

## Transportation

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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 source of transportation data is the annual *National Transportation Statistics* publication of the U.S. Bureau of Transportation Statistics. Principal sources of air and water transportation data are 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 Army. In addition, the U.S. Census Bureau in its commodity flow survey (part of the census of transportation, taken every 5 years through 2007, 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 advance reports for 2007 are part of the 2007 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 Economic Census and NAICS.

The Bureau of Transportation Statistics (BTS) was established within the U.S. Department of Transportation (USDOT) in 1992 to collect, report, and analyze transportation data. Today, BTS is a component of the USDOT Research and Innovative

Technology Administration (RITA). BTS products include reports to Congress, the Secretary of Transportation, and stakeholders in the nation's transportation community. These stakeholders include: federal agencies, state and local governments, metropolitan planning organizations, universities, the private sector and general public. Congress requires the BTS to report (congressional mandate, laid out in 49 U.S.C. 111 (1)) on transportation statistics to the President and Congress. *The Transportation Statistics Annual Report (TSAR)*, provides a data overview of U.S. transportation issues. As required by Congress, each TSAR has two essential components: a review of the state of transportation statistics with recommendations for improvements and a presentation of the data. The BTS publication *National Transportation Statistics (NTS)*, a companion report to the TSAR, has more comprehensive and longer time-series data. NTS presents information on the U.S. transportation system, including its physical components, safety record, economic performance, energy use, and environmental impacts. The BTS publication *State Transportation Statistics* presents a statistical profile of transportation in the 50 states and the District of Columbia. This profile includes infrastructure, freight movement and passenger travel, system safety, vehicles, transportation-related economy and finance, energy usage and the environment.

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 (NHTSA), through its *Traffic Safety Facts FARS/GES Annual Report*, presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those

that result in the loss of human life. The data for this report is a compilation of motor vehicle crash data from the *Fatality Analysis Reporting System (FARS)* and the *General Estimates System (GES)*. For other publications and reports, go to the National Center for Statistics and Analysis (NCSA), Publications and Data Request. The Web site is located at <<http://www.nrd.nhtsa.dot.gov/CAT/index.aspx>>.

DOT's Federal Railroad Administration (FRA), Office of Safety Analysis presents railroad safety information including accidents and incidents, inspections and highway-rail crossing data in its annual report *Railroad Safety Statistics*. The Web site is located at <<http://safetydata.fra.dot.gov/officeofsafety>>.

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; *Public Transportation Fact Book*, containing electric railway and motorbus statistics, published annually by the American Public Transportation 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 Federal Energy Regulatory Commission (FERC) is an independent agency that regulates the interstate transmission of electricity, natural gas, and oil. FERC also reviews proposals to build liquefied natural gas (LNG) terminals and interstate natural gas pipelines as well as licensing hydropower projects. The Energy Policy Act of 2005 gave FERC additional responsibilities such as regulating the transmission and wholesale sales of electricity in interstate commerce. See source for more details.

**Railroads**—The Surface Transportation Board (STB) was created in the Interstate Commerce Commission Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (1995) (ICCTA), and is the successor agency to the Interstate Commerce Commission. The STB is an economic regulatory agency that Congress charged with the fundamental missions of resolving railroad rate and service disputes and reviewing proposed railroad mergers. The STB is decisionally independent, although it is administratively affiliated with the Department of Transportation.

The STB serves as both an adjudicatory and a regulatory body. The agency has jurisdiction over railroad rate and service

issues and rail restructuring transactions (mergers, line sales, line construction, and line abandonments); certain trucking company, moving van, and non-contiguous ocean shipping company rate matters; certain intercity passenger bus company structure, financial, and operational matters; and rates and services of certain pipelines not regulated by the Federal Energy Regulatory Commission. 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. Operating revenue dollar ranges are indexed for inflation.

**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 1029. **Transportation and Warehousing—Establishments, Revenue, Payroll, and Employees by Industry: 2002 and 2007**

[382,152 represents \$382,152,000,000. For establishments with payroll. Based on the 2002 and 2007 Economic Censuses. 2007 data are preliminary. See Appendix III]

Kind of business	2002 NAICS code <sup>1</sup>	Number of establishments	Revenue (mil. dol.)	Annual payroll (mil. dol.)	Paid employees (1,000)
<b>Transportation and warehousing total, 2002 . . . . .</b>	<b>48–49</b>	<b>199,618</b>	<b>382,152</b>	<b>115,989</b>	<b>3,650.9</b>
Air transportation <sup>2</sup> . . . . .	481	3,847	19,735	3,805	99.1
Water transportation . . . . .	483	1,890	23,331	3,194	66.2
Truck transportation . . . . .	484	112,642	164,219	47,750	1,435.2
Transit and ground passenger transportation <sup>3</sup> . . . . .	485	17,260	18,850	7,675	398.4
Pipeline transportation <sup>3</sup> . . . . .	486	2,188	22,031	2,477	36.8
Scenic and sightseeing transportation . . . . .	487	2,523	1,859	526	22.5
Support activities for transportation <sup>3</sup> . . . . .	488	33,942	57,414	16,202	465.6
Couriers and messengers . . . . .	492	12,655	58,165	17,175	561.5
Warehousing and storage . . . . .	493	12,671	16,548	17,183	565.5
<b>Transportation and warehousing total, 2007 . . . . .</b>	<b>48–49</b>	<b>217,926</b>	<b>655,857</b>	<b>172,166</b>	<b>4,435.8</b>
Air transportation <sup>2</sup> . . . . .	481	5,763	146,567	25,639	477.4
Water transportation . . . . .	483	1,814	36,057	4,048	70.0
Truck transportation . . . . .	484	119,694	221,737	59,146	1,520.6
Transit and ground passenger transportation <sup>3</sup> . . . . .	485	17,769	26,967	10,012	453.4
Pipeline transportation <sup>3</sup> . . . . .	486	2,644	24,666	3,273	38.2
Scenic and sightseeing transportation . . . . .	487	2,440	2,661	661	24.1
Support activities for transportation <sup>3</sup> . . . . .	488	41,189	96,256	25,129	615.4
Couriers and messengers . . . . .	492	12,788	76,286	19,972	550.4
Warehousing and storage . . . . .	493	13,825	24,660	24,285	686.2

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

Source: U.S. Census Bureau, "2007 Economic Census, Core Business Statistics Series: Advance Comparative Statistics for the United States (2002 NAICS Basis): 2007 and 2002" (published 17 March 2009); using American FactFinder; <http://www.census.gov/econ/census07/>.

**Table 1030. Transportation-Related Components of U.S. Gross Domestic Product: 2000 to 2007**

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

Item	2000	2003	2004	2005	2006	2007
<b>CURRENT DOLLARS</b>						
<b>Total transportation-related final demand</b> <sup>1</sup>	<b>1,089.5</b>	<b>1,156.9</b>	<b>1,227.7</b>	<b>1,325.0</b>	<b>1,394.4</b>	<b>1,469.4</b>
Total gross domestic product (GDP)	9,817.0	10,971.2	11,734.3	12,421.9	13,178.4	13,807.5
Transportation as a percent of GDP	11.1	10.5	10.5	10.7	10.6	10.6
Personal consumption of transportation	853.5	928.5	979.1	1,051.0	1,089.0	1,138.0
Motor vehicles and parts	386.5	439.1	441.8	443.1	434.0	440.4
Gasoline and oil	175.7	192.6	230.4	283.6	313.8	340.6
Transportation services	291.3	296.8	306.9	324.3	341.2	357.0
Gross private domestic investment	167.4	133.9	158.4	171.4	185.5	166.4
Transportation structures	6.6	6.0	6.5	7.0	8.5	9.2
Transportation equipment	160.8	127.9	151.9	164.4	177.0	157.2
Net exports of transportation-related goods and service <sup>2</sup>	-109.0	-125.6	-135.3	-131.7	-127.3	-103.4
Exports (+)	179.0	174.4	195.1	221.5	250.5	285.5
Civilian aircraft, engines, and parts	48.1	46.7	50.0	60.8	75.2	87.3
Automotive vehicles, engines, and parts	80.4	80.7	89.3	98.4	107.0	121.0
Passenger fares	20.7	15.7	18.9	21.0	22.0	25.6
Other transportation	29.8	31.3	36.9	41.3	46.3	51.6
Imports (-)	288.0	300.0	330.4	353.2	377.8	388.9
Civilian aircraft, engines, and parts	26.4	24.1	24.3	25.8	28.4	34.4
Automotive vehicles, engines, and parts	195.9	210.2	228.2	239.4	256.6	258.9
Passenger fares	24.3	21.0	23.7	26.1	27.5	28.5
Other transportation	41.4	44.7	54.2	61.9	65.3	67.1
Government transportation-related purchases	177.6	220.1	225.5	234.3	247.2	268.4
Federal purchases <sup>3</sup>	19.2	30.6	29.7	30.2	32.1	32.1
State and local purchases <sup>3</sup>	149.4	173.3	179.2	188.2	200.2	216.6
Defense-related purchases <sup>4</sup>	9.0	16.2	16.6	15.9	14.9	19.7
<b>CHAINED (2000) DOLLARS</b>						
<b>Total transportation-related final demand</b> <sup>1</sup>	<b>1,089.5</b>	<b>1,117.1</b>	<b>1,139.8</b>	<b>1,138.3</b>	<b>1,136.2</b>	<b>1,148.4</b>
Total gross domestic product (GDP)	9,817.0	10,320.6	10,755.7	10,989.5	11,294.8	11,523.9
Transportation as a percent of GDP	11.1	10.8	10.6	10.4	10.1	10.0
Personal consumption of transportation	853.5	913.0	926.3	925.2	915.8	930.4
Motor vehicles and parts	386.5	449.7	457.0	449.9	437.9	446.7
Gasoline and oil	175.7	183.2	185.9	187.4	184.2	184.5
Transportation services	291.3	280.1	283.4	287.9	293.7	299.2
Gross private domestic investment	167.4	128.6	144.4	155.5	166.6	146.9
Transportation structures	6.6	5.5	5.7	6.0	7.1	7.5
Transportation equipment	160.8	123.1	138.7	149.5	159.5	139.4
Net exports of transportation-related goods and service <sup>2</sup>	-109.0	-126.6	-132.9	-130.9	-131.3	-113.9
Exports (+)	179.0	164.2	178.6	193.5	212.5	235.0
Civilian aircraft, engines, and parts	48.1	41.5	42.6	50.1	59.6	66.3
Automotive vehicles, engines, and parts	80.4	79.4	87.2	95.1	102.1	114.2
Passenger fares	20.7	13.5	14.8	15.2	15.9	17.1
Other transportation	29.8	29.8	34.0	33.1	34.9	37.4
Imports (-)	288.0	290.8	311.5	324.4	343.8	348.9
Civilian aircraft, engines, and parts	26.4	22.8	22.2	22.9	24.3	28.0
Automotive vehicles, engines, and parts	195.9	208.6	222.7	231.2	246.8	246.5
Passenger fares	24.3	17.9	20.6	21.8	21.7	21.1
Other transportation	41.4	41.5	46.0	48.5	51.0	53.3
Government transportation-related purchases	177.6	202.1	202.0	188.5	185.1	185.0
Federal purchases <sup>3</sup>	19.2	28.2	26.2	25.3	25.9	24.9
State and local purchases <sup>3</sup>	149.4	159.9	161.9	150.4	147.6	144.9
Defense-related purchases <sup>4</sup>	9.0	14.0	13.9	12.8	11.6	15.2

<sup>1</sup> 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. <sup>2</sup> Sum of exports and imports. <sup>3</sup> Federal purchases and state and local purchases are the sum of consumption expenditures and gross investment. <sup>4</sup> Defense-related purchases are the sum of transportation of material and travel.

Source: U.S. Bureau of Transportation Statistics, "National Transportation Statistics"; <[http://www.bts.gov/publications/national\\_transportation\\_statistics/](http://www.bts.gov/publications/national_transportation_statistics/)>.

# Table 1031. **Employment in Transportation and Warehousing: 1990 to 2008**

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

Industry	2007 NAICS code <sup>1</sup>	1990	1995	2000	2005	2006	2007	2008
<b>Transportation and warehousing . . .</b>	<b>48,49</b>	<b>3,476</b>	<b>3,838</b>	<b>4,410</b>	<b>4,361</b>	<b>4,470</b>	<b>4,541</b>	<b>4,505</b>
Air transportation . . . . .	481	529	511	614	501	487	492	493
Rail transportation . . . . .	482	272	233	232	228	228	234	230
Water transportation . . . . .	483	57	51	56	61	63	66	65
Truck transportation . . . . .	484	1,122	1,249	1,406	1,398	1,436	1,439	1391
Transit and ground . . . . .	485	274	328	372	389	399	412	418
Pipeline transportation . . . . .	486	60	54	46	38	39	40	42
Scenic and sightseeing . . . . .	487	16	22	28	29	28	29	28
Support activities . . . . .	488	364	430	537	552	571	584	590
Couriers and messengers . . . . .	492	375	517	605	571	582	581	576
Warehousing and storage . . . . .	493	407	444	514	595	638	665	673

<sup>1</sup> North American Industry Classification System 2007, see text, Sections 12 and 15.

Source: U.S. Bureau of Labor Statistics, Current Employment Statistics, "Employment, Hours, and Earnings—National"; <<http://www.bls.gov/ces/data.htm>>.

**Table 1032. Transportation and Warehousing—Establishments, Employees, and Payroll by Kind of Business (NAICS Basis): 2000 and 2006**

[3,790.0 represents 3,790,000. Covers establishments with payroll. 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 <sup>1</sup>	Establishments		Paid employees <sup>2</sup> (1,000)		Annual payroll (mil. dol.)	
		2000	2006	2000	2006	2000	2006
<b>Transportation &amp; warehousing . . . . .</b>	<b>48-49</b>	<b>190,044</b>	<b>215,117</b>	<b>3,790.0</b>	<b>4,306.4</b>	<b>125,592.4</b>	<b>166,173.9</b>
Air transportation . . . . .	481	5,429	5,610	615.6	474.8	26,569.3	24,509.7
Scheduled air transportation . . . . .	4811	3,324	3,072	570.9	432.5	24,484.5	22,141.4
Scheduled passenger air transportation . . . . .	481111	2,740	2,616	536.2	414.4	23,470.7	21,438.7
Scheduled freight air transportation . . . . .	481112	584	456	34.7	18.1	1,013.8	702.7
Nonscheduled air transportation . . . . .	4812	2,105	2,538	44.7	42.3	2,084.8	2,368.3
Water transportation . . . . .	483	1,900	1,925	67.6	68.4	3,003.2	4,084.1
Deep sea, coastal, & Great Lakes water transportation . . . . .	4831	1,254	1,262	47.8	47.5	2,214.2	2,988.9
Inland water transportation . . . . .	4832	646	663	19.7	20.9	789.0	1,095.2
Inland water freight transportation . . . . .	483211	402	396	16.3	17.2	673.9	949.9
Inland water passenger transportation . . . . .	483212	244	267	3.5	3.7	115.1	145.4
Truck transportation . . . . .	484	110,416	120,263	1,415.8	1,532.3	46,451.5	58,935.0
General freight trucking . . . . .	4841	55,874	67,305	922.7	1,050.0	31,614.0	41,465.8
General freight trucking, local . . . . .	48411	20,329	27,682	153.3	205.1	4,529.8	7,458.4
General freight trucking, long distance . . . . .	48412	35,545	39,623	769.5	844.9	27,084.2	34,007.4
Specialized freight trucking . . . . .	4842	54,542	52,958	493.1	482.4	14,837.5	17,469.2
Used household & office goods moving . . . . .	48421	9,147	8,683	128.9	109.1	3,661.4	3,430.5
Specialized freight (except used goods) truck, local . . . . .	48422	32,493	32,598	200.4	218.7	5,692.4	7,870.5
Specialized freight (except used goods) truck, long-distance . . . . .	48423	12,902	11,677	163.7	154.6	5,483.7	6,168.1
Transit & ground passenger transportation . . . . .	485	16,383	17,224	386.9	418.7	7,214.7	9,079.6
Urban transit systems . . . . .	4851	705	912	43.1	49.4	1,295.8	1,680.3
Mixed mode systems . . . . .	485111	152	63	6.2	1.3	146.9	40.4
Commuter rail . . . . .	485112	15	25	(D)	0.5	(D)	20.5
Bus and other motor vehicle mode systems . . . . .	485113	505	778	31.4	44.6	925.1	1,474.6
Other . . . . .	485119	33	46	(D)	3.0	(D)	144.8
Interurban & rural bus transportation . . . . .	4852	444	475	26.8	16.5	709.7	464.7
Taxi & limousine service . . . . .	4853	6,806	7,013	67.8	69.2	1,244.3	1,542.7
Taxi service . . . . .	48531	3,116	2,878	30.4	30.7	485.2	603.1
Limousine service . . . . .	48532	3,690	4,135	37.5	38.5	759.1	939.6
School & employee bus transportation . . . . .	4854	4,217	4,321	162.9	194.8	2,322.6	3,392.8
Charter bus industry . . . . .	4855	1,451	1,207	34.1	27.9	668.7	647.8
Other transit & ground passenger transportation . . . . .	4859	2,760	3,296	52.2	60.9	973.6	1,351.3
Special needs transportation . . . . .	485991	1,914	2,166	34.8	45.4	648.9	1,031.6
Pipeline transportation . . . . .	486	2,802	2,653	53.0	39.2	3,828.6	3,173.5
Pipeline transportation of crude oil . . . . .	4861	307	373	6.7	7.5	425.6	727.8
Pipeline transportation of natural gas . . . . .	4862	1,938	1,363	39.2	22.2	2,961.1	1,709.5
Other pipeline transportation . . . . .	4869	557	917	7.0	9.4	441.9	736.2
Scenic & sightseeing transportation . . . . .	487	2,254	2,720	23.6	26.7	583.5	788.8
Scenic & sightseeing transportation, land . . . . .	4871	454	678	8.7	9.2	192.8	232.5
Scenic & sightseeing transportation, water . . . . .	4872	1,642	1,857	13.0	15.3	331.2	463.8
Scenic & sightseeing transportation, other . . . . .	4879	158	185	2.0	2.2	59.5	92.5
Support activities for transportation . . . . .	488	31,440	37,083	472.4	579.6	16,507.0	24,124.8
Support activities for air transportation . . . . .	4881	4,368	5,174	126.7	158.3	3,634.0	5,431.9
Airport operations . . . . .	48811	1,834	1,619	67.9	70.0	1,569.5	1,764.6
Air traffic control . . . . .	488111	137	171	0.8	1.7	29.9	63.0
Other support activities for air transportation . . . . .	48819	2,534	3,555	58.8	88.3	2,064.6	3,667.3
Support activities for rail transportation . . . . .	4882	821	962	21.4	28.1	714.4	1,048.5
Support activities for water transportation . . . . .	4883	2,543	2,331	81.6	91.8	3,250.7	4,798.3
Port and harbor operations . . . . .	48831	196	229	7.4	7.0	265.8	323.6
Marine cargo handling . . . . .	48832	607	540	53.5	61.9	2,194.7	3,262.0
Navigational services to shipping . . . . .	48833	863	802	11.8	12.0	478.7	699.4
Other . . . . .	48839	877	760	8.9	10.8	311.5	513.4
Support activities for road transportation . . . . .	4884	7,010	9,545	56.2	71.8	1,308.8	2,133.2
Motor vehicle towing . . . . .	48841	6,078	7,789	41.8	50.8	961.7	1,524.1
Freight transportation arrangement . . . . .	4885	15,177	17,434	161.7	198.3	6,620.3	9,452.0
Other support activities for transportation . . . . .	4889	1,521	1,637	24.7	31.2	978.6	1,264.9
Couriers & messengers . . . . .	492	12,297	13,790	619.3	571.4	17,399.4	19,984.2
Couriers . . . . .	4921	6,667	8,724	548.9	525.6	15,890.5	18,856.7
Local messengers & local delivery . . . . .	4922	5,630	5,066	70.5	45.8	1,508.9	1,127.5
Warehousing & storage . . . . .	493	7,123	13,849	135.9	595.3	4,035.3	21,490.3

<sup>1</sup> D Figure withheld to avoid disclosure pertaining to individual companies. <sup>2</sup> Based on the North American Industry Classification System (NAICS), 2002; see text, Section 15. <sup>3</sup> For employees on the payroll for the pay period including March 12.

**Table 1033. Transportation System Mileage Within the United States:  
1980 to 2007**

[3,860 represents 3,860,000]

System	1980	1985	1990	1995	2000	2004	2005	2006	2007
Highway (1,000) . . . . .	3,860	3,864	3,867	3,912	3,936	3,982	3,996	4,017	4,032
Class 1 rail . . . . .	164,822	145,764	119,758	108,264	99,250	97,662	95,830	94,942	94,440
Amtrak . . . . .	24,000	24,000	24,000	24,000	23,000	22,256	22,007	21,708	21,708
Transit:									
Commuter rail <sup>1</sup> . . . . .	(NA)	3,574	4,132	4,160	5,209	6,875	7,118	6,972	7,135
Heavy rail <sup>2</sup> . . . . .	(NA)	1,293	1,351	1,458	1,558	1,596	1,601	1,603	1,603
Light rail <sup>3</sup> . . . . .	(NA)	384	483	568	834	1,187	1,188	1,280	1,341
Navigable channels . . . . .	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000	(NA)
Oil pipeline <sup>4</sup> . . . . .	218,393	213,605	208,752	181,912	176,996	161,670	159,512	169,346	(NA)
Gas pipeline <sup>5</sup> (1,000) . . . . .	1,052	1,119	1,189	1,278	1,369	1,462	1,438	1,534	(NA)

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

Source: U.S. Bureau of Transportation Statistics, "National Transportation Statistics"; <[http://www.bts.gov/publications/national\\_transportation\\_statistics](http://www.bts.gov/publications/national_transportation_statistics)>.

**Table 1034. U.S. Aircraft, Vehicles, and Other Conveyances: 1980 to 2007**

[121,601 represents 121,601,000]

System	1980	1990	1995	2000	2003	2004	2005	2006	2007
<b>Air:</b>									
Air carrier <sup>1</sup>	3,808	6,083	7,411	8,055	8,176	8,186	8,225	(NA)	(NA)
General aviation <sup>2</sup> (active fleet)	211,045	198,000	188,089	217,533	209,708	219,426	224,352	221,943	231,607
<b>Highway, registered vehicles (1,000):</b>									
Passenger car	121,601	133,700	128,387	133,621	135,670	136,431	136,568	135,400	135,933
Motorcycle	5,694	4,259	3,897	4,346	5,370	5,768	6,227	6,679	7,138
Van, pick-up, SUV	27,876	48,275	65,738	79,085	87,187	91,845	95,337	99,125	101,470
Truck	5,791	6,196	6,719	8,023	7,757	8,171	8,482	8,819	9,028
Bus	529	627	686	746	777	795	807	822	834
<b>Transit: <sup>3</sup></b>									
Motor bus	59,411	58,714	67,107	75,013	77,328	81,033	82,027	83,080	65,249
Light rail cars <sup>3</sup>	1,013	910	1,048	1,327	1,482	1,622	1,645	1,801	1,810
Heavy rail cars <sup>4</sup>	9,641	10,567	10,166	10,311	10,754	10,858	11,110	11,052	11,222
Trolley bus	823	610	695	652	672	597	615	609	559
Commuter rail cars and locomotives	4,500	4,982	5,164	5,498	5,959	6,228	6,392	6,403	6,391
Demand response	(X)	16,471	29,352	33,080	35,954	37,078	41,958	43,509	64,865
Other <sup>5</sup>	(NA)	1,197	2,809	5,208	6,272	6,566	7,080	8,741	13,877
<b>Rail:</b>									
Class I, freight cars (1,000)	1,168	659	583	560	467	474	475	475	460
Class I, locomotive	28,094	18,835	18,812	20,028	20,774	22,015	22,779	23,732	24,143
Nonclass I freight cars	102,161	103,527	84,724	132,448	124,580	120,169	120,195	120,688	120,463
Car companies' and shippers' freight cars	440,552	449,832	550,717	688,194	687,337	693,978	717,211	750,404	805,074
Amtrak, passenger train car	2,128	1,863	1,722	1,894	1,623	1,211	1,186	1,191	1,164
Amtrak, locomotive	419	318	313	378	442	276	258	319	270
<b>Water:</b>									
Non-self-propelled vessels <sup>6</sup>	31,662	31,209	31,360	33,152	31,335	31,296	32,052	32,211	31,654
Self-propelled vessels	7,126	8,236	8,281	8,202	8,648	8,994	8,976	8,898	9,041
Ocean-going steam and motor ships (1,000 gross tons and over)	849	635	512	461	416	412	357	286	(NA)
Recreational boats (1,000)	8,578	10,997	11,735	12,782	12,795	12,781	12,942	12,746	12,876

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

Source: U.S. Bureau of Transportation Statistics, "National Transportation Statistics"; <[http://www.bts.gov/publications/national\\_transportation\\_statistics/](http://www.bts.gov/publications/national_transportation_statistics/)>.

**Table 1035. Transportation Accidents, Deaths, and Injuries: 1990 to 2007**

[6,471 represents 6,471,000. Numbers, except as indicated]

Mode	Accidents					Deaths					Injuries				
	1990	1995	2000	2005	2007	1990	1995	2000	2005	2007	1990	1995	2000	2005	2007
Transit type:															
Air:															
Air carrier <sup>1</sup> . . . . .	24	36	56	40	26	39	168	92	22	1	29	25	29	14	15
Commuter <sup>2</sup> . . . . .	15	12	12	6	3	6	9	5	-	-	11	17	7	-	-
On-demand <sup>3</sup> . . . . .	107	75	80	65	62	51	52	71	18	43	36	14	12	23	20
General aviation . . . . .	2,242	2,056	1,837	1,670	1,631	770	735	596	563	491	409	396	309	267	260
Land:															
Highway crashes (1,000) <sup>4</sup> . . . . .	6,471	6,699	6,394	6,159	6,024	44.6	41.8	41.9	43.5	41.1	3,231	3,465	3,189	2,699	2,491
Passenger car occupants . . . . .	5,561	5,594	4,926	4,499	(NA)	24.1	22.4	20.7	18.5	16.5	2,376	2,469	2,052	1,573	1,379
Motorcyclists . . . . .	103	66	69	101	(NA)	3.2	2.2	2.9	4.6	5.2	84	57	58	87	103
Light truck occupants . . . . .	2,152	2,750	3,208	3,382	(NA)	8.6	9.6	11.5	13.0	12.4	505	722	887	872	841
Large truck occupants . . . . .	372	363	438	423	(NA)	0.7	0.6	0.8	0.8	0.8	42	30	31	27	23
Bus occupants . . . . .	60	59	56	50	(NA)	(Z)	(Z)	(Z)	0.1	(Z)	33	19	18	11	12
Pedestrians . . . . .	(NA)	(NA)	(NA)	(NA)	(NA)	6.5	5.6	4.8	4.9	4.7	105	86	78	64	70
Pedacyclists . . . . .	(NA)	(NA)	(NA)	(NA)	(NA)	0.9	0.8	0.7	0.8	0.7	75	67	51	45	43
Other . . . . .	(NA)	(NA)	(NA)	(NA)	(NA)	0.6	0.5	0.6	0.8	0.8	11	14	15	18	18
Railroad <sup>5</sup> . . . . .	8,594	7,092	6,485	6,319	5,399	1,297	1,146	937	883	845	25,143	14,440	11,643	9,495	9,343
Highway-rail grade crossing . . . . .	5,715	4,633	3,502	3,058	2,752	698	579	425	358	335	2,407	1,894	1,219	1,049	1,043
Railroad . . . . .	2,879	2,459	2,983	3,261	2,647	599	567	512	525	510	22,736	12,546	10,424	8,446	8,300
Transit <sup>6</sup> . . . . .	58,002	25,683	24,261	8,151	9,398	339	274	295	236	214	54,556	57,196	56,697	18,131	20,625
Waterborne:															
Waterborne (vessel related) <sup>7</sup> . . . . .	3,613	5,349	5,403	4,977	(NA)	85	53	53	45	52	175	154	150	140	167
Recreational boating <sup>8</sup> . . . . .	6,411	8,019	7,740	4,969	5,191	865	829	701	697	685	3,822	4,141	4,355	3,451	3,673
Pipeline: <sup>9</sup>															
Hazardous liquid . . . . .	378	349	380	490	402	9	21	38	16	15	76	64	81	48	43
Gas . . . . .	180	188	146	138	116	3	3	1	2	4	7	11	4	2	10
Other transit <sup>10</sup> . . . . .	198	161	234	352	286	9	18	37	14	11	69	53	77	46	43
Hazardous materials <sup>11</sup> . . . . .	77,985	48,144	47,116	138	116	3	3	215	2	4	7	11	4	2	10
	8,879	14,853	17,557	352	286	6	7	16	14	11	69	53	77	46	43

- Represents or rounds to zero. NA Not available. Z Less than 50. <sup>1</sup> See footnote 1, Table 1042. Injuries classified as serious. <sup>2</sup> See footnote 2, Table 1042. Injuries classified as serious. <sup>3</sup> See footnote 3, Table 1042. Injuries classified as serious. <sup>4</sup> 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 1075. <sup>5</sup> Accidents which result in damages to railroad property. Grade crossing accidents are also included when classified as a train accident. Deaths exclude fatalities in railroad-highway grade crossing accidents. <sup>6</sup> Includes motor bus, commuter rail, heavy rail, light rail, demand response, van pool, and automated guideway. Starting with 2002, only injuries requiring immediate medical treatment away from the scene now qualify as reportable. <sup>7</sup> Accidents resulting in death, injury, or requiring medical treatment beyond first aid; damages exceeding \$500; or a person's disappearance. <sup>8</sup> Covers accidents involving commercial vessels which must be reported to U.S. Coast Guard if there is property damage exceeding \$25,000; material damage affecting the seaworthiness or efficiency of a vessel; stranding or grounding; loss of life; or injury causing a person's incapacity for more than 3 days. <sup>9</sup> Beginning 1990, pipeline accidents/incidents are credited to year of occurrence; prior data are credited to the year filed. <sup>10</sup> Other transit includes bus, light rail, commuter rail, demand response, van pool, and automated guideway. Excludes cable car, inclined plane, jitney, and ferry boat. <sup>11</sup> Incidents, deaths, and injuries involving hazardous materials cover all types of transport, excludes pipelines and bulk, nonpackaged water incidents.

## Table 1036. Shipment Characteristics by Mode of Transportation: 2007

[11,831,503 represents \$11,831,503,000,000. Estimates are based on preliminary data from the 2007 Commodity Fund Survey. For business establishments in mining, manufacturing, wholesale trade, and selected retail industries. Selected auxiliary establishments are also included.]

Mode of transportation	Value (mil. dol.)		Tons (1,000)		Ton-miles (mil.)		Average miles per shipment
	Total	Percent	Total	Percent	Total	Percent	
<b>All modes</b> . . . . .	<b>11,831,503</b>	<b>100.0</b>	<b>13,016,610</b>	<b>100.0</b>	<b>3,490,806</b>	<b>100.0</b>	<b>580</b>
<b>Single modes</b> . . . . .	<b>9,554,880</b>	<b>80.8</b>	<b>12,087,756</b>	<b>92.9</b>	<b>2,953,076</b>	<b>84.6</b>	<b>213</b>
Truck <sup>1</sup> . . . . .	8,363,657	70.7	8,957,687	68.8	1,390,102	39.8	187
For-hire truck . . . . .	4,764,442	40.3	4,029,016	31.0	1,011,018	29.0	527
Private truck . . . . .	3,599,215	30.4	4,928,670	37.9	379,084	10.9	82
Rail . . . . .	387,567	3.3	1,928,530	14.8	1,294,921	37.1	691
Water . . . . .	106,905	0.9	423,282	3.3	175,973	5.0	330
Shallow draft . . . . .	95,420	0.8	381,566	2.9	163,571	4.7	284
Great lakes . . . . .	705	—	13,261	0.1	4,830	0.1	(S)
Deep draft . . . . .	10,779	0.1	28,455	0.2	(S)	(S)	390
Air (includes truck and air) . . . . .	209,611	1.8	3,525	—	4,014	0.1	1,299
Pipeline <sup>2</sup> . . . . .	487,140	4.1	774,732	6.0	(S)	(S)	(S)
<b>Multiple modes</b> . . . . .	<b>1,938,884</b>	<b>16.4</b>	<b>626,539</b>	<b>4.8</b>	<b>489,767</b>	<b>14.0</b>	<b>915</b>
Parcel, U.S. Postal Service or courier . . . . .	1,597,931	13.5	36,029	0.3	29,535	0.8	914
Truck and rail . . . . .	197,748	1.7	213,411	1.6	188,547	5.4	1,053
Truck and water . . . . .	31,112	0.3	74,421	0.6	48,870	1.4	1,347
Rail and water . . . . .	7,744	0.1	44,979	0.3	30,444	0.9	2,608
Other multiple modes . . . . .	104,350	0.9	257,698	2.0	192,372	5.5	2,190
<b>Other and unknown modes</b> . . . . .	<b>337,739</b>	<b>2.9</b>	<b>302,315</b>	<b>2.3</b>	<b>47,964</b>	<b>1.4</b>	<b>149</b>

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

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, and U.S. Census Bureau, 2007 Commodity Flow Survey; Transportation Commodity Flow Survey, preliminary (released December 2008); <<http://factfinder.census.gov/home/saff/main.html?lang=en>>.

# Table 1037. U.S. Scheduled Airline Industry—Summary: 1995 to 2008

[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	2003 <sup>1</sup>	2004	2005	2006	2007	2008
<b>SCHEDULED SERVICE</b>									
Revenue passengers enplaned. . . . .	Mil. . . . .	547.8	666.2	646.3	702.9	738.6	744.2	769.4	741.4
Revenue passenger miles . . . . .	Bil. . . . .	540.7	692.8	656.9	733.6	779.0	796.8	829.1	811.4
Available seat miles . . . . .	Bil. . . . .	807.1	957.0	893.8	971.4	1,003.3	1,005.5	1,037.2	1,020.1
Revenue passenger load factor . . . . .	Percent . . . . .	67.0	72.4	73.5	75.5	77.6	79.2	79.9	79.5
Mean passenger trip length <sup>2</sup> . . . . .	Miles. . . . .	987	1,040	1,016	1,044	1,055	1,071	1,078	1,094
Cargo ton miles . . . . .	Mil. . . . .	16,921	23,888	26,735	27,978	28,036	29,339	29,570	28,383
Aircraft departures . . . . .	1,000 . . . . .	8,062	9,035	10,839	11,398	11,562	11,264	11,397	10,841
<b>FINANCES<sup>3</sup></b>									
<b>Total operating revenue<sup>4</sup> . . . . .</b>	<b>Mil. dol. . . . .</b>	<b>95,117</b>	<b>130,839</b>	<b>117,920</b>	<b>134,300</b>	<b>151,255</b>	<b>164,912</b>	<b>174,696</b>	<b>185,979</b>
Passenger revenue . . . . .	Mil. dol. . . . .	69,835	93,622	77,379	85,669	93,500	101,419	107,678	111,535
Cargo revenue . . . . .	Mil. dol. . . . .	9,882	14,456	15,003	17,146	20,704	22,848	24,531	29,852
Charter revenue . . . . .	Mil. dol. . . . .	3,742	4,913	5,589	5,503	6,074	6,026	5,544	4,268
Total operating expense . . . . .	Mil. dol. . . . .	89,266	123,840	120,028	135,782	150,828	157,398	163,353	189,645
Operating profit (or loss) . . . . .	Mil. dol. . . . .	5,852	6,999	-2,108	-1,491	427	7,514	9,344	-3,666
Interest income (or expense) . . . . .	Mil. dol. . . . .	-2,426	-2,193	-3,442	-3,715	-4,209	-4,150	-3,915	-3,743
Net profit (or loss) . . . . .	Mil. dol. . . . .	2,314	2,618	-1,700	-9,061	-27,217	18,183	7,691	-23,562
Adjusted Net Profit (or loss) <sup>5</sup> . . . . .	Mil. dol. . . . .	2,283	2,486	-2,371	-7,643	-5,782	3,123	4,998	-9,464
Revenue per passenger mile . . . . .	Cents . . . . .	12.9	13.5	11.8	11.7	12.0	12.7	13.0	13.8
Operating profit margin . . . . .	Percent . . . . .	6.2	5.3	-1.8	-1.1	0.3	4.6	5.3	-2.0
Net profit margin . . . . .	Percent . . . . .	2.4	1.9	-1.4	-6.7	-18.0	11.0	4.4	-12.7
Adjusted Net Profit (or loss) <sup>5</sup> . . . . .	Percent . . . . .	2.4	1.9	-2.0	-5.7	-3.8	1.9	2.9	-5.1
<b>EMPLOYEES<sup>6</sup></b>									
Total . . . . .	1,000 . . . . .	547.0	680.0	569.8	569.5	562.5	545.7	561.0	556.9
Pilots and copilots . . . . .	1,000 . . . . .	55.4	72.4	67.8	82.0	74.5	71.1	69.4	(NA)

NA Not available, <sup>1</sup> Includes security costs reimbursements remitted to carriers under the Emergency Wartime Supplemental Appropriations Act (P.L. 108-11). <sup>2</sup> For definition of mean, see Guide to Tabular Presentation. <sup>3</sup> 2008 data are preliminary. <sup>4</sup> Includes other types of revenues not shown separately. <sup>5</sup> Excludes special items: bankruptcy-related reorganization charges and fresh-start accounting gains; special goodwill charges. <sup>6</sup> Average full-time equivalents.

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

# Table 1038. Airline Cost Indexes: 1980 to 2008

[2000 = 100. Data prior to 1990 excludes passenger airlines with annual revenue less than \$100 million]

Index	1980	1990	1995	2000	2002	2003	2004	2005	2006	2007	2008
<b>Composite index</b> <sup>1</sup> . . . .	<b>81.5</b>	<b>104.5</b>	<b>99.8</b>	<b>100.0</b>	<b>110.9</b>	<b>116.6</b>	<b>133.7</b>	<b>166.0</b>	<b>184.3</b>	<b>188.4</b>	<b>249.0</b>
Labor costs . . . . .	84.7	72.7	91.0	100.0	118.2	122.2	122.1	116.2	117.8	117.4	117.8
Fuel . . . . .	123.4	101.9	71.1	100.0	93.9	113.7	151.1	215.0	261.4	273.5	389.9
Aircraft ownership <sup>2</sup> . . . . .	25.8	57.4	72.8	100.0	90.6	86.9	91.5	85.9	84.0	82.3	80.7
Nonaircraft ownership . . . . .	37.8	88.8	104.0	100.0	112.0	112.9	105.0	102.3	100.4	101.8	113.3
Professional services . . . . .	28.8	68.3	86.9	100.0	96.4	96.5	97.1	105.4	110.9	114.8	124.2
Food and beverage . . . . .	91.4	125.9	107.6	100.0	86.8	72.7	67.3	62.6	58.8	58.1	60.3
Landing fees . . . . .	55.6	83.2	97.7	100.0	117.1	108.7	118.6	126.1	133.2	131.5	143.9
Maintenance material . . . . .	65.1	136.7	93.1	100.0	74.0	62.8	61.6	52.7	54.8	61.7	67.5
Aircraft insurance . . . . .	221.8	117.1	264.7	100.0	218.3	151.2	149.0	125.0	143.8	129.2	103.0
Nonaircraft insurance . . . . .	71.1	70.4	229.4	100.0	540.0	423.9	352.2	307.4	245.8	207.4	182.2
Passenger commissions . . . . .	121.8	237.0	184.8	100.0	57.3	41.8	37.3	32.5	29.9	29.7	28.4
Communication . . . . .	53.3	86.9	88.2	100.0	101.4	85.1	77.3	74.4	69.7	71.8	80.3
Advertising and promotion . . . . .	117.4	165.8	108.5	100.0	74.3	68.2	77.1	75.5	81.2	66.4	58.5
Utilities and office supplies . . . . .	65.8	94.2	84.6	100.0	90.1	79.7	80.0	84.1	91.3	97.5	103.7
Transportation-related expenses . . . . .	(NA)	45.4	47.8	100.0	107.0	202.2	285.4	379.5	408.3	408.2	483.8
Other operating expenses . . . . .	85.5	101.9	93.9	100.0	112.9	91.6	96.1	111.6	102.1	110.1	153.7
Interest <sup>3</sup> . . . . .	153.1	170.6	165.3	100.0	87.9	91.6	91.5	124.8	123.6	114.1	101.9

NA Not available. <sup>1</sup> Weighted average of all components, including interest. <sup>2</sup> Includes lease, aircraft and engine rentals, depreciation, and amortization. <sup>3</sup> Interest on long-term debt and capital and other interest expense.

Source: Air Transport Association of America, Washington, DC, *U.S. Passenger Airline Cost Index, Major and National Carriers*. See also <<http://www.airlines.org/economics/>>.

**Table 1039. Top 40 Airports in 2007—Passengers Enplaned: 1997 and 2007**

[In thousands (605,361 represents 605,361,000), except rank. For calendar year. Airports ranked by total passengers enplaned by large certificated air carriers on scheduled and nonscheduled operations, 2007]

Airport	1997		2007		Airport	1997		2007	
	Total	Rank	Total	Rank		Total	Rank	Total	Rank
<b>All airports</b> . . . . .	<b>605,361</b>	<b>(X)</b>	<b>726,429</b>	<b>(X)</b>	Washington, DC (Dulles Intl)				
Total, top 40 . . . . .	403,888	(X)	552,062	(X)	. . . . .	4,970	34	10,393	23
Atlanta, GA (Hartsfield Intl)	32,693	1	42,704	1	Baltimore, MD (BWI Intl)	6,231	28	10,293	24
Chicago, IL (O'Hare Intl)	31,154	2	34,213	2	Chicago, IL (Midway)	4,230	37	9,128	25
Dallas/Ft. Worth Intl, TX	27,294	3	28,184	3	Tampa Intl, FL	5,851	30	9,126	26
Los Angeles, Intl, CA	22,352	4	23,796	4	Honolulu Intl, HI	8,939	24	9,090	27
Denver, Intl, CO	16,002	6	23,731	5	San Diego, CA (Lindbergh Field)	6,545	27	9,047	28
Las Vegas, NV (McCarran Intl)	13,689	12	21,490	6	Washington, DC (Ronald Reagan Washington Natl.)	7,010	26	8,934	29
Phoenix Sky Harbor Intl, AZ	14,331	8	20,564	7	Cincinnati, OH (Cincinnati/Northern Kentucky Intl)	7,641	25	7,727	30
Houston, Intercontinental, TX	12,695	13	20,092	8	Portland Intl, OR	6,182	29	7,130	31
Detroit, MI (Wayne County)	14,822	7	17,279	9	St. Louis, MO (Lambert -St Louis Intl)	13,836	10	7,087	32
Minneapolis-St. Paul Intl, MN	13,864	9	16,896	10	Oakland Intl, CA	4,151	39	7,066	33
New York, NY (JFK Intl)	9,757	20	16,759	11	Kansas City Intl, MO	5,071	33	5,817	34
Newark Intl, NJ	13,800	11	16,614	12	Cleveland, OH (Cleveland-Hopkins Intl)	5,550	31	5,555	35
Orlando Intl, FL	11,701	15	16,590	13	Memphis Intl, TN	4,157	38	5,545	36
Charlotte-Douglas Intl, NC	10,358	18	16,507	14	Sacramento Intl, CA	3,215	47	5,315	37
Philadelphia Intl, PA	9,716	21	15,315	15	San Jose Intl, CA	4,724	36	5,184	38
Seattle-Tacoma Intl, WA	11,688	16	14,912	16	San Juan, PR (Luis Munoz Marin Intl)	4,725	35	5,052	39
San Francisco Intl, CA	16,820	5	14,849	17	Santa Ana, CA (John Wayne-Orange County)	3,675	42	4,946	40
Miami Intl, FL	12,097	14	13,479	18					
Boston, MA (Logan Intl)	10,463	17	12,485	19					
New York, NY (La Guardia)	9,868	19	12,108	20					
Salt Lake City Intl, UT	9,340	22	10,560	21					
Fort Lauderdale-Hollywood Intl, FL	5,371	32	10,501	22					

X Not applicable.

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

**Table 1040. Domestic Airline Markets: 2008**

[In thousands (4,450 represents 4,450,000). 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-New York . . . . .	4,450	Boston-New York . . . . .	1,943
New York-Orlando . . . . .	4,126	Chicago-Los Angeles . . . . .	1,879
Chicago-New York . . . . .	4,044	Chicago-Las Vegas . . . . .	1,869
Los Angeles-New York . . . . .	3,912	Dallas/Fort Worth-New York . . . . .	1,831
Atlanta-New York . . . . .	3,409	Chicago-Orlando . . . . .	1,771
New York- San Francisco . . . . .	3,135	Orlando-Philadelphia . . . . .	1,769
Los Angeles-San Francisco . . . . .	2,421	New York-San Juan . . . . .	1,712
Las Vegas-New York . . . . .	2,310	Chicago-Washington . . . . .	1,705
Miami-New York . . . . .	2,205	New York-Washington . . . . .	1,658
New York-West Palm Beach . . . . .	2,153	Chicago-Denver . . . . .	1,624
Honolulu-Kahului . . . . .	2,091	Chicago-Phoenix . . . . .	1,621
New York-Tampa . . . . .	2,045	Boston-Washington . . . . .	1,603
Dallas/Fort Worth-Houston . . . . .	2,002		

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

# Table 1041. **Worldwide Airline Fatalities: 1990 to 2008**

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

Year	Fatal accidents	Passenger deaths	Death rate <sup>1</sup>	Year	Fatal accidents	Passenger deaths	Death rate <sup>1</sup>
1990 . . . . .	27	544	0.05	2000 . . . . .	18	757	0.04
1992 . . . . .	28	1,070	0.09	2001 . . . . .	13	577	0.03
1993 . . . . .	33	864	0.07	2002 . . . . .	14	791	0.04
1994 . . . . .	27	1,170	0.09	2003 . . . . .	7	466	0.02
1995 . . . . .	25	711	0.05	2004 . . . . .	9	203	0.01
1996 . . . . .	24	1,146	0.07	2005 . . . . .	17	712	0.03
1997 . . . . .	25	921	0.06	2006 . . . . .	23	755	0.02
1998 . . . . .	20	904	0.05	2007 . . . . .	11	587	0.01
1999 . . . . .	21	499	0.03	2008 . . . . .	11	439	0.01

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

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

# Table 1042. Aircraft Accidents: 1990 to 2008

[For years ending December 31]

Item	Unit	1990	1995	2000	2005	2006	2007	2008, pref.
		Air carrier accidents, all services <sup>1</sup>	Number	24	36	56	40	33
Fatal accidents	Number	6	3	3	3	2	1	2
Fatalities	Number	39	168	92	22	50	1	3
Aboard	Number	12	162	92	20	49	1	1
Rates per 100,000 flight hours:								
Accidents	Rate	0.198	0.267	0.306	0.206	0.171	0.144	0.145
Fatal accidents	Rate	0.049	0.022	0.016	0.015	0.010	0.005	0.010
Commuter air carrier accidents <sup>2</sup>	Number	15	12	12	6	3	3	7
Fatal accidents	Number	3	2	1	—	1	—	—
Fatalities	Number	6	9	5	—	2	—	—
Aboard	Number	4	9	5	—	2	—	—
Rates per 100,000 flight hours:								
Accidents	Rate	0.641	0.457	3.247	2.002	0.995	1.028	2.410
Fatal accidents	Rate	0.128	0.076	0.271	—	0.332	—	—
On-demand air taxi accidents <sup>3</sup>	Number	107	75	80	65	52	62	56
Fatal accidents	Number	29	24	22	11	10	14	19
Fatalities	Number	51	52	71	18	16	43	66
Aboard	Number	49	52	68	16	16	43	66
Rates per 100,000 flight hours:								
Accidents	Rate	4.76	3.02	2.04	1.70	1.42	1.54	1.52
Fatal accidents	Rate	1.29	0.97	0.56	0.29	0.27	0.35	0.52
General aviation accidents <sup>4</sup>	Number	2,242	2,056	1,837	1,670	1,520	1,650	1,559
Fatal accidents	Number	444	413	345	321	307	288	275
Fatalities	Number	770	735	596	563	705	496	491
Aboard	Number	765	728	585	558	546	495	486
Rates per 100,000 flight hours:								
Accidents	Rate	7.85	8.21	6.57	7.20	6.33	6.92	7.11
Fatal accidents	Rate	1.55	1.63	1.21	1.38	1.28	1.20	1.25

— Represents zero. <sup>1</sup> U.S. air carriers operating under 14 CFR 121. Beginning 2000, includes aircraft with 10 or more seats, previously operating under 14 CFR 135. <sup>2</sup> All scheduled service of U.S. air carriers operating under 14 CFR 135. Beginning 2000, only aircraft with fewer than 10 seats. <sup>3</sup> All nonscheduled service of U.S. air carriers operating under 14 CFR 135. <sup>4</sup> 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 Brazilian Amazon jungle. There were no fatalities in the general aviation aircraft.

Source: U.S. National Transportation Safety Board, "Aviation Accident Statistics" (published 01 June 2009); <<http://www.ntsb.gov/aviation/stats.htm>>.

# Table 1043. U.S. Carrier Delays, Cancellations, and Diversions: 1995 to 2007

[In thousands (5,327.4 represents 5,327,400). For calendar year. See headnote, Table 1044]

Item	1995	1999	2000	2001	2002	2003	2004	2005	2006	2007
<b>Total operations . . . .</b>	<b>5,327.4</b>	<b>5,527.9</b>	<b>5,683.0</b>	<b>5,967.8</b>	<b>5,271.4</b>	<b>6,488.5</b>	<b>7,129.3</b>	<b>7,140.6</b>	<b>7,141.9</b>	<b>7,453.2</b>
Delays:										
Late departures <sup>1</sup> . . . .	827.9	937.3	1,131.7	953.8	717.4	834.4	1,187.6	1,279.4	1,424.8	1,572.3
Late arrivals <sup>2</sup> . . . . .	1,039.3	1,152.7	1,356.0	1,104.4	868.2	1,057.8	1,421.4	1,466.1	1,615.5	1,803.3
Cancellations <sup>3</sup> . . . . .	91.9	154.3	187.5	231.2	65.1	101.5	127.8	133.7	121.9	160.7
Diversions <sup>4</sup> . . . . .	10.5	13.6	14.3	12.9	8.4	11.4	13.8	14.0	16.2	17.2

<sup>1</sup> Late departures comprise flights departing 15 minutes or more after the scheduled departure time. <sup>2</sup> Late arrivals comprise flights arriving 15 minutes or more after the scheduled arrival time. <sup>3</sup> 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. <sup>4</sup> 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"; <[http://www.bts.gov/publications/national\\_transportation\\_statistics/](http://www.bts.gov/publications/national_transportation_statistics/)>.

## Table 1044. On-Time Flight Arrivals and Departures at Major U.S. Airports: 2008

[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.
<b>Total, all airports . . . . .</b>	<b>71.4</b>	<b>73.9</b>	<b>74.2</b>	<b>74.2</b>	<b>74.7</b>	<b>77.3</b>	<b>77.2</b>	<b>77.7</b>
Atlanta, Hartsfield . . . . .	72.2	79.8	76.8	73.1	72.6	80.3	76.7	77.8
Boston, Logan International . . . . .	72.6	73.1	71.7	76.3	78.2	80.3	77.8	82.1
Baltimore/Washington International . . . . .	76.5	80.6	81.4	82.9	76.9	80.0	81.2	82.3
Charlotte, Douglas . . . . .	74.5	79.2	78.3	81.1	76.3	79.6	79.5	84.2
Cincinnati, Greater Cincinnati . . . . .	72.4	80.9	82.2	81.8	74.7	81.9	81.6	82.2
Washington, Reagan National . . . . .	75.5	76.2	78.6	81.6	81.2	81.5	83.0	85.8
Denver International . . . . .	75.0	76.4	81.6	80.2	75.7	77.9	80.9	80.2
Dallas-Fort Worth International . . . . .	70.7	70.5	80.9	82.9	69.4	69.3	76.6	80.7
Detroit, Metro Wayne County . . . . .	71.8	79.9	86.6	82.2	73.4	79.8	85.6	82.9
Newark International . . . . .	59.6	61.2	66.2	62.6	66.5	67.9	69.7	72.4
Fort Lauderdale-Hollywood International . . . . .	69.5	77.7	77.9	76.2	74.2	81.4	81.3	81.0
Washington/Dulles . . . . .	71.1	72.0	74.2	79.6	73.4	73.6	76.0	81.5
Houston, George Bush . . . . .	74.1	78.4	80.4	80.5	75.7	78.5	79.4	83.2
New York, JFK International . . . . .	70.1	70.3	61.9	73.0	76.1	78.1	70.6	78.3
Las Vegas, McCarran International . . . . .	73.4	76.3	84.0	77.4	74.1	77.9	82.7	77.7
Los Angeles International . . . . .	70.9	74.4	82.4	80.4	75.9	80.6	84.5	82.9
New York, La Guardia . . . . .	57.9	57.1	65.5	71.7	71.3	71.9	76.2	81.3
Orlando International . . . . .	72.5	78.8	80.1	80.2	75.9	80.4	81.1	83.9
Chicago, Midway . . . . .	72.8	81.9	86.5	81.9	67.9	78.9	83.1	77.7
Miami International . . . . .	66.0	70.7	71.7	75.8	68.6	71.2	70.5	76.8
Minneapolis-St. Paul International . . . . .	73.5	78.0	85.1	79.5	77.1	82.3	86.4	82.6
Oakland International . . . . .	74.2	79.1	87.0	82.0	76.4	82.2	87.0	81.5
Chicago, O'Hare . . . . .	55.5	66.7	74.6	74.6	56.2	68.5	74.7	74.9
Portland International . . . . .	74.2	76.5	83.2	76.7	81.8	84.1	87.9	81.7
Philadelphia International . . . . .	71.3	72.8	74.5	73.5	74.5	77.3	78.0	77.9
Phoenix, Sky Harbor International . . . . .	78.0	80.1	84.1	81.6	78.8	81.1	83.1	82.2
San Diego, Lindbergh Field . . . . .	73.5	75.7	84.1	79.0	76.9	81.4	86.2	81.7
Seattle-Tacoma International . . . . .	72.8	74.4	80.4	74.2	78.1	81.0	84.1	79.1
San Francisco International . . . . .	61.9	68.5	73.6	72.0	69.3	76.5	77.9	77.0
Salt Lake City International . . . . .	75.5	86.5	89.1	83.4	81.0	89.6	89.5	85.8
St. Louis, Lambert . . . . .	70.8	75.9	81.4	81.1	73.3	78.2	83.5	81.7
Tampa, Tampa International . . . . .	73.3	79.0	80.1	80.1	77.7	81.8	82.6	84.0

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

**Table 1045. Consumer Complaints Against U.S. Airlines: 1990 to 2008**

[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	2000	2002	2003	2004	2005	2006	2007	2008
<b>Total . . . . .</b>	<b>7,703</b>	<b>20,564</b>	<b>7,697</b>	<b>4,601</b>	<b>5,839</b>	<b>6,900</b>	<b>6,452</b>	<b>10,960</b>	<b>9,194</b>
Flight problems <sup>1</sup> . . . . .	3,034	8,698	1,808	1,049	1,462	1,942	1,845	4,097	3,011
Customer service <sup>2</sup> . . . . .	758	4,074	1,478	584	742	800	870	1,214	1,201
Baggage . . . . .	1,329	2,753	1,082	802	1,085	1,586	1,400	2,154	1,671
Ticketing/boarding <sup>3</sup> . . . . .	624	1,405	898	643	637	679	708	1,136	1,147
Refunds . . . . .	701	803	737	428	376	530	485	745	632
Fares <sup>4</sup> . . . . .	312	708	436	243	180	219	173	315	324
Disability <sup>5</sup> . . . . .	(NA)	612	420	325	467	430	368	428	428
Oversales <sup>6</sup> . . . . .	399	759	364	223	263	284	275	420	370
Discrimination <sup>7</sup> . . . . .	(NA)	(NA)	176	71	96	100	90	82	99
Advertising . . . . .	96	42	43	13	41	45	30	34	28
Tours . . . . .	29	25	( <sup>8</sup> )	( <sup>8</sup> )	( <sup>8</sup> )	( <sup>8</sup> )	( <sup>8</sup> )	( <sup>8</sup> )	( <sup>8</sup> )
Animals . . . . .	(NA)	1	—	2	3	3	3	7	5
Smoking . . . . .	74	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )
Credit . . . . .	5	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )	( <sup>9</sup> )
Other . . . . .	342	684	255	218	487	282	205	328	278

— Represents zero. NA Not available. <sup>1</sup> Cancellations, delays, etc. from schedule. <sup>2</sup> Unhelpful employees, inadequate meals or cabin service, treatment of delayed passengers. <sup>3</sup> Errors in reservations and ticketing; problems in making reservations and obtaining tickets. Includes disability complaints prior to 1998. <sup>4</sup> Incorrect or incomplete information about fares, discount fare conditions, and availability, etc. <sup>5</sup> Prior to 2000, included in ticketing/boarding. <sup>6</sup> All bumping problems, whether or not airline complied with DOT regulations. <sup>7</sup> Allegations of discrimination by airlines due to factors other than disability, such as race, religion, national origin or sex. <sup>8</sup> Included in "Other" beginning 2002. <sup>9</sup> Included in "Other" beginning 2000.

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

## Table 1046. **Commuter/Regional Airline Operations Summary: 2003 to 2007**

[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	2007
Passenger carriers operating . . . . .	Number . . .	73	75	75	71	72
Passengers enplaned . . . . .	Millions . . .	112.6	134.1	154.2	153.9	159.0
Average passengers enplaned per carrier . . .	1,000 . . . .	1,542.5	1,787.7	2,055.6	2,168.0	2,208.5
Revenue passenger miles (RPM) . . . . .	Billions . . .	47.7	62.6	73.8	70.8	73.8
Average RPMs per carrier . . . . .	Millions . . .	652.8	835.1	983.7	997.2	1,024.7
Available seat miles . . . . .	Billions . . .	72.2	91.6	104.8	94.8	99.0
Average load factor . . . . .	Percent . . .	66.0	68.4	70.4	74.7	74.6
Departures completed . . . . .	Millions . . .	4.6	5.0	5.3	5.0	5.0
Airports served . . . . .	Number . . .	823	846	846	688	666
Average trip length . . . . .	Miles . . . . .	423.2	467.1	478.5	460.0	464.0
Average seating capacity (seats) . . . . .	Number . . .	48.9	52.4	54.4	51.0	52.4
Fleet flying hours . . . . .	1,000 . . . .	5,940.3	6,595.5	7,333.0	7,133.1	7,306.7

Source: Compiled by the Regional Airline Association and BACK Aviation from DOT Form 41 data, *Annual Report of the Regional Airline Industry* (copyright). See <<http://www.raa.org/>>.

# Table 1047. Airports, Aircraft, and Airmen: 1980 to 2007

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

Item	1980	1990	1995	2000	2004	2005	2006	2007
Public <sup>1</sup>	4,814	5,589	5,415	5,317	5,288	5,270	5,233	5,221
Public—with lighted runways . . . . .	66.2	71.4	74.3	75.9	76.3	76.8	77.2	(NA)
With paved runways . . . . .	72.3	70.7	73.3	74.3	74.5	74.8	75.3	(NA)
Private	10,347	11,901	12,809	13,964	14,532	14,584	14,757	14,839
Percent—with lighted runways . . . . .	15.2	7.0	6.4	7.2	9.0	9.2	9.5	(NA)
With paved runways . . . . .	13.3	31.5	33.0	32.0	32.8	33.2	33.3	(NA)
Certificated <sup>2</sup>	730	680	667	651	599	575	604	565
Civil . . . . .	(X)	(X)	572	563	542	(NA)	(NA)	(NA)
Civil military . . . . .	(X)	(X)	95	88	57	(NA)	(NA)	(NA)
General aviation . . . . .	14,431	16,810	17,557	18,630	19,221	19,279	19,379	19,776
Active air carrier fleet <sup>3</sup>	3,805	6,083	7,411	8,055	8,186	8,225	(NA)	(NA)
Fixed-wing . . . . .	3,803	6,072	7,293	8,016	8,150	8,182	(NA)	(NA)
Helicopter . . . . .	2	11	118	39	36	43	(NA)	(NA)
General aviation fleet <sup>4</sup>	211,043	198,000	188,089	217,533	219,426	224,352	221,943	231,607
Fixed-wing . . . . .	200,094	184,500	162,342	183,276	182,867	185,373	182,186	186,806
Turbojet . . . . .	2,992	4,100	4,559	7,001	9,298	9,823	10,379	10,385
Turbo-prop . . . . .	4,089	5,300	4,995	5,762	8,379	7,942	8,063	9,514
Piston . . . . .	193,013	175,200	152,788	170,513	165,189	167,608	163,743	166,907
Rotocraft . . . . .	6,001	6,900	5,830	7,150	7,821	8,728	9,159	9,567
Other . . . . .	4,945	6,600	4,741	6,700	5,939	6,454	6,277	5,940
Gliders . . . . .	(X)	(X)	2,182	2,041	2,116	2,074	1,975	1,947
Lighter than air . . . . .	(X)	(X)	2,559	4,660	3,823	4,380	4,303	3,993
Experimental . . . . .	(X)	(X)	15,176	20,407	22,800	23,627	23,047	23,228
Airman certificates held: <sup>5</sup>								
Pilot, total . . . . .	827,071	702,659	639,184	625,581	618,633	609,377	597,109	590,349
Women . . . . .	52,902	40,515	38,032	36,757	37,243	36,584	36,101	35,784
Student . . . . .	199,833	128,663	101,279	93,064	87,910	87,213	84,866	84,339
Recreational . . . . .	(X)	87	232	340	291	278	239	239
Airplane: . . . . .								
Private . . . . .	357,479	299,111	261,399	251,561	235,994	228,619	219,233	211,096
Commercial . . . . .	183,442	149,666	133,980	121,858	122,592	120,614	117,610	115,127
Air transport . . . . .	69,569	107,732	123,877	141,596	142,160	141,992	141,935	143,953
Rotocraft only <sup>6</sup> . . . . .	6,030	9,567	7,183	7,775	8,586	9,518	10,690	12,290
Glider only . . . . .	7,039	7,833	11,234	9,387	21,100	21,369	21,597	21,274
Flight instructor certificates . . . . .	60,440	63,775	77,613	80,931	89,596	90,555	91,343	92,175
Instrument ratings . . . . .	260,462	297,073	298,798	311,944	313,546	311,828	309,333	309,865
Nonpilot <sup>7</sup> . . . . .	368,356	492,237	651,341	547,453	515,293	644,016	656,227	666,559
Mechanic . . . . .	250,157	344,282	405,294	344,434	317,111	320,293	323,097	322,852
Repairmen . . . . .	(X)	(X)	61,233	38,208	39,231	40,030	40,329	40,277
Parachute rigger . . . . .	9,547	10,094	11,824	10,477	8,011	8,150	8,252	8,186
Ground instructor . . . . .	61,550	66,882	96,165	72,326	73,735	74,378	74,849	74,544
Dispatcher . . . . .	6,799	11,002	15,642	16,340	17,493	18,079	18,610	19,043
Flight navigator . . . . .	1,936	1,290	916	570	336	298	264	250
Flight engineer . . . . .	38,367	58,687	60,267	65,098	59,376	57,756	55,952	54,394

NA Not available. X Not applicable. <sup>1</sup> Existing airports, heliports, seaplane bases, etc. recorded with FAA. Includes military airports with joint civil and military use. Includes U.S. outlying areas. Airport-type definitions: Public—publicly owned and under control of a public agency; private—owned by a private individual or corporation. May or may not be open for public use.

<sup>2</sup> Certificated airports serve air-carriers with aircraft seating more than 30 passengers. <sup>3</sup> Air-carrier aircraft are aircraft carrying passengers or cargo for hire under 14 CFR 121 (large aircraft—more than 30 seats) and 14 CFR 135 (small aircraft—30 seats or fewer). <sup>4</sup> Beginning 1995 excludes commuters. <sup>5</sup> Source: U.S. Federal Aviation Administration. See <[http://www.faa.gov/data\\_research/](http://www.faa.gov/data_research/)>. Prior years in the *Statistical Handbook of Aviation*, annual. <sup>6</sup> Data for 1980 are for helicopters only. <sup>7</sup> All certificates on record. No medical examination required.

Source: Except as noted, U.S. Bureau of Transportation Statistics, *National Transportation Statistics, annual*. See also <[http://www.bts.gov/publications/national\\_transportation\\_statistics/](http://www.bts.gov/publications/national_transportation_statistics/)>.

# Table 1048. Freight Carried on Major U.S. Waterways: 1980 to 2007

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

Item	1980	1990	1995	2000	2003	2004	2005	2006	2007
Atlantic intracoastal waterway . . . . .	4.0	4.2	3.5	3.1	1.9	2.3	2.7	2.6	2.5
Great Lakes . . . . .	183.5	167.1	177.8	187.5	156.5	178.4	169.4	173.0	161.0
Gulf intracoastal waterway . . . . .	94.5	115.4	118.0	113.8	117.8	123.3	116.1	122.6	125.1
Mississippi River system <sup>1</sup> . . . . .	584.2	659.1	707.2	715.5	676.8	699.8	678.0	702.1	699.0
Mississippi River mainstem . . . . .	441.5	475.3	520.3	515.6	478.0	496.9	464.6	497.7	500.5
Ohio River system <sup>2</sup> . . . . .	179.3	260.0	267.6	274.4	261.3	271.5	280.1	270.7	260.2
Columbia River . . . . .	49.2	51.4	57.1	55.2	47.2	53.5	51.5	52.3	58.1
Snake River . . . . .	5.1	4.8	6.8	6.7	5.3	5.7	5.3	5.2	5.4

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

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

## Table 1049. Waterborne Commerce by Type of Commodity: 1995 to 2007

[In millions of short tons (2,240.4 represents 2,240,400,000). One short ton equals 2,000 pounds. 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	2007						
	1995	2000	2005	Total	Domestic	Foreign imports	Foreign exports
<b>Total</b> . . . . .	<b>2,240.4</b>	<b>2,424.6</b>	<b>2,527.6</b>	<b>2,564.0</b>	<b>1,021.5</b>	<b>1,075.7</b>	<b>466.8</b>
Coal . . . . .	324.5	297.0	316.6	326.1	231.8	38.6	55.7
Petroleum and petroleum products . . . . .	907.1	1,044.0	1,111.4	1,133.0	367.5	683.1	82.4
Crude petroleum . . . . .	504.6	571.4	602.7	593.9	71.8	521.9	0.1
Petroleum products <sup>1</sup> . . . . .	402.5	472.4	508.8	539.1	295.6	161.2	82.3
Gasoline . . . . .	114.4	125.2	156.1	151.7	80.4	58.6	12.7
Distillate fuel oil . . . . .	76.7	91.7	141.1	167.4	84.7	55.6	27.1
Residual fuel oil . . . . .	111.9	131.6	96.1	97.3	81.1	10.8	5.4
Chemicals and related products . . . . .	153.7	172.4	174.9	178.2	71.1	46.9	60.2
Fertilizers . . . . .	35.7	35.1	34.5	35.7	14.5	10.2	11.0
Other chemicals and related products . . . . .	118.0	137.3	140.4	142.5	56.6	36.7	49.2
Crude material, inedible . . . . .	381.7	380.3	386.0	362.4	201.9	101.9	58.6
Forest products, wood and chips . . . . .	47.2	33.1	29.4	25.5	8.5	7.9	9.2
Pulp and waste paper . . . . .	14.9	13.6	18.7	19.8	0.1	2.0	17.6
Soil, sand, gravel, rock, and stone <sup>1</sup> . . . . .	152.5	165.0	177.9	166.4	119.7	42.4	4.2
Limestone . . . . .	54.0	67.4	73.5	69.0	49.5	16.5	3.1
Phosphate rock . . . . .	10.7	3.4	6.0	5.6	2.7	2.9	—
Sand & gravel . . . . .	77.0	79.0	80.2	75.3	63.8	10.6	0.9
Iron ore and scrap . . . . .	104.9	97.9	85.7	85.5	54.3	12.3	19.0
Marine shells . . . . .	0.5	0.3	—	0.1	0.1	—	—
Nonferrous ores and scrap . . . . .	27.9	29.2	29.2	27.9	6.6	18.4	2.9
Sulphur, clay, and salt . . . . .	23.4	11.3	8.7	7.7	0.7	2.2	4.8
Slag . . . . .	1.9	4.0	6.0	6.0	2.7	3.1	0.1
Other nonmetal minerals . . . . .	8.4	25.9	30.4	23.6	9.2	13.6	0.8
Primary manufactured goods . . . . .	106.3	153.0	166.4	154.2	44.0	88.1	22.2
Papers products . . . . .	13.1	12.1	13.7	15.0	0.3	6.7	8.0
Lime, cement, and glass . . . . .	33.9	55.9	62.4	50.4	18.6	30.3	1.6
Primary iron and steel products . . . . .	44.1	57.1	52.1	49.5	14.5	32.2	2.8
Primary nonferrous metal products . . . . .	12.3	25.5	33.5	36.1	10.5	16.0	9.5
Primary wood products . . . . .	2.9	2.5	4.8	3.3	0.1	2.9	0.4
Food and farm products . . . . .	303.2	283.3	251.3	285.1	84.4	37.0	163.7
Fish . . . . .	3.6	2.4	3.0	3.1	0.1	1.8	1.2
Grain . . . . .	167.9	145.2	124.0	149.0	52.6	1.1	95.4
Wheat . . . . .	48.5	43.4	36.4	43.7	10.7	0.1	32.9
Corn . . . . .	105.0	88.2	75.2	92.9	38.1	0.1	54.8
Oilseeds . . . . .	46.1	57.6	47.2	53.2	19.3	0.3	33.6
Soybeans . . . . .	42.0	47.3	40.8	45.1	16.4	0.1	28.6
Vegetables products . . . . .	9.0	8.9	8.3	9.8	1.0	4.9	3.9
Processed grain and animal feed . . . . .	33.0	23.1	18.4	17.2	4.9	0.8	11.5
Other agricultural products . . . . .	43.5	46.1	50.5	52.8	6.5	28.2	18.2
All manufactured equip, machinery and products . . . . .	57.0	83.6	110.3	113.7	19.1	74.3	20.3
Waste and scrap, n.e.c. <sup>2</sup> . . . . .	5.4	4.3	2.0	1.7	1.7	—	—
Unknown or not elsewhere classified . . . . .	1.6	6.8	8.7	9.6	0.1	5.9	3.7

— Represents or rounds to zero. <sup>1</sup> Includes commodities not shown separately. <sup>2</sup> Not elsewhere classified.

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

## Table 1050. Selected U.S. Ports by Tons of Traffic: 2007

[In thousands of short tons (41,251 represents 41,251,000), 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 . . . . .	17	41,251	26,748	16,044	10,704	14,502
Baton Rouge, LA . . . . .	14	54,624	18,543	13,720	4,823	36,080
Beaumont, TX . . . . .	5	81,384	57,044	50,456	6,588	24,340
Corpus Christi, TX . . . . .	6	81,073	58,365	48,025	10,340	22,707
Duluth-Superior, MN and WI . . . . .	16	46,498	15,139	258	14,880	31,359
Freeport, TX . . . . .	27	29,598	24,065	20,967	3,098	5,533
Houston, TX . . . . .	2	216,064	145,342	94,692	50,651	70,722
Huntington - Tristate <sup>1</sup> . . . . .	7	76,489	—	—	—	76,489
Lake Charles, LA . . . . .	11	64,234	39,712	34,457	5,256	24,522
Long Beach, CA . . . . .	4	85,940	70,556	49,706	20,850	15,384
Los Angeles, CA . . . . .	9	65,502	57,341	40,466	16,875	8,161
Mobile, AL . . . . .	10	64,494	34,816	22,973	11,842	29,679
New Orleans, LA . . . . .	8	76,046	37,791	21,653	16,138	38,255
New York, NY and NJ . . . . .	3	157,202	91,422	74,958	16,464	65,780
Norfolk Harbor, VA . . . . .	18	39,737	32,055	10,179	21,877	7,681
Pascagoula, MS . . . . .	23	35,195	23,367	18,961	4,406	11,828
Paulsboro, NJ . . . . .	20	37,984	24,158	22,797	1,361	13,826
Philadelphia, PA . . . . .	24	35,149	21,666	21,101	565	13,483
Pittsburgh, PA . . . . .	19	38,086	—	—	—	38,086
Plaquemines, LA, Port of . . . . .	12	58,817	23,996	8,468	15,528	34,821
Port Arthur, TX . . . . .	28	29,262	17,647	11,851	5,796	11,614
Portland, OR . . . . .	26	31,119	18,810	4,661	14,149	12,309
Savannah, GA . . . . .	22	36,486	34,795	21,981	12,814	1,691
Seattle, WA . . . . .	29	28,169	21,328	9,512	11,817	6,841
South Louisiana, LA, Port of . . . . .	1	229,040	107,490	47,343	60,147	121,550
St. Louis, MO and IL . . . . .	25	32,125	—	—	—	32,125
Tacoma, WA . . . . .	30	26,944	19,347	6,845	12,502	7,597
Tampa, FL . . . . .	15	46,857	15,154	8,848	6,307	31,703
Texas City, TX . . . . .	13	56,787	40,479	35,919	4,561	16,307
Valdez, AK . . . . .	21	37,775	—	—	—	37,775

— Represents zero. <sup>1</sup> The Port of Huntington is the largest inland shipping port in the United States.

Source: U.S. Army Corps of Engineers, "Waterborne Commerce of the United States, 2007." See also <<http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm>> (accessed 2 June 2009).

## Table 1051. Selected U.S. Ports/Waterways by Container Traffic: 2007

[In thousands of twenty-foot equivalent units (TEUS). 32,567.3 represents 32,567,300. 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 20'0foot length by 8'0foot width by 8'0foot 6'0inch height container]

Port/waterway name	Rank	Total loaded	Domestic			Foreign loaded	
			Total <sup>1</sup>	Inbound loaded	Outbound loaded	Total	Inbound
<b>Total <sup>2</sup></b> . . . . .	<b>(X)</b>	<b>32,567.3</b>	<b>5,280.2</b>	<b>2,173.2</b>	<b>2,173.2</b>	<b>28,220.8</b>	<b>17,871.2</b>
Anchorage, AK . . . . .	17	275.6	276.8	223.9	49.5	2.2	–
Baltimore, MD . . . . .	16	501.3	95.2	39.1	40.0	422.3	246.0
Boston, MA . . . . .	21	173.9	28.9	12.5	8.1	153.4	89.9
Camden-Gloucester, NJ . . . . .	28	90.4	60.9	21.6	39.3	29.5	25.8
Charleston, SC . . . . .	10	1,369.2	–	–	–	1,369.2	747.4
Chester, PA . . . . .	26	101.3	–	–	–	101.3	53.6
Gulfport, MS . . . . .	22	169.4	–	–	–	169.4	102.1
Honolulu, HI . . . . .	11	889.4	1,142.1	546.6	307.3	35.5	22.0
Houston, TX . . . . .	9	1,399.9	52.4	17.4	29.7	1,352.8	595.3
Jacksonville, FL . . . . .	15	580.6	449.8	88.0	361.8	130.8	39.8
Kahului, Maui, HI . . . . .	27	93.4	142.2	76.4	17.0	–	–
Kawaihae Harbor, HI . . . . .	29	65.0	96.0	50.6	14.4	–	–
Long Beach, CA . . . . .	2	5,130.9	364.7	53.2	265.3	4,812.4	3,540.5
Los Angeles, CA . . . . .	1	5,496.7	–	–	–	5,496.7	4,141.3
Miami, FL . . . . .	14	669.4	–	–	–	669.4	339.2
Mobile, AL . . . . .	30	62.6	–	–	–	62.6	34.2
New Orleans, LA . . . . .	18	254.9	14.5	4.8	6.2	243.9	70.1
New York (NY and NJ) . . . . .	3	4,047.3	280.5	102.5	132.4	3,812.4	2,560.3
Norfolk Harbor, VA . . . . .	5	1,625.9	102.1	44.0	41.4	1,540.6	830.0
Oakland, CA . . . . .	6	1,578.7	265.2	29.4	165.7	1,383.7	769.4
Palm Beach, FL . . . . .	25	141.7	–	–	–	141.7	39.1
Philadelphia, PA . . . . .	23	167.4	–	–	–	167.4	130.8
Port Everglades, FL . . . . .	13	676.4	9.5	–	9.5	666.9	304.9
Portland, OR . . . . .	19	213.5	30.0	18.9	0.9	193.6	98.4
San Juan, PR . . . . .	12	792.1	600.4	469.7	130.7	191.7	142.1
Savannah, GA . . . . .	4	1,980.3	0.0	0.0	0.0	1,980.3	1,045.9
Seattle, WA . . . . .	7	1,416.1	324.2	49.5	160.1	1,206.4	708.6
Tacoma, WA . . . . .	8	1,415.5	296.0	56.1	238.7	1,120.7	713.4
Wilmington, DE . . . . .	20	179.4	–	–	–	179.4	136.3
Wilmington, NC . . . . .	24	148.7	–	–	–	148.7	84.4

– Represents zero. <sup>1</sup> Includes empty TEUS. <sup>2</sup> 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 2007." See also <<http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm>> (published 2 June 2009).

**Table 1052. Highway Mileage—Urban and Rural by Ownership: 1980 to 2007**

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

Type and control	1980	1990	1995	2000	2003	2004	2005	2006	2007
<b>Total mileage</b> <sup>1,2</sup> . . . . .	<sup>3</sup> 3,955	3,880	3,912	3,951	3,991	3,997	4,012	4,033	4,032
Urban mileage <sup>1</sup> . . . . .	624	757	819	859	954	994	1,023	1,043	1,044
Under state control . . . . .	79	96	112	112	127	130	144	148	145
Under local control . . . . .	543	661	706	746	828	862	874	890	894
Rural mileage . . . . .	<sup>3</sup> 3,331	3,123	3,093	3,092	3,036	3,003	2,989	2,990	2,988
Under state control . . . . .	702	703	691	664	653	650	637	635	634
Under local control . . . . .	2,270	2,242	2,231	2,311	2,263	2,236	2,228	2,231	2,228
Under federal control . . . . .	262	178	170	117	120	118	123	123	126

<sup>1</sup> Includes State park, State toll, other State agency, other local agency and other roadways not identified by ownership.

<sup>2</sup> Roadways in federal parks, forest, and reservations that are not part of the state and local highway system. <sup>3</sup> Includes 98,000 miles of nonpublic road mileage previously contained

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

**Table 1053. Highway Mileage by State—Functional Systems and Urban/Rural: 2007**

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

State	Total	Functional systems					Urban	Rural
		Interstate	Other free-ways and express-ways	Arterial	Collector	Local		
<b>U.S.</b> . . . . .	<b>4,032,126</b>	<b>46,672</b>	<b>10,913</b>	<b>397,377</b>	<b>791,891</b>	<b>2,785,273</b>	<b>1,044,368</b>	<b>2,987,758</b>
AL	97,323	905	41	9,220	20,473	66,684	22,024	75,299
AK	14,438	1,081	—	1,518	2,829	9,010	2,357	12,081
AZ	60,593	1,168	171	5,716	8,117	45,421	22,918	37,675
AR	99,558	656	100	6,901	20,369	71,532	11,966	87,592
CA	171,154	2,461	1,550	27,167	32,060	107,916	87,709	83,445
CO	88,163	954	315	8,924	16,241	61,729	19,229	68,934
CT	21,295	346	237	2,758	3,201	14,753	15,108	6,187
DE	6,242	41	30	638	1,052	4,481	2,963	3,279
DC	1,505	13	20	266	156	1,050	1,505	—
FL	121,526	1,471	576	12,871	14,304	92,304	81,270	40,256
GA	118,779	1,243	114	14,022	22,766	80,634	37,683	81,096
HI	4,341	55	34	752	826	3,674	2,300	2,041
ID	48,416	613	—	4,114	10,362	33,327	5,606	42,810
IL	139,157	2,170	116	14,513	21,741	100,617	40,952	98,205
IN <sup>1</sup>	95,469	1,172	136	7,960	22,683	63,518	22,149	73,320
IA	114,193	781	—	9,730	31,557	72,125	11,288	102,905
KS	140,271	874	187	9,534	33,525	96,151	12,659	127,612
KY	78,587	762	66	5,867	16,084	55,808	12,479	66,108
LA	61,008	905	50	5,527	10,046	44,480	16,277	44,731
ME	22,792	367	20	2,174	5,951	14,280	2,987	19,805
MD	31,300	481	294	3,787	5,050	21,688	17,276	14,024
MA	36,008	573	313	6,177	4,825	24,120	28,041	7,967
MI	121,593	1,242	328	14,618	24,503	80,902	35,756	85,837
MN <sup>2</sup>	137,693	914	161	13,489	30,409	92,720	18,383	119,310
MS	74,622	698	70	7,443	15,449	50,962	10,779	63,843
MO	129,122	1,181	400	10,183	24,964	92,394	22,710	106,412
MT	73,203	1,192	—	6,036	16,194	49,781	2,983	70,220
NE	93,398	481	21	8,087	20,746	64,063	6,222	87,176
NV	33,872	571	71	3,077	4,997	25,156	7,078	26,794
NH	15,839	226	57	1,546	2,755	11,255	4,822	11,017
NJ	38,752	431	404	5,760	4,151	28,006	31,455	7,297
NM	68,339	1,000	5	5,097	8,513	53,724	7,988	60,351
NY	113,740	1,688	798	13,827	20,699	76,728	47,866	65,874
NC	104,412	1,109	398	9,509	17,601	75,795	33,106	71,306
ND	86,842	571	—	5,911	11,813	68,547	1,897	84,945
OH	125,160	1,574	483	10,947	22,628	89,528	44,682	80,478
OK	112,922	933	191	8,197	25,292	78,309	15,633	97,289
OR	59,758	729	58	7,020	17,579	34,372	12,783	46,975
PA	121,581	1,758	549	13,301	19,807	86,166	45,130	76,451
RI	6,510	72	87	836	884	4,631	5,240	1,270
SC	66,248	843	84	7,146	15,084	43,091	16,422	49,826
SD	83,744	679	11	6,392	19,107	57,555	2,878	80,866
TN	91,058	1,105	148	9,069	17,838	62,898	21,713	69,345
TX	305,855	3,233	1,245	29,259	63,437	208,681	84,194	221,661
UT	44,221	936	12	3,670	7,850	31,753	11,549	32,672
VT	14,400	320	20	1,302	3,113	9,645	1,421	12,979
VA	72,662	1,119	269	8,321	14,075	48,878	22,312	50,350
WA	83,431	764	375	7,726	16,714	57,852	22,551	60,880
WV	38,274	555	9	3,464	8,618	25,628	5,279	32,995
WI	114,705	743	286	12,418	21,663	79,595	22,148	92,557
WY	28,052	913	3	3,590	11,190	12,356	2,642	25,410

— Represents zero. <sup>1</sup> Excludes 788 miles of Federal agency owned roads. <sup>2</sup> Includes 274 miles of miscoded non-interstate functional system length or rural/urban categorization or both.

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

**Table 1054. Bridge Inventory—Total, Deficient and Obsolete, 1996 to 2008, and by State, 2008**

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

State and year	Number of bridges	Deficient and obsolete					
		Total		Structurally deficient <sup>1</sup>		Functionally obsolete <sup>2</sup>	
		number	Percent	Number	Percent	Number	Percent
1996 . . . . .	581,862	182,726	31.4	101,518	17.4	81,208	14.0
1997 . . . . .	582,751	175,885	30.2	98,475	16.9	77,410	13.3
1998 . . . . .	582,984	172,582	29.6	93,076	16.0	79,506	13.6
1999 . . . . .	585,542	170,050	29.0	88,150	15.1	81,900	14.0
2000 . . . . .	587,755	167,993	28.6	87,106	14.8	80,887	13.8
2001 . . . . .	590,066	165,099	28.0	83,630	14.2	81,469	13.8
2002 . . . . .	591,220	163,010	27.6	81,437	13.8	81,573	13.8
2003 . . . . .	592,246	160,819	27.2	79,811	13.5	81,008	13.7
2004 . . . . .	593,885	158,318	26.7	77,758	13.1	80,560	13.6
2005 . . . . .	594,616	156,177	26.3	75,871	12.8	80,306	13.5
2006 . . . . .	596,842	153,990	25.8	73,764	12.4	80,226	13.4
2007 . . . . .	599,766	152,316	25.4	72,524	12.1	79,792	13.3
<b>U.S. total, 2008 . . . . .</b>	<b>601,411</b>	<b>151,391</b>	<b>25.2</b>	<b>71,469</b>	<b>11.9</b>	<b>79,922</b>	<b>13.3</b>
Alabama . . . . .	15,909	3,927	24.7	1,783	11.2	2,144	13.5
Alaska . . . . .	1,201	321	26.7	143	11.9	178	14.8
Arizona . . . . .	7,374	828	11.2	204	2.8	624	8.5
Arkansas . . . . .	12,539	2,846	22.7	944	7.5	1,902	15.2
California . . . . .	24,411	7,085	29.0	3,199	13.1	3,886	15.9
Colorado . . . . .	8,408	1,411	16.8	597	7.1	814	9.7
Connecticut . . . . .	4,180	1,409	33.7	368	8.8	1,041	24.9
Delaware . . . . .	857	133	15.5	22	2.6	111	13.0
District of Columbia . . . . .	243	147	60.5	20	8.2	127	52.3
Florida . . . . .	11,678	1,920	16.4	292	2.5	1,628	13.9
Georgia . . . . .	14,578	2,869	19.7	991	6.8	1,878	12.9
Hawaii . . . . .	1,120	487	43.5	136	12.1	351	31.3
Idaho . . . . .	4,125	792	19.2	344	8.3	448	10.9
Illinois . . . . .	26,102	4,269	16.4	2,454	9.4	1,815	7.0
Indiana . . . . .	18,543	4,177	22.5	2,005	10.8	2,172	11.7
Iowa . . . . .	24,798	6,545	26.4	5,164	20.8	1,381	5.6
Kansas . . . . .	25,514	5,196	20.4	2,877	11.3	2,319	9.1
Kentucky . . . . .	13,630	4,412	32.4	1,310	9.6	3,102	22.8
Louisiana . . . . .	13,320	3,909	29.3	1,748	13.1	2,161	16.2
Maine . . . . .	2,392	789	33.0	345	14.4	444	18.6
Maryland . . . . .	5,166	1,357	26.3	396	7.7	961	18.6
Massachusetts . . . . .	5,042	2,581	51.2	604	12.0	1,977	39.2
Michigan . . . . .	10,937	2,830	25.9	1,520	13.9	1,310	12.0
Minnesota . . . . .	13,125	1,568	11.9	1,163	8.9	405	3.1
Mississippi . . . . .	17,024	4,201	24.7	2,891	17.0	1,310	7.7
Missouri . . . . .	24,204	7,396	30.6	4,333	17.9	3,063	12.7
Montana . . . . .	4,968	942	19.0	403	8.1	539	10.8
Nebraska . . . . .	15,471	3,564	23.0	2,397	15.5	1,167	7.5
Nevada . . . . .	1,735	215	12.4	49	2.8	166	9.6
New Hampshire . . . . .	2,371	751	31.7	382	16.1	369	15.6
New Jersey . . . . .	6,474	2,172	33.5	710	11.0	1,462	22.6
New Mexico . . . . .	3,866	702	18.2	401	10.4	301	7.8
New York . . . . .	17,366	6,525	37.6	2,135	12.3	4,390	25.3
North Carolina . . . . .	17,889	5,131	28.7	2,448	13.7	2,683	15.0
North Dakota . . . . .	4,451	966	21.7	716	16.1	250	5.6
Ohio . . . . .	28,065	6,761	24.1	2,809	10.0	3,952	14.1
Oklahoma . . . . .	23,587	7,223	30.6	5,566	23.6	1,657	7.0
Oregon . . . . .	7,292	1,633	22.4	466	6.4	1,167	16.0
Pennsylvania . . . . .	22,349	10,403	46.5	6,106	27.3	4,297	19.2
Rhode Island . . . . .	741	397	53.6	165	22.3	232	31.3
South Carolina . . . . .	9,221	2,027	22.0	1,231	13.3	796	8.6
South Dakota . . . . .	5,920	1,473	24.9	1,224	20.7	249	4.2
Tennessee . . . . .	19,880	4,007	20.2	1,274	6.4	2,733	13.7
Texas . . . . .	50,599	9,819	19.4	1,873	3.7	7,946	15.7
Utah . . . . .	2,853	450	15.8	184	6.4	266	9.3
Vermont . . . . .	2,715	969	35.7	498	18.3	471	17.3
Virginia . . . . .	13,447	3,490	26.0	1,231	9.2	2,259	16.8
Washington . . . . .	7,656	2,024	26.4	422	5.5	1,602	20.9
West Virginia . . . . .	7,038	2,592	36.8	1,064	15.1	1,528	21.7
Wisconsin . . . . .	13,831	2,021	14.6	1,256	9.1	765	5.5
Wyoming . . . . .	3,036	658	21.7	381	12.5	277	9.1
Puerto Rico . . . . .	2,170	1,071	49.4	225	10.4	846	39.0

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

**Table 1055. Funding for Highways and Disposition of Highway-User Revenue: 1990 to 2007**

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

Type	1990	1995	2000	2002	2003	2004	2005	2006	2007
<b>Total receipts . . . . .</b>	<b>75,444</b>	<b>96,269</b>	<b>131,115</b>	<b>138,878</b>	<b>139,246</b>	<b>145,315</b>	<b>154,690</b>	<b>165,443</b>	<b>192,714</b>
Current income . . . . .	69,880	87,620	119,815	123,802	124,593	129,521	137,668	147,615	167,983
Highway-user revenues . . . . .	44,346	59,331	81,335	79,487	79,280	83,006	90,343	93,648	97,916
Other taxes and fees . . . . .	19,827	21,732	31,137	36,168	37,783	38,956	39,214	44,455	55,584
Investment income, other receipts . . . . .	5,707	6,557	7,342	8,147	7,530	7,560	8,111	9,512	14,484
Bond issue proceeds <sup>1</sup> . . . . .	5,564	8,649	11,301	15,076	14,654	15,794	17,022	17,828	24,730
Funds drawn from or placed in reserves <sup>2</sup> . . . . .	-36	-2,791	-8,418	-239	4,359	2,174	-1,990	-4,382	-20,961
<b>Total funds available . . . . .</b>	<b>75,408</b>	<b>93,478</b>	<b>122,697</b>	<b>138,639</b>	<b>143,605</b>	<b>147,489</b>	<b>152,700</b>	<b>161,061</b>	<b>171,753</b>
<b>Total disbursements . . . . .</b>	<b>75,408</b>	<b>93,478</b>	<b>122,697</b>	<b>138,639</b>	<b>143,605</b>	<b>147,489</b>	<b>152,700</b>	<b>161,061</b>	<b>171,753</b>
Current disbursements . . . . .	72,457	88,994	117,592	131,694	136,213	139,478	144,629	153,413	163,721
Capital outlay . . . . .	35,151	44,228	61,323	68,794	70,004	70,274	75,162	78,676	81,098
Maintenance and traffic services . . . . .	20,365	24,319	30,636	33,893	35,011	36,327	37,882	40,426	45,759
Administration and research . . . . .	6,501	8,419	10,020	10,934	11,986	12,737	11,126	13,189	14,370
Highway law enforcement and safety . . . . .	7,235	8,218	11,031	12,548	13,501	14,322	14,066	14,482	15,074
Interest on debt . . . . .	3,205	3,810	4,583	5,526	5,711	5,819	6,392	6,639	7,420
Bond retirement <sup>1</sup> . . . . .	2,951	4,484	5,105	6,945	7,393	8,011	8,071	7,648	8,032

<sup>1</sup> Proceeds and redemptions of short-term notes and refunding issues are excluded. <sup>2</sup> Negative numbers indicate that funds were placed in reserves.

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

# Table 1056. Federal Aid to State and Local Governments for Highway Trust Fund by State: 2007

[Year ending Sept. 30. (33,694 represents \$33,694,000,000)]

State	Total (mil. dol.)	Per capita (dol.) <sup>1</sup>	State	Total (mil. dol.)	Per capita (dol.) <sup>1</sup>	State	Total (mil. dol.)	Per capita (dol.) <sup>1</sup>	State	Total (mil. dol.)	Per capita (dol.) <sup>1</sup>
<b>U.S.</b> <sup>2</sup> ..	<b>33,694</b>	<b>111</b>	ID .....	347	232	MT.....	331	346	RI .....	228	216
<b>U.S.</b> <sup>3</sup> ..	<b>33,447</b>	<b>112</b>	IL.....	1,144	89	NE.....	241	136	SC.....	565	128
AL.....	768	166	IN.....	660	104	NV.....	300	117	SD.....	214	269
AK.....	410	600	IA.....	347	116	NH.....	179	136	TN.....	730	119
AZ.....	436	69	KS.....	514	185	NJ.....	917	106	TX.....	1,887	79
AR.....	377	133	KY.....	678	160	NM.....	316	161	UT.....	282	106
CA.....	2,660	73	LA.....	661	154	NY.....	1,555	81	VT.....	163	263
CO.....	486	100	ME.....	171	130	NC.....	899	99	VA.....	693	90
CT.....	336	96	MD.....	601	107	ND.....	231	361	WA.....	745	115
DE.....	101	117	MA.....	465	72	OH.....	1,164	102	WV.....	388	214
DC.....	132	225	MI.....	1,084	108	OK.....	507	140	WI.....	641	114
FL.....	2,123	116	MN.....	587	113	OR.....	400	107	WY.....	218	417
GA.....	1,296	136	MS.....	921	315	PA.....	1,398	112			
HI.....	115	90	MO.....	832	142						

<sup>1</sup> Based on estimated population as of July 1. <sup>2</sup> Includes outlying areas and undistributed funds, not shown separately.

<sup>3</sup> For the 50 states and DC.

Source: U.S. Census Bureau, *Federal Aid to States for Fiscal Year, 2007* (published September 2008). See also <<http://www.census.gov/prod/www/abs/fas.html>>.

**Table 1057. State Motor Fuel Tax Receipts, 2006 and 2007, and Gasoline Tax Rates, 2007**

[680 represents \$680,000,000]

State	Net receipts (mil. dol.)		Tax rate, <sup>1</sup> 2007	State	Net receipts (mil. dol.)		Tax rate, <sup>1</sup> 2007	State	Net receipts (mil. dol.)		Tax rate, <sup>1</sup> 2007
	2006	2007			2006	2007			2006	2007	
AL . . . .	680	620	18.00	KY . . . .	528	563	21.00	ND . . . .	136	124	23.00
AK . . . .	29	31	8.00	LA . . . .	603	640	20.00	OH . . . .	1,873	1,877	28.00
AZ . . . .	705	717	18.00	ME . . . .	227	233	27.60	OK . . . .	441	411	17.00
AR . . . .	436	462	21.50	MD . . . .	746	755	23.50	OR . . . .	400	397	24.00
CA . . . .	3,303	3,266	18.00	MA . . . .	671	668	21.00	PA . . . .	2,092	2,107	31.20
CO . . . .	603	568	22.00	MI . . . .	1,037	1,010	19.00	RI . . . .	144	146	30.00
CT . . . .	581	677	25.00	MN . . . .	659	659	20.00	SC . . . .	504	532	16.00
DE . . . .	118	117	23.00	MS . . . .	423	431	18.40	SD . . . .	129	128	22.00
DC . . . .	25	27	20.00	MO . . . .	708	704	17.00	TN . . . .	832	850	20.00
FL . . . .	2,183	2,233	15.30	MT . . . .	196	191	27.75	TX . . . .	2,998	3,065	20.00
GA . . . .	811	934	7.50	NE . . . .	310	332	27.00	UT . . . .	342	369	24.50
HI . . . .	81	85	17.00	NV . . . .	481	521	24.00	VT . . . .	92	93	20.00
ID . . . .	221	233	25.00	NH . . . .	151	152	19.60	VA . . . .	907	927	17.50
IL . . . .	1,313	1,333	19.00	NJ . . . .	579	590	10.50	WA . . . .	1,004	1,107	36.00
IN . . . .	879	880	18.00	NM . . . .	283	289	18.88	WV . . . .	298	316	31.50
IA . . . .	430	441	21.00	NY . . . .	1,595	2,198	24.65	WI . . . .	944	986	30.90
KS . . . .	429	440	24.00	NC . . . .	1,532	1,654	29.95	WY . . . .	97	104	14.00

<sup>1</sup> State gasoline tax rates in cents per gallon. In effect December 31.

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

**Table 1058. Public Obligations for Highways—Changes in Indebtedness During the Year: 1995 to 2007**

[In millions of dollars (37,449 represents \$37,449,000,000). Table summarizes state indebtedness from all state bond issues, including the toll facility issues and the state issues for local roads. This table is compiled from reports of state authorities. Table also summarizes the change in status of the highway obligations of local governments including toll authorities]

Item	1995	2000	2002	2003	2004	2005	2006	2007
<b>STATE GOVERNMENT</b>								
Obligations outstanding, beginning of year . . . . .	37,449	56,264	67,564	72,175	80,513	82,476	89,642	89,899
Obligations issued . . . . .	4,718	9,067	13,250	16,571	13,344	19,784	15,651	20,924
Obligations retired . . . . .	2,940	3,897	9,988	11,541	8,291	14,072	8,780	7,108
Obligations outstanding, end of year . . . . .	39,228	61,434	70,826	77,205	85,565	88,187	96,513	103,715
<b>LOCAL GOVERNMENT<sup>1, 2</sup></b>								
Obligations outstanding, beginning of year . . . . .	26,393	34,904	38,896	40,901	42,733	44,406	47,346	(NA)
Bonds outstanding, beginning of year . . . . .	25,613	34,229	38,110	40,091	41,979	43,403	46,344	(NA)
Bonds outstanding, end of year . . . . .	29,505	34,949	40,400	41,979	44,368	46,168	49,130	(NA)
Obligations outstanding, end of year . . . . .	30,295	35,557	41,210	42,734	45,331	47,170	50,366	(NA)

NA Not available. <sup>1</sup> Short-term notes data not shown. The data are included in beginning and ending year obligations.

<sup>2</sup> The number of local government data estimated varied year to year.

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

**Table 1059. State Disbursements for Highways by State: 1995 to 2007**

[In millions of dollars (67,615 represents \$67,615,000,000). Comprise 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	2000	2002	2003	2004	2005	2006	2007
<b>United States . . . . .</b>	<b>67,615</b>	<b>89,832</b>	<b>104,977</b>	<b>109,403</b>	<b>104,677</b>	<b>116,517</b>	<b>117,048</b>	<b>130,306</b>
Alabama . . . . .	1,002	1,246	1,575	1,572	1,562	1,519	1,684	1,752
Alaska . . . . .	438	501	541	618	623	643	654	710
Arizona . . . . .	1,199	2,040	2,445	2,453	2,569	2,458	2,662	2,335
Arkansas . . . . .	666	817	1,161	1,176	1,219	1,078	1,134	1,036
California . . . . .	5,966	6,750	8,570	9,349	7,967	8,308	10,571	13,288
Colorado . . . . .	922	1,392	2,195	1,788	1,870	1,652	1,490	1,601
Connecticut . . . . .	1,153	1,304	1,848	1,743	1,677	1,434	1,223	1,265
Delaware . . . . .	441	595	738	929	798	1,104	804	676
District of Columbia . . . . .	140	244	336	368	369	327	287	334
Florida . . . . .	3,421	4,208	4,985	6,664	5,804	7,369	7,725	8,069
Georgia . . . . .	1,437	1,567	1,945	1,756	1,935	2,070	2,655	2,878
Hawaii . . . . .	360	272	275	375	314	506	323	352
Idaho . . . . .	350	492	508	547	568	608	622	758
Illinois . . . . .	3,006	3,447	4,286	4,595	4,289	4,201	4,974	5,424
Indiana . . . . .	1,433	1,932	1,975	2,445	2,578	2,235	2,416	3,251
Iowa . . . . .	1,078	1,494	1,405	1,419	1,401	1,392	1,515	1,564
Kansas . . . . .	1,019	1,206	1,951	1,891	1,387	1,394	1,521	1,414
Kentucky . . . . .	1,397	1,651	1,776	2,152	1,907	1,723	1,635	2,194
Louisiana . . . . .	1,198	1,301	1,272	1,498	1,576	1,387	1,866	1,923
Maine . . . . .	379	488	744	579	702	616	628	584
Maryland . . . . .	1,289	1,599	1,803	1,885	1,831	2,049	2,304	2,689
Massachusetts . . . . .	2,501	3,524	3,783	3,547	3,612	3,196	2,723	2,815
Michigan . . . . .	1,974	2,748	2,859	2,799	2,930	3,561	3,263	3,240
Minnesota . . . . .	1,210	1,692	1,866	1,969	1,995	2,131	2,143	2,168
Mississippi . . . . .	662	1,039	1,040	1,014	1,087	1,081	1,272	1,647
Missouri . . . . .	1,313	1,818	2,110	2,120	2,135	2,069	2,430	3,955
Montana . . . . .	388	474	535	578	657	664	696	622
Nebraska . . . . .	578	745	867	839	859	876	882	1,436
Nevada . . . . .	484	651	631	807	1,045	865	1,144	1,063
New Hampshire . . . . .	328	387	522	453	389	389	524	693
New Jersey . . . . .	2,102	4,503	4,863	6,364	3,849	7,119	5,561	4,018
New Mexico . . . . .	535	1,162	983	862	1,164	911	942	942
New York . . . . .	4,584	5,307	7,161	6,592	6,094	9,638	5,659	7,459
North Carolina . . . . .	1,871	2,621	3,001	3,013	3,557	3,698	3,330	3,385
North Dakota . . . . .	270	385	385	379	388	456	506	441
Ohio . . . . .	2,637	3,351	3,580	3,660	3,657	4,040	4,251	4,418
Oklahoma . . . . .	828	1,417	1,839	1,379	1,175	1,163	2,001	1,282
Oregon . . . . .	888	1,010	1,029	1,183	1,000	1,628	1,254	1,736
Pennsylvania . . . . .	3,153	4,517	5,365	5,258	4,283	4,567	5,537	5,999
Rhode Island . . . . .	290	256	380	299	373	407	488	494
South Carolina . . . . .	668	970	1,201	1,191	1,254	1,360	1,476	1,472
South Dakota . . . . .	286	466	437	441	455	466	491	402
Tennessee . . . . .	1,230	1,440	1,622	1,661	1,549	1,718	1,658	1,657
Texas . . . . .	3,593	5,665	6,019	6,758	7,134	8,918	9,101	13,136
Utah . . . . .	431	1,072	956	879	1,871	986	1,128	1,335
Vermont . . . . .	194	287	265	312	297	310	335	368
Virginia . . . . .	2,107	2,678	3,185	3,419	3,002	3,384	3,195	3,228
Washington . . . . .	1,909	1,871	2,276	2,288	2,469	2,625	2,656	3,057
West Virginia . . . . .	781	1,170	1,210	1,169	1,056	1,425	1,117	1,057
Wisconsin . . . . .	1,252	1,663	2,204	1,904	1,942	2,363	2,161	2,279
Wyoming . . . . .	272	396	460	468	458	429	434	484

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

# Table 1060. State Motor Vehicle Registrations: 1990 to 2007

[In thousands (188,798 represents 188,798,000). 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 1062]

Item	1990	1995	2000	2004	2005	2006	2007
<b>All motor vehicles . . . . .</b>	<b>188,798</b>	<b>201,530</b>	<b>221,475</b>	<b>237,243</b>	<b>241,194</b>	<b>244,166</b>	<b>247,265</b>
Private and commercial . . . . .	185,541	197,941	217,567	233,266	237,140	240,059	243,094
Publicly owned . . . . .	3,257	3,589	3,908	3,977	4,054	4,106	4,170
Automobiles <sup>1</sup> . . . . .	133,700	128,387	133,621	136,431	136,568	135,400	135,933
Private and commercial . . . . .	132,164	126,900	132,247	135,077	135,192	134,012	134,510
Publicly owned . . . . .	1,536	1,487	1,374	1,354	1,376	1,388	1,423
Buses . . . . .	627	686	746	795	807	822	834
Private and commercial . . . . .	275	288	314	330	331	339	345
Publicly owned . . . . .	351	398	432	465	476	483	490
Trucks <sup>1</sup> . . . . .	54,470	72,458	87,108	100,017	103,819	107,944	110,497
Private and commercial . . . . .	53,101	70,754	85,005	97,860	101,616	105,708	108,239
Publicly owned . . . . .	1,369	1,704	2,103	2,157	2,203	2,235	2,258

<sup>1</sup> Trucks include pickups, panels, and delivery vans. 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 also <<http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>>.

## Table 1061. Alternative Fueled Vehicles and Estimated Consumption of Vehicle Fuels by Fuel Type: 2004 to 2007

[In thousands. (428,532 represents 428,532,000). Vehicles in use do not include concept and demonstration vehicles that are not ready for delivery to end users. Vehicles in use represent accumulated acquisitions, less retirements, as of the end of each calendar year]

Vehicles and fuel consumption	Unit	2004	2005	2006	2007
<b>ALTERNATIVE FUELED VEHICLES IN USE</b>					
Total	Number	565,492	592,125	634,562	695,766
Compressed Natural Gas (CNG)	Number	118,532	117,699	116,131	114,391
Electric <sup>1</sup>	Number	49,536	51,398	53,526	55,730
Ethanol, 85 percent (E85) <sup>2, 3</sup>	Number	211,800	246,363	297,099	364,384
Hydrogen	Number	43	119	159	223
Liquefied Natural Gas (LNG)	Number	2,717	2,748	2,798	2,781
Liquefied Petroleum Gas (LPG)	Number	182,864	173,795	164,846	158,254
Other fuels <sup>4</sup>	Number	-	3	3	3
<b>FUEL CONSUMPTION</b>					
Alternative fuels:	1,000 gal.(g-e-g) <sup>5</sup>	428,532	420,778	417,803	414,715
Compressed Natural Gas (CNG)	1,000 gal.(g-e-g) <sup>5</sup>	158,903	166,878	172,011	178,565
Electric <sup>1</sup>	1,000 gal.(g-e-g) <sup>5</sup>	5,269	5,219	5,104	5,037
Ethanol, 85 percent (E85) <sup>2</sup>	1,000 gal.(g-e-g) <sup>5</sup>	31,581	38,074	44,041	54,091
Hydrogen	1,000 gal.(g-e-g) <sup>5</sup>	8	25	41	66
Liquefied Natural Gas (LNG)	1,000 gal.(g-e-g) <sup>5</sup>	20,888	22,409	23,474	24,594
Liquefied Petroleum Gas (LPG)	1,000 gal.(g-e-g) <sup>5</sup>	211,883	188,171	173,130	152,360
Other fuels <sup>4</sup>	1,000 gal.(g-e-g) <sup>5</sup>	-	2	2	2
Biodiesel	1,000 gal.(g-e-g) <sup>5</sup>	28,244	91,649	260,606	(NA)
Oxygenates:					
Methyl Tertiary Butyl Ether (MTBE)	1,000 gal.(g-e-g) <sup>5</sup>	1,877,300	1,654,500	435,000	618,000
Ethanol in Gasohol	1,000 gal.(g-e-g) <sup>5</sup>	2,414,167	2,756,663	3,729,168	4,694,304
Total alternative and replacement fuels	1,000 gal.(g-e-g) <sup>5</sup>	4,748,243	4,923,590	4,842,577	(NA)
<b>FUEL CONSUMPTION IN NATIVE UNITS</b>					
Alternative fuels:					
Compressed Natural Gas (CNG)	million cubic feet	19,145	20,106	20,724	21,514
Electric <sup>1</sup>	1,000 kwh	175,633	173,967	170,133	167,900
Ethanol, 85 percent (E85) <sup>2</sup>	1,000 gallons	43,862	52,881	61,168	75,126
Hydrogen	1,000 kilograms	7	23	37	60
Liquefied Natural Gas (LNG)	1,000 gallons	31,648	33,953	35,567	37,264
Liquefied Petroleum Gas (LPG)	1,000 gallons	286,328	254,285	233,959	205,892
Biodiesel	1,000 gallons	27,980	90,790	250,426	(NA)
Oxygenates:					
Methyl Tertiary Butyl Ether (MTBE)	1,000 gallons	2,309,160	2,035,320	534,912	76,314
Ethanol in Gasohol	1,000 gallons	3,514,909	4,013,679	5,429,217	6,885,690
Total alternative and replacement fuels	(X)	(X)	(X)	(X)	(X)

- Represents zero. X Not applicable. <sup>1</sup> Excludes gasoline-electric and diesel-electric hybrids because the input fuel is gasoline or diesel rather than an alternative transportation fuel. <sup>2</sup> The remaining portion of E85 percent ethanol is gasoline. Consumption data include the gasoline portion of the fuel. <sup>3</sup> For 2007, the EIA estimates that the number of E85 vehicles that are capable of operating on E85, gasoline, or both, is about 7.1 million. Many of these alternative-fueled vehicles (AFVs) are sold and used as traditional gasoline-powered vehicles. In this table, AFVs in use include only those E85 vehicles believed to be used as AFVs. These are primarily fleet-operated vehicles. <sup>4</sup> May include P-Series fuel or any other fuel designated by the Secretary of Energy as an alternative fuel in accordance with the Energy Policy Act of 1995. <sup>5</sup> Gasoline equivalent gallons.

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

# Table 1062. State Motor Vehicle Registrations, 1990 to 2007, Motorcycle Registrations and Licensed Drivers by State: 2007

[In thousands (188,798 represents 188,798,000). 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 1060]

State	Motor vehicle registrations <sup>1</sup>							2007		Motor-cycle registrations <sup>2</sup>	Licensed drivers, 2007
	1990	1995	2000	2004	2005	2006	Total	Auto-			
								mobiles (incl. taxis)			
<b>U.S. . . .</b>	<b>188,798</b>	<b>201,530</b>	<b>221,475</b>	<b>237,243</b>	<b>241,194</b>	<b>244,166</b>	<b>247,265</b>	<b>134,510</b>	<b>7,093</b>	<b>205,742</b>	
AL. . . . .	3,744	3,553	3,960	4,508	4,545	4,630	4,678	1,960	110	3,692	
AK. . . . .	477	542	594	660	673	675	680	238	26	495	
AZ. . . . .	2,825	2,873	3,795	3,776	3,972	4,182	4,372	2,220	124	4,154	
AR. . . . .	1,448	1,613	1,840	1,918	1,940	1,994	2,010	934	64	2,046	
CA. . . . .	21,926	22,432	27,698	31,400	32,487	33,182	33,935	19,829	751	23,467	
CO. . . . .	3,155	2,812	3,626	2,023	1,808	1,808	1,707	775	111	3,503	
CT. . . . .	2,623	2,622	2,853	3,042	3,059	3,052	3,047	1,977	64	2,849	
DE. . . . .	526	592	630	711	737	813	851	465	23	624	
DC. . . . .	262	243	242	239	237	219	218	161	1	396	
FL. . . . .	10,950	10,369	11,781	15,057	15,691	16,374	16,474	7,075	619	14,139	
GA. . . . .	5,489	6,120	7,155	7,882	8,063	8,286	8,513	4,125	171	6,134	
HI. . . . .	771	802	738	947	948	1,009	993	514	30	863	
ID. . . . .	1,054	1,043	1,178	1,344	1,374	1,275	1,282	519	44	1,028	
IL. . . . .	7,873	8,973	8,973	9,232	9,458	9,876	9,757	5,738	308	8,190	
IN. . . . .	4,366	5,072	5,571	5,525	4,955	4,955	4,956	2,670	147	4,309	
IA. . . . .	2,632	2,814	3,106	3,369	3,398	3,346	3,360	1,715	161	2,094	
KS. . . . .	2,012	2,085	2,296	2,347	2,368	2,389	2,429	871	77	2,018	
KY. . . . .	2,909	2,631	2,826	3,319	3,428	3,558	3,547	1,911	62	2,933	
LA. . . . .	2,995	3,286	3,557	3,767	3,819	3,873	3,927	1,884	64	3,034	
ME. . . . .	977	967	1,024	1,068	1,075	1,072	1,080	563	50	1,010	
MD. . . . .	3,607	3,654	3,848	4,120	4,322	4,488	4,510	2,639	78	3,738	
MA. . . . .	3,726	4,502	5,265	5,456	5,420	5,385	5,367	3,255	144	4,699	
MI. . . . .	7,209	7,674	8,436	8,399	8,247	8,154	8,192	4,922	267	7,059	
MN. . . . .	3,508	3,882	4,630	4,593	4,647	4,705	4,756	2,539	229	3,149	
MS. . . . .	1,875	2,144	2,289	1,964	1,978	1,998	2,008	1,127	28	1,927	
MO. . . . .	3,905	4,255	4,580	4,812	4,589	4,957	4,917	2,668	92	4,162	
MT. . . . .	783	968	1,026	1,009	1,009	1,067	949	384	20	736	
NE. . . . .	1,384	1,467	1,619	1,689	1,703	1,733	1,739	801	40	1,331	
NV. . . . .	853	1,047	1,220	1,281	1,349	1,367	1,424	689	61	1,662	
NH. . . . .	946	1,122	1,052	1,178	1,174	1,060	1,185	639	76	1,027	
NJ. . . . .	5,652	5,906	6,390	6,224	6,262	5,958	6,247	3,784	163	5,782	
NM. . . . .	1,301	1,484	1,529	1,543	1,548	1,581	1,599	687	46	1,365	
NY. . . . .	10,196	10,274	10,235	11,099	11,863	11,284	11,495	8,785	315	11,369	
NC. . . . .	5,162	5,682	6,223	6,198	6,148	6,301	6,317	3,569	116	6,384	
ND. . . . .	630	695	694	701	695	712	711	340	28	471	
OH. . . . .	8,410	9,810	10,467	10,636	10,634	10,829	10,848	6,297	346	7,976	
OK. . . . .	2,649	2,856	3,014	3,151	3,725	3,202	3,225	1,592	101	2,283	
OR. . . . .	2,445	2,785	3,022	3,003	2,897	2,981	3,088	1,433	96	2,827	
PA. . . . .	7,971	8,481	9,260	9,821	9,864	9,894	9,938	5,756	353	8,601	
RI. . . . .	672	699	760	808	812	806	797	486	31	744	
SC. . . . .	2,521	2,833	3,095	3,257	3,339	3,454	3,521	1,929	95	3,127	
SD. . . . .	704	709	793	841	854	844	865	368	58	589	
TN. . . . .	4,444	5,400	4,820	5,035	4,980	5,091	5,340	2,996	144	4,426	
TX. . . . .	12,800	13,682	14,070	16,907	17,470	17,538	18,072	8,681	384	15,184	
UT. . . . .	1,206	1,447	1,628	2,084	2,210	2,236	2,320	1,127	54	1,652	
VT. . . . .	462	492	515	523	508	588	565	294	26	534	
VA. . . . .	4,938	5,613	6,046	6,497	6,591	6,636	6,614	3,923	80	5,260	
WA. . . . .	4,257	4,503	5,116	5,535	5,598	5,689	5,758	3,124	205	4,880	
WV. . . . .	1,225	1,425	1,442	1,396	1,352	1,441	1,413	694	45	1,359	
WI. . . . .	3,815	3,993	4,366	4,705	4,725	4,971	5,018	2,628	325	4,066	
WY. . . . .	528	601	586	641	646	645	652	210	38	398	

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

**Table 1063. Roadway Congestion by Urbanized Area: 2007**

[16,437 represents 16,437,000. 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]

Urbanized area	Freeway daily vehicle miles of travel		Annual person hours of delay		Annual congestion cost <sup>1</sup>		
	Total miles (1,000)	Per lane-mile of freeway	Total hours (1,000)	Per person <sup>2</sup>	Per person (dol.)	Delay and fuel cost (mil. dol.)	Fuel wasted (gal. per person)
<b>Total, average . . . . .</b>	<b>16,437</b>	<b>16,239</b>	<b>39,915</b>	<b>22</b>	<b>472</b>	<b>842</b>	<b>15</b>
Akron, OH . . . . .	5,530	12,860	3,031	5	102	63	4
Albany-Schenectady, NY . . . . .	7,005	11,390	6,082	10	220	131	6
Albuquerque, NM . . . . .	4,875	14,552	11,095	19	416	244	12
Allentown-Bethlehem, PA-NJ . . . . .	4,935	11,892	7,571	12	247	154	7
Atlanta, GA . . . . .	47,830	18,943	135,335	30	671	2,981	22
Austin, TX . . . . .	9,400	16,068	22,777	22	455	471	15
Baltimore, MD . . . . .	26,670	17,096	56,964	25	550	1,276	18
Beaumont, TX . . . . .	2,400	11,707	1,425	6	126	28	4
Birmingham, AL . . . . .	9,715	14,287	12,605	18	373	267	12
Boston, MA-NH-RI . . . . .	40,000	15,686	91,052	22	475	1,996	15
Bridgeport-Stamford, CT-NY . . . . .	10,550	17,438	16,077	18	400	350	15
Buffalo, NY . . . . .	6,760	10,400	6,185	5	119	134	3
Cape Coral, FL . . . . .	1,845	16,773	7,451	16	331	152	9
Charleston-North, Charleston, SC . . . . .	3,645	13,500	9,944	21	431	207	13
Charlotte, NC-SC . . . . .	11,775	14,905	24,237	23	491	525	15
Chicago, IL-IN . . . . .	55,150	18,507	189,201	22	498	4,207	15
Cincinnati, OH-KY-IN . . . . .	18,990	15,377	23,832	14	304	508	10
Cleveland, OH . . . . .	18,120	12,851	12,037	7	134	241	5
Colorado Springs, CO . . . . .	4,065	12,318	6,457	13	253	129	8
Columbus, OH . . . . .	15,210	15,844	20,428	17	346	424	12
Dallas-Fort, Worth-Arlington, TX . . . . .	55,300	17,390	140,744	32	641	2,849	22
Dayton, OH . . . . .	7,360	13,027	5,800	8	161	120	5
Denver-Aurora, CO . . . . .	20,395	15,934	61,345	28	569	1,240	19
Detroit, MI . . . . .	32,780	17,117	116,981	29	610	2,472	19
El Paso, TX-NM . . . . .	5,505	12,233	7,185	10	210	147	7
Fresno, CA . . . . .	3,740	12,678	7,032	11	236	151	7
Grand Rapids, MI . . . . .	5,090	11,311	7,324	12	247	148	7
Hartford, CT . . . . .	10,840	13,722	10,147	11	227	203	8
Honolulu, HI . . . . .	6,275	15,120	10,076	14	283	199	10
Houston, TX . . . . .	48,000	18,824	123,915	32	651	2,482	23
Indianapolis, IN . . . . .	13,000	14,444	23,505	22	488	522	15
Jacksonville, FL . . . . .	12,460	15,974	22,491	22	439	457	15
Kansas City, MO-KS . . . . .	21,015	10,917	12,703	8	175	267	5
Las Vegas, NV . . . . .	11,510	20,017	34,521	25	502	705	17
Los Angeles-Long Beach-Santa Ana, CA . . . . .	140,815	23,806	485,022	38	807	10,328	29
Louisville, KY-IN . . . . .	12,085	15,106	19,015	21	447	409	14
Memphis, TN-MS-AR . . . . .	8,640	13,292	14,633	14	301	311	9
Miami, FL . . . . .	41,035	19,494	145,608	27	545	2,955	19
Milwaukee, WI . . . . .	11,055	14,740	14,860	10	210	307	7
Minneapolis-St. Paul, MN . . . . .	28,385	17,308	55,287	22	455	1,148	15
Nashville-Davidson, TN . . . . .	14,150	13,349	20,215	20	428	426	13
New Haven, CT . . . . .	7,565	14,410	5,728	10	208	117	8
New Orleans, LA . . . . .	5,340	14,240	11,327	10	222	244	6
New York-Newark, NY-NJ-CT . . . . .	119,240	16,527	379,328	21	449	8,180	13
Oklahoma City, OK . . . . .	9,770	12,855	12,826	15	294	257	9
Omaha, NE-IA . . . . .	4,140	13,143	9,298	14	285	184	9
Orlando, FL . . . . .	13,540	15,563	41,791	30	605	850	20
Oxnard-Ventura, CA . . . . .	7,125	18,038	14,258	21	435	298	15
Pensacola, FL-AL . . . . .	1,520	10,857	5,469	15	300	106	9
Philadelphia, PA-NJ-DE-MD . . . . .	36,400	15,167	112,074	21	436	2,316	13
Phoenix, AZ . . . . .	29,450	19,186	80,456	23	552	1,891	17
Pittsburgh, PA . . . . .	12,405	9,729	15,334	8	168	304	5
Portland, OR-WA . . . . .	13,625	17,357	34,418	19	395	712	13
Providence, RI-MA . . . . .	11,735	12,825	19,937	16	310	386	10
Raleigh-Durham, NC . . . . .	11,300	14,037	19,588	19	411	421	12
Richmond, VA . . . . .	11,960	11,390	10,212	11	216	202	7
Riverside-San Bernardino, CA . . . . .	24,210	21,713	48,135	24	534	1,083	19
Sacramento, CA . . . . .	15,955	19,339	39,197	21	433	806	15
Salem, OR . . . . .	1,505	12,040	2,069	9	177	41	5
Salt Lake City, UT . . . . .	7,945	13,939	14,557	15	294	287	10
San Antonio, TX . . . . .	18,300	16,561	31,026	21	428	621	15
San Diego, CA . . . . .	38,400	19,296	85,392	29	605	1,786	22
San Francisco-Oakland, CA . . . . .	49,850	20,101	129,393	29	597	2,675	21
San Jose, CA . . . . .	16,680	18,330	51,070	30	594	1,013	21
Sarasota-Bradenton, FL . . . . .	2,575	15,606	9,030	14	264	176	8
Seattle, WA . . . . .	30,670	16,578	73,636	24	513	1,591	16
St. Louis, MO-IL . . . . .	29,610	12,600	32,863	15	315	697	9
Tampa-St. Petersburg, FL . . . . .	14,100	15,932	61,018	26	519	1,205	17
Toledo, OH-MI . . . . .	4,025	12,015	3,916	8	160	83	5
Tucson, AZ . . . . .	3,510	14,400	17,321	22	508	393	14
Tulsa, OK . . . . .	7,140	9,520	9,826	12	237	192	7
Virginia Beach, VA . . . . .	13,115	13,878	24,665	16	324	501	11
Washington, DC-VA-MD . . . . .	39,045	18,817	133,862	31	638	2,762	21

<sup>1</sup> Value of extra time (delay) and the extra fuel consumed by vehicles traveling at slower speeds. Fuel cost per gallon is the average price for each state. <sup>2</sup> The hours of extra travel time divided by the number of urban area peak period travelers. This is an annual measure indicating the sum of all extra travel time that would occur during the year for the average traveler.

**Table 1064. Commuting to Work by State: 2007**

[In percent, except as indicated (139,260 represents 139,260,000). For workers 16 years old and over. The American Community Survey universe includes the household population and 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 <sup>1</sup>	Walked	Used other means <sup>2</sup>	Worked at home	
		Drove alone	Car-pooled					
<b>U.S. . . . .</b>	<b>139,260</b>	<b>76.1</b>	<b>10.4</b>	<b>4.9</b>	<b>2.8</b>	<b>1.7</b>	<b>4.1</b>	<b>25.3</b>
AL . . . . .	1,982	83.4	11.2	0.4	1.3	1.1	2.5	24.1
AK . . . . .	330	66.2	13.4	1.4	8.4	4.6	5.9	18.0
AZ . . . . .	2,778	74.8	13.5	2.1	2.2	2.5	4.8	25.1
AR . . . . .	1,210	80.8	12.1	0.5	1.6	1.5	3.5	21.0
CA . . . . .	16,422	73.2	11.9	5.1	2.8	2.2	4.8	27.3
CO . . . . .	2,446	74.5	10.5	3.4	3.2	2.4	6.0	24.2
CT . . . . .	1,720	79.6	7.8	4.4	3.1	1.4	3.8	24.6
DE . . . . .	406	79.9	10.2	2.7	2.7	1.2	3.2	24.0
DC . . . . .	290	38.2	6.8	36.4	11.1	2.5	5.0	30.1
FL . . . . .	8,173	79.6	10.5	1.9	1.6	2.1	4.2	25.9
GA . . . . .	4,332	78.7	11.1	2.2	1.7	2.0	4.4	27.1
HI . . . . .	627	68.0	15.2	5.6	4.4	2.6	4.2	26.4
ID . . . . .	698	76.4	11.6	0.8	3.1	2.8	5.3	20.5
IL . . . . .	6,008	73.7	9.3	8.8	3.1	1.5	3.7	28.2
IN . . . . .	2,953	83.1	9.5	1.0	2.1	1.2	3.2	22.7
IA . . . . .	1,509	78.7	10.2	1.1	3.9	1.3	4.9	18.3
KS . . . . .	1,375	81.3	9.6	0.5	2.7	1.4	4.4	18.8
KY . . . . .	1,864	81.3	11.0	1.2	2.2	1.2	3.2	22.2
LA . . . . .	1,849	80.9	11.2	1.1	2.0	1.9	2.7	24.9
ME . . . . .	643	79.2	9.8	0.6	4.1	1.5	4.8	22.7
MD . . . . .	2,783	74.3	10.2	8.4	2.6	0.9	3.6	31.1
MA . . . . .	3,182	73.0	8.1	9.1	4.3	1.5	4.0	27.4
MI . . . . .	4,401	83.1	8.9	1.2	2.3	1.2	3.4	23.9
MN . . . . .	2,681	77.8	9.3	3.2	3.1	1.6	5.1	22.3
MS . . . . .	1,183	82.7	11.1	0.4	1.8	1.6	2.4	23.9
MO . . . . .	2,752	80.7	10.4	1.5	2.0	1.3	4.1	23.5
MT . . . . .	461	73.7	10.5	1.3	4.8	2.5	7.2	17.6
NE . . . . .	908	79.9	9.2	0.7	3.0	1.6	5.6	17.6
NV . . . . .	1,223	77.8	11.5	3.4	2.3	1.9	3.0	23.5
NH . . . . .	678	81.4	8.4	0.7	3.4	1.2	5.0	25.3
NJ . . . . .	4,123	71.8	9.2	10.4	3.2	2.1	3.3	29.8
NM . . . . .	867	77.2	12.4	1.0	2.2	1.9	5.2	21.5
NY . . . . .	8,817	54.1	7.4	26.5	6.3	1.9	3.8	31.5
NC . . . . .	4,163	79.8	11.9	0.9	1.9	1.5	3.9	23.3
ND . . . . .	336	78.6	9.3	0.5	4.4	1.5	5.7	16.1
OH . . . . .	5,288	83.0	8.2	1.9	2.3	1.1	3.5	22.8
OK . . . . .	1,637	80.5	11.9	0.5	1.9	1.3	3.9	20.6
OR . . . . .	1,757	73.2	11.3	3.7	3.6	2.8	5.4	22.1
PA . . . . .	5,746	76.7	9.4	5.1	4.0	1.2	3.6	25.4
RI . . . . .	503	80.7	8.8	2.7	3.4	1.2	3.3	23.0
SC . . . . .	1,964	81.1	11.0	0.7	1.8	1.4	3.9	23.2
SD . . . . .	406	77.3	10.1	0.4	4.6	1.4	6.2	16.3
TN . . . . .	2,775	83.4	10.0	0.8	1.4	1.0	3.4	23.8
TX . . . . .	10,743	78.9	12.2	1.7	1.8	1.9	3.6	25.0
UT . . . . .	1,245	74.9	13.0	2.4	2.6	1.8	5.3	21.4
VT . . . . .	326	74.6	10.4	0.9	6.2	1.5	6.4	21.2
VA . . . . .	3,791	77.5	10.8	3.8	2.2	1.3	4.5	26.8
WA . . . . .	3,089	73.1	11.4	5.4	3.4	1.8	4.8	25.9
WV . . . . .	738	81.2	11.0	1.2	2.6	1.3	2.8	25.5
WI . . . . .	2,808	79.8	9.4	1.7	3.3	1.7	4.0	21.4
WY . . . . .	274	74.8	13.2	1.5	4.0	2.0	4.6	18.6

<sup>1</sup> Excluding taxicabs. <sup>2</sup> Includes taxicabs, motorcycles, bicycles, and other means.

Source: U.S. Census Bureau; 2007 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/>> (published 23 September 2008).

**Table 1065. Motor Vehicle Distance Traveled by Type of Vehicle: 1970 to 2007**

[1,110 represents 1,110,000,000,000. The travel data by vehicle type and stratification of trucks are estimated by the Federal Highway Administration (FHWA)]

Year	Vehicle-miles of travel (bil.)					Average miles traveled per vehicle (1,000)				
	Total <sup>1</sup>	Cars <sup>1</sup>	Buses <sup>2</sup>	Vans, pickups, SUVs <sup>3</sup>	Trucks <sup>4</sup>	Total <sup>1</sup>	Cars <sup>1</sup>	Buses <sup>2</sup>	Vans, pickups, SUVs <sup>3</sup>	Trucks <sup>4</sup>
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
1985 . . .	1,775	1,256	4.5	391	124	10.0	9.4	7.5	10.5	20.6
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	1,708	7.0	1,041	223	12.1	12.5	8.6	10.9	26.2
2006 . . .	3,014	1,691	6.8	1,082	223	12.0	12.5	8.3	10.9	25.1
2007 . . .	3,030	1,671	7.0	1,111	227	11.9	12.3	8.4	11.0	25.2

<sup>1</sup> Motorcycles included with cars through 1994; thereafter in total, not shown separately. <sup>2</sup> Includes school buses. <sup>3</sup> SUV = Sport utility vehicles. <sup>4</sup> Includes combinations.

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

# Table 1066. Domestic Motor Fuel Consumption by Type of Vehicle: 1970 to 2007

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

Year	Annual fuel consumption (bil. gal.)						Average miles per gallon				
	All vehicles <sup>1</sup>	Annual percent change <sup>2</sup>	Cars <sup>1</sup>	Buses <sup>3</sup>	Vans, pickups, SUVs <sup>4</sup>	Trucks <sup>5</sup>	All vehicles <sup>1</sup>	Cars <sup>1</sup>	Buses <sup>3</sup>	Vans, pickups, SUVs <sup>4</sup>	Trucks <sup>5</sup>
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
1985 . . . . .	121.3	2.2	71.7	0.8	27.4	21.4	14.6	17.5	5.4	14.3	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 . . . . .	174.8	0.7	77.4	1.1	58.9	37.2	17.2	22.1	6.2	17.7	6.0
2006 . . . . .	175.0	0.1	75.0	1.1	60.7	38.0	17.2	22.5	5.9	17.8	5.9
2007 . . . . .	176.1	0.6	74.4	1.1	61.8	38.6	17.2	22.5	6.1	18.0	5.9

<sup>1</sup> Motorcycles included with cars through 1994; thereafter in total, not shown separately. <sup>2</sup> Change from immediate prior year. <sup>3</sup> Includes school buses. <sup>4</sup> SUV = Sport utility vehicles. <sup>5</sup> Includes combinations.

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

**Table 1067. Motor Vehicle Accidents—Number and Deaths: 1980 to 2007**

[17.9 represents 17,900,000]

Item	Unit	1980	1990	1995	2000	2003	2004	2005	2006	2007
<b>ACCIDENTS</b>										
Motor vehicle accidents <sup>1</sup> . . . . .	Million . . .	17.9	11.5	10.7	13.4	11.8	10.9	10.7	10.4	10.6
<b>DEATHS</b>										
Motor vehicle deaths within 1 yr. <sup>2</sup> . . .	1,000 . . .	53.2	46.8	43.4	43.4	44.1	44.9	45.3	44.6	43.1
Noncollision accidents . . . . .	1,000 . . .	(NA)	4.9	4.4	4.8	5.1	5.1	5.3	5.3	5.2
Collision accidents:										
With other motor vehicles . . . . .	1,000 . . .	23.0	19.9	19.0	19.1	19.8	19.6	19.4	18.5	17.2
With pedestrians . . . . .	1,000 . . .	9.7	7.3	6.4	5.9	5.7	6.0	6.2	6.1	5.9
With fixed objects . . . . .	1,000 . . .	(NA)	13.1	12.1	12.3	12.4	13.0	13.3	13.4	13.5
Deaths within 30 days <sup>3</sup> . . . . .	1,000 . . .	51.1	44.6	41.8	41.9	42.9	42.8	43.5	42.7	41.1
Occupants . . . . .	1,000 . . .	36.8	33.9	33.1	33.5	33.6	33.3	33.1	32.1	30.4
Passenger cars . . . . .	1,000 . . .	27.4	24.1	22.4	20.7	19.7	19.2	18.5	17.9	16.5
Light trucks <sup>4</sup> . . . . .	1,000 . . .	7.5	8.6	9.6	11.5	12.5	12.7	13.0	12.8	12.4
Large trucks <sup>4</sup> . . . . .	1,000 . . .	1.3	0.7	0.6	0.8	0.7	0.8	0.8	0.8	0.8
Buses . . . . .	1,000 . . .	(Z)	(Z)	(Z)	(Z)	(Z)	0.0	0.1	(Z)	(Z)
Other/unknown . . . . .	1,000 . . .	0.5	0.5	0.4	0.5	0.6	0.6	0.7	0.6	0.6
Motorcycle riders <sup>5</sup> . . . . .	1,000 . . .	5.1	3.2	2.2	2.9	3.7	4.0	4.6	4.8	5.2
Nonoccupants . . . . .	1,000 . . .	9.2	7.5	6.5	5.6	5.5	5.5	5.9	5.8	5.5
Pedestrians . . . . .	1,000 . . .	8.1	6.5	5.6	4.8	4.8	4.7	4.9	4.8	4.7
Pedalcyclist . . . . .	1,000 . . .	1.0	0.9	0.8	0.7	0.6	0.7	0.8	0.8	0.7
Other/unknown . . . . .	1,000 . . .	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2
<b>Traffic death rates:<sup>3, 6</sup></b>										
Per 100 million vehicle miles . . . . .	Rate . . . .	3.3	2.1	1.7	1.5	1.5	1.4	1.5	1.4	1.4
Per 100,000 licensed drivers . . . . .	Rate . . . .	35.2	26.7	23.7	22.0	21.9	21.5	21.7	21.1	20.0
Per 100,000 registered vehicles . . . .	Rate . . . .	34.8	24.2	21.2	19.3	18.6	18.0	17.7	17.0	16.1
Per 100,000 resident population . . . .	Rate . . . .	22.5	17.9	15.9	14.9	14.8	14.6	14.7	14.3	13.6

NA Not available. Z Fewer than 50. <sup>1</sup> Covers only accidents occurring on the road. Data are estimated. Year-to-year comparisons should be made with caution. <sup>2</sup> Deaths that occur within 1 year of accident. Includes collision categories not shown separately. <sup>3</sup> Within 30 days of accident. Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts*, annual; and unpublished data. See Internet site <<http://www-nrd.nhtsa.dot.gov/CATS/index.aspx>>. <sup>4</sup> See footnotes 2 and 3 in Table 1071. <sup>5</sup> Includes motorized cycles. <sup>6</sup> Based on 30-day definition of traffic deaths.

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

# Table 1068. Traffic Fatalities by State: 1990 to 2007

[For deaths within 30 days of the accident]

State	1990	2000	2005	2007	Fatality rate <sup>1</sup>		State	1990	2000	2005	2007	Fatality rate <sup>1</sup>	
					1990	2007						1990	2007
<b>U.S. . . .</b>	<b>44,599</b>	<b>41,945</b>	<b>43,510</b>	<b>41,059</b>	<b>2.1</b>	<b>1.4</b>							
AL . . . .	1,121	996	1,148	1,110	2.6	1.8	MO . . . .	1,097	1,157	1,257	992	2.2	1.4
AK . . . .	98	106	73	84	2.5	1.6	MT . . . .	212	237	251	277	2.5	2.5
AZ . . . .	869	1,036	1,179	1,066	2.5	1.7	NE . . . .	262	276	276	256	1.9	1.3
AR . . . .	604	652	654	650	2.9	2.0	NV . . . .	343	323	427	373	3.4	1.7
CA . . . .	5,192	3,753	4,333	3,974	2.0	1.2	NH . . . .	158	126	166	129	1.6	1.0
CO . . . .	544	681	606	554	2.0	1.1	NJ . . . .	886	731	747	724	1.5	1.0
CT . . . .	385	341	278	277	1.5	0.9	NM . . . .	499	432	488	413	3.1	1.5
DE . . . .	138	123	133	117	2.1	1.2	NY . . . .	2,217	1,460	1,434	1,333	2.1	1.0
DC . . . .	48	48	48	44	1.4	1.2	NC . . . .	1,385	1,557	1,547	1,675	2.2	1.6
FL . . . .	2,891	2,999	3,518	3,214	2.6	1.6	ND . . . .	112	86	123	111	1.9	1.4
GA . . . .	1,562	1,541	1,729	1,641	2.2	1.5	OH . . . .	1,638	1,366	1,321	1,257	1.8	1.1
HI . . . .	177	132	140	138	2.2	1.3	OK . . . .	641	650	803	754	1.9	1.6
ID . . . .	244	276	275	252	2.5	1.6	OR . . . .	579	451	487	455	2.2	1.3
IL . . . .	1,589	1,418	1,363	1,249	1.9	1.2	PA . . . .	1,646	1,520	1,616	1,491	1.9	1.4
IN . . . .	1,049	886	938	898	2.0	1.3	RI . . . .	84	80	87	69	1.1	0.8
IA . . . .	465	445	450	445	2.0	1.4	SC . . . .	979	1,065	1,094	1,066	2.8	2.1
KS . . . .	444	461	428	416	1.9	1.4	SD . . . .	153	173	186	146	2.2	1.6
KY . . . .	849	820	985	864	2.5	1.8	TN . . . .	1,177	1,307	1,270	1,210	2.5	1.7
LA . . . .	959	938	963	985	2.5	2.2	TX . . . .	3,250	3,779	3,536	3,363	2.1	1.4
ME . . . .	213	169	169	183	1.8	1.2	UT . . . .	272	373	282	299	1.9	1.1
MD . . . .	707	588	614	614	1.7	1.1	VT . . . .	90	76	73	66	1.5	0.9
MA . . . .	605	433	441	417	1.3	0.8	VA . . . .	1,079	929	947	1,027	1.8	1.3
MI . . . .	1,571	1,382	1,129	1,088	1.9	1.0	WA . . . .	825	631	649	568	1.8	1.0
MN . . . .	566	625	559	504	1.5	0.9	WV . . . .	481	411	374	431	3.1	2.1
MS . . . .	750	949	931	884	3.1	2.0	WI . . . .	769	799	815	756	1.7	1.3
							WY . . . .	125	152	170	150	2.1	1.6

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

Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts*, annual. See <<http://www-nrd.nhtsa.dot.gov/CATS/index.aspx>>.

**Table 1069. Fatal Motor Vehicle Accidents—National Summary: 1990 to 2007**

[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	2003	2004	2005	2006	2007
<b>Fatal crashes, total</b> . . . . .	<b>39,836</b>	<b>37,241</b>	<b>37,526</b>	<b>38,477</b>	<b>38,444</b>	<b>39,252</b>	<b>38,648</b>	<b>37,428</b>
One vehicle involved . . . . .	23,445	21,250	21,117	21,775	21,836	22,678	22,701	22,054
Two or more vehicles involved . . . . .	16,391	15,991	16,409	16,702	16,608	16,574	15,947	15,194
<b>Persons killed in fatal crashes</b> <sup>1</sup> . . . . .	<b>44,599</b>	<b>41,817</b>	<b>41,945</b>	<b>42,884</b>	<b>42,836</b>	<b>43,510</b>	<b>42,708</b>	<b>41,055</b>
Occupants . . . . .	37,134	35,291	36,348	37,341	37,304	37,646	36,956	30,401
Drivers . . . . .	25,750	24,390	25,567	26,779	26,871	27,491	27,348	26,480
Passengers . . . . .	11,276	10,782	10,695	10,458	10,355	10,069	9,507	8,977
Other . . . . .	108	119	86	104	78	86	101	98
Nonoccupants . . . . .	7,465	6,526	5,597	5,543	5,532	5,864	5,752	5,504
Pedestrians . . . . .	6,482	5,584	4,763	4,774	4,675	4,892	4,795	4,654
Pedalcyclists . . . . .	859	833	693	629	727	786	772	698
Other . . . . .	124	109	141	140	130	186	185	152
<b>Occupants killed by vehicle type:</b>								
Passenger cars . . . . .	24,092	22,423	20,699	19,725	19,192	18,512	17,925	16,520
Mini-compact (95 inches) . . . . .	3,556	2,207	1,113	636	599	452	416	346
Subcompact (95 to 99 inches) . . . . .	4,753	4,584	3,660	3,081	2,718	2,536	2,228	1,915
Compact (100 to 104 inches) . . . . .	5,310	6,899	7,022	6,769	6,650	6,288	6,015	5,501
Intermediate (105 to 109 inches) . . . . .	4,849	4,666	5,204	5,583	5,667	5,571	5,461	5,195
Full-size (110 to 114 inches) . . . . .	2,386	2,116	2,287	2,451	2,354	2,491	2,520	2,396
Largest (115 inches and over) . . . . .	2,249	1,297	897	782	807	796	773	774
Unknown . . . . .	989	654	516	423	397	378	422	393
Motorcycles and Other Motorized Cycles . . . . .	3,129	2,114	2,897	3,714	4,028	4,576	4,837	5,154
Motorcycles . . . . .	3,124	2,001	2,783	3,583	3,827	4,418	4,679	4,973
Other motorized cycles . . . . .	115	113	114	131	201	158	158	181
Light trucks <sup>2</sup> . . . . .	8,601	9,568	11,526	12,546	12,674	13,037	12,761	12,413
Pickup . . . . .	5,979	5,938	6,003	5,957	5,838	6,067	5,993	5,830
Utility . . . . .	1,214	1,935	3,358	4,483	4,760	4,831	4,928	4,809
Van . . . . .	1,154	1,639	2,129	2,080	2,046	2,112	1,815	1,760
Other . . . . .	254	56	36	26	30	27	25	14
Large trucks <sup>3</sup> . . . . .	705	648	754	726	766	804	805	802
Medium trucks . . . . .	134	96	106	82	99	118	107	111
Heavy trucks . . . . .	571	552	648	644	667	686	698	691
Buses . . . . .	32	33	22	41	42	58	27	37
Other vehicles . . . . .	296	307	401	477	512	492	500	539
Unknown . . . . .	164	85	49	112	90	167	101	90
<b>Persons involved in fatal crashes</b> . . . . .	<b>107,777</b>	<b>102,102</b>	<b>100,716</b>	<b>101,862</b>	<b>100,760</b>	<b>101,262</b>	<b>98,356</b>	<b>93,722</b>
Occupants . . . . .	99,297	94,621	94,325	95,470	94,579	94,614	91,860	87,581
Drivers . . . . .	58,893	56,164	57,280	58,517	58,395	59,220	57,846	55,681
Passengers . . . . .	40,229	38,252	36,889	36,743	35,992	35,231	33,826	31,701
Other . . . . .	175	205	156	210	192	163	188	199
Nonoccupants . . . . .	8,480	7,481	6,391	6,392	6,181	6,648	6,496	6,141
Vehicle miles traveled (VMT) (bil.) <sup>5</sup> . . . . .	2,144	2,423	2,747	2,890	2,965	2,989	3,014	3,030
Licensed drivers (1,000) . . . . .	167,015	176,628	190,625	196,166	198,889	200,549	212,810	205,742
Registered vehicles (1,000) . . . . .	184,275	197,065	217,028	230,788	237,949	245,628	251,415	255,748
<b>Percent distribution of fatal crashes by the highest driver (BAC) in accident:</b> <sup>4</sup>								
0.00 percent . . . . .	54.0	62.1	62.7	64.1	64.3	63.3	62.6	62.5
0.01 to 0.07 percent . . . . .	6.3	5.5	5.6	5.3	5.1	5.4	5.7	5.7
0.08 percent and over . . . . .	39.4	32.1	31.4	30.3	30.4	31.1	31.4	31.6
<b>Percent distribution of fatal crashes by the highest (BAC):</b> <sup>4</sup>								
0.00 percent . . . . .	49.5	57.7	58.7	60.2	60.5	59.5	58.4	58.4
0.01 to 0.07 percent . . . . .	6.5	5.7	5.9	5.6	5.4	5.6	6.0	5.9
0.08 percent and over . . . . .	44.0	36.7	35.4	34.3	34.2	34.9	35.6	35.7
<b>Fatalities per 100,000 resident population</b>								
Under 5 years old . . . . .	4.90	4.30	3.70	3.06	3.16	2.94	2.83	2.45
5 to 9 years old . . . . .	5.14	4.48	3.55	3.01	3.13	3.00	2.64	2.37
10 to 15 years old . . . . .	7.60	7.23	5.65	5.45	5.43	4.67	4.33	4.25
16 to 20 years old . . . . .	36.66	31.59	29.38	29.48	28.80	27.48	26.79	24.97
21 to 24 years old . . . . .	33.47	29.68	27.02	26.50	26.66	27.73	27.99	26.86
25 to 34 years old . . . . .	22.78	19.44	17.29	16.96	17.28	17.82	17.88	16.74
35 to 44 years old . . . . .	16.11	15.10	15.08	15.27	14.55	15.08	14.68	14.09
45 to 54 years old . . . . .	14.83	13.39	13.79	14.27	14.47	14.59	14.43	13.97
55 to 64 years old . . . . .	15.00	13.92	13.61	13.59	13.19	13.88	13.29	12.54
65 to 74 years old . . . . .	17.03	16.64	15.29	14.92	14.87	15.16	13.84	13.45
75 years old and over . . . . .	25.45	26.09	23.29	22.51	21.36	20.47	18.69	17.97
<b>Fatalities per 100 million VMT</b> <sup>5</sup> . . . . .	<b>2.1</b>	<b>1.7</b>	<b>1.5</b>	<b>1.5</b>	<b>1.4</b>	<b>1.5</b>	<b>1.4</b>	<b>1.4</b>
<b>Fatalities per 100,000 licensed drivers</b> . . . . .	<b>26.7</b>	<b>23.7</b>	<b>22.0</b>	<b>21.9</b>	<b>21.5</b>	<b>21.7</b>	<b>21.1</b>	<b>20.0</b>
<b>VMT <sup>5</sup> per registered vehicle</b> . . . . .	<b>11,637</b>	<b>12,294</b>	<b>12,657</b>	<b>12,522</b>	<b>12,461</b>	<b>12,168</b>	<b>11,990</b>	<b>11,847</b>
<b>Fatalities per 100,000 registered vehicles</b> . . . . .	<b>24.2</b>	<b>21.2</b>	<b>19.3</b>	<b>18.6</b>	<b>18.0</b>	<b>17.7</b>	<b>17.0</b>	<b>16.1</b>
<b>Fatal crashes per 100 million VMT</b> <sup>5</sup> . . . . .	<b>2.08</b>	<b>1.73</b>	<b>1.53</b>	<b>1.5</b>	<b>1.44</b>	<b>1.5</b>	<b>1.4</b>	<b>1.4</b>
<b>Involved vehicles per fatal crash</b> . . . . .	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.4</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>
<b>Fatalities per 100,000 resident population</b> . . . . .	<b>17.9</b>	<b>15.9</b>	<b>14.9</b>	<b>14.8</b>	<b>14.6</b>	<b>14.7</b>	<b>14.3</b>	<b>13.6</b>

<sup>1</sup> Deaths within 30 days of the accident. <sup>2</sup> Trucks with a gross vehicle weight rating of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and utility vehicles. <sup>3</sup> Trucks with a gross vehicle weight rating of over 10,000 pounds. <sup>4</sup> BAC = blood alcohol concentration. <sup>5</sup> VMT = vehicle miles of travel.

**Table 1070. Motor Vehicle Occupants and Nonoccupants Killed and Injured: 1980 to 2007**

[For deaths within 30 days of the accident. (3,231 represents 3,231,000)]

Year	Total	Occupants					Motor-cycle riders <sup>3</sup>	Nonoccupants				
		Total	Pas-senger cars	Light trucks <sup>1</sup>	Large trucks <sup>1</sup>	Buses		Other/ <sup>2</sup> unknown	Total	Pedes-trian	Pedal-cyclist	Other/ <sup>2</sup> unknown
<b>KILLED</b>												
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
1995	41,817	33,064	22,423	9,568	648	33	392	2,227	6,526	5,584	833	109
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	43,510	33,070	18,512	13,037	804	58	659	4,576	5,864	4,892	786	186
2006	42,708	32,119	17,925	12,761	805	27	601	4,837	5,752	4,795	772	185
2007	41,059	30,401	16,520	12,413	802	37	629	5,154	5,504	4,654	698	152
<b>INJURED (1,000)</b>												
1990	3,231	2,960	2,376	505	42	33	4	84	187	105	75	7
1995	3,465	3,246	2,469	722	30	19	4	57	162	86	67	10
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
2006	2,575	2,375	1,475	857	23	10	11	88	112	61	44	7
2007	2,491	2,264	1,379	841	23	12	8	103	124	70	43	10

<sup>1</sup> See footnotes 2 and 3 in Table 1071. <sup>2</sup> Includes combination trucks. <sup>3</sup> Includes motorized cycles.

Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts*, annual; and unpublished data. See <<http://www-nrd.nhtsa.dot.gov/CATS/index.aspx>>.

**Table 1071. Vehicles Involved in Crashes by Vehicle Type, Rollover Occurrence, and Crash Severity: 2007**

[10,427.9 represents 10,427,900. Excludes motorcycles]

Crash severity by vehicle type	Total		Rollover occurrence			
			Yes		No	
	Number (1,000)	Percent	Number (1,000)	Percent	Number (1,000)	Percent
<b>Vehicles involved in all crashes</b> <sup>1</sup> . . . . .	<b>10,427.9</b>	<b>100.0</b>	<b>282.3</b>	<b>2.7</b>	<b>10,145.6</b>	<b>97.3</b>
Passenger cars . . . . .	5,745.4	100.0	104.6	1.8	5,640.8	98.2
Light trucks: <sup>2</sup>						
Pickup . . . . .	1,560.3	100.0	63.7	4.1	1,496.6	95.9
Utility . . . . .	1,773.5	100.0	82.2	4.6	1,691.4	95.4
Van . . . . .	759.7	100.0	12.7	1.7	747.0	98.3
Other . . . . .	98.2	100.0	1.1	1.2	97.0	98.8
Large truck <sup>3</sup> . . . . .	413.4	100.0	14.7	3.5	398.8	96.5
Bus . . . . .	56.8	100.0	(Z)	0.2	56.6	99.8
Other/unknown . . . . .	20.6	100.0	3.1	15.1	17.5	84.9
Fatal crashes . . . . .	50.6	100.0	10.9	21.5	39.8	78.5
Passenger cars . . . . .	22.7	100.0	3.8	16.8	18.9	83.2
Light trucks: <sup>2</sup>						
Pickup . . . . .	10.3	100.0	2.8	27.6	7.4	72.4
Utility . . . . .	8.2	100.0	2.8	33.7	5.4	66.3
Van . . . . .	3.2	100.0	0.6	17.1	2.7	82.9
Other . . . . .	0.1	100.0	(Z)	15.1	(Z)	84.9
Large truck <sup>3</sup> . . . . .	4.6	100.0	0.6	13.9	3.9	86.1
Bus . . . . .	0.3	100.0	(Z)	5.4	0.3	94.6
Other/unknown . . . . .	1.4	100.0	0.3	19.2	1.1	80.8

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

Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts*, annual. See <<http://www-nrd.nhtsa.dot.gov/CATS/index.aspx>>.

**Table 1072. Speeding-Related Traffic Fatalities by Road Type, Speed Limit, and State: 2007**

[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								
		Total <sup>1</sup>	Interstate		Noninterstate					
			Over 55 mph	At or under 55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	Under 35 mph
<b>United States . . . . .</b>	<b>41,059</b>	<b>13,040</b>	<b>1,204</b>	<b>353</b>	<b>3,386</b>	<b>464</b>	<b>1,798</b>	<b>917</b>	<b>1,517</b>	<b>1,485</b>
Alabama . . . . .	1,110	497	38	8	118	9	158	45	47	29
Alaska . . . . .	84	20	1	—	6	—	3	4	—	4
Arizona . . . . .	1,066	447	65	15	41	21	81	53	53	40
Arkansas . . . . .	650	64	5	—	27	1	5	2	10	7
California . . . . .	3,974	1,464	194	18	340	49	150	126	190	176
Colorado . . . . .	554	224	16	11	30	16	28	31	34	24
Connecticut . . . . .	277	94	9	6	3	2	10	16	18	26
Delaware . . . . .	117	44	1	—	3	24	5	5	4	2
District of Columbia . . . . .	44	8	—	2	—	—	—	—	—	6
Florida . . . . .	3,214	611	52	12	82	16	123	56	78	106
Georgia . . . . .	1,641	384	24	14	117	7	58	12	68	28
Hawaii . . . . .	138	69	1	5	7	—	8	—	19	23
Idaho . . . . .	252	77	21	—	14	12	6	1	5	2
Illinois . . . . .	1,249	523	64	26	176	6	44	38	59	107
Indiana . . . . .	898	199	26	4	62	9	32	10	26	25
Iowa . . . . .	445	38	2	2	16	4	4	—	5	4
Kansas . . . . .	416	112	12	—	33	4	4	7	4	17
Kentucky . . . . .	864	132	6	2	85	—	10	—	22	4
Louisiana . . . . .	985	251	19	5	96	7	38	17	31	25
Maine . . . . .	183	86	3	—	6	14	20	8	15	12
Maryland . . . . .	614	216	5	20	20	36	11	43	38	42
Massachusetts . . . . .	417	140	18	5	8	4	8	18	19	55
Michigan . . . . .	1,088	242	14	8	119	7	29	6	17	31
Minnesota . . . . .	504	108	8	2	15	—	—	—	—	—
Mississippi . . . . .	884	349	38	4	131	14	61	14	28	19
Missouri . . . . .	992	434	37	15	149	10	28	14	53	43
Montana . . . . .	277	96	13	1	6	—	11	1	10	8
Nebraska . . . . .	256	44	8	—	9	11	3	—	4	5
Nevada . . . . .	373	97	2	—	2	—	25	1	36	12
New Hampshire . . . . .	129	41	5	2	2	3	1	6	12	8
New Jersey . . . . .	724	61	2	1	2	13	10	4	8	13
New Mexico . . . . .	413	159	19	2	25	5	17	7	15	20
New York . . . . .	1,333	417	11	9	157	2	32	28	20	50
North Carolina . . . . .	1,675	620	34	6	331	14	146	2	63	14
North Dakota . . . . .	111	45	4	—	15	—	5	1	2	6
Ohio . . . . .	1,257	277	30	5	133	6	22	6	38	26
Oklahoma . . . . .	754	209	34	3	24	5	45	10	14	13
Oregon . . . . .	455	121	3	1	55	2	14	12	11	8
Pennsylvania . . . . .	1,491	783	52	47	189	8	149	98	128	89
Rhode Island . . . . .	69	14	—	—	—	—	1	1	—	5
South Carolina . . . . .	1,066	454	48	5	144	14	74	26	46	38
South Dakota . . . . .	146	49	7	—	16	1	6	1	11	1
Tennessee . . . . .	1,210	268	14	9	57	10	59	32	37	41
Texas . . . . .	3,363	1,343	127	45	173	40	117	93	110	132
Utah . . . . .	299	110	2	1	10	3	10	16	6	11
Vermont . . . . .	66	23	2	—	2	6	—	7	2	4
Virginia . . . . .	1027	341	32	22	156	6	56	7	22	23
Washington . . . . .	568	224	16	3	22	39	13	14	54	32
West Virginia . . . . .	431	76	7	—	20	3	9	6	8	14
Wisconsin . . . . .	756	279	11	7	130	1	40	8	17	48
Wyoming . . . . .	150	56	17	—	2	—	6	4	—	7

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

Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts, Speeding*, DOT HS 810 998, annual. See <<http://www.nrd.nhtsa.dot.gov/CATS/index.aspx>>.

**Table 1073. Fatalities by Highest Driver Blood Alcohol Concentration (BAC) in the Crash: 1990 to 2007**

[g/dl means grams per deciliter. A motor vehicle crash is considered to be alcohol-impaired if at least one driver involved in the crash is determined to have had a BAC of .08 g/dL or higher. Thus, any fatality that occurs in an alcohol-impaired crash is considered an alcohol-impaired-driving fatality. The term alcohol-impaired does not indicate that a crash or fatality was caused by the presence of alcohol. A person is considered to be legally impaired with a BAC of .08 g/dl or more]

Item	1990	1995	2000	2003	2004	2005	2006	2007
<b>Total Fatalities . . . . .</b>	<b>44,599</b>	<b>41,817</b>	<b>41,945</b>	<b>42,884</b>	<b>42,836</b>	<b>43,510</b>	<b>42,708</b>	<b>41,059</b>
BAC=.00								
Number . . . . .	23,823	25,768	26,082	27,328	27,413	27,423	26,633	25,555
Percent . . . . .	53.4	61.6	62.2	63.7	64.0	63.0	62.4	62.2
BAC=.01-.07								
Number . . . . .	2,901	2,416	2,422	2,327	2,212	2,404	2,479	2,388
Percent . . . . .	6.5	5.8	5.8	5.4	5.2	5.5	5.8	5.8
Alcohol-Impaired-Driving Fatalities BAC=.08+								
Number . . . . .	17,705	13,478	13,324	13,096	13,099.0	13,582.0	13,491	12,998
Percent . . . . .	39.7	32.2	31.8	30.5	30.6	31.2	31.6	31.7

Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts*, annual; and unpublished data. See also <<http://www-nrd.nhtsa.dot.gov/CATS/index.aspx>>.

**Table 1074. Traffic Fatalities by State and Highest Driver Blood Alcohol Concentration (BAC) in the Crash: 2007**

[See headnote, Table 1073]

State	Traffic fatalities, total	BAC = 0.00		BAC = 0.01-0.07		Alcohol impaired driving fatalities (BAC = 0.08 or more)		BAC = 0.01 or more	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>United States . . .</b>	<b>41,059</b>	<b>25,555</b>	<b>62</b>	<b>2,388</b>	<b>6</b>	<b>12,998</b>	<b>32</b>	<b>15,387</b>	<b>37</b>
Alabama . . . . .	1,110	653	59	67	6	389	35	456	41
Alaska . . . . .	84	49	58	5	6	30	36	35	42
Arizona . . . . .	1,066	649	61	61	6	336	32	396	37
Arkansas . . . . .	650	424	65	44	7	182	28	226	35
California . . . . .	3,974	2,564	65	251	6	1,155	29	1,405	35
Colorado . . . . .	554	355	64	29	5	170	31	199	36
Connecticut . . . . .	277	157	57	18	7	101	36	119	43
Delaware . . . . .	117	59	50	9	7	50	43	59	50
District of Columbia . . . . .	44	26	59	3	6	15	35	18	41
Florida . . . . .	3,214	2,119	66	187	6	890	28	1,078	34
Georgia . . . . .	1,641	1,122	68	78	5	441	27	519	32
Hawaii . . . . .	138	73	53	21	15	45	32	66	47
Idaho . . . . .	252	161	64	17	7	70	28	88	35
Illinois . . . . .	1,249	742	59	73	6	434	35	507	41
Indiana . . . . .	898	631	70	37	4	230	26	267	30
Iowa . . . . .	445	307	69	32	7	106	24	137	31
Kansas . . . . .	416	273	66	27	7	114	27	142	34
Kentucky . . . . .	864	614	71	40	5	210	24	250	29
Louisiana . . . . .	985	550	56	67	7	368	37	435	44
Maine . . . . .	183	108	59	9	5	66	36	76	41
Maryland . . . . .	614	389	63	46	8	179	29	225	37
Massachusetts . . . . .	417	240	58	31	7	146	35	177	42
Michigan . . . . .	1,088	707	65	72	7	305	28	377	35
Minnesota . . . . .	504	324	64	23	4	158	31	180	36
Mississippi . . . . .	884	546	62	36	4	302	34	338	38
Missouri . . . . .	992	595	60	55	5	338	34	392	40
Montana . . . . .	277	149	54	18	6	106	38	124	45
Nebraska . . . . .	256	156	61	21	8	77	30	97	38
Nevada . . . . .	373	230	62	25	7	118	32	143	38
New Hampshire . . . . .	129	85	66	11	8	34	26	45	34
New Jersey . . . . .	724	471	65	54	7	199	27	253	35
New Mexico . . . . .	413	261	63	19	5	133	32	152	37
New York . . . . .	1,333	860	65	89	7	384	29	473	35
North Carolina . . . . .	1,675	1,102	66	83	5	487	29	570	34
North Dakota . . . . .	111	46	42	5	5	53	48	59	53
Ohio . . . . .	1,257	781	62	82	7	391	31	473	38
Oklahoma . . . . .	754	511	68	21	3	219	29	240	32
Oregon . . . . .	455	272	60	31	7	150	33	181	40
Pennsylvania . . . . .	1,491	909	61	78	5	500	34	578	39
Rhode Island . . . . .	69	35	50	8	11	25	36	32	47
South Carolina . . . . .	1,066	541	51	57	5	463	43	520	49
South Dakota . . . . .	146	90	61	9	6	45	31	54	37
Tennessee . . . . .	1,210	763	63	54	4	390	32	444	37
Texas . . . . .	3,363	1,873	56	193	6	1,292	38	1,485	44
Utah . . . . .	299	237	79	11	4	51	17	63	21
Vermont . . . . .	66	39	60	3	5	22	34	26	39
Virginia . . . . .	1,027	629	61	64	6	332	32	397	39
Washington . . . . .	568	337	59	34	6	195	34	230	40
West Virginia . . . . .	431	265	62	24	6	142	33	166	38
Wisconsin . . . . .	756	387	51	52	7	313	41	365	48
Wyoming . . . . .	150	95	63	6	4	49	33	55	37

Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts*, annual. See also <<http://www-nrd.nhtsa.dot.gov/CATS/index.aspx>>.

## Table 1075. Crashes by Crash Severity: 1990 to 2007

[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	2000	2002	2003	2004	2005	2006	2007
<b>Crashes (1,000)</b> . . . . .	<b>6,471</b>	<b>6,699</b>	<b>6,394</b>	<b>6,316</b>	<b>6,328</b>	<b>6,181</b>	<b>6,159</b>	<b>5,973</b>	<b>6,024</b>
Fatal. . . . .	39.8	37.2	37.5	38.5	38.5	38.4	39.3	38.6	37.2
Nonfatal injury . . . . .	2,122	2,217	2,070	1,929	1,925	1,862	1,816	1,746	1,711
Property damage only . . . .	4,309	4,446	4,286	4,348	4,365	4,281	4,304	4,189	4,275
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	32.4	30.5	30.4	30.1	29.5	29.2	28.4
Property damage only . . . .	66.6	66.4	67.0	68.8	69.0	69.3	69.9	70.1	71.0

Source: U.S. National Highway Safety Traffic Administration, *Traffic Safety Facts*, annual. See <<http://www-nrd.nhtsa.dot.gov/CATS/index.aspx>>.

**Table 1076. Alcohol Involvement for Drivers in Fatal Crashes: 1997 and 2007**

[BAC = blood alcohol concentration]

Age, sex, and vehicle type	1997		2007	
	Number of drivers	Percentage with BAC of .08% or greater	Number of drivers	Percentage with BAC of .08% or greater
<b>Total drivers involved in fatal crashes</b> <sup>1</sup> . . . .	<b>56,688</b>	<b>20.4</b>	<b>55,681</b>	<b>21.7</b>
Drivers by age group:				
Under 16 years old . . . . .	345	7.7	239	11.5
16 to 20 years old . . . . .	7,719	17.1	6,851	17.6
21 to 24 years old . . . . .	5,705	29.9	6,256	34.5
25 to 34 years old . . . . .	12,453	27.4	10,692	29.2
35 to 44 years old . . . . .	10,904	25.6	9,862	24.5
45 to 54 years old . . . . .	7,522	17.2	8,982	20.4
55 to 64 years old . . . . .	4,394	10.9	6,011	12.2
65 to 74 years old . . . . .	3,401	7.6	3,025	7.5
75 years old and over . . . . .	3,314	4.2	2,855	4.1
Drivers by sex:				
Male . . . . .	40,954	23.5	40,804	24.5
Female . . . . .	14,954	12.2	14,099	13.2
Drivers by vehicle type:				
Passenger cars . . . . .	29,896	21.6	22,621	22.8
Light trucks <sup>2</sup> . . . . .	18,502	22.6	21,591	23.3
Large trucks <sup>2</sup> . . . . .	4,859	1.7	4,551	0.9
Motorcycles . . . . .	2,159	32.4	5,286	27.1
Buses . . . . .	297	1.1	275	1.3

<sup>1</sup> Includes age and sex unknown, and other and unknown types of vehicles. <sup>2</sup> See footnotes 2 and 3 in Table 1071.

Source: U.S. National Highway Traffic Safety Administration, *Traffic Safety Facts*, annual. See <<http://www-nrd.nhtsa.dot.gov/CATS/index.aspx>>.

**Table 1077. Licensed Drivers and Number in Accidents by Age: 2007**

[205,100 represents 205,100,000]

Age group	Licensed drivers		Drivers in accidents				Accident rates per number of drivers	
	Number	Percent	Fatal		All		Fatal <sup>1</sup>	All <sup>2</sup>
			Number	Percent	Number	Percent		
<b>Total . . . . .</b>	<b>205,100</b>	<b>100.0</b>	<b>58,400</b>	<b>100.0</b>	<b>18,100</b>	<b>100.0</b>	<b>28</b>	<b>9</b>
19 years old and under . . . . .	10,034	4.9	5,400	9.2	2,150	11.9	54	21
Under 16 years old . . . . .	419	0.2	300	0.5	70	0.4	( <sup>3</sup> )	( <sup>3</sup> )
16 years old. . . . .	1,307	0.6	700	1.2	360	2.0	54	28
17 years old. . . . .	2,283	1.1	1,100	1.9	530	2.9	48	23
18 years old. . . . .	2,870	1.4	1,600	2.7	620	3.4	56	22
19 years old. . . . .	3,155	1.5	1,700	2.9	570	3.1	54	18
20 to 24 years old . . . . .	17,173	8.4	8,700	14.9	2,620	14.5	51	15
20 years old. . . . .	3,291	1.6	1,700	2.9	690	3.8	52	21
21 years old. . . . .	3,362	1.6	1,800	3.1	530	2.9	54	16
22 years old. . . . .	3,400	1.7	1,800	3.1	480	2.7	53	14
23 years old. . . . .	3,517	1.7	1,600	2.7	470	2.6	45	13
24 years old. . . . .	3,603	1.8	1,800	3.1	450	2.5	50	12
25 to 34 years old . . . . .	35,712	17.4	10,700	18.3	3,740	20.7	30	10
35 to 44 years old . . . . .	40,322	19.7	9,600	16.4	3,220	17.8	24	8
45 to 54 years old . . . . .	40,937	20.0	9,400	16.1	3,030	16.7	23	7
55 to 64 years old . . . . .	30,355	14.8	6,500	11.1	1,990	11.0	21	7
65 to 74 years old . . . . .	17,246	8.4	3,800	6.5	790	4.4	22	5
75 years old and over . . . . .	13,321	6.5	4,300	7.4	560	3.1	32	4

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

Source: National Safety Council, Itasca, IL, *Injury Facts, 2009*, (copyright). See <<http://www.nsc.org/>>.

**Table 1078. Passenger Transit Industry—Summary: 1980 to 2007**

[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 (a small bus or automobile that transport passengers on a route for a small fare), 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	1990	1995	2000	2005	2006	2007
Operating systems . . . . .	Number . . . . .	1,044	5,078	5,973	6,000	6,429	6,435	7,700
Motor bus systems . . . . .	Number . . . . .	1,040	2,688	2,250	2,262	1,500	1,500	1,200
Revenue vehicles, active . . . . .	Number . . . . .	75,388	93,553	116,473	131,918	150,827	155,195	163,973
Motor bus . . . . .	Number . . . . .	59,411	58,714	67,107	75,013	82,027	83,080	65,249
Commuter rail . . . . .	Number . . . . .	4,500	5,007	5,164	5,498	6,392	6,403	6,391
Demand response <sup>5</sup> . . . . .	Number (NA)	16,471	29,352	33,080	41,958	43,509	43,509	64,865
Heavy rail . . . . .	Number . . . . .	9,641	10,419	10,157	10,591	11,110	11,052	11,222
Light rail . . . . .	Number . . . . .	1,013	913	999	1,577	1,645	1,801	1,810
Trolley bus . . . . .	Number . . . . .	823	832	885	951	615	609	559
Other . . . . .	Number . . . . .	(NA)	1,197	2,809	5,208	7,080	8,741	13,877
Operating funding, total . . . . .	Mil. dol. . . . .	6,510	16,053	18,241	24,243	31,708	33,713	35,541
Agency funds . . . . .	Mil. dol. . . . .	2,805	6,786	8,069	11,004	12,559	13,545	13,473
Passenger funding . . . . .	Mil. dol. . . . .	2,557	5,891	6,801	8,746	10,269	11,195	11,145
Other . . . . .	Mil. dol. . . . .	248	895	1,268	2,258	2,290	2,350	2,328
Government funds <sup>1</sup> . . . . .	Mil. dol. . . . .	3,705	9,267	10,172	13,239	19,149	20,168	22,068
Directly generated <sup>2</sup> . . . . .	Mil. dol. . . . .	( <sup>3</sup> )	( <sup>3</sup> )	1,544	1,959	2,694	2,797	2,698
Local <sup>4</sup> . . . . .	Mil. dol. . . . .	2,611	5,327	3,981	5,319	6,658	7,105	8,322
State <sup>4</sup> . . . . .	Mil. dol. . . . .	(NA)	2,970	3,830	4,967	7,495	7,674	8,371
Federal . . . . .	Mil. dol. . . . .	1,094	970	817	994	2,303	2,592	2,678
Operating expense . . . . .	Mil. dol. . . . .	6,247	15,742	17,849	22,646	30,295	32,037	33,877
Vehicle operations . . . . .	Mil. dol. . . . .	3,248	6,654	8,282	10,111	13,793	14,743	15,560
Maintenance . . . . .	Mil. dol. . . . .	1,774	4,631	5,047	6,445	8,259	8,690	9,136
General administration . . . . .	Mil. dol. . . . .	1,224	3,450	2,590	3,329	4,075	4,301	4,779
Purchased transportation . . . . .	Mil. dol. . . . .	(NA)	1,008	1,930	2,761	4,168	4,304	4,402
Capital expenditures . . . . .	Mil. dol. . . . .	(NA)	(NA)	7,230	9,587	12,383	13,340	14,528
Vehicle-miles operated . . . . .	Million . . . . .	2,287	3,242	3,550	4,081	4,601	4,684	5,038
Motor bus . . . . .	Million . . . . .	1,677	2,130	2,184	2,315	2,485	2,495	2,302
Trolley bus . . . . .	Million . . . . .	13	14	14	14	13	12	11
Heavy rail . . . . .	Million . . . . .	385	537	537	595	646	652	657
Light rail . . . . .	Million . . . . .	18	24	35	53	69	74	84
Commuter rail . . . . .	Million . . . . .	179	213	238	271	303	315	326
Demand response <sup>5</sup> . . . . .	Million (NA)	(NA)	306	507	759	978	1,013	1,471
Other . . . . .	Million . . . . .	15	18	37	74	107	123	186
Trips taken . . . . .	Million . . . . .	8,567	8,799	7,763	9,363	9,815	10,017	10,247
Motor bus . . . . .	Million . . . . .	5,837	5,677	4,848	5,678	5,855	5,894	5,413
Trolley bus . . . . .	Million . . . . .	142	126	119	122	107	100	97
Heavy rail . . . . .	Million . . . . .	2,108	2,346	2,033	2,632	2,808	2,927	3,460
Light rail . . . . .	Million . . . . .	133	175	251	320	381	407	419
Commuter rail . . . . .	Million . . . . .	280	328	344	413	423	441	459
Demand response <sup>5</sup> . . . . .	Million (NA)	(NA)	68	88	105	125	126	209
Other . . . . .	Million . . . . .	67	79	80	93	117	121	190
Avg. fare per trip . . . . .	Cents . . . . .	30	67	88	93	102	112	109
Employees, number (avg.) <sup>6</sup> . . . . .	1,000 . . . . .	187	273	311	360	367	369	383
Payroll, employee . . . . .	Mil. dol. . . . .	3,281	7,226	8,213	10,400	12,177	12,764	13,205
Fringe benefits, employee . . . . .	Mil. dol. . . . .	1,353	3,986	4,484	5,413	8,093	8,424	9,092

NA Not available. <sup>1</sup> Represents the sum of federal, state, and local assistance, and that portion of directly generated funds that accrue from tax collections, toll transfers from other sectors of operations, and bond proceeds. <sup>2</sup> These are any funds generated from taxes controlled by the transit agency. <sup>3</sup> Funds data are included in local government data through 1993; <sup>4</sup> Through 1985, data for state and local are combined. <sup>5</sup> This operation (also called paratransit or dial-a-ride) is comprised of passenger cars, vans or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. <sup>6</sup> Through 1990, represents employee equivalents of 2,080 hours = one employee; beginning 1995, equals actual employees.

Source: American Public Transportation Association, Washington, DC, *Public Transportation Fact Book*, annual. See also <<http://www.apta.com/resources/statistics/Pages/default.aspx>>.

**Table 1079. Transit Buses Equipped for Disabilities: 1995 to 2007**

[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	2000	2002	2003	2004	2005	2006	2007
<b>Transit buses, total . . . . .</b>	<b>57,322</b>	<b>65,324</b>	<b>68,418</b>	<b>68,596</b>	<b>68,789</b>	<b>69,504</b>	<b>70,227</b>	<b>73,397</b>
Percent ADA equipped . . . . .	61.7	83.6	94.1	95.3	98.1	96.5	98.1	98.1
Small buses, total <sup>1</sup> . . . . .	5,372	8,850	9,822	10,084	10,248	11,118	11,537	13,699
Percent ADA equipped . . . . .	84.5	94.5	99.2	99.2	98.5	97.6	98.1	98.3
Medium buses, total <sup>1</sup> . . . . .	3,879	7,455	8,693	9,346	10,031	10,631	10,993	11,306
Percent ADA equipped . . . . .	66.0	92.9	98.4	97.7	100.0	98.8	99.1	99.1
Large buses, total <sup>1</sup> . . . . .	46,355	47,017	47,764	46,608	45,919	45,524	45,403	46,125
Percent ADA equipped . . . . .	59.2	79.9	92.2	93.9	97.4	95.5	97.8	97.6
Articulated buses, total <sup>1</sup> . . . . .	1,716	2,002	2,139	2,558	2,591	2,231	2,294	2,267
Percent ADA equipped . . . . .	50.2	85.5	97.2	96.4	99.8	99.7	99.8	100

<sup>1</sup> 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 also <[http://www.bts.gov/publications/national\\_transportation\\_statistics](http://www.bts.gov/publications/national_transportation_statistics)>.

**Table 1080. Characteristics of Rail Transit by Transit Authority: 2007**

Mode and transit agency	Primary city served	States served	Directional route-miles <sup>1, 2</sup>	Number of highway-rail crossings <sup>1</sup>	Number of stations	Number of ADA-accessible stations <sup>3</sup>
<b>Total</b> <sup>4</sup>	<b>35</b>	<b>31</b>	<b>11,046.2</b>	<b>5,746</b>	<b>3,010</b>	<b>1,883</b>
<b>Heavy rail</b>	<b>11</b>	<b>12</b>	<b>1,602.8</b>	<b>27</b>	<b>1,026</b>	<b>477</b>
Chicago Transit Authority	Chicago	IL	207.8	25	144	80
Greater Cleveland Regional Transit Authority	Cleveland	OH	38.1	—	18	13
L.A. County Metropolitan Transportation Authority	Los Angeles	CA	31.9	—	16	16
Maryland Transit Administration	Baltimore	MD	29.4	—	14	14
Massachusetts Bay Transportation Authority	Boston	MA	76.3	—	53	49
Metropolitan Atlanta Rapid Transit Authority	Atlanta	GA	96.1	—	38	38
Miami-Dade Transit Agency	Miami	FL	45.0	—	22	22
MTA New York City Transit	New York	NY	493.8	—	468	75
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
San Francisco Bay Area Rapid Transit District	San Francisco	CA	209.0	—	43	43
Southeastern Pennsylvania Transportation Authority	Philadelphia	PA	74.9	—	75	24
Staten Island Rapid Transit Operating Authority	New York	NY	28.6	—	23	5
Washington Metropolitan Area Transit Authority	Washington	DC, MD, VA	211.8	—	86	86
<b>Commuter rail</b> <sup>5</sup>	<b>16</b>	<b>21</b>	<b>8,092.9</b>	<b>3,111</b>	<b>1,182</b>	<b>735</b>
Alaska Railroad Corporation	Anchorage	AK	958.0	161	10	10
Altamont Commuter Express Authority	San Jose	CA	172.0	127	10	10
Central Puget Sound Regional Transit Authority	Seattle	WA	146.9	45	9	9
Connecticut Department of Transportation	New Haven	CT	101.2	3	8	8
Dallas Area Rapid Transit	Dallas	TX	29.0	15	4	4
Fort Worth Transportation Authority	Dallas	TX, MD, DC, WV	40.5	19	5	5
Maryland Transit Administration	Baltimore	MD, WV	400.4	40	42	24
Massachusetts Bay Transportation Authority	Boston	MA, RI	702.1	233	126	88
MTA Long Island Rail Road	New York	NY	638.2	346	124	99
MTA Metro-North Railroad	New York	NY, NJ, CT	545.7	158	109	38
Northern New England Passenger Rail Authority	Boston	MA, ME, NH	230.4	65	10	10
NE Illinois Regional Commuter Rail Corporation	Chicago	IL, WI	980.4	532	239	163
New Jersey Transit Corporation	New York	NY, NJ, PA	996.8	316	162	67
North	San Diego	CA	82.2	34	8	8
Northern Indiana Commuter Transportation District	Chicago	IL, IN	179.8	117	20	13
Peninsula Corridor Joint Powers Board	San Francisco	CA	153.7	46	32	24
Pennsylvania Department of Transportation	Philadelphia	PA	144.4	7	12	4
Regional Transportation Authority	Nashville	TN	62.8	35	6	6
South Florida Regional Transportation Authority	Miami	FL	142.2	73	18	18
Southeastern Pennsylvania Transportation Authority	Philadelphia	PA	446.9	283	156	55
Southern California Regional Rail Authority	Los Angeles	CA	777.8	436	54	54
Virginia Railway Express	Washington	DC, VA	161.5	20	18	18

— Represents zero. <sup>1</sup> Vehicles operated in maximum services (VOMS) include directly operated (DO) and Purchase Transportation (PT) by mode. <sup>2</sup> The mileage in each direction over which public transportation vehicles travel while in revenue service. The mileage is computed without regard to the number of traffic lanes or rail tracks existing in the right-of-way. <sup>3</sup> Number of stations that comply with the American with Disabilities Act of 1992 (ADA). Additional stations may be wheelchair accessible but not comply with other provisions of the ADA. <sup>4</sup> Includes light rail, not shown separately. <sup>5</sup> Excludes commuter-type services operated independently by AMTRAK.

**Table 1081. Transit Ridership in Selected Urbanized Areas: 2006**

Urbanized areas	Annual unlinked passenger trips <sup>1</sup> (mil.)	Area rank based on trips per capita <sup>2</sup>	Unlinked passenger trips per capita	Percent distribution				
				Motor bus	Heavy rail <sup>3</sup>	Light rail <sup>4</sup>	Com-muter rail <sup>5</sup>	Other <sup>6</sup>
U.S. urbanized areas . . . . .	9,888,416	(X)	51	53.2	34.9	4.2	4.6	3.1
Atlanta, GA . . . . .	158,478	14	45	50.0	49.0	—	—	1.0
Austin, TX . . . . .	34,040	16	37.7	97.1	—	—	—	2.9
Baltimore, MD . . . . .	110,366	11	53.2	74.0	11.9	6.1	6.8	1.1
Boston, MA-NH-RI . . . . .	364,193	4	90.2	28.9	39.4	19.3	10.7	1.7
Buffalo, NY . . . . .	24,146	29	24.7	75.4	—	24.2	—	0.4
Charlotte, NC-SC . . . . .	20,398	25	26.9	97.3	—	—	—	2.7
Chicago, IL-IN . . . . .	619,411	5	74.6	55.6	30.7	—	12.7	0.9
Cincinnati, OH-KY-IN . . . . .	29,977	32	19.9	98.5	—	—	—	1.5
Cleveland, OH . . . . .	61,179	21	34.2	81.5	12.2	5.0	—	1.4
Dallas-Fort Worth-Arlington, TX . . . . .	82,189	33	19.8	72.4	—	21.8	3.0	2.8
Denver-Aurora, CO . . . . .	94,196	12	47.5	78.5	—	19.8	—	1.7
Houston, TX . . . . .	100,987	26	26.4	85.0	—	11.6	—	3.4
Las Vegas, NV . . . . .	73,064	10	55.6	86.0	—	—	—	14.0
Los Angeles-Long Beach-Santa Ana, CA . . . . .	717,411	9	60.9	86.0	5.7	5.8	1.7	0.9
Miami, FL . . . . .	168,943	20	34.3	80.2	10.4	—	2.0	7.4
Milwaukee, WI . . . . .	48,387	19	37.0	97.3	—	—	—	2.7
Minneapolis-St. Paul, MN . . . . .	88,866	17	37.2	87.4	—	10.2	—	2.3
New York-Newark, NY-NJ-CT . . . . .	4,053,990	1	227.8	31.1	61.1	0.5	6.5	0.9
Orlando, FL . . . . .	26,078	31	22.5	97.1	—	—	—	2.9
Philadelphia, PA-NJ-DE-PA . . . . .	340,748	8	66.2	52.5	28.7	8.1	9.9	0.8
Phoenix-Mesa, AZ . . . . .	65,827	30	22.6	96.7	—	—	—	3.3
Pittsburgh, PA . . . . .	71,712	15	40.9	85.6	—	9.9	—	4.5
Portland, OR-WA . . . . .	106,660	6	67.4	64.9	—	33.9	—	1.3
Sacramento, CA . . . . .	35,777	27	25.7	58.3	—	40.5	—	1.2
Salt Lake City, UT . . . . .	41,350	13	46.6	56.3	—	39.4	—	4.3
San Antonio, TX . . . . .	41,718	22	31.4	97.2	—	—	—	2.8
San Diego, CA . . . . .	99,344	18	37.1	60.5	—	35.3	1.6	2.6
San Francisco-Oakland, CA . . . . .	422,803	2	131.0	43.2	25.8	9.9	2.4	18.8
San Jose, CA . . . . .	43,434	23	28.2	74.0	—	23.7	—	2.4
Seattle, WA . . . . .	181,903	7	67.1	68.2	—	0.5	1.2	30.2
St. Louis, MO-IL . . . . .	56,486	24	27.2	59.5	—	38.6	—	2.0
Tucson, AZ . . . . .	18,206	28	25.3	97.6	—	—	—	2.4
Virginia Beach, VA . . . . .	26,895	34	19.3	96.8	—	—	—	3.2
Washington, DC-VA-MD . . . . .	465,131	3	118.2	39.5	59.4	—	0.7	0.4

— Represents zero. X Not applicable. <sup>1</sup> The number of times passengers board public transportation vehicles. A passenger is counted each time he or she boards a vehicle even if the boarding is part of the same journey from origin to destination. <sup>2</sup> As of April 1. Based on the 2000 decennial census. <sup>3</sup> Also called metro, subway, rapid transit, or rapid rail. <sup>4</sup> Also called streetcar, tramway, or trolley. <sup>5</sup> Also called metropolitan rail or regional rail. <sup>6</sup> Includes such modes as trolley bus, ferry, cable car, vanpool, and demand response (see footnote 5, Table 1078).

**Table 1082. Federal Aid to State and Local Governments for Federal Transit Administration (FTA) by State: 2007**

[Year ending Sept. 30. (9,286 represents \$9,286,000,000)]

State	Total (mil.-dol.)	Per capita (dol.) <sup>1</sup>	State	Total (mil.-dol.)	Per capita (dol.) <sup>1</sup>	State	Total (mil.-dol.)	Per capita (dol.) <sup>1</sup>	State	Total (mil.-dol.)	Per capita (dol.) <sup>1</sup>
<b>U.S.</b> <sup>2</sup> ..	<b>9,286</b>	<b>31</b>	ID .....	13	9	MT.....	13	14	SC.....	36	8
<b>U.S.</b> <sup>3</sup> ..	<b>9,234</b>	<b>31</b>	IL.....	546	42	NE.....	20	11	SD.....	12	14
AL.....	64	14	IN.....	70	11	NV.....	52	20	TN.....	57	9
AK.....	53	78	IA.....	43	14	NH.....	13	10	TX.....	450	19
AZ.....	209	33	KS.....	27	10	NJ.....	676	78	UT.....	128	48
AR.....	22	8	KY.....	54	13	NM.....	31	16	VT.....	16	25
CA.....	1,290	35	LA.....	75	18	NY.....	1,647	85	VA.....	122	16
CO.....	185	38	ME.....	21	16	NC.....	168	19	WA.....	319	49
CT.....	63	18	MD.....	181	32	ND.....	14	21	WV.....	22	12
DE.....	13	15	MA.....	275	43	OH.....	183	16	WI.....	94	17
DC.....	309	525	MI.....	154	15	OK.....	43	12	WY.....	9	17
FL.....	341	19	MN.....	110	21	OR.....	205	55			
GA.....	124	13	MS.....	17	6	PA.....	475	38			
HI.....	47	37	MO.....	96	16	RI.....	30	28			

<sup>1</sup> Based on estimated population as of July 1. <sup>2</sup> Includes outlying areas and undistributed funds, not shown separately.

<sup>3</sup> For the 50 states and DC.

Source: U.S. Census Bureau, Federal, State, and Local Governments, *Federal Aid to States for Fiscal Year, 2007* (published September 2008). See also <<http://www.census.gov/prod/www/abs/fas.html>>.

**Table 1083. Truck Transportation, Couriers and Messengers, and Warehousing and Storage—Estimated Revenue: 2000 to 2007**

[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 <sup>1</sup>	2000	2005	2007
<b>Selected transportation and warehousing industries . . . . .</b>	<b>48, 49</b>	<b>237,812</b>	<b>292,385</b>	<b>325,298</b>
Truck transportation . . . . .	484	165,421	206,512	228,907
General freight trucking . . . . .	4841	108,051	139,133	152,550
General freight trucking, local . . . . .	48411	17,254	22,467	25,906
General freight trucking, long-distance . . . . .	48412	90,797	116,666	126,644
General freight trucking, long-distance, truckload . . . . .	484121	61,562	84,647	92,678
General freight trucking, long-distance, less than truckload . . . . .	484122	29,235	32,019	33,966
Specialized freight trucking . . . . .	4842	57,370	67,379	76,357
Used household and office goods moving . . . . .	48421	14,484	15,135	15,127
Specialized freight (except used goods) trucking, local . . . . .	48422	21,912	28,018	32,976
Specialized freight (except used goods) trucking, long-distance . . . . .	48423	20,974	24,226	28,254
Couriers and messengers . . . . .	492	57,776	66,908	74,704
Couriers . . . . .	4921	54,114	63,497	70,983
Local messengers and local delivery . . . . .	4922	3,662	3,411	3,721
Warehousing and storage . . . . .	493	14,615	18,965	21,687
General warehousing and storage . . . . .	49311	8,967	11,656	13,653
Refrigerated warehousing and storage . . . . .	49312	2,859	3,018	3,235
Farm product warehousing and storage . . . . .	49313	776	772	836
Other warehousing and storage . . . . .	49319	2,013	3,519	3,963

<sup>1</sup> Based on the 2002 North American Industry Classification System; see text, Section 15.

Source: U.S. Census Bureau, "2007 Service Annual Survey, Truck Transportation, Messenger Services and Warehousing" (published March 2008); <<http://www.census.gov/services>>.

**Table 1084. Truck Transportation—Summary: 2000 to 2007**

[In millions of dollars (165,421 represents \$165,421,000,000, except where noted). 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	2005	2006	2007
<b>Total operating revenue</b> . . . . .	<b>165,421</b>	<b>206,512</b>	<b>221,871</b>	<b>228,907</b>
Total motor carrier revenue . . . . .	152,810	193,298	207,121	213,622
Local trucking <sup>1</sup> . . . . .	48,837	63,741	69,165	72,635
Long-distance trucking <sup>1</sup> . . . . .	103,973	129,557	137,956	140,987
Size of shipments:				
Less-than-truckload . . . . .	36,453	42,596	51,303	52,691
Truckload . . . . .	116,357	150,702	155,818	160,931
Commodities handled:				
Agricultural and fish products . . . . .	13,666	17,389	18,496	18,924
Grains, alcohol, and tobacco products . . . . .	4,912	7,101	9,137	10,175
Stone, nonmetallic minerals, and metallic ores . . . . .	8,703	13,395	15,384	15,732
Coal and petroleum products . . . . .	5,812	7,036	7,550	8,303
Pharmaceutical and chemical products . . . . .	9,929	10,382	10,943	12,038
Wood products, textiles, and leathers . . . . .	14,281	17,386	17,666	18,775
Base metal and machinery . . . . .	12,239	16,289	18,072	18,533
Electronic, motorized vehicles, and precision instruments . . . . .	11,939	15,119	15,945	15,333
Used household and office goods . . . . .	11,078	11,807	12,326	12,907
New furniture and miscellaneous manufactured products . . . . .	17,244	22,090	22,251	20,781
Other goods . . . . .	43,007	55,304	59,351	62,121
Origin and destination of shipments:				
U.S. to U.S. . . . .	145,985	185,906	198,781	205,023
U.S. to Canada . . . . .	1,390	1,561	1,834	1,997
U.S. to Mexico . . . . .	1,434	1,604	1,697	1,662
Canada to U.S. . . . .	1,184	1,328	1,335	1,226
Mexico to U.S. . . . .	1,283	1,371	1,817	2,100
All other destinations . . . . .	1,534	1,528	1,657	1,614
Inventory of revenue-generating equipment (1,000):				
Trucks . . . . .	201	222	248	256
Owned and/or leased with drivers . . . . .	168	197	221	227
Leased without drivers . . . . .	33	25	27	29
Truck-tractors . . . . .	916	881	898	927
Owned and/or leased with drivers . . . . .	772	743	748	771
Leased without drivers . . . . .	144	137	150	156
Trailers . . . . .	1,893	1,958	1,978	2,018
Owned and/or leased with drivers . . . . .	1,572	1,603	1,631	1,657
Leased without drivers . . . . .	321	355	347	360
Highway miles traveled (mil.):				
Total . . . . .	84,910	91,220	92,654	93,512
By loaded or partially loaded vehicles . . . . .	67,558	73,702	74,687	75,718
By empty vehicles . . . . .	17,352	17,518	17,966	17,794

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

# Table 1085. Railroads, Class I—Summary: 1990 to 2007

[As of Dec. 31, or calendar year date, 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	2000	2002	2003	2004	2005	2006	2007
Class I line-hauling companies <sup>1</sup>	Number.	14	8	7	7	7	7	7	7
Employees <sup>2</sup>	1,000	216	168	157	155	158	162	168	167
Compensation	Mil. dol.	8,654	9,623	9,387	9,576	10,337	10,879	11,419	11,599
Average per hour	Dollars	15.8	21.5	22.7	23.4	24.2	25.7	26.0	27.3
Average per year	Dollars	39,987	57,157	59,650	61,920	65,550	66,975	68,141	69,367
Mileage:									
Railroad line owned <sup>3</sup>	1,000	146	121	118	117	123	121	120	120
Railroad track owned <sup>4</sup>	1,000	244	205	200	200	211	208	206	212
Equipment:									
Locomotives in service	Number.	18,835	20,028	20,506	20,774	22,015	22,779	23,730	24,143
Average horsepower	1,000 lb.	2,665	3,261	3,378	3,415	3,458	3,467	3,485	3,518
Cars in service:									
Freight train <sup>5</sup>	1,000	1,212	1,381	1,300	1,279	1,288	1,312	1,347	1,386
Freight cars <sup>6</sup>	1,000	659	560	478	467	474	475	475	460
Average capacity	Tons	87.5	92.3	93.1	93.7	94.3	97.2	98.8	99.5
Income and expenses:									
Operating revenues	Mil. dol.	28,370	34,102	35,327	36,639	40,517	46,118	52,152	54,600
Operating expenses	Mil. dol.	24,652	29,040	29,592	31,440	35,107	37,843	40,980	42,747
Net revenue from operations	Mil. dol.	3,718	5,062	5,735	5,199	5,410	8,275	11,172	11,852
Income before fixed charges	Mil. dol.	4,627	5,361	6,179	5,220	5,523	8,361	11,276	12,084
Provision for taxes <sup>7</sup>	Mil. dol.	1,088	1,430	1,823	1,494	1,543	2,224	3,643	4,108
Ordinary income	Mil. dol.	1,961	2,501	3,201	2,683	2,867	4,917	6,482	6,797
Net income	Mil. dol.	1,977	2,500	3,201	2,687	2,867	4,917	6,482	6,797
Net railway operating income	Mil. dol.	2,648	3,924	4,248	4,078	4,147	6,075	7,560	7,765
Total taxes <sup>8</sup>	Mil. dol.	3,780	4,379	4,724	4,316	4,480	5,176	6,830	7,272
Indus. return on net investment	Percent.	8.1	6.5	7.0	6.3	6.1	8.5	10.2	9.9
Gross capital expenditures	Mil. dol.	3,591	5,290	5,605	5,989	6,345	7,068	8,159	9,853
Equipment	Mil. dol.	996	1,508	1,021	1,300	1,301	1,026	1,470	2,213
Roadway and structures	Mil. dol.	2,644	4,549	4,645	4,561	4,941	5,364	6,982	6,944
Other	Mil. dol.	-49	-767	-61	128	102	678	-293	696
Balance sheet:									
Total property investment	Mil. dol.	70,348	106,136	117,770	122,902	135,941	141,400	148,320	156,666
Accrued depreciation and amortization	Mil. dol.	22,222	23,989	26,649	29,215	29,771	32,508	35,763	38,702
Net investment	Mil. dol.	48,126	82,147	91,121	93,686	106,170	108,892	112,556	117,963
Shareholder's equity	Mil. dol.	23,662	32,401	39,675	41,151	51,955	55,828	58,901	59,300
Net working capital	Mil. dol.	-3,505	-5,783	-6,037	-6,750	-5,171	-4,729	-4,461	-5,482
Cash dividends	Mil. dol.	2,074	819	870	1,406	1,888	1,267	1,089	6,427
Amtrak passenger traffic:									
Passenger revenue	Mil. dol.	941.9	1,201.6	1,304.3	1,421.1	1,432.6	1,461.7	1,606.0	1,774.7
Revenue passengers carried	1,000	22,382	22,985	23,269	24,595	25,215	25,076	24,549	26,550
Revenue passenger miles	Million.	6,125	5,574	5,314	5,680	5,511	5,381	5,410	5,784
Averages:									
Revenue per passenger	Dollars	42.1	52.3	56.1	57.8	56.8	58.3	65.4	66.8
Revenue per passenger mile	Cents	15.4	21.6	24.5	25.0	26.0	27.2	27.2	30.7
Freight service:									
Freight revenue	Mil. dol.	24,471	33,083	34,110	35,413	39,131	44,457	50,315	52,932
Per ton-mile	Cents	2.7	2.3	2.3	2.3	2.4	2.6	2.8	3.0
Per ton originated	Dollar	19.3	19.0	19.3	19.7	21.2	23.4	25.7	27.3
Revenue-tons originated	Million.	1,425	1,738	1,767	1,799	1,844	1,899	1,957	1,940
Revenue-tons carried	Million.	2,024	2,179	2,207	2,240	2,398	2,448	2,517	2,431
Tons carried one mile	Billion	1,034	1,466	1,507	1,551	1,663	1,696	1,772	1,771
Average miles of road operated	1,000	133	121	123	122	121	121	120	120
Revenue ton-miles per mile of road	1,000	7,763	12,156	12,245	12,686	13,695	14,071	14,805	14,801
Revenue per ton-mile	Cents	3	2	2	2	2	3	3	3
Train miles	Million.	380	504	500	516	535	548	563	543
Net ton-miles per train-mile <sup>9</sup>	Number.	2,755	2,923	3,030	3,024	3,126	3,115	3,163	3,274
Net ton-miles per loaded car-mile <sup>9</sup>	Number.	69.1	73.1	71.5	71.4	78.5	79.0	82	84
Train-miles per train-hour	Miles	24	21	21	20	19	19	18	19
Haul per ton, U.S. as a system.	Miles	726	843	853	862	902	893	906	913
Accidents/incidents: <sup>10</sup>									
Casualties—all railroads:									
Persons killed	Number.	1,297	937	951	868	895	888	910	845
Persons injured	Number.	25,143	11,643	11,103	9,251	9,178	9,463	8,432	9,461
Class I railroads: <sup>11</sup>									
Persons killed	Number.	1,166	778	796	749	782	738	787	706
Persons injured	Number.	19,284	7,655	7,722	6,161	6,186	6,238	5,442	6,088

<sup>1</sup> See text, this section, for definition of Class I. <sup>2</sup> Average midmonth count. <sup>3</sup> Represents the aggregate length of roadway of all line-haul railroads. Excludes yard tracks, sidings, and parallel lines. (Includes estimate for Class II and III railroads).

<sup>4</sup> Includes multiple main tracks, yard tracks, and sidings owned by both line-haul and switching and terminal. (Includes estimate for Class II and III railroads). <sup>5</sup> Includes cars owned by all railroads, private car companies, and shippers. <sup>6</sup> Class I railroads only. <sup>7</sup> Includes state income taxes. <sup>8</sup> Includes payroll, income, and other taxes. <sup>9</sup> Revenue and nonrevenue freight. <sup>10</sup> Source: Federal Railroad Admin., *Railroad Safety Statistics*, annual. <sup>11</sup> Includes Amtrak data. Includes highway grade crossing casualties. See Internet site <<http://www.fra.dot.gov/>>.

**Table 1086. Railroads, Class-I Line-Haul-Revenue Freight Line-Originated by Commodity Group: 1990 to 2008**

[21,401 represents 21,401,000]

Commodity group	1990	1995	2000	2003	2004	2005	2006	2007	2008
<b>Carloads (1,000) <sup>1</sup></b>	<b>21,401</b>	<b>23,726</b>	<b>27,763</b>	<b>28,870</b>	<b>30,095</b>	<b>31,142</b>	<b>32,114</b>	<b>31,459</b>	<b>30,625</b>
Farm products	1,689	1,692	1,437	1,519	1,519	1,510	1,590	1,681	1,726
Metallic ores	508	463	322	331	339	662	674	662	671
Coal	5,912	6,095	6,954	7,037	7,102	7,202	7,574	7,480	7,713
Nonmetallic minerals	1,202	1,159	1,309	1,370	1,430	1,488	1,470	1,398	1,325
Food and kindred products	1,307	1,377	1,377	1,478	1,461	1,448	1,487	1,493	1,501
Lumber and wood products	780	719	648	612	616	611	548	456	391
Pulp, paper, allied products	611	628	633	667	669	679	671	652	666
Chemicals, allied products	1,531	1,642	1,820	1,913	1,981	1,937	1,943	2,050	2,040
Petroleum and coal products	573	596	565	606	651	689	689	691	578
Stone, clay, and glass products	539	516	541	581	594	603	570	513	467
Primary metal products	477	575	723	648	701	680	728	666	634
Fabricated metal products	31	32	30	36	39	36	50	55	58
Machinery, exc. electrical	39	41	35	38	45	42	43	40	44
Transportation equipment	1,091	1,473	1,984	1,811	1,849	1,923	1,871	1,810	1,521
Waste and scrap materials	439	623	619	651	725	706	701	726	729
<b>Tons (mil.) <sup>1</sup></b>	<b>1,425</b>	<b>1,550</b>	<b>1,738</b>	<b>1,799</b>	<b>1,844</b>	<b>1,899</b>	<b>1,957</b>	<b>1,940</b>	<b>1,934</b>
Farm products	147	154	136	141	142	140	149	152	156
Metallic ores	47	44	32	33	33	60	61	59	60
Coal	579	627	758	784	792	804	852	850	879
Nonmetallic minerals	109	110	126	133	140	146	141	138	132
Food and kindred products	81	91	94	102	100	102	105	105	105
Lumber and wood products	53	51	49	47	47	48	43	36	31
Pulp, paper, allied products	33	36	36	39	38	38	37	35	34
Chemicals, allied products	126	138	155	162	167	165	167	176	175
Petroleum and coal products	40	43	42	49	54	57	57	57	46
Stone, clay, and glass products	44	43	48	51	53	55	52	48	45
Primary metal products	38	47	60	54	59	57	61	56	54
Fabricated metal products	1	1	1	1	1	1	1	1	1
Machinery, exc. electrical	1	1	1	1	1	1	1	1	1
Transportation equipment	23	30	42	36	37	38	36	34	27
Waste and scrap materials	28	38	40	41	46	47	48	48	49
<b>Gross revenue (mil. dol.) <sup>1</sup></b>	<b>29,775</b>	<b>33,782</b>	<b>36,331</b>	<b>38,434</b>	<b>41,622</b>	<b>46,743</b>	<b>52,639</b>	<b>54,637</b>	<b>60,513</b>
Farm products	2,422	3,020	2,673	2,870	3,176	3,628	4,205	4,529	5,403
Metallic ores	408	394	338	289	317	485	529	542	637
Coal	6,954	7,356	7,794	7,890	8,418	9,393	10,821	11,471	14,200
Nonmetallic minerals	885	875	969	1,041	1,131	1,293	1,462	1,527	1,749
Food and kindred products	2,188	2,464	2,424	2,760	2,892	3,253	3,730	4,041	4,610
Lumber and wood products	1,390	1,385	1,524	1,745	1,924	2,278	2,335	1,987	1,684
Pulp, paper, allied products	1,486	1,543	1,526	1,646	1,730	1,953	2,124	2,100	2,228
Chemicals, allied products	3,933	4,553	4,636	4,779	5,100	5,432	6,049	6,830	7,655
Petroleum and coal products	918	997	1,010	1,123	1,268	1,500	1,722	1,853	1,930
Stone, clay, and glass products	931	1,044	1,113	1,211	1,323	1,505	1,664	1,607	1,636
Primary metal products	979	1,199	1,371	1,349	1,518	1,734	2,157	2,267	2,572
Fabricated metal products	42	44	48	47	50	55	79	86	92
Machinery, exc. electrical	67	69	61	60	72	91	109	126	166
Transportation equipment	3,100	3,269	3,843	3,707	3,746	3,960	4,228	4,292	3,964
Waste and scrap materials	504	685	706	799	956	1,070	1,190	1,276	1,415

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

**Table 1087. Railroads, Class-I Cars of Revenue Freight Loaded, 1990 to 2008, and by Commodity Group, 2007 and 2008**

[In thousands (16,177 represents 16,177,000). Figures are 52-week totals]

Year	Carloads <sup>1</sup>	Commodity group	Carloads		Commodity group	Carloads	
			2007	2008 <sup>2</sup>		2007	2008 <sup>2</sup>
1990 . . . .	16,177	Coal . . . . .	7,164	7,406	Metals and products . . . . .	616	574
2000 <sup>2</sup> . . . .	16,354	Metallic ores. . . . .	240	248	Stone, clay, and glass products. . .	454	416
2002 <sup>2</sup> . . . .	16,101	Grain . . . . .	1,178	1,215	Nonmetallic minerals. . . . .	312	287
2003 <sup>2</sup> . . . .	16,159	Motor vehicles and equipment.	1,029	811	Waste and scrap materials. . . . .	501	486
2004 <sup>2</sup> . . . .	16,600	Pulp, paper, allied products. . .	392	367	Lumber, wood products . . . . .	227	179
2005 <sup>2</sup> . . . .	16,691	Primary forest products . . . . .	122	109	Coke . . . . .	277	185
2006 <sup>2</sup> . . . .	16,936	Food and kindred products . . .	449	444	Petroleum products . . . . .	334	313
2007 <sup>2</sup> . . . .	16,564	Grain mill products . . . . .	466	446	All other carloads . . . . .	304	318
2008 <sup>2, 3</sup> . .	16,208						

<sup>1</sup> Excludes intermodal. <sup>2</sup> Excludes 3 Class I railroads. <sup>3</sup> 2008 data preliminary.

Source: Association of American Railroads, Washington, DC, *Weekly Railroad Traffic*, annual. See also <<http://www.aar.org/NewsAndEvents/NewsAndEvents.aspx>>.

**Table 1088. Petroleum Pipeline Companies—Characteristics: 1980 to 2007**

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

Item	Unit	1980	1990	1995	2000	2003	2004	2005	2006	2007
Miles of pipeline, total . . .	1,000 . . . . .	173	168	177	152	140	142	131	140	147
Gathering lines . . . . .	1,000 . . . . .	36	32	35	18	14	15	14	12	15
Trunk lines . . . . .	1,000 . . . . .	136	136	142	134	126	127	118	129	132
Total deliveries . . . . .	Mil. Bbl. . . . .	10,600	11,378	12,862	14,450	13,236	13,394	12,732	12,768	13,934
Crude oil . . . . .	Mil. Bbl. . . . .	6,405	6,563	6,952	6,923	6,941	6,612	6,675	6,668	7,038
Products . . . . .	Mil. Bbl. . . . .	4,195	4,816	5,910	7,527	6,295	6,782	6,057	6,101	6,896
Total trunk line traffic . . .	Bil. Bbl.-miles . .	3,405	3,500	3,619	3,508	3,591	3,652	3,485	3,536	3,459
Crude oil . . . . .	Bil. Bbl.-miles . .	1,948	1,891	1,899	1,602	1,609	1,604	1,571	1,578	1,451
Products . . . . .	Bil. Bbl.-miles . .	1,458	1,609	1,720	1,906	1,982	2,049	1,914	1,958	2,008
Carrier property value . . .	Mil. dol. . . . .	19,752	25,828	27,460	29,648	32,018	29,552	29,526	32,686	35,863
Operating revenues . . . .	Mil. dol. . . . .	6,356	7,149	7,711	7,483	7,704	8,020	7,917	8,517	8,996
Net income . . . . .	Mil. dol. . . . .	1,912	2,340	2,670	2,705	3,470	3,323	3,076	3,743	3,757

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

**Table 1089. U.S. Postal Service Rates for Letters and Postcards: 1991 to 2009**

[In dollars. International 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 <sup>1</sup>	Postcards	Aero-grammes
	First ounce	Each added ounce						
1991 (Feb. 3) . . . . .	0.29	0.23	0.19	9.95	<b>First 1/2 ounce</b> . . .			
1995 (Jan. 1) . . . . .	0.32	0.23	0.20	10.75	1991 (Feb. 3) . . .	0.50	0.40	0.45
1999 (Jan. 10) . . . . .	0.33	0.22	0.20	11.75	1995 (July 9) . . .	0.60	0.40	0.45
2001 (Jan. 7) . . . . .	0.34	0.21	0.20	12.25	1999 (Jan. 10) . . .	0.60	0.50	0.50
2001 (July 1) . . . . .	0.34	0.23	0.21	12.45	<b>First ounce</b> <sup>1</sup> . . . . .			
2002 (June 30) . . . . .	0.37	0.23	0.23	13.65	2001 (Jan. 7) . . .	0.80	0.70	0.70
2006 (Jan. 8) . . . . .	0.39	0.24	0.24	14.40	2006 (Jan. 8) . . .	0.84	0.75	0.75
2007 (May 14) . . . . .	0.41	0.17	0.26	16.25	2007 (May 14) . . .	0.90	0.90	( <sup>2</sup> )
2008 (May 12) . . . . .	0.42	0.17	0.27	<sup>3</sup> 12.60	2008 (May 12) . . .	0.94	0.94	( <sup>2</sup> )
2009 (May 11) . . . . .	0.44	0.17	0.28	<sup>4</sup> 13.05	2009 (May 11) . . .	0.98	0.98	( <sup>2</sup> )

<sup>1</sup> International letter prices after the first ounce vary according to the price group that is applicable to each destination country. <sup>2</sup> Aero-grammes were discontinued on May 14, 2007. <sup>3</sup> On May 12, 2008, the Postal Service initiated a zoned pricing structure for Express Mail. Prices for a mail piece weighing up to a half-pound range from \$12.60 to zones 1 and 2 to \$19.50 to zone 8. <sup>4</sup> Express Mail prices increased on January 18, 2009. Prices for a mail piece weighing up to a half-pound range from \$13.05 to zones 1 and 2 to \$21.20 to zone 8.

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

# Table 1090. U.S. Postal Service—Summary: 1990 to 2008

[166,301 represents 166,301,000,000. For years ending September 30. Includes Puerto Rico and all outlying areas. See text, this section]

Item	1990	1995	2000	2005	2006	2007	2008
<b>Offices, stations, and branches</b> . . . . .	<b>40,067</b>	<b>39,149</b>	<b>38,060</b>	<b>37,142</b>	<b>36,826</b>	<b>36,721</b>	<b>36,723</b>
Number of post offices . . . . .	28,959	28,392	27,876	27,385	27,318	27,276	27,232
Number of stations and branches . . . . .	11,108	10,757	10,184	9,757	9,508	9,445	9,491
Delivery Points (mil.) . . . . .	(NA)	(NA)	135.9	144.3	146.2	148.0	149.0
Residential . . . . .	(NA)	(NA)	123.9	131.3	133.0	134.6	135.7
City . . . . .	(NA)	(NA)	76.1	78.5	78.9	79.5	79.8
P.O. Box . . . . .	(NA)	(NA)	15.9	15.6	15.6	15.6	15.6
Rural/highway contract . . . . .	(NA)	(NA)	31.9	37.2	38.4	39.5	40.2
Business . . . . .	(NA)	(NA)	12.1	13.0	13.2	13.4	13.5
<b>Pieces of mail handled (mil.)</b> . . . . .	<b>166,301</b>	<b>180,734</b>	<b>207,882</b>	<b>211,743</b>	<b>213,138</b>	<b>212,234</b>	<b>202,703</b>
Domestic . . . . .	165,503	179,933	206,782	210,891	212,345	210,604	201,128
First class mail <sup>1</sup> . . . . .	89,270	96,296	103,526	98,071	97,618	96,297	91,697
Priority mail <sup>6</sup> . . . . .	59	57	71	56	56	( <sup>2</sup> )	( <sup>2</sup> )
Express mail <sup>7</sup> . . . . .	518	869	1,223	888	924	( <sup>2</sup> )	( <sup>2</sup> )
Periodicals (formerly 2d class) . . . . .	10,680	10,194	10,365	9,070	9,023	8,796	8,605
Standard Mail (formerly Standard A) . . . . .	63,725	71,112	90,057	100,942	102,460	103,516	99,084
Package Services (formerly Standard B) . . . . .	663	936	1,128	1,166	1,175	915	846
U.S. Postal Service . . . . .	538	412	363	621	1,016	1,008	824
Free for the blind . . . . .	35	52	47	76	75	72	72
Shipping Services Volume <sup>2</sup> . . . . .	(X)	(X)	(X)	(X)	(X)	1,630	1,575
International economy mail (surface) . . . . .	166	106	79	23	155	( <sup>2</sup> )	( <sup>2</sup> )
International airmail . . . . .	632	696	1,021	829	638	( <sup>2</sup> )	( <sup>2</sup> )
<b>Employees, total (1,000)</b> . . . . .	<b>843</b>	<b>875</b>	<b>901</b>	<b>803</b>	<b>796</b>	<b>786</b>	<b>765</b>
Career . . . . .	761	753	788	705	696	685	663
Headquarters . . . . .	2	2	2	3	3	3	3
Headquarters support . . . . .	6	4	6	4	4	5	4
Inspection Service . . . . .	4	4	4	3	3	3	3
Inspector General . . . . .	(X)	(X)	1	1	1	1	1
Field Career . . . . .	749	743	775	693	685	673	652
Postmasters . . . . .	27	27	26	25	25	25	25
Supervisors/managers . . . . .	43	35	39	33	33	33	32
Professional, administrative, and technical . . . . .	10	11	10	9	9	8	8
Clerks . . . . .	290	274	282	222	214	204	195
Mail handlers . . . . .	51	57	61	56	57	58	56
City carriers . . . . .	236	240	241	228	224	222	212
Motor vehicle operators . . . . .	7	8	9	9	9	9	9
Rural carriers . . . . .	42	46	57	64	66	68	69
Special delivery messengers . . . . .	2	2	(X)	(X)	(X)	(X)	(X)
Building and equipment maintenance . . . . .	33	38	42	40	40	40	40
Vehicle maintenance . . . . .	5	5	6	5	6	5	5
Other <sup>3</sup> . . . . .	1	2	2	2	2	1	1
Noncareer . . . . .	83	122	114	98	100	101	102
Casuals . . . . .	27	26	30	19	23	22	12
Transitional . . . . .	(X)	32	13	8	5	5	18
Rural substitutes . . . . .	43	50	58	57	59	60	58
Relief/Leave replacements . . . . .	12	13	12	12	12	12	12
Nonbargaining temporary . . . . .	(Z)	1	1	1	1	1	1
Compensation and employee benefits (mil. dol.) . . . . .	34,214	41,931	49,532	53,932	56,302	64,270	60,992
Avg. salary per employee (dol.) <sup>4</sup> . . . . .	37,570	45,001	50,103	62,635	64,992	65,905	67,076
Pieces of mail per employee, (1,000) . . . . .	197	207	231	264	268	270	265
<b>Total revenue (mil. dol.)<sup>5</sup></b> . . . . .	<b>40,074</b>	<b>54,509</b>	<b>64,540</b>	<b>69,993</b>	<b>72,817</b>	<b>74,973</b>	<b>74,968</b>
Operating postal revenue . . . . .	39,201	54,176	64,476	69,798	72,551	74,715	74,829
Mail revenue . . . . .	37,892	52,490	62,284	66,649	69,144	71,035	71,261
First class mail . . . . .	24,023	31,955	35,516	36,062	37,039	38,405	38,179
Priority mail <sup>6</sup> . . . . .	1,555	3,075	4,837	4,634	5,043	( <sup>2</sup> )	( <sup>2</sup> )
Express mail <sup>7</sup> . . . . .	630	711	996	872	918	( <sup>2</sup> )	( <sup>2</sup> )
Periodicals (formerly 2d class) . . . . .	1,509	1,972	2,171	2,161	2,215	2,188	2,295
Standard Mail (formerly Standard A) . . . . .	8,082	11,792	15,193	18,954	19,877	20,779	20,586
Package Services (formerly Standard B) . . . . .	919	1,525	1,912	2,201	2,259	1,812	1,845
Shipping Services <sup>2</sup> . . . . .	(X)	(X)	(X)	(X)	(X)	7,852	8,355
International economy mail (surface) . . . . .	222	205	180	134	118	( <sup>2</sup> )	( <sup>2</sup> )
International airmail . . . . .	941	1,254	1,477	1,631	1,678	( <sup>2</sup> )	( <sup>2</sup> )
Service revenue . . . . .	1,310	1,687	2,191	3,150	3,407	3,743	3,671
Registry <sup>8</sup> . . . . .	174	118	98	77	73	53	57
Certified <sup>8</sup> . . . . .	310	560	385	601	632	698	718
Insurance . . . . .	47	52	109	132	137	157	145
Collect-on-delivery . . . . .	26	21	22	9	10	(NA)	(NA)
Money orders . . . . .	155	196	235	208	193	211	205
Other <sup>8</sup> . . . . .	592	737	1,342	2,122	2,363	2,624	2,547
Operating expenses (million dollars) <sup>9</sup> . . . . .	40,490	50,730	62,992	68,283	71,681	80,105	77,738

NA Not available. X Not applicable. Z Fewer than 500. <sup>1</sup> Items mailed at 1st class rates and weighing 11 ounces or less. <sup>2</sup> "Volume" and "Mailing & Shipping Revenue" restructured for the "Postal Accountability and Enhancement Act (PAEA) of 2006." <sup>3</sup> Includes discontinued operations, area offices, and nurses. <sup>4</sup> For career bargaining unit employees. Includes fringe benefits. <sup>5</sup> Net revenues after refunds of postage. Includes operating reimbursements, stamped envelope purchases, indemnity claims, and miscellaneous revenue and expenditure offsets. Shown in year which gave rise to the earnings. <sup>6</sup> Provides 2 to 3 day delivery service. <sup>7</sup> Overnight delivery of packages weighing up to 70 pounds. <sup>8</sup> Beginning 2000, return receipt revenue broken out from registry, certified, and insurance and included in "other." <sup>9</sup> Shown in year in which obligation was incurred.