

**ANNUAL VEHICLE DISTANCE TRAVELED IN MILES AND RELATED DATA - 2008 1/  
BY HIGHWAY CATEGORY AND VEHICLE TYPE**

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UPDATED VM-1M\*

YEAR	ITEM	LIGHT DUTY VEHICLES SHORT WB 2/	MOTOR- CYCLES	BUSES	LIGHT DUTY VEHICLES LONG WB 2/	SINGLE-UNIT TRUCKS 3/	COMBINATION TRUCKS	SUBTOTALS		ALL MOTOR VEHICLES
								ALL LIGHT DUTY VEHICLES /2	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	
2008	Motor-Vehicle Travel: (millions of vehicle-kilometers) Interstate Rural	217,408	2,659	3,311	68,360	19,264	80,424	285,769	99,688	391,426
2008	Other Arterial Rural	366,818	5,288	3,446	143,121	32,470	51,131	509,939	83,601	602,273
2008	Other Rural	381,032	5,200	3,409	149,821	31,037	26,211	530,853	57,248	596,711
2008	All Rural	965,258	13,146	10,166	361,303	82,771	157,766	1,326,561	240,537	1,590,410
2008	Interstate Urban	540,115	4,068	3,429	134,266	26,959	57,395	674,381	84,354	766,231
2008	Other Urban	1,753,157	16,278	10,261	478,819	94,423	80,678	2,231,976	175,101	2,433,616
2008	All Urban	2,293,272	20,346	13,690	613,085	121,382	138,073	2,906,357	259,455	3,199,847
2008	Total Rural and Urban 5/	3,258,531	33,492	23,856	974,388	204,153	295,839	4,232,918	499,992	4,790,257
2008	Number of motor vehicles registered 2/	196,762,927	7,752,926	843,308	39,685,228	8,288,046	2,585,229	236,448,155	10,873,275	255,917,664
2008	Average kilometers traveled per vehicle	16,561	4,320	28,289	24,553	24,632	114,434	17,902	45,984	18,718
2008	Person-kilometers of travel 4/ (millions)	5,148,478	42,534	505,782	1,689,275	204,153	295,839	6,837,753	499,992	7,886,060
2008	Fuel consumed (thousand liters)	323,990,553	1,852,653	7,786,319	132,206,657	64,895,287	115,685,521	456,197,210	180,580,808	646,416,990
2008	Average fuel consumption per vehicle (liters)	1,647	239	9,233	3,331	7,830	44,749	1,929	16,608	2,526
2008	Average kilometers traveled per liter of fuel consumed	10.1	18.1	3.1	7.4	3.1	2.6	9.3	2.8	7.4

\*The current update is based on an enhanced methodology implemented in March 2011  
1/ The FHWA estimates national trends by using State reported Highway Performance and Monitoring System (HPMS) data, fuel consumption data (MF-21 and MF-27), vehicle registration data (MV-1, MV-9, and MV-10), other data such as the R. L. Polk vehicle data, and a host of modeling techniques. Starting with the 2009 VM-1, an enhanced methodology is used to provide timely indicators on both travel and travel behavior changes.  
2/ Light Duty Vehicles Short WB - passenger cars, light trucks, vans and sport utility vehicles with a wheelbase (WB) equal to or less than 121 inches. Light Duty Vehicles Long WB - large passenger cars, vans, pickup trucks, and sport/utility vehicles with wheelbases (WB) larger than 121 inches. All Light Duty Vehicles - passenger cars, light trucks, vans and sport utility vehicles regardless of wheelbase.  
3/ Single-Unit - single frame trucks that have 2-Axles and at least 6 tires or a gross vehicle weight rating exceeding 10,000 lbs.  
4/ Vehicle occupancy is estimated by the FHWA from the 2001 National Household Travel Survey (NHTS); For single unit truck and heavy trucks, 1 motor vehicle miles travelled = 1 person-miles traveled.  
5/ VMT data are based on the latest HPMS data available; it may not match previous published results.

*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.*