ANNUAL VEHICLE DISTANCE TRAVELED IN MILES AND RELATED DATA - 2004 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: PASSENGER CARS AND OTHER 2-AXLE 4-TIRE VEHICLES	SUBTOTALS: SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	ALL MOTOR VEHICLES
	Motor-Vehicle Travel: (millions of vehicle-miles)									
2004	Interstate Rural	129,415	1,354	999	83,181	7,713	43,583	212,596	51,296	266,245
2004	Other Arterial Rural	217,495	1,435	992	148,802	14,276	26,414	366,297	40,690	409,413
2004	Other Rural	217,599	1,593	1,700	142,532	15,028	14,316	360,131	29,344	392,768
2004	All Rural	564,509	4,381	3,691	374,515	37,017	84,313	939,024	121,330	1,068,426
2004	Interstate Urban	258,666	2,089	986	155,714	9,729	28,355	414,379	38,083	455,538
2004	Other Urban	876,715	3,652	2,124	496,935	31,696	29,702	1,373,651	61,398	1,440,824
2004	All Urban	1,135,381	5,741	3,110	652,649	41,424	58,056	1,788,030	99,481	1,896,362
2004	Total Rural and Urban	1,699,890	10,122	6,801	1,027,164	78,441	142,370	2,727,054	220,811	2,964,788
2004	Number of motor vehicles registered 4/	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 miles traveled per vehicle	12,460	1,755	8,552	11,184	12,732	70,819	11,946	27,023	12,200
2004	Person-miles of travel 5/ (millions)	2,685,827	12,855	144,188	1,780,771	78,441	142,370	4,466,598	220,811	4,844,452
2004	Fuel consumed 6/ (thousand gallons)	75,401,891	202,447	1,360,178	63,417,148	8,958,622	24,190,904	138,819,039	33,149,526	173,531,190
2004	Average fuel consumption per vehicle (gallons) 6/	553	35	1,710	690	1,454	12,033	608	4,057	714
2004	Average miles traveled per gallon of fuel consumed 6/	22.5	50.0	5.0	16.2	8.8	5.9	19.6	6.7	17.1

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.