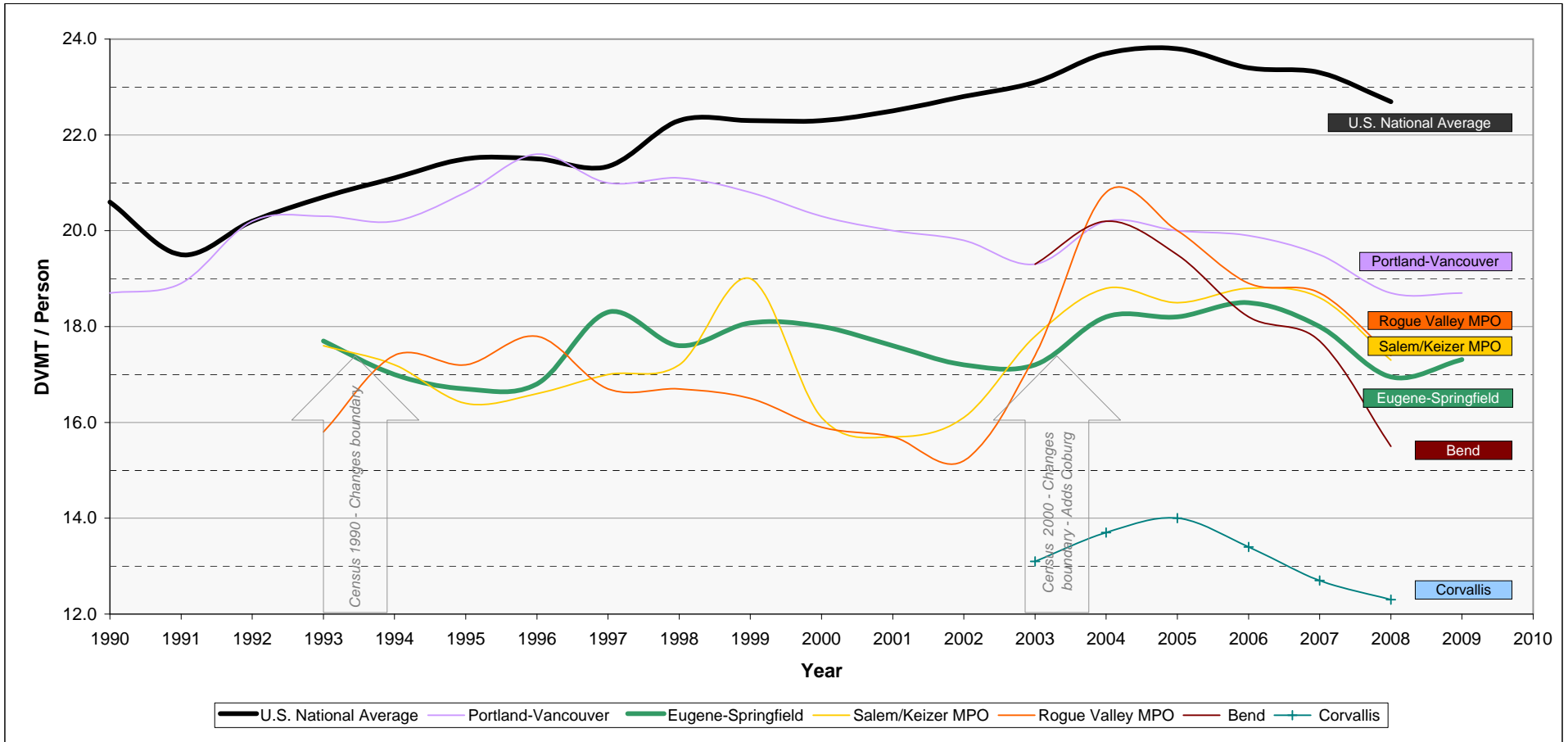


**Daily VMT (Vehicle Miles of Travel) Per Person - 1990 to 2009**  
**Eugene-Springfield compared with other Oregon MPOS and the US National Average**

|                           | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| <b>United States</b>      | 20.6 | 19.5 | 20.2 | 20.7 | 21.1 | 21.5 | 21.5 | 21.3 | 22.3 | 22.3 | 22.3 | 22.5 | 22.8 | 23.1 | 23.7 | 23.8 | 23.4 | 23.3 | 22.7 |      |
| <b>Portland-Vancouver</b> | 18.7 | 18.9 | 20.2 | 20.3 | 20.2 | 20.8 | 21.6 | 21.0 | 21.1 | 20.8 | 20.3 | 20.0 | 19.8 | 19.3 | 20.2 | 20.0 | 19.9 | 19.5 | 18.7 | 18.7 |
| <b>Eugene-Springfield</b> | n/a  | n/a  | n/a  | 17.7 | 17.0 | 16.7 | 16.8 | 18.3 | 17.6 | 20.1 | 18.0 | 17.6 | 17.2 | 17.2 | 18.2 | 18.2 | 18.5 | 18.0 | 16.9 | 17.3 |



This chart shows estimated vehicle miles traveled per person within the designated Federal-Aid Urbanized Areas in Oregon and compares these data to the average VMT/capita (computed as Total DVMT/Total Estimated Population) of all urbanized areas across the U.S. (Note that in 1990-1992, the national average was only available for larger areas of 200,000 persons and more).

A "Federal-Aid Urbanized Area" is an area with 50,000 or more persons that at a minimum encompasses the land area delineated as the urban area by the Bureau of the Census. They are defined based on population density at the Census block level. The boundaries of these 'Census Defined Urban Areas' may change every 10 years at each decennial Census, and thus, MPO boundaries may also change. There is a lag time between Census data collection and definition of the new urban areas so that roads within these areas are not incorporated into these calculations until several years after the Census. In the graph above, the arrows show when the boundary changes were generally implemented. Population estimates for an urban area may be revised more quickly following the conclusion of the Census data collection.

**Data Sources:**

2009: From Portland-Vancouver MPO (Metro) as received from Oregon Highway Performance Monitoring Systems office.

1990-2008: See <http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.cfm>. *FHWA Highway Statistics* reports - Highway Infrastructure - State Tables - Urbanized Area Summaries - Selected Characteristics.

Information included in *Highway Statistics* is the result of a cooperative effort between the FHWA and the States. Nearly all of the data provided to FHWA, including the Highway Performance Monitoring System (HPMS) data, come through State Departments of Transportation from existing data bases or business records of many individual State and local governmental agencies. Data quality and consistency of information published in *Highway Statistics* are, therefore, dependent upon the programs, actions and maintenance of sound data bases by numerous data collectors. HPMS data are reported in accordance with the "Highway Performance Monitoring System Field Manual for the Continuing Analytical and Statistical Database". This document contains definitions and coding standards for the various data items so that they can be reported in a consistent manner. Highway statistical data other than the HPMS are collected in accordance with "A Guide to Reporting Highway Statistics". Reporting procedures contained in this guide are not rigid standards; rather, they represent a reporting reference system that the FHWA recommends the States use in collecting and reporting State and local highway data to the FHWA.

Nearly all of the State reported data are analyzed by FHWA for consistency and for adherence to reporting guidelines. In a number of cases, data are adjusted to improve consistency and uniformity among the States. The analysis and adjustment process is accomplished in close working relationship with the States supplying the data.

The data collected and published in the annual *Highway Statistics* are used by all levels of government and the public to assess the performance of the Nation's highway transportation system as well as identify future highway system options. Data are used for assessing highway system performance under FHWA's strategic planning and performance reporting process and for apportioning Federal-aid highway funds under Federal legislation.

Vehicle miles traveled are estimated for all road facilities including local roads. Note that these calculations include all travel within an urbanized area including through trips and trips from outside areas.