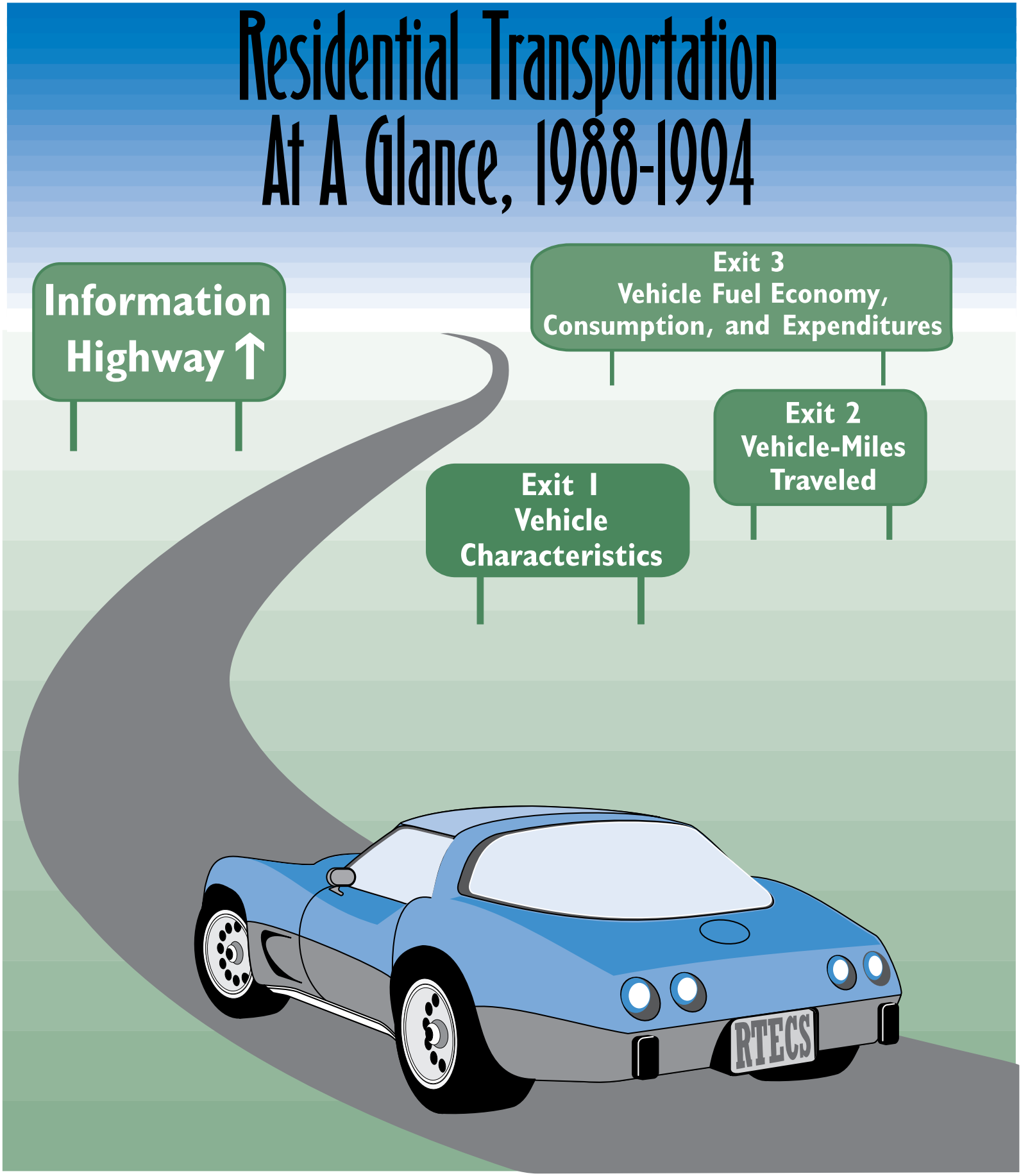
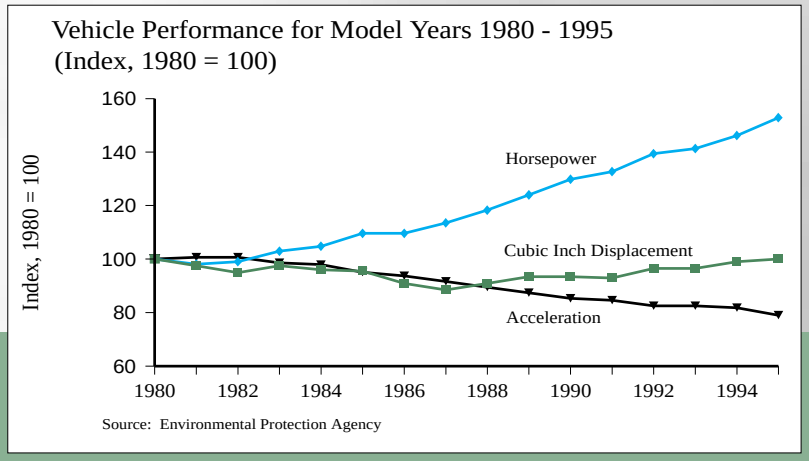
Residential Transportation At A Glance, 1988-1994



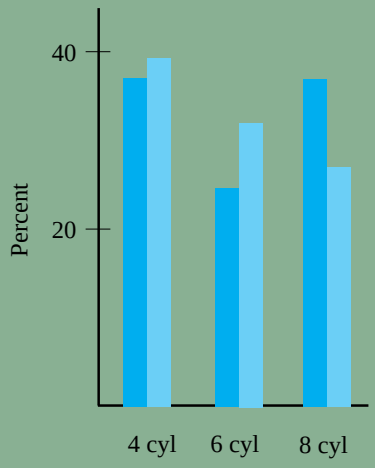
Household Vehicles Energy Consumption 1994 presents statistics about energy-related characteristics of highway vehicles available for personal use by members of U.S. households. The data were collected in the 1994 Residential Transportation Energy Consumption Survey, the final cycle in a series of nationwide energy consumption surveys conducted during the 1980's and 1990's by the Energy Information Administrations.

Exit 1 Residential Vehicle Characteristics

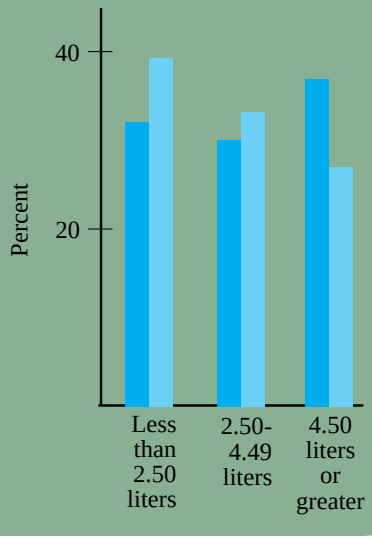
Engines Became More Powerful . . .



Percent Distribution of Total Residential Vehicle Fleet by Number of Cylinders, 1988 and 1994

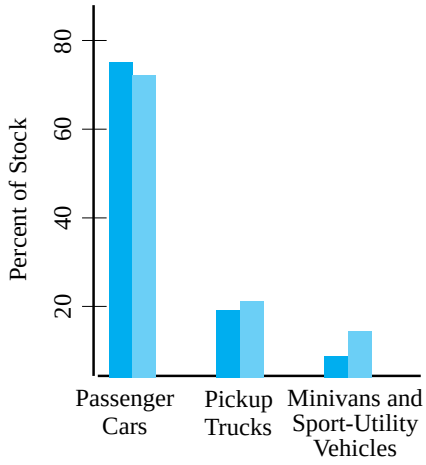


Percent Distribution of Vehicle Fleet by Engine Size, 1988 and 1994

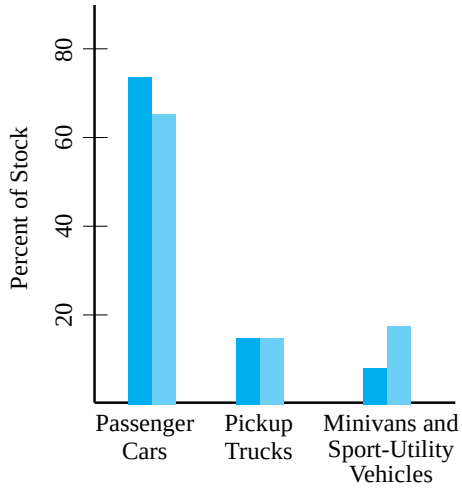


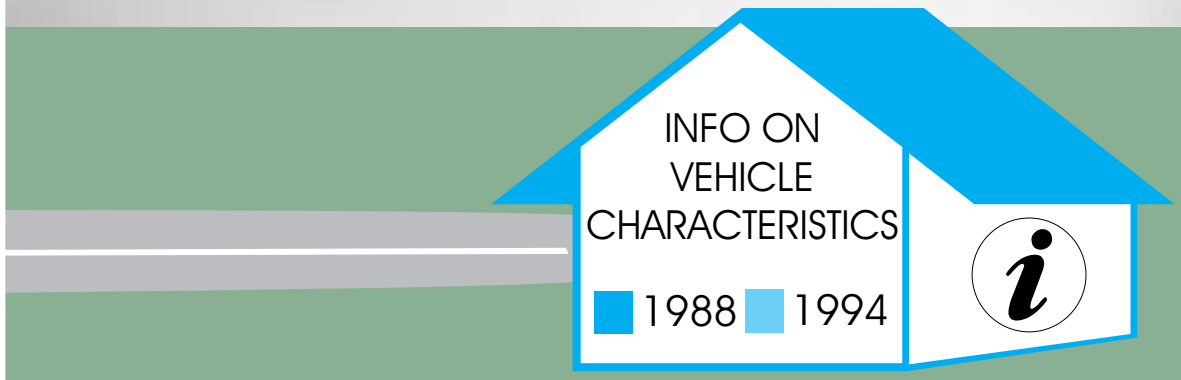
Minivans and Sport-Utility Vehicles Became More Popular.

Percent Distribution of Total Residential Vehicle Fleet by Vehicle Type, 1988 and 1994



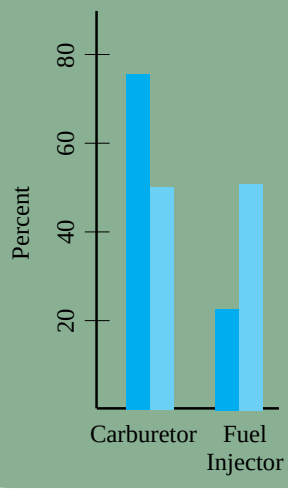
Percent Distribution of Newer Vehicles (2 model years old or less) by Vehicle Type, 1988 and 1994





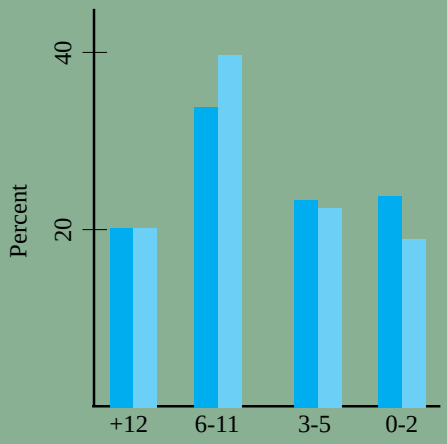
Fuel Injection Replaced Carburetion . . .

Percent Distribution of Total Residential Vehicle Fleet with Carburetors and Fuel Injection, 1988 and 1994



And the Vehicle Fleet Stock Aged.

Percent Distribution of Total Residential Vehicle Fleet by Vehicle Age, 1988 and 1994

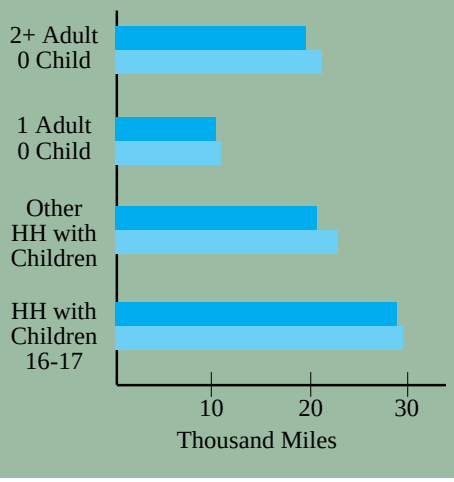


Residential Vehicle-Miles Traveled

Exit 2

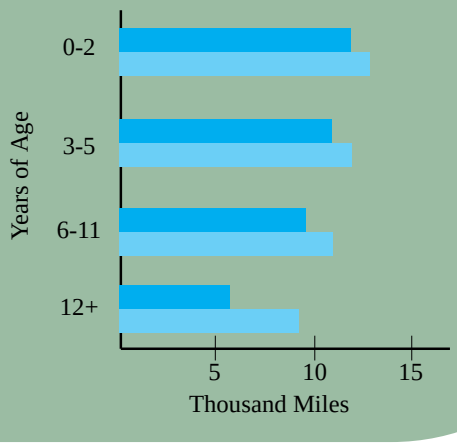
Everyone Drove More, but Families with Driving-Age Children Traveled the Most.

Vehicle-Miles Traveled per Household by Household Composition, 1988 and 1994



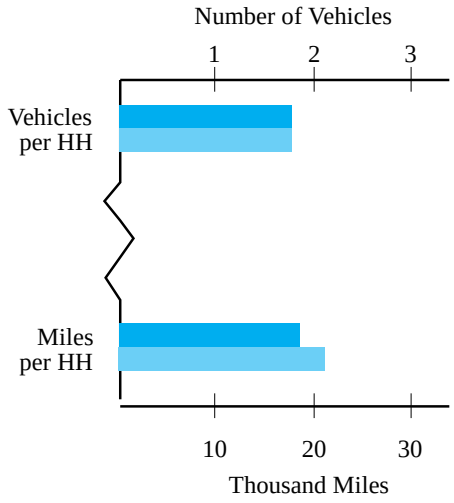
Older Vehicles Were Used the Least.

Vehicle-Miles Traveled per Vehicle by Vehicle Age, 1988 and 1994



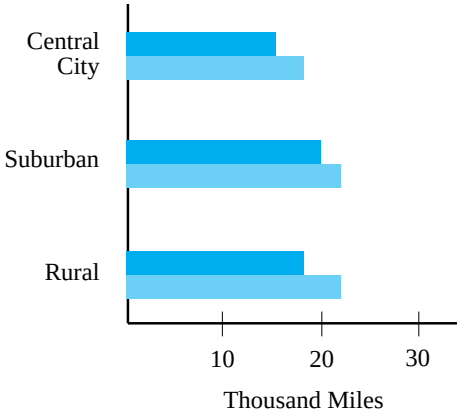
Vehicles per Household Remained Steady, While Driving Increased . . .

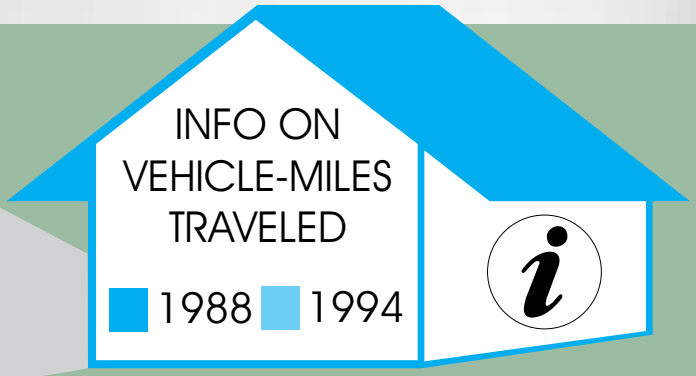
Vehicles per Household and Vehicle-Miles Traveled per Household, 1988 and 1994



Especially Outside of the Suburbs.

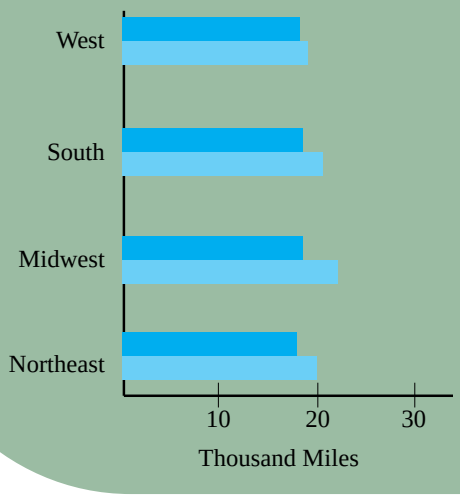
Vehicle-Miles Traveled per Household by Urban Status, 1988 and 1994





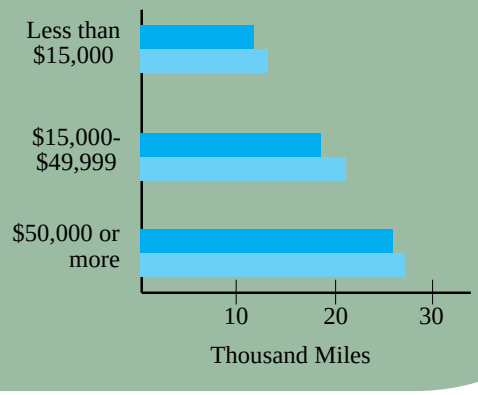
Households in the "Wide-Open West" Did *Not* Drive More Than Others . . .

Vehicle-Miles Traveled per Household by Census Region, 1988 and 1994



But Higher-Income Households Did.

Vehicle-Miles Traveled per Household by Household Income, 1988 and 1994

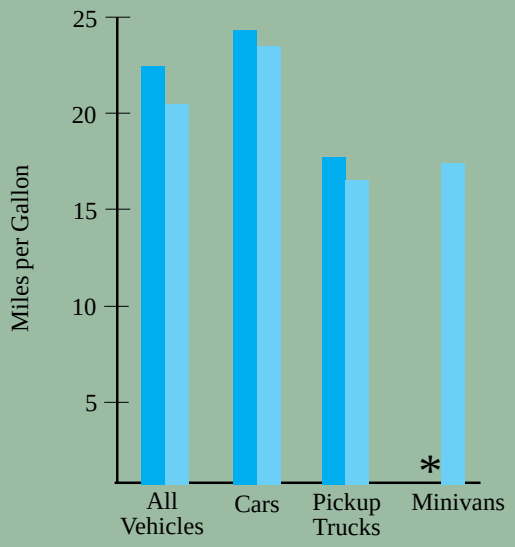


Residential Vehicle Fuel Economy, Consumption, and Expenditures

Exit 3

Newer Vehicle On-Road Fuel Economy Fell Slightly . . .

On-Road Average Fuel Economy of Newer Household Vehicles (2 or less model years old) by Vehicle Type, 1988 and 1994



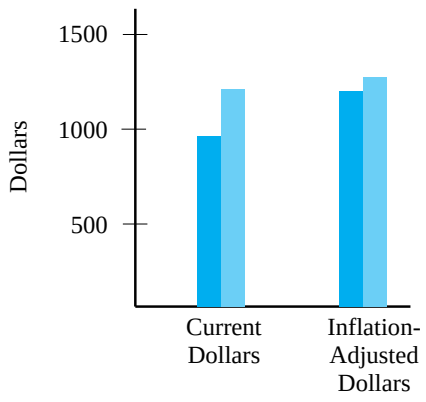
*Data for 1988 were insufficient.

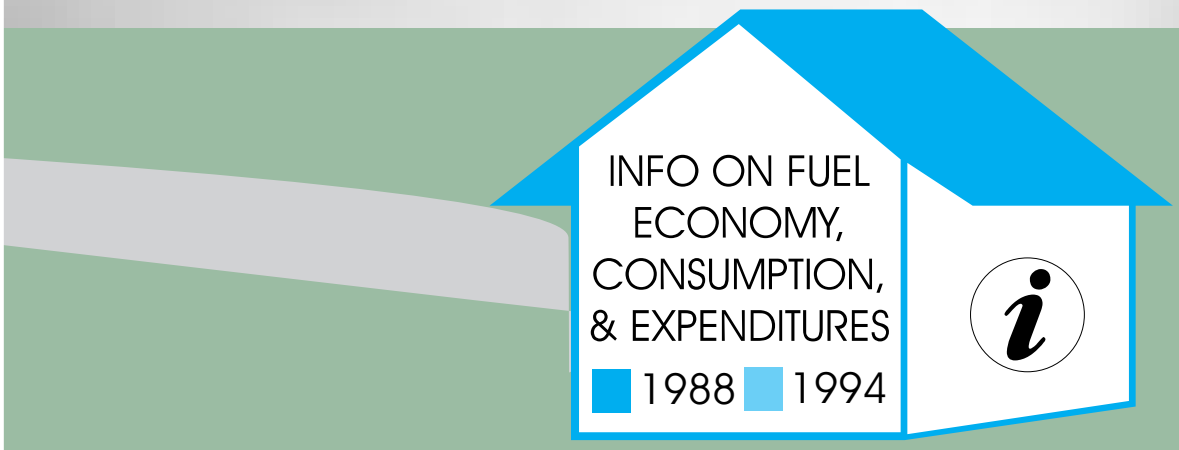
Fuel Costs Added Up!

In 1994, U.S. households paid $104.7 billion for their vehicle fuel, almost half of their total energy expenditures.

Households Paid More For Vehicle Fuel in 1994 than They Did in 1988.

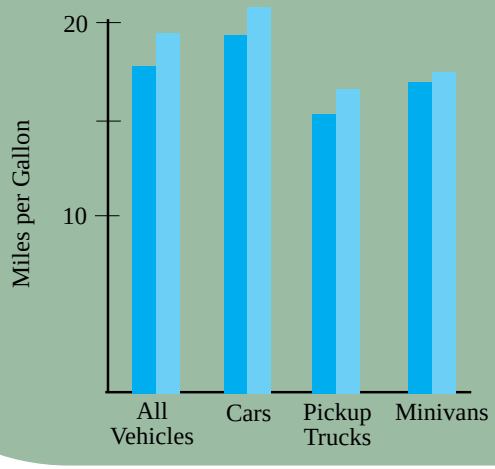
Final Average Expenditures per Household for Vehicle Fuel, 1988 and 1994

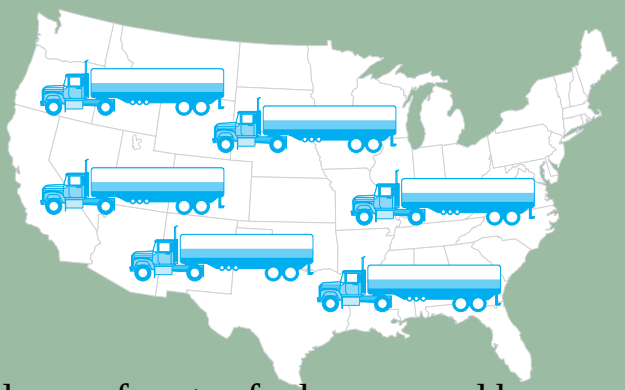




But the Fuel Economy of the Total Fleet Continued To Rise Slowly.

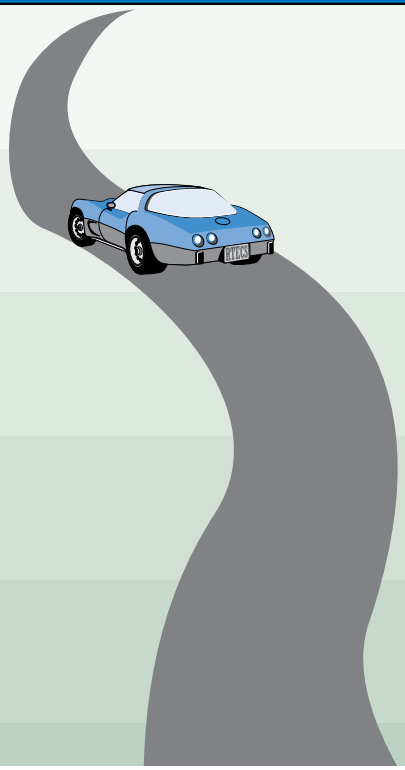
On-Road Average Fuel Economy of Household Vehicle Fleet by Vehicle Type, 1988 and 1994





The volume of motor fuel consumed by residential vehicles in 1994 would have filled about 9 million tank trucks. If placed end to end, that number of tank trucks would stretch across the United States nearly 40 times.

In Summary



From 1988.....To 1994

The total number of residential vehicles increased from

147.5 million to 156.8 million,

while the number of vehicles per vehicle-operating household remained constant at

1.8 vehicles and 1.8 vehicles.

Average miles traveled per vehicle jumped from

10.2 thousand to 11.4 thousand,

and fuel economy improved from

18.3 mpg to 19.8 mpg,

so that fuel use per vehicle remained fairly constant at

559 gallons and 578 gallons.

From 1988.....To 1994

Higher nominal prices per gallon,

$0.984 versus $1.156,

led to higher nominal expenditures per vehicle,

$550 versus $668,

and per household,

$998 versus $1,234,

but, when adjusted for inflation, expenditures changed little:

$1,218 versus $1,234.

Together with the ongoing growth of the country, these trends caused the higher national demand for residential vehicle fuel to rise from

82.4 billion gallons to 90.6 billion gallons,

and corresponding fuel costs to rise substantially, from

$81.1 billion to $104.7 billion,

although the inflation-adjusted total cost was

$98.9 billion versus $104.7 billion.