysis by sector provides an overall picture of the border by areas of traffic demand, defined by the sectors depicted in Table 2.1 and in Figure 2.1. The borderwide analysis provides an overall picture of the international traffic demand in Texas.

Transborder Traffic Data for Transportation Planning: Relevant Issues

Transborder traffic data come from several different sources and are collected for purposes other than transportation planning. When using these data for transportation engineering, the following issues are pertinent: lack of uniform criteria to disaggregate data into vehicle types, discrepancies between northbound sources (U.S. Customs and CAPUFE), discrepancies between northbound and southbound data that are difficult to reconcile with the expected/known behavior of that particular transport mode in that particular sector, and limited data scope.

Traffic Demand by Sectors

Brownsville. During the 1993–1994 period, northbound vehicular traffic increased almost 5 percent, while rail traffic increased over 50 percent. The peso devaluation reversed this trend. Auto traffic decreased over 2 percent, and trucks decreased over 15 percent. Rail traffic still increased, but significantly less than that for the 1993-1994 period. The decreasing trend observed

for pedestrian traffic (-5.8 percent in 1993–1994) plummeted to -16 percent after the peso devaluation.

Eastern Valley. Traffic growth in this sector was virtually non-existent over the 1993–1994 period, except for trucks, whose demand grew 8.6 and 15.2 percent, respectively, for the northbound and southbound traffic directions.

Central Valley. During the 1993–1994 period, truck demand increased almost 14 percent in both directions. Auto demand increased significantly less than trucks, keeping the overall demand growth around 2 percent. For 1994–1995, total demand increased almost 6.5 percent in the northbound direction, and almost 4 percent in the southbound direction. The northbound growth rates represent a more accurate assessment of the peso devaluation effects, since they are based on a longer time series. The shares of truck demand served by the Pharr Bridge increased steadily in the first half of 1995, and later stabilized at 22 to 25 percent of the total sector demand (respectively, for northbound and southbound directions).

Western Valley. Total traffic demand grew around 2 percent for the 1993–1994 period in both directions. Truck traffic increases in 1995 may reflect a higher-than-average April peak in 1995, which is more likely related to seasonal variations in specific commodities than to peso devaluation impacts.

Laredo. Truck demand between 1993 and 1994 grew 20.6 percent in the northbound direction and 13.5 percent southbound. Auto traffic grew over 6.5 percent in the northbound direction, but decreased in the southbound direction. In the first 3 months of 1995, truck traffic decreased over 3 percent with respect to the same period in 1994.

Eagle Pass. This sector had been presenting insignificant or negative auto and truck growth rates for the past 10 years, but between 1993 and 1994 auto traffic grew 1.4 percent in the northbound direction, and 2.2 percent in the southbound direction. For trucks, the growth rate is 5 times higher than the 1982–1992 average. The peso devaluation reversed this trend, at least for the first 4 months of 1995.

Del Rio. Between 1993 and 1994, auto traffic grew almost 6 percent in the northbound direction, and 4.2 percent in the southbound direction, while trucks grew 10.2 percent northbound but decreased 3.3 percent southbound. In the northbound direction, the peso devaluation did not reverse the growth trends, at least for the first 4 months of 1995. Several Del Rio officials confirmed that the peso devaluation has not affected Del Rio, attributing this to the fact that its international traffic is influenced by U.S tourists and maquiladoras.

Presidio. Between 1993 and 1994, the Presidio sector showed minimal growth in northbound auto demand, while truck traffic decreased by 7.5 percent. The peso devaluation apparently reversed the growth trends, at least for the first 4 months of 1995. Truck traffic increased almost 23 percent, while auto traffic decreased by almost 3 percent with respect to the same months for 1994.

El Paso. Between 1993 and 1994, the El Paso sector experienced a decrease in pedestrian and commercial traffic demands, with truck traffic decreasing 4 percent in the northbound direction and 1.5 percent in the southbound direction. Auto traffic increased by about 4 percent in both

directions. Total vehicles grew 3.5 percent in the northbound direction and 4.2 percent southbound. In the first half of 1995, total traffic was over 11 percent less than that for the first half of 1994, and passenger vehicles were 2.8 percent less. Truck and pedestrian demands were affected the most, decreasing over 11.5 percent and nearly 14 percent, respectively.

All Sectors. During the 1993–1994 period, all sectors experienced similar non-commercial growth rates in both directions, except Laredo, which presented the highest northbound increase and the only southbound decrease greater than 0.1 percent. With the exception of Los Indios, which is still developing traffic, Laredo presented the highest northbound growth, followed by Del Rio and El Paso, respectively. In the southbound direction, El Paso had the highest growth, followed by Del Rio, Eagle Pass, and Western Valley. The 1994–1995 period shows a trend reversal for non-commercial traffic growth in many sectors. In the northbound direction, the only sectors that present positive growth rates are Central Valley and Del Rio. Southbound non-commercial traffic is available in 1995 only for Laredo and El Paso, and both decreased with respect to 1994. Los Indios is diverting traffic from Brownsville, an indication that these two sectors could be merged in the future.

Rail traffic increased more than vehicular traffic, especially after the peso devaluation. The Brownsville sector presented the highest increase in rail demand, but it is the only sector that presented a decrease in growth levels after the peso devaluation; rail traffic increased considerably in Laredo, Eagle Pass, and El Paso after the peso devaluation.

Borderwide Traffic Growth (1993–1994)

Northbound truck traffic grew over 11 percent, while rail traffic increased over 10 percent. Non-commercial traffic increased nearly 4 percent, and pedestrians decreased almost 2 percent. In the southbound direction, rail traffic increased almost 10 percent, while trucks increased nearly 8 percent. The non-commercial vehicle increase was less than half that for commercial traffic. Total (two-way) pedestrian traffic decreased by 2 percent, while non-commercial vehicles increased almost 3 percent. Commercial traffic increased more substantially. Truck demand grew over 9 percent, while rail cars increased nearly 10 percent.

Sectors' Shares of Traffic Demand

Brownsville, Laredo, and El Paso attract most of the transborder traffic demand. Together they serve between 60 and 85 percent of the traffic demand, depending on mode and traffic direction. Laredo is the preferred truck route, while El Paso has the largest non-commercial demand of the entire border. El Paso serves the highest share of non-commercial traffic and total traffic. The Central Valley sector is the fourth busiest, serving the same magnitude of traffic as all remaining sectors combined.

Discussion and Recommendations

Pedestrian traffic growth must be interpreted cautiously in all sectors. A wide variation was found between northbound and southbound directions, which must be due to discrepancies in the data collection process, since pedestrian traffic is exclusively local in nature and is necessarily

two-way. In spite of these limitations, the data support field observations indicating considerable decrease in pedestrian traffic in 1995. Non-commercial traffic data are more consistent in both directions, and are more reliable than pedestrian data. Furthermore, given the comparatively high number of non-commercial vehicles, errors in data collection procedures have less impact on data reliability. One caveat: Sometimes it is impossible to know whether transit vehicles are included in the data. However, given the insignificance of transborder transit activity, errors in transit counts are small compared with other sources of error.

Commercial traffic growth must also be interpreted cautiously, especially in terms of discrepancies between traffic directions. Origin and destination surveys conducted before NAFTA already indicated a higher percentage of non-local traffic for trucks than for autos, but actual origins and destinations of truck traffic in each sector are still difficult to define with reasonable accuracy (see Chapter 3 and Ref 2.3). Moreover, although a considerable portion of local truck traffic still reflects pre-NAFTA regulations prohibiting foreign trucks beyond the commercial zone of both the U.S. and Mexico, there is some anecdotal information regarding increasing tendencies to take advantage of the more efficient new rules. Further analyses of truck traffic at the border are required for efficient transportation planning; careful monitoring of this traffic and periodic analyses are also recommended.

Results of the 1994–1995 growth analyses are based at most on 5 to 6 months of data. Interviews conducted throughout the border indicated an overall negative impact of the peso devaluation on transborder traffic that can be quantified with a comparison between the first few months of 1994 and 1995. However, it is important to keep in mind that extrapolation of early trends to the entire year may result in misleading conclusions that can reflect exactly the opposite of the actual yearly growth (see Figures 2.5 and 2.6). Early peso devaluation impacts may later reverse, and further analyses are recommended to draw more precise conclusions regarding peso devaluation impacts.

NAFTA and the peso devaluation certainly have a tremendous potential to affect transborder traffic demand; however, it is important to keep in mind that changes in a time series after a certain event do not necessarily imply a cause-and-effect relationship. Furthermore, both NAFTA and (especially) the peso devaluation are recent events. Both have potential to change the export-import patterns, with their effects probably interrelated. Further studies are necessary, and periodic data monitoring is recommended in order to determine exactly how NAFTA and the peso devaluation affect transborder traffic.

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CHAPTER 3. INTERNATIONAL COMMERCE DATA

BACKGROUND AND OBJECTIVES

In 1994, about 3.75 million trucks and almost 280,000 rail cars entered or left Texas through its international bridges and border crossings. Yet, historically, it has been difficult to quantify what percentage of this traffic had origins and destinations in states other than Texas, since sources of international commerce data are confidential. This difficulty is clearly seen in the conclusions of a recently published report to Congress pursuant to the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), sections 1089 and 6015, titled "Assessment of Border Crossings and Transportation Corridors for North American Free Trade" (Ref 3.1). This report states that "the study team could not find a firm definition of what constitutes a trade corridor for all modes of transportation." While acknowledging that El Paso and Laredo are among the busiest ports of entry, the report recommended the development of federal-aid program options to improve transportation infrastructure related to international trade. In order to take advantage of this recommendation, border states must have a clear idea of their roles as gateways for U.S.-Mexico trade.

In April 1993, the U.S. Customs began releasing its records to the Bureau of Census, which processes the information and publishes its disclosable part through the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS). The information includes, but is not restricted to, export origins and import destinations of rail and truck shipments (by number of shipments and by dollar value), ports of entry utilized, and commodity type.

This chapter analyzes U.S.-Mexico commerce that utilizes Texas land transport infrastructure, and quantifies that portion that has neither origins nor destinations in Texas. The results clearly indicate that Texas is the major gateway for U.S.-Mexico trade, a finding that underscores Texas' special needs in terms of funding for land transport infrastructure and related problems, such as additional highway capacity, pavement rehabilitation and right-of-way, and non-attainment of air quality standards owing to mobile sources of pollution.

DATA SCOPE AND SOURCES

U.S.-Mexico trade data were obtained from the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS), which in April 1993 began publishing summaries of shippers declarations and other Customs documents. The U.S. Bureau of the Census is responsible for processing the raw data and preparing files with disclosable summaries. These public files consist of surface (i.e., other than vessel or air) freight data associated with the entire NAFTA territory (U.S., Canada, and Mexico). The data files are organized in two ways — those with commodity emphasis and those with geographic emphasis.

Data Sources

Approximately 95 percent of the import data are collected by the U.S. Customs Service and transmitted to the Census either through the Automated Broker Interface or by means of Customs entry documents. A smaller source involves tapes covering imports into foreign trade zones that are sent directly to the Census Bureau. Data on exports to Mexico come primarily from the Shipper Export Declarations (SEDs) filed with U.S. Customs. Other sources are automated exporters, who file directly with the Census in lieu of filing SEDs with Customs. The data also include U.S. imports to Canada; however, these are not discussed here, since the scope of this study is limited to Texas-Mexico data.

Shipments moving in-transit through the U.S. — that is, shipments moving through the U.S. that neither originate nor terminate in the U.S. — are not included in the data because they are neither a U.S. import nor a U.S. export. Nevertheless, Mexico-Canada trade is growing, and further studies are necessary to determine the portion of this trade that is using Texas' transportation infrastructure.

Data Scope

The surface trade data discussed in this chapter cover the period from April 1993 (when BTS began releasing the data) to December 1994. The 1993 files are organized in two ways to satisfy confidentiality regulations: files with commodity emphasis and files with geographic emphasis. Beginning in April 1994, a combination of geographic and commodity detail was disclosed and began to be reported in some files. Hence, we organized the data as shown in Table 3.1.

Table 3.1 General Organization of the U.S.-Mexico Trade Data

	Period Covered	
Type of file	April 1993–March 1994	April 1994–December 1994
Commodity Emphasis	1 Export file, 1 Import file	2 Export files, 1 Import file
Geographic Emphasis	2 Export files, 1 Import file	2 Export files, 1 Import file

The emphasis on either commodity or geographic detail denotes the criterion used by BTS to summarize the raw data. Files with commodity emphasis are obtained by sorting and summarizing the raw data by commodity type, whereas those with geographic emphasis are summarized by origin, destination, or port of entry. Owing to confidentiality regulations, the data do not contain enough information to determine origin, destination, and port of entry of each commodity type.

DATA DESCRIPTION

All files contain monthly information regarding the trade value, the number shipments, and transport mode. Other information varies based on file type. The following variables are found in all files (both export and import) from April 1993 to December 1994:

(1) **Surface mode of transport.** Modes of transportation are mail (U.S. Postal Service), rail, truck, pipeline, and other. "Other" includes: "flyaway aircraft," or aircraft moving under its own power and not carrying freight; vessels moving under their own power; the value of repairs to imported articles, repaired prior to re-export from the U.S.; and undisclosed transport modes.

(2) **Date.** Month and year of the import/export.

(3) **Count.** Each record on each file consists of a summary of a certain number of sorted and processed data fields from the Customs raw data. This record count is represented in all files by the variable "COUNT." This variable can be interpreted as the number of shipments aggregated in each data record. However, it is important to keep in mind that one shipment does not necessarily correspond to, say, one loaded truck, since U.S. Customs treats a vehicle loaded with more than one commodity by creating an individual record for each commodity.

(4) **Value.** This variable indicates the total value of trade for each particular record. It corresponds to the aggregated value of all merchandise shipments in variable "count."

Both import and export files with commodity emphasis contain a variable denoting the commodity code. This is a two-digit variable from the "Schedule B Statistical Classification of Domestic and Foreign Commodities Exported from the United States for the Goods that Are Exported from U.S. to Mexico," and/or the "U.S. International Trade Commission's Harmonized Tariff Schedule of the United States 1994" (both codes are the same). This variable is divided into 11 categories in the data files for the period April 1993 to March 1994, and further disaggregated into 99 categories in those data files for the period April 1994 to December 1994. These two systems of commodity classification are depicted in Appendix 2.

Export files with geographic emphasis contain a variable to indicate if the merchandise was domestically or foreign produced (DF, or Domestic/Foreign Code). This variable takes the value 1 for domestic merchandise and 2 for foreign. Other variables depend on the type of file, and they denote basically the U.S. port of entry through which the commodity entered or left the U.S., and the origins and destinations of the commodity. The contents of the data files are explained below.

Export Data, April 1993 to March 1994

For this data period, the first export file contains exports to Mexico and intransits through Mexico, with commodity emphasis. The file was sorted and totaled by mode of transportation, commodity group, and Mexican region of destination. File contents are depicted in Table 3.2.

The second export file contains exports to Mexico and intransits through Mexico with geographic emphasis on state of exporter. This file contains records that correspond to raw Customs data sorted by transport mode, domestic/foreign code, U.S. state of exporter, district and port of export, and Mexican state of destination. File contents are depicted in Table 3.3.

Table 3.2 Contents of Export File with Commodity Emphasis (April 1993 to March 1994)

Variable Name	Type	Definition	Description
MODE	Character	Mode of transportation	'4'= mail; '5'= truck; '6'= rail; '7'= pipeline;'8'= other
C11	Character	Commodity codes (11)	See Appendix 2.
MEXREG	Character	Mexican region of destination (ultimate consignee)	"NE" = Northeast "NW" = Northwest "SO" = South "OT" = In-transit shipment or undisclosed data. (See appendix 2)
VALUE	Numeric	Commodity value in U.S. dollars	
DATE	Character	Month and year	Example: 0593
COUNT	Numeric	Record count of the sorted and summarized raw data fields	

Table 3.3 Contents of Export File with Geographic Emphasis on State of Exporter (April 1993 to March 1994)

Variable Name	Type	Definition	Description
MODE	Character	Mode of transportation	'4'= mail; '5'= truck; '6'= rail; '7'= pipeline;'8'= other
DF	Character	Domestic/Foreign code	"1" = domestically produced "2" = foreign produced merchandise
EXSTATE	Character	U.S. state where the exporter is located	Two digit U.S. postal code. (See Appendix 2).
DEPE	Character	District and Port of Export	Four-digit classification of U.S. Custom districts and ports of exportation (see Appendix 2)
MEXSTATE	Character	Mexican state of destination (ultimate consignee)	See Appendix 2
VALUE	Numeric	Commodity value in U.S. dollars	
DATE	Character	Month and year	Example: 0593
COUNT	Numeric	Record count of the sorted and summarized raw data fields	

The third export file contains exports to Mexico and intransits through Mexico, with geographic emphasis on the state of origin. This file comes from raw Customs data sorted by transport mode, domestic/foreign code, U.S. state of origin, district and port of export, and Mexican state of destination. File contents are depicted in Table 3.4.

Table 3.4 Contents of Export File with Geographic Emphasis on State of Origin (April 1993 to March 1994)

Variable Name	Type	Definition	Description
MODE	Character	Mode of transportation	'4'= mail; '5'= truck; '6'= rail; '7'= pipeline;'8'= other
DF	Character	Domestic/Foreign code	"1" = domestically produced "2" = foreign produced merchandise
ORSTATE	Character	U.S. state of origin	Two-digit U.S. Postal Service code for the state where the goods entered the foreign trade route. (See Appendix 2).
DEPE	Character	District and Port of Export	Four-digit classification of U.S. Custom districts and ports of exportation (see Appendix 2)
MEXSTATE	Character	Mexican state of destination	See Appendix 2
VALUE	Numeric	Commodity value in U.S. dollars	
DATE	Character	Month and year	Example: 0593
COUNT	Numeric	Record count of the sorted and summarized raw data fields	

In U.S. export files summarized before April 1994, the data element "U.S. state of exporter" represents the state location of the exporter. This is not necessarily where the goods are produced; it can be the location of the headquarters of the exporter. "U.S. state of origin" is the state where the goods entered the foreign trade pipeline, for U.S. exports to Mexico and intransits through Mexico. BTS provided these two types of origins for U.S. exports to Mexico because of deviations between state of origin and state of exporter. BTS notes that these deviations were minimal for U.S. exports to Canada. This issue is discussed in more detail in the "data limitations" section.

Import Data, April 1993 to March 1994

The first import file contains imports from Mexico and intransits through Mexico with commodity emphasis. This file contains records that correspond to raw Customs data sorted by transport mode, commodity group, and U.S. region of destination. File contents are depicted in Table 3.5.

The second import file contains imports from Mexico and intransits through Mexico with geographic emphasis. This file contains records that correspond to raw Customs data sorted by transport mode, domestic/foreign code, U.S. state of destination, and district and port of entry. File contents are depicted in Table 3.6.

Table 3.5 Contents of Import File with Commodity Emphasis (April 1993 to March 1994)

Variable Name	Type	Definition	Description
MODE	Character	Mode of transportation	'4'= mail; '5'= truck; '6'= rail; '7'= pipeline;'8'= other
C11	Character	Commodity Code	One of 11 Harmonized Tariff Schedules of the U.S. (See Appendix 2).
CONTCODE	Numeric	Container code	'1'= containerized shipment
USREG	Character	U.S. region of destination	"AL" = Atlantic "EC" = East Central "MP" = Mountain Pacific "WC" = West Central "DU" = Data Unavailable
VALUE	Numeric	Commodity value in U.S. dollars	
DATE	Character	Month and year	Example: 0593
COUNT	Numeric	Record count of the sorted and summarized raw data fields	

Table 3.6 Contents of Import File with Geographic Emphasis (April 1993 to March 1994)

Variable Name	Type	Definition	Description
MODE	Character	Mode of transportation	'4'= mail; '5'= truck; '6'= rail; '7'= pipeline;'8'= other
CONTCODE	Numeric	Container code	'1'= containerized shipment
DESTATE	Character	U.S. State of destination	Two-digit U.S. Postal Service code for the state of destination
DEPE	Character	District and Port of Entry	Four-digit classification of U.S. Customs (see Appendix 2)
VALUE	Numeric	Commodity value in U.S. dollars	
DATE	Character	Month and year	Example: 0593
COUNT	Numeric	Record count of the sorted and summarized raw data fields	

Export Data, April 1994 to December 1994

In April 1994, BTS started releasing files combining geographical (origin and destination) and commodity detail. In this data period, the first export file contains exports to Mexico and intransits through Mexico with state of origin and commodity detail. The records on the file were sorted and totaled by mode of transportation, commodity group (schedule B code), U.S. state of origin, and Mexican state of destination. File contents are depicted in Table 3.7.

Table 3.7 Contents of Export File with State of Origin and Commodity Emphasis (April 1994 to December 1994)

Variable	Type	Definition	Description
MODE	Character	Mode of transportation	'4'= mail; '5'= truck; '6'= rail; '7'= pipeline;'8'= other
C98	Character	Commodity codes	Harmonized Schedule (HS) commodity detail at the two-digit level (See Appendix 2).
MEXSTATE	Character	Mexican state of ultimate consignee	
ORSTATE	Character	U.S. state of origin	
VALUE	Numeric	Commodity value in U.S. dollars	
DATE	Character	Month and year	Example: 0593
COUNT	Numeric	Record count of the sorted and summarized raw data fields	

This file replaced the one depicted in Table 3.4. The 98 Schedule B commodity groups replace the previous 11 Schedule B groups of commodities; U.S. state of origin is added, and Mexican state of destination replaces of Mexican region of destination.

The second export file contains exports to Mexico and intransits through Mexico with state of exporter and commodity detail. The records on the file were sorted and totaled by mode of transportation, commodity group, U.S. state of exporter, and Mexican state of destination. This is an additional file and is similar to the previous file, except that it is sorted by state of exporter instead of by state of origin. File contents are depicted in Table 3.8.

Table 3.8 Contents of Export File with Geographical and Commodity Emphasis (April 1994 to December 1994)

Variable	Type	Definition	Description
MODE	Character	Mode of transportation	'4'= mail; '5'= truck; '6'= rail; '7'= pipeline;'8'= other
C98	Character	Commodity codes	Harmonized Schedule (HS) commodity detail at the two-digit level (See Appendix 2).
MEXSTATE	Character	Mexican state of ultimate consignee	
EXSTATE	Character	U.S. state of exporter	
VALUE	Numeric	Commodity value in U.S. dollars	
DATE	Character	Month and year	Example: 0593
COUNT	Numeric	Record count of the sorted and summarized raw data fields	

The third export file contains exports to Mexico and intransits through Mexico with state of origin and ports of entry. The records on the file were sorted and totaled by mode of transportation, domestic/foreign code, U.S. state of origin, district and port of export, and Mexican state of destination. Beginning in April 1994, this file replaced the one depicted in Table 3.3. The improvement consisted of more detailed commodity description. Table 3.9 depicts the contents of this file.

Table 3.9 Contents of Export File with Geographic Detail and State of Origin (April 1994 to December 1994)

Variable Name	Type	Definition	Description
MODE	Character	Mode of transportation	'4'= mail; '5'= truck; '6'= rail; '7'= pipeline;'8'= other
DF	Numeric	Where the merchandise was produced	"1" = domestically produced "2" = foreign produced
ORSTATE	Character	U.S. state of origin	
MEXSTATE	Character	Mexican state of consignee	
DEPE	Character	District and Port of Entry	Four-digit Customs classification
VALUE	Numeric	Commodity value in U.S. dollars	
DATE	Character	Month and year	Example: 0593
COUNT	Numeric	Record count of the sorted and summarized raw data fields	

The fourth export file contains exports to Mexico and intransits through Mexico with National Transportation Analysis Regions (NTAR) of exporter and geographic detail. NTARs are 89 multicounty regions established by the U.S. DOT that combine the 183 Bureau of Economic Analysis Economic Areas (BEAs). See Appendix 2 for NTAR definitions. The records on the file were sorted and totaled by mode of transportation, domestic/foreign code, NTAR, district and port of export, and Mexican state of destination. Table 3.10 depicts the contents of this file.

Import Data, April 1994 to December 1994

The first import file in this period contains imports from Mexico and intransits through Mexico with commodity and selected geographic detail. This file is sorted and totaled on transport mode, container code, commodity code, and U.S. state of destination. Table 3.11 summarizes the contents of this file.

Table 3.10 Contents of Export File with Geographic Detail and NTAR (April 1994 to December 1994)

Variable Name	Type	Definition	Description
MODE	Character	Mode of transportation	'4'= mail; '5'= truck; '6'= rail; '7'= pipeline;'8'= other
DF	Numeric	Where the merchandise was produced	"1" = domestically produced "2" = foreign produced
NTAR	Character	Exporter location	89 DOT-based aggregations of the zip code of the exporter.
MEXSTATE	Character	Mexican state of ultimate consignee (destination).	
DEPE	Character	District and Port of Entry	Four-digit classification of U.S. Customs (see Appendix 2)
VALUE	Numeric	Commodity value in U.S. dollars	
DATE	Character	Month and year	Example: 0593
COUNT	Numeric	Record count of the sorted and summarized raw data fields	

Table 3.11 Contents of Import File with Commodity and Selected Geographic Detail (April 1994 to December 1994)

Variable Name	Type	Definition	Description
MODE	Character	Mode of transportation	'4'= mail; '5'= truck; '6'= rail; '7'= pipeline;'8'= other
CONTCODE	Character	whether the merchandise is containerized	"1" = containerized shipment.(Only applicable for truck and rail shipments)
C98	Character	Commodity code	Harmonized Tariff Schedule of the United States at the two-digit level (See Appendix 2)
DESTATE	Character	U.S. state of destination	
DEPE	Character	District and Port of Entry	Four-digit classification of U.S. Customs (see Appendix 2)
VALUE	Numeric	Commodity value in U.S. dollars	
DATE	Character	Month and year	Example: 0593
COUNT	Numeric	Record count of the sorted and summarized raw data fields	

The second import file in this period contains imports from Mexico and intransits through Mexico with geographic detail. This file is sorted and totaled on transport mode, container code, U.S. state of destination, district and port of entry. Table 3.12 depicts the contents of this file.

Table 3.12 Contents of Import File with Geographic Detail (April 1994 to December 1994)

Variable Name	Type	Definition	Description
MODE	Character	Mode of transportation	'4'= mail; '5'= truck; '6'= rail; '7'= pipeline;'8'= other
CONTCODE	Character	whether the merchandise is containerized	"1" = containerized shipment.(Only applicable for truck and rail shipments)
DESTATE	Character	U.S. state of destination	
DEPE	Character	District and Port of Entry	Four-digit classification of U.S. districts and ports Customs (see Appendix 2)
VALUE	Numeric	Commodity value in U.S. dollars	
DATE	Character	Month and year	Example: 0593
COUNT	Numeric	Record count of the sorted and summarized raw data fields	

DATA LIMITATIONS

This database has two types of limitations. The first has to do with its primary purpose, which is a purpose not related to transportation planning. Consequently, it contains neither the number of vehicles and rail cars, nor the actual route of the commodity from production point to end use. The second limitation has to do with confidentiality agreements, which preclude full disclosure of all recorded information; furthermore, the amount of unavailable data varies — from nearly negligible to greater than some individual variable categories.

Limitations Due to Data Purposes

Carriers, exporters, and freight forwarders who electronically file their exports directly to the Census Bureau were not required until June of 1993 to include the surface mode of transport and the Mexican state of destination for their exports to Mexico. The unreported surface mode of transport declined from 50 percent of the value of the April 1993 shipments, to 26 percent in June, to 14 percent in December, and to 8 percent in April 1994. Similarly, unreported Mexican state of destination fell from 49 percent of the value of April 1993 shipments, to 22 percent in June, to 16 percent in December, and to 10 percent in April 1994. The summarized data records disclosed by BTS for public use each month are computed by deleting the unknown mode category.

Consequently, the available data include only part of the total overland commerce moving between the U.S. and Mexico.

Exports origin may either be "state of origin" or "state of exporter." However, neither measure provides a true representation of the production origin of exports. State of origin may be the state that contains a consolidation point (e.g., Louisiana for agricultural shipments). State of exporter may be the state where the exporter's corporate headquarters are located (i.e., it is not necessary that exporters and consolidators be located near the producers).

Sources of raw data (such as shipper's declarations) do not record number of trucks or rail cars, since this is not a concern and may change on the border. We attempted to correlate the number of shipments to the number of loaded trucks and rail cars, based on traffic counts at Texas international bridges (see Chapter 2) and on discussions with Port Directors of Del Rio, Laredo, and Eagle Pass. However, we were successful only for Del Rio imports (trucks), having obtained the full cooperation of Mr. Ralph Sinclair, Del Rio Port Director. Mr. Sinclair took the time to compare several months' worth of records on shipment declarations with his records on number of loaded trucks; he found that the loaded trucks numbered between 88 and 92 percent of the number of shipments. However, we do not recommend that this numeric relationship be used at other ports of entry, since both trade characteristics and loading procedures vary from port to port.

Only the land information contained in the database is relevant to U.S. trade with Canada and Mexico. Surface trade between Canada and Mexico will obviously pass through the U.S., but shipments moving in-transit through the U.S. — that is, shipments which neither originate nor terminate in the U.S. — are not included in the database, because they are neither a U.S. import nor a U.S. export. This underestimates both the value of trade and the number of vehicles crossing the U.S.-Mexico border.

Mode of transportation corresponds to the mode by which goods cross the border. However, transport modes are often switched at the border, and the recorded mode may not represent the transport mode actually used in Texas (Refs 3.1, 3.2). Tonnage of goods traded is not recorded, though this information would be useful for transportation infrastructure planning and maintenance purposes. Earlier studies show that the split of trade by weight is almost 50 percent by land and 50 percent by sea (Refs 3.1, 3.2, 3.3). However, when analyzed by value of trade, the split is almost 86 percent by land and 10 percent by sea. Since the data contain only surface trade, information pertaining to all other modes is missing.

Limitations Due to Data Confidentiality

As discussed before, customs data are protected by confidentiality agreements; therefore, variables identifying geographic and commodity detail have a certain amount of undisclosed information. In addition, for some categorical variables (such as commodity type), the undisclosed data are included in the category "other," which also contains commodities that do not fit any of the defined categories. This creates an additional source of uncertainty. If the category "undisclosed" was provided separately from the category "other," one would know that a record containing "other" means none of the specified categories, rather than "undisclosed."

Table 3.13 summarizes the undisclosed information for each data period. Percentages were calculated with respect to record counts and trade value. The latter percentages are shown in parentheses. Table 3.13 indicates that 1994 are more reliable, since the highest percentage of unknown information is 10 percent for exports having destinations in Mexico. Variables relevant to Texas transportation planning, such as origins, destinations, and ports of entry, consistently have 93 percent or more factual information.

Table 3.13 Percent of Undisclosed Information

	EXPORTS		IMPORTS	
VARIABLE	Apr/93-Dec/93	Jan/94-Dec/94	Apr/93-Dec/93	Jan/94-Dec/94
Port of Entry	1.2 (5.1)	6.2 (5.9)	31.7 (7.9)	6.8 (6.8)
Transp. Mode	11.7 (27.3)	6.4 (7.0)	5.2 (1.6)	1.6 (1.5)
U.S. State	7.0 (7.2)	8.3 (8.1)	3.3 (1.5)	1.0 (1.1)
Mexican State	23.3 (25.8)	10.0 (10.1)	N/A	N/A

Note: Percentages of data records (percentages of trade value)

ANALYSIS OF U.S.-MEXICO COMMERCE THROUGH TEXAS

This section discusses the flow patterns of U.S.-Mexico trade for 1993 and 1994, using the commodity flow data described in the previous sections. Our analysis determines important trade origins and destinations, commodity types, transport modes, and state where the merchandise enters or exits the country. The results confirm Texas' role as a major U.S.-Mexico trade gateway, and can assist transportation planners in funding, budgeting, and assessing future infrastructure needs.

Overview

Mexico has emerged as the third largest importer of U.S. goods, following the liberalization of tariff and trade restrictions by Mexico in 1986. Exports to Mexico increased from $12.4 billion in 1986 to $40.6 billion in 1992 (Ref 3.1). The value of exports to Mexico in 1994 was $46.5 billion by land alone. Total trade with Mexico was $30 billion in 1986, and increased to $76 billion in 1992. The total value of trade by land in 1994 was $90 billion, and an increase of 60 to 70 percent in amount of trade is expected by the year 2000. The increase in imports is also expected to be quite significant (Ref 3.1). An estimated increase in imports of 110 percent through southern Texas, 200 percent through California, and 85 percent through Arizona was also projected for the turn of the century (Ref 3.1). However, most pre-NAFTA projections for international traffic moving through Texas have already been exceeded despite the peso devaluation (Refs 3.1, 3.4, 3.5, 3.6).

Figure 3.1 shows the distribution of total trade (imports plus exports) between the U.S. and Mexico using truck and rail figures for the year 1994 and presented by U.S. region. This figure emphasizes the importance of the central region, which presumably utilizes Texas ports of entry for its land commerce. The West Central region was responsible for 43 percent of the trade, while the Mountain Pacific and East Central regions ranked second, with nearly 23 percent each. The Atlantic region was responsible for the remaining 10 percent of the trade. Trucks and trains are the main modes of transportation for surface trade; trucks transport about 82 percent of the total trade value by land, while rail amounts to almost 13 percent. The remaining 5 percent represents mail and other land carriers, including small vehicles and undisclosed transport modes in some data records.

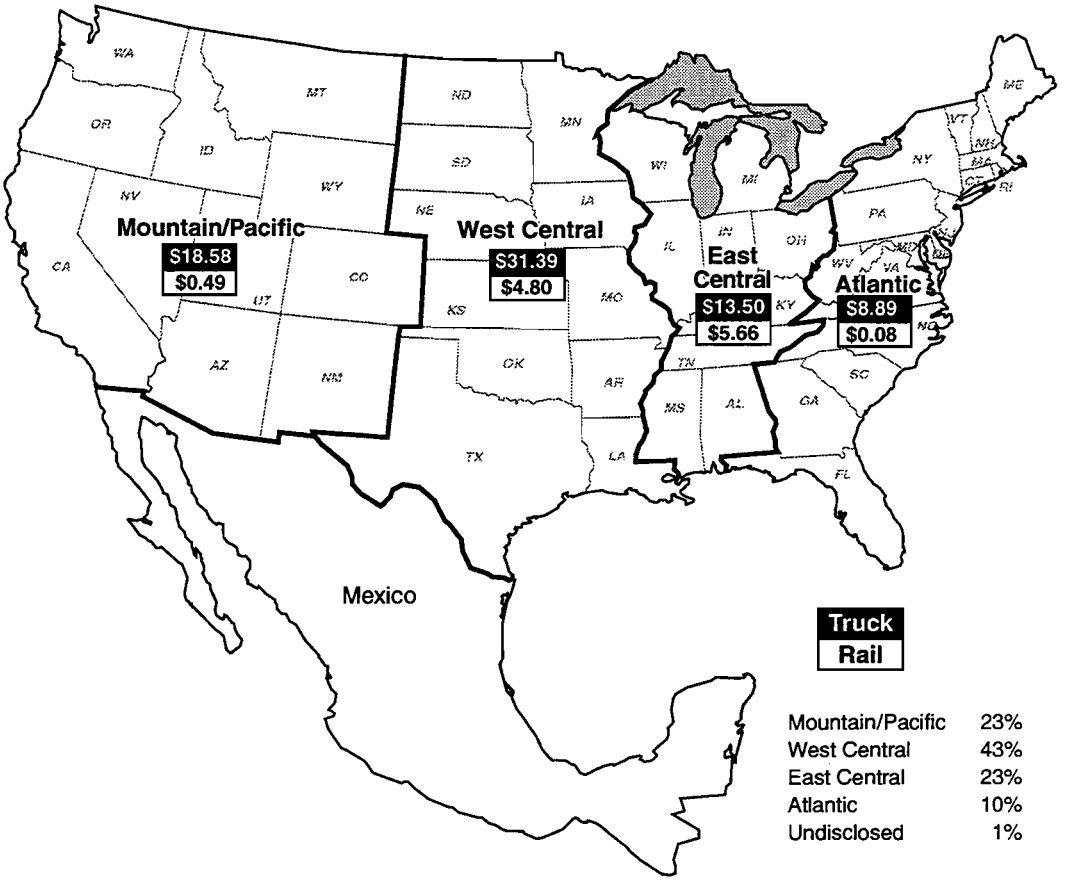

Figure 3.1 U.S.-Mexico Trade by U.S. Regions in 1994 (billions of dollars)

Trade Analysis by Origin and Destination

Texas, California, Arizona, Michigan, and Illinois are the major U.S. exporters, contributing about 77 percent of the 1994 exports value. Texas, California, and Michigan are the major importers, responsible for about 62 percent of the import value in 1994. Important

destinations for U.S. exports are the Distrito Federal, Baja California Norte, Chihuahua, Nuevo Leon, and Tamaulipas. These states combined contributed about 55 percent of the trade with U.S. in 1994. Distrito Federal, Baja California Norte, Chihuahua, and Tamaulipas are the most important origins of U.S. imports.

Table 3.14 summarizes the major importers and exporters for 1993 and 1994. The value of exports increased almost 25 percent, ranging from 17.6 percent for Texas, to 39 percent for Illinois. In terms of number of shipments, there was an average increase of 21.3 percent, ranging from 11.2 percent for Arizona to nearly 40 percent for Illinois.

Table 3.14 Major Mexico Trade Partners

	EXPORTS				IMPORTS			
	VALUE (billions of dollars)		NUMBER OF SHIPMENTS		VALUE (billions of dollars)		NUMBER OF SHIPMENTS	
U.S. STATE	04//93 to 12/93	04/94 to 12/94	04//93 to 12/93	04/94 to 12/94	04//93 to 12/93	04/94 to 12/94	04//93 to 12/93	04/94 to 12/94
TEXAS	13.6 47.5%	16.0 44.8%	580193 48.4%	696144 47.9%	9.51 35.6%	9.879 29.4%	419237 37.9 %	410848 33.4%
CALIFORNIA	3.9 13..6%	4.79 13.4%	233124 19.4%	264749 18.2%	4.55 17.0%	5.619 16.7%	283747 25.6%	314556 25.6%
ARIZONA	1.53 5.3%	1.843 5.2%	52000 4.3%	57847 4%	3.93 14.7%	2.006 6%	89257 8.1%	99816 8.1%
MICHIGAN	0.88 3.1%	1.1 3.1%	27006 2.3%	34620 2.4%	1.56 5.8%	5.391 16%	52626 4.8%	63256 5.1%
ILLINOIS	0.73 2.5%	1.014 2.8%	30406 2.5%	42482 2.9%	0.69 2.6%	0.752 2.2%	38670 3.5%	45641 3.7%
OTHER	5.97 20.8%	7.972 22.3%	229760 19.2%	291184 20%	6.09 22.8%	9.592 28.6%	217183 19.6%	291670 23.7%
UNDISCLOSED	2.05 7.2%	2.97 8.3%	46928 3.9%	67539 4.6%	0.40 1.5%	0.35 1.1%	5046 0.5%	3193 0.3%

Figures 3.2 and 3.3 depict the changes in trade value from 1993 to 1994 for Mexico's major trade partners. Texas was the major trade partner in both 1993 and 1994, followed by California. Arizona ranks third in 1993, but drops to fourth in 1994 (behind Michigan). On average, import values increased by almost 26 percent from 1993 to 1994, ranging from 3.8 percent for Texas to 37.3 for Michigan. In terms of number of shipments, there was an average increase of 11 percent, ranging from a 2-percent decrease for Texas to an over 20-percent increase for Michigan. The most significant trade increases were observed for such interior states as Illinois and Michigan, for which Texas is the most convenient trade gateway for Mexico. The data thus

indicate that Texas' role as a gateway for other state's commerce with Mexico is increasing, while its importance as a trade partner showed very small increases compared with those of other states, especially Michigan and all others combined.

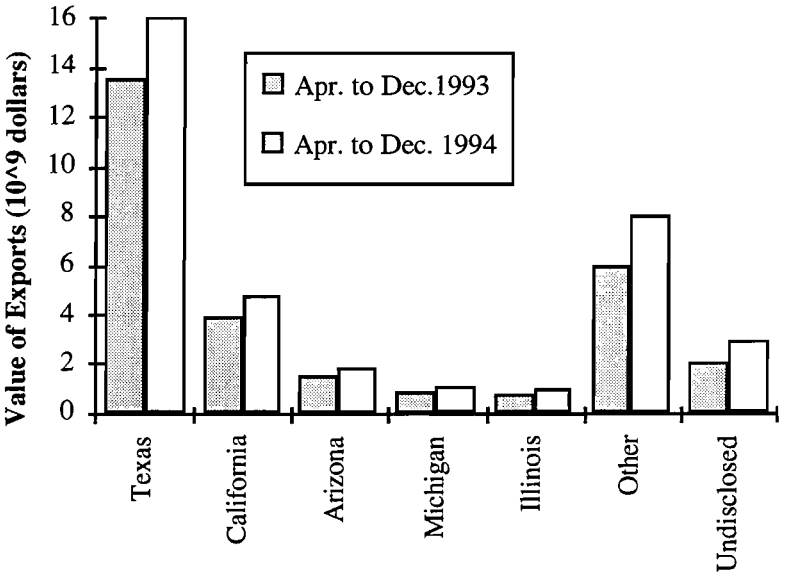

Figure 3.2 Major Exporters to Mexico (Value of Trade)

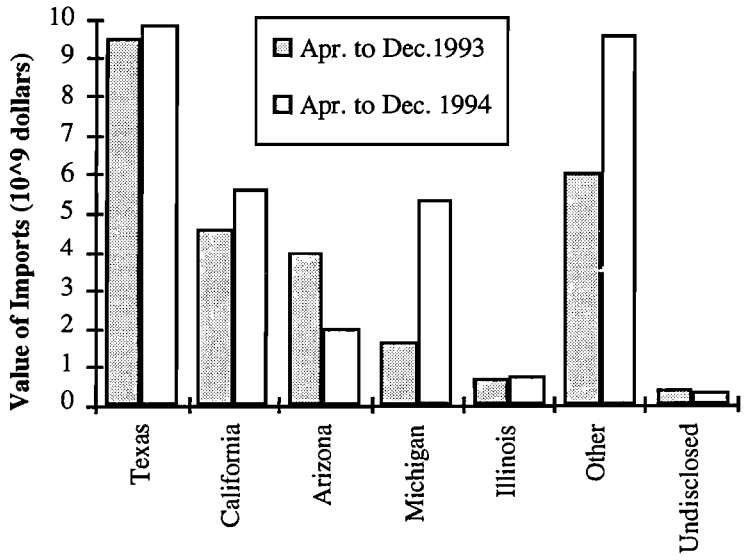

Figure 3.3 Major Importers From Mexico (Value of Trade)

Trade Analysis by Port of Entry

A previous analysis performed by CTR on aggregated Customs data indicates that Texas already was a major gateway of U.S.-Mexico trade even before NAFTA. Table 3.16 shows that nearly 60 percent of the total U.S. imports from Mexico entered the country through Texas, (including all transport modes). Laredo and El Paso, which serve primarily rail and truck modes, were gateways for over 50 percent of the total U.S. imports from Mexico in 1992 (including all modes). This finding asserts the importance of land transport as the primary mode for U.S.-Mexico trade, as well as the importance of Texas as the main gateway for this commerce.

Table 3.16 U.S. Imports from Mexico by Texas Customs Districts

Customs District	Year	Total Value (dollars)	Percentage of Texas Total	Percentage of U.S. Total
Port Arthur	1989	562,882,728	3.59%	2.12%
	1990	333,864,754	2.04%	1.13%
	1991	275,277,926	1.58%	.90%
	1992	473,567,104	N/A	N/A
Laredo	1989	9,646,484,144	58.60%	34.61%
	1990	9,804,074,733	59.84%	33.23%
	1991	10,179,902,120	58.51 %	33.44%
	1992	11,686,750,232	N/A	N/A
El Paso	1989	4,892,859,212	31.19%	18.42%
	1990	4,860,621,033	29.67%	16.47%
	1991	5,315,079,806	30.55%	17.46%
	1992	6,313,608,974	N/A	N/A
Houston	1989	872,431,408	5.56%	3.29%
	1990	1,242,118,727	7.58%	4.21%
	1991	1,487,127,333	8.55%	4.88%
	1992	N/A	N/A	N/A
Dallas	1989	164,843,989	1.05%	.62%
	1990	142,581,199	.87%	.48%
	1991	141,366,889	.81%	.46%
	1992	N/A	N/A	N/A
Total Texas Customs Districts	1989	15,684,956,670	-	59.06%
	1990	16,383,260,446	-	55.53%
	1991	17,398,754,952	-	57.15%
	1992	18,473,926,310	-	N/A
US Total	1989	26,556,570,062	-	
	1990	29,505,961,952	-	
	1991	30,445,130,805	-	
	1992	40,597,450,961	-	

Source: U.S. Customs

Table 3.17 compares Texas and other border states as ports of entry/exit for U.S.-Mexico commerce for 1993 and 1994. Table 3.17 compares imports and exports values, as well as number of shipments. Figures 3.4 and 3.5 compare trade values, while Figures 3.6 and 3.7 compare shipments for exports and imports.

Table 3.17 U.S.-Mexico Border States' Role as Trade Gateways

	EXPORTS				IMPORTS			
	VALUE (billions of dollars)		NUMBER OF SHIPMENTS		VALUE (billions of dollars)		NUMBER OF SHIPMENTS	
STATE OF ENTRY/EXIT	04//93 to 12/93	04/94 to 12/94	04//93 to 12/93	04/94 to 12/94	04//93 to 12/93	04/94 to 12/94	04//93 to 12/93	04/94 to 12/94
TEXAS	21.94 76.4%	27.19 76.2%	905404 75.5%	1117254 76.8%	17.47 65.3%	22.49 67%	693189 62.7%	773003 62.9%
CA, AZ, and NM combined	5.33 18.6%	6.30 17.7%	293232 24.4%	306998 21.1%	7.16 26.8%	8.81 26.2%	389210 35.2%	433210 35.3%
UNDISCLOSED	1.46 5.0%	2.20 6.1%	781 0.1%	30313 2.1%	2.10 7.9%	2.29 6.8%	23637 2.1%	22767 1.8%

As shown in Table 3.17 and in Figures 3.4 through 3.7, the data confirm pre-NAFTA trends, indicating that Texas is the preferred gateway for U.S.-Mexico commerce. The data indicate that Texas land ports have been serving over 75 percent of all exports and over 62 percent of all imports, both in terms of dollar value and number of shipments. Furthermore, it is clear from Figures 3.4 through 3.7 that the utilization of Texas gateways has increased more than that of all other border states combined.

Utilization of Texas ports of entry for 1994 exports grew 24 percent in terms of dollar value, and 23 percent in terms of number of shipments. The use of California, New Mexico, and Arizona ports combined grew 18 percent in value and 4.5 percent in number of shipments. For imports, there is less growth disparity between Texas and other states; however, utilization of Texas ports still increased 6 percentage points more than other border states.

Figure 3.8 compares growth in Texas imports and exports (Table 3.14) and growth in use of Texas ports of entry (Table 3.17) for dollar value and number of shipments. While Texas' exports increased 17.6 percent in value and 19.9 percent in shipments, southbound utilization of Texas ports increased 24 percent for dollar value and 23 percent in terms of number of shipments. For imports, Texas' inbound commerce increased 3.9 percent in value and decreased 2 percent in shipments, while northbound utilization of Texas ports increased 6 percent for dollar value and 11.5 percent in terms of number of shipments.

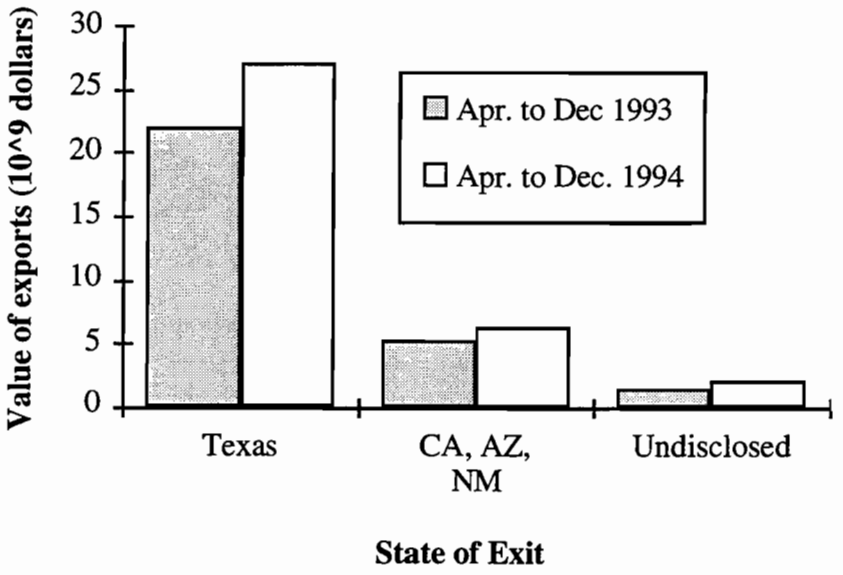

Figure 3.4 States of Exit of Exports to Mexico (Value of Trade)

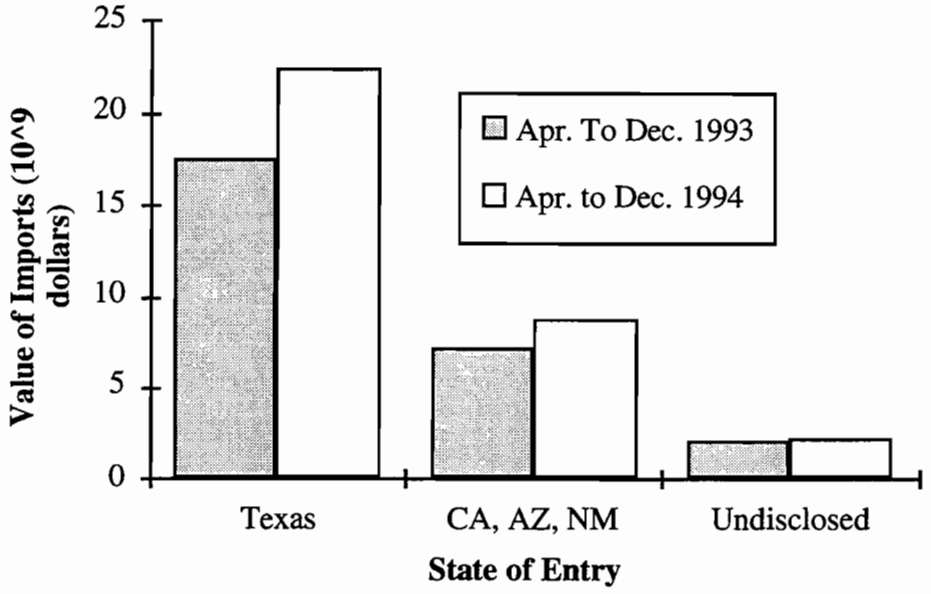

Figure 3.5 States of Entry of Imports from Mexico (Value of Trade)

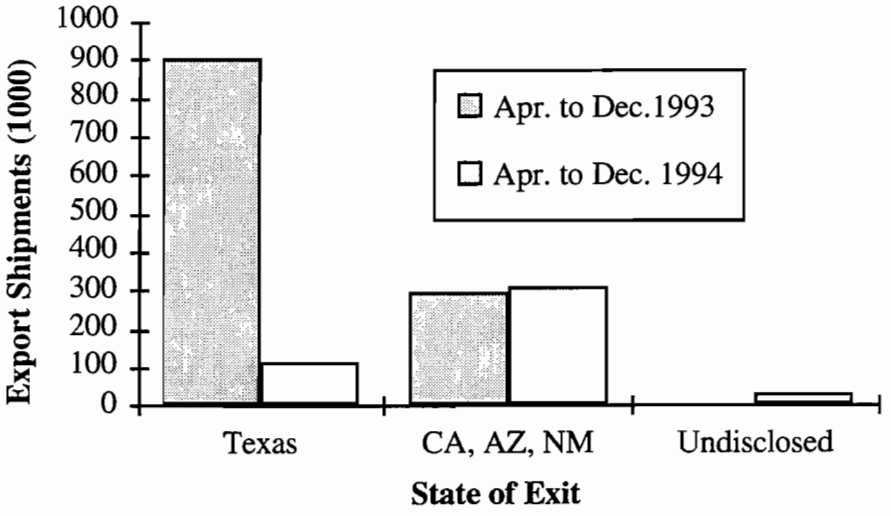

Figure 3.6 States of Exit of Exports to Mexico (1000 Shipments)

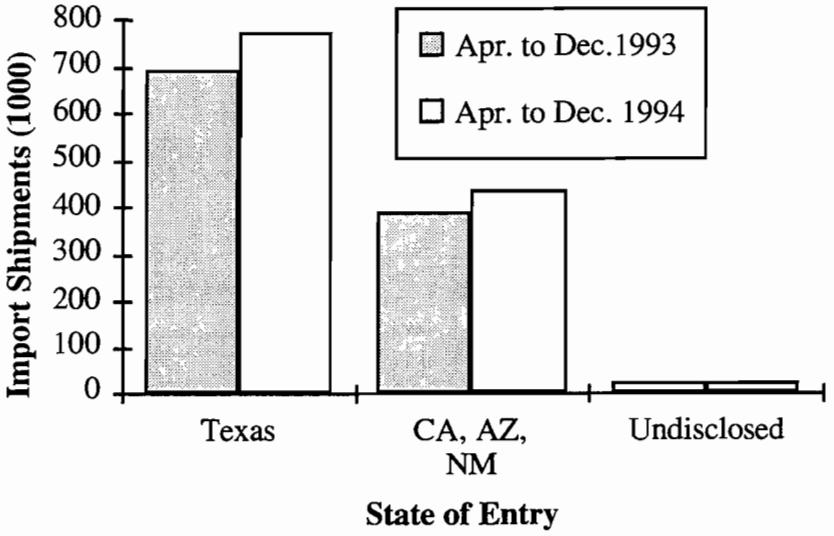

Figure 3.7 States of Entry of Imports from Mexico (1000 Shipments)

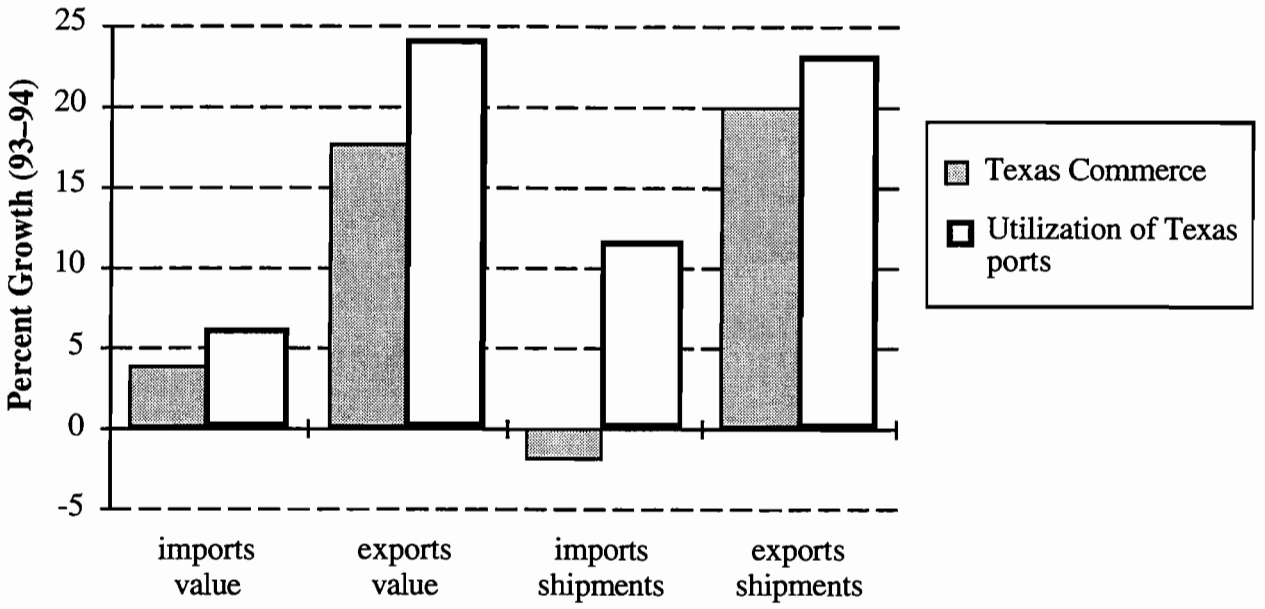

Figure 3.8 Increase in Texas Role as U.S.-Mexico Commerce Gateway

An analysis of the destinations of U.S. exports to Mexico provides additional insights into the importance of Texas ports of entry, and about the reasons for their predominant use. The Mexican states of Chihuahua, Nuevo León, and Tamaulipas, which all border Texas, represented the destinations of 27 percent of the export value and 29 percent of the export shipments in 1993. These shares increased to 28 percent and 32 percent, respectively, in 1994. Therefore, 27 to 28 percent of the U.S. exports to Mexico presumably utilized Texas ports of entry. Furthermore, the "Distrito Federal" (Mexico City) was the destination of about 15 percent of the U.S. exports to Mexico by land. A brief glance at a map indicates that the Texas border is the most convenient land route from anywhere in the U.S. to Mexico City. If we assume that Mexico City destinations also utilize Texas ports of entry, then the shares of Texas port of entry utilization increase to the neighborhood of 45 percent (for dollar value and number of shipments).

Trade Analysis by Commodity Type

The BTS groups the commodities into either 98 groups or 11 groups, depending on the file type and date. In order to obtain a consistent analysis, we grouped all commodity types into the 11 groups, and found the following commodity groups as the most important:

Group 1:	Animal and vegetable products, beverages, rawhides and skins;
Group 9:	Machinery and electrical equipment;
Group 10:	Vehicles, aircrafts, and vessels; and
Group 11:	Other, including undisclosed.

Figures 3.9 and 3.10 show the exports and imports values by these four major commodity groups (1, 9, 10, 11). Group 10 had been previously identified as a major trade item with Mexico (Ref 3.1). The data indicate a predominance of machinery and electrical equipment, followed by vehicles in general; however, it is difficult to draw reliable quantitative conclusions owing to the significance of the "other/unknown" group, especially in 1993.

The maquiladora industry's contribution to trade has increased from 12 percent in 1980 to 41 percent in the case of exports, and from 20 percent in 1980 to 52 percent in 1992 in the case of imports (Ref 3.1). Results discussed in previous paragraphs suggest that the commodities exported could be primarily to the maquiladoras. However, additional data are needed to investigate the commodity types.

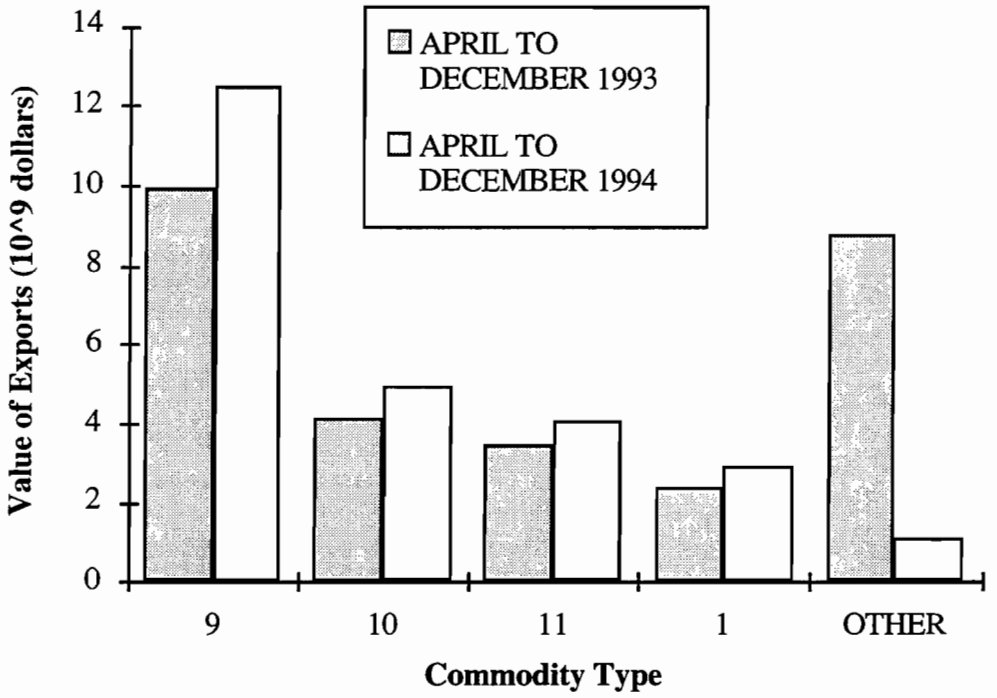

Figure 3.9 Main Exported Commodities

Trade Analysis by Transport Mode

Since the data analyzed consist only of surface freight data, the modes considered are: mail, truck, rail, pipeline, and other (including unknown). Results of analysis by mode are shown in Table 3.18, and in Figures 3.11 and 3.12. The data indicate that trucks are the predominant mode. Trucks transported about 65 percent ($18.74 billion) of the exports from April to December 1993, and 84.6 percent ($30.17 billion) from April to December 1994. In the case of imports, the corresponding values are 74 percent ($19.84 billion) and 80 percent ($26.9 billion).

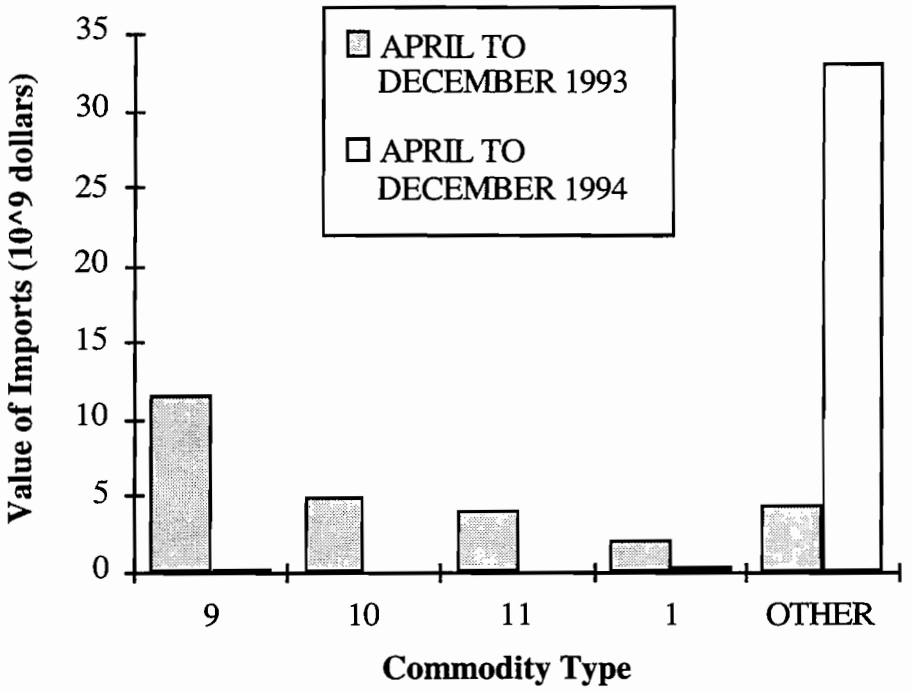

Figure 3.10 Main Imported Commodities

Table 3.18 U.S. Mexico Trade by Land Transport Mode

	EXPORTS				IMPORTS			
	VALUE (billions of dollars)		NUMBER OF SHIPMENTS		VALUE (billions of dollars)		NUMBER OF SHIPMENTS	
MODE	04//93 to 12/93	04/94 to 12/94	04//93 to 12/93	04/94 to 12/94	04//93 to 12/93	04/94 to 12/94	04//93 to 12/93	04/94 to 12/94
TRUCK	18.743 65.4%	30.116 84.6%	891158 74.3%	1360407 93.5%	19.84 74.2%	26.9 80.1%	997707 90.2%	1188924 96.7%
RAIL	2.103 7.3%	3.187 8.9%	61618 5.1%	84907 5.8%	6.222 23.3%	5.980 17.8%	106652 9.6%	38580 3.1%
MAIL	0.006 0%	0.005 0%	343 0%	156 0%	0.0013 0%	0.002 0%	170 0%	315 0%
PIPELINE	0.0006 0%	0.0004 0%	4 0%	19 0%	0.227 0.9%	0.154 0%	51 0%	83 0%
OTHER	7.829 27.3%	2.296 6.4%	246294 20.5%	9076 0.6%	0.439 1.6%	0.549 1.6%	1456 0.1%	1078 0%

In terms of number of shipments, trucks are used for 74 percent and 84.6 percent of exports from April to December of 1993 and 1994, respectively. Truck utilization for imports is also quite significant: 90.21 percent from April to December 1993, and 96.7 percent from April to December 1994.

In the case of rail, the value of exports increased from 7.3 percent ($2.1 billion) from April to December 1993, to 8.94 percent ($3.82 billion) during the same time in 1994. The corresponding values for the number of shipments are 5.1 percent and 5.8 percent. However, in the case of imports, the share of rail use decreased in both the value of goods transported (from 23.3 percent from April to December in 1993, to 17.89 percent from April to December 1994) and in the number of shipments (from 9.6 percent during 1993, to 3.14 percent in 1994).

It is important to note that the data do not include transfer of modes near or at the border. Hence, these transport modes correspond to the mode by which the commodities cross the U.S. border. The other part of the trip may use other modes.

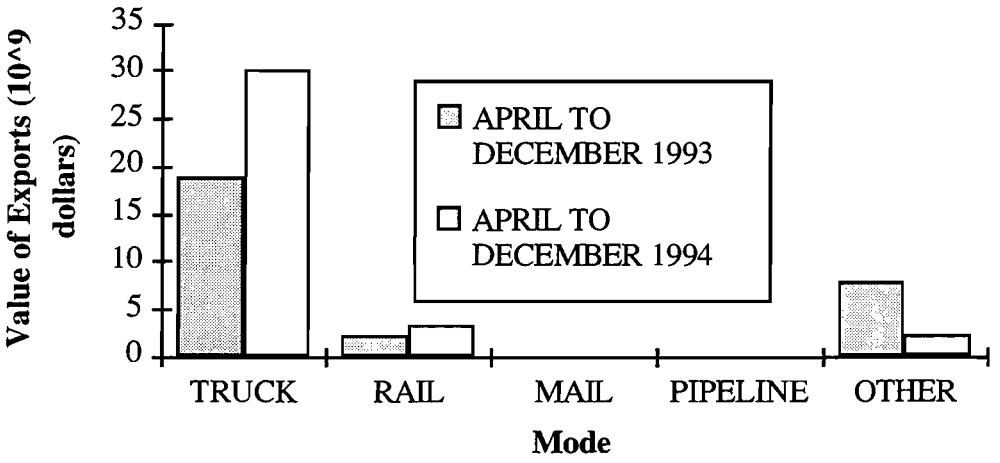

Figure 3.10 Modal Split for Exports

SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

The U.S. DOT data on transborder commodity flows by land clearly identify Texas as the major land corridor for U.S.-Mexico trade. In 1994, $58.3 billion worth of trade crossed the Texas-Mexico border by truck and rail, totaling over 2.6 million in merchandise shipments. About 70 percent of the truck shipments and 27 percent of rail shipments through Texas represented other states' commerce with Mexico. Although these truck and rail shipments originated in other states, their adverse impacts — increased highway capacity utilization, pavement consumption, and pollution from mobile sources — directly affected Texas.

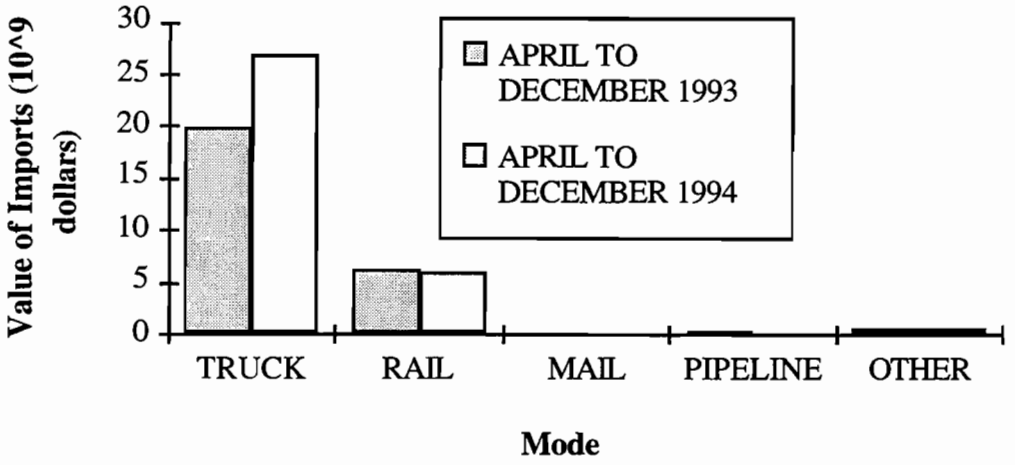

Figure 3.11 Modal Split for Imports

Summary

The analyses presented above verify Texas' role as a major trade corridor for U.S.-Mexico overland commerce. Among other equally important findings, the data indicate that, in 1994:

(1) Over $95 billion worth of trade crossed the U.S.-Mexico border;

(2) Of this trade, $24.83 billion, or 27 percent of the total, crossed the border either at New Mexico, Arizona, or California;

(3) The remaining $69.5, or 73 percent of the total, crossed the border at Texas;

(4) Of this total, $60.69 billion, or 88 percent of the total, crossed by truck, while $8.58 billion, or 12 percent of the total through Texas, crossed by rail;

(5) Over 3.7 million truck shipments crossed the U.S.-Mexico border;

(6) Of these, 1.15 million, or 31 percent of the total, crossed the border either at New Mexico, Arizona, or California;

(7) The remaining 2.55 million, or 69 percent of the total, crossed the border at Texas;

(8) Almost half (47 percent) of these 2.55 million truck shipments through Texas had origins and destinations in other U.S. states; and

(9) Over 89 percent of the U.S.-Mexico trade value by rail passed through Texas.

The results discussed in this report were calculated using the portion of the data having known origins, destinations, transport modes, and port-of-entry locations. The percentages of undisclosed information varied between 2 and 27 percent of the data records, depending on the data category and file type. Nevertheless, even assuming that all undisclosed records relate to commerce going through other border states, the data still assert the importance of Texas as a major trade gateway.

Conclusions and Recommendations

While the numbers discussed in this report are sufficient for defining Texas' role as a major U.S.-Mexico trade corridor, transportation planners still need to accurately translate dollars of trade and number of shipments into number of trucks and rail cars. TxDOT should investigate the amount and cost of additional infrastructure required to handle the demand from other states' overland commerce. An analogous recommendation is valid for Clean Air Act requirements for mobile source emissions. El Paso already is a non-attainment area, and it is not known at this point what percentage of El Paso's pollution is caused by other states' trade through its gateways.

About to get underway is an ambitious binational study financed by the U.S. and Mexican Governments and the World Bank, and administered by the Arizona Department of Transportation. This study will include consultants from both the U.S. and Mexico, as well as advisory committees from all border states in both countries. The study's main objective is to develop guidelines for coordinated binational planning. Nevertheless, it does not pursue objectives that are Texas-specific. The effects of the peso devaluation on traffic moving between Mexico and Texas are already being investigated by TxDOT Study 1319 (Ref 1). However, we recommend further research on the preliminary results obtained in Project 2932 in order to investigate such relevant issues as:

(1) Additional highway capacity needed in Texas as a result of other states' international commerce passing through the state;

(2) Percent of Canada-Mexico trade that utilizes Texas' infrastructure (information currently not available in U.S. DOT commodity flow data diskettes);

(3) Pavement rehabilitation needs generated by other states' international commerce;

(4) Traffic safety hazards related to other states' international commerce passing through the state; and

(5) Mobile source emissions in Texas non-attainment areas (such as El Paso) generated by trucks and trains serving other states' international commerce.

Studies such as those listed above can help Texas receive its share of funds for transportation infrastructure and Clean Air Act requirements. Results of these studies can also help border communities — El Paso, Laredo, and many others — already overwhelmed by problems caused by intense international traffic.

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CHAPTER 4. SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

SUMMARY

In providing incentives for increased trade among the U.S., Canada, and Mexico, the North American Free Trade Agreement (NAFTA) could considerably liberalize freight carriage across these countries' respective borders. While Texas has a substantial economic interest in the increased trade, its strategic geographic location and its 2,000-km-long border with Mexico expose the state to a disproportionate share of such negative impacts as traffic hazards, pavement consumption, and excessive capacity utilization of its highways and border crossings. This report documented the following important objectives undertaken for TxDOT Project 7-2932:

(1) To update and expand international traffic information contained in the Transborder database, including transborder traffic along the Texas-Mexico border and international commodity flows moving through Texas.

(2) To analyze transborder traffic growth for the periods of 1993–1994 (affected by NAFTA ratification) and 1994-1995 (affected by the peso devaluation).

(3) To quantify the amount of U.S.-Mexico trade that uses Texas highway and rail infrastructure, but which has origins and destinations outside Texas. Despite some data limitations, the analysis indicates that Texas is the major gateway for U.S.-Mexico trade.

Among other equally important findings, the data indicate that, in 1994:

(1) Northbound truck traffic grew over 11 percent, while rail traffic increased over 10 percent.

(2) Northbound non-commercial traffic increased nearly 4 percent, while pedestrian traffic decreased almost 2 percent.

(3) Southbound rail traffic increased almost 10 percent, while trucks increased by nearly 8 percent.

(4) Southbound pedestrian traffic decreased by approximately the same amount (2 percent) as that for the northbound direction. Non-commercial vehicles increased less than half the rate of commercial traffic.

(5) Total (two-way) pedestrian traffic decreased by 2 percent, while non-commercial vehicles increased by almost 3 percent.

(6) Truck demand grew over 9 percent, while rail cars increased nearly 10 percent.

(7) Brownsville, Laredo, and El Paso together serve between 60 and 85 percent of the traffic demand, depending on mode and traffic direction.

(8) Laredo is the preferred truck route, while El Paso has the largest non-commercial demand for the entire border.

(9) The Central Valley sector (Hidalgo) is the fourth busiest, serving the same magnitude of traffic as the sum of all sectors other than Brownsville, Laredo, and El Paso.

(10) Over $95 billion worth of trade crossed the U.S.-Mexico border.

(11) Of this total, $24.83 billion, or 27 percent, crossed the border either at New Mexico, or Arizona, or California.

(12) The remaining $69.5, or 73 percent of the total, crossed the border at Texas.

(13) Of this percentage moving through Texas, $60.69 billion, or 88 percent of the total, crossed by truck, while $8.58 billion, or 12 percent of the total, crossed by rail.

(14) Over 3.7 million truck shipments crossed the U.S.-Mexico border.

(15) Of these shipments, 1.15 million, or 31 percent of the total, crossed the border at New Mexico, Arizona, or California.

(16) The remaining 2.55 million, or 69 percent of the total, crossed the border at Texas.

(17) Almost half (47 percent) of the 2.55 million truck shipments moving through Texas had origins and destinations in other U.S. states.

(18) Over 89 percent of the U.S.-Mexico trade value by rail passed through Texas.

CONCLUSIONS AND FINDINGS

In discussing the international traffic data obtained for this project, this report fulfills the project's threefold objective: to update and expand the scope of the Transborder database; to provide TxDOT's transportation planning engineers with a comprehensive analysis of data scope, limitations and reliability; and to analyze recent traffic growth and commodity flows moving through the Texas-Mexico border.

Traffic Demand by Sectors

Brownsville: During the 1993–1994 period, northbound vehicular traffic increased by almost 5 percent, while rail traffic increased by over 50 percent. The peso devaluation reversed this trend. Auto traffic decreased over 2 percent, and truck traffic decreased over 15 percent. Rail traffic still increased, but at a level significantly lower than that for the 1993–1994 period. The decreasing trend observed for pedestrian traffic (-5.8 percent in 1993-1994) plummeted to -16 percent after the peso devaluation.

Eastern Valley: Traffic growth in this sector was virtually non-existent over the 1993–1994 period, except that relating to trucks, for which demand grew 8.6 and 15.2 percent, respectively, for the northbound and southbound traffic directions.

Central Valley: During 1993–1994, truck demand increased almost 14 percent in both directions. Auto demand was significantly lower than truck demand, keeping the overall demand growth around 2 percent. For 1994–1995, total demand increased by almost 6.5 percent in the northbound direction, and by almost 4 percent in the southbound direction. The northbound growth rates represent a more accurate assessment of the peso devaluation effects, since they are based on a longer time series. The shares of truck demand served by the Pharr Bridge increased steadily in the first half of 1995, and later stabilized at 22 to 25 percent of the total sector demand (respectively, for northbound and southbound directions).

Western Valley: Total traffic demand grew by almost 2 percent for the 1993–1994 period in both directions. Truck traffic increases in 1995 may reflect a higher-than-average April peak in 1995, which is more likely related to seasonal variations in specific commodities than to peso devaluation impacts.

Laredo: Truck demand between 1993 and 1994 grew by 20.6 percent in the northbound direction, and by 13.5 percent in the southbound direction. Auto traffic grew over 6.5 percent in the northbound direction, but decreased in the southbound direction. For the first 3 months of 1995, truck traffic decreased by over 3 percent with respect to the same period for 1994.

Eagle Pass: This sector had been presenting insignificant or negative auto and truck growth rates for the past 10 years; but between 1993 and 1994, auto traffic grew 1.4 percent in the northbound direction, and 2.2 percent in the southbound direction. For trucks, the growth rate is 5 times higher than the 1982-1992 average. The peso devaluation reversed this trend, at least for the first 4 months of 1995.

Del Rio: Between 1993 and 1994, auto traffic grew by almost 6 percent in the northbound direction, and 4.2 percent in the southbound direction, while trucks grew by 10.2 percent northbound but decreased 3.3 percent in the southbound direction. For the northbound direction, the peso devaluation did not reverse the growth trends, at least for the first 4 months of 1995. Several Del Rio officials confirmed that the peso devaluation has not affected Del Rio, attributing this to the fact that its international traffic is influenced by U.S. tourists and maquiladoras.

Presidio: Between 1993 and 1994, the Presidio sector had limited growth in northbound auto demand, while truck traffic decreased by 7.5 percent. The peso devaluation apparently reversed the growth trends, at least for the first 4 months of 1995. Truck traffic increased by almost 23 percent, while auto traffic decreased by almost 3 percent with respect to the same months for 1994.

El Paso: Between 1993 and 1994, the El Paso sector experienced a decrease in pedestrian and commercial traffic demands, with truck traffic decreasing by 4 percent in the northbound direction, and by 1.5 percent in the southbound direction. Auto traffic increased by about 4 percent in both directions. Total vehicles grew by 3.5 percent in the northbound direction and 4.2 percent in the southbound direction. In the first half of 1995, total traffic was more than 11 percent lower than that for the first half of 1994; passengers vehicle counts were 2.8 percent lower. Truck and pedestrian demands were affected the most, decreasing by over 11.5 and 14 percent, respectively.

All Sectors: For the 1993–1994 period, all sectors experienced similar non-commercial growth rates in both directions, except Laredo, which presented the highest northbound increase and the only southbound decrease greater than 0.1 percent. With the exception of Los Indios, which is still developing traffic, Laredo presented the highest northbound growth, followed by Del Rio and El Paso. In the southbound direction, El Paso had the highest growth, followed by Del Rio, Eagle Pass, and Western Valley. The 1994–1995 period shows a trend reversal for non-commercial traffic growth in many sectors. In the northbound direction, the only sectors that present positive growth rates are Central Valley and Del Rio. Southbound non-commercial traffic

is available in 1995 only for Laredo and El Paso, and both decreased with respect to 1994. Los Indios is diverting traffic from Brownsville, an indication that these two sectors could be merged in the future.

Rail: Rail traffic growth exceeded vehicular traffic growth, especially after the peso devaluation. The Brownsville sector showed the highest increase in rail demand, though it is the only sector that presented a decrease in growth levels after the peso devaluation; rail traffic increased considerably in Laredo, Eagle Pass, and in El Paso after the peso devaluation.

Borderwide Traffic Growth (1993-1994)

Northbound truck traffic grew by over 11 percent, while rail traffic increased by over 10 percent. Non-commercial traffic increased by nearly 4 percent, and pedestrian traffic decreased by almost 2 percent. In the southbound direction, rail traffic increased almost 10 percent, while trucks increased nearly 8 percent. Pedestrian traffic decreased by approximately the same amount (2 percent) as did the northbound direction. Non-commercial vehicles increased by less than half the rate of commercial traffic. Total (two-way) pedestrian traffic decreased by 2 percent, while non-commercial vehicles increased by almost 3 percent. Commercial traffic increased more substantially. Truck demand grew over 9 percent, while rail cars increased nearly 10 percent.

Sectors' Shares of Traffic Demand

Brownsville, Laredo, and El Paso attract most of the transborder traffic demand. Together, they serve between 60 and 85 percent of the traffic demand, depending on mode and traffic direction. Laredo is the preferred truck route, while El Paso has the largest non-commercial demand for the entire border. El Paso serves the greatest share of both non-commercial traffic and total traffic. The Central Valley sector is the fourth busiest, serving the same magnitude of traffic as that for all remaining sectors combined.

Discussion and Limitations of International Traffic Data

The wide variation found between northbound and southbound pedestrian traffic may be a result of discrepancies in the data collection process, since pedestrian traffic is exclusively local in nature and is necessarily two-way. In spite of these limitations, the data support field observations indicating considerable decrease in pedestrian traffic in 1995. Non-commercial traffic data are more consistent in both directions and are more reliable than pedestrian data. Furthermore, given the comparatively high number of non-commercial vehicles, errors in data collection procedures have less impact on data reliability. One caveat: Sometimes it is impossible to know whether transit vehicles are included in the data. However, given the insignificance of transborder transit activity, errors in transit counts are small compared with other sources of error.

Commercial traffic growth must be interpreted cautiously, especially in terms of discrepancies between traffic directions. Origin and destination surveys conducted before NAFTA already indicated that non-local traffic contained a higher percentage of trucks than autos. Nevertheless, actual origins and destinations of truck traffic in each sector are still difficult to define with reasonable accuracy. Moreover, although a considerable portion of local truck traffic

still reflects pre-NAFTA regulations prohibiting foreign trucks from moving beyond the commercial zone of both the U.S. and Mexico, there is anecdotal information regarding increasing tendencies to take advantage of the more efficient new rules. Further analyses of truck traffic at the border are required for efficient transportation planning; careful traffic monitoring and periodic analyses are recommended.

Results of the 1994–1995 growth analyses are based on 5 to 6 months of data. Interviews conducted throughout the border indicated an overall negative impact of the peso devaluation on transborder traffic that can be quantified by comparing the first few months of 1994 with 1995. However, it is important keep in mind that extrapolation of early trends to the entire year may result in misleading conclusions that can reflect exactly the opposite of the actual yearly growth. Early peso devaluation impacts may later reverse; thus, more data and further analyses are recommended in order to draw conclusions about the peso devaluation impacts.

NAFTA and the peso devaluation certainly have a tremendous potential to affect transborder traffic demand. However, it is important to note that changes in a time series after a certain event do not necessarily imply a cause-and-effect relationship. Furthermore, both NAFTA and (especially) the peso devaluation are recent events. Both have the potential to change, through their interrelation, established export-import patterns. Further studies and periodic data monitoring are recommended in order to determine exactly how NAFTA and the peso devaluation affect transborder traffic.

Total Overland Commodity Flows through Texas-Mexico Border

In 1994, $58.3 billion in trade crossed the Texas-Mexico border by truck and rail, totaling over 2.6 million in merchandise shipments. About 70 percent of the truck shipments and 27 percent of the rail shipments moving through Texas represented other states' commerce with Mexico. Moreover, about 67 percent of the U.S.-Mexico imports and about 76 percent of exports utilized Texas land infrastructure, while only 44 percent of the total trade related to Texas commerce with Mexico. Although these truck and rail shipments originated in other states, their adverse impacts — including increased highway capacity utilization, pavement consumption, and pollution from mobile sources — affected Texas.

U.S.-Mexico Commodity Flows by Truck

In 1994, more than $49.7 billion in commodities, or 68 percent of the $72.46 billion total, entered or left the U.S. through Texas. However, only $29.63 billion of this trade had Texas origins or destinations. The remaining $20.06 billion represents 28 percent of total U.S.-Mexico trade. This means that almost 41 percent of the total truck trade crossing the Texas border actually served other states' commerce with Mexico. In terms of truck shipments, about 47 percent of the 2.55 million truck shipments using Texas' infrastructure had origins and destinations in states other than Texas, while only about half (53 percent) related to Texas commerce with Mexico.

Texas bridges are the main truck gateways for Mexican imports and exports of the West Central, East Central, and Atlantic regions. More than 85 percent of the trade between Mexico and the Atlantic region, 83 percent of the East Central region trade, and 89 percent of the West Central

region trade are served by Texas bridges. Only the Mountain Pacific region predominantly uses other states, which are undoubtedly a more favorable route to and from Mexico. Still, Texas serves almost 15 percent of the trade going to and coming from the western part of the U.S. by truck. Together, the other three border states — California, Arizona, and New Mexico — served only 31.4 percent of the total trade by truck, and only 12.8 percent of the trade having origins and destinations in the Atlantic, East Central, and West Central regions.

U.S.-Mexico Commodity Flows by Rail

In 1994, $8.58 billion of the total $11.77 billion trade by rail crossed the Texas border, while only $3.81 billion had Texas origins or destinations. Thus, Texas serves about 73 percent of the total trade by rail, which means that over 41 percent of the trade value by rail passes through Texas but does not have Texas origins or destinations. It also means that 56 percent of the total trade passing through Texas rail bridges has origins and destinations in states other than Texas. More than 84 percent of the Atlantic region trade, 63 percent of East Central trade, 85 percent of West Central trade, and 36 percent of Mountain/Pacific region trade utilized Texas rail gateways. The value of this trade amounted to $8.58 billion in 1994, of which only $3.81 billion consisted of Texas-Mexico trade.

In 1994, 110,272 of the total 123,487 rail shipments passed through Texas ports. This means Texas served almost 90 percent of the 123,000 rail shipments between the U.S. and Mexico in 1994, while only 80,972, or 23 percent of this total, related to Texas-Mexico commerce. This also means that 27 percent of the rail shipments moving through Texas did not have origins and destinations in Texas.

RECOMMENDATIONS

About to get underway is an ambitious binational study to be administered by the Arizona Department of Transportation and financed by the U.S. and Mexican Governments and the World Bank. While the study's main objective is to develop guidelines for coordinated binational planning, it does not pursue objectives that are Texas-specific. We therefore propose that TxDOT begin the process of quantifying the infrastructure needs resulting from Texas' important role as a major trade corridor. Accordingly, we recommend the following:

(1) Continue to update and expand the Transborder database, which should continue to focus on data that are useful to quantify, define, and assert Texas' importance as a major corridor for U.S.-Mexico traffic and overland commerce.

(2) Identify the percentage of Mexico-Canada trade utilizing Texas transportation infrastructure (currently not recorded in the commodity flow data).

(3) Identify additional highway capacity needed in Texas as a result of other states' international commerce passing through the state.

(4) Determine pavement rehabilitation required as a result of other states' international commerce.

(5) Identify traffic safety hazards related to other states' international commerce passing through the state.

(6) Assess mobile source emissions in Texas non-attainment areas (such as El Paso) generated by trucks and trains serving other states' international commerce.

Studies focusing on the above can ensure that Texas receives its share of funds necessary for transportation infrastructure and Clean Air Act requirements. Results of these studies can also help border communities — El Paso, Laredo, and many others — already overwhelmed by problems caused by the intense international traffic.

APPENDIX 1 INTERNATIONAL BRIDGE TRAFFIC DATA

This appendix contains yearly summaries of the international traffic data collected in this project. The data are stored in the Transborder database, which already contains past traffic histories dating back at least 12 to 30 years, depending on the bridge. Chapter 2 has a thorough discussion of the data scope.

Data summaries are organized by crossing and data source. When the traffic direction is not stated, it is northbound. Source abbreviations are as follows:

CAPUFE: Caminos y Puentes Federales
GSA: General Services Administration

GATEWAY

CAPUFE

Mode	1993	1994	Jan-April 1994	Jan-April 1995
Pedestrian	3,305,807	3,127,781	788,989	897,658
Autos	2,535,283	2,648,899	836,049	843,208
Trucks	136,831	147,762	47,897	48,548
Other*	207	2,931	551	2,168
Total Veh.	2,672,321	2,799,592	884,497	893,924

*Other includes autobuses, cars with trailers, and motorbikes

GSA

Mode	1994
Pedestrians	3,682,850
Autos	3,099,945
Trucks	184,690
Total Veh.	3,284,635

US Customs

Mode	1993	1994	Jan-Sep 1994	Jan-Sep 1995
Pedestrian	3,804,115	3,537,668	2,721,825	2,280,407
POVs	2,924,276	3,152,694	2,241,770	2,234,975
Trucks	175,517	181,657	136,905	117,130
Total Veh.	3,099,793	3,334,351	2,378,675	2,352,105

B&M

US Customs

Mode	1993	1994	Jan-Sep 1994	Jan-Sep 1995
Pedestrian	190,700	195,976	140,881	129,454
POVs	2,448,832	2,525,499	1,913,985	1,829,957
Trucks	41,708	44,188	32,592	26,335
Total Veh.	2,490,540	2,569,687	1,946,577	1,856,292

GSA

Mode	1994
Pedestrians	195,275
Autos	2,532,735
Trucks	42,705
Total Veh.	2,575,440

LOS INDIOS

US Customs

Mode	1993	1994	Jan-Sep 1994	Jan-Sep 1995
Pedestrian	777	2,694	1,873	2,823
POVs	310,448	369,435	272,358	261,324
Trucks	10,082	39,397	32,011	27,617
Total Veh.	320,530	408,832	304,369	288,941

GSA

Mode	1994
Pedestrians	2,190
Autos	366,460
Trucks	36,865
Total Veh.	403,325

Bridge Management (Southbound)

Mode	1994	Oct-Dec 1993	Oct-Dec 1994
Pedestrian	1,646	112	326
Autos*	356,700	78,093	99,082
Trucks	42,447	4,380	9,686
Bikes	73	15	22
Total Veh.	399,220	82,488	108,790

PROGRESO

CAPUFE

Mode	1993	1994	Jan-April 1994	Jan-April 1995
Pedestrian	713,980	687,350	374,691	347,622
Autos	867,388	870,257	303,727	288,631
Trucks	21,134	22,956	9,371	8,087
Other*	547	563	204	216
Total Veh.	889,069	893,776	313,302	296,934

GSA

Mode	1994
Pedestrians	863,955
Autos	933,305
Trucks	22,630
Total Veh.	955,935

Bridge Management (Southbound)

Mode	1993	1994
Pedestrians	772,981	816,313
Autos	935090	933,770
Trucks	21,139	24,357
Total Veh.	956,229	958,127

PHARR

U.S.Customs

Date	POV's	Buses	Loaded Trucks	Empty trucks	Pedestrians *	Total Vehicles
Jan-95	39,949	0	306	360	188,507	40,615
Feb-95	49,781	30	1,203	596	183,575	51,610
Mar-95	57,840	24	1,510	936	202,770	60,310
Apr-95	76,723	10	1,446	929	179,067	79,108
May-95	83,659	4	1,836	1,084	362,151	86,583
Jun-95	79,587	10	1,921	1,101	151,748	82,619
Jul-95	85,838	13	2,006	965	165,508	88,822
Aug-95	82,902	10	2,173	986	356,437	86,071
Sep-95	87,683	9	2,133	1,007	153,625	90,832
Total	**643,962**	**110**	**14,534**	**7,964**	**1,943,388**	**666,570**

Bridge Management (Southbound)

Date	Trucks	POVs	Pedestrians	Total
Jan-95	715	43,329	95,107	139,151
Feb-95	2,221	51,270	116,043	169,534
Mar-95	2,109	55,244	123,482	180,835
Apr-95	1,625	57,686	129,659	188,970
May-95	2,385	61,898	139,772	204,055
up to 6/6/95	440	12,065	27,225	39,730
Total	9,495	281,492	631,288	922,275

HIDALGO

CAPUFE

Mode	1993	1994	Jan-April 1994	Jan-April 1995
Pedestrian	1,185,829	1,101,400	410,190	348,062
Autos	5,142,181	5,350,491	1,760,677	1,537,551
Trucks	132,617	171,227	56,057	53,234
Other*	24,445	10,474	3,603	6,675
Total Veh.	5,299,243	5,532,192	1,820,337	1,597,460

US Customs

Mode	1993	1994	Jan-Sep 1994	Jan-Sep 1995
Pedestrians	2,798,752	3,057,580	2,305,764	1,943,386
Vehicles	5,713,121	5,842,309	4,324,954	4,267,477
Trucks	146,822	164,721	123,948	133,277
Total Veh.	5,859,943	6,007,030	4,448,902	4,400,754

GSA

Mode	1994
Pedestrians	3,027,310
Autos	5,737,800
Trucks	158,410
Total Veh.	5,896,210

Bridge Management (Southbound)

Mode	1994	Jan-Sep 1994	Jan-Sep 1995
Pedestrians	1,218,851	901,276	768,783
Autos	5,230,709	3,848,963	3,461,961
Trucks	153,602	107,741	95,822
Other*	35,701	27,482	24,600
Total Veh.	5,420,012	3,984,186	3,582,383

LOS EBANOS FERRY

GSA

Mode	1994
Pedestrians	87,235
Autos	33,945
Trucks	0
Total Veh.	33,945

CAPUFE

Mode	1993	1994	Jan-Apr 1994	Jan-Apr1995
Pedestrian	13,191	16,046	5,314	4,669
Autos	434,773	456,307	156,909	158,614
Trucks	15,769	15,414	5,798	5,981
Other*	1,026	806	371	155
Total Veh.	451,568	472,527	163,078	164,750

GSA

Mode	1994
Pedestrians	19,710
Autos	505,525
Trucks	15,695
Total Veh.	521,220

Bridge Management (Southbound)

Mode	1993	1994	Jan-Sep 1995
Trucks	16,030	15,798	10,785
Total Veh.	464,418	504,975	365,551

ROMA

CAPUFE

Mode	1993	1994	Jan-Apr 1994	Jan-Apr 1995
Pedestrian	240,758	238,718	81,335	69,494
Autos	905,906	908,174	304,497	274,197
Trucks	4,504	6,060	1,879	2,052
Other*	2,061	859	365	159
Total Veh.	912,471	915,093	306,741	276,408

U.S. Customs

Mode	1993	1994	Jan-Sep 1994	Jan-Sep 1995
Pedestrian	526,600	489,022	370,920	317,226
Trucks	13,069	11,190	8,269	8,174
Total Veh.	998,656	1,010,099	753,227	779,849

GSA

Mode	1994
Pedestrians	491,290
Autos	1,017,255
Trucks	10,220
Total Veh.	1,027,475

Bridge Management (Southbound)

Mode	1993	1994	Jan-Sep 1994	Jan-Sep 1995
Pedestrian	222,302	238,718	185,092	130,039
Autos	774,911	759,823	557,430	515,275
Trucks	9,153	9,838	6,894	7,624
Total Veh.	784,064	769,661	564,324	522,899

FALCON DAM

GSA

Mode	1994
Pedestrians	0
Autos	146,730
Trucks	1,825
Total Veh.	148,555

LAREDO

LAREDO 1 BRIDGE

CAPUFE

Mode	1993	1994	Jan-Apr 1994	Jan-Apr 1995
Pedestrian	3,932,376	3,837,323	1,239,592	1,113,506
Autos	2,006,664	2,099,007	653,405	690,601
Trucks	525	651	207	330
Other*	156	496	2	1,201
Total Veh.	2,007,345	2,100,154	653,614	692,132

GSA

Mode	1994
Pedestrians	4,399,345
Autos	2,997,015
Trucks	0
Total Veh.	2,997,015

LAREDO 2 BRIDGE

CAPUFE

Mode	1993	1994	Jan-Apr 1994	Jan-Apr 1995
Pedestrian	N/A	N/A	N/A	N/A
Autos	4,136,493	4,366,396	1,426,277	1,362,848
Trucks	662,418	798,546	248,728	238,014
Other*	8,127	11,684	1,382	2,396
Total Veh.	4,807,038	5,176,626	1,676,387	1,603,258

GSA

Mode	1994
Pedestrians	N/A
Autos	4,113,915
Trucks	551,515
Total Veh.	4,665,430

COLOMBIA BRIDGE

GSA

Mode	1994
Pedestrians	1,460
Autos	81,395
Trucks	108,405
Total Veh.	189,800

LAREDO BRIDGE SYSTEM, 1994 SOUTHBOUND DATA

	Laredo 1			Laredo 2			Colombia		
	Other Veh	Freight	Empties	Other Veh	Freight	Empties	Other Veh	Freight	Empties
Jan	180672	17651	78	361927	20080	25519	3660	1246	375
Feb	166206	18647	34	338242	21830	28017	2679	1519	578
Mar	173422	18759	34	372524	25515	31631	3492	1425	554
Apr	163731	17617	44	370151	24560	20096	4061	1275	549
May	178139	19401	65	378473	25209	29726	3300	1113	526
Jun	171923	20388	49	368127	26618	31908	3071	1484	643
Jul	180296	17607	35	386317	25086	29459	3827	1429	775
Aug	160861	18887	49	363895	27743	30358	3426	1531	786
Sep	152561	16166	38	332698	26107	29669	2867	1629	760
Oct	161959	18870	56	359764	28510	31127	3195	1696	701
Nov	143848	19673	51	331752	28386	30884	4201	1573	829
Dec	173703	18665	43	355015	26451	29876	7455	2063	890
Total	2007321	224331	576	4318885	306095	357470	45234	17983	7966

EAGLE PASS

CAPUFE

Mode	1993	1994	Jan-Apr 1994	Jan-Apr 1995
Pedestrian	617,243	627,849	192,433	187,323
Autos	2,426,059	2,468,231	814,012	782,695
Trucks	54,328	67,134	22,010	20,877
Other*	7,814	8,320	2,162	4,658
Total Veh.	2,488,201	2,543,685	838,184	808,230

U.S. Customs

Mode	1993	1994	Jan-Mar 1994	Jan-Mar 1995
Autos	2,661,589	2,690,317	666,527	619,857
Trucks	46,422	57,012	13,619	15,030
Total Veh.	2,708,011	2,747,329	680,146	634,887

GSA

Mode	1994
Pedestrians	405,150
Autos	2,691,510
Trucks	55,115
Total Veh.	2,746,625

Northbound Rail

Month	Fiscal Year						
	89	90	91	92	93	94	95
Oct	2,230	2,690	2,360	2,994	2,064	3,175	2,412
Nov	3,157	3,883	1,848	2,264	2,073	3,116	3,091
Dec	2,574	2,223	1,671	2,070	2,187	2,901	3,129
Jan	2,005	2,252	1,821	2,306	1,996	2,682	
Feb	1,316	1,944	1,551	2,156	1,902	2,617	
Mar	1,929	2,906	2,415	2,584	2,772	3,023	
Apr	1,740	1,994	2,165	2,210	3,022	3,064	
May	1,716	2,516	2,230	2,245	2,824	3,570	
Jun	2,235	1,750	2,218	2,222	3,163	3,538	
Jul	2,071	2,511	2,816	2,008	2,721	2,941	
Aug	2,255	2,322	2,787	2,380	2,472	2,358	
Sep	2,436	2,199	3,090	2,183	2,725	2,488	
Total	25,664	29,190	26,972	27,622	29,921	35,473	

DEL RIO

CAPUFE

Mode	1993	1994	Jan-Apr 1994	Jan-Apr 1995
Pedestrian	72,226	71,998	25,120	27,654
Autos	1,239,826	1,287,305	416,846	439,239
Trucks	33,160	39,788	11,955	14,331
Other*	7,025	5,488	944	3,710
Total Veh.	1,280,011	1,332,581	429,745	457,280

U.S. Customs

Mode	1993	1994	Jan-Apr 1994	Jan-Apr 1995
Pedestrian	178,100	193,079	-	-
Pri. Veh.	-	-	376,257	369,483
Trucks	32,631	32,699	8,075	9,417
Total Veh.	1,449,047	1,559,894	384,332	378,900

GSA

Mode	1994
Pedestrians	193,085
Autos	1,560,010
Trucks	32,850
Total Veh.	1,592,860

AMISTAD DAM

GSA

Mode	1994
Pedestrians	0
Autos	31,755
Trucks	0
Total Veh.	31,755

PRESIDIO

CAPUFE

Mode	1993	1994	Jan-Apr 1994	Jan-Apr 1995
Pedestrian	22,114	31,439	10,712	11,403
Autos	528,531	530,741	172,743	168,083
Trucks	6,145	6,262	2,269	2,787
Other*	2,565	1,646	590	432
Total Veh.	537,241	538,649	175,602	171,302

U.S. Customs

Mode	1993	1994
POVs	535,487	545,009
Comm. Veh.	5,461	4,468
Total Veh.	540,948	549,477

GSA

Mode	1994
Pedestrians	21,170
Autos	544,215
Trucks	4,745
Total Veh.	548,960

FORT HANCOCK

GSA

Mode	1994
Pedestrians	87,600
Autos	125,195
Trucks	0
Total Veh.	125,195

FABENS

GSA

Mode	1994
Pedestrians	38,690
Autos	496,400
Trucks	730
Total Veh.	497,130

EL PASO

YSLETA-ZARAGOZA

El Paso Planning Department (Northboud)

Mode	1993	1994
Pedestrian	263,601	276,592
Autos	2,347,260	2,649,625
Trucks	199,934	211,629
Total Veh.	2,547,194	2,861,254

GSA

Mode	1994
Pedestrians	269,735
Autos	2,611,575
Trucks	196,370
Total Veh.	2,807,945

El Paso Planning Department (Southboud)

Mode	1993	1994	Jan-Jun 1994	Jan-Jun 1995
Pedestrian	157,300	104,178	65,707	29,987
Non-Comm.	2,270,742	2,483,727	1,194,482	1,196,849
Trucks	200,859	226,794	102,326	117,945
Total Veh.	2,471,601	2,710,521	1,296,808	1,314,794

BRIDGE OF THE AMERICAS

El Paso Planning Department (Northboud)

Mode	1993	1994
Pedestrian	518,488	503,463
Autos	8,433,154	8,802,617
Trucks	366,594	332,307
Total Veh.	8,799,748	9,134,924

GSA

Mode	1994
Pedestrians	506,255
Autos	8,614,000
Trucks	343,830
Total Veh.	8,957,830

GOOD NEIGHBOR BRIDGE

El Paso Planning Department (Southboud)

Mode	1993	1994	Jan-Jun 1994	Jan-Jun 1995
Pedestrian	1,518,003	1,611,157	813,519	605,086
Total Veh.	2,622,850	2,622,097	1,275,689	1,062,979

PASO DEL NORTE BRIDGE

CAPUFE

Mode	1993	1994	Jan-Apr 1994	Jan-Apr 1995
Pedestrian	4,918,252	4,852,175	1,550,356	1,394,800
Autos	4,157,006	4,270,663	1,388,446	1,369,146
Trucks	5,534	15,807	5,844	1,107
Other*	25,516	1,855	332	7,279
Total Veh.	4,188,056	4,288,325	1,394,622	1,377,532

El Paso Planning Department (Northboud)

Mode	1993	1994
Pedestrian	5,090,034	4,891,979
Autos	4,501,639	4,411,989
Total Veh.	4,501,639	4,411,989

GSA

Mode	1994
Pedestrians	5,346,155
Autos	4,493,515
Trucks	N/A
Total Veh.	4,493,515

APPENDIX 2 — TRADE DATA CODES

COMMODITY CODES IN 11 GROUPS

01 Animal and vegetable products, beverages, raw hides, and skins
02 Mineral products
03 Chemical or allied industry products
04 Plastic and rubber products
05 Wood, pulp, and paper products
06 Textile products
07 Stone, ceramic, and glass products
08 Metal products
09 Machinery and electrical equipment
10 Vehicles, aircraft, and vessels
11 Other (tobacco, cork, straw, basketware, footwear, headgear, umbrellas, prepared feathers, precious stones, metals, clocks and watches, musical instruments, arms, ammunition, works of art, miscellaneous merchandise, special classifications

COMMODITY CODES AT THE TWO-DIGIT LEVEL (SCHEDULE B)

01 Live animals
02 Meat and edible meat offal
03 Fish and crustaceans, mollusks and other aquatic invertebrates
04 Dairy produce; birds' eggs; natural honey; edible products of animal origin, not elsewhere specified or included
05 Products of animal origin, not elsewhere specified or included
06 Live trees and other plants; bulbs, roots and the like; cut flowers and ornamental foliage
07 Edible vegetables and certain roots and tubers
08 Edible fruit and nuts; peel of citrus fruit or melons
09 Coffee, tea, mate and spices
10 Cereals
11 Products of the milling industry; malt; starches; inulin; wheat gluten
12 Oil seeds and oleaginous fruits; miscellaneous grains; seeds and fruit; industrial or medicinal plants; straw and fodder
13 Lac; gums; resins and other vegetable saps and extract
14 Vegetable plaiting materials; vegetable products not elsewhere specified or included
15 Animal or vegetable fats and oils and their cleavage products; prepared edible fats; animal or vegetable waxes
16 Preparations of meat, of fish, or of crustaceans, mollusks or other aquatic invertebrates
17 Sugars and sugar confectionery
18 Cocoa and cocoa preparations
19 Preparations of cereals, flour, starch or milk; bakers' wares
20 Preparations of vegetables, fruit, nuts, or other parts of plants
21 Miscellaneous edible preparations
22 Beverages, spirits and vinegar
23 Residues and waste from the food industries; prepared animal feed
24 Tobacco and manufactured tobacco substitutes
25 Salt; sulfur; earths and stone; plastering materials, lime and cement

26 Ores, slag and ash
27 Mineral fuels, mineral oils and products of their distillation; bituminous substances; mineral waxes
28 Inorganic chemicals; organic or inorganic compounds of precious metals, of rare-earth metals, of radioactive elements or of isotopes
29 Organic chemicals
30 Pharmaceutical products
31 Fertilizers
32 Tanning or dyeing extracts; tannins and their derivatives; dyes, pigments and other coloring matter; paints and varnishes; putty and other mastics; inks
33 Essential oils and resinoids; perfumery, cosmetic or toilet preparations
34 Soap, organic surface-active agents, washing preparations, lubricating preparations, artificial waxes, prepared waxes, polishing or scouring preparations, candles and similar articles, modeling pastes, "dental waxes" and dental preparations with a basis of plaster
35 Albuminoidal substances; modified starches; glues; enzymes
36 Explosives; pyrotechnic products; matches; pyrophoric alloys; certain combustible preparations
37 Photographic or cinematographic goods
38 Miscellaneous chemical products
39 Plastics and articles thereof
40 Rubber and articles thereof
41 Raw hides and skins (other than furskins) and leather
42 Articles of leather; saddlery and harness; travel goods, handbags and similar containers; articles of animal gut (other than silkworm gut)
43 Furskins and artificial fur; manufactures thereof
44 Wood and articles of wood; wood charcoal
45 Cork and articles of cork
46 Manufactures of straw, of esparto or of other plaiting materials; basketware and wickerwork
47 Pulp of wood or of other fibrous cellulosic material; waste and scrap of paper or paperboard
48 Paper and paperboard; articles of paper pulp, of paper or of paperboard
49 Printed books, newspapers, pictures and other products of the printing industry; manuscripts, typescripts and plans
50 Silk
51 Wool, fine or coarse animal hair; horsehair yarn and woven fabric
52 Cotton
53 Other vegetable textile fibers; paper yarn and woven fabrics of paper yarn
54 Man-made filaments
55 Man-made staple fibers
56 Wadding, felt and nonwovens; special yarns; twine, cordage, ropes and cables and articles thereof
57 Carpets and other textile floor coverings
58 Special woven fabrics; tufted textile fabrics; lace; tapestries; trimmings; embroidery
59 Impregnated, coated, covered or laminated textile fabrics; textile articles of a kind suitable for industrial use
60 Knitted or crocheted fabrics
61 Articles of apparel and clothing accessories, knitted or crocheted
62 Articles of apparel and clothing accessories, not knitted or crocheted
63 Other made-up textile articles; needle craft sets; worn clothing and worn textile articles; rags
64 Footwear, gaiters and the like; parts of such articles
65 Headgear and parts thereof
66 Umbrellas, sun umbrellas, walking sticks, seatsticks, whips, riding crops and parts thereof

67 Prepared feathers and down and articles made of feathers or of down; artificial flowers; articles of human hair
68 Articles of stone, plaster, cement, asbestos, mica or similar materials
69 Ceramic products
70 Glass and glassware
71 Natural or cultured pearls, precious or semiprecious stones, precious metals; metals clad with precious metal, and articles thereof; imitation jewelry; coin
72 Iron and steel
73 Articles of iron or steel
74 Copper and articles thereof
75 Nickel and articles thereof
76 aluminum and articles thereof
77 Reserved for possible future use
78 Lead and articles thereof
79 Zinc and articles thereof
80 Tin and articles thereof
81 Other base metals; cermets; articles thereof
82 Tools, implements, cutlery, spoons and forks, of base metal; parts thereof of base metal
83 Miscellaneous articles of base metal
84 Nuclear reactors, boilers, machinery and mechanical appliances; parts thereof
85 Electrical machinery and equipment and parts thereof; sound recorders and reproducers, television image and sound recorders and reproducers, and parts and accessories of such articles
86 Railway or tramway locomotives, rolling stock and parts thereof; railway or tramway track fixtures and fittings and parts thereof; mechanical (including electromechanical) traffic signaling equipment of all kinds
87 Vehicles, other than railway or tramway rolling stock, and parts and accessories thereof
88 Aircraft, spacecraft, and parts thereof
89 Ships, boats, and floating structures
90 Optical, photographic, cinematographic, measuring, checking, precision, medical or surgical instruments and apparatus; parts and accessories thereof
91 Clocks and watches and parts thereof
92 Musical instruments; parts and accessories of such articles
93 Arms and ammunition; parts and accessories thereof
94 Furniture; bedding, mattress supports, cushions and similar stuffed furnishings; lamps and lighting fittings, not elsewhere specified or included; illuminated signs, illuminated nameplates and the like; prefabricated buildings
95 Toys, games and sports equipment; parts and accessories thereof
96 Miscellaneous manufactured articles
97 Works of art, collectors' pieces and antiques
98 Special classification provisions
99 (Imports only) temporary legislation; temporary modifications established pursuant to trade legislation; additional import restrictions established pursuant to section 22 of the agricultural adjustment act, as needed.

CODES FOR PORTS OF ENTRY

2301	Brownsville-Cameron, Texas.	2406	Columbus, New Mexico
2302	Del Rio, Texas	2502	Andrade, California.
2303	Eagle Pass, Texas	2503	Calexico, California.
2304	Laredo, Texas	2504	San Ysidro, California.
2305	Hildago, Texas	2505	Tecate, California.
2307	Rio Grande City, Texas	2601	Douglas, Arizona.
2309	Progresso, Texas	2602	Lukeville, Arizona.
2310	Roma, Texas	2603	Naco, Arizona
2402	El Paso, Texas	2604	Nogales, Arizona.
2403	Presidio, Texas	2606	Sasabe, Arizona.
2404	Fabens, Texas	2608	San Luis, Arizona.

CODES FOR MEXICAN ORIGINS AND DESTINATIONS

Northeast Region (NE)
1. Chihuahua (CH)
2. Coahuila (CO)
3. Nuevo Leon (NL)
4. Tamaulipas (TM)

Northwest Region (NW)
1. Baja California (BC)
Baja California Norte (BN)
Baja California Sur (BS)
2. Sonora (SO)

South Region (SO)
1. Aguascalientes (AG)
2. Campeche (CM)
3. Chiapas (CS)
4. Colima (CL)
5. Distrito Federal (DF)
6. Durango (DG)
7. Guanajuato (GT)
8. Guerrero (GR)
9. Hidalgo (HG)

South Region (SO) continuation
10. Jalisco (JA)
11. Mexico (MX)
12. Michoacan (MI)
13. Morelos (MO)
14. Nayarit (NA)
15. Oaxaca (OA)
16. Puebla (PU)
17. Queretaro (QT)
18. Quintana Roo (QR)
19. San Luis Potosi (SL)
20. Sinaloa (SI)
21. Tabasco (TB)
22. Tlaxcala (TL)
23. Veracruz (VE)
24. Yucatan (YU)
25. Zacatecas (ZA)

Other region (OT) (region data not present- OT)

CODES FOR U.S. ORIGINS AND DESTINATIONS

Atlantic Region (AL)

1. Connecticut (CT)
2. Delaware (DE)
3. District of Columbia (DC)
4. Florida (FL)
5. Georgia (GA)
6. Maine (ME)
7. Maryland (MD)
8. Massachusetts (MA)
9. New Hampshire (NH)
10. New Jersey (NJ)
11. New York (NY)
12. North Carolina (NC)
13. Pennsylvania (PA)
14. Rhode Island (RI)
15. South Carolina (SC)
16. Vermont (VT)
17. Virginia (VA)
18. West Virginia (WV)

West Central Region (WC)

1. Arkansas (AR)
2. Iowa (IA)
3. Kansas (KS)
4. Louisiana (LA)
5. Minnesota (MN)
6. Missouri (MO)
7. Nebraska (NE)
8. North Dakota (ND)
9. Oklahoma (OK)
10. South Dakota (SD)
11. Texas (TX)

East Central Region (EC)

1. Alabama (AL)
2. Illinois (IL)
3. Indiana (IN)
4. Kentucky (KY)
5. Michigan (MI)
6. Mississippi (MS)
7. Ohio (OH)
8. Tennessee (TN)
9. Wisconsin (WI)

Mountain/Pacific Region (MP)

1. Alaska (AK)
2. Arizona (AZ)
3. California (CA)
4. Colorado (CO)
5. Hawaii (HI)
6. Idaho (ID)
7. Montana (MT)
8. Nevada (NV)
9. New Mexico (NM)
10. Oregon (OR)
11. Utah (UT)
12. Washington (WA)
13. Wyoming (WY)

"Other" Region

US state data not present (DU)

NATIONAL TRANSPORTATION ANALYSIS REGIONS (NTAR)

This table is arranged alphabetically by county within a U.S.state, followed by Bureau of Economic Analysis Economic Areas (BEA) number and name, followed by NTAR.

COUNTY	BEA	BEA_NAME	NTAR
Autauga, AL	048	MONTGOMERY, AL	049
Baldwin, AL	047	MOBILE, AL	047
Barbour, AL	048	MONTGOMERY, AL	049
Bibb, AL	049	BIRMINGHAM, AL	049
Blount, AL	049	BIRMINGHAM, AL	049
Bullock, AL	048	MONTGOMERY, AL	049
Butler, AL	048	MONTGOMERY, AL	049
Calhoun, AL	049	BIRMINGHAM, AL	049
Chambers, AL	037	COLUMBUS, GA	036
Cherokee, AL	049	BIRMINGHAM, AL	049
Chilton, AL	049	BIRMINGHAM, AL	049
Choctaw, AL	047	MOBILE, AL	047
Clarke, AL	047	MOBILE, AL	047
Clay, AL	049	BIRMINGHAM, AL	049
Cleburne, AL	049	BIRMINGHAM, AL	049
Coffee, AL	048	MONTGOMERY, AL	049
Colbert, AL	050	HUNTSVILLE-FLORENCE, AL	049
Conecuh, AL	047	MOBILE, AL	047
Coosa, AL	048	MONTGOMERY, AL	049
Covington, AL	048	MONTGOMERY, AL	049
Crenshaw, AL	048	MONTGOMERY, AL	049
Cullman, AL	049	BIRMINGHAM, AL	049
Dale, AL	048	MONTGOMERY, AL	049
Dallas, AL	048	MONTGOMERY, AL	049
De Kalb, AL	051	CHATTANOOGA, TN	051
Elmore, AL	048	MONTGOMERY, AL	049
Escambia, AL	047	MOBILE, AL	047
Etowah, AL	049	BIRMINGHAM, AL	049
Fayette, AL	049	BIRMINGHAM, AL	049
Franklin, AL	050	HUNTSVILLE-FLORENCE, AL	049
Geneva, AL	048	MONTGOMERY, AL	049
Greene, AL	049	BIRMINGHAM, AL	049
Hale, AL	049	BIRMINGHAM, AL	049
Henry, AL	048	MONTGOMERY, AL	049
Houston, AL	048	MONTGOMERY, AL	049
Jackson, AL	051	CHATTANOOGA, TN	051
Jefferson, AL	049	BIRMINGHAM, AL	049
Lamar, AL	049	BIRMINGHAM, AL	049
Lauderdale, AL	050	HUNTSVILLE-FLORENCE, AL	049
Lawrence, AL	050	HUNTSVILLE-FLORENCE, AL	049
Lee, AL	037	COLUMBUS, GA	036
Limestone, AL	050	HUNTSVILLE-FLORENCE, AL	049
Lowndes, AL	048	MONTGOMERY, AL	049
Macon, AL	048	MONTGOMERY, AL	049
Madison, AL	050	HUNTSVILLE-FLORENCE, AL	049
Marengo, AL	047	MOBILE, AL	047
Marion, AL	049	BIRMINGHAM, AL	049

National Transportation Analysis Regions (NTAR) continuation

Marshall, AL	050	HUNTSVILLE-FLORENCE, AL	049
Mobile, AL	047	MOBILE, AL	047
Monroe, AL	047	MOBILE, AL	047
Montgomery, AL	048	MONTGOMERY, AL	049
Morgan, AL	050	HUNTSVILLE-FLORENCE, AL	049
Perry, AL	048	MONTGOMERY, AL	049
Pickens, AL	049	BIRMINGHAM, AL	049
Pike, AL	048	MONTGOMERY, AL	049
Randolph, AL	049	BIRMINGHAM, AL	049
Russell, AL	037	COLUMBUS, GA	036
St. Clair, AL	049	BIRMINGHAM, AL	049
Shelby, AL	049	BIRMINGHAM, AL	049
Sumter, AL	049	BIRMINGHAM, AL	049
Talladega, AL	049	BIRMINGHAM, AL	049
Tallapoosa, AL	048	MONTGOMERY, AL	049
Tuscaloosa, AL	049	BIRMINGHAM, AL	049
Walker, AL	049	BIRMINGHAM, AL	049
Washington, AL	047	MOBILE, AL	047
Wilcox, AL	047	MOBILE, AL	047
Winston, AL	049	BIRMINGHAM, AL	049
Aleutian Islands, AK	182	ANCHORAGE, AK	182
Anchorage, AK	182	ANCHORAGE, AK	182
Angoon, AK	182	ANCHORAGE, AK	182
Barrow/North Slope, AK	182	ANCHORAGE, AK	182
Bethel, AK	182	ANCHORAGE, AK	182
Bristol Bay Borough, AK	182	ANCHORAGE, AK	182
Bristol Bay Division, AK	182	ANCHORAGE, AK	182
Cordova McCarthy, AK	182	ANCHORAGE, AK	182
Fairbanks, AK	182	ANCHORAGE, AK	182
Haines, AK	182	ANCHORAGE, AK	182
Juneau, AK	182	ANCHORAGE, AK	182
Kenai/Cook Inlet, AK	182	ANCHORAGE, AK	182
Ketchikan, AK	182	ANCHORAGE, AK	182
Kobuk, Ak	182	ANCHORAGE, AK	182
Kodiak, AK	182	ANCHORAGE, AK	182
Kuskokwim, AK	182	ANCHORAGE, AK	182
Matanuska/Susitna, AK	182	ANCHORAGE, AK	182
Nome, AK	182	ANCHORAGE, AK	182
Outer Ketchikan, AK	182	ANCHORAGE, AK	182
Prince of Wales, AK	182	ANCHORAGE, AK	182
Seward, AK	182	ANCHORAGE, AK	182
Sitka, AK	182	ANCHORAGE, AK	182
Skagway/Yakutat, AK	182	ANCHORAGE, AK	182
Southeast Fairbanks, AK	182	ANCHORAGE, AK	182
Upper Yukon, AK	182	ANCHORAGE, AK	182
Valdez/Chitina/Whittier, AK	182	ANCHORAGE, AK	182
Wade Hampton, AK	182	ANCHORAGE, AK	182
Wrangell/Petersburg, AK	182	ANCHORAGE, AK	182
Yukon/Koyukuk, AK	182	ANCHORAGE, AK	182
Apache, AZ	162	PHOENIX, AZ	162
Cochise, AZ	161	TUCSON, AZ	162
Coconino, AZ	162	PHOENIX, AZ	162
Gila, AZ	162	PHOENIX, AZ	162
Graham, AZ	161	TUCSON, AZ	162
Greenlee, AZ	161	TUCSON, AZ	162

National Transportation Analysis Regions (NTAR) continuation

La Paz, AZ	162	PHOENIX, AZ	162
Maricopa, AZ	162	PHOENIX, AZ	162
Mohave, AZ	162	PHOENIX, AZ	162
Navajo, AZ	162	PHOENIX, AZ	162
Pima, AZ	161	TUCSON, AZ	162
Pinal, AZ	162	PHOENIX, AZ	162
Santa Cruz, AZ	161	TUCSON, AZ	162
Yavapai, AZ	162	PHOENIX, AZ	162
Yuma, AZ	162	PHOENIX, AZ	162
Arkansas, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Ashley, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Baxter, AR	109	FAYETTEVILLE, AR	108
Benton, AR	109	FAYETTEVILLE, AR	108
Boone, AR	109	FAYETTEVILLE, AR	108
Bradley, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Calhoun, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Carroll, AR	109	FAYETTEVILLE, AR	108
Chicot, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Clark, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Clay, AR	055	MEMPHIS, TN	055
Cleburne, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Cleveland, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Columbia, AR	119	TEXARKANA, TX	125
Conway, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Craighead, AR	055	MEMPHIS, TN	055
Crawford, AR	110	FORT SMITH, AR	138
Crittenden, AR	055	MEMPHIS, TN	055
Cross, AR	055	MEMPHIS, TN	055
Dallas, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Desha, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Drew, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Faulkner, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Franklin, AR	110	FORT SMITH, AR	138
Fulton, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Garland, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Grant, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Greene, AR	055	MEMPHIS, TN	055
Hempstead, AR	119	TEXARKANA, TX	125
Hot Spring, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Howard, AR	119	TEXARKANA, TX	125
Independence, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Izard, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Jackson, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Jefferson, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Johnson, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Lafayette, AR	119	TEXARKANA, TX	125
Lawrence, AR	055	MEMPHIS, TN	055
Lee, AR	055	MEMPHIS, TN	055
Lincoln, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Little River, AR	119	TEXARKANA, TX	125
Logan, AR	110	FORT SMITH, AR	138
Lonoke, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Madison, AR	109	FAYETTEVILLE, AR	108
Marion, AR	109	FAYETTEVILLE, AR	108
Miller, AR	119	TEXARKANA, TX	125

National Transportation Analysis Regions (NTAR) continuation

Mississippi, AR	055	MEMPHIS, TN	055
Monroe, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Montgomery, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Nevada, AR	119	TEXARKANA, TX	125
Newton, AR	109	FAYETTEVILLE, AR	108
Ouachita, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Perry, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Phillips, AR	055	MEMPHIS, TN	055
Pike, AR	119	TEXARKANA, TX	125
Poinsett, AR	055	MEMPHIS, TN	055
Polk, AR	110	FORT SMITH, AR	138
Pope, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Prairie, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Pulaski, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Randolph, AR	055	MEMPHIS, TN	055
St. Francis, AR	055	MEMPHIS, TN	055
Saline, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Scott, AR	110	FORT SMITH, AR	138
Searcy, AR	109	FAYETTEVILLE, AR	108
Sebastian, AR	110	FORT SMITH, AR	138
Sevier, AR	119	TEXARKANA, TX	125
Sharp, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Stone, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Union, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Van Buren, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Washington, AR	109	FAYETTEVILLE, AR	108
White, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Woodruff, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Yell, AR	111	LITTLE ROCK-NORTH LITTLE ROCK, AR	111
Alameda, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
Alpine, CA	178	STOCKTON-MODESTO, CA	178
Amador, CA	178	STOCKTON-MODESTO, CA	178
Butte, CA	177	SACRAMENTO, CA	177
Calaveras, CA	178	STOCKTON-MODESTO, CA	178
Colusa, CA	177	SACRAMENTO, CA	177
Contra Costa, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
Del Norte, CA	175	EUREKA, CA	176
El Dorado, CA	177	SACRAMENTO, CA	177
Fresno, CA	179	FRESNO-BAKERSFIELD, CA	179
Glenn, CA	177	SACRAMENTO, CA	177
Humboldt, CA	175	EUREKA, CA	176
Imperial, CA	181	SAN DIEGO, CA	181
Inyo, CA	180	LOS ANGELES, CA	180
Kern, CA	179	FRESNO-BAKERSFIELD, CA	179
Kings, CA	179	FRESNO-BAKERSFIELD, CA	179
Lake, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
Lassen, CA	174	REDDING, CA	177
Los Angeles, CA	180	LOS ANGELES, CA	180
Madera, CA	179	FRESNO-BAKERSFIELD, CA	179
Marin, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
Mariposa, CA	178	STOCKTON-MODESTO, CA	178
Mendocino, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
Merced, CA	178	STOCKTON-MODESTO, CA	178
Modoc, CA	174	REDDING, CA	177
Mono, CA	180	LOS ANGELES, CA	180

National Transportation Analysis Regions (NTAR) continuation

Monterey, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
Napa, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
Nevada, CA	177	SACRAMENTO, CA	177
Orange, CA	180	LOS ANGELES, CA	180
Placer, CA	177	SACRAMENTO, CA	177
Plumas, CA	174	REDDING, CA	177
Riverside, CA	180	LOS ANGELES, CA	180
Sacramento, CA	177	SACRAMENTO, CA	177
San Benito, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
San Bernardino, CA	180	LOS ANGELES, CA	180
San Diego, CA	181	SAN DIEGO, CA	181
San Francisco, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
San Joaquin, CA	178	STOCKTON-MODESTO, CA	178
San Luis Obispo, CA	180	LOS ANGELES, CA	180
San Mateo, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
Santa Barbara, CA	180	LOS ANGELES, CA	180
Santa Clara, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
Santa Cruz, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
Shasta, CA	174	REDDING, CA	177
Sierra, CA	177	SACRAMENTO, CA	177
Siskiyou, CA	174	REDDING, CA	177
Solano, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
Sonoma, CA	176	SAN FRANCISCO-OAKLAND-SAN JOSE, CA	176
Stanislaus, CA	178	STOCKTON-MODESTO, CA	178
Sutter, CA	177	SACRAMENTO, CA	177
Tehama, CA	174	REDDING, CA	177
Trinity, CA	175	EUREKA, CA	176
Tulare, CA	179	FRESNO-BAKERSFIELD, CA	179
Tuolumne, CA	178	STOCKTON-MODESTO, CA	178
Ventura, CA	180	LOS ANGELES, CA	180
Yolo, CA	177	SACRAMENTO, CA	177
Yuba, CA	177	SACRAMENTO, CA	177
Adams, CO	157	DENVER, CO	157
Alamosa, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Arapahoe, CO	157	DENVER, CO	157
Archuleta, CO	159	GRAND JUNCTION, CO	157
Baca, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Bent, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Boulder, CO	157	DENVER, CO	157
Chaffee, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Cheyenne, CO	157	DENVER, CO	157
Clear Creek, CO	157	DENVER, CO	157
Conejos, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Costilla, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Crowley, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Custer, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Delta, CO	159	GRAND JUNCTION, CO	157
Denver, CO	157	DENVER, CO	157
Dolores, CO	159	GRAND JUNCTION, CO	157
Douglas, CO	157	DENVER, CO	157
Eagle, CO	159	GRAND JUNCTION, CO	157
Elbert, CO	157	DENVER, CO	157
El Paso, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Fremont, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Garfield, CO	159	GRAND JUNCTION, CO	157

National Transportation Analysis Regions (NTAR) continuation

Gilpin, CO	157	DENVER, CO	157
Grand, CO	157	DENVER, CO	157
Gunnison, CO	159	GRAND JUNCTION, CO	157
Hinsdale, CO	159	GRAND JUNCTION, CO	157
Huerfano, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Jackson, CO	156	CHEYENNE-CASPER, WY	157
Jefferson, CO	157	DENVER, CO	157
Kiowa, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Kit Carson, CO	157	DENVER, CO	157
Lake, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
La Plata, CO	159	GRAND JUNCTION, CO	157
Larimer, CO	157	DENVER, CO	157
Las Animas, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Lincoln, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Logan, CO	157	DENVER, CO	157
Mesa, CO	159	GRAND JUNCTION, CO	157
Mineral, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Moffat, CO	159	GRAND JUNCTION, CO	157
Montezuma, CO	159	GRAND JUNCTION, CO	157
Montrose, CO	159	GRAND JUNCTION, CO	157
Morgan, CO	157	DENVER, CO	157
Otero, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Ouray, CO	159	GRAND JUNCTION, CO	157
Park, CO	157	DENVER, CO	157
Phillips, CO	157	DENVER, CO	157
Pitkin, CO	159	GRAND JUNCTION, CO	157
Prowers, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Pueblo, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Rio Blanco, CO	159	GRAND JUNCTION, CO	157
Rio Grande, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Routt, CO	159	GRAND JUNCTION, CO	157
Saguache, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
San Juan, CO	159	GRAND JUNCTION, CO	157
San Miguel, CO	159	GRAND JUNCTION, CO	157
Sedgwick, CO	157	DENVER, CO	157
Summit, CO	157	DENVER, CO	157
Teller, CO	158	COLORADO SPRINGS-PUEBLO, CO	157
Washington, CO	157	DENVER, CO	157
Weld, CO	157	DENVER, CO	157
Yuma, CO	157	DENVER, CO	157
Fairfield, CT	012	NEW YORK, NY	012
Hartford, CT	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006
Litchfield, CT	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006
Middlesex, CT	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006
New Haven, CT	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006
New London, CT	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006
Tolland, CT	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006
Windham, CT	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006

National Transportation Analysis Regions (NTAR) continuation

Kent, DE	018	PHILADELPHIA, PA	018
New Castle, DE	018	PHILADELPHIA, PA	018
Sussex, DE	018	PHILADELPHIA, PA	018
Washington, DC	020	WASHINGTON, DC	019
Alachua, FL	041	JACKSONVILLE, FL	041
Baker, FL	041	JACKSONVILLE, FL	041
Bay, FL	046	PENSACOLA-PANAMA CITY, FL	047
Bradford, FL	041	JACKSONVILLE, FL	041
Brevard, FL	042	ORLANDO-MELBOURNE-DAYTONA BEACH, FL	042
Broward, FL	043	MIAMI-FORT LAUDERDALE, FL	043
Calhoun, FL	045	TALLAHASSEE, FL	041
Charlotte, FL	044	TAMPA-ST. PETERSBURG, FL	044
Citrus, FL	044	TAMPA-ST. PETERSBURG, FL	044
Clay, FL	041	JACKSONVILLE, FL	041
Collier, FL	044	TAMPA-ST. PETERSBURG, FL	044
Columbia, FL	041	JACKSONVILLE, FL	041
Dade, FL	043	MIAMI-FORT LAUDERDALE, FL	043
De Soto, FL	044	TAMPA-ST. PETERSBURG, FL	044
Dixie, FL	041	JACKSONVILLE, FL	041
Duval, FL	041	JACKSONVILLE, FL	041
Escambia, FL	046	PENSACOLA-PANAMA CITY, FL	047
Flagler, FL	042	ORLANDO-MELBOURNE-DAYTONA BEACH, FL	042
Franklin, FL	045	TALLAHASSEE, FL	041
Gadsden, FL	045	TALLAHASSEE, FL	041
Gilchrist, FL	041	JACKSONVILLE, FL	041
Glades, FL	043	MIAMI-FORT LAUDERDALE, FL	043
Gulf, FL	046	PENSACOLA-PANAMA CITY, FL	047
Hamilton, FL	041	JACKSONVILLE, FL	041
Hardee, FL	044	TAMPA-ST. PETERSBURG, FL	044
Hendry, FL	043	MIAMI-FORT LAUDERDALE, FL	043
Hernando, FL	044	TAMPA-ST. PETERSBURG, FL	044
Highlands, FL	044	TAMPA-ST. PETERSBURG, FL	044
Hillsborough, FL	044	TAMPA-ST. PETERSBURG, FL	044
Holmes, FL	046	PENSACOLA-PANAMA CITY, FL	047
Indian River, FL	043	MIAMI-FORT LAUDERDALE, FL	043
Jackson, FL	045	TALLAHASSEE, FL	041
Jefferson, FL	045	TALLAHASSEE, FL	041
Lafayette, FL	041	JACKSONVILLE, FL	041
Lake, FL	042	ORLANDO-MELBOURNE-DAYTONA BEACH, FL	042
Lee, FL	044	TAMPA-ST. PETERSBURG, FL	044
Leon, FL	045	TALLAHASSEE, FL	041
Levy, FL	041	JACKSONVILLE, FL	041
Liberty, FL	045	TALLAHASSEE, FL	041
Madison, FL	045	TALLAHASSEE, FL	041
Manatee, FL	044	TAMPA-ST. PETERSBURG, FL	044
Marion, FL	041	JACKSONVILLE, FL	041
Martin, FL	043	MIAMI-FORT LAUDERDALE, FL	043
Monroe, FL	043	MIAMI-FORT LAUDERDALE, FL	043
Nassau, FL	041	JACKSONVILLE, FL	041
Okaloosa, FL	046	PENSACOLA-PANAMA CITY, FL	047
Okeechobee, FL	043	MIAMI-FORT LAUDERDALE, FL	043

National Transportation Analysis Regions (NTAR) continuation

Orange, FL	042	ORLANDO-MELBOURNE-DAYTONA BEACH, FL	042
Osceola, FL	042	ORLANDO-MELBOURNE-DAYTONA BEACH, FL	042
Palm Beach, FL	043	MIAMI-FORT LAUDERDALE, FL	043
Pasco, FL	044	TAMPA-ST. PETERSBURG, FL	044
Pinellas, FL	044	TAMPA-ST. PETERSBURG, FL	044
Polk, FL	044	TAMPA-ST. PETERSBURG, FL	044
Putnam, FL	041	JACKSONVILLE, FL	041
St. Johns, FL	041	JACKSONVILLE, FL	041
St. Lucie, FL	043	MIAMI-FORT LAUDERDALE, FL	043
Santa Rosa, FL	046	PENSACOLA-PANAMA CITY, FL	047
Sarasota, FL	044	TAMPA-ST. PETERSBURG, FL	044
Seminole, FL	042	ORLANDO-MELBOURNE-DAYTONA BEACH, FL	042
Sumter, FL	042	ORLANDO-MELBOURNE-DAYTONA BEACH, FL	042
Suwannee, FL	041	JACKSONVILLE, FL	041
Taylor, FL	045	TALLAHASSEE, FL	041
Union, FL	041	JACKSONVILLE, FL	041
Volusia, FL	042	ORLANDO-MELBOURNE-DAYTONA BEACH, FL	042
Wakulla, FL	045	TALLAHASSEE, FL	041
Walton, FL	046	PENSACOLA-PANAMA CITY, FL	047
Washington, FL	046	PENSACOLA-PANAMA CITY, FL	047
Appling, GA	039	SAVANNAH, GA	039
Atkinson, GA	039	SAVANNAH, GA	039
Bacon, GA	039	SAVANNAH, GA	039
Baker, GA	040	ALBANY, GA	041
Baldwin, GA	038	MACON, GA	036
Banks, GA	036	ATLANTA, GA	036
Barrow, GA	036	ATLANTA, GA	036
Bartow, GA	036	ATLANTA, GA	036
Ben Hill, GA	040	ALBANY, GA	041
Berrien, GA	040	ALBANY, GA	041
Bibb, GA	038	MACON, GA	036
Bleckley, GA	038	MACON, GA	036
Brantley, GA	041	JACKSONVILLE, FL	041
Brooks, GA	040	ALBANY, GA	041
Bryan, GA	039	SAVANNAH, GA	039
Bulloch, GA	039	SAVANNAH, GA	039
Burke, GA	035	AUGUSTA, GA	032
Butts, GA	036	ATLANTA, GA	036
Calhoun, GA	040	ALBANY, GA	041
Camden, GA	041	JACKSONVILLE, FL	041
Candler, GA	039	SAVANNAH, GA	039
Carroll, GA	036	ATLANTA, GA	036
Catoosa, GA	051	CHATTANOOGA, TN	051
Charlton, GA	041	JACKSONVILLE, FL	041
Chatham, GA	039	SAVANNAH, GA	039
Chattahoochee, GA	037	COLUMBUS, GA	036
Chattooga, GA	051	CHATTANOOGA, TN	051
Cherokee, GA	036	ATLANTA, GA	036
Clarke, GA	036	ATLANTA, GA	036
Clay, GA	040	ALBANY, GA	041

National Transportation Analysis Regions (NTAR) continuation

Clayton, GA	036	ATLANTA, GA	036
Clinch, GA	040	ALBANY, GA	041
Cobb, GA	036	ATLANTA, GA	036
Coffee, GA	039	SAVANNAH, GA	039
Colquitt, GA	040	ALBANY, GA	041
Columbia, GA	035	AUGUSTA, GA	032
Cook, GA	040	ALBANY, GA	041
Coweta, GA	036	ATLANTA, GA	036
Crawford, GA	038	MACON, GA	036
Crisp, GA	038	MACON, GA	036
Dade, GA	051	CHATTANOOGA, TN	051
Dawson, GA	036	ATLANTA, GA	036
Decatur, GA	040	ALBANY, GA	041
De Kalb, GA	036	ATLANTA, GA	036
Dodge, GA	038	MACON, GA	036
Dooly, GA	038	MACON, GA	036
Dougherty, GA	040	ALBANY, GA	041
Douglas, GA	036	ATLANTA, GA	036
Early, GA	040	ALBANY, GA	041
Echols, GA	040	ALBANY, GA	041
Effingham, GA	039	SAVANNAH, GA	039
Elbert, GA	036	ATLANTA, GA	036
Emanuel, GA	035	AUGUSTA, GA	032
Evans, GA	039	SAVANNAH, GA	039
Fannin, GA	036	ATLANTA, GA	036
Fayette, GA	036	ATLANTA, GA	036
Floyd, GA	036	ATLANTA, GA	036
Forsyth, GA	036	ATLANTA, GA	036
Franklin, GA	036	ATLANTA, GA	036
Fulton, GA	036	ATLANTA, GA	036
Gilmer, GA	036	ATLANTA, GA	036
Glascock, GA	035	AUGUSTA, GA	032
Glynn, GA	041	JACKSONVILLE, FL	041
Gordon, GA	036	ATLANTA, GA	036
Grady, GA	040	ALBANY, GA	041
Greene, GA	036	ATLANTA, GA	036
Gwinnett, GA	036	ATLANTA, GA	036
Habersham, GA	036	ATLANTA, GA	036
Hall, GA	036	ATLANTA, GA	036
Hancock, GA	038	MACON, GA	036
Haralson, GA	036	ATLANTA, GA	036
Harris, GA	037	COLUMBUS, GA	036
Hart, GA	036	ATLANTA, GA	036
Heard, GA	036	ATLANTA, GA	036
Henry, GA	036	ATLANTA, GA	036
Houston, GA	038	MACON, GA	036
Irwin, GA	040	ALBANY, GA	041
Jackson, GA	036	ATLANTA, GA	036
Jasper, GA	036	ATLANTA, GA	036
Jeff Davis, GA	039	SAVANNAH, GA	039
Jefferson, GA	035	AUGUSTA, GA	032
Jenkins, GA	035	AUGUSTA, GA	032
Johnson, GA	038	MACON, GA	036
Jones, GA	038	MACON, GA	036
Lamar, GA	036	ATLANTA, GA	036

National Transportation Analysis Regions (NTAR) continuation

Lanier, GA	040	ALBANY, GA	041
Laurens, GA	038	MACON, GA	036
Lee, GA	040	ALBANY, GA	041
Liberty, GA	039	SAVANNAH, GA	039
Lincoln, GA	035	AUGUSTA, GA	032
Long, GA	039	SAVANNAH, GA	039
Lowndes, GA	040	ALBANY, GA	041
Lumpkin, GA	036	ATLANTA, GA	036
McDuffie, GA	035	AUGUSTA, GA	032
McIntosh, GA	039	SAVANNAH, GA	039
Macon, GA	038	MACON, GA	036
Madison, GA	036	ATLANTA, GA	036
Marion, GA	037	COLUMBUS, GA	036
Meriwether, GA	037	COLUMBUS, GA	036
Miller, GA	040	ALBANY, GA	041
Mitchell, GA	040	ALBANY, GA	041
Monroe, GA	038	MACON, GA	036
Montgomery, GA	039	SAVANNAH, GA	039
Morgan, GA	036	ATLANTA, GA	036
Murray, GA	051	CHATTANOOGA, TN	051
Muscogee, GA	037	COLUMBUS, GA	036
Newton, GA	036	ATLANTA, GA	036
Oconee, GA	036	ATLANTA, GA	036
Oglethorpe, GA	036	ATLANTA, GA	036
Paulding, GA	036	ATLANTA, GA	036
Peach, GA	038	MACON, GA	036
Pickens, GA	036	ATLANTA, GA	036
Pierce, GA	041	JACKSONVILLE, FL	041
Pike, GA	036	ATLANTA, GA	036
Polk, GA	036	ATLANTA, GA	036
Pulaski, GA	038	MACON, GA	036
Putnam, GA	038	MACON, GA	036
Quitman, GA	037	COLUMBUS, GA	036
Rabun, GA	036	ATLANTA, GA	036
Randolph, GA	040	ALBANY, GA	041
Richmond, GA	035	AUGUSTA, GA	032
Rockdale, GA	036	ATLANTA, GA	036
Schley, GA	037	COLUMBUS, GA	036
Screven, GA	039	SAVANNAH, GA	039
Seminole, GA	040	ALBANY, GA	041
Spalding, GA	036	ATLANTA, GA	036
Stephens, GA	036	ATLANTA, GA	036
Stewart, GA	037	COLUMBUS, GA	036
Sumter, GA	037	COLUMBUS, GA	036
Talbot, GA	037	COLUMBUS, GA	036
Taliaferro, GA	035	AUGUSTA, GA	032
Tattnall, GA	039	SAVANNAH, GA	039
Taylor, GA	038	MACON, GA	036
Telfair, GA	038	MACON, GA	036
Terrell, GA	040	ALBANY, GA	041
Thomas, GA	040	ALBANY, GA	041
Tift, GA	040	ALBANY, GA	041
Toombs, GA	039	SAVANNAH, GA	039
Towns, GA	036	ATLANTA, GA	036
Treutlen, GA	038	MACON, GA	036

National Transportation Analysis Regions (NTAR) continuation

Troup, GA	037	COLUMBUS, GA	036
Turner, GA	040	ALBANY, GA	041
Twiggs, GA	038	MACON, GA	036
Union, GA	036	ATLANTA, GA	036
Upson, GA	036	ATLANTA, GA	036
Walker, GA	051	CHATTANOOGA, TN	051
Walton, GA	036	ATLANTA, GA	036
Ware, GA	041	JACKSONVILLE, FL	041
Warren, GA	035	AUGUSTA, GA	032
Washington, GA	038	MACON, GA	036
Wayne, GA	039	SAVANNAH, GA	039
Webster, GA	037	COLUMBUS, GA	036
Wheeler, GA	038	MACON, GA	036
White, GA	036	ATLANTA, GA	036
Whitfield, GA	051	CHATTANOOGA, TN	051
Wilcox, GA	038	MACON, GA	036
Wilkes, GA	035	AUGUSTA, GA	032
Wilkinson, GA	038	MACON, GA	036
Worth, GA	040	ALBANY, GA	041
Hawaii, HI	183	HONOLULU, HI	183
Honolulu, HI	183	HONOLULU, HI	183
Kauai, HI	183	HONOLULU, HI	183
Maui & Kalamo, HI	183	HONOLULU, HI	183
Ada, ID	167	BOISE CITY, ID	167
Adams, ID	167	BOISE CITY, ID	167
Bannock, ID	166	POCATELLO-IDAHO FALLS, ID	165
Bear Lake, ID	165	SALT LAKE CITY-OGDEN, UT	165
Benewah, ID	168	SPOKANE, WA	167
Bingham, ID	166	POCATELLO-IDAHO FALLS, ID	165
Blaine, ID	166	POCATELLO-IDAHO FALLS, ID	165
Boise, ID	167	BOISE CITY, ID	167
Bonner, ID	168	SPOKANE, WA	167
Bonneville, ID	166	POCATELLO-IDAHO FALLS, ID	165
Boundary, ID	168	SPOKANE, WA	167
Butte, ID	166	POCATELLO-IDAHO FALLS, ID	165
Camas, ID	166	POCATELLO-IDAHO FALLS, ID	165
Canyon, ID	167	BOISE CITY, ID	167
Caribou, ID	166	POCATELLO-IDAHO FALLS, ID	165
Cassia, ID	166	POCATELLO-IDAHO FALLS, ID	165
Clark, ID	166	POCATELLO-IDAHO FALLS, ID	165
Clearwater, ID	168	SPOKANE, WA	167
Custer, ID	166	POCATELLO-IDAHO FALLS, ID	165
Elmore, ID	167	BOISE CITY, ID	167
Franklin, ID	165	SALT LAKE CITY-OGDEN, UT	165
Fremont, ID	166	POCATELLO-IDAHO FALLS, ID	165
Gem, ID	167	BOISE CITY, ID	167
Gooding, ID	166	POCATELLO-IDAHO FALLS, ID	165
Idaho, ID	168	SPOKANE, WA	167
Jefferson, ID	166	POCATELLO-IDAHO FALLS, ID	165
Jerome, ID	166	POCATELLO-IDAHO FALLS, ID	165
Kootenai, ID	168	SPOKANE, WA	167
Latah, ID	168	SPOKANE, WA	167
Lemhi, ID	166	POCATELLO-IDAHO FALLS, ID	165
Lewis, ID	168	SPOKANE, WA	167
Lincoln, ID	166	POCATELLO-IDAHO FALLS, ID	165

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Madison, ID	166	POCATELLO-IDAHO FALLS, ID	165
Minidoka, ID	166	POCATELLO-IDAHO FALLS, ID	165
Nez Perce, ID	168	SPOKANE, WA	167
Oneida, ID	165	SALT LAKE CITY-OGDEN, UT	165
Owyhee, ID	167	BOISE CITY, ID	167
Payette, ID	167	BOISE CITY, ID	167
Power, ID	166	POCATELLO-IDAHO FALLS, ID	165
Shoshone, ID	168	SPOKANE, WA	167
Teton, ID	166	POCATELLO-IDAHO FALLS, ID	165
Twin Falls, ID	166	POCATELLO-IDAHO FALLS, ID	165
Valley, ID	167	BOISE CITY, ID	167
Washington, ID	167	BOISE CITY, ID	167
Adams, IL	086	QUINCY, IL	107
Alexander, IL	107	ST. LOUIS, MO	107
Bond, IL	107	ST. LOUIS, MO	107
Boone, IL	088	ROCKFORD, IL	083
Brown, IL	086	QUINCY, IL	107
Bureau, IL	083	CHICAGO, IL	083
Calhoun, IL	107	ST. LOUIS, MO	107
Carroll, IL	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
Cass, IL	085	SPRINGFIELD-DECATUR, IL	107
Champaign, IL	084	CHAMPAIGN-URBANA, IL	079
Christian, IL	085	SPRINGFIELD-DECATUR, IL	107
Clark, IL	081	TERRE HAUTE, IN	079
Clay, IL	107	ST. LOUIS, MO	107
Clinton, IL	107	ST. LOUIS, MO	107
Coles, IL	084	CHAMPAIGN-URBANA, IL	079
Cook, IL	083	CHICAGO, IL	083
Crawford, IL	081	TERRE HAUTE, IN	079
Cumberland, IL	084	CHAMPAIGN-URBANA, IL	079
De Kalb, IL	083	CHICAGO, IL	083
De Witt, IL	085	SPRINGFIELD-DECATUR, IL	107
Douglas, IL	084	CHAMPAIGN-URBANA, IL	079
Du Page, IL	083	CHICAGO, IL	083
Edgar, IL	084	CHAMPAIGN-URBANA, IL	079
Edwards, IL	080	EVANSVILLE, IN	057
Effingham, IL	107	ST. LOUIS, MO	107
Fayette, IL	107	ST. LOUIS, MO	107
Ford, IL	084	CHAMPAIGN-URBANA, IL	079
Franklin, IL	107	ST. LOUIS, MO	107
Fulton, IL	087	PEORIA, IL	083
Gallatin, IL	080	EVANSVILLE, IN	057
Greene, IL	107	ST. LOUIS, MO	107
Grundy, IL	083	CHICAGO, IL	083
Hamilton, IL	080	EVANSVILLE, IN	057
Hancock, IL	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
Hardin, IL	056	PADUCAH, KY	054
Henderson, IL	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
Henry, IL	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
Iroquois, IL	083	CHICAGO, IL	083
Jackson, IL	107	ST. LOUIS, MO	107
Jasper, IL	107	ST. LOUIS, MO	107
Jefferson, IL	107	ST. LOUIS, MO	107
Jersey, IL	107	ST. LOUIS, MO	107
Jo Daviess, IL	098	DUBUQUE, IA	089

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Johnson, IL	107	ST. LOUIS, MO	107
Kane, IL	083	CHICAGO, IL	083
Kankakee, IL	083	CHICAGO, IL	083
Kendall, IL	083	CHICAGO, IL	083
Knox, IL	087	PEORIA, IL	083
Lake, IL	083	CHICAGO, IL	083
La Salle, IL	083	CHICAGO, IL	083
Lawrence, IL	080	EVANSVILLE, IN	057
Lee, IL	088	ROCKFORD, IL	083
Livingston, IL	083	CHICAGO, IL	083
Logan, IL	085	SPRINGFIELD-DECATUR, IL	107
McDonough, IL	087	PEORIA, IL	083
McHenry, IL	083	CHICAGO, IL	083
McLean, IL	087	PEORIA, IL	083
Macon, IL	085	SPRINGFIELD-DECATUR, IL	107
Macoupin, IL	107	ST. LOUIS, MO	107
Madison, IL	107	ST. LOUIS, MO	107
Marion, IL	107	ST. LOUIS, MO	107
Marshall, IL	087	PEORIA, IL	083
Mason, IL	087	PEORIA, IL	083
Massac, IL	056	PADUCAH, KY	054
Menard, IL	085	SPRINGFIELD-DECATUR, IL	107
Mercer, IL	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
Monroe, IL	107	ST. LOUIS, MO	107
Montgomery, IL	107	ST. LOUIS, MO	107
Morgan, IL	085	SPRINGFIELD-DECATUR, IL	107
Moultrie, IL	085	SPRINGFIELD-DECATUR, IL	107
Ogle, IL	088	ROCKFORD, IL	083
Peoria, IL	087	PEORIA, IL	083
Perry, IL	107	ST. LOUIS, MO	107
Piatt, IL	084	CHAMPAIGN-URBANA, IL	079
Pike, IL	086	QUINCY, IL	107
Pope, IL	056	PADUCAH, KY	054
Pulaski, IL	107	ST. LOUIS, MO	107
Putnam, IL	083	CHICAGO, IL	083
Randolph, IL	107	ST. LOUIS, MO	107
Richland, IL	107	ST. LOUIS, MO	107
Rock Island, IL	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
St. Clair, IL	107	ST. LOUIS, MO	107
Saline, IL	080	EVANSVILLE, IN	057
Sangamon, IL	085	SPRINGFIELD-DECATUR, IL	107
Schuyler, IL	087	PEORIA, IL	083
Scott, IL	085	SPRINGFIELD-DECATUR, IL	107
Shelby, IL	085	SPRINGFIELD-DECATUR, IL	107
Stark, IL	087	PEORIA, IL	083
Stephenson, IL	088	ROCKFORD, IL	083
Tazewell, IL	087	PEORIA, IL	083
Union, IL	107	ST. LOUIS, MO	107
Vermilion, IL	084	CHAMPAIGN-URBANA, IL	079
Wabash, IL	080	EVANSVILLE, IN	057
Warren, IL	087	PEORIA, IL	083
Washington, IL	107	ST. LOUIS, MO	107
Wayne, IL	107	ST. LOUIS, MO	107
White, IL	080	EVANSVILLE, IN	057
Whiteside, IL	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083

National Transportation Analysis Regions (NTAR) continuation

Will, IL	083	CHICAGO, IL	083
Williamson, IL	107	ST. LOUIS, MO	107
Winnebago, IL	088	ROCKFORD, IL	083
Woodford, IL	087	PEORIA, IL	083
Adams, IN	076	FORT WAYNE, IN	076
Allen, IN	076	FORT WAYNE, IN	076
Bartholomew, IN	079	INDIANAPOLIS, IN	079
Benton, IN	082	LAFAYETTE, IN	079
Blackford, IN	078	ANDERSON-MUNCIE, IN	079
Boone, IN	079	INDIANAPOLIS, IN	079
Brown, IN	079	INDIANAPOLIS, IN	079
Carroll, IN	082	LAFAYETTE, IN	079
Cass, IN	077	KOKOMO-MARION, IN	079
Clark, IN	057	LOUISVILLE, KY	057
Clay, IN	081	TERRE HAUTE, IN	079
Clinton, IN	082	LAFAYETTE, IN	079
Crawford, IN	057	LOUISVILLE, KY	057
Daviess, IN	079	INDIANAPOLIS, IN	079
Dearborn, IN	067	CINCINNATI, OH	067
Decatur, IN	079	INDIANAPOLIS, IN	079
De Kalb, IN	076	FORT WAYNE, IN	076
Delaware, IN	078	ANDERSON-MUNCIE, IN	079
Dubois, IN	080	EVANSVILLE, IN	057
Elkhart, IN	075	SOUTH BEND, IN	076
Fayette, IN	078	ANDERSON-MUNCIE, IN	079
Floyd, IN	057	LOUISVILLE, KY	057
Fountain, IN	082	LAFAYETTE, IN	079
Franklin, IN	067	CINCINNATI, OH	067
Fulton, IN	075	SOUTH BEND, IN	076
Gibson, IN	080	EVANSVILLE, IN	057
Grant, IN	077	KOKOMO-MARION, IN	079
Greene, IN	079	INDIANAPOLIS, IN	079
Hamilton, IN	079	INDIANAPOLIS, IN	079
Hancock, IN	079	INDIANAPOLIS, IN	079
Harrison, IN	057	LOUISVILLE, KY	057
Hendricks, IN	079	INDIANAPOLIS, IN	079
Henry, IN	078	ANDERSON-MUNCIE, IN	079
Howard, IN	077	KOKOMO-MARION, IN	079
Huntington, IN	076	FORT WAYNE, IN	076
Jackson, IN	079	INDIANAPOLIS, IN	079
Jasper, IN	083	CHICAGO, IL	083
Jay, IN	078	ANDERSON-MUNCIE, IN	079
Jefferson, IN	057	LOUISVILLE, KY	057
Jennings, IN	079	INDIANAPOLIS, IN	079
Johnson, IN	079	INDIANAPOLIS, IN	079
Knox, IN	080	EVANSVILLE, IN	057
Kosciusko, IN	075	SOUTH BEND, IN	076
Lagrange, IN	075	SOUTH BEND, IN	076
Lake, IN	083	CHICAGO, IL	083
La Porte, IN	083	CHICAGO, IL	083
Lawrence, IN	079	INDIANAPOLIS, IN	079
Madison, IN	078	ANDERSON-MUNCIE, IN	079
Marion, IN	079	INDIANAPOLIS, IN	079
Marshall, IN	075	SOUTH BEND, IN	076
Martin, IN	079	INDIANAPOLIS, IN	079

National Transportation Analysis Regions (NTAR) continuation

Miami, IN	077	KOKOMO-MARION, IN	079
Monroe, IN	079	INDIANAPOLIS, IN	079
Montgomery, IN	082	LAFAYETTE, IN	079
Morgan, IN	079	INDIANAPOLIS, IN	079
Newton, IN	083	CHICAGO, IL	083
Noble, IN	076	FORT WAYNE, IN	076
Ohio, IN	067	CINCINNATI, OH	067
Orange, IN	057	LOUISVILLE, KY	057
Owen, IN	079	INDIANAPOLIS, IN	079
Parke, IN	081	TERRE HAUTE, IN	079
Perry, IN	080	EVANSVILLE, IN	057
Pike, IN	080	EVANSVILLE, IN	057
Porter, IN	083	CHICAGO, IL	083
Posey, IN	080	EVANSVILLE, IN	057
Pulaski, IN	083	CHICAGO, IL	083
Putnam, IN	079	INDIANAPOLIS, IN	079
Randolph, IN	078	ANDERSON-MUNCIE, IN	079
Ripley, IN	067	CINCINNATI, OH	067
Rush, IN	079	INDIANAPOLIS, IN	079
St. Joseph, IN	075	SOUTH BEND, IN	076
Scott, IN	057	LOUISVILLE, KY	057
Shelby, IN	079	INDIANAPOLIS, IN	079
Spencer, IN	080	EVANSVILLE, IN	057
Starke, IN	083	CHICAGO, IL	083
Steuben, IN	076	FORT WAYNE, IN	076
Sullivan, IN	081	TERRE HAUTE, IN	079
Switzerland, IN	067	CINCINNATI, OH	067
Tippecanoe, IN	082	LAFAYETTE, IN	079
Tipton, IN	077	KOKOMO-MARION, IN	079
Union, IN	078	ANDERSON-MUNCIE, IN	079
Vanderburgh, IN	080	EVANSVILLE, IN	057
Vermillion, IN	081	TERRE HAUTE, IN	079
Vigo, IN	081	TERRE HAUTE, IN	079
Wabash, IN	077	KOKOMO-MARION, IN	079
Warren, IN	082	LAFAYETTE, IN	079
Warrick, IN	080	EVANSVILLE, IN	057
Washington, IN	057	LOUISVILLE, KY	057
Wayne, IN	078	ANDERSON-MUNCIE, IN	079
Wells, IN	076	FORT WAYNE, IN	076
White, IN	082	LAFAYETTE, IN	079
Whitley, IN	076	FORT WAYNE, IN	076
Adair, IA	104	DES MOINES, IA	104
Adams, IA	143	OMAHA, NE	143
Allamakee, IA	098	DUBUQUE, IA	089
Appanoose, IA	104	DES MOINES, IA	104
Audubon, IA	143	OMAHA, NE	143
Benton, IA	100	CEDAR RAPIDS, IA	104
Black Hawk, IA	101	WATERLOO, IA	104
Boone, IA	104	DES MOINES, IA	104
Bremer, IA	101	WATERLOO, IA	104
Buchanan, IA	101	WATERLOO, IA	104
Buena Vista, IA	102	FORT DODGE, IA	104
Butler, IA	101	WATERLOO, IA	104
Calhoun, IA	102	FORT DODGE, IA	104
Carroll, IA	102	FORT DODGE, IA	104

National Transportation Analysis Regions (NTAR) continuation

Cass, IA	143	OMAHA, NE	143
Cedar, IA	100	CEDAR RAPIDS, IA	104
Cerro Gordo, IA	101	WATERLOO, IA	104
Cherokee, IA	103	SIOUX CITY, IA	143
Chickasaw, IA	101	WATERLOO, IA	104
Clarke, IA	104	DES MOINES, IA	104
Clay, IA	102	FORT DODGE, IA	104
Clayton, IA	098	DUBUQUE, IA	089
Clinton, IA	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
Crawford, IA	103	SIOUX CITY, IA	143
Dallas, IA	104	DES MOINES, IA	104
Davis, IA	104	DES MOINES, IA	104
Decatur, IA	104	DES MOINES, IA	104
Delaware, IA	098	DUBUQUE, IA	089
Des Moines, IA	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
Dickinson, IA	102	FORT DODGE, IA	104
Dubuque, IA	098	DUBUQUE, IA	089
Emmet, IA	102	FORT DODGE, IA	104
Fayette, IA	101	WATERLOO, IA	104
Floyd, IA	101	WATERLOO, IA	104
Franklin, IA	101	WATERLOO, IA	104
Fremont, IA	143	OMAHA, NE	143
Greene, IA	102	FORT DODGE, IA	104
Grundy, IA	101	WATERLOO, IA	104
Guthrie, IA	104	DES MOINES, IA	104
Hamilton, IA	102	FORT DODGE, IA	104
Hancock, IA	101	WATERLOO, IA	104
Hardin, IA	101	WATERLOO, IA	104
Harrison, IA	143	OMAHA, NE	143
Henry, IA	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
Howard, IA	101	WATERLOO, IA	104
Humboldt, IA	102	FORT DODGE, IA	104
Ida, IA	103	SIOUX CITY, IA	143
Iowa, IA	100	CEDAR RAPIDS, IA	104
Jackson, IA	098	DUBUQUE, IA	089
Jasper, IA	104	DES MOINES, IA	104
Jefferson, IA	104	DES MOINES, IA	104
Johnson, IA	100	CEDAR RAPIDS, IA	104
Jones, IA	100	CEDAR RAPIDS, IA	104
Keokuk, IA	104	DES MOINES, IA	104
Kossuth, IA	102	FORT DODGE, IA	104
Lee, IA	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
Linn, IA	100	CEDAR RAPIDS, IA	104
Louisa, IA	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
Lucas, IA	104	DES MOINES, IA	104
Lyon, IA	147	SIOUX FALLS, SD	146
Madison, IA	104	DES MOINES, IA	104
Mahaska, IA	104	DES MOINES, IA	104
Marion, IA	104	DES MOINES, IA	104
Marshall, IA	104	DES MOINES, IA	104
Mills, IA	143	OMAHA, NE	143
Mitchell, IA	101	WATERLOO, IA	104
Monona, IA	103	SIOUX CITY, IA	143
Monroe, IA	104	DES MOINES, IA	104
Montgomery, IA	143	OMAHA, NE	143

National Transportation Analysis Regions (NTAR) continuation

Muscatine, IA	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
O'Brien, IA	103	SIOUX CITY, IA	143
Osceola, IA	147	SIOUX FALLS, SD	146
Page, IA	143	OMAHA, NE	143
Palo Alto, IA	102	FORT DODGE, IA	104
Plymouth, IA	103	SIOUX CITY, IA	143
Pocahontas, IA	102	FORT DODGE, IA	104
Polk, IA	104	DES MOINES, IA	104
Pottawattamie, IA	143	OMAHA, NE	143
Poweshiek, IA	104	DES MOINES, IA	104
Ringgold, IA	104	DES MOINES, IA	104
Sac, IA	102	FORT DODGE, IA	104
Scott, IA	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
Shelby, IA	143	OMAHA, NE	143
Sioux, IA	103	SIOUX CITY, IA	143
Story, IA	104	DES MOINES, IA	104
Tama, IA	104	DES MOINES, IA	104
Taylor, IA	143	OMAHA, NE	143
Union, IA	104	DES MOINES, IA	104
Van Buren, IA	104	DES MOINES, IA	104
Wapello, IA	104	DES MOINES, IA	104
Warren, IA	104	DES MOINES, IA	104
Washington, IA	100	CEDAR RAPIDS, IA	104
Wayne, IA	104	DES MOINES, IA	104
Webster, IA	102	FORT DODGE, IA	104
Winnebago, IA	101	WATERLOO, IA	104
Winneshiek, IA	098	DUBUQUE, IA	089
Woodbury, IA	103	SIOUX CITY, IA	143
Worth, IA	101	WATERLOO, IA	104
Wright, IA	102	FORT DODGE, IA	104
Allen, KS	108	SPRINGFIELD, MO	108
Anderson, KS	105	KANSAS CITY, MO	105
Atchison, KS	105	KANSAS CITY, MO	105
Barber, KS	139	WICHITA, KS	139
Barton, KS	139	WICHITA, KS	139
Bourbon, KS	108	SPRINGFIELD, MO	108
Brown, KS	105	KANSAS CITY, MO	105
Butler, KS	139	WICHITA, KS	139
Chase, KS	139	WICHITA, KS	139
Chautauqua, KS	139	WICHITA, KS	139
Cherokee, KS	108	SPRINGFIELD, MO	108
Cheyenne, KS	140	SALINA, KS	139
Clark, KS	139	WICHITA, KS	139
Clay, KS	141	TOPEKA, KS	105
Cloud, KS	140	SALINA, KS	139
Coffey, KS	141	TOPEKA, KS	105
Comanche, KS	139	WICHITA, KS	139
Cowley, KS	139	WICHITA, KS	139
Crawford, KS	108	SPRINGFIELD, MO	108
Decatur, KS	140	SALINA, KS	139
Dickinson, KS	140	SALINA, KS	139
Doniphan, KS	105	KANSAS CITY, MO	105
Douglas, KS	105	KANSAS CITY, MO	105
Edwards, KS	139	WICHITA, KS	139
Elk, KS	139	WICHITA, KS	139

National Transportation Analysis Regions (NTAR) continuation

Ellis, KS	140	SALINA, KS	139
Ellsworth, KS	140	SALINA, KS	139
Finney, KS	139	WICHITA, KS	139
Ford, KS	139	WICHITA, KS	139
Franklin, KS	105	KANSAS CITY, MO	105
Geary, KS	141	TOPEKA, KS	105
Gove, KS	140	SALINA, KS	139
Graham, KS	140	SALINA, KS	139
Grant, KS	139	WICHITA, KS	139
Gray, KS	139	WICHITA, KS	139
Greeley, KS	139	WICHITA, KS	139
Greenwood, KS	139	WICHITA, KS	139
Hamilton, KS	139	WICHITA, KS	139
Harper, KS	139	WICHITA, KS	139
Harvey, KS	139	WICHITA, KS	139
Haskell, KS	139	WICHITA, KS	139
Hodgeman, KS	139	WICHITA, KS	139
Jackson, KS	141	TOPEKA, KS	105
Jefferson, KS	141	TOPEKA, KS	105
Jewell, KS	140	SALINA, KS	139
Johnson, KS	105	KANSAS CITY, MO	105
Kearny, KS	139	WICHITA, KS	139
Kingman, KS	139	WICHITA, KS	139
Kiowa, KS	139	WICHITA, KS	139
Labette, KS	108	SPRINGFIELD, MO	108
Lane, KS	139	WICHITA, KS	139
Leavenworth, KS	105	KANSAS CITY, MO	105
Lincoln, KS	140	SALINA, KS	139
Linn, KS	105	KANSAS CITY, MO	105
Logan, KS	140	SALINA, KS	139
Lyon, KS	141	TOPEKA, KS	105
McPherson, KS	139	WICHITA, KS	139
Marion, KS	139	WICHITA, KS	139
Marshall, KS	141	TOPEKA, KS	105
Meade, KS	139	WICHITA, KS	139
Miami, KS	105	KANSAS CITY, MO	105
Mitchell, KS	140	SALINA, KS	139
Montgomery, KS	108	SPRINGFIELD, MO	108
Morris, KS	141	TOPEKA, KS	105
Morton, KS	139	WICHITA, KS	139
Nemaha, KS	141	TOPEKA, KS	105
Neosho, KS	108	SPRINGFIELD, MO	108
Ness, KS	139	WICHITA, KS	139
Norton, KS	140	SALINA, KS	139
Osage, KS	141	TOPEKA, KS	105
Osborne, KS	140	SALINA, KS	139
Ottawa, KS	140	SALINA, KS	139
Pawnee, KS	139	WICHITA, KS	139
Phillips, KS	140	SALINA, KS	139
Pottawatomie, KS	141	TOPEKA, KS	105
Pratt, KS	139	WICHITA, KS	139
Rawlins, KS	140	SALINA, KS	139
Reno, KS	139	WICHITA, KS	139
Republic, KS	140	SALINA, KS	139
Rice, KS	139	WICHITA, KS	139

National Transportation Analysis Regions (NTAR) continuation

Riley, KS	141	TOPEKA, KS	105
Rooks, KS	140	SALINA, KS	139
Rush, KS	139	WICHITA, KS	139
Russell, KS	140	SALINA, KS	139
Saline, KS	140	SALINA, KS	139
Scott, KS	139	WICHITA, KS	139
Sedgwick, KS	139	WICHITA, KS	139
Seward, KS	139	WICHITA, KS	139
Shawnee, KS	141	TOPEKA, KS	105
Sheridan, KS	140	SALINA, KS	139
Sherman, KS	140	SALINA, KS	139
Smith, KS	140	SALINA, KS	139
Stafford, KS	139	WICHITA, KS	139
Stanton, KS	139	WICHITA, KS	139
Stevens, KS	139	WICHITA, KS	139
Sumner, KS	139	WICHITA, KS	139
Thomas, KS	140	SALINA, KS	139
Trego, KS	140	SALINA, KS	139
Wabaunsee, KS	141	TOPEKA, KS	105
Wallace, KS	140	SALINA, KS	139
Washington, KS	141	TOPEKA, KS	105
Wichita, KS	139	WICHITA, KS	139
Wilson, KS	108	SPRINGFIELD, MO	108
Woodson, KS	108	SPRINGFIELD, MO	108
Wyandotte, KS	105	KANSAS CITY, MO	105
Adair, KY	058	LEXINGTON, KY	058
Allen, KY	054	NASHVILLE, TN	054
Anderson, KY	058	LEXINGTON, KY	058
Ballard, KY	056	PADUCAH, KY	054
Barren, KY	054	NASHVILLE, TN	054
Bath, KY	058	LEXINGTON, KY	058
Bell, KY	053	KNOXVILLE, TN	053
Boone, KY	067	CINCINNATI, OH	067
Bourbon, KY	058	LEXINGTON, KY	058
Boyd, KY	059	HUNTINGTON, WV	058
Boyle, KY	058	LEXINGTON, KY	058
Bracken, KY	067	CINCINNATI, OH	067
Breathitt, KY	058	LEXINGTON, KY	058
Breckinridge, KY	057	LOUISVILLE, KY	057
Bullitt, KY	057	LOUISVILLE, KY	057
Butler, KY	054	NASHVILLE, TN	054
Caldwell, KY	056	PADUCAH, KY	054
Calloway, KY	056	PADUCAH, KY	054
Campbell, KY	067	CINCINNATI, OH	067
Carlisle, KY	056	PADUCAH, KY	054
Carroll, KY	067	CINCINNATI, OH	067
Carter, KY	059	HUNTINGTON, WV	058
Casey, KY	058	LEXINGTON, KY	058
Christian, KY	054	NASHVILLE, TN	054
Clark, KY	058	LEXINGTON, KY	058
Clay, KY	058	LEXINGTON, KY	058
Clinton, KY	054	NASHVILLE, TN	054
Crittenden, KY	056	PADUCAH, KY	054
Cumberland, KY	054	NASHVILLE, TN	054
Daviess, KY	080	EVANSVILLE, IN	057

National Transportation Analysis Regions (NTAR) continuation

Edmonson, KY	054	NASHVILLE, TN	054
Elliott, KY	059	HUNTINGTON, WV	058
Estill, KY	058	LEXINGTON, KY	058
Fayette, KY	058	LEXINGTON, KY	058
Fleming, KY	067	CINCINNATI, OH	067
Floyd, KY	059	HUNTINGTON, WV	058
Franklin, KY	058	LEXINGTON, KY	058
Fulton, KY	056	PADUCAH, KY	054
Gallatin, KY	067	CINCINNATI, OH	067
Garrard, KY	058	LEXINGTON, KY	058
Grant, KY	067	CINCINNATI, OH	067
Graves, KY	056	PADUCAH, KY	054
Grayson, KY	057	LOUISVILLE, KY	057
Green, KY	058	LEXINGTON, KY	058
Greenup, KY	059	HUNTINGTON, WV	058
Hancock, KY	080	EVANSVILLE, IN	057
Hardin, KY	057	LOUISVILLE, KY	057
Harlan, KY	053	KNOXVILLE, TN	053
Harrison, KY	058	LEXINGTON, KY	058
Hart, KY	057	LOUISVILLE, KY	057
Henderson, KY	080	EVANSVILLE, IN	057
Henry, KY	057	LOUISVILLE, KY	057
Hickman, KY	056	PADUCAH, KY	054
Hopkins, KY	080	EVANSVILLE, IN	057
Jackson, KY	058	LEXINGTON, KY	058
Jefferson, KY	057	LOUISVILLE, KY	057
Jessamine, KY	058	LEXINGTON, KY	058
Johnson, KY	059	HUNTINGTON, WV	058
Kenton, KY	067	CINCINNATI, OH	067
Knott, KY	058	LEXINGTON, KY	058
Knox, KY	053	KNOXVILLE, TN	053
Larue, KY	057	LOUISVILLE, KY	057
Laurel, KY	053	KNOXVILLE, TN	053
Lawrence, KY	059	HUNTINGTON, WV	058
Lee, KY	058	LEXINGTON, KY	058
Leslie, KY	058	LEXINGTON, KY	058
Letcher, KY	058	LEXINGTON, KY	058
Lewis, KY	067	CINCINNATI, OH	067
Lincoln, KY	058	LEXINGTON, KY	058
Livingston, KY	056	PADUCAH, KY	054
Logan, KY	054	NASHVILLE, TN	054
Lyon, KY	056	PADUCAH, KY	054
McCracken, KY	056	PADUCAH, KY	054
McCreary, KY	053	KNOXVILLE, TN	053
McLean, KY	080	EVANSVILLE, IN	057
Madison, KY	058	LEXINGTON, KY	058
Magoffin, KY	058	LEXINGTON, KY	058
Marion, KY	057	LOUISVILLE, KY	057
Marshall, KY	056	PADUCAH, KY	054
Martin, KY	059	HUNTINGTON, WV	058
Mason, KY	067	CINCINNATI, OH	067
Meade, KY	057	LOUISVILLE, KY	057
Menifee, KY	058	LEXINGTON, KY	058
Mercer, KY	058	LEXINGTON, KY	058
Metcalfe, KY	054	NASHVILLE, TN	054

National Transportation Analysis Regions (NTAR) continuation

Monroe, KY	054	NASHVILLE, TN	054
Montgomery, KY	058	LEXINGTON, KY	058
Morgan, KY	058	LEXINGTON, KY	058
Muhlenberg, KY	080	EVANSVILLE, IN	057
Nelson, KY	057	LOUISVILLE, KY	057
Nicholas, KY	058	LEXINGTON, KY	058
Ohio, KY	080	EVANSVILLE, IN	057
Oldham, KY	057	LOUISVILLE, KY	057
Owen, KY	067	CINCINNATI, OH	067
Owsley, KY	058	LEXINGTON, KY	058
Pendleton, KY	067	CINCINNATI, OH	067
Perry, KY	058	LEXINGTON, KY	058
Pike, KY	059	HUNTINGTON, WV	058
Powell, KY	058	LEXINGTON, KY	058
Pulaski, KY	058	LEXINGTON, KY	058
Robertson, KY	067	CINCINNATI, OH	067
Rockcastle, KY	058	LEXINGTON, KY	058
Rowan, KY	059	HUNTINGTON, WV	058
Russell, KY	058	LEXINGTON, KY	058
Scott, KY	058	LEXINGTON, KY	058
Shelby, KY	057	LOUISVILLE, KY	057
Simpson, KY	054	NASHVILLE, TN	054
Spencer, KY	057	LOUISVILLE, KY	057
Taylor, KY	058	LEXINGTON, KY	058
Todd, KY	054	NASHVILLE, TN	054
Trigg, KY	054	NASHVILLE, TN	054
Trimble, KY	057	LOUISVILLE, KY	057
Union, KY	080	EVANSVILLE, IN	057
Warren, KY	054	NASHVILLE, TN	054
Washington, KY	057	LOUISVILLE, KY	057
Wayne, KY	053	KNOXVILLE, TN	053
Webster, KY	080	EVANSVILLE, IN	057
Whitley, KY	053	KNOXVILLE, TN	053
Wolfe, KY	058	LEXINGTON, KY	058
Woodford, KY	058	LEXINGTON, KY	058
Acadia, LA	115	LAFAYETTE, LA	113
Allen, LA	116	LAKE CHARLES, LA	113
Ascension, LA	114	BATON ROUGE, LA	113
Assumption, LA	113	NEW ORLEANS, LA	113
Avoyelles, LA	117	SHREVEPORT, LA	113
Beauregard, LA	116	LAKE CHARLES, LA	113
Bienville, LA	117	SHREVEPORT, LA	113
Bossier, LA	117	SHREVEPORT, LA	113
Caddo, LA	117	SHREVEPORT, LA	113
Calcasieu, LA	116	LAKE CHARLES, LA	113
Caldwell, LA	118	MONROE, LA	113
Cameron, LA	116	LAKE CHARLES, LA	113
Catahoula, LA	118	MONROE, LA	113
Claiborne, LA	117	SHREVEPORT, LA	113
Concordia, LA	114	BATON ROUGE, LA	113
De Soto, LA	117	SHREVEPORT, LA	113
East Baton Rouge, LA	114	BATON ROUGE, LA	113
East Carroll, LA	118	MONROE, LA	113
East Feliciana, LA	114	BATON ROUGE, LA	113
Evangeline, LA	115	LAFAYETTE, LA	113

National Transportation Analysis Regions (NTAR) continuation

Franklin, LA	118	MONROE, LA	113
Grant, LA	117	SHREVEPORT, LA	113
Iberia, LA	115	LAFAYETTE, LA	113
Iberville, LA	114	BATON ROUGE, LA	113
Jackson, LA	118	MONROE, LA	113
Jefferson, LA	113	NEW ORLEANS, LA	113
Jefferson Davis, LA	116	LAKE CHARLES, LA	113
Lafayette, LA	115	LAFAYETTE, LA	113
Lafourche, LA	113	NEW ORLEANS, LA	113
La Salle, LA	118	MONROE, LA	113
Lincoln, LA	118	MONROE, LA	113
Livingston, LA	114	BATON ROUGE, LA	113
Madison, LA	118	MONROE, LA	113
Morehouse, LA	118	MONROE, LA	113
Natchitoches, LA	117	SHREVEPORT, LA	113
Orleans, LA	113	NEW ORLEANS, LA	113
Ouachita, LA	118	MONROE, LA	113
Plaquemines, LA	113	NEW ORLEANS, LA	113
Pointe Coupee, LA	114	BATON ROUGE, LA	113
Rapides, LA	117	SHREVEPORT, LA	113
Red River, LA	117	SHREVEPORT, LA	113
Richland, LA	118	MONROE, LA	113
Sabine, LA	117	SHREVEPORT, LA	113
St. Bernard, LA	113	NEW ORLEANS, LA	113
St. Charles, LA	113	NEW ORLEANS, LA	113
St. Helena, LA	114	BATON ROUGE, LA	113
St. James, LA	113	NEW ORLEANS, LA	113
St. John the Baptist, LA	113	NEW ORLEANS, LA	113
St. Landry, LA	115	LAFAYETTE, LA	113
St. Martin, LA	115	LAFAYETTE, LA	113
St. Mary, LA	115	LAFAYETTE, LA	113
St. Tammany, LA	113	NEW ORLEANS, LA	113
Tangipahoa, LA	113	NEW ORLEANS, LA	113
Tensas, LA	118	MONROE, LA	113
Terrebonne, LA	113	NEW ORLEANS, LA	113
Union, LA	118	MONROE, LA	113
Vermilion, LA	115	LAFAYETTE, LA	113
Vernon, LA	116	LAKE CHARLES, LA	113
Washington, LA	113	NEW ORLEANS, LA	113
Webster, LA	117	SHREVEPORT, LA	113
West Baton Rouge, LA	114	BATON ROUGE, LA	113
West Carroll, LA	118	MONROE, LA	113
West Feliciana, LA	114	BATON ROUGE, LA	113
Winn, LA	117	SHREVEPORT, LA	113
Androscoggin, ME	002	PORTLAND-LEWISTON, ME	002
Aroostook, ME	001	BANGOR, ME	002
Cumberland, ME	002	PORTLAND-LEWISTON, ME	002
Franklin, ME	002	PORTLAND-LEWISTON, ME	002
Hancock, ME	001	BANGOR, ME	002
Kennebec, ME	002	PORTLAND-LEWISTON, ME	002
Knox, ME	002	PORTLAND-LEWISTON, ME	002
Lincoln, ME	002	PORTLAND-LEWISTON, ME	002
Oxford, ME	002	PORTLAND-LEWISTON, ME	002
Penobscot, ME	001	BANGOR, ME	002
Piscataquis, ME	001	BANGOR, ME	002

National Transportation Analysis Regions (NTAR) continuation

Sagadahoc, ME	002	PORTLAND-LEWISTON, ME	002
Somerset, ME	002	PORTLAND-LEWISTON, ME	002
Waldo, ME	001	BANGOR, ME	002
Washington, ME	001	BANGOR, ME	002
York, ME	002	PORTLAND-LEWISTON, ME	002
Allegany, MD	016	PITTSBURGH, PA	016
Anne Arundel, MD	019	BALTIMORE, MD	019
Baltimore, MD	019	BALTIMORE, MD	019
Calvert, MD	020	WASHINGTON, DC	019
Caroline, MD	019	BALTIMORE, MD	019
Carroll, MD	019	BALTIMORE, MD	019
Cecil, MD	018	PHILADELPHIA, PA	018
Charles, MD	020	WASHINGTON, DC	019
Dorchester, MD	019	BALTIMORE, MD	019
Frederick, MD	020	WASHINGTON, DC	019
Garrett, MD	016	PITTSBURGH, PA	016
Harford, MD	019	BALTIMORE, MD	019
Howard, MD	019	BALTIMORE, MD	019
Kent, MD	019	BALTIMORE, MD	019
Montgomery, MD	020	WASHINGTON, DC	019
Prince George's, MD	020	WASHINGTON, DC	019
Queen Anne's, MD	019	BALTIMORE, MD	019
St. Mary's, MD	020	WASHINGTON, DC	019
Somerset, MD	019	BALTIMORE, MD	019
Talbot, MD	019	BALTIMORE, MD	019
Washington, MD	020	WASHINGTON, DC	019
Wicomico, MD	019	BALTIMORE, MD	019
Worcester, MD	019	BALTIMORE, MD	019
Baltimore City, MD	019	BALTIMORE, MD	019
Barnstable, MA	004	BOSTON, MA	004
Berkshire, MA	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006
Bristol, MA	004	BOSTON, MA	004
Dukes, MA	004	BOSTON, MA	004
Essex, MA	004	BOSTON, MA	004
Franklin, MA	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006
Hampden, MA	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006
Hampshire, MA	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006
Middlesex, MA	004	BOSTON, MA	004
Nantucket, MA	004	BOSTON, MA	004
Norfolk, MA	004	BOSTON, MA	004
Plymouth, MA	004	BOSTON, MA	004
Suffolk, MA	004	BOSTON, MA	004
Worcester, MA	004	BOSTON, MA	004
Alcona, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Alger, MI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Allegan, MI	073	GRAND RAPIDS, MI	073
Alpena, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Antrim, MI	073	GRAND RAPIDS, MI	073
Arenac, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Baraga, MI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Barry, MI	074	LANSING-KALAMAZOO, MI	074

National Transportation Analysis Regions (NTAR) continuation

Bay, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Benzie, MI	073	GRAND RAPIDS, MI	073
Berrien, MI	075	SOUTH BEND, IN	076
Branch, MI	074	LANSING-KALAMAZOO, MI	074
Calhoun, MI	074	LANSING-KALAMAZOO, MI	074
Cass, MI	075	SOUTH BEND, IN	076
Charlevoix, MI	073	GRAND RAPIDS, MI	073
Cheboygan, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Chippewa, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Clare, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Clinton, MI	074	LANSING-KALAMAZOO, MI	074
Crawford, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Delta, MI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Dickinson, MI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Eaton, MI	074	LANSING-KALAMAZOO, MI	074
Emmet, MI	073	GRAND RAPIDS, MI	073
Genesee, MI	071	DETROIT, MI	071
Gladwin, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Gogebic, MI	095	DULUTH, MN	095
Grand Traverse, MI	073	GRAND RAPIDS, MI	073
Gratiot, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Hillsdale, MI	074	LANSING-KALAMAZOO, MI	074
Houghton, MI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Huron, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Ingham, MI	074	LANSING-KALAMAZOO, MI	074
Ionia, MI	074	LANSING-KALAMAZOO, MI	074
Iosco, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Iron, MI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Isabella, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Jackson, MI	074	LANSING-KALAMAZOO, MI	074
Kalamazoo, MI	074	LANSING-KALAMAZOO, MI	074
Kalkaska, MI	073	GRAND RAPIDS, MI	073
Kent, MI	073	GRAND RAPIDS, MI	073
Keweenaw, MI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Lake, MI	073	GRAND RAPIDS, MI	073
Lapeer, MI	071	DETROIT, MI	071
Leelanau, MI	073	GRAND RAPIDS, MI	073
Lenawee, MI	070	TOLEDO, OH	070
Livingston, MI	071	DETROIT, MI	071
Luce, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Mackinac, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Macomb, MI	071	DETROIT, MI	071
Manistee, MI	073	GRAND RAPIDS, MI	073
Marquette, MI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Mason, MI	073	GRAND RAPIDS, MI	073
Mecosta, MI	073	GRAND RAPIDS, MI	073
Menominee, MI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Midland, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Missaukee, MI	073	GRAND RAPIDS, MI	073
Monroe, MI	071	DETROIT, MI	071
Montcalm, MI	073	GRAND RAPIDS, MI	073
Montmorency, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Muskegon, MI	073	GRAND RAPIDS, MI	073
Newaygo, MI	073	GRAND RAPIDS, MI	073
Oakland, MI	071	DETROIT, MI	071

National Transportation Analysis Regions (NTAR) continuation

Oceana, MI	073	GRAND RAPIDS, MI	073
Ogemaw, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Ontonagon, MI	095	DULUTH, MN	095
Osceola, MI	073	GRAND RAPIDS, MI	073
Oscoda, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Otsego, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Ottawa, MI	073	GRAND RAPIDS, MI	073
Presque Isle, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Roscommon, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Saginaw, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
St. Clair, MI	071	DETROIT, MI	071
St. Joseph, MI	075	SOUTH BEND, IN	076
Sanilac, MI	071	DETROIT, MI	071
Schoolcraft, MI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Shiawassee, MI	071	DETROIT, MI	071
Tuscola, MI	072	SAGINAW-BAY CITY-MIDLAND, MI	073
Van Buren, MI	074	LANSING-KALAMAZOO, MI	074
Washtenaw, MI	071	DETROIT, MI	071
Wayne, MI	071	DETROIT, MI	071
Wexford, MI	073	GRAND RAPIDS, MI	073
Aitkin, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Anoka, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Becker, MN	149	FARGO-MOORHEAD, ND-MN	152
Beltrami, MN	150	GRAND FORKS, ND	152
Benton, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Big Stone, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Blue Earth, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Brown, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Carlton, MN	095	DULUTH, MN	095
Carver, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Cass, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Chippewa, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Chisago, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Clay, MN	149	FARGO-MOORHEAD, ND-MN	152
Clearwater, MN	150	GRAND FORKS, ND	152
Cook, MN	095	DULUTH, MN	095
Cottonwood, MN	147	SIOUX FALLS, SD	146
Crow Wing, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Dakota, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Dodge, MN	097	ROCHESTER, MN	096
Douglas, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Faribault, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Fillmore, MN	097	ROCHESTER, MN	096
Freeborn, MN	097	ROCHESTER, MN	096
Goodhue, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Grant, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Hennepin, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Houston, MN	091	LA CROSSE, WI	096
Hubbard, MN	150	GRAND FORKS, ND	152
Isanti, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Itasca, MN	095	DULUTH, MN	095
Jackson, MN	147	SIOUX FALLS, SD	146
Kanabec, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Kandiyohi, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Kittson, MN	150	GRAND FORKS, ND	152

National Transportation Analysis Regions (NTAR) continuation

Koochiching, MN	095	DULUTH, MN	095
Lac qui Parle, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Lake, MN	095	DULUTH, MN	095
Lake of the Woods, MN	150	GRAND FORKS, ND	152
Le Sueur, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Lincoln, MN	147	SIOUX FALLS, SD	146
Lyon, MN	147	SIOUX FALLS, SD	146
McLeod, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Mahnomen, MN	150	GRAND FORKS, ND	152
Marshall, MN	150	GRAND FORKS, ND	152
Martin, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Meeker, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Mille Lacs, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Morrison, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Mower, MN	097	ROCHESTER, MN	096
Murray, MN	147	SIOUX FALLS, SD	146
Nicollet, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Nobles, MN	147	SIOUX FALLS, SD	146
Norman, MN	150	GRAND FORKS, ND	152
Olmsted, MN	097	ROCHESTER, MN	096
Otter Tail, MN	149	FARGO-MOORHEAD, ND-MN	152
Pennington, MN	150	GRAND FORKS, ND	152
Pine, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Pipestone, MN	147	SIOUX FALLS, SD	146
Polk, MN	150	GRAND FORKS, ND	152
Pope, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Ramsey, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Red Lake, MN	150	GRAND FORKS, ND	152
Redwood, MN	147	SIOUX FALLS, SD	146
Renville, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Rice, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Rock, MN	147	SIOUX FALLS, SD	146
Roseau, MN	150	GRAND FORKS, ND	152
St. Louis, MN	095	DULUTH, MN	095
Scott, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Sherburne, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Sibley, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Stearns, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Steele, MN	097	ROCHESTER, MN	096
Stevens, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Swift, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Todd, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Traverse, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Wabasha, MN	097	ROCHESTER, MN	096
Wadena, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Waseca, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Washington, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Watonwan, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Wilkin, MN	149	FARGO-MOORHEAD, ND-MN	152
Winona, MN	091	LA CROSSE, WI	096
Wright, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Yellow Medicine, MN	096	MINNEAPOLIS-ST. PAUL, MN	096
Adams, MS	114	BATON ROUGE, LA	113
Alcorn, MS	055	MEMPHIS, TN	055
Amite, MS	114	BATON ROUGE, LA	113

National Transportation Analysis Regions (NTAR) continuation

Attala, MS	112	JACKSON, MS	112
Benton, MS	055	MEMPHIS, TN	055
Bolivar, MS	055	MEMPHIS, TN	055
Calhoun, MS	055	MEMPHIS, TN	055
Carroll, MS	055	MEMPHIS, TN	055
Chickasaw, MS	055	MEMPHIS, TN	055
Choctaw, MS	112	JACKSON, MS	112
Claiborne, MS	112	JACKSON, MS	112
Clarke, MS	112	JACKSON, MS	112
Clay, MS	055	MEMPHIS, TN	055
Coahoma, MS	055	MEMPHIS, TN	055
Copiah, MS	112	JACKSON, MS	112
Covington, MS	112	JACKSON, MS	112
De Soto, MS	055	MEMPHIS, TN	055
Forrest, MS	113	NEW ORLEANS, LA	113
Franklin, MS	112	JACKSON, MS	112
George, MS	047	MOBILE, AL	047
Greene, MS	047	MOBILE, AL	047
Grenada, MS	055	MEMPHIS, TN	055
Hancock, MS	113	NEW ORLEANS, LA	113
Harrison, MS	113	NEW ORLEANS, LA	113
Hinds, MS	112	JACKSON, MS	112
Holmes, MS	112	JACKSON, MS	112
Humphreys, MS	112	JACKSON, MS	112
Issaquena, MS	112	JACKSON, MS	112
Itawamba, MS	055	MEMPHIS, TN	055
Jackson, MS	047	MOBILE, AL	047
Jasper, MS	112	JACKSON, MS	112
Jefferson, MS	112	JACKSON, MS	112
Jefferson Davis, MS	112	JACKSON, MS	112
Jones, MS	112	JACKSON, MS	112
Kemper, MS	112	JACKSON, MS	112
Lafayette, MS	055	MEMPHIS, TN	055
Lamar, MS	113	NEW ORLEANS, LA	113
Lauderdale, MS	112	JACKSON, MS	112
Lawrence, MS	112	JACKSON, MS	112
Leake, MS	112	JACKSON, MS	112
Lee, MS	055	MEMPHIS, TN	055
Leflore, MS	055	MEMPHIS, TN	055
Lincoln, MS	112	JACKSON, MS	112
Lowndes, MS	112	JACKSON, MS	112
Madison, MS	112	JACKSON, MS	112
Marion, MS	113	NEW ORLEANS, LA	113
Marshall, MS	055	MEMPHIS, TN	055
Monroe, MS	055	MEMPHIS, TN	055
Montgomery, MS	055	MEMPHIS, TN	055
Neshoba, MS	112	JACKSON, MS	112
Newton, MS	112	JACKSON, MS	112
Noxubee, MS	112	JACKSON, MS	112
Oktibbeha, MS	112	JACKSON, MS	112
Panola, MS	055	MEMPHIS, TN	055
Pearl River, MS	113	NEW ORLEANS, LA	113
Perry, MS	113	NEW ORLEANS, LA	113
Pike, MS	113	NEW ORLEANS, LA	113
Pontotoc, MS	055	MEMPHIS, TN	055

National Transportation Analysis Regions (NTAR) continuation

Prentiss, MS	055	MEMPHIS, TN	055
Quitman, MS	055	MEMPHIS, TN	055
Rankin, MS	112	JACKSON, MS	112
Scott, MS	112	JACKSON, MS	112
Sharkey, MS	112	JACKSON, MS	112
Simpson, MS	112	JACKSON, MS	112
Smith, MS	112	JACKSON, MS	112
Stone, MS	113	NEW ORLEANS, LA	113
Sunflower, MS	055	MEMPHIS, TN	055
Tallahatchie, MS	055	MEMPHIS, TN	055
Tate, MS	055	MEMPHIS, TN	055
Tippah, MS	055	MEMPHIS, TN	055
Tishomingo, MS	055	MEMPHIS, TN	055
Tunica, MS	055	MEMPHIS, TN	055
Union, MS	055	MEMPHIS, TN	055
Walthall, MS	113	NEW ORLEANS, LA	113
Warren, MS	112	JACKSON, MS	112
Washington, MS	055	MEMPHIS, TN	055
Wayne, MS	112	JACKSON, MS	112
Webster, MS	055	MEMPHIS, TN	055
Wilkinson, MS	114	BATON ROUGE, LA	113
Winston, MS	112	JACKSON, MS	112
Yalobusha, MS	055	MEMPHIS, TN	055
Yazoo, MS	112	JACKSON, MS	112
Adair, MO	106	COLUMBIA, MO	107
Andrew, MO	105	KANSAS CITY, MO	105
Atchison, MO	105	KANSAS CITY, MO	105
Audrain, MO	106	COLUMBIA, MO	107
Barry, MO	108	SPRINGFIELD, MO	108
Barton, MO	108	SPRINGFIELD, MO	108
Bates, MO	105	KANSAS CITY, MO	105
Benton, MO	105	KANSAS CITY, MO	105
Bollinger, MO	107	ST. LOUIS, MO	107
Boone, MO	106	COLUMBIA, MO	107
Buchanan, MO	105	KANSAS CITY, MO	105
Butler, MO	107	ST. LOUIS, MO	107
Caldwell, MO	105	KANSAS CITY, MO	105
Callaway, MO	106	COLUMBIA, MO	107
Camden, MO	106	COLUMBIA, MO	107
Cape Girardeau, MO	107	ST. LOUIS, MO	107
Carroll, MO	105	KANSAS CITY, MO	105
Carter, MO	107	ST. LOUIS, MO	107
Cass, MO	105	KANSAS CITY, MO	105
Cedar, MO	108	SPRINGFIELD, MO	108
Chariton, MO	106	COLUMBIA, MO	107
Christian, MO	108	SPRINGFIELD, MO	108
Clark, MO	099	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	083
Clay, MO	105	KANSAS CITY, MO	105
Clinton, MO	105	KANSAS CITY, MO	105
Cole, MO	106	COLUMBIA, MO	107
Cooper, MO	106	COLUMBIA, MO	107
Crawford, MO	107	ST. LOUIS, MO	107
Dade, MO	108	SPRINGFIELD, MO	108
Dallas, MO	108	SPRINGFIELD, MO	108
Daviess, MO	105	KANSAS CITY, MO	105

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De Kalb, MO	105	KANSAS CITY, MO	105
Dent, MO	107	ST. LOUIS, MO	107
Douglas, MO	108	SPRINGFIELD, MO	108
Dunklin, MO	055	MEMPHIS, TN	055
Franklin, MO	107	ST. LOUIS, MO	107
Gasconade, MO	107	ST. LOUIS, MO	107
Gentry, MO	105	KANSAS CITY, MO	105
Greene, MO	108	SPRINGFIELD, MO	108
Grundy, MO	105	KANSAS CITY, MO	105
Harrison, MO	105	KANSAS CITY, MO	105
Henry, MO	105	KANSAS CITY, MO	105
Hickory, MO	108	SPRINGFIELD, MO	108
Holt, MO	105	KANSAS CITY, MO	105
Howard, MO	106	COLUMBIA, MO	107
Howell, MO	108	SPRINGFIELD, MO	108
Iron, MO	107	ST. LOUIS, MO	107
Jackson, MO	105	KANSAS CITY, MO	105
Jasper, MO	108	SPRINGFIELD, MO	108
Jefferson, MO	107	ST. LOUIS, MO	107
Johnson, MO	105	KANSAS CITY, MO	105
Knox, MO	106	COLUMBIA, MO	107
Laclede, MO	108	SPRINGFIELD, MO	108
Lafayette, MO	105	KANSAS CITY, MO	105
Lawrence, MO	108	SPRINGFIELD, MO	108
Lewis, MO	086	QUINCY, IL	107
Lincoln, MO	107	ST. LOUIS, MO	107
Linn, MO	106	COLUMBIA, MO	107
Livingston, MO	105	KANSAS CITY, MO	105
McDonald, MO	108	SPRINGFIELD, MO	108
Macon, MO	106	COLUMBIA, MO	107
Madison, MO	107	ST. LOUIS, MO	107
Maries, MO	107	ST. LOUIS, MO	107
Marion, MO	086	QUINCY, IL	107
Mercer, MO	105	KANSAS CITY, MO	105
Miller, MO	106	COLUMBIA, MO	107
Mississippi, MO	107	ST. LOUIS, MO	107
Moniteau, MO	106	COLUMBIA, MO	107
Monroe, MO	106	COLUMBIA, MO	107
Montgomery, MO	107	ST. LOUIS, MO	107
Morgan, MO	106	COLUMBIA, MO	107
New Madrid, MO	055	MEMPHIS, TN	055
Newton, MO	108	SPRINGFIELD, MO	108
Nodaway, MO	105	KANSAS CITY, MO	105
Oregon, MO	108	SPRINGFIELD, MO	108
Osage, MO	106	COLUMBIA, MO	107
Ozark, MO	108	SPRINGFIELD, MO	108
Pemiscot, MO	055	MEMPHIS, TN	055
Perry, MO	107	ST. LOUIS, MO	107
Pettis, MO	105	KANSAS CITY, MO	105
Phelps, MO	107	ST. LOUIS, MO	107
Pike, MO	086	QUINCY, IL	107
Platte, MO	105	KANSAS CITY, MO	105
Polk, MO	108	SPRINGFIELD, MO	108
Pulaski, MO	108	SPRINGFIELD, MO	108
Putnam, MO	106	COLUMBIA, MO	107

National Transportation Analysis Regions (NTAR) continuation

Ralls, MO	086	QUINCY, IL	107
Randolph, MO	106	COLUMBIA, MO	107
Ray, MO	105	KANSAS CITY, MO	105
Reynolds, MO	107	ST. LOUIS, MO	107
Ripley, MO	107	ST. LOUIS, MO	107
St. Charles, MO	107	ST. LOUIS, MO	107
St. Clair, MO	108	SPRINGFIELD, MO	108
Ste. Genevieve, MO	107	ST. LOUIS, MO	107
St. Francois, MO	107	ST. LOUIS, MO	107
St. Louis, MO	107	ST. LOUIS, MO	107
Saline, MO	105	KANSAS CITY, MO	105
Schuyler, MO	106	COLUMBIA, MO	107
Scotland, MO	106	COLUMBIA, MO	107
Scott, MO	107	ST. LOUIS, MO	107
Shannon, MO	108	SPRINGFIELD, MO	108
Shelby, MO	106	COLUMBIA, MO	107
Stoddard, MO	107	ST. LOUIS, MO	107
Stone, MO	108	SPRINGFIELD, MO	108
Sullivan, MO	106	COLUMBIA, MO	107
Taney, MO	108	SPRINGFIELD, MO	108
Texas, MO	108	SPRINGFIELD, MO	108
Vernon, MO	108	SPRINGFIELD, MO	108
Warren, MO	107	ST. LOUIS, MO	107
Washington, MO	107	ST. LOUIS, MO	107
Wayne, MO	107	ST. LOUIS, MO	107
Webster, MO	108	SPRINGFIELD, MO	108
Worth, MO	105	KANSAS CITY, MO	105
Wright, MO	108	SPRINGFIELD, MO	108
St. Louis city, MO	107	ST. LOUIS, MO	107
Beaverhead, MT	154	MISSOULA, MT	153
Big Horn, MT	155	BILLINGS, MT	153
Blaine, MT	153	GREAT FALLS, MT	153
Broadwater, MT	153	GREAT FALLS, MT	153
Carbon, MT	155	BILLINGS, MT	153
Carter, MT	155	BILLINGS, MT	153
Cascade, MT	153	GREAT FALLS, MT	153
Chouteau, MT	153	GREAT FALLS, MT	153
Custer, MT	155	BILLINGS, MT	153
Daniels, MT	152	MINOT, ND	152
Dawson, MT	155	BILLINGS, MT	153
Deer Lodge, MT	154	MISSOULA, MT	153
Fallon, MT	155	BILLINGS, MT	153
Fergus, MT	153	GREAT FALLS, MT	153
Flathead, MT	154	MISSOULA, MT	153
Gallatin, MT	155	BILLINGS, MT	153
Garfield, MT	155	BILLINGS, MT	153
Glacier, MT	153	GREAT FALLS, MT	153
Golden Valley, MT	155	BILLINGS, MT	153
Granite, MT	154	MISSOULA, MT	153
Hill, MT	153	GREAT FALLS, MT	153
Jefferson, MT	153	GREAT FALLS, MT	153
Judith Basin, MT	153	GREAT FALLS, MT	153
Lake, MT	154	MISSOULA, MT	153
Lewis and Clark, MT	153	GREAT FALLS, MT	153
Liberty, MT	153	GREAT FALLS, MT	153

National Transportation Analysis Regions (NTAR) continuation

Lincoln, MT	154	MISSOULA, MT	153
McCone, MT	155	BILLINGS, MT	153
Madison, MT	154	MISSOULA, MT	153
Meagher, MT	153	GREAT FALLS, MT	153
Mineral, MT	154	MISSOULA, MT	153
Missoula, MT	154	MISSOULA, MT	153
Musselshell, MT	155	BILLINGS, MT	153
Park, MT	155	BILLINGS, MT	153
Petroleum, MT	153	GREAT FALLS, MT	153
Phillips, MT	153	GREAT FALLS, MT	153
Pondera, MT	153	GREAT FALLS, MT	153
Powder River, MT	155	BILLINGS, MT	153
Powell, MT	154	MISSOULA, MT	153
Prairie, MT	155	BILLINGS, MT	153
Ravalli, MT	154	MISSOULA, MT	153
Richland, MT	152	MINOT, ND	152
Roosevelt, MT	152	MINOT, ND	152
Rosebud, MT	155	BILLINGS, MT	153
Sanders, MT	154	MISSOULA, MT	153
Sheridan, MT	152	MINOT, ND	152
Silver Bow, MT	154	MISSOULA, MT	153
Stillwater, MT	155	BILLINGS, MT	153
Sweet Grass, MT	155	BILLINGS, MT	153
Teton, MT	153	GREAT FALLS, MT	153
Toole, MT	153	GREAT FALLS, MT	153
Treasure, MT	155	BILLINGS, MT	153
Valley, MT	153	GREAT FALLS, MT	153
Wheatland, MT	153	GREAT FALLS, MT	153
Wibaux, MT	155	BILLINGS, MT	153
Yellowstone, MT	155	BILLINGS, MT	153
Yellowstone National Park, MT	155	BILLINGS, MT	153
Adams, NE	144	GRAND ISLAND, NE	143
Antelope, NE	103	SIOUX CITY, IA	143
Arthur, NE	144	GRAND ISLAND, NE	143
Banner, NE	145	SCOTTSBLUFF, NE	157
Blaine, NE	144	GRAND ISLAND, NE	143
Boone, NE	144	GRAND ISLAND, NE	143
Box Butte, NE	145	SCOTTSBLUFF, NE	157
Boyd, NE	144	GRAND ISLAND, NE	143
Brown, NE	144	GRAND ISLAND, NE	143
Buffalo, NE	144	GRAND ISLAND, NE	143
Burt, NE	143	OMAHA, NE	143
Butler, NE	142	LINCOLN, NE	143
Cass, NE	143	OMAHA, NE	143
Cedar, NE	103	SIOUX CITY, IA	143
Chase, NE	144	GRAND ISLAND, NE	143
Cherry, NE	144	GRAND ISLAND, NE	143
Cheyenne, NE	145	SCOTTSBLUFF, NE	157
Clay, NE	144	GRAND ISLAND, NE	143
Colfax, NE	143	OMAHA, NE	143
Cuming, NE	103	SIOUX CITY, IA	143
Custer, NE	144	GRAND ISLAND, NE	143
Dakota, NE	103	SIOUX CITY, IA	143
Dawes, NE	145	SCOTTSBLUFF, NE	157
Dawson, NE	144	GRAND ISLAND, NE	143

National Transportation Analysis Regions (NTAR) continuation

Deuel, NE	145	SCOTTSBLUFF, NE	157
Dixon, NE	103	SIOUX CITY, IA	143
Dodge, NE	143	OMAHA, NE	143
Douglas, NE	143	OMAHA, NE	143
Dundy, NE	144	GRAND ISLAND, NE	143
Fillmore, NE	142	LINCOLN, NE	143
Franklin, NE	144	GRAND ISLAND, NE	143
Frontier, NE	144	GRAND ISLAND, NE	143
Furnas, NE	144	GRAND ISLAND, NE	143
Gage, NE	142	LINCOLN, NE	143
Garden, NE	145	SCOTTSBLUFF, NE	157
Garfield, NE	144	GRAND ISLAND, NE	143
Gosper, NE	144	GRAND ISLAND, NE	143
Grant, NE	144	GRAND ISLAND, NE	143
Greeley, NE	144	GRAND ISLAND, NE	143
Hall, NE	144	GRAND ISLAND, NE	143
Hamilton, NE	144	GRAND ISLAND, NE	143
Harlan, NE	144	GRAND ISLAND, NE	143
Hayes, NE	144	GRAND ISLAND, NE	143
Hitchcock, NE	144	GRAND ISLAND, NE	143
Holt, NE	144	GRAND ISLAND, NE	143
Hooker, NE	144	GRAND ISLAND, NE	143
Howard, NE	144	GRAND ISLAND, NE	143
Jefferson, NE	142	LINCOLN, NE	143
Johnson, NE	142	LINCOLN, NE	143
Kearney, NE	144	GRAND ISLAND, NE	143
Keith, NE	144	GRAND ISLAND, NE	143
Keya Paha, NE	144	GRAND ISLAND, NE	143
Kimball, NE	145	SCOTTSBLUFF, NE	157
Knox, NE	103	SIOUX CITY, IA	143
Lancaster, NE	142	LINCOLN, NE	143
Lincoln, NE	144	GRAND ISLAND, NE	143
Logan, NE	144	GRAND ISLAND, NE	143
Loup, NE	144	GRAND ISLAND, NE	143
McPherson, NE	144	GRAND ISLAND, NE	143
Madison, NE	103	SIOUX CITY, IA	143
Merrick, NE	144	GRAND ISLAND, NE	143
Morrill, NE	145	SCOTTSBLUFF, NE	157
Nance, NE	144	GRAND ISLAND, NE	143
Nemaha, NE	142	LINCOLN, NE	143
Nuckolls, NE	144	GRAND ISLAND, NE	143
Otoe, NE	142	LINCOLN, NE	143
Pawnee, NE	142	LINCOLN, NE	143
Perkins, NE	144	GRAND ISLAND, NE	143
Phelps, NE	144	GRAND ISLAND, NE	143
Pierce, NE	103	SIOUX CITY, IA	143
Platte, NE	143	OMAHA, NE	143
Polk, NE	142	LINCOLN, NE	143
Red Willow, NE	144	GRAND ISLAND, NE	143
Richardson, NE	142	LINCOLN, NE	143
Rock, NE	144	GRAND ISLAND, NE	143
Saline, NE	142	LINCOLN, NE	143
Sarpy, NE	143	OMAHA, NE	143
Saunders, NE	143	OMAHA, NE	143
Scotts Bluff, NE	145	SCOTTSBLUFF, NE	157

National Transportation Analysis Regions (NTAR) continuation

Seward, NE	142	LINCOLN, NE	143
Sheridan, NE	145	SCOTTSBLUFF, NE	157
Sherman, NE	144	GRAND ISLAND, NE	143
Sioux, NE	145	SCOTTSBLUFF, NE	157
Stanton, NE	103	SIOUX CITY, IA	143
Thayer, NE	142	LINCOLN, NE	143
Thomas, NE	144	GRAND ISLAND, NE	143
Thurston, NE	103	SIOUX CITY, IA	143
Valley, NE	144	GRAND ISLAND, NE	143
Washington, NE	143	OMAHA, NE	143
Wayne, NE	103	SIOUX CITY, IA	143
Webster, NE	144	GRAND ISLAND, NE	143
Wheeler, NE	144	GRAND ISLAND, NE	143
York, NE	142	LINCOLN, NE	143
Churchill, NV	164	RENO, NV	163
Clark, NV	163	LAS VEGAS, NV	163
Douglas, NV	164	RENO, NV	163
Elko, NV	164	RENO, NV	163
Esmeralda, NV	163	LAS VEGAS, NV	163
Eureka, NV	164	RENO, NV	163
Humboldt, NV	164	RENO, NV	163
Lander, NV	164	RENO, NV	163
Lincoln, NV	163	LAS VEGAS, NV	163
Lyon, NV	164	RENO, NV	163
Mineral, NV	164	RENO, NV	163
Nye, NV	163	LAS VEGAS, NV	163
Pershing, NV	164	RENO, NV	163
Storey, NV	164	RENO, NV	163
Washoe, NV	164	RENO, NV	163
White Pine, NV	164	RENO, NV	163
Carson City, NV	164	RENO, NV	163
Belknap, NH	004	BOSTON, MA	004
Carroll, NH	004	BOSTON, MA	004
Cheshire, NH	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006
Coos, NH	003	BURLINGTON, VT	007
Grafton, NH	003	BURLINGTON, VT	007
Hillsborough, NH	004	BOSTON, MA	004
Merrimack, NH	004	BOSTON, MA	004
Rockingham, NH	004	BOSTON, MA	004
Strafford, NH	004	BOSTON, MA	004
Sullivan, NH	003	BURLINGTON, VT	007
Atlantic, NJ	018	PHILADELPHIA, PA	018
Bergen, NJ	012	NEW YORK, NY	012
Burlington, NJ	018	PHILADELPHIA, PA	018
Camden, NJ	018	PHILADELPHIA, PA	018
Cape May, NJ	018	PHILADELPHIA, PA	018
Cumberland, NJ	018	PHILADELPHIA, PA	018
Essex, NJ	012	NEW YORK, NY	012
Gloucester, NJ	018	PHILADELPHIA, PA	018
Hudson, NJ	012	NEW YORK, NY	012
Hunterdon, NJ	012	NEW YORK, NY	012
Mercer, NJ	018	PHILADELPHIA, PA	018
Middlesex, NJ	012	NEW YORK, NY	012
Monmouth, NJ	012	NEW YORK, NY	012

National Transportation Analysis Regions (NTAR) continuation

Morris, NJ	012	NEW YORK, NY	012
Ocean, NJ	012	NEW YORK, NY	012
Passaic, NJ	012	NEW YORK, NY	012
Salem, NJ	018	PHILADELPHIA, PA	018
Somerset, NJ	012	NEW YORK, NY	012
Sussex, NJ	012	NEW YORK, NY	012
Union, NJ	012	NEW YORK, NY	012
Warren, NJ	018	PHILADELPHIA, PA	018
Bernalillo, NM	160	ALBUQUERQUE, NM	160
Catron, NM	160	ALBUQUERQUE, NM	160
Chaves, NM	133	EL PASO, TX	133
Cibola, NM	160	ALBUQUERQUE, NM	160
Colfax, NM	160	ALBUQUERQUE, NM	160
Curry, NM	135	AMARILLO, TX	137
De Baca, NM	160	ALBUQUERQUE, NM	160
Dona Ana, NM	133	EL PASO, TX	133
Eddy, NM	133	EL PASO, TX	133
Grant, NM	133	EL PASO, TX	133
Guadalupe, NM	160	ALBUQUERQUE, NM	160
Harding, NM	135	AMARILLO, TX	137
Hidalgo, NM	133	EL PASO, TX	133
Lea, NM	134	LUBBOCK, TX	133
Lincoln, NM	160	ALBUQUERQUE, NM	160
Los Alamos, NM	160	ALBUQUERQUE, NM	160
Luna, NM	133	EL PASO, TX	133
McKinley, NM	160	ALBUQUERQUE, NM	160
Mora, NM	160	ALBUQUERQUE, NM	160
Otero, NM	133	EL PASO, TX	133
Quay, NM	135	AMARILLO, TX	137
Rio Arriba, NM	160	ALBUQUERQUE, NM	160
Roosevelt, NM	134	LUBBOCK, TX	133
Sandoval, NM	160	ALBUQUERQUE, NM	160
San Juan, NM	160	ALBUQUERQUE, NM	160
San Miguel, NM	160	ALBUQUERQUE, NM	160
Santa Fe, NM	160	ALBUQUERQUE, NM	160
Sierra, NM	133	EL PASO, TX	133
Socorro, NM	160	ALBUQUERQUE, NM	160
Taos, NM	160	ALBUQUERQUE, NM	160
Torrance, NM	160	ALBUQUERQUE, NM	160
Union, NM	135	AMARILLO, TX	137
Valencia, NM	160	ALBUQUERQUE, NM	160
Albany, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Allegany, NY	010	BUFFALO, NY	010
Bronx, NY	012	NEW YORK, NY	012
Broome, NY	011	BINGHAMTON-ELMIRA, NY	011
Cattaraugus, NY	010	BUFFALO, NY	010
Cayuga, NY	008	SYRACUSE-UTICA, NY	008
Chautauqua, NY	010	BUFFALO, NY	010
Chemung, NY	011	BINGHAMTON-ELMIRA, NY	011
Chenango, NY	011	BINGHAMTON-ELMIRA, NY	011
Clinton, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Columbia, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Cortland, NY	008	SYRACUSE-UTICA, NY	008
Delaware, NY	011	BINGHAMTON-ELMIRA, NY	011
Dutchess, NY	012	NEW YORK, NY	012

National Transportation Analysis Regions (NTAR) continuation

Erie, NY	010	BUFFALO, NY	010
Essex, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Franklin, NY	008	SYRACUSE-UTICA, NY	008
Fulton, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Genesee, NY	009	ROCHESTER, NY	009
Greene, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Hamilton, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Herkimer, NY	008	SYRACUSE-UTICA, NY	008
Jefferson, NY	008	SYRACUSE-UTICA, NY	008
Kings, NY	012	NEW YORK, NY	012
Lewis, NY	008	SYRACUSE-UTICA, NY	008
Livingston, NY	009	ROCHESTER, NY	009
Madison, NY	008	SYRACUSE-UTICA, NY	008
Monroe, NY	009	ROCHESTER, NY	009
Montgomery, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Nassau, NY	012	NEW YORK, NY	012
New York, NY	012	NEW YORK, NY	012
Niagara, NY	010	BUFFALO, NY	010
Oneida, NY	008	SYRACUSE-UTICA, NY	008
Onondaga, NY	008	SYRACUSE-UTICA, NY	008
Ontario, NY	009	ROCHESTER, NY	009
Orange, NY	012	NEW YORK, NY	012
Orleans, NY	009	ROCHESTER, NY	009
Oswego, NY	008	SYRACUSE-UTICA, NY	008
Otsego, NY	011	BINGHAMTON-ELMIRA, NY	011
Putnam, NY	012	NEW YORK, NY	012
Queens, NY	012	NEW YORK, NY	012
Rensselaer, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Richmond, NY	012	NEW YORK, NY	012
Rockland, NY	012	NEW YORK, NY	012
St. Lawrence, NY	008	SYRACUSE-UTICA, NY	008
Saratoga, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Schenectady, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Schoharie, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Schuyler, NY	011	BINGHAMTON-ELMIRA, NY	011
Seneca, NY	009	ROCHESTER, NY	009
Steuben, NY	011	BINGHAMTON-ELMIRA, NY	011
Suffolk, NY	012	NEW YORK, NY	012
Sullivan, NY	012	NEW YORK, NY	012
Tioga, NY	011	BINGHAMTON-ELMIRA, NY	011
Tompkins, NY	011	BINGHAMTON-ELMIRA, NY	011
Ulster, NY	012	NEW YORK, NY	012
Warren, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Washington, NY	007	ALBANY-SCHENECTADY-TROY, NY	007
Wayne, NY	009	ROCHESTER, NY	009
Westchester, NY	012	NEW YORK, NY	012
Wyoming, NY	010	BUFFALO, NY	010
Yates, NY	009	ROCHESTER, NY	009
Alamance, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Alexander, NC	029	CHARLOTTE, NC	029
Alleghany, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Anson, NC	029	CHARLOTTE, NC	029

National Transportation Analysis Regions (NTAR) continuation

Ashe, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Avery, NC	030	ASHEVILLE, NC	031
Beaufort, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Bertie, NC	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Bladen, NC	026	FAYETTEVILLE, NC	027
Brunswick, NC	025	WILMINGTON, NC	025
Buncombe, NC	030	ASHEVILLE, NC	031
Burke, NC	029	CHARLOTTE, NC	029
Cabarrus, NC	029	CHARLOTTE, NC	029
Caldwell, NC	029	CHARLOTTE, NC	029
Camden, NC	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Carteret, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Caswell, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Catawba, NC	029	CHARLOTTE, NC	029
Chatham, NC	027	RALEIGH-DURHAM, NC	027
Cherokee, NC	030	ASHEVILLE, NC	031
Chowan, NC	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Clay, NC	030	ASHEVILLE, NC	031
Cleveland, NC	029	CHARLOTTE, NC	029
Columbus, NC	025	WILMINGTON, NC	025
Craven, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Cumberland, NC	026	FAYETTEVILLE, NC	027
Currituck, NC	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Dare, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Davidson, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Davie, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Duplin, NC	025	WILMINGTON, NC	025
Durham, NC	027	RALEIGH-DURHAM, NC	027
Edgecombe, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Forsyth, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Franklin, NC	027	RALEIGH-DURHAM, NC	027
Gaston, NC	029	CHARLOTTE, NC	029
Gates, NC	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Graham, NC	030	ASHEVILLE, NC	031
Granville, NC	027	RALEIGH-DURHAM, NC	027
Greene, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Guilford, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Halifax, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Harnett, NC	027	RALEIGH-DURHAM, NC	027
Haywood, NC	030	ASHEVILLE, NC	031
Henderson, NC	030	ASHEVILLE, NC	031
Hertford, NC	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Hoke, NC	026	FAYETTEVILLE, NC	027

National Transportation Analysis Regions (NTAR) continuation

Hyde, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Iredell, NC	029	CHARLOTTE, NC	029
Jackson, NC	030	ASHEVILLE, NC	031
Johnston, NC	027	RALEIGH-DURHAM, NC	027
Jones, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Lee, NC	027	RALEIGH-DURHAM, NC	027
Lenoir, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Lincoln, NC	029	CHARLOTTE, NC	029
McDowell, NC	030	ASHEVILLE, NC	031
Macon, NC	030	ASHEVILLE, NC	031
Madison, NC	030	ASHEVILLE, NC	031
Martin, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Mecklenburg, NC	029	CHARLOTTE, NC	029
Mitchell, NC	030	ASHEVILLE, NC	031
Montgomery, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Moore, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Nash, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
New Hanover, NC	025	WILMINGTON, NC	025
Northampton, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Onslow, NC	025	WILMINGTON, NC	025
Orange, NC	027	RALEIGH-DURHAM, NC	027
Pamlico, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Pasquotank, NC	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Pender, NC	025	WILMINGTON, NC	025
Perquimans, NC	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Person, NC	027	RALEIGH-DURHAM, NC	027
Pitt, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Polk, NC	031	GREENVILLE-SPARTANBURG, SC	031
Randolph, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Richmond, NC	026	FAYETTEVILLE, NC	027
Robeson, NC	026	FAYETTEVILLE, NC	027
Rockingham, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Rowan, NC	029	CHARLOTTE, NC	029
Rutherford, NC	029	CHARLOTTE, NC	029
Sampson, NC	026	FAYETTEVILLE, NC	027
Scotland, NC	026	FAYETTEVILLE, NC	027
Stanly, NC	029	CHARLOTTE, NC	029
Stokes, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Surry, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Swain, NC	030	ASHEVILLE, NC	031
Transylvania, NC	030	ASHEVILLE, NC	031
Tyrrell, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Union, NC	029	CHARLOTTE, NC	029
Vance, NC	027	RALEIGH-DURHAM, NC	027
Wake, NC	027	RALEIGH-DURHAM, NC	027
Warren, NC	027	RALEIGH-DURHAM, NC	027
Washington, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024

National Transportation Analysis Regions (NTAR) continuation

Watauga, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Wayne, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Wilkes, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Wilson, NC	024	ROCKY MOUNT-WILSON-GREENVILLE, NC	024
Yadkin, NC	028	GREENSBORO--WINSTON-SALEM--HIGH POINT,NC	028
Yancey, NC	030	ASHEVILLE, NC	031
Adams, ND	151	BISMARCK, ND	152
Barnes, ND	149	FARGO-MOORHEAD, ND-MN	152
Benson, ND	150	GRAND FORKS, ND	152
Billings, ND	151	BISMARCK, ND	152
Bottineau, ND	152	MINOT, ND	152
Bowman, ND	151	BISMARCK, ND	152
Burke, ND	152	MINOT, ND	152
Burleigh, ND	151	BISMARCK, ND	152
Cass, ND	149	FARGO-MOORHEAD, ND-MN	152
Cavalier, ND	150	GRAND FORKS, ND	152
Dickey, ND	149	FARGO-MOORHEAD, ND-MN	152
Divide, ND	152	MINOT, ND	152
Dunn, ND	151	BISMARCK, ND	152
Eddy, ND	149	FARGO-MOORHEAD, ND-MN	152
Emmons, ND	151	BISMARCK, ND	152
Foster, ND	149	FARGO-MOORHEAD, ND-MN	152
Golden Valley, ND	151	BISMARCK, ND	152
Grand Forks, ND	150	GRAND FORKS, ND	152
Grant, ND	151	BISMARCK, ND	152
Griggs, ND	149	FARGO-MOORHEAD, ND-MN	152
Hettinger, ND	151	BISMARCK, ND	152
Kidder, ND	151	BISMARCK, ND	152
La Moure, ND	149	FARGO-MOORHEAD, ND-MN	152
Logan, ND	149	FARGO-MOORHEAD, ND-MN	152
McHenry, ND	152	MINOT, ND	152
McIntosh, ND	149	FARGO-MOORHEAD, ND-MN	152
McKenzie, ND	152	MINOT, ND	152
McLean, ND	152	MINOT, ND	152
Mercer, ND	151	BISMARCK, ND	152
Morton, ND	151	BISMARCK, ND	152
Mountrail, ND	152	MINOT, ND	152
Nelson, ND	150	GRAND FORKS, ND	152
Oliver, ND	151	BISMARCK, ND	152
Pembina, ND	150	GRAND FORKS, ND	152
Pierce, ND	152	MINOT, ND	152
Ramsey, ND	150	GRAND FORKS, ND	152
Ransom, ND	149	FARGO-MOORHEAD, ND-MN	152
Renville, ND	152	MINOT, ND	152
Richland, ND	149	FARGO-MOORHEAD, ND-MN	152
Rolette, ND	152	MINOT, ND	152
Sargent, ND	149	FARGO-MOORHEAD, ND-MN	152
Sheridan, ND	151	BISMARCK, ND	152
Sioux, ND	151	BISMARCK, ND	152
Slope, ND	151	BISMARCK, ND	152
Stark, ND	151	BISMARCK, ND	152
Steele, ND	149	FARGO-MOORHEAD, ND-MN	152

National Transportation Analysis Regions (NTAR) continuation

Stutsman, ND	149	FARGO-MOORHEAD, ND-MN	152
Towner, ND	150	GRAND FORKS, ND	152
Traill, ND	149	FARGO-MOORHEAD, ND-MN	152
Walsh, ND	150	GRAND FORKS, ND	152
Ward, ND	152	MINOT, ND	152
Wells, ND	151	BISMARCK, ND	152
Williams, ND	152	MINOT, ND	152
Adams, OH	067	CINCINNATI, OH	067
Allen, OH	069	LIMA, OH	068
Ashland, OH	065	CLEVELAND, OH	065
Ashtabula, OH	065	CLEVELAND, OH	065
Athens, OH	066	COLUMBUS, OH	066
Auglaize, OH	069	LIMA, OH	068
Belmont, OH	063	WHEELING-STEUBENVILLE-WIERTON, WV-OH	016
Brown, OH	067	CINCINNATI, OH	067
Butler, OH	067	CINCINNATI, OH	067
Carroll, OH	065	CLEVELAND, OH	065
Champaign, OH	068	DAYTON-SPRINGFIELD, OH	068
Clark, OH	068	DAYTON-SPRINGFIELD, OH	068
Clermont, OH	067	CINCINNATI, OH	067
Clinton, OH	067	CINCINNATI, OH	067
Columbiana, OH	064	YOUNGSTOWN-WARREN, OH	065
Coshocton, OH	065	CLEVELAND, OH	065
Crawford, OH	065	CLEVELAND, OH	065
Cuyahoga, OH	065	CLEVELAND, OH	065
Darke, OH	068	DAYTON-SPRINGFIELD, OH	068
Defiance, OH	076	FORT WAYNE, IN	076
Delaware, OH	066	COLUMBUS, OH	066
Erie, OH	065	CLEVELAND, OH	065
Fairfield, OH	066	COLUMBUS, OH	066
Fayette, OH	066	COLUMBUS, OH	066
Franklin, OH	066	COLUMBUS, OH	066
Fulton, OH	070	TOLEDO, OH	070
Gallia, OH	059	HUNTINGTON, WV	058
Geauga, OH	065	CLEVELAND, OH	065
Greene, OH	068	DAYTON-SPRINGFIELD, OH	068
Guernsey, OH	066	COLUMBUS, OH	066
Hamilton, OH	067	CINCINNATI, OH	067
Hancock, OH	070	TOLEDO, OH	070
Hardin, OH	069	LIMA, OH	068
Harrison, OH	063	WHEELING-STEUBENVILLE-WIERTON, WV-OH	016
Henry, OH	070	TOLEDO, OH	070
Highland, OH	067	CINCINNATI, OH	067
Hocking, OH	066	COLUMBUS, OH	066
Holmes, OH	065	CLEVELAND, OH	065
Huron, OH	065	CLEVELAND, OH	065
Jackson, OH	066	COLUMBUS, OH	066
Jefferson, OH	063	WHEELING-STEUBENVILLE-WIERTON, WV-OH	016
Knox, OH	066	COLUMBUS, OH	066
Lake, OH	065	CLEVELAND, OH	065
Lawrence, OH	059	HUNTINGTON, WV	058
Licking, OH	066	COLUMBUS, OH	066

National Transportation Analysis Regions (NTAR) continuation

Logan, OH	068	DAYTON-SPRINGFIELD, OH	068
Lorain, OH	065	CLEVELAND, OH	065
Lucas, OH	070	TOLEDO, OH	070
Madison, OH	066	COLUMBUS, OH	066
Mahoning, OH	064	YOUNGSTOWN-WARREN, OH	065
Marion, OH	066	COLUMBUS, OH	066
Medina, OH	065	CLEVELAND, OH	065
Meigs, OH	066	COLUMBUS, OH	066
Mercer, OH	069	LIMA, OH	068
Miami, OH	068	DAYTON-SPRINGFIELD, OH	068
Monroe, OH	063	WHEELING-STEUBENVILLE-WIERTON, WV-OH	016
Montgomery, OH	068	DAYTON-SPRINGFIELD, OH	068
Morgan, OH	066	COLUMBUS, OH	066
Morrow, OH	066	COLUMBUS, OH	066
Muskingum, OH	066	COLUMBUS, OH	066
Noble, OH	066	COLUMBUS, OH	066
Ottawa, OH	070	TOLEDO, OH	070
Paulding, OH	076	FORT WAYNE, IN	076
Perry, OH	066	COLUMBUS, OH	066
Pickaway, OH	066	COLUMBUS, OH	066
Pike, OH	066	COLUMBUS, OH	066
Portage, OH	065	CLEVELAND, OH	065
Preble, OH	068	DAYTON-SPRINGFIELD, OH	068
Putnam, OH	069	LIMA, OH	068
Richland, OH	065	CLEVELAND, OH	065
Ross, OH	066	COLUMBUS, OH	066
Sandusky, OH	070	TOLEDO, OH	070
Scioto, OH	066	COLUMBUS, OH	066
Seneca, OH	070	TOLEDO, OH	070
Shelby, OH	068	DAYTON-SPRINGFIELD, OH	068
Stark, OH	065	CLEVELAND, OH	065
Summit, OH	065	CLEVELAND, OH	065
Trumbull, OH	064	YOUNGSTOWN-WARREN, OH	065
Tuscarawas, OH	065	CLEVELAND, OH	065
Union, OH	066	COLUMBUS, OH	066
Van Wert, OH	069	LIMA, OH	068
Vinton, OH	066	COLUMBUS, OH	066
Warren, OH	067	CINCINNATI, OH	067
Washington, OH	062	PARKERSBURG, WV	016
Wayne, OH	065	CLEVELAND, OH	065
Williams, OH	076	FORT WAYNE, IN	076
Wood, OH	070	TOLEDO, OH	070
Wyandot, OH	070	TOLEDO, OH	070
Adair, OK	109	FAYETTEVILLE, AR	108
Alfalfa, OK	137	OKLAHOMA CITY, OK	137
Atoka, OK	137	OKLAHOMA CITY, OK	137
Beaver, OK	135	AMARILLO, TX	137
Beckham, OK	137	OKLAHOMA CITY, OK	137
Blaine, OK	137	OKLAHOMA CITY, OK	137
Bryan, OK	125	DALLAS-FORT WORTH, TX	125
Caddo, OK	137	OKLAHOMA CITY, OK	137
Canadian, OK	137	OKLAHOMA CITY, OK	137
Carter, OK	137	OKLAHOMA CITY, OK	137
Cherokee, OK	138	TULSA, OK	138

National Transportation Analysis Regions (NTAR) continuation

Choctaw, OK	110	FORT SMITH, AR	138
Cimarron, OK	135	AMARILLO, TX	137
Cleveland, OK	137	OKLAHOMA CITY, OK	137
Coal, OK	137	OKLAHOMA CITY, OK	137
Comanche, OK	136	LAWTON, OK	137
Cotton, OK	136	LAWTON, OK	137
Craig, OK	108	SPRINGFIELD, MO	108
Creek, OK	138	TULSA, OK	138
Custer, OK	137	OKLAHOMA CITY, OK	137
Delaware, OK	109	FAYETTEVILLE, AR	108
Dewey, OK	137	OKLAHOMA CITY, OK	137
Ellis, OK	137	OKLAHOMA CITY, OK	137
Garfield, OK	137	OKLAHOMA CITY, OK	137
Garvin, OK	137	OKLAHOMA CITY, OK	137
Grady, OK	137	OKLAHOMA CITY, OK	137
Grant, OK	137	OKLAHOMA CITY, OK	137
Greer, OK	136	LAWTON, OK	137
Harmon, OK	136	LAWTON, OK	137
Harper, OK	137	OKLAHOMA CITY, OK	137
Haskell, OK	110	FORT SMITH, AR	138
Hughes, OK	137	OKLAHOMA CITY, OK	137
Jackson, OK	136	LAWTON, OK	137
Jefferson, OK	136	LAWTON, OK	137
Johnston, OK	137	OKLAHOMA CITY, OK	137
Kay, OK	138	TULSA, OK	138
Kingfisher, OK	137	OKLAHOMA CITY, OK	137
Kiowa, OK	136	LAWTON, OK	137
Latimer, OK	110	FORT SMITH, AR	138
Le Flore, OK	110	FORT SMITH, AR	138
Lincoln, OK	137	OKLAHOMA CITY, OK	137
Logan, OK	137	OKLAHOMA CITY, OK	137
Love, OK	137	OKLAHOMA CITY, OK	137
McClain, OK	137	OKLAHOMA CITY, OK	137
McCurtain, OK	110	FORT SMITH, AR	138
McIntosh, OK	138	TULSA, OK	138
Major, OK	137	OKLAHOMA CITY, OK	137
Marshall, OK	137	OKLAHOMA CITY, OK	137
Mayes, OK	138	TULSA, OK	138
Murray, OK	137	OKLAHOMA CITY, OK	137
Muskogee, OK	138	TULSA, OK	138
Noble, OK	138	TULSA, OK	138
Nowata, OK	138	TULSA, OK	138
Okfuskee, OK	137	OKLAHOMA CITY, OK	137
Oklahoma, OK	137	OKLAHOMA CITY, OK	137
Okmulgee, OK	138	TULSA, OK	138
Osage, OK	138	TULSA, OK	138
Ottawa, OK	108	SPRINGFIELD, MO	108
Pawnee, OK	138	TULSA, OK	138
Payne, OK	138	TULSA, OK	138
Pittsburg, OK	110	FORT SMITH, AR	138
Pontotoc, OK	137	OKLAHOMA CITY, OK	137
Pottawatomie, OK	137	OKLAHOMA CITY, OK	137
Pushmataha, OK	110	FORT SMITH, AR	138
Roger Mills, OK	137	OKLAHOMA CITY, OK	137
Rogers, OK	138	TULSA, OK	138

National Transportation Analysis Regions (NTAR) continuation

Seminole, OK	137	OKLAHOMA CITY, OK	137
Sequoyah, OK	110	FORT SMITH, AR	138
Stephens, OK	136	LAWTON, OK	137
Texas, OK	135	AMARILLO, TX	137
Tillman, OK	136	LAWTON, OK	137
Tulsa, OK	138	TULSA, OK	138
Wagoner, OK	138	TULSA, OK	138
Washington, OK	138	TULSA, OK	138
Washita, OK	137	OKLAHOMA CITY, OK	137
Woods, OK	137	OKLAHOMA CITY, OK	137
Woodward, OK	137	OKLAHOMA CITY, OK	137
Baker, OR	169	RICHLAND, WA	167
Benton, OR	172	PORTLAND, OR	172
Clackamas, OR	172	PORTLAND, OR	172
Clatsop, OR	172	PORTLAND, OR	172
Columbia, OR	172	PORTLAND, OR	172
Coos, OR	173	EUGENE, OR	172
Crook, OR	172	PORTLAND, OR	172
Curry, OR	173	EUGENE, OR	172
Deschutes, OR	172	PORTLAND, OR	172
Douglas, OR	173	EUGENE, OR	172
Gilliam, OR	169	RICHLAND, WA	167
Grant, OR	169	RICHLAND, WA	167
Harney, OR	167	BOISE CITY, ID	167
Hood River, OR	172	PORTLAND, OR	172
Jackson, OR	173	EUGENE, OR	172
Jefferson, OR	172	PORTLAND, OR	172
Josephine, OR	173	EUGENE, OR	172
Klamath, OR	173	EUGENE, OR	172
Lake, OR	173	EUGENE, OR	172
Lane, OR	173	EUGENE, OR	172
Lincoln, OR	172	PORTLAND, OR	172
Linn, OR	172	PORTLAND, OR	172
Malheur, OR	167	BOISE CITY, ID	167
Marion, OR	172	PORTLAND, OR	172
Morrow, OR	169	RICHLAND, WA	167
Multnomah, OR	172	PORTLAND, OR	172
Polk, OR	172	PORTLAND, OR	172
Sherman, OR	172	PORTLAND, OR	172
Tillamook, OR	172	PORTLAND, OR	172
Umatilla, OR	169	RICHLAND, WA	167
Union, OR	169	RICHLAND, WA	167
Wallowa, OR	169	RICHLAND, WA	167
Wasco, OR	172	PORTLAND, OR	172
Washington, OR	172	PORTLAND, OR	172
Wheeler, OR	169	RICHLAND, WA	167
Yamhill, OR	172	PORTLAND, OR	172
Adams, PA	017	HARRISBURG-YORK-LANCASTER, PA	017
Allegheny, PA	016	PITTSBURGH, PA	016
Armstrong, PA	016	PITTSBURGH, PA	016
Beaver, PA	016	PITTSBURGH, PA	016
Bedford, PA	016	PITTSBURGH, PA	016
Berks, PA	018	PHILADELPHIA, PA	018
Blair, PA	016	PITTSBURGH, PA	016
Bradford, PA	011	BINGHAMTON-ELMIRA, NY	011

National Transportation Analysis Regions (NTAR) continuation

Bucks, PA	018	PHILADELPHIA, PA	018
Butler, PA	016	PITTSBURGH, PA	016
Cambria, PA	016	PITTSBURGH, PA	016
Cameron, PA	014	WILLIAMSPORT-STATE COLLEGE, PA	017
Carbon, PA	018	PHILADELPHIA, PA	018
Centre, PA	014	WILLIAMSPORT-STATE COLLEGE, PA	017
Chester, PA	018	PHILADELPHIA, PA	018
Clarion, PA	015	ERIE,PA	010
Clearfield, PA	014	WILLIAMSPORT-STATE COLLEGE, PA	017
Clinton, PA	014	WILLIAMSPORT-STATE COLLEGE, PA	017
Columbia, PA	013	SCRANTON--WILKES-BARRE, PA	011
Crawford, PA	015	ERIE,PA	010
Cumberland, PA	017	HARRISBURG-YORK-LANCASTER, PA	017
Dauphin, PA	017	HARRISBURG-YORK-LANCASTER, PA	017
Delaware, PA	018	PHILADELPHIA, PA	018
Elk, PA	014	WILLIAMSPORT-STATE COLLEGE, PA	017
Erie, PA	015	ERIE,PA	010
Fayette, PA	016	PITTSBURGH, PA	016
Forest, PA	015	ERIE,PA	010
Franklin, PA	017	HARRISBURG-YORK-LANCASTER, PA	017
Fulton, PA	017	HARRISBURG-YORK-LANCASTER, PA	017
Greene, PA	016	PITTSBURGH, PA	016
Huntingdon, PA	017	HARRISBURG-YORK-LANCASTER, PA	017
Indiana, PA	016	PITTSBURGH, PA	016
Jefferson, PA	014	WILLIAMSPORT-STATE COLLEGE, PA	017
Juniata, PA	017	HARRISBURG-YORK-LANCASTER, PA	017
Lackawanna, PA	013	SCRANTON--WILKES-BARRE, PA	011
Lancaster, PA	017	HARRISBURG-YORK-LANCASTER, PA	017
Lawrence, PA	064	YOUNGSTOWN-WARREN, OH	065
Lebanon, PA	017	HARRISBURG-YORK-LANCASTER, PA	017
Lehigh, PA	018	PHILADELPHIA, PA	018
Luzerne, PA	013	SCRANTON--WILKES-BARRE, PA	011
Lycoming, PA	014	WILLIAMSPORT-STATE COLLEGE, PA	017
McKean, PA	010	BUFFALO, NY	010
Mercer, PA	064	YOUNGSTOWN-WARREN, OH	065
Mifflin, PA	017	HARRISBURG-YORK-LANCASTER, PA	017
Monroe, PA	013	SCRANTON--WILKES-BARRE, PA	011
Montgomery, PA	018	PHILADELPHIA, PA	018
Montour, PA	014	WILLIAMSPORT-STATE COLLEGE, PA	017
Northampton, PA	018	PHILADELPHIA, PA	018
Northumberland, PA	014	WILLIAMSPORT-STATE COLLEGE, PA	017
Perry, PA	017	HARRISBURG-YORK-LANCASTER, PA	017
Philadelphia, PA	018	PHILADELPHIA, PA	018
Pike, PA	012	NEW YORK, NY	012
Potter, PA	010	BUFFALO, NY	010
Schuylkill, PA	018	PHILADELPHIA, PA	018
Snyder, PA	014	WILLIAMSPORT-STATE COLLEGE, PA	017
Somerset, PA	016	PITTSBURGH, PA	016
Sullivan, PA	014	WILLIAMSPORT-STATE COLLEGE, PA	017
Susquehanna, PA	011	BINGHAMTON-ELMIRA, NY	011
Tioga, PA	011	BINGHAMTON-ELMIRA, NY	011
Union, PA	014	WILLIAMSPORT-STATE COLLEGE, PA	017
Venango, PA	015	ERIE,PA	010
Warren, PA	015	ERIE,PA	010
Washington, PA	016	PITTSBURGH, PA	016

National Transportation Analysis Regions (NTAR) continuation

Wayne, PA	013	SCRANTON--WILKES-BARRE, PA	011
Westmoreland, PA	016	PITTSBURGH, PA	016
Wyoming, PA	013	SCRANTON--WILKES-BARRE, PA	011
York, PA	017	HARRISBURG-YORK-LANCASTER, PA	017
Bristol, RI	005	PROVIDENCE-PAWTUCKET, RI	004
Kent, RI	005	PROVIDENCE-PAWTUCKET, RI	004
Newport, RI	005	PROVIDENCE-PAWTUCKET, RI	004
Providence, RI	005	PROVIDENCE-PAWTUCKET, RI	004
Washington, RI	005	PROVIDENCE-PAWTUCKET, RI	004
Abbeville, SC	031	GREENVILLE-SPARTANBURG, SC	031
Aiken, SC	035	AUGUSTA, GA	032
Allendale, SC	035	AUGUSTA, GA	032
Anderson, SC	031	GREENVILLE-SPARTANBURG, SC	031
Bamberg, SC	035	AUGUSTA, GA	032
Barnwell, SC	035	AUGUSTA, GA	032
Beaufort, SC	039	SAVANNAH, GA	039
Berkeley, SC	034	CHARLESTON, SC	034
Calhoun, SC	032	COLUMBIA, SC	032
Charleston, SC	034	CHARLESTON, SC	034
Cherokee, SC	031	GREENVILLE-SPARTANBURG, SC	031
Chester, SC	029	CHARLOTTE, NC	029
Chesterfield, SC	033	FLORENCE, SC	032
Clarendon, SC	032	COLUMBIA, SC	032
Colleton, SC	034	CHARLESTON, SC	034
Darlington, SC	033	FLORENCE, SC	032
Dillon, SC	033	FLORENCE, SC	032
Dorchester, SC	034	CHARLESTON, SC	034
Edgefield, SC	035	AUGUSTA, GA	032
Fairfield, SC	032	COLUMBIA, SC	032
Florence, SC	033	FLORENCE, SC	032
Georgetown, SC	033	FLORENCE, SC	032
Greenville, SC	031	GREENVILLE-SPARTANBURG, SC	031
Greenwood, SC	031	GREENVILLE-SPARTANBURG, SC	031
Hampton, SC	039	SAVANNAH, GA	039
Horry, SC	033	FLORENCE, SC	032
Jasper, SC	039	SAVANNAH, GA	039
Kershaw, SC	032	COLUMBIA, SC	032
Lancaster, SC	029	CHARLOTTE, NC	029
Laurens, SC	031	GREENVILLE-SPARTANBURG, SC	031
Lee, SC	032	COLUMBIA, SC	032
Lexington, SC	032	COLUMBIA, SC	032
McCormick, SC	035	AUGUSTA, GA	032
Marion, SC	033	FLORENCE, SC	032
Marlboro, SC	033	FLORENCE, SC	032
Newberry, SC	032	COLUMBIA, SC	032
Oconee, SC	031	GREENVILLE-SPARTANBURG, SC	031
Orangeburg, SC	032	COLUMBIA, SC	032
Pickens, SC	031	GREENVILLE-SPARTANBURG, SC	031
Richland, SC	032	COLUMBIA, SC	032
Saluda, SC	032	COLUMBIA, SC	032
Spartanburg, SC	031	GREENVILLE-SPARTANBURG, SC	031
Sumter, SC	032	COLUMBIA, SC	032
Union, SC	031	GREENVILLE-SPARTANBURG, SC	031
Williamsburg, SC	033	FLORENCE, SC	032
York, SC	029	CHARLOTTE, NC	029

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Aurora, SD	147	SIOUX FALLS, SD	146
Beadle, SD	147	SIOUX FALLS, SD	146
Bennett, SD	146	RAPID CITY, SD	146
Bon Homme, SD	103	SIOUX CITY, IA	143
Brookings, SD	147	SIOUX FALLS, SD	146
Brown, SD	148	ABERDEEN, SD	146
Brule, SD	147	SIOUX FALLS, SD	146
Buffalo, SD	146	RAPID CITY, SD	146
Butte, SD	146	RAPID CITY, SD	146
Campbell, SD	146	RAPID CITY, SD	146
Charles Mix, SD	147	SIOUX FALLS, SD	146
Clark, SD	148	ABERDEEN, SD	146
Clay, SD	103	SIOUX CITY, IA	143
Codington, SD	148	ABERDEEN, SD	146
Corson, SD	146	RAPID CITY, SD	146
Custer, SD	146	RAPID CITY, SD	146
Davison, SD	147	SIOUX FALLS, SD	146
Day, SD	148	ABERDEEN, SD	146
Deuel, SD	148	ABERDEEN, SD	146
Dewey, SD	146	RAPID CITY, SD	146
Douglas, SD	147	SIOUX FALLS, SD	146
Edmunds, SD	148	ABERDEEN, SD	146
Fall River, SD	146	RAPID CITY, SD	146
Faulk, SD	148	ABERDEEN, SD	146
Grant, SD	148	ABERDEEN, SD	146
Gregory, SD	147	SIOUX FALLS, SD	146
Haakon, SD	146	RAPID CITY, SD	146
Hamlin, SD	148	ABERDEEN, SD	146
Hand, SD	147	SIOUX FALLS, SD	146
Hanson, SD	147	SIOUX FALLS, SD	146
Harding, SD	146	RAPID CITY, SD	146
Hughes, SD	146	RAPID CITY, SD	146
Hutchinson, SD	147	SIOUX FALLS, SD	146
Hyde, SD	146	RAPID CITY, SD	146
Jackson, SD	146	RAPID CITY, SD	146
Jerauld, SD	147	SIOUX FALLS, SD	146
Jones, SD	146	RAPID CITY, SD	146
Kingsbury, SD	147	SIOUX FALLS, SD	146
Lake, SD	147	SIOUX FALLS, SD	146
Lawrence, SD	146	RAPID CITY, SD	146
Lincoln, SD	147	SIOUX FALLS, SD	146
Lyman, SD	146	RAPID CITY, SD	146
McCook, SD	147	SIOUX FALLS, SD	146
McPherson, SD	148	ABERDEEN, SD	146
Marshall, SD	148	ABERDEEN, SD	146
Meade, SD	146	RAPID CITY, SD	146
Mellette, SD	146	RAPID CITY, SD	146
Miner, SD	147	SIOUX FALLS, SD	146
Minnehaha, SD	147	SIOUX FALLS, SD	146
Moody, SD	147	SIOUX FALLS, SD	146
Pennington, SD	146	RAPID CITY, SD	146
Perkins, SD	146	RAPID CITY, SD	146
Potter, SD	146	RAPID CITY, SD	146
Roberts, SD	148	ABERDEEN, SD	146
Sanborn, SD	147	SIOUX FALLS, SD	146

National Transportation Analysis Regions (NTAR) continuation

Shannon, SD	146	RAPID CITY, SD	146
Spink, SD	148	ABERDEEN, SD	146
Stanley, SD	146	RAPID CITY, SD	146
Sully, SD	146	RAPID CITY, SD	146
Todd, SD	146	RAPID CITY, SD	146
Tripp, SD	146	RAPID CITY, SD	146
Turner, SD	147	SIOUX FALLS, SD	146
Union, SD	103	SIOUX CITY, IA	143
Walworth, SD	146	RAPID CITY, SD	146
Yankton, SD	103	SIOUX CITY, IA	143
Ziebach, SD	146	RAPID CITY, SD	146
Anderson, TN	053	KNOXVILLE, TN	053
Bedford, TN	054	NASHVILLE, TN	054
Benton, TN	055	MEMPHIS, TN	055
Bledsoe, TN	051	CHATTANOOGA, TN	051
Blount, TN	053	KNOXVILLE, TN	053
Bradley, TN	051	CHATTANOOGA, TN	051
Campbell, TN	053	KNOXVILLE, TN	053
Cannon, TN	054	NASHVILLE, TN	054
Carroll, TN	055	MEMPHIS, TN	055
Carter, TN	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Cheatham, TN	054	NASHVILLE, TN	054
Chester, TN	055	MEMPHIS, TN	055
Claiborne, TN	053	KNOXVILLE, TN	053
Clay, TN	054	NASHVILLE, TN	054
Cocke, TN	053	KNOXVILLE, TN	053
Coffee, TN	054	NASHVILLE, TN	054
Crockett, TN	055	MEMPHIS, TN	055
Cumberland, TN	053	KNOXVILLE, TN	053
Davidson, TN	054	NASHVILLE, TN	054
Decatur, TN	055	MEMPHIS, TN	055
De Kalb, TN	054	NASHVILLE, TN	054
Dickson, TN	054	NASHVILLE, TN	054
Dyer, TN	055	MEMPHIS, TN	055
Fayette, TN	055	MEMPHIS, TN	055
Fentress, TN	053	KNOXVILLE, TN	053
Franklin, TN	054	NASHVILLE, TN	054
Gibson, TN	055	MEMPHIS, TN	055
Giles, TN	054	NASHVILLE, TN	054
Grainger, TN	053	KNOXVILLE, TN	053
Greene, TN	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Grundy, TN	051	CHATTANOOGA, TN	051
Hamblen, TN	053	KNOXVILLE, TN	053
Hamilton, TN	051	CHATTANOOGA, TN	051
Hancock, TN	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Hardeman, TN	055	MEMPHIS, TN	055
Hardin, TN	055	MEMPHIS, TN	055
Hawkins, TN	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Haywood, TN	055	MEMPHIS, TN	055
Henderson, TN	055	MEMPHIS, TN	055
Henry, TN	055	MEMPHIS, TN	055

National Transportation Analysis Regions (NTAR) continuation

Hickman, TN	054	NASHVILLE, TN	054
Houston, TN	054	NASHVILLE, TN	054
Humphreys, TN	054	NASHVILLE, TN	054
Jackson, TN	054	NASHVILLE, TN	054
Jefferson, TN	053	KNOXVILLE, TN	053
Johnson, TN	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Knox, TN	053	KNOXVILLE, TN	053
Lake, TN	055	MEMPHIS, TN	055
Lauderdale, TN	055	MEMPHIS, TN	055
Lawrence, TN	054	NASHVILLE, TN	054
Lewis, TN	054	NASHVILLE, TN	054
Lincoln, TN	050	HUNTSVILLE-FLORENCE, AL	049
Loudon, TN	053	KNOXVILLE, TN	053
McMinn, TN	051	CHATTANOOGA, TN	051
McNairy, TN	055	MEMPHIS, TN	055
Macon, TN	054	NASHVILLE, TN	054
Madison, TN	055	MEMPHIS, TN	055
Marion, TN	051	CHATTANOOGA, TN	051
Marshall, TN	054	NASHVILLE, TN	054
Maury, TN	054	NASHVILLE, TN	054
Meigs, TN	051	CHATTANOOGA, TN	051
Monroe, TN	051	CHATTANOOGA, TN	051
Montgomery, TN	054	NASHVILLE, TN	054
Moore, TN	054	NASHVILLE, TN	054
Morgan, TN	053	KNOXVILLE, TN	053
Obion, TN	055	MEMPHIS, TN	055
Overton, TN	054	NASHVILLE, TN	054
Perry, TN	054	NASHVILLE, TN	054
Pickett, TN	054	NASHVILLE, TN	054
Polk, TN	051	CHATTANOOGA, TN	051
Putnam, TN	054	NASHVILLE, TN	054
Rhea, TN	051	CHATTANOOGA, TN	051
Roane, TN	053	KNOXVILLE, TN	053
Robertson, TN	054	NASHVILLE, TN	054
Rutherford, TN	054	NASHVILLE, TN	054
Scott, TN	053	KNOXVILLE, TN	053
Sequatchie, TN	051	CHATTANOOGA, TN	051
Sevier, TN	053	KNOXVILLE, TN	053
Shelby, TN	055	MEMPHIS, TN	055
Smith, TN	054	NASHVILLE, TN	054
Stewart, TN	054	NASHVILLE, TN	054
Sullivan, TN	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Sumner, TN	054	NASHVILLE, TN	054
Tipton, TN	055	MEMPHIS, TN	055
Trousdale, TN	054	NASHVILLE, TN	054
Unicoi, TN	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Union, TN	053	KNOXVILLE, TN	053
Van Buren, TN	054	NASHVILLE, TN	054
Warren, TN	054	NASHVILLE, TN	054
Washington, TN	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Wayne, TN	054	NASHVILLE, TN	054

National Transportation Analysis Regions (NTAR) continuation

Weakley, TN	055	MEMPHIS, TN	055
White, TN	054	NASHVILLE, TN	054
Williamson, TN	054	NASHVILLE, TN	054
Wilson, TN	054	NASHVILLE, TN	054
Anderson, TX	120	TYLER-LONGVIEW, TX	125
Andrews, TX	132	ODESSA-MIDLAND, TX	133
Angelina, TX	120	TYLER-LONGVIEW, TX	125
Aransas, TX	130	CORPUS CHRISTI, TX	131
Archer, TX	126	WICHITA FALLS, TX	125
Armstrong, TX	135	AMARILLO, TX	137
Atascosa, TX	129	SAN ANTONIO, TX	129
Austin, TX	122	HOUSTON, TX	122
Bailey, TX	134	LUBBOCK, TX	133
Bandera, TX	129	SAN ANTONIO, TX	129
Bastrop, TX	123	AUSTIN, TX	123
Baylor, TX	126	WICHITA FALLS, TX	125
Bee, TX	130	CORPUS CHRISTI, TX	131
Bell, TX	124	WACO-KILLEEN-TEMPLE, TX	123
Bexar, TX	129	SAN ANTONIO, TX	129
Blanco, TX	123	AUSTIN, TX	123
Borden, TX	134	LUBBOCK, TX	133
Bosque, TX	124	WACO-KILLEEN-TEMPLE, TX	123
Bowie, TX	119	TEXARKANA, TX	125
Brazoria, TX	122	HOUSTON, TX	122
Brazos, TX	122	HOUSTON, TX	122
Brewster, TX	133	EL PASO, TX	133
Briscoe, TX	135	AMARILLO, TX	137
Brooks, TX	130	CORPUS CHRISTI, TX	131
Brown, TX	127	ABILENE, TX	125
Burleson, TX	122	HOUSTON, TX	122
Burnet, TX	123	AUSTIN, TX	123
Caldwell, TX	123	AUSTIN, TX	123
Calhoun, TX	122	HOUSTON, TX	122
Callahan, TX	127	ABILENE, TX	125
Cameron, TX	131	BROWNSVILLE-MCALLEN-HARLINGEN, TX	131
Camp, TX	119	TEXARKANA, TX	125
Carson, TX	135	AMARILLO, TX	137
Cass, TX	119	TEXARKANA, TX	125
Castro, TX	135	AMARILLO, TX	137
Chambers, TX	122	HOUSTON, TX	122
Cherokee, TX	120	TYLER-LONGVIEW, TX	125
Childress, TX	135	AMARILLO, TX	137
Clay, TX	126	WICHITA FALLS, TX	125
Cochran, TX	134	LUBBOCK, TX	133
Coke, TX	128	SAN ANGELO, TX	123
Coleman, TX	127	ABILENE, TX	125
Collin, TX	125	DALLAS-FORT WORTH, TX	125
Collingsworth, TX	135	AMARILLO, TX	137
Colorado, TX	122	HOUSTON, TX	122
Comal, TX	129	SAN ANTONIO, TX	129
Comanche, TX	127	ABILENE, TX	125
Concho, TX	128	SAN ANGELO, TX	123
Cooke, TX	125	DALLAS-FORT WORTH, TX	125
Coryell, TX	124	WACO-KILLEEN-TEMPLE, TX	123
Cottle, TX	126	WICHITA FALLS, TX	125

National Transportation Analysis Regions (NTAR) continuation

Crane, TX	132	ODESSA-MIDLAND, TX	133
Crockett, TX	128	SAN ANGELO, TX	123
Crosby, TX	134	LUBBOCK, TX	133
Culberson, TX	133	EL PASO, TX	133
Dallam, TX	135	AMARILLO, TX	137
Dallas, TX	125	DALLAS-FORT WORTH, TX	125
Dawson, TX	134	LUBBOCK, TX	133
Deaf Smith, TX	135	AMARILLO, TX	137
Delta, TX	125	DALLAS-FORT WORTH, TX	125
Denton, TX	125	DALLAS-FORT WORTH, TX	125
De Witt, TX	122	HOUSTON, TX	122
Dickens, TX	134	LUBBOCK, TX	133
Dimmit, TX	129	SAN ANTONIO, TX	129
Donley, TX	135	AMARILLO, TX	137
Duval, TX	130	CORPUS CHRISTI, TX	131
Eastland, TX	127	ABILENE, TX	125
Ector, TX	132	ODESSA-MIDLAND, TX	133
Edwards, TX	129	SAN ANTONIO, TX	129
Ellis, TX	125	DALLAS-FORT WORTH, TX	125
El Paso, TX	133	EL PASO, TX	133
Erath, TX	125	DALLAS-FORT WORTH, TX	125
Falls, TX	124	WACO-KILLEEN-TEMPLE, TX	123
Fannin, TX	125	DALLAS-FORT WORTH, TX	125
Fayette, TX	122	HOUSTON, TX	122
Fisher, TX	127	ABILENE, TX	125
Floyd, TX	134	LUBBOCK, TX	133
Foard, TX	126	WICHITA FALLS, TX	125
Fort Bend, TX	122	HOUSTON, TX	122
Franklin, TX	125	DALLAS-FORT WORTH, TX	125
Freestone, TX	124	WACO-KILLEEN-TEMPLE, TX	123
Frio, TX	129	SAN ANTONIO, TX	129
Gaines, TX	134	LUBBOCK, TX	133
Galveston, TX	122	HOUSTON, TX	122
Garza, TX	134	LUBBOCK, TX	133
Gillespie, TX	129	SAN ANTONIO, TX	129
Glasscock, TX	132	ODESSA-MIDLAND, TX	133
Goliad, TX	122	HOUSTON, TX	122
Gonzales, TX	129	SAN ANTONIO, TX	129
Gray, TX	135	AMARILLO, TX	137
Grayson, TX	125	DALLAS-FORT WORTH, TX	125
Gregg, TX	120	TYLER-LONGVIEW, TX	125
Grimes, TX	122	HOUSTON, TX	122
Guadalupe, TX	129	SAN ANTONIO, TX	129
Hale, TX	134	LUBBOCK, TX	133
Hall, TX	135	AMARILLO, TX	137
Hamilton, TX	124	WACO-KILLEEN-TEMPLE, TX	123
Hansford, TX	135	AMARILLO, TX	137
Hardeman, TX	126	WICHITA FALLS, TX	125
Hardin, TX	121	BEAUMONT-PORT ARTHUR, TX	122
Harris, TX	122	HOUSTON, TX	122
Harrison, TX	120	TYLER-LONGVIEW, TX	125
Hartley, TX	135	AMARILLO, TX	137
Haskell, TX	127	ABILENE, TX	125
Hays, TX	123	AUSTIN, TX	123
Hemphill, TX	135	AMARILLO, TX	137

National Transportation Analysis Regions (NTAR) continuation

Henderson, TX	120	TYLER-LONGVIEW, TX	125
Hidalgo, TX	131	BROWNSVILLE-MCALLEN-HARLINGEN, TX	131
Hill, TX	124	WACO-KILLEEN-TEMPLE, TX	123
Hockley, TX	134	LUBBOCK, TX	133
Hood, TX	125	DALLAS-FORT WORTH, TX	125
Hopkins, TX	125	DALLAS-FORT WORTH, TX	125
Houston, TX	120	TYLER-LONGVIEW, TX	125
Howard, TX	132	ODESSA-MIDLAND, TX	133
Hudspeth, TX	133	EL PASO, TX	133
Hunt, TX	125	DALLAS-FORT WORTH, TX	125
Hutchinson, TX	135	AMARILLO, TX	137
Irion, TX	128	SAN ANGELO, TX	123
Jack, TX	125	DALLAS-FORT WORTH, TX	125
Jackson, TX	122	HOUSTON, TX	122
Jasper, TX	121	BEAUMONT-PORT ARTHUR, TX	122
Jeff Davis, TX	133	EL PASO, TX	133
Jefferson, TX	121	BEAUMONT-PORT ARTHUR, TX	122
Jim Hogg, TX	129	SAN ANTONIO, TX	129
Jim Wells, TX	130	CORPUS CHRISTI, TX	131
Johnson, TX	125	DALLAS-FORT WORTH, TX	125
Jones, TX	127	ABILENE, TX	125
Karnes, TX	129	SAN ANTONIO, TX	129
Kaufman, TX	125	DALLAS-FORT WORTH, TX	125
Kendall, TX	129	SAN ANTONIO, TX	129
Kenedy, TX	130	CORPUS CHRISTI, TX	131
Kent, TX	127	ABILENE, TX	125
Kerr, TX	129	SAN ANTONIO, TX	129
Kimble, TX	128	SAN ANGELO, TX	123
King, TX	134	LUBBOCK, TX	133
Kinney, TX	129	SAN ANTONIO, TX	129
Kleberg, TX	130	CORPUS CHRISTI, TX	131
Knox, TX	127	ABILENE, TX	125
Lamar, TX	119	TEXARKANA, TX	125
Lamb, TX	134	LUBBOCK, TX	133
Lampasas, TX	124	WACO-KILLEEN-TEMPLE, TX	123
La Salle, TX	129	SAN ANTONIO, TX	129
Lavaca, TX	122	HOUSTON, TX	122
Lee, TX	123	AUSTIN, TX	123
Leon, TX	122	HOUSTON, TX	122
Liberty, TX	122	HOUSTON, TX	122
Limestone, TX	124	WACO-KILLEEN-TEMPLE, TX	123
Lipscomb, TX	135	AMARILLO, TX	137
Live Oak, TX	130	CORPUS CHRISTI, TX	131
Llano, TX	123	AUSTIN, TX	123
Loving, TX	132	ODESSA-MIDLAND, TX	133
Lubbock, TX	134	LUBBOCK, TX	133
Lynn, TX	134	LUBBOCK, TX	133
McCulloch, TX	128	SAN ANGELO, TX	123
McLennan, TX	124	WACO-KILLEEN-TEMPLE, TX	123
McMullen, TX	129	SAN ANTONIO, TX	129
Madison, TX	122	HOUSTON, TX	122
Marion, TX	120	TYLER-LONGVIEW, TX	125
Martin, TX	132	ODESSA-MIDLAND, TX	133
Mason, TX	128	SAN ANGELO, TX	123
Matagorda, TX	122	HOUSTON, TX	122

National Transportation Analysis Regions (NTAR) continuation

Maverick, TX	129	SAN ANTONIO, TX	129
Medina, TX	129	SAN ANTONIO, TX	129
Menard, TX	128	SAN ANGELO, TX	123
Midland, TX	132	ODESSA-MIDLAND, TX	133
Milam, TX	124	WACO-KILLEEN-TEMPLE, TX	123
Mills, TX	124	WACO-KILLEEN-TEMPLE, TX	123
Mitchell, TX	127	ABILENE, TX	125
Montague, TX	125	DALLAS-FORT WORTH, TX	125
Montgomery, TX	122	HOUSTON, TX	122
Moore, TX	135	AMARILLO, TX	137
Morris, TX	119	TEXARKANA, TX	125
Motley, TX	134	LUBBOCK, TX	133
Nacogdoches, TX	120	TYLER-LONGVIEW, TX	125
Navarro, TX	125	DALLAS-FORT WORTH, TX	125
Newton, TX	121	BEAUMONT-PORT ARTHUR, TX	122
Nolan, TX	127	ABILENE, TX	125
Nueces, TX	130	CORPUS CHRISTI, TX	131
Ochiltree, TX	135	AMARILLO, TX	137
Oldham, TX	135	AMARILLO, TX	137
Orange, TX	121	BEAUMONT-PORT ARTHUR, TX	122
Palo Pinto, TX	125	DALLAS-FORT WORTH, TX	125
Panola, TX	120	TYLER-LONGVIEW, TX	125
Parker, TX	125	DALLAS-FORT WORTH, TX	125
Parmer, TX	135	AMARILLO, TX	137
Pecos, TX	132	ODESSA-MIDLAND, TX	133
Polk, TX	122	HOUSTON, TX	122
Potter, TX	135	AMARILLO, TX	137
Presidio, TX	133	EL PASO, TX	133
Rains, TX	125	DALLAS-FORT WORTH, TX	125
Randall, TX	135	AMARILLO, TX	137
Reagan, TX	128	SAN ANGELO, TX	123
Real, TX	129	SAN ANTONIO, TX	129
Red River, TX	119	TEXARKANA, TX	125
Reeves, TX	132	ODESSA-MIDLAND, TX	133
Refugio, TX	130	CORPUS CHRISTI, TX	131
Roberts, TX	135	AMARILLO, TX	137
Robertson, TX	122	HOUSTON, TX	122
Rockwall, TX	125	DALLAS-FORT WORTH, TX	125
Runnels, TX	128	SAN ANGELO, TX	123
Rusk, TX	120	TYLER-LONGVIEW, TX	125
Sabine, TX	121	BEAUMONT-PORT ARTHUR, TX	122
San Augustine, TX	120	TYLER-LONGVIEW, TX	125
San Jacinto, TX	122	HOUSTON, TX	122
San Patricio, TX	130	CORPUS CHRISTI, TX	131
San Saba, TX	128	SAN ANGELO, TX	123
Schleicher, TX	128	SAN ANGELO, TX	123
Scurry, TX	127	ABILENE, TX	125
Shackelford, TX	127	ABILENE, TX	125
Shelby, TX	120	TYLER-LONGVIEW, TX	125
Sherman, TX	135	AMARILLO, TX	137
Smith, TX	120	TYLER-LONGVIEW, TX	125
Somervell, TX	125	DALLAS-FORT WORTH, TX	125
Starr, TX	131	BROWNSVILLE-MCALLEN-HARLINGEN, TX	131
Stephens, TX	127	ABILENE, TX	125
Sterling, TX	128	SAN ANGELO, TX	123

National Transportation Analysis Regions (NTAR) continuation

Stonewall, TX	127	ABILENE, TX	125
Sutton, TX	128	SAN ANGELO, TX	123
Swisher, TX	135	AMARILLO, TX	137
Tarrant, TX	125	DALLAS-FORT WORTH, TX	125
Taylor, TX	127	ABILENE, TX	125
Terrell, TX	128	SAN ANGELO, TX	123
Terry, TX	134	LUBBOCK, TX	133
Throckmorton, TX	127	ABILENE, TX	125
Titus, TX	119	TEXARKANA, TX	125
Tom Green, TX	128	SAN ANGELO, TX	123
Travis, TX	123	AUSTIN, TX	123
Trinity, TX	122	HOUSTON, TX	122
Tyler, TX	121	BEAUMONT-PORT ARTHUR, TX	122
Upshur, TX	120	TYLER-LONGVIEW, TX	125
Upton, TX	132	ODESSA-MIDLAND, TX	133
Uvalde, TX	129	SAN ANTONIO, TX	129
Val Verde, TX	129	SAN ANTONIO, TX	129
Van Zandt, TX	125	DALLAS-FORT WORTH, TX	125
Victoria, TX	122	HOUSTON, TX	122
Walker, TX	122	HOUSTON, TX	122
Waller, TX	122	HOUSTON, TX	122
Ward, TX	132	ODESSA-MIDLAND, TX	133
Washington, TX	122	HOUSTON, TX	122
Webb, TX	129	SAN ANTONIO, TX	129
Wharton, TX	122	HOUSTON, TX	122
Wheeler, TX	135	AMARILLO, TX	137
Wichita, TX	126	WICHITA FALLS, TX	125
Wilbarger, TX	126	WICHITA FALLS, TX	125
Willacy, TX	131	BROWNSVILLE-MCALLEN-HARLINGEN, TX	131
Williamson, TX	123	AUSTIN, TX	123
Wilson, TX	129	SAN ANTONIO, TX	129
Winkler, TX	132	ODESSA-MIDLAND, TX	133
Wise, TX	125	DALLAS-FORT WORTH, TX	125
Wood, TX	120	TYLER-LONGVIEW, TX	125
Yoakum, TX	134	LUBBOCK, TX	133
Young, TX	126	WICHITA FALLS, TX	125
Zapata, TX	129	SAN ANTONIO, TX	129
Zavala, TX	129	SAN ANTONIO, TX	129
Beaver, UT	163	LAS VEGAS, NV	163
Box Elder, UT	165	SALT LAKE CITY-OGDEN, UT	165
Cache, UT	165	SALT LAKE CITY-OGDEN, UT	165
Carbon, UT	165	SALT LAKE CITY-OGDEN, UT	165
Daggett, UT	165	SALT LAKE CITY-OGDEN, UT	165
Davis, UT	165	SALT LAKE CITY-OGDEN, UT	165
Duchesne, UT	165	SALT LAKE CITY-OGDEN, UT	165
Emery, UT	165	SALT LAKE CITY-OGDEN, UT	165
Garfield, UT	163	LAS VEGAS, NV	163
Grand, UT	159	GRAND JUNCTION, CO	157
Iron, UT	163	LAS VEGAS, NV	163
Juab, UT	165	SALT LAKE CITY-OGDEN, UT	165
Kane, UT	163	LAS VEGAS, NV	163
Millard, UT	165	SALT LAKE CITY-OGDEN, UT	165
Morgan, UT	165	SALT LAKE CITY-OGDEN, UT	165
Piute, UT	165	SALT LAKE CITY-OGDEN, UT	165
Rich, UT	165	SALT LAKE CITY-OGDEN, UT	165

National Transportation Analysis Regions (NTAR) continuation

Salt Lake, UT	165	SALT LAKE CITY-OGDEN, UT	165
San Juan, UT	159	GRAND JUNCTION, CO	157
Sanpete, UT	165	SALT LAKE CITY-OGDEN, UT	165
Sevier, UT	165	SALT LAKE CITY-OGDEN, UT	165
Summit, UT	165	SALT LAKE CITY-OGDEN, UT	165
Tooele, UT	165	SALT LAKE CITY-OGDEN, UT	165
Uintah, UT	165	SALT LAKE CITY-OGDEN, UT	165
Utah, UT	165	SALT LAKE CITY-OGDEN, UT	165
Wasatch, UT	165	SALT LAKE CITY-OGDEN, UT	165
Washington, UT	163	LAS VEGAS, NV	163
Wayne, UT	165	SALT LAKE CITY-OGDEN, UT	165
Weber, UT	165	SALT LAKE CITY-OGDEN, UT	165
Addison, VT	003	BURLINGTON, VT	007
Bennington, VT	007	ALBANY-SCHENECTADY-TROY, NY	007
Caledonia, VT	003	BURLINGTON, VT	007
Chittenden, VT	003	BURLINGTON, VT	007
Essex, VT	003	BURLINGTON, VT	007
Franklin, VT	003	BURLINGTON, VT	007
Grand Isle, VT	003	BURLINGTON, VT	007
Lamoille, VT	003	BURLINGTON, VT	007
Orange, VT	003	BURLINGTON, VT	007
Orleans, VT	003	BURLINGTON, VT	007
Rutland, VT	003	BURLINGTON, VT	007
Washington, VT	003	BURLINGTON, VT	007
Windham, VT	006	HARTFORD-NEW HAVEN-SPRINGFIELD, CT-MA	006
Windsor, VT	003	BURLINGTON, VT	007
Accomack, VA	019	BALTIMORE, MD	019
Albemarle, VA	022	RICHMOND-PETERSBURG, VA	022
Alleghany, VA	021	ROANOKE-LYNCHBURG, VA	021
Amelia, VA	022	RICHMOND-PETERSBURG, VA	022
Amherst, VA	021	ROANOKE-LYNCHBURG, VA	021
Appomattox, VA	021	ROANOKE-LYNCHBURG, VA	021
Arlington, VA	020	WASHINGTON, DC	019
Augusta, VA	021	ROANOKE-LYNCHBURG, VA	021
Bath, VA	021	ROANOKE-LYNCHBURG, VA	021
Bedford, VA	021	ROANOKE-LYNCHBURG, VA	021
Bland, VA	021	ROANOKE-LYNCHBURG, VA	021
Botetourt, VA	021	ROANOKE-LYNCHBURG, VA	021
Brunswick, VA	022	RICHMOND-PETERSBURG, VA	022
Buchanan, VA	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Buckingham, VA	022	RICHMOND-PETERSBURG, VA	022
Campbell, VA	021	ROANOKE-LYNCHBURG, VA	021
Caroline, VA	022	RICHMOND-PETERSBURG, VA	022
Carroll, VA	021	ROANOKE-LYNCHBURG, VA	021
Charles City, VA	022	RICHMOND-PETERSBURG, VA	022
Charlotte, VA	022	RICHMOND-PETERSBURG, VA	022
Chesterfield, VA	022	RICHMOND-PETERSBURG, VA	022
Clarke, VA	020	WASHINGTON, DC	019
Craig, VA	021	ROANOKE-LYNCHBURG, VA	021
Culpeper, VA	020	WASHINGTON, DC	019
Cumberland, VA	022	RICHMOND-PETERSBURG, VA	022
Dickenson, VA	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053

National Transportation Analysis Regions (NTAR) continuation

Dinwiddie, VA	022	RICHMOND-PETERSBURG, VA	022
Essex, VA	022	RICHMOND-PETERSBURG, VA	022
Fairfax, VA	020	WASHINGTON, DC	019
Fauquier, VA	020	WASHINGTON, DC	019
Floyd, VA	021	ROANOKE-LYNCHBURG, VA	021
Fluvanna, VA	022	RICHMOND-PETERSBURG, VA	022
Franklin, VA	021	ROANOKE-LYNCHBURG, VA	021
Frederick, VA	020	WASHINGTON, DC	019
Giles, VA	021	ROANOKE-LYNCHBURG, VA	021
Gloucester, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Goochland, VA	022	RICHMOND-PETERSBURG, VA	022
Grayson, VA	021	ROANOKE-LYNCHBURG, VA	021
Greene, VA	022	RICHMOND-PETERSBURG, VA	022
Greensville, VA	022	RICHMOND-PETERSBURG, VA	022
Halifax, VA	022	RICHMOND-PETERSBURG, VA	022
Hanover, VA	022	RICHMOND-PETERSBURG, VA	022
Henrico, VA	022	RICHMOND-PETERSBURG, VA	022
Henry, VA	021	ROANOKE-LYNCHBURG, VA	021
Highland, VA	021	ROANOKE-LYNCHBURG, VA	021
Isle of Wight, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
James City, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
King and Queen, VA	022	RICHMOND-PETERSBURG, VA	022
King George, VA	020	WASHINGTON, DC	019
King William, VA	022	RICHMOND-PETERSBURG, VA	022
Lancaster, VA	022	RICHMOND-PETERSBURG, VA	022
Lee, VA	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Loudoun, VA	020	WASHINGTON, DC	019
Louisa, VA	022	RICHMOND-PETERSBURG, VA	022
Lunenburg, VA	022	RICHMOND-PETERSBURG, VA	022
Madison, VA	022	RICHMOND-PETERSBURG, VA	022
Mathews, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Mecklenburg, VA	022	RICHMOND-PETERSBURG, VA	022
Middlesex, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Montgomery, VA	021	ROANOKE-LYNCHBURG, VA	021
Nelson, VA	021	ROANOKE-LYNCHBURG, VA	021
New Kent, VA	022	RICHMOND-PETERSBURG, VA	022
Northampton, VA	019	BALTIMORE, MD	019
Northumberland, VA	022	RICHMOND-PETERSBURG, VA	022
Nottoway, VA	022	RICHMOND-PETERSBURG, VA	022
Orange, VA	022	RICHMOND-PETERSBURG, VA	022
Page, VA	020	WASHINGTON, DC	019
Patrick, VA	021	ROANOKE-LYNCHBURG, VA	021
Pittsylvania, VA	021	ROANOKE-LYNCHBURG, VA	021
Powhatan, VA	022	RICHMOND-PETERSBURG, VA	022
Prince Edward, VA	022	RICHMOND-PETERSBURG, VA	022
Prince George, VA	022	RICHMOND-PETERSBURG, VA	022
Prince William, VA	020	WASHINGTON, DC	019
Pulaski, VA	021	ROANOKE-LYNCHBURG, VA	021
Rappahannock, VA	020	WASHINGTON, DC	019

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Richmond, VA	022	RICHMOND-PETERSBURG, VA	022
Roanoke, VA	021	ROANOKE-LYNCHBURG, VA	021
Rockbridge, VA	021	ROANOKE-LYNCHBURG, VA	021
Rockingham, VA	021	ROANOKE-LYNCHBURG, VA	021
Russell, VA	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Scott, VA	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Shenandoah, VA	020	WASHINGTON, DC	019
Smyth, VA	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Southampton, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Spotsylvania, VA	020	WASHINGTON, DC	019
Stafford, VA	020	WASHINGTON, DC	019
Surry, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Sussex, VA	022	RICHMOND-PETERSBURG, VA	022
Tazewell, VA	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Warren, VA	020	WASHINGTON, DC	019
Washington, VA	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Westmoreland, VA	020	WASHINGTON, DC	019
Wise, VA	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Wythe, VA	021	ROANOKE-LYNCHBURG, VA	021
York, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Alexandria, VA	020	WASHINGTON, DC	019
Bedford, VA	021	ROANOKE-LYNCHBURG, VA	021
Bristol, VA	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Buena Vista, VA	021	ROANOKE-LYNCHBURG, VA	021
Charlottesville, VA	022	RICHMOND-PETERSBURG, VA	022
Chesapeake, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Clifton Forge, VA	021	ROANOKE-LYNCHBURG, VA	021
Colonial Heights, VA	022	RICHMOND-PETERSBURG, VA	022
Covington, VA	021	ROANOKE-LYNCHBURG, VA	021
Danville, VA	021	ROANOKE-LYNCHBURG, VA	021
Emporia, VA	022	RICHMOND-PETERSBURG, VA	022
Fairfax, VA	020	WASHINGTON, DC	019
Falls Church, VA	020	WASHINGTON, DC	019
Franklin, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Fredericksburg, VA	020	WASHINGTON, DC	019
Galax, VA	021	ROANOKE-LYNCHBURG, VA	021
Hampton, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Harrisonburg, VA	021	ROANOKE-LYNCHBURG, VA	021
Hopewell, VA	022	RICHMOND-PETERSBURG, VA	022
Lexington, VA	021	ROANOKE-LYNCHBURG, VA	021
Lynchburg, VA	021	ROANOKE-LYNCHBURG, VA	021
Manassas, VA	020	WASHINGTON, DC	019

National Transportation Analysis Regions (NTAR) continuation

Manassas Park, VA	020	WASHINGTON, DC	019
Martinsville, VA	021	ROANOKE-LYNCHBURG, VA	021
Newport News, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Norfolk, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Norton, VA	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Petersburg, VA	022	RICHMOND-PETERSBURG, VA	022
Poquoson, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Portsmouth, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Radford, VA	021	ROANOKE-LYNCHBURG, VA	021
Richmond, VA	022	RICHMOND-PETERSBURG, VA	022
Roanoke, VA	021	ROANOKE-LYNCHBURG, VA	021
Salem, VA	021	ROANOKE-LYNCHBURG, VA	021
South Boston, VA	022	RICHMOND-PETERSBURG, VA	022
Staunton, VA	021	ROANOKE-LYNCHBURG, VA	021
Suffolk, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Virginia Beach, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Waynesboro, VA	021	ROANOKE-LYNCHBURG, VA	021
Williamsburg, VA	023	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	023
Winchester, VA	020	WASHINGTON, DC	019
Adams, WA	168	SPOKANE, WA	167
Asotin, WA	168	SPOKANE, WA	167
Benton, WA	169	RICHLAND, WA	167
Chelan, WA	170	YAKIMA, WA	167
Clallam, WA	171	SEATTLE, WA	171
Clark, WA	172	PORTLAND, OR	172
Columbia, WA	168	SPOKANE, WA	167
Cowlitz, WA	172	PORTLAND, OR	172
Douglas, WA	170	YAKIMA, WA	167
Ferry, WA	168	SPOKANE, WA	167
Franklin, WA	169	RICHLAND, WA	167
Garfield, WA	168	SPOKANE, WA	167
Grant, WA	170	YAKIMA, WA	167
Grays Harbor, WA	171	SEATTLE, WA	171
Island, WA	171	SEATTLE, WA	171
Jefferson, WA	171	SEATTLE, WA	171
King, WA	171	SEATTLE, WA	171
Kitsap, WA	171	SEATTLE, WA	171
Kittitas, WA	170	YAKIMA, WA	167
Klickitat, WA	172	PORTLAND, OR	172
Lewis, WA	171	SEATTLE, WA	171
Lincoln, WA	168	SPOKANE, WA	167
Mason, WA	171	SEATTLE, WA	171
Okanogan, WA	170	YAKIMA, WA	167
Pacific, WA	171	SEATTLE, WA	171
Pend Oreille, WA	168	SPOKANE, WA	167
Pierce, WA	171	SEATTLE, WA	171
San Juan, WA	171	SEATTLE, WA	171

National Transportation Analysis Regions (NTAR) continuation

Skagit, WA	171	SEATTLE, WA	171
Skamania, WA	172	PORTLAND, OR	172
Snohomish, WA	171	SEATTLE, WA	171
Spokane, WA	168	SPOKANE, WA	167
Stevens, WA	168	SPOKANE, WA	167
Thurston, WA	171	SEATTLE, WA	171
Wahkiakum, WA	172	PORTLAND, OR	172
Walla Walla, WA	169	RICHLAND, WA	167
Whatcom, WA	171	SEATTLE, WA	171
Whitman, WA	168	SPOKANE, WA	167
Yakima, WA	170	YAKIMA, WA	167
Barbour, WV	061	MORGANTOWN-FAIRMONT, WV	016
Berkeley, WV	020	WASHINGTON, DC	019
Boone, WV	060	CHARLESTON, WV	021
Braxton, WV	060	CHARLESTON, WV	021
Brooke, WV	063	WHEELING-STEUBENVILLE-WIERTON, WV-OH	016
Cabell, WV	059	HUNTINGTON, WV	058
Calhoun, WV	060	CHARLESTON, WV	021
Clay, WV	060	CHARLESTON, WV	021
Doddridge, WV	061	MORGANTOWN-FAIRMONT, WV	016
Fayette, WV	060	CHARLESTON, WV	021
Gilmer, WV	060	CHARLESTON, WV	021
Grant, WV	020	WASHINGTON, DC	019
Greenbrier, WV	060	CHARLESTON, WV	021
Hampshire, WV	020	WASHINGTON, DC	019
Hancock, WV	063	WHEELING-STEUBENVILLE-WIERTON, WV-OH	016
Hardy, WV	020	WASHINGTON, DC	019
Harrison, WV	061	MORGANTOWN-FAIRMONT, WV	016
Jackson, WV	060	CHARLESTON, WV	021
Jefferson, WV	020	WASHINGTON, DC	019
Kanawha, WV	060	CHARLESTON, WV	021
Lewis, WV	061	MORGANTOWN-FAIRMONT, WV	016
Lincoln, WV	059	HUNTINGTON, WV	058
Logan, WV	059	HUNTINGTON, WV	058
McDowell, WV	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Marion, WV	061	MORGANTOWN-FAIRMONT, WV	016
Marshall, WV	063	WHEELING-STEUBENVILLE-WIERTON, WV-OH	016
Mason, WV	059	HUNTINGTON, WV	058
Mercer, WV	052	JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	053
Mineral, WV	016	PITTSBURGH, PA	016
Mingo, WV	059	HUNTINGTON, WV	058
Monongalia, WV	061	MORGANTOWN-FAIRMONT, WV	016
Monroe, WV	060	CHARLESTON, WV	021
Morgan, WV	020	WASHINGTON, DC	019
Nicholas, WV	060	CHARLESTON, WV	021
Ohio, WV	063	WHEELING-STEUBENVILLE-WIERTON, WV-OH	016
Pendleton, WV	021	ROANOKE-LYNCHBURG, VA	021
Pleasants, WV	062	PARKERSBURG, WV	016
Pocahontas, WV	060	CHARLESTON, WV	021

National Transportation Analysis Regions (NTAR) continuation

Preston, WV	061	MORGANTOWN-FAIRMONT, WV	016
Putnam, WV	060	CHARLESTON, WV	021
Raleigh, WV	060	CHARLESTON, WV	021
Randolph, WV	061	MORGANTOWN-FAIRMONT, WV	016
Ritchie, WV	062	PARKERSBURG, WV	016
Roane, WV	060	CHARLESTON, WV	021
Summers, WV	060	CHARLESTON, WV	021
Taylor, WV	061	MORGANTOWN-FAIRMONT, WV	016
Tucker, WV	061	MORGANTOWN-FAIRMONT, WV	016
Tyler, WV	063	WHEELING-STEUBENVILLE-WIERTON, WV-OH	016
Upshur, WV	061	MORGANTOWN-FAIRMONT, WV	016
Wayne, WV	059	HUNTINGTON, WV	058
Webster, WV	060	CHARLESTON, WV	021
Wetzel, WV	063	WHEELING-STEUBENVILLE-WIERTON, WV-OH	016
Wirt, WV	062	PARKERSBURG, WV	016
Wood, WV	062	PARKERSBURG, WV	016
Wyoming, WV	060	CHARLESTON, WV	021
Adams, WI	090	MADISON, WI	089
Ashland, WI	095	DULUTH, MN	095
Barron, WI	092	EAU CLAIRE, WI	096
Bayfield, WI	095	DULUTH, MN	095
Brown, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Buffalo, WI	091	LA CROSSE, WI	096
Burnett, WI	096	MINNEAPOLIS-ST. PAUL, MN	096
Calumet, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Chippewa, WI	092	EAU CLAIRE, WI	096
Clark, WI	093	WAUSAU, WI	094
Columbia, WI	090	MADISON, WI	089
Crawford, WI	098	DUBUQUE, IA	089
Dane, WI	090	MADISON, WI	089
Dodge, WI	089	MILWAUKEE, WI	089
Door, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Douglas, WI	095	DULUTH, MN	095
Dunn, WI	092	EAU CLAIRE, WI	096
Eau Claire, WI	092	EAU CLAIRE, WI	096
Florence, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Fond du Lac, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Forest, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Grant, WI	098	DUBUQUE, IA	089
Green, WI	090	MADISON, WI	089
Green Lake, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Iowa, WI	090	MADISON, WI	089
Iron, WI	095	DULUTH, MN	095
Jackson, WI	091	LA CROSSE, WI	096
Jefferson, WI	089	MILWAUKEE, WI	089
Juneau, WI	091	LA CROSSE, WI	096
Kenosha, WI	083	CHICAGO, IL	083
Kewaunee, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
La Crosse, WI	091	LA CROSSE, WI	096
Lafayette, WI	098	DUBUQUE, IA	089
Langlade, WI	093	WAUSAU, WI	094
Lincoln, WI	093	WAUSAU, WI	094
Manitowoc, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094

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Marathon, WI	093	WAUSAU, WI	094
Marinette, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Marquette, WI	090	MADISON, WI	089
Menominee, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Milwaukee, WI	089	MILWAUKEE, WI	089
Monroe, WI	091	LA CROSSE, WI	096
Oconto, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Oneida, WI	093	WAUSAU, WI	094
Outagamie, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Ozaukee, WI	089	MILWAUKEE, WI	089
Pepin, WI	092	EAU CLAIRE, WI	096
Pierce, WI	096	MINNEAPOLIS-ST. PAUL, MN	096
Polk, WI	096	MINNEAPOLIS-ST. PAUL, MN	096
Portage, WI	093	WAUSAU, WI	094
Price, WI	093	WAUSAU, WI	094
Racine, WI	089	MILWAUKEE, WI	089
Richland, WI	090	MADISON, WI	089
Rock, WI	088	ROCKFORD, IL	083
Rusk, WI	092	EAU CLAIRE, WI	096
St. Croix, WI	096	MINNEAPOLIS-ST. PAUL, MN	096
Sauk, WI	090	MADISON, WI	089
Sawyer, WI	092	EAU CLAIRE, WI	096
Shawano, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Sheboygan, WI	089	MILWAUKEE, WI	089
Taylor, WI	093	WAUSAU, WI	094
Trempealeau, WI	091	LA CROSSE, WI	096
Vernon, WI	091	LA CROSSE, WI	096
Vilas, WI	093	WAUSAU, WI	094
Walworth, WI	089	MILWAUKEE, WI	089
Washburn, WI	092	EAU CLAIRE, WI	096
Washington, WI	089	MILWAUKEE, WI	089
Waukesha, WI	089	MILWAUKEE, WI	089
Waupaca, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Waushara, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Winnebago, WI	094	APPLETON-GREEN BAY-OSHKOSH, WI	094
Wood, WI	093	WAUSAU, WI	094
Albany, WY	156	CHEYENNE-CASPER, WY	157
Big Horn, WY	155	BILLINGS, MT	153
Campbell, WY	156	CHEYENNE-CASPER, WY	157
Carbon, WY	156	CHEYENNE-CASPER, WY	157
Converse, WY	156	CHEYENNE-CASPER, WY	157
Crook, WY	146	RAPID CITY, SD	146
Fremont, WY	156	CHEYENNE-CASPER, WY	157
Goshen, WY	145	SCOTTSBLUFF, NE	157
Hot Springs, WY	155	BILLINGS, MT	153
Johnson, WY	156	CHEYENNE-CASPER, WY	157
Laramie, WY	156	CHEYENNE-CASPER, WY	157
Lincoln, WY	165	SALT LAKE CITY-OGDEN, UT	165
Natrona, WY	156	CHEYENNE-CASPER, WY	157
Niobrara, WY	146	RAPID CITY, SD	146
Park, WY	155	BILLINGS, MT	153
Platte, WY	156	CHEYENNE-CASPER, WY	157
Sheridan, WY	155	BILLINGS, MT	153
Sublette, WY	165	SALT LAKE CITY-OGDEN, UT	165
Sweetwater, WY	165	SALT LAKE CITY-OGDEN, UT	165

National Transportation Analysis Regions (NTAR) continuation

Teton, WY	166	POCATELLO-IDAHO FALLS, ID	165
Uinta, WY	165	SALT LAKE CITY-OGDEN, UT	165
Washakie, WY	155	BILLINGS, MT	153
Weston, WY	146	RAPID CITY, SD	146