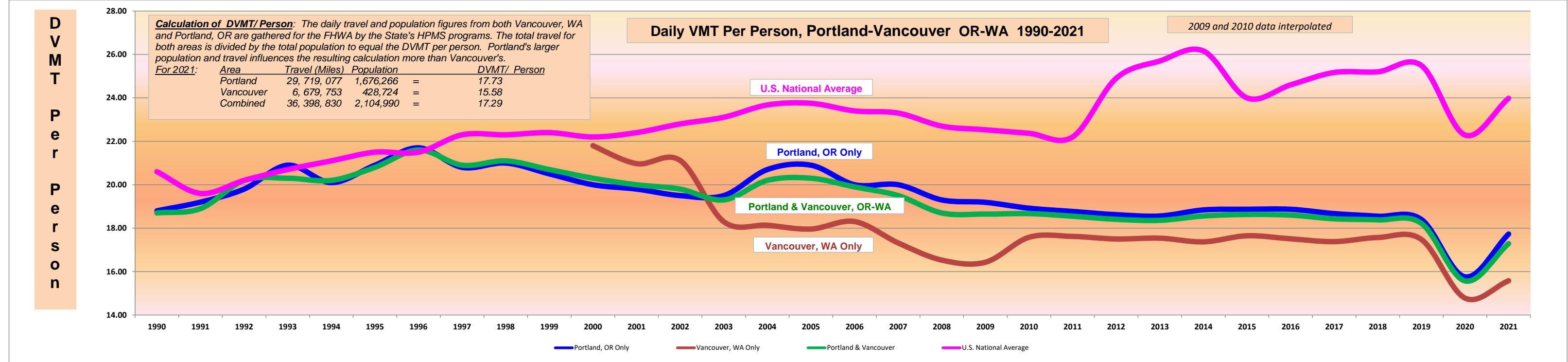


Daily Vehicle Miles of Travel (DVMT) Per Person - 1990 To 2021

Portland, OR; Vancouver, WA; and Portland-Vancouver OR-WA Combined, Plus The U.S. National Average Data

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Portland, OR Only	18.80	19.20	19.80	20.90	20.10	20.90	21.70	20.80	21.00	20.50	20.00	19.80	19.50	19.50	20.70	20.90	20.00	20.00	19.30	19.19	18.92	18.77	18.62	18.56	18.84	18.87	18.87	18.67	18.55	18.40	15.76	17.73
Vancouver, WA Only											21.80	20.97	21.12	18.30	18.13	17.96	18.31	17.32	16.53	16.43	17.58	17.62	17.50	17.54	17.37	17.65	17.51	17.38	17.57	17.48	14.78	15.58
Portland & Vancouver	18.70	18.90	20.20	20.30	20.20	20.80	21.60	20.90	21.10	20.70	20.30	20.00	19.80	19.30	20.20	20.30	19.90	19.50	18.70	18.65	18.67	18.55	18.41	18.36	18.56	18.63	18.60	18.43	18.38	18.22	15.57	17.29
U.S. National Average	20.60	19.60	20.20	20.70	21.10	21.50	21.50	22.30	22.30	22.40	22.20	22.40	22.80	23.11	23.67	23.75	23.40	23.30	22.70	22.53	22.37	22.20	24.90	25.70	26.16	24.00	24.60	25.17	25.20	25.49	22.29	23.98



Please Note: The sample geographic areas for VMT are based on the 'Census Defined Urban Areas' and change every 10 years, as the census data changes. These 'Census Defined Urban Areas' differ from the city boundaries. It is important to note that there is a time lag between when the census data was collected and the implementation of the new 'Census Defined Urban Area or Boundary'. In the above graph, the implementation of the 1990 Census boundary does not appear until 1993 for Portland, OR only (noted by the uptick in the curve in 1993). The use of the new 2000 Census Boundary did not occur until 2004, for Portland, OR only; note a similar increase upward in the graph in 2004. However, the data shown above for 2010 is based on the 2010 Census population and the updated Defined Urban Area or Boundary. The 2011-2020 figures likewise use the updated 2010 Census information and were adjusted for population changes in 2011-2020. 2021 is based on the 2020 Census population.

2009-2021 Data Sources: The data for Portland, OR was received from the ODOT, Oregon Highway Performance Monitoring System (HPMS) office in Salem, Oregon. The information for Vancouver, WA was received from the Washington State DOT, HPMS office in Olympia, Washington. These data were the official state's submittals to the Federal Highway Administration's (FHWA) Office in Washington, D.C. The 2010-2020 data are based on the 2010 Census and updates. 2021 is based on the 2020 Census.

1990-2008 Urban Areas & National Average Data Sources: The data is from information published by the U.S. Federal Highway Administration (FHWA) in Washington, D.C. The DVMT/ Person can be located in the FHWA's publication 'Highway Statistics'; 4.4.5 Urbanized Area Summaries, Section 4.4.5.2, Selected Characteristics, Table HM-72. The website for the 'Highway Statistics' series is located at: <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> The 2008 data is located at: <http://www.fhwa.dot.gov/policyinformation/statistics/2008/hm72.cfm> The 2008 and earlier National Average of DVMT/ Person, are calculated by dividing the 'Total DVMT' for all Federal-Aid Urban Areas, by total 'Estimated Population' as it appears on Sheet 9 of Table HM-72, which lists all the Federal-Aid Urbanized Areas in the U.S.

2009-2021 Urban Areas & National Average Data Sources: Figures were not published for 2009 by the FHWA. 2010 urban area data was published in Table HM-71, at: <http://www.fhwa.dot.gov/policyinformation/statistics/2010/hm71.cfm>. However; the data was based on the year 2000 population, it was not adjusted for 2010, and not useful in calculations. The FHWA did publish Table HM-71 in February 2013, with updated 2011 urban area data, located: <http://www.fhwa.dot.gov/policyinformation/statistics/2011/hm71.cfm>. The population and travel agree with information received from Oregon's and Washington's HPMS offices. In order to show a continuous graph line for 2009-10, the 2008 National DVMT/person information was averaged with the 2011 data. The 2011 national figure is the average for all 498 urbanized areas listed in the Table HM-71. 2012 urban area data was published in Table HM-71, at: <http://www.fhwa.dot.gov/policyinformation/statistics/2012/hm71.cfm>. However, since the data was based on the year 2000 population (i.e., identical issue with FHWA 2010 data), it was not included in these DVMT calculations. 2013 urban area data was published in Tables HM-72, at: <https://www.fhwa.dot.gov/policyinformation/statistics/2013/hm72.cfm>. 2014 urban area data was published in Tables HM-72, at: <https://www.fhwa.dot.gov/policyinformation/statistics/2014/hm72.cfm>. 2015 urban area data was published in Tables HM-72, at: <https://www.fhwa.dot.gov/policyinformation/statistics/2015/hm72.cfm>. 2016 urban area data was published in Tables HM-72, at: <https://www.fhwa.dot.gov/policyinformation/statistics/2016/hm72.cfm>. 2017 urban area data was published in Tables HM-72, at: <https://www.fhwa.dot.gov/policyinformation/statistics/2017/hm72.cfm>. 2018 urban area data was published in Tables HM-72, at: <https://www.fhwa.dot.gov/policyinformation/statistics/2018/hm72.cfm>. 2019 urban area data was published in Tables HM-72, at: <https://www.fhwa.dot.gov/policyinformation/statistics/2019/hm72.cfm>. 2020 urban area data was published in Tables HM-72, at: <https://www.fhwa.dot.gov/policyinformation/statistics/2020/hm72.cfm>. 2021 urban area data was published in Tables HM-72, at: <https://www.fhwa.dot.gov/policyinformation/statistics/2021/hm72.cfm>

"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 urbanized area by the Bureau of the Census." (from Sheet 8, in Table HM-71, as noted above). Portland-Vancouver, OR-WA is a Federal-Aid Urbanized Area (UZA-27). The geographic area for each component (the Oregon and Washington portions of the Portland-Vancouver data set) are uniquely defined by the FHWA.

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