Section 23

# 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.

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.

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; and *Injury Facts,* issued by the National Safety Council, Chicago, IL.

**Civil aviation**—Federal promotion and regulation of civil aviation have been carried out by the Federal Aviation Administration (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 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 Interstate Commerce Commission (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 ICC. 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 U.S. 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.

## Table 1032. **Transportation-Related Components of U.S. Gross Domestic Product: 2000 to 2005**

**[In billions of dollars (1,089.5 represents $1,089,500,000,000), except percent]**

| Item | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|
| CURRENT DOLLARS | | | | | | |
| **Total transportation-related final demand [1]** | **1,089.5** | **1,103.9** | **1,106.4** | **1,138.0** | **1,212.5** | **1,323.7** |
| Total gross domestic product (GDP) | 9,817.0 | 10,128.0 | 10,649.6 | 10,960.8 | 11,712.5 | 12,455.8 |
| Transportation as a percent of GDP | 11.1 | 10.9 | 10.4 | 10.4 | 10.4 | 10.6 |
| Personal consumption of transportation | 853.5 | 872.3 | 882.2 | 921.7 | 976.1 | 1,048.8 |
| Motor vehicles and parts | 386.5 | 407.9 | 429.3 | 431.7 | 437.9 | 448.2 |
| Gasoline and oil | 175.7 | 171.6 | 164.5 | 192.7 | 230.4 | 280.2 |
| Transportation services | 291.3 | 292.8 | 288.4 | 297.3 | 307.8 | 320.4 |
| Gross private domestic investment | 167.4 | 148.6 | 132.8 | 124.4 | 148.1 | 165.1 |
| Transportation structures | 6.6 | 6.9 | 6.5 | 6.1 | 6.5 | 6.8 |
| Transportation equipment | 160.8 | 141.7 | 126.3 | 118.3 | 141.6 | 158.3 |
| Net exports of transportation-related goods and service [2] | −109.0 | −108.2 | −112.1 | −125.4 | −134.9 | −131.0 |
| Exports (+) | 179.0 | 174.3 | 175.5 | 174.5 | 195.5 | 222.5 |
| Civilian aircraft, engines,and parts | 48.1 | 52.6 | 50.4 | 46.7 | 50.0 | 60.8 |
| Automotive vehicles, engines, and parts | 80.4 | 75.4 | 78.9 | 80.6 | 89.2 | 98.6 |
| Passenger fares | 20.7 | 17.9 | 17.0 | 15.7 | 18.9 | 20.9 |
| Other transportation | 29.8 | 28.4 | 29.2 | 31.5 | 37.4 | 42.2 |
| Imports (–) | 288.0 | 282.5 | 287.6 | 299.9 | 330.4 | 353.5 |
| Civilian aircraft, engines,and parts | 26.4 | 31.4 | 25.5 | 24.1 | 24.3 | 25.8 |
| Automotive vehicles, engines, and parts | 195.9 | 189.8 | 203.7 | 210.1 | 228.2 | 239.5 |
| Passenger fares | 24.3 | 22.6 | 20.0 | 21.0 | 23.7 | 26.1 |
| Other transportation | 41.4 | 38.7 | 38.4 | 44.7 | 54.2 | 62.1 |
| Government transportation-related purchases | 177.6 | 191.2 | 203.5 | 217.3 | 223.2 | 240.8 |
| Federal purchases [3] | 19.2 | 21.1 | 26.4 | 29.6 | 29.0 | 30.3 |
| State and local purchases [3] | 149.4 | 160.3 | 166.6 | 171.5 | 177.5 | 192.4 |
| Defense-related purchases [4] | 9.0 | 9.8 | 10.5 | 16.2 | 16.7 | 18.1 |
| CHAINED (2000) DOLLARS | | | | | | |
| **Total transportation-related final demand [1]** | **1,089.5** | **1,098.7** | **1,100.7** | **1,098.8** | **1,118.3** | **1,139.0** |
| Total gross domestic product (GDP) | 9,817.0 | 9,890.7 | 10,048.8 | 10,301.0 | 10,703.5 | 11,048.6 |
| Transportation as a percent of GDP | 11.1 | 11.1 | 11.0 | 10.7 | 10.4 | 10.3 |
| Personal consumption of transportation | 853.5 | 872.1 | 891.1 | 905.9 | 920.5 | 923.2 |
| Motor vehicles and parts | 386.5 | 405.8 | 429.0 | 442.1 | 450.5 | 452.9 |
| Gasoline and oil | 175.7 | 178.3 | 181.9 | 183.2 | 186.0 | 185.9 |
| Transportation services | 291.3 | 288.0 | 280.2 | 280.6 | 284.0 | 284.4 |
| Gross private domestic investment | 167.4 | 149.4 | 132.1 | 119.4 | 134.6 | 151.3 |
| Transportation structures | 6.6 | 6.6 | 6.1 | 5.6 | 5.8 | 5.9 |
| Transportation equipment | 160.8 | 142.8 | 126.0 | 113.8 | 128.8 | 145.4 |
| Net exports of transportation-related goods and service [2] | −109.0 | −108.5 | −114.5 | −126.1 | −132.6 | −129.9 |
| Exports (+) | 179.0 | 171.6 | 170.7 | 164.6 | 178.9 | 194.1 |
| Civilian aircraft, engines,and parts | 48.1 | 49.9 | 46.5 | 41.5 | 42.7 | 49.8 |
| Automotive vehicles, engines, and parts | 80.4 | 75.2 | 78.3 | 79.4 | 87.2 | 95.2 |
| Passenger fares | 20.7 | 17.8 | 16.5 | 13.6 | 14.8 | 15.2 |
| Other transportation | 29.8 | 28.7 | 29.4 | 30.1 | 34.2 | 33.9 |
| Imports (–) | 288.0 | 280.1 | 285.2 | 290.7 | 311.5 | 324.0 |
| Civilian aircraft, engines,and parts | 26.4 | 30.2 | 24.2 | 22.8 | 22.2 | 22.7 |
| Automotive vehicles, engines, and parts | 195.9 | 189.9 | 203.3 | 208.5 | 222.7 | 231.2 |
| Passenger fares | 24.3 | 20.7 | 17.4 | 17.9 | 20.6 | 21.7 |
| Other transportation | 41.4 | 39.3 | 40.3 | 41.5 | 46.0 | 48.4 |
| Government transportation-related purchases | 177.6 | 185.7 | 192.0 | 199.6 | 195.8 | 194.4 |
| Federal purchases [3] | 19.2 | 20.6 | 25.0 | 27.1 | 25.4 | 25.5 |
| State and local purchases [3] | 149.4 | 155.8 | 157.3 | 158.5 | 156.3 | 154.2 |
| Defense-related purchases [4] | 9.0 | 9.3 | 9.7 | 14.0 | 14.1 | 14.7 |

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

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

## Table 1033. **Employment in Transportation and Warehousing: 1990 to 2006**

**[In thousands (3,476 represents 3,476,000). Annual average of monthly figures.** Based on Current Employment Statistics program; see Appendix III]

| Industry | 2002 NAICS code [1] | 1990 | 1995 | 2000 | 2003 | 2004 | 2005 | 2006 |
|---|---|---|---|---|---|---|---|---|
| **Transportation and warehousing** | **48,49** | **3,476** | **3,838** | **4,410** | **4,185** | **4,249** | **4,361** | **4,466** |
| Air transportation | 481 | 529 | 511 | 614 | 528 | 515 | 501 | 487 |
| Rail transportation | 482 | 272 | 233 | 232 | 218 | 226 | 228 | 225 |
| Water transportation | 483 | 57 | 51 | 56 | 55 | 56 | 61 | 64 |
| Truck transportation | 484 | 1,122 | 1,249 | 1,406 | 1,326 | 1,352 | 1,398 | 1,437 |
| Transit and ground | 485 | 274 | 328 | 372 | 382 | 385 | 389 | 394 |
| Pipeline transportation | 486 | 60 | 54 | 46 | 40 | 38 | 38 | 39 |
| Scenic and sightseeing | 487 | 16 | 22 | 28 | 27 | 27 | 29 | 27 |
| Support activities | 488 | 364 | 430 | 537 | 520 | 535 | 552 | 571 |
| Couriers and messengers | 492 | 375 | 517 | 605 | 562 | 557 | 571 | 585 |
| Warehousing and storage | 493 | 407 | 444 | 514 | 528 | 558 | 595 | 636 |

[1] North American Industry Classification System 2002, see text, Sections 12 and 15.

Source: U.S. Bureau of Labor Statistics, the Current Employment Statistics program Internet site <http://www.bls.gov/ces/home.htm>.

## Table 1034. **Transportation System Mileage Within the U.S.: 1980 to 2005**

[**3,860 represents 3,860,000**]

| System | 1980 | 1985 | 1990 | 1995 | 2000 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|---|
| Highway (1,000) | 3,860 | 3,864 | 3,867 | 3,912 | 3,936 | 3,966 | 3,974 | 3,982 | 3,996 |
| Class 1 rail | 164,822 | 145,764 | 119,758 | 108,264 | 99,250 | 100,125 | 99,126 | 97,662 | 95,830 |
| Amtrak | 24,000 | 24,000 | 24,000 | 24,000 | 23,000 | 23,000 | 22,675 | 22,256 | 22,007 |
| Transit: | | | | | | | | | |
| Commuter rail [1] | (NA) | 3,574 | 4,132 | 4,160 | 5,209 | 6,831 | 6,809 | 6,875 | 7,118 |
| Heavy rail [2] | (NA) | 1,293 | 1,351 | 1,458 | 1,558 | 1,572 | 1,597 | 1,596 | 1,622 |
| Light rail [3] | (NA) | 384 | 483 | 568 | 834 | 960 | 996 | 1,187 | 1,188 |
| Navigable channels | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 |
| Oil pipeline [4] | 218,393 | 213,605 | 208,752 | 181,912 | 176,996 | 160,990 | 159,889 | 159,889 | 159,512 |
| Gas pipeline [5] (1,000) | 1,052 | 1,119 | 1,189 | 1,278 | 1,369 | 1,411 | 1,424 | 1,462 | 1,438 |

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

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

## Table 1035. **U.S. Aircraft, Vehicles, and Other Conveyances: 1980 to 2005**

[**121,601 represents 121,601,000**]

| System | 1980 | 1990 | 1995 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|---|
| Air: | | | | | | | | | |
| Air carrier [1] | 3,808 | 6,083 | 7,411 | 8,055 | 8,497 | 8,194 | 8,176 | 8,186 | 8,225 |
| General aviation [2] (active fleet) | 211,045 | 198,000 | 188,089 | 217,533 | 211,446 | 211,244 | 209,708 | 219,426 | 224,352 |
| Highway, registered vehicles (1,000): | | | | | | | | | |
| Passenger car | 121,601 | 133,700 | 128,387 | 133,621 | 137,633 | 135,921 | 135,670 | 136,431 | 136,568 |
| Motorcycle | 5,694 | 4,259 | 3,897 | 4,346 | 4,903 | 5,004 | 5,370 | 5,768 | 6,227 |
| Van, pick-up, SUV | 27,876 | 48,275 | 65,738 | 79,085 | 84,188 | 85,011 | 87,187 | 91,845 | 95,337 |
| Truck | 5,791 | 6,196 | 6,719 | 8,023 | 7,858 | 7,927 | 7,757 | 8,171 | 8,482 |
| Bus | 529 | 627 | 686 | 746 | 750 | 761 | 777 | 795 | 807 |
| Transit: [3] | | | | | | | | | |
| Motor bus [4] | 59,411 | 58,714 | 67,107 | 75,013 | 76,075 | 76,190 | 77,328 | 81,033 | 82,027 |
| Light rail cars [5] | 1,013 | 913 | 999 | 1,577 | 1,366 | 1,445 | 1,482 | 1,622 | 1,645 |
| Heavy rail cars [5] | 9,641 | 10,419 | 10,157 | 10,591 | 10,718 | 10,718 | 10,754 | 10,858 | 11,110 |
| Trolley bus | 823 | 832 | 885 | 951 | 600 | 600 | 672 | 597 | 615 |
| Commuter rail cars and locomotives | 4,500 | 4,415 | 4,565 | 5,073 | 5,124 | 5,300 | 5,959 | 6,228 | 6,392 |
| Demand response | (X) | 16,471 | 29,352 | 33,080 | 34,661 | 34,699 | 35,954 | 37,078 | 41,958 |
| Other [6] | (NA) | 1,197 | 2,809 | 5,208 | 5,727 | 6,330 | 6,272 | 6,566 | 7,251 |
| Rail: | | | | | | | | | |
| Class I, freight cars 1,000) | 1,168 | 659 | 583 | 560 | 500 | 478 | 467 | 474 | 475 |
| Class I, locomotive | 28,094 | 18,835 | 18,812 | 20,028 | 19,745 | 20,506 | 20,774 | 22,015 | 22,779 |
| Nonclass I freight cars | 102,161 | 103,527 | 84,724 | 132,448 | 125,470 | 130,590 | 124,580 | 120,169 | 120,195 |
| Car companies' and shippers' freight cars | 440,552 | 449,832 | 550,717 | 688,194 | 688,806 | 691,329 | 687,337 | 693,978 | 717,211 |
| Amtrak, passenger train car | 2,128 | 1,863 | 1,722 | 1,894 | 2,084 | 2,896 | 1,623 | 1,211 | 1,186 |
| Amtrak, locomotive | 419 | 318 | 313 | 378 | 401 | 372 | 442 | 276 | 258 |
| Water: | | | | | | | | | |
| Non-self-propelled vessels [7] | 31,662 | 31,209 | 31,360 | 33,152 | 33,042 | 32,381 | 31,335 | 31,296 | 32,052 |
| Self-propelled vessels [8] | 7,126 | 8,236 | 8,281 | 8,202 | 8,546 | 8,621 | 8,648 | 8,994 | 8,976 |
| Ocean-going steam and motor ships (1,000 gross tons and over) | 849 | 635 | 512 | 461 | 454 | 443 | 416 | 412 | 357 |
| Recreational boats (1,000) | 8,578 | 10,997 | 11,735 | 12,782 | 12,876 | 12,854 | 12,795 | 12,781 | 12,942 |

NA Not available. X Not applicable. [1] Air carrier aircraft are those carrying passengers or cargo for hire under 14 CFR 121 and 14 CFR 135. [2] Includes air taxi aircraft. [3] 2005 data are preliminary. [4] Fixed rail streetcar or trolley, for example. [5] Metro, subway, or rapid transit, for example. [6] Includes aerial tramway, automated guideway transit, cablecar, ferry boat, inclined plane, monorail, and vanpool. [7] Includes dry-cargo barges, tank barges, and railroad-car floats. [8] 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,* annual. See Internet site <http://www.bts.gov/publications/national_transportation_statistics/>.

## Table 1036. **U.S. Freight Gateways—Value of Shipments: 2005**

[**In billions of dollars, except as indicated (2,421.7 represents $2,421,700,000,000).** For the top 50 gateways ranked by value of shipments. Excludes imports of less than $1,250, exports less than $2,500, and intransit shipments]

| Port | Mode | Rank | Total trade | Exports | Imports | Exports as a percent of total |
|---|---|---|---|---|---|---|
| **Total U.S. merchandise trade** | **(X)** | **(X)** | **2,421.7** | **821.8** | **1,599.9** | **33.9** |
| Top 50 gateways | (X) | (X) | 2,031.7 | 712.1 | 1,319.6 | 35.1 |
| As a percent of total | (X) | (X) | 83.9 | 86.7 | 82.5 | (X) |
| JFK International Airport, NY | Air | 1 | 134.9 | 59.3 | 75.6 | 43.9 |
| Port of Los Angeles, CA | Water | 2 | 134.3 | 18.4 | 116.0 | 13.7 |
| Port of Detroit, MI | Land | 3 | 130.5 | 68.8 | 61.7 | 52.7 |
| Port of New York, NY and NJ | Water | 4 | 130.4 | 26.2 | 104.2 | 20.1 |
| Port of Long Beach, CA | Water | 5 | 124.6 | 21.2 | 103.4 | 17.0 |
| Port of Laredo, TX | Land | 6 | 93.7 | 40.9 | 52.8 | 43.7 |
| Port of Houston, TX | Water | 7 | 86.1 | 33.8 | 52.3 | 39.3 |
| Chicago, IL | Air | 8 | 73.4 | 29.1 | 44.3 | 39.7 |
| Los Angeles International Airport, CA | Air | 9 | 72.9 | 36.5 | 36.4 | 50.1 |
| Port of Buffalo-Niagara Falls, NY | Land | 10 | 70.5 | 32.5 | 38.0 | 46.2 |
| Port of Huron, MI | Land | 11 | 68.2 | 23.6 | 44.6 | 34.6 |
| San Francisco International Airport, CA | Air | 12 | 57.2 | 25.2 | 32.0 | 44.0 |
| Port of Charleston, SC | Water | 13 | 52.4 | 15.9 | 36.5 | 30.4 |
| Port of El Paso, TX | Land | 14 | 43.0 | 18.9 | 24.1 | 43.9 |
| Port of Norfolk Harbor, VA | Water | 15 | 39.6 | 15.0 | 24.5 | 37.9 |
| Port of Baltimore, MD | Water | 16 | 35.6 | 8.6 | 27.0 | 24.0 |
| Dallas-Fort Worth, TX | Air | 17 | 35.1 | 15.4 | 19.7 | 44.0 |
| Port of Seattle, WA | Water | 18 | 35.0 | 7.7 | 27.3 | 22.0 |
| Anchorage, AK | Air | 19 | 34.7 | 8.7 | 26.0 | 25.1 |
| Port of Tacoma, WA | Water | 20 | 33.8 | 5.0 | 28.7 | 14.9 |
| Port of Savannah, GA | Water | 21 | 33.4 | 11.3 | 22.1 | 33.7 |
| Port of Oakland, CA | Water | 22 | 32.6 | 8.9 | 23.7 | 27.3 |
| Atlanta, GA | Air | 23 | 29.9 | 11.6 | 18.3 | 38.7 |
| New Orleans, LA | Air | 24 | 29.7 | 11.8 | 17.9 | 39.9 |
| Miami International Airport, FL | Air | 25 | 27.4 | 17.8 | 9.7 | 64.8 |
| Port of Otay Mesa Station, CA | Land | 26 | 24.4 | 9.3 | 15.1 | 38.0 |
| Cleveland, OH | Air | 27 | 23.6 | 15.1 | 8.6 | 63.7 |
| Port of Morgan City, LA | Water | 28 | 21.0 | 0.1 | 20.9 | 0.4 |
| Port of New Orleans, LA | Water | 29 | 20.5 | 8.9 | 11.6 | 43.4 |
| Port of Miami, FL | Water | 30 | 19.8 | 8.4 | 11.4 | 42.6 |
| Port of Philadelphia, PA | Water | 31 | 19.2 | 1.5 | 17.7 | 8.0 |
| Port of Champlain-Rouses Pt., NY | Land | 32 | 18.3 | 6.7 | 11.6 | 36.7 |
| Port of Hidalgo, TX | Land | 33 | 18.3 | 7.6 | 10.7 | 41.6 |
| Port of Beaumont, TX | Water | 34 | 17.0 | 1.2 | 15.8 | 7.1 |
| Port of Jacksonville, FL | Water | 35 | 16.2 | 6.1 | 10.1 | 37.8 |
| Port of Blaine, WA | Land | 36 | 15.6 | 7.3 | 8.4 | 46.4 |
| Newark, NJ | Air | 37 | 15.5 | 3.4 | 12.1 | 21.8 |
| Port of Corpus Christi, TX | Water | 38 | 15.5 | 2.2 | 13.3 | 14.2 |
| Port of South Louisiana, LA | Water | 39 | 15.3 | 5.5 | 9.9 | 35.7 |
| Port of Port Everglades, FL | Water | 40 | 15.3 | 6.0 | 9.3 | 39.2 |
| Port of Nogales, AZ | Land | 41 | 14.1 | 5.0 | 9.1 | 35.6 |
| Boston Logan Airport, MA | Air | 42 | 13.6 | 8.0 | 5.6 | 59.0 |
| Port of Pembina, ND | Land | 43 | 12.7 | 7.2 | 5.5 | 56.4 |
| Port of Alexandria Bay, NY | Land | 44 | 11.8 | 4.6 | 7.3 | 38.6 |
| Port of Portland, OR | Water | 45 | 11.5 | 2.2 | 9.3 | 18.9 |
| Port of Brownsville-Cameron, TX | Land | 46 | 11.4 | 6.3 | 5.1 | 55.1 |
| Port of Texas City, TX | Water | 47 | 10.8 | 1.6 | 9.2 | 14.9 |
| Port of Calexico-East, CA | Land | 48 | 10.8 | 4.7 | 6.0 | 43.7 |
| San Juan International Airport, PR | Air | 49 | 10.4 | 6.1 | 4.3 | 58.9 |
| Port of Sweetgrass, MT | Land | 50 | 10.1 | 5.0 | 5.1 | 49.7 |

X Not applicable.

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

## Table 1037. **Transportation and Warehousing—Establishments, Revenue, Payroll, and Employees by Industry: 2002**

[**382,152 represents $382,152,000,000.** For establishments with payroll. Based on the 2002 Economic Censuses; See Appendix III]

| Kind of business | **2002** NAICS code [1] | Number of establishments | Revenue (mil. dol.) | Annual payroll (mil. dol.) | Paid employees (1,000) |
|---|---|---|---|---|---|
| Transportation and warehousing | 48–49 | 199,618 | 382,152 | 115,989 | 3,650.9 |
| Air transportation [2] | 481 | 3,847 | 19,735 | 3,805 | 99.1 |
| Scheduled air transportation [2] | 4811 | 1,665 | 12,157 | 2,281 | 67.1 |
| Nonscheduled air transportation | 4812 | 2,182 | 7,578 | 1,524 | 32.0 |
| Water transportation | 483 | 1,890 | 23,331 | 3,194 | 66.2 |
| Deep sea, coastal, and Great Lakes water transportation | 4831 | 1,314 | 19,788 | 2,329 | 47.9 |
| Truck transportation | 484 | 112,642 | 164,219 | 47,750 | 1,435.2 |
| General freight trucking | 4841 | 59,011 | 110,239 | 34,121 | 989.2 |
| Specialized freight trucking | 4842 | 53,631 | 53,980 | 13,630 | 446.0 |
| Transit and ground passenger transportation [3] | 485 | 17,260 | 18,850 | 7,675 | 398.4 |
| Urban transit systems | 4851 | 1,025 | 2,808 | 1,694 | 53.6 |
| Taxi and limousine service | 4853 | 6,988 | 4,248 | 1,185 | 66.1 |
| School and employee bus transportation | 4854 | 4,515 | 5,928 | 2,610 | 174.7 |
| Charter bus industry | 4855 | 1,249 | 1,762 | 565 | 29.3 |
| Pipeline transportation [3] | 486 | 2,188 | 22,031 | 2,477 | 36.8 |
| Pipeline transportation of crude oil | 4861 | 252 | 3,402 | 485 | 6.5 |
| Pipeline transportation of natural gas | 4862 | 1,431 | 14,797 | 1,575 | 23.7 |
| Scenic and sightseeing transportation | 487 | 2,523 | 1,859 | 526 | 22.5 |
| Support activities for transportation [3] | 488 | 33,942 | 57,414 | 16,202 | 465.6 |
| Support activities for air transportation | 4881 | 4,976 | 12,181 | 3,746 | 129.6 |
| Support activities for water transportation | 4883 | 2,366 | 8,812 | 2,604 | 64.0 |
| Support activities for road transportation | 4884 | 7,927 | 4,003 | 1,356 | 56.0 |
| Freight transportation arrangement | 4885 | 16,504 | 27,656 | 6,868 | 168.6 |
| Couriers and messengers | 492 | 12,655 | 58,165 | 17,175 | 561.5 |
| Couriers | 4921 | 7,382 | 54,821 | 16,180 | 514.9 |
| Local messengers and local delivery | 4922 | 5,273 | 3,344 | 995 | 46.6 |
| Warehousing and storage | 493 | 12,671 | 16,548 | 17,183 | 565.5 |

[1] North American Industry Classification System, 2002; see text, Section 15. [2] Excludes large certificated passenger carriers that do not report to the Office of Airline Information, U.S. Department of Transportation. [3] Includes other industries, not shown separately.

Source: U.S. Census Bureau, "2002 Economic Census, Geographic Area Series Reports, Transportation and Warehousing," Series EC02-48A-US, issued August 2005. See Internet site <http://www.census.gov/econ/census02/guide/geosumm.htm>.

## Table 1038. **U. S. Scheduled Airline Industry—Summary: 1995 to 2006**

[**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** | **2000** | **2001** [1] | **2002** [1] | **2003** [2] | **2004** | **2005** | **2006** |
|---|---|---|---|---|---|---|---|---|---|
| SCHEDULED SERVICE | | | | | | | | | |
| Revenue passengers enplaned | Mil. | 547.8 | 666.2 | 622.1 | 612.9 | 646.3 | 702.9 | 738.6 | 744.6 |
| Revenue passenger miles | Bil. | 540.7 | 692.8 | 651.7 | 641.1 | 656.9 | 733.6 | 779.0 | 797.4 |
| Available seat miles | Bil. | 807.1 | 957.0 | 930.5 | 892.6 | 893.8 | 971.4 | 1,003.3 | 1,006.4 |
| Revenue passenger load factor | Percent | 67.0 | 72.4 | 70.0 | 71.8 | 73.5 | 75.5 | 77.6 | 79.2 |
| Mean passenger trip length [3] | Miles | 987 | 1,040 | 1,048 | 1,046 | 1,016 | 1,044 | 1,055 | 1,071 |
| Cargo ton miles | Mil. | 16,921 | 23,888 | 22,003 | 24,591 | 26,735 | 27,978 | 28,036 | 29,283 |
| Aircraft departures | 1,000 | 8,062 | 9,035 | 8,788 | 9,187 | 10,839 | 11,398 | 11,562 | 11,268 |
| FINANCES [4] | | | | | | | | | |
| **Total operating revenue** [5] | **Mil. dol.** | **95,117** | **130,839** | **115,526** | **106,985** | **117,920** | **134,300** | **151,255** | **163,824** |
| Passenger revenue | Mil. dol. | 69,835 | 93,622 | 80,947 | 73,577 | 77,379 | 85,669 | 93,500 | 101,208 |
| Cargo revenue | Mil. dol. | 9,882 | 14,456 | 13,129 | 13,525 | 15,003 | 17,146 | 20,704 | 22,544 |
| Charter revenue | Mil. dol. | 3,742 | 4,913 | 4,449 | 4,225 | 5,589 | 5,503 | 6,074 | 5,562 |
| Total operating expense | Mil. dol. | 89,266 | 123,840 | 125,852 | 115,552 | 120,028 | 135,782 | 150,828 | 156,279 |
| Operating profit (or loss) | Mil. dol. | 5,852 | 6,999 | –10,326 | –8,566 | –2,108 | –1,491 | 427 | 7,545 |
| Interest income (or expense) | Mil. dol. | –2,426 | –2,193 | –2,506 | –3,263 | –3,442 | –3,715 | –4,209 | –4,147 |
| Net profit (or loss) | Mil. dol. | 2,283 | 2,486 | –8,275 | –11,008 | –2,371 | –7,643 | –5,782 | 3,045 |
| Revenue per passenger mile | Cents | 12.9 | 13.5 | 12.4 | 11.5 | 11.8 | 11.7 | 12.0 | 12.7 |
| Operating profit margin | Percent | 6.2 | 5.3 | –8.9 | –8.0 | –1.8 | –1.1 | 0.3 | 4.6 |
| Net profit margin | Percent | 2.4 | 1.9 | –7.2 | –10.3 | –2.0 | –5.7 | –3.8 | 1.9 |
| EMPLOYEES [6] | | | | | | | | | |
| Total | 1,000 | 547.0 | 680.0 | 672.0 | 601.4 | 569.8 | 569.5 | 562.5 | 544.5 |
| Pilots and copilots | 1,000 | 55.4 | 72.4 | 73.8 | 68.8 | 67.8 | 82.0 | 74.5 | 69.2 |

[1] Includes cash compensation remitted to carriers under the Air Transportation Safety and System Stabilization Act (P.L. 107–42). [2] Includes security costs reimbursements remitted to carriers under the Emergency Wartime Supplemental Appropriations Act (P.L. 108–11). [3] For definition of mean, see Guide to Tabular Presentation. [4] 2006 data are preliminary. [5] Includes other types of revenues, not shown separately. [6] Average full–time equivalents.

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

## Table 1039. **Transportation and Warehousing—Establishments, Employees, and Payroll by Kind of Business (NAICS Basis): 2000 and 2004**

[**3,790.0 represents 3,790,000.** Covers establishments with payroll. Employees are for the week including March 12. Excludes most government employees, railroad employees, and self-employed persons. For statement on methodology, see Appendix III. County Business Patterns excludes rail transportation (NAICS 482) and the National Postal Service (NAICS 491)]

| Industry | 2002 NAICS code [1] | Establishments | | Paid employees [2] (1,000) | | Annual payroll (mil. dol.) | |
|---|---|---|---|---|---|---|---|
| | | 2000 | 2004 | 2000 | 2004 | 2000 | 2004 |
| **Transportation & warehousing** | **48–49** | **190,044** | **206,878** | **3,790.0** | **4,098.9** | **125,592.4** | **148,244.6** |
| Air transportation | 481 | 5,429 | 5,722 | 615.6 | 489.1 | 26,569.3 | 24,867.7 |
| Scheduled air transportation | 4811 | 3,324 | 3,309 | 570.9 | 450.0 | 24,484.5 | 22,891.8 |
| Scheduled passenger air transportation | 481111 | 2,740 | 2,794 | 536.2 | 428.0 | 23,470.7 | 22,138.7 |
| Scheduled freight air transportation | 481112 | 584 | 515 | 34.7 | 22.1 | 1,013.8 | 753.2 |
| Nonscheduled air transportation | 4812 | 2,105 | 2,413 | 44.7 | 39.0 | 2,084.8 | 1,975.8 |
| Water transportation | 483 | 1,900 | 1,854 | 67.6 | 66.8 | 3,003.2 | 3,565.0 |
| Deep sea, coastal, & Great Lakes water transportation | 4831 | 1,254 | 1,231 | 47.8 | 47.2 | 2,214.2 | 2,659.9 |
| Inland water transportation | 4832 | 646 | 623 | 19.7 | 19.6 | 789.0 | 905.1 |
| Inland water freight transportation | 483211 | 402 | 360 | 16.3 | 13.6 | 673.9 | 673.1 |
| Inland water passenger transportation | 483212 | 244 | 263 | 3.5 | 6.1 | 115.1 | 232.0 |
| Truck transportation | 484 | 110,416 | 113,926 | 1,415.8 | 1,428.5 | 46,451.5 | 50,792.6 |
| General freight trucking | 4841 | 55,874 | 62,335 | 922.7 | 982.1 | 31,614.0 | 35,847.7 |
| General freight trucking, local | 48411 | 20,329 | 24,760 | 153.3 | 187.6 | 4,529.8 | 6,226.5 |
| General freight trucking, long distance | 48412 | 35,545 | 37,575 | 769.5 | 794.5 | 27,084.2 | 29,621.2 |
| Specialized freight trucking | 4842 | 54,542 | 51,591 | 493.1 | 446.3 | 14,837.5 | 14,944.9 |
| Used household & office goods moving | 48421 | 9,147 | 8,516 | 128.9 | 108.7 | 3,661.4 | 3,325.0 |
| Specialized freight (except used goods) trucking, local | 48422 | 32,493 | 31,485 | 200.4 | 194.2 | 5,692.4 | 6,373.4 |
| Specialized freight (except used goods) trucking, long-distance | 48423 | 12,902 | 11,590 | 163.7 | 143.4 | 5,483.7 | 5,246.5 |
| Transit & ground passenger transportation | 485 | 16,383 | 17,132 | 386.9 | 401.0 | 7,214.7 | 8,044.6 |
| Urban transit systems | 4851 | 705 | 919 | 43.1 | 46.2 | 1,295.8 | 1,424.3 |
| Mixed mode systems | 485111 | 152 | 53 | 6.2 | 1.7 | 146.9 | 43.3 |
| Commuter rail | 485112 | 15 | 18 | (D) | 0.4 | (D) | 12.1 |
| Bus and other motor vehicle mode systems | 485113 | 505 | 809 | 31.4 | 43.1 | 925.1 | 1,335.9 |
| Other | 485119 | 33 | 39 | (D) | 1.1 | (D) | 33.0 |
| Interurban & rural bus transportation | 4852 | 444 | 491 | 26.8 | 18.3 | 709.7 | 495.0 |
| Taxi & limousine service | 4853 | 6,806 | 6,960 | 67.8 | 65.6 | 1,244.3 | 1,327.0 |
| Taxi service | 48531 | 3,116 | 3,025 | 30.4 | 29.3 | 485.2 | 547.4 |
| Limousine service | 48532 | 3,690 | 3,935 | 37.5 | 36.4 | 759.1 | 779.6 |
| School & employee bus transportation | 4854 | 4,217 | 4,353 | 162.9 | 183.5 | 2,322.6 | 2,961.0 |
| Charter bus industry | 4855 | 1,451 | 1,265 | 34.1 | 29.9 | 668.7 | 658.5 |
| Other transit & ground passenger transportation | 4859 | 2,760 | 3,144 | 52.2 | 57.6 | 973.6 | 1,178.8 |
| Special needs transportation | 485991 | 1,914 | 2,102 | 34.8 | 43.4 | 648.9 | 904.4 |
| Pipeline transportation | 486 | 2,802 | 2,597 | 53.0 | 39.6 | 3,828.6 | 2,996.9 |
| Pipeline transportation of crude oil | 4861 | 307 | 307 | 6.7 | 7.1 | 425.6 | 643.2 |
| Pipeline transportation of natural gas | 4862 | 1,938 | 1,595 | 39.2 | 24.8 | 2,961.1 | 1,800.2 |
| Other pipeline transportation | 4869 | 557 | 695 | 7.0 | 7.7 | 441.9 | 553.4 |
| Scenic & sightseeing transportation | 487 | 2,254 | 2,651 | 23.6 | 22.1 | 583.5 | 623.5 |
| Scenic & sightseeing transportation, land | 4871 | 454 | 639 | 8.7 | 8.7 | 192.8 | 215.2 |
| Scenic & sightseeing transportation, water | 4872 | 1,642 | 1,841 | 13.0 | 11.3 | 331.2 | 335.3 |
| Scenic & sightseeing transportation, other | 4879 | 158 | 171 | 2.0 | 2.0 | 59.5 | 73.1 |
| Support activities for transportation | 488 | 31,440 | 35,486 | 472.4 | 526.9 | 16,507.0 | 20,631.0 |
| Support activities for air transportation | 4881 | 4,368 | 5,116 | 126.7 | 145.4 | 3,634.0 | 4,949.8 |
| Airport operations | 48811 | 1,834 | 1,597 | 67.9 | 65.9 | 1,569.5 | 1,571.5 |
| Air traffic control | 488111 | 137 | 165 | 0.8 | 1.8 | 29.9 | 84.8 |
| Other support activities for air transportation | 48819 | 2,534 | 3,519 | 58.8 | 79.5 | 2,064.6 | 3,378.3 |
| Support activities for rail transportation | 4882 | 821 | 908 | 21.4 | 26.0 | 714.4 | 964.5 |
| Support activities for water transportation | 4883 | 2,543 | 2,389 | 81.6 | 89.9 | 3,250.7 | 4,341.9 |
| Port and harbor operations | 48831 | 196 | 234 | 7.4 | 6.9 | 265.8 | 300.7 |
| Marine cargo handling | 48832 | 607 | 551 | 53.5 | 58.6 | 2,194.7 | 2,899.7 |
| Navigational services to shipping | 48833 | 863 | 804 | 11.8 | 11.9 | 478.7 | 591.5 |
| Other | 48839 | 877 | 800 | 8.9 | 12.5 | 311.5 | 550.0 |
| Support activities for road transportation | 4884 | 7,010 | 8,922 | 56.2 | 67.1 | 1,308.8 | 1,760.8 |
| Motor vehicle towing | 48841 | 6,078 | 7,390 | 41.8 | 50.0 | 961.7 | 1,313.0 |
| Freight transportation arrangement | 4885 | 15,177 | 16,597 | 161.7 | 174.9 | 6,620.3 | 7,779.1 |
| Other support activities for transportation | 4889 | 1,521 | 1,554 | 24.7 | 23.6 | 978.6 | 834.8 |
| Couriers & messengers | 492 | 12,297 | 14,195 | 619.3 | 549.8 | 17,399.4 | 17,113.9 |
| Couriers | 4921 | 6,667 | 9,000 | 548.9 | 501.6 | 15,890.5 | 16,013.9 |
| Local messengers & local delivery | 4922 | 5,630 | 5,195 | 70.5 | 48.2 | 1,508.9 | 1,100.1 |
| Warehousing & storage | 493 | 7,123 | 13,315 | 135.9 | 575.2 | 4,035.3 | 19,609.4 |

D Figure withheld to avoid disclosure pertaining to individual companies. [1] Based on the North American Industry Classification System (NAICS), 2002; see text, Section 15. [2] For employees on the payroll for the pay period including March 12.

Source: U.S. Census Bureau, "County Business Patterns." See <http://www.census.gov/epcd/cbp/view/cbpview.html>.

## Table 1040. **Transportation Accidents, Deaths, and Injuries: 1980 to 2005**

[**6,216 represents 6,216,000**]

| Mode | Accidents | | | | | Deaths | | | | | Injuries | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1980** | **1990** | **1995** | **2000** | **2005** | **1980** | **1990** | **1995** | **2000** | **2005** | **1980** | **1990** | **1995** | **2000** | **2005** |
| Transit type: | | | | | | | | | | | | | | | |
| Land: | | | | | | | | | | | | | | | |
| Highway crashes(1,000) [1] | 6,216 | 6,471 | 6,699 | 6,394 | 6,159 | 51.1 | 44.6 | 41.8 | 41.9 | 43.4 | 2,848 | 3,231 | 3,465 | 3,189 | 2,699 |
| Passenger car occupants | (NA) | 5,561 | 5,594 | 4,926 | (NA) | 27.4 | 24.1 | 22.4 | 20.7 | 18.4 | (NA) | 2,376 | 2,469 | 2,052 | 1,573 |
| Motorcyclists | (NA) | 103 | 66 | 69 | (NA) | 5.1 | 3.2 | 2.2 | 2.9 | 4.6 | (NA) | 84 | 57 | 58 | 87 |
| Light truck occupants | (NA) | 2,152 | 2,750 | 3,208 | (NA) | 7.5 | 8.6 | 9.6 | 11.5 | 13.0 | (NA) | 505 | 722 | 887 | 872 |
| Large truck occupants | (NA) | 372 | 363 | 438 | (NA) | 1.3 | 0.7 | 0.6 | 0.8 | 0.8 | (NA) | 42 | 30 | 31 | 27 |
| Bus occupants | (NA) | 60 | 59 | 56 | (NA) | (Z) | (Z) | (Z) | (Z) | 0.1 | (NA) | 33 | 19 | 18 | 11 |
| Pedestrians | (NA) | (NA) | (NA) | (NA) | (NA) | 8.1 | 6.5 | 5.6 | 4.8 | 4.9 | (NA) | 105 | 86 | 78 | 64 |
| Pedacyclists | (NA) | (NA) | (NA) | (NA) | (NA) | 1.0 | 0.9 | 0.8 | 0.7 | 0.8 | (NA) | 75 | 67 | 51 | 45 |
| Other | (NA) | (NA) | (NA) | (NA) | (NA) | 0.7 | 0.6 | 0.5 | 0.6 | 0.9 | (NA) | 11 | 14 | 15 | 18 |
| Railroad [2] | 18,817 | 8,594 | 7,092 | 6,485 | 6,294 | 1,417 | 1,297 | 1,146 | 937 | 885 | 62,246 | 25,143 | 14,440 | 11,643 | 9,231 |
| Highway-rail grade crossing | 10,612 | 5,715 | 4,633 | 3,502 | 3,052 | 833 | 698 | 579 | 425 | 357 | 3,550 | 2,407 | 1,894 | 1,219 | 1,012 |
| Railroad | 8,205 | 2,879 | 2,459 | 2,983 | 3,242 | 584 | 599 | 567 | 512 | 528 | 58,696 | 22,736 | 12,546 | 10,424 | 8,219 |
| Rapid rail transit [3] | 6,789 | 12,178 | 14,327 | 12,782 | (NA) | 83 | 117 | 79 | 80 | (NA) | 6,801 | 10,036 | 11,238 | 10,848 | (NA) |
| Air: | | | | | | | | | | | | | | | |
| Air carrier [4] | 19 | 24 | 36 | 56 | 40 | 1 | 39 | 168 | 92 | 22 | 19 | 29 | 25 | 29 | 13 |
| Commuter [5] | 38 | 15 | 12 | 12 | 6 | 37 | 6 | 9 | 5 | - | 14 | 11 | 17 | 7 | - |
| On-demand [6] | 171 | 107 | 75 | 80 | 66 | 105 | 51 | 52 | 71 | 18 | 43 | 36 | 14 | 12 | 23 |
| General aviation | 3,590 | 2,242 | 2,056 | 1,837 | 1,669 | 1,239 | 770 | 735 | 596 | 563 | 681 | 409 | 396 | 309 | 270 |
| Water: | | | | | | | | | | | | | | | |
| Recreational [7] | 5,513 | 6,411 | 8,019 | 7,740 | 4,969 | 1,360 | 865 | 829 | 701 | 697 | 2,650 | 3,822 | 4,141 | 4,355 | 3,451 |
| Waterborne (vessel related) [8] | 4,624 | 3,613 | 5,349 | 5,403 | (NA) | 206 | 85 | 53 | 53 | (NA) | 180 | 175 | 154 | 150 | (NA) |
| Pipeline: [9] | | | | | | | | | | | | | | | |
| Gas | 1,524 | 198 | 161 | 234 | (NA) | 15 | 6 | 18 | 37 | 14 | 177 | 69 | 53 | 77 | 45 |
| Hazard liquid | 246 | 180 | 188 | 146 | (NA) | 4 | 3 | 3 | 1 | 2 | 15 | 7 | 11 | 4 | 2 |
| Other transit [10] | (NA) | 77,985 | 48,144 | 47,116 | (NA) | (NA) | 222 | 195 | 215 | (NA) | (NA) | 44,520 | 45,958 | 45,849 | (NA) |
| Hazardous materials [11] | 15,719 | 8,879 | 14,853 | 17,557 | (NA) | 19 | 8 | 7 | 16 | (NA) | 626 | 423 | 400 | 251 | (NA) |

NA Not available. Z Less than 50. [1] Data on deaths are from U.S. National Highway Traffic Safety Administration and are based on deaths within 30 days of the accident. Includes only police reported crashes. For more details, see Table 1079. [2] 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. [3] Reporting criteria and source of data changed between 1989 and 1990; these data from 1990 to present are not comparable to earlier years. [4] See footnote 1, Table 1045. Injuries classified as serious. [5] See footnote 2, Table 1045. Injuries classified as serious. [6] See footnote 3, Table 1045. Injuries classified as serious. [7] Accidents resulting in death, injury, or requiring medical treatment beyond first aid; damages exceeding $500; or a person's disappearance. [8] 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. [9] Beginning 1985, pipeline accidents/incidents are credited to year of occurrence; prior data are credited to the year filed. [10] Other transit includes bus, light rail, commuter rail, demand response, van pool, and automated guideway. Excludes cable car, inclined plane, jitney, and ferry boat. [11] Incidents, deaths, and injuries involving hazardous materials cover all types of transport; excludes pipelines and bulk, nonpackaged water incidents.

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

## Table 1041. **Airline Cost Indexes: 1980 to 2006**

[**2000 = 100.** Covers U.S. major and national passenger carriers. Major carriers have operating revenues of $1 billion or more; nationals have operating revenues from $100 million to $1 billion]

| Index | 1980 | 1985 | 1990 | 1995 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Composite index** [1] | **81.5** | **91.5** | **103.3** | **99.5** | **100.0** | **106.5** | **106.8** | **112.0** | **125.2** | **150.6** | **176.1** |
| Labor costs | 84.7 | 109.6 | 119.9 | 150.0 | 100.0 | 110.0 | 118.2 | 121.0 | 119.6 | 113.0 | 114.2 |
| Fuel | 123.4 | 122.0 | 101.9 | 71.1 | 100.0 | 91.9 | 93.9 | 113.7 | 151.1 | 215.0 | 262.9 |
| Aircraft ownership [2] | 25.8 | 39.0 | 58.2 | 72.0 | 100.0 | 94.7 | 90.6 | 77.8 | 88.9 | 85.4 | 80.9 |
| Nonaircraft ownership | 37.8 | 52.8 | 88.8 | 104.0 | 100.0 | 140.0 | 112.0 | 112.9 | 105.0 | 102.3 | 102.4 |
| Professional services | 28.8 | 46.7 | 68.3 | 86.9 | 100.0 | 103.2 | 96.4 | 96.5 | 97.1 | 105.4 | 110.1 |
| Food and beverage | 91.4 | 97.3 | 125.9 | 107.6 | 100.0 | 92.2 | 86.8 | 72.7 | 67.3 | 62.6 | 59.1 |
| Landing fees | 55.6 | 60.9 | 83.2 | 97.7 | 100.0 | 111.7 | 117.1 | 108.7 | 118.6 | 126.1 | 134.7 |
| Maintenance material | 65.1 | 76.6 | 115.3 | 91.2 | 100.0 | 94.7 | 72.8 | 57.5 | 57.6 | 54.3 | 58.7 |
| Aircraft insurance | 221.8 | 357.6 | 117.1 | 264.7 | 100.0 | 117.0 | 218.3 | 151.2 | 149.0 | 125.0 | 127.7 |
| Nonaircraft insurance | 71.1 | 124.5 | 70.4 | 229.4 | 100.0 | 169.8 | 540.0 | 423.9 | 352.2 | 307.4 | 245.2 |
| Passenger commissions | 121.8 | 171.5 | 226.7 | 184.8 | 100.0 | 86.6 | 57.9 | 42.7 | 38.0 | 33.1 | 30.5 |
| Communication | 53.3 | 74.6 | 86.9 | 88.2 | 100.0 | 110.9 | 101.4 | 85.1 | 77.3 | 74.4 | 70.7 |
| Advertising and promotion | 117.4 | 160.0 | 165.8 | 108.5 | 100.0 | 85.4 | 74.3 | 68.2 | 77.1 | 75.5 | 81.8 |
| Utilities and office supplies | 65.8 | 84.0 | 94.2 | 84.6 | 100.0 | 108.0 | 90.1 | 78.8 | 78.4 | 81.8 | 88.7 |
| Transportation-related expenses | (NA) | (NA) | 45.4 | 47.8 | 100.0 | 111.5 | 107.0 | 202.2 | 285.4 | 379.5 | 411.3 |
| Other operating expenses | 85.5 | 86.2 | 101.9 | 93.9 | 100.0 | 99.9 | 112.9 | 91.6 | 96.1 | 111.6 | 99.7 |
| Interest [3] | 153.1 | 171.5 | 170.6 | 165.3 | 100.0 | 96.8 | 87.9 | 91.6 | 91.5 | 124.8 | 121.6 |

NA Not available. [1] Weighted average of all components, including interest. [2] Includes lease, aircraft and engine rentals, depreciation, and amortization. [3] 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, First Quarter 2007*. See Internet site <http://www.airlines.org/economics/> (accessed 17 July 2007).

## Table 1042. **Top 40 Airports in 2005—Passengers Enplaned: 1995 and 2005**

[**In thousands (558,593 represents 558,593,000), except rank. For calendar year.** Airports ranked by total passengers enplaned by large certificated air carriers on scheduled and nonscheduled operations, 2005]

| Airport | 1995 | | 2005 | | Airport | 1995 | | 2005 | |
|---|---|---|---|---|---|---|---|---|---|
| | Total | Rank | Total | Rank | | Total | Rank | Total | Rank |
| **All airports** | **558,593** | **(X)** | **701,509** | **(X)** | | | | | |
| Total, top 40 | 399,293 | (X) | 533,901 | (X) | Greater Cincinnati, OH | 5,943 | 30 | 11,238 | 22 |
| Atlanta, GA (Hartsfield Intl) | 27,509 | 2 | 41,596 | 1 | Salt Lake City Intl, UT | 8,223 | 23 | 10,592 | 23 |
| Chicago, IL (O'Hare Intl) | 29,689 | 1 | 34,529 | 2 | Fort Lauderdale-Hollywood Intl, FL | 4,059 | 12 | 10,242 | 24 |
| Dallas/Ft. Worth Intl, TX | 25,636 | 3 | 27,741 | 3 | Baltimore, MD (BWI Intl) | 5,649 | 28 | 9,592 | 25 |
| Los Angeles, Intl, CA | 20,965 | 4 | 22,939 | 4 | Tampa Intl, FL | 4,942 | 27 | 9,137 | 26 |
| Las Vegas, NV (McCarran Intl) | 11,322 | 17 | 20,697 | 5 | San Diego, CA (Lindbergh Field) | 6,317 | 22 | 8,568 | 27 |
| Denver, Intl, CO | 14,210 | 6 | 20,485 | 6 | Washington, DC (Ronald Reagan Washington National) | 6,884 | 25 | 8,522 | 28 |
| Phoenix Sky Harbor Intl, AZ | 13,517 | 7 | 20,110 | 7 | Chicago, IL (Midway) | 4,148 | 33 | 8,381 | 29 |
| Houston, Intercontinental, TX | 10,904 | 10 | 18,409 | 8 | Honolulu Intl, HI | 8,518 | 35 | 8,302 | 30 |
| Minneapolis-St. Paul Intl, MN | 11,397 | 32 | 17,906 | 9 | Metropolitan Oakland Intl, CA | 4,738 | 26 | 6,935 | 31 |
| Detroit, MI (Wayne County) | 12,883 | 19 | 17,389 | 10 | St. Louis, MO (Lambert-St. Louis Intl) | 12,634 | 31 | 6,825 | 32 |
| Orlando Intl, FL | 8,863 | 13 | 15,629 | 11 | Portland Intl, OR | 5,441 | 21 | 6,670 | 33 |
| Philadelphia Intl, PA | 7,940 | 9 | 15,005 | 12 | Memphis Intl, TN | 3,750 | 39 | 5,630 | 34 |
| Newark Intl, NJ | 11,614 | 5 | 14,880 | 13 | Cleveland, OH (Cleveland-Hopkins Intl) | 4,960 | 36 | 5,513 | 35 |
| New York, NY (JFK Intl) | 9,239 | 8 | 14,495 | 14 | San Juan, PR (Luis Munoz Marin Intl) | 4,412 | 37 | 5,234 | 36 |
| Charlotte-Douglas Intl, NC | 9,579 | 16 | 13,936 | 15 | San Jose Intl, CA | 4,265 | 29 | 5,234 | 37 |
| Seattle-Tacoma Intl, WA | 10,691 | 20 | 13,924 | 16 | Pittsburgh Intl, PA | 9,132 | 24 | 5,183 | 38 |
| San Francisco Intl, CA | 14,916 | 18 | 13,829 | 17 | Kansas City Intl, MO | 4,500 | 46 | 5,052 | 39 |
| New York, NY (La Guardia) | 9,665 | 15 | 12,512 | 18 | Sacramento Intl, CA | 3,195 | 45 | 5,049 | 40 |
| Miami Intl, FL | 12,023 | 14 | 12,334 | 19 | | | | | |
| Boston, MA (Logan Intl) | 10,462 | 38 | 11,901 | 20 | | | | | |
| Washington, DC (Dulles Intl) | 4,560 | 11 | 11,756 | 21 | | | | | |

X Not applicable.

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

## Table 1043. **Domestic Airline Markets: 2006**

[**In thousands (3,783 represents 3,783,000). For calendar year.** Data are for the 25 top markets and include all commercial airports in each metro area. Data represent origin and final destination of travel]

| Market | Passengers | Market | Passengers |
|---|---|---|---|
| Fort Lauderdale to—from New York | 3,783 | Chicago to—from Las Vegas | 1,617 |
| New York to—from Orlando | 3,576 | New York to—from San Juan | 1,589 |
| Chicago to—from New York | 3,292 | Dallas/Fort Worth to—from Houston | 1,580 |
| Atlanta to—from New York | 2,654 | Chicago to—from Los Angeles | 1,565 |
| Los Angeles to—from New York | 2,642 | Dallas/Fort Worth to—from New York | 1,459 |
| New York to—from West Palm Beach | 1,980 | Chicago to—from Orlando | 1,438 |
| Boston to—from New York | 1,867 | Chicago to—from Phoenix | 1,386 |
| Las Vegas to—from New York | 1,786 | Chicago to—from Washington | 1,345 |
| New York to—from Tampa | 1,776 | Las Vegas to—from Los Angeles | 1,330 |
| New York to—from San Francisco | 1,767 | Atlanta to—from Washington | 1,289 |
| Miami to—from New York | 1,735 | Orlando to—from Philadelphia | 1,262 |
| Honolulu to—from Kahului | 1,677 | Chicago to—from Dallas/Fort Worth | 1,261 |
| New York to—from Washington | 1,672 | | |

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

## Table 1044. **Worldwide Airline Fatalities: 1987 to 2006**

[For scheduled air transport operations. Excludes accidents due to acts of unlawful interference]

| Year | Fatal accidents | Passenger deaths | Death rate [1] | Year | Fatal accidents | Passenger deaths | Death rate [1] |
|---|---|---|---|---|---|---|---|
| 1987 | 25 | 900 | 0.06 | 1997 | 25 | 921 | 0.04 |
| 1988 | 29 | 742 | 0.04 | 1998 | 20 | 904 | 0.03 |
| 1989 | 29 | 879 | 0.05 | 1999 | 21 | 499 | 0.02 |
| 1990 | 27 | 544 | 0.03 | 2000 | 18 | 757 | 0.03 |
| 1991 | 29 | 638 | 0.03 | 2001 | 13 | 577 | 0.02 |
| 1992 | 28 | 1,070 | 0.06 | 2002 | 14 | 791 | 0.03 |
| 1993 | 33 | 864 | 0.04 | 2003 | 7 | 466 | 0.02 |
| 1994 | 27 | 1,170 | 0.05 | 2004 | 9 | 203 | 0.01 |
| 1995 | 25 | 711 | 0.03 | 2005 | 17 | 712 | 0.02 |
| 1996 | 24 | 1,146 | 0.05 | 2006 | 23 | 755 | 0.02 |

[1] Rate per 100 million passenger kilometers flown.

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

## Table 1045. **Aircraft Accidents: 1990 to 2006**

[**For years ending December 31**]

| Item | Unit | 1990 | 1995 | 2000 | 2003 | 2004 | 2005 | 2006, prel. |
|---|---|---|---|---|---|---|---|---|
| Air carrier accidents, all services [1] | Number | 24 | 36 | 56 | 54 | 30 | 40 | 31 |
| Fatal accidents | Number | 6 | 3 | 3 | 2 | 2 | 3 | 2 |
| Fatalities | Number | 39 | 168 | 92 | 22 | 14 | 22 | 50 |
| Aboard | Number | 12 | 162 | 92 | 21 | 14 | 20 | 49 |
| Rates per 100,000 flight hours: | | | | | | | | |
| Accidents | Rate | 0.198 | 0.267 | 0.306 | 0.309 | 0.159 | 0.206 | 0.158 |
| Fatal accidents | Rate | 0.049 | 0.022 | 0.016 | 0.011 | 0.011 | 0.015 | 0.010 |
| Commuter air carrier accidents [2] | Number | 15 | 12 | 12 | 2 | 4 | 6 | 3 |
| Fatal accidents | Number | 3 | 2 | 1 | 1 | – | – | 1 |
| Fatalities | Number | 6 | 9 | 5 | 2 | – | – | 2 |
| Aboard | Number | 4 | 9 | 5 | 2 | – | – | 2 |
| Rates per 100,000 flight hours: | | | | | | | | |
| Accidents | Rate | 0.641 | 0.457 | 3.247 | 0.627 | 1.324 | 2.034 | 1.071 |
| Fatal accidents | Rate | 0.128 | 0.076 | 0.271 | 0.313 | – | – | 0.357 |
| On-demand air taxi accidents [3] | Number | 107 | 75 | 80 | 73 | 66 | 66 | 54 |
| Fatal accidents | Number | 29 | 24 | 22 | 18 | 23 | 11 | 10 |
| Fatalities | Number | 51 | 52 | 71 | 42 | 64 | 18 | 16 |
| Aboard | Number | 49 | 52 | 68 | 40 | 63 | 16 | 16 |
| Rates per 100,000 flight hours: | | | | | | | | |
| Accidents | Rate | 4.76 | 3.02 | 2.04 | 2.49 | 2.04 | 1.73 | 1.50 |
| Fatal accidents | Rate | 1.29 | 0.97 | 0.56 | 0.61 | 0.71 | 0.29 | 0.28 |
| General aviation accidents [4] | Number | 2,242 | 2,056 | 1,837 | 1,740 | 1,619 | 1,669 | 1,515 |
| Fatal accidents | Number | 444 | 413 | 345 | 352 | 314 | 321 | 303 |
| Fatalities | Number | 770 | 735 | 596 | 633 | 559 | 563 | 698 |
| Aboard | Number | 765 | 728 | 585 | 630 | 559 | 558 | 538 |
| Rates per 100,000 flight hours: | | | | | | | | |
| Accidents | Rate | 7.85 | 8.21 | 6.57 | 6.68 | 6.49 | 7.20 | 6.64 |
| Fatal accidents | Rate | 1.55 | 1.63 | 1.21 | 1.34 | 1.26 | 1.38 | 1.32 |

– Represents zero. [1] U.S. air carriers operating under 14 CFR 121. Beginning 2000, includes aircraft with 10 or more seats, previously operating under 14 CFR 135. [2] All scheduled service of U.S. air carriers operating under 14 CFR 135. Beginning 2000, only aircraft with fewer than 10 seats. [3] All nonscheduled service of U.S. air carriers operating under 14 CFR 135. [4] U.S. civil registered aircraft not operated under 14 CFR 121 or 135. Data from 2006 include 154 deaths aboard a foreign registered aircraft when it collided with a business general aviation aircraft over the Brazillan Amazon jungle. There were no fatalities in the general aviation aircraft.

Source: U.S. National Transportation Safety Board, "Aviation Accident Statistics," Internet site <http://www.ntsb.gov/aviation/stats.htm> (accessed 11 July 2007).

## Table 1046. **U.S. Carrier Delays, Cancellations, and Diversions: 1995 to 2005**

[**In thousands (5,327.4 represents 5,327,400). For calendar year.** See headnote, table 1047]

| Item | 1995 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Total operations** | **5,327.4** | **5,411.8** | **5,384.7** | **5,527.9** | **5,683.0** | **5,967.8** | **5,271.4** | **6,488.5** | **7,129.3** | **7,140.6** |
| Delays: | | | | | | | | | | |
| Late departures [1] | 827.9 | 846.9 | 870.4 | 937.3 | 1,131.7 | 953.8 | 717.4 | 834.4 | 1,187.6 | 1,279.4 |
| Late arrivals [2] | 1,039.3 | 1,083.8 | 1,070.1 | 1,152.7 | 1,356.0 | 1,104.4 | 868.2 | 1,057.8 | 1,421.4 | 1,466.1 |
| Cancellations [3] | 91.9 | 97.8 | 144.5 | 154.3 | 187.5 | 231.2 | 65.1 | 101.5 | 127.8 | 133.7 |
| Diversions [4] | 10.5 | 12.1 | 13.2 | 13.6 | 14.3 | 12.9 | 8.4 | 11.4 | 13.8 | 14.0 |

[1] Late departures comprise flights departing 15 minutes or more after the scheduled departure time. [2] Late arrivals comprise flights arriving 15 minutes or more after the scheduled arrival time. [3] A cancelled flight is one that was not operated, but was listed in a carrier's computer reservation system within seven days of the scheduled departure. [4] A diverted flight is one that left from the scheduled departure airport but flew to a destination point other than the scheduled destination point.

Source: U.S. Bureau of Transportation Statistics, *National Transportation Statistics*, annual. See also Internet site <http://www.bts.gov/programs/airline_information/annual_airline_on_time_performance>.

## Table 1047. **On-Time Flight Arrivals and Departures at Major U.S. Airports: 2006**

[**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. 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. |
| **Total major airports** | **77.0** | **76.7** | **75.6** | **73.7** | **79.0** | **78.5** | **77.7** | **76.8** |
| Atlanta, Hartsfield | 73.9 | 75.5 | 68.0 | 70.4 | 76.0 | 74.3 | 66.2 | 70.2 |
| Boston, Logan International | 75.6 | 66.8 | 71.9 | 72.8 | 80.5 | 74.8 | 76.5 | 77.9 |
| Baltimore/Washington International | 82.6 | 77.7 | 79.0 | 80.8 | 80.3 | 75.9 | 78.2 | 80.3 |
| Charlotte, Douglas | 81.2 | 76.1 | 74.3 | 73.0 | 81.8 | 75.8 | 76.5 | 75.7 |
| Cincinnati, Greater Cincinnati | 86.4 | 84.7 | 82.0 | 78.9 | 87.6 | 87.0 | 84.2 | 78.4 |
| Washington, Reagan National | 80.6 | 76.4 | 74.9 | 73.4 | 84.9 | 81.7 | 81.0 | 80.2 |
| Denver International | 77.5 | 81.7 | 80.4 | 75.0 | 75.3 | 80.3 | 79.7 | 76.6 |
| Dallas-Fort Worth International | 79.6 | 78.8 | 79.8 | 76.8 | 77.5 | 74.2 | 76.7 | 75.1 |
| Detroit, Metro Wayne County | 80.6 | 79.6 | 76.1 | 69.4 | 79.6 | 79.6 | 78.2 | 73.4 |
| Newark International | 63.5 | 63.0 | 64.5 | 59.3 | 74.6 | 71.8 | 70.1 | 71.1 |
| Fort Lauderdale-Hollywood International | 80.2 | 79.3 | 75.8 | 74.7 | 80.4 | 81.3 | 81.7 | 79.0 |
| Washington/Dulles | 78.7 | 75.7 | 73.6 | 74.6 | 77.9 | 74.3 | 71.9 | 75.2 |
| Houston, George Bush | 77.4 | 76.0 | 80.8 | 76.5 | 80.5 | 77.0 | 81.9 | 79.7 |
| New York, JFK International | 72.7 | 73.7 | 67.3 | 65.2 | 77.6 | 81.1 | 71.9 | 71.2 |
| Las Vegas, McCarran International | 75.2 | 77.6 | 77.3 | 75.7 | 74.1 | 75.5 | 76.1 | 75.3 |
| Los Angeles International | 76.4 | 78.7 | 76.3 | 75.3 | 79.7 | 81.9 | 81.0 | 79.2 |
| New York, La Guardia | 66.2 | 64.5 | 64.9 | 61.0 | 76.5 | 74.4 | 74.6 | 73.5 |
| Orlando International | 81.7 | 79.9 | 78.6 | 79.4 | 81.9 | 80.9 | 79.8 | 81.5 |
| Chicago, Midway | 81.1 | 75.3 | 77.3 | 78.3 | 74.7 | 68.5 | 72.0 | 73.6 |
| Miami International | 79.2 | 77.2 | 71.8 | 76.7 | 80.0 | 79.2 | 73.8 | 79.9 |
| Minneapolis-St. Paul International | 80.0 | 83.3 | 79.9 | 75.6 | 81.5 | 84.6 | 80.9 | 78.0 |
| Oakland International | 75.3 | 79.1 | 80.9 | 77.9 | 76.6 | 79.1 | 81.0 | 76.3 |
| Chicago, O'Hare | 70.7 | 70.4 | 68.5 | 63.3 | 70.2 | 70.7 | 68.6 | 66.0 |
| Portland International | 75.3 | 79.7 | 79.6 | 74.3 | 83.3 | 86.3 | 86.1 | 82.1 |
| Philadelphia International | 75.0 | 70.6 | 68.1 | 68.0 | 75.9 | 71.3 | 69.5 | 72.0 |
| Phoenix, Sky Harbor International | 80.5 | 81.3 | 80.3 | 78.9 | 79.4 | 79.2 | 79.2 | 79.2 |
| San Diego, Lindbergh Field | 76.4 | 79.0 | 78.8 | 77.5 | 80.9 | 83.1 | 83.8 | 81.8 |
| Seattle-Tacoma International | 72.6 | 77.9 | 74.6 | 70.1 | 78.5 | 81.8 | 78.2 | 75.3 |
| San Francisco International | 66.2 | 71.6 | 74.3 | 69.2 | 72.5 | 77.0 | 79.1 | 74.3 |
| Salt Lake City International | 78.9 | 86.3 | 85.4 | 80.4 | 83.3 | 88.3 | 87.2 | 83.7 |
| St. Louis, Lambert | 82.5 | 77.2 | 77.8 | 76.8 | 83.1 | 78.1 | 80.3 | 78.7 |
| Tampa, Tampa International | 79.9 | 78.9 | 76.6 | 79.2 | 82.5 | 82.2 | 81.1 | 83.7 |

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

## Table 1048. **Consumer Complaints Against U.S. Airlines: 1990 to 2006**

[**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 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 |
|---|---|---|---|---|---|---|---|---|---|
| **Total** | **7,703** | **4,629** | **20,564** | **14,076** | **7,697** | **4,601** | **5,839** | **6,900** | **6,448** |
| Flight problems [1] | 3,034 | 1,133 | 8,698 | 5,048 | 1,808 | 1,049 | 1,462 | 1,942 | 1,845 |
| Customer service [2] | 758 | 667 | 4,074 | 2,531 | 1,478 | 584 | 742 | 800 | 870 |
| Baggage | 1,329 | 628 | 2,753 | 1,965 | 1,082 | 802 | 1,085 | 1,586 | 1,400 |
| Ticketing/boarding [3] | 624 | 666 | 1,405 | 1,310 | 898 | 643 | 637 | 679 | 708 |
| Refunds | 701 | 576 | 803 | 942 | 737 | 428 | 376 | 530 | 485 |
| Fares [4] | 312 | 185 | 708 | 568 | 436 | 243 | 180 | 219 | 172 |
| Disability [5] | (NA) | (NA) | 612 | 457 | 420 | 325 | 467 | 430 | 365 |
| Oversales [6] | 399 | 263 | 759 | 539 | 364 | 223 | 263 | 284 | 275 |
| Discrimination [7] | (NA) | (NA) | (NA) | 164 | 176 | 71 | 96 | 100 | 90 |
| Advertising | 96 | 66 | 42 | 42 | 43 | 13 | 41 | 45 | 30 |
| Tours | 29 | 18 | 25 | 11 | ([8]) | ([8]) | ([8]) | ([8]) | ([8]) |
| Animals | (NA) | (NA) | 1 | 6 | – | 2 | 3 | 3 | 3 |
| Smoking | 74 | 15 | ([9]) | ([9]) | ([9]) | ([9]) | ([9]) | ([9]) | ([9]) |
| Credit | 5 | 4 | ([9]) | ([9]) | ([9]) | ([9]) | ([9]) | ([9]) | ([9]) |
| Other | 342 | 408 | 684 | 493 | 255 | 218 | 487 | 282 | 205 |

– Represents zero. NA Not available. [1] Cancellations, delays, etc. from schedule. [2] Unhelpful employees, inadequate meals or cabin service, treatment of delayed passengers. [3] Errors in reservations and ticketing; problems in making reservations and obtaining tickets. [4] Incorrect or incomplete information about fares, discount fare conditions, and availability, etc. [5] Prior to 2000, included in ticketing/boarding. [6] All bumping problems, whether or not airline complied with DOT regulations. [7] Allegations of discrimination by airlines due to factors other than disability, such as race, religion, national origin, or sex. [8] Included in "Other" beginning 2002. [9] Included in "Other" beginning 2000.

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

## Table 1049. **Commuter/Regional Airline Operations Summary: 2003 to 2006**

[**Calendar year data (112.6 represents 112,600,000).** 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 | 2003 | 2004 | 2005 | 2006 |
|---|---|---|---|---|---|
| Passenger carriers operating | Number | 73 | 75 | 75 | 71 |
| Passengers enplaned | Millions | 112.6 | 134.1 | 154.2 | 155.7 |
| Average passengers enplaned per carrier | 1,000 | 1,542.5 | 1,787.7 | 2,055.6 | 2,193.5 |
| Revenue passenger miles (RPM) | Billions | 47.7 | 62.6 | 73.8 | 74.4 |
| Average RPMs per carrier | Millions | 652.8 | 835.1 | 983.7 | 1,047.2 |
| Available seat miles | Billions | 72.2 | 91.6 | 104.8 | 100.9 |
| Average load factor | Percent | 66.0 | 68.4 | 70.4 | 73.7 |
| Departures completed | Millions | 4.6 | 5.0 | 5.3 | 5.1 |
| Airports served | Number | 823 | 846 | 846 | 896 |
| Average trip length | Miles | 423.2 | 467.1 | 478.5 | 477.4 |
| Average seating capacity (seats) | Number | 48.9 | 52.4 | 54.4 | 53.6 |
| Fleet flying hours | 1,000 | 5,940.3 | 6,595.5 | 7,333.0 | 7,132.7 |

Source: Compiled by the Regional Airline Association and BACK Aviation from DOT Form 41 data, *Annual Report of the Regional Airline Industry* (copyright).

## Table 1050. **Airports, Aircraft, and Airmen: 1980 to 2005**

**[As of December 31 or for years ending December 31]**

| Item | 1980 | 1985 | 1990 | 1995 | 2000 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|
| Airports, total [1] | 15,161 | 16,319 | 17,490 | 18,224 | 19,281 | 19,581 | 19,820 | 19,854 |
| Public | 4,814 | 5,858 | 5,589 | 5,415 | 5,317 | 5,286 | 5,288 | 5,270 |
| Percent—with lighted runways | 66.2 | 68.1 | 71.4 | 74.3 | 75.9 | 76.2 | 76.3 | 76.8 |
| With paved runways | 72.3 | 66.7 | 70.7 | 73.3 | 74.3 | 74.5 | 74.5 | 74.8 |
| Private | 10,347 | 10,461 | 11,901 | 12,809 | 13,964 | 14,295 | 14,532 | 14,584 |
| Percent—with lighted runways | 15.2 | 9.1 | 7.0 | 6.4 | 7.2 | 8.6 | 9.0 | 9.2 |
| With paved runways | 13.3 | 17.4 | 31.5 | 33.0 | 32.0 | 32.7 | 32.8 | 33.2 |
| Certificated [2] | 730 | 700 | 680 | 667 | 651 | 628 | 599 | 575 |
| Civil | (X) | (X) | (X) | 572 | 563 | 555 | 542 | (NA) |
| Civil military | (X) | (X) | (X) | 95 | 88 | 73 | 57 | (NA) |
| General aviation | 14,431 | 15,619 | 16,810 | 17,557 | 18,630 | 18,953 | 19,221 | 19,279 |
| Active air carrier fleet [3] | 3,805 | 4,678 | 6,083 | 7,411 | 8,055 | 8,176 | 8,186 | 8,225 |
| Fixed wing | 3,803 | 4,673 | 6,072 | 7,293 | 8,016 | 8,144 | 8,150 | 8,182 |
| Helicopter | 2 | 5 | 11 | 118 | 39 | 32 | 36 | 43 |
| General aviation fleet [4] | 211,043 | 196,500 | 198,000 | 188,089 | 217,533 | 209,708 | 219,426 | 224,352 |
| Fixed-wing | 200,094 | 184,700 | 184,500 | 162,342 | 183,276 | 176,624 | 182,867 | 185,373 |
| Turbojet | 2,992 | 4,100 | 4,100 | 4,559 | 7,001 | 7,997 | 9,298 | 9,823 |
| Turboprop | 4,089 | 5,000 | 5,300 | 4,995 | 5,762 | 7,689 | 8,379 | 7,942 |
| Piston | 193,013 | 175,600 | 175,200 | 152,788 | 170,513 | 160,938 | 165,189 | 167,608 |
| Rotocraft | 6,001 | 6,000 | 6,900 | 5,830 | 7,150 | 6,525 | 7,821 | 8,728 |
| Other | 4,945 | 5,800 | 6,600 | 4,741 | 6,700 | 6,008 | 5,939 | 6,454 |
| Gliders | (X) | (X) | (X) | 2,182 | 2,041 | 2,002 | 2,116 | 2,074 |
| Lighter than air | (X) | (X) | (X) | 2,559 | 4,660 | 4,006 | 3,823 | 4,380 |
| Experimental | (X) | (X) | (X) | 15,176 | 20,407 | 20,550 | 22,800 | 23,627 |
| Airman certificates held: [5] | | | | | | | | |
| Pilot, total | 827,071 | 709,540 | 702,659 | 639,184 | 625,581 | 625,011 | 618,633 | 609,737 |
| Women | 52,902 | 43,082 | 40,515 | 38,032 | 36,757 | 37,694 | 37,243 | 36,584 |
| Student | 199,833 | 146,652 | 128,663 | 101,279 | 93,064 | 87,296 | 87,910 | 87,213 |
| Recreational | (X) | (X) | 87 | 232 | 340 | 310 | 291 | 278 |
| Airplane: | | | | | | | | |
| Private | 357,479 | 311,086 | 299,111 | 261,399 | 251,561 | 241,045 | 235,994 | 228,619 |
| Commercial | 183,442 | 151,632 | 149,666 | 133,980 | 121,858 | 123,990 | 122,592 | 120,614 |
| Air transport | 69,569 | 82,740 | 107,732 | 123,877 | 141,596 | 143,504 | 142,160 | 141,992 |
| Rotocraft only [6] | 6,030 | 8,123 | 9,567 | 7,183 | 7,775 | 7,916 | 8,586 | 9,518 |
| Glider only | 7,039 | 8,168 | 7,833 | 11,234 | 9,387 | 20,950 | 21,100 | 21,369 |
| Flight instructor certificates | 60,440 | 58,940 | 63,775 | 77,613 | 80,931 | 87,816 | 89,596 | 90,555 |
| Instrument ratings | 260,462 | 258,559 | 297,073 | 298,798 | 311,944 | 315,413 | 313,546 | 311,828 |
| Nonpilot [7] | 368,356 | 395,139 | 492,237 | 651,341 | 547,453 | 509,835 | 515,293 | 644,016 |
| Mechanic | 250,157 | 274,100 | 344,282 | 405,294 | 344,434 | 313,032 | 317,111 | 320,293 |
| Repairmen | (X) | (X) | (X) | 61,233 | 38,208 | 37,248 | 39,231 | 40,030 |
| Parachute rigger | 9,547 | 9,395 | 10,094 | 11,824 | 10,477 | 7,883 | 8,011 | 8,150 |
| Ground instructor | 61,550 | 58,214 | 66,882 | 96,165 | 72,326 | 72,692 | 73,735 | 74,378 |
| Dispatcher | 6,799 | 8,511 | 11,002 | 15,642 | 16,340 | 16,955 | 17,493 | 18,079 |
| Flight navigator | 1,936 | 1,542 | 1,290 | 916 | 570 | 382 | 336 | 298 |
| Flight engineer | 38,367 | 43,377 | 58,687 | 60,267 | 65,098 | 61,643 | 59,376 | 57,756 |

NA Not available. X Not applicable. [1] 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. [2] Certificated airports serve air-carriers with aircraft seating more than 30 passengers. [3] 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). [4] Beginning 1995, excludes commuters. [5] Source: U.S. Federal Aviation Administration. See Internet site <http://www.faa.gov/data_statistics/>. Prior years in the *Statistical Handbook of Aviation,* annual. [6] Data for 1980 and 1985 are for helicopters only. [7] All certificates on record. No medical examination required.

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

## Table 1051. **Freight Carried on Major U.S. Waterways: 1980 to 2005**

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

| Item | 1980 | 1985 | 1990 | 1995 | 2000 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|---|
| Atlantic intracoastal waterway | 4.0 | 3.1 | 4.2 | 3.5 | 3.1 | 1.9 | 1.9 | 2.3 | 2.7 |
| Great Lakes | 183.5 | 148.1 | 167.1 | 177.8 | 187.5 | 167.2 | 156.5 | 178.4 | 169.4 |
| Gulf intracoastal waterway | 94.5 | 102.5 | 115.4 | 118.0 | 113.8 | 107.7 | 117.8 | 123.3 | 116.1 |
| Mississippi River system [1] | 584.2 | 527.8 | 659.1 | 707.2 | 715.5 | 712.8 | 676.8 | 699.8 | 678.0 |
| Mississippi River mainstem | 441.5 | 384.0 | 475.3 | 520.3 | 515.6 | 501.7 | 478.0 | 496.9 | 464.6 |
| Ohio River system [2] | 179.3 | 203.9 | 260.0 | 267.6 | 274.4 | 280.9 | 261.3 | 271.5 | 280.1 |
| Columbia River | 49.2 | 42.4 | 51.4 | 57.1 | 55.2 | 45.0 | 47.2 | 53.5 | 51.5 |
| Snake River | 5.1 | 3.5 | 4.8 | 6.8 | 6.7 | 4.3 | 5.3 | 5.7 | 5.3 |

[1] Main channels and all tributaries of the Mississippi, Illinois, Missouri, and Ohio Rivers. [2] 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. See Internet site <http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm>.

## Table 1052. **Waterborne Commerce by Type of Commodity: 1995 to 2005**

[**In millions of short tons (2,240.4 represents 2,240,400,000).** One short ton equals 2,000 lbs. 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 | 1995 | 2000 | 2004 | 2005 | | | |
|---|---|---|---|---|---|---|---|
| | | | | Total | Domestic | Foreign imports | Foreign exports |
| **Total** | **2,240.4** | **2,424.6** | **2,551.9** | **2,527.6** | **1,028.9** | **1,096.9** | **401.8** |
| Coal | 324.5 | 297.0 | 306.1 | 316.6 | 235.3 | 31.2 | 50.2 |
| Petroleum and petroleum products | 907.1 | 1,044.0 | 1,127.1 | 1,111.4 | 362.7 | 685.3 | 63.4 |
| Crude petroleum | 504.6 | 571.4 | 616.2 | 602.7 | 79.4 | 522.8 | 0.5 |
| Petroleum products [1] | 402.5 | 472.4 | 510.9 | 508.8 | 283.3 | 162.5 | 63.0 |
| Gasoline | 114.4 | 125.2 | 149.1 | 156.1 | 83.5 | 63.0 | 9.6 |
| Distillate fuel oil | 76.7 | 91.7 | 139.1 | 141.1 | 72.8 | 52.7 | 15.6 |
| Residual fuel oil | 111.9 | 131.6 | 92.9 | 96.1 | 78.8 | 13.8 | 3.5 |
| Chemicals and related products | 153.7 | 172.4 | 180.3 | 174.9 | 72.7 | 45.5 | 56.7 |
| Fertilizers | 35.7 | 35.1 | 34.3 | 34.5 | 12.6 | 8.9 | 13.0 |
| Other chemicals and related products | 118.0 | 137.3 | 146.0 | 140.4 | 60.0 | 36.6 | 43.7 |
| Crude material, inedible | 381.7 | 380.3 | 390.3 | 386.0 | 213.4 | 117.2 | 55.4 |
| Forest products, wood and chips | 47.2 | 33.1 | 27.8 | 29.4 | 9.3 | 11.0 | 9.1 |
| Pulp and waste paper | 14.9 | 13.6 | 17.5 | 18.7 | 0.1 | 2.1 | 16.5 |
| Soil, sand, gravel, rock, and stone [1] | 152.5 | 165.0 | 179.8 | 177.9 | 128.8 | 44.9 | 4.2 |
| Limestone | 54.0 | 67.4 | 73.2 | 73.5 | 52.4 | 17.9 | 3.1 |
| Phosphate rock | 10.7 | 3.4 | 6.4 | 6.0 | 3.3 | 2.7 | – |
| Sand & gravel | 77.0 | 79.0 | 83.6 | 80.2 | 69.1 | 10.4 | 0.8 |
| Iron ore and scrap | 104.9 | 97.9 | 94.8 | 85.7 | 55.0 | 14.8 | 15.9 |
| Marine shells | 0.5 | 0.3 | – | – | – | – | – |
| Nonferrous ores and scrap | 27.9 | 29.2 | 25.4 | 29.2 | 6.2 | 18.9 | 4.1 |
| Sulphur, clay, and salt | 23.4 | 11.3 | 8.3 | 8.7 | 1.2 | 2.8 | 4.7 |
| Slag | 1.9 | 4.0 | 6.2 | 6.0 | 2.5 | 3.5 | – |
| Other nonmetal minerals | 8.4 | 25.9 | 30.5 | 30.4 | 10.4 | 19.1 | 1.0 |
| Primary manufactured goods | 106.3 | 153.0 | 159.6 | 166.4 | 44.9 | 102.4 | 19.1 |
| Papers products | 13.1 | 12.1 | 13.1 | 13.7 | 0.3 | 6.7 | 6.8 |
| Lime, cement, and glass | 33.9 | 55.9 | 55.3 | 62.4 | 20.5 | 40.3 | 1.6 |
| Primary iron and steel products | 44.1 | 57.1 | 54.0 | 52.1 | 16.2 | 33.7 | 2.1 |
| Primary nonferrous metal products | 12.3 | 25.5 | 32.6 | 33.5 | 7.8 | 17.3 | 8.3 |
| Primary wood products | 2.9 | 2.5 | 4.6 | 4.8 | 0.1 | 4.4 | 0.3 |
| Food and farm products | 303.2 | 283.3 | 271.3 | 251.3 | 77.7 | 35.9 | 137.7 |
| Fish | 3.6 | 2.4 | 2.9 | 3.0 | 0.1 | 1.7 | 1.1 |
| Grain [1] | 167.9 | 145.2 | 141.8 | 124.0 | 44.6 | 1.4 | 78.0 |
| Wheat | 48.5 | 43.4 | 44.8 | 36.4 | 8.9 | 0.2 | 27.2 |
| Corn | 105.0 | 88.2 | 86.4 | 75.2 | 31.9 | 0.1 | 43.2 |
| Oilseeds | 46.1 | 57.6 | 48.4 | 47.2 | 19.0 | 0.3 | 27.9 |
| Soybeans | 42.0 | 47.3 | 42.7 | 40.8 | 16.4 | 0.1 | 24.2 |
| Vegetables products | 9.0 | 8.9 | 9.1 | 8.3 | 1.0 | 4.0 | 3.3 |
| Processed grain and animal feed | 33.0 | 23.1 | 19.3 | 18.4 | 6.5 | 0.7 | 11.3 |
| Other agricultural products | 43.5 | 46.1 | 49.7 | 50.5 | 6.6 | 27.8 | 16.1 |
| All manufactured equip, machinery and products | 57.0 | 83.6 | 102.7 | 110.3 | 20.2 | 73.5 | 16.6 |
| Waste and scrap, n.e.c. [2] | 5.4 | 4.3 | 3.0 | 2.0 | 2.0 | – | – |
| Unknown or not elsewhere classified | 1.6 | 6.8 | 11.6 | 8.7 | 0.1 | 5.9 | 2.7 |

– Represents or rounds to zero. [1] Includes commodities not shown separately. [2] N.e.c. means not elsewhere classified.

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

## Table 1053. **Selected U.S. Ports by Tons of Traffic: 2005**

[**In thousands of short tons (44,113 represents 44,113,000), except rank.** One short ton equals 2,000 lbs. For calendar year for the top 30 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 of Engineers projects]

| Port name | Rank | Total | Foreign | | | Domestic |
|---|---|---|---|---|---|---|
| | | | Total | Inbound | Outbound | |
| Baltimore, MD | 18 | 44,113 | 28,235 | 21,507 | 6,727 | 15,878 |
| Baton Rouge, LA | 9 | 59,294 | 22,405 | 17,585 | 4,820 | 36,889 |
| Beaumont, TX | 6 | 78,887 | 60,102 | 55,505 | 4,597 | 18,784 |
| Corpus Christi, TX | 7 | 77,647 | 53,808 | 45,418 | 8,390 | 23,839 |
| Duluth-Superior, MN and WI | 16 | 44,722 | 14,513 | 561 | 13,952 | 30,209 |
| Freeport, TX | 22 | 33,602 | 28,445 | 25,416 | 3,030 | 5,156 |
| Houston, TX | 2 | 211,666 | 145,051 | 103,190 | 41,861 | 66,615 |
| Huntington - Tristate | 4 | 83,889 | – | – | – | 83,889 |
| Lake Charles, LA | 13 | 52,725 | 32,106 | 27,083 | 5,023 | 20,619 |
| Long Beach, California | 5 | 79,858 | 63,301 | 44,493 | 18,808 | 16,557 |
| Los Angeles, CA | 12 | 54,894 | 46,926 | 33,994 | 12,932 | 7,968 |
| Mobile, AL | 11 | 57,665 | 31,376 | 21,224 | 10,152 | 26,289 |
| New Orleans, LA | 8 | 65,876 | 33,079 | 21,252 | 11,827 | 32,797 |
| New York, NY and NJ | 3 | 152,132 | 87,799 | 76,567 | 11,232 | 64,333 |
| Norfolk Harbor, VA | 21 | 35,281 | 26,444 | 8,568 | 17,876 | 8,837 |
| Pascagoula, MS | 26 | 29,324 | 19,894 | 16,542 | 3,352 | 9,429 |
| Paulsboro, NJ | 23 | 32,072 | 18,383 | 18,134 | 249 | 13,689 |
| Philadelphia, PA | 20 | 39,365 | 26,237 | 25,915 | 323 | 13,127 |
| Pittsburgh, PA | 19 | 43,624 | – | – | – | 43,624 |
| Plaquemines, LA, Port of | 15 | 47,872 | 15,953 | 8,039 | 7,914 | 31,918 |
| Portland, ME | 27 | 29,286 | 28,193 | 28,039 | 154 | 1,093 |
| Portland, OR | 29 | 28,127 | 16,356 | 4,411 | 11,945 | 11,771 |
| Savannah, GA | 25 | 30,114 | 28,300 | 18,216 | 10,084 | 1,814 |
| Seattle, WA | 30 | 28,081 | 20,983 | 10,476 | 10,507 | 7,098 |
| South Louisiana, LA, Port of | 1 | 212,245 | 94,574 | 43,490 | 51,084 | 117,672 |
| St. Louis, MO and IL | 24 | 30,347 | – | – | – | 30,347 |
| Tacoma, WA | 28 | 28,289 | 20,674 | 7,659 | 13,015 | 7,615 |
| Tampa, FL | 14 | 49,174 | 20,109 | 11,838 | 8,271 | 29,065 |
| Texas City, TX | 10 | 57,839 | 43,467 | 38,005 | 5,462 | 14,372 |
| Valdez, AK | 17 | 44,448 | – | – | – | 44,448 |

– Represents zero.

Source: U.S. Army Corps of Engineers, *"Waterborne Commerce of the United States, 2005."* See Internet site <http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm> (accessed 27 June 2007).

## Table 1054. **Selected U.S. Ports/Waterways by Container Traffic: 2005**

[**In thousands of twenty-foot equivalent units (TEUS). 30,058.9 represents 30,058,900.** For calendar year. For the 30 leading ports/waterways in total TEUS. A TEUS is a measure of containerized cargo capacity equal to 1 standard 20-foot length by 8-foot width by 8-foot 6-inch height container]

| Port/waterway name | Rank | Total loaded | Domestic | | | Foreign loaded | |
|---|---|---|---|---|---|---|---|
| | | | Total [1] | Inbound loaded | Outbound loaded | Total | Inbound |
| **Total [2]** | **(X)** | **30,058.9** | **5,244.1** | **2,088.2** | **2,088.2** | **25,882.6** | **17,329.4** |
| Anchorage, AK | 17 | 293.3 | 317.2 | 231.3 | 59.9 | 2.2 | 0.3 |
| Baltimore, MD | 16 | 486.8 | 128.4 | 55.1 | 50.8 | 380.9 | 244.0 |
| Boston, MA | 20 | 160.2 | 30.0 | 16.7 | 13.4 | 130.2 | 73.9 |
| Camden-Gloucester, NJ | 29 | 65.9 | 39.8 | 6.1 | 21.9 | 37.9 | 31.3 |
| Charleston, SC | 6 | 1,513.6 | 13.1 | 1.3 | 3.3 | 1,509.0 | 897.0 |
| Chester, PA | 26 | 100.0 | – | – | – | 100.0 | 56.1 |
| Gulfport, MS | 21 | 150.8 | – | – | – | 150.8 | 93.6 |
| Honolulu, HI | 11 | 855.8 | 1,146.3 | 545.0 | 271.0 | 39.7 | 22.9 |
| Houston, TX | 10 | 1,289.8 | 68.2 | 23.1 | 33.3 | 1,233.4 | 624.8 |
| Jacksonville, FL | 15 | 581.8 | 432.1 | 75.5 | 329.3 | 177.0 | 52.2 |
| Kahului, Maui, HI | 28 | 82.2 | 110.0 | 62.9 | 19.2 | – | – |
| Kawaihae Harbor, HI | 30 | 60.3 | 84.3 | 46.9 | 13.4 | – | – |
| Long Beach, CA | 1 | 5,200.1 | 437.3 | 48.0 | 272.0 | 4,880.1 | 3,733.8 |
| Los Angeles, CA | 2 | 4,375.4 | 10.2 | 1.9 | 7.9 | 4,365.6 | 3,465.5 |
| Miami, FL | 12 | 777.5 | 8.9 | 2.3 | 0.8 | 774.4 | 445.7 |
| New Orleans, LA | 18 | 176.5 | 15.1 | 6.5 | 3.2 | 166.8 | 69.1 |
| New York, NY and NJ | 3 | 3,580.6 | 193.4 | 72.6 | 105.3 | 3,402.6 | 2,428.3 |
| Newport News, VA | 25 | 103.2 | – | – | – | 103.2 | 61.3 |
| Norfolk Harbor, VA | 9 | 1,436.2 | 140.9 | 60.8 | 57.5 | 1,317.9 | 778.7 |
| Oakland, CA | 4 | 1,560.6 | 285.8 | 46.2 | 168.0 | 1,346.3 | 759.1 |
| Palm Beach, FL | 22 | 138.7 | – | – | – | 138.7 | 35.5 |
| Philadelphia, PA | 24 | 131.1 | 1.3 | 0.2 | 1.1 | 129.8 | 109.0 |
| Port Everglades, FL | 14 | 591.4 | 16.4 | – | 15.9 | 575.5 | 276.4 |
| Portland, OR | 23 | 131.6 | 19.2 | 9.1 | 0.3 | 122.3 | 60.8 |
| San Juan, PR | 13 | 725.8 | 561.4 | 424.6 | 97.2 | 204.0 | 162.5 |
| Savannah, GA | 7 | 1,485.8 | 11.3 | 1.4 | 0.7 | 1,483.8 | 801.5 |
| Seattle, WA | 8 | 1,443.0 | 302.5 | 44.9 | 150.5 | 1,247.5 | 818.4 |
| Tacoma, WA | 5 | 1,545.2 | 335.6 | 62.6 | 251.0 | 1,231.6 | 838.1 |
| Wilmington, DE | 19 | 161.6 | – | – | – | 161.6 | 120.4 |
| Wilmington, NC | 27 | 91.6 | – | – | – | 91.6 | 61.6 |

– Represents zero. [1] Includes empty TEUS. [2] Includes other ports/waterways not shown separately.

Source: U.S. Army Corps of Engineers, "U.S. Waterborne Container Traffic for U.S. Port/Waterway in 2005." See Internet site <http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm> (accessed 27 June 2007).

## Table 1055. **Highway Mileage—Urban and Rural by Ownership: 1980 to 2005**

[**In thousands (3,955 represents 3,955,000). As of Dec. 31.** Includes Puerto Rico beginning 2000]

| Type and control | 1980 | 1985 | 1990 | 1995 | 2000 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|---|
| **Total mileage** [1] | [2]3,955 | 3,862 | 3,880 | 3,912 | 3,951 | 3,982 | 3,991 | 3,997 | 4,012 |
| Urban mileage [3] | 624 | 691 | 757 | 819 | 859 | 902 | 954 | 994 | 1,023 |
| Under state control | 79 | 111 | 96 | 112 | 112 | 112 | 127 | 130 | 144 |
| Under local control | 543 | 578 | 661 | 706 | 746 | 787 | 828 | 862 | 874 |
| Rural mileage | [2]3,331 | 3,171 | 3,123 | 3,093 | 3,092 | 3,080 | 3,036 | 3,003 | 2,989 |
| Under state control | 702 | 773 | 703 | 691 | 664 | 665 | 653 | 650 | 637 |
| Under local control | 2,270 | 2,173 | 2,242 | 2,231 | 2,311 | 2,297 | 2,263 | 2,236 | 2,228 |
| Under federal control | 262 | 225 | 178 | 170 | 117 | 118 | 120 | 118 | 123 |

[1] Beginning 1985, includes only public road mileage as defined in 23 USC 402. [2] Includes 98,000 miles of nonpublic road mileage previously contained in other rural categories. [3] 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>.

## Table 1056. **Hazardous Shipments—Value, Tons, and Ton-Miles: 2002**

[**660,181 represents $660,181,000,000.** For business establishments in mining, manufacturing, wholesale trade, and selected retail industries. 2002 classified by the 1997 North American Industry Classification System (NAICS). Selected auxiliary establishments are also included. Based on the 2002 Economic Census; see Appendix III]

| Mode of transportation | Value (mil. dol.) | | Tons (1,000) | | Ton-miles (mil.) | | Average miles per shipment |
|---|---|---|---|---|---|---|---|
| | Total | Percent | Total | Percent | Total | Percent | |
| **All modes** | **660,181** | **100.0** | **2,191,519** | **100.0** | **326,727** | **100.0** | **136** |
| **Single modes** | **644,489** | **97.6** | **2,158,533** | **98.5** | **311,897** | **95.5** | **105** |
| Truck [1] | 419,630 | 63.6 | 1,159,514 | 52.9 | 110,163 | 33.7 | 86 |
| For-hire truck | 189,803 | 28.8 | 449,503 | 20.5 | 65,112 | 19.9 | 285 |
| Private truck | 226,660 | 34.3 | 702,186 | 32.0 | 44,087 | 13.5 | 38 |
| Rail | 31,339 | 4.7 | 109,369 | 5.0 | 72,087 | 22.1 | 695 |
| Water | 46,856 | 7.1 | 228,197 | 10.4 | 70,649 | 21.6 | (S) |
| Air (includes truck and air) | 1,643 | 0.2 | 64 | – | 85 | – | 2,080 |
| Pipeline [2] | 145,021 | 22.0 | 661,390 | 30.2 | (S) | (S) | (S) |
| **Multiple modes** | **9,631** | **1.5** | **18,745** | **0.9** | **12,488** | **3.8** | **849** |
| Parcel, U.S. Postal Service or courier | 4,268 | 0.6 | 245 | – | 119 | – | 837 |
| Other multiple modes | 5,363 | 0.8 | 18,500 | 0.8 | 12,369 | 3.8 | 1,371 |
| **Other and unknown modes** | **6,061** | **0.9** | **14,241** | **0.6** | **2,342** | **0.7** | **57** |
| **Class of material** | **660,181** | **100.0** | **2,191,519** | **100.0** | **326,727** | **100.0** | **136** |
| Class 1, explosives | 7,901 | 1.2 | 5,000 | 0.2 | 1,568 | 0.5 | 651 |
| Class 2, gasses | 73,932 | 11.2 | 213,358 | 9.7 | 37,262 | 11.4 | 95 |
| Class 3, flammable liquids | 490,238 | 74.3 | 1,788,986 | 81.6 | 218,574 | 66.9 | 106 |
| Class 4, flammable solids | 6,566 | 1.0 | 11,300 | 0.5 | 4,391 | 1.3 | 158 |
| Class 5, oxidizers and organic peroxides | 5,471 | 0.8 | 12,670 | 0.6 | 4,221 | 1.3 | 407 |
| Class 6, toxic (poison) | 8,275 | 1.3 | 8,459 | 0.4 | 4,254 | 1.3 | 626 |
| Class 7, radioactive materials | 5,850 | 0.9 | 57 | – | 44 | – | (S) |
| Class 8, corrosive materials | 38,324 | 5.8 | 90,671 | 4.1 | 36,260 | 11.1 | 301 |
| Class 9, miscellaneous dangerous goods | 23,625 | 3.6 | 61,018 | 2.8 | 20,153 | 6.2 | 368 |

– Rounds to zero. S Data do not meet publication standards due to high sampling variability or other reasons. [1] 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. [2] 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, Hazardous Shipments" Series EC02TCF-US(HM), issued December 2004. See Internet site <http://www.census.gov/svsd/www/cfsmain.html>.

## Table 1057. **Highway Mileage by State—Functional Systems and Urban/Rural: 2005**

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

| State | Total | Functional systems | | | | | Urban | Rural |
|---|---|---|---|---|---|---|---|---|
| | | Interstate | Other free-ways and express-ways | Arterial | Collector | Local | | |
| **U.S.** | **3,995,635** | **46,608** | **10,560** | **394,040** | **790,495** | **2,753,932** | **1,009,839** | **2,985,796** |
| AL | 96,046 | 909 | 29 | 9,123 | 20,284 | 65,701 | 21,627 | 74,419 |
| AK | 14,367 | 1,081 | – | 1,515 | 2,837 | 8,934 | 2,255 | 12,112 |
| AZ | 59,789 | 1,169 | 156 | 5,720 | 8,163 | 44,581 | 22,722 | 37,067 |
| AR | 98,661 | 656 | 99 | 6,876 | 20,327 | 70,703 | 10,935 | 87,726 |
| CA | 169,906 | 2,460 | 1,494 | 26,982 | 31,869 | 107,101 | 85,433 | 84,473 |
| CO | 87,597 | 956 | 314 | 8,922 | 16,250 | 61,155 | 18,819 | 68,778 |
| CT | 21,193 | 346 | 237 | 2,759 | 3,198 | 14,653 | 15,040 | 6,153 |
| DE | 6,093 | 41 | 14 | 664 | 1,040 | 4,334 | 2,885 | 3,208 |
| DC | 1,500 | 13 | 22 | 264 | 152 | 1,049 | 1,500 | – |
| FL | 120,557 | 1,471 | 550 | 12,845 | 14,268 | 91,423 | 81,090 | 39,467 |
| GA | 117,644 | 1,243 | 121 | 14,061 | 22,856 | 79,363 | 36,986 | 80,658 |
| HI | 4,322 | 55 | 34 | 753 | 832 | 2,648 | 2,287 | 2,035 |
| ID | 47,129 | 612 | – | 4,011 | 10,373 | 32,133 | 4,740 | 42,389 |
| IL | 138,833 | 2,169 | 92 | 14,454 | 21,707 | 100,411 | 38,476 | 100,357 |
| IN | 95,575 | 1,169 | 135 | 7,963 | 22,682 | 63,626 | 21,230 | 74,345 |
| IA | 113,971 | 781 | – | 9,697 | 31,522 | 71,971 | 11,115 | 102,856 |
| KS | 135,462 | 874 | 191 | 9,507 | 33,510 | 91,380 | 11,767 | 123,695 |
| KY | 78,020 | 762 | 65 | 5,865 | 16,076 | 55,252 | 12,320 | 65,700 |
| LA | 60,949 | 903 | 53 | 5,570 | 10,032 | 44,391 | 15,517 | 45,432 |
| ME | 22,806 | 367 | 20 | 2,174 | 5,986 | 14,259 | 2,970 | 19,836 |
| MD | 30,961 | 481 | 289 | 3,781 | 5,002 | 21,408 | 16,997 | 13,964 |
| MA | 35,900 | 573 | 312 | 6,175 | 4,825 | 24,015 | 27,947 | 7,953 |
| MI | 121,456 | 1,243 | 328 | 14,462 | 24,562 | 80,861 | 35,423 | 86,033 |
| MN | 132,048 | 915 | 154 | 12,933 | 29,607 | 88,439 | 16,407 | 115,641 |
| MS | 74,181 | 682 | 72 | 7,345 | 15,445 | 50,637 | 10,630 | 63,551 |
| MO | 125,823 | 1,182 | 348 | 10,146 | 24,815 | 89,332 | 19,350 | 106,473 |
| MT | 69,339 | 1,192 | – | 6,038 | 16,367 | 45,742 | 2,754 | 66,585 |
| NE | 93,311 | 482 | 21 | 8,048 | 20,747 | 64,013 | 6,061 | 87,250 |
| NV | 34,624 | 562 | 57 | 3,007 | 5,007 | 25,991 | 6,929 | 27,695 |
| NH | 15,567 | 225 | 52 | 1,534 | 2,742 | 11,014 | 4,721 | 10,846 |
| NJ | 38,552 | 431 | 404 | 5,760 | 4,151 | 27,806 | 31,233 | 7,319 |
| NM | 63,759 | 1,000 | 5 | 5,083 | 8,485 | 49,186 | 7,974 | 55,785 |
| NY | 113,341 | 1,674 | 798 | 13,502 | 20,557 | 76,810 | 41,224 | 72,117 |
| NC | 103,128 | 1,083 | 385 | 9,518 | 17,457 | 74,685 | 32,112 | 71,016 |
| ND | 86,793 | 571 | – | 5,880 | 11,769 | 68,573 | 1,845 | 84,948 |
| OH | 124,840 | 1,574 | 483 | 10,912 | 22,560 | 89,311 | 44,470 | 80,370 |
| OK | 112,938 | 933 | 188 | 8,197 | 25,314 | 78,306 | 15,315 | 97,623 |
| OR | 64,544 | 728 | 55 | 7,020 | 17,681 | 39,060 | 12,795 | 51,749 |
| PA | 120,668 | 1,758 | 546 | 13,222 | 19,837 | 85,305 | 44,482 | 76,186 |
| RI | 6,491 | 71 | 85 | 831 | 882 | 4,622 | 5,226 | 1,265 |
| SC | 66,238 | 843 | 92 | 7,180 | 15,044 | 43,079 | 16,452 | 49,786 |
| SD | 83,909 | 678 | 12 | 6,376 | 19,099 | 57,744 | 2,624 | 81,285 |
| TN | 90,451 | 1,104 | 137 | 9,014 | 17,860 | 62,336 | 21,418 | 69,033 |
| TX | 304,171 | 3,233 | 1,183 | 28,598 | 63,511 | 207,646 | 83,449 | 220,722 |
| UT | 43,573 | 940 | 14 | 3,455 | 7,745 | 31,419 | 10,578 | 32,995 |
| VT | 14,397 | 320 | 20 | 1,303 | 3,130 | 9,624 | 1,396 | 13,001 |
| VA | 71,964 | 1,118 | 240 | 8,306 | 14,074 | 48,226 | 21,489 | 50,475 |
| WA | 83,381 | 764 | 373 | 7,404 | 16,848 | 57,992 | 20,148 | 63,233 |
| WV | 37,028 | 554 | 10 | 3,246 | 8,774 | 24,444 | 4,183 | 32,845 |
| WI | 114,141 | 743 | 268 | 12,398 | 21,608 | 79,124 | 21,932 | 92,209 |
| WY | 27,698 | 914 | 3 | 3,641 | 11,026 | 12,114 | 2,561 | 25,137 |

– Represents zero.

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

## Table 1058. **Bridge Inventory—Total and Deficient, 1996 to 2006, and by State, 2006**

[Based on the National Bridge Inventory program; for details, see source]

| State and year | Number of bridges | Deficient and obsolete | | | | | |
|---|---|---|---|---|---|---|---|
| | | Total number | Percent | Structurally deficient [1] | | Functionally obsolete [2] | |
| | | | | 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 |
| 2003, total | 592,246 | 160,819 | 27.2 | 79,811 | 13.5 | 81,008 | 13.7 |
| 2004, total | 593,885 | 158,318 | 26.7 | 77,758 | 13.1 | 80,560 | 13.6 |
| 2005, total | 594,616 | 156,177 | 26.3 | 75,871 | 12.8 | 80,306 | 13.5 |
| **U.S. total, 2006** | **596,842** | **153,990** | **25.8** | **73,764** | **12.4** | **80,226** | **13.4** |
| Alabama | 15,879 | 4,307 | 27.1 | 2,102 | 13.2 | 2,205 | 13.9 |
| Alaska | 1,210 | 318 | 26.3 | 151 | 12.5 | 167 | 13.8 |
| Arizona | 7,248 | 737 | 10.2 | 161 | 2.2 | 576 | 7.9 |
| Arkansas | 12,502 | 2,974 | 23.8 | 1,068 | 8.5 | 1,906 | 15.2 |
| California | 23,625 | 6,708 | 28.4 | 2,994 | 12.7 | 3,714 | 15.7 |
| Colorado | 8,311 | 1,397 | 16.8 | 575 | 6.9 | 822 | 9.9 |
| Connecticut | 4,166 | 1,401 | 33.6 | 351 | 8.4 | 1,050 | 25.2 |
| Delaware | 849 | 132 | 15.5 | 35 | 4.1 | 97 | 11.4 |
| District of Columbia | 245 | 156 | 63.7 | 22 | 9.0 | 134 | 54.7 |
| Florida | 11,553 | 2,036 | 17.6 | 305 | 2.6 | 1,731 | 15.0 |
| Georgia | 14,523 | 2,911 | 20.0 | 1,113 | 7.7 | 1,798 | 12.4 |
| Hawaii | 1,110 | 513 | 46.2 | 156 | 14.1 | 357 | 32.2 |
| Idaho | 4,062 | 771 | 19.0 | 334 | 8.2 | 437 | 10.8 |
| Illinois | 25,943 | 4,284 | 16.5 | 2,447 | 9.4 | 1,837 | 7.1 |
| Indiana | 18,364 | 4,053 | 22.1 | 2,066 | 11.3 | 1,987 | 10.8 |
| Iowa | 24,825 | 6,661 | 26.8 | 5,152 | 20.8 | 1,509 | 6.1 |
| Kansas | 25,440 | 5,431 | 21.3 | 3,038 | 11.9 | 2,393 | 9.4 |
| Kentucky | 13,637 | 4,289 | 31.5 | 1,362 | 10.0 | 2,927 | 21.5 |
| Louisiana | 13,347 | 4,063 | 30.4 | 1,869 | 14.0 | 2,194 | 16.4 |
| Maine | 2,380 | 820 | 34.5 | 343 | 14.4 | 477 | 20.0 |
| Maryland | 5,059 | 1,380 | 27.3 | 410 | 8.1 | 970 | 19.2 |
| Massachusetts | 4,947 | 2,560 | 51.7 | 586 | 11.8 | 1,974 | 39.9 |
| Michigan | 10,887 | 3,055 | 28.1 | 1,746 | 16.0 | 1,309 | 12.0 |
| Minnesota | 13,008 | 1,586 | 12.2 | 1,135 | 8.7 | 451 | 3.5 |
| Mississippi | 16,952 | 4,460 | 26.3 | 3,170 | 18.7 | 1,290 | 7.6 |
| Missouri | 24,024 | 7,736 | 32.2 | 4,595 | 19.1 | 3,141 | 13.1 |
| Montana | 5,002 | 1,040 | 20.8 | 500 | 10.0 | 540 | 10.8 |
| Nebraska | 15,452 | 3,741 | 24.2 | 2,413 | 15.6 | 1,328 | 8.6 |
| Nevada | 1,630 | 196 | 12.0 | 50 | 3.1 | 146 | 9.0 |
| New Hampshire | 2,359 | 748 | 31.7 | 317 | 13.4 | 431 | 18.3 |
| New Jersey | 6,420 | 2,292 | 35.7 | 760 | 11.8 | 1,532 | 23.9 |
| New Mexico | 3,848 | 692 | 18.0 | 401 | 10.4 | 291 | 7.6 |
| New York | 17,335 | 6,611 | 38.1 | 2,110 | 12.2 | 4,501 | 26.0 |
| North Carolina | 17,666 | 5,072 | 28.7 | 2,256 | 12.8 | 2,816 | 15.9 |
| North Dakota | 4,482 | 1,030 | 23.0 | 776 | 17.3 | 254 | 5.7 |
| Ohio | 27,946 | 6,933 | 24.8 | 2,884 | 10.3 | 4,049 | 14.5 |
| Oklahoma | 23,460 | 7,858 | 33.5 | 6,299 | 26.8 | 1,559 | 6.6 |
| Oregon | 7,234 | 1,784 | 24.7 | 645 | 8.9 | 1,139 | 15.7 |
| Pennsylvania | 22,327 | 9,571 | 42.9 | 5,582 | 25.0 | 3,989 | 17.9 |
| Rhode Island | 753 | 425 | 56.4 | 191 | 25.4 | 234 | 31.1 |
| South Carolina | 9,238 | 2,090 | 22.6 | 1,275 | 13.8 | 815 | 8.8 |
| South Dakota | 5,945 | 1,520 | 25.6 | 1,186 | 19.9 | 334 | 5.6 |
| Tennessee | 19,803 | 4,242 | 21.4 | 1,324 | 6.7 | 2,918 | 14.7 |
| Texas | 49,518 | 10,162 | 20.5 | 2,219 | 4.5 | 7,943 | 16.0 |
| Utah | 2,827 | 497 | 17.6 | 239 | 8.5 | 258 | 9.1 |
| Vermont | 2,710 | 938 | 34.6 | 436 | 16.1 | 502 | 18.5 |
| Virginia | 13,357 | 3,418 | 25.6 | 1,197 | 9.0 | 2,221 | 16.6 |
| Washington | 7,548 | 2,015 | 26.7 | 381 | 5.0 | 1,634 | 21.6 |
| West Virginia | 6,956 | 2,593 | 37.3 | 1,075 | 15.5 | 1,518 | 21.8 |
| Wisconsin | 13,770 | 2,127 | 15.4 | 1,335 | 9.7 | 792 | 5.8 |
| Wyoming | 3,027 | 611 | 20.2 | 381 | 12.6 | 230 | 7.6 |
| Puerto Rico | 2,133 | 1,045 | 49.0 | 246 | 11.5 | 799 | 37.5 |

[1] Bridges are structurally deficient if they have been restricted to light vehicles, require immediate rehabilitation to remain open, or are closed. [2] 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 carrying a part.

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

## Table 1059. **Funding for Highways and Disposition of Highway-User Revenue: 1990 to 2005**

[**In millions of dollars (75,444 represents $75,444,000,0000).** Data compiled from reports of state and local authorities]

| Type | 1990 | 1995 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|---|
| **Total receipts** | **75,444** | **96,269** | **121,650** | **131,115** | **132,324** | **138,878** | **139,246** | **145,315** | **154,690** |
| Current income | 69,880 | 87,620 | 110,376 | 119,815 | 119,659 | 123,802 | 124,593 | 129,521 | 137,668 |
| Highway-user revenues | 44,346 | 59,331 | 74,222 | 81,335 | 77,719 | 79,487 | 79,280 | 83,006 | 90,343 |
| Other taxes and fees | 19,827 | 21,732 | 29,380 | 31,137 | 34,190 | 36,168 | 37,783 | 38,956 | 39,214 |
| Investment income, other receipts | 5,707 | 6,557 | 6,774 | 7,342 | 7,749 | 8,147 | 7,530 | 7,560 | 8,111 |
| Bond issue proceeds [1] | 5,564 | 8,649 | 11,274 | 11,301 | 12,665 | 15,076 | 14,654 | 15,794 | 17,022 |
| Funds from (+) or to (–) reserves | –36 | –2,791 | –5,639 | –8,418 | –2,423 | –239 | 4,359 | 2,174 | –1,990 |
| Total funds available | 75,408 | 93,478 | 116,011 | 122,697 | 129,900 | 138,639 | 143,605 | 147,489 | 152,700 |
| **Total disbursements** | **75,408** | **93,478** | **116,011** | **122,697** | **129,900** | **138,639** | **143,605** | **147,489** | **152,700** |
| Current disbursements | 72,457 | 88,994 | 111,097 | 117,592 | 124,815 | 131,694 | 136,213 | 139,478 | 144,629 |
| Capital outlay | 35,151 | 44,228 | 57,227 | 61,323 | 65,968 | 68,794 | 70,004 | 70,274 | 75,162 |
| Maintenance and traffic services | 20,365 | 24,319 | 29,997 | 30,636 | 31,677 | 33,893 | 35,011 | 36,327 | 37,882 |
| Administration and research | 6,501 | 8,419 | 9,130 | 10,020 | 10,423 | 10,934 | 11,986 | 12,737 | 11,126 |
| Law enforcement and safety | 7,235 | 8,218 | 10,393 | 11,031 | 11,977 | 12,548 | 13,501 | 14,322 | 14,066 |
| Interest on debt | 3,205 | 3,810 | 4,350 | 4,583 | 4,770 | 5,526 | 5,711 | 5,819 | 6,392 |
| Bond retirement [1] | 2,951 | 4,484 | 4,914 | 5,105 | 5,086 | 6,945 | 7,393 | 8,011 | 8,071 |

[1] 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>.

## Table 1060. **Federal Aid to State and Local Governments for Highway Trust Fund and Federal Transit Administration (FTA) by State: 2004**

[**Year ending Sept. 30. (28,881 represents $28,881,000,000)**]

| State | Highway trust fund | | FTA | | State | Highway trust fund | | FTA | | State | Highway trust fund | | FTA | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total (mil. dol.) | Per capita (dol.) [1] | Total (mil. dol.) | Per capita (dol.) [1] | | Total (mil. dol.) | Per capita (dol.) [1] | Total (mil. dol.) | Per capita (dol.) [1] | | Total (mil. dol.) | Per capita (dol.) [1] | Total (mil. dol.) | Per capita (dol.) [1] |
| **U.S.** [2] | **28,881** | **97** | **6,818** | **23** | KS | 369 | 135 | 13 | 5 | ND | 181 | 285 | 3 | 5 |
| **U.S.** [3] | 28,813 | 98 | 6,689 | 23 | KY | 435 | 105 | 38 | 9 | OH | 958 | 84 | 152 | 13 |
| AL | 491 | 108 | 19 | 4 | LA | 501 | 111 | 60 | 13 | OK | 487 | 138 | 19 | 6 |
| AK | 373 | 569 | 18 | 27 | ME | 177 | 134 | 11 | 8 | OR | 355 | 99 | 131 | 37 |
| AZ | 450 | 78 | 165 | 29 | MD | 426 | 77 | 74 | 13 | PA | 1,224 | 99 | 448 | 36 |
| AR | 375 | 136 | 17 | 6 | MA | 604 | 94 | 192 | 30 | RI | 157 | 145 | 12 | 11 |
| CA | 2,365 | 66 | 1,080 | 30 | MI | 799 | 79 | 88 | 9 | SC | 670 | 160 | 24 | 6 |
| CO | 434 | 94 | 125 | 27 | MN | 453 | 89 | 139 | 27 | SD | 182 | 236 | 2 | 3 |
| CT | 460 | 131 | 60 | 17 | MS | 362 | 125 | 12 | 4 | TN | 622 | 105 | 57 | 10 |
| DE | 91 | 110 | 4 | 5 | MO | 723 | 126 | 93 | 16 | TX | 2,827 | 126 | 255 | 11 |
| DC | 131 | 237 | 237 | 428 | MT | 314 | 339 | 1 | 2 | UT | 245 | 103 | 50 | 21 |
| FL | 1,563 | 90 | 262 | 15 | NE | 257 | 147 | 10 | 6 | VT | 122 | 197 | 11 | 18 |
| GA | 788 | 89 | 127 | 14 | NV | 199 | 85 | 53 | 23 | VA | 588 | 79 | 162 | 22 |
| HI | 97 | 77 | 38 | 30 | NH | 128 | 99 | 4 | 3 | WA | 486 | 78 | 264 | 43 |
| ID | 231 | 166 | 8 | 6 | NJ | 752 | 87 | 537 | 62 | WV | 331 | 182 | 8 | 4 |
| IL | 611 | 48 | 341 | 27 | NM | 281 | 147 | 25 | 13 | WI | 518 | 94 | 75 | 14 |
| IN | 607 | 97 | 54 | 9 | NY | 1,470 | 76 | 1,011 | 53 | WY | 225 | 444 | 3 | 5 |
| IA | 339 | 115 | 23 | 8 | NC | 977 | 114 | 73 | 9 | | | | | |

[1] Based on estimated population as of July 1. [2] Includes outlying areas and undistributed funds, not shown separately. [3] For the 50 states and D.C.

Source: U.S. Census Bureau, *Federal Aid to States for Fiscal Year, 2004.* See Inernet site <http://www.census.gov/prod/www/abs/fas.html>.

## Table 1061. **State Motor Fuel Tax Receipts, 2004 and 2005, and Gasoline Tax Rates, 2005**

[**603 represents $603,000,000**]

| State | Net receipts (mil. dol.) | | Tax rate, [1] | State | Net receipts (mil. dol.) | | Tax rate, [1] | State | Net receipts (mil. dol.) | | Tax rate, [1] |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2004 | 2005 | 2005 | | 2004 | 2005 | 2005 | | 2004 | 2005 | 2005 |
| AL | 603 | 617 | 18.00 | KY | 461 | 470 | 18.50 | ND | 107 | 107 | 23.00 |
| AK | 30 | 33 | 8.00 | LA | 558 | 576 | 20.00 | OH | 1,656 | 1,788 | 28.00 |
| AZ | 652 | 685 | 18.00 | ME | 217 | 222 | 26.00 | OK | 415 | 435 | 17.00 |
| AR | 447 | 444 | 21.70 | MD | 743 | 758 | 23.50 | OR | 406 | 401 | 24.00 |
| CA | 3,350 | 3,404 | 18.00 | MA | 684 | 687 | 21.00 | PA | 1,788 | 1,911 | 30.00 |
| CO | 553 | 519 | 22.00 | MI | 1,074 | 1,067 | 19.00 | RI | 148 | 148 | 30.00 |
| CT | 454 | 473 | 25.00 | MN | 648 | 652 | 20.00 | SC | 478 | 509 | 16.00 |
| DE | 112 | 113 | 23.00 | MS | 414 | 402 | 18.40 | SD | 131 | 131 | 22.00 |
| DC | 29 | 26 | 20.00 | MO | 700 | 710 | 17.00 | TN | 762 | 765 | 21.40 |
| FL | 1,982 | 2,041 | 14.50 | MT | 190 | 184 | 27.75 | TX | 2,928 | 2,941 | 20.00 |
| GA | 502 | 503 | 7.50 | NE | 317 | 303 | 25.30 | UT | 336 | 345 | 24.50 |
| HI | 80 | 80 | 16.00 | NV | 424 | 443 | 24.80 | VT | 88 | 86 | 20.00 |
| ID | 219 | 218 | 25.00 | NH | 154 | 157 | 19.50 | VA | 871 | 890 | 17.50 |
| IL | 1,346 | 1,349 | 19.00 | NJ | 617 | 564 | 10.50 | WA | 900 | 923 | 31.00 |
| IN | 862 | 886 | 18.00 | NM | 243 | 250 | 18.88 | WV | 395 | 287 | 27.00 |
| IA | 418 | 427 | 20.70 | NY | 1,587 | 1,567 | 23.25 | WI | 935 | 956 | 29.90 |
| KS | 422 | 433 | 24.00 | NC | 1,275 | 1,356 | 27.10 | WY | 93 | 99 | 14.00 |

[1] State gasoline tax rates in cents per gallon. In effect December 31.

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

## Table 1062. **Public Highway Debt—State and Local Governments: 1980 to 2005**

[**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 | 2000 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|---|
| **Total debt issued** | **2,381** | **8,194** | **5,708** | **11,305** | **14,513** | **19,089** | **22,127** | **19,694** | **(NA)** |
| State | 1,160 | 5,397 | 3,147 | 4,718 | 9,067 | 13,250 | 16,618 | 13,344 | 19,784 |
| Local [1] | 1,221 | 2,797 | 2,561 | 6,587 | 5,446 | 5,839 | 5,509 | 6,350 | (NA) |
| **Total debt redeemed** | **1,987** | **5,294** | **3,120** | **5,634** | **8,623** | **13,537** | **15,171** | **12,252** | **(NA)** |
| State | 1,114 | 3,835 | 1,648 | 2,939 | 3,897 | 9,988 | 11,550 | 8,292 | 14,072 |
| Local [1] | 873 | 1,459 | 1,472 | 2,695 | 4,726 | 3,549 | 3,621 | 3,960 | (NA) |
| **Total debt outstanding [2]** | **27,616** | **32,690** | **46,586** | **68,733** | **96,383** | **111,226** | **119,571** | **129,933** | **(NA)** |
| State | 20,210 | 21,277 | 28,362 | 39,228 | 61,434 | 70,826 | 77,592 | 85,565 | 88,187 |
| Local [1] | 7,406 | 11,413 | 18,224 | 29,505 | 34,949 | 40,400 | 41,979 | 44,368 | (NA) |

NA Not available. [1] Local data estimated. [2] 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>.

## Table 1063. **State Disbursements for Highways by State: 1995 to 2005**

[**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 mass transit]

| State | 1995 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|
| **United States** | **67,615** | **83,675** | **89,832** | **94,513** | **104,977** | **109,403** | **104,677** | **116,517** |
| Alabama | 1,002 | 1,085 | 1,246 | 1,433 | 1,575 | 1,572 | 1,562 | 1,519 |
| Alaska | 438 | 416 | 501 | 482 | 541 | 618 | 623 | 643 |
| Arizona | 1,199 | 1,860 | 2,040 | 2,149 | 2,445 | 2,453 | 2,569 | 2,458 |
| Arkansas | 666 | 736 | 817 | 976 | 1,161 | 1,176 | 1,219 | 1,078 |
| California | 5,966 | 6,876 | 6,750 | 6,795 | 8,570 | 9,349 | 7,967 | 8,308 |
| Colorado | 922 | 1,260 | 1,392 | 1,616 | 2,195 | 1,788 | 1,870 | 1,652 |
| Connecticut | 1,153 | 1,094 | 1,304 | 1,236 | 1,848 | 1,743 | 1,677 | 1,434 |
| Delaware | 441 | 507 | 595 | 647 | 738 | 929 | 798 | 1,104 |
| District of Columbia | 140 | 242 | 244 | 406 | 336 | 368 | 369 | 327 |
| Florida | 3,421 | 3,992 | 4,208 | 4,348 | 4,985 | 6,664 | 5,804 | 7,369 |
| Georgia | 1,437 | 1,763 | 1,567 | 1,748 | 1,945 | 1,756 | 1,935 | 2,070 |
| Hawaii | 360 | 355 | 272 | 263 | 275 | 375 | 314 | 506 |
| Idaho | 350 | 445 | 492 | 480 | 508 | 547 | 568 | 608 |
| Illinois | 3,006 | 2,957 | 3,447 | 3,788 | 4,286 | 4,595 | 4,289 | 4,201 |
| Indiana | 1,433 | 1,522 | 1,932 | 3,202 | 1,975 | 2,445 | 2,578 | 2,235 |
| Iowa | 1,078 | 1,253 | 1,494 | 1,388 | 1,405 | 1,419 | 1,401 | 1,392 |
| Kansas | 1,019 | 1,155 | 1,206 | 1,271 | 1,951 | 1,891 | 1,387 | 1,394 |
| Kentucky | 1,397 | 1,578 | 1,651 | 1,612 | 1,776 | 2,152 | 1,907 | 1,723 |
| Louisiana | 1,198 | 1,237 | 1,301 | 1,154 | 1,287 | 1,498 | 1,576 | 1,387 |
| Maine | 379 | 458 | 488 | 505 | 744 | 579 | 702 | 616 |
| Maryland | 1,289 | 1,554 | 1,599 | 1,673 | 1,803 | 1,885 | 1,831 | 2,049 |
| Massachusetts | 2,501 | 4,407 | 3,524 | 3,965 | 3,783 | 3,547 | 3,612 | 3,196 |
| Michigan | 1,974 | 2,629 | 2,748 | 2,920 | 2,859 | 2,799 | 2,930 | 3,561 |
| Minnesota | 1,210 | 1,534 | 1,692 | 1,683 | 1,866 | 1,969 | 1,995 | 2,131 |
| Mississippi | 662 | 968 | 1,039 | 911 | 1,040 | 1,014 | 1,087 | 1,081 |
| Missouri | 1,313 | 1,600 | 1,818 | 2,044 | 2,110 | 2,120 | 2,135 | 2,069 |
| Montana | 388 | 434 | 474 | 469 | 535 | 578 | 657 | 664 |
| Nebraska | 578 | 681 | 745 | 661 | 867 | 839 | 859 | 876 |
| Nevada | 484 | 557 | 651 | 668 | 631 | 807 | 1,045 | 865 |
| New Hampshire | 328 | 416 | 387 | 445 | 522 | 453 | 389 | 389 |
| New Jersey | 2,102 | 2,905 | 4,503 | 4,276 | 4,863 | 6,364 | 3,849 | 7,119 |
| New Mexico | 535 | 753 | 1,162 | 1,119 | 983 | 862 | 1,164 | 911 |
| New York | 4,584 | 5,347 | 5,307 | 5,301 | 7,161 | 6,592 | 6,094 | 9,638 |
| North Carolina | 1,871 | 2,441 | 2,621 | 2,868 | 3,001 | 3,013 | 3,557 | 3,698 |
| North Dakota | 270 | 413 | 385 | 358 | 385 | 379 | 388 | 456 |
| Ohio | 2,637 | 3,158 | 3,351 | 3,493 | 3,580 | 3,660 | 3,657 | 4,040 |
| Oklahoma | 828 | 1,322 | 1,417 | 1,443 | 1,839 | 1,379 | 1,175 | 1,163 |
| Oregon | 888 | 1,009 | 1,010 | 984 | 1,029 | 1,183 | 1,000 | 1,628 |
| Pennsylvania | 3,153 | 4,143 | 4,517 | 4,875 | 5,365 | 5,258 | 4,283 | 4,567 |
| Rhode Island | 290 | 316 | 256 | 380 | 380 | 299 | 373 | 407 |
| South Carolina | 668 | 885 | 970 | 1,104 | 1,201 | 1,191 | 1,254 | 1,360 |
| South Dakota | 286 | 371 | 466 | 463 | 437 | 441 | 455 | 466 |
| Tennessee | 1,230 | 1,398 | 1,440 | 1,563 | 1,622 | 1,661 | 1,549 | 1,718 |
| Texas | 3,593 | 4,840 | 5,665 | 5,716 | 6,019 | 6,758 | 7,134 | 8,918 |
| Utah | 431 | 1,072 | 1,072 | 941 | 956 | 879 | 1,871 | 986 |
| Vermont | 194 | 252 | 287 | 297 | 265 | 312 | 297 | 310 |
| Virginia | 2,107 | 2,771 | 2,678 | 2,909 | 3,185 | 3,419 | 3,002 | 3,384 |
| Washington | 1,909 | 1,780 | 1,871 | 2,042 | 2,276 | 2,288 | 2,469 | 2,625 |
| West Virginia | 781 | 930 | 1,170 | 1,289 | 1,210 | 1,169 | 1,056 | 1,425 |
| Wisconsin | 1,252 | 1,614 | 1,663 | 1,793 | 2,204 | 1,904 | 1,942 | 2,363 |
| Wyoming | 272 | 386 | 396 | 360 | 460 | 468 | 458 | 429 |

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

## Table 1064. **State Motor Vehicle Registrations: 1980 to 2005**

[**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. Excludes motorcycles; see Table 1066]

| Item | 1980 | 1990 | 1995 | 2000 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|
| **All motor vehicles** | **155,796** | **188,798** | **201,530** | **221,475** | **231,390** | **237,243** | **241,194** |
| Private and commercial | 153,265 | 185,541 | 197,941 | 217,567 | 227,476 | 233,266 | 237,140 |
| Publicly owned | 2,531 | 3,257 | 3,589 | 3,908 | 3,914 | 3,977 | 4,054 |
| Automobiles [1] | 121,601 | 133,700 | 128,387 | 133,621 | 135,670 | 136,431 | 136,568 |
| Private and commercial | 120,743 | 132,164 | 126,900 | 132,247 | 134,337 | 135,077 | 135,192 |
| Publicly owned | 857 | 1,536 | 1,487 | 1,374 | 1,333 | 1,354 | 1,376 |
| Buses | 529 | 627 | 686 | 746 | 777 | 795 | 807 |
| Private and commercial | 254 | 275 | 288 | 314 | 325 | 330 | 331 |
| Publicly owned | 275 | 351 | 398 | 432 | 452 | 465 | 476 |
| Trucks [1] | 33,667 | 54,470 | 72,458 | 87,108 | 94,943 | 100,017 | 103,819 |
| Private and commercial | 32,268 | 53,101 | 70,754 | 85,005 | 92,814 | 97,860 | 101,616 |
| Publicly owned | 1,399 | 1,369 | 1,704 | 2,103 | 2,129 | 2,157 | 2,203 |

[1] 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>.

## Table 1065. **Alternative Fueled Vehicles in Use by Fuel Type: 1995 to 2004**

[**2004 data are projections. 276,643 represents 276,643,000**]

| Vehicles and fuel consumption | Total [1] | Liquified petroleum gases (LPG) | Compressed natural gas (CNG) | Liquified natural gas (LNG) | Methanol, 85 percent (M85) [2] | Ethanol, 85 percent (E85) [2] | Electricity [3] |
|---|---|---|---|---|---|---|---|
| ALTERNATIVE FUELED VEHICLES | | | | | | | |
| 1995 | 246,855 | 172,806 | 50,218 | 603 | 18,319 | 1,527 | 2,860 |
| 1996 | 265,006 | 175,585 | 60,144 | 663 | 20,265 | 4,536 | 3,280 |
| 1997 | 280,205 | 175,679 | 68,571 | 813 | 21,040 | 9,130 | 4,453 |
| 1998 | 295,030 | 177,183 | 78,782 | 1,172 | 19,648 | 12,788 | 5,243 |
| 1999 | 322,302 | 178,610 | 91,267 | 1,681 | 18,964 | 24,604 | 6,964 |
| 2000 | 394,664 | 181,994 | 100,750 | 2,090 | 10,426 | 87,570 | 11,830 |
| 2001 | 425,457 | 185,053 | 111,851 | 2,576 | 7,827 | 100,303 | 17,847 |
| 2002 | 471,098 | 187,680 | 120,839 | 2,708 | 5,873 | 120,951 | 33,047 |
| 2003 | 510,805 | 190,438 | 132,988 | 3,030 | 4,917 | 133,776 | 45,656 |
| 2004 | 547,904 | 194,389 | 143,742 | 3,134 | 4,592 | 146,195 | 55,852 |
| FUEL CONSUMPTION (1,000 gasoline-equivalent gallons) | | | | | | | |
| 1995 | 276,643 | 232,701 | 35,162 | 2,759 | 2,023 | 190 | 663 |
| 1996 | 295,616 | 239,158 | 46,923 | 3,247 | 1,775 | 694 | 773 |
| 1997 | 312,589 | 238,356 | 65,192 | 3,714 | 1,554 | 1,280 | 1,010 |
| 1998 | 323,790 | 241,386 | 72,412 | 5,343 | 1,212 | 1,727 | 1,202 |
| 1999 | 302,287 | 209,817 | 79,620 | 5,828 | 1,073 | 3,916 | 1,524 |
| 2000 | 322,307 | 212,576 | 86,745 | 7,259 | 585 | 12,071 | 3,058 |
| 2001 | 348,421 | 215,876 | 104,496 | 8,921 | 439 | 14,623 | 4,066 |
| 2002 | 378,589 | 223,143 | 120,670 | 9,382 | 337 | 17,783 | 7,274 |
| 2003 | 412,725 | 230,486 | 141,726 | 10,514 | 274 | 20,092 | 9,633 |
| 2004 | 447,198 | 242,368 | 159,464 | 10,868 | 257 | 22,405 | 11,836 |

[1] Inlcudes methanol, neat (M100) and ethanol, 95 percent (E95) through 2000, not shown separately. [2] The remaining portion is gasoline. [3] Excludes gasoline-electric hybrids.

Source: U.S. Energy Information Administration, *Renewable and Alternative Fuels*. See Internet site <http://www.eia.doe.gov/fuelrenewable.html>.

# Table 1066. **State Motor Vehicle Registrations, 1980 to 2005, and Licensed Drivers and Motorcycle Registrations by State: 2005**

[**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 reregistrations and nonresident registrations. See also Table 1064]

| State | Motor vehicle registrations [1] | | | | | | | | Motor-cycle registration [2] 2005 | Licensed drivers, 2005 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 2005 | | | |
| | 1980 | 1985 | 1990 | 1995 | 2000 | 2004 | Total | Auto-mobiles (incl. taxis) | | |
| **U.S. . . .** | **155,796** | **171,689** | **188,798** | **201,530** | **221,475** | **237,243** | **241,194** | **136,568** | **6,184** | **200,549** |
| AL. . . . . | 2,938 | 3,383 | 3,744 | 3,553 | 3,960 | 4,508 | 4,545 | 1,762 | 93 | 3,637 |
| AK. . . . . | 262 | 353 | 477 | 542 | 594 | 660 | 673 | 250 | 22 | 487 |
| AZ. . . . . | 1,917 | 2,235 | 2,825 | 2,873 | 3,795 | 3,776 | 3,972 | 2,121 | 98 | 3,943 |
| AR. . . . . | 1,574 | 1,384 | 1,448 | 1,613 | 1,840 | 1,918 | 1,940 | 951 | 50 | 2,024 |
| CA. . . . . | 16,873 | 18,899 | 21,926 | 22,432 | 27,698 | 31,400 | 32,487 | 19,639 | 659 | 22,896 |
| CO . . . . . | 2,342 | 2,759 | 3,155 | 2,812 | 3,626 | 2,023 | 1,808 | 859 | 117 | 3,341 |
| CT. . . . . | 2,147 | 2,465 | 2,623 | 2,622 | 2,853 | 3,042 | 3,059 | 2,028 | 65 | 2,740 |
| DE. . . . . | 397 | 465 | 526 | 592 | 630 | 711 | 737 | 428 | 19 | 610 |
| DC . . . . . | 268 | 306 | 262 | 243 | 242 | 239 | 237 | 185 | 1 | 330 |
| FL. . . . . | 7,614 | 9,865 | 10,950 | 10,369 | 11,781 | 15,057 | 15,691 | 8,312 | 510 | 13,374 |
| GA . . . . . | 3,818 | 4,580 | 5,489 | 6,120 | 7,155 | 7,882 | 8,063 | 4,209 | 141 | 5,940 |
| HI . . . . . | 570 | 651 | 771 | 802 | 738 | 947 | 948 | 518 | 24 | 856 |
| ID . . . . . | 834 | 854 | 1,054 | 1,043 | 1,178 | 1,344 | 1,374 | 583 | 56 | 978 |
| IL . . . . . | 7,477 | 7,527 | 7,873 | 8,973 | 8,973 | 9,232 | 9,458 | 5,705 | 291 | 7,871 |
| IN . . . . . | 3,826 | 3,824 | 4,366 | 5,072 | 5,571 | 5,525 | 4,955 | 2,695 | 147 | 4,246 |
| IA . . . . . | 2,329 | 2,696 | 2,632 | 2,814 | 3,106 | 3,369 | 3,398 | 1,842 | 146 | 2,033 |
| KS. . . . . | 2,007 | 2,148 | 2,012 | 2,085 | 2,296 | 2,347 | 2,368 | 865 | 66 | 1,974 |
| KY. . . . . | 2,593 | 2,615 | 2,909 | 2,631 | 2,826 | 3,319 | 3,428 | 1,914 | 56 | 2,861 |
| LA. . . . . | 2,779 | 3,012 | 2,995 | 3,286 | 3,557 | 3,767 | 3,819 | 1,960 | 55 | 3,084 |
| ME . . . . . | 724 | 840 | 977 | 967 | 1,024 | 1,068 | 1,075 | 589 | 40 | 1,004 |
| MD . . . . . | 2,803 | 3,276 | 3,607 | 3,654 | 3,848 | 4,120 | 4,322 | 2,597 | 76 | 3,710 |
| MA . . . . . | 3,749 | 3,738 | 3,726 | 4,502 | 5,265 | 5,456 | 5,420 | 3,368 | 140 | 4,613 |
| MI . . . . . | 6,488 | 6,727 | 7,209 | 7,674 | 8,436 | 8,399 | 8,247 | 4,753 | 263 | 7,105 |
| MN . . . . . | 3,091 | 3,385 | 3,508 | 3,882 | 4,630 | 4,593 | 4,647 | 2,506 | 201 | 3,084 |
| MS . . . . . | 1,577 | 1,746 | 1,875 | 2,144 | 2,289 | 1,964 | 1,978 | 1,119 | 27 | 1,965 |
| MO . . . . . | 3,271 | 3,558 | 3,905 | 4,255 | 4,580 | 4,812 | 4,589 | 2,539 | 81 | 4,135 |
| MT . . . . . | 680 | 652 | 783 | 968 | 1,026 | 1,009 | 1,009 | 433 | 48 | 716 |
| NE. . . . . | 1,254 | 1,258 | 1,384 | 1,467 | 1,619 | 1,689 | 1,703 | 836 | 31 | 1,321 |
| NV. . . . . | 655 | 709 | 853 | 1,047 | 1,220 | 1,281 | 1,349 | 673 | 50 | 1,596 |
| NH . . . . . | 704 | 974 | 946 | 1,122 | 1,052 | 1,178 | 1,174 | 652 | 69 | 998 |
| NJ. . . . . | 4,761 | 5,164 | 5,652 | 5,906 | 6,390 | 6,224 | 6,262 | 3,957 | 158 | 5,871 |
| NM . . . . . | 1,068 | 1,226 | 1,301 | 1,484 | 1,529 | 1,543 | 1,548 | 686 | 37 | 1,305 |
| NY. . . . . | 8,002 | 9,042 | 10,196 | 10,274 | 10,235 | 11,099 | 11,863 | 8,973 | 190 | 11,072 |
| NC . . . . . | 4,532 | 4,501 | 5,162 | 5,682 | 6,223 | 6,198 | 6,148 | 3,584 | 105 | 6,228 |
| ND . . . . . | 627 | 655 | 630 | 695 | 694 | 701 | 695 | 341 | 23 | 467 |
| OH . . . . . | 7,771 | 8,102 | 8,410 | 9,810 | 10,467 | 10,636 | 10,634 | 6,362 | 308 | 7,708 |
| OK . . . . . | 2,583 | 2,911 | 2,649 | 2,856 | 3,014 | 3,151 | 3,725 | 1,933 | 82 | 2,234 |
| OR . . . . . | 2,081 | 2,204 | 2,445 | 2,785 | 3,022 | 3,003 | 2,897 | 1,393 | 72 | 2,693 |
| PA. . . . . | 6,926 | 7,209 | 7,971 | 8,481 | 9,260 | 9,821 | 9,864 | 5,888 | 305 | 8,461 |
| RI . . . . . | 623 | 610 | 672 | 699 | 760 | 808 | 812 | 517 | 29 | 746 |
| SC. . . . . | 1,996 | 2,222 | 2,521 | 2,833 | 3,095 | 3,257 | 3,339 | 1,933 | 63 | 2,988 |
| SD. . . . . | 601 | 657 | 704 | 709 | 793 | 841 | 854 | 385 | 46 | 566 |
| TN. . . . . | 3,271 | 3,754 | 4,444 | 5,400 | 4,820 | 5,035 | 4,980 | 2,833 | 122 | 4,352 |
| TX. . . . . | 10,475 | 12,444 | 12,800 | 13,682 | 14,070 | 16,907 | 17,470 | 8,912 | 328 | 14,659 |
| UT. . . . . | 992 | 1,099 | 1,206 | 1,447 | 1,628 | 2,084 | 2,210 | 1,090 | 48 | 1,600 |
| VT. . . . . | 347 | 398 | 462 | 492 | 515 | 523 | 508 | 269 | 22 | 563 |
| VA. . . . . | 3,626 | 4,253 | 4,938 | 5,613 | 6,046 | 6,497 | 6,591 | 4,067 | 77 | 5,178 |
| WA . . . . . | 3,225 | 3,526 | 4,257 | 4,503 | 5,116 | 5,535 | 5,598 | 3,061 | 171 | 4,682 |
| WV . . . . . | 1,320 | 1,143 | 1,225 | 1,425 | 1,442 | 1,396 | 1,352 | 700 | 17 | 1,328 |
| WI. . . . . | 2,941 | 3,187 | 3,815 | 3,993 | 4,366 | 4,705 | 4,725 | 2,562 | 303 | 3,993 |
| WY . . . . . | 467 | 500 | 528 | 601 | 586 | 641 | 646 | 232 | 33 | 383 |

[1] Automobiles, trucks, and buses (excludes motorcycles). Excludes vehicles owned by military services. [2] Private and commercial.

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

## Table 1067. **Roadway Congestion: 2003**

[**15,919 represents 15,919,000.** 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 73 in annual per-person hours of delay]

| Urbanized area | 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) |
| **Total, average** | **15,919** | **16,206** | **43,802** | **25** | **422** | **742** | **15** |
| Akron, OH | 5,435 | 12,494 | 3,672 | 6 | 105 | 62 | 4 |
| Albany-Schenectady, NY | 5,820 | 10,582 | 3,784 | 7 | 122 | 64 | 4 |
| Albuquerque, NM | 4,285 | 12,985 | 9,258 | 16 | 269 | 156 | 9 |
| Allentown-Bethlehem, PA-NJ | 4,600 | 11,646 | 5,618 | 9 | 151 | 95 | 6 |
| Atlanta, GA | 43,590 | 19,077 | 103,618 | 34 | 584 | 1,754 | 24 |
| Austin, TX | 9,200 | 15,726 | 23,201 | 27 | 457 | 391 | 16 |
| Baltimore, MD | 26,050 | 17,026 | 62,436 | 27 | 458 | 1,057 | 17 |
| Beaumont, TX | 1,685 | 12,481 | 1,101 | 8 | 127 | 18 | 4 |
| Birmingham, AL | 9,020 | 13,363 | 9,705 | 14 | 242 | 165 | 10 |
| Boston, MA-NH-RI | 37,300 | 15,738 | 100,237 | 25 | 424 | 1,692 | 15 |
| Bridgeport-Stamford, CT-NY | 10,000 | 16,667 | 14,550 | 17 | 291 | 250 | 13 |
| Buffalo, NY | 6,720 | 10,500 | 6,981 | 6 | 104 | 118 | 3 |
| Cape Coral, FL | 435 | 9,667 | 2,712 | 8 | 141 | 46 | 5 |
| Charleston-North, Charleston, SC | 3,130 | 12,275 | 6,364 | 14 | 228 | 107 | 8 |
| Charlotte, NC-SC | 7,755 | 15,990 | 16,692 | 23 | 389 | 282 | 15 |
| Chicago, IL-IN | 52,010 | 19,516 | 252,822 | 31 | 526 | 4,274 | 19 |
| Cincinnati, OH-KY-IN | 17,635 | 15,203 | 27,288 | 17 | 287 | 461 | 10 |
| Cleveland, OH | 17,390 | 12,647 | 10,709 | 6 | 97 | 182 | 4 |
| Colorado Springs, CO | 3,435 | 11,845 | 6,953 | 14 | 243 | 117 | 8 |
| Columbus, OH | 14,665 | 15,356 | 18,550 | 16 | 264 | 314 | 10 |
| Dallas-Fort Worth-Arlington, TX | 51,870 | 16,705 | 151,840 | 35 | 592 | 2,545 | 19 |
| Dayton, OH | 6,870 | 12,491 | 4,438 | 6 | 102 | 75 | 4 |
| Denver-Aurora, CO | 17,960 | 15,754 | 64,506 | 31 | 530 | 1,087 | 18 |
| Detroit, MI | 33,465 | 17,521 | 119,581 | 30 | 499 | 2,019 | 18 |
| El Paso, TX-NM | 4,030 | 14,393 | 6,491 | 10 | 164 | 110 | 6 |
| Fresno, CA | 3,280 | 12,377 | 4,180 | 7 | 120 | 72 | 5 |
| Grand Rapids, MI | 4,515 | 12,203 | 5,852 | 10 | 169 | 99 | 6 |
| Hartford, CT | 10,425 | 13,196 | 7,434 | 8 | 144 | 127 | 6 |
| Honolulu, HI | 5,930 | 14,289 | 7,476 | 11 | 184 | 129 | 6 |
| Houston, TX | 46,665 | 18,970 | 135,652 | 36 | 609 | 2,283 | 22 |
| Indianapolis, IN | 11,290 | 15,466 | 21,358 | 21 | 350 | 362 | 14 |
| Jacksonville, FL | 10,275 | 13,980 | 16,850 | 18 | 308 | 285 | 11 |
| Kansas City, MO-KS | 20,185 | 11,404 | 13,874 | 9 | 156 | 235 | 6 |
| Las Vegas, NV | 8,275 | 17,062 | 22,245 | 16 | 279 | 380 | 11 |
| Los Angeles-Long Beach-Santa Ana, CA | 136,000 | 23,248 | 623,796 | 50 | 855 | 10,686 | 33 |
| Louisville, KY-IN | 11,500 | 15,972 | 19,916 | 22 | 377 | 336 | 14 |
| Memphis, TN-MS-AR | 7,815 | 14,081 | 17,465 | 18 | 295 | 294 | 10 |
| Miami, FL | 36,685 | 19,057 | 147,294 | 29 | 487 | 2,486 | 17 |
| Milwaukee, WI | 10,465 | 14,950 | 18,249 | 13 | 214 | 310 | 8 |
| Minneapolis-St. Paul, MN | 27,580 | 17,346 | 57,537 | 23 | 394 | 975 | 15 |
| Nashville-Davidson, TN | 13,085 | 13,702 | 18,890 | 20 | 331 | 318 | 11 |
| New Haven, CT | 7,450 | 14,327 | 5,848 | 11 | 181 | 100 | 7 |
| New Orleans, LA | 5,960 | 14,024 | 10,853 | 10 | 167 | 183 | 6 |
| New York-Newark, NY-NJ-CT | 112,555 | 15,698 | 404,480 | 23 | 383 | 6,780 | 11 |
| Oklahoma City, OK | 9,500 | 12,102 | 7,218 | 7 | 112 | 122 | 4 |
| Omaha, NE-IA | 3,600 | 12,000 | 7,984 | 13 | 211 | 134 | 7 |
| Orlando, FL | 10,570 | 13,551 | 38,157 | 30 | 510 | 643 | 18 |
| Oxnard-Ventura, CA | 6,700 | 18,873 | 10,249 | 18 | 307 | 176 | 12 |
| Pensacola, FL-AL | 1,200 | 10,909 | 2,977 | 10 | 162 | 50 | 5 |
| Philadelphia, PA-NJ-DE-MD | 33,875 | 14,728 | 112,309 | 21 | 357 | 1,884 | 11 |
| Phoenix, AZ | 23,610 | 17,819 | 76,662 | 26 | 431 | 1,294 | 15 |
| Pittsburgh, PA | 12,210 | 9,768 | 14,530 | 8 | 135 | 243 | 4 |
| Portland, OR-WA | 12,945 | 18,105 | 33,387 | 20 | 341 | 569 | 13 |
| Providence, RI-MA | 11,095 | 12,328 | 21,668 | 18 | 295 | 363 | 9 |
| Raleigh-Durham, NC | 8,145 | 13,352 | 11,481 | 15 | 248 | 194 | 10 |
| Richmond, VA | 10,830 | 10,995 | 8,305 | 9 | 153 | 140 | 5 |
| Riverside-San Bernardino, CA | 19,500 | 21,429 | 50,155 | 30 | 517 | 863 | 21 |
| Sacramento, CA | 13,705 | 19,303 | 35,929 | 22 | 374 | 619 | 15 |
| Salem, OR | 1,245 | 12,450 | 1,714 | 8 | 135 | 29 | 5 |
| Salt Lake City, UT | 8,300 | 15,660 | 15,094 | 16 | 279 | 257 | 11 |
| San Antonio, TX | 16,100 | 14,977 | 23,788 | 18 | 301 | 401 | 11 |
| San Diego, CA | 36,195 | 19,460 | 81,756 | 28 | 492 | 1,411 | 21 |
| San Francisco-Oakland, CA | 48,985 | 20,242 | 152,352 | 37 | 631 | 2,605 | 23 |
| San Jose, CA | 16,565 | 18,508 | 48,134 | 29 | 492 | 823 | 18 |
| Sarasota-Bradenton, FL | 825 | 12,692 | 5,772 | 10 | 170 | 97 | 6 |
| Seattle, WA | 30,700 | 17,593 | 72,461 | 25 | 427 | 1,237 | 17 |
| St. Louis, MO-IL | 26,145 | 14,647 | 39,936 | 19 | 326 | 675 | 13 |
| Tampa-St. Petersburg, FL | 9,855 | 14,600 | 51,360 | 25 | 422 | 865 | 14 |
| Toledo, OH-MI | 4,115 | 12,470 | 3,391 | 7 | 110 | 57 | 4 |
| Tucson, AZ | 3,285 | 13,408 | 13,767 | 19 | 324 | 233 | 12 |
| Tulsa, OK | 7,025 | 10,036 | 5,419 | 7 | 113 | 91 | 4 |
| Virginia Beach, VA | 12,875 | 13,697 | 21,746 | 14 | 239 | 367 | 9 |
| Washington, DC-VA-MD | 37,815 | 18,537 | 145,484 | 34 | 577 | 2,465 | 21 |

Source: Texas Transportation Institute, College Station, Texas; *2005 Urban Mobility Study* (issued May 2005). (Copyright). See <http://mobility.tamu.edu/ums/>.

## Table 1068. **Commuting to Work by State: 2005**

**[In percent, except as indicated (133,091 represents 133,091,000). For workers 16 years old and over.** The American Community Survey universe is limited to the household population and excludes the population living in institutions, college dormitories, and other group quarters. Based on a sample and subject to sampling variability; see Appendix III]

| State | Total workers (1,000) | Percent of workers who— | | | | | | Mean travel time to work (min.) |
|---|---|---|---|---|---|---|---|---|
| | | Commuted by car, truck, or van | | Used public transportation [1] | Walked | Used other means [2] | Worked at home | |
| | | Drove alone | Carpooled | | | | | |
| **U.S.** | **133,091** | **77.0** | **10.7** | **4.7** | **2.5** | **1.6** | **3.6** | **25.1** |
| AL | 1,941 | 84.0 | 10.9 | 0.4 | 1.2 | 1.3 | 2.2 | 23.4 |
| AK | 295 | 68.2 | 15.1 | 1.2 | 6.6 | 4.8 | 4.1 | 18.3 |
| AZ | 2,575 | 75.5 | 14.2 | 1.9 | 2.1 | 2.2 | 4.0 | 24.8 |
| AR | 1,201 | 81.7 | 12.3 | 0.3 | 1.6 | 1.4 | 2.6 | 21.0 |
| CA | 15,547 | 74.0 | 12.5 | 4.7 | 2.5 | 2.0 | 4.3 | 27.0 |
| CO | 2,280 | 76.4 | 10.0 | 2.7 | 2.9 | 1.9 | 6.0 | 23.5 |
| CT | 1,657 | 81.1 | 8.2 | 4.2 | 2.0 | 1.2 | 3.3 | 24.8 |
| DE | 397 | 80.3 | 10.6 | 2.2 | 1.8 | 1.5 | 3.7 | 23.7 |
| DC | 250 | 37.5 | 7.7 | 37.7 | 10.0 | 2.6 | 4.4 | 29.3 |
| FL | 7,701 | 80.0 | 11.1 | 1.8 | 1.6 | 2.0 | 3.6 | 26.0 |
| GA | 4,099 | 80.0 | 11.3 | 2.2 | 1.3 | 1.6 | 3.6 | 27.2 |
| HI | 584 | 68.4 | 15.6 | 5.7 | 3.3 | 2.4 | 4.6 | 25.7 |
| ID | 656 | 76.2 | 12.2 | 0.9 | 3.3 | 2.4 | 4.9 | 19.8 |
| IL | 5,794 | 75.0 | 9.4 | 8.2 | 2.6 | 1.4 | 3.4 | 28.1 |
| IN | 2,835 | 83.1 | 9.4 | 0.9 | 1.9 | 1.5 | 3.1 | 22.5 |
| IA | 1,471 | 80.1 | 10.1 | 0.8 | 3.2 | 1.6 | 4.3 | 18.4 |
| KS | 1,330 | 82.6 | 9.1 | 0.4 | 2.5 | 1.5 | 4.0 | 18.4 |
| KY | 1,766 | 82.8 | 10.9 | 0.9 | 1.7 | 1.0 | 2.8 | 22.5 |
| LA | 1,858 | 81.0 | 11.0 | 1.9 | 1.7 | 2.0 | 2.3 | 24.9 |
| ME | 641 | 79.8 | 10.1 | 0.7 | 3.6 | 1.2 | 4.6 | 23.3 |
| MD | 2,706 | 73.6 | 10.9 | 8.5 | 2.1 | 1.3 | 3.7 | 30.8 |
| MA | 3,031 | 75.0 | 8.5 | 8.1 | 3.8 | 1.2 | 3.4 | 27.0 |
| MI | 4,399 | 84.3 | 8.7 | 1.1 | 1.8 | 1.0 | 3.1 | 23.5 |
| MN | 2,596 | 79.0 | 9.5 | 2.8 | 2.7 | 1.3 | 4.7 | 22.2 |
| MS | 1,182 | 82.4 | 12.4 | 0.4 | 1.3 | 1.6 | 1.9 | 23.5 |
| MO | 2,683 | 81.6 | 10.5 | 1.3 | 1.8 | 1.2 | 3.6 | 23.0 |
| MT | 455 | 75.2 | 11.0 | 0.6 | 4.6 | 2.6 | 6.0 | 17.3 |
| NE | 884 | 81.0 | 10.0 | 0.6 | 2.7 | 1.2 | 4.5 | 17.9 |
| NV | 1,138 | 78.1 | 11.7 | 3.0 | 2.3 | 1.9 | 3.0 | 23.3 |
| NH | 668 | 82.4 | 8.8 | 0.7 | 2.8 | 1.1 | 4.2 | 25.0 |
| NJ | 3,985 | 72.8 | 9.3 | 10.3 | 3.1 | 1.5 | 3.0 | 29.5 |
| NM | 832 | 76.6 | 13.6 | 0.9 | 2.5 | 1.6 | 4.8 | 21.2 |
| NY | 8,423 | 55.4 | 7.8 | 25.8 | 5.6 | 1.9 | 3.5 | 31.2 |
| NC | 3,908 | 81.2 | 11.9 | 0.9 | 1.4 | 1.5 | 3.2 | 23.3 |
| ND | 329 | 78.2 | 10.8 | 0.4 | 4.1 | 1.3 | 5.2 | 16.3 |
| OH | 5,173 | 84.0 | 8.4 | 1.7 | 1.9 | 1.0 | 3.0 | 22.4 |
| OK | 1,567 | 81.8 | 11.0 | 0.6 | 1.8 | 1.7 | 3.2 | 20.1 |
| OR | 1,670 | 73.4 | 11.5 | 4.1 | 3.2 | 2.6 | 5.1 | 21.9 |
| PA | 5,539 | 77.3 | 9.7 | 5.1 | 3.6 | 1.1 | 3.1 | 25.1 |
| RI | 501 | 81.6 | 8.9 | 2.7 | 2.5 | 1.5 | 2.8 | 22.7 |
| SC | 1,853 | 82.4 | 11.5 | 0.7 | 1.5 | 1.6 | 2.4 | 23.6 |
| SD | 382 | 77.5 | 11.0 | 0.3 | 4.0 | 1.1 | 6.1 | 16.6 |
| TN | 2,657 | 83.6 | 10.4 | 0.7 | 1.4 | 1.2 | 2.8 | 23.6 |
| TX | 9,969 | 79.3 | 12.5 | 1.7 | 1.5 | 1.8 | 3.3 | 24.6 |
| UT | 1,152 | 76.5 | 12.8 | 2.3 | 2.1 | 1.6 | 4.7 | 20.5 |
| VT | 316 | 75.8 | 11.0 | 0.9 | 5.2 | 1.5 | 5.5 | 21.2 |
| VA | 3,603 | 78.4 | 11.4 | 3.7 | 1.7 | 1.3 | 3.5 | 27.0 |
| WA | 2,913 | 74.3 | 11.9 | 4.7 | 2.9 | 1.7 | 4.6 | 24.7 |
| WV | 724 | 81.9 | 10.9 | 0.7 | 2.5 | 1.2 | 2.9 | 24.9 |
| WI | 2,715 | 81.1 | 9.0 | 1.5 | 2.9 | 1.6 | 3.8 | 20.8 |
| WY | 258 | 74.3 | 12.5 | 1.6 | 4.4 | 1.6 | 5.7 | 17.3 |

[1] Excluding taxicabs. [2] Includes taxicabs, motorcycles, bicycles, and other means.

Source: U.S. Census Bureau; 2005 American Community Survey; B08006. Sex of Worker by Means of Transportation to Work; and R0801. Mean Travel Time to Work of Workers 16 Years Old and Over Who Did Not Work At Home (minutes); using American FactFinder®; <http://factfinder.census.gov/>; (accessed 8 January 2007).

## Table 1069. **Motor Vehicle Distance Traveled by Type of Vehicle: 1970 to 2005**

[**1,110 represents 1,110,000,000,000.** Travel estimates based on automatic vehicle classification data]

| Year | Vehicle-miles of travel (bil.) | | | | | Average miles per vehicle (1,000) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total [1] | Cars [1] | Buses [2] | Vans, pickups, SUVs | Trucks [3] | Total [1] | Cars [1] | Buses [2] | Vans, pickups, SUVs | Trucks [3] |
| 1970 . . . | 1,110 | 920 | 4.5 | 123 | 62 | 10.0 | 10.0 | 12.0 | 8.7 | 13.6 |
| 1980 . . . | 1,527 | 1,122 | 6.1 | 291 | 108 | 9.5 | 8.8 | 11.5 | 10.4 | 18.7 |
| 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 | 1,658 | 6.8 | 966 | 215 | 12.2 | 12.2 | 9.0 | 11.4 | 27.1 |
| 2003 . . . | 2,890 | 1,672 | 6.8 | 984 | 218 | 12.2 | 12.3 | 8.7 | 11.3 | 28.1 |
| 2004 . . . | 2,965 | 1,700 | 6.8 | 1,027 | 221 | 12.2 | 12.5 | 8.5 | 11.2 | 27.0 |
| 2005 . . . | 2,989 | 1,690 | 6.6 | 1,059 | 223 | 12.1 | 12.4 | 8.2 | 11.1 | 26.3 |

[1] Motorcycles included with cars through 1994; thereafter in total, not shown separately. [2] Includes school buses. [3] Includes combinations.

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

## Table 1070. **Domestic Motor Fuel Consumption by Type of Vehicle: 1970 to 2005**

[**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 [1] | Avg. annual percent change [2] | Cars [1] | Buses [3] | Vans, pickups, SUVs | Trucks [4] | All vehicles [1] | Cars [1] | Buses [3] | Vans, pickups, SUVs | Trucks [4] |
| 1970 . . . | 92.3 | 4.8 | 67.8 | 0.8 | 12.3 | 11.3 | 12.0 | 13.5 | 5.5 | 10.0 | 5.5 |
| 1980 . . . | 115.0 | –5.9 | 70.2 | 1.0 | 23.8 | 20.0 | 13.3 | 16.0 | 6.0 | 12.2 | 5.4 |
| 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 . . . | 168.7 | 3.2 | 75.5 | 1.0 | 55.2 | 36.8 | 16.9 | 22.0 | 6.8 | 17.5 | 5.8 |
| 2003 . . . | 170.0 | 0.8 | 75.5 | 1.0 | 60.7 | 32.7 | 17.0 | 22.2 | 7.0 | 16.2 | 6.7 |
| 2004 . . . | 173.5 | 2.1 | 75.4 | 1.3 | 63.4 | 33.1 | 17.1 | 22.5 | 5.0 | 16.2 | 6.7 |
| 2005 . . . | 174.3 | 0.5 | 73.9 | 1.3 | 65.4 | 33.4 | 17.2 | 22.9 | 5.0 | 16.2 | 6.7 |

[1] Motorcycles included with cars through 1994; thereafter in total, not shown separately. [2] Change from immediate prior year. [3] Includes school buses. [4] Includes combinations.

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

## Table 1071. **Motor Vehicle Accidents—Number and Deaths: 1980 to 2005**

**[17.9 represents 17,900,000]**

| Item | Unit | 1980 | 1985 | 1990 | 1995 | 2000 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|---|---|
| ACCIDENTS | | | | | | | | | | |
| Motor vehicle accidents [1] | Million | 17.9 | 19.3 | 11.5 | 10.7 | 13.4 | 18.3 | 11.8 | 10.9 | 10.7 |
| Vehicles involved: | | | | | | | | | | |
| Cars | Million | 22.8 | 25.6 | 14.3 | 12.3 | 15.9 | 18.1 | 11.5 | 10.8 | (NA) |
| Trucks | Million | 5.5 | 6.1 | 4.4 | 4.5 | 8.8 | 12.2 | 8.2 | 8.1 | (NA) |
| Motorcycles | 1,000 | 560 | 480 | 180 | 152 | 130 | 190 | 150 | 150 | (NA) |
| DEATHS | | | | | | | | | | |
| Motor vehicle deaths within 1 yr. [2] | 1,000 | 53.2 | 45.9 | 46.8 | 43.4 | 43.4 | 45.4 | 44.1 | 46.2 | 45.8 |
| Noncollision accidents | 1,000 | (NA) | (NA) | 4.9 | 4.4 | 4.8 | 5.3 | 5.1 | 5.2 | 5.3 |
| Collision accidents: | | | | | | | | | | |
| With other motor vehicles | 1,000 | 23.0 | 19.9 | 19.9 | 19.0 | 19.1 | 19.2 | 19.8 | 20.6 | 19.2 |
| With pedestrians | 1,000 | 9.7 | 8.5 | 7.3 | 6.4 | 5.9 | 6.1 | 5.7 | 5.9 | 6.2 |
| With fixed objects | 1,000 | (NA) | (NA) | 13.1 | 12.1 | 12.3 | 13.6 | 12.4 | 13.3 | 13.7 |
| Deaths within 30 days [3] | 1,000 | 51.1 | 43.8 | 44.6 | 41.8 | 41.9 | 43.0 | 42.9 | 42.8 | 43.4 |
| Occupants | 1,000 | 36.8 | 31.5 | 33.9 | 33.1 | 33.5 | 34.1 | 33.6 | 33.3 | 33.0 |
| Passenger cars | 1,000 | 27.4 | 23.2 | 24.1 | 22.4 | 20.7 | 20.6 | 19.7 | 19.2 | 18.4 |
| Light trucks [4] | 1,000 | 7.5 | 6.7 | 8.6 | 9.6 | 11.5 | 12.3 | 12.5 | 12.7 | 13.0 |
| Large trucks [4] | 1,000 | 1.3 | 1.0 | 0.7 | 0.6 | 0.8 | 0.7 | 0.7 | 0.8 | 0.8 |
| Buses | 1,000 | (Z) | 0.1 | (Z) | (Z) | (Z) | (Z) | (Z) | 0.0 | 0.1 |
| Other/unknown | 1,000 | 0.5 | 0.5 | 0.5 | 0.4 | 0.5 | 0.5 | 0.6 | 0.6 | 0.8 |
| Motorcycle riders [5] | 1,000 | 5.1 | 4.6 | 3.2 | 2.2 | 2.9 | 3.3 | 3.7 | 4.0 | 4.6 |
| Nonoccupants | 1,000 | 9.2 | 7.8 | 7.5 | 6.5 | 5.6 | 5.6 | 5.5 | 5.5 | 5.8 |
| Pedestrians | 1,000 | 8.1 | 6.8 | 6.5 | 5.6 | 4.8 | 4.9 | 4.8 | 4.7 | 4.9 |
| Pedalcyclist | 1,000 | 1.0 | 0.9 | 0.9 | 0.8 | 0.7 | 0.7 | 0.6 | 0.7 | 0.8 |
| Other/unknown | 1,000 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 |
| Traffic death rates: [3, 6] | | | | | | | | | | |
| Per 100 million vehicle miles | Rate | 3.3 | 2.5 | 2.1 | 1.7 | 1.5 | 1.5 | 1.5 | 1.4 | 1.5 |
| Per 100,000 licensed drivers | Rate | 35.2 | 27.9 | 26.7 | 23.7 | 22.0 | 22.1 | 21.9 | 21.5 | 21.7 |
| Per 100,000 registered vehicles | Rate | 34.8 | 26.4 | 24.2 | 21.2 | 19.3 | 19.1 | 18.6 | 18.0 | 17.7 |
| Per 100,000 resident population | Rate | 22.5 | 18.4 | 17.9 | 15.9 | 14.9 | 14.9 | 14.8 | 14.6 | 14.7 |

NA Not available. Z Fewer than 50. [1] Covers only accidents occurring on the road. Data are estimated. Year-to-year comparisons should be made with caution. [2] Deaths that occur within 1 year of accident. Includes collision categories not shown separately. [3] 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>. [4] See footnotes 2 and 3 in Table 1075. [5] Includes motorized cycles. [6] 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/>.

## Table 1072. **Traffic Fatalities by State: 1980 to 2005**

[For deaths within 30 days of the accident]

| State | 1980 | 1990 | 2000 | 2005 | Fatality rate [1] 1980 | Fatality rate [1] 2005 | State | 1980 | 1990 | 2000 | 2005 | Fatality rate [1] 1980 | Fatality rate [1] 2005 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **U.S.** | **51,091** | **44,599** | **41,945** | **43,443** | **3.3** | **1.5** | MO | 1,175 | 1,097 | 1,157 | 1,257 | 3.4 | 1.8 |
| | | | | | | | MT | 325 | 212 | 237 | 251 | 4.9 | 2.3 |
| AL | 940 | 1,121 | 996 | 1,131 | 3.2 | 1.9 | NE | 396 | 262 | 276 | 276 | 3.5 | 1.4 |
| AK | 88 | 98 | 106 | 72 | 3.3 | 1.4 | NV | 346 | 343 | 323 | 427 | 5.7 | 2.1 |
| AZ | 947 | 869 | 1,036 | 1,177 | 5.3 | 2.0 | NH | 194 | 158 | 126 | 166 | 3.0 | 1.2 |
| AR | 588 | 604 | 652 | 648 | 3.6 | 2.0 | NJ | 1,120 | 886 | 731 | 748 | 2.2 | 1.0 |
| CA | 5,496 | 5,192 | 3,753 | 4,329 | 3.5 | 1.3 | NM | 606 | 499 | 432 | 488 | 5.4 | 2.0 |
| CO | 709 | 544 | 681 | 606 | 3.2 | 1.3 | NY | 2,610 | 2,217 | 1,460 | 1,429 | 3.4 | 1.0 |
| CT | 575 | 385 | 341 | 274 | 3.0 | 0.9 | NC | 1,503 | 1,385 | 1,557 | 1,534 | 3.6 | 1.5 |
| DE | 153 | 138 | 123 | 134 | 3.6 | 1.4 | ND | 151 | 112 | 86 | 123 | 2.9 | 1.6 |
| DC | 41 | 48 | 48 | 48 | 1.2 | 1.3 | OH | 2,033 | 1,638 | 1,366 | 1,323 | 2.8 | 1.2 |
| FL | 2,825 | 2,891 | 2,999 | 3,543 | 3.6 | 1.8 | OK | 959 | 641 | 650 | 802 | 3.5 | 1.7 |
| GA | 1,508 | 1,562 | 1,541 | 1,729 | 3.5 | 1.5 | OR | 646 | 579 | 451 | 488 | 3.4 | 1.4 |
| HI | 186 | 177 | 132 | 140 | 3.3 | 1.4 | PA | 2,089 | 1,646 | 1,520 | 1,616 | 2.9 | 1.5 |
| ID | 331 | 244 | 276 | 275 | 4.8 | 1.9 | RI | 129 | 84 | 80 | 87 | 2.4 | 1.1 |
| IL | 1,975 | 1,589 | 1,418 | 1,361 | 3.0 | 1.3 | SC | 852 | 979 | 1,065 | 1,093 | 3.8 | 2.2 |
| IN | 1,166 | 1,049 | 886 | 938 | 3.0 | 1.3 | SD | 228 | 153 | 173 | 186 | 3.7 | 2.2 |
| IA | 626 | 465 | 445 | 450 | 3.3 | 1.5 | TN | 1,153 | 1,177 | 1,307 | 1,270 | 3.4 | 1.8 |
| KS | 595 | 444 | 461 | 428 | 3.4 | 1.4 | TX | 4,366 | 3,250 | 3,779 | 3,504 | 3.8 | 1.5 |
| KY | 820 | 849 | 820 | 985 | 3.2 | 2.1 | UT | 334 | 272 | 373 | 282 | 3.1 | 1.1 |
| LA | 1,219 | 959 | 938 | 955 | 5.0 | 2.1 | VT | 137 | 90 | 76 | 73 | 3.7 | 1.0 |
| ME | 265 | 213 | 169 | 169 | 3.5 | 1.1 | VA | 1,045 | 1,079 | 929 | 947 | 2.7 | 1.2 |
| MD | 756 | 707 | 588 | 614 | 2.6 | 1.1 | WA | 971 | 825 | 631 | 647 | 3.4 | 1.2 |
| MA | 881 | 605 | 433 | 442 | 2.5 | 0.8 | WV | 523 | 481 | 411 | 374 | 4.9 | 1.8 |
| MI | 1,750 | 1,571 | 1,382 | 1,129 | 2.8 | 1.1 | WI | 972 | 769 | 799 | 815 | 3.1 | 1.4 |
| MN | 848 | 566 | 625 | 559 | 3.0 | 1.0 | WY | 245 | 125 | 152 | 170 | 4.9 | 1.9 |
| MS | 695 | 750 | 949 | 931 | 4.2 | 2.2 | | | | | | | |

[1] 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>.

## Table 1073. **Fatal Motor Vehicle Accidents—National Summary: 1990 to 2005**

[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 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|
| **Fatal crashes, total** | **39,836** | **37,241** | **37,526** | **37,862** | **38,491** | **38,477** | **38,444** | **39,189** |
| One vehicle involved | 23,445 | 21,250 | 21,117 | 21,510 | 22,164 | 21,775 | 21,836 | 22,653 |
| Two or more vehicles involved | 16,391 | 15,991 | 16,409 | 16,352 | 16,327 | 16,702 | 16,608 | 16,536 |
| **Persons killed in fatal crashes** [1] | **44,599** | **41,817** | **41,945** | **42,196** | **43,005** | **42,884** | **42,836** | **43,443** |
| Occupants | 37,134 | 35,291 | 36,348 | 36,440 | 37,375 | 37,341 | 37,304 | 37,594 |
| Drivers | 25,750 | 24,390 | 25,567 | 25,869 | 26,659 | 26,779 | 26,871 | 27,472 |
| Passengers | 11,276 | 10,782 | 10,695 | 10,469 | 10,604 | 10,458 | 10,355 | 10,036 |
| Other | 108 | 119 | 86 | 102 | 112 | 104 | 78 | 86 |
| Nonoccupants | 7,465 | 6,526 | 5,597 | 5,756 | 5,630 | 5,543 | 5,532 | 5,849 |
| Pedestrians | 6,482 | 5,584 | 4,763 | 4,901 | 4,851 | 4,774 | 4,675 | 4,881 |
| Pedalcyclists | 859 | 833 | 693 | 732 | 665 | 629 | 727 | 784 |
| Other | 124 | 109 | 141 | 123 | 114 | 140 | 130 | 184 |
| Occupants killed by vehicle type: | | | | | | | | |
| Passenger cars | 24,092 | 22,423 | 20,699 | 20,320 | 20,569 | 19,725 | 19,192 | 18,440 |
| Mini-compact (95 inches) | 3,556 | 2,207 | 1,113 | 887 | 813 | 636 | 599 | 452 |
| Subcompact (95 to 99 inches) | 4,753 | 4,584 | 3,660 | 3,571 | 3,435 | 3,081 | 2,718 | 2,527 |
| Compact (100 to 104 inches) | 5,310 | 6,899 | 7,022 | 6,731 | 7,061 | 6,769 | 6,650 | 6,245 |
| Intermediate (105 to 109) inches | 4,849 | 4,666 | 5,204 | 5,402 | 5,514 | 5,583 | 5,667 | 5,548 |
| Full-size (110 to 114) inches | 2,386 | 2,116 | 2,287 | 2,344 | 2,434 | 2,451 | 2,354 | 2,483 |
| Largest (115 inches and over) | 2,249 | 1,297 | 897 | 864 | 828 | 782 | 807 | 793 |
| Unknown | 989 | 654 | 516 | 521 | 484 | 423 | 397 | 392 |
| Motorcycles | 3,129 | 2,114 | 2,783 | 3,077 | 3,150 | 3,583 | 3,827 | 4,398 |
| Other motorized cycles | 115 | 113 | 114 | 120 | 120 | 131 | 201 | 155 |
| Light trucks [2] | 8,601 | 9,568 | 11,526 | 11,723 | 12,274 | 12,546 | 12,674 | 12,975 |
| Pickup | 5,979 | 5,938 | 6,003 | 6,139 | 6,100 | 5,957 | 5,838 | 6,038 |
| Utility | 1,214 | 1,935 | 3,358 | 3,530 | 4,031 | 4,483 | 4,760 | 4,807 |
| Van | 1,154 | 1,639 | 2,129 | 2,019 | 2,109 | 2,080 | 2,046 | 2,105 |
| Other | 254 | 56 | 36 | 35 | 34 | 26 | 30 | 25 |
| Large trucks [3] | 705 | 648 | 754 | 702 | 689 | 726 | 766 | 803 |
| Medium trucks | 134 | 96 | 106 | 82 | 87 | 82 | 99 | 117 |
| Heavy trucks | 571 | 552 | 648 | 620 | 602 | 644 | 667 | 686 |
| Buses | 32 | 33 | 22 | 34 | 45 | 41 | 42 | 58 |
| Other vehicles | 296 | 307 | 401 | 401 | 424 | 477 | 512 | 487 |
| Unknown | 164 | 85 | 49 | 63 | 104 | 112 | 90 | 278 |
| **Persons involved in fatal crashes** | **107,777** | **102,102** | **100,716** | **101,175** | **101,784** | **101,862** | **100,760** | **101,034** |
| Occupants | 99,297 | 94,621 | 94,325 | 94,706 | 95,403 | 95,470 | 94,579 | 94,405 |
| Drivers | 58,893 | 56,164 | 57,280 | 57,586 | 58,113 | 58,517 | 58,395 | 59,104 |
| Passengers | 40,229 | 38,252 | 36,889 | 36,892 | 37,080 | 36,743 | 35,992 | 35,138 |
| Other | 175 | 205 | 156 | 228 | 210 | 210 | 192 | 163 |
| Nonoccupants | 8,480 | 7,481 | 6,391 | 6,469 | 6,381 | 6,392 | 6,181 | 6,629 |
| Vehicle miles traveled (VMT) (bil.) | 2,144 | 2,423 | 2,747 | 2,797 | 2,856 | 2,890 | 2,965 | 2,990 |
| Licensed drivers (1,000) | 167,015 | 176,628 | 190,625 | 191,276 | 194,602 | 196,166 | 198,889 | 200,665 |
| Registered vehicles (1,000) | 184,275 | 197,065 | 217,028 | 221,230 | 225,685 | 230,788 | 237,949 | 245,642 |
| Percent distribution of fatal accidents by the highest blood alcohol concentration (BAC) in accident: | | | | | | | | |
| 0.00 percent | 49.5 | 57.7 | 58.7 | 58.9 | 59.2 | 60.2 | 60.5 | 61.1 |
| 0.01 to 0.07 percent | 6.5 | 5.7 | 5.9 | 5.9 | 5.6 | 5.6 | 5.4 | 5.3 |
| 0.08 percent and over | 44.0 | 36.7 | 35.4 | 35.2 | 35.3 | 34.3 | 34.2 | 33.6 |
| Fatalities per 100,000 resident population: | | | | | | | | |
| Under 5 years old | 4.9 | 4.3 | 3.7 | 3.4 | 3.1 | 3.1 | 3.2 | 2.9 |
| 5 to 15 years old | 6.4 | 6.0 | 4.7 | 4.3 | 4.3 | 4.4 | 4.4 | 3.9 |
| 16 to 24 years old | 35.2 | 30.7 | 28.5 | 28.6 | 29.3 | 28.1 | 27.7 | 27.4 |
| 25 to 44 years old | 19.7 | 17.2 | 16.1 | 16.2 | 16.2 | 16.0 | 15.8 | 16.3 |
| 45 to 64 years old | 14.9 | 13.6 | 13.8 | 13.5 | 13.8 | 14.0 | 13.9 | 14.2 |
| 65 to 79 years old | 18.8 | 18.5 | 17.1 | 17.1 | 17.0 | 16.3 | 16.3 | 16.2 |
| 80 years old and over | 26.8 | 28.0 | 25.0 | 24.5 | 23.3 | 24.5 | 22.4 | 21.3 |
| Fatalities per 100 million VMT [4] | 2.1 | 1.7 | 1.5 | 1.5 | 1.5 | 1.5 | 1.4 | 1.5 |
| Fatalities per 100,000 licensed drivers | 26.7 | 23.7 | 22.0 | 22.1 | 22.1 | 21.9 | 21.5 | 21.7 |
| Licensed driver per person | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 |
| VMT [3] per registered vehicle | 11,637 | 12,294 | 12,657 | 12,644 | 12,653 | 12,522 | 12,461 | 12,172 |
| Fatalities per 100,000 registered vehicles | 24.2 | 21.2 | 19.3 | 19.1 | 19.1 | 18.6 | 18.0 | 17.7 |
| Fatal crashes per 100 million VMT [3] | 1.9 | 1.5 | 1.4 | 1.4 | 1.3 | 1.3 | 1.3 | 1.3 |
| Involved vehicles per fatal crash | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.4 | 1.4 |
| Fatalities per fatal crash | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Fatalities per 100,000 resident population | 17.9 | 15.9 | 14.9 | 14.8 | 14.9 | 14.8 | 14.6 | 14.7 |

[1] Deaths within 30 days of the accident. [2] Trucks with a gross vehicle weight rating of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and utility vehicles. [3] Trucks with a gross vehicle weight rating of over 10,000 pounds. [4] 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>.

## Table 1074. **Motor Vehicle Occupants and Nonoccupants Killed and Injured: 1980 to 2005**

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

| Year | Total | Occupants | | | | | | Motor-cycle riders [2] | Nonoccupants | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | Pas-senger cars | Light trucks [1] | Large trucks [1] | Buses | Other/ un-known [3] | | Total | Pedes-trian | Pedal-cyclist | Other/ un-known [3] |
| KILLED | | | | | | | | | | | | |
| 1980 | 51,091 | 36,783 | 27,449 | 7,486 | 1,262 | 46 | 540 | 5,144 | 9,164 | 8,070 | 965 | 129 |
| 1985 | 43,825 | 31,479 | 23,212 | 6,689 | 977 | 57 | 544 | 4,564 | 7,782 | 6,808 | 890 | 84 |
| 1990 | 44,599 | 33,890 | 24,092 | 8,601 | 705 | 32 | 460 | 3,244 | 7,465 | 6,482 | 859 | 124 |
| 1994 | 40,716 | 31,998 | 21,997 | 8,904 | 670 | 18 | 409 | 2,320 | 6,398 | 5,489 | 802 | 107 |
| 1995 | 41,817 | 33,064 | 22,423 | 9,568 | 648 | 33 | 392 | 2,227 | 6,526 | 5,584 | 833 | 109 |
| 1996 [4] | 42,065 | 33,534 | 22,505 | 9,932 | 621 | 21 | 455 | 2,161 | 6,368 | 5,449 | 765 | 154 |
| 1997 | 42,013 | 33,609 | 22,199 | 10,249 | 723 | 18 | 420 | 2,116 | 6,288 | 5,321 | 814 | 153 |
| 1998 | 41,501 | 33,088 | 21,194 | 10,705 | 742 | 38 | 409 | 2,294 | 6,119 | 5,228 | 760 | 131 |
| 1999 | 41,717 | 33,392 | 20,862 | 11,265 | 759 | 59 | 447 | 2,483 | 5,842 | 4,939 | 754 | 149 |
| 2000 | 41,945 | 33,451 | 20,699 | 11,526 | 754 | 22 | 450 | 2,897 | 5,597 | 4,763 | 693 | 141 |
| 2001 | 42,196 | 33,243 | 20,320 | 11,723 | 708 | 34 | 458 | 3,197 | 5,756 | 4,901 | 732 | 123 |
| 2002 | 43,005 | 34,105 | 20,569 | 12,274 | 689 | 45 | 528 | 3,270 | 5,630 | 4,851 | 665 | 114 |
| 2003 | 42,884 | 33,627 | 19,725 | 12,546 | 726 | 41 | 589 | 3,714 | 5,543 | 4,774 | 629 | 140 |
| 2004 | 42,836 | 33,276 | 19,192 | 12,674 | 766 | 42 | 602 | 4,028 | 5,532 | 4,675 | 727 | 130 |
| 2005 | 43,443 | 33,041 | 18,440 | 12,975 | 803 | 58 | 765 | 4,553 | 5,849 | 4,881 | 784 | 184 |
| INJURED (1,000) | | | | | | | | | | | | |
| 1988 | 3,416 | 3,119 | 2,585 | 478 | 37 | 15 | 4 | 105 | 192 | 110 | 75 | 8 |
| 1990 | 3,231 | 2,960 | 2,376 | 505 | 42 | 33 | 4 | 84 | 187 | 105 | 75 | 7 |
| 1994 | 3,266 | 3,045 | 2,364 | 631 | 30 | 16 | 4 | 57 | 164 | 92 | 62 | 9 |
| 1995 | 3,465 | 3,246 | 2,469 | 722 | 30 | 19 | 4 | 57 | 162 | 86 | 67 | 10 |
| 1996 | 3,483 | 3,277 | 2,458 | 761 | 33 | 20 | 4 | 55 | 151 | 82 | 58 | 11 |
| 1997 | 3,348 | 3,149 | 2,341 | 755 | 31 | 17 | 6 | 53 | 146 | 77 | 58 | 11 |
| 1998 | 3,192 | 3,012 | 2,201 | 763 | 29 | 16 | 4 | 49 | 131 | 69 | 53 | 8 |
| 1999 | 3,236 | 3,047 | 2,138 | 847 | 33 | 22 | 7 | 50 | 140 | 85 | 51 | 3 |
| 2000 | 3,189 | 2,997 | 2,052 | 887 | 31 | 18 | 10 | 58 | 134 | 78 | 51 | 5 |
| 2001 | 3,033 | 2,841 | 1,927 | 861 | 29 | 15 | 9 | 60 | 131 | 78 | 45 | 8 |
| 2002 | 2,926 | 2,735 | 1,805 | 879 | 26 | 19 | 6 | 65 | 126 | 71 | 48 | 7 |
| 2003 | 2,889 | 2,697 | 1,756 | 889 | 27 | 18 | 7 | 67 | 124 | 70 | 46 | 8 |
| 2004 | 2,788 | 2,594 | 1,643 | 900 | 27 | 16 | 7 | 76 | 118 | 68 | 41 | 9 |
| 2005 | 2,699 | 2,494 | 1,573 | 872 | 27 | 11 | 10 | 87 | 118 | 64 | 45 | 8 |

[1] See footnotes 2 and 3 in Table 1075. [2] Includes motorized cycles. [3] Includes combination trucks. [4] Total includes two fatalities of unknown person type, not specified in distribution.

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>.

## Table 1075. **Vehicles Involved in Crashes by Vehicle Type, Rollover Occurrence, and Crash Severity: 2005**

[**10,775.1 represents 10,775,100**. Excludes motorcycles]

| Vehicle type | Total | | Rollover occurrence | | | |
|---|---|---|---|---|---|---|
| | | | Yes | | No | |
| | Number (1,000) | Percent | Number (1,000) | Percent | Number (1,000) | Percent |
| **Vehicles involved in all crashes [1]** | **10,755.1** | **100.0** | **279.9** | **2.6** | **10,475.2** | **97.4** |
| Passenger cars | 6,087.2 | 100.0 | 108.7 | 1.8 | 5,978.6 | 98.2 |
| Light trucks: [2] | | | | | | |
| Pickup | 1,652.6 | 100.0 | 60.7 | 3.7 | 1,592.0 | 96.3 |
| Utility | 1,583.4 | 100.0 | 75.9 | 4.8 | 1,507.5 | 95.2 |
| Van | 795.3 | 100.0 | 15.4 | 1.9 | 779.9 | 98.1 |
| Other | 119.8 | 100.0 | 2.1 | 1.8 | 117.7 | 98.2 |
| Large truck [3] | 441.5 | 100.0 | 14.2 | 3.2 | 427.4 | 96.8 |
| Bus | 51.4 | 100.0 | 0.4 | 0.8 | 50.9 | 99.2 |
| Other/unknown | 23.7 | 100.0 | 2.5 | 10.7 | 21.2 | 89.3 |
| Fatal crashes | 54.7 | 100.0 | 11.5 | 21.1 | 43.2 | 78.9 |
| Passenger cars | 25.0 | 100.0 | 4.1 | 16.4 | 20.9 | 83.6 |
| Light trucks: [2] | | | | | | |
| Pickup | 10.9 | 100.0 | 2.9 | 26.7 | 8.0 | 73.3 |
| Utility | 8.1 | 100.0 | 2.9 | 35.4 | 5.3 | 64.6 |
| Van | 3.7 | 100.0 | 0.7 | 18.8 | 3.0 | 81.2 |
| Other | 0.1 | 100.0 | (Z) | 21.3 | 0.1 | 78.8 |
| Large truck [3] | 4.9 | 100.0 | 0.7 | 13.6 | 4.3 | 86.4 |
| Bus | 0.3 | 100.0 | (Z) | 2.5 | 0.3 | 97.5 |
| Other/unknown | 1.6 | 100.0 | 0.2 | 14.2 | 1.4 | 85.8 |

Z Less than 50. [1] Includes injury and property-only crashes, not shown separately. [2] Trucks of 10,000 pounds gross vehicle weight rating or less, including pickups, vans, truck-based station wagons and utility vehicles. [3] Trucks over 10,000 pounds gross vehicle weight rating.

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

## Table 1076. **Speeding-Related Traffic Fatalities by State and Road Type and Speed Limit: 2005**

[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 | Traffic fatalities, total | Speeding-related fatalities by road type and speed limit | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Interstate | | Noninterstate | | | | | |
| | | Total [1] | Over 55 mph | At or under 55 mph | 55 mph | 50 mph | 45 mph | 40 mph | 35 mph | Under 35 mph |
| **United States** | **43,443** | **13,113** | **1,384** | **342** | **3,462** | **510** | **1,719** | **886** | **1,453** | **1,341** |
| Alabama | 1,131 | 493 | 53 | 7 | 118 | 15 | 175 | 31 | 39 | 25 |
| Alaska | 72 | 27 | 7 | 3 | 4 | – | 2 | 1 | 5 | 3 |
| Arizona | 1,177 | 460 | 109 | 15 | 36 | 23 | 71 | 73 | 32 | 35 |
| Arkansas | 648 | 104 | 5 | – | 52 | 3 | 11 | 7 | 17 | 5 |
| California | 4,329 | 1,471 | 203 | 30 | 344 | 60 | 145 | 131 | 181 | 156 |
| Colorado | 606 | 204 | 16 | 11 | 25 | 10 | 30 | 24 | 22 | 30 |
| Connecticut | 274 | 92 | 3 | 7 | 1 | – | 9 | 9 | 9 | 49 |
| Delaware | 134 | 52 | 1 | 5 | 4 | 26 | – | 5 | 6 | 2 |
| District of Columbia | 48 | 17 | – | 5 | – | – | – | – | 2 | 10 |
| Florida | 3,543 | 239 | 14 | 7 | 30 | 11 | 52 | 20 | 33 | 33 |
| Georgia | 1,729 | 340 | 22 | 5 | 105 | 6 | 51 | 5 | 43 | 18′ |
| Hawaii | 140 | 69 | – | 6 | 6 | 1 | 6 | 1 | 25 | 20 |
| Idaho | 275 | 95 | 14 | – | 11 | 11 | 7 | 5 | 8 | 8 |
| Illinois | 1,361 | 525 | 68 | 22 | 199 | 16 | 48 | 46 | 62 | 61 |
| Indiana | 938 | 258 | 19 | 17 | 59 | 10 | 42 | 34 | 27 | 46 |
| Iowa | 450 | 44 | 5 | – | 19 | 2 | 5 | – | 7 | 4 |
| Kansas | 428 | 119 | 16 | – | 37 | 2 | 6 | 4 | 4 | 19 |
| Kentucky | 985 | 187 | 12 | 6 | 117 | – | 22 | 2 | 17 | 10 |
| Louisiana | 955 | 180 | 14 | 3 | 70 | 4 | 34 | 7 | 27 | 13 |
| Maine | 169 | 86 | 11 | 3 | 9 | 9 | 21 | 11 | 9 | 10 |
| Maryland | 614 | 214 | 14 | 15 | 19 | 34 | 22 | 29 | 30 | 46 |
| Massachusetts | 442 | 146 | 11 | 3 | 4 | 3 | 11 | 21 | 28 | 57 |
| Michigan | 1,129 | 243 | 26 | 11 | 120 | 4 | 24 | 2 | 14 | 25 |
| Minnesota | 559 | 152 | 13 | 4 | 85 | 7 | 6 | 4 | 2 | 20 |
| Mississippi | 931 | 254 | 36 | – | 91 | 20 | 45 | 9 | 21 | 8 |
| Missouri | 1,257 | 529 | 59 | 9 | 197 | 6 | 31 | 28 | 66 | 51 |
| Montana | 251 | 97 | 17 | – | 2 | 2 | 4 | – | 9 | 10 |
| Nebraska | 276 | 51 | 10 | – | 5 | 11 | 2 | 3 | 8 | 5 |
| Nevada | 427 | 160 | 24 | – | 10 | 8 | 23 | 1 | 23 | 9 |
| New Hampshire | 166 | 56 | 4 | 1 | 4 | 5 | 1 | 6 | 14 | 16 |
| New Jersey | 748 | 79 | – | 3 | 10 | 21 | 12 | 3 | 9 | 13 |
| New Mexico | 488 | 165 | 33 | 2 | 28 | 1 | 12 | 7 | 10 | 11 |
| New York | 1,429 | 456 | 13 | 13 | 173 | 15 | 27 | 37 | 21 | 77 |
| North Carolina | 1,534 | 560 | 40 | 7 | 287 | 4 | 121 | 1 | 72 | 14 |
| North Dakota | 123 | 28 | 2 | 1 | 8 | 2 | – | 1 | – | 3 |
| Ohio | 1,323 | 277 | 23 | 6 | 123 | 4 | 28 | 7 | 51 | 21 |
| Oklahoma | 802 | 292 | 27 | 2 | 64 | 8 | 71 | 13 | 18 | 15 |
| Oregon | 488 | 161 | 10 | 2 | 76 | 3 | 11 | 7 | 19 | 14 |
| Pennsylvania | 1,616 | 757 | 44 | 18 | 195 | 18 | 167 | 91 | 144 | 54 |
| Rhode Island | 87 | 40 | 6 | 3 | 1 | 3 | 2 | 2 | 6 | 17 |
| South Carolina | 1,093 | 480 | 59 | 2 | 158 | 9 | 93 | 22 | 55 | 24 |
| South Dakota | 186 | 62 | 7 | – | 26 | – | 1 | 3 | 4 | 4 |
| Tennessee | 1,270 | 266 | 12 | 10 | 9 | – | 9 | 4 | 4 | 4 |
| Texas | 3,504 | 1,426 | 162 | 49 | 174 | 35 | 147 | 117 | 121 | 143 |
| Utah | 282 | 75 | 38 | – | 3 | 3 | 2 | 6 | 7 | 6 |
| Vermont | 73 | 33 | 2 | – | – | 13 | 3 | 3 | 5 | 3 |
| Virginia | 947 | 313 | 42 | 19 | 128 | 3 | 52 | 8 | 35 | 19 |
| Washington | 647 | 247 | 14 | 4 | 18 | 54 | 12 | 19 | 57 | 41 |
| West Virginia | 374 | 82 | 10 | – | 33 | 3 | 13 | 8 | 6 | 6 |
| Wisconsin | 815 | 294 | 16 | 6 | 157 | 2 | 27 | 7 | 18 | 42 |
| Wyoming | 170 | 56 | 18 | – | 8 | – | 3 | 1 | 1 | 6 |

– Represents zero. [1] 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. See Internet site <http://www.nhtsa.dot.gov/people/Crash/Index.html>.

## Table 1077. **Fatalities by Highest Blood Alcohol Concentration in the Crash: 1985 to 2005**

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

| Item | 1985 | 1990 | 1995 | 2000 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|
| **Total fatalities** | **43,825** | **44,599** | **41,817** | **41,945** | **43,005** | **42,884** | **42,836** | **43,443** |
| Fatalities in alcohol-related crashes | 23,167 | 22,587 | 17,732 | 17,380 | 17,524 | 17,105 | 16,919 | 16,885 |
| Percent | 52.9 | 50.6 | 42.4 | 41.4 | 40.7 | 40.0 | 39.5 | 38.9 |
| BAC = 0.01-0.07 g/dl: | | | | | | | | |
| Number | 3,081 | 2,980 | 2,490 | 2,511 | 2,432 | 2,427 | 2,325 | 2,346 |
| Percent | 7.0 | 6.7 | 6.0 | 6.0 | 5.7 | 6.0 | 5.4 | 5.4 |
| BAC = 0.08 g/dl or more: | | | | | | | | |
| Number | 20,086 | 19,607 | 15,242 | 14,870 | 15,093 | 14,678 | 14,593 | 14,539 |
| Percent | 45.8 | 44.0 | 36.5 | 35.5 | 35.1 | 34.0 | 34.1 | 33.5 |
| Fatalities with BAC = 0.00 g/dl: | | | | | | | | |
| Number | 20,659 | 22,012 | 24,085 | 24,565 | 25,481 | 25,779 | 25,918 | 26,558 |
| Percent | 47.1 | 49.4 | 57.6 | 58.6 | 59.3 | 60.0 | 60.5 | 61.1 |

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>.

## Table 1078. **Traffic Fatalities by State and Highest Blood Alcohol Concentration (BAC) in the Crash: 2005**

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

| State | Traffic fatalities, total | 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) | |
| | | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **United States** | **43,443** | **26,558** | **61.1** | **16,885** | **38.9** | **2,346** | **5.4** | **14,539** | **33.5** |
| Alabama | 1,131 | 708 | 62.6 | 423 | 37.4 | 42 | 3.7 | 382 | 33.7 |
| Alaska | 72 | 37 | 51.7 | 35 | 48.3 | 4 | 5.7 | 31 | 42.6 |
| Arizona | 1,177 | 685 | 58.2 | 492 | 41.8 | 58 | 4.9 | 434 | 36.9 |
| Arkansas | 648 | 415 | 64.1 | 233 | 35.9 | 25 | 3.9 | 208 | 32.0 |
| California | 4,329 | 2,610 | 60.3 | 1,719 | 39.7 | 254 | 5.9 | 1,466 | 33.9 |
| Colorado | 606 | 362 | 59.7 | 244 | 40.3 | 31 | 5.2 | 213 | 35.1 |
| Connecticut | 274 | 154 | 56.3 | 120 | 43.7 | 19 | 7.0 | 101 | 36.8 |
| Delaware | 134 | 68 | 51.0 | 66 | 49.0 | 6 | 4.8 | 59 | 44.2 |
| District of Columbia | 48 | 22 | 45.4 | 26 | 54.6 | 5 | 10.8 | 21 | 43.8 |
| Florida | 3,543 | 2,072 | 58.5 | 1,471 | 41.5 | 201 | 5.7 | 1,271 | 35.9 |
| Georgia | 1,729 | 1,184 | 68.5 | 545 | 31.5 | 82 | 4.7 | 463 | 26.8 |
| Hawaii | 140 | 69 | 49.2 | 71 | 50.8 | 13 | 9.1 | 58 | 41.7 |
| Idaho | 275 | 186 | 67.6 | 89 | 32.4 | 5 | 1.6 | 85 | 30.7 |
| Illinois | 1,361 | 781 | 57.4 | 580 | 42.6 | 103 | 7.6 | 477 | 35.1 |
| Indiana | 938 | 618 | 65.9 | 320 | 34.1 | 47 | 5.0 | 273 | 29.1 |
| Iowa | 450 | 332 | 73.8 | 118 | 26.2 | 16 | 3.6 | 102 | 22.6 |
| Kansas | 428 | 277 | 64.7 | 151 | 35.3 | 30 | 6.9 | 122 | 28.4 |
| Kentucky | 985 | 672 | 68.2 | 313 | 31.8 | 47 | 4.7 | 267 | 27.1 |
| Louisiana | 955 | 561 | 58.7 | 394 | 41.3 | 47 | 5.0 | 347 | 36.3 |
| Maine | 169 | 110 | 65.3 | 59 | 34.7 | 8 | 5.0 | 50 | 29.8 |
| Maryland | 614 | 379 | 61.7 | 235 | 38.3 | 44 | 7.1 | 191 | 31.2 |
| Massachusetts | 442 | 271 | 61.3 | 171 | 38.7 | 21 | 4.7 | 150 | 34.0 |
| Michigan | 1,129 | 708 | 62.7 | 421 | 37.3 | 58 | 5.1 | 363 | 32.1 |
| Minnesota | 559 | 358 | 64.0 | 201 | 36.0 | 26 | 4.6 | 176 | 31.4 |
| Mississippi | 931 | 560 | 60.2 | 371 | 39.8 | 40 | 4.3 | 331 | 35.5 |
| Missouri | 1,257 | 742 | 59.0 | 515 | 41.0 | 81 | 6.4 | 434 | 34.5 |
| Montana | 251 | 127 | 50.6 | 124 | 49.4 | 12 | 4.9 | 112 | 44.5 |
| Nebraska | 276 | 185 | 67.1 | 91 | 32.9 | 13 | 4.6 | 78 | 28.3 |
| Nevada | 427 | 268 | 62.8 | 159 | 37.2 | 16 | 3.8 | 143 | 33.4 |
| New Hampshire | 166 | 106 | 64.0 | 60 | 36.0 | 5 | 3.0 | 55 | 33.0 |
| New Jersey | 748 | 485 | 64.9 | 263 | 35.1 | 46 | 6.2 | 217 | 29.0 |
| New Mexico | 488 | 299 | 61.2 | 189 | 38.8 | 17 | 3.5 | 172 | 35.3 |
| New York | 1,429 | 905 | 63.3 | 524 | 36.7 | 91 | 6.3 | 434 | 30.3 |
| North Carolina | 1,534 | 985 | 64.2 | 549 | 35.8 | 65 | 4.2 | 484 | 31.6 |
| North Dakota | 123 | 65 | 52.7 | 58 | 47.3 | 13 | 10.2 | 46 | 37.2 |
| Ohio | 1,323 | 818 | 61.9 | 505 | 38.1 | 96 | 7.3 | 409 | 30.9 |
| Oklahoma | 802 | 519 | 64.8 | 283 | 35.2 | 34 | 4.2 | 249 | 31.0 |
| Oregon | 488 | 311 | 63.8 | 177 | 36.2 | 38 | 7.7 | 139 | 28.5 |
| Pennsylvania | 1,616 | 980 | 60.7 | 636 | 39.3 | 77 | 4.8 | 559 | 34.6 |
| Rhode Island | 87 | 44 | 50.5 | 43 | 49.5 | 10 | 11.0 | 34 | 38.5 |
| South Carolina | 1,093 | 629 | 57.5 | 464 | 42.5 | 68 | 6.2 | 396 | 36.2 |
| South Dakota | 186 | 106 | 57.0 | 80 | 43.0 | 4 | 1.9 | 76 | 41.1 |
| Tennessee | 1,270 | 806 | 63.5 | 464 | 36.5 | 67 | 5.3 | 397 | 31.2 |
| Texas | 3,504 | 1,935 | 55.2 | 1,569 | 44.8 | 198 | 5.6 | 1,371 | 39.1 |
| Utah | 282 | 245 | 86.9 | 37 | 13.1 | 2 | 0.7 | 35 | 12.3 |
| Vermont | 73 | 44 | 60.0 | 29 | 40.0 | 1 | 1.5 | 28 | 38.5 |
| Virginia | 947 | 600 | 63.4 | 347 | 36.6 | 63 | 6.6 | 284 | 30.0 |
| Washington | 647 | 353 | 54.6 | 294 | 45.4 | 41 | 6.4 | 253 | 39.1 |
| West Virginia | 374 | 248 | 66.3 | 126 | 33.7 | 11 | 2.8 | 116 | 30.9 |
| Wisconsin | 815 | 446 | 54.7 | 369 | 45.3 | 41 | 5.0 | 328 | 40.2 |
| Wyoming | 170 | 105 | 61.9 | 65 | 38.1 | 9 | 5.1 | 56 | 33.0 |

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

## Table 1079. **Crashes by Crash Severity: 1990 to 2005**

[**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 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|---|
| **Crashes (1,000)** | **6,471** | **6,699** | **6,279** | **6,394** | **6,323** | **6,316** | **6,328** | **6,181** | **6,159** |
| Fatal | 39.8 | 37.2 | 37.1 | 37.5 | 37.9 | 38.5 | 38.5 | 38.4 | 39.2 |
| Nonfatal injury | 2,122 | 2,217 | 2,054 | 2,070 | 2,003 | 1,929 | 1,925 | 1,862 | 1,816 |
| Property damage only | 4,309 | 4,446 | 4,188 | 4,286 | 4,282 | 4,348 | 4,365 | 4,281 | 4,304 |
| 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 | 32.7 | 32.4 | 31.7 | 30.5 | 30.4 | 30.1 | 29.5 |
| Property damage only | 66.6 | 66.4 | 66.7 | 67.0 | 67.7 | 68.8 | 69.0 | 69.3 | 69.9 |

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

## Table 1080. **Alcohol Involvement for Drivers in Fatal Crashes: 1995 and 2005**

[BAC = blood alcohol concentration]

| Age, sex, and vehicle type | 1995 | | 2005 | |
|---|---|---|---|---|
| | Number of drivers | Percentage with BAC of .08% or greater | Number of drivers | Percentage with BAC of .08% or greater |
| **Total drivers involved in fatal crashes** [1] | **56,164** | **22.0** | **59,104** | **20.2** |
| Drivers by age group: | | | | |
| Under 16 years old | 410 | 9.3 | 304 | 8.9 |
| 16 to 20 years old | 7,725 | 15.6 | 7,293 | 16.4 |
| 21 to 24 years old | 6,263 | 31.8 | 6,548 | 31.9 |
| 25 to 34 years old | 13,048 | 30.3 | 11,378 | 27.8 |
| 35 to 44 years old | 10,677 | 26.1 | 10,733 | 23.2 |
| 45 to 54 years old | 6,815 | 17.7 | 9,403 | 18.6 |
| 55 to 64 years old | 4,079 | 13.6 | 6,041 | 11.8 |
| 65 to 74 years old | 3,251 | 7.6 | 3,212 | 6.5 |
| 75 years old and over | 2,989 | 4.0 | 3,003 | 3.9 |
| Drivers by sex: | | | | |
| Male | 41,235 | 25.0 | 43,060 | 23.0 |
| Female | 14,184 | 12.9 | 14,974 | 12.5 |
| Drivers by vehicle type: | | | | |
| Passenger cars | 30,773 | 22.6 | 24,908 | 22.0 |
| Light trucks [2] | 17,483 | 24.6 | 22,757 | 21.3 |
| Large trucks [2] | 4,410 | 2.3 | 4,881 | 1.3 |
| Motorcycles | 2,262 | 33.0 | 4,652 | 26.8 |
| Buses | 269 | 0.8 | 276 | 1.2 |

[1] Includes age and sex unknown, and other and unknown types of vehicles. [2] See footnotes 2 and 3 in Table 1075.

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

## Table 1081. **Licensed Drivers and Number in Accidents by Age: 2005**

[**201,500 represents 201,500,000**]

| Age group | Licensed drivers | | Drivers in accidents | | | | Accident rates per number of drivers | |
|---|---|---|---|---|---|---|---|---|
| | | | Fatal | | All | | | |
| | Number (1,000) | Percent | Number | Percent | Number (1,000) | Percent | Fatal [1] | All [2] |
| **Total** | **201,500** | **100.0** | **62,300** | **100.0** | **18,400** | **100.0** | **31** | **9** |
| 19 years old and under | 9,396 | 4.7 | 6,300 | 10.1 | 2,490 | 13.5 | 67 | 27 |
| Under 16 years old | 52 | (Z) | 400 | 0.6 | 250 | 1.4 | ([3]) | ([3]) |
| 16 years old | 1,271 | 0.6 | 900 | 1.4 | 410 | 2.2 | 71 | 32 |
| 17 years old | 2,197 | 1.1 | 1,300 | 2.1 | 570 | 3.1 | 59 | 26 |
| 18 years old | 2,758 | 1.4 | 1,800 | 2.9 | 650 | 3.5 | 65 | 24 |
| 19 years old | 3,118 | 1.5 | 1,900 | 3.0 | 610 | 3.3 | 61 | 20 |
| 20 to 24 years old | 16,886 | 8.4 | 8,900 | 14.3 | 2,640 | 14.3 | 53 | 16 |
| 20 years old | 3,217 | 1.6 | 1,800 | 2.9 | 610 | 3.3 | 56 | 19 |
| 21 years old | 3,245 | 1.6 | 1,900 | 3.0 | 540 | 2.9 | 59 | 17 |
| 22 years old | 3,394 | 1.7 | 1,900 | 3.0 | 500 | 2.7 | 56 | 15 |
| 23 years old | 3,460 | 1.7 | 1,700 | 2.7 | 500 | 2.7 | 49 | 14 |
| 24 years old | 3,570 | 1.8 | 1,600 | 2.6 | 490 | 2.7 | 45 | 14 |
| 25 to 34 years old | 36,003 | 17.9 | 11,300 | 18.1 | 3,820 | 20.8 | 31 | 11 |
| 35 to 44 years old | 40,394 | 20.0 | 10,400 | 16.7 | 3,420 | 18.6 | 26 | 8 |
| 45 to 54 years old | 39,851 | 19.8 | 9,600 | 15.4 | 3,060 | 16.6 | 24 | 8 |
| 55 to 64 years old | 29,685 | 14.7 | 6,600 | 10.6 | 1,610 | 8.8 | 22 | 5 |
| 65 to 74 years old | 16,492 | 8.2 | 4,200 | 6.7 | 800 | 4.3 | 25 | 5 |
| 75 years old and over | 12,793 | 6.3 | 5,000 | 8.0 | 560 | 3.0 | 39 | 4 |

Z Less than 0.05. [1] Per 100,000 licensed drivers. [2] Per 100 licensed drivers. [3] 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, 2006*, (copyright). See Internet site <http://www.nsc.org/>.

## Table 1082. **Passenger Transit Industry—Summary: 1980 to 2005**

[**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 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|
| Operating systems | Number | 1,044 | 4,972 | 5,078 | 5,973 | 6,000 | 6,429 | 6,429 |
| Motor bus systems | Number | 1,040 | 2,631 | 2,688 | 2,250 | 2,262 | 1,500 | 1,500 |
| Revenue vehicles, active | Number | 75,388 | 94,368 | 93,553 | 116,473 | 131,918 | 143,822 | 150,827 |
| Motor bus | Number | 59,411 | 64,258 | 58,714 | 67,107 | 75,013 | 81,033 | 82,027 |
| Commuter rail | Number | 4,500 | 4,035 | 5,007 | 5,164 | 5,498 | 6,228 | 6,392 |
| Demand response | Number | (NA) | 14,490 | 16,471 | 29,352 | 33,080 | 37,078 | 41,958 |
| Heavy rail | Number | 9,641 | 9,326 | 10,419 | 10,157 | 10,591 | 10,858 | 11,110 |
| Light rail | Number | 1,013 | 717 | 913 | 999 | 1,577 | 1,622 | 1,645 |
| Trolley bus | Number | 823 | 676 | 832 | 885 | 951 | 597 | 615 |
| Other | Number | (NA) | 867 | 1,197 | 2,809 | 5,208 | 6,406 | 7,080 |
| Operating funding, total | Mil. dol. | 6,510 | 12,195 | 16,053 | 18,241 | 24,243 | 29,718 | 31,708 |
| Passenger funding | Mil. dol. | 2,557 | 4,575 | 5,891 | 6,801 | 8,746 | 9,775 | 10,269 |
| Other operating funding [1] | Mil. dol. | 248 | 702 | 895 | 2,812 | 4,217 | 4,960 | 4,983 |
| Operating assistance | Mil. dol. | 3,705 | 6,918 | 9,267 | 8,628 | 11,280 | 14,983 | 16,456 |
| Federal | Mil. dol. | 1,094 | 940 | 970 | 817 | 994 | 2,086 | 2,303 |
| Local [2] | Mil. dol. | 2,611 | 5,979 | 5,327 | 3,981 | 5,319 | 6,184 | 6,658 |
| State [2] | Mil. dol. | (NA) | (NA) | 2,970 | 3,830 | 4,967 | 6,713 | 7,495 |
| Operating expense | Mil. dol. | 6,247 | 12,381 | 15,742 | 17,849 | 22,646 | 28,506 | 30,295 |
| Vehicle operations | Mil. dol. | 3,248 | 5,655 | 6,654 | 8,282 | 10,111 | 12,866 | 13,793 |
| Maintenance | Mil. dol. | 1,774 | 3,672 | 4,631 | 5,047 | 6,445 | 7,833 | 8,259 |
| General administration | Mil. dol. | 1,224 | 2,505 | 3,450 | 2,590 | 3,329 | 3,974 | 4,075 |
| Purchased transportation | Mil. dol. | (NA) | 549 | 1,008 | 1,930 | 2,761 | 3,833 | 4,168 |
| Capital and planning grants, federal [3] | Mil. dol. | 2,787 | 2,559 | 2,428 | 5,534 | 7,366 | 7,913 | (NA) |
| Capital expenditures | Mil. dol. | (NA) | (NA) | (NA) | 7,230 | 9,587 | 13,246 | 12,383 |
| Vehicle-miles operated | Million | 2,287 | 2,791 | 3,242 | 3,550 | 4,081 | 4,471 | 4,601 |
| Motor bus | Million | 1,677 | 1,863 | 2,130 | 2,184 | 2,315 | 2,471 | 2,485 |
| Trolley bus | Million | 13 | 16 | 14 | 14 | 14 | 13 | 13 |
| Heavy rail | Million | 385 | 451 | 537 | 537 | 595 | 642 | 646 |
| Light rail | Million | 18 | 17 | 24 | 35 | 53 | 67 | 69 |
| Commuter rail | Million | 179 | 183 | 213 | 238 | 271 | 295 | 303 |
| Demand response | Million | (NA) | 247 | 306 | 507 | 759 | 890 | 978 |
| Other | Million | 15 | 15 | 18 | 37 | 74 | 92 | 107 |
| Trips taken | Million | 8,567 | 8,636 | 8,799 | 7,763 | 9,363 | 9,575 | 9,815 |
| Motor bus | Million | 5,837 | 5,675 | 5,677 | 4,848 | 5,678 | 5,731 | 5,855 |
| Trolley bus | Million | 142 | 142 | 126 | 119 | 122 | 106 | 107 |
| Heavy rail | Million | 2,108 | 2,290 | 2,346 | 2,033 | 2,632 | 2,748 | 2,808 |
| Light rail | Million | 133 | 132 | 175 | 251 | 320 | 350 | 381 |
| Commuter rail | Million | 280 | 275 | 328 | 344 | 413 | 414 | 423 |
| Demand response | Million | (NA) | 59 | 68 | 88 | 105 | 114 | 125 |
| Other | Million | 67 | 63 | 79 | 80 | 93 | 112 | 117 |
| Avg. fare per trip | Cents | 30 | 53 | 67 | 88 | 93 | 102 | 102 |
| Employees, number (avg.) [4] | 1,000 | 187 | 270 | 273 | 311 | 360 | 359 | 367 |
| Payroll, employee | Mil. dol. | 3,281 | 5,843 | 7,226 | 8,213 | 10,400 | 12,487 | 12,177 |
| Fringe benefits, employee | Mil. dol. | 1,353 | 2,868 | 3,986 | 4,484 | 5,413 | 8,172 | 8,093 |

NA Not available. [1] Beginning 1995, includes taxes levied directly by transit agency and other dedicated funds, formerly included in Local. [2] Includes other operating revenue, nonoperating revenue, and auxiliary income. Data for 1985 are state and local combined. [3] 1980, capital grants only. [4] 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/>.

## Table 1083. **Transit Buses Equipped for Disabilities: 1995 to 2005**

[Represents ADA (Americans with Disabilities Act of 1992) lift- or ramp-equipped buses. Includes buses of transit agencies receiving federal funding for bus purchases and buses of agencies not receiving federal funds that voluntarily report data to the Federal Transit Administration]

| Item | 1995 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|
| **Transit buses, total** | **57,322** | **63,618** | **65,324** | **67,379** | **68,418** | **68,596** | **68,789** | **69,504** |
| Percent ADA equipped | 61.7 | 80.5 | 83.6 | 87.2 | 94.1 | 95.3 | 98.1 | 96.5 |
| Small buses, total [1] | 5,372 | 8,265 | 8,850 | 9,622 | 9,822 | 10,084 | 10,248 | 11,118 |
| Percent ADA equipped | 84.5 | 93.4 | 94.5 | 95.4 | 99.2 | 99.2 | 98.5 | 97.6 |
| Medium buses, total [1] | 3,879 | 6,613 | 7,455 | 7,830 | 8,693 | 9,346 | 10,031 | 10,631 |
| Percent ADA equipped | 66.0 | 90.1 | 92.9 | 93.7 | 98.4 | 97.7 | 100.0 | 98.8 |
| Large buses, total [1] | 46,355 | 46,891 | 47,017 | 47,925 | 47,764 | 46,608 | 45,919 | 45,524 |
| Percent ADA equipped | 59.2 | 76.8 | 79.9 | 84.5 | 92.2 | 93.9 | 97.4 | 95.5 |
| Articulated buses, total [1] | 1,716 | 1,849 | 2,002 | 2,002 | 2,139 | 2,558 | 2,591 | 2,231 |
| Percent ADA equipped | 50.2 | 81.3 | 85.5 | 88.5 | 97.2 | 96.4 | 99.8 | 99.7 |

[1] Small buses have fewer than 25 seats; medium buses have 25 to 35 seats; large ones have more than 35 seats; articulated buses are extra long and measure between 54 and 60 feet.

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

Table 1084. **Characteristics of Rail Transit by Transit Authority: 2004**

| Mode and transit agency | Primary city served | States served | Directional route-miles [1] | Number of highway-rail crossings | Number of stations | Number of ADA-accessible stations [2] |
|---|---|---|---|---|---|---|
| **Total [3]** | **34** | **28** | **9,762.1** | **6,533** | **2,912** | **1,696** |
| **Heavy rail** | **11** | **12** | **1,596.1** | **27** | **1,023** | **428** |
| Metropolitan Atlanta Rapid Transit Authority | Atlanta | GA | 96.1 | – | 38 | 38 |
| Maryland Transit Administration | Baltimore | MD | 29.4 | – | 14 | 14 |
| Massachusetts Bay Transportation Authority | Boston | MA | 76.3 | – | 53 | 42 |
| Chicago Transit Authority | Chicago | IL | 206.3 | 25 | 144 | 72 |
| Greater Cleveland Regional Transit Authority | Cleveland | OH | 38.1 | – | 18 | 10 |
| L.A. County Metropolitan Transportation Authority | Los Angeles | CA | 31.9 | – | 16 | 16 |
| Miami-Dade Transit Agency | Miami | FL | 45.0 | – | 22 | 22 |
| MTA New York City Transit | New York | NY | 493.8 | – | 468 | 54 |
| MTA Staten Island Railway | New York | NY | 28.6 | – | 23 | 4 |
| Port Authority Trans-Hudson Corporation | New York | NY, NJ | 28.6 | 2 | 13 | 7 |
| Port Authority Transit Corporation | Philadelphia | PA, NJ | 31.5 | – | 13 | 5 |
| Southeastern Pennsylvania Transportation Authority | Philadelphia | PA | 74.9 | – | 75 | 18 |
| San Francisco Bay Area Rapid Transit District | San Francisco | CA | 209.0 | – | 43 | 43 |
| Washington Metropolitan Area Transit Authority | Washington | DC, MD, VA | 206.6 | – | 83 | 83 |
| **Commuter rail [4]** | **16** | **18** | **6,971.2** | **2,754** | **1,166** | **679** |
| Alaska Railroad Corporation | Anchorage | AK | 92.4 | 27 | 10 | 10 |
| Maryland Transit Administration | Baltimore | MD, DC, WV | 400.4 | 40 | 42 | 22 |
| Massachusetts Bay Transportation Authority | Boston | MA, RI | 702.1 | 233 | 126 | 82 |
| NE Illinois Regional Commuter Rail Corporation | Chicago | IL, WI | 940.4 | 512 | 230 | 139 |
| Northern Indiana Commuter Transportation District | Chicago | IL, IN | 179.8 | 117 | 20 | 12 |
| Dallas Area Rapid Transit | Dallas | TX | 29.0 | 15 | 4 | 4 |
| Fort Worth Transportation Authority | Dallas | TX | 40.5 | 19 | 5 | 5 |
| Connecticut Department of Transportation | New Haven | CT | 101.2 | 3 | 8 | 8 |
| Southern California Regional Rail Authority | Los Angeles | CA | 778.0 | 442 | 53 | 53 |
| South Florida Regional Transportation Authority | Miami | FL | 142.2 | 72 | 18 | 18 |
| MTA Metro-North Railroad | New York | NY, NJ, CT | 545.7 | 160 | 109 | 32 |
| MTA Long Island Rail Road | New York | NY | 638.2 | 395 | 124 | 99 |
| New Jersey Transit Corporation | New York | NY, NJ, PA | 1,070.2 | 329 | 167 | 68 |
| Pennsylvania Department of Transportation | Philadelphia | PA | 144.4 | 7 | 12 | 4 |
| Southeastern Pennsylvania Transportation Authority | Philadelphia | PA | 446.9 | 116 | 156 | 51 |
| North San Diego County Transit Development Board | San Diego | CA | 82.2 | 34 | 8 | 8 |
| Peninsula Corridor Joint Powers Board | San Francisco | CA | 153.7 | 49 | 34 | 24 |
| Central Puget Sound Regional Transit Authority | Seattle | WA | 146.9 | 34 | 9 | 9 |
| Altamont Commuter Express Authority | San Jose | CA | 172.0 | 127 | 10 | 10 |
| OnTrack | Syracuse | NY | 3.5 | (NA) | 3 | 3 |
| Virginia Railway Express | Washington | DC, VA | 161.5 | 23 | 18 | 18 |

– Represents zero. NA Not available. [1] 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. [2] Number of stations that comply with the Americans with Disabilities Act of 1992 (ADA). Additional stations may be wheelchair accessible but not comply with other provisions of the ADA. [3] Includes light rail, not shown separately. [4] Excludes commuter-type services operated independently by AMTRAK.

Source: U.S. Bureau of Transportation Statistics, *State Transportation Statistics, 2005* See Internet site <http://www.bts.gov/>.

## Table 1085. **Transit Ridership in Selected Urbanized Areas: 2004**

[Areas ranked by 2000 population size]

| Urbanized area | 2000 Population [1] | | Annual unlinked passenger trips [2] (mil.) | Percent distribution of trips | | | | |
|---|---|---|---|---|---|---|---|---|
| | Total (1,000) | Rank | | Motor bus | Heavy rail [3] | Light rail [4] | Commuter rail [5] | Other [6] |
| **U.S. urbanized areas [7]** | **193,768** | **(X)** | **8,852** | **57.2** | **31.0** | **4.0** | **4.7** | **3.2** |
| Atlanta, GA | 3,500 | 11 | 363.3 | 45.5 | 19.0 | 12.4 | – | 23.0 |
| Austin,TX | 902 | 40 | 35.7 | 98.2 | – | – | – | 1.8 |
| Baltimore, MD | 2,076 | 18 | 114.3 | 77.4 | 10.9 | 5.3 | 5.9 | 0.6 |
| Boston, MA-NH-RI | 4,032 | 7 | 396.1 | 30.6 | 39.8 | 17.8 | 10.1 | 1.7 |
| Buffalo, NY | 977 | 38 | 23.1 | 76.0 | – | 23.7 | – | 0.3 |
| Charlotte, NC-SC | 759 | 47 | 18.9 | 97.6 | – | – | – | 2.4 |
| Chicago, IL-IN | 8,308 | 3 | 582.8 | 56.2 | 30.7 | – | 12.2 | 0.9 |
| Cincinnati, OH-KY-IN | 1,503 | 26 | 27.1 | 98.4 | – | – | – | 1.6 |
| Cleveland, OH | 1,787 | 21 | 58.9 | 82.0 | 12.4 | 4.3 | – | 1.3 |
| Columbus, OH | 1,133 | 36 | 14.7 | 98.9 | – | – | – | 1.1 |
| Dallas-Fort Worth-Arlington, TX | 4,146 | 6 | 85.8 | 76.1 | – | 19.1 | 2.5 | 2.3 |
| Denver-Aurora, CO | 1,985 | 20 | 82.4 | 86.6 | – | 12.2 | – | 1.2 |
| Detroit, MI | 3,903 | 9 | 45.4 | 95.8 | – | – | – | 4.2 |
| Hartford, CT | 852 | 45 | 15.9 | 87.5 | – | – | 2.5 | 10.0 |
| Houston, TX | 3,823 | 10 | 95.9 | 91.7 | – | 5.6 | – | 2.7 |
| Indianapolis, IN | 1,219 | 33 | 9.3 | 96.4 | – | – | – | 3.6 |
| Jacksonville, FL | 882 | 43 | 10.2 | 87.6 | – | – | – | 12.4 |
| Kansas City, MO-KS | 1,362 | 29 | 13.8 | 95.9 | – | – | – | 4.1 |
| Las Vegas, NV | 1,314 | 31 | 51.3 | 98.6 | – | – | – | 1.4 |
| Los Angeles-Long Beach-Santa Ana, CA | 11,789 | 2 | 606.8 | 86.8 | 5.1 | 5.4 | 1.6 | 1.1 |
| Louisville, KY-IN | 864 | 44 | 15.5 | 97.7 | – | – | – | 2.3 |
| Memphis, TN-MS-AR | 972 | 39 | 12.7 | 90.3 | – | 7.7 | – | 1.9 |
| Miami, FL | 4,919 | 5 | 151.2 | 80.1 | 10.3 | – | 1.9 | 7.7 |
| Milwaukee, WI | 1,309 | 32 | 56.4 | 97.9 | – | – | – | 2.1 |
| Minneapolis-St. Paul, MN | 2,389 | 16 | 67.4 | 92.6 | – | 4.4 | – | 3.1 |
| Nashville-Davidson, TN | 750 | 48 | 6.4 | 97.8 | – | 0.0 | – | 2.2 |
| New Orleans, LA | 1,009 | 37 | 54.9 | 77.2 | – | 16.2 | – | 6.6 |
| New York-Newark, NY-NJ-CT | 17,800 | 1 | 3,383.9 | 37.8 | 54.1 | 0.3 | 7.0 | 0.8 |
| Oklahoma City, OK | 747 | 49 | 4.0 | 96.1 | – | – | – | 3.9 |
| Orlando, FL | 1,157 | 35 | 23.4 | 96.8 | – | – | – | 3.2 |
| Philadelphia, PA-NJ-DE-MD | 5,149 | 4 | 350.5 | 55.7 | 27.7 | 7.2 | 8.7 | 0.7 |
| Phoenix-Mesa, AZ | 2,907 | 13 | 55.3 | 97.0 | – | – | – | 3.0 |
| Pittsburgh, PA | 1,753 | 22 | 69.1 | 85.5 | – | 9.6 | – | 4.8 |
| Portland, OR-WA | 1,583 | 23 | 105.7 | 69.0 | – | 29.8 | – | 1.1 |
| Providence, RI-MA | 1,175 | 34 | 17.2 | 95.7 | – | – | – | 4.3 |
| Richmond, VA | 819 | 46 | 12.1 | 97.2 | – | – | – | 2.8 |
| Riverside-San Bernardino, CA | 1,507 | 25 | 24.2 | 96.0 | – | – | – | 4.0 |
| Sacramento, CA | 1,393 | 28 | 32.4 | 64.9 | – | 34.1 | – | 1.1 |
| Salt Lake City, UT | 888 | 42 | 26.6 | 57.3 | – | 37.6 | – | 5.0 |
| San Antonio, TX | 1,328 | 30 | 43.2 | 97.7 | – | – | – | 2.3 |
| San Diego, CA | 2,674 | 15 | 88.6 | 66.2 | – | 30.0 | 1.6 | 2.3 |
| San Francisco-Oakland, CA | 3,229 | 12 | 199.4 | 45.4 | 48.9 | – | 3.3 | 2.3 |
| San Jose, CA | 1,538 | 24 | 39.8 | 83.9 | – | 13.8 | – | 2.3 |
| Seattle, WA | 2,712 | 14 | 156.3 | 64.3 | – | 0.8 | 0.6 | 34.3 |
| St. Louis, MO-IL | 2,078 | 17 | 47.9 | 67.1 | – | 30.3 | – | 2.6 |
| Tampa-St. Petersburg, FL | 2,062 | 19 | 21.0 | 95.4 | – | 2.5 | – | 2.1 |
| Tucson, AZ | 720 | 50 | 16.9 | 98.0 | – | – | – | 2.0 |
| Virginia Beach, VA | 1,394 | 27 | 20.5 | 96.2 | – | – | – | 3.8 |
| Washington, DC-VA-MD | 3,934 | 8 | 442.9 | 42.2 | 56.6 | – | 0.8 | 0.4 |

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

Source: U.S. Bureau of Transportation Statistics, *State Transportation Statistics, 2006.* See Internet site <http://www.bts.gov/publications/state_transportation_profiles/>.

## Table 1086. **Truck Transportation, Couriers and Messengers, and Warehousing and Storage—Estimated Revenue: 2000 to 2005**

[**In millions of dollars (237,812 represents $237,812,000,000).** For taxable and tax-exempt employer firms. Estimates have been adjusted to the results of the 2002 Economic Census. Based on the North American Industry Classification System, 2002; see text, Section 15]

| Kind of business | 2002 NAICS code [1] | 2000 | 2004 | 2005 |
|---|---|---|---|---|
| **Selected transportation and warehousing industries** | **48, 49** | **237,812** | **265,942** | **292,330** |
| Truck transportation | 484 | 165,421 | 185,945 | 206,466 |
| General freight trucking | 4841 | 108,051 | 124,970 | 138,908 |
| General freight trucking, local | 48411 | 17,254 | 20,112 | 22,311 |
| General freight trucking, long-distance | 48412 | 90,797 | 104,858 | 116,597 |
| General freight trucking, long-distance, truckload | 484121 | 61,562 | 75,854 | 84,604 |
| General freight trucking, long-distance, less than truckload | 484122 | 29,235 | 29,004 | 31,993 |
| Specialized freight trucking | 4842 | 57,370 | 60,975 | 67,558 |
| Used household and office goods moving | 48421 | 14,484 | 13,891 | 15,101 |
| Specialized freight (except used goods) trucking, local | 48422 | 21,912 | 25,263 | 28,254 |
| Specialized freight (except used goods) trucking, long-distance | 48423 | 20,974 | 21,821 | 24,203 |
| Couriers and messengers | 492 | 57,776 | 62,246 | 66,445 |
| Couriers | 4921 | 54,114 | 58,797 | 63,106 |
| Local messengers and local delivery | 4922 | 3,662 | 3,449 | 3,339 |
| Warehousing and storage | 493 | 14,615 | 17,751 | 19,419 |
| General warehousing and storage | 49311 | 8,967 | 10,930 | 11,668 |
| Refrigerated warehousing and storage | 49312 | 2,859 | 3,167 | 3,276 |
| Farm product warehousing and storage | 49313 | 776 | 691 | 773 |
| Other warehousing and storage | 49319 | 2,013 | 2,963 | 3,702 |

[1] Based on the 2002 North American Industry Classification System; see text Section 15.

Source: U.S. Census Bureau, "2005 Service Annual Survey, Truck Transportation, Messenger Services and Warehousing." See <http://www.census.gov/econ/www/servmenu.html> (released February 2007).

## Table 1087. **Truck Transportation—Summary: 2000 to 2005**

[**In millions of dollars (165,421 represents $165,421,000,000).** For taxable and tax-exempt employer firms. Covers NAICS 484. Estimates have been adjusted to the results of the 2002 Economic Census. Based on the North American Industry Classification System, 2002; see text, Section 15]

| Item | 2000 | 2003 | 2004 | 2005 |
|---|---|---|---|---|
| **Total operating revenue** | **165,421** | **168,486** | **185,945** | **206,466** |
| Total motor carrier revenue | 152,810 | 156,633 | 173,227 | 191,893 |
| Local trucking [1] | 48,837 | 52,409 | 56,657 | 63,214 |
| Long-distance trucking [1] | 103,973 | 104,224 | 116,570 | 128,679 |
| Size of shipments: | | | | |
| Less-than-truckload | 36,453 | 37,472 | 40,264 | 42,025 |
| Truckload | 116,357 | 119,161 | 132,963 | 149,868 |
| Commodities handled: | | | | |
| Agricultural and fish products | 13,666 | 14,803 | 15,574 | 17,232 |
| Grains, alcohol, and tobacco products | 4,912 | 6,047 | 6,253 | 7,005 |
| Stone, nonmetallic minerals, and metallic ores | 8,703 | 10,256 | 11,025 | 12,479 |
| Coal and petroleum products | 5,812 | 5,924 | 6,692 | 7,662 |
| Pharmaceutical and chemical products | 9,929 | 8,615 | 9,370 | 10,034 |
| Wood products, textiles, and leathers | 14,281 | 14,141 | 16,429 | 17,229 |
| Base metal and machinery | 12,239 | 12,883 | 14,852 | 15,804 |
| Electronic, motorized vehicles, and precision instruments | 11,939 | 13,118 | 14,451 | 15,547 |
| Used household and office goods | 11,078 | 9,309 | 10,807 | 12,045 |
| New furniture and miscellaneous manufactured products | 17,244 | 17,927 | 19,626 | 22,008 |
| Other goods | 43,007 | 43,610 | 48,148 | 54,848 |
| Origin and destination of shipments: | | | | |
| U.S. to U.S. | 145,985 | 150,472 | 167,162 | 184,593 |
| U.S. to Canada | 1,390 | 1,315 | 1,383 | 1,550 |
| U.S. to Mexico | 1,434 | 1,477 | (S) | (S) |
| Canada to U.S. | 1,184 | 1,032 | 1,134 | 1,350 |
| Mexico to U.S. | 1,283 | 1,134 | (S) | (S) |
| All other destinations | 1,534 | 1,203 | 1,255 | 1,514 |
| Inventory of revenue generating equipment (1,000): | | | | |
| Trucks | 201 | 208 | 212 | 216 |
| Owned | 168 | 183 | 188 | 192 |
| Leased | 33 | 26 | 24 | 25 |
| Truck-tractors | 916 | 872 | 836 | 865 |
| Owned | 772 | 731 | 707 | 728 |
| Leased | 144 | 141 | 129 | 136 |
| Trailers | 1,893 | 1,863 | 1,858 | 1,930 |
| Owned | 1,572 | 1,584 | 1,513 | 1,568 |
| Leased | 321 | 278 | 346 | 363 |
| Highway miles traveled (mil.): | | | | |
| Total | 84,910 | 85,279 | 85,599 | 90,001 |
| By loaded or partially loaded vehicles | 67,558 | 68,506 | 69,693 | 72,856 |

S Data do not meet publication standards. [1] 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, "2005 Service Annual Survey, Truck Transportation, Messenger Services, and Warehousing." See <http://www.census.gov/econ/www/servmenu.html> (released February 2007).

## Table 1088. **Railroads, Class I—Summary: 1990 to 2005**

[**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 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|---|
| Class I line-hauling companies [1] | Number | 14 | 11 | 8 | 8 | 7 | 7 | 7 | 7 |
| Employees [2] | 1,000 | 216 | 188 | 168 | 162 | 157 | 155 | 158 | 162 |
| Compensation | Mil. dol. | 8,654 | 9,070 | 9,623 | 9,430 | 9,387 | 9,576 | 10,337 | 10,879 |
| Average per hour | Dollars | 15.8 | 19.0 | 21.5 | 22.1 | 22.7 | 23.4 | 24.2 | 25.7 |
| Average per year | Dollars | 39,987 | 48,188 | 57,157 | 58,153 | 59,650 | 61,920 | 65,550 | 66,975 |
| Mileage: | | | | | | | | | |
| Railroad line owned [3] | 1,000 | 146 | 137 | 121 | 119 | 118 | 117 | 123 | 121 |
| Railroad track owned [4] | 1,000 | 244 | 228 | 205 | 204 | 200 | 200 | 211 | 208 |
| Equipment: | | | | | | | | | |
| Locomotives in service | Number | 18,835 | 18,812 | 20,028 | 19,745 | 20,506 | 20,774 | 22,015 | 22,779 |
| Average horsepower | 1,000 lb. | 2,665 | 2,927 | 3,261 | 3,275 | 3,378 | 3,415 | 3,458 | 3,467 |
| Cars in service: | | | | | | | | | |
| Freight train [5] | 1,000 | 1,212 | 1,219 | 1,381 | 1,314 | 1,300 | 1,279 | 1,288 | 1,312 |
| Freight cars [6] | 1,000 | 659 | 583 | 560 | 500 | 478 | 467 | 474 | 475 |
| Average capacity | Tons | 87.5 | 88.6 | 92.3 | 92.7 | 93.1 | 93.7 | 94.3 | 95.1 |
| Income and expenses: | | | | | | | | | |
| Operating revenues | Mil. dol. | 28,370 | 32,279 | 34,102 | 34,576 | 35,327 | 36,639 | 40,517 | 46,118 |
| Operating expenses | Mil. dol. | 24,652 | 27,897 | 29,040 | 29,164 | 29,592 | 31,440 | 35,107 | 37,843 |
| *Net revenue from operations* | *Mil. dol.* | *3,718* | *4,383* | *5,062* | *5,412* | *5,735* | *5,199* | *5,410* | *8,275* |
| Income before fixed charges | Mil. dol. | 4,627 | 5,016 | 5,361 | 5,517 | 6,179 | 5,220 | 5,523 | 8,361 |
| Provision for taxes [7] | Mil. dol. | 1,088 | 1,556 | 1,430 | 1,614 | 1,823 | 1,494 | 1,543 | 2,224 |
| Ordinary income | Mil. dol. | 1,961 | 2,439 | 2,501 | 2,740 | 3,201 | 2,683 | 2,867 | 4,917 |
| Net income | Mil. dol. | 1,977 | 2,324 | 2,500 | 2,740 | 3,201 | 2,687 | 2,867 | 4,917 |
| Net railway operating income | Mil. dol. | 2,648 | 2,858 | 3,924 | 4,111 | 4,248 | 4,078 | 4,147 | 6,075 |
| Total taxes [8] | Mil. dol. | 3,780 | 4,075 | 4,379 | 4,673 | 4,724 | 4,316 | 4,480 | 5,176 |
| Indus. return on net investment | Percent | 8.1 | 7.0 | 6.5 | 6.9 | 7.0 | 6.3 | 6.1 | 8.5 |
| Gross capital expenditures | Mil. dol. | 3,591 | 5,720 | 5,290 | 5,113 | 5,605 | 5,989 | 6,345 | 7,068 |
| Equipment | Mil. dol. | 996 | 2,343 | 1,508 | 1,013 | 1,021 | 1,300 | 1,301 | 1,026 |
| Roadway and structures | Mil. dol. | 2,644 | 3,651 | 4,549 | 4,421 | 4,645 | 4,561 | 4,941 | 5,364 |
| Other | Mil. dol. | –49 | –275 | –767 | –321 | –61 | 128 | 102 | 678 |
| Balance sheet: | | | | | | | | | |
| Total property investment | Mil. dol. | 70,348 | 86,186 | 106,136 | 108,588 | 117,770 | 122,902 | 135,941 | 141,400 |
| Accrued depreciation and amortization | Mil. dol. | 22,222 | 23,439 | 23,989 | 24,635 | 26,649 | 29,215 | 29,771 | 32,508 |
| Net investment | Mil. dol. | 48,126 | 62,746 | 82,147 | 83,953 | 91,121 | 93,686 | 106,170 | 108,892 |
| Shareholder's equity | Mil. dol. | 23,662 | 31,419 | 32,401 | 34,822 | 39,675 | 41,151 | 51,955 | 55,828 |
| Net working capital | Mil. dol. | –3,505 | –2,634 | –5,783 | –6,282 | –6,037 | –6,750 | –5,171 | –4,729 |
| Cash dividends | Mil. dol. | 2,074 | 1,518 | 819 | 2,120 | 870 | 1,406 | 1,888 | 1,267 |
| AMTRAK passenger traffic: | | | | | | | | | |
| Passenger revenue | Mil. dol. | 941.9 | 734.1 | 1,201.6 | 1,299.9 | 1,304.3 | 1,421.1 | 1,432.6 | 1,461.7 |
| Revenue passengers carried | 1,000 | 22,382 | 20,349 | 22,985 | 23,444 | 23,269 | 24,595 | 25,215 | 25,076 |
| Revenue passenger miles | Million | 6,125 | 5,401 | 5,574 | 5,571 | 5,314 | 5,680 | 5,511 | 5,381 |
| Averages: | | | | | | | | | |
| Revenue per passenger | Dollars | 42.1 | 36.1 | 52.3 | 55.4 | 56.1 | 57.8 | 56.8 | 58.3 |
| Revenue per passenger mile | Cents | 15.4 | 13.6 | 21.6 | 23.3 | 24.5 | 25.0 | 26.0 | 27.2 |
| Freight service: | | | | | | | | | |
| Freight revenue | Mil. dol. | 24,471 | 31,356 | 33,083 | 33,533 | 34,110 | 35,413 | 39,131 | 44,457 |
| Per ton-mile | Cents | 2.7 | 2.4 | 2.3 | 2.2 | 2.3 | 2.3 | 2.4 | 2.6 |
| Per ton originated | Dollar | 19.3 | 20.2 | 19.0 | 19.3 | 19.3 | 19.7 | 21.2 | 23.4 |
| Revenue-tons originated | Million | 1,425 | 1,550 | 1,738 | 1,742 | 1,767 | 1,799 | 1,844 | 1,899 |
| Revenue-tons carried | Million | 2,024 | 2,322 | 2,179 | 2,187 | 2,207 | 2,240 | 2,398 | 2,448 |
| Tons carried one mile | Billion | 1,034 | 1,306 | 1,466 | 1,495 | 1,507 | 1,551 | 1,663 | 1,696 |
| Average miles of road operated | 1,000 | 133 | 125 | 121 | 121 | 123 | 122 | 121 | 121 |
| Revenue ton-miles per mile of road | 1,000 | 7,763 | 10,439 | 12,156 | 12,358 | 12,245 | 12,686 | 13,695 | 14,071 |
| Revenue per ton-mile | Cents | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 3 |
| Train miles | Million | 380 | 458 | 504 | 500 | 500 | 516 | 535 | 548 |
| Net ton-miles per train-mile [9] | Number | 2,755 | 2,870 | 2,923 | 3,005 | 3,030 | 3,024 | 3,126 | 3,115 |
| Net ton-miles per loaded car-mile [9] | Number | 69.1 | 73.6 | 73.1 | 72.4 | 71.5 | 71.4 | 78.5 | 79.0 |
| Train-miles per train-hour | Miles | 24 | 22 | 21 | 21 | 21 | 20 | 19 | 19 |
| Haul per ton, U.S. as a system | Miles | 726 | 843 | 843 | 858 | 853 | 862 | 902 | 893 |
| Accidents/incidents: [10] | | | | | | | | | |
| Casualties—all railroads: | | | | | | | | | |
| Persons killed | Number | 1,297 | 1,146 | 937 | 971 | 951 | 868 | 895 | 886 |
| Persons injured | Number | 25,143 | 14,440 | 11,643 | 10,985 | 11,103 | 9,254 | 9,141 | 9,332 |
| Class I railroads: | | | | | | | | | |
| Persons killed | Number | 1,166 | 994 | 778 | 805 | 796 | 749 | 784 | 738 |
| Persons injured | Number | 19,284 | 9,571 | 7,655 | 7,232 | 7,722 | 6,161 | 6,170 | 6,159 |

[1] See text, this section, for definition of Class I. [2] Average midmonth count. [3] 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). [4] 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). [5] Includes cars owned by all railroads, private car companies, and shippers. [6] Class I railroads only. [7] Includes state income taxes. [8] Includes payroll, income, and other taxes. [9] Revenue and nonrevenue freight. [10] Source: Federal Railroad Admin., *Railroad Safety Statistics*, 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>.

## Table 1089. **Railroads, Class-I Cars of Revenue Freight Loaded, 1970 to 2006, and by Commodity Group, 2005 and 2006**

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

| Year | Carloads [1] | Commodity group | Carloads | | Commodity group | Carloads | |
|---|---|---|---|---|---|---|---|
| | | | 2005 [2] | 2006 [2] | | 2005 [2] | 2006 [2] |
| 1970 | 27,160 | Coal | 6,907 | 7,233 | Metals and products | 630 | 671 |
| 1980 | 22,598 | Metallic ores | 250 | 253 | Stone, clay, and glass products | 524 | 497 |
| 1990 | 16,177 | Chemicals, allied products | 1,493 | 1,482 | Crushed stone, gravel, sand | 1,006 | 1,027 |
| 2000 [2] | 16,354 | Grain | 1,126 | 1,177 | Nonmetallic minerals | 371 | 316 |
| 2001 [2] | 16,286 | Motor vehicles and equipment | 1,154 | 1,087 | Waste and scrap materials | 498 | 500 |
| 2002 [2] | 16,101 | Pulp, paper, allied products | 443 | 425 | Lumber, wood products | 308 | 280 |
| 2003 [2] | 16,159 | Primary forest products | 162 | 139 | Coke | 295 | 287 |
| 2004 [2] | 16,600 | Food and kindred products | 432 | 451 | Petroleum products | 308 | 319 |
| 2005 [2] | 16,691 | Grain mill products | 485 | 479 | All other carloads | 300 | 314 |
| 2006 [2] | 16,937 | | | | | | |

[1] Beginning 1990 excludes intermodal. [2] Excludes 3 Class I railroads. 2006 data preliminary.

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

## Table 1090. **Railroads, Class-I Line-Haul-Revenue Freight Originated by Commodity Group: 1990 to 2006**

[**21,401 represents 21,401,000**]

| Commodity group | 1990 | 1995 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 |
|---|---|---|---|---|---|---|---|---|---|
| **Carloads (1,000) [1]** | **21,401** | **23,726** | **27,763** | **27,205** | **27,901** | **28,870** | **30,095** | **31,142** | **32,114** |
| Farm products | 1,689 | 1,692 | 1,437 | 1,461 | 1,471 | 1,519 | 1,519 | 1,510 | 1,590 |
| Metallic ores | 508 | 463 | 322 | 251 | 328 | 331 | 339 | 662 | 674 |
| Coal | 5,912 | 6,095 | 6,954 | 7,295 | 7,088 | 7,037 | 7,102 | 7,202 | 7,574 |
| Nonmetallic minerals | 1,202 | 1,159 | 1,309 | 1,280 | 1,310 | 1,370 | 1,430 | 1,488 | 1,470 |
| Food and kindred products | 1,307 | 1,377 | 1,377 | 1,446 | 1,472 | 1,478 | 1,461 | 1,448 | 1,487 |
| Lumber and wood products | 780 | 719 | 648 | 603 | 619 | 612 | 616 | 611 | 548 |
| Pulp, paper, allied products | 611 | 628 | 633 | 601 | 646 | 667 | 669 | 679 | 671 |
| Chemicals, allied products | 1,531 | 1,642 | 1,820 | 1,777 | 1,866 | 1,913 | 1,981 | 1,937 | 1,943 |
| Petroleum and coal products | 573 | 596 | 565 | 547 | 533 | 606 | 651 | 689 | 689 |
| Stone, clay, and glass products | 539 | 516 | 541 | 528 | 559 | 581 | 594 | 603 | 570 |
| Primary metal products | 477 | 575 | 723 | 642 | 656 | 648 | 701 | 680 | 728 |
| Fabricated metal products | 31 | 32 | 30 | 51 | 38 | 36 | 39 | 36 | 50 |
| Machinery, exc. electrical | 39 | 41 | 35 | 46 | 38 | 38 | 45 | 42 | 43 |
| Transportation equipment | 1,091 | 1,473 | 1,984 | 1,777 | 1,831 | 1,811 | 1,849 | 1,923 | 1,871 |
| Waste and scrap materials | 439 | 623 | 619 | 591 | 617 | 651 | 725 | 706 | 701 |
| **Tons (mil.) [1]** | **1,425** | **1,550** | **1,738** | **1,742** | **1,767** | **1,799** | **1,844** | **1,899** | **1,957** |
| Farm products | 147 | 154 | 136 | 137 | 138 | 141 | 142 | 140 | 149 |
| Metallic ores | 47 | 44 | 32 | 25 | 31 | 33 | 33 | 60 | 61 |
| Coal | 579 | 627 | 758 | 801 | 785 | 784 | 792 | 804 | 852 |
| Nonmetallic minerals | 109 | 110 | 126 | 123 | 126 | 133 | 140 | 146 | 141 |
| Food and kindred products | 81 | 91 | 94 | 98 | 102 | 102 | 100 | 102 | 105 |
| Lumber and wood products | 53 | 51 | 49 | 46 | 48 | 47 | 47 | 48 | 43 |
| Pulp, paper, allied products | 33 | 36 | 36 | 34 | 37 | 39 | 38 | 38 | 37 |
| Chemicals, allied products | 126 | 138 | 155 | 150 | 157 | 162 | 167 | 165 | 167 |
| Petroleum and coal products | 40 | 43 | 42 | 42 | 42 | 49 | 54 | 57 | 57 |
| Stone, clay, and glass products | 44 | 43 | 48 | 46 | 49 | 51 | 53 | 55 | 52 |
| Primary metal products | 38 | 47 | 60 | 53 | 55 | 54 | 59 | 57 | 61 |
| 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 | 42 | 37 | 38 | 36 | 37 | 38 | 36 |
| Waste and scrap materials | 28 | 38 | 40 | 37 | 39 | 41 | 46 | 47 | 48 |
| **Gross revenue (mil. dol.) [1]** | **29,775** | **33,782** | **36,331** | **36,063** | **36,742** | **38,434** | **41,622** | **46,743** | **52,639** |
| Farm products | 2,422 | 3,020 | 2,673 | 2,741 | 2,711 | 2,870 | 3,176 | 3,628 | 4,205 |
| Metallic ores | 408 | 394 | 338 | 288 | 285 | 289 | 317 | 485 | 529 |
| Coal | 6,954 | 7,356 | 7,794 | 8,181 | 7,797 | 7,890 | 8,418 | 9,393 | 10,821 |
| Nonmetallic minerals | 885 | 875 | 969 | 945 | 967 | 1,041 | 1,131 | 1,293 | 1,462 |
| Food and kindred products | 2,188 | 2,464 | 2,424 | 2,579 | 2,657 | 2,760 | 2,892 | 3,253 | 3,730 |
| Lumber and wood products | 1,390 | 1,385 | 1,524 | 1,519 | 1,628 | 1,745 | 1,924 | 2,278 | 2,335 |
| Pulp, paper, allied products | 1,486 | 1,543 | 1,526 | 1,457 | 1,567 | 1,646 | 1,730 | 1,953 | 2,124 |
| Chemicals, allied products | 3,933 | 4,553 | 4,636 | 4,504 | 4,658 | 4,779 | 5,100 | 5,432 | 6,049 |
| Petroleum and coal products | 918 | 997 | 1,010 | 1,014 | 1,026 | 1,123 | 1,268 | 1,500 | 1,722 |
| Stone, clay, and glass products | 931 | 1,044 | 1,113 | 1,090 | 1,149 | 1,211 | 1,323 | 1,505 | 1,664 |
| Primary metal products | 979 | 1,199 | 1,371 | 1,292 | 1,288 | 1,349 | 1,518 | 1,734 | 2,157 |
| Fabricated metal products | 42 | 44 | 48 | 65 | 61 | 47 | 50 | 55 | 79 |
| Machinery, exc. electrical | 67 | 69 | 61 | 73 | 61 | 60 | 72 | 91 | 109 |
| Transportation equipment | 3,100 | 3,269 | 3,843 | 3,590 | 3,731 | 3,707 | 3,746 | 3,960 | 4,228 |
| Waste and scrap materials | 504 | 685 | 706 | 685 | 717 | 799 | 956 | 1,070 | 1,190 |

[1] 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>.

## Table 1091. **Line Haul Railroads—Producer Price Indexes: 2000 to 2006**

**[Index base date = 100]**

| Commodity | Index base date | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006, prel. |
|---|---|---|---|---|---|---|---|---|
| Line-haul railroads | Dec. 1984 | 114.5 | 116.6 | 118.9 | 121.4 | 126.5 | 139.6 | 151.8 |
| Railroad transportation, freight (carload) | Dec. 1996 | 101.9 | 104.1 | 106.3 | 109.0 | 114.7 | 128.1 | 139.3 |
| Coal | Dec. 1984 | 108.7 | 110.6 | 110.1 | 111.4 | 114.6 | (NA) | (NA) |
| Farm products | Dec. 1984 | 123.1 | 124.5 | 125.5 | 132.1 | 146.4 | (NA) | (NA) |
| Food products | Dec. 1984 | 100.4 | 102.8 | 102.7 | 101.7 | 107.5 | (NA) | (NA) |
| Metallic ores | Dec. 1984 | 105.9 | 107.0 | 107.0 | 105.9 | 110.0 | (NA) | (NA) |
| Chemicals and allied products | Dec. 1984 | 121.3 | 122.3 | 126.2 | 131.7 | 140.7 | (NA) | (NA) |
| Nonmetallic minerals | Dec. 1984 | 122.1 | 123.0 | 124.3 | 125.7 | 131.1 | (NA) | (NA) |
| Lumber and wood products | Dec. 1984 | 109.0 | 112.2 | 120.5 | 123.3 | 131.5 | (NA) | (NA) |
| Transportation equipment | Dec. 1984 | 112.6 | 118.7 | 130.5 | 136.6 | 141.8 | (NA) | (NA) |
| Pulp, paper, and allied products | Dec. 1984 | 119.0 | 122.4 | 122.4 | 124.4 | 134.4 | (NA) | (NA) |
| Primary metal products | Dec. 1984 | 124.1 | 128.8 | 132.5 | 136.1 | 141.1 | (NA) | (NA) |
| Stone, clay, glass, and concrete products | Dec. 1984 | 128.7 | 129.0 | 124.3 | 127.1 | 132.8 | (NA) | (NA) |
| Petroleum and coal products | Dec. 1984 | 124.6 | 126.8 | 127.5 | 129.6 | 132.2 | (NA) | (NA) |
| Railroad transportation, freight (intermodal) | Dec. 1996 | 102.9 | 103.2 | 103.8 | 106.4 | 107.6 | 113.2 | 123.4 |
| Railroad transportation, passenger | Dec. 1996 | 116.3 | 119.1 | 124.6 | 115.3 | 111.1 | 115.1 | 123.4 |

NA Not available.

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

## Table 1092. **Petroleum Pipeline Companies—Characteristics: 1980 to 2005**

[**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 | 2000 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of pipeline, total | 1,000 | 173 | 171 | 168 | 177 | 152 | 150 | 140 | 142 | 131 |
| Gathering lines | 1,000 | 36 | 35 | 32 | 35 | 18 | 16 | 14 | 15 | 14 |
| Trunk lines | 1,000 | 136 | 136 | 136 | 142 | 134 | 133 | 126 | 127 | 118 |
| Total deliveries | Mil. Bbl. | 10,600 | 10,745 | 11,378 | 12,862 | 14,450 | 13,343 | 13,236 | 13,394 | 12,732 |
| Crude oil | Mil. Bbl. | 6,405 | 6,239 | 6,563 | 6,952 | 6,923 | 7,019 | 6,941 | 6,612 | 6,675 |
| Products | Mil. Bbl. | 4,195 | 4,506 | 4,816 | 5,910 | 7,527 | 6,324 | 6,295 | 6,782 | 6,057 |
| Total trunk line traffic | Bil. Bbl.-miles | 3,405 | 3,342 | 3,500 | 3,619 | 3,508 | 3,563 | 3,591 | 3,652 | 3,485 |
| Crude oil | Bil. Bbl.-miles | 1,948 | 1,842 | 1,891 | 1,899 | 1,602 | 1,620 | 1,609 | 1,604 | 1,571 |
| Products | Bil. Bbl.-miles | 1,458 | 1,500 | 1,609 | 1,720 | 1,906 | 1,943 | 1,982 | 2,049 | 1,914 |
| Carrier property value | Mil. dol. | 19,752 | 21,605 | 25,828 | 27,460 | 29,648 | 32,605 | 32,018 | 29,552 | 29,536 |
| Operating revenues | Mil. dol. | 6,356 | 7,461 | 7,149 | 7,711 | 7,483 | 7,812 | 7,704 | 8,020 | 7,917 |
| Net income | Mil. dol. | 1,912 | 2,431 | 2,340 | 2,670 | 2,705 | 3,409 | 3,470 | 3,323 | 3,076 |

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

## Table 1093. **U.S. Postal Service Rates for Letters and Postcards: 1991 to 2007**

[In dollars. Rates exclude Canada and Mexico]

| Domestic mail date of rate change | Letters | | Postcards | Express mail—first 1/2 pound | International air mail date of rate change | Letters—first ounce [1] | Post-cards | Aero grammes |
|---|---|---|---|---|---|---|---|---|
| | First ounce | Each added ounce | | | | | | |
| 1991 (Feb. 3) | 0.29 | 0.23 | 0.19 | 9.95 | 2001 (Jan. 7) | 0.80 | 0.70 | 0.70 |
| 1995 (Jan. 1) | 0.32 | 0.23 | 0.20 | 10.75 | 2006 (Jan. 8) [2] | 0.84 | 0.75 | 0.75 |
| 1999 (Jan. 10) | 0.33 | 0.22 | 0.20 | 11.75 | 2007 (May 14) [2] | 0.90 | 0.90 | [3] |
| 2001 (Jan. 7) | 0.34 | 0.21 | 0.20 | 12.25 | | | | |
| 2001 (July 1) | 0.34 | 0.23 | 0.21 | 12.45 | | | | |
| 2002 (June 30) | 0.37 | 0.23 | 0.23 | 13.65 | | | | |
| 2006 (Jan. 8) | 0.39 | 0.24 | 0.24 | 14.40 | | | | |
| 2007 (May 14) | 0.41 | 0.17 | 0.26 | 16.25 | | | | |

[1] The rates after the first ounce may differ depending on whether a country is primarily European; is in a rate group comprising Australia, New Zealand, and Japan; or is categorized "rest of the world." [2] On January 8, 2006, the process of converting the rates for Micronesia and the Marshall Islands from the domestic schedule to the international schedule was initiated. During the transition period, the rates to these two countries have increased and will continue to increase incrementally until they equal the international rate to the rest of the world. [3] Discontinued.

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

## Table 1094. **U.S. Postal Service—Summary: 1980 to 2006**

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

| Item | 1980 | 1990 | 1995 | 2000 | 2004 | 2005 | 2006 |
|---|---|---|---|---|---|---|---|
| **Offices, stations, and branches** | **39,486** | **40,067** | **39,149** | **38,060** | **37,159** | **37,142** | **36,826** |
| Number of post offices | 30,326 | 28,959 | 28,392 | 27,876 | 27,505 | 27,385 | 27,318 |
| Number of stations and branches | 9,160 | 11,108 | 10,757 | 10,184 | 9,654 | 9,757 | 9,508 |
| Delivery points (mil.) | (NA) | (NA) | (NA) | 135.9 | 142.3 | 144.3 | 146.2 |
| Residential | (NA) | (NA) | (NA) | 123.9 | 129.6 | 131.3 | 133.0 |
| City | (NA) | (NA) | (NA) | 76.1 | 78.0 | 78.5 | 78.9 |
| P.O. Box | (NA) | (NA) | (NA) | 15.9 | 15.6 | 15.6 | 15.6 |
| Rural/highway contract | (NA) | (NA) | (NA) | 31.9 | 36.0 | 37.2 | 38.4 |
| Business | (NA) | (NA) | (NA) | 12.1 | 12.7 | 13.0 | 13.2 |
| **Pieces of mail handled (mil.)** | **106,311** | **166,301** | **180,734** | **207,882** | **206,106** | **211,743** | **213,138** |
| Domestic [1] | 105,348 | 165,503 | 179,933 | 206,782 | 205,262 | 210,891 | 212,345 |
| First class mail [2] | 60,276 | 89,270 | 96,296 | 103,526 | 97,926 | 98,071 | 97,618 |
| Express Mail | 17 | 59 | 57 | 71 | 54 | 56 | 56 |
| Priority Mail | 248 | 518 | 869 | 1,223 | 849 | 888 | 924 |
| Periodicals (formerly 2d class) | 10,220 | 10,680 | 10,194 | 10,365 | 9,135 | 9,070 | 9,023 |
| Standard Mail (formerly Standard A) | 30,381 | 63,725 | 71,112 | 90,057 | 95,564 | 100,942 | 102,460 |
| Package Services (formerly Standard B) | 633 | 663 | 936 | 1,128 | 1,132 | 1,166 | 1,175 |
| Mailgram | 39 | 14 | 5 | 4 | 2 | 2 | – |
| U.S. Postal Service | 2,992 | 538 | 412 | 363 | 529 | 621 | 1,016 |
| Free for the blind | 28 | 35 | 52 | 47 | 71 | 76 | 75 |
| International economy mail (surface) | 450 | 166 | 106 | 79 | 26 | 23 | 19 |
| International airmail | 513 | 632 | 696 | 1,021 | 818 | 829 | 774 |
| **Employees, total (1,000)** | **667** | **843** | **875** | **901** | **808** | **803** | **796** |
| Career | 643 | 761 | 753 | 788 | 707 | 705 | 696 |
| Headquarters | 3 | 2 | 2 | 2 | 3 | 3 | 3 |
| Headquarters support | (NA) | 6 | 4 | 6 | 3 | 4 | 4 |
| Inspection Service | 5 | 4 | 4 | 4 | 4 | 3 | 3 |
| Inspector General | (X) | (X) | (X) | 1 | 1 | 1 | 1 |
| Field Career | 634 | 749 | 743 | 775 | 697 | 693 | 685 |
| Postmasters | 29 | 27 | 27 | 26 | 26 | 25 | 25 |
| Supervisors/managers | 36 | 43 | 35 | 39 | 34 | 33 | 33 |
| Professional, administrative, and technical | 5 | 10 | 11 | 10 | 9 | 9 | 9 |
| Clerks | 263 | 290 | 274 | 282 | 226 | 222 | 214 |
| Mail handlers | 37 | 51 | 57 | 61 | 55 | 56 | 57 |
| City carriers | 187 | 236 | 240 | 241 | 228 | 228 | 224 |
| Motor vehicle operators | 6 | 7 | 8 | 9 | 9 | 9 | 9 |
| Rural carriers | 33 | 42 | 46 | 57 | 63 | 64 | 66 |
| Special delivery messengers | 2 | 2 | 2 | (X) | (X) | (X) | (X) |
| Building and equipment maintenance | 27 | 33 | 38 | 42 | 40 | 40 | 40 |
| Vehicle maintenance | 5 | 5 | 5 | 6 | 6 | 5 | 6 |
| Other [3] | 4 | 1 | 2 | 2 | 2 | 2 | 2 |
| Noncareer | 25 | 83 | 122 | 114 | 100 | 98 | 100 |
| Casuals | 5 | 27 | 26 | 30 | 21 | 19 | 23 |
| Transitional | (X) | (X) | 32 | 13 | 10 | 8 | 5 |
| Rural substitutes | 20 | 43 | 50 | 58 | 56 | 57 | 59 |
| 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 | 52,134 | 53,932 | 56,281 |
| Avg. salary per employee (dol.) [4] | 24,799 | 37,570 | 45,001 | 50,103 | 60,261 | 62,635 | 62,348 |
| Pieces of mail per employee, (1,000) | 159 | 197 | 207 | 231 | 255 | 264 | 268 |
| **Total revenue (mil. dol.)** [5] | **19,253** | **40,074** | **54,509** | **64,540** | **69,029** | **69,993** | **72,817** |
| Operating postal revenue | 17,143 | 39,201 | 54,176 | 64,476 | 68,960 | 69,798 | 72,551 |
| Mail revenue [6] | 16,377 | 37,892 | 52,490 | 62,284 | 65,869 | 66,649 | 69,144 |
| First class mail | 10,146 | 24,023 | 31,955 | 35,516 | 36,377 | 36,062 | 37,039 |
| Priority Mail [7] | 612 | 1,555 | 3,075 | 4,837 | 4,421 | 4,634 | 5,043 |
| Express Mail [8] | 184 | 630 | 711 | 996 | 853 | 872 | 918 |
| Mailgram | 15 | 8 | 2 | 2 | 1 | 1 | (X) |
| Periodicals (formerly 2d class) | 863 | 1,509 | 1,972 | 2,171 | 2,192 | 2,161 | 2,215 |
| Standard Mail (formerly Standard A) | 2,412 | 8,082 | 11,792 | 15,193 | 18,123 | 18,954 | 19,877 |
| Package Services (formerly Standard B) | 805 | 919 | 1,525 | 1,912 | 2,207 | 2,201 | 2,259 |
| International economy mail (surface) | 154 | 222 | 205 | 180 | 145 | 134 | 128 |
| International airmail | 442 | 941 | 1,254 | 1,477 | 1,551 | 1,631 | 1,666 |
| Service revenue | 765 | 1,310 | 1,687 | 2,191 | 3,091 | 3,150 | 3,407 |
| Registry [9] | 157 | 174 | 118 | 98 | 75 | 77 | 73 |
| Certified [9] | 120 | 310 | 560 | 385 | 630 | 601 | 632 |
| Insurance [9] | 55 | 47 | 52 | 109 | 128 | 132 | 137 |
| Collect-on-delivery | 21 | 26 | 21 | 22 | 11 | 9 | 10 |
| Money orders | 95 | 155 | 196 | 235 | 231 | 208 | 193 |
| Other [9] | 244 | 592 | 737 | 1,342 | 2,017 | 2,122 | 2,363 |
| Operating expenses (mil. dol.) [10] | 19,413 | 40,490 | 50,730 | 62,992 | 65,851 | 68,283 | 71,684 |

– Represents or rounds to zero. NA Not available. X Not applicable. Z Fewer than 500. [1] Data for 1980 includes penalty and franked mail, not shown separately. [2] Items mailed at 1st class rates and weighing 11 ounces or less. [3] Includes discontinued operations, area offices, and nurses. [4] For career bargaining unit employees. Includes fringe benefits. [5] Net revenues after refunds of postage. Includes operating reimbursements, stamped envelope purchases, indemnity claims, and miscellaneous revenue and expenditure offsets. Shown in year which gave rise to the earnings. [6] For 1980, includes penalty and franked mail, not shown separately. Later years have that mail distributed into the appropriate class. [7] Provides 2 to 3 day delivery service. [8] Overnight delivery of packages weighing up to 70 pounds. [9] Beginning 2000, return receipt revenue broken out from reqistry, certified, and insurance and included in "other." [10] 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.