

ANNUAL VEHICLE DISTANCE TRAVELED IN MILES AND RELATED DATA - 2004 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	
2004	Motor-Vehicle Travel: (millions of vehicle-kilometers) Interstate Rural	208,274	2,178	1,608	133,867	12,413	70,140	342,140	82,553	428,480
2004	Other Arterial Rural	350,024	2,309	1,596	239,473	22,974	42,510	589,497	65,484	658,886
2004	Other Rural	350,192	2,563	2,736	229,384	24,185	23,039	579,575	47,224	632,099
2004	All Rural	908,490	7,051	5,940	602,723	59,572	135,689	1,511,213	195,262	1,719,465
2004	Interstate Urban	416,282	3,362	1,588	250,597	15,657	45,632	666,879	61,289	733,117
2004	Other Urban	1,410,936	5,878	3,418	799,740	51,010	47,801	2,210,676	98,810	2,318,781
2004	All Urban	1,827,219	9,240	5,005	1,050,337	66,666	93,433	2,877,555	160,099	3,051,899
2004	Total Rural and Urban	2,735,708	16,290	10,945	1,653,060	126,239	229,122	4,388,768	355,360	4,771,364
2004	Number of motor vehicles registered 5/	136,430,651	5,767,934	795,274	91,845,327	6,161,028	2,010,335	228,275,978	8,171,364	243,010,550
2004	Average kilometers traveled per vehicle	20,052	2,824	13,763	17,998	20,490	113,972	19,226	43,489	19,634
2004	Person-kilometers of travel 6/ (millions)	4,322,419	20,689	232,049	2,865,873	126,239	229,122	7,188,292	355,360	7,796,390
2004	Fuel consumed 7/ (thousand liters)	285,427,208	766,344	5,148,835	240,060,020	33,912,074	91,572,531	525,487,227	125,484,606	656,887,012
2004	Average fuel consumption per vehicle (liters) 7/	2,092	133	6,474	2,614	5,504	45,551	2,302	15,357	2,703
2004	Average kilometers traveled per liter of fuel consumed 7/	9.6	21.3	2.1	6.9	3.7	2.5	8.4	2.8	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 are estimated by the Federal Highway Administration (FHWA). Entries for 2004 may have been revised based on the availability of more current data. Estimation procedures include use of State-supplied data, the 2002 Census of Transportation Vehicle Inventory and Use Survey (VIUS), and other sources. Some States may still be using 1990 Census-based urbanized area boundaries which may in turn affect highway data by category.

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/ Truck registration figures are from tables MV-1 and MV-9 with truck distribution estimated by the FHWA using the 2002 VIUS.

5/ Vehicle occupancy is estimated by the FHWA from the 2001 National Household Travel Survey (NHTS) with nominal values for heavy trucks.

6/ Total fuel consumption figures are from tables MF-21 and MF-27. 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 with nominal values for motorcycles and buses (revised).

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.