

**ANNUAL VEHICLE DISTANCE TRAVELED IN MILES AND RELATED DATA - 2001 1/
BY HIGHWAY CATEGORY AND VEHICLE TYPE**

January 2011

TABLE VM-1

YEAR	ITEM	PASSENGER CARS	MOTOR- CYCLES	BUSES	OTHER 2-AXLE 4-TIRE VEHICLES 2/	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE TRUCKS 3/	COMBINATION TRUCKS	SUBTOTALS		ALL MOTOR VEHICLES
								PASSENGER CARS AND OTHER 2-AXLE 4-TIRE VEHICLES	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	
2001	Motor-Vehicle Travel: (millions of vehicle-miles) Interstate Rural	135966	1121	951	82356	8289	44936	218,322	53,225	273,619
2001	Other Arterial Rural	236337	1649	1133	146525	13992	27846	382,862	41,838	427,482
2001	Other Rural	231617	1608	2074	145380	14406	13177	376,997	27,583	408,262
2001	All Rural	603920	4378	4158	374261	36687	85959	978,181	122,646	1,109,363
2001	Interstate Urban	236985	1546	775	127990	8739	23951	364,975	32,690	399,986
2001	Other Urban	786460	3709	2136	440364	26968	26624	1,226,824	53,592	1,286,261
2001	All Urban 4/	1023445	5255	2911	568354	35707	50575	1,591,799	86,282	1,686,247
2001	Total Rural and Urban	1,627,365	9,633	7,070	942,614	72,394	136,534	2,569,980	208,928	2,795,610
2001	Number of motor vehicles registered 5/	137,633,467	4,903,056	749,548	84,187,636	5,703,501	2,154,174	221,821,103	7,857,675	235,331,382
2001	Average miles traveled per vehicle	11,824	1,965	9,432	11,197	12,693	63,381	11,586	26,589	11,879
2001	Person-miles of travel 6/ (millions)	2,556,481	11,760	150,042	1,678,853	85,489	161,169	4,235,334	246,658	4,643,793
2001	Fuel consumed 7/ (thousand gallons)	73,558,790	192,780	1,025,899	53,521,781	9,667,248	25,511,844	127,080,571	35,179,092	163,478,342
2001	Average fuel consumption per vehicle (gallons) 7/	534	39	1,369	636	1,695	11,843	573	4,477	695
2001	Average miles traveled per gallon of fuel consumed 7/	22.1	50.0	6.9	17.6	7.5	5.4	20.2	5.9	17.1

1/ The 50 states and the District of Columbia report travel by highway category, number of motor vehicles registered, and total fuel consumed. The travel and fuel data by vehicle type and stratification of trucks, as well as related data, are calculated by the Federal Highway Administration (FHWA). Entries for 2001 may have been revised based on the availability of more current data. Estimation procedures include use of the 1997 Census of Transportation Vehicle Inventory and Use Survey (VIUS) and independent analysis of light truck travel.

2/ Other 2-Axle 4-Tire Vehicles which are not passenger cars. These include vans, pickup trucks, and sport/utility vehicles.

3/ Single-Unit 2-Axle 6-Tire or More Trucks on a single frame with at least two axles and six tires.

4/ Urban consists of travel on all roads and streets in urban places with 5,000 or greater population.

5/ Stratification of the truck figures is made by the FHWA based on State-supplied data and the 1997 VIUS. Combination trucks represent approximately the number of tractors with semi-trailer(s) and a majority of heavy single-unit trucks used regularly in combination with trailer(s).

6/ As estimated by the FHWA using the 2001 National Household Travel Survey (NHTS).

7/ Total fuel consumption figures are derived from state fuel tax records and reflect latest available data. Distribution by vehicle type is estimated by the FHWA based on miles per gallon for both diesel and gasoline powered vehicles using State-supplied data, the 1997 VIUS, and other sources as a baseline.

The data now on the website for 2000-2006 were estimated using a methodology developed in the late 1990s. FHWA recently developed a new methodology and used it for this year's Highway Statistics. This methodology takes advantage of additional and improved information available beginning in 2007 when states were first required to report motorcycle data – before that time, the reporting was not mandatory and the data were missing for a few states. Also, the new methodology does not rely on data from the national vehicle inventory and use survey which provided critical data for the original methodology but was not collected in 2007 as planned.

In April 2011, FHWA recalculated the 2000-2008 data along with the 2009 data to estimate trends. However, after further review and consideration, the agency determined that it is more reliable to retain the original 2000-2006 estimates because the information available for those years does not fully meet the requirements of the new methodology. Thus, the original 2000-2006 estimates are now used, whereas the 2007-2009 data are still based on the new methodology.