

**ANNUAL VEHICLE DISTANCE TRAVELED IN MILES AND RELATED DATA - 2002 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	
2002	Motor-Vehicle Travel: (millions of vehicle-miles) Interstate Rural	138,819	1,212	943	85,132	8,765	45,738	223,951	54,503	280,609
2002	Other Arterial Rural	238,009	1,623	1,104	150,758	14,610	27,826	388,767	42,436	433,930
2002	Other Rural	232,111	1,610	1,894	148,295	14,907	14,038	380,406	28,945	412,855
2002	All Rural	608,939	4,445	3,941	384,185	38,282	87,602	993,124	125,884	1,127,394
2002	Interstate Urban	243,521	1,670	803	130,174	9,119	23,921	373,695	33,040	409,208
2002	Other Urban	806,014	3,437	2,101	451,675	28,465	27,214	1,257,689	55,679	1,318,906
2002	All Urban 4/	1,049,535	5,107	2,904	581,849	37,584	51,135	1,631,384	88,719	1,728,114
2002	Total Rural and Urban	1,658,474	9,552	6,845	966,034	75,866	138,737	2,624,508	214,603	2,855,508
2002	Number of motor vehicles registered 5/	135,920,677	5,004,156	760,717	85,011,305	5,650,619	2,276,661	220,931,982	7,927,280	234,624,135
2002	Average miles traveled per vehicle	12,202	1,909	8,998	11,364	13,426	60,939	11,879	27,071	12,171
2002	Person-miles of travel 6/ (millions)	2,620,389	12,131	145,124	1,674,792	75,866	138,737	4,295,181	214,603	4,667,038
2002	Fuel consumed 7/ (thousand gallons)	75,471,258	191,040	999,563	55,220,108	10,320,611	26,479,630	130,691,366	36,800,241	168,682,210
2002	Average fuel consumption per vehicle (gallons) 7/	555	38	1,314	650	1,826	11,631	592	4,642	719
2002	Average miles traveled per gallon of fuel consumed 7/	22.0	50.0	6.8	17.5	7.4	5.2	20.1	5.8	16.9

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 2002 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.