

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

January 2011

TABLE VM-1M

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-kilometers) Interstate Rural	218816	1804	1530	132539	13340	72317	351,355	85,657 0	440,347 0
2001	Other Arterial Rural	380348	2654	1823	235809	22518	44814	616,157	67,332	687,966
2001	Other Rural	372752	2587	3338	233966	23184	21206	606,718	44,390	657,034
2001	All Rural	971915	7045	6692	602315	59042	138338	1,574,230	197,379	1,785,347
2001	Interstate Urban	381390	2488	1247	205980	14064	38546	587,370	52,610	643,715
2001	Other Urban	1265685	5969	3438	708696	43400	42847	1,974,382	86,247	2,070,036
2001	All Urban	1647075	8457	4685	914676	57465	81393	2,561,752	138,857	2,713,751
2001	Total Rural and Urban	2,618,991	15,502	11,378	1,516,991	116,506	219,730	4,135,982	336,237	4,499,098
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 kilometers traveled per vehicle	19,029	3,162	15,179	18,019	20,427	102,002	18,646	42,791	19,118
2001	Person-kilometers of travel 6/ (millions)	4,114,258	18,925	241,470	2,701,851	137,581	259,377	6,816,109	396,957	7,473,461
2001	Fuel consumed 7/ (thousand liters)	278,450,310	729,752	3,883,450	202,601,980	36,594,514	96,572,835	481,052,291	133,167,349	618,832,842
2001	Average fuel consumption per vehicle (liters) 7/	2,021	148	5,182	2,408	6,416	44,831	2,169	16,947	2,631
2001	Average kilometers traveled per liter of fuel consumed 7/	9.4	21.3	2.9	7.5	3.2	2.3	8.6	2.5	7.3

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.