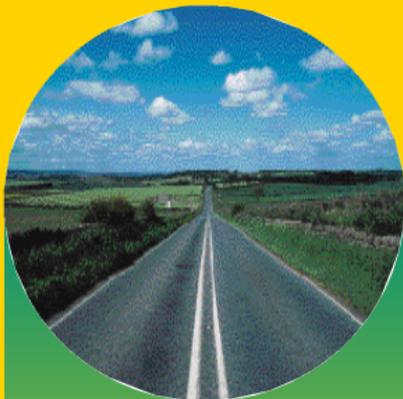
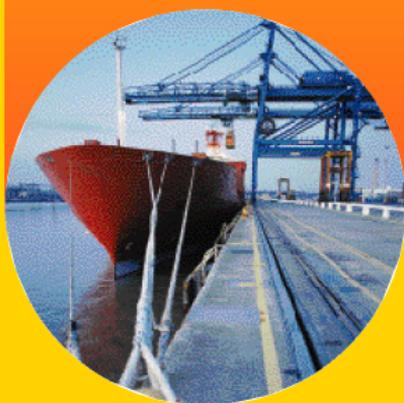


Pocket Guide to Transportation



The Bureau of Transportation Statistics (BTS) was established by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. As the newest operating administration of the U.S. Department of Transportation, the BTS mission is to compile, analyze, and make accessible information about the nation's transportation systems; to collect information on intermodal transportation and other areas as needed; and to enhance the quality and effectiveness of the Department's statistical programs through research, the development of guidelines, and the promotion of improvements in data acquisition and use.

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As the social and economic characteristics of America have changed, so has the nation's transportation system and its role in American society and the economy. The following table puts changes of the last 25 years in perspective:

Characteristic	1970	1995
Resident population	203,984,000	262,755,000
Land area ¹	3,540,023 sq mi	3,536,278 sq mi
Total civilian labor force	82,771,000	132,304,000
Gross Domestic Product*	\$3,388 billion	\$6,739 billion
Median household income*	\$29,619	\$32,618
Average household expenditures*	\$24,596	\$29,999
Number of households	63,401,000	98,990,000
Average life expectancy	70.8 years	76.3 years
Labor force participation of women	49%	72%

Note: All dollar amounts are in 1992 chained dollars.

* Converted from current dollars to 1992 chained dollars using implicit deflators for disposable personal income or personal consumption expenditures in table 692 of source publication.

¹ Land areas were derived from different base data and changed due to construction of reservoirs, draining of lakes, etc.

Source: U.S. Bureau of the Census, *Statistical Abstract of the United States: 1996*, 116th Edition (Washington, DC: 1996), various tables.

The statistics in this Pocket Guide to Transportation were compiled by the Bureau of Transportation Statistics from multiple sources. The guide is divided into four sections:

Transportation System Extent and Use 2

Transportation and the Economy 14

Transportation and Safety 19

Transportation, Energy, and the Environment 22

The United States has the world's most extensive transportation system, serving 265 million people and 6 million business establishments. Use of the system grew rapidly between 1970 and 1995: passenger travel nearly doubled and freight activity increased by 65 percent. In absolute-miles traveled, automobile use dwarfed all other modes, growing by over 1 trillion passenger-miles.

Table 1.
The Transportation Network: 1995

Mode	Components
Highway	<p>Public roads</p> <p>45,744 miles of interstate highway</p> <p>111,237 miles of other National Highway System roads</p> <p>3,755,245 miles of other roads</p>
Air	<p>Public use airports</p> <p>5,415 airports</p> <hr/> <p>Airports serving large certificated carriers</p> <p>29 large hubs (67 airports), 393 million enplaned passengers</p> <p>33 medium hubs (59 airports), 86 million enplaned passengers</p> <p>58 small hubs (73 airports), 34 million enplaned passengers</p> <p>561 nonhubs (593 airports), 14 million enplaned passengers</p>
Rail	<p>Miles operated (freight)</p> <p>125,072 miles of major (class I)</p> <p>18,815 miles of regional</p> <p>26,546 miles of local</p> <p>24,500 miles of Amtrak (passenger only)</p>

Mode**Components****Urban Transit** *Directional route miles serviced*

Bus: 157,756

Commuter rail: 4,159

Heavy rail: 1,458

Light rail: 568

Stations

Commuter rail: 915

Heavy rail: 989

Light rail: 478

Water

25,777 miles of navigable waterways

275 locks

322 miles of ferry service

PortsGreat Lakes: 362 terminals
507 berths

Inland: 1,811 terminals

Ocean: 1,578 terminals
2,672 berths

Pipeline**Oil**

Crude lines: 114,000 miles of pipe

Product lines: 86,500 miles of pipe

Gas

Transmission: 276,000 miles of pipe

Distribution: 919,000 miles of pipe

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Transportation Statistics Annual Report 1997* (Washington, DC: 1997), tables 1-1 and 1-5.

Table 2.
Number of Vehicles

Mode	1970	1980	1985	1990	1995
Air carriers	2,690	2,818	3,100	4,727	5,567
General aviation	125,618	202,487	210,654	196,800	181,341
Passenger cars,taxis	89,243,557	121,600,843	131,864,029	143,453,040	136,066,045
Motorcycles	2,824,098	5,693,940	5,444,404	4,259,462	3,767,029
Other 2-axle, 4-tire vehicles	14,210,591	27,875,934	37,213,863	48,274,555	65,738,322
Trucks:					
Single-unit	3,681,405	4,373,784	4,593,071	4,486,981	5,023,669
Combination	905,082	1,416,869	1,403,266	1,708,895	1,695,751
Buses ¹	380,071	529,624	594,203	627,819	686,389
Other ²	N	N	15,357	17,668	30,932
Passenger rail:					
Amtrak					
Cars	N	2,128	1,854	1,983	1,921
Locomotives	N	419	291	318	356
Commuter	N	4,500	4,035	4,415	4,565
Transit ³	10,548	10,654	10,043	11,332	11,156
Class I rail:					
Freight cars	1,423,921	1,168,114	867,070	658,902	583,486
Locomotives	27,077	28,094	22,548	18,835	18,812
Inland water vessels ⁴	22,908	36,285	38,493	36,222	39,641
Oceangoing ships	1,579	864	737	636	509
Recreational boats	7,400,000	8,600,000	9,589,483	10,996,253	11,700,000

N Data are nonexistent.

¹ Includes commercial, federal, school, and transit buses.

² Includes demand response, ferry boat, and other transit not specified.

³ Includes light and heavy rail.

⁴ See glossary, page 24.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics 1997* (Washington, DC:1996), table 1-22.

Table 3.
Vehicle Miles
(In millions)

Mode	1970	1980	1985	1990	1995
Air carriers (domestic)	2,068	2,523	3,046	3,963	4,629
General aviation	3,207	5,204	4,817	4,831	3,796
Passenger cars, taxis, and motorcycles	919,679	1,121,810	1,255,884	1,417,823	1,448,207
Other 2-axle, 4-tire vehicles	123,286	290,935	390,961	574,571	790,071
Trucks:					
Single unit	27,081	39,813	45,441	51,901	62,707
Combination	35,134	68,678	78,063	94,341	115,455
Buses ¹	4,577	6,072	4,494	5,740	6,397
Other ²	N	15	262	324	532
Rail:					
Transit ³	441	403	468	561	537
Commuter	N	179	183	213	238
Freight [*]	29,890	29,277	24,920	26,159	30,383
Intercity/Amtrak ^{4*}	690	235	251	305	283

N Data are nonexistent.

* Car miles.

¹ Includes commercial, federal, school, and transit buses.

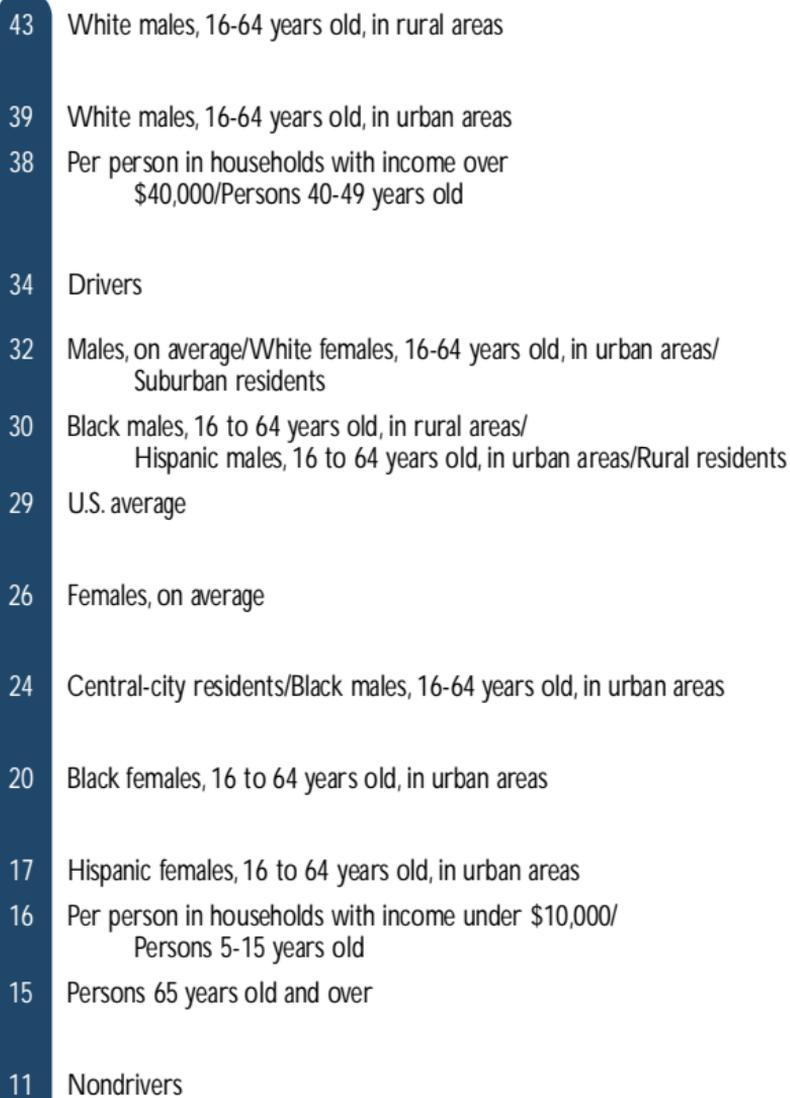
² Includes demand response, ferry boat, and other transit not specified; 1980 data include "other" only; 1985 data include demand response and "other" only.

³ Includes light and heavy rail; 1995 data include heavy rail only.

⁴ Amtrak began operations in 1971.

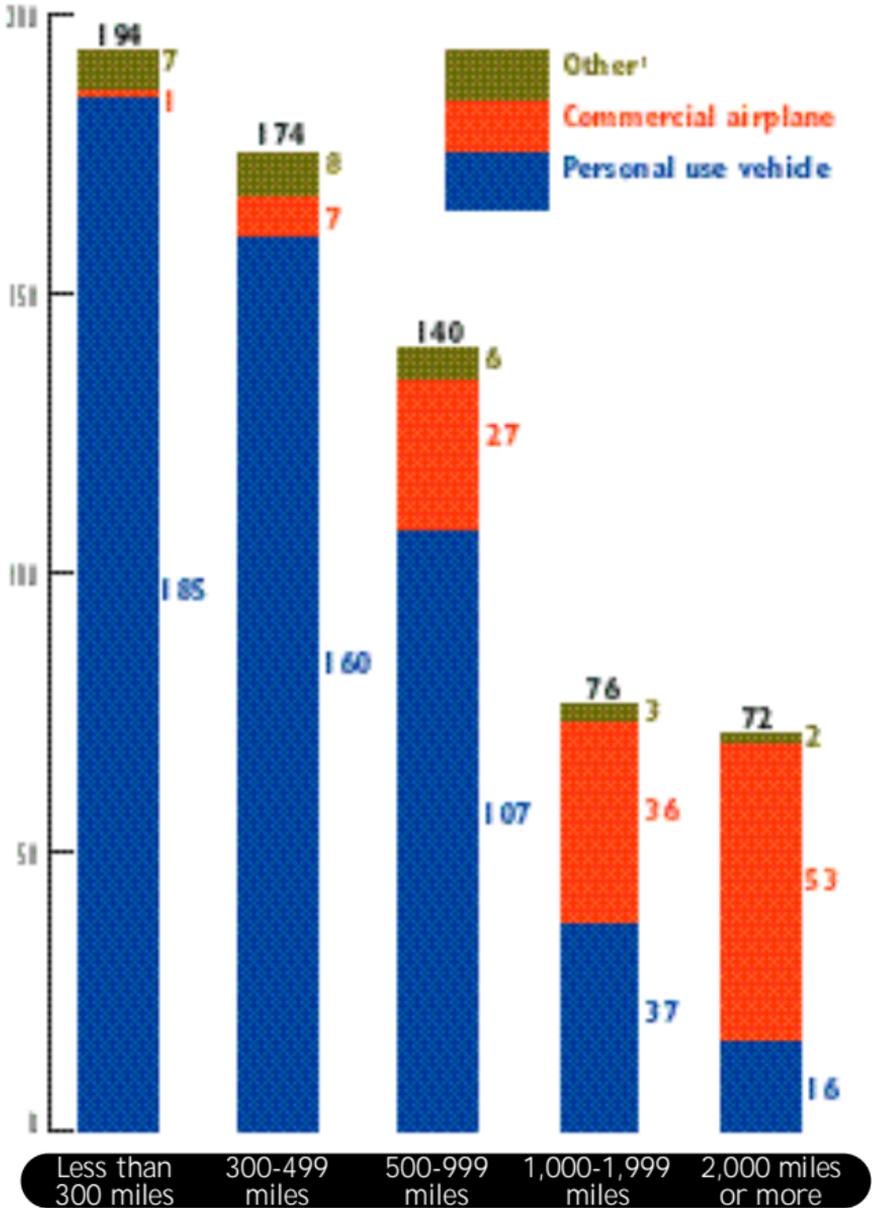
Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics 1997* (Washington, DC: 1996), table 1-8.

Figure 1.
Miles of Daily Travel:1990



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Transportation Statistics Annual Report 1997* (Washington, DC:1997), figure 7-1.

Figure 2.
Household Trips by Principal Means of
Transportation and Round-Trip Distance:1995
(In millions)



NOTE: Numbers may not add due to rounding.

¹ Intercity bus; charter or tour bus; train; and ship, boat, or ferry; and others.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, 1995 American Travel Survey: United States Profile (Washington, DC:1997), figure 3 and table 3.

Table 4.
Passenger Miles
(In millions)

Mode	1970	1980	1985	1990	1995
Air carriers	108,442	204,368	277,836	345,873	403,888
General aviation	9,100	14,700	12,300	13,000	11,300
Cars, taxis, motorcycles	1,837,094	2,014,150	2,119,215	2,140,913	2,663,170
Other 2-axle, 4-tire vehicles	192,326	439,312	508,249	896,331	1,040,788
Trucks:					
Single-unit	27,081	39,813	45,441	51,901	62,707
Combination	35,134	68,678	78,063	94,341	115,455
Buses ¹	U	U	95,231	121,591	135,509
Other ²	N	390	803	841	894
Rail:					
Transit ³	N	10,939	10,777	12,046	11,419
Commuter	4,592	6,516	6,534	7,082	8,247
Intercity/Amtrak ⁴	6,179	4,503	4,825	6,057	5,545

N Data are nonexistent.

U Data are unavailable.

¹ Includes commercial, federal, school, and transit buses.

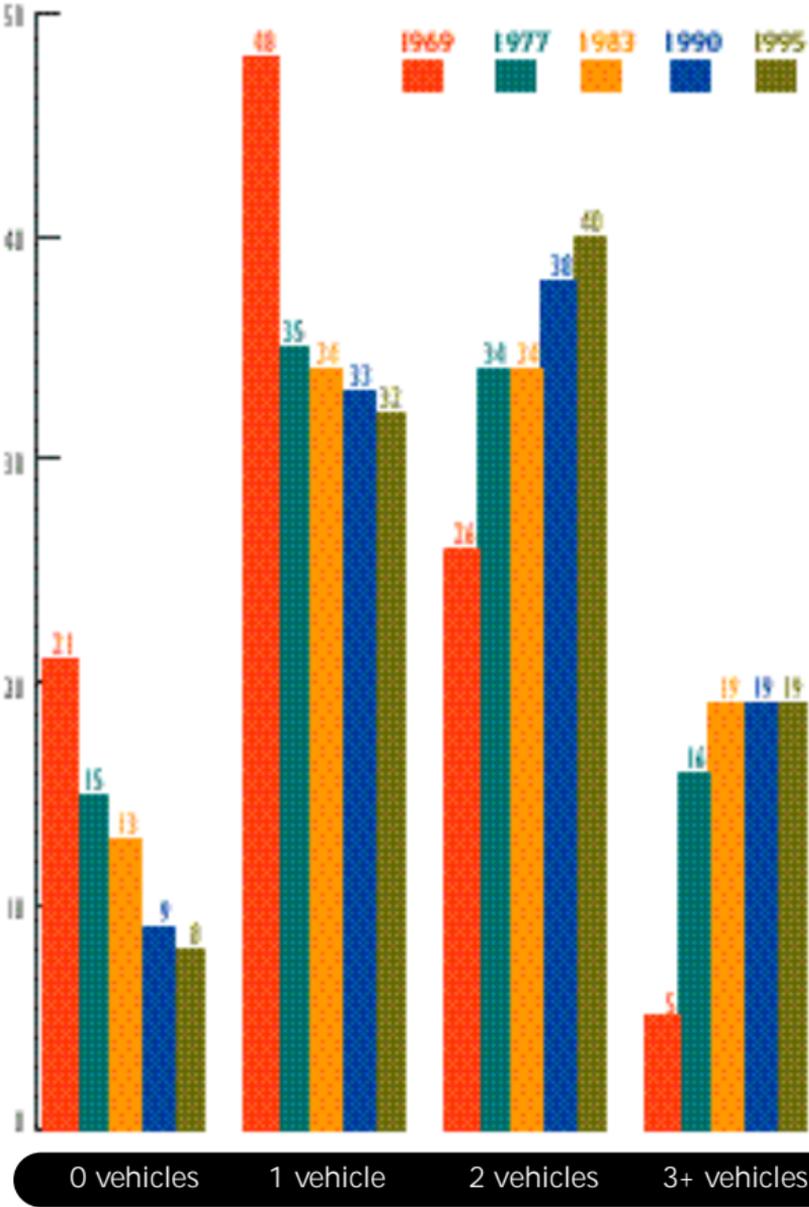
² Includes demand response, ferry boat, and other transit not specified; 1980 data include "other" only; 1985 data include demand response and "other" only.

³ Includes light and heavy rail.

⁴ Amtrak began operations in 1971.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics 1997* (Washington, DC:1996), table 1-7.

Figure 3.
Households by Number of Vehicles
(In percent)



Source: U.S. Department of Transportation, Federal Highway Administration, *National Personal Transportation Survey, Our Nation's Travel* (Washington, DC: 1997).

Table 5.
U.S. Freight Shipments by Transportation Mode:
1993

Mode	Tons		Ton-miles		Value	
	Number (millions)	%	Number (millions)	%	Dollars (billions)	%
Total ¹	12,157	100.0	3,627,919	100.0	\$6,124	100.0
Truck (for-hire and private)	6,386	52.5	869,536	24.0	4,403	71.9
Water	2,128	17.5	886,085	24.4	251	4.1
Rail	1,544	12.7	942,561	26.0	247	4.0
Pipeline	1,343	11.0	592,900	16.3	180	2.9
Air (includes truck and air)	3	0.03	4,009	0.1	139	2.3
Intermodal total ²	208	1.7	235,856	6.5	660	10.8
Parcel, postal, and courier services	19	0.2	13,151	0.4	563	9.2
Truck and rail	41	0.3	37,675	1.0	83	1.4
Other intermodal combinations ³	149	1.2	185,030	5.1	13	0.2
Unknown	544	4.5	96,972	2.7	243	4.0

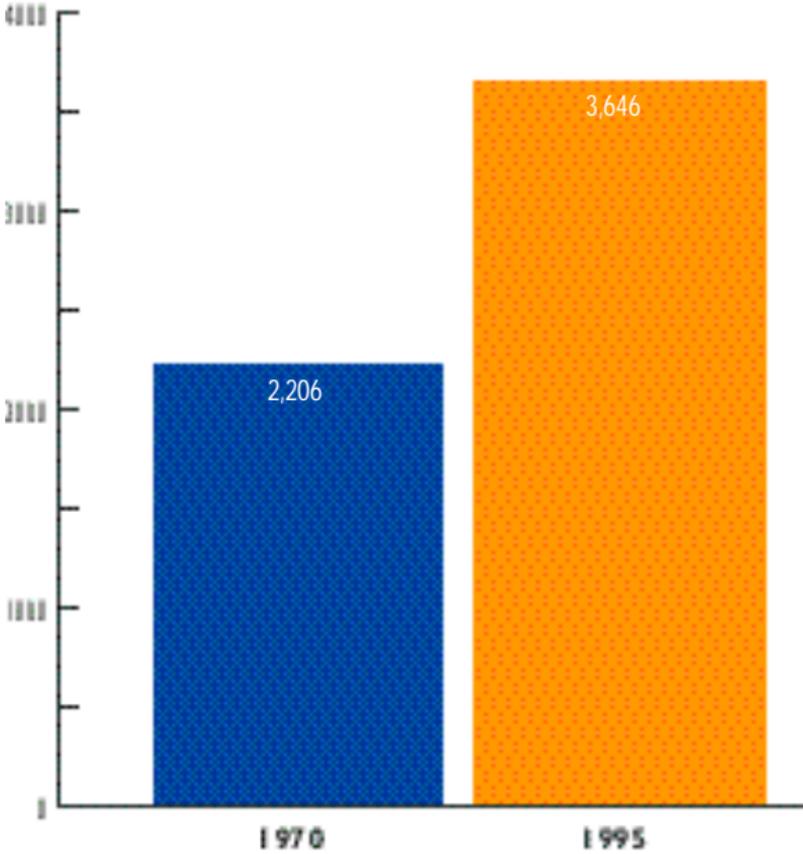
¹ Commodity Flow Survey plus Oak Ridge National Laboratory estimates.

² A combination of parcel, postal, and courier services; truck and rail; and other intermodal combinations, including truck and water and rail and water. Excludes truck and air combination, which is added to air transportation.

³ Includes truck and water, rail and water, and other combinations.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Transportation Statistics Annual Report 1997* (Washington, DC: 1997), table 9-5.

Figure 4.
Trends in Domestic Ton-Miles of Freight:
1970 and 1995
(Billions of ton-miles of domestic freight)



Note: Data do not include local truck ton-miles.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Transportation Statistics Annual Report 1997* (Washington, DC:1997), figure 9-10.

Table 6.
Top 20 U.S. Airports
(Large, certificated air carriers)

		1995	1985		
Rank	Airport	Total enplaned passengers	Rank	Total enplaned passengers	% change 1985-95
1	Chicago (O'Hare), IL	29,885,987	1	21,510,371	39
2	Atlanta, GA	27,556,894	2	20,678,095	33
3	Dallas/Ft. Worth (Regional), TX	25,963,950	3	17,715,224	47
4	Los Angeles, CA	21,072,273	4	15,957,127	32
5	San Francisco, CA	15,013,265	7	10,948,098	37
6	Denver, CO	14,328,457	6	13,862,996	3
7	Phoenix, AZ	13,557,883	17	6,713,293	102
8	Detroit, MI	13,293,568	14	7,163,840	86
9	St. Louis, MO	12,736,060	10	9,555,195	33
10	Las Vegas, NV	12,657,051	24	4,627,078	174
11	Miami, FL	12,030,812	12	7,717,685	56
12	Newark, NJ	11,899,633	5	14,272,558	-17
13	Minneapolis/St. Paul, MN	11,835,783	13	7,250,302	63
14	Houston (Intercontinental), TX	10,950,826	18	6,307,582	74
15	Seattle-Tacoma, WA	10,731,233	20	5,709,488	88
16	Boston, MA	10,507,611	11	9,112,901	15
17	New York (La Guardia), NY	9,682,171	9	9,613,913	1
18	Charlotte, NC	9,588,900	21	5,102,703	88
19	New York (John F. Kennedy), NY	9,283,314	8	10,052,007	-8
20	Pittsburgh, PA	9,209,903	15	7,002,343	32

Source: U.S. Department of Transportation, *FAA Statistical Handbook of Aviation*, 1995 data, table 4.11; and 1985 data, table 4.10.

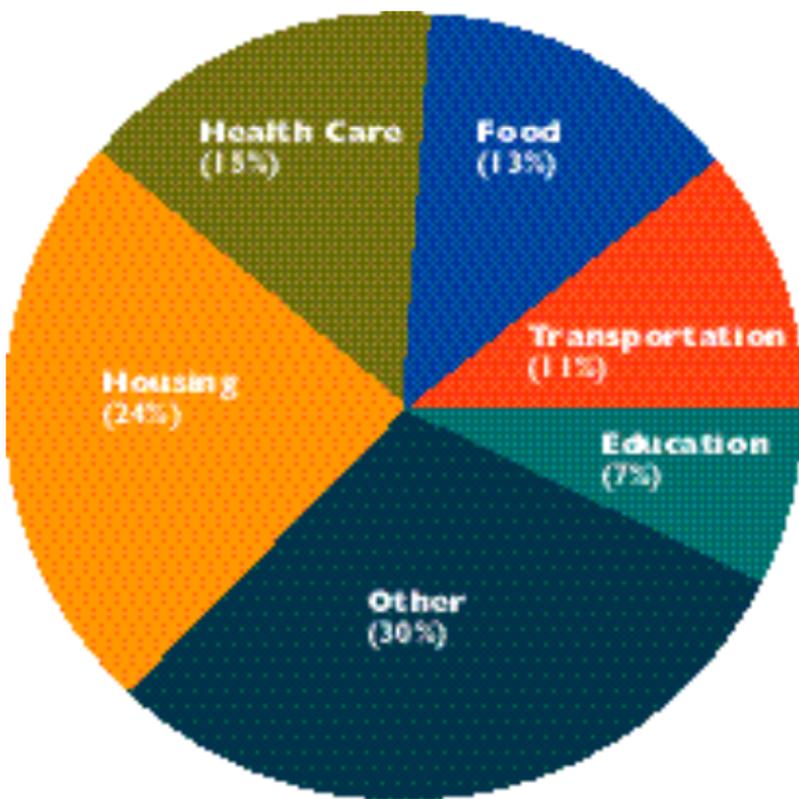
Table 7.
 Top 20 U.S. Ports
 (by tons)

		1995	1990		
Rank	Port	Total tons	Rank	Total tons	% change 1990-95
1	South Louisiana, LA	204,482,591	1	194,190,341	5
2	Houston, TX	135,231,322	3	126,177,644	7
3	New York, NY & NJ	119,341,574	2	140,019,925	-15
4	Baton Rouge, LA	83,612,788	5	78,132,291	7
5	Valdez, AK	80,955,084	4	95,953,448	-16
6	New Orleans, LA	76,984,036	6	62,740,327	23
7	Plaquemine, LA	72,897,301	8	56,597,710	29
8	Corpus Christi, TX	70,456,033	7	62,023,736	14
9	Long Beach, CA	53,227,490	10	52,425,196	2
10	Tampa, FL	51,911,335	11	51,557,974	1
11	Mobile, AL	50,972,223	15	41,136,444	24
12	Texas City, TX	50,402,938	12	48,071,123	5
13	Port Arthur, TX	49,799,977	20	30,679,583	62
14	Pittsburgh, PA	48,849,508	19	35,492,000	38
15	Norfolk Harbor, VA	47,658,182	9	53,722,136	-11
16	Lake Charles, LA	46,569,641	16	40,882,808	14
17	Los Angeles, CA	46,478,586	13	46,352,325	<1
18	Duluth-Superior, MN & WI	45,049,184	17	40,766,374	11
19	Baltimore, MD	44,695,812	18	39,538,194	13
20	Philadelphia, PA	40,634,284	14	41,830,443	-3

Source: U.S. Army Corps of Engineers, *Waterborne Commerce of the United States, Calendar Year 1995* (New Orleans, LA:1996), part 5, table 5-2.

Transportation is vital to the U.S. economy and indispensable in contemporary society. As a share of gross domestic product (GDP), transportation has held steady at just under 11 percent since 1989, and contributed \$777 billion to a \$7.25 trillion GDP in 1995.

Figure 5.
U.S. Gross Domestic Product by Major Social Category: 1995



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Transportation in the United States: A Review* (Washington, DC: 1997), figure 1.

Table 8.

U.S. Merchandise Trade by Mode and Region: 1995

(In billions of 1995 dollars)

Mode and region	Value of imports	Value of exports
U.S.-Canada border:		
Truck	\$88.97	\$97.42
Rail	40.01	15.27
Pipeline	10.61	0.12
U.S.-Mexico border:		
Truck	43.01	35.91
Rail	9.14	4.69
Pipeline	0.03	0.001
Atlantic Coast: Waterborne ¹	145.50	91.76
Pacific Coast: Waterborne ²	196.94	80.83
Gulf Coast: Waterborne	46.49	53.09
Great Lakes: Waterborne	2.59	2.52
All air freight ³	174.24	181.09

Note: Values for truck, rail, pipeline, and waterborne trade contain data for in-transit shipment (shipments which entered or exited the United States through U.S. Customs ports even when the actual origin or final destination was other than the United States).

¹ Contain data for Puerto Rico and the U.S. Virgin Islands.

² Contain data for Hawaii and Alaska.

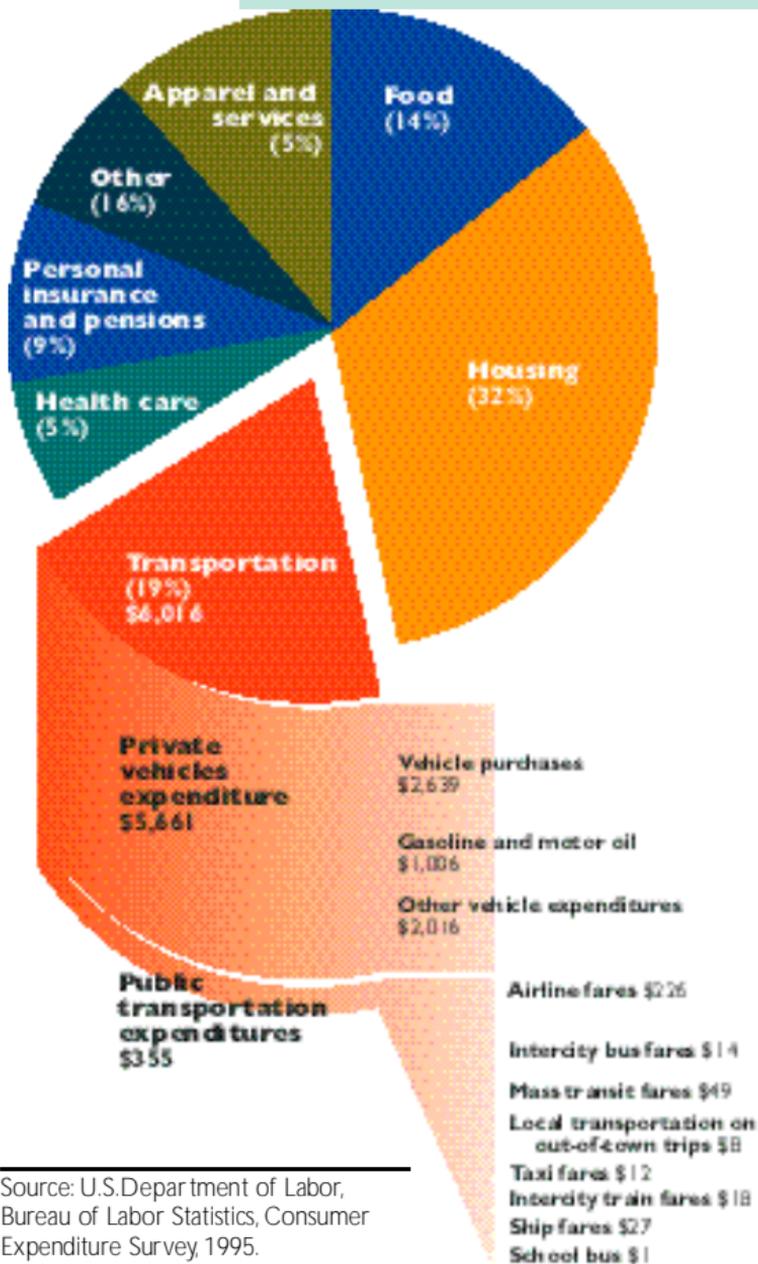
³ Exclude data for imports that are valued at less than \$1,250.

⁴ Exclude data for exports that are valued at less than \$2,500.

Sources: Truck, rail, and pipeline data: U.S. Department of Transportation, Bureau of Transportation Statistics, Transborder Surface Freight Dataset. Waterborne data: U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, *U.S. Waterborne Exports and General Imports, 1995*. Air freight data: U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, *FT920: U.S. Merchandise Trade: Selected Highlights, 1995*.

Figure 6.
Average Household Expenditures by Major
Category:1995
(In 1995 dollars)

Average income	\$36,948
Average annual expenditures	\$32,277



Source: U.S. Department of Labor,
Bureau of Labor Statistics, Consumer
Expenditure Survey, 1995.

Table 9.
Employment in Transportation and Related Industries
(In thousands)

	1970	1980	1985	1990	1995
Total transportation employment	8,007	8,803	9,253	10,150	9,993
Transport sector					
Total	2,694	3,175	3,214	3,732	4,098
Air	352	453	522	745	788
Local and interurban passenger transit	280	265	277	338	424
Pipeline	118	236	235	223	193
Railroad	634	532	359	279	239
Transportation services	115	198	275	345	413
Trucking and warehousing	1,083	1,280	1,361	1,625	1,867
Water	212	211	185	177	174
Equipment manufacturing					
Total	1,949	1,995	2,054	2,073	1,865
Related industries					
Total	2,652	2,962	3,336	3,672	3,929
Automotive and home supply stores	N	261	304	337	373
Automotive services, and parking	997	1,132	1,318	1,516	1,667
Highway and street construction	331	268	264	239	227
Motor vehicle wholesalers and retailers	1,324	1,301	1,450	1,535	1,662
Government employment ²					
Total	711	671	649	673	³ 101

N Data are nonexistent.

¹ Includes only liquid pipelines.

² Only U.S.DOT and state and local highway agencies.

³ Only U.S.DOT.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics 1997* (Washington, DC:1996), table 2-18.

Table 10.
Federal, State, and Local Transportation Revenues
and Expenditures
(In millions)

Subject	1982	1985	1990	1994
Constant 1987 dollars				
Revenues:				
Federal	\$9,525	\$18,977	\$19,398	\$19,731
State	23,176	26,077	30,591	33,990
Local	8,847	9,950	12,137	13,930
Expenditures:				
Federal (less grants)	26,888	28,600	27,379	30,166
Federal grants to states and localities	15,597	18,810	17,825	18,319
State and local	45,317	50,118	61,575	67,729
Current dollars				
Revenues:				
Federal	8,296	18,388	21,532	25,552
State	18,935	24,355	34,629	42,861
Local	7,228	9,294	13,740	17,565
Expenditures:				
Federal (less grants)	23,419	27,713	30,391	39,065
Federal grants to states and localities	13,585	18,226	19,786	23,723
State and local	37,024	46,810	69,703	85,407

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Federal, State, and Local Transportation Financial Statistics, FY 1982-94* (Washington, DC:1997), tables 2, 4, and 5.

Over the past 25 years, transportation has caused roughly half of all accidental deaths in the United States. While most of these transportation fatalities involve motor vehicle crashes, the death toll on America's highways is dropping. Had the 1969 death rate persisted in 1995, more than 120,000 people would have died from motor vehicle crashes instead of the 41,798 fatalities that actually occurred. Fatality trends show that commercial airlines, buses, and railroads are the safer passenger modes.

Table 11.
Fatalities by Transportation Mode

Mode	1970	1980	1985	1990	1995
Large air carrier	146	1	526	39	168
Commuter air	C	37	37	7	9
On-demand air taxi	C	105	76	50	52
General aviation	1,310	1,239	955	766	732
Motor vehicles ¹	52,627	51,091	43,825	44,599	41,798
Rail ²	785	584	454	599	567
Transit	C	C	C	339	274
Waterborne vessels	178	206	131	85	46
Recreational boating	1,418	1,360	1,116	865	836
Gas and hazardous liquid pipeline	30	19	33	9	21

C Data not cited because of reporting changes.

¹ Includes occupants and nonoccupants and motor vehicle fatalities at railroad crossings.

² Includes train occupants and nonoccupants, except motor vehicle occupants at grade crossings.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Transportation Statistics Annual Report 1997* (Washington, DC: 1997), table 3-3.

Table 12.
Distribution of Transportation Fatalities:1995

Category	Number	Percent
Total	44,394	100.0
Passenger car occupants	22,358	50.4
Light-truck occupants	9,539	21.5
Pedestrians struck by motor vehicles	5,585	12.6
Motorcyclists	2,221	5.0
Recreational boaters	836	1.9
Pedalcyclists struck by motor vehicles	830	1.9
General aviation	732	1.6
Large-truck occupants	644	1.5
Other and unknown motor vehicle occupants	480	1.1
Railroads ¹	475	1.1
Air carriers	168	0.4
Other nonoccupants struck by motor vehicles ²	109	0.2
Commuter rail	92	0.2
Heavy-rail transit	79	0.2
Grade crossings (not involving motor vehicles)	71	0.2
Air taxis	52	0.1
Waterborne transportation	46	0.1
Bus occupants ³	32	<0.1
Gas distribution pipelines	16	<0.1
Light-rail transit	15	<0.1
Commuter air	9	<0.1
Hazardous liquid and gas pipelines	5	<0.1
Redundant with above:		
Grade crossings, with motor vehicles	508	NA
Transit bus occupants	82	NA
Demand response and other transit vehicles	6	NA

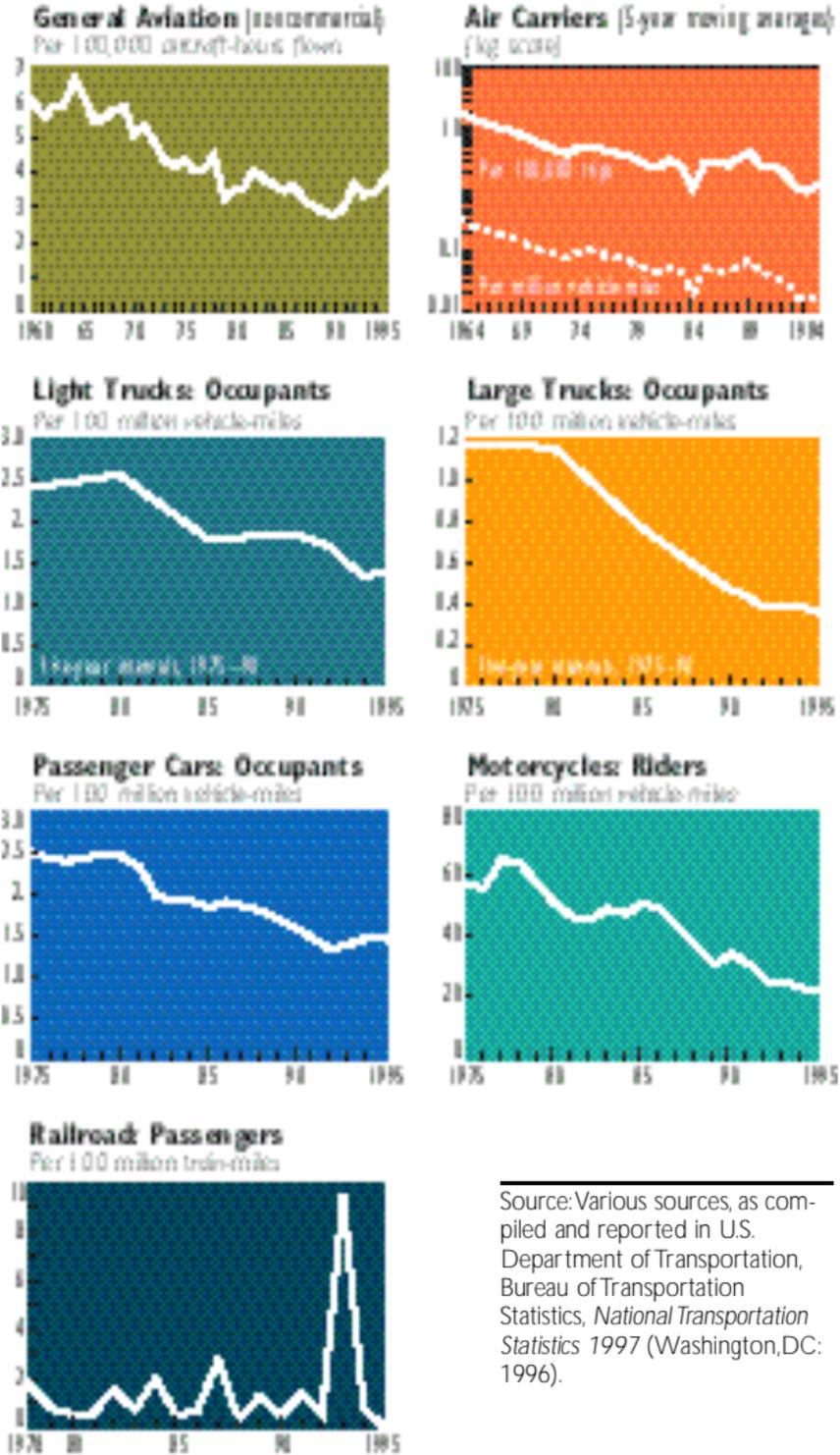
¹ Includes fatalities on and outside trains, except at grade crossings.

² Excludes pedalcyclists and pedestrians.

³ Includes school, intercity, and transit.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Transportation Statistics Annual Report 1997* (Washington, DC:1997), table 3-4.

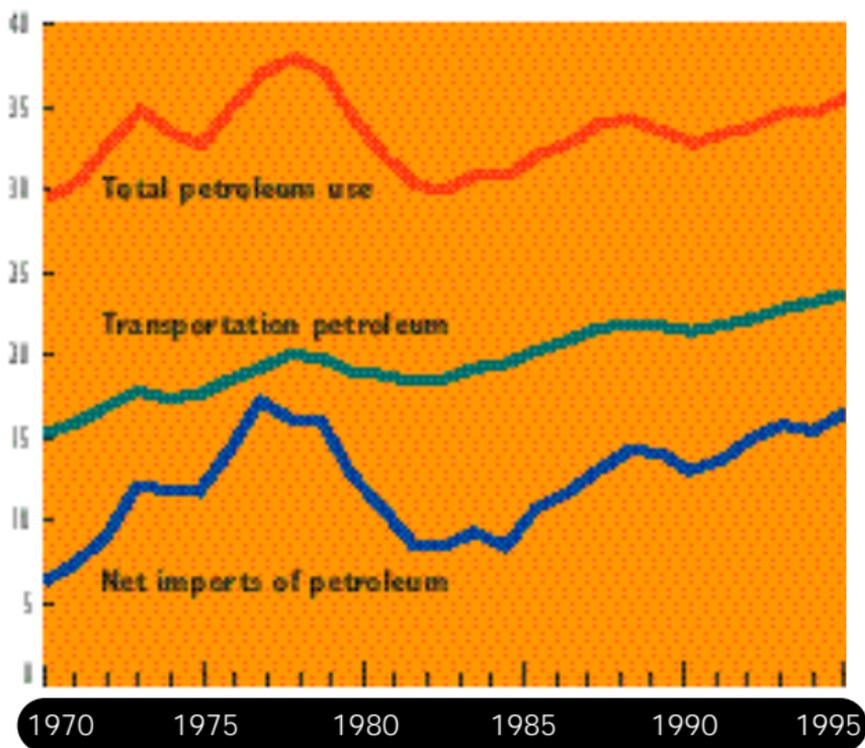
Figure 7.
Fatality Rates for Selected Modes



Source: Various sources, as compiled and reported in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics 1997* (Washington, DC: 1996).

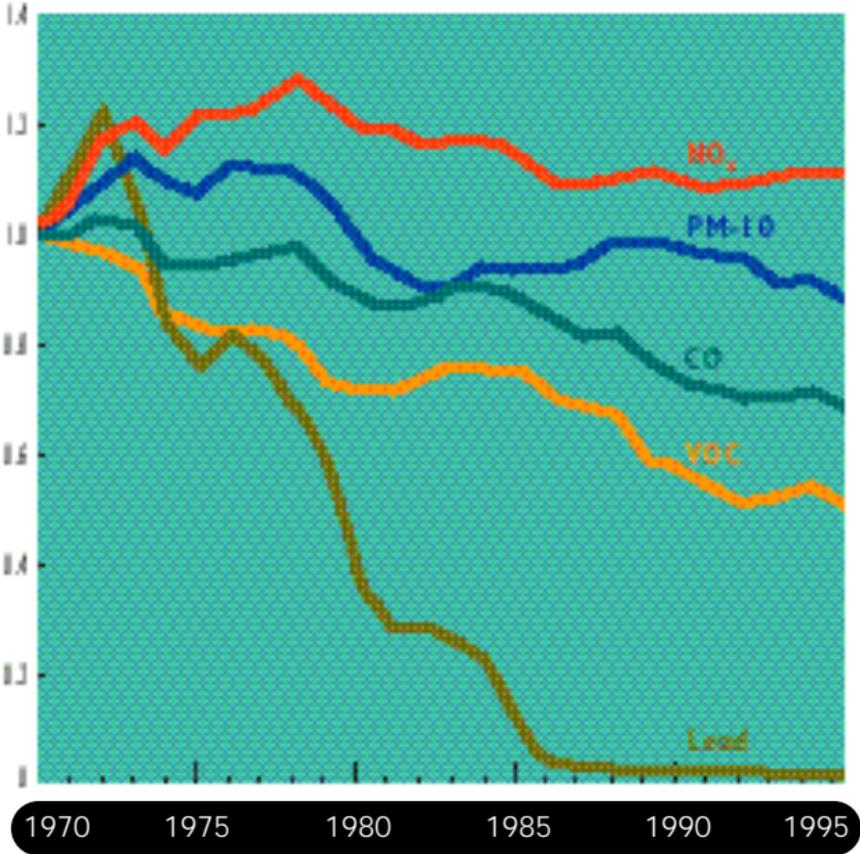
The benefits of the U.S. transportation system are great, but they are not problem free: dependence on imported oil, pollution of air and water, noise, the alteration of plant and animal habitats, and the frustration of congestion. While other sectors have moved away from oil over the last 20 years, transportation remains almost entirely dependent on petroleum as its energy source. The environmental impact of transportation is significant, but progress is being made, particularly in reducing many types of air pollution from transportation.

Figure 8.
 Transportation Petroleum Use and Imports
 Quadrillion Btu



Source: S.C. Davis and D.N. McFarlin, Oak Ridge National Laboratory, *Transportation Energy Data Book, Edition 16*, ORNL-6898 (Oak Ridge, TN:1996).

Figure 9.
 U.S. Transportation-Related Air Emissions:
 1970-95
 Index (1970=1)



Key: NO_x = oxides of nitrogen; PM-10 = airborne particulates of less than 10 microns; CO = carbon monoxide; VOC = volatile organic compounds.

Note: Transportation emissions include all onroad mobile sources and the following nonroad mobile sources: recreational vehicles, recreational marine vessels, airport service equipment, aircraft, marine vessels, and railroads. Lead estimates include onroad mobile sources only.

Source: U.S. Environmental Protection Agency, Office of Air Quality Planning and Standards, *National Air Quality and Emission Trends, 1900 to 1995* (Research Triangle Park, NC:1996).

Glossary

- Air carrier** —Certificated providers of scheduled and nonscheduled services.
- Commuter rail** —Local and regional passenger train operations between a central city and adjacent suburbs.
- Directional route-miles** —The sum of the mileage in each direction over which transit vehicles travel while in revenue service.
- Fatality** —For purposes of compiling DOT safety statistics, any injury that results in death within 30 days of a transportation crash or incident.
- General aviation** —All civil aviation operations other than scheduled air services and nonscheduled air transportation operations.
- Inland water vessels** —Includes self-propelled dry cargo, ferries, railroad cars, tankers, and towboats; and non-self-propelled dry cargo and tanker barges, and railroad car floats operating on the Atlantic, Gulf and Pacific coasts, Mississippi River System, Gulf Intracoastal Waterway, and Great Lakes System.
- Other 2-axle, 4-tire vehicles** —Includes vans, pickup trucks, and sport/utility vehicles.
- Passenger-mile** —One passenger transported one mile. One vehicle traveling 3 miles carrying 5 passengers generates 15 passenger miles.
- Personal-use vehicle** —car, pickup truck, or van; other small truck; rental car, truck, or van; recreational vehicle or motor home; or motorcycle or moped.
- Ton-miles** —A unit of measure equal to the movement of one ton over one mile.
- Truck:**
- Single unit** —A large truck on a single frame with at least 2 axles and 6 tires. Excludes other 2-axle, 4-tire vehicles.
 - Combination** —A power unit (truck or truck tractor) and one or more trailing units.
- Vehicle-mile** —One vehicle traveling one mile.

U. S. Department of Transportation

