

IOWA 2019  
ANNUAL VEHICLE MILES OF TRAVEL  
(1,000,000's)

VEHICLE TYPE	INTERSTATE						OTHER PRIMARY						TOTAL PRIMARY						ROAD & CITY STREETS						TOTAL ALL SYSTEMS						VEHICLE TYPE
	RURAL		MUNICIPAL		TOTAL		RURAL		MUNICIPAL		TOTAL		RURAL		MUNICIPAL		TOTAL		RURAL		MUNICIPAL		TOTAL		RURAL		MUNICIPAL		TOTAL		
	V.M.	%	V.M.	%	V.M.	%	V.M.	%	V.M.	%	V.M.	%	V.M.	%	V.M.	%	V.M.	%	V.M.	%	V.M.	%	V.M.	%	V.M.	%	V.M.	%	V.M.	%	
CARS,PICKUPS AND VANS	4134	73.49	2329	83.69	<b>6463</b>	<b>76.86</b>	7683	84.38	3401	91.84	<b>11084</b>	<b>86.55</b>	11817	80.23	5730	88.34	<b>17547</b>	<b>82.69</b>	4877	88.65	6859	97.12	<b>11736</b>	<b>93.42</b>	16694	82.50	12589	92.93	<b>29283</b>	<b>86.68</b>	CARS,PICKUPS AND VANS
MOTORCYCLES	13	0.23	3	0.11	<b>16</b>	<b>0.19</b>	26	0.29	11	0.30	<b>37</b>	<b>0.29</b>	39	0.26	14	0.22	<b>53</b>	<b>0.25</b>	20	0.37	16	0.23	<b>36</b>	<b>0.29</b>	59	0.29	30	0.22	<b>89</b>	<b>0.27</b>	MOTORCYCLES
SUB-TOTAL	4147	73.72	2332	83.80	<b>6479</b>	<b>77.05</b>	7709	84.67	3412	92.14	<b>11121</b>	<b>86.84</b>	11856	80.49	5744	88.56	<b>17600</b>	<b>82.94</b>	4897	89.02	6875	97.35	<b>11772</b>	<b>93.71</b>	16753	82.79	12619	93.15	<b>29372</b>	<b>86.95</b>	SUB-TOTAL
S U 2 AXLE	154	2.74	73	2.62	<b>227</b>	<b>2.70</b>	300	3.29	86	2.32	<b>386</b>	<b>3.01</b>	454	3.08	159	2.45	<b>613</b>	<b>2.89</b>	291	5.29	150	2.13	<b>441</b>	<b>3.51</b>	745	3.68	309	2.28	<b>1054</b>	<b>3.12</b>	S U 2 AXLE
S U 3 AXLE	28	0.50	13	0.47	<b>41</b>	<b>0.49</b>	56	0.62	17	0.46	<b>73</b>	<b>0.57</b>	84	0.57	30	0.46	<b>114</b>	<b>0.54</b>	38	0.70	6	0.09	<b>44</b>	<b>0.36</b>	122	0.61	36	0.27	<b>158</b>	<b>0.47</b>	S U 3 AXLE
S U 4 AXLE	2	0.04	1	0.04	<b>3</b>	<b>0.04</b>	5	0.05	2	0.05	<b>7</b>	<b>0.05</b>	7	0.05	3	0.05	<b>10</b>	<b>0.05</b>	3	0.05	0	0.00	<b>3</b>	<b>0.02</b>	10	0.05	3	0.02	<b>13</b>	<b>0.04</b>	S U 4 AXLE
BUS	42	0.75	18	0.65	<b>60</b>	<b>0.71</b>	61	0.67	15	0.41	<b>76</b>	<b>0.59</b>	103	0.70	33	0.51	<b>136</b>	<b>0.64</b>	24	0.44	11	0.15	<b>35</b>	<b>0.28</b>	127	0.63	44	0.32	<b>171</b>	<b>0.51</b>	BUS
SUB-TOTAL SINGLE UNITS	226	4.03	105	3.78	<b>331</b>	<b>3.94</b>	422	4.63	120	3.24	<b>542</b>	<b>4.22</b>	648	4.40	225	3.47	<b>873</b>	<b>4.12</b>	356	6.48	167	2.37	<b>523</b>	<b>4.17</b>	1004	4.97	392	2.89	<b>1396</b>	<b>4.14</b>	SUB-TOTAL SINGLE UNITS
COMB-4 AXLE	87	1.55	34	1.22	<b>121</b>	<b>1.44</b>	94	1.03	16	0.43	<b>110</b>	<b>0.86</b>	181	1.23	50	0.77	<b>231</b>	<b>1.09</b>	50	0.90	11	0.16	<b>61</b>	<b>0.48</b>	231	1.14	61	0.45	<b>292</b>	<b>0.86</b>	COMB-4 AXLE
COMB-5 AXLE	1110	19.73	289	10.38	<b>1399</b>	<b>16.64</b>	792	8.70	136	3.67	<b>928</b>	<b>7.25</b>	1902	12.91	425	6.55	<b>2327</b>	<b>10.97</b>	130	2.37	7	0.10	<b>137</b>	<b>1.09</b>	2032	10.05	432	3.19	<b>2464</b>	<b>7.30</b>	COMB-5 AXLE
COMB-6 AXLE	16	0.28	9	0.32	<b>25</b>	<b>0.30</b>	36	0.40	8	0.22	<b>44</b>	<b>0.34</b>	52	0.35	17	0.26	<b>69</b>	<b>0.33</b>	28	0.51	1	0.01	<b>29</b>	<b>0.23</b>	80	0.40	18	0.13	<b>98</b>	<b>0.29</b>	COMB-6 AXLE
DOUBLE BOTTOMS	39	0.69	14	0.50	<b>53</b>	<b>0.63</b>	52	0.57	11	0.30	<b>63</b>	<b>0.49</b>	91	0.62	25	0.39	<b>116</b>	<b>0.55</b>	40	0.72	1	0.01	<b>41</b>	<b>0.32</b>	131	0.65	26	0.19	<b>157</b>	<b>0.46</b>	DOUBLE BOTTOMS
SUB-TOTAL COMB UNITS	1252	22.25	346	12.42	<b>1598</b>	<b>19.01</b>	974	10.70	171	4.62	<b>1145</b>	<b>8.94</b>	2226	15.11	517	7.97	<b>2743</b>	<b>12.94</b>	248	4.50	20	0.28	<b>268</b>	<b>2.12</b>	2474	12.24	537	3.96	<b>3011</b>	<b>8.91</b>	SUB-TOTAL COMB UNITS
TOTAL ALL UNITS	5625	100	2783	100	<b>8408</b>	<b>100</b>	9105	100	3703	100	<b>12808</b>	<b>100</b>	14730	100	6486	100	<b>21216</b>	<b>100</b>	5501	100	7062	100	<b>12563</b>	<b>100</b>	20231	100	13548	100	<b>33779</b>	<b>100</b>	TOTAL ALL UNITS

Prior to 2007, an "A" was used to denote percentages of less than 0.5% or they were rounded to "0". For 2007 on, actual percentages are reported.