

## Transportation

This section presents data on civil air transportation, both passenger and cargo, and on water transportation, including inland waterways, oceanborne commerce, the merchant marine, cargo, and vessel tonnages.

This section also presents statistics on revenues, passenger and freight traffic volume, and employment in various revenue-producing modes of the transportation industry, including motor vehicles, trains, and pipelines. Data are also presented on highway mileage and finances, motor vehicle travel, accidents, and registrations; and characteristics of public transit, railroads, and pipelines. Data from the 2001 National Household Travel Survey are now included in Section 26.

Principal sources of air and water transportation data are the annual *National Transportation Statistics*, issued by the U.S. Bureau of Transportation Statistics; the *Annual Report* issued by the Air Transport Association of America, Washington, DC; and the annual *Waterborne Commerce of the United States* issued by the Corps of Engineers of the Department of the Army. In addition, the U.S. Census Bureau in its commodity flow survey (part of the census of transportation, taken every 5 years through 2002, for years ending in "2" and "7") provides data on the type, weight, and value of commodities shipped by manufacturing establishments in the United States, by means of transportation, origin, and destination. The latest reports for 2002 are part of the 2002 Economic Census. This census was conducted in accordance with the 2002 North American Industry Classification System (NAICS). See text, Section 15, Business Enterprise, for a discussion of the 2002 Economic Census and NAICS.

Additional sources of data on water transportation include *Merchant Fleets of the World*, issued periodically by the U.S. Maritime Administration; *The Bulletin*,

issued monthly by the American Bureau of Shipping, New York, NY; and the annual *World Fleet Statistics*.

The principal compiler of data on public roads and on operation of motor vehicles is the U.S. Department of Transportation's (DOT) Federal Highway Administration (FHWA). These data appear in FHWA's annual *Highway Statistics* and other publications.

The U.S. National Highway Traffic Safety Administration issues data on traffic accident deaths and death rates in two annual reports: the *Fact Book* and the *Fatal Accident Reporting System Annual Report*. DOT's Federal Railroad Administration presents data on accidents involving railroads in its annual *Accident/Incident Bulletin*, and the *Rail-Highway Crossing Accident/Incident and Inventory Bulletin*.

Data are also presented in many nongovernment publications. Among them are the weekly and annual *Cars of Revenue Freight Loaded* and the annual *Yearbook of Railroad Facts*, both published by the Association of American Railroads, Washington, DC; *Transit Fact Book*, containing electric railway and motorbus statistics, published annually by the American Public Transit Association, Washington, DC.; *Injury Facts*, issued by the National Safety Council, Chicago, IL; and *Transportation in America*, issued by the Eno Foundation for Transportation, Washington, DC.

**Civil aviation**—Federal promotion and regulation of civil aviation have been carried out by the FAA and the Civil Aeronautics Board (CAB). The CAB promoted and regulated the civil air transportation industry within the United States and between the United States and foreign countries. The Board granted licenses to provide air transportation service, approved or disapproved proposed rates and fares, and approved or disapproved proposed agreements and corporate relationships involving air carriers. In December 1984, the CAB ceased to exist as an

agency. Some of its functions were transferred to the Department of Transportation (DOT), as outlined below. The responsibility for investigation of aviation accidents resides with the National Transportation Safety Board.

The Office of the Secretary, DOT aviation activities include: negotiation of international air transportation rights, selection of U.S. air carriers to serve capacity controlled international markets, oversight of international rates and fares, maintenance of essential air service to small communities, and consumer affairs. DOT's Bureau of Transportation Statistics (BTS) handles aviation information functions formerly assigned to CAB. Prior to BTS, the Research and Special Programs Administration handled these functions.

The principal activities of the FAA include: the promotion of air safety; controlling the use of navigable airspace; prescribing regulations dealing with the competency of airmen, airworthiness of aircraft and air traffic control; operation of air route traffic control centers, airport traffic control towers, and flight service stations; the design, construction, maintenance, and inspection of navigation, traffic control, and communications equipment; and the development of general aviation.

The CAB published monthly and quarterly financial and traffic statistical data for the certificated route air carriers. BTS continues these publications, including both certificated and noncertificated (commuter) air carriers. The FAA annually publishes data on the use of airway facilities; data related to the location of airmen, aircraft, and airports; the volume of activity in the field of nonair carrier (general aviation) flying; and aircraft production and registration.

General aviation comprises all civil flying (including such commercial operations as small demand air taxis, agriculture application, powerline patrol, etc.) but excludes certificated route air carriers, supplemental operators, large-aircraft commercial operators, and commuter airlines.

**Air carriers and service**—The CAB previously issued “certificates of public convenience and necessity” under Section

401 of the Federal Aviation Act of 1958 for scheduled and nonscheduled (charter) passenger services and cargo services. It also issued certificates under Section 418 of the Act to cargo air carriers for domestic all-cargo service only. The DOT Office of the Secretary now issues the certificates under a “fit, willing, and able” test of air carrier operations. Carriers operating only a 60-seat-or-less aircraft are given exemption authority to carry passengers, cargo, and mail in scheduled and nonscheduled service under Part 298 of the DOT (formerly CAB) regulations. Exemption authority carriers who offer scheduled passenger service to an essential air service point must meet the “fit, willing, and able” test.

**Vessel shipments, entrances, and clearances**—Shipments by dry cargo vessels comprise shipments on all types of watercraft, except tanker vessels; shipments by tanker vessels comprise all types of cargo, liquid and dry, carried by tanker vessels.

A vessel is reported as entered only at the first port which it enters in the United States, whether or not cargo is unloaded at that port. A vessel is reported as cleared only at the last port at which clearance is made to a foreign port, whether or not it takes on cargo. Army and Navy vessels entering or clearing without commercial cargo are not included in the figures.

**Units of measurement**—Cargo (or freight) tonnage and shipping weight both represent the gross weight of the cargo including the weight of containers, wrappings, crates, etc. However, shipping weight excludes lift and cargo vans and similar substantial outer containers. Other tonnage figures generally refer to stowing capacity of vessels, 100 cubic feet being called 1 ton. Gross tonnage comprises the space within the frames and the ceiling of the hull, together with those closed-in spaces above deck available for cargo, stores, passengers, or crew, with certain minor exceptions. Net or registered tonnage is the gross tonnage less the spaces occupied by the propelling machinery, fuel, crew quarters, master's cabin, and

navigation spaces. Substantially, it represents space available for cargo and passengers. The net tonnage capacity of a ship may bear little relation to weight of cargo. Deadweight tonnage is the weight in long tons required to depress a vessel from light water line (that is, with only the machinery and equipment on board) to load line. It is, therefore, the weight of the cargo, fuel, etc., which a vessel is designed to carry with safety.

**Federal-aid highway systems**—The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 eliminated the historical Federal-Aid Highway Systems and created the National Highway System (NHS) and other federal-aid highway categories. The final NHS was approved by Congress in December of 1995 under the National Highway System Designation Act.

**Functional systems**—Roads and streets are assigned to groups according to the character of service intended. The functional systems are (1) arterial highways that generally handle the long trips, (2) collector facilities that collect and disperse traffic between the arterials and the lower systems, and (3) local roads and streets that primarily serve direct access to residential areas, farms, and other local areas.

**Regulatory bodies**—The ICC, created by the U.S. Congress to regulate transportation in interstate commerce, has jurisdiction over railroads, trucking companies, bus lines, freight forwarders, water carriers, coal slurry pipelines, and transportation brokers. The Federal Energy Regulatory Commission is responsible for setting rates and charges for transportation and sale of natural gas and for establishing rates or charges for transportation.

**Motor carriers**—For 1960-73, Class I for-hire motor carriers of freight were classified by the ICC as those with \$1 million or more of gross annual operating revenue; 1974-79, the class minimum was \$3 million. Effective January 1, 1980, Class I carriers are those with \$5 million or more in revenue. For 1960-68, Class I motor carriers of passengers were classified by the ICC as those with \$200,000 or more of

gross annual operating revenue; for 1969-76, as those with revenues of \$1 million or more; and since 1977, as those with \$3 million or more. Effective January 1, 1988, Class I motor carriers of passengers are those with \$5 million or more in operating revenues; Class II less than \$5 million in operating revenues.

**Railroads**—Railroad companies reporting to the ICC are divided into specific groups as follows: (1) regular line-haul (interstate) railroads (and their nonoperating subsidiaries), (2) switching and terminal railroads, (3) private railroads prior to 1964 (identified by ICC as “circular” because they reported on brief circulars), and (4) unofficial railroads, so designated when their reports are received too late for tabulation. For the most part, the last three groups are not included in the statistics shown here.

For years prior to 1978, Class I railroads were those with annual revenues of \$1 million or more for 1950-55; \$3 million or more for 1956-64; \$5 million or more for 1965-75; and \$10 million or more for 1976-77. In 1978, the classification became Class I, those having more than \$50 million gross annual operating revenue; Class II, from \$10 million to \$50 million; and Class III, less than \$10 million. Effective January 1, 1982, the ICC adopted a procedure to adjust the threshold for inflation by restating current revenues in constant 1978 dollars. In 1988, the criteria for Class I and Class II railroads were \$92.0 million and \$18.4 million, respectively. Also effective January 1, 1982, the ICC adopted a Carrier Classification Index Survey Form for carriers not filing annual report Form R-1 with the commission. Class II and Class III railroads are currently exempted from filing any financial report with the Commission. The form is used for reclassifying carriers.

The Surface Transportation Board (STB) was established pursuant to the ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (1995) (ICCTA), to assume certain of the regulatory functions that had been administered by the Interstate Commerce Commission. The Board has broad economic regulatory oversight of railroads, addressing such matters as rate

reasonableness, car service and interchange, mergers and line acquisitions, line construction, and line abandonments (49 U.S.C. 10101-11908). Other ICC regulatory functions were either eliminated or transferred to the Federal Highway Administration or the Bureau of Transportation Statistics within DOT.

Class I Railroads are regulated by the STB and subject to the Uniform System of Accounts and required to file annual and periodic reports. Railroads are classified based on their annual operating revenues. The class to which a carrier belongs is determined by comparing its adjusted operating revenues for 3 consecutive years to the following scale: Class I, \$250 million or more; Class II, \$20 million to \$250 million; and Class III, \$0 to \$20 million.

**Postal Service**—The Postal Service provides mail processing and delivery services within the United States. The Postal Reorganization Act of 1970 created the Postal Service, effective July 1971, as an independent establishment of the Federal Executive Branch.

Revenue and cost analysis describes the Postal Service's system of attributing revenues and costs to classes of mail and service. This system draws primarily upon probability sampling techniques to develop estimates of revenues, volumes, and weights, as well as costs by class of mail and special service. The costs attributed to classes of mail and special services are primarily incremental costs which vary in response to changes in volume; they account for roughly 60 percent of the total costs of the Postal Service. The balance represents "institutional costs." Statistics on revenues, volume of mail, and distribution of expenditures are presented in the Postal Service's annual report, *Cost and Revenue Analysis*, and its *Annual Report of the Postmaster General* and its annual *Comprehensive Statement on Postal Operations*.

**Statistical reliability**—For a discussion of statistical collection and estimation, sampling procedures, and measures of statistical reliability applicable to Census Bureau data, see Appendix III.

# No. 1045. Transportation-Related Components of U.S. Gross Domestic Product: 1990 to 2002

[In billions dollars (627.3 represents \$627,300,000,000), except percent]

Item	1990	1995	1999	2000	2001	2002
<b>CURRENT DOLLARS</b>						
<b>Total transportation-related final demand . . .</b>	<b>627.3</b>	<b>805.1</b>	<b>1,044.1</b>	<b>1,088.7</b>	<b>1,103.9</b>	<b>1,099.4</b>
Total gross domestic product (GDP) . . . . .	5,803.1	7,397.7	9,268.4	9,817.0	10,100.8	10,480.8
Transportation-related final demand as a percent . . . . .	10.8	10.9	11.3	11.1	10.9	10.5
Personal consumption of transportation . . . . .	471.7	594.6	785.1	853.5	874.0	876.7
Motor vehicles and parts . . . . .	212.8	266.7	370.8	386.5	406.9	418.1
Gasoline and oil . . . . .	111.2	120.2	137.9	175.7	173.1	165.8
Transportation services . . . . .	147.7	207.7	276.4	291.3	294.0	292.8
Gross private domestic investment . . . . .	72.6	119.6	173.9	167.4	148.1	134.7
Transportation structures . . . . .	2.6	3.5	6.3	6.6	6.8	6.7
Transportation equipment . . . . .	70.0	116.1	167.6	160.8	141.3	128.0
Net exports of transportation-related goods and service <sup>1</sup> . . . . .	-28.8	-43.6	-83.3	-109.0	-108.2	-112.1
Exports (+) . . . . .	105.6	132.4	174.9	179.0	174.3	175.6
Civilian aircraft, engines, and parts . . . . .	32.2	26.1	52.9	48.1	52.6	50.5
Automotive vehicles, engines, and parts . . . . .	36.1	61.3	75.3	80.4	75.4	78.9
Passenger fares . . . . .	15.3	18.9	19.8	20.7	17.9	17.0
Other transportation . . . . .	22.0	26.1	26.9	29.8	28.4	29.2
Imports (-) . . . . .	134.4	176.0	258.2	288.0	282.5	287.7
Civilian aircraft, engines, and parts . . . . .	10.5	10.7	23.8	26.4	31.4	25.5
Automotive vehicles, engines, and parts . . . . .	88.4	123.6	179.0	195.9	189.8	203.7
Passenger fares . . . . .	10.5	14.7	21.3	24.3	22.6	20.0
Other transportation . . . . .	25.0	27.0	34.1	41.4	38.7	38.5
Government transportation-related purchases . . . . .	111.8	134.5	168.4	176.8	190.0	200.1
Federal purchases . . . . .	12.9	16.3	18.7	19.4	20.9	22.9
State and local purchases <sup>2</sup> . . . . .	90.1	109.8	140.7	148.4	159.4	166.2
Defense-related purchases <sup>3</sup> . . . . .	8.8	8.4	9.0	9.0	9.7	11.0
Total domestic transportation-related final demand <sup>4</sup> . . . . .	656.1	848.7	1,127.4	1,197.7	1,212.1	1,211.5
Total gross domestic demand (GDD) . . . . .	5,881.1	7,489.0	9,529.0	10,196.5	10,467.3	10,907.0
Transportation-related final demand as a percent . . . . .	11.2	11.3	11.8	11.7	11.6	11.1
<b>CHAINED (2000) DOLLARS</b>						
<b>Total transportation-related final demand . . .</b>	<b>789.1</b>	<b>889.3</b>	<b>1,098.6</b>	<b>1,088.7</b>	<b>1,098.8</b>	<b>1,098.7</b>
Total gross domestic product (GDP) . . . . .	7,112.5	8,031.7	9,470.3	9,817.0	9,866.6	10,083.0
Transportation-related final demand as a percent . . . . .	11.1	11.1	11.6	11.1	11.1	10.9
Personal consumption of transportation . . . . .	593.6	658.6	832.1	853.5	873.3	888.8
Motor vehicles and parts . . . . .	256.1	272.3	372.4	386.5	405.4	423.3
Gasoline and oil . . . . .	141.8	154.5	176.3	175.7	178.3	180.7
Transportation services . . . . .	195.7	231.8	283.4	291.3	289.6	284.8
Gross private domestic investment . . . . .	84.4	124.6	174.2	167.4	149.2	134.6
Transportation structures . . . . .	3.4	4.0	6.5	6.6	6.6	6.4
Transportation equipment . . . . .	81.0	120.6	167.7	160.8	142.6	128.2
Net exports of transportation-related goods and service <sup>1</sup> . . . . .	-33.7	-46.9	-83.5	-109.0	-108.5	-114.5
Exports (+) . . . . .	131.5	142.1	181.0	179.0	171.6	170.8
Civilian aircraft, engines, and parts . . . . .	45.7	30.3	55.1	48.1	49.9	46.6
Automotive vehicles, engines, and parts . . . . .	40.3	63.4	75.9	80.4	75.2	78.3
Passenger fares . . . . .	19.8	19.6	20.3	20.7	17.8	16.4
Other transportation . . . . .	25.7	28.8	29.7	29.8	28.7	29.5
Imports (-) . . . . .	165.2	189.0	264.5	288.0	280.1	285.3
Civilian aircraft, engines, and parts . . . . .	15.0	12.4	24.5	26.4	30.2	24.2
Automotive vehicles, engines, and parts . . . . .	103.3	126.6	180.2	195.9	189.9	203.3
Passenger fares . . . . .	14.9	17.3	22.5	24.3	20.7	17.4
Other transportation . . . . .	32.0	32.7	37.3	41.4	39.3	40.4
Government transportation-related purchases . . . . .	144.8	153.0	175.8	176.8	184.8	189.8
Federal purchases . . . . .	17.1	18.2	19.3	19.4	20.5	21.8
State and local purchases <sup>2</sup> . . . . .	116.5	125.1	147.1	148.4	155.0	157.7
Defense-related purchases <sup>3</sup> . . . . .	11.2	9.7	9.4	9.0	9.3	10.3
Total domestic transportation-related final demand . . . . .	822.8	936.2	1,182.1	1,197.7	1,207.3	1,213.2
Total gross domestic demand (GDD) . . . . .	7,195.4	8,117.2	9,768.1	10,196.5	10,264.1	10,549.3
Transportation-related final demand as a percent . . . . .	11.4	11.5	12.1	11.7	11.8	11.5

<sup>1</sup> Sum of exports and imports. <sup>2</sup> Federal purchases and state and local purchases are the sum of consumption expenditures and gross investment. <sup>3</sup> Defense-related purchases are the sum of transportation of material and travel. <sup>4</sup> Sum of total personal consumption of transportation, total gross private domestic investment, net exports of transportation-related goods and services, and total government

Source: U.S. Bureau of Transportation Statistics, calculations based on data from U.S. Bureau of Economic Analysis, "National Income and Product Accounts Tables," Internet site <<http://www.bea.gov/bea/dn/nipaweb/SelectTable.asp?Selected=N>> as of April 2004.

## No. 1046. Transportation System Mileage Within the U.S.: 1980 to 2001

System	1980	1990	1995	1996	1997	1998	1999	2000	2001
Highway (1,000)	3,860	3,867	3,912	3,920	3,946	3,906	3,917	3,936	3,948
Class 1 rail	164,822	119,758	108,264	105,779	102,128	100,570	99,430	99,250	97,817
Amtrak	24,000	24,000	24,000	25,000	25,000	22,000	23,000	23,000	23,000
Transit:									
Commuter rail <sup>1</sup>	(X)	4,132	4,160	3,682	4,417	5,172	5,191	5,209	5,209
Heavy rail	(X)	1,351	1,458	1,478	1,527	1,527	1,540	1,558	1,572
Light rail <sup>2</sup>	(X)	483	568	638	659	676	802	834	897
Navigable channels	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000
Oil pipeline <sup>3</sup>	218,393	208,752	181,912	177,535	179,873	178,648	177,463	176,996	(NA)
Gas pipeline (1,000) <sup>5</sup>	1,052	1,207	1,262	1,276	1,251	1,294	1,389	1,380	1,433

NA Not available. X Not applicable. <sup>1</sup> Also called metropolitan rail or regional rail. <sup>2</sup> Also called metro, subway, rapid transit, or rapid rail. <sup>3</sup> Also called streetcar, tramway, or trolley. <sup>4</sup> Includes trunk and gathering lines for crude-oil pipeline. <sup>5</sup> Excludes service pipelines.

Source: U.S. Bureau of Transportation Statistics, *National Transportation Statistics, 2003*. See Internet site <<http://www.bts.gov/publications/nationaltransportationstatistics/2003/>>.

## No. 1047. U.S. Aircraft, Vehicles, and Other Conveyances: 1980 to 2001

System	1980	1990	1995	1996	1997	1998	1999	2000	2001
Air:									
Air carrier <sup>1</sup>	3,808	6,083	7,411	7,478	7,616	8,111	8,228	8,055	8,497
General aviation <sup>2</sup> (active fleet)	211,045	198,000	188,089	191,129	192,414	204,710	219,464	217,533	211,446
Highway, registered vehicles (1,000):									
Passenger car	121,601	133,700	128,387	129,728	129,749	131,839	132,432	133,621	137,633
Motorcycle	5,694	4,259	3,897	3,872	3,826	3,879	4,152	4,346	4,903
Vans, pick-ups, SUVs	27,876	48,275	65,738	69,134	70,224	71,330	75,356	79,085	84,188
Trucks	5,781	6,196	6,719	7,013	7,083	7,732	7,791	8,023	7,858
Bus	529	627	686	695	698	716	729	746	750
Transit: <sup>3</sup>									
Motor bus	59,411	58,714	67,107	71,678	72,770	72,142	74,228	75,013	76,075
Light rail cars <sup>4</sup>	1,013	913	999	1,140	1,229	1,220	1,297	1,577	1,366
Heavy rail cars <sup>5</sup>	9,641	10,419	10,157	10,201	10,242	10,301	10,306	10,591	10,718
Trolley bus	823	832	885	871	859	880	859	951	600
Commuter rail cars and locomotives	4,500	4,415	4,565	4,665	4,943	4,963	4,883	5,073	5,124
Demand response	(X)	16,471	29,352	30,804	32,509	29,646	31,884	33,080	34,661
Other <sup>6</sup>	(X)	1,197	2,809	3,003	3,808	4,703	5,059	5,208	5,727
Rail:									
Class I, Freight cars (1,000)	1,168	659	583	571	568	576	579	560	500
Class I, Locomotive	28,094	18,835	18,812	19,269	19,684	20,261	20,256	20,028	19,745
Nonclass I freight cars	102,161	103,527	84,724	87,364	116,108	121,659	126,762	132,448	125,470
Car companies and shippers freight cars	440,552	449,832	550,717	582,344	585,818	618,404	662,934	688,194	688,806
Amtrak, Passenger train car	2,128	1,863	1,722	1,730	1,728	1,962	1,992	1,894	2,084
Amtrak, Locomotive	419	318	313	299	332	345	329	378	401
Water:									
Nonself-propelled vessels <sup>7</sup>	31,662	31,209	31,360	32,811	33,011	33,509	33,387	33,152	33,042
Self-propelled vessels <sup>8</sup>	7,126	8,236	8,281	8,293	8,408	8,523	8,379	8,202	8,546
Oceangoing steam and motor ships (1,000 gross tons and over)	864	636	509	495	477	470	463	454	443
Recreational boats (1,000)	8,578	10,996	11,735	11,878	12,313	12,566	12,738	12,782	12,876

X Not applicable. <sup>1</sup> Air carrier aircraft are those carrying passengers or cargo for hire under 14 CFR 121 and 14 CFR 135. <sup>2</sup> Includes air taxi aircraft. <sup>3</sup> 2001 data are preliminary. <sup>4</sup> Fixed rail streetcar or trolley, for example. <sup>5</sup> Metro, subway, or rapid transit, for example. <sup>6</sup> Includes aerial tramway, automated guideway transit, cablecar, ferry boat, inclined plane, monorail, and vanpool. <sup>7</sup> Includes dry-cargo barges, tank barges, and railroad-car floats. <sup>8</sup> Includes dry-cargo and/or passenger, offshore supply vessels, railroad-car ferries, tankers, and towboats.

Source: U.S. Bureau of Transportation Statistics, *National Transportation Statistics, 2003*. See Internet site <<http://www.bts.gov/publications/nationaltransportationstatistics/2003/>>.

## No. 1048. Transportation Outlays by Type of Transport: 1970 to 2001

[In billions of dollars (97.0 represents \$97,000,000,000)]

Type of transport	1970	1980	1985	1990	1995	2000	2001
<b>Private transportation</b>	<b>97.0</b>	<b>305.2</b>	<b>434.7</b>	<b>517.2</b>	<b>629.8</b>	<b>831.3</b>	<b>862.1</b>
Automobiles	95.0	297.1	426.8	507.3	619.4	809.4	835.6
New and used cars	32.0	71.5	137.1	148.1	169.6	205.4	200.6
Other motor vehicles <sup>1</sup>	2.7	11.8	40.8	57.5	80.2	125.9	149.0
Tires, tubes, accessories	7.0	20.6	27.9	32.9	40.6	45.9	45.8
Gasoline and oil	27.4	99.7	111.8	118.0	124.6	164.4	162.1
Tolls	0.8	1.3	1.7	2.5	3.7	4.6	4.9
Insurance less claims	4.4	10.8	11.5	19.9	32.7	30.7	32.1
Interest on debt	4.7	39.1	21.0	28.2	38.0	48.7	51.0
Auto registration fees	1.7	2.9	4.8	6.1	7.0	7.6	7.7
Operators' permit fees	0.2	0.4	0.5	0.6	0.8	0.7	0.8
Repair, greasing, washing, parking, leasing, rentals	14.1	39.1	69.6	93.4	122.2	175.5	181.6
Air	2.0	8.1	7.9	9.9	10.4	21.9	26.5
Aircraft	0.3	2.9	2.3	3.4	4.3	14.3	18.5
Operating costs	1.7	5.2	5.6	6.5	6.1	7.6	8.0
<b>For-hire transportation</b>	<b>14.9</b>	<b>51.0</b>	<b>71.9</b>	<b>99.6</b>	<b>117.6</b>	<b>159.9</b>	<b>148.1</b>
Local	5.0	17.3	25.3	31.6	41.0	52.5	53.4
Bus and transit <sup>2</sup>	1.8	9.3	13.5	16.7	21.6	30.6	30.6
Taxi	1.7	2.8	3.8	4.0	5.0	5.6	5.7
Railroad commutation <sup>2</sup>	0.2	1.5	2.2	2.8	4.5	4.2	4.5
School bus	1.2	3.8	5.7	8.0	9.9	12.1	12.6
Intercity	7.7	28.4	39.5	53.1	57.8	79.9	70.2
Air <sup>3</sup>	6.6	25.1	35.9	49.5	54.0	75.1	64.9
Bus	0.8	1.7	2.0	1.8	1.5	2.0	2.2
Rail <sup>4</sup>	0.3	1.5	1.6	1.7	2.2	2.7	2.9
Water	(Z)	(Z)	0.1	0.1	0.1	0.2	0.1
International	2.2	5.3	7.1	14.9	18.8	27.5	24.5
Air <sup>3</sup>	1.9	5.0	6.6	13.6	16.8	23.0	20.4
Water	0.3	0.3	0.5	1.3	2.0	4.5	4.0
<b>Freight, total</b>	<b>84.0</b>	<b>213.7</b>	<b>273.6</b>	<b>351.0</b>	<b>442.6</b>	<b>575.8</b>	<b>579.6</b>
Highway	62.5	155.3	205.6	270.8	348.1	460.8	467.3
Truck, intercity <sup>5</sup>	33.6	94.6	123.2	162.3	219.6	305.2	309.4
Truck, local <sup>6</sup>	28.8	60.5	82.2	108.4	128.4	155.5	157.7
Bus, intercity	1.1	0.2	0.2	0.1	0.1	0.1	0.1
Rail	0.9	27.9	29.2	30.1	34.6	36.5	36.7
Water	5.3	15.5	18.4	20.1	22.7	28.7	27.6
Oil pipeline	1.4	7.5	8.9	8.5	9.1	9.0	9.1
Air carrier	1.2	4.0	6.8	13.7	18.8	27.6	25.8
Other carriers	0.4	1.1	1.7	4.0	5.0	7.8	7.7
Other shipper costs	1.4	2.4	3.0	3.7	4.4	5.4	5.4

Z Less than \$50,000,000. <sup>1</sup> Includes small pickup trucks, vans, recreational vehicles, and mobile homes. <sup>2</sup> Includes federal, state, and local government operating subsidies and capital grants, except 1970 data for railroad commutations. <sup>3</sup> Includes domestic and international air passenger federal excise taxes. <sup>4</sup> Includes federal operating subsidies and capital grants for Amtrak and the Northeast Corridor. <sup>5</sup> Includes freight, mail, express, and where applicable, subsidies and user fees. <sup>6</sup> Excludes use of small trucks/vans used almost exclusively for personal travel.

Source: Eno Transportation Foundation, Inc., Washington, D.C. *Transportation in America*, annual (copyright).

## No. 1049. Volume of Domestic Intercity Freight and Passenger Traffic by Type of Transport: 1980 to 2001

[Freight traffic in billions ton-miles (2,487 represents 2,487,000,000,000); passenger traffic in billions passenger-miles. A ton-mile is the movement of 1 ton (2,000 pounds) of freight for the distance of 1 mile. A passenger-mile is the movement of one passenger for the distance of 1 mile. Comprises public and private traffic, both revenue and nonrevenue. ICC = Interstate Commerce Commission]

Type of transport	1980	1985	1990	1994	1995	1996	1997	1998	1999	2000	2001, est.
<b>Freight traffic, total<sup>1</sup></b>	<b>2,487</b>	<b>2,458</b>	<b>2,896</b>	<b>3,261</b>	<b>3,407</b>	<b>3,516</b>	<b>3,534</b>	<b>3,591</b>	<b>3,686</b>	<b>3,746</b>	<b>3,733</b>
Railroads	932	895	1,091	1,275	1,375	1,426	1,421	1,442	1,499	1,534	1,558
Truck:											
ICC truck	242	250	311	391	401	428	436	459	474	483	471
Non-ICC truck	313	360	424	517	520	544	560	568	585	591	580
Water:											
Rivers/canals	311	306	390	388	406	392	392	392	403	409	400
Great Lakes	96	76	85	87	91	93	95	96	92	97	94
Oil pipelines	588	564	584	591	601	619	617	620	618	617	616
Domestic airways <sup>2</sup>	5	7	10	12	13	14	14	14	15	16	15
<b>Passenger traffic, total<sup>3</sup></b>	<b>1,468</b>	<b>1,636</b>	<b>1,847</b>	<b>2,065</b>	<b>2,098</b>	<b>2,182</b>	<b>2,247</b>	<b>2,328</b>	<b>2,424</b>	<b>2,494</b>	<b>2,498</b>
Private automobiles <sup>3</sup>	1,210	1,310	1,452	1,625	1,641	1,693	1,740	1,806	1,873	1,911	1,938
Air, private carrier <sup>4</sup>	15	12	13	10	11	12	13	13	14	15	16
Air, public carrier	204	278	346	388	404	435	451	463	488	515	488
Bus	27	24	23	28	28	29	31	32	35	38	42
Railroads <sup>5</sup>	11	11	13	14	14	13	13	14	14	15	15

<sup>1</sup> Includes both for-hire and private carrier freight, mail and express. <sup>2</sup> Includes both scheduled and nonscheduled carriers. <sup>3</sup> Includes small trucks used for travel purposes. <sup>4</sup> General aviation including air taxi and small air commuter. <sup>5</sup> Traffic by other than Amtrak and classified as noncommutation.

Source: Eno Transportation Foundation, Inc., Washington, DC, *Transportation in America*, annual (copyright).



## No. 1050. Transportation and Warehousing—Establishments, Revenue, Payroll, and Employees by Kind of Business (NAICS Basis): 1997 and 2002

[318,245 represents \$318,245, 2002 preliminary. For establishments with payroll. (318,245 represents \$318,245,000,000). Based on the 1997 and 2002 Economic Censuses; See Appendix III]

Kind of business	1997 NAICS code <sup>1</sup>	Number of establishments	Revenue (mil. dol.)	Annual payroll (mil. dol.)	Paid employees (1,000)
Transportation and warehousing: <sup>2</sup>					
1997.....	48-49	178,025	318,245	82,346	2,920.8
2002.....	48-49	200,706	(B)	116,767	3,751.0
Air transportation:					
1997.....	481	3,598	20,249	2,748	89.1
2002.....	481	4,014	22,374	3,816	96.2
Water transportation:					
1997.....	483	1,921	24,019	2,834	72.9
2002.....	483	1,954	26,651	3,110	69.0
Truck transportation: <sup>2</sup>					
1997.....	484	103,798	141,225	38,471	1,293.8
2002.....	484	113,237	167,151	47,466	1,464.9
Transit and ground passenger transportation:					
1997.....	485	16,013	13,792	5,549	339.6
2002.....	485	17,390	19,144	7,691	407.6
Pipeline transportation:					
1997.....	486	2,311	26,837	2,661	49.3
2002.....	486	2,410	27,845	3,390	51.1
Scenic and sightseeing transportation:					
1997.....	487	2,325	1,893	492	23.9
2002.....	487	2,580	1,737	483	23.2
Support activities for transportation:					
1997.....	488	30,675	39,758	12,592	411.6
2002.....	488	34,458	62,525	17,837	519.3
Couriers and messengers:					
1997.....	492	10,887	39,812	14,072	530.8
2002.....	492	12,540	54,735	17,083	584.9
Warehousing and storage: <sup>2</sup>					
1997.....	493	6,497	10,658	2,926	109.8
2002.....	493	12,123	(B)	15,891	534.8

<sup>1</sup> B Data do not meet publication standards. <sup>1</sup> North American Industry Classification System, 1997; see text, Section 15. <sup>2</sup> 2002 data include enterprise support establishments, not included in 1997.

Source: U.S. Census Bureau, 2002 Economic Census, *Advance Report*, issued March 2004. See Internet site: <<http://www.census.gov/econ/census02/>>

## No. 1051. Employment and Earnings in Transportation and Warehousing by Industry: 1990 to 2003

[3,476 represents 3,476,000. Annual average of monthly figures. Earnings data for rail and water transportation are not available. Based on Current Employment Statistics program; see Appendix III]

Industry	2002 NAICS code <sup>1</sup>	1990	1995	1999	2000	2001	2002	2003
<b>EMPLOYEES (1,000)</b>								
<b>Transportation and warehousing.....</b>	<b>48,49</b>	<b>3,476</b>	<b>3,838</b>	<b>4,300</b>	<b>4,410</b>	<b>4,372</b>	<b>4,224</b>	<b>4,177</b>
Air transportation.....	481	529	511	586	614	615	564	527
Rail transportation.....	482	272	233	229	232	227	218	215
Water transportation.....	483	57	51	52	56	54	53	53
Truck transportation.....	484	1,122	1,249	1,392	1,406	1,387	1,339	1,328
Transit and ground.....	485	274	328	371	372	375	381	380
Pipeline transportation.....	486	60	54	47	46	45	42	40
Scenic and sightseeing.....	487	16	22	26	28	29	26	28
Support activities.....	488	364	430	518	537	539	525	516
Couriers and messengers.....	491,2	375	517	586	605	587	561	567
Warehousing and storage.....	493	407	444	494	514	514	517	522
<b>AVG. WEEKLY EARNINGS<sup>2</sup> (dol.)</b>								
<b>Transportation and warehousing.....</b>	<b>48,49</b>	<b>471.72</b>	<b>513.37</b>	<b>547.97</b>	<b>562.31</b>	<b>562.70</b>	<b>579.75</b>	<b>597.79</b>
Air transportation.....	481	496.75	485.42	456.91	496.14	536.48	560.55	580.43
Truck transportation.....	484	489.65	554.10	625.57	635.18	603.79	626.32	651.81
Transit and ground.....	485	315.91	355.78	390.96	399.59	400.17	421.93	425.32
Pipeline transportation.....	486	610.40	750.77	805.88	826.00	860.35	936.68	1,077.68
Scenic and sightseeing.....	487	288.86	303.32	340.42	360.05	371.80	361.05	369.53
Support activities.....	488	437.09	490.92	530.00	549.04	577.97	616.04	659.20
Couriers and messengers.....	491,2	235.75	342.66	382.18	384.31	390.42	398.07	407.83
Warehousing and storage.....	493	404.59	462.91	536.46	558.49	564.78	571.73	563.38

<sup>1</sup> North American Industry Classification System 2002, see text, sections 12 and 15. <sup>2</sup> For nonsupervisory workers.

Source: U.S. Bureau of Labor Statistics, *Employment and Earnings*, monthly, March 2004 issue. See also Internet site: <<http://www.bls.gov/ceshome.htm/>>.



## No. 1052. Transportation and Warehousing—Establishments, Employees, and Payroll by Kind of Business (NAICS Basis): 2000 and 2001

[3,790.0 represents 3,790,000. For establishments with payroll. See Appendix III. County Business Patterns excludes rail transportation (NAICS 482) and the National Postal Service (NAICS 491)]

Industry	1997 NAICS code <sup>1</sup>	Establishments		Paid employees <sup>2</sup> (1,000)		Annual payroll (mil. dol.)	
		2000	2001	2000	2001	2000	2001
<b>Transportation &amp; warehousing . . . . .</b>	<b>48-49</b>	<b>190,044</b>	<b>190,683</b>	<b>3,790.0</b>	<b>3,750.7</b>	<b>125,592.4</b>	<b>129,506.2</b>
Air transportation . . . . .	481	5,429	5,451	615.6	609.0	26,569.3	28,780.7
Scheduled air transportation . . . . .	4811	3,324	3,331	570.9	562.1	24,484.5	26,589.7
Scheduled passenger air transportation . . . . .	481111	2,740	2,825	536.2	533.5	23,470.7	25,672.1
Scheduled freight air transportation . . . . .	481112	584	506	34.7	28.6	1,013.8	917.6
Nonscheduled air transportation . . . . .	4812	2,105	2,120	44.7	46.9	2,084.8	2,190.9
Water transportation . . . . .	483	1,900	1,871	67.6	70.5	3,003.2	3,342.1
Deep sea, coastal, & Great Lakes water transportation . . . . .	4831	1,254	1,227	47.8	50.7	2,214.2	2,491.1
Inland water transportation . . . . .	4832	646	644	19.7	19.7	789.0	850.9
Inland water freight transportation . . . . .	483211	402	395	16.3	16.0	673.9	729.3
Inland water passenger transportation . . . . .	483212	244	249	3.5	3.8	115.1	121.6
Truck transportation . . . . .	484	110,416	109,814	1,415.8	1,397.9	46,451.5	46,080.9
General freight trucking . . . . .	4841	55,874	56,378	922.7	915.0	31,614.0	31,223.9
General freight trucking, local . . . . .	48411	20,329	20,726	153.3	149.8	4,529.8	4,434.0
General freight trucking, long distance . . . . .	48412	35,545	35,652	769.5	765.2	27,084.2	26,789.8
Specialized freight trucking . . . . .	4842	54,542	53,436	493.1	482.9	14,837.5	14,857.1
Used household & office goods moving . . . . .	48421	9,147	8,913	128.9	128.2	3,661.4	3,657.9
Specialized freight (except used goods) trucking, local . . . . .	48422	32,493	32,099	200.4	196.2	5,692.4	5,800.4
Specialized freight (except used goods) trucking, long-distance . . . . .	48423	12,902	12,424	163.7	158.5	5,483.7	5,398.7
Transit & ground passenger transportation . . . . .	485	16,383	16,466	386.9	391.6	7,214.7	7,558.7
Urban transit systems . . . . .	4851	705	715	43.1	42.2	1,295.8	1,345.6
Mixed mode systems . . . . .	485111	152	164	6.2	5.5	146.9	137.4
Commuter rail . . . . .	485112	15	15	(D)	(D)	(D)	(D)
Bus and other motor vehicle mode systems . . . . .	485113	505	496	31.4	31.6	925.1	952.6
Other . . . . .	485119	33	40	(D)	(D)	(D)	(D)
Interurban & rural bus transportation . . . . .	4852	444	460	25.8	24.7	709.7	811.0
Taxi & limousine service . . . . .	4853	6,806	6,842	67.8	69.4	1,244.3	1,257.7
Taxi service . . . . .	48531	3,116	3,086	30.4	30.3	485.2	488.7
Limousine service . . . . .	48532	3,690	3,756	37.5	39.2	759.1	769.0
School & employee bus transportation . . . . .	4854	4,217	4,287	162.9	168.9	2,322.6	2,471.8
Charter bus industry . . . . .	4855	1,451	1,395	34.1	33.4	668.7	659.5
Other transit & ground passenger transportation . . . . .	4859	2,760	2,767	52.2	52.9	973.6	1,013.2
Special needs transportation . . . . .	485991	1,914	1,887	34.8	35.9	648.9	697.4
Pipeline transportation . . . . .	486	2,802	2,785	53.0	50.9	3,828.6	3,880.3
Pipeline transportation of crude oil . . . . .	4861	307	229	6.7	6.0	425.6	430.9
Pipeline transportation of natural gas . . . . .	4862	1,938	2,017	39.2	38.2	2,961.1	2,981.3
Other pipeline transportation . . . . .	4869	557	539	7.0	6.7	441.9	468.1
Scenic & sightseeing transportation . . . . .	487	2,254	2,380	23.6	23.4	583.5	556.8
Scenic & sightseeing transportation, land . . . . .	4871	454	521	8.7	8.6	192.8	188.1
Scenic & sightseeing transportation, water . . . . .	4872	1,642	1,699	13.0	12.9	331.2	313.3
Scenic & sightseeing transportation, other . . . . .	4879	158	160	2.0	1.9	59.5	55.4
Support activities for transportation . . . . .	488	31,440	31,876	472.4	484.6	16,507.0	17,098.2
Support activities for air transportation . . . . .	4881	4,368	4,417	126.7	127.6	3,634.0	3,713.4
Airport operations . . . . .	48811	1,834	1,811	67.9	65.9	1,569.5	1,515.3
Air traffic control . . . . .	488111	137	151	0.8	0.8	29.9	35.9
Other support activities for air transportation . . . . .	48819	2,534	2,606	58.8	61.7	2,064.6	2,198.1
Support activities for rail transportation . . . . .	4882	821	831	21.4	23.0	714.4	739.0
Support activities for water transportation . . . . .	4883	2,543	2,496	81.6	78.7	3,250.7	3,350.0
Port and harbor operations . . . . .	48831	196	201	7.4	7.3	265.8	254.9
Marine cargo handling . . . . .	48832	607	612	53.5	50.3	2,194.7	2,249.5
Navigational services to shipping . . . . .	48833	863	830	11.8	12.0	478.7	507.8
Other . . . . .	48839	877	853	8.9	9.2	311.5	337.8
Support activities for road transportation . . . . .	4884	7,010	7,325	56.2	61.3	1,308.8	1,483.3
Motor vehicle towing . . . . .	48841	6,078	6,294	41.8	43.7	961.7	1,030.8
Freight transportation arrangement . . . . .	4885	15,177	15,334	161.7	168.2	6,620.3	6,829.4
Other support activities for transportation . . . . .	4889	1,521	1,473	24.7	25.9	978.6	983.1
Couriers & messengers . . . . .	492	12,297	12,855	619.3	577.6	17,399.4	17,815.3
Couriers . . . . .	4921	6,667	7,105	548.9	513.6	15,890.5	16,455.5
Local messengers & local delivery . . . . .	4922	5,630	5,750	70.5	64.0	1,508.9	1,359.8
Warehousing & storage . . . . .	493	7,123	7,185	135.9	145.3	4,035.3	4,393.1

D Figure withheld to avoid disclosure pertaining to individual companies. <sup>1</sup> North American Industry Classification System, 1997; see text, Section 15. <sup>2</sup> For employees on the payroll for the pay period including March 12.

Source: U.S. Census Bureau, "County Business Patterns"; 2001 published 10 April 2003; <<http://www.census.gov/epcd/cbp/view/cbpview.html>>.

## No. 1053. Transportation Accidents, Deaths, and Injuries: 1980 to 2002

[6,216 represents 6,216,000]

Year and casualty	Type of transport											
	Air					Pipeline <sup>7</sup>						
	Motor vehicle <sup>1</sup> (1,000)	Railroad <sup>2</sup>	Air-lines <sup>3</sup>	Com-muter air car-riers <sup>4</sup>	On demand air car-riers <sup>5</sup>	General aviation	Recreational boat-ing <sup>6</sup>	Gas	Hazard-ous liquid	Water-borne <sup>8</sup>	Rail Rapid Trans-its <sup>9</sup>	Hazardous materi-als <sup>10</sup>
Accidents:												
1980 . . . .	6,216	8,205	19	38	171	3,590	5,513	1,524	246	4,624	6,789	15,719
1990 . . . .	6,471	2,879	24	15	107	2,241	6,411	198	180	3,613	12,178	8,879
1995 . . . .	6,699	2,459	36	12	75	2,056	8,019	161	188	4,298	14,327	14,852
2000 . . . .	6,394	2,983	56	12	80	1,837	7,740	234	147	3,887	12,782	17,625
2002 . . . .	6,570	2,701	41	8	59	1,714	5,705	183	140	4,110	(NA)	15,111
Deaths:												
1980 . . . .	51.1	584	1	37	105	1,239	1,360	15	4	206	83	19
1990 . . . .	44.6	599	39	6	51	767	865	6	3	85	117	8
1995 . . . .	41.8	567	168	9	52	735	829	18	3	51	79	7
2000 . . . .	41.9	512	92	5	71	585	701	37	1	49	80	16
2002 . . . .	42.8	596	-	-	33	576	(NA)	10	1	28	(NA)	7
Injuries:												
1980 . . . .	2,848	58,696	19	14	43	681	2,650	177	15	180	6,801	626
1990 . . . .	3,231	22,736	29	11	36	409	3,822	69	7	175	10,036	423
1995 . . . .	3,465	12,546	25	17	14	396	4,141	53	11	145	11,238	400
2000 . . . .	3,189	10,424	27	7	12	310	4,355	77	4	130	10,848	251
2002 . . . .	2,926	10,067	20	-	13	312	4,062	50	-	157	(NA)	126

- Represents zero. NA Not available. <sup>1</sup> Data on deaths are from U.S. National Highway Traffic Safety Administration and are based on 30 day definition. Includes only police reported crashes. For more detail, see Table 1077. <sup>2</sup> Accidents which result in damages to railroad property. Grade crossing accidents are also included when classified as a train accident. Deaths exclude fatalities in railroad-highway grade crossing accidents. <sup>3</sup> Includes scheduled and nonscheduled (charter) air carriers. Represents serious injuries. <sup>4</sup> All scheduled service. Represents serious injuries. <sup>5</sup> All nonscheduled service. Represents serious injuries. <sup>6</sup> Accidents resulting in death; injury or requiring medical treatment beyond first aid; damages exceeding \$500; or a person's disappearance. <sup>7</sup> Beginning 1990, pipeline accidents/incidents are credited to year of occurrence; prior data are credited to the year filed. <sup>8</sup> Covers accidents involving commercial vessels which must be reported to U.S. Coast Guard if there is property damage exceeding \$25,000; material damage affecting the seaworthiness or efficiency of a vessel; stranding or grounding; loss of life; or injury causing a person's incapacity for more than 3 days. <sup>9</sup> Reporting criteria and source of data changed between 1989 and 1990; these data from 1990 to present are not comparable to earlier years. <sup>10</sup> Accidents, deaths, and injuries involving hazardous materials cover all types of transport.

Source: U.S. Bureau of Transportation Statistics, *National Transportation Statistics*, annual. See Internet site <<http://www.bts.gov/publications/nts/index.html>>.

## No. 1054. U. S. Scheduled Airline Industry—Summary: 1995 to 2003

[For calendar years or Dec. 31 (547.8 represents 547,800,000). For domestic and international operations. Covers carriers certificated under Section 401 of the Federal Aviation Act. Minus sign (-) indicates loss]

Item	Unit	1995	1997	1998	1999	2000	2001 <sup>1</sup>	2002 <sup>1</sup>	2003 <sup>2</sup>
<b>SCHEDULED SERVICE</b>									
Revenue passengers enplaned . . . .	Mil. . . . .	547.8	594.7	612.9	636.0	666.2	622.1	612.9	646.5
Revenue passenger miles . . . . .	Bill. . . . .	540.7	603.4	618.1	652.0	692.8	651.7	641.1	655.8
Available seat miles . . . . .	Bill. . . . .	807.1	857.2	874.1	918.4	957.0	930.5	892.6	893.9
Revenue passenger load factor . . . .	Percent . . . .	67.0	70.4	70.7	71.0	72.4	70.0	71.8	73.4
Mean passenger trip length <sup>3</sup> . . . . .	Miles . . . . .	987	1,015	1,008	1,025	1,040	1,048	1,046	1,014
Cargo ton miles . . . . .	Mil. . . . .	16,921	20,513	20,496	21,613	23,888	22,003	24,591	25,980
Aircraft departures . . . . .	1,000 . . . . .	8,062	8,127	8,292	8,627	9,035	8,788	9,187	10,840
<b>FINANCES</b>									
<b>Total operating revenue <sup>4</sup> . . . . .</b>	<b>Mil. dol. . . . .</b>	<b>95,117</b>	<b>109,917</b>	<b>113,810</b>	<b>119,455</b>	<b>130,839</b>	<b>115,526</b>	<b>106,985</b>	<b>115,906</b>
Passenger revenue . . . . .	Mil. dol. . . . .	69,835	79,540	81,052	84,383	93,622	80,947	73,577	77,016
Freight and express revenue . . . . .	Mil. dol. . . . .	8,616	10,477	10,697	11,415	12,486	12,066	12,865	13,210
Mail revenue . . . . .	Mil. dol. . . . .	1,266	1,362	1,708	1,739	1,970	1,063	660	900
Charter revenue . . . . .	Mil. dol. . . . .	3,742	3,748	4,059	4,284	4,913	4,449	4,225	5,140
Total operating expense . . . . .	Mil. dol. . . . .	89,266	101,375	104,528	111,119	123,840	125,852	115,552	118,107
Operating profit (or loss) . . . . .	Mil. dol. . . . .	5,852	8,542	9,283	8,337	6,999	-10,326	-8,566	-2,200
Interest income (or expense) . . . . .	Mil. dol. . . . .	-2,426	-1,738	-1,753	-1,833	-2,193	-2,506	-3,263	-3,334
Net profit (or loss) . . . . .	Mil. dol. . . . .	2,283	5,119	4,847	5,277	2,486	-8,275	-11,312	-3,625
Revenue per passenger mile . . . . .	Cents. . . . .	12.9	13.2	13.1	12.9	13.5	12.4	11.5	11.7
Rate of return on investment . . . . .	Percent . . . . .	11.9	14.7	12.0	11.1	6.4	-6.5	-9.6	-0.3
Operating profit margin . . . . .	Percent . . . . .	6.2	7.8	8.2	7.0	5.3	-8.9	-8.0	-1.9
Net profit margin . . . . .	Percent . . . . .	2.4	4.7	4.3	4.4	1.9	-7.2	-10.6	-3.1
<b>EMPLOYEES <sup>5</sup></b>									
<b>Total . . . . .</b>	<b>1,000 . . . . .</b>	<b>547.0</b>	<b>586.5</b>	<b>621.1</b>	<b>646.4</b>	<b>680.0</b>	<b>672.0</b>	<b>601.4</b>	<b>570.9</b>
Pilots and copilots . . . . .	1,000 . . . . .	55.4	60.4	64.1	67.2	72.4	73.8	68.8	68.0
Other flight personnel . . . . .	1,000 . . . . .	8.6	10.7	11.1	12.4	10.8	9.6	7.5	8.2
Flight attendants . . . . .	1,000 . . . . .	86.7	96.2	97.6	105.6	112.6	111.0	97.7	89.9
Mechanics . . . . .	1,000 . . . . .	50.5	65.5	69.9	70.3	72.1	70.8	61.7	57.4
Aircraft and traffic servicing personnel . . . . .	1,000 . . . . .	251.1	269.6	290.1	295.6	311.7	303.9	280.9	267.8
All other . . . . .	1,000 . . . . .	94.8	84.1	88.3	95.3	100.3	102.9	84.9	79.6

<sup>1</sup> Includes cash compensation remitted to carriers under the Air Transportation Safety and System Stabilization Act (P.L. 107-42). <sup>2</sup> Includes security costs reimbursements remitted to carriers under the Emergency Wartime Supplemental Appropriations Act (P.L. 108-11). <sup>3</sup> For definition of mean, see Guide to Tabular Presentation. <sup>4</sup> Includes other types of revenues, not shown separately. <sup>5</sup> Average number of full time equivalents.

Source: Air Transport Association of America, Washington, DC, *Air Transport Annual Report*.

## No. 1055. Airline Cost Indexes: 1980 to 2002

[1982 = 100. Covers U.S. major and national passenger carriers. Major carriers have operating revenues of \$1 billion or more; national have operating revenues from \$100 million to \$1 billion]

Index	1980	1985	1990	1995	1996	1997	1998	1999	2000	2001	2002
<b>Composite index</b> <sup>1</sup> . . . . .	<b>87.2</b>	<b>108.8</b>	<b>142.2</b>	<b>161.1</b>	<b>162.5</b>	<b>168.4</b>	<b>171.4</b>	<b>173.8</b>	<b>176.5</b>	<b>182.3</b>	<b>186.9</b>
Labor costs . . . . .	84.7	109.6	121.1	152.2	155.2	159.1	160.0	162.0	169.9	182.0	192.5
Fuel . . . . .	92.0	91.0	77.4	54.9	65.0	63.4	50.4	52.2	77.2	76.7	71.6
Aircraft ownership <sup>2</sup> . . . . .	91.7	138.6	207.3	247.2	260.5	254.1	259.6	277.5	296.8	298.6	307.6
Non-aircraft ownership . . . . .	79.9	117.7	184.0	212.3	190.4	191.0	195.5	202.4	206.4	230.2	226.0
Professional services . . . . .	83.2	134.9	196.8	248.0	247.3	258.8	281.1	282.6	285.6	290.9	279.4
Food and beverage . . . . .	93.4	99.5	128.8	109.7	102.9	101.7	103.7	104.8	102.4	102.5	89.0
Landing fees . . . . .	90.1	98.7	141.2	171.1	173.7	176.6	170.2	178.3	174.3	180.6	201.6
Maintenance material . . . . .	108.3	127.3	191.5	147.2	154.8	179.4	176.2	163.3	168.8	148.2	126.2
Aircraft insurance . . . . .	93.4	150.7	56.8	119.5	110.1	99.4	53.6	36.0	36.0	50.9	94.0
Non-aircraft insurance . . . . .	91.6	160.4	84.0	266.0	276.8	242.5	179.9	124.7	120.7	218.0	683.0
Passenger commissions . . . . .	77.1	112.5	163.9	134.8	127.0	122.9	109.1	95.2	77.2	61.5	38.5
Communication . . . . .	70.3	98.4	114.2	115.0	113.3	110.0	116.2	134.8	131.4	144.5	133.2
Advertising and promotion . . . . .	69.8	95.1	96.8	64.0	58.4	56.3	60.6	61.0	59.7	55.1	44.5
Utilities and office supplies . . . . .	88.8	113.2	128.4	115.4	123.6	128.7	127.8	128.1	137.8	143.2	119.5
Other operating expenses . . . . .	86.1	111.2	130.6	148.1	150.9	153.9	155.8	158.0	161.3	165.2	167.0
Interest <sup>3</sup> . . . . .	87.9	98.5	97.9	94.7	86.7	71.2	60.2	53.8	54.4	50.6	53.6

<sup>1</sup> Weighted average of all components, including interest, less depreciation and amortization. <sup>2</sup> Includes lease, aircraft and engine rentals, depreciation and amortization. <sup>3</sup> Interest on long-term debt and capital and other interest expense.

Source: Air Transport Association of America, Washington, DC, *Airline Cost Index, Major and National Carriers, Second Quarter 2003*. See Internet site <<http://www.airlines.org/econ/econ.aspx>> (accessed 02 June 2004).

## No. 1056. Top 40 Airports in 2003—Passengers Enplaned: 1993 and 2003

[In thousands (466,677 represents 466,677,000), except rank. For calendar year. Airports ranked by total passengers enplaned by large certificated air carriers, 2003]

Airport	1993		2003		Airport	1993		2003	
	Total	Rank	Total	Rank		Total	Rank	Total	Rank
<b>All airports</b> . . . . .	<b>466,677</b>	<b>(X)</b>	<b>593,974</b>	<b>(X)</b>	St. Louis, (Lambert-St. Louis Muni.), MO . . . . .	9,902	14	9,302	23
Total top 40 . . . . .	355,936	(X)	458,846	(X)	Salt Lake City Intl, UT . . . . .	7,147	25	8,874	24
Atlanta, GA (Hartsfield Intl.) . . . . .	22,295	3	38,229	1	Chicago, (Midway) IL . . . . .	2,978	45	8,656	25
Chicago, IL (O'Hare Intl.) . . . . .	28,459	1	30,798	2	Ft. Lauderdale-Hollywood Intl., FL . . . . .	3,879	36	8,046	26
Dallas / Ft. Worth Intl., TX . . . . .	24,654	2	24,502	3	Honolulu Intl., HI . . . . .	8,484	19	7,485	27
Los Angeles Intl., CA . . . . .	18,445	4	20,913	4	San Diego Intl. (Lindbergh), CA . . . . .	5,699	26	7,428	28
Denver Intl., CO . . . . .	14,210	5	17,272	5	Tampa Intl., FL . . . . .	4,577	28	7,328	29
Phoenix Sky Harbor Intl., AZ . . . . .	11,295	7	17,176	6	Washington, (Dulles Intl.), DC . . . . .	3,982	33	6,926	30
NV . . . . .	10,118	13	16,702	7	Oakland Metropolitan Intl., CA . . . . .	10,377	39	6,543	31
Houston Intercontinental, TX . . . . .	8,697	18	15,495	8	Washington, (Reagan National), DC . . . . .	7,186	24	6,068	32
Minneapolis-St. Paul Intl., MN . . . . .	10,377	10	15,362	9	Portland Intl., OR . . . . .	4,188	30	5,950	33
Detroit (Wayne County), MI . . . . .	11,045	8	14,656	10	Greater Pittsburgh, PA . . . . .	8,384	20	5,853	34
Newark, NJ (Newark) . . . . .	10,970	9	13,088	11	Norman Y. Mineta San Jose Intl., CA . . . . .	3,186	43	5,027	35
Seattle-Tacoma Intl., WA . . . . .	9,010	16	12,788	12	Kansas City Intl., MO . . . . .	3,779	38	4,806	36
San Francisco Intl., CA . . . . .	14,004	6	12,228	13	Cleveland, (Hopkins Intl.), OH . . . . .	3,890	35	4,803	37
Orlando Intl., FL . . . . .	8,725	17	12,049	14	New Orleans Intl., LA . . . . .	3,282	40	4,554	38
Miami Intl., FL . . . . .	10,138	12	11,050	15	San Juan, (Luis Munoz Marin Intl.), PR . . . . .	4,150	31	4,544	39
New York, (JFK Intl.), NY . . . . .	8,258	21	10,746	16	Memphis Intl., TN . . . . .	3,239	41	4,505	40
Greater Cincinnati, OH . . . . .	5,128	27	10,257	17					
Philadelphia Intl., PA . . . . .	7,294	23	10,185	18					
New York, (La Guardia), NY . . . . .	9,340	15	10,136	19					
Charlotte (Douglas Muni.), NC . . . . .	7,805	22	9,573	20					
Boston, (Logan Intl.), MA . . . . .	10,207	11	9,536	21					
Baltimore, (BWI), MD . . . . .	3,952	34	9,409	22					

X Not applicable.

Source: U.S. Bureau of Transportation Statistics, Office of Airline Information, BTS Form 41, Schedule T-3, unpublished data.

## No. 1057. Domestic Airline Markets: 2003

[In thousands (3,506 represents 3,506,000). For calendar year. Data are for the 25 top markets and include all commercial airports in each metro area. Data do not include connecting passengers]

Market	Passengers	Market	Passengers
New York to—from Ft. Lauderdale . . . . .	3,506	Dallas/Ft. Worth to—from Houston . . . . .	1,477
New York to—from Orlando . . . . .	2,908	New York to—from San Francisco . . . . .	1,455
New York to—from Chicago . . . . .	2,686	New York to—from Tampa . . . . .	1,417
New York to—from Atlanta . . . . .	2,270	New York to—from Miami . . . . .	1,339
New York to—from Los Angeles . . . . .	2,196	Los Angeles to—from Oakland . . . . .	1,269
Honolulu to—from Kahului, Maui . . . . .	1,791	Chicago to—from Phoenix . . . . .	1,230
New York to—from Las Vegas . . . . .	1,694	Los Angeles to—from Las Vegas . . . . .	1,225
New York to—from West Palm Beach . . . . .	1,654	Honolulu to—from Lihue, Kauai . . . . .	1,220
New York to—from Washington . . . . .	1,648	Chicago to—from Orlando . . . . .	1,210
Chicago to—from Los Angeles . . . . .	1,616	New York to—from Dallas/Ft. Worth . . . . .	1,206
New York to—from Boston . . . . .	1,601	Honolulu to—from Kona, Hawaii . . . . .	1,165
New York to—from San Juan . . . . .	1,568	Chicago to—from Atlanta . . . . .	1,133
Chicago to—from Las Vegas . . . . .	1,524		

Source: Air Transport Association of America, Washington, DC, *Annual Report*.

## No. 1058. Worldwide Airline Fatalities: 1986 to 2003

[For scheduled air transport operations]

Year	Fatal accidents	Passenger deaths	Death rate <sup>1</sup>	Death rate <sup>2</sup>	Year	Fatal accidents	Passenger deaths	Death rate <sup>1</sup>	Death rate <sup>2</sup>
1986 . . . . .	24	641	0.07	0.04	1995 . . . . .	25	711	0.05	0.03
1987 . . . . .	25	900	0.09	0.06	1996 . . . . .	24	1,146	0.07	0.05
1988 . . . . .	29	742	0.07	0.04	1997 . . . . .	26	929	0.06	0.04
1989 . . . . .	29	879	0.08	0.05	1998 . . . . .	20	904	0.05	0.03
1990 . . . . .	27	544	0.05	0.03	1999 . . . . .	21	499	0.03	0.02
1991 . . . . .	29	638	0.06	0.03	2000 . . . . .	18	755	0.04	0.03
1992 . . . . .	28	1,076	0.09	0.06	2001 . . . . .	13	577	0.03	0.02
1993 . . . . .	33	864	0.07	0.04	2002 . . . . .	13	791	0.04	0.03
1994 . . . . .	27	1,171	0.09	0.06	2003 . . . . .	6	334	0.02	0.01

<sup>1</sup> Rate per 100 million passenger miles flown. <sup>2</sup> Rate per 100 million passenger kilometers flown.

Source: International Civil Aviation Organization, Montreal, Canada, *Civil Aviation Statistics of the World*, annual.

## No. 1059. Airline Passenger Screening Results: 1980 to 2001

[Calendar year data (585 represents 585,000,000)]

Item	1980	1985	1990	1995	1997	1998	1999	2000	2001
Persons screened (mil.) . . . . .	585	993	1,145	1,263	1,660	1,667	1,767	1,812	1,320
WEAPONS DETECTED									
Firearms, total . . . . .	1,914	2,913	2,549	2,390	2,067	1,515	1,552	1,937	1,071
Handguns . . . . .	1,878	2,823	2,490	2,230	1,905	1,401	1,421	1,643	1,008
Long guns . . . . .	36	90	59	160	162	114	131	294	63
Other/other dangerous articles . . . . .	108	74	304	(X)	(X)	(X)	(X)	(X)	(X)
Explosive/incendiary devices . . . . .	8	12	15	(X)	(X)	(X)	(X)	(X)	(X)
Persons arrested:									
Carrying firearms/explosives . . . . .	1,031	1,310	1,336	1,194	924	660	633	600	362
Giving false information . . . . .	32	42	18	68	72	86	58	61	90
Bomb threats received:									
Against airports . . . . .	1,179	477	448	346	(NA)	(NA)	(NA)	(NA)	(NA)
Against aircraft . . . . .	268	153	338	327	(NA)	(NA)	(NA)	(NA)	(NA)

NA Not available. X Not applicable.

Source: U.S. Bureau of Transportation Statistics, *National Transportation Statistics, 2002*, and *Pocket Guide to Transportation, 2004*. See Internet site <<https://www.bts.gov:443/pdc/index.xml>>

## No. 1060. Aircraft Accidents: 1985 to 2003

[For years ending December 31]

Item	Unit	1985	1990	1995	2000	2001	2002	2003, prel.
Air carrier accidents, all services <sup>1</sup> . . . . .	Number . . . . .	21	24	36	56	46	41	54
Fatal accidents . . . . .	Number . . . . .	7	6	3	3	6	-	2
Fatalities <sup>2</sup> . . . . .	Number . . . . .	526	39	168	92	531	-	22
Aboard . . . . .	Number . . . . .	525	12	162	92	525	-	21
Rates per 100,000 flight hours:								
Accidents . . . . .	Rate . . . . .	0.241	0.198	0.267	0.306	0.236	0.241	0.315
Fatal accidents . . . . .	Rate . . . . .	0.080	0.049	0.022	0.016	0.011	-	0.012
Commuter air carrier accidents <sup>3</sup> . . . . .	Number . . . . .	18	15	12	12	7	8	2
Fatal accidents . . . . .	Number . . . . .	7	3	2	1	2	-	1
Fatalities . . . . .	Number . . . . .	37	6	9	5	13	-	2
Aboard . . . . .	Number . . . . .	36	4	9	5	13	-	2
Rates per 100,000 flight hours:								
Accidents . . . . .	Rate . . . . .	1.036	0.641	0.457	3.247	2.33	3.181	0.720
Fatal accidents . . . . .	Rate . . . . .	0.403	0.128	0.076	0.271	0.666	-	0.360
On-demand air taxi accidents <sup>4</sup> . . . . .	Number . . . . .	157	107	75	80	72	59	77
Fatal accidents . . . . .	Number . . . . .	35	29	24	22	18	18	19
Fatalities . . . . .	Number . . . . .	76	51	52	71	60	35	45
Aboard . . . . .	Number . . . . .	75	49	52	68	59	35	43
Rates per 100,000 flight hours:								
Accidents . . . . .	Rate . . . . .	6.11	4.76	3.02	2.04	2.40	2.03	2.61
Fatal accidents . . . . .	Rate . . . . .	1.36	1.29	0.97	0.66	0.60	0.62	0.64
General aviation accidents <sup>5</sup> . . . . .	Number . . . . .	2,739	2,242	2,056	1,837	1,726	1,713	1,732
Fatal accidents . . . . .	Number . . . . .	498	444	413	345	325	345	351
Fatalities . . . . .	Number . . . . .	956	770	735	596	562	581	626
Aboard . . . . .	Number . . . . .	945	765	728	585	558	575	622
Rates per 100,000 flight hours:								
Accidents . . . . .	Rate . . . . .	9.63	7.85	8.21	6.57	6.78	6.69	6.71
Fatal accidents . . . . .	Rate . . . . .	1.74	1.55	1.63	1.21	1.27	1.33	1.36

- Represents zero. <sup>1</sup> U.S. air carriers operating under 14 CFR 121. Beginning 1999, includes aircraft with 10 or more seats, previously operating under 14 CFR 135. <sup>2</sup> Other than persons aboard aircraft who were killed, fatalities resulting from the September 11, 2001 terrorist acts are excluded. <sup>3</sup> All scheduled service of U.S. air carriers operating under 14 CFR 135. Beginning 1999, only aircraft with fewer than 10 seats. <sup>4</sup> All nonscheduled service of U.S. air carriers operating under 14 CFR 135. <sup>5</sup> U.S. civil registered aircraft not operated under 14 CFR 121 or 135.

Source: U.S. National Transportation Safety Board, "Aviation Accident Statistics", Internet site <<http://www.ntsb.gov/aviation/stats.htm>> (accessed 10 May 2004).

## No. 1061. On-Time Flight Arrivals and Departures at Major U.S. Airports: 2003

[In percent. Quarterly, based on gate arrival and departure times for domestic scheduled operations of U.S. major airlines. All U.S. airlines with 1 percent or more of total U.S. domestic scheduled airline passenger revenues are required to report on-time data. A flight is considered on time if it operated less than 15 minutes after the scheduled time shown in the carrier's computerized reservation system. Cancelled and diverted flights are considered late. See source for data on individual airlines]

Airport	On-time arrivals				On-time departures			
	1st qtr.	2d qtr.	3d qtr.	4th qtr.	1st qtr.	2d qtr.	3d qtr.	4th qtr.
<b>Total, all airports . . . . .</b>	<b>81.0</b>	<b>84.7</b>	<b>81.4</b>	<b>80.9</b>	<b>84.5</b>	<b>87.8</b>	<b>85.1</b>	<b>84.9</b>
Total major airports . . . . .	81.0	84.7	81.3	80.5	84.0	87.2	84.1	84.4
Atlanta, Hartsfield International . . . . .	76.5	81.5	77.8	80.5	79.3	83.1	79.9	83.5
Baltimore/Washington International . . . . .	80.4	86.4	80.5	83.9	80.9	87.0	82.1	83.4
Boston, Logan International . . . . .	78.9	84.1	79.0	79.8	80.8	86.8	83.2	82.6
Charlotte Douglas . . . . .	80.9	82.4	80.1	87.1	81.8	84.3	81.3	89.2
Chicago Midway . . . . .	80.0	86.8	83.5	82.9	78.2	84.2	80.7	81.9
Chicago, O'Hare . . . . .	76.7	82.0	76.9	67.0	80.1	84.4	79.2	73.4
Cincinnati International . . . . .	77.5	83.6	81.8	83.4	82.4	86.6	84.8	86.0
Dallas/Ft. Worth Regional . . . . .	84.8	84.7	83.0	86.6	85.5	83.6	81.8	86.0
Denver International . . . . .	85.1	87.9	88.1	84.6	87.0	89.7	89.1	87.4
Detroit, Metro Wayne . . . . .	83.1	87.9	83.3	85.4	84.0	87.4	83.9	86.9
Fort Lauderdale . . . . .	77.6	82.7	78.5	82.9	82.6	87.1	86.5	87.0
Houston George Bush . . . . .	81.7	87.2	83.6	84.2	89.3	92.2	89.9	90.4
Las Vegas, McCarran International . . . . .	82.6	87.0	85.3	79.5	83.4	88.5	85.2	82.9
Los Angeles International . . . . .	87.2	87.7	88.2	81.3	89.7	91.2	90.2	86.0
Miami International . . . . .	80.7	80.4	75.8	82.3	85.5	83.2	78.9	86.1
Minneapolis/St. Paul International . . . . .	83.3	86.4	85.2	81.4	86.7	88.8	86.6	87.2
Newark International . . . . .	77.0	76.8	66.0	71.7	83.4	87.1	79.7	81.7
New York, Kennedy International . . . . .	78.1	84.7	77.7	82.7	80.4	86.9	82.2	83.7
New York, LaGuardia . . . . .	77.0	82.4	72.7	72.8	83.2	88.9	82.2	82.8
Orlando International . . . . .	80.7	85.4	79.5	84.9	86.4	89.4	84.8	89.3
Philadelphia International . . . . .	76.2	80.1	73.3	78.2	79.1	81.5	76.1	80.4
Phoenix, Sky Harbor International . . . . .	81.0	88.5	87.3	84.2	81.4	87.8	84.7	83.5
Pittsburgh, Greater International . . . . .	82.5	85.6	78.2	84.5	86.0	88.4	82.5	88.1
Portland International . . . . .	85.0	89.0	86.7	80.7	89.3	92.2	90.2	86.8
Ronald Reagan National . . . . .	81.4	85.0	77.0	83.1	86.6	90.2	85.3	89.2
St. Louis, Lambert . . . . .	82.9	85.3	83.0	86.4	87.7	90.2	87.6	89.3
Salt Lake City International . . . . .	87.4	91.4	89.8	81.9	88.8	93.4	91.7	84.7
San Diego International, Lindbergh . . . . .	85.9	86.9	86.2	80.2	88.2	90.7	89.1	84.5
San Francisco International . . . . .	82.2	83.0	84.2	74.1	89.8	90.5	90.9	84.5
Seattle-Tacoma International . . . . .	81.1	87.3	84.0	77.4	85.7	88.5	86.6	83.9
Tampa International . . . . .	81.9	84.4	81.5	84.7	87.3	89.1	86.7	89.9
Washington/Dulles . . . . .	77.6	83.4	80.2	82.2	77.0	84.6	82.8	85.5

Source: U.S. Department of Transportation, Aviation Consumer Protection Division, *Air Travel Consumer Report*, monthly. See Internet site <<http://airconsumer.ost.dot.gov>>.

## No. 1062. Consumer Complaints Against U.S. Airlines: 1990 to 2003

[Calendar year data. Represents complaints filed by consumers to the U.S. Department of Transportation, Aviation Consumer Protection Division, regarding service problems with air carrier personnel. See source for data on individual airlines]

Complaint category	1990	1995	1997	1998	1999	2000	2001	2002	2003
<b>Total . . . . .</b>	<b>7,703</b>	<b>4,629</b>	<b>6,394</b>	<b>7,980</b>	<b>17,345</b>	<b>20,564</b>	<b>14,076</b>	<b>7,697</b>	<b>4,600</b>
Flight problems <sup>1</sup> . . . . .	3,034	1,133	1,699	2,270	6,449	8,698	5,048	1,808	1,049
Customer service <sup>2</sup> . . . . .	758	667	1,418	1,716	3,657	4,074	2,531	1,478	584
Baggage . . . . .	1,329	628	826	1,105	2,351	2,753	1,965	1,082	801
Ticketing/boarding <sup>3</sup> . . . . .	624	666	904	805	1,329	1,405	1,310	898	643
Refunds . . . . .	701	576	531	601	935	803	942	737	428
Fares <sup>4</sup> . . . . .	312	185	195	276	584	708	568	436	243
Disability <sup>5</sup> . . . . .	(NA)	(NA)	(NA)	331	520	612	457	420	323
Oversales <sup>6</sup> . . . . .	399	263	414	387	673	759	539	364	223
Discrimination <sup>7</sup> . . . . .	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)	164	176	73
Advertising . . . . .	96	66	57	42	57	42	42	43	13
Tours . . . . .	29	18	13	23	28	25	11	( <sup>8</sup> )	( <sup>8</sup> )
Animals . . . . .	(NA)	(NA)	(NA)	(NA)	(NA)	( <sup>9</sup> )	6	-	2
Smoking . . . . .	74	15	5	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )
Credit . . . . .	5	4	1	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )
Other . . . . .	342	408	331	427	702	684	493	255	218

- Represents zero. NA Not available. <sup>1</sup> Cancellations, delays, etc. from schedule. <sup>2</sup> Unhelpful employees, inadequate meals or cabin service, treatment of delayed passengers. <sup>3</sup> Errors in reservations and ticketing; problems in making reservations and obtaining tickets. <sup>4</sup> Incorrect or incomplete information about fares, discount fare conditions, and availability, etc. <sup>5</sup> Prior to 1998, included in ticketing/boarding. <sup>6</sup> All bumping problems, whether or not airline complied with DOT regulations. <sup>7</sup> Allegations of discrimination by airlines due to factors other than disability, such as race, religion, national origin or sex. <sup>8</sup> Included in "Other" beginning 2002. <sup>9</sup> Included in "Other" beginning 1998.

Source: U.S. Department of Transportation, Aviation Consumer Protection Division, *Air Travel Consumer Report*, monthly. See Internet site <<http://airconsumer.ost.dot.gov>>.

## No. 1063. Commuter/Regional Airline Operations—Summary: 1980 to 2002

[Calendar year data (14.8 represents 14,800,000). Commuter/regional airlines operate primarily aircraft of predominately 75 passengers or less and 18,000 pounds of payload capacity serving short haul and small community markets. Represents operations within all North America by U.S. Regional Carriers. Averages are means. For definition of mean, see Guide to Tabular Presentation]

Item	Unit	1980	1985	1990	1995	2000	2001	2002
Passenger carriers operating	Number	214	179	150	124	94	91	91
Passengers enplaned	Millions	14.8	126.0	42.1	57.2	84.6	82.8	98.4
Average passengers enplaned per carrier	1,000	69.2	152.4	277.5	461.4	830.4	910.2	1,080.9
Revenue passenger miles (RPM)	Billions	1.92	4.41	7.61	12.75	25.27	25.74	32.77
Average RPMs per carrier	Millions	8.97	24.64	50.75	102.80	268.83	282.83	360.11
Airports served	Number	732	854	811	780	729	726	707
Average trip length	Miles	129	173	183	223	299	311	333
Passenger aircraft operated	Number	1,339	1,745	1,917	2,138	2,271	2,323	2,385
Average seating capacity (seats)	Number	13.9	19.2	22.1	24.6	31.7	33.5	35.1
Fleet flying hours	1,000	1,740	2,854	3,447	4,659	5,362	5,161	5,248
Average annual utilization per aircraft	Hours	1,299	1,635	1,798	2,179	2,368	2,222	2,201

<sup>1</sup> Adjusted to exclude a merger in 1986. <sup>2</sup> Prior to 1995, utilization results reflected airborne rather than block hours.

Source: Regional Airline Association and AvStat Associates, Washington, DC, *Annual Report of the Regional Airline Industry* (copyright).

## No. 1064. Airports, Aircraft, and Airmen: 1980 to 2002

[As of Dec. 31 or for years ending Dec. 31]

Item	1980	1985	1990	1995	1999	2000	2001	2002
Airports, total <sup>1</sup>	15,161	16,319	17,490	18,224	19,098	19,281	19,356	19,572
Public	4,814	5,858	5,589	5,415	5,324	5,317	5,294	5,286
Percent—With lighted runways	66.2	68.1	71.4	74.3	76.1	75.9	76.2	76
With paved runways	72.3	66.7	70.7	73.3	74.2	74.3	74.6	75
Private	10,347	10,461	11,901	12,809	13,774	13,964	14,062	14,286
Percent—With lighted runways	15.2	9.1	7.0	6.4	6.7	7.2	8.0	8
With paved runways	13.3	17.4	31.5	33.0	31.8	32.0	32.4	32
Certificated <sup>2</sup>	730	700	680	667	655	651	635	633
Civil	(X)	(X)	(X)	572	565	563	560	558
Civil military	(X)	(X)	(X)	95	90	88	75	75
General aviation	14,431	15,619	16,810	17,557	18,443	18,630	18,721	18,939
Active air carrier fleet <sup>3</sup>	3,808	4,678	6,083	7,411	8,228	8,055	8,497	(NA)
Fixed wing	3,803	4,673	6,072	7,293	8,106	8,016	8,370	(NA)
Helicopter	2	5	11	118	122	39	127	(NA)
General aviation fleet <sup>4</sup>	211,043	196,500	198,000	188,089	219,464	217,533	211,446	(NA)
Fixed-wing	200,097	184,700	184,500	162,342	184,723	183,276	177,697	(NA)
Turbojet	2,992	4,100	4,100	4,559	7,120	7,001	7,787	(NA)
Turboprop	4,090	5,000	5,300	4,995	5,679	5,762	6,596	(NA)
Piston	193,014	175,600	175,200	152,788	171,923	170,513	163,314	(NA)
Rotocraft	6,001	6,000	6,900	5,830	7,448	7,150	6,783	(NA)
Other	4,945	5,800	6,600	4,741	6,765	6,700	6,545	(NA)
Glanders	(NA)	(NA)	(NA)	2,182	2,041	2,041	1,904	(NA)
Lighter than air	(NA)	(NA)	(NA)	2,559	4,725	4,660	4,641	(NA)
Experimental	(NA)	(NA)	(NA)	15,176	20,528	20,407	20,421	(NA)
Airman certificates held: <sup>5</sup>								
Pilot, total	827,071	709,540	702,659	639,184	635,472	625,581	612,274	631,762
Women	52,902	43,082	40,515	38,032	37,373	36,757	34,257	38,257
Student	199,833	146,652	128,663	101,279	97,359	93,064	86,731	85,991
Recreational	(NA)	(NA)	87	232	343	340	316	317
Airplane:								
Private	357,479	311,086	299,111	261,399	258,749	251,561	243,823	245,230
Commercial	183,442	151,632	149,666	133,980	124,261	121,858	120,502	125,920
Air transport	69,569	82,740	107,732	123,877	137,642	141,596	144,702	144,708
Rotocraft only <sup>6</sup>	6,030	8,123	9,567	7,183	7,728	7,775	7,727	7,770
Flight only	7,039	8,168	7,833	11,234	9,390	9,387	8,473	21,826
Glider instructor certificates	60,440	58,940	63,775	77,613	79,694	80,931	82,875	86,089
Instrument ratings	260,462	258,559	297,073	298,798	308,951	311,944	315,276	317,389
Nonpilot <sup>7</sup>	368,356	395,139	492,237	651,341	538,264	547,453	513,100	515,570
Mechanic	250,157	274,100	344,282	405,294	340,402	344,434	310,850	315,928
Repairmen	(NA)	(NA)	(NA)	61,233	35,989	38,208	40,085	37,114
Parachute rigger	9,547	9,395	10,094	11,824	10,447	10,477	7,927	8,063
Ground instructor	61,550	58,214	66,882	96,165	71,238	72,326	72,261	73,658
Dispatcher	6,799	8,511	11,002	15,642	15,655	16,340	16,070	16,695
Flight navigator	1,936	1,542	1,290	916	642	570	509	431
Flight engineer	38,367	43,377	58,687	60,267	63,891	65,098	65,398	63,681

NA Not available. X Not applicable. <sup>1</sup> Existing airports, heliports, seaplane bases, etc. recorded with FAA. Includes military airports with joint civil and military use. Includes U.S. outlying areas. Airport-type definitions: Public—publicly owned and under control of a public agency; private—owned by a private individual or corporation. May or may not be open for public use. <sup>2</sup> Certificated airports serve air-carriers with aircraft seating more than 30 passengers. <sup>3</sup> Air-carrier aircraft are aircraft carrying passengers or cargo for hire under 14 CFR 121 (large aircraft—more than 30 seats) and 14 CFR 135 (small aircraft—30 seats or fewer). <sup>4</sup> Beginning 1995 excludes commuters. <sup>5</sup> Source: U.S. Federal Aviation Administration. See Internet site <<http://apo.faa.gov/pubs.asp>>. Prior years in the *Statistical Handbook of Aviation*, annual. <sup>6</sup> Data for 1980 and 1985 are for helicopters only. <sup>7</sup> All certificates on record. No medical examination required.

Source: Except as noted, U.S. Bureau of Transportation Statistics, *National Transportation Statistics, 2002*. See Internet site <<http://www.bts.gov/publications/nts/index.html>>.



## No. 1065. Freight Carried on Major U.S. Waterways: 1980 to 2002

[In millions of tons (4.0 represents 4,000,000)]

Item	1980	1985	1990	1995	1998	1999	2000	2001	2002
Atlantic intracoastal waterway . . . . .	4.0	3.1	4.2	3.5	3.8	3.4	3.1	2.5	1.9
Great Lakes . . . . .	183.5	148.1	167.1	177.8	192.2	182.9	187.5	171.4	167.2
Gulf intracoastal waterway . . . . .	94.5	102.5	115.4	118.0	113.6	109.6	113.8	112.2	107.7
Mississippi River system . . . . .	584.2	527.8	659.1	707.2	707.4	716.9	715.5	714.8	712.8
Mississippi River mainstem . . . . .	441.5	384.0	475.3	520.3	503.9	512.3	515.6	504.2	501.7
Ohio River system . . . . .	179.3	203.9	260.0	267.6	277.9	277.9	274.4	281.8	280.9
Columbia River . . . . .	49.2	42.4	51.4	57.1	49.1	50.7	55.2	50.3	45.0
Snake River . . . . .	5.1	3.5	4.8	6.8	5.8	5.8	6.7	5.6	4.3

<sup>1</sup> Main channels and all tributaries of the Mississippi, Illinois, Missouri and Ohio Rivers. <sup>2</sup> Main channels and all navigable tributaries and embayments of the Ohio, Tennessee, and Cumberland Rivers.

Source: U.S. Army Corps of Engineers, *Waterborne Commerce of the United States*, annual.

## No. 1066. Waterborne Commerce by Type of Commodity: 1995 to 2002

[In millions of short tons (2,240.4 represents 2,240,400,000). Domestic trade includes all commercial movements between United States ports and on inland rivers, Great Lakes, canals, and connecting channels of the United States, Puerto Rico, and Virgin Islands]

Commodity	2002						
	1995	2000	2001	Total	Domestic	Foreign imports	Foreign exports
<b>Total . . . . .</b>	<b>2,240.4</b>	<b>2,424.6</b>	<b>2,393.3</b>	<b>2,340.3</b>	<b>1,021.0</b>	<b>934.9</b>	<b>384.4</b>
Coal . . . . .	324.5	297.0	303.3	286.9	227.0	16.7	43.3
Petroleum and petroleum products . . . . .	907.1	1,044.0	1,048.6	1,017.9	348.7	609.3	59.9
Crude petroleum . . . . .	504.6	571.4	573.6	566.0	85.5	479.3	1.2
Petroleum products <sup>2</sup> . . . . .	402.5	472.4	475.0	451.9	263.2	130.0	58.7
Gasoline . . . . .	114.4	125.2	127.7	122.6	86.6	29.3	6.7
Distillate fuel oil . . . . .	76.7	91.7	91.1	88.4	62.7	19.9	5.9
Residual fuel oil . . . . .	111.9	131.6	133.7	117.0	69.4	35.4	12.1
Chemicals and related products . . . . .	153.7	172.4	169.7	167.6	73.1	39.6	55.0
Fertilizers . . . . .	35.7	35.1	39.0	32.4	13.0	6.1	13.2
Other chemicals and related products . . . . .	118.0	137.3	130.6	135.2	60.0	33.4	41.7
Crude material, inedible . . . . .	381.7	380.3	354.0	352.0	214.7	92.2	45.0
Forest products, wood and chips . . . . .	47.2	33.1	27.1	25.1	9.2	7.0	8.9
Pulp and waste paper . . . . .	14.9	13.6	13.8	14.0	0.1	1.2	12.7
Soil, sand, gravel, rock, and stone <sup>2</sup> . . . . .	152.5	165.0	162.6	166.1	128.8	33.7	3.7
Limestone . . . . .	54.0	67.4	68.9	68.8	54.4	11.7	2.7
Phosphate rock . . . . .	10.7	3.4	1.7	6.2	3.5	2.7	0.0
Sand & gravel . . . . .	77.0	79.0	77.5	76.0	67.5	7.9	0.6
Iron ore and scrap . . . . .	104.9	97.9	76.8	85.8	58.5	15.5	11.8
Marine shells . . . . .	0.5	0.3	0.3	0.3	0.3	0.0	0.0
Non-ferrous ores and scrap . . . . .	27.9	29.2	25.7	24.3	6.6	15.5	2.2
Sulphur, clay and salt . . . . .	23.4	11.3	10.3	9.8	1.3	3.8	4.7
Slag . . . . .	1.9	4.0	4.4	3.1	1.2	1.9	0.0
Other nonmetal minerals . . . . .	8.4	25.9	33.1	23.3	8.7	13.5	1.1
Primary manufactured goods . . . . .	106.3	153.0	137.1	140.8	42.4	83.9	14.5
Papers products . . . . .	13.1	12.1	11.9	11.0	0.3	4.8	6.0
Lime, cement and glass . . . . .	33.9	55.9	52.1	51.2	18.9	31.0	1.2
Primary iron and steel products . . . . .	44.1	57.1	46.6	46.3	14.4	30.8	1.0
Primary nonferrous metal products . . . . .	12.3	25.5	23.8	29.3	8.7	14.6	6.0
Primary wood products . . . . .	2.9	2.5	2.7	3.1	0.1	2.7	0.3
Food and farm products . . . . .	303.2	283.3	281.9	280.0	97.6	32.2	150.3
Fish . . . . .	3.6	2.4	2.4	2.7	0.1	1.4	1.2
Grain <sup>2</sup> . . . . .	167.9	145.2	140.7	139.3	55.3	1.6	82.3
Wheat . . . . .	48.5	43.4	40.3	36.0	9.7	0.2	26.1
Corn . . . . .	105.0	88.2	87.9	89.8	41.7	0.1	47.9
Oilseeds . . . . .	46.1	57.6	61.5	60.5	26.0	0.6	33.9
Soybeans . . . . .	42.0	47.3	49.4	49.8	21.5	0.0	28.2
Vegetables products . . . . .	9.0	8.9	8.8	8.5	1.2	3.4	3.9
Processed grain and animal feed . . . . .	33.0	23.1	22.4	21.9	7.7	0.9	13.3
Other agricultural products . . . . .	43.5	46.1	46.1	47.2	7.3	24.2	15.7
All manufactured equip, machinery and products . . . . .	57.0	83.6	80.3	81.9	14.6	54.9	12.4
Waste and scrap, nec <sup>3</sup> . . . . .	5.4	4.3	3.5	2.7	2.7	-	-
Unknown or not elsewhere classified . . . . .	1.6	6.8	8.2	10.4	0.2	6.2	4.0

- Represents or rounds to zero. <sup>1</sup> U.S. total revised. Revisions not available by commodity group. <sup>2</sup> Includes commodities not shown separately. <sup>3</sup> N.e.c. means not elsewhere classified.

Source: U.S. Army Corps of Engineers, *Waterborne Commerce of the United States*, annual.



## No. 1067. Cargo-Carrying U.S.-Flag Fleet by Area of Operation: 2002

[Tons in thousands of metric tons (30,495 represents 30,495,000. As of July 1. One ton equals 100 cubic feet of space. Represents active vessels)]

Area of operation	Total fleet		Liquid carriers		Dry bulk carriers		Containerships		Other freighters <sup>1</sup>	
	Number	Tons	Number	Tons	Number	Tons	Number	Tons	Number	Tons
<b>VESSELS OF 1,000 GROSS TONS AND OVER</b>										
<b>Grand total</b> . . . . .	<b>3,869</b>	<b>30,495</b>	<b>2,196</b>	<b>15,714</b>	<b>759</b>	<b>5,889</b>	<b>123</b>	<b>3,108</b>	<b>791</b>	<b>5,784</b>
Foreign waterborne trade <sup>2</sup> . . . . .	268	5,319	53	946	116	1,115	61	2,510	38	748
Domestic trade . . . . .	3,430	21,921	2,116	13,887	643	4,774	57	512	614	2,748
Coastal . . . . .	1,344	13,299	567	8,770	355	2,146	57	512	365	1,871
Inland waterway . . . . .	2,000	6,454	1,542	5,075	227	576	-	-	231	803
Great Lakes . . . . .	86	2,168	7	42	61	2,052	-	-	18	74
Government . . . . .	171	3,255	27	881	-	-	5	86	139	2,288
<b>Total self-propelled</b> . . . . .	<b>462</b>	<b>14,914</b>	<b>114</b>	<b>6,230</b>	<b>69</b>	<b>2,600</b>	<b>90</b>	<b>2,898</b>	<b>189</b>	<b>3,186</b>
Foreign waterborne trade <sup>2</sup> . . . . .	127	4,588	17	771	12	579	61	2,510	37	728
Domestic trade . . . . .	164	7,071	70	4,578	57	2,021	24	302	13	170
Coastal . . . . .	105	5,063	68	4,559	2	71	24	302	11	131
Inland waterway . . . . .	-	-	-	-	-	-	-	-	-	-
Great Lakes . . . . .	59	2,008	2	19	55	1,950	-	-	2	39
Government . . . . .	171	3,255	27	881	-	-	5	86	139	2,288
<b>Total non-self-propelled</b> <sup>3</sup> . . . . .	<b>3,407</b>	<b>15,581</b>	<b>2,082</b>	<b>9,484</b>	<b>690</b>	<b>3,289</b>	<b>33</b>	<b>210</b>	<b>602</b>	<b>2,598</b>
Foreign waterborne trade <sup>2</sup> . . . . .	141	731	36	175	104	536	-	-	1	20
Domestic trade . . . . .	3,266	14,850	2,046	9,309	586	2,753	33	210	601	2,578
Coastal . . . . .	1,239	8,236	499	4,211	353	2,075	33	210	354	1,740
Inland waterway . . . . .	2,000	6,454	1,542	5,075	227	576	-	-	231	803
Great Lakes . . . . .	27	160	5	23	6	102	-	-	16	35
<b>VESSELS LESS THAN 1,000 GROSS TONS</b>										
<b>Grand total</b> . . . . .	<b>32,229</b>	<b>46,381</b>	<b>2,214</b>	<b>3,965</b>	<b>23,010</b>	<b>36,438</b>	<b>4</b>	<b>2</b>	<b>7,001</b>	<b>5,976</b>
Foreign waterborne trade <sup>2</sup> . . . . .	109	50	3	1	106	49	-	-	-	-
Domestic trade . . . . .	32,120	46,331	2,211	3,964	22,904	36,389	4	2	7,001	5,976
Coastal . . . . .	3,930	3,562	241	982	573	741	1	2	3,115	1,838
Inland waterway . . . . .	27,890	42,394	1,961	2,975	22,211	35,478	3	1	3,715	3,940
Great Lakes . . . . .	300	375	9	7	120	170	-	-	171	198
<b>Total self-propelled</b> . . . . .	<b>384</b>	<b>948</b>	<b>77</b>	<b>797</b>	<b>4</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>303</b>	<b>149</b>
Domestic trade . . . . .	384	948	77	797	4	2	-	-	303	149
Coastal . . . . .	256	902	71	795	-	-	-	-	185	107
Inland waterway . . . . .	109	27	2	-	-	-	-	-	107	27
Great Lakes . . . . .	19	19	4	2	4	2	-	-	11	15
<b>Total non-self-propelled</b> . . . . .	<b>31,845</b>	<b>45,433</b>	<b>2,137</b>	<b>3,168</b>	<b>23,006</b>	<b>36,436</b>	<b>4</b>	<b>2</b>	<b>6,698</b>	<b>5,827</b>
Foreign waterborne trade <sup>2</sup> . . . . .	109	50	3	1	106	49	-	-	-	-
Domestic trade . . . . .	31,736	45,383	2,134	3,167	22,900	36,387	4	2	6,698	5,827
Coastal . . . . .	3,674	2,660	170	187	573	741	1	1	2,930	1,731
Inland waterway . . . . .	27,781	42,367	1,959	2,975	22,211	35,478	3	1	3,608	3,913
Great Lakes . . . . .	281	356	5	5	116	168	-	-	160	183

- Represents zero. <sup>1</sup> Includes general cargo, ro-ro (roll-on roll-off), multi-purpose, LASH (lighter aboard ship) vessels and deck barges. Excludes offshore supply vessels. <sup>2</sup> Includes U.S./Canada TransLakes. <sup>3</sup> Includes Integrated Tug Barge (ITB) Units.

Source: U.S. Maritime Administration, Office of Statistical & Economic Analysis; adapted from Corps of Engineers, Lloyds Maritime Information Service, U.S. Coast Guard and Customs Service data.

## No. 1068. Selected U.S. Ports by Tons of Traffic: 2002

[In thousands of short tons, except rank (6,836 represents 6,836,000). For calendar year for the top 70 ports. Represents tons of cargo shipped from or received by the specified port. Excludes cargo carried on general ferries; coal and petroleum products loaded from shore facilities directly onto bunkers of vessels for fuel; and amounts of less than 100 tons of government owned equipment in support of Corps projects]

Port name	Rank	Foreign			Domestic	
		Total	Total	Inbound		Outbound
Albany, NY	66	6,836	1,304	713	591	5,531
Anacortes, WA	42	15,363	2,572	1,712	860	12,791
Ashtabula, OH	55	9,838	5,368	1,066	4,302	4,469
Baltimore, MD	19	38,823	23,634	18,256	5,378	15,189
Baton Rouge, LA	9	60,583	20,938	16,808	4,129	39,645
Beaumont, TX	4	85,911	67,729	62,626	5,104	18,182
Boston, MA	36	20,354	13,244	12,471	772	7,110
Burns Waterway Harbor, IN	60	8,621	1,985	1,696	289	6,636
Calcite, MI	61	8,575	1,402	104	1,298	7,173
Charleston, SC	29	24,993	18,998	13,461	5,537	5,995
Chicago, IL	35	20,403	1,625	1,059	566	18,777
Cincinnati, OH	45	13,007	-	-	-	13,007
Cleveland, OH	48	11,412	2,328	2,271	57	9,084
Conneaut, OH	52	10,474	5,094	759	4,335	5,380
Corpus Christi, TX	7	72,000	50,580	41,714	8,866	21,420
Detroit, MI	39	17,306	4,409	4,202	207	12,897
Duluth-Superior, MN and WI	18	44,161	14,461	624	13,837	29,700
Freeport, TX	24	27,164	22,084	19,778	2,306	5,080
Galveston, TX	58	9,136	5,248	1,216	4,033	3,887
Gary, IN	57	9,482	420	251	169	9,062
Honolulu, HI	40	16,636	4,855	4,269	586	11,781
Houston, TX	2	177,561	115,188	80,027	35,161	62,373
Huntington - Tristate	6	81,064	-	-	-	81,064
Indiana Harbor, IN	44	13,839	513	472	42	13,326
Jacksonville, FL	38	17,906	9,677	8,689	988	8,229
Kalama, WA	70	6,386	5,582	342	5,241	604
Lake Charles, LA	16	47,522	27,431	23,105	4,326	20,991
Long Beach, CA	8	67,872	52,292	37,907	14,385	15,580
Lorain, OH	67	6,672	354	354	-	6,318
Los Angeles, CA	12	52,216	45,408	31,628	13,780	6,808
Louisville, KY	63	7,894	-	-	-	7,894
Marcus Hook, PA	28	25,207	15,581	15,562	19	9,627
Matagorda Ship Channel, TX	56	9,590	6,678	4,640	2,038	2,912
Memphis, TN	41	16,401	-	-	-	16,401
Miami, FL	59	8,927	7,705	4,463	3,243	1,222
Mobile, AL	17	46,022	24,150	15,662	8,489	21,871
New Castle, DE	53	10,387	3,171	3,170	1	7,216
New Haven, CT	54	10,142	3,590	3,280	310	6,552
New Orleans, LA	5	85,000	51,762	21,926	29,836	33,238
New York, NY and NJ	3	134,505	69,572	59,419	10,153	64,933
Newport News, VA	49	11,301	5,108	1,143	3,965	6,193
Nikishka, AK	65	7,235	3,537	225	3,313	3,698
Norfolk Harbor, VA	23	27,901	21,073	8,704	12,369	6,828
Oakland, CA	46	12,455	9,460	4,021	5,439	2,995
Pascagoula, MS	22	31,858	20,486	17,497	2,990	11,371
Paulsboro, NJ	27	26,383	18,098	17,776	323	8,284
Philadelphia, PA	20	34,101	20,381	20,073	307	13,720
Pittsburgh, PA	13	52,051	-	-	-	52,051
Plaquemines, LA, Port of	10	59,111	23,284	13,725	9,559	35,827
Port Arthur, TX	30	22,676	15,218	11,687	3,531	7,458
Port Everglades, FL	32	21,280	8,697	6,708	1,990	12,582
Portland, ME	25	27,132	25,145	24,971	174	1,987
Portland, OR	26	26,635	15,431	4,066	11,365	11,204
Presque Isle, MI	51	10,592	1,957	1,03	1,855	8,635
Providence, RI	62	8,244	2,949	2,552	397	5,295
Richmond, CA	31	21,901	10,313	8,692	1,621	11,588
San Juan, PR	47	12,378	5,308	4,885	423	7,071
Savannah, GA	33	20,864	18,728	10,905	7,823	1,936
Seattle, WA	37	19,591	13,470	7,435	6,036	6,121
South Louisiana, LA, Port of	1	216,396	91,488	34,577	56,911	124,908
St. Louis, MO and IL	21	32,601	-	-	-	32,601
Stoneport, MI	64	7,455	204	106	98	7,250
Tacoma, WA	34	20,587	13,170	4,994	8,176	7,417
Tampa, FL	15	48,385	16,570	8,343	8,226	31,815
Texas City, TX	11	55,233	39,171	36,397	2,773	16,062
Toledo, OH	50	11,115	5,562	1,790	3,772	5,553
Two Harbors, MN	43	14,895	91	-	91	14,804
Valdez, AK	14	50,513	4	-	4	50,509
Vancouver, WA	68	6,610	4,577	711	3,866	2,033
Wilmington, NC	69	6,504	3,111	2,233	878	3,393

- Represents zero.

Source: U.S. Army Corps of Engineers, *Waterborne Commerce of the United States, 2002*. See Internet site <<http://www.iwr.usace.army.mil/ndc/>>.

## No. 1069. Highway Mileage—Urban and Rural by Ownership: 1980 to 2002

[In thousands (3,955 represents 3,955,000). As of Dec. 31. Includes Puerto Rico beginning 1998]

Type and control	1980	1985	1990	1995	1998	1999	2000	2001	2002
<b>Total mileage</b> <sup>1</sup>	<b>23,955</b>	<b>3,862</b>	<b>3,880</b>	<b>3,912</b>	<b>3,920</b>	<b>3,932</b>	<b>3,951</b>	<b>3,963</b>	<b>3,982</b>
Urban mileage <sup>3</sup>	624	691	757	819	849	853	859	884	902
Under state control	79	111	96	112	111	111	112	110	112
Under local control	543	578	661	706	736	740	746	771	787
Rural mileage	23,331	3,171	3,123	3,093	3,072	3,079	3,092	3,079	3,080
Under state control	702	773	703	691	663	663	664	665	665
Under local control	2,270	2,173	2,242	2,231	2,291	2,299	2,311	2,295	2,297
Under federal control	262	225	178	170	118	117	117	119	118

<sup>1</sup> Beginning 1985, includes only public road mileage as defined 23 USC 402. <sup>2</sup> Includes 98,000 miles of nonpublic road mileage previously contained in other rural categories. <sup>3</sup> Includes a small amount of road owned by the federal government, such as roads in federal parks that are not part of a state or local highway system.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual. See Internet site <<http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>>

## No. 1070. Highway Mileage—Functional Systems and Urban/Rural: 2002

[As of Dec. 31. Excludes Puerto Rico. For definition of functional systems see text, this section]

State	Functional systems							
	Total	Interstate	Other free-ways and express-ways	Arterial	Collector	Local	Urban	Rural
<b>U.S.</b>	<b>3,966,485</b>	<b>46,483</b>	<b>9,323</b>	<b>380,271</b>	<b>790,893</b>	<b>2,739,515</b>	<b>894,724</b>	<b>3,071,761</b>
AL	94,434	905	21	8,796	20,529	64,183	20,968	73,466
AK	14,118	1,083	-	1,513	2,734	8,788	1,845	12,273
AZ	57,162	1,168	153	4,716	8,487	42,638	19,588	37,574
AR	98,483	656	86	6,838	20,071	70,832	10,801	87,682
CA	167,898	2,454	1,428	27,126	32,040	104,850	85,083	82,815
CO	86,310	954	228	8,208	16,603	60,317	15,045	71,265
CT	21,043	346	233	2,774	3,041	14,649	14,933	6,110
DE	5,846	41	14	624	939	4,228	2,018	3,828
DC	1,535	13	22	264	152	1,084	1,535	-
FL	119,785	1,471	470	12,161	14,219	91,464	68,852	50,933
GA	115,777	1,245	120	13,143	23,269	78,000	28,318	87,459
HI	4,300	55	34	752	831	2,628	2,120	2,180
ID	46,732	611	-	3,836	9,919	32,366	4,301	42,431
IL	138,338	2,170	88	13,998	21,646	100,436	36,834	101,504
IN	94,287	1,169	136	7,961	22,654	62,367	20,395	73,892
IA	113,450	782	-	9,563	31,559	71,546	9,915	103,535
KS	135,038	874	136	9,195	33,358	91,475	10,510	124,528
KY	78,372	762	87	5,500	17,564	54,459	11,889	66,483
LA	60,913	904	34	5,245	10,114	44,616	13,950	46,963
ME	22,692	367	18	2,288	5,974	14,045	2,632	20,060
MD	30,815	481	236	3,564	5,039	21,495	14,639	16,176
MA	35,460	566	211	5,618	5,488	23,577	23,179	12,281
MI	122,029	1,240	220	12,271	25,715	82,583	29,937	92,092
MN	132,121	913	150	12,730	29,437	88,891	16,107	116,014
MS	73,900	685	41	7,121	15,264	50,789	8,204	65,696
MO	124,685	1,181	326	9,414	24,976	88,788	17,576	107,109
MT	69,502	1,191	-	6,011	16,378	45,922	2,603	66,899
NE	93,171	482	17	7,887	20,784	64,001	5,593	87,578
NV	34,855	560	52	2,874	5,210	26,159	5,667	29,188
NH	15,502	224	41	1,546	2,721	10,970	2,998	12,504
NJ	36,556	431	315	5,361	4,556	25,893	24,252	12,304
NM	61,385	1,000	11	4,579	6,952	48,843	6,843	54,542
NY	114,020	1,674	798	13,501	20,555	77,492	41,460	72,560
NC	101,743	1,020	291	8,909	17,733	73,790	24,115	77,628
ND	86,587	572	-	5,876	11,659	68,480	1,835	84,752
OH	124,885	1,573	394	10,649	22,105	90,164	39,916	84,969
OK	112,534	931	164	7,877	25,375	78,187	13,411	99,123
OR	66,641	728	53	6,722	17,383	41,755	11,172	55,469
PA	120,298	1,757	503	13,182	19,812	85,044	34,712	85,586
RI	6,051	70	69	845	856	4,211	4,718	1,333
SC	66,194	842	71	6,875	13,379	45,027	10,674	55,520
SD	83,610	678	-	6,300	19,281	57,351	2,135	81,475
TN	88,286	1,073	121	8,753	18,081	60,258	18,083	70,203
TX	301,776	3,234	1,150	28,573	63,340	205,479	83,205	218,571
UT	42,610	940	7	3,342	7,840	30,481	7,973	34,637
VT	14,289	320	19	1,299	3,122	9,529	1,382	12,907
VA	70,950	1,117	234	8,182	14,121	47,296	19,191	51,759
WA	82,179	764	314	7,305	16,802	56,994	19,173	63,006
WV	36,996	549	9	3,237	8,785	24,416	3,085	33,911
WI	112,920	744	195	11,694	21,539	78,748	16,873	96,047
WY	27,422	913	3	3,673	10,902	11,931	2,481	24,941

- Represents zero.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual. See Internet site <<http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>>

## No. 1071. Commodity Shipments—Value, Tons, and Ton-Miles: 1997 and 2002

[2002 preliminary. 6,943,988 represents 6,943,988,000,000. For business establishments in mining, manufacturing, wholesale trade, and selected retail industries. Selected auxiliary establishments are also included. 2002 industries classified by the 1997 North American Classification System (NAICS); 1997 classified by the Standard Industrial Classification (SIC) Manual. See source for details. Based on the Economic Census: see Appendix III]

Mode of transportation	Value (mil. dol.)		Tons (1,000)		Ton-miles (mil.)	
	1997	2002	1997	2002	1997	2002
<b>All modes . . . . .</b>	<b>6,943,988</b>	<b>8,483,123</b>	<b>11,089,733</b>	<b>11,572,780</b>	<b>2,661,363</b>	<b>3,204,410</b>
<b>Single modes . . . . .</b>	<b>5,719,558</b>	<b>7,052,924</b>	<b>10,436,538</b>	<b>10,878,148</b>	<b>2,383,473</b>	<b>2,913,015</b>
Truck <sup>1</sup> . . . . .	4,981,531	6,200,469	7,700,675	7,622,257	1,023,506	1,311,085
For-hire truck . . . . .	2,901,345	3,838,514	3,402,605	3,665,982	741,117	1,001,463
Private truck . . . . .	2,036,528	2,340,328	4,137,294	3,920,474	268,592	302,026
Rail . . . . .	319,629	320,469	1,549,817	1,816,528	1,022,547	1,199,407
Water . . . . .	75,840	90,895	563,369	713,884	261,747	323,085
Shallow draft . . . . .	53,897	56,480	414,758	499,699	189,284	236,619
Great Lakes . . . . .	1,504	787	38,421	39,485	13,415	19,544
Deep draft . . . . .	20,439	33,628	110,191	174,700	59,047	66,922
Air (includes truck and air) . . . . .	229,062	279,489	4,475	3,891	6,233	5,560
Pipeline <sup>2</sup> . . . . .	113,497	161,601	618,202	721,588	(S)	(S)
<b>Multiple modes . . . . .</b>	<b>945,874</b>	<b>1,110,975</b>	<b>216,673</b>	<b>198,454</b>	<b>204,514</b>	<b>214,833</b>
Parcel, U.S. Postal Service or courier . . . . .	855,897	1,022,033	23,689	26,447	17,994	20,536
Truck and rail . . . . .	75,695	(S)	54,246	(S)	55,561	(S)
Truck and water . . . . .	8,241	17,053	33,215	31,814	34,767	59,147
Rail and water . . . . .	1,771	(S)	79,275	(S)	77,590	(S)
Other multiple modes . . . . .	4,269	5,528	26,248	28,047	18,603	19,600
<b>Other and unknown modes . . . . .</b>	<b>278,555</b>	<b>319,224</b>	<b>436,521</b>	<b>496,178</b>	<b>73,376</b>	<b>76,563</b>

S Data do not meet publication standards due to high sampling variability or other reasons. <sup>1</sup> Truck as a single mode includes shipments that went by private truck only, for hire truck only, or a combination of private truck and for-hire truck. <sup>2</sup> Commodity Flow Survey data exclude shipments of crude oil.

Source: U.S. Bureau of Transportation Statistics and U.S. Census Bureau, 2002 Economic Census, *Transportation, 2002 Commodity Flow Survey*, Series EC02TCF-US(P), issued December 2003. See Internet site <<http://www.census.gov/econ/www/cfsnew.html>>.

## No. 1072. Shipment Characteristics, by Distance and Weight Shipped: 1997 and 2002

[6,943,988 represents \$6,943,988,000,000. 2002 preliminary. Based on the Economic Census; see Appendix III. See also headnote Table 1071]

Item	Value (mil. dol.)		Tons (1,000)		Ton-miles (mil.)	
	1997	2002	1997	2002	1997	2002
<b>Total . . . . .</b>	<b>6,943,988</b>	<b>8,483,123</b>	<b>11,089,733</b>	<b>11,572,780</b>	<b>2,661,363</b>	<b>3,204,410</b>
Distance shipped: <sup>1</sup>						
Less than 50 miles . . . . .	2,168,057	2,447,018	6,444,454	6,028,724	135,926	121,093
50 to 99 miles . . . . .	597,587	753,019	1,079,841	1,242,433	102,983	116,044
100 to 249 miles . . . . .	1,062,579	1,345,926	1,311,278	1,553,406	296,032	343,922
250 to 499 miles . . . . .	975,367	1,258,978	905,504	1,097,835	437,463	539,271
500 to 749 miles . . . . .	656,846	862,741	541,782	647,884	467,800	541,309
750 to 999 miles . . . . .	436,491	568,002	383,327	437,698	440,999	508,330
1,000 to 1,499 miles . . . . .	469,777	545,968	302,918	386,657	487,859	619,659
1,500 to 1,999 miles . . . . .	293,654	360,651	77,130	122,649	169,651	260,455
2,000 miles or more . . . . .	283,628	340,820	43,499	55,493	122,651	154,327
Weight:						
Less than 50 pounds . . . . .	853,289	1,009,779	21,348	19,140	9,950	10,869
50 to 99 pounds . . . . .	249,541	298,263	14,200	13,855	4,450	5,308
100 to 499 pounds . . . . .	727,368	829,694	82,166	81,940	19,601	22,757
500 to 749 pounds . . . . .	219,136	250,562	38,955	39,364	8,852	9,907
750 to 999 pounds . . . . .	154,348	181,610	32,484	33,991	7,260	8,128
1,000 to 9,999 pounds . . . . .	1,536,448	1,797,380	579,490	584,664	131,388	154,612
10,000 to 49,999 pounds . . . . .	2,286,364	3,111,754	4,073,970	4,358,037	734,805	906,343
50,000 to 99,999 pounds . . . . .	360,091	351,127	2,229,997	1,948,882	188,735	211,709
100,000 pounds or more . . . . .	557,404	652,955	4,017,124	4,492,907	1,556,321	1,874,776

<sup>1</sup> Based in Great Circle Distance (GCD) GCD is the shortest distance between 2 points on the surface of a sphere over the surface of that sphere.

Source: U.S. Bureau of Transportation Statistics and U.S. Census Bureau, 2002 Economic Census, *Transportation, Commodity Flow Survey*, Series EC02TCF-US(P) issued December 2003. See Internet site <<http://www.census.gov/econ/www/cfsnew.html>>.

# No. 1073. Bridge Inventory—Total and Deficient, 1996 to 2003, and by State, 2003

[Based on the National Bridge Inventory program]

State and year	Deficient and obsolete						
	Number of bridges	Total number	Percent	Structurally deficient <sup>1</sup>		Functionally obsolete <sup>2</sup>	
				Number	Percent	Number	Percent
1996, total	581,862	182,726	31.4	101,518	17.4	81,208	14.0
1997, total	582,751	175,885	30.2	98,475	16.9	77,410	13.3
1998, total	582,984	172,582	29.6	93,076	16.0	79,506	13.6
1999, total	585,542	170,050	29.0	88,150	15.1	81,900	14.0
2000, total	587,755	167,993	28.6	87,106	14.8	80,887	13.8
2001, total	590,066	165,099	28.0	83,630	14.2	81,469	13.8
2002, total	591,220	163,010	27.6	81,437	13.8	81,573	13.8
<b>U.S. total, 2003</b>	<b>592,246</b>	<b>160,819</b>	<b>27.2</b>	<b>79,811</b>	<b>13.5</b>	<b>81,008</b>	<b>13.7</b>
Alabama	15,715	4,890	31.1	2,588	16.5	2,302	14.6
Alaska	1,174	349	29.7	144	12.3	205	17.5
Arizona	6,955	710	10.2	170	2.4	540	7.8
Arkansas	12,451	3,322	26.7	1,363	10.9	1,959	15.7
California	23,764	6,722	28.3	2,907	12.2	3,815	16.1
Colorado	8,097	1,334	16.5	399	4.9	935	11.5
Connecticut	4,172	1,340	32.1	339	8.1	1,001	24.0
Delaware	841	124	14.7	42	5.0	82	9.8
District of Columbia	247	160	64.8	19	7.7	141	57.1
Florida	11,451	2,115	18.5	316	2.8	1,799	15.7
Georgia	14,456	3,052	21.1	1,299	9.0	1,753	12.1
Hawaii	1,097	512	46.7	155	14.1	357	32.5
Idaho	4,053	732	18.1	307	7.6	425	10.5
Illinois	25,661	4,443	17.3	2,442	9.5	2,001	7.8
Indiana	18,138	4,128	22.8	2,111	11.6	2,017	11.1
Iowa	24,992	7,165	28.7	5,329	21.3	1,836	7.3
Kansas	25,620	6,018	23.5	3,304	12.9	2,714	10.6
Kentucky	13,523	4,047	29.9	1,175	8.7	2,872	21.2
Louisiana	13,394	4,446	33.2	2,220	16.6	2,226	16.6
Maine	2,364	845	35.7	365	15.4	480	20.3
Maryland	4,994	1,432	28.7	417	8.4	1,015	20.3
Massachusetts	4,999	2,555	51.1	624	12.5	1,931	38.6
Michigan	10,654	3,122	29.3	1,811	17.0	1,311	12.3
Minnesota	12,975	1,685	13.0	1,172	9.0	513	4.0
Mississippi	16,830	5,034	29.9	3,701	22.0	1,333	7.9
Missouri	23,787	8,383	35.2	5,275	22.2	3,108	13.1
Montana	5,098	1,090	21.4	583	11.4	507	9.9
Nebraska	15,455	4,082	26.4	2,608	16.9	1,474	9.5
Nevada	1,612	206	12.8	62	3.8	144	8.9
New Hampshire	2,352	795	33.8	367	15.6	428	18.2
New Jersey	6,377	2,295	36.0	854	13.4	1,441	22.6
New Mexico	3,835	729	19.0	388	10.1	341	8.9
New York	17,382	6,643	38.2	2,234	12.9	4,409	25.4
North Carolina	17,193	5,199	30.2	2,365	13.8	2,834	16.5
North Dakota	4,518	1,088	24.1	829	18.3	259	5.7
Ohio	27,901	7,150	25.6	3,109	11.1	4,041	14.5
Oklahoma	23,249	9,071	39.0	7,568	32.6	1,503	6.5
Oregon	7,202	1,764	24.5	561	7.8	1,203	16.7
Pennsylvania	22,176	9,352	42.2	5,474	24.7	3,878	17.5
Rhode Island	748	399	53.3	191	25.5	208	27.8
South Carolina	9,149	2,058	22.5	1,240	13.6	818	8.9
South Dakota	5,966	1,533	25.7	1,047	17.5	486	8.1
Tennessee	19,490	4,603	23.6	1,653	8.5	2,950	15.1
Texas	48,492	10,320	21.3	2,777	5.7	7,543	15.6
Utah	2,793	517	18.5	270	9.7	247	8.8
Vermont	2,686	960	35.7	491	18.3	469	17.5
Virginia	13,055	3,405	26.1	1,161	8.9	2,244	17.2
Washington	7,427	1,963	26.4	436	5.9	1,527	20.6
West Virginia	6,862	2,578	37.6	1,081	15.8	1,497	21.8
Wisconsin	13,651	2,650	19.4	1,762	12.9	888	6.5
Wyoming	3,038	643	21.2	421	13.9	222	7.3
Puerto Rico	2,135	1,061	49.7	285	13.3	776	36.3

<sup>1</sup> Bridges are structurally deficient if they have been restricted to light vehicles, require immediate rehabilitation to remain open, or are closed. <sup>2</sup> Bridges are functionally obsolete if they have deck geometry, load carrying capacity, clearance or approach roadway alignment that no longer meet the criteria for the system of which the bridge is a part.

Source: U.S. Federal Highway Administration, Office of Bridge Technology, Internet site <<http://www.fhwa.dot.gov/bridge/britab.htm>>.

## No. 1074. Funding for Highways and Disposition of Highway-User Revenue: 1990 to 2002

[In millions of dollars (75,444 represents \$75,444,000,000. Data compiled from reports of state and local authorities)]

Type	1990	1995	1997	1998	1999	2000	2001	2002
<b>Total receipts</b> . . . . .	<b>75,444</b>	<b>96,269</b>	<b>107,421</b>	<b>111,581</b>	<b>121,650</b>	<b>131,115</b>	<b>132,324</b>	<b>134,765</b>
Current income . . . . .	69,880	87,620	98,667	102,533	110,376	119,815	119,659	122,018
Highway user revenues . . . . .	44,346	59,331	66,266	68,951	74,222	81,335	77,719	79,587
Other taxes and fees . . . . .	19,827	21,732	25,424	25,395	29,380	31,137	34,190	34,353
Investment income, other receipts . . . . .	5,707	6,557	6,977	8,187	6,774	7,342	7,749	8,078
Bond issue proceeds <sup>1</sup> . . . . .	5,564	8,649	8,754	9,048	11,274	11,301	12,665	12,747
Funds from (+) or to (-) reserves . . . . .	-36	-2,791	-5,468	-3,606	-5,639	-8,418	-2,423	1,154
Total funds available . . . . .	75,408	93,478	101,953	107,975	116,011	122,697	129,900	135,919
<b>Total disbursements</b> . . . . .	<b>75,408</b>	<b>93,478</b>	<b>101,953</b>	<b>107,975</b>	<b>116,011</b>	<b>122,697</b>	<b>129,900</b>	<b>135,919</b>
Current disbursements . . . . .	72,457	88,994	97,320	102,828	111,097	117,592	124,815	129,137
Capital outlay . . . . .	35,151	44,228	48,360	52,308	57,227	61,323	65,968	68,175
Maintenance and traffic services . . . . .	20,365	24,319	26,777	28,173	29,997	30,636	31,677	33,180
Administration and research . . . . .	6,501	8,419	8,256	8,523	9,130	10,020	10,423	10,695
Law enforcement and safety . . . . .	7,235	8,218	9,761	9,445	10,393	11,031	11,977	11,672
Interest on debt . . . . .	3,205	3,810	4,166	4,379	4,350	4,583	4,770	5,416
Bond retirement <sup>1</sup> . . . . .	2,951	4,484	4,633	5,147	4,914	5,105	5,086	6,782

<sup>1</sup> Excludes issue and redemption of short-term notes or refunding bonds.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual. See Internet site <<http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>>.

## No. 1075. Federal Aid to State and Local Governments for Highway Trust Fund and Federal Transit Administration (FTA) by State: 2002

[Year ending Sept. 30. (29,444 represents \$29,444,000,000)]

State	Highway trust fund		FTA		State	Highway trust fund		FTA		State	Highway trust fund		FTA	
	Total (mil. dol.)	Per capita (dol.) <sup>1</sup>	Total (mil. dol.)	Per capita (dol.) <sup>1</sup>		Total (mil. dol.)	Per capita (dol.) <sup>1</sup>	Total (mil. dol.)	Per capita (dol.) <sup>1</sup>		Total (mil. dol.)	Per capita (dol.) <sup>1</sup>		
<b>U.S.<sup>2</sup></b>	<b>29,444</b>	<b>100.6</b>	<b>5,223</b>	<b>17.8</b>	IA . . . . .	333	113.3	22	7.5	NC . . . . .	959	115.2	42	5.0
<b>U.S.<sup>3</sup></b>	<b>28,539</b>	<b>99.0</b>	<b>5,024</b>	<b>17.4</b>	KS . . . . .	360	132.5	18	6.7	ND . . . . .	216	340.4	4	6.6
AL . . . . .	673	150.1	25	5.7	KY . . . . .	524	127.9	22	5.3	OH . . . . .	901	78.9	137	12.0
AK . . . . .	328	509.5	12	18.9	LA . . . . .	448	99.9	36	8.1	OK . . . . .	347	99.3	20	5.8
AZ . . . . .	481	88.1	61	11.1	ME . . . . .	162	125.0	8	6.0	OR . . . . .	272	77.4	122	34.8
AR . . . . .	395	145.7	10	3.5	MD . . . . .	572	104.8	105	19.3	PA . . . . .	1,345	109.1	269	21.8
CA . . . . .	2,628	74.8	1,008	28.7	MA . . . . .	505	78.6	131	20.3	RI . . . . .	171	160.2	26	24.5
CO . . . . .	342	76.0	91	20.3	MI . . . . .	823	81.9	89	8.9	SC . . . . .	411	100.0	14	3.3
CT . . . . .	493	142.6	79	22.8	MN . . . . .	384	76.4	108	21.5	SD . . . . .	199	261.1	5	6.2
DE . . . . .	120	148.5	3	3.8	MS . . . . .	385	134.2	5	1.9	TN . . . . .	521	89.9	39	6.6
DC . . . . .	150	262.6	260	454.7	MO . . . . .	727	128.1	36	6.3	TX . . . . .	2,209	101.4	271	12.4
FL . . . . .	1,496	89.5	135	8.0	MT . . . . .	295	324.2	5	5.6	UT . . . . .	239	103.2	55	23.8
GA . . . . .	873	102.0	96	11.3	NE . . . . .	193	111.9	10	5.8	VT . . . . .	134	216.8	3	5.6
HI . . . . .	122	98.2	33	26.7	NV . . . . .	161	74.3	16	7.3	VA . . . . .	882	121.0	66	9.1
ID . . . . .	206	153.5	7	4.9	NH . . . . .	141	110.8	8	6.2	WA . . . . .	548	90.4	106	17.5
IL . . . . .	889	70.5	259	20.5	NJ . . . . .	710	82.7	291	33.8	WV . . . . .	318	176.5	8	4.5
IN . . . . .	560	90.9	29	4.8	NM . . . . .	302	162.8	8	4.3	WI . . . . .	587	107.8	36	6.7
					NY . . . . .	1,274	66.5	773	40.3	WY . . . . .	224	448.4	2	4.1

<sup>1</sup> Based on estimated population as of July 1.

<sup>2</sup> Includes outlying areas and undistributed funds, not shown separately.

<sup>3</sup> For the 50 states and D.C.

Source: U.S. Census Bureau, *Federal Aid to States for Fiscal Year, 2002*. See Internet site <<http://www.census.gov/prod/2003pubs/fas02.pdf>>.

## No. 1076. State Motor Fuel Tax Receipts, 2001 and 2002, and Gasoline Tax Rates, 2002

[559 represents \$559,000,000]

State	Net receipts (mil.dol.)		Tax rate, <sup>1</sup> 2002	State	Net receipts (mil.dol.)		Tax rate, <sup>1</sup> 2002	State	Net receipts (mil.dol.)		Tax rate, <sup>1</sup> 2002
	2001	2002			2001	2002			2001	2002	
AL . . . . .	559	571	18.00	KY . . . . .	465	498	16.40	ND . . . . .	98	100	21.00
AK . . . . .	28	23	8.00	LA . . . . .	545	554	20.00	OH . . . . .	1,490	1,410	22.00
AZ . . . . .	585	608	18.00	ME . . . . .	167	171	22.00	OK . . . . .	401	410	17.00
AR . . . . .	412	427	21.70	MA . . . . .	683	707	23.50	OR . . . . .	394	395	24.00
CA . . . . .	3,147	3,237	18.00	MD . . . . .	661	667	21.00	PA . . . . .	1,726	1,677	26.60
CO . . . . .	542	539	22.00	MI . . . . .	1,068	1,083	19.00	RI . . . . .	134	131	30.00
CT . . . . .	407	420	25.00	MN . . . . .	619	619	20.00	SC . . . . .	456	447	16.00
DE . . . . .	99	111	23.00	MO . . . . .	375	386	18.40	SD . . . . .	125	128	22.00
DC . . . . .	29	27	20.00	MS . . . . .	661	669	17.00	TN . . . . .	705	723	20.00
FL . . . . .	1,682	1,750	13.90	MT . . . . .	176	183	27.00	TX . . . . .	2,784	2,836	20.00
GA . . . . .	446	423	7.50	NE . . . . .	297	299	24.50	UT . . . . .	311	334	24.50
HI . . . . .	71	72	16.00	NV . . . . .	375	387	24.70	VT . . . . .	87	86	20.00
ID . . . . .	226	212	25.00	NH . . . . .	142	143	19.50	VA . . . . .	814	818	17.50
IL . . . . .	1,217	1,294	19.00	NJ . . . . .	534	489	10.50	WA . . . . .	739	736	23.00
IN . . . . .	740	759	15.00	NM . . . . .	236	229	18.50	WV . . . . .	297	301	25.35
IA . . . . .	396	408	20.10	NY . . . . .	1,454	1,519	22.60	WI . . . . .	827	865	28.10
KS . . . . .	357	393	23.00	NC . . . . .	1,185	1,212	22.10	WY . . . . .	96	99	14.00

<sup>1</sup> Cents per gallon. In effect Dec. 31.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual. See Internet site <<http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>>.

## No. 1077. Public Highway Debt—State and Local Governments: 1980 to 2002

[In millions of dollars (2,381 represents \$2,381,000,000). Long-term obligations. Data are for varying calendar and fiscal years. Excludes duplicated and interunit obligations]

Item	1980	1985	1990	1995	1998	1999	2000	2001	2002
<b>Total debt issued.</b> . . . . .	<b>2,381</b>	<b>8,194</b>	<b>5,708</b>	<b>11,305</b>	<b>16,412</b>	<b>12,822</b>	<b>14,513</b>	<b>15,697</b>	<b>(NA)</b>
State . . . . .	1,160	5,397	3,147	4,718	9,789	9,554	9,067	11,012	13,250
Local . . . . .	1,221	2,797	2,561	6,587	6,623	3,268	5,446	4,685	(NA)
<b>Total debt redeemed.</b> . . . . .	<b>1,987</b>	<b>5,294</b>	<b>3,120</b>	<b>5,634</b>	<b>11,735</b>	<b>5,808</b>	<b>8,623</b>	<b>7,230</b>	<b>(NA)</b>
State . . . . .	1,114	3,835	1,648	2,939	6,466	3,609	3,897	4,660	9,988
Local . . . . .	873	1,459	1,472	2,695	5,269	2,199	4,726	2,570	(NA)
<b>Total debt outstanding</b> <sup>2</sup> . . . . .	<b>27,616</b>	<b>32,690</b>	<b>46,586</b>	<b>68,733</b>	<b>82,599</b>	<b>89,778</b>	<b>96,383</b>	<b>103,342</b>	<b>(NA)</b>
State . . . . .	20,210	21,277	28,362	39,228	49,182	55,646	61,434	66,256	70,826
Local . . . . .	7,406	11,413	18,224	29,505	33,417	34,132	34,949	37,086	(NA)

NA Not available. <sup>1</sup> Local data estimated. <sup>2</sup> End-of-year.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual. See Internet site <<http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>>.

## No. 1078. State Disbursements for Highways by State: 1995 to 2002

[In millions of dollars (67,615 represents \$67,615,000,000). Comprises disbursements from current revenues or loans for construction, maintenance, interest and principal payments on highway bonds, transfers to local units, and miscellaneous. Includes transactions by state toll authorities. Excludes amounts allocated for collection expenses and nonhighway purposes, and bonds redeemed by refunding]

State	1995	1997	1998	1999	2000	2001	2002
<b>United States.</b> . . . . .	<b>67,615</b>	<b>73,994</b>	<b>80,518</b>	<b>83,675</b>	<b>89,832</b>	<b>94,513</b>	<b>104,919</b>
Alabama . . . . .	1,002	1,019	1,053	1,085	1,246	1,433	1,575
Alaska . . . . .	438	435	404	416	501	482	541
Arizona . . . . .	1,199	1,359	1,430	1,860	2,040	2,149	2,445
Arkansas . . . . .	666	832	815	736	817	976	1,161
California . . . . .	5,966	6,219	6,574	6,876	6,750	6,795	8,570
Colorado . . . . .	922	887	1,166	1,260	1,392	1,616	2,195
Connecticut . . . . .	1,153	1,173	1,427	1,094	1,304	1,236	1,848
Delaware . . . . .	441	449	647	507	595	647	738
District of Columbia . . . . .	140	151	259	242	244	406	336
Florida . . . . .	3,421	3,734	4,024	3,992	4,208	4,348	4,985
Georgia . . . . .	1,437	1,372	1,613	1,763	1,567	1,748	1,945
Hawaii . . . . .	360	387	326	355	272	263	275
Idaho . . . . .	350	403	414	445	492	480	508
Illinois . . . . .	3,006	2,992	3,306	2,957	3,447	3,788	4,286
Indiana . . . . .	1,433	1,636	1,652	1,522	1,932	3,202	1,975
Iowa . . . . .	1,078	1,173	1,177	1,253	1,494	1,388	1,405
Kansas . . . . .	1,019	1,087	1,306	1,155	1,206	1,271	1,951
Kentucky . . . . .	1,397	1,331	1,481	1,578	1,651	1,612	1,776
Louisiana . . . . .	1,198	1,189	1,400	1,237	1,301	1,154	1,287
Maine . . . . .	379	474	485	458	488	505	744
Maryland . . . . .	1,289	1,489	1,492	1,554	1,599	1,673	1,803
Massachusetts . . . . .	2,501	3,287	3,351	4,407	3,524	3,965	3,783
Michigan . . . . .	1,974	2,100	2,745	2,629	2,748	2,920	2,859
Minnesota . . . . .	1,210	1,450	1,377	1,534	1,692	1,683	1,866
Mississippi . . . . .	662	809	843	968	1,039	911	1,040
Missouri . . . . .	1,313	1,492	1,438	1,600	1,818	2,044	2,110
Montana . . . . .	388	379	378	434	474	469	535
Nebraska . . . . .	578	611	589	681	745	661	867
Nevada . . . . .	484	431	446	557	651	668	631
New Hampshire . . . . .	328	360	371	416	387	445	522
New Jersey . . . . .	2,102	2,247	2,513	2,905	4,503	4,276	4,863
New Mexico . . . . .	535	546	570	753	1,162	1,119	983
New York . . . . .	4,584	4,778	6,051	5,347	5,307	5,301	7,161
North Carolina . . . . .	1,871	2,099	2,352	2,441	2,621	2,868	3,001
North Dakota . . . . .	270	326	306	413	385	358	385
Ohio . . . . .	2,637	2,940	3,327	3,158	3,351	3,493	3,580
Oklahoma . . . . .	828	867	944	1,322	1,417	1,443	1,839
Oregon . . . . .	888	992	1,051	1,009	1,010	984	1,029
Pennsylvania . . . . .	3,153	3,764	3,902	4,143	4,517	4,875	5,365
Rhode Island . . . . .	290	225	339	316	256	380	380
South Carolina . . . . .	668	741	766	885	970	1,104	1,201
South Dakota . . . . .	286	349	305	371	466	463	437
Tennessee . . . . .	1,230	1,351	1,420	1,398	1,440	1,563	1,622
Texas . . . . .	3,593	4,253	4,295	4,840	5,665	5,716	5,960
Utah . . . . .	431	802	1,129	1,072	1,072	941	956
Vermont . . . . .	194	213	222	252	287	297	265
Virginia . . . . .	2,107	2,358	2,619	2,771	2,678	2,909	3,185
Washington . . . . .	1,909	1,851	1,805	1,780	1,871	2,042	2,276
West Virginia . . . . .	781	940	893	930	1,170	1,289	1,210
Wisconsin . . . . .	1,252	1,354	1,398	1,614	1,663	1,793	2,204
Wyoming . . . . .	272	284	321	386	396	360	460

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual. See Internet site <<http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>>.



## No. 1079. State Motor Vehicle Registrations: 1980 to 2002

[In thousands (155,796 represents 155,796,000). Compiled principally from information obtained from state authorities, but it was necessary to draw on other sources and to make numerous estimates in order to complete series. Includes Alaska and Hawaii. See also Table 1082]

Item	1980	1990	1995	1999	2000	2001	2002
<b>All motor vehicles</b> . . . . .	<b>155,796</b>	<b>188,798</b>	<b>201,530</b>	<b>216,309</b>	<b>221,475</b>	<b>230,428</b>	<b>229,620</b>
Private and commercial . . . . .	153,265	185,541	197,941	212,474	217,567	226,646	225,772
Publicly owned . . . . .	2,531	3,257	3,589	3,834	3,908	3,782	3,848
<b>Automobiles</b> . . . . .	<b>121,601</b>	<b>133,700</b>	<b>128,387</b>	<b>132,432</b>	<b>133,621</b>	<b>137,633</b>	<b>135,921</b>
Private and commercial . . . . .	120,743	132,164	126,900	131,077	132,247	136,341	134,605
Publicly owned . . . . .	857	1,536	1,487	1,355	1,374	1,293	1,316
<b>Buses</b> . . . . .	<b>529</b>	<b>627</b>	<b>686</b>	<b>729</b>	<b>746</b>	<b>750</b>	<b>761</b>
Private and commercial . . . . .	254	275	288	307	314	318	320
Publicly owned . . . . .	275	351	398	422	432	432	441
<b>Trucks</b> . . . . .	<b>33,667</b>	<b>54,470</b>	<b>72,458</b>	<b>83,148</b>	<b>87,108</b>	<b>92,045</b>	<b>92,939</b>
Private and commercial . . . . .	32,268	53,101	70,754	81,091	85,005	89,988	90,847
Publicly owned . . . . .	1,399	1,369	1,704	2,057	2,103	2,058	2,091

<sup>1</sup> Trucks include pickups, panels and delivery vans. Beginning 1990, personal passenger vans, passenger minivans and utility-type vehicles are no longer included in automobiles but are included in trucks.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual. See Internet site <<http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>>

## No. 1080. Alternative Fueled Vehicles in Use by Fuel Type: 2002 to 2004

[2004 data are projections. 378,589 represents 378,589,000]

Fuel type	Alternative fueled vehicles			Fuel consumption (1,000 gasoline-equivalent gallons)		
	2002	2003	2004	2002	2003	2004
<b>Total</b> . . . . .	<b>471,098</b>	<b>510,805</b>	<b>547,904</b>	<b>378,589</b>	<b>412,725</b>	<b>447,198</b>
Liquified petroleum gases (LPG) . . . . .	187,680	190,438	194,389	223,143	230,486	242,368
Compressed natural gas (CNG) . . . . .	120,839	132,988	143,742	120,670	141,726	159,464
Liquified natural gas (LNG) . . . . .	2,708	3,030	3,134	9,382	10,514	10,868
Methanol, 85 percent (M85) . . . . .	5,873	4,917	4,592	337	274	257
Ethanol, 85 percent (E85) . . . . .	120,951	133,776	146,195	17,783	20,092	22,405
Electricity . . . . .	33,047	45,656	55,852	7,274	9,633	11,836

<sup>1</sup> The remaining portion is gasoline. <sup>2</sup> Excludes gasoline-electric hybrids.

Source: Energy Information Administration, *Alternatives to Traditional Transportation Fuels*. See Internet site <<http://www.eia.doe.gov/fuelalternate.html>> (released February 2004)

## No. 1081. Number of Households Leasing Vehicles and Number of Vehicles Leased Per Household: 1992 to 2001

[Based on the Survey of Consumer Finances; see Appendix III]

Item	Share of households leasing a vehicle for personal use (percent)				Average number of leased vehicles, among households having such vehicles			
	1992	1995	1998	2001	1992	1995	1998	2001
<b>All households</b> . . . . .	<b>2.9</b>	<b>4.5</b>	<b>6.4</b>	<b>5.8</b>	<b>1.1</b>	<b>1.1</b>	<b>1.2</b>	<b>1.2</b>
Household income:								
Less than \$10,000 . . . . .	(Z)	(Z)	(Z)	(Z)	(Z)	(Z)	1.1	(Z)
\$10,000 to \$24,999 . . . . .	4.3	1.3	4.1	1.8	(Z)	1.0	1.1	1.1
\$25,000 to \$49,999 . . . . .	3.1	3.2	4.6	5.3	1.1	1.0	1.1	1.0
\$50,000 to \$99,999 . . . . .	3.7	9.2	9.2	7.6	1.1	1.1	1.2	1.2
\$100,000 and over . . . . .	9.5	12.6	13.8	12.9	1.1	1.3	1.3	1.3 <sup>a</sup>
Age of household head:								
Less than 35 years . . . . .	3.2	4.8	8.2	7.3	1.0	1.0	1.1	1.1
35 to 44 years . . . . .	4.3	5.4	8.3	5.9	1.1	1.1	1.1	1.2
45 to 54 years . . . . .	3.2	7.9	7.6	6.1	1.2	1.2	1.3	1.2
55 to 64 years . . . . .	3.2	4.1	4.4	5.5	1.2	1.2	1.1	1.2
65 to 74 years . . . . .	1.0	1.3	2.9	6.3	1.0	1.1	1.2	1.1
75 years and over . . . . .	(Z)	0.5	1.9	1.6	(Z)	1.0	1.0	1.0
Race/ethnicity of respondent:								
White non-Hispanic . . . . .	3.1	4.4	6.3	6.3	1.1	1.1	1.1	1.2
Non-White and Hispanic . . . . .	2.3	4.9	6.5	4.2	1.1	1.1	1.3	1.1
Work status of household head:								
Work for someone else . . . . .	3.4	6.0	8.1	6.2	1.1	1.1	1.2	1.2
Self employed . . . . .	7.2	5.2	9.0	9.4	1.1	1.3	1.1	1.3
Retired . . . . .	0.7	1.4	1.5	3.1	1.3	1.0	1.2	1.1
Other not working . . . . .	(Z)	2.6	(Z)	(Z)	(Z)	1.0	(Z)	(Z)
Homeownership status:								
Owner . . . . .	3.5	5.8	7.2	6.2	1.1	1.2	1.2	1.2
Renter or other . . . . .	1.8	2.3	4.8	5.0	1.1	1.1	1.1	1.1
Net worth percentile:								
Bottom 25 percent . . . . .	2.1	2.7	4.9	3.9	1.1	1.1	1.1	1.2
25 to 49.9 percent . . . . .	1.6	4.2	5.4	4.4	1.0	1.0	1.1	1.1
50 to 74.9 percent . . . . .	2.9	4.3	7.1	6.3	1.1	1.1	1.2	1.3
75 to 89.9 percent . . . . .	3.7	6.2	7.0	7.6	1.0	1.2	1.2	1.2
Top 10 percent . . . . .	6.5	8.2	9.9	10.2	1.2	1.3	1.2	1.2

Z Ten or fewer observations.

Source: Board of Governors of the Federal Reserve System, unpublished data. See Internet site <<http://www.federalreserve.gov/pubs/oss/oss2/2001/scf2001home.html>>.

## No. 1082. State Motor Vehicle Registrations, 1980 to 2002, and Licensed Drivers, and Motorcycle Registrations by State: 2002

[In thousands (155,796 represents 155,796,000). Motor vehicle registrations cover publicly, privately, and commercially owned vehicles. For uniformity, data have been adjusted to a calendar-year basis as registration years in states differ; figures represent net numbers where possible, excluding re-registrations and nonresident registrations. See also Table 1079]

State	Motor vehicle registrations <sup>1</sup>							2002		
							2002		Motor-cycle registration (incl. official) <sup>2</sup>	Licensed drivers
	1980	1985	1990	1995	1999	2000	Total	Auto-mobiles (incl. taxis)		
<b>U.S . . . . .</b>	<b>155,796</b>	<b>171,689</b>	<b>188,798</b>	<b>201,530</b>	<b>221,475</b>	<b>230,428</b>	<b>229,620</b>	<b>135,921</b>	<b>4,963</b>	<b>194,296</b>
AL . . . . .	2,938	3,383	3,744	3,553	3,960	4,235	4,428	1,802	62	3,578
AK . . . . .	262	353	477	542	594	598	620	255	18	480
AZ . . . . .	1,917	2,235	2,825	2,873	3,795	3,967	3,940	2,238	218	3,668
CA . . . . .	1,574	1,384	1,448	1,613	1,840	1,864	1,873	960	34	1,965
AR . . . . .	16,873	18,899	21,926	22,432	27,698	28,780	29,619	18,450	520	22,395
CO . . . . .	2,342	2,759	3,155	2,812	3,626	4,649	2,151	957	1	3,166
CT . . . . .	2,147	2,465	2,623	2,622	2,853	2,917	2,915	2,027	62	2,672
DE . . . . .	397	465	526	592	630	653	674	417	14	573
DC . . . . .	268	306	262	243	242	249	238	193	1	309
FL . . . . .	7,614	9,865	10,950	10,369	11,781	14,340	13,964	8,471	339	12,744
GA . . . . .	3,818	4,580	5,489	6,120	7,155	7,305	7,648	4,212	108	6,013
HI . . . . .	570	651	771	802	738	868	893	532	20	815
ID . . . . .	834	854	1,054	1,043	1,178	1,324	1,386	598	43	907
IL . . . . .	7,477	7,527	7,873	8,973	8,973	9,861	9,577	6,100	232	8,033
IN . . . . .	3,826	3,824	4,366	5,072	5,571	5,625	5,665	3,216	135	4,221
IA . . . . .	2,329	2,696	2,632	2,814	3,106	3,318	3,310	1,862	140	1,993
KS . . . . .	2,007	2,148	2,012	2,085	2,296	2,331	2,337	843	53	1,935
KY . . . . .	2,593	2,615	2,909	2,631	2,826	3,626	3,601	2,088	49	2,773
LA . . . . .	2,779	3,012	2,995	3,286	3,557	3,609	3,660	1,989	53	3,168
ME . . . . .	724	840	977	967	1,024	1,018	968	583	31	949
MD . . . . .	2,803	3,276	3,607	3,654	3,848	3,939	3,884	2,523	57	3,523
MA . . . . .	3,749	3,738	3,726	4,502	5,265	5,198	5,407	3,636	130	4,686
MI . . . . .	6,488	6,727	7,209	7,674	8,436	8,454	8,534	4,874	203	7,025
MN . . . . .	3,091	3,385	3,508	3,882	4,630	4,554	4,520	2,504	158	2,997
MS . . . . .	1,577	1,746	1,875	2,144	2,289	1,954	1,955	1,136	27	1,861
MO . . . . .	3,271	3,558	3,905	4,255	4,580	4,208	4,235	2,482	64	3,931
MT . . . . .	680	652	783	968	1,026	1,033	1,056	466	30	695
NE . . . . .	1,254	1,258	1,384	1,467	1,619	1,633	1,656	841	25	1,275
NV . . . . .	655	709	853	1,047	1,220	1,280	1,253	650	35	1,461
NH . . . . .	704	974	946	1,122	1,052	1,100	1,143	682	57	955
NJ . . . . .	4,761	5,164	5,652	5,906	6,390	6,580	6,688	4,503	134	5,712
NM . . . . .	1,068	1,226	1,301	1,484	1,529	1,428	1,538	715	34	1,244
NY . . . . .	8,002	9,042	10,196	10,274	10,235	10,196	10,456	7,924	142	10,914
NC . . . . .	4,532	4,501	5,162	5,682	6,223	6,180	6,149	3,687	91	5,943
ND . . . . .	627	655	630	695	694	708	698	348	18	461
OH . . . . .	7,771	8,102	8,410	9,810	10,467	10,555	10,470	6,553	270	7,708
OK . . . . .	2,583	2,911	2,649	2,856	3,014	3,281	3,071	1,622	66	2,324
OR . . . . .	2,081	2,204	2,445	2,785	3,022	3,039	3,069	1,560	74	2,564
PA . . . . .	6,926	7,209	7,971	8,481	9,260	9,631	9,525	6,072	249	8,324
RI . . . . .	623	610	672	699	760	764	776	539	23	721
SC . . . . .	1,996	2,222	2,521	2,833	3,095	3,143	3,202	1,960	62	2,919
SD . . . . .	601	657	704	709	793	803	814	389	34	546
TN . . . . .	3,271	3,754	4,444	5,400	4,820	5,139	4,777	2,805	84	4,206
TX . . . . .	10,475	12,444	12,800	13,682	14,070	14,359	14,664	7,809	232	13,185
UT . . . . .	992	1,099	1,206	1,447	1,628	1,752	1,847	968	41	1,530
VT . . . . .	347	398	462	492	515	534	537	298	27	529
VA . . . . .	3,626	4,253	4,938	5,613	6,046	6,171	6,273	4,011	70	5,158
WA . . . . .	3,225	3,526	4,257	4,503	5,116	5,179	5,336	2,980	133	4,381
WV . . . . .	1,320	1,143	1,225	1,425	1,442	1,452	1,463	782	30	1,325
WI . . . . .	2,941	3,187	3,815	3,993	4,366	4,473	4,557	2,587	204	3,530
WY . . . . .	467	500	528	601	586	573	603	220	25	303

<sup>1</sup> Automobiles, trucks, and buses. Excludes vehicles owned by military services. <sup>2</sup> Private and commercial.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual; and *Selected Highway Statistics and Charts*, annual. See Internet site <<http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>>.

## No. 1083. Roadway Congestion: 2001

[15,772 represents 15,772,000 Various federal, state, and local information sources were used to develop the data base with the primary source being the Federal Highway Administration's Highway Performance Monitoring System. Areas shown are rated the top 72 in annual per person hours of delay]

Urbanized areas	Freeway daily vehicle miles of travel		Annual person hours of delay		Annual congestion cost		
	Total miles (1,000)	Per lane-mile of freeway	Total hours (1,000)	Per person	Per person (dol.)	Delay and fuel cost (mil. dol.)	Fuel wasted (gal. per person)
<b>Total, average</b> . . . . .	<b>15,772</b>	<b>16,219</b>	<b>47,285</b>	<b>26</b>	<b>517</b>	<b>927</b>	<b>42</b>
Albany-Schenectady-Troy NY . . . . .	5,730	10,420	3,194	6	123	64	12
Albuquerque NM . . . . .	3,650	15,210	10,835	18	352	208	29
Atlanta GA . . . . .	43,000	18,695	101,169	34	676	2,021	58
Austin TX . . . . .	9,400	16,070	22,627	30	590	449	50
Bakersfield CA . . . . .	1,985	10,180	1,624	4	81	33	7
Baltimore MD . . . . .	23,555	15,915	49,671	22	455	1,005	38
Beaumont TX . . . . .	1,620	12,000	871	6	119	17	7
Birmingham AL . . . . .	8,685	12,865	9,889	15	296	198	25
Boston MA . . . . .	23,370	17,855	86,778	29	563	1,705	46
Boulder CO . . . . .	490	9,800	566	5	97	11	-
Buffalo-Niagara Falls NY . . . . .	6,380	10,045	5,487	5	100	111	8
Charleston SC . . . . .	2,865	11,460	5,244	11	218	100	20
Charlotte NC . . . . .	7,815	16,115	14,267	21	425	282	36
Chicago IL-Northwestern IN . . . . .	49,865	18,780	220,265	27	513	4,163	42
Cincinnati OH-KY . . . . .	15,945	15,945	26,000	20	406	524	36
Cleveland OH . . . . .	16,750	13,085	13,704	7	149	278	13
Colorado Springs CO . . . . .	2,530	10,765	5,988	13	243	114	19
Columbus OH . . . . .	13,285	15,095	17,719	17	340	357	29
Corpus Christi TX . . . . .	2,915	9,880	1,286	4	79	25	6
Dallas-Fort Worth TX . . . . .	49,410	15,685	139,571	36	711	2,732	60
Denver CO . . . . .	17,250	16,750	73,019	36	698	1,413	56
Detroit MI . . . . .	30,955	17,100	108,253	27	523	2,107	43
El Paso TX-NM . . . . .	4,115	14,440	7,410	11	222	146	20
Eugene-Springfield OR . . . . .	1,325	12,045	1,236	5	107	25	9
Fort Myers-Cape Coral FL . . . . .	405	9,000	2,183	7	133	40	13
Fresno CA . . . . .	2,520	12,295	4,930	9	174	97	14
Ft. Lauderdale-Hollywood-Pompano Beach FL . . . . .	13,340	18,400	46,292	28	532	864	43
Hartford-Middletown CT . . . . .	8,445	13,510	6,622	10	221	142	19
Honolulu HI . . . . .	5,740	14,000	7,329	10	216	151	17
Houston TX . . . . .	41,000	16,665	127,590	37	711	2,470	59
Indianapolis IN . . . . .	12,000	16,440	23,231	23	446	459	39
Jacksonville FL . . . . .	9,750	13,540	13,709	15	309	275	26
Kansas City MO-KS . . . . .	19,350	11,250	12,939	9	185	264	17
Laredo TX . . . . .	430	5,735	803	4	77	15	-
Las Vegas NV . . . . .	7,730	16,105	19,828	16	313	393	25
Los Angeles CA . . . . .	129,755	23,130	667,352	52	1,005	12,837	78
Louisville KY-IN . . . . .	10,000	14,925	15,733	19	370	311	31
Memphis TN-AR-MS . . . . .	7,170	14,060	16,758	17	332	326	28
Miami-Hialeah FL . . . . .	13,330	18,260	75,269	33	626	1,418	51
Milwaukee WI . . . . .	9,545	15,775	19,852	14	282	395	24
Minneapolis-St. Paul MN . . . . .	28,185	17,615	68,454	28	559	1,365	48
Nashville TN . . . . .	10,485	13,795	14,103	21	424	284	36
New Orleans LA . . . . .	5,585	13,460	11,406	10	202	221	17
New York NY-Northeastern NJ . . . . .	103,675	15,335	421,856	25	491	8,434	41
Norfolk-Newport News-Virginia Beach VA . . . . .	11,635	12,715	20,094	13	261	396	22
Oklahoma City OK . . . . .	9,060	11,845	6,818	6	126	137	11
Omaha NE-IA . . . . .	3,420	11,400	7,674	12	233	147	19
Orlando FL . . . . .	9,950	13,535	40,417	33	626	764	51
Pensacola FL . . . . .	1,150	10,455	3,042	10	184	56	13
Philadelphia PA-NJ . . . . .	25,605	14,630	77,463	17	330	1,518	27
Phoenix AZ . . . . .	21,600	18,945	80,603	28	536	1,553	44
Pittsburgh PA . . . . .	11,310	9,505	13,205	7	142	255	12
Portland-Vancouver OR-WA . . . . .	12,670	18,100	37,975	24	476	757	39
Providence-Pawtucket RI-MA . . . . .	8,765	13,485	19,129	21	414	385	33
Richmond VA . . . . .	7,975	11,000	7,118	10	204	143	17
Sacramento CA . . . . .	12,650	18,335	26,993	19	401	563	33
Salem OR . . . . .	1,190	11,900	1,432	7	135	28	10
Salt Lake City UT . . . . .	7,800	14,855	10,169	11	231	211	21
San Antonio TX . . . . .	15,600	14,650	22,544	18	356	449	30
San Bernardino-Riverside CA . . . . .	17,400	19,440	49,285	34	694	1,003	57
San Diego CA . . . . .	34,590	19,270	67,887	25	524	1,412	43
San Francisco-Oakland CA . . . . .	46,700	20,000	168,681	42	835	3,376	67
San Jose CA . . . . .	16,775	18,850	56,524	34	670	1,125	54
Seattle-Everett WA . . . . .	24,450	17,220	65,173	32	637	1,315	53
Spokane WA . . . . .	1,525	10,895	1,534	5	91	30	6
St. Louis MO-IL . . . . .	25,155	14,170	36,761	18	359	738	31
Tacoma WA . . . . .	5,505	18,660	9,526	15	317	195	26
Tampa-St. Petersburg-Clearwater FL . . . . .	8,900	13,485	48,097	24	445	889	36
Tucson AZ . . . . .	2,450	12,565	9,728	14	266	187	23
Tulsa OK . . . . .	6,325	11,715	6,192	8	153	123	14
Washington DC-MD-VA . . . . .	35,770	18,155	125,332	34	667	2,488	54
West Palm Beach-Boca Raton-Delray Beach FL . . . . .	8,395	18,250	20,824	19	377	405	31

- Rounds to zero.

Source: Texas Transportation Institute, College Station, Texas; 2003 *Urban Mobility Study* (issued October 2003). (Copyright). See <<http://mobility.tamu.edu/ums/>>.

## No. 1084. Commuting to Work by State: 2000

[In percent, except as indicated (128,279 represents 128,279,000). As of April 1. For workers 16 years old and over. Based on sample data from the 2000 Census of Population and Housing; see text Section 1, and Appendix III]

State	Percent of workers who—							
	Total workers (1,000)	Commuted by car, truck, or van		Used public transportation <sup>1</sup>	Walked	Used other means	Worked at home	Mean travel time to work (min.)
		Drove alone	Car-pooled					
<b>U.S. . . . .</b>	<b>128,279</b>	<b>75.7</b>	<b>12.2</b>	<b>4.7</b>	<b>2.9</b>	<b>1.2</b>	<b>3.3</b>	<b>25.5</b>
AL . . . . .	1,900	83.0	12.3	0.5	1.3	0.8	2.1	24.8
AK . . . . .	291	66.5	15.5	1.8	7.3	4.8	4.1	19.6
AZ . . . . .	2,210	74.1	15.4	1.9	2.6	2.3	3.7	24.9
AR . . . . .	1,160	79.9	14.1	0.4	1.9	1.0	2.6	21.9
CA . . . . .	14,525	71.8	14.5	5.1	2.9	1.9	3.8	27.7
CO . . . . .	2,192	75.1	12.2	3.2	3.0	1.5	4.9	24.3
CT . . . . .	1,641	80.0	9.4	4.0	2.7	0.7	3.1	24.4
DE . . . . .	373	79.2	11.5	2.8	2.6	1.0	3.0	24.0
DC . . . . .	261	38.4	11.0	33.2	11.8	1.9	3.8	29.7
FL . . . . .	6,910	78.8	12.9	1.9	1.7	1.7	3.0	26.2
GA . . . . .	3,833	77.5	14.5	2.3	1.7	1.1	2.8	27.7
HI . . . . .	563	63.9	19.0	6.3	4.8	2.4	3.6	26.1
ID . . . . .	595	77.0	12.3	1.1	3.5	1.4	4.7	20.0
IL . . . . .	5,746	73.2	10.9	8.7	3.1	1.0	3.1	28.0
IN . . . . .	2,911	81.8	11.0	1.0	2.4	0.9	2.9	22.6
IA . . . . .	1,470	78.6	10.8	1.0	4.0	0.9	4.7	18.5
KS . . . . .	1,311	81.5	10.6	0.5	2.5	0.9	4.0	19.0
KY . . . . .	1,782	80.2	12.6	1.2	2.4	0.9	2.7	23.5
LA . . . . .	1,831	78.1	13.6	2.4	2.2	1.6	2.1	25.7
ME . . . . .	615	78.6	11.3	0.8	4.0	0.9	4.4	22.7
MD . . . . .	2,592	73.7	12.4	7.2	2.5	0.8	3.3	31.2
MA . . . . .	3,103	73.8	9.0	8.7	4.3	1.0	3.1	27.0
MI . . . . .	4,540	83.2	9.7	1.3	2.2	0.7	2.8	24.1
MN . . . . .	2,542	77.6	10.4	3.2	3.3	0.9	4.6	21.9
MS . . . . .	1,164	79.4	15.2	0.6	1.9	1.0	1.9	24.6
MO . . . . .	2,629	80.5	11.6	1.5	2.1	0.8	3.5	23.8
MT . . . . .	422	73.9	11.9	0.7	5.5	1.7	6.4	17.7
NE . . . . .	873	80.0	10.5	0.7	3.2	0.9	4.6	18.0
NV . . . . .	923	74.5	14.7	3.9	2.7	1.6	2.6	23.3
NH . . . . .	639	81.8	9.8	0.7	2.9	0.8	4.0	25.3
NJ . . . . .	3,876	73.0	10.6	9.6	3.1	0.9	2.7	30.0
NM . . . . .	759	75.8	14.8	0.8	2.8	1.6	4.2	21.9
NY . . . . .	8,212	56.3	9.2	24.4	6.2	0.8	3.0	31.7
NC . . . . .	3,838	79.4	14.0	0.9	1.9	1.1	2.7	24.0
ND . . . . .	319	77.7	10.0	0.4	5.0	0.8	6.0	15.8
OH . . . . .	5,308	82.8	9.3	2.1	2.4	0.7	2.8	22.9
OK . . . . .	1,540	80.0	13.2	0.5	2.1	1.1	3.1	21.7
OR . . . . .	1,601	73.2	12.2	4.2	3.6	1.9	5.0	22.2
PA . . . . .	5,556	76.5	10.4	5.2	4.1	0.8	3.0	25.2
RI . . . . .	491	80.1	10.4	2.5	3.8	1.0	2.2	22.5
SC . . . . .	1,823	79.4	14.0	0.8	2.3	1.3	2.1	24.3
SD . . . . .	373	77.3	10.4	0.5	4.5	0.8	6.5	16.6
TN . . . . .	2,618	81.7	12.5	0.8	1.5	0.8	2.6	24.5
TX . . . . .	9,158	77.7	14.5	1.9	1.9	1.3	2.8	25.4
UT . . . . .	1,033	75.5	14.1	2.2	2.8	1.2	4.2	21.3
VT . . . . .	312	75.2	11.9	0.7	5.6	0.9	5.7	21.6
VA . . . . .	3,482	77.1	12.7	3.6	2.3	1.2	3.2	27.0
WA . . . . .	2,785	73.3	12.8	4.9	3.2	1.4	4.3	25.5
WV . . . . .	718	80.3	12.7	0.8	2.9	0.9	2.4	26.2
WI . . . . .	2,691	79.5	9.9	2.0	3.7	0.9	3.9	20.8
WY . . . . .	240	75.4	13.2	1.4	4.4	1.3	4.3	17.8

<sup>1</sup> Including taxicabs.

Source: U.S. Census Bureau, "2000 Census of Population and Housing, Profiles of General Demographic Characteristics"; <<http://www.census.gov/Press-Release/www/2002/demoprofiles.html>>.

## No. 1085. Commuting to Work—25 Largest Metropolitan Areas: 2000

[For workers 16 years old and over. Based on sample data from the 2000 Census of Population and Housing; see text Section 1, and Appendix III. Covers metropolitan statistical areas (MSAs) and consolidated metropolitan statistical areas (CMSAs) as defined by the U.S. Office of Management and Budget as of June 30, 1999. For definitions of metropolitan areas see Appendix II. For definition of median, see Guide to Tabular Presentation]

Metropolitan area	Percent of workers who—							Mean travel time to work (min.)
	Total workers (1,000)	Commuting by car, truck, or van		Used public transportation <sup>1</sup>	Walked	Used other means	Worked at home	
		Drove alone	Car-pooled					
Atlanta, GA MSA . . . . .	2,060.6	77.0	13.6	3.7	1.3	1.0	3.5	31.2
Boston-Worcester-Lawrence, MA-NH-ME-CT CMSA . . . . .	2,898.7	73.9	8.8	9.0	4.1	1.0	3.2	27.8
Chicago-Gary-Kenosha, IL-IN-WI CMSA . . . . .	4,218.1	70.5	11.0	11.5	3.1	1.0	2.9	31.0
Cincinnati-Hamilton, OH-KY-IN CMSA . . . . .	951.7	81.4	10.0	2.9	2.3	0.6	2.7	24.3
Cleveland-Akron, OH CMSA . . . . .	1,375.8	82.3	8.7	3.4	2.1	0.7	2.7	24.0
Dallas-Fort Worth, TX CMSA . . . . .	2,527.6	78.8	14.0	1.8	1.5	1.0	3.0	27.5
Denver-Boulder-Greeley, CO CMSA . . . . .	1,446.0	75.6	11.5	4.3	2.4	1.4	4.7	25.9
Detroit-Ann Arbor-Flint, MI CMSA . . . . .	2,482.5	84.2	9.3	1.8	1.8	0.7	2.3	26.1
Houston-Galveston-Brazoria, TX CMSA . . . . .	2,081.6	77.0	14.2	3.3	1.6	1.3	2.5	28.8
Kansas City, MO-KS MSA . . . . .	881.3	82.8	10.4	1.3	1.4	0.7	3.4	22.9
Los Angeles-Riverside-Orange County, CA CMSA . . . . .	6,767.6	72.4	15.2	4.7	2.6	1.6	3.6	29.1
Miami-Fort Lauderdale, FL CMSA . . . . .	1,642.9	76.6	13.4	3.9	1.8	1.5	2.8	28.9
Minneapolis-St. Paul, MN-WI MSA . . . . .	1,595.6	78.3	10.0	4.5	2.4	0.9	3.8	23.7
New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA . . . . .	9,319.2	56.3	9.4	24.9	5.6	0.9	3.0	34.0
Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA . . . . .	2,815.4	73.3	10.3	8.7	3.9	1.0	2.8	27.9
Phoenix-Mesa, AZ MSA . . . . .	1,466.4	74.6	15.3	2.0	2.1	2.2	3.7	26.1
Pittsburgh, PA MSA . . . . .	1,057.4	77.4	9.7	6.2	3.6	0.7	2.4	25.3
Portland-Salem, OR-WA CMSA . . . . .	1,105.1	73.1	12.1	5.7	3.0	1.5	4.6	24.4
Sacramento-Yolo, CA CMSA . . . . .	800.0	75.3	13.5	2.7	2.2	2.2	4.0	25.6
St. Louis, MO-IL MSA . . . . .	1,239.0	82.6	9.9	2.4	1.6	0.6	2.8	25.5
San Diego, CA MSA . . . . .	1,299.5	73.9	13.0	3.4	3.4	1.9	4.4	25.3
San Francisco-Oakland-San Jose, CA CMSA . . . . .	3,432.2	68.1	12.9	9.5	3.3	2.2	4.1	29.3
Seattle-Tacoma-Bremerton, WA CMSA . . . . .	1,776.2	71.6	12.8	6.8	3.2	1.4	4.2	27.7
Tampa-St. Petersburg-Clearwater, FL MSA . . . . .	1,064.0	79.7	12.4	1.4	1.7	1.7	3.1	25.6
Washington-Baltimore, DC-MD-VA-WV CMSA . . . . .	3,839.1	70.4	12.8	9.4	3.0	0.9	3.5	31.7

<sup>1</sup> Includes taxicabs.

Source: U.S. Census Bureau, "2000 Census of Population and Housing, Profiles of General Demographic Characteristics"; <<http://www.census.gov/Press-Release/www/2002/demoprofiles.html>>.

## No. 1086. Commuting to Work—25 Largest Cities: 2000

[In percent, except as indicated (353.1 represents 353,100). As of April 1. For workers 16 years old and over. Based on sample data from the 2000 Census of Population and Housing; see text Section 1, and Appendix III]

City	Percent of workers who—							Mean travel time to work (min.)
	Total workers (1,000)	Commuting by car, truck, or van		Used public transportation <sup>1</sup>	Walked	Used other means	Worked at home	
		Drove alone	Car-pooled					
Austin, TX . . . . .	353.1	73.6	13.9	4.5	2.5	2.1	3.4	22.4
Baltimore, MD . . . . .	249.4	54.7	15.2	19.5	7.1	1.1	2.3	31.1
Boston, MA . . . . .	278.5	41.5	9.2	32.3	13.0	1.6	2.4	28.8
Chicago, IL . . . . .	1,192.1	50.1	14.5	26.1	5.7	1.3	2.4	35.2
Columbus, OH . . . . .	367.4	79.0	10.8	3.9	3.2	0.8	2.3	21.9
Dallas, TX . . . . .	537.0	70.8	17.8	5.5	1.9	1.2	2.8	26.9
Denver, CO . . . . .	278.7	68.3	13.5	8.4	4.3	1.8	3.7	24.5
Detroit, MI . . . . .	319.4	68.6	17.1	8.7	2.8	1.1	1.8	28.4
El Paso, TX . . . . .	208.1	76.5	15.8	2.3	2.0	1.2	2.2	22.4
Houston, TX . . . . .	841.7	71.8	15.9	5.9	2.3	1.7	2.3	27.4
Indianapolis, IN <sup>2</sup> . . . . .	385.2	80.0	12.3	2.4	2.0	0.8	2.5	22.7
Jacksonville, FL . . . . .	350.5	79.2	13.4	2.1	1.8	1.6	1.9	25.2
Los Angeles, CA . . . . .	1,494.9	65.7	14.7	10.2	3.6	1.6	4.1	29.6
Memphis, TN . . . . .	274.9	76.6	15.7	3.0	1.9	1.0	1.7	23.0
Milwaukee, WI . . . . .	249.9	68.8	13.6	10.3	4.7	0.9	1.7	22.5
Nashville-Davidson, TN <sup>2</sup> . . . . .	274.0	78.5	13.5	1.8	2.4	0.9	3.0	23.3
New York, NY . . . . .	3,192.1	24.9	8.0	52.8	10.4	1.0	2.9	40.0
Philadelphia, PA . . . . .	569.8	49.2	12.8	25.4	9.1	1.6	1.9	32.0
Phoenix, AZ . . . . .	599.6	71.7	17.4	3.3	2.2	2.2	3.3	26.1
San Antonio, TX . . . . .	491.4	75.6	15.2	3.8	2.2	1.1	2.2	23.8
San Diego, CA . . . . .	580.3	74.0	12.2	4.2	3.6	2.0	4.0	23.2
San Francisco, CA . . . . .	418.6	40.5	10.8	31.1	9.4	3.6	4.6	30.7
San Jose, CA . . . . .	428.0	76.4	14.1	4.1	1.4	1.5	2.5	27.8
Seattle, WA . . . . .	316.5	56.5	11.2	17.6	7.4	2.7	4.6	24.8
Washington, DC . . . . .	260.9	38.4	11.0	33.2	11.8	1.9	3.8	29.7

<sup>1</sup> Includes taxicabs. <sup>2</sup> Represents the portion of a consolidated city that is not within one or more separately incorporated places.

Source: U.S. Census Bureau, "2000 Census of Population and Housing, Profiles of General Demographic Characteristics"; <<http://www.census.gov/Press-Release/www/2002/demoprofiles.html>>.

## No. 1087. Motor Vehicle Distance Traveled by Type of Vehicle: 1970 to 2002

[1,110 represents 1,110,000,000,000. Travel estimates based on automatic traffic recorder data.]

Year	Vehicle-miles of travel (bil.)					Avg. miles per vehicle (1,000)				
	Passenger cars					Passenger cars				
	Total <sup>1</sup>	Cars <sup>1</sup>	Buses <sup>2</sup>	Vans, pickups, SUVs	Trucks <sup>3</sup>	Total	Cars <sup>1</sup>	Buses <sup>2</sup>	Vans, pickups, SUVs	Trucks <sup>3</sup>
1970	1,110	920	4.5	123	62	10.0	10.0	12.0	8.7	13.6
1975	1,328	1,040	6.1	201	81	9.6	9.3	13.1	9.8	15.2
1980	1,527	1,122	6.1	291	108	9.5	8.8	11.5	10.4	18.7
1981	1,555	1,144	6.2	296	109	9.5	8.9	11.5	10.2	19.0
1982	1,595	1,172	5.8	306	111	9.6	9.1	10.4	10.3	19.9
1983	1,653	1,204	5.2	328	116	9.8	9.1	8.9	10.5	21.1
1984	1,720	1,236	4.6	358	122	10.0	9.2	8.0	11.2	22.6
1985	1,775	1,256	4.5	391	124	10.0	9.4	7.5	10.5	20.6
1986	1,835	1,280	4.7	424	127	10.1	9.5	7.9	10.8	22.1
1987	1,921	1,325	5.3	457	134	10.5	9.7	8.9	11.1	23.3
1988	2,026	1,380	5.5	502	138	10.7	10.0	8.9	11.5	22.5
1989	2,096	1,412	5.7	536	143	10.9	10.2	9.1	11.7	22.9
1990	2,144	1,418	5.7	575	146	11.1	10.3	9.1	11.9	23.6
1991	2,172	1,367	5.8	649	150	11.3	10.3	9.1	12.2	24.2
1992	2,247	1,381	5.8	707	153	11.6	10.6	9.0	12.4	25.4
1993	2,296	1,385	6.1	746	160	11.6	10.5	9.4	12.4	26.3
1994	2,358	1,416	6.4	765	170	11.7	10.8	9.6	12.2	25.8
1995	2,423	1,438	6.4	790	178	11.8	11.2	9.4	12.0	26.5
1996	2,486	1,470	6.6	817	183	11.8	11.3	9.4	11.8	26.1
1997	2,562	1,503	6.8	851	191	12.1	11.6	9.8	12.1	27.0
1998	2,632	1,550	7.0	868	196	12.2	11.8	9.8	12.2	25.4
1999	2,691	1,569	7.7	901	203	12.2	11.9	10.5	12.0	26.0
2000	2,747	1,600	7.6	923	206	12.2	11.9	10.2	11.7	25.7
2001	2,797	1,628	7.1	943	209	11.9	11.8	9.4	11.2	26.6
2002	2,856	1,659	6.8	966	215	12.2	12.2	9.0	11.4	27.1

<sup>1</sup> Motorcycles included with cars through 1994; thereafter in total, not shown separately. <sup>2</sup> Includes school buses. <sup>3</sup> Includes combinations.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual. See Internet site <<http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>>.

## No. 1088. Domestic Motor Fuel Consumption by Type of Vehicle: 1970 to 2002

[92.3 represents 92,300,000,000. Comprises all fuel types used for propulsion of vehicles under state motor fuels laws. Excludes federal purchases for military use. Minus sign (-) indicates decrease]

Year	Annual fuel consumption (bil. gal)						Average miles per gallon				
	All vehicles <sup>1</sup>	Avg. annual percent change <sup>2</sup>	Cars <sup>1</sup>	Buses <sup>3</sup>	Vans, pickups, SUVs	Trucks <sup>4</sup>	All vehicles <sup>1</sup>	Cars <sup>1</sup>	Buses <sup>3</sup>	Vans, pickups, SUVs	Trucks <sup>4</sup>
1970	92.3	4.8	67.8	0.8	12.3	11.3	12.0	13.5	5.5	10.0	5.5
1975	109.0	2.5	74.3	1.1	19.1	14.6	12.2	14.0	5.8	10.5	5.6
1980	115.0	-5.9	70.2	1.0	23.8	20.0	13.3	16.0	6.0	12.2	5.4
1981	114.5	-0.4	69.3	1.1	23.7	20.4	13.6	16.5	5.9	12.5	5.3
1982	113.4	-1.0	69.3	1.0	22.7	20.4	14.1	16.9	5.9	13.5	5.5
1983	116.1	2.4	70.5	0.9	23.9	20.8	14.2	17.1	5.9	13.7	5.6
1984	118.7	2.2	70.8	0.8	25.6	21.4	14.5	17.4	5.7	14.0	5.7
1985	121.3	2.2	71.7	0.8	27.4	21.4	14.6	17.5	5.4	14.3	5.8
1986	125.2	3.2	73.4	0.9	29.1	21.9	14.7	17.4	5.3	14.6	5.8
1987	127.5	1.8	73.5	0.9	30.6	22.5	15.1	18.0	5.8	14.9	5.9
1988	130.1	2.0	73.5	0.9	32.7	22.9	15.6	18.8	5.8	15.4	6.0
1989	131.9	1.4	74.1	0.9	33.3	23.5	15.9	18.0	6.0	16.1	6.1
1990	130.8	-0.8	69.8	0.9	35.6	24.5	16.4	20.3	6.4	16.1	6.0
1991	128.6	-1.7	64.5	0.9	38.2	25.0	16.9	21.2	6.7	17.0	6.0
1992	132.9	3.3	65.6	0.9	40.9	25.5	16.9	21.0	6.6	17.3	6.0
1993	137.3	3.3	67.2	0.9	42.9	26.2	16.7	20.6	6.6	17.4	6.1
1994	140.8	2.5	68.1	1.0	44.1	27.7	16.7	20.8	6.6	17.3	6.1
1995	143.8	2.1	68.1	1.0	45.6	29.0	16.8	21.1	6.6	17.3	6.1
1996	147.4	2.5	69.2	1.0	47.4	29.6	16.9	21.2	6.6	17.2	6.2
1997	150.4	2.0	69.9	1.0	49.4	29.9	17.0	21.5	6.7	17.2	6.4
1998	155.4	3.3	71.7	1.1	50.5	32.0	16.9	21.6	6.7	17.2	6.1
1999	161.4	3.9	73.2	1.1	52.8	33.9	16.7	21.4	6.7	17.0	6.0
2000	162.5	0.7	73.1	1.1	52.9	35.2	16.9	21.9	6.8	17.4	5.8
2001	163.5	0.6	73.6	1.0	53.5	35.2	17.1	22.1	6.9	17.6	5.9
2002	167.7	2.6	74.9	1.0	54.8	36.8	17.0	22.1	6.9	17.6	5.8

<sup>1</sup> Motorcycles included with through 1994; thereafter in total, not shown separately. <sup>2</sup> Change from immediate prior year. <sup>3</sup> Includes school buses. <sup>4</sup> Includes combinations.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual. See Internet site <<http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>>.

## No. 1089. Motor Vehicle Accidents—Number and Deaths: 1980 to 2002

[17.9 represents 17,900,000]

Item	Unit	1980	1985	1990	1995	1998	1999	2000	2001	2002
<b>ACCIDENTS</b>										
Motor vehicle accidents <sup>1</sup>	Million .	17.9	19.3	11.5	10.7	12.7	11.4	13.4	12.5	18.3
Vehicles involved:										
Cars	Million .	22.8	25.6	14.3	12.3	13.8	11.6	15.9	13.6	18.1
Trucks	Million .	5.5	6.1	4.4	4.5	7.3	6.2	8.8	7.4	12.2
Motorcycles	1,000 .	560	480	180	152	100	70	130	119	190
<b>DEATHS</b>										
Motor vehicle deaths within 1 yr. <sup>2</sup>	1,000 .	53.2	45.9	46.8	43.4	43.5	43.0	43.0	43.7	44.0
Noncollision accidents	1,000 .	14.7	12.6	4.9	4.4	4.2	4.3	4.6	5.2	5.5
Collision accidents:										
With other motor vehicles	1,000 .	23.0	19.9	19.9	19.0	18.5	18.8	20.6	18.4	18.2
With pedestrians	1,000 .	9.7	8.5	7.3	6.4	5.9	5.8	5.3	6.1	5.7
With fixed objects	1,000 .	3.7	3.2	13.1	12.1	12.0	11.1	11.2	12.8	13.5
Deaths within 30 days <sup>3</sup>	1,000 .	51.1	43.8	44.6	41.8	41.5	41.7	41.9	42.2	42.8
Occupants	1,000 .	41.9	36.0	37.1	35.3	35.4	35.9	36.3	36.4	37.2
Passenger cars	1,000 .	27.4	23.2	24.1	22.4	21.2	20.9	20.7	20.3	20.4
Light trucks	1,000 .	7.5	6.7	8.6	9.6	10.7	11.3	11.5	11.7	12.2
Large trucks	1,000 .	1.3	1.0	0.7	0.6	0.7	0.8	0.8	0.7	0.7
Motorcycles <sup>4</sup>	1,000 .	5.1	4.6	3.2	2.2	2.3	2.5	2.9	3.2	3.2
Buses	1,000 .	(Z)	0.1	(Z)	(Z)	(Z)	0.1	(Z)	(Z)	(Z)
Other/unknown	1,000 .	0.5	0.5	0.5	0.4	0.4	0.4	0.5	0.5	0.7
Nonoccupants	1,000 .	9.2	7.8	7.5	6.5	6.1	5.8	5.6	5.8	5.6
Pedestrians	1,000 .	8.1	6.8	6.5	5.6	5.2	4.9	4.8	4.9	4.8
Pedicyclist	1,000 .	1.0	0.9	0.9	0.8	0.8	0.8	0.7	0.7	0.7
Other/unknown	1,000 .	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Traffic death rates: <sup>3 5</sup>										
Per 100 million vehicle miles	Rate . .	3.3	2.5	2.1	1.7	1.6	1.6	1.5	1.5	1.5
Per 100,000 licensed drivers	Rate . .	35.2	27.9	26.7	23.7	22.4	22.3	22.0	22.1	22.0
Per 100,000 registered vehicles	Rate . .	34.8	26.4	24.2	21.2	20.0	19.6	19.3	19.1	19.0
Per 100,000 resident population	Rate . .	22.5	18.4	17.9	15.9	15.4	15.3	14.9	14.8	14.8

Z Fewer than 50. <sup>1</sup> Covers only accidents occurring on the road. Data are estimates. Year-to-year comparisons should be made with caution. <sup>2</sup> Deaths that occur within 1 year of accident. Includes collision categories not shown separately. <sup>3</sup> Within 30 days of accident. Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts*, annual; and unpublished data. See Internet site <<http://www.nhtsa.dot.gov/people/Crash/Index.html>> <sup>4</sup> Includes motorized cycles. <sup>5</sup> Based on 30-day definition of traffic deaths.

Source: Except as noted, National Safety Council, Itasca, IL, *Injury Facts*, annual (copyright). See Internet site <<http://www.nsc.org/>>.

## No. 1090. Traffic Fatalities by State: 1980 to 2002

[For deaths within 30 days of the accident]

State	Fatality rate <sup>1</sup>				State	Fatality rate <sup>1</sup>							
	1980	1990	2000	2002		1980	1990	2000	2002				
<b>U.S.<sup>1</sup></b>	<b>51,091</b>	<b>44,599</b>	<b>41,945</b>	<b>42,815</b>	<b>3.3</b>	<b>1.5</b>							
AL	940	1,121	996	1,033	3.2	1.8	MO	1,175	1,097	1,157	1,208	3.4	1.8
AK	88	98	106	87	3.3	1.8	MT	325	212	237	270	4.9	2.6
AZ	947	869	1,036	1,117	5.3	2.2	NE	396	262	276	307	3.5	1.6
AR	588	604	652	640	3.6	2.1	NV	346	343	323	381	5.7	2.1
CA	5,496	5,192	3,753	4,078	3.5	1.3	NH	194	158	126	127	3.0	1.0
CO	709	544	681	742	3.2	1.7	NJ	1,120	886	731	773	2.2	1.1
CT	575	385	341	322	3.0	1.0	NM	606	499	432	449	5.4	2.0
DE	153	138	123	124	3.6	1.4	NY	2,610	2,217	1,460	1,522	3.4	1.1
DC	41	48	48	47	1.2	1.3	NC	1,503	1,385	1,557	1,575	3.6	1.7
FL	2,825	2,891	2,999	3,132	3.6	1.8	ND	151	112	86	97	2.9	1.3
GA	1,508	1,562	1,541	1,523	3.5	1.4	OH	2,033	1,638	1,366	1,418	2.8	1.3
HI	186	177	132	119	3.3	1.3	OK	959	641	650	734	3.5	1.6
ID	331	244	276	264	4.8	1.9	OR	646	579	451	436	3.4	1.3
IL	1,975	1,589	1,418	1,411	3.0	1.3	PA	2,089	1,646	1,520	1,614	2.9	1.5
IN	1,166	1,049	886	792	3.0	1.1	RI	129	84	80	84	2.4	1.0
IA	626	465	445	404	3.3	1.3	SC	852	979	1,065	1,053	3.8	2.2
KS	595	444	461	512	3.4	1.8	SD	228	153	173	180	3.7	2.1
KY	820	849	820	915	3.2	2.0	TN	1,153	1,177	1,307	1,175	3.4	1.7
LA	1,219	959	938	875	5.0	2.0	TX	4,366	3,250	3,779	3,725	3.8	1.7
ME	265	213	169	216	3.5	1.5	UT	334	272	373	328	3.1	1.3
MD	756	707	588	659	2.6	1.2	VT	137	90	76	78	3.7	0.8
MA	881	605	433	459	2.5	0.9	VA	1,045	1,079	929	914	2.7	1.2
MI	1,750	1,571	1,382	1,277	2.8	1.3	WA	971	825	631	659	3.4	1.2
MN	848	566	625	657	3.0	1.2	WV	523	481	411	439	4.9	2.2
MS	695	750	949	885	4.2	2.4	WI	972	769	799	803	3.1	1.4
							WY	245	125	152	176	4.9	2.0

<sup>1</sup> Deaths per 100 million vehicle miles traveled.

Source: U.S. National Highway Safety Traffic Administration, *Traffic Safety Facts*, annual. See Internet site <<http://www.nhtsa.dot.gov/people/Crash/Index.html>>.



## No. 1091. Fatal Motor Vehicle Accidents—National Summary: 1990 to 2002

[Based on data from the Fatality Analysis Reporting System (FARS). FARS gathers data on accidents that result in loss of human life. FARS is operated and maintained by National Highway Traffic Safety Administration's (NHTSA) National Center for Statistics and Analysis (NCSA). FARS data are gathered on motor vehicle accidents that occurred on a roadway customarily open to the public, resulting in the death of a person within 30 days of the accident. Collection of these data depend on the use of police, hospital, medical examiner/coroner, and Emergency Medical Services reports; State vehicle registration, driver licensing, and highway department files; and vital statistics documents and death certificates. See source for further detail]

Item	1990	1995	1997	1998	1999	2000	2001	2002
<b>Fatal crashes, total</b>	<b>39,836</b>	<b>37,241</b>	<b>37,324</b>	<b>37,107</b>	<b>37,140</b>	<b>37,526</b>	<b>37,862</b>	<b>38,309</b>
One vehicle involved	23,445	21,250	20,807	20,900	20,911	21,117	21,510	22,086
Two or more vehicles involved	16,391	15,991	16,517	16,207	16,229	16,409	16,352	16,223
<b>Persons killed in fatal crashes</b>	<b>44,599</b>	<b>41,817</b>	<b>42,013</b>	<b>41,501</b>	<b>41,717</b>	<b>41,945</b>	<b>42,196</b>	<b>42,815</b>
Occupants	37,134	35,291	35,725	35,382	35,875	36,348	36,440	37,232
Drivers	25,750	24,390	24,667	24,743	25,257	25,567	25,869	26,549
Passengers	11,276	10,782	10,944	10,530	10,521	10,695	10,469	10,571
Other	108	119	114	109	97	86	102	112
Nonmotorists	7,465	6,526	6,288	6,119	5,842	5,597	5,756	5,583
Pedestrians	6,482	5,584	5,321	5,228	4,939	4,763	4,901	4,808
Pedalcyclists	859	833	814	760	754	693	732	662
Other/unknown	124	109	153	131	149	141	123	113
Occupants killed by vehicle type:								
Passenger cars	24,092	22,423	22,199	21,194	20,862	20,699	20,320	20,416
Mini-compact (95 inches)	3,556	2,207	1,763	1,480	1,224	1,113	887	806
Subcompact (95 to 99 inches)	4,753	4,584	4,457	4,034	3,663	3,660	3,571	3,420
Compact (100 to 104 inches)	5,310	6,899	7,195	6,804	6,942	7,022	6,731	7,002
Intermediate (105 to 109 inches)	4,849	4,666	4,794	4,617	4,721	5,204	5,402	5,473
Full size (110 to 114 inches)	2,386	2,116	2,242	2,014	2,179	2,287	2,344	2,412
Largest (115 inches and over)	2,249	1,297	1,239	1,092	708	897	864	821
Unknown	989	654	509	1,153	1,425	516	521	482
Motorcycles	3,129	2,114	2,028	2,186	2,374	2,783	3,077	3,126
Other motorized cycles	115	113	88	108	109	114	120	118
Light Trucks	8,601	9,568	10,249	10,705	11,265	11,526	11,723	12,182
Pickup	5,979	5,938	5,887	5,921	6,127	6,003	6,139	6,057
Utility	1,214	1,935	2,380	2,713	3,026	3,358	3,530	3,995
Van	1,154	1,639	1,914	2,042	2,088	2,129	2,019	2,095
Other	254	56	68	29	24	36	35	35
Medium trucks	134	96	122	99	90	106	82	87
Heavy trucks	571	552	601	643	669	648	620	597
Buses	32	33	18	38	59	22	34	45
Other vehicles	296	307	343	336	355	401	401	422
Unknown	164	85	77	73	92	49	63	239
<b>Persons involved in fatal crashes</b>	<b>107,777</b>	<b>102,102</b>	<b>102,197</b>	<b>101,100</b>	<b>100,666</b>	<b>100,716</b>	<b>101,175</b>	<b>101,195</b>
Occupants	99,297	94,621	95,050	94,241	93,959	94,325	94,706	94,869
Drivers	58,893	56,164	56,688	56,604	56,502	57,280	57,586	57,803
Passengers	40,229	38,252	38,184	37,448	37,280	36,889	36,892	36,588
Other	175	205	178	189	177	156	228	208
Nonoccupants	8,480	7,481	7,147	6,859	6,707	6,391	6,469	6,326
Vehicle miles traveled (VMT) (100 mil)	21,444	24,227	25,617	26,315	26,911	27,469	27,973	28,558
Licensed drivers (1,000)	167,015	176,628	182,709	184,861	187,170	190,625	191,276	194,296
Registered vehicles (1,000)	184,275	197,065	203,568	208,076	212,685	217,028	221,230	225,685
Percent distribution of fatal accidents by the highest blood alcohol concentration (BAC) in accident:								
0.00 percent	49.5	57.7	60.3	59.8	60.2	58.7	58.9	59.2
0.01 to 0.07 percent	6.5	5.7	5.3	5.8	5.5	5.9	5.9	5.6
0.08 percent and over	44.0	36.7	34.3	34.4	34.3	35.4	35.2	35.2
Fatalities per 100,000 population:								
Under 5 years old	4.9	4.3	4.1	4.0	3.9	3.7	3.4	3.1
5 years to 15 years old	6.4	6.0	5.6	5.2	5.1	4.7	4.3	4.3
16 years to 24 years old	35.2	30.7	29.3	28.5	28.9	28.5	28.6	29.3
25 years to 44 years old	19.7	17.2	16.6	16.4	16.4	16.1	16.2	16.1
45 years to 64 years old	14.9	13.6	14.2	14.0	13.8	13.8	13.5	13.7
65 years to 79 years old	18.8	18.5	19.2	18.7	18.3	17.1	17.1	16.9
80 years old and over	26.8	28.0	29.2	28.4	27.3	25.0	24.5	23.0
Fatalities per 100 million VMT <sup>1</sup>	2.1	1.7	1.6	1.6	1.6	1.5	1.5	1.5
Fatalities per 100,000 licensed drivers	26.7	23.7	23.0	22.4	22.3	22.0	22.1	22
Licensed driver per person	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
VMT <sup>1</sup> per registered vehicle	11,637	12,294	12,584	12,647	12,653	12,657	12,644	12,654
Fatalities per 100,000 registered vehicles	24.2	21.2	20.6	19.9	19.6	19.3	19.1	19.0
Fatal crashes per 100 million VMT <sup>1</sup>	1.9	1.5	1.5	1.4	1.4	1.4	1.4	1.3
Involved vehicles per fatal crash	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Fatalities per fatal crash	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Average occupants per fatal crash	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Fatalities per 100,000 population	17.9	15.9	15.7	15.4	15.3	14.9	14.8	14.8

<sup>1</sup> VMT = vehicle miles of travel.

Source: U.S. National Highway Traffic Safety Administration, *Fatality Analysis Reporting System*, annual. See Internet site <<http://www.nhtsa.dot.gov/people/Crash/Index.html>>.

## No. 1092. Motor Vehicle Occupants and Nonoccupants Killed and Injured: 1985 to 2002

[For deaths within 30 days of the accident. (3,416 represents 3,416,000)]

Year	Occupants							Nonoccupants				
	Total	Total	Passenger cars	Light trucks <sup>1</sup>	Large trucks <sup>1</sup>	Motorcycles <sup>2</sup>	Buses	Other/un-known <sup>3</sup>	Total	Pedestrian	Pedalcyclist	Other/un-known <sup>3</sup>
<b>KILLED</b>												
1985 . . . . .	43,825	36,043	23,212	6,689	977	4,564	57	544	7,782	6,808	890	84
1988 . . . . .	47,087	39,170	25,808	8,306	911	3,662	54	429	7,917	6,870	911	136
1989 . . . . .	45,582	38,087	25,063	8,551	858	3,141	50	424	7,495	6,556	832	107
1990 . . . . .	44,599	37,134	24,092	8,601	705	3,244	32	460	7,465	6,482	859	124
1991 . . . . .	41,508	34,740	22,385	8,391	661	2,806	31	466	6,768	5,801	843	124
1992 . . . . .	39,250	32,880	21,387	8,098	585	2,395	28	387	6,370	5,549	723	98
1993 . . . . .	40,150	33,574	21,566	8,511	605	2,449	18	425	6,576	5,649	816	111
1994 . . . . .	40,716	34,318	21,997	8,904	670	2,320	18	409	6,398	5,489	802	107
1995 . . . . .	41,817	35,291	22,423	9,568	648	2,227	33	392	6,526	5,584	833	109
1996 <sup>4</sup> . . . . .	42,065	35,695	22,505	9,932	621	2,161	21	455	6,368	5,449	765	154
1997 . . . . .	42,013	35,725	22,199	10,249	723	2,116	18	420	6,288	5,321	814	153
1998 . . . . .	41,501	35,382	21,194	10,705	742	2,294	38	409	6,119	5,228	760	131
1999 . . . . .	41,717	35,875	20,862	11,265	759	2,483	59	447	5,842	4,939	754	149
2000 . . . . .	41,945	36,348	20,699	11,526	754	2,897	22	450	5,597	4,763	693	141
2001 . . . . .	42,196	36,440	20,320	11,723	702	3,197	34	464	5,756	4,901	732	123
2002 . . . . .	42,815	37,232	20,416	12,182	684	3,244	45	661	5,583	4,808	662	113
<b>INJURED (1,000)</b>												
1988 . . . . .	3,416	3,224	2,585	478	37	105	15	4	192	110	75	8
1989 . . . . .	3,284	3,088	2,431	511	43	83	15	5	196	112	73	11
1990 . . . . .	3,231	3,044	2,376	505	42	84	33	4	187	105	75	7
1991 . . . . .	3,097	2,931	2,235	563	28	80	21	4	166	88	67	11
1992 . . . . .	3,070	2,908	2,232	545	34	65	20	12	162	89	63	10
1993 . . . . .	3,149	2,978	2,265	601	32	59	17	4	171	94	68	9
1994 . . . . .	3,266	3,102	2,364	631	30	57	16	4	164	92	62	9
1995 . . . . .	3,465	3,303	2,469	722	30	57	19	4	162	86	67	10
1996 . . . . .	3,483	3,332	2,458	761	33	55	20	4	151	82	58	11
1997 . . . . .	3,348	3,201	2,341	755	31	53	17	6	146	77	58	11
1998 . . . . .	3,192	3,061	2,201	763	29	49	16	4	131	69	53	8
1999 . . . . .	3,236	3,097	2,138	847	33	50	22	7	140	85	51	3
2000 . . . . .	3,189	3,055	2,052	887	31	58	18	10	134	78	51	5
2001 . . . . .	3,033	2,901	1,927	861	29	60	15	9	131	78	45	8
2002 . . . . .	2,926	2,800	1,805	879	26	65	19	6	126	71	48	7

<sup>1</sup> See footnotes 2 and 3 in Table 1093. <sup>2</sup> Includes motorized cycles. <sup>3</sup> Includes combination trucks. <sup>4</sup> Includes two fatalities of unknown type.

Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts, 2002*; and unpublished data. See Internet site <<http://www.nhtsa.dot.gov/people/Crash/Index.html>>

## No. 1093. Vehicles Involved in Crashes by Vehicle Type, Rollover Occurrence, and Crash Severity: 2002

[Numbers in thousands (11,107.8 represents 11,107,800)]

Vehicle type	Total		Rollover occurrence			
			Yes		No	
	Number	Percent	Number	Percent	Number	Percent
<b>All crashes<sup>1</sup></b> . . . . .	<b>11,107.8</b>	<b>100.0</b>	<b>276.3</b>	<b>2.5</b>	<b>10,831.5</b>	<b>97.5</b>
Passenger cars . . . . .	6,606.1	100.0	113.5	1.7	6,492.6	98.3
Light trucks: <sup>2</sup>						
Pick-up . . . . .	1,742.0	100.0	64.9	3.7	1,677.1	96.3
Utility . . . . .	1,330.7	100.0	63.4	4.8	1,267.3	95.2
Van . . . . .	847.7	100.0	14.7	1.7	833.0	98.3
Other <sup>3</sup> . . . . .	68.1	100.0	2.0	2.9	66.1	97.1
Large truck <sup>3</sup> . . . . .	434.5	100.0	16.6	3.8	417.9	96.2
Bus . . . . .	58.3	100.0	(Z)	(Z)	58.3	100.0
Other/unknown . . . . .	20.4	100.0	1.2	5.9	19.2	94.1
Fatal crashes . . . . .	54.8	100.0	11.3	20.6	43.5	79.4
Passenger cars . . . . .	27.1	100.0	4.5	16.6	22.6	83.4
Light trucks: <sup>2</sup>						
Pick-up . . . . .	11.0	100.0	2.9	26.4	8.1	73.6
Utility . . . . .	6.7	100.0	2.4	35.8	4.3	64.2
Van . . . . .	3.7	100.0	0.7	18.9	3.0	81.1
Other <sup>3</sup> . . . . .	0.1	100.0	(Z)	(Z)	0.1	100.0
Large truck <sup>3</sup> . . . . .	4.5	100.0	0.6	13.3	3.9	86.7
Bus . . . . .	0.3	100.0	(Z)	(Z)	0.3	100.0
Other/unknown . . . . .	1.4	100.0	0.2	14.3	1.2	85.7

Z Less than 500 or 0.05 percent. <sup>1</sup> Includes injury and property only crashes, not shown separately. <sup>2</sup> Trucks of 10,000 pounds gross vehicle weight rating or less. <sup>3</sup> Trucks over 10,000 pounds gross vehicle weight rating.

Source: U.S. National Highway Safety Traffic Administration, *Traffic Safety Facts, 2002*; and unpublished data. See Internet site <<http://www.nhtsa.dot.gov/people/Crash/Index.html>>.

## No. 1094. Speeding-Related Traffic Fatalities by Road Type and Speed Limit: 2002

[Speeding consists of exceeding the posted speed limit or driving too fast for the road conditions or any speed related violation charged (Racing, driving above speed limit, speed greater than reasonable, exceeding special speed limit)]

State	Speeding-related fatalities by road type and speed limit									
	Traffic fatalities, total	Interstate			Non-Interstate					
		Total <sup>1</sup>	Over 55 mph	At or under 55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	Under 35 mph
<b>United States . . . . .</b>	<b>42,815</b>	<b>13,713</b>	<b>1,350</b>	<b>424</b>	<b>3,832</b>	<b>524</b>	<b>1,755</b>	<b>883</b>	<b>1,512</b>	<b>1,512</b>
Alabama . . . . .	1,033	411	40	2	104	8	138	24	51	27
Alaska . . . . .	87	33	10	4	4	-	9	1	2	2
Arizona . . . . .	1,117	436	55	7	71	19	74	44	44	40
Arkansas . . . . .	640	125	9	1	64	1	16	12	11	9
California . . . . .	4,078	1,468	228	15	389	46	123	113	168	155
Colorado . . . . .	742	319	30	24	43	17	39	31	40	46
Connecticut . . . . .	322	154	9	19	5	6	7	16	21	68
Delaware . . . . .	124	40	1	-	4	17	2	1	-	8
District of Columbia . . . . .	47	17	-	-	-	-	-	-	3	14
Florida . . . . .	3,132	558	55	20	92	16	137	26	69	81
Georgia . . . . .	1,523	313	13	5	96	5	58	16	78	20
Hawaii . . . . .	119	41	1	5	2	-	6	2	10	13
Idaho . . . . .	264	88	10	-	17	9	8	-	14	3
Illinois . . . . .	1,411	530	29	58	205	6	42	47	82	61
Indiana . . . . .	792	185	12	8	69	5	21	21	22	24
Iowa . . . . .	404	49	2	2	27	2	2	1	4	8
Kansas . . . . .	512	300	24	-	93	8	10	13	9	36
Kentucky . . . . .	915	179	26	3	98	3	16	1	19	8
Louisiana . . . . .	875	107	5	2	47	3	13	6	16	4
Maine . . . . .	216	83	4	3	1	7	23	4	16	6
Maryland . . . . .	659	213	11	17	19	30	12	30	35	52
Massachusetts . . . . .	459	176	16	2	4	10	11	21	32	71
Michigan . . . . .	1,277	287	27	3	161	7	20	9	20	18
Minnesota . . . . .	657	179	18	13	92	7	3	10	2	21
Mississippi . . . . .	885	232	31	1	82	8	40	15	20	13
Missouri . . . . .	1,208	509	57	8	171	5	49	17	66	31
Montana . . . . .	270	102	16	1	2	2	4	1	8	5
Nebraska . . . . .	307	44	10	4	7	14	-	-	4	3
Nevada . . . . .	381	148	26	4	29	3	25	2	18	19
New Hampshire . . . . .	127	38	1	2	3	6	1	5	11	8
New Jersey . . . . .	773	49	3	2	2	5	1	9	3	19
New Mexico . . . . .	449	177	33	10	25	12	11	8	15	19
New York . . . . .	1,522	486	13	32	185	15	26	39	14	85
North Carolina . . . . .	1,575	601	38	7	351	4	115	2	65	7
North Dakota . . . . .	97	33	4	-	17	-	1	-	-	5
Ohio . . . . .	1,418	245	14	9	112	3	20	4	38	37
Oklahoma . . . . .	734	306	48	3	41	8	73	9	13	12
Oregon . . . . .	436	135	5	3	67	-	12	10	10	13
Pennsylvania . . . . .	1,614	729	40	19	151	17	150	109	132	66
Rhode Island . . . . .	84	46	4	10	1	4	1	3	7	16
South Carolina . . . . .	1,053	495	51	-	142	11	121	19	46	37
South Dakota . . . . .	180	78	9	-	27	2	5	3	8	6
Tennessee . . . . .	1,175	293	16	12	61	9	69	32	25	54
Texas . . . . .	3,725	1,546	153	69	278	56	132	98	120	153
Utah . . . . .	328	100	28	-	13	5	3	9	7	13
Vermont . . . . .	78	36	2	-	-	27	-	2	3	-
Virginia . . . . .	914	251	36	14	101	6	43	4	27	14
Washington . . . . .	659	260	25	-	25	65	15	11	53	39
West Virginia . . . . .	439	136	7	-	58	3	25	16	10	12
Wisconsin . . . . .	803	276	20	1	167	-	20	7	21	30
Wyoming . . . . .	176	71	25	-	7	2	3	-	-	1

- Represents zero. <sup>1</sup> Includes fatalities that occurred on roads for which the speed limit was unknown.

Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts, Speeding*, annual; and unpublished data. See Internet site <<http://www.nhtsa.dot.gov/people/Crash/Index.html>>

## No. 1095. Traffic Fatalities by State and Highest Blood Alcohol Concentration (BAC) in the Crash: 2002

[BAC means blood alcohol concentration; g/dl means grams per deciliter]

State	No alcohol (BAC=0.00 g/dl)			Any alcohol (BAC=0.01 g/dl) or more					
				Low alcohol (BAC=0.01-0.07 g/dl)		High alcohol (BAC=0.08 g/dl or more)			
	Traffic fatalities, total	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>United States. . . . .</b>	<b>42,815</b>	<b>25,396</b>	<b>59</b>	<b>17,419</b>	<b>41</b>	<b>2,401</b>	<b>6</b>	<b>15,019</b>	<b>35</b>
Alabama. . . . .	1,033	620	60	413	40	43	4	370	36
Alaska. . . . .	87	52	59	35	41	2	2	34	39
Arizona. . . . .	1,117	640	57	477	43	58	5	420	38
Arkansas. . . . .	640	398	62	242	38	35	5	207	32
California. . . . .	4,078	2,466	60	1,612	40	300	7	1,312	32
Colorado. . . . .	742	435	59	307	41	39	5	268	36
Connecticut. . . . .	322	182	57	140	43	17	5	123	38
Delaware. . . . .	124	73	59	51	41	8	6	43	34
District of Columbia. . . . .	47	22	48	25	52	3	5	22	47
Florida. . . . .	3,132	1,856	59	1,276	41	177	6	1,099	35
Georgia. . . . .	1,523	994	65	529	35	90	6	439	29
Hawaii. . . . .	119	69	58	50	42	10	8	41	34
Idaho. . . . .	264	173	66	91	34	17	7	74	28
Illinois. . . . .	1,411	763	54	648	46	97	7	552	39
Indiana. . . . .	792	523	66	269	34	46	6	223	28
Iowa. . . . .	404	273	68	131	32	24	6	107	27
Kansas. . . . .	512	283	55	229	45	23	5	205	40
Kentucky. . . . .	915	614	67	301	33	39	4	263	29
Louisiana. . . . .	875	462	53	413	47	62	7	351	40
Maine. . . . .	216	165	76	51	24	4	2	47	22
Maryland. . . . .	659	394	60	265	40	49	7	216	33
Massachusetts. . . . .	459	238	52	221	48	30	6	192	42
Michigan. . . . .	1,277	787	62	490	38	68	5	422	33
Minnesota. . . . .	657	402	61	255	39	46	7	209	32
Mississippi. . . . .	885	553	62	332	38	41	5	292	33
Missouri. . . . .	1,208	683	57	525	43	68	6	457	38
Montana. . . . .	270	143	53	127	47	21	8	106	39
Nebraska. . . . .	307	190	62	117	38	21	7	97	31
Nevada. . . . .	381	210	55	171	45	23	6	148	39
New Hampshire. . . . .	127	76	60	51	40	5	4	46	36
New Jersey. . . . .	773	474	61	299	39	45	6	254	33
New Mexico. . . . .	449	234	52	215	48	27	6	189	42
New York. . . . .	1,522	1,044	69	478	31	77	5	400	26
North Carolina. . . . .	1,575	974	62	601	38	67	4	533	34
North Dakota. . . . .	97	49	50	48	50	8	8	40	41
Ohio. . . . .	1,418	856	60	562	40	66	5	496	35
Oklahoma. . . . .	734	485	66	249	34	35	5	215	29
Oregon. . . . .	436	257	59	179	41	26	6	153	35
Pennsylvania. . . . .	1,614	958	59	656	41	88	5	568	35
Rhode Island. . . . .	84	38	45	46	55	8	9	38	45
South Carolina. . . . .	1,053	502	48	551	52	64	6	487	46
South Dakota. . . . .	180	88	49	92	51	13	7	80	44
Tennessee. . . . .	1,175	704	60	471	40	61	5	410	35
Texas. . . . .	3,725	1,980	53	1,745	47	194	5	1,551	42
Utah. . . . .	328	255	78	73	22	7	2	67	20
Vermont. . . . .	78	51	65	27	35	5	6	22	28
Virginia. . . . .	914	544	59	371	41	48	5	323	35
Washington. . . . .	659	361	55	298	45	32	5	265	40
West Virginia. . . . .	439	259	59	180	41	20	5	160	36
Wisconsin. . . . .	803	440	55	364	45	39	5	325	40
Wyoming. . . . .	176	107	61	70	39	7	4	62	35

Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts*, annual; and unpublished data. See Internet site <<http://www.nhtsa.dot.gov/people/Crash/Index.html>>

## No. 1096. Fatalities by Highest Blood Alcohol Concentration in the Crash: 1985 to 2002

[BAC means blood alcohol concentration; g/dl means grams per deciliter]

Item	1985	1990	1995	1998	1999	2000	2001	2002
<b>Total fatalities. . . . .</b>	<b>43,825</b>	<b>44,599</b>	<b>41,817</b>	<b>41,501</b>	<b>41,717</b>	<b>41,945</b>	<b>42,196</b>	<b>42,815</b>
Fatalities in alcohol-related crashes. . . . .	23,167	22,587	17,732	16,673	16,572	17,380	17,400	17,419
Percent. . . . .	52.9	50.6	42.4	40.2	39.7	41.4	41.2	40.7
BAC = 0.01-0.07 g/dl:								
Number. . . . .	3,081	2,980	2,490	2,465	2,321	2,511	2,542	2,401
Percent. . . . .	7.0	6.7	6.0	5.9	5.6	6.0	6.0	5.6
BAC = 0.08 g/dl or more:								
Number. . . . .	20,086	19,607	15,242	14,207	14,250	14,870	14,858	15,019
Percent. . . . .	45.8	44.0	36.5	34.2	34.2	35.5	35.2	35.1
Fatalities with BAC = 0.00 g/dl:								
Number. . . . .	20,659	22,012	24,085	24,828	25,145	24,565	24,796	25,396
Percent. . . . .	47.1	49.4	57.6	59.8	60.3	58.6	58.8	59.3

Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts*, annual; and unpublished data. See Internet site <<http://www.nhtsa.dot.gov/people/Crash/Index.html>>

## No. 1097. Crashes by Crash Severity: 1990 to 2002

[6,471 represents 6,471,000. A crash is a police-reported event that produces injury and/or property damage, involves a vehicle in transport and occurs on a trafficway or while the vehicle is in motion after running off the trafficway]

Item	1990	1995	1996	1997	1998	1999	2000	2001	2002
<b>Crashes (1,000)</b> . . . . .	<b>6,471</b>	<b>6,699</b>	<b>6,770</b>	<b>6,624</b>	<b>6,335</b>	<b>6,279</b>	<b>6,394</b>	<b>6,323</b>	<b>6,316</b>
Fatal . . . . .	39.8	37.2	37.5	37.3	37.1	37.1	37.5	37.9	38.3
Nonfatal injury . . . . .	2,122	2,217	2,238	2,149	2,029	2,054	2,070	2,003	1,929
Property damage only . . . . .	4,309	4,446	4,494	4,438	4,269	4,188	4,286	4,282	4,348
Percent of total crashes:									
Fatal . . . . .	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Nonfatal injury . . . . .	32.8	33.1	33.1	32.4	32.0	32.7	32.4	31.7	30.5
Property damage only . . . . .	66.6	66.4	66.4	67.0	67.4	66.7	67.0	67.7	68.8

Source: U.S. National Highway Safety Traffic Administration, *Traffic Safety Facts, annual*. See Internet site <<http://www.nhtsa.dot.gov/people/Crash/Index.html>>.

## No. 1098. Alcohol Involvement for Drivers in Fatal Crashes: 1992 and 2002

[BAC = blood alcohol concentration]

Drivers involved in fatal crashes	1992		2002	
	Number of drivers	Percentage with BAC of .08% or greater	Number of drivers	Percentage with BAC of .08% or greater
<b>Total drivers</b> <sup>1</sup> . . . . .	<b>51,901</b>	<b>25</b>	<b>57,803</b>	<b>21</b>
Drivers by age group:				
16 to 20 years old . . . . .	7,192	21	8,082	17
21 to 24 years old . . . . .	6,323	35	6,285	33
25 to 34 years old . . . . .	13,049	35	11,416	28
35 to 44 years old . . . . .	9,284	27	10,896	26
45 to 64 years old . . . . .	9,360	17	13,580	17
65 years old and over . . . . .	5,474	7	6,271	5
Drivers by sex:				
Male . . . . .	38,598	28	42,134	25
Female . . . . .	12,596	15	14,911	12
Drivers by vehicle type:				
Passenger cars . . . . .	29,670	25	26,966	22
Light trucks . . . . .	14,540	28	21,373	23
Large trucks . . . . .	3,980	2	4,508	2
Motorcycles . . . . .	2,435	40	3,337	31

<sup>1</sup> Includes age, sex, and types of vehicles unknown.

Source: U.S. National Highway Safety Traffic Administration, *Traffic Safety Facts, 2002*. See Internet site <<http://www.nhtsa.dot.gov/people/Crash/Index.html>>.

## No. 1099. Licensed Drivers and Number in Accidents by Age: 2002

[193,300 represents 193,300,000]

Age group	Licensed drivers		Drivers in accidents				Accidents per number of drivers	
	Number (1,000)	Percent	Fatal		All		Fatal <sup>1</sup>	All <sup>2</sup>
			Number	Percent	Number (1,000)	Percent		
<b>Total</b> . . . . .	<b>193,300</b>	<b>100.0</b>	<b>52,700</b>	<b>100.0</b>	<b>30,700</b>	<b>100.0</b>	<b>27</b>	<b>16.0</b>
Under 16 years old . . . . .	48	(Z)	400	0.8	120	0.4	( <sup>3</sup> )	( <sup>3</sup> )
16 years old . . . . .	1,382	0.7	1,300	2.5	740	2.4	94	54
17 years old . . . . .	2,228	1.2	1,300	2.5	910	3.0	58	41
18 years old . . . . .	2,674	1.4	1,600	3.0	940	3.1	60	35
19 years old . . . . .	3,176	1.6	1,500	2.8	910	3.0	47	29
19 years old and under . . . . .	9,508	4.9	6,100	11.6	3,620	11.8	64	38
20 years old . . . . .	3,305	1.7	1,700	3.2	840	2.7	51	25
21 years old . . . . .	3,421	1.8	1,000	1.9	580	1.9	29	17
22 years old . . . . .	3,401	1.8	1,100	2.1	540	1.8	32	16
23 years old . . . . .	3,284	1.7	1,000	1.9	490	1.6	30	15
24 years old . . . . .	3,357	1.7	1,100	2.1	440	1.4	33	13
20 to 24 years old . . . . .	16,768	8.7	5,900	11.2	2,890	9.4	35	17
25 to 34 years old . . . . .	33,734	17.5	10,300	19.5	7,020	22.9	31	21
35 to 44 years old . . . . .	41,040	21.2	10,300	19.5	6,670	21.7	25	16
45 to 54 years old . . . . .	38,711	20.0	8,300	15.7	5,130	16.7	21	13
55 to 64 years old . . . . .	25,609	13.2	5,300	10.1	2,760	9.0	21	11
65 to 74 years old . . . . .	15,812	8.2	2,800	5.3	1,490	4.9	18	9
75 years old and over . . . . .	12,118	6.3	3,700	7.0	1,120	3.6	31	9

Z Less than 0.05. <sup>1</sup> Per 100,000 licensed drivers. <sup>2</sup> Per 100 licensed drivers. <sup>3</sup> Rates for drivers under age 16 are substantially overstated due to the high proportion of unlicensed drivers involved.

Source: National Safety Council, Itasca, IL, *Injury Facts, 2003*, (copyright). See Internet site <<http://www.nsc.org/>>.

## No. 1100. Passenger Transit Industry—Summary: 1980 to 2002

[6,510 represents \$6,510,000,000. Includes Puerto Rico. Includes aggregate information for all transit systems in the United States. Excludes nontransit services such as taxicab, school bus, unregulated jitney, sightseeing bus, intercity bus, and special application mass transportation systems (e.g., amusement parks, airports, island, and urban park ferries). Includes active vehicles only]

Item	Unit	1980	1985	1990	1995	2000	2001	2002
Operating systems . . . . .	Number . . . . .	1,044	4,972	5,078	5,973	6,000	6,000	6,000
Motor bus systems . . . . .	Number . . . . .	1,040	2,631	2,688	2,250	2,262	2,264	2,264
Passenger vehicles, active . . . . .	Number . . . . .	75,388	94,368	92,961	115,874	131,493	134,271	135,282
Motor bus . . . . .	Number . . . . .	59,411	64,258	58,714	67,107	75,013	76,075	76,190
Trolley bus . . . . .	Number . . . . .	823	676	832	885	951	600	600
Heavy rail . . . . .	Number . . . . .	9,641	9,326	10,419	10,157	10,591	10,718	10,718
Light rail . . . . .	Number . . . . .	1,013	717	913	999	1,577	1,366	1,445
Commuter rail . . . . .	Number . . . . .	4,500	4,035	4,415	4,565	5,073	5,124	5,300
Demand response . . . . .	Number . . . . .	(NA)	14,490	16,471	29,352	33,080	34,661	34,699
Other . . . . .	Number . . . . .	(NA)	867	1,197	2,809	5,208	5,727	6,330
Operating funding, total . . . . .	Mil. dol. . . . .	6,510	12,195	16,053	18,241	24,243	25,288	26,632
Passenger funding . . . . .	Mil. dol. . . . .	2,557	4,575	5,891	6,801	8,746	8,891	8,649
Other operating funding . . . . .	Mil. dol. . . . .	248	702	895	2,812	4,217	3,580	4,602
Operating assistance . . . . .	Mil. dol. . . . .	3,705	6,918	9,267	8,628	11,280	12,817	13,382
Federal . . . . .	Mil. dol. . . . .	1,094	940	970	817	994	1,130	1,319
Local <sup>2</sup> . . . . .	Mil. dol. . . . .	2,611	5,979	5,327	3,981	5,319	5,986	5,344
State <sup>2</sup> . . . . .	Mil. dol. . . . .	(NA)	(NA)	2,970	3,830	4,967	5,701	6,719
Total expense . . . . .	Mil. dol. . . . .	6,711	14,077	17,979	21,540	28,194	29,279	30,918
Operating expense . . . . .	Mil. dol. . . . .	6,247	12,381	15,742	17,849	22,646	23,517	24,834
Vehicle operations . . . . .	Mil. dol. . . . .	3,248	5,655	6,654	8,282	10,111	10,439	11,057
Maintenance . . . . .	Mil. dol. . . . .	1,774	3,672	4,631	5,047	6,445	6,638	6,999
General administration . . . . .	Mil. dol. . . . .	1,224	2,505	3,450	2,590	3,329	3,463	3,808
Purchased transportation . . . . .	Mil. dol. . . . .	(NA)	549	1,008	1,930	2,761	2,977	2,970
Reconciling expense . . . . .	Mil. dol. . . . .	464	1,696	2,237	3,691	5,548	5,762	6,084
Capital and planning grants, federal <sup>3</sup> . . . . .	Mil. dol. . . . .	2,787	2,559	2,428	5,534	7,366	6,795	7,323
Capital expenditures . . . . .	Mil. dol. . . . .	(NA)	(NA)	(NA)	7,230	9,587	11,419	12,848
Vehicle-miles operated . . . . .	Million . . . . .	2,287	2,791	3,242	3,550	4,081	4,196	4,277
Motor bus . . . . .	Million . . . . .	1,677	1,863	2,130	2,184	2,315	2,377	2,411
Trolley bus . . . . .	Million . . . . .	13	16	14	14	14	13	14
Heavy rail . . . . .	Million . . . . .	385	451	537	537	595	608	621
Light rail . . . . .	Million . . . . .	18	17	24	35	53	54	61
Commuter rail . . . . .	Million . . . . .	179	183	213	238	271	277	284
Demand response . . . . .	Million . . . . .	(NA)	247	306	507	759	789	803
Other . . . . .	Million . . . . .	15	15	18	37	74	78	83
Passengers carried . . . . .	Million . . . . .	8,567	8,636	8,799	7,763	9,363	9,653	9,623
Motor bus . . . . .	Million . . . . .	5,837	5,675	5,677	4,848	5,678	5,849	5,868
Trolley bus . . . . .	Million . . . . .	142	142	126	119	122	119	116
Heavy rail . . . . .	Million . . . . .	2,108	2,290	2,346	2,033	2,632	2,728	2,688
Light rail . . . . .	Million . . . . .	133	132	175	251	320	336	337
Commuter rail . . . . .	Million . . . . .	280	275	328	344	413	419	414
Demand response . . . . .	Million . . . . .	(NA)	59	68	88	105	105	103
Other . . . . .	Million . . . . .	67	63	79	80	93	97	97
Avg. funding per passenger . . . . .	Cents . . . . .	29.8	53.0	66.9	87.6	93.4	92.1	89.0
Employees, number (avg.) <sup>4</sup> . . . . .	1,000 . . . . .	187	270	273	311	360	371	373
Payroll, employee . . . . .	Mil. dol. . . . .	3,281	5,843	7,226	8,213	10,400	10,627	11,197
Fringe benefits, employee . . . . .	Mil. dol. . . . .	1,353	2,868	3,986	4,484	5,413	5,706	6,247

NA Not available. <sup>1</sup> Beginning 1995, includes taxes levied directly by transit agency and other dedicated funds, formerly included in Local. <sup>2</sup> Includes other operating revenue, nonoperating revenue, and auxiliary income. Data for 1985 are state and local combined. <sup>3</sup> 1980, capital grants only. <sup>4</sup> Through 1990, represents employee equivalents of 2,080 hours = one employee; beginning 1995, equals actual employees.

Source: American Public Transportation Association, Washington, DC, *Public Transportation Fact Book*, annual. See Internet site <<http://www.apta.com/>>.

## No. 1101. Class I Intercity Motor Carriers of Passengers: 1990 to 2002

[943 represents \$943,000,000. For carriers whose adjusted annual gross operating revenues are \$5 million or more. Intercity carriers have intercity revenues which are 50 percent or more of their total operating revenues. Minus sign (-) indicated deficit]

Item	Unit	1990	1994	1995	1996	1997	1998	1999	2000	2001	2002
Number of intercity carriers <sup>1</sup> . . . . .	Number . . . . .	21	20	20	17	17	15	14	12	12	12
Operating revenue . . . . .	Mil. dol. . . . .	943	870	917	912	1,000	999	1,014	1,088	1,076	1,070
Intercity regular route . . . . .	Mil. dol. . . . .	739	718	767	771	834	860	864	920	917	907
Other . . . . .	Mil. dol. . . . .	204	152	150	141	165	139	150	168	158	163
Operating expenses . . . . .	Mil. dol. . . . .	1,026	919	899	878	948	947	1,014	1,035	1,039	1,046
Operating income . . . . .	Mil. dol. . . . .	-83	-48	18	33	52	52	0.2	53	36	25
Revenue passengers . . . . .	Million . . . . .	44	41	43	37	52	47	43	33	32	32
Intercity regular route passengers . . . . .	Million . . . . .	37	36	38	34	41	37	33	31	30	30
Other passengers . . . . .	Million . . . . .	7	4	5	4	12	10	10	2	2	2
Average fare, intercity regular route . . . . .	Dol. . . . .	20.22	19.77	20.10	22.85	20.57	23.14	26.16	29.46	30.27	30.11

<sup>1</sup> Excludes carriers preponderantly in local or suburban service and carriers engaged in transportation of both property and passengers.

Source: U.S. Bureau of Transportation Statistics, *Selected Earnings Data, Class I Motor Carriers of Passengers, Carriers of Passengers, 1988-1997, 1998, 1999, 2000 and 2001*, and unpublished data. See Internet site: <<http://www.bts.gov/mcs/prod.html>>.

## No. 1102. Characteristics of Rail Transit by Transit Authority: 2001

Mode and transit agency	Primary city served	States served	Directional route-miles <sup>1</sup>	Number of crossings	Number of stations	Number of ADA accessible stations <sup>2</sup>
<b>Total<sup>3</sup></b>	<b>(X)</b>	<b>(X)</b>	<b>9,486.0</b>	<b>5,820</b>	<b>2,816</b>	<b>1,363</b>
<b>Heavy rail</b>	<b>(X)</b>	<b>(X)</b>	<b>1,572.0</b>	<b>27</b>	<b>1,019</b>	<b>359</b>
Chicago Transit Authority	Chicago	IL	206.3	25	144	64
Greater Cleveland Regional Transit Authority	Cleveland	OH	38.2	-	18	8
L.A. County Metropolitan Transportation Authority	Los Angeles	CA	31.9	-	16	16
Maryland Transit Administration	Baltimore	MD	29.4	-	14	14
Massachusetts Bay Transportation Authority	Boston	MA	76.3	-	53	38
Metropolitan Atlanta Rapid Transit Authority	Atlanta	GA	96.0	-	38	38
Miami-Dade Transit Agency	Miami	FL	42.2	-	21	-
MTA New York City Transit	New York	NY	493.8	-	468	41
MTA Staten Island Railway	New York	NY	28.6	-	23	3
Port Authority Trans-Hudson Corp.	New York	NY, NJ	25.0	2	13	6
Port Authority Transit Corporation	Philadelphia	PA, NJ	31.5	-	13	5
San Francisco Bay Area Rapid Transit District	San Francisco	CA	190.1	-	39	39
Southeastern Pennsylvania Transportation Authority	Philadelphia	PA	76.1	-	76	4
Washington Metropolitan Area Transit Authority	Washington	DC, MD, VA	206.6	-	83	83
<b>Commuter rail</b>	<b>(X)</b>	<b>(X)</b>	<b>6,988.7</b>	<b>2,525</b>	<b>1,159</b>	<b>587</b>
Alaska Railroad Corporation	Anchorage	AK	275.0	27	3	3
Altamont Commuter Express Authority	San Jose	CA	172.0	127	10	10
Central Puget Sound Regional Transit Authority	Seattle	WA	78.6	39	7	7
Connecticut Department of Transportation	New Haven	CT	101.2	3	8	8
Maryland Transit Administration	Baltimore	MD, DC, WV	373.4	40	40	19
Massachusetts Bay Transportation Authority	Boston	MA, RI	710.0	-	121	75
MTA Long Island Rail Road	New York	NY	638.2	402	124	97
MTA Metro-North Railroad	New York	NY, NJ, CT	545.7	162	108	28
New Jersey Transit Corporation	New York	NY, NJ, PA	975.2	329	162	46
North San Diego County Transit Development Board	San Diego	CA	82.2	34	8	8
NE Illinois Regional Commuter Rail Corporation	Chicago	IL, WI	940.4	512	227	125
Northern Indiana Commuter Trans District	Chicago	IL, IN	179.8	117	18	7
ON TRACK	Syracuse	NY	3.5	(NA)	3	3
Peninsula Corridor Joint Powers Board	San Francisco	CA	153.6	49	34	22
Pennsylvania Department of Transportation	Philadelphia	PA	144.4	7	14	4
South Florida Regional Transportation Authority	Miami	FL	142.2	72	18	18
Southeastern Pennsylvania Transportation Authority	Philadelphia	PA	449.2	116	177	30
Southern California Regional Rail Authority	Los Angeles	CA	770.0	442	49	49
Trinity Railway Express	Dallas	TX	51.6	24	7	7
Vermont Transportation Authority	Burlington	VT	25.0	(NA)	3	3
Virginia Railway Express	Washington	DC, VA	177.5	23	18	18

- Represents zero. NA Not available. X Not applicable. <sup>1</sup> The mileage in each direction over which public transportation vehicles travel while in revenue service. The mileage is computed without regard to the number of traffic lanes or rail tracks existing in the right-of-way. <sup>2</sup> Number of stations that comply with the American with Disabilities Act of 1992 (ADA). Some stations may be wheelchair accessible and not comply with the ADA. <sup>3</sup> Includes light rail, not shown separately.

Source: U.S. Bureau of Transportation Statistics, *State Transportation Profile: Summary, 2003*. See Internet site: <<https://www.bts.gov:443/pdc/index.xml>>.



# No. 1103. Transit Ridership in 50 Largest Urbanized Areas: 2001

[Areas ranked by 2000 population size]

Urbanized area	2000 Population <sup>1</sup>		Annual unlinked passenger trips <sup>2</sup> (mil.)	Percent				
	Total (1,000)	Rank		Motor bus	Heavy rail <sup>3</sup>	Light rail <sup>4</sup>	Commuter rail <sup>5</sup>	Other <sup>6</sup>
<b>U.S., urbanized total <sup>7</sup> . . . . .</b>	<b>195,984</b>	<b>(X)</b>	<b>9,007.8</b>	<b>57.9</b>	<b>30.3</b>	<b>3.7</b>	<b>4.6</b>	<b>3.5</b>
Top 50 Total . . . . .	127,900	(X)	8,333.7	55.3	32.7	4.0	5.0	2.9
Percent of U.S. total . . . . .	65.3	(X)	92.5	88.4	100.0	100.0	100.0	78.1
Atlanta, GA . . . . .	3,500	11	167.0	50.5	49.3	-	-	0.2
Austin, TX . . . . .	902	40	34.0	98.2	-	-	-	1.8
Baltimore, MD . . . . .	2,076	18	109.4	77.1	12.4	7.1	2.7	0.6
Boston, MA-NH-RI . . . . .	4,032	7	372.4	31.4	36.9	20.2	9.7	1.8
Bridgeport-Stamford, CT-NY . . . . .	889	41	39.6	62.4	-	-	36.8	0.9
Buffalo, NY . . . . .	977	38	26.2	75.6	-	24.2	-	0.2
Charlotte, NC-SC . . . . .	759	47	15.5	96.4	-	-	-	3.6
Chicago, IL-IN . . . . .	8,308	3	600.4	56.4	30.3	-	12.6	0.7
Cincinnati, OH-KY-IN . . . . .	1,503	26	29.7	98.5	-	-	-	1.5
Cleveland, OH . . . . .	1,787	21	68.0	80.4	12.1	6.5	-	1.0
Columbus, OH . . . . .	1,133	36	18.8	97.9	-	-	-	2.1
Dallas-Fort Worth-Arlington, TX . . . . .	4,146	6	85.1	80.5	-	13.6	3.3	2.6
Denver-Aurora, CO . . . . .	1,985	20	80.1	88.0	-	11.3	-	0.7
Detroit, MI . . . . .	3,903	9	56.4	94.3	-	0.1	-	5.6
Hartford, CT . . . . .	852	45	18.7	95.8	-	-	1.5	2.6
Houston, TX . . . . .	3,823	10	101.2	98.0	-	-	-	2.0
Indianapolis, IN . . . . .	1,219	33	10.7	97.2	-	-	-	2.8
Jacksonville, FL . . . . .	882	43	9.2	86.9	-	-	-	13.1
Kansas City, MO-KS . . . . .	1,362	29	16.0	96.4	-	-	-	3.6
Las Vegas, NV . . . . .	1,314	31	50.2	98.7	-	-	-	1.3
Los Angeles-Long Beach-Santa Ana, CA . . . . .	11,789	2	614.6	88.1	5.1	5.0	0.9	0.9
Louisville, KY-IN . . . . .	864	44	16.6	97.6	-	-	-	2.4
Memphis, TN-MS-AR . . . . .	972	39	13.1	81.7	-	16.7	-	1.6
Miami, FL . . . . .	4,919	5	126.4	81.4	10.9	-	2.0	5.7
Milwaukee, WI . . . . .	1,309	32	73.0	98.3	-	-	-	1.7
Minneapolis-St. Paul, MN . . . . .	2,389	16	78.5	97.8	-	-	-	2.2
Nashville-Davidson, TN . . . . .	750	48	7.1	98.3	-	-	-	1.7
New Orleans, LA . . . . .	1,009	37	61.3	85.9	-	8.4	-	5.7
New York-Newark, NY-NJ-CT . . . . .	17,800	1	3,402.0	38.8	53.6	0.2	6.6	0.7
Oklahoma City, OK . . . . .	747	49	5.7	97.1	-	-	-	2.9
Orlando, FL . . . . .	1,157	35	26.5	94.8	-	-	-	5.2
Philadelphia, PA-NJ-DE-MD . . . . .	5,149	4	337.5	51.1	28.9	7.4	9.2	3.5
Phoenix-Mesa, AZ . . . . .	2,907	13	41.0	95.7	-	-	-	4.3
Pittsburgh, PA . . . . .	1,753	22	78.7	85.5	-	9.6	-	5.0
Portland, OR-WA . . . . .	1,583	23	97.4	73.3	-	25.7	-	1.0
Providence, RI-MA . . . . .	1,175	34	15.6	91.2	-	-	4.7	4.1
Richmond, VA . . . . .	819	46	16.2	98.2	-	-	-	1.8
Riverside-San Bernardino, CA . . . . .	1,507	25	24.5	90.2	-	-	6.0	3.8
Sacramento, CA . . . . .	1,393	28	29.6	69.8	-	29.1	-	1.1
Salt Lake City, UT . . . . .	888	42	25.9	73.3	-	23.4	-	3.3
San Antonio, TX . . . . .	1,328	30	47.0	97.8	-	0.0	-	2.2
San Diego, CA . . . . .	2,674	15	103.3	68.9	-	28.0	1.4	1.7
San Francisco-Oakland, CA . . . . .	3,229	12	451.6	44.0	23.0	11.0	1.2	20.8
San Jose, CA . . . . .	1,538	24	63.7	75.4	-	14.5	8.7	1.4
Seattle, WA . . . . .	2,712	14	144.7	66.1	-	0.3	0.3	33.3
St. Louis, MO-IL . . . . .	2,078	17	53.0	71.7	-	26.9	-	1.3
Tampa-St. Petersburg, FL . . . . .	2,062	19	19.8	98.1	-	-	-	1.9
Tucson, AZ . . . . .	720	50	15.9	98.1	-	-	-	1.9
Virginia Beach, VA . . . . .	1,394	27	16.7	94.2	-	-	-	5.8
Washington, DC-VA-MD . . . . .	3,934	8	418.4	42.1	56.3	-	1.3	0.2

- Represents zero. X Not applicable. <sup>1</sup> As of April 1. Based on the 2000 decennial census. <sup>2</sup> The number of times passengers board public transportation vehicles. <sup>3</sup> Also called metro, subway, rapid transit, or rapid rail. <sup>4</sup> Also called streetcar, tramway, or trolley. <sup>5</sup> Also called metropolitan rail or regional rail. <sup>6</sup> Includes such modes as trolley bus, ferry, cable car, vanpool, and demand response. <sup>7</sup> Includes Puerto Rico.

Source: U.S. Bureau of Transportation Statistics, *State Transportation Profile: Summary, 2003*. See Internet site: <<https://www.bts.gov:443/pdc/index.xml>>.

## No. 1104. Truck Transportation, Couriers and Messengers, and Warehousing and Storage—Estimated Revenue: 2000 to 2002

[In millions of dollars (237,783 represents \$237,783,000,000). For taxable and tax-exempt employer firms. Estimates have been adjusted to the results of the 1997 Economic Census. Based on the North American Industry Classification System, 1997; see text, Section 15]

Kind of business	1997 NAICS code <sup>1</sup>	2000	2001	2002
<b>Selected transportation industries . . . . .</b>	<b>48, 49</b>	<b>237,783</b>	<b>235,659</b>	<b>237,485</b>
Truck transportation . . . . .	484	172,258	169,069	169,443
General freight trucking . . . . .	4841	109,914	108,655	110,607
General freight trucking, local . . . . .	48411	15,152	14,919	15,143
General freight trucking, long-distance . . . . .	48412	94,762	93,736	95,464
General freight trucking, long-distance, truckload . . . . .	484121	61,909	62,526	64,749
General freight trucking, long-distance, less than truckload . . . . .	484122	32,852	31,210	30,715
Specialized freight trucking . . . . .	4842	62,344	60,414	58,835
Used household and office goods moving . . . . .	48421	15,875	14,578	13,853
Specialized freight (except used goods) trucking, local . . . . .	48422	25,332	25,360	25,876
Specialized freight (except used goods) trucking, long-distance . . . . .	48423	21,138	20,476	19,106
Couriers and messengers . . . . .	492	52,738	53,317	53,101
Couriers . . . . .	4921	48,258	49,068	48,888
Local messengers and local delivery . . . . .	4922	4,480	4,248	4,213
Warehousing and storage . . . . .	493	12,787	13,273	14,941
General warehousing and storage . . . . .	49311	7,004	7,429	8,726
Refrigerated warehousing and storage . . . . .	49312	2,426	2,336	2,472
Farm product warehousing and storage . . . . .	49313	647	688	636
Other warehousing and storage . . . . .	49319	2,710	2,819	3,106

<sup>1</sup> Based on the 1997 North American Industry Classification System; see text Section 15.

Source: U.S. Census Bureau, 2002 Service Annual Survey, *Truck Transportation, Messenger Services and Warehousing*. Internet site: <<http://www.census.gov/econ/www/servmenu.html>> (published 10 February 04).

## No. 1105. Truck Transportation—Summary: 2000 to 2002

[In millions of dollars (172,258 represents \$172,258,000,000). For taxable and tax-exempt employer firms. Covers NAICS 484. Estimates have been adjusted to the results of the 1997 Economic Census. Based on the North American Industry Classification System, 1997; see text, Section 15]

Item	2000	2001	2002
<b>Total operating revenue . . . . .</b>	<b>172,258</b>	<b>169,069</b>	<b>169,443</b>
Total motor carrier revenue . . . . .	160,860	158,494	158,782
Local trucking <sup>1</sup> . . . . .	51,854	52,071	53,224
Long-distance trucking <sup>1</sup> . . . . .	109,006	106,423	105,559
Size of shipments:			
Less-than-truckload . . . . .	48,183	47,171	47,869
Truckload . . . . .	112,677	111,323	110,913
Commodities handled:			
Agricultural and fish products . . . . .	12,062	11,770	11,114
Grains, alcohol, and tobacco products . . . . .	5,715	6,370	7,217
Stone, nonmetallic minerals, and metallic ores . . . . .	10,292	10,629	11,224
Coal and petroleum products . . . . .	5,913	6,076	5,954
Pharmaceutical and chemical products . . . . .	9,328	8,460	7,693
Wood products, textiles, and leathers . . . . .	16,120	16,408	14,829
Base metal and machinery . . . . .	12,520	12,376	12,593
Electronic, motorized vehicles, and precision instruments . . . . .	9,900	9,907	11,226
Used household and office goods . . . . .	10,297	9,670	8,681
New furniture and miscellaneous manufactured products . . . . .	15,524	15,737	15,741
Other goods . . . . .	53,187	51,091	52,510
Hazardous materials . . . . .	9,999	9,734	9,581
Origin and destination of shipments:			
U.S. to U.S. . . . .	154,842	153,148	153,714
U.S. to Canada . . . . .	1,750	1,611	1,634
U.S. to Mexico . . . . .	1,283	1,160	1,108
Canada to U.S. . . . .	1,223	1,065	1,007
Mexico to U.S. . . . .	1,116	981	783
All other destinations . . . . .	647	531	537
Inventory of revenue generating equipment (1,000):			
Trucks . . . . .	210	211	219
Owned . . . . .	178	179	195
Leased . . . . .	33	32	23
Truck-tractors . . . . .	935	955	915
Owned . . . . .	790	813	768
Leased . . . . .	145	142	147
Trailers . . . . .	1,923	1,991	1,937
Owned . . . . .	1,599	1,668	1,630
Leased . . . . .	324	323	308
Highway miles traveled (mil.):			
Total . . . . .	86,252	86,350	86,927
By loaded or partially loaded vehicles . . . . .	68,404	68,625	68,850
By empty vehicles . . . . .	17,848	17,725	18,076

<sup>1</sup> Local trucking is the carrying of goods within a single metro area and its adjacent nonurban areas; long-distance trucking is the carrying of goods between metro areas.

Source: U.S. Census Bureau, 2002 Service Annual Survey, *Truck Transportation, Messenger Services and Warehousing*.

## No. 1106. Railroads, Class I—Summary: 1990 to 2002

[As of Dec. 31, or calendar year data, except as noted (216 represents 216,000). Compiled from annual reports of class I railroads only, except where noted. Minus sign (-) indicates deficit]

Item	Unit	1990	1995	1997	1998	1999	2000	2001	2002
Class I line-hauling companies <sup>1</sup>	Number	14	11	9	9	9	8	8	8
Employees <sup>2</sup>	1,000	216	188	178	178	178	168	162	157
Compensation	Mil. dol.	8,654	9,070	9,235	9,938	9,603	9,623	9,430	9,387
Average per hour	Dollars	15.83	19	20.3	21.3	21	21.5	22.1	22.7
Average per year	Dollars	39,987	48,188	51,882	55,764	54,082	57,157	58,153	59,650
Mileage:									
Railroad line owned <sup>3</sup>	1,000	146	137	133	132	122	121	119	118
Railroad track owned <sup>4</sup>	1,000	244	228	225	224	207	205	204	200
Equipment:									
Locomotives in service	Number	18,835	18,812	19,684	20,261	20,256	20,028	19,745	20,506
Average horsepower	1,000 lb.	2,665	2,927	3,060	3,126	3,200	3,261	3,275	3,378
Cars in service:									
Freight train <sup>5</sup>	1,000	1,212	1,219	1,270	1,316	1,369	1,381	1,314	1,300
Freight cars <sup>6</sup>	1,000	659	583	568	576	579	560	500	478
Income and expenses:									
Operating revenues	Mil. dol.	28,370	32,279	33,118	33,151	33,521	34,102	34,576	35,327
Operating expenses	Mil. dol.	24,652	27,897	27,291	27,916	28,011	29,040	29,164	29,592
Net revenue from operations	Mil. dol.	3,718	4,383	5,827	5,235	5,510	5,062	5,412	5,735
Income before fixed charges	Mil. dol.	4,627	5,016	6,168	5,803	6,001	5,361	5,517	6,179
Provision for taxes <sup>7</sup>	Mil. dol.	1,088	1,556	1,886	1,573	1,664	1,430	1,614	1,823
Ordinary income	Mil. dol.	1,961	2,439	3,156	2,807	2,976	2,501	2,740	3,201
Net income	Mil. dol.	1,977	2,324	3,156	2,807	2,971	2,500	2,740	3,201
Net railway operating income	Mil. dol.	2,648	2,858	3,984	3,698	4,047	3,924	4,111	4,248
Total taxes <sup>8</sup>	Mil. dol.	3,780	4,075	4,514	4,411	4,459	4,379	4,673	4,724
Indus. return on net investment	Percent.	8.1	7	7.6	7	6.9	6.5	6.9	7
Gross capital expenditures	Mil. dol.	3,591	5,720	6,737	7,357	6,193	5,290	5,113	5,605
Equipment	Mil. dol.	996	2,343	2,146	2,321	2,183	1,508	1,013	1,021
Roadway and structures	Mil. dol.	2,644	3,651	4,121	4,875	4,446	4,549	4,421	4,645
Other	Mil. dol.	-49	-275	471	161	-436	-767	-321	-61
Balance sheet:									
Total property investment	Mil. dol.	70,348	86,186	96,058	102,171	103,424	106,136	108,588	117,770
Accrued depreciation and amortization	Mil. dol.	22,222	23,439	21,862	23,338	23,177	23,989	24,635	26,649
Net investment	Mil. dol.	48,126	62,746	74,196	78,832	80,247	82,147	83,953	91,121
Shareholder's equity	Mil. dol.	23,662	31,419	34,996	32,976	30,478	32,401	34,822	39,675
Net working capital	Mil. dol.	-3,505	-2,634	-3,434	-4,443	-4,834	-5,783	-6,282	-6,037
Cash dividends	Mil. dol.	2,074	1,518	995	1,521	2,084	819	2,120	870
AMTRAK passenger traffic:									
Passenger revenue	Mil. dol.	941.9	734.1	792.1	821.5	1,067.8	1,201.6	1,299.9	1,304.3
Revenue passengers carried	1,000	22,382	20,349	20,200	21,248	21,544	22,985	23,444	23,269
Revenue passenger miles	Million.	6,125	5,401	5,166	5,325	5,289	5,574	5,571	5,314
Averages:									
Revenue per passenger	Dollars	42.1	36.1	39.2	38.7	49.6	52.3	55.4	56.1
Revenue per passenger mile	Cents	15.4	13.6	15.3	15.4	20.2	21.6	23.3	24.5
Freight service:									
Freight revenue	Mil. dol.	24,471	31,356	32,322	32,247	32,680	33,083	33,533	34,110
Per ton-mile	Cents	2.7	2.4	2.4	2.3	2.3	2.3	2.2	2.3
Per ton originated	Dollar	19.3	20.2	20.4	19.6	19	19	19.3	19.3
Revenue-tons originated	Million.	1,425	1,550	1,585	1,649	1,717	1,738	1,742	1,767
Revenue-tons carried	Million.	2,024	2,322	2,114	2,158	2,155	2,179	2,187	2,207
Tons carried one mile	Billion	1,034	1,306	1,349	1,377	1,433	1,466	1,495	1,507
Average miles of road operated	1,000	133	125	122	120	121	121	121	123
Revenue ton-miles per mile of road	1,000	7,763	10,439	11,087	11,491	11,848	12,156	12,358	12,245
Revenue per ton-mile	Cents	3	2	2	2	2	2	2	2
Train miles	Million.	380	458	475	475	490	504	500	500
Net ton-miles per train-mile <sup>9</sup>	Number	2,755	2,870	2,861	2,923	2,947	2,923	3,005	3,030
Net ton-miles per loaded car-mile <sup>9</sup>	Number	69.1	73.6	74	73.2	73.8	73.1	72.4	71.5
Train-miles per train-hour	Miles	23.7	21.8	19.2	19	20	21	21	21
Haul per ton, U.S. as a system	Miles	726	843	851	835	835	843	858	853
Accidents/incidents: <sup>10</sup>									
Casualties—all railroads:									
Persons killed	Number	1,297	1,146	1,063	1,008	932	937	971	951
Persons injured	Number	25,143	14,440	11,767	11,459	11,700	11,643	10,985	11,103
Class I railroads:									
Persons killed	Number	1,166	994	895	900	808	778	805	796
Persons injured	Number	19,284	9,571	7,439	7,532	7,805	7,655	7,232	7,722

<sup>1</sup> See text, this section, for definition of Class I. <sup>2</sup> Average midmonth count. <sup>3</sup> Represents the aggregate length of roadway of all line-haul railroads. Excludes yard tracks, sidings, and parallel lines. (Includes estimate for class II and III railroads).  
<sup>4</sup> Includes multiple main tracks, yard tracks, and sidings owned by both line-haul and switching and terminal. (Includes estimate for class II and III railroads). <sup>5</sup> Includes cars owned by all railroads, private car companies, and shippers. <sup>6</sup> Class I railroads only.  
<sup>7</sup> Includes State income taxes. <sup>8</sup> Includes payroll, income, and other taxes. <sup>9</sup> Revenue and nonrevenue freight.  
<sup>10</sup> Source: Federal Railroad Admin., *Accident Bulletin*, annual. Includes highway grade crossing casualties. See Internet site <<http://www.fra.dot.gov/>>

Source: Except as noted, Association of American Railroads, Washington, DC, *Railroad Facts, Statistics of Railroads of Class I, annual*, and *Analysis of Class I Railroads*, annual. See Internet site <<http://www.aar.org/AboutTheIndustry/AboutTheIndustry.asp>>.

## No. 1107. Railroads, Class I-Cars of Revenue Freight Loaded, 1970 to 2003, and by Commodity Group, 2002 and 2003

[In thousands (27,160 represents 27,160,000). Figures are 52-week totals]

Year	Car-loads <sup>1</sup>	Commodity group	Carloads		Commodity group	Carloads	
			2002 <sup>3</sup>	2003 <sup>3</sup>		2002 <sup>3</sup>	2003 <sup>3</sup>
1970	27,160	Coal	6,735	6,631	Metals and products	607	599
1980	22,598	Metallic ores	265	252	Stone, clay, and glass products	491	512
1990	16,177	Chemicals, allied products	1,440	1,464	Crushed stone, gravel, sand	863	889
1995 <sup>2</sup>	16,706	Grain	1,079	1,095	Nonmetallic minerals	375	380
1996 <sup>2</sup>	16,521	Motor vehicles and equipment	1,245	1,216	Waste and scrap materials	443	471
1997 <sup>2</sup>	16,568	Pulp, paper, allied products	425	442	Lumber, wood products	277	277
1998 <sup>2</sup>	16,914	Primary forest products	189	185	Coke	183	247
1999 <sup>2</sup>	16,407	Food and kindred products	439	432	Petroleum products	291	282
2000 <sup>3</sup>	16,354	Grain mill products	476	471	All other carloads	279	305
2001 <sup>3</sup>	16,286						
2002 <sup>3</sup>	16,101						
2003 <sup>3</sup>	16,150						

<sup>1</sup> Beginning 1990 excludes intermodal. <sup>2</sup> Excludes 2 Class I railroads. <sup>3</sup> Excludes 3 Class I railroads. 2003 data preliminary.

Source: Association of American Railroads, Washington, DC, *Weekly Railroad Traffic*, annual. See Internet site <<http://www.aar.org/AboutTheIndustry/AboutTheIndustry.asp>>

## No. 1108. Railroads, Class I Line-Haul-Revenue Freight Originated by Commodity Group: 1990 to 2003

[21,401 represents 21,401,000]

Commodity group	1990	1995	1997	1998	1999	2000	2001	2002	2003
<b>Carloads (1,000)<sup>1</sup></b>	<b>21,401</b>	<b>23,726</b>	<b>25,016</b>	<b>25,705</b>	<b>27,096</b>	<b>27,763</b>	<b>27,205</b>	<b>27,901</b>	<b>28,870</b>
Farm products	1,689	1,692	1,408	1,404	1,477	1,437	1,461	1,471	1,519
Metallic ores	508	463	327	311	295	322	251	328	331
Coal	5,912	6,095	6,703	7,027	6,965	6,954	7,295	7,088	7,037
Nonmetallic minerals	1,202	1,159	1,160	1,256	1,306	1,309	1,280	1,310	1,370
Food and kindred products	1,307	1,377	1,295	1,282	1,354	1,377	1,446	1,472	1,478
Lumber and wood products	780	719	669	645	673	648	603	619	612
Pulp, paper, allied products	611	628	582	547	612	633	601	646	667
Chemicals, allied products	1,531	1,642	1,674	1,653	1,814	1,820	1,777	1,866	1,913
Petroleum and coal products	573	596	534	510	543	565	547	533	606
Stone, clay, and glass products	539	516	485	475	538	541	528	559	581
Primary metal products	477	575	604	644	682	723	642	656	648
Fabricated metal products	31	32	29	27	27	30	51	38	36
Machinery, exc. electrical	39	41	43	37	34	35	46	38	38
Transportation equipment	1,091	1,473	1,485	1,671	1,896	1,984	1,777	1,831	1,811
Waste and scrap materials	439	623	608	581	624	619	591	617	651
<b>Tons (mil)<sup>1</sup></b>	<b>1,425</b>	<b>1,550</b>	<b>1,585</b>	<b>1,649</b>	<b>1,717</b>	<b>1,738</b>	<b>1,742</b>	<b>1,767</b>	<b>1,799</b>
Farm products	147	154	126	129	139	136	137	138	141
Metallic ores	47	44	32	31	29	32	25	31	33
Coal	579	627	705	749	751	758	801	785	784
Nonmetallic minerals	109	110	109	120	125	126	123	126	133
Food and kindred products	81	91	86	87	92	94	98	102	102
Lumber and wood products	53	51	48	47	50	49	46	48	47
Pulp, paper, allied products	33	36	32	31	35	36	34	37	39
Chemicals, allied products	126	138	140	139	154	155	150	157	162
Petroleum and coal products	40	43	39	38	40	42	42	42	49
Stone, clay, and glass products	44	43	41	41	47	48	46	49	51
Primary metal products	38	47	50	53	56	60	53	55	54
Fabricated metal products	1	1	1	1	1	1	1	1	1
Machinery, exc. electrical	1	1	1	1	1	1	1	1	1
Transportation equipment	23	30	31	36	40	42	37	38	36
Waste and scrap materials	28	38	37	36	40	40	37	39	41
<b>Gross revenue (mil. dol.)<sup>1</sup></b>	<b>29,775</b>	<b>33,782</b>	<b>34,964</b>	<b>34,898</b>	<b>35,441</b>	<b>36,331</b>	<b>36,063</b>	<b>36,742</b>	<b>38,434</b>
Farm products	2,422	3,020	2,645	2,529	2,720	2,673	2,741	2,711	2,870
Metallic ores	408	394	399	373	336	338	288	285	289
Coal	6,954	7,356	7,698	7,997	7,739	7,794	8,181	7,797	7,890
Nonmetallic minerals	885	875	899	920	955	969	945	967	1,041
Food and kindred products	2,188	2,464	2,385	2,378	2,400	2,424	2,579	2,657	2,760
Lumber and wood products	1,390	1,385	1,471	1,487	1,528	1,524	1,519	1,628	1,745
Pulp, paper, allied products	1,486	1,543	1,507	1,472	1,457	1,526	1,457	1,567	1,646
Chemicals, allied products	3,933	4,553	4,764	4,610	4,616	4,636	4,504	4,658	4,779
Petroleum and coal products	918	997	1,028	991	980	1,010	1,014	1,026	1,123
Stone, clay, and glass products	931	1,044	1,063	1,056	1,089	1,113	1,090	1,149	1,211
Primary metal products	979	1,199	1,294	1,304	1,289	1,371	1,292	1,288	1,349
Fabricated metal products	42	44	41	37	38	48	65	61	47
Machinery, exc. electrical	67	69	73	64	55	61	73	61	60
Transportation equipment	3,100	3,269	3,462	3,339	3,582	3,843	3,590	3,731	3,707
Waste and scrap materials	504	685	711	693	689	706	685	717	799

<sup>1</sup> Includes commodity groups and small packaged freight shipments, not shown separately.

Source: Association of American Railroads, Washington, DC, *Freight Commodity Statistics*, annual. See Internet site <<http://www.aar.org/AboutTheIndustry/AboutTheIndustry.asp>>

## No. 1109. Railroad Freight—Producer Price Indexes: 1990 to 2003

[Dec. 1984=100. Reflects prices for shipping a fixed set of commodities under specified and unchanging conditions]

Commodity	1990	1995	1998	1999	2000	2001	2002	2003
<b>Railroad line-haul operating . . . . .</b>	<b>107.5</b>	<b>111.7</b>	<b>113.4</b>	<b>113.0</b>	<b>114.5</b>	<b>116.6</b>	<b>118.9</b>	<b>121.4</b>
Coal . . . . .	104.2	107.3	108.7	107.3	108.7	110.6	110.1	111.3
Farm products . . . . .	110.4	115.6	123.9	121.7	123.1	124.5	125.5	132.0
Food products . . . . .	105.4	111.2	107.4	99.7	100.4	102.8	102.7	101.7
Metallic ores . . . . .	106.5	101.9	104.4	103.8	105.9	107.0	107.0	105.9
Chemicals and allied products . . . . .	111.7	120.0	120.1	119.1	121.3	122.3	126.2	131.6
Nonmetallic minerals . . . . .	111.7	119.5	121.5	121.7	122.1	123.0	124.3	125.8
Lumber and wood products . . . . .	107.5	110.0	110.3	109.8	109.0	112.2	120.5	123.3
Transportation equipment . . . . .	107.5	112.8	113.4	113.3	112.6	118.7	130.5	136.6
Pulp, paper, and allied products . . . . .	108.0	108.7	113.7	115.5	119.0	122.4	122.4	124.4
Primary metal products . . . . .	113.1	115.6	116.1	118.4	124.1	128.8	132.5	136.0
Stone, clay, glass, and concrete products . . . . .	114.1	121.4	121.8	122.6	128.7	129.0	124.3	127.1
Petroleum and coal products . . . . .	109.2	114.3	122.5	123.0	124.6	126.8	127.5	129.6

Source: U.S. Bureau of Labor Statistics, *Producer Price Indexes*, monthly and annual. See Internet site <<http://www.bls.gov/ppi/>>

## No. 1110. Petroleum Pipeline Companies—Characteristics: 1980 to 2002

[173 represents 173,000. Covers pipeline companies operating in interstate commerce and subject to jurisdiction of the Federal Energy Regulatory Commission]

Item	Unit	1980	1985	1990	1995	1998	1999	2000	2001	2002
Miles of pipeline, total . . . . .	1,000 . . . . .	173	171	168	177	157	154	152	155	150
Gathering lines . . . . .	1,000 . . . . .	36	35	32	35	21	20	18	17	16
Trunk lines . . . . .	1,000 . . . . .	136	136	136	142	136	134	134	138	133
Total deliveries . . . . .	Mil. bbl . . . . .	10,600	10,745	11,378	12,862	12,914	13,317	14,450	13,352	13,343
Crude oil . . . . .	Mil. bbl . . . . .	6,405	6,239	6,563	6,952	7,639	7,551	6,923	7,082	7,019
Products . . . . .	Mil. bbl . . . . .	4,195	4,506	4,816	5,910	5,275	5,766	7,527	6,270	6,324
Total trunk line traffic . . . . .	Bil. bbl-miles . . . . .	3,405	3,342	3,500	3,619	3,442	3,738	3,508	3,505	3,563
Crude oil . . . . .	Bil. bbl-miles . . . . .	1,948	1,842	1,891	1,899	1,747	1,815	1,602	1,566	1,620
Products . . . . .	Bil. bbl-miles . . . . .	1,458	1,500	1,609	1,720	1,696	1,923	1,906	1,939	1,943
Carrier property value . . . . .	Mil. dol . . . . .	19,752	21,605	25,828	27,460	30,181	33,780	29,648	32,148	32,605
Operating revenues . . . . .	Mil. dol . . . . .	6,356	7,461	7,149	7,711	6,890	7,220	7,483	7,730	7,812
Net income . . . . .	Mil. dol . . . . .	1,912	2,431	2,340	2,670	2,051	2,928	2,705	3,007	3,409

Source: PennWell Publishing Co., Houston, Texas, *Oil & Gas Journal*, annual (copyright).

## No. 1111. U.S. Postal Service Rates for Letters and Post Cards: 1958 to 2002

[Domestic airmail letters discontinued in 1973 at 13 cents per ounce; superseded by express mail. Prior to February 3, 1991, international airmail rates were based on international zones which have been discontinued. Rates exclude Canada and Mexico]

Domestic mail date rate of change	Surface mail					International air mail date of rate change	Letters				
	Letters			Post cards	Express mail <sup>1</sup>		First 1/2 ounce	Second 1/2 ounce	Each added 1/2 ounce	Post cards	Aero-grammes
	Each ounce	First ounce	Each added ounce								
1958 (Aug. 1) . . . . .	0.04	(X)	(X)	0.03	(X)	1961 (July 1) . . . . .	(X)	(X)	(X)	0.11	0.11
1963 (Jan. 7) . . . . .	0.05	(X)	(X)	0.04	(X)	1967 (May 1) . . . . .	(X)	(X)	(X)	0.13	0.13
1968 (Jan. 7) . . . . .	0.06	(X)	(X)	0.05	(X)	1971 (July 1) . . . . .	(X)	(X)	(X)	0.13	0.13
1971 (May 16) . . . . .	0.08	(X)	(X)	0.06	(X)	1974 (Mar. 2) . . . . .	(X)	(X)	(X)	0.18	0.18
1974 (Mar. 2) . . . . .	0.10	(X)	(X)	0.08	(X)	1976 (Jan. 3) . . . . .	(X)	(X)	(X)	0.21	0.22
1975 (Sept. 14) . . . . .	(X)	<sup>2</sup> 0.10	<sup>2</sup> 0.09	<sup>2</sup> 0.07	(X)	1981 (Jan. 1) . . . . .	(X)	(X)	(X)	0.28	0.30
1975 (Dec. 31) . . . . .	(X)	<sup>2</sup> 0.13	<sup>2</sup> 0.11	<sup>2</sup> 0.09	(X)	1985 (Feb. 17) . . . . .	(X)	(X)	(X)	0.33	0.36
1978 (May 29) . . . . .	(X)	0.15	0.13	0.10	(X)	1988 (Apr. 17) . . . . .	(X)	(X)	(X)	0.36	0.39
1981 (Mar. 22) . . . . .	(X)	0.18	0.17	0.12	(X)	1991 (Feb. 3) . . . . .	0.50	0.45	<sup>3</sup> 0.39	0.40	0.45
1981 (Nov. 1) . . . . .	(X)	0.20	0.17	0.13	9.35	1995 (July 9) . . . . .	0.60	<sup>3</sup> 0.40	(X)	0.40	0.45
1985 (Feb. 17) . . . . .	(X)	0.22	0.17	0.14	10.75	1999 (Jan. 10) . . . . .	0.60	<sup>3</sup> 0.40	(X)	0.50	0.50
1988 (Apr. 3) . . . . .	(X)	0.25	0.20	0.15	<sup>4</sup> 12.00	2001 (Jan. 7) . . . . .	<sup>3</sup> 0.80	<sup>3</sup> 0.70	<sup>3</sup> 1.70	(X)	0.70
1991 (Feb. 3) . . . . .	(X)	0.29	0.23	0.19	<sup>4</sup> 13.95	2002 (June 30) . . . . .	<sup>3</sup> 0.80	<sup>3</sup> 1.70	(X)	0.70	0.70
1995 (Jan. 1) . . . . .	(X)	0.32	0.23	0.20	<sup>4</sup> 15.00						
1999 (Jan. 10) . . . . .	(X)	0.33	0.22	0.20	<sup>4</sup> 15.75						
2001 (Jan. 7) . . . . .	(X)	0.34	0.21	0.20	<sup>4</sup> 16.00						
2002 (June 30) . . . . .	(X)	0.37	0.23	0.23	<sup>4</sup> 17.85						

X Not applicable. <sup>1</sup> Post Office to addressee rates. Rates shown are for weights up to 2 pounds, all zones. Beginning Feb. 17, 1985, for weights between 2 and 5 lbs. \$12.85 is charged. Prior to Nov. 1, 1981, rate varied by weight and distances. Over 5 pounds still varies by distance. <sup>2</sup> As of October 11, 1975, surface mail service upgraded to level of airmail. <sup>3</sup> Up to the limit of 64 ounces. <sup>4</sup> Over 8 ounces and up to 2 pounds. <sup>5</sup> The rate increments changed to 1 ounce.

Source: U.S. Postal Service, "United States Domestic Postage Rate: Recent History," and unpublished data. See Internet site <<http://www.usps.com/common/category/postage.htm>>

# No. 1112. U.S. Postal Service—Summary: 1980 to 2003

[106,311 represents 106,311,000,000. For years ending Septmeber 30. Includes Puerto Rico and all outlying areas. See text, this section]

Item	1980	1990	1995	2000	2001	2002	2003
<b>Offices, stations, and branches . . . . .</b>	<b>39,486</b>	<b>40,067</b>	<b>39,149</b>	<b>38,060</b>	<b>38,123</b>	<b>37,683</b>	<b>37,579</b>
Number of post offices . . . . .	30,326	28,959	28,392	27,876	27,876	27,791	27,556
Number of stations and branches . . . . .	9,160	11,108	10,757	10,184	10,247	9,892	10,023
Delivery Points (mil.) . . . . .	(NA)	(NA)	(NA)	135.9	137.7	139.5	141.4
Residential . . . . .	(NA)	(NA)	(NA)	123.9	125.4	127.0	128.7
City . . . . .	(NA)	(NA)	(NA)	76.1	76.6	77.0	77.5
P.O. Box . . . . .	(NA)	(NA)	(NA)	15.9	15.8	15.8	15.7
Rural/highway contract . . . . .	(NA)	(NA)	(NA)	31.9	33.0	34.2	35.5
Business . . . . .	(NA)	(NA)	(NA)	12.1	12.3	12.5	12.7
<b>Pieces of mail handled (mil.) . . . . .</b>	<b>106,311</b>	<b>166,301</b>	<b>180,734</b>	<b>207,882</b>	<b>207,463</b>	<b>202,822</b>	<b>202,185</b>
Domestic <sup>1</sup> . . . . .	105,348	165,503	179,933	206,782	206,381	201,918	201,248
First class <sup>2</sup> . . . . .	60,276	89,270	96,296	103,526	103,656	102,379	99,059
Express Mail . . . . .	17	59	57	71	69	61	56
Priority Mail . . . . .	248	518	869	1,223	1,118	998	860
Periodicals (formerly 2d class) . . . . .	10,220	10,680	10,194	10,365	10,077	9,690	9,320
Standard A (formerly 3d class) . . . . .	30,381	63,725	71,112	90,057	89,938	87,231	90,359
Standard B (formerly 4th class) . . . . .	633	663	936	1,128	1,093	1,075	1,129
Mailgram . . . . .	39	14	5	4	3	3	3
U.S. Postal Service . . . . .	(NA)	538	412	363	381	425	391
Free for the blind . . . . .	28	35	52	47	45	57	70
International surface . . . . .	450	166	106	79	60	39	30
International air . . . . .	513	632	696	1,021	1,022	865	909
<b>Employees, total (1,000) . . . . .</b>	<b>667</b>	<b>843</b>	<b>875</b>	<b>901</b>	<b>891</b>	<b>854</b>	<b>827</b>
Career . . . . .	643	761	753	788	776	753	729
Headquarters . . . . .	3	2	2	2	2	2	2
Headquarters support . . . . .	(NA)	6	4	6	6	4	4
Inspection Service . . . . .	5	4	4	4	4	4	4
Inspector General . . . . .	(X)	(X)	(X)	1	1	1	1
Field Career . . . . .	635	747	745	775	764	743	719
Postmasters . . . . .	29	27	27	26	26	26	26
Supervisors/managers . . . . .	36	43	35	39	39	38	35
Professional, administrative, and technical . . . . .	5	10	11	10	10	10	9
Clerks . . . . .	263	290	274	282	270	257	242
Mail handlers . . . . .	37	51	57	61	60	59	57
City carriers . . . . .	187	236	240	241	240	234	229
Motor vehicle operators . . . . .	6	7	8	9	9	9	9
Rural carriers . . . . .	33	42	46	57	60	61	62
Special delivery messengers . . . . .	3	2	2	(X)	(X)	(X)	(X)
Building and equipment maintenance . . . . .	27	33	38	42	43	42	41
Vehicle maintenance . . . . .	5	5	5	6	6	6	6
Other <sup>3</sup> . . . . .	4	1	2	2	1	2	2
Noncareer . . . . .	25	83	122	114	115	101	98
Casuals . . . . .	5	27	26	30	30	19	17
Transitional . . . . .	(X)	(X)	32	13	14	13	11
Rural substitutes . . . . .	20	43	50	58	58	56	56
Relief/Leave replacements . . . . .	(X)	12	13	12	12	12	12
Nonbargaining temporary . . . . .	(X)	(Z)	1	1	1	1	1
Compensation and employee benefits (mil. dol.) . . . . .	16,541	34,214	41,931	49,532	51,351	51,557	50,428
Avg. salary per employee (dol.) <sup>4</sup> . . . . .	24,799	37,570	45,001	50,103	54,481	54,225	57,051
Pieces of mail per employee, (1,000) . . . . .	159	197	207	231	233	237	244
<b>Total revenue (mil. dol.) <sup>5</sup> . . . . .</b>	<b>19,253</b>	<b>40,074</b>	<b>54,509</b>	<b>64,540</b>	<b>65,834</b>	<b>66,463</b>	<b>68,529</b>
Operating postal revenue . . . . .	17,143	39,201	54,176	64,476	65,766	66,415	68,499
Mail revenue <sup>6</sup> . . . . .	16,377	37,892	52,490	62,284	63,425	63,761	65,701
First class mail . . . . .	10,146	24,023	31,955	35,516	35,876	36,483	37,048
Priority mail <sup>7</sup> . . . . .	612	1,555	3,075	4,837	4,916	4,723	4,494
Express mail <sup>8</sup> . . . . .	184	630	711	996	996	911	888
Mailgram . . . . .	15	8	2	2	1	1	1
Periodicals (formerly 2d class) . . . . .	863	1,509	1,972	2,171	2,205	2,165	2,235
Standard mail A (formerly 3d class) . . . . .	2,412	8,082	11,792	15,193	15,705	15,819	17,203
Standard mail B (formerly 4th class) . . . . .	805	919	1,525	1,912	1,994	2,080	2,216
International surface . . . . .	154	222	205	180	178	150	146
International air . . . . .	442	941	1,254	1,477	1,554	1,429	1,469
Service revenue . . . . .	765	1,310	1,687	2,191	2,341	2,655	2,798
Registry <sup>9</sup> . . . . .	157	174	118	98	98	87	82
Certified <sup>9</sup> . . . . .	120	310	560	385	495	606	624
Insurance <sup>9</sup> . . . . .	55	47	52	109	123	135	138
Collection-on-delivery . . . . .	21	26	21	22	15	14	11
Special delivery <sup>10</sup> . . . . .	73	6	3	(X)	(X)	(X)	(X)
Money orders . . . . .	95	155	196	235	225	239	231
Other <sup>9</sup> . . . . .	244	592	737	1,342	1,384	1,574	1,711
Operating expenses (mil. dol.) <sup>11</sup> . . . . .	19,413	40,490	50,730	62,992	65,640	65,234	63,902

NA Not available. X Not applicable. Z Fewer than 500. <sup>1</sup> Data for 1980 includes penalty and franked mail, not shown separately. <sup>2</sup> Items mailed at 1st class rates and weighing 11 ounces or less. <sup>3</sup> Includes discontinued operations, area offices, and nurses. <sup>4</sup> For career bargaining unit employees. Includes fringe benefits. <sup>5</sup> Net revenues after refunds of postage. Includes operating reimbursements, stamped envelope purchases, and miscellaneous claims, and miscellaneous revenue and expenditure offsets. Shown in year which gave rise to the earnings. <sup>6</sup> For 1980, includes penalty and franked mail, not shown separately. Later years have that mail distributed into the appropriate class. <sup>7</sup> Provides 2 to 3 day delivery service. <sup>8</sup> Overnight delivery of packages weighing up to 70 pounds. <sup>9</sup> Beginning 1998, return receipt revenue broken out from registry, certified, and insurance and included in "other". <sup>10</sup> Special delivery discontinued June 8, 1997. <sup>11</sup> Shown in year in which obligation was incurred.

Source: U.S. Postal Service, *Annual Report of the Postmaster General and Comprehensive Statement on Postal Operations*, annual; and unpublished data.