

ANNUAL VEHICLE DISTANCE TRAVELED IN MILES AND RELATED DATA - 2009 1/ BY HIGHWAY CATEGORY AND VEHICLE TYPE

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Table 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	
2009	Motor-Vehicle Travel: (millions of vehicle-kilometers) Interstate Rural	224,698	2,382	2,577	67,595	17,688	74,316	292,293	92,004	389,256
2009	Other Arterial Rural	369,130	5,303	3,320	143,543	31,164	46,968	512,674	78,132	599,429
2009	Other Rural	364,513	5,636	4,033	157,534	30,856	26,267	522,046	57,123	588,837
2009	All Rural	958,341	13,320	9,930	368,672	79,707	147,551	1,327,013	227,259	1,577,522
2009	Interstate Urban	538,753	3,738	3,493	140,199	25,185	53,012	678,952	78,197	764,379
2009	Other Urban	1,743,217	16,417	9,683	483,938	88,491	69,552	2,227,155	158,043	2,411,298
2009	All Urban	2,281,970	20,154	13,176	624,137	113,676	122,564	2,906,107	236,240	3,175,677
2009	Total Rural and Urban 5/	3,240,311	33,475	23,107	992,809	193,383	270,116	4,233,119	463,499	4,753,200
2009	Number of motor vehicles registered 2/	193,979,654	7,929,724	841,993	40,488,025	8,356,097	2,617,118	234,467,679	10,973,214	254,212,610
2009	Average kilometers traveled per vehicle	16,704	4,221	27,443	24,521	23,143	103,211	18,054	42,239	18,698
2009	Person-kilometers of travel 4/ (millions)	4,502,040	36,056	489,862	1,326,343	193,383	270,116	5,828,383	463,499	6,817,800
2009	Fuel consumed (thousand liters)	323,880,727	1,797,728	7,074,147	135,380,700	61,861,986	106,483,968	459,261,427	168,345,954	636,479,256
2009	Average fuel consumption per vehicle (liters)	1,670	227	8,402	3,344	7,403	40,687	1,959	15,342	2,504
2009	Average kilometers traveled per liter of fuel consumed	10.1	18.4	3.1	7.4	3.2	2.6	9.2	2.8	7.5

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 2009 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.