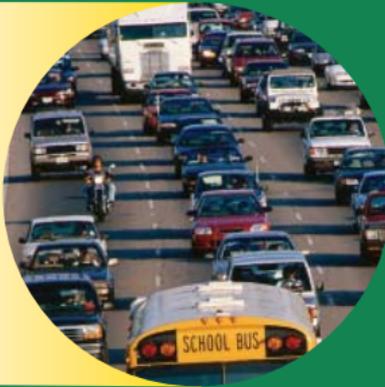


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Contents

System Extent and Use 2

Safety 5

Security 11

Mobility 17

Economy 32

Environment 44

Glossary 48

America's transportation system continues to change along with the population, work force, and economy. The following table puts those changes in perspective:

Context	1990	2006
Resident population (thousand)	248,791	299,398
Total area (thousand sq. mi.)	3,718	3,794 (2000) ^a
Total civilian labor force (thousand)	125,840	151,428
Real gross domestic product ^b (trillion)	\$7.1	\$11.3
Median household income ^{b,c}	\$36,668	\$41,350
Average household income ^{b,c}	\$39,073	\$51,929
Average household expenditures ^{b,c}	\$35,257	\$42,204
Number of households (thousand)	93,347	114,384
Life expectancy at birth (years)	75.4	77.8 (2004)

^a Data for 2000 include inland water, coastal water, Great Lakes, and territorial water. The Census Bureau tabulates area data for the decennial census years only.

^b Data in 2000 chained dollars (see Glossary for definition).

^c BTS computations, November 2007.

Sources: **Area**—U.S. Department of Commerce (USDOC), U.S. Census Bureau, *Statistical Abstract of the United States: 2002 and 2007*, available at www.census.gov as of October 2007. **GDP**—USDOC, Bureau of Economic Analysis, available at www.bea.gov as of October 2007. **Population, number of households, median and average household income—**USDOC, Census, available at www.census.gov as of October 2007. **Average household income and expenditures, and labor force**—U.S. Department of Labor; Bureau of Labor Statistics, available at www.bls.gov as of October 2007. **Life expectancy**—Centers for Disease Control and Prevention, available at www.cdc.gov as of October 2007.

The U.S. transportation system is an extensive, inter-related public and private network of roads, airports, railroads, transit routes, waterways, terminals, ports, and pipelines. Millions of people and businesses rely on this expanding system to get to work, embark on vacations, conduct business, and ship goods within the United States and abroad. The transportation system links regions and connects small and large cities and urban and rural areas.

I-1

The Transportation Network: 2006

Mode

Components

Highway

(2005)

Public roads

46,871 miles of Interstate highway

115,502 miles of other National Highway System roads

3,849,259 miles of other roads

Air

Public-use airports

5,233 airports

*Airports serving large certificated carriers (enplaned passengers)*26 large hub areas^a (67 airports), 487 million passengers

37 medium hub areas (62 airports), 141 million passengers

67 small hub areas (83 airports), 53 million passengers

924 nonhub areas (959 airports), 23 million passengers

Rail

(2005)

*Miles of railroad operated*95,664 miles by Class I freight railroads in the United States^b

15,388 miles by regional freight railroads

29,197 miles by local freight railroads

22,007 miles by Amtrak (passenger)^c

Mode	Components
------	------------

Urban transit (2005)	Directional route-miles^d
-------------------------	--

Bus: 168,639 ^e
Trolley bus: 429
Commuter rail: 4,450
Heavy rail: 1,601
Light rail: 1,091

Stations	
-----------------	--

Commuter rail: 1,164
Heavy rail: 1,042
Light rail: 730

Water (2005)	Navigable channels: 26,000 miles
-----------------	---

Ferry routes: 639 directional route-miles
--

Commercial waterway facilities^a	
---	--

Great Lakes: 600 deep-draft, 154 shallow-draft
Inland: 2,321 shallow-draft
Ocean: 4,398 deep-draft, 1,926 shallow-draft
Locks: 257

Pipeline (2005)	Miles of oil pipe
--------------------	--------------------------

Crude lines: 60,043
Product lines: 71,310

Miles of gas pipe	
--------------------------	--

Transmission: 296,400
Distribution: 1,117,800

^a See Glossary for definitions. ^b There are also 1,368 miles of railroad operated within the U.S. Class I freight railroad system that are owned by Canadian railroads. ^c The Amtrak mileage includes the 745 miles of trackage it owns and route-miles operated on freight railroad tracks.

^d Directional route-miles includes only directly-operated service. Does not include contracted service. ^e Includes directional route-miles on exclusive right-of-way, controlled right-of-way, and mixed traffic.

Sources: Various sources, as cited in USDOT, RITA, BTS, *National Transportation Statistics*, available at <http://www.bts.gov>; Association of American Railroads, *Railroad Facts, 2006* (Washington, DC: 2006); USDOT, Federal Highway Administration, *Highway Statistics 2005* (Washington, DC: 2006), table HM-18; *Oil & Gas Journal*, Sept. 11, 2006; USDOT, Federal Transit Administration, *2005 National Transit Summaries and Trends*, tables 21, 23, and 24, available at <http://www.ntdprogram.com/ntdprogram/pubs.htm>; USDOT, RITA, BTS, "Airport Activity Statistics of Certificated Air Carriers, Summary Tables, 12 Months Ending Dec. 31, 2006," 2006; U.S. Army Corps of Engineers, Institute for Water Resources, Navigation Data Center, *The U.S. Waterway System Facts, February 2007* (Alexandria, VA: 2007).

Condition of U.S. Highway Bridges: 1990–2007

Mode	1990	2000	2006	2007
Total all bridges	572,205	589,674	597,340	599,893
Urban	108,770	133,384	146,041	151,102
Rural	463,435	456,290	451,299	448,791
Structurally deficient bridges, total	137,865	86,692	73,784	72,264
Urban	16,847	U	12,585	12,882
Rural	121,018	U	61,199	59,382
Functionally obsolete bridges, total	100,355	81,510	80,317	81,257
Urban	30,266	29,398	32,292	33,096
Rural	70,089	52,112	48,025	48,161

Key: U = unavailable.

Notes: Explanations for the terms Structurally Deficient and Functionally Obsolete can be found on pages 14 and 15 in Chapter 3 of the Federal Highway Administration, *2006 Conditions and Performance Report*; the following is a link to Chapter 3 of the report: <http://www.fhwa.dot.gov/policy/2006cpr/pdfs/chap3.pdf>.

U.S. totals include the 50 states, the District of Columbia, and Puerto Rico. Data include: Rural—Interstate, principal arterial, minor arterial, major collector, minor collector and local roads; Urban—Interstate, other free-ways or expressways, other principal arterial, minor arterial, collector, and local roads.

Data for 1990 are as of December of that year; data for 2000 are as of August of that year; data for 2006 are as of July of that year; data for 2007 are as of August of that year.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics; *National Transportation Statistics*, Table I-27, available at <http://www.bts.gov> as of November 2007.

The safety of the traveling public is of major concern for the U.S. Department of Transportation. Although progress has been made in reducing fatalities, roughly 43 percent of U.S. deaths due to unintentional injury involve transportation. Roughly 95 percent of transportation fatalities arise from motor vehicle crashes.

2-1
Transportation Fatalities by Mode: 1990–2006

Mode	1990	2000	2005	2006
Air				
Large U.S. air carrier ^a	39	92	22	^P 50
Commuter air carrier ^a	6	5	0	^P 2
On-demand air taxi ^a	51	71	18	^P 16
General aviation ^a	767	596	^R 563	^P 698
Highway^b	44,599	41,945	^R 43,510	42,642
Pipeline, gas and hazardous liquid	9	38	^R 16	19
Railroad^c	599	512	^R 529	^P 543
Transit^d	339	295	^R 236	213
Waterborne				
Vessel related, commercial ship	85	53	45	48
Nonvessel-related ^e , commercial ship	101	134	35	39
Recreational boating	865	701	697	710

^a Includes people on planes and on the ground. ^b Includes motor vehicle occupants, nonoccupants, and fatalities at railroad crossings.
^c Includes fatalities from nontrain incidents as well as train incidents and accidents. Also includes train occupants and nonoccupants except motor vehicle occupants at grade crossings. ^d Fatalities resulting from all reportable incidents, not just accidents. Includes commuter rail, heavy rail, light rail, motorbus, demand response, van pool, and automated guideway. ^e Fatalities unrelated to vessel accidents, e.g., individual falling overboard and drowning.

Key: P = preliminary; R = revised.

Sources: Various sources, as cited in USDOT, RITA, BTS, *National Transportation Statistics*, table 2-1, available at <http://www.bts.gov>, as of September 2007. **2005—Highway:** USDOT, National Highway Traffic Safety Administration, National Center for Statistics and Analysis, personal communication, August 2007; **Transit:** USDOT, Volpe Center, personal communication, August 2007; **Recreational boating:** U.S. Department of Homeland Security, Coast Guard, *Boating Statistics 2006*, available at <http://www.uscgboating.org/statistics/stats.htm> as of September 2007.

Distribution of Transportation Fatalities: 2006

Category	Number	%
Passenger car occupants	17,800	39.6
Light-truck occupants	12,721	28.3
Motorcycle riders	4,810	10.7
Pedestrians struck by motor vehicles	4,784	10.7
Large-truck occupants	805	1.79
Pedalcyclists struck by motor vehicles	773	1.72
Other and unknown motor vehicle occupants	739	1.65
Recreational boating	710	1.58
General aviation ^a	698	1.55
Railroad trespassers (excl. grade crossings) ^b	520	1.16
Other nonoccupants struck by motor vehicles ^c	183	0.41
Grade crossings, not involving motor vehicles ^{b, d}	64	0.14
Air carriers	50	0.11
Waterborne transportation (vessel-related)	48	0.11
Waterborne transportation (nonvessel-related)	39	0.09
Private grade crossings, with motor vehicles ^b	38	0.08
Heavy-rail transit (e.g., rail subway)	32	0.07
Bus occupants (school, intercity, transit)	27	0.06
Rail employees on duty and contractors ^b	19	0.04
Air taxi	16	0.04
Gas distribution pipelines	16	0.04
Light-rail transit	13	0.03
Gas transmission pipelines	3	0.01
Passengers on railroad trains	2	0.004
Commuter air	2	0.004
Hazardous liquid pipelines	0	0.000
Total, all modes^e	44,912	100
Other counts, redundant with above		
Crashes involving large trucks ^f	4,995	
Public grade crossings, with motor vehicles ^b	266	

^a Includes 154 persons aboard a Brazilian air carrier killed in a crash with a U.S. registered corporate jet over Brazil. ^b Includes fatalities outside trains.

^c Includes all nonoccupant fatalities in motor vehicle (MV) crashes, except pedalcyclists and pedestrians. ^d Public grade crossing fatalities involving motor vehicles are included in MV counts. ^e Unless otherwise noted, includes fatalities outside vehicles. ^f Includes large truck occupants, other vehicle occupants, and non occupants.

Sources: Various sources as cited in USDOT, RITA, BTS, National Transportation Statistics, table 2-4, available at <http://www.bts.gov>.

Fatalities in Motor Vehicle Crashes by Number of Vehicles and by Alcohol Involvement: 2006

Crash Category	Fatalities in category ^a	Alcohol involvement ^b	Percent ^c
Occupants	36,902	14,861	40
Single-vehicle crashes	18,909	9,433	50
Two-vehicle crashes	15,013	4,508	30
More than two-vehicle crashes	2,980	920	31
Pedestrians	4,784	2,367	49
Single-vehicle crashes	4,327	2,108	49
Multiple-vehicle crashes	457	258	56
Pedalcyclists	773	302	39
Single-vehicle crashes	732	285	39
Multiple-vehicle crashes	41	17	41
Others/unknown	183	72	39
Total	42,642	17,602	41

^a Fatalities in all crashes whether or not alcohol was involved.

^b Fatalities in crashes that involve alcohol.

^c Percentage of all crash fatalities in category that involve alcohol.

Notes: Numbers may not add to totals due to rounding.

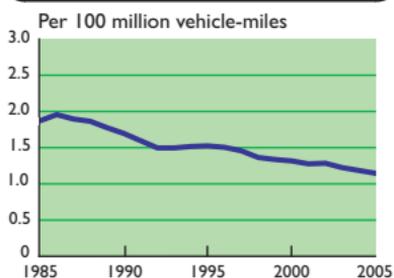
A motor vehicle crash is considered to be alcohol-related if at least one driver or nonoccupant (e.g., a pedestrian or pedalcyclist) involved in the crash is determined to have had a blood alcohol concentration of 0.01 grams per deciliter or greater.

The National Highway Traffic Safety Administration estimates alcohol involvement when test results are unknown.

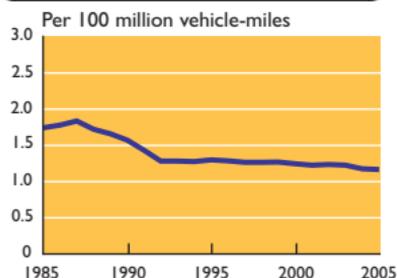
Source: U.S. Department of Transportation, National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS) database, personal communication, October 2007.

Fatality Rates for Selected Modes: 1985–2005

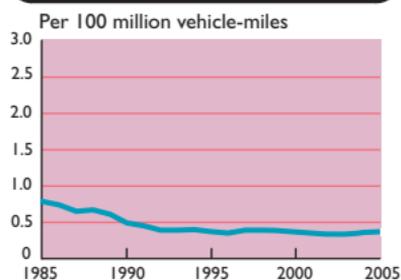
Passenger car occupants



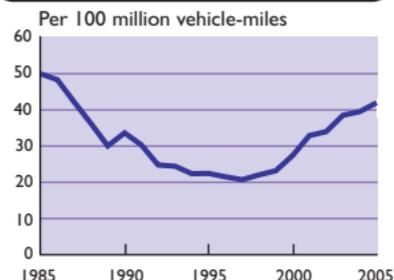
Light-truck occupants



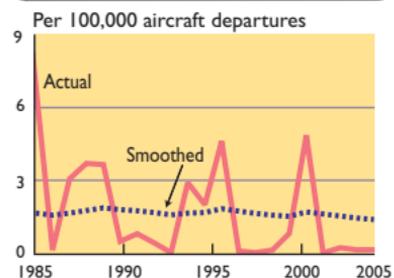
Large-truck occupants



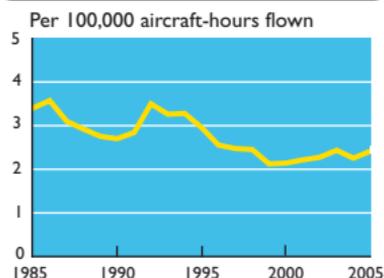
Motorcycle riders



Air carriers (actual and smoothed fatality rates)



General aviation



Notes: Air carrier data were smoothed using an exponential smoothing model, with a weight of 0.945 to reduce the year-to-year fluctuations. Air carrier fatalities resulting from the Sept. 11, 2001, terrorist attacks include only those persons onboard aircraft.

Sources: U.S. Department of Transportation (USDOT), National Highway Traffic Safety Administration, National Center for Statistics and Analysis, *Traffic Safety Facts 2005* tables 7-10, as of July 2006.

Air carriers and general aviation—USDOT, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 2-9 and 2-14, available at <http://www.bts.gov> as of October 2007.

2-5

Injured Persons by Transportation Mode: 1990–2006

Mode	1990	2000	2005	2006
Air				
Large U.S. air carrier	29	29	13	9
Commuter air carrier	11	7	0	1
On-demand air taxi	36	12	^R 20	16
General aviation	409	309	^R 269	261
Highway^a	3,230,666	3,188,750	^R 2,699,000	2,575,000
Pipeline, gas and hazardous liquid	76	81	^R 47	32
Railroad^b	22,736	10,424	^R 8,382	7,168
Transit^c	54,556	56,697	18,131	18,327
Waterborne				
Vessel-related commercial ship	175	^R 150	140	177
Nonvessel related ^d commercial ship	U	^R 607	504	594
Recreational boating	3,822	4,355	3,451	4,474

^a Includes passenger car occupants, motorcyclists, light-duty and large-truck occupants, bus occupants, occupants of unknown vehicle types, and pedestrians, pedalcyclists, and other nonmotorists.

^b Injuries resulting from train accidents, train and nontrain incidents, and occupational illness. Includes Amtrak. Also includes train occupants and nonoccupants except motor vehicle occupants at grade crossings.

^c Injuries resulting from all reportable incidents, not just from accidents. Includes commuter rail, heavy rail, light rail, motorbus, demand response, van pool, and automated guideway. The drop in the number of injuries in 2005 and 2006 is due largely to a change in definitions by the Federal Transit Administration. Only injuries requiring immediate medical treatment away from the scene now qualify as reportable. Previously, any injury was reportable.

^d Injuries unrelated to vessel accidents, e.g., an individual getting a cut while onboard a vessel.

Key: R = revised; U = unavailable.

Note: Modes may use different reporting criteria and/or estimation methods for injuries.

Sources: Except as noted, various sources, as cited in U.S. Department of Transportation (USDOT), Research and Innovative Technology Administration, Bureau of Transportation Statistics, *National Transportation Statistics*, table 2-2, available at <http://www.bts.gov>. **2006 commercial ship**—U.S. Department of Homeland Security, U.S. Coast Guard, Data Administration Division (G-MRI-I), personal communication, Aug. 28, 2007.

Hazardous Materials Transportation Incidents, Injuries, and Fatalities: 1990–2006

	1990	1995	2000	2005	2006
Highway	7,297	12,869	15,063	^R13,457	17,145
Accident related	249	253	329	^R 322	303
Injuries	311	296	164	^R 175	192
Fatalities	8	7	16	24	6
Rail	1,279	1,155	1,058	^R745	704
Accident related	48	50	62	^R 51	44
Injuries	73	71	82	^R 692	24
Fatalities	0	0	0	10	0
Air	297	817	1,419	1,654	2,410
Accident related	0	0	3	9	7
Injuries	39	33	5	78	2
Fatalities	0	0	0	0	0
Water	7	12	17	^R69	68
Accident related	0	0	0	0	0
Injuries	0	0	0	0	15
Fatalities	0	0	0	0	0

Pipeline	1990	1995	2000	2005	2006
Liquid	180	188	146	^R139	110
Injuries	7	11	4	2	2
Fatalities	3	3	1	2	0
Natural gas distribution	109	97	154	^R170	134
Injuries	52	43	59	38	25
Fatalities	6	16	22	14	16
Natural gas transmission	89	64	80	^R181	143
Injuries	17	10	18	7	5
Fatalities	0	2	15	0	3

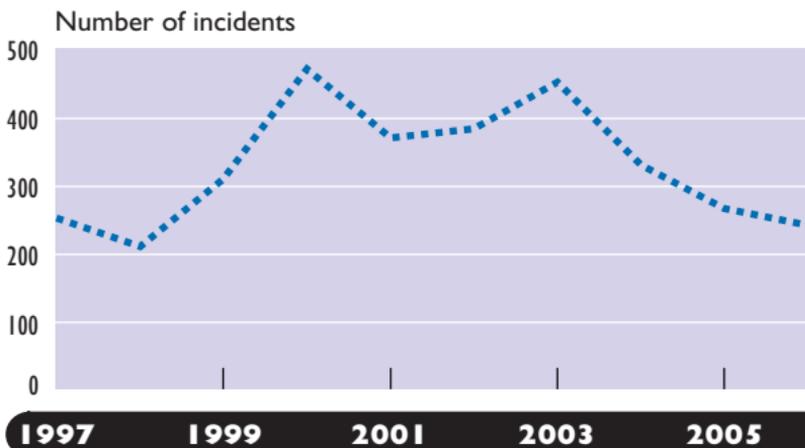
Key: R = Revised.

Notes: Accident related excludes human errors, package failures, and unreported cases. Water data are for incidents involving packaged materials only and do not include incidents where the vessel is the container (e.g., a barge or oil tanker). Nonpipeline reporting requirements changed in 2002.

Sources: USDOT, Pipeline and Hazardous Materials Safety Administration (PHMSA), Hazardous Materials Information System Database. **1990 data**—available at http://hazmat.dot.gov/pubs/biennial/96_97biennial.rpt.pdf as of December 2005. **1995–2006 data**—available at <http://hazmat.dot.gov/pubs/inc/data/2006/2006frm.htm> as of November 2007. **Pipeline data**—USDOT, PHMSA, Office of Pipeline Safety, available at <http://ops.dot.gov/stats/stats.htm> as of November 2007.

Ensuring security of all transportation systems and the people who use them is a national priority. While much of the initial national focus after the September 11, 2001, terrorist attacks was on aircraft and airports, today attention is also directed at other modes, including rail, water, highways, and pipelines. Another security issue is the U.S. dependency on foreign sources of oil. The U.S. transportation sector remains almost entirely dependent on petroleum as an energy source, and nearly two-thirds of the petroleum used in the United States is imported.

3-1 International Piracy and Armed Robbery at Sea: 1997–2006



Note: Incidents include attempts and threatening actions.

Source: International Maritime Organization, *Reports on Acts of Piracy and Armed Robbery Against Ships: Annual Report 2006*, available at <http://www.imo.org/home.asp> as of May 2007.

3-2

Prohibited Items Intercepted at U.S. Airport Screening Checkpoints: 2003–2006

Items	2003	2004	2005	2006
Other cutting instruments	2,973,413	3,567,731	^R 3,276,691	163,408
Knives	1,961,849	2,058,652	^R 1,822,752	1,607,014
Incendiaries and explosive/flammable materials	494,123	693,649	^R 398,830	110,135
Clubs	25,139	28,813	20,531	12,295
Box cutters	20,991	22,350	^R 21,315	15,998
Firearms	683	650	2,217	2,053
Other	638,414	717,754	^R 10,345,260	11,800,215
Total prohibited items	6,114,612	7,089,599	^R15,887,596	13,711,118

Key: R = revised.

Notes: Other cutting instruments includes scissors, hatchets, swords, sabers, meat cleavers, ice axes, and picks. Effective Dec. 22, 2005, scissors less than 4 inches and tools less than 7 inches were no longer prohibited.

Knives includes any length and type except round-bladed, butter, and plastic cutlery.

Clubs includes martial arts items, baseball bats, night sticks, hammers, pool cues, and billy clubs.

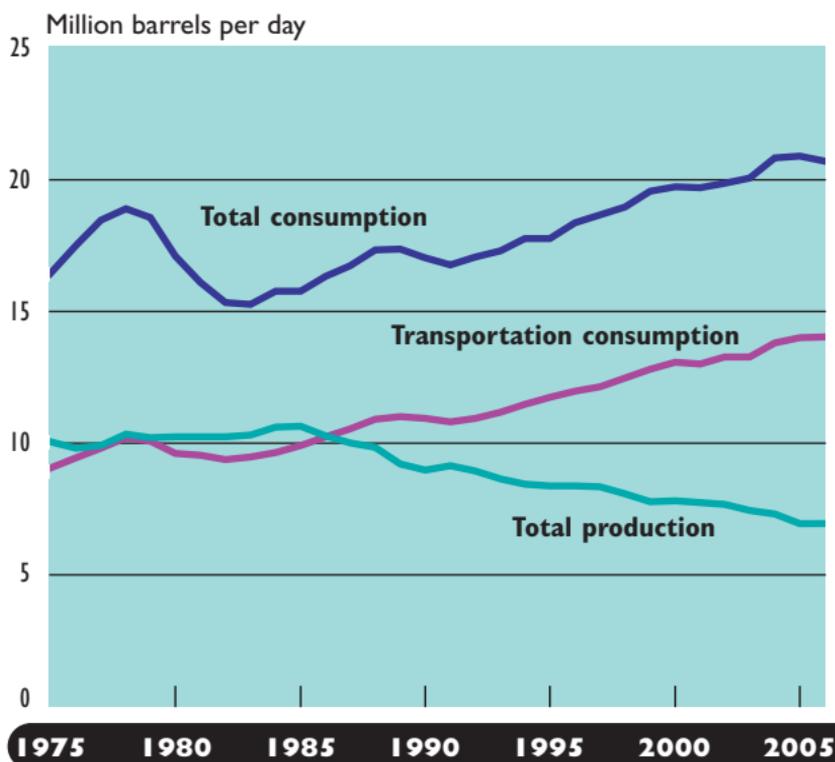
Firearms includes any weapon (including a starter gun) that is designed to or may readily be converted to expel a projectile by the action of an explosive, as well as spear guns, BB guns, flare pistols, compressed air guns, and stunning devices.

Effective Apr. 14, 2005, lighters were added to the list of prohibited items.

Other refers to tools, self-defense items, compressed gas cylinders, bleach, and certain sporting goods. The jump in number of other prohibited items in 2005 is a result of the inclusion of lighters as prohibited items as of Apr. 14, 2005.

Source: U.S. Department of Homeland Security, Transportation Security Administration, personal communication, November 2007.

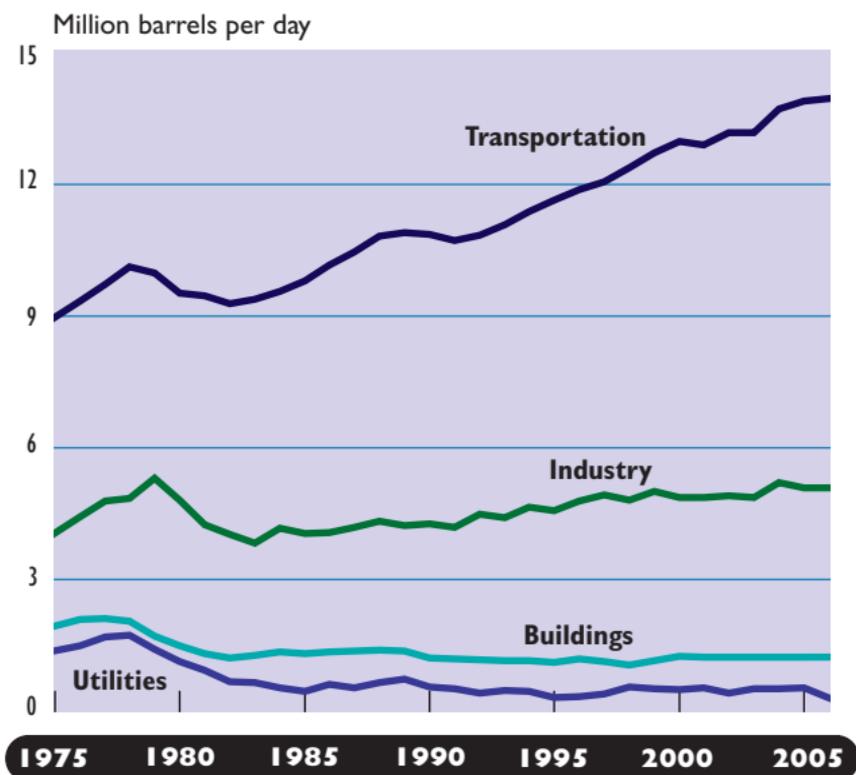
3-3 U.S. Petroleum Production and Consumption: 1975–2006



Note: 2006 data are preliminary.

Source: U.S. Department of Energy, Energy Information Administration, *Annual Energy Review 2006* (Washington, DC: September 2007), tables 5.1 and 5.13a-d.

3-4 Transportation's Share of U.S. Petroleum Use: 1975–2006

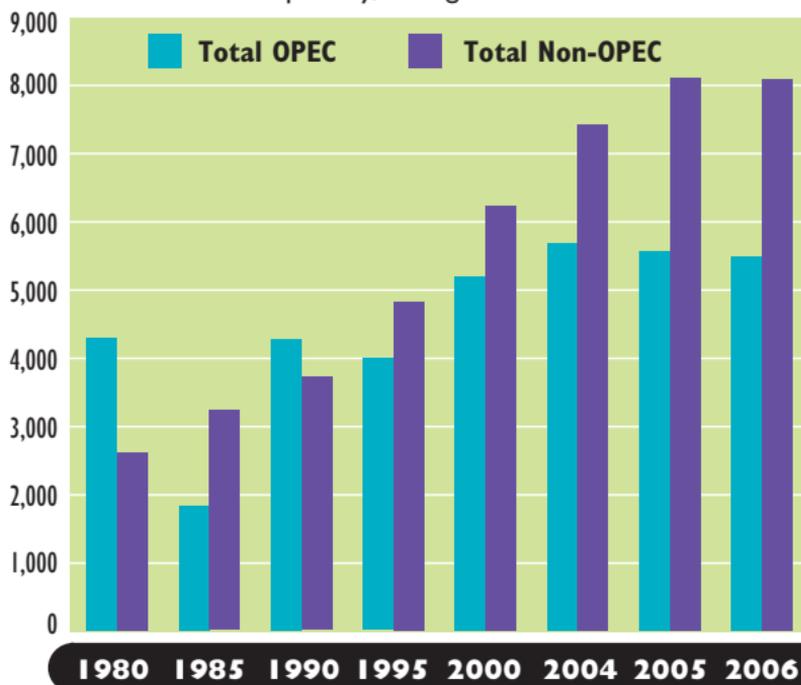


Note: 2006 data are preliminary.

Source: U.S. Department of Energy, Energy Information Administration, *Annual Energy Review 2006* (Washington, DC: September 2007), tables 5.13a–d.

3-5 U.S. Oil Imports: 1980–2006

Thousand barrels per day, average



Notes: OPEC (Organization of Petroleum Exporting Countries) members are Algeria, Indonesia, Iran, Iraq, Kuwait, Libya, Nigeria, Qatar, Saudi Arabia, the United Arab Emirates, and Venezuela. Former members Ecuador (until 1992) and Gabon (until 1994) are included in 1990 and prior years.

Source: U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, September 2007, tables 3.3d and 3.3h, available at <http://www.eia.doe.gov/emeu/mer/petro.html> as of September 2007.

3-6

Major Suppliers of U.S. Imported Crude Oil and Petroleum Products: 1990–2006*(Thousand barrels per day, average; rank in 2006)*

	1990	1995	2000	2005	2006
Canada	934	1,332	1,807	^R 2,181	2,303
Mexico	755	1,068	1,373	^R 1,662	1,700
Saudi Arabia	1,339	1,344	1,572	^R 1,537	1,461
Venezuela	1,025	1,480	1,546	^R 1,529	1,409
Nigeria	800	627	896	^R 1,166	1,119
Algeria	280	234	225	^R 478	650
Iraq	518	0	620	^R 531	553
Angola	237	367	301	^R 473	534
Russia	45	25	72	^R 410	370
U.S. Virgin Islands	282	278	291	^R 328	326
United Kingdom	189	383	366	^R 396	271
Norway	102	273	343	^R 233	195
Kuwait	86	218	272	^R 243	184
Colombia	182	219	342	196	155
Total, major suppliers	6,775	7,848	10,026	^R 11,364	11,230
Total, all U.S. imports	8,018	8,835	11,459	^R 13,714	13,612

Key: R = revised.

Note: The country of origin for petroleum products may not be the country of origin for the crude oil used to produce the products. For example, refined products imported from western European refineries may have been produced from Middle Eastern crude oil.

Source: U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, September 2007, tables 3.1a, 3.3a–h, available at <http://www.eia.doe.gov/emeu/mer/petro.html> as of September 2007.

The U.S. transportation network makes possible a high degree of personal mobility and freight activity. The data in this section show growth in travel and freight shipments over time. Factors influencing this growth include, among others: vehicle availability, travel costs, population, congestion, the economy, and consumer income.

4-1

Vehicle-Miles: 1990–2005

(Millions)

Mode	1990	2000	2004	2005
Air				
Air carrier	3,963	5,664	6,552	6,714
General aviation	4,548	N	N	N
Highway				
Passenger cars	1,408,266	1,600,287	^R 1,699,890	1,689,965
Other 2-axle, 4-tire vehicles ^a	574,571	923,059	^R 1,027,164	1,059,590
Motorcycles	9,557	10,469	^R 10,122	10,770
Buses ^b	5,726	7,590	^R 6,801	6,646
Trucks				
Single-unit	51,901	70,500	^R 78,441	79,174
Combination	94,341	135,020	^R 142,370	143,662
Rail^c				
Transit ^d	561	648	697	^P 715
Commuter	213	271	295	^P 303
Intercity/Amtrak ^e	301	368	308	^P 265
Class I freight	26,159	34,590	37,071	^P 37,712
Other transit^f	324	833	982	^P 1,085

^a Includes vans, pickup trucks, sport utility vehicles, and other 2-axle, 4-tire motor vehicles that are not passenger cars. ^b Includes municipally owned transit and commercial, federal, and school buses. ^c Car-miles. ^d Includes light and heavy rail only. ^e Fiscal year data. ^f Includes demand response, ferryboat, and other transit not specified.

Key: N = data are nonexistent; P = preliminary; R = revised.

Sources: Except as noted, various sources, as cited in U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *National Transportation Statistics*, table I-32, available at <http://www.bts.gov> as of September 2007.

2005 transit, commuter, and other transit: American Public Transportation Association, *2007 Public Transportation Fact Book*, table 11, available at <http://www.apta.com/research/stats/> as of September 2007.

Number of Aircraft, Vehicles, Railcars, and Vessels: 1990–2005

Mode	1990	2000	2004	2005
Air				
Air carrier	6,083	8,055	8,186	8,225
General aviation	198,000	217,533	219,426	224,352
Highway				
Automobiles	133,700,496	133,621,420	136,430,651	136,568,083
Other 2-axle, 4-tire vehicles ^a	48,274,555	79,084,979	91,845,327	95,336,839
Buses (municipally owned transit and commercial, federal, and school buses)	626,987	746,125	795,274	807,053
Motorcycles	4,259,462	4,346,068	^R 5,767,934	6,227,146
Trucks				
Single-unit	4,486,981	5,926,030	6,161,028	6,395,240
Combination	1,708,895	2,096,619	2,010,335	2,086,759
Rail—Passenger				
Amtrak—Cars	1,863	1,894	1,211	1,186
Amtrak Locomotives	318	378	276	258
Commuter railcars and locomotives	5,007	5,498	6,228	^P 6,392
Transit ^b	11,332	12,168	12,480	^P 12,775
Rail—freight:				
Class I—Freight cars	658,902	560,154	473,773	474,839
Class I—Locomotives	18,835	20,028	22,015	22,779
Other freight cars	553,359	820,642	814,147	837,461
Waterborne				
Nonsself-propelled vessels (barges) ^{c,d}	31,209	33,152	31,296	32,052
Self-propelled vessels ^{c,d}	8,236	8,202	8,994	8,976
Oceangoing ships ^d (1,000 gross tons and over)	636	454	412	357
Recreational boats (numbered boats)	10,996,253	12,782,143	12,781,476	12,942,414

^a Includes vans, pickup trucks, sport utility vehicles, and other 2-axle, 4-tire motor vehicles that are not passenger cars. ^b Includes light and heavy rail only. ^c See Glossary for definitions. ^d U.S.-flag vessels.

Key: P = preliminary; R = revised.

Sources: Except as noted, various sources, as cited in U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *National Transportation Statistics*, table I-11, available at <http://www.bts.gov> as of September 2007.

4-3

Passenger-Miles: 1990–2005*(Millions)*

Mode	1990	2000	2004	2005
Air				
Air carrier	345,873	516,129	557,893	583,689
General aviation	13,000	15,200	U	U
Highway				
Passenger cars	2,281,391	2,544,457	^R 2,685,827	2,670,145
Other 2-axle, 4-tire vehicles ^a	999,754	1,467,664	^R 1,780,771	1,836,988
Buses ^b	121,398	160,919	^R 144,188	140,910
Motorcycles	12,424	11,516	^R 12,855	13,677
Rail				
Transit ^c	12,046	15,200	15,930	^P 16,118
Commuter	7,082	9,402	9,719	^P 9,473
Intercity/Amtrak ^d	6,057	5,498	5,511	5,381
Other transit^e	841	1,631	1,874	^P2,485

^a Includes vans, pickup trucks, sport utility vehicles, and other 2-axle, 4-tire motor vehicles that are not passenger cars.

^b Includes municipally owned transit and commercial, federal, and school buses.

^c Includes light and heavy rail only.

^d Fiscal year data. Amtrak began operations in 1971.

^e Includes demand response, ferryboat, and other transit not specified; 1980 data include ferryboat and "other transit" only.

Key: P = preliminary; R = revised; U = unavailable.

Sources: Various sources, as cited in U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *National Transportation Statistics*, table I-37, available at <http://www.bts.gov> as of September 2007.

4-4

U.S. Domestic Freight Ton-Miles by Mode: 1990–2005

(Billions)

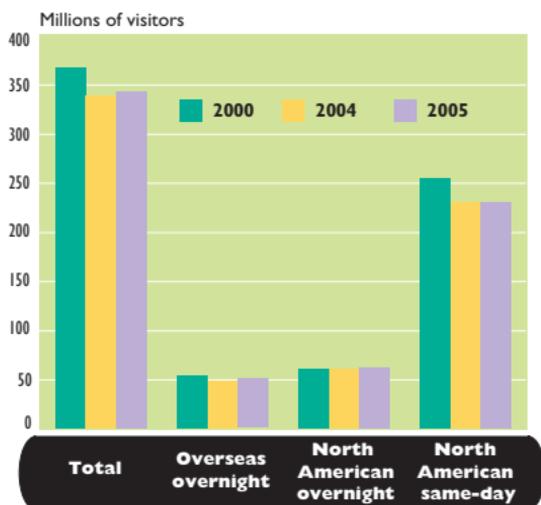
Mode	1990	2000	2004	2005	Percent change 1990–2005
Total	3,622	4,329	^R 4,542	4,538	25.3
Air	10.4	15.8	16.5	15.7	51.0
Truck	848.8	1,192.8	^R 1,281.6	1,293.3	52.4
Railroad	1,064.4	1,546.3	1,684.5	1,733.8	62.9
Water	833.5	645.8	621.2	591.3	-29.1
Pipeline	864.8	927.9	938.0	903.8	4.5

Key: R = revised.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *National Transportation Statistics*, Table I-46b, available at http://www.bts.gov/publications/national_transportation_statistics/ as of October 2007.

4-5

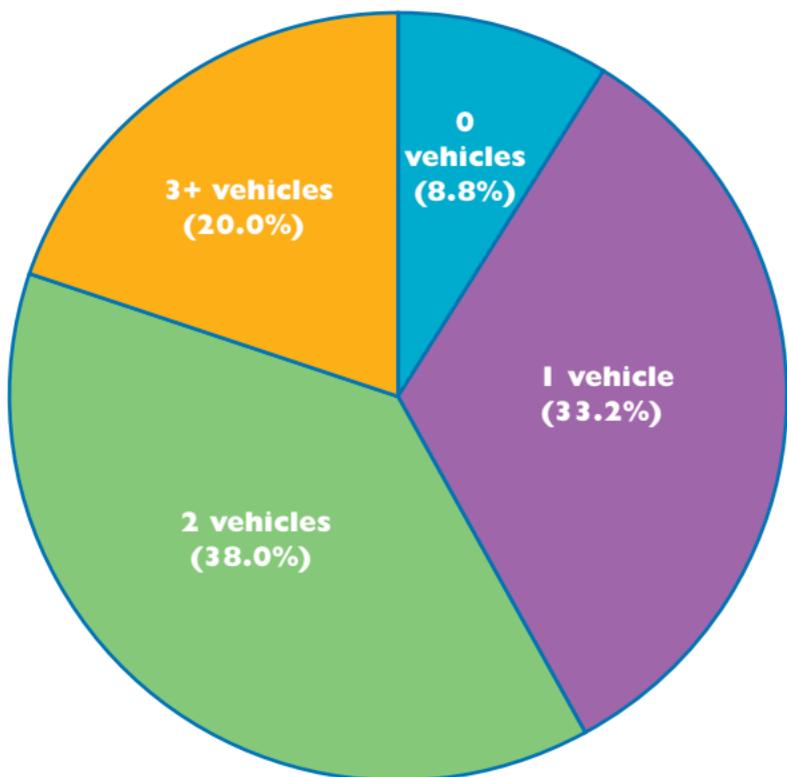
Travel Between the United States and Foreign Countries: 2000–2005



Source: **Overseas overnight and North American overnight**—U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, *Total International Travelers Volume to and from the U.S. 1996–2006*, available at <http://tinet.ita.doc.gov> as of October 2007. **North American same-day, Canada**—Statistics Canada, *International Travel 2005*, Catalogue 66-201-XIE. **North American same-day, Mexico**—*North American Transportation Statistics Database*, Table 9-1c, available at <http://nats.sct.gob.mx> as of October 2007.

4-6

Households by Number of Vehicles: 2006



Note: Data covers the household population and exclude the population living in institutions, college dormitories and other group quarters.

Source: U.S. Department of Commerce, U.S. Census Bureau, 2006 *American Community Survey*, annual issues, available at <http://www.census.gov/acs/www/index.html> as of September 2007.

4-7a

Top 20 World Airports by Passenger Movements¹: 2005 and 2006

(Thousands of passengers enplaned, deplaned, and in-transit at airport)

2006 rank	City airport	2005	2006	% change 2005-2006
1	Atlanta, GA (Hartsfield)	85,907	84,847	-1.2
2	Chicago, IL (O'Hare)	76,510	77,028	0.7
3	London, England (Heathrow)	67,915	67,530	-0.6
4	Tokyo, Japan (Narita)	63,282	65,811	4.0
5	Los Angeles, CA (Los Angeles)	61,489	61,041	-0.7
6	Dallas/Ft Worth, TX (Dallas/Ft. Worth)	59,176	60,226	1.8
7	Paris, France (Charles de Gaulle)	53,798	56,850	5.7
8	Frankfurt, Germany (Frankfurt)	52,219	52,811	1.1
9	Beijing, China (Beijing Capital)	41,004	48,655	18.7
10	Denver, CO (Denver)	43,388	47,325	9.1
11	Las Vegas, NV (McCarran)	43,990	46,193	5.0
12	Amsterdam, Netherlands (Schiphol)	44,163	46,066	4.3
13	Madrid, Spain (Barajas)	41,940	45,501	8.5
14	Hong Kong, China (Hong Kong)	40,270	43,858	8.9
15	New York, NY (John F. Kennedy)	41,885	43,762	4.5
16	Bangkok, Thailand (Suvarnabhumi)	38,985	42,800	9.8
17	Houston, TX (George Bush)	39,685	42,550	7.2
18	Phoenix, AZ (Phoenix Sky Harbor)	41,214	41,437	0.5
19	Newark, NJ (Newark Liberty)	34,000	36,724	8.0
20	Detroit, MI (Wayne County)	36,389	35,973	-1.1

¹ Passenger movements include enplanements and deplanements, with in-transit passengers counted once. Both domestic and international passenger movements are included. General aviation passengers are excluded.

Source: Airports Council International. Airports include those participating in the ACI annual traffic statistics collection as of July 18, 2007. Available at: http://www.airports.org/cda/aci_common/display/main/aci_content07_c.jsp?zn=aci&cp=1-5-54-55_666_2_ as of Jan 15, 2008.

4-7b

Top 20 U.S. Gateways for Nonstop International Air Travel: 2005 and 2006

(Thousands of international passengers^a)

2006 rank	Gateway airport	2005	2006	% change 2005-2006
1	New York (JFK), NY	^R 18,469	19,351	4.8
2	Los Angeles, CA	^R 16,836	16,498	-2.0
3	Miami, FL	14,621	14,852	1.6
4	Chicago (O'Hare), IL	11,013	11,516	4.6
5	Newark, NJ	^R 9,128	9,926	8.7
6	Atlanta, GA	^R 7,295	8,302	13.8
7	San Francisco, CA	^R 7,839	8,164	4.1
8	Houston (Bush), TX	^R 6,570	7,147	8.8
9	Dallas-Ft. Worth, TX	^R 5,051	5,216	3.3
10	Washington (Dulles), DC	4,792	5,176	8.0
11	Honolulu, HI	4,410	4,049	-8.2
12	Boston, MA	3,902	3,776	-3.2
13	Detroit, MI	3,823	3,685	-3.6
14	Philadelphia, PA	^R 3,693	3,515	-4.8
15	Guam Island, GU	2,456	2,649	7.9
16	Minneapolis-St. Paul, MN	^R 2,595	2,476	-4.6
17	Fort Lauderdale, FL	^R 2,187	2,420	10.7
18	Seattle-Tacoma, WA	^R 2,285	2,260	-1.1
19	San Juan, PR	2,039	2,137	4.8
20	Orlando, FL	^R 2,179	2,075	-4.8
Total, top 20 U.S. international airports		^R 131,182	135,191	3.1
Top 20, percentage of total		^R 87.4	87.6	
Total, all U.S. international airports		^R 150,110	154,351	2.8

^a International passengers are residents of any country traveling nonstop to and from the United States on U.S. and foreign carriers.

Key: R = revised.

Note: The data cover all passengers arriving and departing from U.S. airports on nonstop commercial international flights with 60 seats or more.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, T-100 Segment data, October 2007.

U.S.-Mexican Border Land-Passenger Crossings: 2006*(Thousands)***Entering the U.S.**

Total for all U.S.-Mexico crossings	
Personal vehicles	88,296
Personal vehicle passengers	179,255
Buses	263
Bus passengers	3,187
Train passengers	22
Pedestrians	46,251
Personal vehicles—top 5 gateways	
San Ysidro, CA	17,135
El Paso, TX	15,602
Brownsville, TX	6,968
Hidalgo, TX	6,480
Calexico, CA	6,110
Personal vehicle passengers—top 5 gateways	
San Ysidro, CA	31,869
El Paso, TX	28,000
Laredo, TX	14,244
Brownsville, TX	14,023
Hidalgo, TX	12,632
Buses—top 5 gateways	
San Ysidro, CA	101
Otay Mesa, CA	45
Laredo, TX	37
Hidalgo, TX	27
El Paso, TX	15
Bus passengers—top 5 gateways	
San Ysidro, CA	1,060
Laredo, TX	878
Otay Mesa, CA	313
El Paso, TX	240
Nogales, AZ	217
Train passengers—top 5 gateways	
El Paso, TX	11
Eagle Pass, TX	5
Nogales, AZ	3
Calexico East, CA	2
Otay Mesa/San Ysidro, CA	0.5
Pedestrians—top 5 gateways	
San Ysidro, CA	7,812
Nogales, AZ	7,726
El Paso, TX	7,500
Laredo, TX	4,246
Calexico, CA	4,049

Note: Numbers may not add to totals due to rounding.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, available at <http://www.bts.gov/itt/> as of October 2007.

U.S.-Canadian Border Land-Passenger Crossings: 2006*(Thousands)***Entering the U.S.**

Total for all U.S.-Canada crossings	
Personal vehicles	30,038
Personal vehicle passengers	62,986
Buses	129
Bus passengers	3,499
Train passengers	245
Pedestrians	534
Personal vehicles—top 5 gateways	
Buffalo-Niagara Falls, NY	6,026
Detroit, MI	5,634
Blaine, WA	2,597
Port Huron, MI	1,976
Calais, ME	1,174
Personal vehicle passengers—top 5 gateways	
Buffalo-Niagara Falls, NY	13,515
Detroit, MI	9,932
Blaine, WA	5,276
Port Huron, MI	4,107
Champlain-Rouses Point, NY	2,921
Buses—top 5 gateways	
Detroit, MI	36
Buffalo-Niagara Falls, NY	30
Blaine, WA	13
Skagway, AK	10
Champlain-Rouses Point, NY	8
Bus passengers—top 5 gateways	
Detroit, MI	912
Buffalo-Niagara Falls, NY	885
Blaine, WA	453
Champlain-Rouses Point, NY	294
Skagway, AK	145
Train passengers—top 5 gateways	
Skagway, AK	74
Buffalo-Niagara Falls, NY	38
Champlain-Rouses Point, NY	34
Blaine, WA	32
Port Huron, MI	16
Pedestrians—top 5 gateways	
Buffalo-Niagara Falls, NY	346
Sumas, WA	29
Calais, ME	22
International Falls, MN	20
Point Roberts, WA	15

Note: Numbers may not add to totals due to rounding.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, available at <http://www.bts.gov/itt/> as of October 2007.

Top 20 U.S. Passenger Airports: 1996 and 2006*(Thousands of enplaned passengers on U.S. large certificated air carriers)*

Airport	1996		2006		% change 1996–2006
	Rank	Total enplaned passengers	Rank	Total enplaned passengers	
Atlanta, GA	2	30,407	1	40,777	34
Chicago (O'Hare), IL	1	30,526	2	34,538	13
Dallas/Ft. Worth, TX	3	26,640	3	28,351	6
Los Angeles, CA	4	22,799	4	23,112	1
Denver, CO	6	15,246	5	22,481	47
Las Vegas, NV	9	14,166	6	21,152	49
Phoenix, AZ	7	14,808	7	20,362	38
Houston (Bush), TX	14	11,622	8	19,706	70
Detroit, MI	8	14,117	9	17,291	22
Minneapolis/St. Paul, MN	12	12,616	10	17,135	36
Newark, NJ	11	12,952	11	16,272	26
Orlando, FL	16	10,847	12	15,859	46
Philadelphia, PA	24	8,572	13	15,049	76
New York (JFK), NY	19	9,704	14	15,041	55
Charlotte, NC	18	10,008	15	14,677	47
Seattle, WA	15	11,487	16	14,291	24
San Francisco, CA	5	16,308	17	13,907	-15
Miami, FL	12	11,908	18	12,955	9
New York (La Guardia), NY	20	9,594	19	12,472	30
Boston, MA	17	10,654	20	12,275	15
Top 20 airports		309,906		387,706	25
All airports		592,891		703,377	19

Note: Numbers may not add to totals due to rounding.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Schedule T-3 data, special tabulation, October 2007.

Major U.S. Airports On-Time Arrival Performance: 2005 and 2006

Airport	2005		2006	
	On-Time rank	%	On-Time rank	%
Cincinnati, OH	2	82.7	1	83.1
Salt Lake City, UT	1	83.5	2	82.8
Phoenix, AZ	7	81.1	3	80.3
Baltimore, MD	8	80.2	4	80.0
Orlando, FL	19	77.5	5	79.9
Minneapolis/St. Paul, MN	16	78.2	6	79.7
Houston (Bush), TX	6	81.3	7	78.8
Dallas/Ft. Worth, TX	3	82.5	8	78.7
Denver, CO	20	77.0	9	78.7
Tampa, FL	11	79.5	10	78.4
St. Louis, MO	4	82.3	11	78.0
Oakland, CA	12	79.2	12	78.0
Chicago (Midway), IL	5	81.5	13	77.7
San Diego, CA	28	71.1	14	77.6
Fort Lauderdale, FL	9	80.1	15	76.7
Portland, OR	18	77.8	16	76.5
Los Angeles, CA	14	78.7	17	76.4
Las Vegas, NV	24	74.0	18	76.3
Washington (Reagan National), DC	17	78.1	19	76.3
Miami, FL	10	79.9	20	76.1
Detroit, MI	13	79.1	21	75.6
Charlotte, NC	15	78.5	22	75.3
Washington (Dulles), DC	23	74.5	23	73.9
Pittsburgh, PA	26	71.9	24	71.9
Seattle, WA	25	72.5	25	71.8
Atlanta, GA	21	75.1	26	70.4
Boston, MA	27	71.8	27	70.4
San Francisco, CA	29	70.3	28	69.4
Philadelphia, PA	22	74.9	29	68.2
New York (JFK), NY	30	66.7	30	64.2
Chicago (O'Hare), IL	31	64.1	31	62.6
New York (LaGuardia), NY	32	66.7	32	64.2
Newark, NJ	33	64.1	33	62.6

Note: On-time flights arrive within 15 minutes of scheduled arrival time.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Airline On-Time Performance Data, http://www.bts.gov/programs/airline_information/airline_ontime_tables as of November 2007.

Roadway Delay and Congestion Cost per Peak Traveler^a in Urban Areas: 1995 and 2005

Annual Roadway Delay per Peak Traveler (Hours per year)

	1995 delay per peak traveler	2005 delay per peak traveler	Percentage change 1995–2005	Annual growth rate 1995–2005
Very large areas	43	54	25.6	2.3
Large areas	30	37	23.3	2.1
Medium areas	21	28	33.3	2.9
Small areas	13	17	30.8	2.7
85-area average	36	44	22.2	2.0

Annual Roadway Congestion Cost per Peak Traveler (Current dollars)

	1995 cost per peak traveler	2005 cost per peak traveler	Percentage change 1995–2005	Annual growth rate 1995–2005
Very large areas	620	1,014	63.5	5.0
Large areas	426	683	60.3	4.8
Medium areas	297	512	72.4	5.6
Small areas	175	318	81.7	6.2
85-area average	505	824	63.2	5.0

^a A peak traveler is estimated to travel from 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.

Key:

Very large = over 3 million population (e.g., New York-Northern New Jersey).

Large = 1 million–3 million population (e.g., San Diego).

Medium = selected areas with 500,000–1 million population (e.g., Charlotte).

Small = selected areas under 500,000 population (e.g., Colorado Springs).

Note: See Glossary for definitions of delay and congestion cost.

Source: Texas Transportation Institute, *2007 Urban Mobility Report*, Tables by Population Groups, available at http://mobility.tamu.edu/ums/congestion_data/ as of September 2007.

Amtrak On-Time Performance Trends and Hours of Delay by Cause: 2004–2007

	2004	2005	2006	2007
On-time performance				
Total (weighted)	70.7%	69.8%	67.8%	68.6%
Short distance (<400 miles) ^a	75.2%	73.6%	72.8%	72.2%
Long distance (>400 miles)	40.7%	42.1%	29.9%	39.5%
Hours of delay by cause				
Amtrak ^b	^R 28,323	25,549	23,968	22,902
Host railroad ^c	61,256	64,097	71,387	72,565
Other ^d	^R 5,582	5,613	6,166	6,187
Total^e	95,162	95,260	101,522	101,655

^a Includes all Amtrak Northeast Corridor and Empire Service (New York State) trains. ^b Includes all delays when operating on Amtrak-owned tracks and delays for equipment or engine failure, passenger handling, holding for connections, train servicing, and mail/baggage handling when on tracks of a host railroad. ^c Includes all operating delays not attributable to Amtrak when operating on tracks of a host railroad (e.g., track- and signal-related delays, power failures, freight and commuter train interference, routing delays). ^d Includes delays not attributable to Amtrak or host railroads (e.g., customs and immigration, law enforcement action, weather, or waiting for scheduled departure time). ^e Numbers may not add to totals due to rounding.

Key: R = revised.

Notes: All percentages are based on Amtrak's fiscal year (Oct. 1–Sept. 30). Host railroad is a freight or commuter railroad over which many Amtrak trains operate for all or part of their trips.

Amtrak trips are considered delayed based on the following chart:

<u>Trip length (miles)</u>	<u>Arrival time delay (minutes)</u>
0–250	10
251–350	15
351–450	20
451–550	25
> 551	30

Source: Amtrak, personal communication, October 2007.

Top 20 U.S. Water Ports by Shipment Weight & Top 20 U.S. Water Ports by Container TEUs: 2005

Port by shipment weight	Short tons (millions)	Port by container TEUs	Full TEUs (thousands)
South Louisiana, LA	212.2	Long Beach, CA	5,200
Houston, TX	211.7	Los Angeles, CA	4,375
New York, NY and NJ	152.1	New York, NY	3,581
Huntington-Tristate, WV-OH-PA	83.9	Oakland, CA	1,561
Long Beach, CA	79.9	Tacoma, WA	1,545
Beaumont, TX	78.9	Charleston, SC	1,514
Corpus Christ, TX	77.6	Savannah, GA	1,486
New Orleans, LA	65.9	Seattle, WA	1,443
Baton Rouge, LA	59.3	Norfolk, VA	1,436
Texas City, TX	57.8	Houston, TX	1,290
Mobile, AL	57.7	Honolulu, HI	856
Los Angeles, CA	54.9	Miami, FL	778
Lake Charles, LA	52.7	San Juan, PR	726
Tampa, FL	49.2	Port Everglades, FL	591
Plaquemines, LA, Port of	47.9	Jacksonville, FL	582
Duluth-Superior, MN and WI	44.7	Baltimore, MD	487
Valdez, AK	44.4	Anchorage, AK	293
Baltimore, MD	44.1	New Orleans, LA	177
Pittsburgh, PA	43.6	Wilmington, DE	162
Philadelphia, PA	39.4	Boston, MA	160
Total, top 20	1,558		28,241
Total, all ports	2,528		30,059

Note: Includes exports, imports, and domestic shipments. See table 5-8 for top 20 freight gateways by value of shipments.

TEUs = 20-foot equivalent units. One 20-foot container equals one TEU.

Sources: U.S. Army Corps of Engineers, Waterborne Commerce of the United States, Calendar Year 2005, Part 5, National Summaries, table 5-2, available at <http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm>, as of September 2007. U.S. Army Corps of Engineers, Waterborne Container Traffic for U.S. Ports and all 50 states and U.S. Territories, Port TEUs, available at <http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm> as of September 2007.

4-15

Top 20 World Container Ports: 2004 and 2005*(Thousands of full and empty TEUs)*

Rank (2004)	Rank (2005)	Port	Country	TEUs
2	1	Singapore	Singapore	23,192
1	2	Hong Kong	China	22,427
3	3	Shanghai	China	18,084
4	4	Shenzhen	China	16,197
5	5	Busan	South Korea	11,843
6	6	Kaohsiung	Taiwan	9,471
7	7	Rotterdam	Netherlands	9,287
9	8	Hamburg	Germany	8,088
10	9	Dubai	United Arab Emirates	7,619
8	10	Los Angeles	United States	7,485
12	11	Long Beach	United States	6,710
11	12	Antwerp	Belgium	6,482
14	13	Qingdao	China	6,307
13	14	Port Kalang	Malaysia	5,544
17	15	Ningbo	China	5,208
18	16	Tianjin	China	4,801
15	17	New York/ New Jersey	United States	4,785
**	18	Guangzhou	China	4,685
16	19	Tanjung Pelepas	Malaysia	4,177
20	20	Laem Chabang	Thailand	3,834

** Guangzhou was unranked among the world's top 20 container ports in 2004.

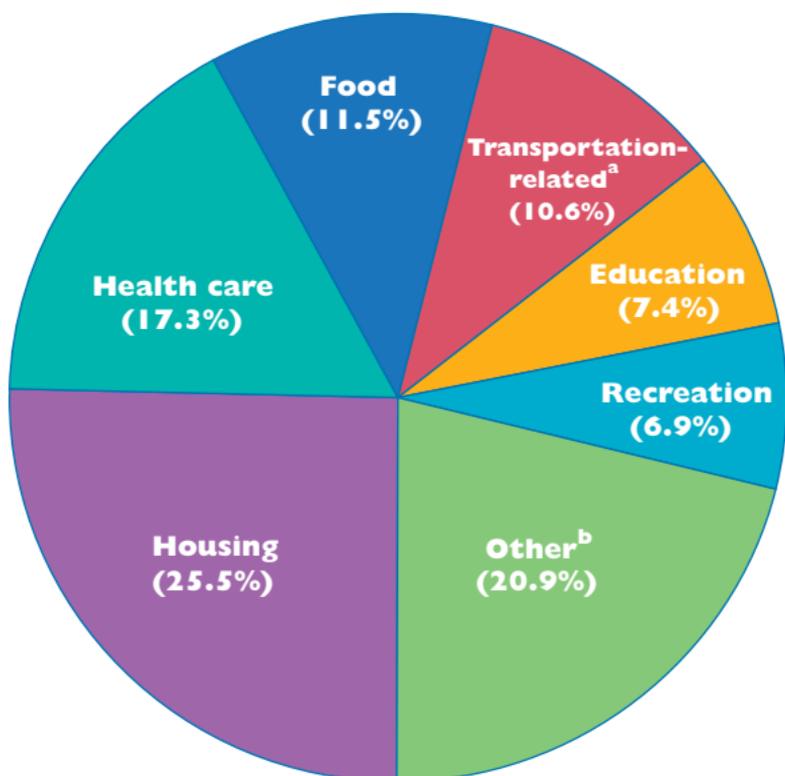
Note: TEUs = 20-foot equivalent units. One 20-foot container equals one TEU.

Source: American Association of Port Authorities (AAPA), *World Port Rankings: 2004 and 2005* (Container Traffic), available at <http://www.aapa-ports.org/> as of October 2007.

Transportation is a major sector of the U.S. economy. It moves people and goods, employs millions of workers, generates revenue, and consumes resources and services produced by other sectors of the economy. In 2006, transportation-related goods and services contributed \$1.4 trillion to the \$13.2 trillion U.S. Gross Domestic Product.

5-1

U.S. Gross Domestic Product by Major Societal Function: 2006

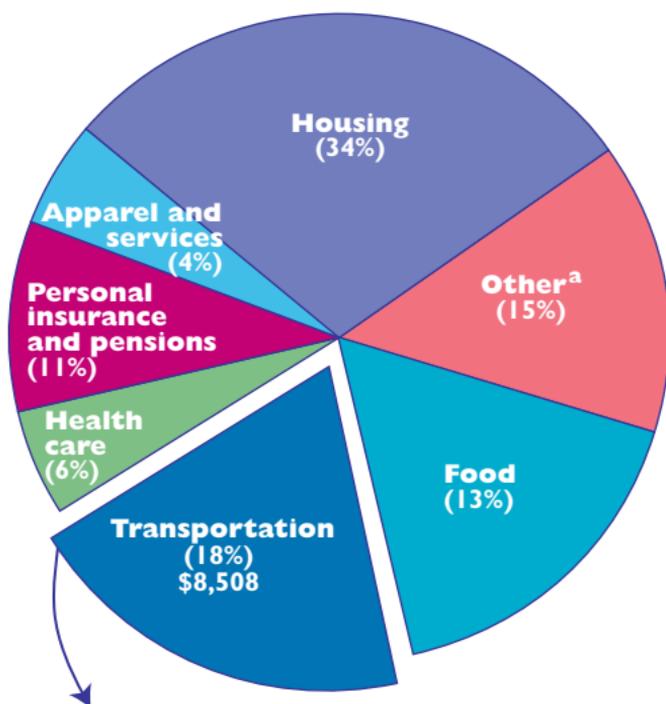


^a Includes all consumer and government purchases of goods (e.g., vehicles and fuel) and services (e.g., auto insurance) and exports related to transportation. ^b Includes all other categories (e.g., entertainment, personal care products and services, and payments to pension plans).

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, calculated from data in U.S. Department of Commerce, Bureau of Economic Analysis, *National Income and Product Account Tables*, available at <http://www.bea.gov/national/nipaweb/Index.asp> as of September 2007.

5-2

Average Household Expenditures by Major Spending Category: 2006 (Current dollars)



Private vehicle expenditures	=	\$8,003
Vehicle purchases	=	\$3,421
Gasoline and motor oil	=	\$2,227
Other vehicle expenditures	=	\$2,355
Public transportation expenditures	=	\$505
Airline fares	=	\$335
Ship fares	=	\$55
Mass transit fares	=	\$51
Taxi fares	=	\$22
Intercity train fares	=	\$16
Local transportation on out-of-town trips	=	\$13
Intercity bus fares	=	\$11
School bus	=	\$2

^a Includes entertainment, personal care products and services, education, tobacco products and smoking, and miscellaneous.

Note: Numbers may not add to totals due to rounding.

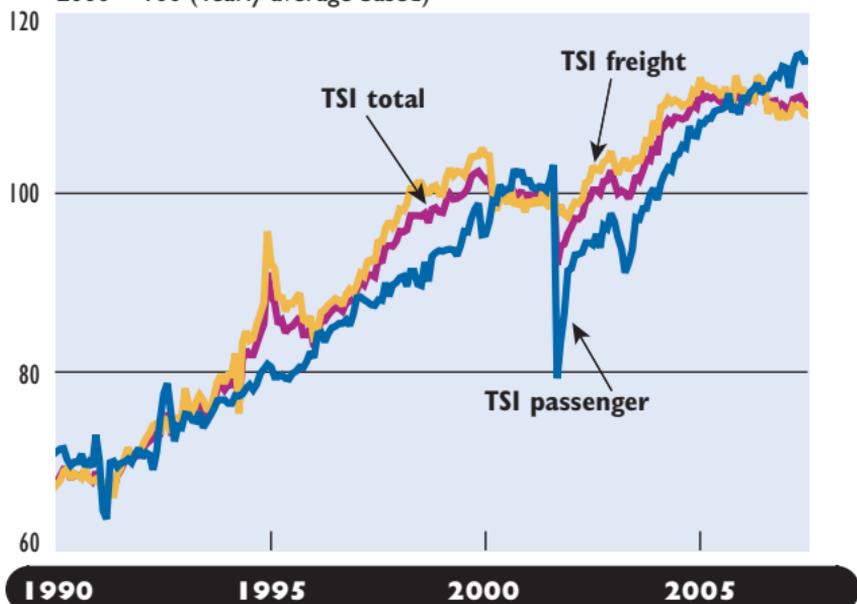
Source: U.S. Department of Labor, Bureau of Labor Statistics, Consumer Expenditure Survey, 2006; and personal communication, October 2007.

5-3

Transportation Services Index (TSI): 1990–2007

(Seasonally adjusted)

Chained-type index:
2000 = 100 (Yearly average based)



Notes: 2007 data are through July. May–July 2007 data are preliminary. The TSI total is a single index measure of monthly output of for-hire transportation services in the United States using 2000 as the base year.

Source: Compiled by U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, special calculation, September 2007, available at: <http://www.bts.gov/xml/tsi/src/index.xml>.

Employment in Transportation and Selected Transportation-Related Industries^a: 1990–2006

(Thousands)

	1990	2000	2005	2006
Total U.S. labor force (Nonfarm)	109,487	131,785	^R 133,463	136,174
Total transportation related labor force^b	12,084	^R 13,678	13,109	13,198
Transportation as a percent of total U.S. labor force	11	10	10	10
For-hire transport & warehousing	3,476	4,410	^R 4,361	4,466
Air	529	614	501	487
Water	57	56	61	64
Railroad	272	232	228	225
Transit/ground passenger transportation	274	372	389	394
Pipeline	60	46	38	39
Trucking	1,122	1,406	^R 1,398	1,437
Support activities	364	537	^R 552	571
Scenic/sightseeing transportation	16	28	^R 29	27
Couriers/messengers	375	605	^R 571	585
Warehousing/storage	407	514	^R 595	636
Related services & construction	5,256	6,177	6,011	6,007
Automotive repair services/ parking; automotive equipment rental/leasing; gasoline stations	1,800	2,125	^R 2,059	2,053
Highway, street, bridge construction	289	340	^R 351	349
Dealers or wholesalers of motor vehicles, parts, petroleum, supplies, equipment	1,993	^R 2,361	2,396	2,392
Travel arrangement/ reservation services	250	299	224	227
Ambulatory health care services	99	173	^R 206	216
Postal service	825	880	774	770
Transportation-related manufacturing^c	2,681	2,446	^R 2,135	2,127
Government^b	673	646	602	599

^a Annual averages. Data are NAICS-based. (See Glossary for definition.)

^b Fiscal year data. Includes U.S. DOT and state and local highway personnel. ^c Includes transportation equipment; petroleum products; tires; rubber; plastics; search, detection, navigation, guidance, aeronautical, and nautical systems; and instrument manufacturing.

Key: R = revised.

Source: Various sources as cited in USDOT, RITA, BTS, *National Transportation Statistics*, table 3-19b, available at <http://www.bts.gov> as of September 2007.

5-5

Value of U.S.–International Merchandise Trade by Mode of Transportation: 2006

(Millions of current U.S. dollars)

	Exports	Modal %	Imports	Modal %	Total trade	Total modal %
Total	1,037,143	100.0	1,855,119	100.0	2,892,262	100.0
Water	308,356	29.7	971,100	52.3	1,279,456	44.2
Air	336,536	32.4	394,458	21.3	730,993	25.3
Truck	257,310	24.8	276,348	14.9	533,657	18.5
Rail	39,749	3.8	89,122	4.8	128,871	4.5
Pipeline	2,887	0.3	53,921	2.9	56,808	2.0
Other, unknown, & miscellaneous	92,305	8.9	70,171	3.8	162,477	5.6

Notes: Numbers may not add to totals due to rounding.

Excludes intransit data (merchandise shipped from one foreign country to another via a U.S. port).

Imports—Excludes imports valued at less than \$1,250. Import value is based on U.S. general imports, customs value basis.

Exports—Excludes exports valued at less than \$2,500. Export value is FAS (free alongside ship) and represents the value of exports at the port of export, including the transaction price and inland freight, insurance, and other charges.

Sources: Compiled by U.S. Department of Transportation (USDOT), Research and Innovative Technology Administration (RITA), Bureau of Transportation Statistics (BTS), May 2007. **Total, water and air data**—U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, FT920 U.S. Merchandise Trade: Selected Highlights, December 2006. **Truck, rail and pipeline**—USDOT, RITA, BTS, Transborder Freight Data 2006; and special calculation, September 2006. **Other, unknown and miscellaneous data**: special tabulation, May 2007.

5-6

Weight of U.S.–International Merchandise Trade by Mode of Transportation: 2006

(Thousands of short tons)

	Modal		Modal		Total	Total
	Exports	%	Imports	%	trade	modal %
Total	579,851	100.0	1,392,726	100.0	1,972,577	100.0
Water ^a	420,090	72.4	1,102,999	79.1	1,523,089	77.1
Air	3,359	0.6	4,495	0.3	7,854	0.4
Truck ^b	91,462	15.8	100,042	7.2	191,504	9.7
Rail ^b	54,960	9.5	95,144	6.8	150,104	7.6
Pipeline ^b	5,484	0.9	89,428	6.4	94,912	4.8
Other, unknown, & miscellaneous ^b	4,497	0.8	617	0.0	5,114	0.3

^a The weight data for water transportation vary from those officially reported by the U.S. Army Corps of Engineers because the data in this table exclude intransit shipments (merchandise shipped from one foreign country to another via a U.S. port but not part of U.S. official merchandise trade). BTS uses Census Bureau trade-based data to allow for a complete modal comparison among the different freight transportation modes. ^b BTS estimated the export weight for truck, rail, pipeline, and other and unknown based on value-to-weight ratios from the import data by country, mode of transportation, and two digit HS commodity code. This is necessary, because export weights for surface modes are not currently reported.

Notes: Numbers may not add to totals due to rounding.

Excludes intransit data (merchandise shipped from one foreign country to another via a U.S. port).

Imports—Excludes imports valued at less than \$1,250. Import value is based on U.S. general imports, customs value basis.

Exports—Excludes exports valued at less than \$2,500. Export value is FAS (free alongside ship) and represents the value of exports at the port of export, including the transaction price and inland freight, insurance, and other charges.

Sources: Compiled by U.S. Department of Transportation (USDOT), Research and Innovative Technology Administration (RITA), Bureau of Transportation Statistics (BTS), October 2007. **Water and air data**—U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, FT920 U.S. Merchandise Trade: Selected Highlights, December 2006. **Total, truck, rail, pipeline, other and unknown data**—USDOT, RITA, BTS, Transborder Freight Data 2006; and special calculation, October 2007.

5-7

U.S. Merchandise Trade with Canada and Mexico by Mode Share: 2006

Mode	Value (percent)	Weight (percent)
NAFTA trade, total	100.0	100.0
Truck ^a	61.6	29.2
Rail ^a	14.9	19.5
Pipeline ^a	6.6	13.9
Air	4.1	0.0
Water	8.1	37.0
Other and unknown ^a	4.7	0.3
U.S.-NAFTA imports, total	100.0	100.0
Truck	55.1	21.1
Rail	17.8	20.0
Pipeline	10.7	18.8
Air	2.5	0.0
Water	11.0	39.9
Other and unknown	2.9	0.1
U.S.-NAFTA exports, total	100.0	100.0
Truck ^a	70.6	48.1
Rail ^a	10.9	18.4
Pipeline ^a	0.8	2.6
Air	6.4	0.1
Water	4.1	30.2
Other and unknown ^a	7.2	0.6

^a BTS estimated the export weight for truck, rail, pipeline, and other and unknown based on value-to-weight ratios from the import data, because export weights for surface modes are not currently reported. Weight for water and air exports and imports are from the U.S. Department of Commerce, U.S. Census Bureau.

Notes: Value based on millions of U.S. dollars; weight based on millions of short tons. Percentages may not add to 100 due to rounding.

U.S. NAFTA (North American Free Trade Agreement) refers to U.S. trade with Canada and Mexico, our partners in this agreement.

Sources: Compiled by U.S. Department of Transportation (USDOT), Research and Innovative Technology Administration (RITA), Bureau of Transportation Statistics (BTS), October 2007. **Water and air data**—U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, FT920 U.S. Merchandise Trade: Selected Highlights, December 2006. **Total, truck, rail, pipeline, other and unknown data**—USDOT, RITA, BTS, Transborder Surface Freight Data 2006; and special calculation, October 2007.

5-8

Top 20 U.S. Foreign Trade Freight Gateways by Value of Shipments: 2006

(Billions of current dollars)

Rank	Gateway	Exports	Imports	Total
1	Los Angeles, CA (w) ^P	26.3	143.7	170.0
2	New York, NY and NJ (w) ^P	33.2	116.1	149.3
3	John F. Kennedy International, NY (a)	68.4	79.4	147.8
4	Detroit, MI (l)	72.8	64.5	137.2
5	Long Beach, CA (w) ^P	21.4	113.3	134.7
6	Laredo, TX (l)	45.8	58.2	104.0
7	Houston, TX (w) ^P	41.9	60.9	102.9
8	Los Angeles Intl., CA (a)	41.0	38.0	79.1
9	Chicago, IL (a)	31.3	46.7	78.1
10	Buffalo-Niagara Falls, NY (l)	35.5	40.0	75.5
11	Port Huron, MI (l)	25.5	44.9	70.3
12	San Francisco Intl., CA (a)	29.5	34.3	63.8
13	Charleston, SC (w) ^P	16.1	39.1	55.1
14	El Paso, TX (l)	21.0	25.7	46.7
15	Anchorage, AK (a)	11.5	33.2	44.6
16	Norfolk, VA (w) ^P	17.4	27.1	44.5
17	Dallas/Fort Worth, TX (a)	17.5	24.1	41.6
18	Savannah, GA (w) ^P	13.6	26.1	39.7
19	Baltimore, MD (w) ^P	9.6	27.0	36.6
20	Seattle, WA (w) ^P	8.6	26.0	34.6

Key: a = airport; l = land port; w = water port; P = preliminary.

Notes: Air gateways include a low level (generally less than 3% of the total value) of freight shipped through small user-fee airports located in the same area as the gateways listed. Air gateways not identified by airport name (e.g., Chicago, IL) include major airport(s) in that area and small regional airports. Due to Census Bureau confidentiality regulations, courier operations are included in airport totals for only JFK, Los Angeles, Chicago, and Anchorage.

Sources: **Air**—U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, special tabulation, November 2007. **Water**—U.S. Army Corps of Engineers, Navigation Data Center, special tabulation, November 2007. **Land**—U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data, November 2007.

5-9

U.S. Trade in Transportation-Related Commodities: 2006

(Millions of current U.S. dollars)

Commodity and code	Exports	Imports	Total trade	Balance
Motor vehicles and parts (87)	92,703	215,379	308,082	-122,676
Aircraft, spacecraft, and parts (88)	66,753	17,592	84,345	49,161
Ships, boats, and floating structures (89)	2,700	1,555	4,255	1,145
Railway or tramway locomotives and parts (86)	2,714	1,744	4,458	970
Total, transportation commodities	164,870	236,270	401,140	-71,400
Total, all commodities	1,037,143	1,855,119	2,673,095	-817,976
Transportation commodities share of trade	15.9%	12.7%	15.0%	8.7%

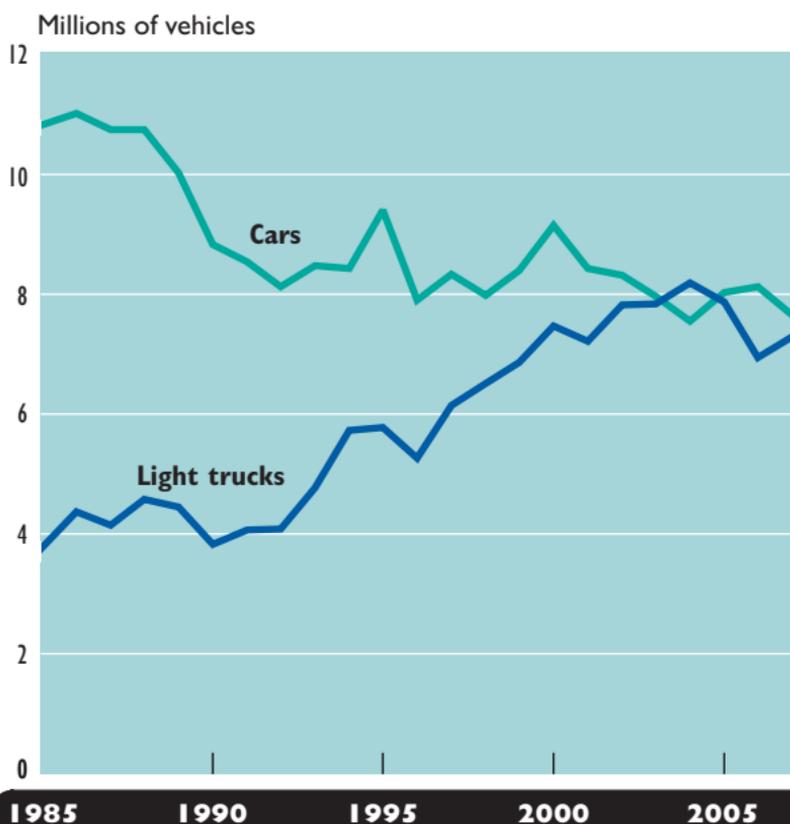
Notes: The numbers in parentheses are the classification categories from the Harmonized Schedule of Commodity Codes.

Classification category (87) also includes bicycles, wheelchairs, and baby carriages.

Total trade = exports plus imports. Balance = exports minus imports.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics; based on data from U.S. Department of Commerce, U.S. International Trade Commission, Interactive Tariff and Trade DataWeb, available at <http://dataweb.usitc.gov> as of September 2007.

5-10 New Passenger Car and Light Truck Sales: Model Years 1985–2007



Note: Data are based on Environmental Protection Agency (EPA) definitions of light trucks (gross vehicle weight of 8,500 pounds or less). Model year 2007 data are projected sales from the automotive companies.

Source: U.S. Environmental Protection Agency, *Light-Duty Automotive Technology and Fuel Economy Trends: 1975 Through 2007*, Table E-1 to E-15, available at <http://www.epa.gov/otaq/fetrends.htm> as of September 2007.

Government Transportation Revenues by Mode and Level of Government^a: 1995–2003

(Millions of current dollars)

	1995	2000	2002	2003
Highway total	67,544	90,980	91,182	92,080
Federal:				
Highway Trust Fund ^b	22,200	34,985	33,068	34,191
State and local	45,344	55,995	58,114	57,889
Transit^c	11,600	11,196	15,229	13,698
Railroad^d	36	1	0	0
Air total	14,518	22,297	24,543	24,212
Federal: Airport and				
Airway Trust Fund	6,291	10,544	11,282	10,597
State and local	8,227	11,754	13,261	13,615
Water total	3,832	4,058	3,937	4,279
Federal: water receipts ^e	1,909	1,551	1,252	1,349
State and local	1,923	2,507	2,635	2,930
Pipeline^d	35	40	57	57
General support^e	7	25	25	9
Total, all modes	97,573	128,597	134,973	134,335
Federal	30,478	47,146	45,684	46,203
State and local	67,095	81,451	89,290	88,133

^a All data are not comparable to those published in earlier editions because of changes in the methodology of estimation.

^b Includes both Highway and Transit Accounts of the Highway Trust Fund.

^c Includes state and local government only.

^d Includes federal only.

^e Includes Harbor Maintenance Trust Fund, St. Lawrence Seaway tolls, Inland Waterway Trust Fund, Panama Canal receipts through 2000, Oil Spill Liability Trust Fund, Offshore Oil Pollution Fund, Deep Water Port Liability Fund, and excise taxes of the Boat Safety Program.

Note: Government transportation revenue consists of money collected by governments from transportation user charges and taxes to finance transportation programs. The following types of receipts are excluded:

- 1) revenues collected from users of the transportation system that are directed to the general fund and used for nontransportation purposes,
- 2) nontransportation general fund revenues that are used to finance transportation programs, and
- 3) proceeds from borrowing.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *Government Transportation Financial Statistics 2007*.

Government Transportation Expenditures by Mode and Level of Government^a: 1995–2003

(Millions of current dollars)

	1995	2000	2002	2003
Highway total	90,075	119,847	133,538	138,500
Federal	1,685	2,216	2,620	3,166
State and local	88,391	117,720	130,918	135,334
Transit total	25,460	34,828	41,604	41,555
Federal	1,277	3,677	4,508	4,560
State and local	24,183	31,150	37,095	36,995
Rail total	1,065	762	1,309	1,219
Federal	1,023	748	1,265	1,197
State and local	42	14	44	22
Air total	19,250	22,525	37,025	34,185
Federal	10,807	9,285	20,675	17,019
State and local	8,443	13,240	16,350	17,166
Water total	6,623	7,634	8,038	11,775
Federal	4,314	4,493	4,467	5,900
State and local	2,309	3,141	3,571	5,875
Pipeline total	24	46	48	65
Federal	12	28	27	45
State and local	12	18	22	20
General support	757	670	2,113	10,763
Federal	751	662	2,101	10,751
State and local	6	8	12	12
Total, all modes	143,254	186,311	223,657	238,061
Federal	19,869	21,020	35,662	42,637
State and local	123,385	165,291	188,013	195,423

^a All data are not comparable to those published in earlier editions because of changes in the methodology of estimation.

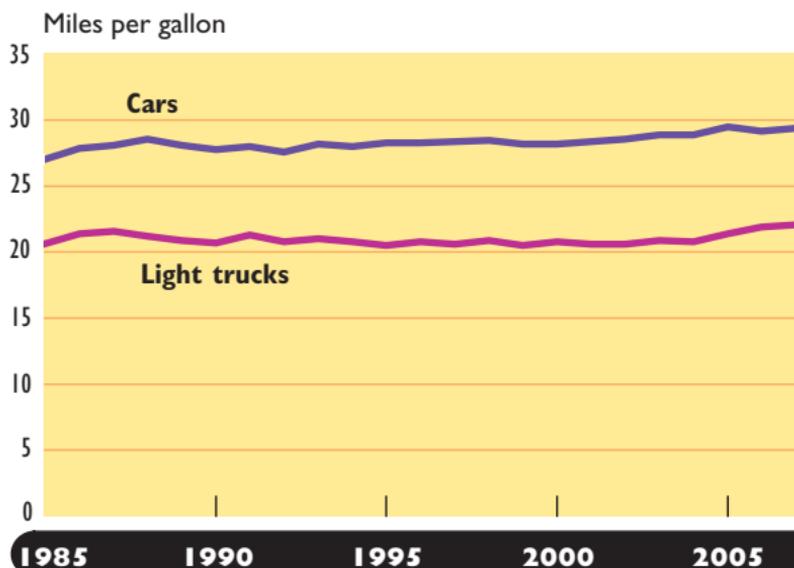
Notes: Federal expenditure includes direct federal spending, excluding grants to state and local governments. State and local expenditure includes outlays from all sources of funds including funds from federal grants.

Sources: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *Government Transportation Financial Statistics 2007*.

While transportation enhances the quality of our lives, it also generates environmental impacts that can lead to human health problems and ecological damage. Overall, most transportation air emissions in the United States, such as particulates, have declined since 1980 despite significant increases in U.S. population, Gross Domestic Product, and vehicle-miles traveled. Only ammonia among criteria pollutants remains above its 1990 level. However, carbon dioxide emissions from transportation fuel use have risen.

6-1

New Passenger Car and Light Truck Fuel Economy Averages: Model Years 1985–2007

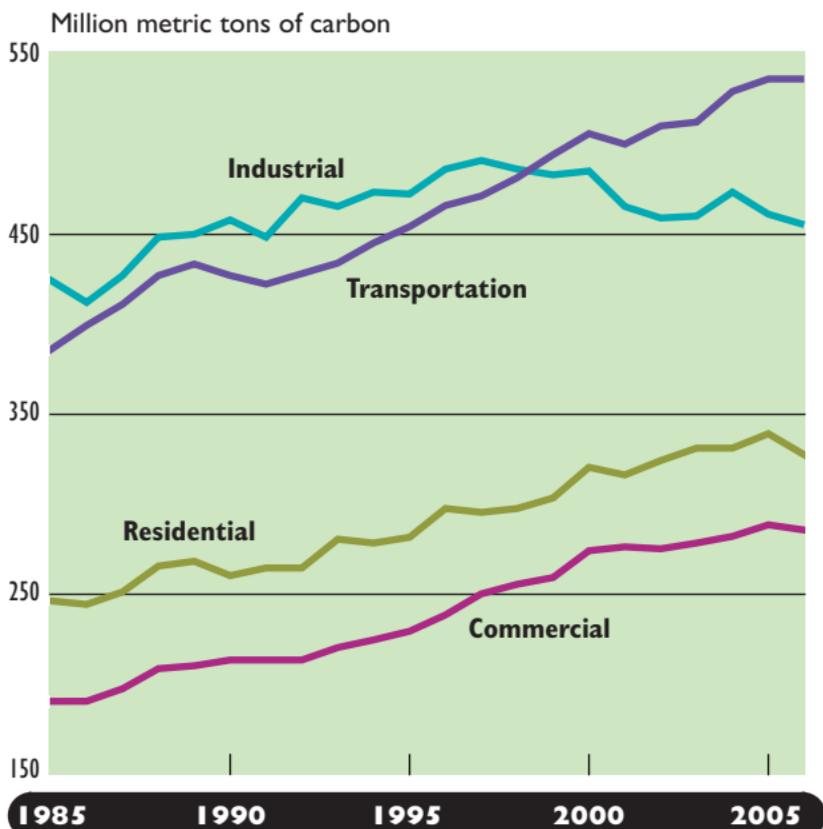


Notes: Dimensionally, fuel economy is miles divided by gallons. Then, presented with more than one fuel economy value, an approach to averaging the values is to compute the result by determining the total miles traveled and dividing that by the total gallons used.

Source: U.S. Environmental Protection Agency, *Light-Duty Automotive Technology and Fuel Economy Trends: 1975 Through 2007*, Table A-2, available at <http://www.epa.gov/otaq/fetrends.htm> as of September 2007.

6-2

U.S. Carbon Dioxide Emissions from Energy Use: 1985–2006



Notes: 2006 data are preliminary.

One ton of carbon equals 3.667 tons of carbon dioxide gas. Electric utility emissions are distributed across sectors.

Sources: 1985–1989—U.S. Department of Energy (USDOE), Energy Information Administration (EIA), *Emissions of Greenhouse Gases in the United States*, Appendix E, available at <http://www.eia.doe.gov>, as of December 2005. 1990–2006—USDOE, EIA, U.S. Carbon Dioxide from Energy Sources 2007 Flash Estimate, available at <http://www.eia.doe.gov/oiaf/1605/flash/flash.html> as of September 2007.

6-3

Wetlands Impacted and Mitigated Under the Federal-Aid Highway Program: 2000–2006

	2000	2001	2002	2003	2004	2005	2006
Acres:							
Impacted	2,041	1,905	1,942	1,278	847	1,139	591
Mitigated	7,671	4,017	5,198	3,431	1,763	3,741	1,414
Gained (net)	5,630	2,112	3,256	2,153	916	^R 2,602	823
Mitigation ratio	3.8:1	2.1:1	2.7:1	2.7:1	2.1:1	3.3:1	2.4:1

Key: R = revised.

Notes: These data cover wetlands acreage affected by Federal-Aid Highway projects, approximately 24% of the total mileage of the U.S. public roads. These data are collected by states using varying collection methodologies. The mitigation ratio equals acres mitigated to acres impacted.

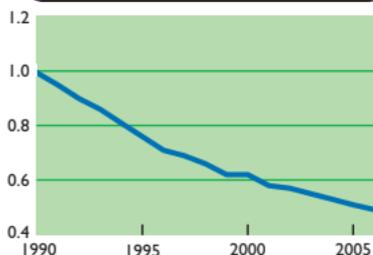
Source: **2000-2004**—U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Highway Administration Wetland Mitigation Performance Measure for Federal-Aid Highway Projects Fiscal Year 2004, available at <http://fhwa.dot.gov/environment/perform/wetrpt04.htm>. **2005-2006**—USDOT, FHWA, personal communication, August 2007.

6-4

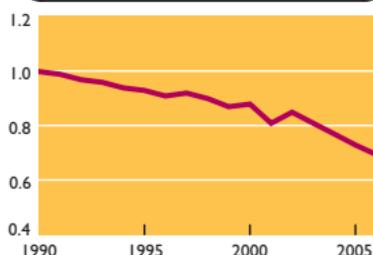
Index of Key Air Pollutant Emissions from U.S. Transportation: 1990–2006

Index: 1990 = 1.0

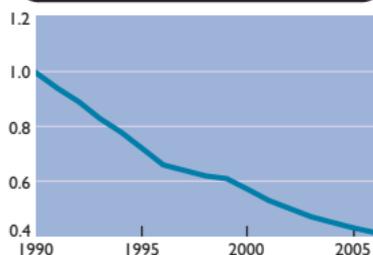
Carbon monoxide



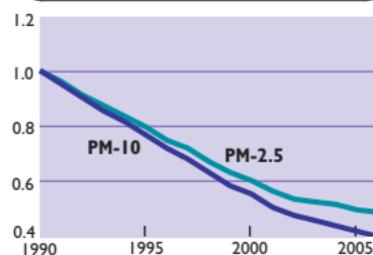
Nitrogen oxides



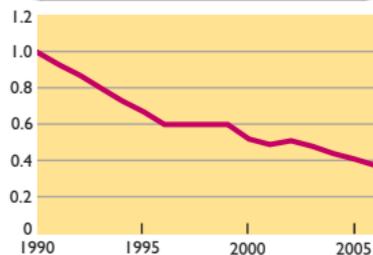
Volatile organic compounds



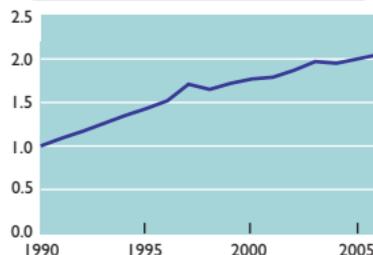
PM-10; PM-2.5



Sulfur Dioxide



Ammonia



Key: PM-10 and PM-2.5 = airborne particulates of less than 10 microns or 2.5 microns, respectively.

Notes: Data include emissions from onroad mobile sources only. EPA revised the emissions estimation methodology for onroad mobile sources. EPA discontinued lead emissions estimated in 2001.

Source: U.S. Environmental Protection Agency, Clearinghouse for Inventories and Emissions Factors (CHIEF), Current Emission Trends Summaries, Internet website <http://www.epa.gov/ttn/chief/trends/index.html> as of September 2007.

Glossary

- Air carrier**—Certificated provider of scheduled and nonscheduled services.
- Chained dollars**—A method to measure real changes in dollar values between years that uses chain-type indexes, rather than constant dollars. The method first calculates the real changes between adjacent years. Annual rates of real changes are then chained (multiplied) together to obtain the rate of real changes between nonadjacent years.
- Class I railroad**—A freight railroad with an annual gross operating revenue indexed to a base of \$250 million in 1991 dollars. In 2004, the adjusted base had increased to \$289.5 million.
- Commercial waterway facilities**—Waterway facilities as counted by the U.S. Army Corps of Engineers are piers, wharves, and docks. Not included are those facilities used exclusively for recreational or active military craft and generally those providing nonmaritime use.
- Commuter rail**—Urban/suburban passenger train service for short-distance travel between a central city and adjacent suburbs run on tracks of a traditional railroad system. Does not include heavy- or light-rail transit service.
- Congestion cost**—Value of travel time delay (estimated at \$13.45 per hour of person travel and \$71.05 per hour of truck travel) and excess fuel consumption (estimated using the average cost per gallon by state).
- Contracted service (purchased transportation)**—Transportation service provided to a public transit agency or governmental unit from a public or private transportation provider based on a written contract.
- Delay**—The extra travel time (hours) spent traveling at congested speeds rather than free-flow speeds (60 mph on freeways and 35 mph on principal arterials) divided by the number of persons making a trip during the peak period (6:00 a.m.–9:30 a.m. and 3:30 p.m.–7:00 p.m.).
- Demand-response transit**—A nonfixed-route, nonfixed-schedule form of transportation that operates in response to calls from passengers or their agents to the transit operator or dispatcher.
- Directional route-miles**—The sum of the mileage in each direction over which transit vehicles travel while in revenue service.
- Directly operated service**—Transportation service provided directly by a transit agency, using their employees to supply the necessary labor to operate the revenue vehicles.

Draft—The depth of water a vessel draws, loaded or unloaded.

General aviation—Civil aviation operations other than those air carriers holding a Certificate of Public Convenience and Necessity. Types of aircraft used in general aviation range from corporate, multi-engine jets piloted by a professional crew to amateur-built, single-engine, piston-driven, acrobatic planes.

Gross Domestic Product—The total value of goods and services produced by labor and property located in the United States. As long as the labor and property are located in the United States, the suppliers may be either U.S. residents or residents of foreign countries.

Heavy-rail transit—High-speed transit rail operated on rights-of-way that exclude all other vehicles and pedestrians.

Hub area—As used here, a geographic area based on the percentage of total enplaned passengers in that area. A hub area can comprise more than one airport and falls into one of the following classes: large, a community enplaning 1% or more of the total enplaned passengers; medium, 0.25%–0.99%; small, 0.05%–0.24%; nonhub area, less than 0.05%. The definition of hub used here should not be confused with airline usage of the term to describe “hub-and-spoke” route structures or other definitions of hubs used by the Federal Aviation Administration, which focus on traffic at individual airports.

Intermodal—Transportation activities involving more than one mode of transportation, including transportation connections, choices, cooperation, and coordination of various modes.

Large certificated air carrier—Carriers operating aircraft with a maximum passenger capacity of more than 60 seats or a maximum payload of more than 18,000 pounds. These carriers are also grouped by annual operating revenues: 1) majors—more than \$1 billion; 2) nationals—between \$100 million and \$1 billion; 3) large regionals—between \$20 million and \$99,999,999; and 4) medium regionals—less than \$20 million.

Long-distance travel—As defined in the Bureau of Transportation Statistics National Household Travel Survey, long-distance trips are trips of 50 miles or more from home to the farthest destination traveled and include the return component as well as any overnight stops and stops to change transportation mode.

Light-rail transit—Urban transit rail operated on a reserved right-of-way that may be crossed by roads used by motor vehicles and pedestrians.

Light truck—Trucks of 10,000 pounds gross vehicle weight rating or less, including pickup trucks, vans, truck-based station wagons, and sport utility vehicles.

Metric ton—A unit of weight equal to 2,204.6 pounds.

North American Industry Classification System

(NAICS)—NAICS (established in April 1997) replaces the Standard Industrial Classification (SIC) and groups producing and nonproducing economic activities into 20 sectors and 1,170 industries in the United States version. It was developed to provide common industry definitions for Canada, Mexico, and the United States to facilitate analyses of the economies of the three countries.

Nonself-propelled vessels—Includes dry cargo, tank barges, and railroad car floats that operate in U.S. ports and waterways.

Particulates—Carbon particles formed by partial oxidation and reduction of hydrocarbon fuel. Also included are trace quantities of metal oxides and nitrides, originating from engine wear, component degradation, and inorganic fuel additives.

Passenger-mile—One passenger transported one mile. For example, one vehicle traveling 3 miles carrying 5 passengers generates 15 passenger-miles.

Self-propelled vessels—Includes dry cargo vessels, tankers, and offshore supply vessels, tugboats, pushboats, and passenger vessels, such as excursion/sightseeing boats, combination passenger and dry cargo vessels, and ferries.

Short-ton—A unit of weight equal to 2,000 pounds.

Standard Industrial Classification (SIC)—SIC (first used in 1937) groups establishments by primary activity to ease data collection, tabulation, presentation, and analysis. SIC was intended to promote greater uniformity and comparability in data presentations by government, industry, and research institutions. SIC classifies industries by composition and structure of the economy.

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” noted above.

Combination—A power unit (truck or truck tractor) and one or more trailing units.

Vehicle-mile—One vehicle traveling one mile.

Statistics published in this *Pocket Guide to Transportation* come from many different sources. Some statistics are based on samples and are subject to sampling variability. Statistics may also be subject to omissions and errors in reporting, recording, and processing.

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Ship in Baltimore Harbor

Dennis Roos, Sr.

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Passenger train

National Railroad Passenger
Corporation (Amtrak)

