U. S. Department
of Transportation

**Federal Highway Administration**

Office of Highway
Policy Information

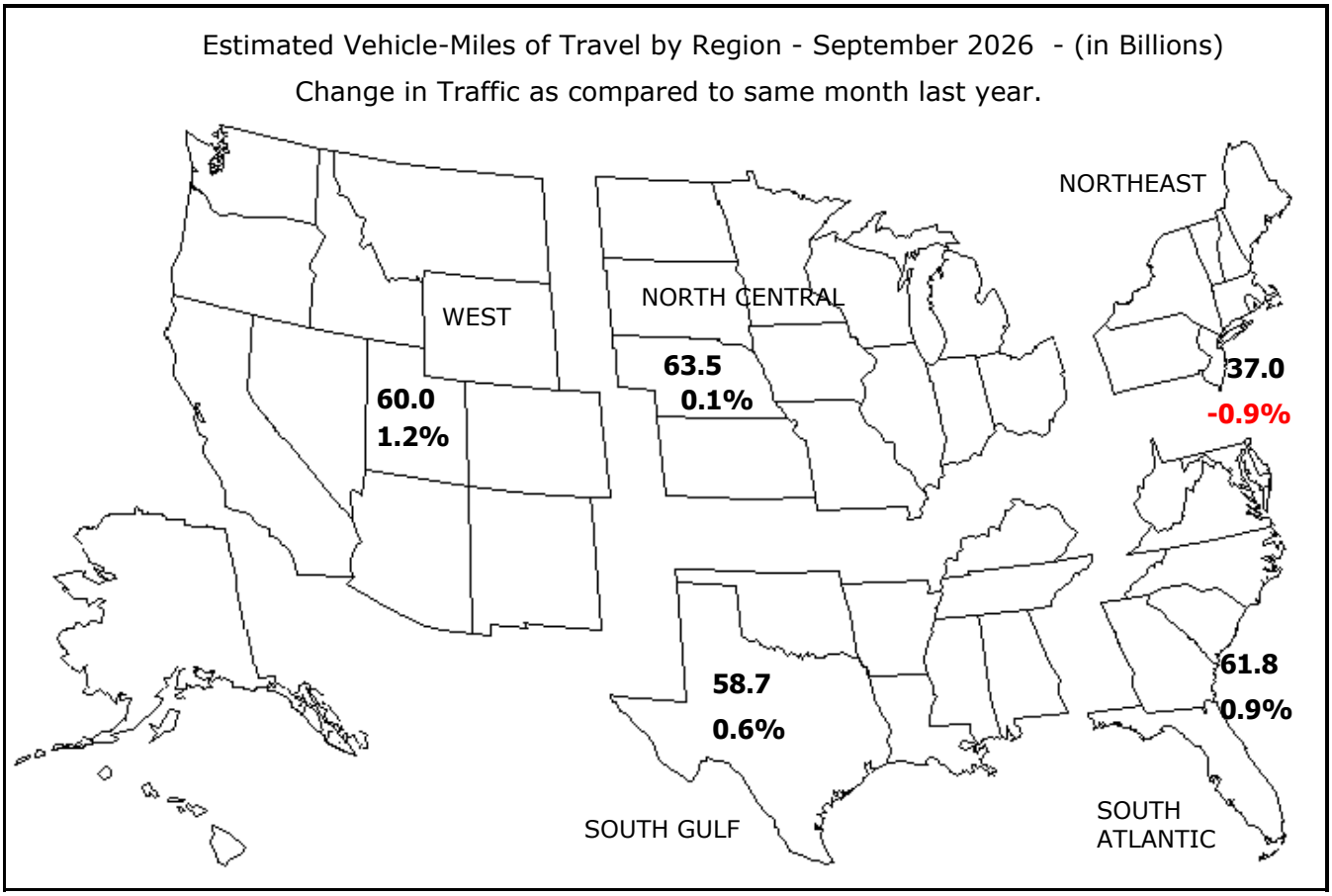
# TRAFFIC VOLUME TRENDS

## September 2026

Travel on all roads and streets changed by **+0.5%** (+1.3 billion vehicle miles) for September 2026 as compared with September 2025. Travel for the month is estimated to be 281.0 billion vehicle miles.

The seasonally adjusted vehicle miles traveled for September 2026 is 278.1 billion miles, a **-0.1%** (-0.3 billion vehicle miles) change over September 2025. It also represents a **-0.2%** change (-0.5 billion vehicle miles) compared with August 2026.

Cumulative Travel for 2026 changed by **+0.5%** (+12.8 billion vehicle miles). The cumulative estimate for the year is 2,515.9 billion vehicle miles of travel.




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

All vehicle-miles of travel computed with Highway Statistics 2024 Table VM-2 as a base.

Compiled with data on hand as of November 10, 2026.

Some historical data were revised based on HPMS and amended TVT data as of December 2024.

For information on total licensed drivers in the U.S. visit http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm. Select the year of interest then Section 6 (Driver Licensing).

For information on total registered motor vehicles in the U.S., visit http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm Select the year of interest and Section 7 (Motor Vehicles).

To facilitate historic analysis, the VMT values for the seasonally adjusted series have been updated for the 12 months prior to the current month and in all other months, held at the value from last month's release.

# Traffic Volume Trends - September 2026



Based on preliminary reports from the State Highway Agencies, travel during September 2026 on all roads and streets in the nation changed by **+0.5%** (+1.3 billion vehicle miles) resulting in estimated travel for the month at **281.0**** billion vehicle-miles.

This total includes **89.0** billion vehicle-miles on rural roads and **191.9** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by **+0.5%** (+12.8 billion vehicle miles).

The larger changes to rural and urban travel are primarily because of the expansion in urban boundaries reflected in the 2010 census. Travel estimates for 2014 and beyond will also reflect this adjustment.

Travel for the current month, the cumulative yearly total, as well as the moving 12-month total on all roads and streets is shown below. Similar totals for each year since 2001 are also included.

Travel in Millions of Vehicle Miles

All Roads and Streets

| Year | September | Year to Date | Moving 12-Month |
|---|---|---|---|
| 2001 | 226,312 | 2,094,466 | 2,772,166 |
| 2002 | 233,625 | 2,145,045 | 2,846,190 |
| 2003 | 237,451 | 2,163,938 | 2,874,402 |
| 2004 | 243,515 | 2,225,468 | 2,951,752 |
| 2005 | 242,240 | 2,249,168 | 2,988,489 |
| 2006 | 245,605 | 2,262,644 | 3,002,906 |
| 2007 | 245,965 | 2,282,330 | 3,033,802 |
| 2008 | 239,607 | 2,239,454 | 2,986,946 |
| 2009 | 241,970 | 2,227,698 | 2,961,753 |
| 2010 | 244,682 | 2,230,491 | 2,959,557 |
| 2011 | 242,062 | 2,215,151 | 2,951,926 |
| 2012 | 238,867 | 2,235,925 | 2,971,175 |
| 2013 | 242,536 | 2,248,241 | 2,980,885 |
| 2014 | 247,688 | 2,266,938 | 3,006,978 |
| 2015 | 255,090 | 2,318,636 | 3,077,503 |
| 2016 | 262,039 | 2,378,866 | 3,155,602 |
| 2017 | 265,212 | 2,407,342 | 3,202,884 |
| 2018 | 267,434 | 2,428,101 | 3,233,107 |
| 2019 | 273,319 | 2,455,727 | 3,267,953 |
| 2020 | 257,531 | 2,157,274 | 2,963,318 |
| 2021 | 270,461 | 2,340,750 | 3,087,097 |
| 2022 | 275,638 | 2,398,760 | 3,198,098 |
| 2023 | 273,125 | 2,447,296 | 3,244,727 |
| 2024 | 274,144 | 2,477,984 | 3,277,505 |
| 2025 | 279,656 | 2,503,076 | 3,319,123 |
| 2026 | 280,960 | 2,515,925 | 3,336,330 |

Traffic Volume Trends is a monthly report based on hourly traffic count data. These data, collected at approximately 5,000 continuous traffic counting locations nationwide, are used to determine the percent change in traffic for the current month compared to the same month in the previous year. This percent change is applied to the travel for the same month of the previous year to obtain an estimate of travel for the current month. Because of the limited sample sizes, caution should be used with these estimates. The Highway Performance Monitoring System provides more accurate information on an annual basis.

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

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

| System | Month | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 2025 Individual Monthly Vehicle-Miles of Travel in Billions | | | | | | | | | | | | |
| Rural Interstate | 19.73 | 18.50 | 22.76 | 22.52 | 24.36 | 24.40 | 25.35 | 25.00 | 22.77 | 24.04 | 22.48 | 22.12 |
| Rural Other Arterial | 29.75 | 28.19 | 33.43 | 34.26 | 36.52 | 36.12 | 37.77 | 37.39 | 35.01 | 36.28 | 32.54 | 32.21 |
| Other Rural | 25.45 | 24.11 | 28.61 | 29.47 | 32.13 | 31.01 | 32.26 | 32.27 | 30.44 | 31.34 | 27.59 | 27.34 |
| Urban Interstate | 45.67 | 42.92 | 50.19 | 49.90 | 51.48 | 50.22 | 52.26 | 52.58 | 48.86 | 50.57 | 46.25 | 46.67 |
| Urban Other Arterial | 89.48 | 84.70 | 97.26 | 98.18 | 102.35 | 99.32 | 102.60 | 100.88 | 97.06 | 101.39 | 91.33 | 92.67 |
| Other Urban | 42.32 | 40.19 | 46.44 | 44.19 | 48.31 | 45.69 | 46.94 | 48.01 | 45.52 | 47.89 | 43.08 | 44.61 |
| All Systems | 252.39 | 238.61 | 278.69 | 278.52 | 295.15 | 286.75 | 297.18 | 296.13 | 279.66 | 291.51 | 263.27 | 265.62 |
| 2026 Individual Monthly Vehicle-Miles of Travel in Billions | | | | | | | | | | | | |
| Rural Interstate | 19.71 | 19.25 | 23.07 | 22.75 | 24.29 | 24.51 | 25.62 | 24.77 | 23.21 | | | |
| Rural Other Arterial | 30.02 | 29.31 | 34.14 | 34.58 | 36.25 | 36.39 | 37.81 | 36.92 | 35.09 | | | |
| Other Rural | 25.59 | 25.06 | 29.18 | 29.75 | 31.90 | 31.02 | 32.47 | 31.85 | 30.74 | | | |
| Urban Interstate | 45.39 | 43.90 | 50.89 | 50.21 | 51.21 | 50.72 | 52.31 | 52.44 | 49.04 | | | |
| Urban Other Arterial | 89.55 | 86.42 | 98.64 | 98.07 | 101.26 | 100.29 | 102.37 | 100.44 | 97.12 | | | |
| Other Urban | 42.28 | 40.91 | 47.23 | 44.60 | 48.24 | 46.32 | 47.12 | 47.96 | 45.76 | | | |
| All Systems | 252.53 | 244.87 | 283.16 | 279.97 | 293.15 | 289.23 | 297.69 | 294.38 | 280.96 | | | |
| * Percent Change In Individual Monthly Travel 2025 vs. 2026 | | | | | | | | | | | | |
| Rural Interstate | -0.08 | 4.07 | 1.38 | 1.02 | -0.26 | 0.44 | 1.03 | -0.92 | 1.96 | | | |
| Rural Other Arterial | 0.89 | 4.00 | 2.12 | 0.95 | -0.76 | 0.75 | 0.09 | -1.26 | 0.23 | | | |
| Other Rural | 0.54 | 3.96 | 1.98 | 0.93 | -0.71 | 0.02 | 0.65 | -1.30 | 0.96 | | | |
| Urban Interstate | -0.61 | 2.28 | 1.41 | 0.62 | -0.53 | 0.99 | 0.10 | -0.27 | 0.38 | | | |
| Urban Other Arterial | 0.08 | 2.03 | 1.42 | -0.11 | -1.07 | 0.97 | -0.23 | -0.44 | 0.06 | | | |
| Other Urban | -0.10 | 1.79 | 1.71 | 0.93 | -0.14 | 1.38 | 0.40 | -0.11 | 0.52 | | | |
| All Systems | 0.06 | 2.62 | 1.60 | 0.52 | -0.68 | 0.86 | 0.17 | -0.59 | 0.47 | | | |

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

| System | Month | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 2025 Cumulative Monthly Vehicle-Miles of Travel in Billions | | | | | | | | | | | | |
| Rural Interstate | 19.73 | 38.23 | 60.99 | 83.51 | 107.87 | 132.27 | 157.62 | 182.63 | 205.39 | 229.43 | 251.92 | 274.04 |
| Rural Other Arterial | 29.75 | 57.94 | 91.37 | 125.63 | 162.15 | 198.27 | 236.04 | 273.43 | 308.44 | 344.72 | 377.26 | 409.47 |
| Other Rural | 25.45 | 49.56 | 78.17 | 107.64 | 139.77 | 170.78 | 203.04 | 235.31 | 265.76 | 297.10 | 324.68 | 352.02 |
| Urban Interstate | 45.67 | 88.59 | 138.78 | 188.68 | 240.16 | 290.37 | 342.63 | 395.21 | 444.07 | 494.64 | 540.89 | 587.56 |
| Urban Other Arterial | 89.48 | 174.18 | 271.44 | 369.61 | 471.96 | 571.28 | 673.88 | 774.76 | 871.82 | 973.21 | 1064.54 | 1157.21 |
| Other Urban | 42.32 | 82.51 | 128.94 | 173.13 | 221.44 | 267.13 | 314.07 | 362.07 | 407.59 | 455.48 | 498.57 | 543.18 |
| All Systems | 252.39 | 491.00 | 769.69 | 1048.21 | 1343.36 | 1630.11 | 1927.29 | 2223.42 | 2503.08 | 2794.59 | 3057.86 | 3323.48 |
| 2026 Cumulative Monthly Vehicle-Miles of Travel in Billions | | | | | | | | | | | | |
| Rural Interstate | 19.71 | 38.97 | 62.04 | 84.79 | 109.09 | 133.59 | 159.21 | 183.98 | 207.19 | | | |
| Rural Other Arterial | 30.02 | 59.33 | 93.47 | 128.06 | 164.30 | 200.69 | 238.50 | 275.42 | 310.50 | | | |
| Other Rural | 25.59 | 50.65 | 79.83 | 109.58 | 141.48 | 172.49 | 204.96 | 236.81 | 267.55 | | | |
| Urban Interstate | 45.39 | 89.29 | 140.19 | 190.40 | 241.61 | 292.32 | 344.63 | 397.07 | 446.11 | | | |
| Urban Other Arterial | 89.55 | 175.97 | 274.61 | 372.68 | 473.94 | 574.22 | 676.59 | 777.03 | 874.15 | | | |
| Other Urban | 42.28 | 83.19 | 130.42 | 175.02 | 223.26 | 269.58 | 316.70 | 364.66 | 410.41 | | | |
| All Systems | 252.53 | 497.40 | 780.55 | 1060.52 | 1353.67 | 1642.90 | 1940.59 | 2234.97 | 2515.92 | | | |
| * Percent Change In Cumulative Monthly Travel 2025 vs. 2026 | | | | | | | | | | | | |
| Rural Interstate | -0.08 | 1.93 | 1.72 | 1.53 | 1.13 | 1.00 | 1.01 | 0.74 | 0.88 | | | |
| Rural Other Arterial | 0.89 | 2.40 | 2.30 | 1.93 | 1.33 | 1.22 | 1.04 | 0.72 | 0.67 | | | |
| Other Rural | 0.54 | 2.20 | 2.12 | 1.80 | 1.22 | 1.00 | 0.95 | 0.64 | 0.68 | | | |
| Urban Interstate | -0.61 | 0.79 | 1.02 | 0.91 | 0.60 | 0.67 | 0.58 | 0.47 | 0.46 | | | |
| Urban Other Arterial | 0.08 | 1.03 | 1.17 | 0.83 | 0.42 | 0.51 | 0.40 | 0.29 | 0.27 | | | |
| Other Urban | -0.10 | 0.82 | 1.14 | 1.09 | 0.82 | 0.92 | 0.84 | 0.71 | 0.69 | | | |
| All Systems | 0.06 | 1.30 | 1.41 | 1.17 | 0.77 | 0.78 | 0.69 | 0.52 | 0.51 | | | |

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

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



| Region and State | September | | | | August | | | |
|---|---|---|---|---|---|---|---|---|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 2026 (Preliminary) | 2025 | | | 2026 (Revised) | 2025 | |
| **Northeast** | | | | | | | | |
| Connecticut | 3 | 139 | 142 | -2.1 | 4 | 167 | 171 | -2.3 |
| Maine | 75 | 493 | 500 | -1.4 | 74 | 571 | 578 | -1.2 |
| Massachusetts | 12 | 118 | 119 | -0.8 | 12 | 132 | 132 | 0.0 |
| New Hampshire | 40 | 302 | 306 | -1.3 | 41 | 346 | 349 | -0.9 |
| New Jersey | 5 | 260 | 265 | -1.9 | 4 | 278 | 280 | -0.7 |
| New York | 43 | 1,278 | 1,247 | 2.5 | 41 | 1,433 | 1,446 | -0.9 |
| Pennsylvania | 46 | 2,132 | 2,141 | -0.4 | 48 | 2,318 | 2,379 | -2.6 |
| Rhode Island | 2 | 55 | 55 | 0.0 | 2 | 63 | 64 | -1.6 |
| Vermont | 24 | 267 | 270 | -1.1 | 22 | 289 | 295 | -2.0 |
| Subtotal | | **5,044** | **5,045** | **-0.0** | | **5,597** | **5,694** | **-1.7** |
| **South Atlantic** | | | | | | | | |
| Delaware | 14 | 130 | 132 | -1.5 | 15 | 160 | 161 | -0.6 |
| Florida | 92 | 2,182 | 2,134 | 2.2 | 95 | 2,272 | 2,283 | -0.5 |
| Georgia | 53 | 2,107 | 2,109 | -0.1 | 52 | 2,155 | 2,174 | -0.9 |
| Maryland | 6 | 644 | 640 | 0.6 | 8 | 757 | 790 | -4.2 |
| North Carolina | 63 | 2,804 | 2,768 | 1.3 | 64 | 3,042 | 3,045 | -0.1 |
| South Carolina | 61 | 1,331 | 1,291 | 3.1 | 61 | 1,366 | 1,356 | 0.7 |
| Virginia | 286 | 1,677 | 1,662 | 0.9 | 283 | 1,775 | 1,811 | -2.0 |
| West Virginia | 16 | 570 | 567 | 0.5 | 16 | 587 | 597 | -1.7 |
| Subtotal | | **11,445** | **11,303** | **1.3** | | **12,114** | **12,217** | **-0.8** |
| **North Central** | | | | | | | | |
| Illinois | 15 | 1,552 | 1,539 | 0.8 | 18 | 1,595 | 1,643 | -2.9 |
| Indiana | 22 | 1,664 | 1,651 | 0.8 | 25 | 1,724 | 1,745 | -1.2 |
| Iowa | 71 | 1,230 | 1,231 | -0.1 | 69 | 1,320 | 1,321 | -0.1 |
| Kansas | 59 | 913 | 902 | 1.2 | 58 | 919 | 923 | -0.4 |
| Michigan | 60 | 1,818 | 1,815 | 0.2 | 59 | 1,973 | 2,049 | -3.7 |
| Minnesota | 47 | 1,280 | 1,300 | -1.5 | 24 | 1,481 | 1,480 | 0.1 |
| Missouri | 86 | 1,752 | 1,736 | 0.9 | 87 | 1,795 | 1,836 | -2.2 |
| Nebraska | 29 | 769 | 778 | -1.2 | 29 | 812 | 823 | -1.3 |
| North Dakota | 55 | 379 | 383 | -1.0 | 48 | 405 | 404 | 0.2 |
| Ohio | 43 | 1,713 | 1,689 | 1.4 | 44 | 1,802 | 1,826 | -1.3 |
| South Dakota | 36 | 497 | 495 | 0.4 | 37 | 545 | 559 | -2.5 |
| Wisconsin | 116 | 1,815 | 1,820 | -0.3 | 108 | 1,986 | 2,012 | -1.3 |
| Subtotal | | **15,382** | **15,339** | **0.3** | | **16,357** | **16,621** | **-1.6** |
| **South Gulf** | | | | | | | | |
| Alabama | 82 | 1,498 | 1,481 | 1.1 | 84 | 1,527 | 1,519 | 0.5 |
| Arkansas | 6 | 956 | 952 | 0.4 | 4 | 994 | 1,027 | -3.2 |
| Kentucky | 33 | 1,481 | 1,451 | 2.1 | 19 | 1,541 | 1,549 | -0.5 |
| Louisiana | 22 | 1,048 | 1,041 | 0.7 | 22 | 1,083 | 1,075 | 0.7 |
| Mississippi | 45 | 1,208 | 1,209 | -0.1 | 47 | 1,242 | 1,271 | -2.3 |
| Oklahoma | 28 | 1,258 | 1,266 | -0.6 | 29 | 1,293 | 1,321 | -2.1 |
| Tennessee | 25 | 1,790 | 1,760 | 1.7 | 25 | 1,857 | 1,865 | -0.4 |
| Texas | 117 | 5,136 | 5,003 | 2.7 | 117 | 5,344 | 5,294 | 0.9 |
| Subtotal | | **14,375** | **14,163** | **1.5** | | **14,881** | **14,921** | **-0.3** |
| **West** | | | | | | | | |
| Alaska | 31 | 113 | 111 | 1.8 | 31 | 129 | 130 | -0.8 |
| Arizona | 98 | 1,210 | 1,176 | 2.9 | 105 | 1,215 | 1,230 | -1.2 |
| California | 37 | 3,752 | 3,692 | 1.6 | 44 | 3,978 | 4,018 | -1.0 |
| Colorado | 64 | 1,060 | 1,056 | 0.4 | 70 | 1,104 | 1,131 | -2.4 |
| Hawaii | 11 | 76 | 80 | -5.0 | 10 | 78 | 81 | -3.7 |
| Idaho | 104 | 642 | 640 | 0.3 | 109 | 686 | 698 | -1.7 |
| Montana | 62 | 664 | 662 | 0.3 | 59 | 732 | 747 | -2.0 |
| Nevada | 42 | 434 | 425 | 2.1 | 40 | 457 | 453 | 0.9 |
| New Mexico | 11 | 912 | 900 | 1.3 | 12 | 928 | 941 | -1.4 |
| Oregon | 100 | 990 | 999 | -0.9 | 94 | 1,084 | 1,116 | -2.9 |
| Utah | - | 669 | 658 | 1.7 | 42 | 680 | 690 | -1.4 |
| Washington | 73 | 1,010 | 1,009 | 0.1 | 78 | 1,110 | 1,142 | -2.8 |
| Wyoming | 54 | 526 | 518 | 1.5 | 58 | 562 | 562 | 0.0 |
| Subtotal | | **12,058** | **11,926** | **1.1** | | **12,743** | **12,939** | **-1.5** |
| **TOTALS** | **2,525** | **58,304** | **57,776** | **0.9** | **2,547** | **61,692** | **62,392** | **-1.1** |

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

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



| Region and State | September | | | | August | | | |
|---|---|---|---|---|---|---|---|---|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 2026 (Preliminary) | 2025 | | | 2026 (Revised) | 2025 | |
| **Northeast** | | | | | | | | |
| Connecticut | 56 | 1,915 | 1,933 | -0.9 | 58 | 1,972 | 1,997 | -1.3 |
| Maine | 52 | 300 | 303 | -1.0 | 50 | 329 | 334 | -1.5 |
| Massachusetts | 188 | 3,949 | 4,019 | -1.7 | 186 | 4,272 | 4,293 | -0.5 |
| New Hampshire | 50 | 568 | 580 | -2.1 | 52 | 636 | 644 | -1.2 |
| New Jersey | 63 | 4,764 | 4,857 | -1.9 | 54 | 4,992 | 5,078 | -1.7 |
| New York | 70 | 6,250 | 6,349 | -1.6 | 67 | 6,864 | 6,969 | -1.5 |
| Pennsylvania | 39 | 4,134 | 4,119 | 0.4 | 41 | 4,176 | 4,197 | -0.5 |
| Rhode Island | 52 | 494 | 498 | -0.8 | 56 | 531 | 536 | -0.9 |
| Vermont | 18 | 119 | 120 | -0.8 | 13 | 127 | 129 | -1.6 |
| Subtotal | | **22,493** | **22,778** | **-1.3** | | **23,899** | **24,177** | **-1.1** |
| **South Atlantic** | | | | | | | | |
| Delaware | 55 | 409 | 416 | -1.7 | 59 | 431 | 430 | 0.2 |
| District of Columbia | 5 | 185 | 185 | 0.0 | 6 | 215 | 210 | 2.4 |
| Florida | 139 | 11,248 | 11,214 | 0.3 | 140 | 11,631 | 11,677 | -0.4 |
| Georgia | 107 | 5,194 | 5,212 | -0.3 | 108 | 5,327 | 5,331 | -0.1 |
| Maryland | 31 | 3,221 | 3,193 | 0.9 | 31 | 3,340 | 3,366 | -0.8 |
| North Carolina | 58 | 4,241 | 4,171 | 1.7 | 56 | 4,615 | 4,605 | 0.2 |
| South Carolina | 55 | 2,541 | 2,510 | 1.2 | 58 | 2,620 | 2,586 | 1.3 |
| Virginia | 300 | 4,166 | 4,150 | 0.4 | 303 | 4,351 | 4,393 | -1.0 |
| West Virginia | 3 | 488 | 501 | -2.6 | 3 | 516 | 535 | -3.6 |
| Subtotal | | **31,693** | **31,552** | **0.4** | | **33,046** | **33,133** | **-0.3** |
| **North Central** | | | | | | | | |
| Illinois | 37 | 4,876 | 4,876 | 0.0 | 31 | 5,108 | 5,183 | -1.4 |
| Indiana | 33 | 2,861 | 2,901 | -1.4 | 34 | 3,015 | 3,034 | -0.6 |
| Iowa | 24 | 958 | 959 | -0.1 | 24 | 992 | 979 | 1.3 |
| Kansas | 13 | 1,024 | 1,020 | 0.4 | 12 | 1,042 | 1,052 | -1.0 |
| Michigan | 48 | 4,560 | 4,652 | -2.0 | 48 | 4,890 | 4,995 | -2.1 |
| Minnesota | 5 | 2,445 | 2,370 | 3.2 | 22 | 2,500 | 2,481 | 0.8 |
| Missouri | 59 | 2,790 | 2,845 | -1.9 | 62 | 2,829 | 2,903 | -2.5 |
| Nebraska | 18 | 681 | 695 | -2.0 | 21 | 698 | 710 | -1.7 |
| North Dakota | 9 | 184 | 176 | 4.5 | 7 | 178 | 180 | -1.1 |
| Ohio | 71 | 5,557 | 5,534 | 0.4 | 72 | 5,031 | 5,093 | -1.2 |
| South Dakota | - | 269 | 259 | 3.9 | 1 | 252 | 246 | 2.4 |
| Wisconsin | 132 | 2,336 | 2,363 | -1.1 | 127 | 2,433 | 2,470 | -1.5 |
| Subtotal | | **28,541** | **28,650** | **-0.4** | | **28,968** | **29,326** | **-1.2** |
| **South Gulf** | | | | | | | | |
| Alabama | 179 | 2,337 | 2,326 | 0.5 | 173 | 2,379 | 2,386 | -0.3 |
| Arkansas | 1 | 1,276 | 1,286 | -0.8 | 2 | 1,433 | 1,479 | -3.1 |
| Kentucky | 23 | 1,590 | 1,581 | 0.6 | 13 | 1,640 | 1,629 | 0.7 |
| Louisiana | 17 | 2,100 | 2,086 | 0.7 | 19 | 2,156 | 2,160 | -0.2 |
| Mississippi | 27 | 1,084 | 1,086 | -0.2 | 28 | 1,095 | 1,110 | -1.4 |
| Oklahoma | 23 | 1,814 | 1,777 | 2.1 | 22 | 1,822 | 1,788 | 1.9 |
| Tennessee | 18 | 3,278 | 3,372 | -2.8 | 21 | 3,482 | 3,545 | -1.8 |
| Texas | 84 | 15,104 | 14,990 | 0.8 | 83 | 15,864 | 15,740 | 0.8 |
| Subtotal | | **28,583** | **28,504** | **0.3** | | **29,871** | **29,837** | **0.1** |
| **West** | | | | | | | | |
| Alaska | 46 | 192 | 194 | -1.0 | 43 | 208 | 211 | -1.4 |
| Arizona | 170 | 3,347 | 3,222 | 3.9 | 190 | 3,593 | 3,560 | 0.9 |
| California | 42 | 18,915 | 18,629 | 1.5 | 39 | 20,183 | 20,058 | 0.6 |
| Colorado | 39 | 2,726 | 2,723 | 0.1 | 42 | 2,865 | 2,882 | -0.6 |
| Hawaii | 55 | 423 | 435 | -2.8 | 55 | 448 | 460 | -2.6 |
| Idaho | 66 | 591 | 579 | 2.1 | 69 | 617 | 604 | 2.2 |
| Montana | 16 | 214 | 217 | -1.4 | 15 | 227 | 225 | 0.9 |
| Nevada | 35 | 1,313 | 1,297 | 1.2 | 35 | 1,350 | 1,336 | 1.0 |
| New Mexico | 20 | 734 | 778 | -5.7 | 24 | 793 | 820 | -3.3 |
| Oregon | 41 | 1,477 | 1,482 | -0.3 | 42 | 1,573 | 1,587 | -0.9 |
| Utah | - | 1,708 | 1,665 | 2.6 | 98 | 1,702 | 1,700 | 0.1 |
| Washington | 89 | 3,049 | 3,043 | 0.2 | 88 | 3,360 | 3,369 | -0.3 |
| Wyoming | 15 | 166 | 167 | -0.6 | 15 | 172 | 174 | -1.1 |
| Subtotal | | **34,855** | **34,431** | **1.2** | | **37,091** | **36,986** | **0.3** |
| **TOTALS** | **2,796** | **146,165** | **145,915** | **0.2** | **2,918** | **152,875** | **153,459** | **-0.4** |

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

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



| Region and State | September | | | | August | | | |
|---|---|---|---|---|---|---|---|---|
| | Number of Stations | Vehicle-Miles (Millions) | | Percent Change | Number of Stations | Vehicle-Miles (Millions) | | Percent Change |
| | | 2026 (Preliminary) | 2025 | | | 2026 (Revised) | 2025 | |
| **Northeast** | | | | | | | | |
| Connecticut | 80 | 2,608 | 2,623 | -0.6 | 82 | 2,761 | 2,782 | -0.8 |
| Maine | 153 | 1,359 | 1,373 | -1.0 | 152 | 1,492 | 1,511 | -1.3 |
| Massachusetts | 211 | 5,261 | 5,370 | -2.0 | 210 | 5,622 | 5,658 | -0.6 |
| New Hampshire | 118 | 1,201 | 1,218 | -1.4 | 121 | 1,335 | 1,352 | -1.3 |
| New Jersey | 70 | 6,591 | 6,701 | -1.6 | 62 | 7,075 | 7,207 | -1.8 |
| New York | 129 | 10,413 | 10,468 | -0.5 | 122 | 11,351 | 11,540 | -1.6 |
| Pennsylvania | 97 | 8,283 | 8,280 | 0.0 | 104 | 8,508 | 8,633 | -1.4 |
| Rhode Island | 54 | 655 | 660 | -0.8 | 58 | 705 | 712 | -1.0 |
| Vermont | 57 | 624 | 631 | -1.1 | 45 | 666 | 682 | -2.3 |
| Subtotal | | **36,995** | **37,324** | **-0.9** | | **39,515** | **40,077** | **-1.4** |
| **South Atlantic** | | | | | | | | |
| Delaware | 78 | 761 | 780 | -2.4 | 85 | 850 | 838 | 1.4 |
| District of Columbia | 5 | 262 | 262 | 0.0 | 6 | 303 | 297 | 2.0 |
| Florida | 239 | 19,928 | 19,755 | 0.9 | 244 | 20,466 | 20,520 | -0.3 |
| Georgia | 188 | 10,259 | 10,286 | -0.3 | 189 | 10,546 | 10,579 | -0.3 |
| Maryland | 46 | 4,883 | 4,849 | 0.7 | 48 | 5,141 | 5,219 | -1.5 |
| North Carolina | 137 | 11,308 | 11,061 | 2.2 | 136 | 12,051 | 12,003 | 0.4 |
| South Carolina | 137 | 5,364 | 5,268 | 1.8 | 139 | 5,544 | 5,458 | 1.6 |
| Virginia | 593 | 7,526 | 7,474 | 0.7 | 594 | 7,839 | 7,958 | -1.5 |
| West Virginia | 23 | 1,473 | 1,485 | -0.8 | 23 | 1,529 | 1,566 | -2.4 |
| Subtotal | | **61,764** | **61,220** | **0.9** | | **64,269** | **64,438** | **-0.3** |
| **North Central** | | | | | | | | |
| Illinois | 56 | 8,947 | 8,890 | 0.6 | 53 | 9,279 | 9,407 | -1.4 |
| Indiana | 63 | 7,704 | 7,723 | -0.2 | 65 | 8,062 | 8,108 | -0.6 |
| Iowa | 109 | 2,898 | 2,937 | -1.3 | 112 | 3,076 | 3,088 | -0.4 |
| Kansas | 76 | 2,741 | 2,727 | 0.5 | 76 | 2,766 | 2,792 | -0.9 |
| Michigan | 108 | 8,630 | 8,736 | -1.2 | 107 | 9,187 | 9,426 | -2.5 |
| Minnesota | 53 | 5,172 | 5,071 | 2.0 | 46 | 5,506 | 5,472 | 0.6 |
| Missouri | 156 | 7,035 | 7,072 | -0.5 | 161 | 7,283 | 7,462 | -2.4 |
| Nebraska | 54 | 1,892 | 1,915 | -1.2 | 60 | 2,016 | 2,008 | 0.4 |
| North Dakota | 68 | 856 | 849 | 0.8 | 61 | 875 | 877 | -0.2 |
| Ohio | 126 | 10,637 | 10,525 | 1.1 | 127 | 10,140 | 10,232 | -0.9 |
| South Dakota | 38 | 969 | 953 | 1.7 | 40 | 1,009 | 1,020 | -1.1 |
| Wisconsin | 259 | 6,040 | 6,084 | -0.7 | 245 | 6,483 | 6,554 | -1.1 |
| Subtotal | | **63,521** | **63,482** | **0.1** | | **65,682** | **66,446** | **-1.1** |
| **South Gulf** | | | | | | | | |
| Alabama | 280 | 6,196 | 6,202 | -0.1 | 275 | 6,333 | 6,338 | -0.1 |
| Arkansas | 11 | 3,240 | 3,237 | 0.1 | 10 | 3,485 | 3,562 | -2.2 |
| Kentucky | 77 | 4,249 | 4,205 | 1.0 | 42 | 4,377 | 4,404 | -0.6 |
| Louisiana | 43 | 4,576 | 4,541 | 0.8 | 45 | 4,715 | 4,707 | 0.2 |
| Mississippi | 85 | 3,575 | 3,566 | 0.3 | 89 | 3,703 | 3,756 | -1.4 |
| Oklahoma | 59 | 4,088 | 4,048 | 1.0 | 58 | 4,134 | 4,117 | 0.4 |
| Tennessee | 44 | 6,588 | 6,637 | -0.7 | 47 | 6,919 | 6,996 | -1.1 |
| Texas | 216 | 26,189 | 25,908 | 1.1 | 216 | 27,588 | 27,419 | 0.6 |
| Subtotal | | **58,701** | **58,344** | **0.6** | | **61,254** | **61,299** | **-0.1** |
| **West** | | | | | | | | |
| Alaska | 89 | 470 | 468 | 0.4 | 87 | 521 | 527 | -1.1 |
| Arizona | 291 | 5,687 | 5,473 | 3.9 | 318 | 5,934 | 5,921 | 0.2 |
| California | 79 | 27,478 | 27,061 | 1.5 | 83 | 29,229 | 29,144 | 0.3 |
| Colorado | 104 | 4,769 | 4,770 | 0.0 | 114 | 5,012 | 5,074 | -1.2 |
| Hawaii | 73 | 839 | 871 | -3.7 | 73 | 887 | 915 | -3.1 |
| Idaho | 178 | 1,818 | 1,810 | 0.4 | 188 | 1,937 | 1,940 | -0.2 |
| Montana | 86 | 1,291 | 1,292 | -0.1 | 84 | 1,361 | 1,387 | -1.9 |
| Nevada | 87 | 2,515 | 2,478 | 1.5 | 86 | 2,604 | 2,573 | 1.2 |
| New Mexico | 37 | 2,379 | 2,416 | -1.5 | 42 | 2,499 | 2,559 | -2.3 |
| Oregon | 147 | 3,262 | 3,283 | -0.6 | 141 | 3,563 | 3,619 | -1.5 |
| Utah | - | 3,252 | 3,161 | 2.9 | 146 | 3,208 | 3,240 | -1.0 |
| Washington | 166 | 5,293 | 5,288 | 0.1 | 170 | 5,916 | 5,983 | -1.1 |
| Wyoming | 83 | 930 | 915 | 1.6 | 89 | 986 | 987 | -0.1 |
| Subtotal | | **59,983** | **59,286** | **1.2** | | **63,657** | **63,869** | **-0.3** |
| **TOTALS** | **5,816** | **280,964** | **279,656** | **0.5** | **5,976** | **294,377** | **296,129** | **-0.6** |

**Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT. * All Estimated roads include travel from Table 3 and 4 plus remaining roads.**

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

**Year - 2025**

| | Rural Interstate | % | | Rural Other Arter | % | | Other Rural | % | | Total Rural | % | | All Systems | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan | 19,729 | 3.1 | Jan | 29,751 | 2.5 | Jan | 25,450 | 2.8 | Jan | 74,930 | 2.8 | Jan | 252,390 | 1.9 |
| Feb | 18,501 | -1.7 | Feb | 28,188 | -2.4 | Feb | 24,110 | -2.2 | Feb | 70,799 | -2.1 | Feb | 238,611 | -1.5 |
| Mar | 22,760 | 0.4 | Mar | 33,432 | 1.1 | Mar | 28,611 | 1.1 | Mar | 84,803 | 0.9 | Mar | 278,686 | 1.0 |
| Q1 | *60,989* | 0.6 | Q1 | *91,371* | *0.4* | Q1 | *78,171* | *0.6* | Q1 | *230,531* | *0.5* | Q1 | *769,687* | *0.5* |
| Apr | 22,524 | 1.5 | Apr | 34,257 | 1.7 | Apr | 29,474 | 1.7 | Apr | 86,255 | 1.6 | Apr | 278,523 | 1.5 |
| May | 24,357 | 0.8 | May | 36,524 | 1.0 | May | 32,127 | 0.7 | May | 93,008 | 0.9 | May | 295,150 | 0.5 |
| Jun | 24,400 | 0.6 | Jun | 36,120 | 1.1 | Jun | 31,012 | 0.9 | Jun | 91,532 | 0.9 | Jun | 286,753 | 0.9 |
| Q2 | *71,281* | 0.9 | Q2 | *106,901* | *1.3* | Q2 | *92,613* | *1.1* | Q2 | *270,795* | *1.1* | Q2 | *860,425* | *0.9* |
| 1st Half | 132,270 | 0.8 | 1st Half | 198,271 | 0.9 | 1st Half | 170,784 | 0.9 | 1st Half | 501,325 | 0.9 | 1st Half | 1,630,112 | 0.7 |
| Jul | 25,354 | 1.1 | Jul | 37,772 | 2.2 | Jul | 32,255 | 1.8 | Jul | 95,381 | 1.7 | Jul | 297,177 | 1.7 |
| Aug | 25,003 | 1.7 | Aug | 37,391 | 1.2 | Aug | 32,273 | 1.3 | Aug | 94,667 | 1.4 | Aug | 296,131 | 1.0 |
| Sep | 22,767 | 1.3 | Sep | 35,006 | 2.4 | Sep | 30,444 | 2.2 | Sep | 88,217 | 2.0 | Sep | 279,656 | 2.0 |
| Q3 | *73,124* | 1.4 | Q3 | *110,170* | *1.9* | Q3 | *94,973* | *1.7* | Q3 | *278,267* | *1.7* | Q3 | *872,964* | *1.5* |
| Oct | 24,039 | 0.3 | Oct | 36,280 | 0.9 | Oct | 31,340 | 0.9 | Oct | 91,659 | 0.8 | Oct | 291,514 | 0.7 |
| Nov | 22,484 | 1.7 | Nov | 32,542 | 1.3 | Nov | 27,586 | 0.6 | Nov | 82,612 | 1.1 | Nov | 263,269 | 0.3 |
| Dec | 22,125 | -1.2 | Dec | 32,209 | 1.0 | Dec | 27,337 | 0.3 | Dec | 81,671 | 0.2 | Dec | 265,623 | 0.5 |
| Q4 | *68,648* | 0.3 | Q4 | *101,031* | *1.1* | Q4 | *86,263* | *0.6* | Q4 | *255,942* | *0.7* | Q4 | *820,405* | *0.5* |
| 2nd Half | 141,772 | 0.8 | 2nd Half | 211,201 | 1.5 | 2nd Half | 181,236 | 1.2 | 2nd Half | 534,209 | 1.2 | 2nd Half | 1,693,369 | 1.0 |
| **Year Total** | ***274,042*** | ***0.8*** | **Year Total** | ***409,472*** | ***1.2*** | **Year Total** | ***352,020*** | ***1.0*** | **Year Total** | ***1,035,534*** | ***1.0*** | **Year Total** | ***3,323,482*** | ***0.9*** |

**Year - 2026**

| | Rural Interstate | % | | Rural Other Arter | % | | Other Rural | % | | Total Rural | % | | All Systems | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan | 19,713 | -0.1 | Jan | 30,017 | 0.9 | Jan | 25,588 | 0.5 | Jan | 75,318 | 0.5 | Jan | 252,529 | 0.1 |
| Feb | 19,253 | 4.1 | Feb | 29,315 | 4.0 | Feb | 25,064 | 4.0 | Feb | 73,632 | 4.0 | Feb | 244,868 | 2.6 |
| Mar | 23,073 | 1.4 | Mar | 34,141 | 2.1 | Mar | 29,178 | 2.0 | Mar | 86,392 | 1.9 | Mar | 283,155 | 1.6 |
| Q1 | *62,039* | 1.7 | Q1 | *93,473* | *2.3* | Q1 | *79,829* | *2.1* | Q1 | *235,341* | *2.1* | Q1 | *780,552* | *1.4* |
| Apr | 22,754 | 1.0 | Apr | 34,583 | 1.0 | Apr | 29,748 | 0.9 | Apr | 87,085 | 1.0 | Apr | 279,967 | 0.5 |
| May | 24,294 | -0.3 | May | 36,245 | -0.8 | May | 31,899 | -0.7 | May | 92,438 | -0.6 | May | 293,149 | -0.7 |
| Jun | 24,507 | 0.4 | Jun | 36,389 | 0.7 | Jun | 31,017 | 0.0 | Jun | 91,913 | 0.4 | Jun | 289,232 | 0.9 |
| Q2 | *71,555* | 0.4 | Q2 | *107,218* | *0.3* | Q2 | *92,664* | *0.1* | Q2 | *271,437* | *0.2* | Q2 | *862,348* | *0.2* |
| 1st Half | 133,594 | 1.0 | 1st Half | 200,690 | 1.2 | 1st Half | 172,493 | 1.0 | 1st Half | 506,777 | 1.1 | 1st Half | 1,642,900 | 0.8 |
| Jul | 25,615 | 1.0 | Jul | 37,807 | 0.1 | Jul | 32,466 | 0.7 | Jul | 95,888 | 0.5 | Jul | 297,689 | 0.2 |
| Aug | 24,772 | -0.9 | Aug | 36,919 | -1.3 | Aug | 31,855 | -1.3 | Aug | 93,546 | -1.2 | Aug | 294,376 | -0.6 |
| Sep | 23,214 | 2.0 | Sep | 35,088 | 0.2 | Sep | 30,737 | 1.0 | Sep | 89,039 | 0.9 | Sep | 280,960 | 0.5 |
| Q3 | *73,601* | 0.7 | Q3 | *109,814* | *-0.3* | Q3 | *95,058* | *0.1* | Q3 | *278,473* | *0.1* | Q3 | *873,025* | *0.0* |
| Oct | | | Oct | | | Oct | | | Oct | | | Oct | | |
| Nov | | | Nov | | | Nov | | | Nov | | | Nov | | |
| Dec | | | Dec | | | Dec | | | Dec | | | Dec | | |
| Q4 | | | Q4 | | | Q4 | | | Q4 | | | Q4 | | |
| 2nd Half | 73,601 | 0.7 | 2nd Half | 109,814 | -0.3 | 2nd Half | 95,058 | 0.1 | 2nd Half | 278,473 | 0.1 | 2nd Half | 873,025 | 0.0 |
| **Year Total** | ***207,194*** | ***0.9*** | **Year Total** | ***310,505*** | ***0.7*** | **Year Total** | ***267,551*** | ***0.7*** | **Year Total** | ***785,250*** | ***0.7*** | **Year Total** | ***2,515,925*** | ***0.5*** |

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

**Year - 2025**

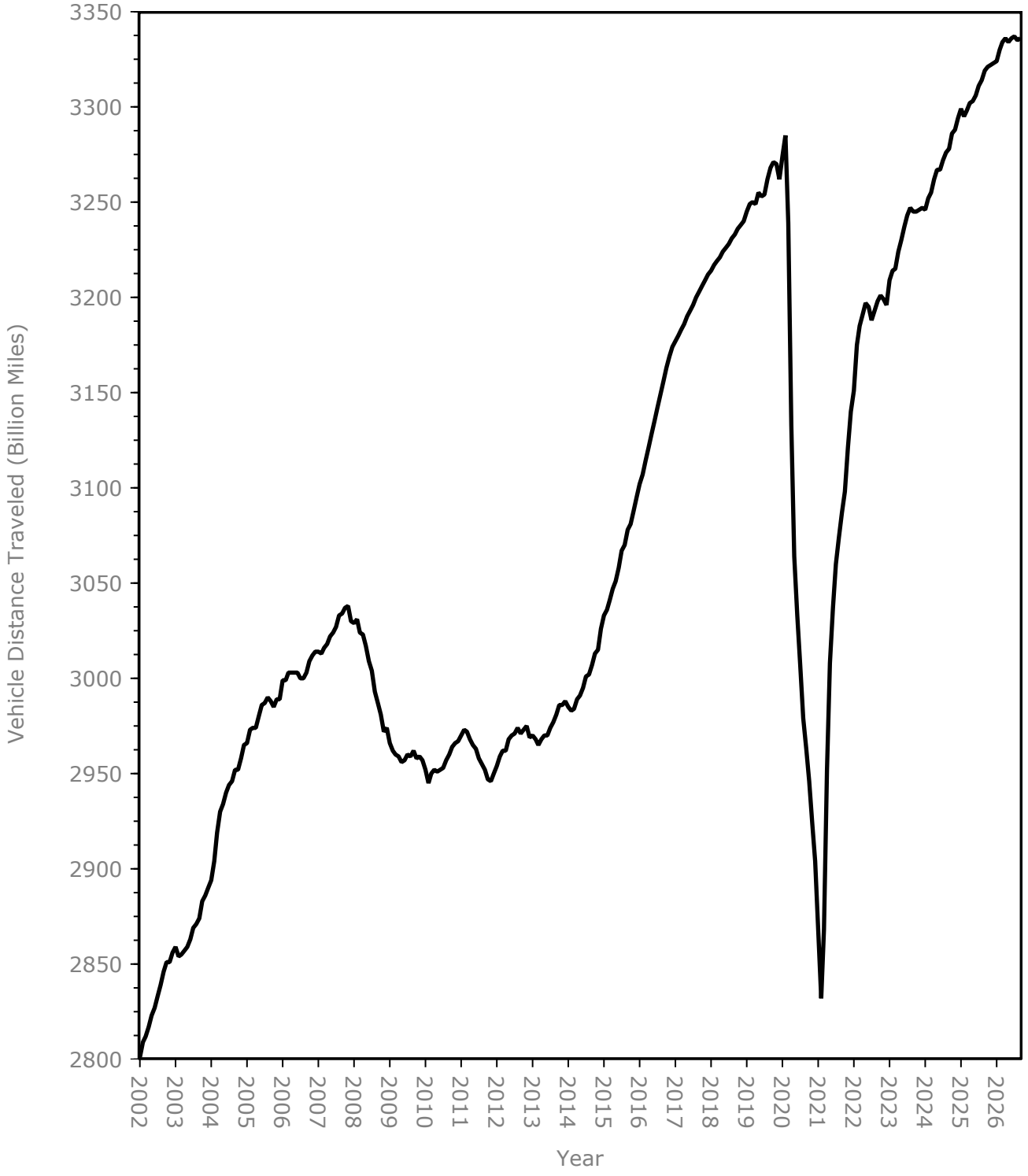
| | Urban Interstate | % | | Urban Other Arte | % | | Other Urban | % | | Total Urban | % | | All Systems | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan | 45,665 | 1.8 | Jan | 89,479 | 1.4 | Jan | 42,316 | 1.6 | Jan | 177,460 | 1.5 | Jan | 252,390 | 1.9 |
| Feb | 42,925 | -1.1 | Feb | 84,698 | -1.3 | Feb | 40,190 | -1.3 | Feb | 167,813 | -1.3 | Feb | 238,611 | -1.5 |
| Mar | 50,188 | 1.3 | Mar | 97,259 | 1.1 | Mar | 46,435 | 0.9 | Mar | 193,882 | 1.1 | Mar | 278,686 | 1.0 |
| Q1 | *138,778* | *0.7* | Q1 | *271,437* | *0.4* | Q1 | *128,942* | *0.4* | Q1 | *539,157* | *0.5* | Q1 | 769,687 | *0.5* |
| Apr | 49,900 | 1.3 | Apr | 98,175 | 1.5 | Apr | 44,192 | 1.3 | Apr | 192,267 | 1.4 | Apr | 278,523 | 1.5 |
| May | 51,479 | 0.4 | May | 102,353 | 0.3 | May | 48,311 | 0.2 | May | 202,143 | 0.3 | May | 295,150 | 0.5 |
| Jun | 50,217 | 0.6 | Jun | 99,318 | 1.0 | Jun | 45,685 | 0.9 | Jun | 195,220 | 0.9 | Jun | 286,753 | 0.9 |
| Q2 | *151,596* | *0.8* | Q2 | *299,846* | *0.9* | Q2 | *138,188* | *0.8* | Q2 | *589,630* | *0.8* | Q2 | 860,425 | *0.9* |
| 1st Half | 290,374 | 0.7 | 1st Half | 571,282 | 0.7 | 1st Half | 267,130 | 0.6 | 1st Half | 1,128,786 | 0.7 | 1st Half | 1,630,112 | 0.7 |
| Jul | 52,257 | 1.5 | Jul | 102,600 | 1.6 | Jul | 46,938 | 1.8 | Jul | 201,795 | 1.7 | Jul | 297,177 | 1.7 |
| Aug | 52,583 | 1.1 | Aug | 100,875 | 0.5 | Aug | 48,006 | 1.0 | Aug | 201,464 | 0.8 | Aug | 296,131 | 1.0 |
| Sep | 48,856 | 2.0 | Sep | 97,062 | 1.9 | Sep | 45,520 | 2.3 | Sep | 191,438 | 2.0 | Sep | 279,656 | 2.0 |
| Q3 | *153,696* | *1.5* | Q3 | *300,536* | *1.3* | Q3 | *140,465* | *1.7* | Q3 | *594,697* | *1.5* | Q3 | 872,964 | *1.5* |
| Oct | 50,570 | 0.6 | Oct | 101,394 | 0.5 | Oct | 47,890 | 1.2 | Oct | 199,854 | 0.7 | Oct | 291,514 | 0.7 |
| Nov | 46,249 | 0.5 | Nov | 91,325 | -0.1 | Nov | 43,083 | -0.3 | Nov | 180,657 | 0.0 | Nov | 263,269 | 0.3 |
| Dec | 46,671 | 0.1 | Dec | 92,668 | 1.1 | Dec | 44,614 | 0.4 | Dec | 183,953 | 0.7 | Dec | 265,623 | 0.5 |
| Q4 | *143,490* | *0.4* | Q4 | *285,387* | *0.5* | Q4 | *135,586* | *0.5* | Q4 | *564,463* | *0.5* | Q4 | 820,405 | *0.5* |
| 2nd Half | 297,186 | 1.0 | 2nd Half | 585,924 | 0.9 | 2nd Half | 276,050 | 1.1 | 2nd Half | 1,159,160 | 1.0 | 2nd Half | 1,693,369 | 1.0 |
| **Year Total** | ***587,560*** | ***0.9*** | **Year Total** | ***1,157,206*** | ***0.8*** | **Year Total** | ***543,181*** | ***0.9*** | **Year Total** | ***2,287,947*** | ***0.8*** | **Year Total** | ***3,323,482*** | ***0.9*** |

**Year - 2026**

| | Urban Interstate | % | | Urban Other Arte | % | | Other Urban | % | | Total Urban | % | | All Systems | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan | 45,388 | -0.6 | Jan | 89,548 | 0.1 | Jan | 42,275 | -0.1 | Jan | 177,211 | -0.1 | Jan | 252,529 | 0.1 |
| Feb | 43,905 | 2.3 | Feb | 86,420 | 2.0 | Feb | 40,911 | 1.8 | Feb | 171,236 | 2.0 | Feb | 244,868 | 2.6 |
| Mar | 50,894 | 1.4 | Mar | 98,639 | 1.4 | Mar | 47,231 | 1.7 | Mar | 196,764 | 1.5 | Mar | 283,155 | 1.6 |
| Q1 | *140,187* | *1.0* | Q1 | *274,607* | *1.2* | Q1 | *130,417* | *1.1* | Q1 | *545,211* | *1.1* | Q1 | 780,552 | *1.4* |
| Apr | 50,212 | 0.6 | Apr | 98,069 | -0.1 | Apr | 44,601 | 0.9 | Apr | 192,882 | 0.3 | Apr | 279,967 | 0.5 |
| May | 51,207 | -0.5 | May | 101,262 | -1.1 | May | 48,242 | -0.1 | May | 200,711 | -0.7 | May | 293,149 | -0.7 |
| Jun | 50,715 | 1.0 | Jun | 100,286 | 1.0 | Jun | 46,317 | 1.4 | Jun | 197,318 | 1.1 | Jun | 289,232 | 0.9 |
| Q2 | *152,135* | *0.4* | Q2 | *299,617* | *-0.1* | Q2 | *139,160* | *0.7* | Q2 | *590,912* | *0.2* | Q2 | 862,348 | *0.2* |
| 1st Half | 292,322 | 0.7 | 1st Half | 574,224 | 0.5 | 1st Half | 269,577 | 0.9 | 1st Half | 1,136,123 | 0.6 | 1st Half | 1,642,900 | 0.8 |
| Jul | 52,308 | 0.1 | Jul | 102,368 | -0.2 | Jul | 47,125 | 0.4 | Jul | 201,801 | 0.0 | Jul | 297,689 | 0.2 |
| Aug | 52,439 | -0.3 | Aug | 100,436 | -0.4 | Aug | 47,956 | -0.1 | Aug | 200,831 | -0.3 | Aug | 294,376 | -0.6 |
| Sep | 49,041 | 0.4 | Sep | 97,123 | 0.1 | Sep | 45,756 | 0.5 | Sep | 191,920 | 0.3 | Sep | 280,960 | 0.5 |
| Q3 | *153,789* | *0.1* | Q3 | *299,927* | *-0.2* | Q3 | *140,837* | *0.3* | Q3 | *594,553* | *0.0* | Q3 | 873,025 | *0.0* |
| Oct | | | Oct | | | Oct | | | Oct | | | Oct | | |
| Nov | | | Nov | | | Nov | | | Nov | | | Nov | | |
| Dec | | | Dec | | | Dec | | | Dec | | | Dec | | |
| Q4 | | | Q4 | | | Q4 | | | Q4 | | | Q4 | | |
| 2nd Half | 153,789 | 0.1 | 2nd Half | 299,927 | -0.2 | 2nd Half | 140,837 | 0.3 | 2nd Half | 594,553 | 0.0 | 2nd Half | 873,025 | 0.0 |
| **Year Total** | ***446,110*** | ***0.5*** | **Year Total** | ***874,151*** | ***0.3*** | **Year Total** | ***410,413*** | ***0.7*** | **Year Total** | ***1,730,674*** | ***0.4*** | **Year Total** | ***2,515,925*** | ***0.5*** |

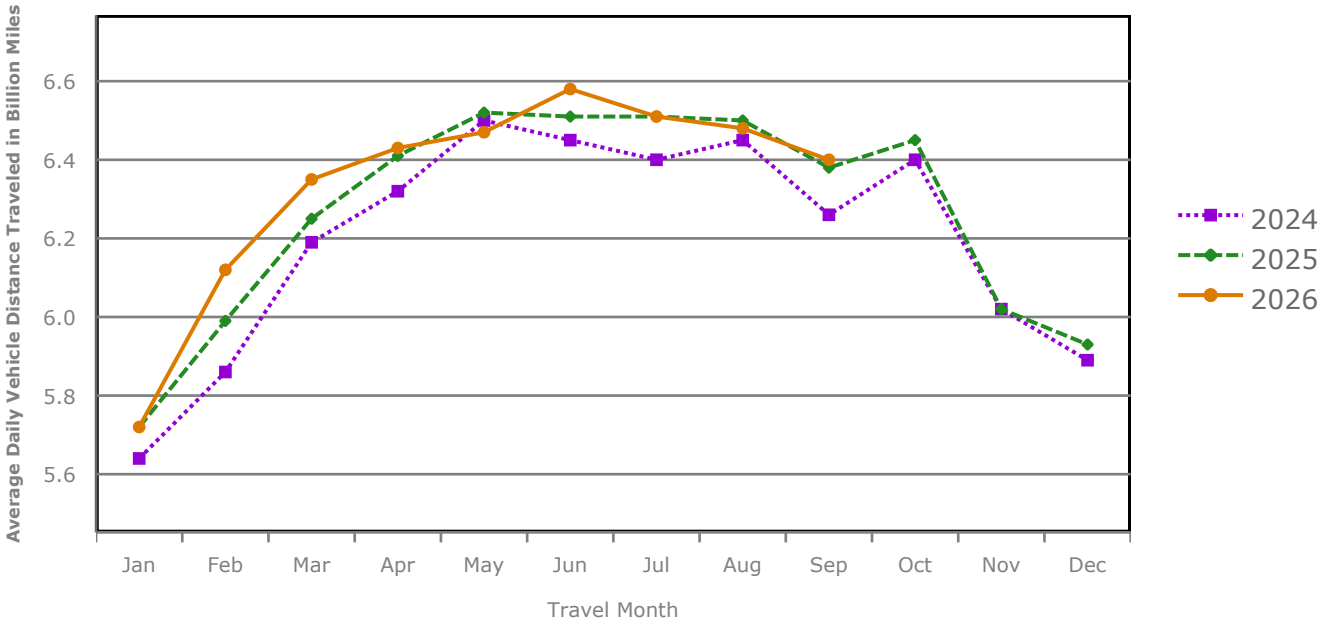
## Figure - 1. Moving 12-Month Total on ALL Roads





## Figure - 2. Average Daily Travel on U.S. Highways by Month

### Urban Highways




### Rural Highways

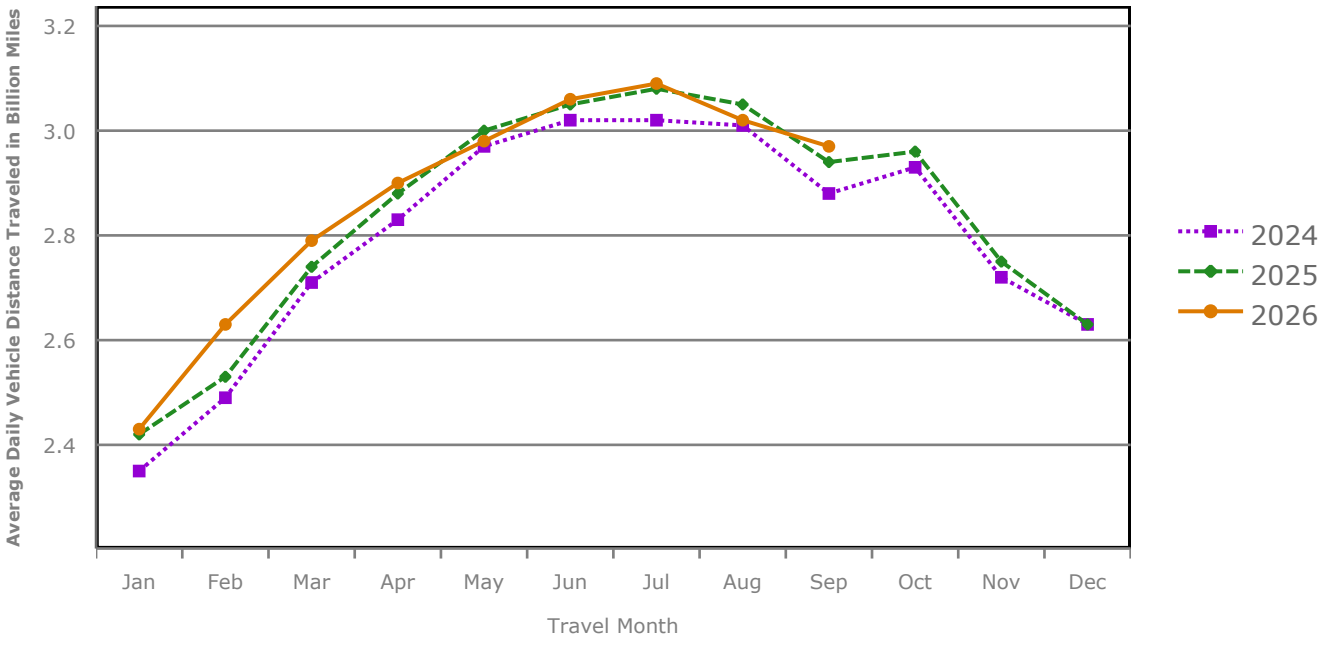
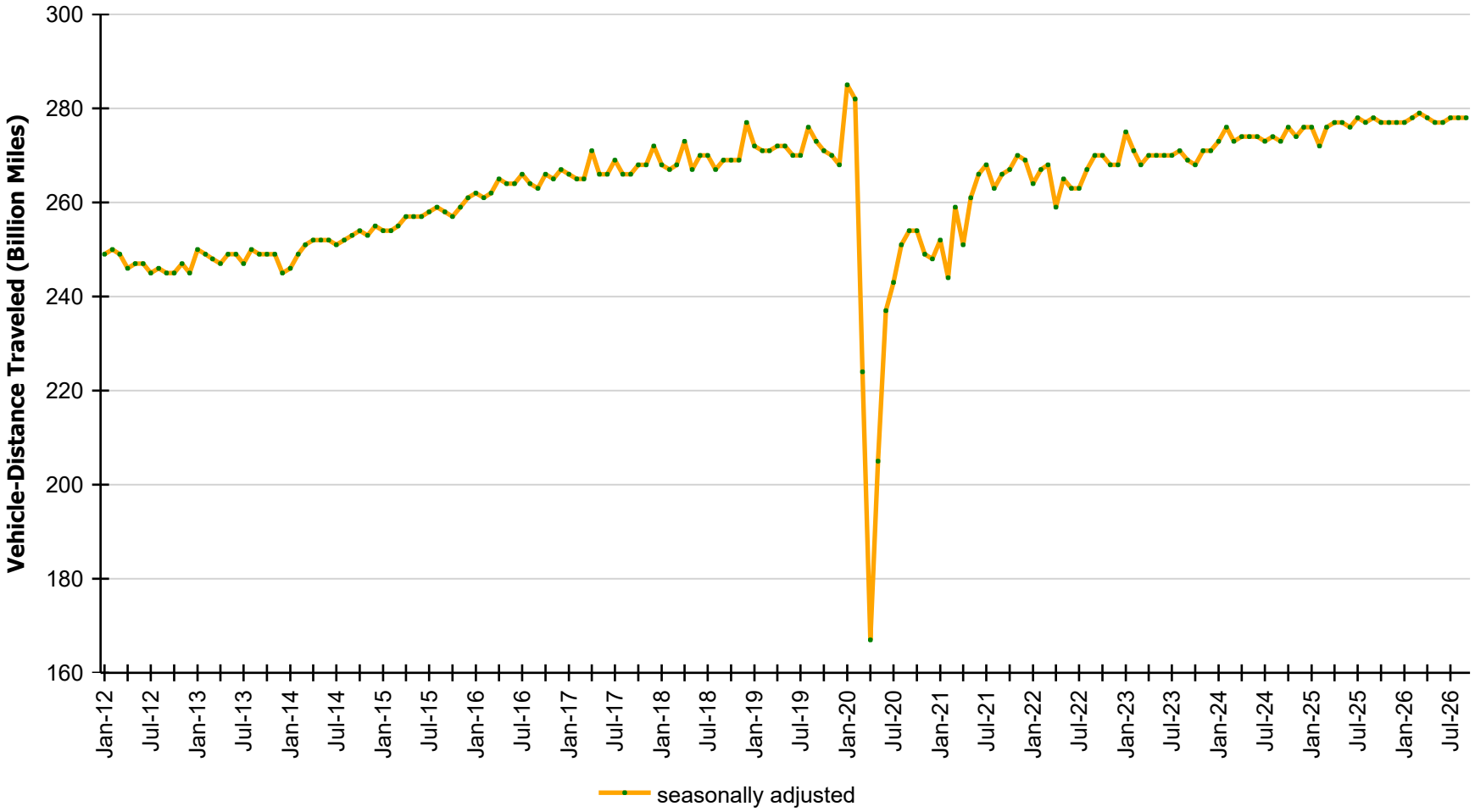


**Figure - 3. Seasonally Adjusted Vehicle Miles Traveled by Month**






Seasonally adjusted data are modeled by the Bureau of Transportation Statistics, Office of the Assistant Secretary for Research and Technology, U.S. Department of Transportation. See http://www.transtats.bts.gov/OSEA/SeasonalAdjustment/ for additional seasonally adjusted travel data and information.