

Highway Statistics 2005

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ANNUAL VEHICLE DISTANCE TRAVELED IN MILES AND RELATED DATA - 2005 ^{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	
Motor-Vehicle Travel: (millions of vehicle-miles)										
2005	Interstate Rural	122,789	1,356	946	80,173	7,712	43,666	202,962	51,378	256,642
2005	Other Arterial Rural	210,331	1,413	973	143,976	13,815	25,946	354,307	39,762	396,455
2005	Other Rural	210,059	1,566	1,748	137,413	14,450	14,094	347,471	28,544	379,329
2005	All Rural	543,179	4,335	3,667	361,562	35,977	83,706	904,741	119,683	1,032,426
2005	Interstate Urban	266,834	2,270	1,062	160,470	10,536	29,753	427,303	40,289	470,925
2005	Other Urban	898,408	3,849	2,251	519,020	31,982	30,568	1,417,428	62,551	1,486,079
2005	All Urban	1,165,242	6,120	3,313	679,490	42,519	60,321	1,844,731	102,840	1,957,004
2005	Total Rural and Urban	1,708,421	10,454	6,980	1,041,051	78,496	144,028	2,749,472	222,523	2,989,430
2005	Number of motor vehicles registered ^{4/}	136,568,083	6,227,146	807,053	95,336,839	6,395,240	2,086,759	231,904,922	8,481,999	247,421,120
2005	Average miles traveled per vehicle	12,510	1,679	8,649	10,920	12,274	69,020	11,856	26,235	12,082
2005	Person-miles of travel (millions) ^{5/}	2,699,305	13,277	147,992	1,804,848	78,496	144,028	4,504,153	222,523	4,887,945
2005	Fuel consumed (thousand gallons) ^{6/}	77,418,461	189,495	1,120,053	58,869,088	9,501,105	27,688,664	136,287,548	37,189,769	174,786,875
2005	Average fuel consumption per vehicle (gallons) ^{6/}	567	30	1,388	617	1,486	13,269	588	4,385	706
2005	Average miles traveled per gallon of fuel consumed ^{6/}	22.1	55.2	6.2	17.7	8.3	5.2	20.2	6.0	17.1

Footnotes

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.

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