ANNUAL VEHICLE DISTANCE TRAVELED IN MILES AND RELATED DATA - 1998 1/ BY HIGHWAY CATEGORY AND VEHICLE TYPE

| OCTOBER 1999 |  |  |  |  |  |  |  |  |  | TABLE VM-1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ITEM |  | MOTORCYCLES | BUSES | OTHER <br> 2-AXLE 4-TIRE VEHICLES $2 /$ | SINGLE-UNIT 2-AXLE 6-TIRE OR MORE TRUCKS 3/ | COMBINATION TRUCKS | SUBTOTALS |  | $\begin{gathered} \text { ALL } \\ \text { MOTOR } \\ \text { VEHICLES } \end{gathered}$ |
| YEAR |  | PASSENGER CARS |  |  |  |  |  | PASSENGER <br> CARS <br> AND <br> OTHER 2-AXLE <br> 4-TIRE VEHICLES | SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS |  |
|  | Motor-Vehicle Travel: (millions of vehicle-miles) |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | Interstate Rural | $\begin{aligned} & 127,104 \\ & 120,045 \end{aligned}$ | $\begin{aligned} & 1,110 \\ & 1,050 \end{aligned}$ | $\begin{aligned} & 832 \\ & 794 \end{aligned}$ | $\begin{aligned} & 72,211 \\ & 69,030 \end{aligned}$ | $\begin{aligned} & 7,718 \\ & 7,671 \end{aligned}$ | $\begin{aligned} & 42,087 \\ & 41,665 \end{aligned}$ | $\begin{aligned} & 199,315 \\ & 189,075 \end{aligned}$ | $\begin{aligned} & 49,805 \\ & 49,336 \end{aligned}$ | $\begin{aligned} & 251,062 \\ & 240,255 \end{aligned}$ |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | Other Arterial Rural | $\begin{aligned} & 228,905 \\ & 220,180 \end{aligned}$ | $\begin{aligned} & 1,588 \\ & 1,552 \end{aligned}$ | $\begin{aligned} & 1,282 \\ & 1,243 \end{aligned}$ | $\begin{aligned} & 132,075 \\ & 129,890 \end{aligned}$ | $\begin{aligned} & 13,589 \\ & 13,688 \end{aligned}$ | $\begin{aligned} & 26,144 \\ & 25,505 \end{aligned}$ | $\begin{aligned} & 360,980 \\ & 350,070 \end{aligned}$ | $\begin{aligned} & 39,733 \\ & 39,193 \end{aligned}$ | $\begin{aligned} & 403,583 \\ & 392,058 \end{aligned}$ |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | Other Rural | $\begin{aligned} & 218,919 \\ & 210,855 \end{aligned}$ | $\begin{aligned} & 1,580 \\ & 1,545 \end{aligned}$ | $\begin{aligned} & 2,136 \\ & 2,072 \end{aligned}$ | $\begin{aligned} & 130,493 \\ & 128,396 \end{aligned}$ | $\begin{aligned} & 13,465 \\ & 13,698 \end{aligned}$ | $\begin{aligned} & 12,072 \\ & 12,471 \end{aligned}$ | $\begin{aligned} & 349,412 \\ & 339,251 \end{aligned}$ | $\begin{aligned} & 25,537 \\ & 26,169 \end{aligned}$ | $\begin{aligned} & 378,665 \\ & 369,037 \end{aligned}$ |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | All Rural | $\begin{aligned} & 574,928 \\ & 551,080 \end{aligned}$ | $\begin{aligned} & 4,278 \\ & 4,147 \end{aligned}$ | $\begin{aligned} & 4,250 \\ & 4,109 \end{aligned}$ | $\begin{aligned} & 334,779 \\ & 327,316 \end{aligned}$ | $\begin{aligned} & 34,772 \\ & 35,057 \end{aligned}$ | $\begin{aligned} & 80,303 \\ & 79,641 \end{aligned}$ | $\begin{aligned} & 909,707 \\ & 878,396 \end{aligned}$ | $\begin{aligned} & 115,075 \\ & 114,698 \end{aligned}$ | $\begin{aligned} & 1,033,310 \\ & 1,001,350 \end{aligned}$ |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | Interstate Urban | $\begin{aligned} & 220,361 \\ & 214,016 \end{aligned}$ | $\begin{aligned} & 1,578 \\ & 1,509 \end{aligned}$ | $663$ | $\begin{aligned} & 121,630 \\ & 116,680 \end{aligned}$ | $\begin{aligned} & 8,105 \\ & 7,906 \end{aligned}$ | $\begin{aligned} & 22,070 \\ & 20,643 \end{aligned}$ | $\begin{aligned} & 341,991 \\ & 330,696 \end{aligned}$ | $\begin{aligned} & 30,175 \\ & 28.549 \end{aligned}$ | $\begin{aligned} & 374,407 \\ & 361,401 \end{aligned}$ |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | Other Urban | $\begin{aligned} & 750,541 \\ & 737,460 \end{aligned}$ | $\begin{aligned} & 4,404 \\ & 4,425 \end{aligned}$ | $\begin{aligned} & 2,083 \\ & 2,086 \end{aligned}$ | $\begin{aligned} & 409,819 \\ & 406,743 \end{aligned}$ | $\begin{aligned} & 25,017 \\ & 23,930 \end{aligned}$ | $\begin{aligned} & 25,786 \\ & 24,300 \end{aligned}$ | $\begin{aligned} & 1,160,360 \\ & 1,144,203 \end{aligned}$ | $\begin{aligned} & 50,803 \\ & 48,230 \end{aligned}$ | $\begin{aligned} & 1,217,650 \\ & 1,198,944 \end{aligned}$ |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | All Urban 4/ | $\begin{aligned} & 970,902 \\ & 951,476 \end{aligned}$ | $\begin{aligned} & 5,982 \\ & 5,934 \end{aligned}$ | $\begin{aligned} & 2,746 \\ & 2,733 \\ & \hline \end{aligned}$ | $\begin{aligned} & 531,449 \\ & 523,423 \end{aligned}$ | $\begin{aligned} & 33,122 \\ & 31,836 \\ & \hline \end{aligned}$ | $\begin{aligned} & 47,856 \\ & 44,943 \end{aligned}$ | $\begin{aligned} & 1,502,351 \\ & 1,474,899 \\ & \hline \end{aligned}$ | $\begin{aligned} & 80,978 \\ & 76,779 \\ & \hline \end{aligned}$ | $\begin{aligned} & 1,592,057 \\ & 1,560,345 \\ & \hline \end{aligned}$ |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | Total Rural and Urban | $\begin{aligned} & 1,545,830 \\ & 1,502,556 \\ & \hline \end{aligned}$ | $\begin{aligned} & 10,260 \\ & 10,081 \end{aligned}$ | $\begin{aligned} & 6,996 \\ & 6,842 \end{aligned}$ | $\begin{aligned} & 866,228 \\ & 850,739 \end{aligned}$ | $\begin{aligned} & 67,894 \\ & 66,893 \end{aligned}$ | $\begin{aligned} & 128,159 \\ & 124,584 \\ & \hline \end{aligned}$ | $\begin{aligned} & 2,412,058 \\ & 2,353,295 \\ & \hline \end{aligned}$ | $\begin{aligned} & 196,053 \\ & 191,477 \end{aligned}$ | $\begin{aligned} & 2,625,367 \\ & 2,561,695 \\ & \hline \end{aligned}$ |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | Number of motor vehicles registered 5/ | $\begin{aligned} & 131,838,538 \\ & 129,748,704 \end{aligned}$ | $\begin{aligned} & 3,879,450 \\ & 3,826,373 \end{aligned}$ | $\begin{aligned} & 715,540 \\ & 697,548 \end{aligned}$ | $\begin{aligned} & 71,818,340 \\ & 70,224,082 \end{aligned}$ | $\begin{aligned} & \hline 5,413,530 \\ & 5,293,358 \end{aligned}$ | $\begin{aligned} & \hline 1,830,605 \\ & 1,789,968 \end{aligned}$ | $\begin{aligned} & \hline 203,656,878 \\ & 199,972,786 \end{aligned}$ | $\begin{aligned} & 7,244,135 \\ & 7,083,326 \end{aligned}$ | $\begin{aligned} & 215,496,003 \\ & 211,580,033 \end{aligned}$ |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | Average miles traveled per vehicle | $\begin{aligned} & 11,725 \\ & 11,581 \end{aligned}$ | $\begin{aligned} & 2,645 \\ & 2,635 \end{aligned}$ | $\begin{aligned} & 9,777 \\ & 9,809 \end{aligned}$ | $\begin{aligned} & 12,061 \\ & 12,115 \end{aligned}$ | $\begin{aligned} & 12,542 \\ & 12,637 \end{aligned}$ | $\begin{aligned} & 70,009 \\ & 69,601 \end{aligned}$ | $\begin{aligned} & 11,844 \\ & 11,768 \end{aligned}$ | $\begin{aligned} & 27,064 \\ & 27,032 \end{aligned}$ | $\begin{aligned} & 12,183 \\ & 12,107 \end{aligned}$ |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | Person-miles of travel 6/ (millions) | $\begin{aligned} & 2,457,871 \\ & 2,389,065 \end{aligned}$ | $\begin{aligned} & 11,286 \\ & 11,089 \end{aligned}$ | $\begin{aligned} & 148,325 \\ & 145,060 \end{aligned}$ | $\begin{aligned} & 1,377,303 \\ & 1,352,675 \end{aligned}$ | $\begin{aligned} & 67,894 \\ & 66,893 \end{aligned}$ | $\begin{aligned} & 128,159 \\ & 124,584 \end{aligned}$ | $\begin{aligned} & 3,835,173 \\ & 3,741,740 \end{aligned}$ | $\begin{aligned} & 196,053 \\ & 191,477 \end{aligned}$ | $\begin{aligned} & 4,190,837 \\ & 4089,366 \end{aligned}$ |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | Fuel consumed 7/ (thousand gallons) | $\begin{aligned} & 72,209,143 \\ & 69,892,366 \end{aligned}$ | $\begin{aligned} & 205,200 \\ & 201,620 \end{aligned}$ | $\begin{aligned} & 1,048,682 \\ & 1,026,578 \end{aligned}$ | $\begin{aligned} & 50,579,285 \\ & 49,387,705 \end{aligned}$ | $\begin{aligned} & 9,740,971 \\ & 9,576,059 \end{aligned}$ | $\begin{aligned} & 21,100,279 \\ & 20,301,693 \end{aligned}$ | $\begin{aligned} & 122,788,428 \\ & 119,280,071 \end{aligned}$ | $\begin{aligned} & 30,841,250 \\ & 29,877,752 \end{aligned}$ | $\begin{aligned} & 154,883,560 \\ & 150,386,021 \end{aligned}$ |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | Average fuel consumption per vehicle (gallons) 7/ | $\begin{aligned} & 548 \\ & 539 \end{aligned}$ | 53 53 | $\begin{aligned} & 1,466 \\ & 1,472 \end{aligned}$ | $\begin{aligned} & 704 \\ & 703 \end{aligned}$ | $\begin{aligned} & 1,799 \\ & 1,809 \end{aligned}$ | $\begin{aligned} & 11,526 \\ & 11,342 \end{aligned}$ | 603 596 | $\begin{aligned} & 4,257 \\ & 4,218 \end{aligned}$ | 719 711 |
| $\begin{aligned} & 1998 \\ & 1997 \end{aligned}$ | Average miles traveled per gallon of fuel consumed 7/ | $\begin{aligned} & 21.4 \\ & 21.5 \end{aligned}$ | $\begin{aligned} & 50.0 \\ & 50.0 \end{aligned}$ | 6.7 6.7 | 17.1 17.2 | 7.0 7.0 | 6.1 6.1 | $\begin{aligned} & 19.6 \\ & 19.7 \end{aligned}$ | 6.4 6.4 | 17.0 17.0 |

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 1996 may have been revised based on the availability of more current data. Estimation procedures include use of the 1992 Census of Transportation Truck Inventory and Use Survey (TIUS) 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 1992 TIUS. 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 1995 Nationwide Personal Transportation Survey (NPTS).
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 1992 TIUS, and other sources as a baseline.

