

**ANNUAL VEHICLE DISTANCE TRAVELED IN MILES AND RELATED DATA - 2015 (1)
BY HIGHWAY CATEGORY AND VEHICLE TYPE**

Jan 2017

Table VM-1

YEAR	ITEM	LIGHT DUTY VEHICLES SHORT WB 2/	MOTOR- CYCLES	BUSES 6/	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	
2015	Motor-Vehicle Travel: (millions of vehicle-miles)									
2015	Interstate Rural	133,747	1,185	1,643	42,100	9,623	47,468	175,847	57,091	235,766
2014		130,679	1,114	1,533	42,020	9,255	46,770	172,699	56,026	231,372
2015	Other Arterial Rural	221,643	2,710	1,966	86,304	16,171	28,636	307,948	44,807	357,431
2014		217,799	2,681	2,022	86,993	16,330	29,295	304,792	45,625	355,119
2015	Other Rural	212,993	2,790	2,002	88,206	16,174	13,543	301,199	29,717	335,708
2014		210,090	2,953	1,986	88,936	17,076	13,395	299,027	30,471	334,436
2015	All Rural	568,383	6,685	5,611	216,610	41,967	89,648	784,993	131,615	928,905
2014		558,569	6,748	5,540	217,949	42,661	89,461	776,517	132,122	920,928
2015	Interstate Urban	383,245	2,530	2,521	94,124	17,540	41,227	477,369	58,767	541,186
2014		364,071	2,422	2,373	93,591	16,498	40,889	457,661	57,387	519,843
2015	Other Urban	1,196,213	10,391	8,098	321,118	50,089	39,372	1,517,331	89,461	1,625,282
2014		1,149,432	10,800	8,085	326,945	50,143	39,480	1,476,377	89,623	1,584,885
2015	All Urban	1,579,458	12,921	10,619	415,242	67,630	80,599	1,994,700	148,228	2,166,468
2014		1,513,503	13,221	10,458	420,536	66,641	80,369	1,934,038	147,010	2,104,728
2015	Total Rural and Urban 5/	2,147,840	19,606	16,230	631,852	109,597	170,246	2,779,693	279,844	3,095,373
2014		2,072,071	19,970	15,999	638,484	109,301	169,830	2,710,556	279,132	3,025,656
2015	Number of motor vehicles registered 2/	189,618,308	8,600,936	888,907	53,298,884	8,456,302	2,746,882	242,917,192	11,203,184	263,610,219
2014		187,554,928	8,417,718	872,027	52,600,309	8,328,759	2,577,197	240,155,238	10,905,956	260,350,938
2015	Average miles traveled per vehicle	11,327	2,280	18,258	11,855	12,960	61,978	11,443	24,979	11,742
2014		11,048	2,372	18,347	12,138	13,123	65,897	11,287	25,594	11,621
2015	Person-miles of travel 4/ (millions)	2,984,178	21,118	344,073	844,123	109,597	170,246	3,828,301	279,844	4,473,336
2014		2,878,905	21,510	339,177	852,983	109,301	169,830	3,731,888	279,132	4,371,706
2015	Fuel consumed (thousand gallons)	90,017,583	447,879	2,228,059	36,436,054	14,850,153	28,884,134	126,453,637	43,734,287	172,863,862
2014		89,300,790	458,628	2,233,219	37,342,987	14,893,865	29,117,656	126,643,778	44,011,521	173,347,146
2015	Average fuel consumption per vehicle (gallons)	475	52	2,507	684	1,756	10,515	521	3,904	656
2014		476	54	2,561	710	1,788	11,298	527	4,036	666
2015	Average miles traveled per gallon of fuel consumed	23.9	43.8	7.3	17.3	7.4	5.9	22.0	6.4	17.9
2014		23.2	43.5	7.2	17.1	7.3	5.8	21.4	6.3	17.5

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 was 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-axes 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 mile travelled = 1 person-mile traveled.

5/ VMT data are based on the latest HPMS data available; it may not match previous published results.

6/ The change in the number of buses is primarily due to the decline of reported public operated school buses.