

**ANNUAL VEHICLE DISTANCE TRAVELED IN MILES AND RELATED DATA - 2003 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	
2003	Motor-Vehicle Travel: (millions of vehicle-miles) Interstate Rural	132,021	1,278	994	82,464	8,327	44,567	214,484	52,893	269,650
2003	Other Arterial Rural	225,408	1,472	1,001	148,081	14,337	26,999	373,489	41,337	417,299
2003	Other Rural	222,480	1,538	1,809	142,251	14,985	14,431	364,730	29,416	397,494
2003	All Rural	579,908	4,288	3,805	372,796	37,649	85,997	952,704	123,646	1,084,443
2003	Interstate Urban	251,897	1,961	943	142,469	10,085	25,402	394,366	35,486	432,757
2003	Other Urban	840,162	3,327	2,034	468,756	30,015	28,729	1,308,918	58,743	1,373,021
2003	All Urban 4/	1,092,059	5,288	2,977	611,225	40,099	54,130	1,703,284	94,230	1,805,778
2003	Total Rural and Urban	1,671,967	9,576	6,782	984,020	77,748	140,128	2,655,987	217,876	2,890,221
2003	Number of motor vehicles registered 5/	135,669,897	5,370,035	776,550	87,186,663	5,848,523	1,908,365	222,856,560	7,756,888	236,760,033
2003	Average miles traveled per vehicle	12,324	1,783	8,733	11,286	13,294	73,428	11,918	28,088	12,207
2003	Person-miles of travel 6/ (millions)	2,641,885	12,163	143,801	1,706,103	77,757	140,160	4,347,988	217,917	4,721,869
2003	Fuel consumed 7/ (thousand gallons)	75,454,644	191,543	968,945	60,758,050	8,880,461	23,815,422	136,212,693	32,695,882	170,069,064
2003	Average fuel consumption per vehicle (gallons) 7/	556	36	1,248	697	1,518	12,479	611	4,215	718
2003	Average miles traveled per gallon of fuel consumed 7/	22.2	50.0	7.0	16.2	8.8	5.9	19.5	6.7	17.0

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 2003 may have been revised based on the availability of more current data. Estimation procedures include use of the 2002 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/ Truck registrations are stratified using State-supplied data and the 2002 VIUS.

6/ As estimated by the FHWA using vehicle occupancy from the 2001 National Household Travel Survey (NHTS) with nominal values for heavy trucks.

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 2002 VIUS, and other sources as a baseline along with nominal values for motorcycles and buses.

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.