California

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Transportation Profile

U.S. Department of Transportation

Bureau of Transportation Statistics

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California Fast Facts 2000

Transportation System Extent

All public roads: 168,076 miles

Interstate: 2,453 miles

Road bridges: 23,672

Class I railroad trackage: 5,861 miles

Inland waterways: 286 miles

Public use airports: 257 (42 certificated for air carrier operations)[1]

Vehicles and Conveyances

Automobiles registered: 17.3 million

Light trucks registered: 8.9 million

Heavy trucks registered: 119,000

Buses registered: 47,000

Motorcycles registered: 449,000

Rail transit systems: 4 commuter rail, 2 heavy rail (subway), 5 light rail

Numbered boats: 905,000

Geographic

Land area: 155,959 sq. miles (rank: 3)

Percent of land area owned by federal government: 43.6[4] (rank: 8)

Persons per square mile: 217 (rank: 12)

Highest point: Mt. Whitney (14,494 ft.)

Lowest point: Death Valley (–282 ft.)

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[1]2002
[2]1990
[3]1997
[4]1999

Political Subdivisions

Counties: 57

Municipal governments: 471[3]

Congressional districts: 53

Demographic

Population: 33,871,648 (rank: 1)

Percent urban population: 93[2] (rank: 1)

Socioeconomic

Gross state product: $1,229 billion[4] (rank: 1)

Civilian labor force: 17.1 million[4] (rank: 1)

Median household income: $46,802 (rank: 13)

Commuting (percent of workers)

Car, truck, or van—drove alone: 72.4

Car, truck, or van—carpooled: 13.9

Public transportation (including taxi): 5.4

Walked: 2.7

Other means: 1.9

Worked at home: 3.7

State Transportation Department

California Department of Transportation (CalTrans)

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The Bureau of Transportation Statistics (BTS) presents a profile of transportation in California—part of a series covering the 50 states and the District of Columbia. This collection of transportation information from BTS, other federal government agencies, and other national sources provides a picture of the state's infrastructure, freight movement and passenger travel, safety, vehicles, economy and finance, and energy and environment.

All tables do not necessarily appear in every state profile report due to geographic and other characteristics. For example, border-crossing data are given only for states bordering Canada and Mexico. Data source and accuracy profiles are provided at the end of the report.

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A Infrastructure

Table 1-1: California Public Road Length, Miles By Functional System

	1995	1996	1997	1998	1999	2000
Total rural and urban	170,389	170,506	170,598	165,948	166,973	168,076
Rural	87,869	87,397	87,343	82,413	83,186	83,428
Interstate	1,346	1,345	1,353	1,357	1,362	1,357
Other principal arterial	3,691	3,687	3,685	3,688	3,689	3,701
Minor arterial	6,911	6,904	6,904	6,901	6,906	6,969
Major arterial	13,058	13,014	13,066	13,001	13,059	13,100
Minor collector	9,114	9,072	8,998	8,900	8,820	8,781
Local	53,749	53,375	53,337	48,566	49,350	49,520
Urban	82,520	83,109	83,255	88,535	83,787	84,648
Interstate	1,076	1,079	1,066	1,069	1,094	1,096
Other freeways and expressways	1,328	1,334	1,399	1,397	1,375	1,343
Other principal arterial	5,860	5,854	5,836	5,844	5,832	5,939
Minor arterial	10,292	10,288	10,270	10,236	10,232	10,435
Collector	10,034	10,025	10,027	9,973	9,960	10,039
Local	53,930	54,529	54,657	55,016	55,294	55,796

SOURCE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics,* Washington, DC: annual editions, table HM-20, available at http://www.fhwa.dot.gov/ohim/hs00/hm20.htm as of Feb. 1, 2002.

Table 1-2: Public Roads in California by Ownership: 2000

	National Highway System	Other federal-aid highway	Non federal-aid highway	Total
Total	7,622	46,358	114,095	168,077
State highway agency	7,264	7,837	78	15,180
County	164	17,128	48,829	66,121
Town, township, municipal	155	20,978	49,130	70,263
Other jurisdiction[1]	38	32	2,999	3,069
Federal agency[2]	1	383	13,059	13,443

[1]Includes state park, state toll, other state agency, other local agency, and roadways not identified by ownership.
[2]Roadways in federal parks, forests, and reservations that are not part of the state and local highway systems.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics,* Washington, DC: annual editions, table HM-14, available at http://www.fhwa.dot.gov/ohim/hs00/hm14.htm as of Feb. 1, 2002.

Table 1-3: California Toll Roads: 2001

Facility	Financing or operating authority	Location	Length in miles	Toll collection direction	Electronic collection system
Interstate					
Interstate 15	SANDAG; Caltrans	From SR 56 to SR 52	8.0	Both ways	FASTRAK/Title 21/Tiris
Non-interstate					
Seventeen Mile Drive	Del Monte Properties, Inc.	From Pacific Grove to Carmel	10.8	Collected at five possible entry ramps	None
Route 91	Caltrans; Private Sector Partnership	From Orange/Riverside County Line to Highway 55	10.0	Both ways	FASTRAK/Title 21/Tiris
Eastern Trans. Corridor (Routes 261, 241, 133)	Caltrans; TCA	From State Route 91 to I-5 and State Route 133	24.0	Both ways	FASTRAK/Title 21/Tiris
Foothill Trans. Corridor (Route 241)	Caltrans; TCA	From I-5 San Clemente to State Route 241; Eastern Corridor	28.0	Both ways	FASTRAK/Title 21/Tiris
San Joaquin Hills Trans. Corridor (Route 73)	Caltrans; TCA	From Newport Beach to San Juan Capistrano	15.0	Both ways	FASTRAK/Title 21/Tiris

Table 1-4: California Toll Bridges, Tunnels, and Ferries: 2001

Facility	Financing or operating authority	Location	Length in miles	Toll collection direction	Electronic collection system
Interstate					
San Francisco-Oakland Bay (I-80)	CTC	From San Francisco to Oakland (across SF Bay)	6.1	West	FASTRAK/Title 21/Tiris
Carquinez (2 bridges) (I-80)	CTC	From Crockett to Vallejo (across Carquinez Strait)	1.6	North	FASTRAK/Title 21/Tiris
Martinez-Benicia (I-680)	CTC	From Martinez to Benecia (across Carquinez Strait)	2.2	North	FASTRAK/Title 21/Tiris
Richmond-San Rafael (I-680)	CTC	From Richmond to San Rafael (across SF Bay)	4.7	West	FASTRAK/Title 21/Tiris
Non-interstate					
Antioch (John A. Nedjedly)	CTC	From Contra Costa County to Sacramento County (Across San Joaquin River)	2.3	North	FASTRAK/Title 21/Tiris
San Mateo-Hayward	CTC	From San Mateo to Hayward (across SF Bay)	9.9	West	FASTRAK/Title 21/Tiris
Dumbarton	CTC	From Palo Alto to Newark (across SF Bay)	5.9	West	FASTRAK/Title 21/Tiris
Vincent Thomas	CTC	From San Pedro to Terminal Island (across LA Harbor)	1.6	West	None
San Diego-Coronado	CTC	From San Diego to Coronado (across San Diego Bay)	2.1	West	None
Golden Gate	Golden Gate Bridge, Highway, and Trans. District	From San Francisco to Marin County (across SF Bay)	2.3	South	AMTECH Radio Freq ID
Murray Road	City of Oceanside and Murray Bridge Corporation	From Oceanside to Oceanside (across San Luis Rey River)	0.2	West	Automatic Toll System
Vehicular toll ferries					
Balboa Island	Balboa Island Ferry, Inc.	From Balboa Island to Balboa (across Newport Bay)	U	Both ways	None

KEY FOR DATA ON THIS PAGE: Caltrans = California Department of Transportation; CTC = California Transportation Commission; SANDAG = San Diego Association of Governments; TCA = Transportation Corridor Agencies (Orange County); U = Unavailable.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Federal Highway Administration, *Toll Facilities in the United States: Bridges-Roads-Tunnels-Ferries,* Washington, DC: June 2001, available at http://www.fhwa.dot.gov/ohim/tollpage.htm as of Feb. 18, 2002.

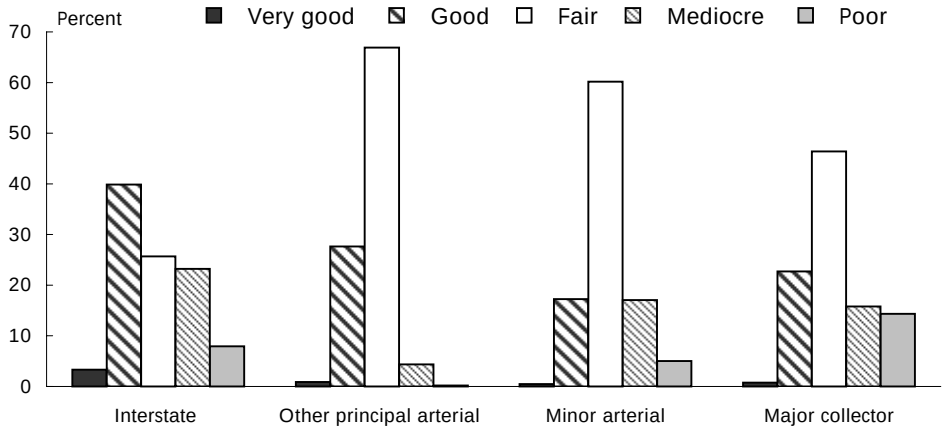
Table 1-5: California Road Condition by Functional System -- Rural

	1995	1996	1997	1998	1999	2000
Interstate (total reported)	1,222	1,345	1,353	1,357	1,361	1,352
Very good	17	7	7	7	7	45
Good	550	573	608	608	613	539
Fair	229	284	299	298	302	347
Mediocre	314	401	359	364	359	314
Poor	112	80	80	80	80	107
Not reported	124	0	0	0	0	6
Other principal arterial (total reported)	3,123	3,687	3,685	3,688	3,686	3,694
Very good	35	31	32	32	31	33
Good	988	941	1,044	1,043	1,042	1,021
Fair	1,948	2,582	2,467	2,465	2,467	2,472
Mediocre	141	130	139	144	142	161
Poor	11	3	3	4	4	7
Not reported	568	0	0	0	3	5
Minor arterial (total reported)	6,867	6,904	6,905	6,900	6,905	6,970
Very good	174	359	362	298	293	34
Good	1,535	1,261	1,252	1,264	1,266	1,202
Fair	4,412	4,469	4,464	4,488	4,495	4,195
Mediocre	517	565	570	596	591	1,189
Poor	229	250	257	254	260	350
Not reported	44	0	0	0	0	0
Major collector (total reported)	N	N	N	N	N	12,692
Very good	N	N	N	N	N	95
Good	N	N	N	N	N	2,882
Fair	N	N	N	N	N	5,890
Mediocre	N	N	N	N	N	2,005
Poor	N	N	N	N	N	1,820
Not reported	N	N	N	N	N	0

KEY: N = Data do not exist

NOTE: In 2000, the Federal Highway Administration began reporting road condition for rural major collectors using the International Roughness Index. In prior years, data were only available using the Present Servicability Rating.

Figure 1-1: Rural Road Conditions in California: 2000



NOTE FOR DATA ON THIS PAGE: Road condition is based on measured pavement roughness using the International Roughness Index (IRI). IRI is a measure of surface condition. A comprehensive measure of pavement condition would require data on other pavement distresses such as rutting, cracking, and faulting.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics,* Washington, DC: annual editions, tables HM-63 and HM-64, available at http://www.fhwa.dot.gov/ as of Feb. 1, 2002.

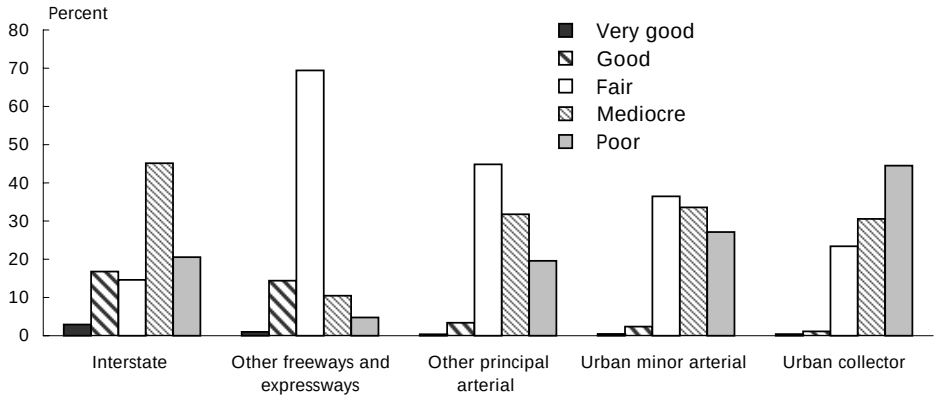
Table 1-6: California Road Condition by Functional System -- Urban

	1995	1996	1997	1998	1999	2000
Interstate (total reported)	914	1,079	1,067	1,070	1,093	1,095
Very good	11	21	24	24	24	32
Good	194	146	146	146	169	184
Fair	215	190	195	201	214	160
Mediocre	362	557	519	516	503	494
Poor	132	165	183	183	183	225
Not reported	162	0	0	0	1	1
Other freeways and expressways (total reported)	1,073	1,334	1,396	1,396	1,374	1,320
Very good	45	26	39	38	42	13
Good	257	237	242	242	219	190
Fair	676	946	956	957	954	916
Mediocre	83	104	133	133	133	138
Poor	12	21	26	26	26	63
Not reported	255	0	2	0	0	24
Other principal arterial (total reported)	3,170	5,854	5,835	5,842	5,829	5,886
Very good	319	724	548	89	91	23
Good	601	1,029	731	275	273	200
Fair	1,597	3,293	3,355	2,521	2,508	2,640
Mediocre	430	446	724	1,733	1,732	1,869
Poor	223	362	477	1,224	1,225	1,154
Not reported	2,690	0	1	1	3	53
Urban minor arterial (total reported)	N	N	N	N	N	10,267
Very good	N	N	N	N	N	48
Good	N	N	N	N	N	244
Fair	N	N	N	N	N	3,743
Mediocre	N	N	N	N	N	3,449
Poor	N	N	N	N	N	2,783
Not reported	N	N	N	N	N	0
Urban collector (total reported)	N	N	N	N	N	9,671
Very good	N	N	N	N	N	39
Good	N	N	N	N	N	109
Fair	N	N	N	N	N	2,262
Mediocre	N	N	N	N	N	2,956
Poor	N	N	N	N	N	4,305
Not reported	N	N	N	N	N	0

KEY: N = Data do not exist

NOTE: In 2000, the Federal Highway Administration began reporting road condition for urban minor arterials and urban collectors using the International Roughness Index. In prior years, data were only available using the Present Servicability Rating.

Figure 1-2: Urban Road Conditions in California: 2000



NOTE FOR DATA ON THIS PAGE: Road condition is based on measured pavement roughness using the International Roughness Index (IRI). IRI is a measure of surface condition. A comprehensive measure of pavement condition would require data on other pavement distresses such as rutting, cracking, and faulting.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics,* Washington, DC: annual editions, tables HM-63 and HM-64, available at http://www.fhwa.dot.gov/ as of Feb. 1, 2002.

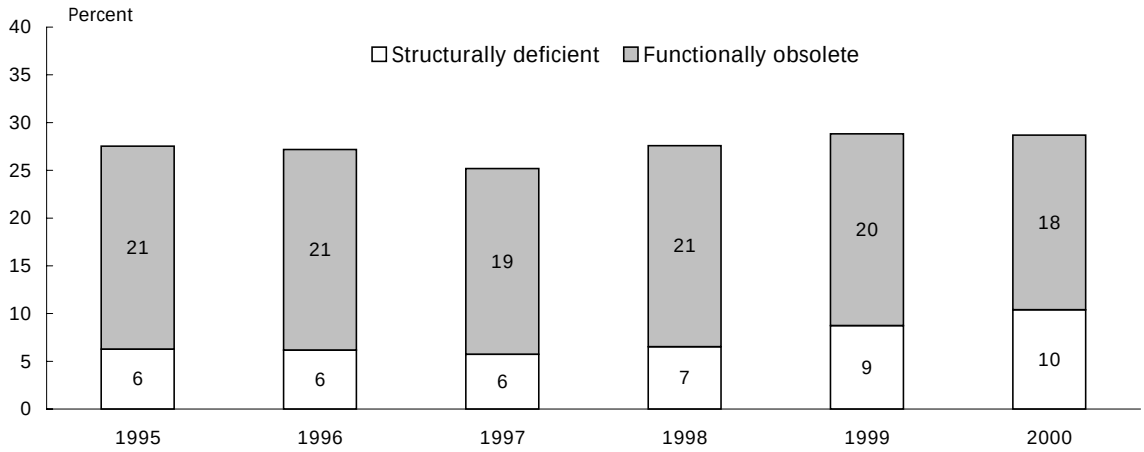
Table 1-7: Bridge Condition: 2001

State	All bridges (number)	Structurally deficient (number)	Functionally obsolete (number)	Total of both (number)	Total of both (percent)
Alabama	15,641	2,677	2,245	4,922	31.5
Alaska	1,433	169	243	412	28.8
Arizona	6,918	194	541	735	10.6
Arkansas	12,434	1,479	1,996	3,475	27.9
California	**23,770**	**2,636**	**4,204**	**6,840**	**28.8**
Colorado	8,082	596	847	1,443	17.9
Connecticut	4,171	362	943	1,305	31.3
Delaware	829	47	82	129	15.6
District of Columbia	243	25	136	161	66.3
Florida	11,303	300	1,814	2,114	18.7
Georgia	14,394	1,578	1,924	3,502	24.3
Hawaii	1,071	193	344	537	50.1
Idaho	4,069	320	436	756	18.6
Illinois	25,529	2,725	2,099	4,824	18.9
Indiana	18,067	2,257	2,161	4,418	24.5
Iowa	25,030	5,036	2,060	7,096	28.3
Kansas	25,638	3,465	2,959	6,424	25.1
Kentucky	13,442	1,189	2,864	4,053	30.2
Louisiana	13,426	2,425	2,166	4,591	34.2
Maine	2,367	354	512	866	36.6
Maryland	4,957	436	1,010	1,446	29.2
Massachusetts	4,986	696	1,792	2,488	49.9
Michigan	10,631	2,012	1,354	3,366	31.7
Minnesota	12,830	1,221	563	1,784	13.9
Mississippi	16,825	3,694	1,308	5,002	29.7
Missouri	23,604	6,083	2,747	8,830	37.4
Montana	5,009	570	560	1,130	22.6
Nebraska	15,493	2,676	1,661	4,337	28.0
Nevada	1,510	67	154	221	14.6
New Hampshire	2,354	387	415	802	34.1
New Jersey	6,366	930	1,420	2,350	36.9
New Mexico	3,790	348	355	703	18.5
New York	17,378	2,406	4,182	6,588	37.9
North Carolina	16,991	2,513	2,794	5,307	31.2
North Dakota	4,517	871	266	1,137	25.2
Ohio	27,952	3,304	3,862	7,166	25.6
Oklahoma	22,708	7,605	1,518	9,123	40.2
Oregon	7,309	362	1,291	1,653	22.6
Pennsylvania	22,092	5,418	4,022	9,440	42.7
Rhode Island	749	187	192	379	50.6
South Carolina	9,064	1,187	869	2,056	22.7
South Dakota	6,001	1,398	346	1,744	29.1
Tennessee	19,362	1,761	2,940	4,701	24.3
Texas	48,085	3,182	7,373	10,555	22.0
Utah	2,743	389	245	634	23.1
Vermont	2,714	452	503	955	35.2
Virginia	12,789	1,222	2,243	3,465	27.1
Washington	7,939	551	1,591	2,142	27.0
West Virginia	6,767	1,172	1,495	2,667	39.4
Wisconsin	13,516	1,862	795	2,657	19.7
Wyoming	3,076	389	253	642	20.9
United States	590,066	83,630	81,469	165,099	28.0

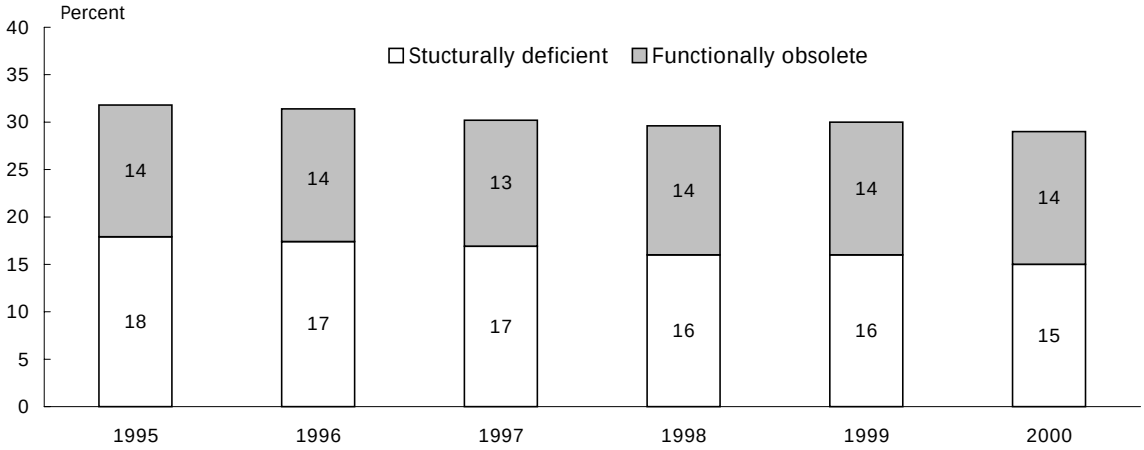
SOURCE: U.S. Department of Transportation, Federal Highway Administration, *National Bridge Inventory: Deficient Bridges by State and Highway System,* Washington, DC: 2001, available at http://www.fhwa.dot.gov/bridge/britab.htm as of Jan. 31, 2002.

Figure 1-3: Bridge Condition

California



United States



SOURCE: U.S. Department of Transportation, Federal Highway Administration, *National Bridge Inventory: Deficient Bridges by State and Highway System,* Washington, DC: 2001, available at http://www.fhwa.dot.gov/bridge/britab.htm as of Jan. 31, 2002.

Table 1-8: Characteristics of Directly Operated Motor Bus and Trolley Bus Transit in California: 2000

Transit agency	Directional route-miles		
	Exclusive right-of-way	Controlled right-of-way	Mixed right-of-way
Motor bus			
Alameda-Contra Costa Transit District (AC Transit)	0.3	39.5	1,293.5
Central Contra Costa Transit Authority	0.0	0.0	355.2
City of Commerce Municipal Buslines	0.0	0.0	134.1
City of Gardena Transportation Department	0.0	0.0	161.3
City of Santa Rosa	0.0	0.0	135.6
Culver City Municipal Bus Lines	0.0	0.0	93.9
DAVE Transportation Services (Sherman Oaks)	0.0	0.0	589.0
Fresno Area Express	0.0	0.0	355.7
Golden Empire Transit District (Bakersfield)	0.0	0.0	311.8
Golden Gate Bridge, Highway, and Transportation District	0.0	20.5	608.2
Laidlaw Transit Services (El Monte)	23.6	0.0	231.0
Long Beach Public Transportation	0.5	0.0	416.5
Los Angeles County Metropolitan Transportation Authority	48.4	0.0	4,041.6
Montebello Bus Lines	0.0	0.0	154.7
Monterey-Salinas Transit	0.0	0.0	436.0
Municipal Railway (San Francisco)	0.0	8.5	444.0
North San Diego County Transit Development Board	0.0	0.0	1,299.3
Norwalk Transit System	0.0	0.0	131.4
OMNITRANS-Riverside	0.0	0.0	712.8
Orange County Transportation Authority	0.0	0.0	1,669.0
Riverside Transit Agency	0.0	0.0	632.0
Los Angeles-First Transit	23.6	0.0	791.0
Sacramento Regional Transit District	0.0	0.0	1,704.3
San Diego Transit Corporation	0.6	0.4	875.7
San Joaquin Regional Transit District	0.0	0.0	1,127.0
San Mateo County Transit District	0.0	0.0	839.0
Santa Barbara Metropolitan Transit District	0.0	0.0	213.0
Santa Clara Valley Transportation Authority	0.0	153.4	1,303.4
Santa Cruz Metropolitan Transit District	0.0	0.0	415.1
Santa Monica Municipal Bus Lines	0.0	0.0	286.1
Simi Valley Transit	0.0	0.0	101.2
South Coast Area Transit (Oxnard)	0.0	0.0	222.8
SunLine Transit Agency (Thousand Palms)	0.0	0.0	690.5
Torrance Transit System	14.6	0.0	196.3
UNITRANS-Davis	0.0	0.0	65.7
Total	111.6	222.3	23,037.7
Trolley bus			
Municipal Railway (San Francisco)	0.0	164.3	0.0

NOTES: Directional route-miles is the mileage in each direction over which public transportation vehicles travel while in revenue service. Directional route-miles are a measure of the facility or roadway, not the service carried on the facility such as the number of routes or vehicle-miles. Directional route-miles are computed with regard to direction of service, but without regard to the number of traffic lanes or rail tracks existing in the right-of-way. Exclusive right-of-way refers to lanes reserved at all times for transit use and other high occupancy vehicles (HOVs). Controlled right-of-way refers to lanes restricted for at least a portion of the day for use by transit vehicles and other HOVs. Mixed right-of-way refers to lanes used for general automobile traffic.

SOURCE: U.S. Department of Transportation, Federal Transit Administration, National Transit Database, Data Tables, available at http://www.ntdprogram.com/ as of Feb. 19, 2002.

Table 1-9: Characteristics of Directly Operated Rail Transit in California: 2000

Transit agency	Directional route-miles	Miles of track	Number of crossings	Number of stations	Number of ADA accessible stations
Heavy rail					
San Francisco BART	190.1	246.3	0	39	39
Los Angeles County MTA	31.9	34.1	0	16	16
Light rail					
Los Angeles County MTA	82.4	85.7	77	36	36
Municipal Railway (San Francisco)	70.0	70.0	191	11	0
Sacramento Regional Transit District	40.7	39.4	90	29	29
San Diego Trolley	96.6	96.6	96	49	49
Santa Clara VTA	55.8	56.3	93	47	21
Commuter rail					
Southern California RRA	770.0	635.1	398	47	47
Cable car					
Municipal Railway (San Francisco)	8.8	8.8	0	0	0

KEY: ADA = Americans with Disabilities Act of 1990; BART = Bay Area Rapid Transit District; MTA = Metropolitan Transportation Authority; RRA = Regional Rail Authority; VTA = Valley Transportation Authority.

NOTE: Directional route-miles is the mileage in each direction over which public transportation vehicles travel while in revenue service. Directional route-miles are a measure of the facility or roadway, not the service carried on the facility such as the number of routes or vehicle-miles. Directional route-miles are computed with regard to direction of service, but without regard to the number of traffic lanes or rail tracks existing in the right-of-way.

SOURCE: U.S. Department of Transportation, Federal Transit Administration, National Transit Database, Data Tables, available at http://www.ntdprogram.com/ as of Feb. 19, 2002.

Table 1-10: Civil and Joint-Use Airports, Heliports, STOLports, and Seaplane Bases in California: 2002[1]

Ownership and usage	Airports	Heliports	STOLports	Seaplane bases	Total
Publicly owned	**228**	**86**	**0**	**6**	**320**
Open to public	220	0	0	6	226
Closed to public	8	86	0	0	94
Privately owned	**311**	**297**	**2**	**5**	**615**
Open to public	37	0	0	1	38
Closed to public	274	297	2	4	577
Total	**539**	**383**	**2**	**11**	**935**

[1]Data are current as of Jan. 31, 2002.

KEY: STOLport = Short take-off and landing airport.

NOTE: Publicly owned facilities are open for public use with no prior authorization or permission. Publicly owned facilities closed to the public include medical, law enforcement, and other such facilities.

SOURCE: U.S. Department of Transportation, Federal Aviation Administration, Office of Airports, Airport Safety Data Branch.

Table 1-11: California Commerical Service Airport Enplanements: 2000
(For airports with scheduled service and 2,500 or more passengers enplaned)

Airport	Large certificated air carriers	Commuter and small certificated air carriers	Air taxi commuter operators	Foreign air carriers	Total enplanements
Los Angeles Intl.	25,118,771	845,818	161	6,203,146	32,167,896
San Francisco Intl.	16,684,046	609,352	870	2,262,527	19,556,795
San Diego Intl.-Lindbergh Field	7,635,434	150,095	45	112,786	7,898,360
Norman Y. Mineta San Jose Intl.	6,045,522	22,789	392	101,681	6,170,384
Oakland Metropolitan Intl.	5,127,159	36	1,563	67,693	5,196,451
Sacramento Intl.	3,846,838	128,951	2,233	1,021	3,979,043
John Wayne-Orange County (Santa Ana)	3,828,335	85,341	375	0	3,914,051
Ontario Intl.	3,131,752	59,963	66	6,014	3,197,795
Burbank-Glendale-Pasadena	2,380,349	27	155	0	2,380,531
Palm Springs Intl.	467,145	178,867	132	2,504	648,648
Fresno Yosemite Intl.	184,220	316,907	77	0	501,204
Santa Barbara Municipal	258,108	135,528	28	0	393,664
Long Beach	335,158	30	37	0	335,225
Monterey Peninsula	46,563	188,739	128	0	235,430
San Luis Obispo County	43,966	105,844	922	0	150,732
Meadows Field (Bakersfield)	30,431	117,745	24	0	148,200
Arcata	11,972	99,158	33	0	111,163
McClellan-Palomar (Carlsbad)	0	80,463	167	0	80,630
Santa Maria	1,658	42,747	33,333	0	77,738
Redding Municipal	13,159	59,880	402	0	73,441
Oxnard	0	38,891	3	0	38,894
Sonoma County (Santa Rosa)	0	37,582	45	0	37,627
Chico Municipal	216	31,693	509	0	32,418
Modesto City-County-Harry Sham Field	128	26,263	13	0	26,404
Imperial County	0	22,772	2	0	22,774
Jack McNamara Field (Crescent City)	0	15,243	5	0	15,248
Visalia Municipal	0	10,918	1,898	0	12,816
Inyokern	0	12,564	0	0	12,564
Merced Municipal-Macready Field	0	5,152	5	0	5,157

NOTE: Rank order by total enplaned passengers on air carriers of all types, including foreign air carriers. Data differ from those in table 4-4, which includes only enplanements on large certificated carriers.

SOURCE: U.S. Department of Transportation, Federal Aviation Administration, Office of the Associate Administrator for Airports, *CY 2000 Enplanement Activity at U.S. Commercial Service Airports*, available at http://www.faa.gov/arp/Planning/v3.htm as of March 26, 2002.

Table 1-12: California and U.S. Freight Railroads: 2000

Type of railroad	Number of railroads		Miles operated[2]			
				California		
	United States	California	United States	Excluding trackage rights	Including trackage rights	Percent of U.S. total
Total	562	31	172,101	6,405	7,710	4.5
Class I	8	2	120,597	4,652	5,861	4.9
Regional	35	1	20,978	52	52	0.2
Local	304	13	21,512	1,036	1,100	5.1
Switching and terminal	213	15	7,425	665	697	9.4
Canadian[1]	2	0	1,589	0	0	0.0

[1]Refers to non-Class I, Canadian-owned lines.

[2]Miles operated is in terms of railroad so that a mile of single track is counted the same as a mile of double track. Sidings, turnouts, yard switching mileage, and mileage not operated are excluded. Miles operated under trackage rights provided by another (owning) railroad are included.

NOTES: According to Association of American Railroads definitions:
1. A Class I Railroad is a railroad with operating revenues of at least $261.9 million.
2. A Regional Railroad is a non-Class I, line-haul railroad operating 350 or more miles of road or with revenues of at least $40 million or both.
3. A Local Railroad is a railroad which is neither a Class I nor a Regional railroad, and is engaged primarily in line-haul service.
4. A Switching and Terminal Railroad is a non-Class I railroad engaged primarily in switching and/or terminal services for other railroads.

SOURCE: Association of American Railroads, *Railroads and States - 2000,* Washington, DC: 2002, available at http://www.aar.org/AboutTheIndustry/StateInformation.asp as of Mar. 19, 2002.

Table 1-13: Freight Railroads Operating in California by Class: 2000

Railroad	Miles operated in California[1]
Class I railroads	**5,861**
Burlington Northern and Santa Fe Rwy. Co.	2,159
Union Pacific Railroad Co.	3,702
Regional railroads	**52**
Central Oregon and Pacific Railroad	52
Local railroads	**1,100**
Almanor Railroad	13
Arizona and California Railroad Co. Ltd.	132
California Northern Railroad	250
McCloud Railway Co.	128
Northwestern Pacific Railroad	316
San Diego and Imperial Valley Railroad	114
Santa Maria Valley Railroad	18
Sierra Railroad	54
Stockton Terminal and Eastern Railroad	17
Trona Railway	31
Ventura County Railroad Company	13
West Isle Line, Inc.	5
Yreka Western Railroad	9
Switching and terminal railroads	**697**
Amador Foothills Railroad	12
California Western Railroad, Inc.	40
Central California Traction Co.	68
Lake County Railroad	41
Los Angeles Junction Railway	63
Modesto and Empire Traction Co.	33
Napa Valley Railroad	21
Oakland Terminal Railway	12
Pacific Harbor Line, Inc.	21
Parr Terminal Railroad	2
Quincy Railroad	30
San Joaquin Valley Railroad Co.	310
Santa Cruz, Big Trees and Pacific Railway	10
Tulare Valley Railroad Co.	6
Yolo Shortline Railroad Company	28

[1]Miles operated is in terms of railroad so that a mile of single track is counted the same as a mile of double track. Sidings, turnouts, yard switching mileage, and mileage not operated are excluded. Miles operated under trackage rights provided by another (owning) railroad are included.

NOTE: For definition of railroad types see previous table.

SOURCE: Association of American Railroads, *Railroads and States - 2000* , Washington, DC: 2002, available at http://www.aar.org/AboutTheIndustry /StateInformation.asp as of Mar. 19, 2002.

Table 1-14: California Water Ports Ranked in Top 150 U.S. Ports by Tonnage: 2000

Port	U.S. rank	Millions of short tons		
		Total	Foreign	Domestic
Long Beach	8	70.1	52.8	17.4
Los Angeles	15	48.2	42.1	6.1
Richmond	38	19.5	10.4	9.1
Oakland	52	12.2	10.3	1.9
San Diego	92	3.7	3.0	0.7
San Francisco	94	3.6	3.3	0.3
Stockton	120	2.1	1.9	0.1
Port Hueneme	147	1.2	1.1	0.1
Humboldt	149	1.1	0.4	0.6

SOURCE: U.S. Army Corps of Engineers, *Waterborne Commerce of the United States, Calendar Year 2000, Part 5 National Summaries,* Alexandria, VA: 2001, available at: http://www.wrsc.usace.army.mil/ndc/wcusnatl00.pdf as of April 15, 2002.

Table 1-15: Inland Waterway Mileage: 2000
(Includes 39 states and the District of Columbia)

State	Miles	State	Miles
Alabama	1,270	Mississippi	873
Alaska	5,497	Missouri	1,033
Arkansas	1,860	Nebraska	318
California	**286**	New Hampshire	8
Connecticut	117	New Jersey	360
Delaware	99	New York	394
District of Columbia	7	North Carolina	1,152
Florida	1,540	Ohio	444
Georgia	721	Oklahoma	150
Idaho	111	Oregon	681
Illinois	1,095	Pennsylvania	259
Indiana	353	Rhode Island	39
Iowa	492	South Carolina	482
Kansas	120	South Dakota	75
Kentucky	1,591	Tennessee	946
Louisiana	2,823	Texas	834
Maine	73	Virginia	674
Maryland	532	Washington	1,057
Massachusetts	90	West Virginia	682
Minnesota	258	Wisconsin	231

NOTES: Waterway mileages were determined by including the length of channels 1) with a controlling draft of nine feet or greater, 2) with commercial cargo traffic reported for 1998 and 1999, but 3) were not offshore (i.e., channels in coastal areas included only the miles from the entrance channel inward). Channels within major bays are included (e.g. Chesapeake Bay, San Francisco Bay, Puget Sound, Long Island Sound, major sounds and straits in southeastern Alaska). Channels in the Great Lakes are not included, but waterways connecting lakes and the St. Lawrence Seaway inside the United States are included.

SOURCE: U.S. Army Corps of Engineers, personal communication, Jan. 8, 2002.

B Safety

Table 2-1: Highway Traffic Fatalities and Fatality Rates: 2000

State	Traffic fatalities	Licensed drivers (thousands)	Registered vehicles (thousands)	Vehicle-miles traveled (millions)	Fatality rate per 100,000 licensed drivers	Fatality rate per 100,000 registered vehicles	Fatality rate per 100 million vehicle-miles
Alabama	995	3,521	4,015	56,534	28.3	24.8	1.8
Alaska	103	465	611	4,613	22.2	16.9	2.2
Arizona	1,036	3,434	3,960	49,768	30.2	26.2	2.1
Arkansas	652	1,948	1,865	29,167	33.5	35.0	2.2
California	**3,753**	**21,244**	**28,146**	**306,649**	**17.7**	**13.3**	**1.2**
Colorado	681	3,107	3,724	41,771	21.9	18.3	1.6
Connecticut	342	2,653	2,907	30,756	12.9	11.8	1.1
Delaware	123	557	641	8,240	22.1	19.2	1.5
District of Columbia	49	348	244	3,498	14.1	20.1	1.4
Florida	2,999	12,853	12,036	152,136	23.3	24.9	2.0
Georgia	1,541	5,550	7,243	105,010	27.8	21.3	1.5
Hawaii	131	769	758	8,543	17.0	17.3	1.5
Idaho	276	884	1,220	13,534	31.2	22.6	2.0
Illinois	1,418	7,961	9,168	102,866	17.8	15.5	1.4
Indiana	875	3,976	5,689	70,862	22.0	15.4	1.2
Iowa	445	1,953	3,233	29,433	22.8	13.8	1.5
Kansas	461	1,908	2,346	28,130	24.2	19.7	1.6
Kentucky	820	2,694	2,870	46,803	30.4	28.6	1.8
Louisiana	937	2,759	3,605	40,849	34.0	26.0	2.3
Maine	169	920	1,053	14,190	18.4	16.1	1.2
Maryland	588	3,382	3,897	50,174	17.4	15.1	1.2
Massachusetts	433	4,490	5,372	52,796	9.6	8.1	0.8
Michigan	1,382	6,925	8,619	97,792	20.0	16.0	1.4
Minnesota	625	2,941	4,773	52,601	21.3	13.1	1.2
Mississippi	949	2,008	2,321	35,536	47.3	40.9	2.7
Missouri	1,157	3,856	4,641	67,083	30.0	24.9	1.7
Montana	237	679	1,053	9,882	34.9	22.5	2.4
Nebraska	276	1,195	1,640	18,081	23.1	16.8	1.5
Nevada	323	1,371	1,245	17,639	23.6	25.9	1.8
New Hampshire	126	930	1,100	12,021	13.6	11.5	1.0
New Jersey	731	5,655	6,502	67,446	12.9	11.2	1.1
New Mexico	430	1,239	1,557	22,760	34.7	27.6	1.9
New York	1,458	10,871	10,342	129,057	13.4	14.1	1.1
North Carolina	1,472	5,690	6,305	89,504	25.9	23.3	1.6
North Dakota	86	459	711	7,217	18.7	12.1	1.2
Ohio	1,351	8,206	10,722	105,898	16.5	12.6	1.3
Oklahoma	652	2,295	3,072	43,355	28.4	21.2	1.5
Oregon	451	2,495	3,091	35,010	18.1	14.6	1.3
Pennsylvania	1,520	8,229	9,476	102,337	18.5	16.0	1.5
Rhode Island	80	654	779	8,359	12.2	10.3	1.0
South Carolina	1,065	2,843	3,146	45,538	37.5	33.9	2.3
South Dakota	173	544	822	8,432	31.8	21.0	2.1
Tennessee	1,306	4,251	4,891	65,732	30.7	26.7	2.0
Texas	3,769	13,462	14,257	220,064	28.0	26.4	1.7
Utah	373	1,463	1,656	22,597	25.5	22.5	1.7
Vermont	79	506	537	6,811	15.6	14.7	1.2
Virginia	930	4,837	6,107	74,801	19.2	15.2	1.2
Washington	632	4,155	5,235	53,330	15.2	12.1	1.2
West Virginia	410	1,347	1,468	19,242	30.4	27.9	2.1
Wisconsin	799	3,770	4,545	57,266	21.2	17.6	1.4
Wyoming	152	371	605	8,090	41.0	25.1	1.9
United States	41,821	190,625	217,028	2,749,803	21.9	19.3	1.5

SOURCES: U.S. Department of Transportation, National Highway Traffic Safety Administration, *Traffic Safety Facts 2000* , Washington, DC: 2001, available at http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSFAnn/TSF2000.pdf as of Jan 4., 2001; U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2000* , Washington, DC: 2001, available at: http://www.fhwa.dot.gov/ohim/ohimstat.htm as of Dec. 6, 2001.

Table 2-2: Passenger Car Occupants Killed and Restraint Use: 2000

	Restraint used		No restraint used		Restraint use unknown		Total occupants killed	
State	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Alabama	204	38.2	308	57.7	22	4.1	534	100.0
Alaska	11	39.3	17	60.7	0	0.0	28	100.0
Arizona	131	36.0	183	50.3	50	13.7	364	100.0
Arkansas	95	32.3	160	54.4	39	13.3	294	100.0
California	**917**	**53.5**	**499**	**29.1**	**298**	**17.4**	**1,714**	**100.0**
Colorado	129	47.1	142	51.8	3	1.1	274	100.0
Connecticut	69	38.1	90	49.7	22	12.2	181	100.0
Delaware	20	29.0	47	68.1	2	2.9	69	100.0
District of Columbia	4	22.2	7	38.9	7	38.9	18	100.0
Florida	523	37.7	836	60.3	27	1.9	1,386	100.0
Georgia	337	42.9	351	44.7	98	12.5	786	100.0
Hawaii	23	37.7	29	47.5	9	14.8	61	100.0
Idaho	42	35.9	69	59.0	6	5.1	117	100.0
Illinois	234	34.3	311	45.6	137	20.1	682	100.0
Indiana	203	43.0	222	47.0	47	10.0	472	100.0
Iowa	107	41.6	98	38.1	52	20.2	257	100.0
Kansas	77	33.2	127	54.7	28	12.1	232	100.0
Kentucky	156	36.3	269	62.6	5	1.2	430	100.0
Louisiana	127	30.1	232	55.0	63	14.9	422	100.0
Maine	37	36.6	58	57.4	6	5.9	101	100.0
Maryland	167	55.3	117	38.7	18	6.0	302	100.0
Massachusetts	63	25.9	128	52.7	52	21.4	243	100.0
Michigan	364	51.3	260	36.6	86	12.1	710	100.0
Minnesota	129	37.5	174	50.6	41	11.9	344	100.0
Mississippi	144	28.3	354	69.5	11	2.2	509	100.0
Missouri	198	33.4	326	55.0	69	11.6	593	100.0
Montana	38	37.3	56	54.9	8	7.8	102	100.0
Nebraska	35	27.1	76	58.9	18	14.0	129	100.0
Nevada	52	38.2	81	59.6	3	2.2	136	100.0
New Hampshire	13	21.0	43	69.4	6	9.7	62	100.0
New Jersey	161	42.4	197	51.8	22	5.8	380	100.0
New Mexico	72	41.9	90	52.3	10	5.8	172	100.0
New York	360	50.8	290	40.9	59	8.3	709	100.0
North Carolina	369	45.0	354	43.2	97	11.8	820	100.0
North Dakota	8	19.0	33	78.6	1	2.4	42	100.0
Ohio	319	41.5	396	51.6	53	6.9	768	100.0
Oklahoma	128	40.4	187	59.0	2	0.6	317	100.0
Oregon	147	67.1	60	27.4	12	5.5	219	100.0
Pennsylvania	265	31.7	443	53.1	127	15.2	835	100.0
Rhode Island	8	18.6	33	76.7	2	4.7	43	100.0
South Carolina	158	38.3	246	59.7	8	1.9	412	100.0
South Dakota	11	15.3	58	80.6	3	4.2	72	100.0
Tennessee	207	28.6	479	66.1	39	5.4	725	100.0
Texas	914	54.7	723	43.2	35	2.1	1,672	100.0
Utah	66	39.3	97	57.7	5	3.0	168	100.0
Vermont	23	57.5	15	37.5	2	5.0	40	100.0
Virginia	199	40.4	264	53.7	29	5.9	492	100.0
Washington	153	44.5	185	53.8	6	1.7	344	100.0
West Virginia	71	31.1	151	66.2	6	2.6	228	100.0
Wisconsin	161	37.3	231	53.5	40	9.3	432	100.0
Wyoming	23	46.0	27	54.0	0	0.0	50	100.0
United States	8,472	41.3	10,229	49.9	1,791	8.7	20,492	100.0

NOTE: Fatalities in this table include passenger car occupants only. Occupants of other vehicle types - light trucks, heavy trucks, motorcycles, and buses - are excluded as are other types of highway related fatalities such as pedestrian fatalities. Hence, the fatalities represented here are lower then those in table 2-1. Percents may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, *Traffic Safety Facts 2000* , Washington, DC: 2001, available at http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSFAnn/TSF2000.pdf as of Jan. 4, 2001.

Table 2-3. Key Provisions of Safety Belt Use Laws: 2000

State	Effective[1]	Enforcement[2]	Fine	Seats	Vehicles exempted[3]
Alabama	7/18/92	Primary	$25	Front	Designed for more than 10 passengers
Alaska	9/12/90	Secondary	$15	All	School bus
Arizona	1/1/91	Secondary	$10	Front	Designed for more than 10 passengers; model year before 1972
Arkansas	7/15/91	Secondary	$25 [4]	Front	School bus, church bus, public bus
California	**1/1/86**	**Primary**	**$20** [5]	**All**	**None**
Colorado	7/1/87	Secondary	$15	Front	Passenger bus, school bus
Connecticut	1/1/86	Primary	$15	Front	Truck or bus over 15,000 lbs.
Delaware	1/1/92	Secondary	$20	Front	None
District of Columbia	12/12/85	Primary	$50 [6]	All	Seating more than 8 people
Florida	7/1/86	Secondary	$30	Front	School bus, public bus, truck over 5,000 lbs.
Georgia	9/1/88	Primary	$15	Front	Designed for more than 10 passengers, pickup
Hawaii	2/16/85	Primary	$45	Front	Bus or school bus over 10,000 lbs.
Idaho	7/1/86	Secondary	$5	Front	Over 8,000 lbs.
Illinois	7/1/85	Secondary	$25	Front	None
Indiana	7/1/87	Primary	$25	Front	Truck, tractor, recreational vehicle (RV)
Iowa	7/1/86	Primary	$10	Front	None
Kansas	7/1/86	Secondary	$10	Front	Designed for more than 10 people, truck over 12,000 lbs.
Kentucky	7/13/94	Secondary	$25	All	Designed for more than 10 people
Louisiana	7/1/86	Primary	$25 [7]	Front	Manufactured before 1/1/81
Maine	12/27/95	Secondary	$50	All	None
Maryland	7/1/86	Primary	$25	Front	Historic vehicle
Massachusetts	2/1/94	Secondary	$25	All	Truck over 18,000 lbs., bus, taxi
Michigan	7/1/85	Primary	$25	Front	Bus
Minnesota	8/1/86	Secondary	$25	Front	Farm pickup truck
Mississippi	3/20/90	Secondary	$25	Front	Farm vehicle, bus
Missouri	9/28/85	Secondary	$10	Front	Designed for more than 10 people, truck over 12,000 lbs.
Montana	10/1/87	Secondary	$20	All	None
Nebraska	1/1/93	Secondary	$25	Front	Manufactured before 1973
Nevada	7/1/87	Secondary	$25	All	Taxi, bus, school bus
New Hampshire	None	NA	NA	NA	NA
New Jersey	3/1/85	Secondary	$20	Front	None
New Mexico	1/1/86	Primary	$25	Front	Vehicle over 10,000 lbs.
New York	12/1/84	Primary	$50	Front	Bus, school bus, taxi
North Carolina	10/1/85	Primary	$25	Front	Designed for more than 10 people
North Dakota	7/14/94	Secondary	$20	Front	Designed for more than 10 people
Ohio	5/6/86	Secondary	$25	Front	None
Oklahoma	2/1/87	Primary	$20	Front	Farm vehicle, truck, truck tractor, recreational vehicle
Oregon	12/7/90	Primary	$75	All	None
Pennsylvania	11/23/87	Secondary	$10	Front	Truck over 7,000 lbs.
Rhode Island	6/18/91	Secondary	$50	All	None
South Carolina	7/1/89	Secondary	$10	All	School bus, public bus
South Dakota	1/1/95	Secondary	$20	Front	Bus, school bus
Tennessee	4/21/86	Secondary	$50	Front	Vehicle over 8,500 lbs.
Texas	9/1/85	Primary	$50	Front	Designed for more than 10 people, truck over 15,000 lbs.
Utah	4/28/86	Secondary	$45	Front	Vehicle over 10,000 lbs., school/public bus, taxi
Vermont	1/1/94	Secondary	$10	All	Bus, taxi
Virginia	1/1/88	Secondary	$25	Front	Designed for more than 10 people, taxi
Washington	6/11/86	Secondary	$35	All	Designed for more than 10 people
West Virginia	9/1/93	Secondary	$25	Front	Designed for more than 10 people
Wisconsin	12/1/87	Secondary	$10	All	Taxi, farm truck
Wyoming	6/8/89	Secondary	$25	Front	Designed for more than 10 people, bus

[1]Effective date of first belt law in the state; [2]Primary enforcement enables police officers to stop vehicles and write citations whenever they observe a violation of the seat belt law. Secondary enforcement allows police officers to write a citation for seat belt infractions only after stopping a vehicle for some other traffic infraction; [3]Most states exempt vehicles not manufactured with seat belts; [4]Plus 3 points on license; [5]Fine for first offense; [6]Plus 2 points on license; [7]Penalty could include 30 days in jail.

KEY: NA = not applicable.

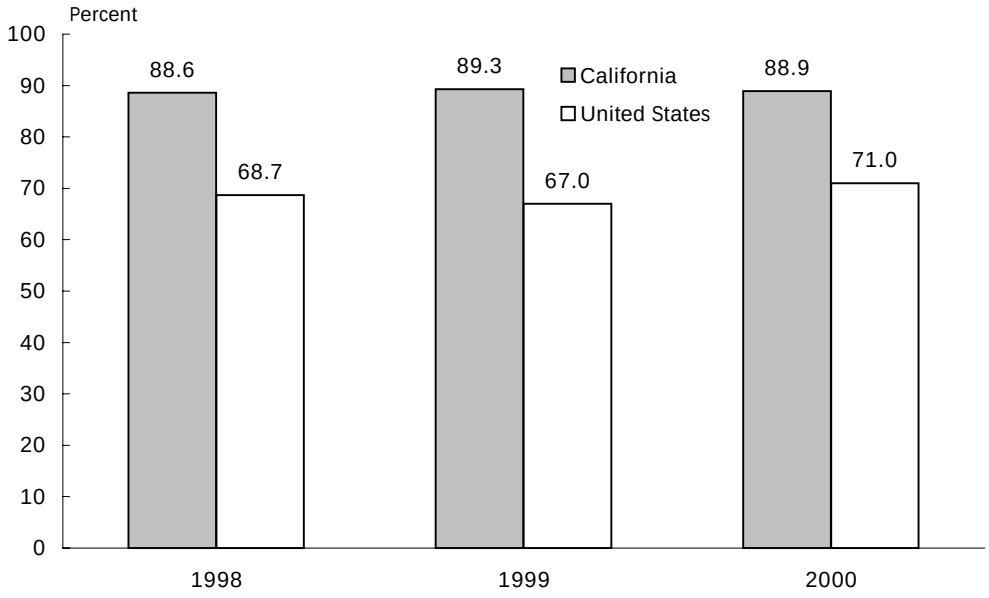
SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, *Traffic Safety Facts 2000,* Washington, DC: 2001, available at http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSFAnn/TSF2000.pdf as of Jan. 4, 2001.

Table 2-4: Shoulder Belt Use: 2000

State	Percent	State	Percent
Alabama	70.6	Montana	75.6
Alaska	61.0	Nebraska	70.5
Arizona	75.2	Nevada	78.5
Arkansas	52.4	New Hampshire	N
California	**88.9**	New Jersey	74.2
Colorado	65.1	New Mexico	86.6
Connecticut	76.3	New York	77.3
Delaware	66.1	North Carolina	80.5
District of Columbia	82.6	North Dakota	47.7
Florida	64.8	Ohio	65.3
Georgia	73.6	Oklahoma	67.5
Hawaii	80.4	Oregon	83.6
Idaho	58.6	Pennsylvania	70.7
Illinois	70.2	Rhode Island	64.4
Indiana	62.1	South Carolina	73.9
Iowa	78.0	South Dakota	53.4
Kansas	61.6	Tennessee	59.0
Kentucky	60.0	Texas	76.6
Louisiana	68.2	Utah	75.7
Maine	N	Vermont	61.6
Maryland	85.0	Virginia	69.6
Massachusetts	50.0	Washington	81.6
Michigan	83.5	West Virginia	49.5
Minnesota	73.4	Wisconsin	65.4
Mississippi	50.4	Wyoming	66.8
Missouri	67.7		

KEY: N = Data do not exist.

Figure 2-1: Shoulder Belt Use



SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, National Highway Traffic Safety Administration, *1998-2000 State Shoulder Belt Use Survey Results* , Research Note, Washington, DC: May 2001, available at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/availinf.html as of March 20, 2002.

Table 2-5: Pedestrian Fatalities Involving Motor Vehicles: 2000

State	Total traffic fatalities	Pedestrians killed	Pedestrian fatalities as percent of total	State population (thousands)	Pedestrian fatality rate per 100,000 population
Alabama	995	61	6.1	4,451	1.4
Alaska	103	8	7.8	653	1.2
Arizona	1,036	130	12.5	4,798	2.7
Arkansas	652	38	5.8	2,631	1.4
California	**3,753**	**670**	**17.9**	**32,521**	**2.1**
Colorado	681	80	11.7	4,168	1.9
Connecticut	342	49	14.3	3,284	1.5
Delaware	123	22	17.9	768	2.9
District of Columbia	49	18	36.7	523	3.4
Florida	2,999	492	16.4	15,233	3.2
Georgia	1,541	137	8.9	7,875	1.7
Hawaii	131	29	22.1	1,257	2.3
Idaho	276	6	2.2	1,347	0.4
Illinois	1,418	187	13.2	12,051	1.6
Indiana	875	51	5.8	6,045	0.8
Iowa	445	25	5.6	2,900	0.9
Kansas	461	19	4.1	2,668	0.7
Kentucky	820	53	6.5	3,995	1.3
Louisiana	937	100	10.7	4,425	2.3
Maine	169	15	8.9	1,259	1.2
Maryland	588	91	15.5	5,275	1.7
Massachusetts	433	82	18.9	6,199	1.3
Michigan	1,382	170	12.3	9,679	1.8
Minnesota	625	38	6.1	4,830	0.8
Mississippi	949	64	6.7	2,816	2.3
Missouri	1,157	88	7.6	5,540	1.6
Montana	237	11	4.6	950	1.2
Nebraska	276	20	7.2	1,705	1.2
Nevada	323	43	13.3	1,871	2.3
New Hampshire	126	7	5.6	1,224	0.6
New Jersey	731	145	19.8	8,178	1.8
New Mexico	430	47	10.9	1,860	2.5
New York	1,458	335	23.0	18,146	1.8
North Carolina	1,472	144	9.8	7,777	1.9
North Dakota	86	5	5.8	662	0.8
Ohio	1,351	96	7.1	11,319	0.8
Oklahoma	652	43	6.6	3,373	1.3
Oregon	451	50	11.1	3,397	1.5
Pennsylvania	1,520	170	11.2	12,202	1.4
Rhode Island	80	6	7.5	998	0.6
South Carolina	1,065	84	7.9	3,858	2.2
South Dakota	173	13	7.5	777	1.7
Tennessee	1,306	99	7.6	5,657	1.7
Texas	3,769	412	10.9	20,119	2.0
Utah	373	33	8.8	2,207	1.5
Vermont	79	7	8.9	617	1.1
Virginia	930	92	9.9	6,997	1.3
Washington	632	66	10.4	5,858	1.1
West Virginia	410	25	6.1	1,841	1.4
Wisconsin	799	51	6.4	5,326	1.0
Wyoming	152	12	7.9	525	2.3
United States	41,821	4,739	11.3	274,634	1.7

SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, National Center for Statistics and Analysis, *Traffic Safety Facts 2000: Pedestrians,* Washington, DC: 2001, available at www.nhtsa.dot.gov/people/ncsa/factshet.html as of Dec. 5, 2001.

Table 2-6: Motor Vehicle Fatalities Involving High Blood Alcohol Concentration (BAC ³ 0.10 grams per deciliter)

	1995			2000		
State	Total fatalities	Fatalities involving high blood alcohol	Percent	Total fatalities	Fatalities involving high blood alcohol	Percent
Alabama	1,113	381	34	995	326	33
Alaska	87	37	42	103	44	43
Arizona	1,031	347	34	1,036	354	34
Arkansas	631	148	23	652	139	21
California	**4,192**	**1,308**	**31**	**3,753**	**1,061**	**28**
Colorado	645	226	35	681	198	29
Connecticut	317	130	41	342	119	35
Delaware	121	38	31	123	49	40
District of Columbia	58	25	44	49	14	29
Florida	2,805	873	31	2,999	930	31
Georgia	1,488	400	27	1,541	438	28
Hawaii	130	41	32	131	37	28
Idaho	262	69	27	276	81	29
Illinois	1,586	551	35	1,418	489	34
Indiana	960	263	27	875	214	24
Iowa	527	159	30	445	100	22
Kansas	442	152	34	461	118	26
Kentucky	849	227	27	820	203	25
Louisiana	883	353	40	937	352	38
Maine	187	44	24	169	38	22
Maryland	671	176	26	588	161	27
Massachusetts	444	148	33	433	153	35
Michigan	1,530	483	32	1,382	397	29
Minnesota	597	215	36	625	207	33
Mississippi	868	306	35	949	289	30
Missouri	1,109	450	41	1,157	387	33
Montana	215	79	37	237	92	39
Nebraska	254	64	25	276	70	25
Nevada	313	127	41	323	112	35
New Hampshire	118	30	25	126	40	31
New Jersey	773	243	32	731	231	32
New Mexico	485	202	42	430	159	37
New York	1,674	405	24	1,458	293	20
North Carolina	1,448	399	28	1,472	419	28
North Dakota	74	32	44	86	36	42
Ohio	1,366	344	25	1,351	411	30
Oklahoma	669	205	31	652	169	26
Oregon	572	176	31	451	132	29
Pennsylvania	1,480	485	33	1,520	511	34
Rhode Island	69	22	32	80	31	38
South Carolina	881	229	26	1,065	329	31
South Dakota	158	63	40	173	66	38
Tennessee	1,259	420	33	1,306	399	31
Texas	3,181	1,407	44	3,769	1,450	38
Utah	326	69	21	373	68	18
Vermont	106	33	31	79	27	34
Virginia	900	272	30	930	257	28
Washington	653	248	38	632	217	34
West Virginia	376	132	35	410	149	36
Wisconsin	745	263	35	799	288	36
Wyoming	170	63	37	152	40	26
United States	41,798	13,564	32	41,821	12,892	31

SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, National Center for Statistics and Analysis, *Traffic Safety Facts 2000: State Alcohol Estimates,* Washington, DC: 2001, available at www.nhtsa.dot.gov/people/ncsa/factshet.html as of Dec.

Table 2-7: Impaired Driving Laws: 2000

State		Illegal per se (BAC level)	Lower BAC for youthful DWI offenders (BAC level and age)	License sanction (Mandatory minimum for a DWI		
Alabama	Y-0.08	0.08	Y-0.02 (<21)	S-90 days	R-1 yr	R-3 yrs
Alaska	Y-0.10	0.10	Y-0.00 (<21)	R-30 days	R-1 yr	R-10 yrs
Arizona	Y-0.10	0.10	Y-0.00 (<21)	S-90 days	R-1 yr	R-3 yrs
Arkansas	Y-0.10	0.10	Y-0.02 (<21)	Nms	Nms	Nms
California	**Y-0.08**	**0.08**	**Y-0.01 (<21)**	**Nms**	**Nms**	**R-18 mos**
Colorado	Y-0.10	0.10	Y-0.02 (<21)	Nms	R-1 yr	R-1 yr
Connecticut	Y-0.10	0.10	Y-0.02 (<21)	Nms	Nms	Nms
Delaware	Y-0.10	0.10	Y-0.02 (<21)	Nms	R-6 mos	R-6 mos
District of Columbia	Y-0.05	0.08	Y-0.00 (<21)	R-6 mos	R-1 yr	R-2 yrs
Florida	Y-0.08	0.08	Y-0.02 (<21)	Nms	R-12 mos	R-24 mos
Georgia	Y-0.10	0.10	Y-0.02 (<21)	Nms	S-120 days	R-5 yrs
Hawaii	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	R-1 yr
Idaho	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
Illinois	Y-0.08	0.08	Y-0.02 (<21)	Nms	Nms	Nms
Indiana	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
Iowa	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
Kansas	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
Kentucky	A	0.08	Y-0.02 (<21)	S-30 days	R-12 mos	R-24 mos
Louisiana	Y-0.10	0.10	Y-0.02 (<21)	Nms	Nms	Nms
Maine	Y-0.08	0.08	Y-0.00 (<21)	S-60 days	S-18 mos	S-4 yrs
Maryland	Y-0.10	0.10	Y-0.02 (<21)	Nms	Nms	Nms
Massachusetts	Y-0.08	N	Y-0.02 (<21)	S-45 days	R-6 mos	R-2 yrs
Michigan	N	0.10	Y-0.02 (<21)	Nms	R-1 yr	S-5 yrs
Minnesota	Y-0.10	0.10	Y-0.00 (<21)	R-15 days	R-90 days	R-90 days
Mississippi	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-1 yr	S-3 yrs
Missouri	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	R-2 yrs	R-3 yrs
Montana	N	0.10	Y-0.02 (<21)	Nms	R-3 mos	R-3 mos
Nebraska	Y-0.10	0.10	Y-0.02 (<21)	R-60 days	R-1 yr	R-1 yr
Nevada	Y-0.10	0.10	Y-0.02 (<21)	R-45 days	R-1 yr	R-1.5 yrs
New Hampshire	Y-0.08	0.08	Y-0.02 (<21)	R-90 days	R-3 yrs	R-3 yrs
New Jersey	N	0.10	Y-0.01 (<21)	R-6 mos	R-2 yrs	R-10 yrs
New Mexico	Y-0.08	0.08	Y-0.02 (<21)	Nms	R-30 days	R-30 days
New York	A	0.10	Y-0.02 (<21)	Nms	R-I yr	R-1 yr
North Carolina	Y-0.08	0.08	Y-0.00 (<21)	Nms	R-2 yrs	R-3 yrs
North Dakota	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-365 days	S-2 yrs
Ohio	Y-0.10	0.10	Y-0.02 (<21)	S-15 days	S-30 days	S-180 days
Oklahoma	Y-0.10	0.10	Y-0.00 (<21)	Nms	R-1 yr	R-1 yr
Oregon	Y-0.08	0.08	Y-0.00 (<21)	Nms	S-90 days	S-1 yr
Pennsylvania	N	0.10	Y-0.02 (<21)	S-1 mo	S-12 mos	S-12 mos
Rhode Island	N	0.08	Y-0.02 (<21)	S-3 mos	S-1 yr	S-2 yrs
South Carolina	Y-0.15	0.10	Y-0.02 (<21)	Nms	S-1 yr	S-4 yrs
South Dakota	N	0.10	Y-0.02 (<21)	Nms	R-1 yr	R-1 yr
Tennessee	N	0.10	Y-0.02 (<21)	Nms	R-2 yrs	R-3 yrs
Texas	Y-0.08	0.08	Y-0.00 (<21)	Nms	Nms	Nms
Utah	Y-0.08	0.08	Y-0.00 (<21)	S-90 days	R-1 yrs	R-1 yrs
Vermont	Y-0.08	0.08	Y-0.02 (<21)	S-90 days	S-18 mos	R-2 yrs
Virginia	Y-0.08	0.08	Y-0.02 (<21)	Nms	R-1 yr	R-3 yrs
Washington	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	R-1 yr	R-2 yrs
West Virginia	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
Wisconsin	Y-0.10	0.10	Y-0.02 (<21)	Nms	R-60 days	R-90 days
Wyoming	Y-0.10	0.10	Y-0.02 (<21)	Nms	S-1 yr	R-3 yrs

KEY: BAC = blood alcohol content; DWI = driving while intoxicated; Y = yes; N = no; A = alternative; S = suspension; R = revocation; Nms = no mandatory sanction.

NOTES: An "administrative per se law" allows a state's driver licensing agency to either suspend or revoke a driver's license based on a specific alcohol (or drug) concentration or on some other criterion related to alcohol or drug use and driving. Such action is independent of any licensing action related to a DWI criminal offense. The term "illegal per se" refers to state laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine. In those columns showing mandatory sanctions, "nms" does not mean that a state does not have a sanction. It only means that the state does not have a mandatory sanction for that offense or violation.

SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, *Traffic Safety Facts 2000* , Washington, DC: 2001, available at http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSFAnn/TSF2000.pdf as of Jan. 4,

Table 2-8: Maximum[1] Posted Speed Limits by System: 2001 (Speed limit in miles per hour)

State	Interstate		Other limited-access roads[2]	Other roads
	Rural	Urban		
Alabama	70	70	65	65
Alaska	65	55	65	55
Arizona	75	55	55	55
Arkansas	70, Trucks: 65	55	60	55
California	**70, Trucks: 55**	**65**	**70**	**55**
Colorado	75	65	65	55
Connecticut	65	55	65	55
Delaware	65	55	65	55
District of Columbia	NA	55	NA	25
Florida	70	65	70	65
Georgia	70	65	65	65
Hawaii	55	50	45	45
Idaho	75, Trucks: 65	65	65	65
Illinois	65, Trucks: 55	55	65	55
Indiana	65, Trucks: 60	55	55	55
Iowa	65	55	65	55
Kansas	70	70	70	65
Kentucky	65	55	55	55
Louisiana	70	55	70	65
Maine	65	55	55	55
Maryland	65	65	65	55
Massachusetts	65	65	65	55
Michigan	70, Trucks: 55	65	70	55
Minnesota	70	65	65	55
Mississippi	70	70	70	65
Missouri	70	60	70	65
Montana	75, Trucks: 65	65	Day: 70, Night: 65	Day: 70, Night: 65
Nebraska	75	65	65	60
Nevada	75	65	70	70
New Hampshire	65	65	55	55
New Jersey	65	55	65	55
New Mexico	75	55	65	55
New York	65	65	65	55
North Carolina	70	65	65	55
North Dakota	70	55	65	Day: 65, Night: 55
Ohio	65, Trucks: 55	65	55	55
Oklahoma	75	70	70	70
Oregon	65, Trucks: 55	55	55	55
Pennsylvania	65	55	65	55
Rhode Island	65	55	55	55
South Carolina	70	70	60	55
South Dakota	75	65	65	65
Tennessee	70	70	70	55
Texas	70	70	70	70
Utah	75	65	55	55
Vermont	65	55	50	50
Virginia	65	55	65	55
Washington	70, Trucks: 60	60	55	55
West Virginia	70	55	65	55
Wisconsin	65	65	65	55
Wyoming	75	60	65	65

[1]Many roads, particularly urban interstates, often have a lower posted speed limit than the maximum allowable shown in this table.

[2]Limited-access roads are multi-laned roads with restricted access using exit and entrance ramps rather than intersections.

KEY: NA = Not applicable.

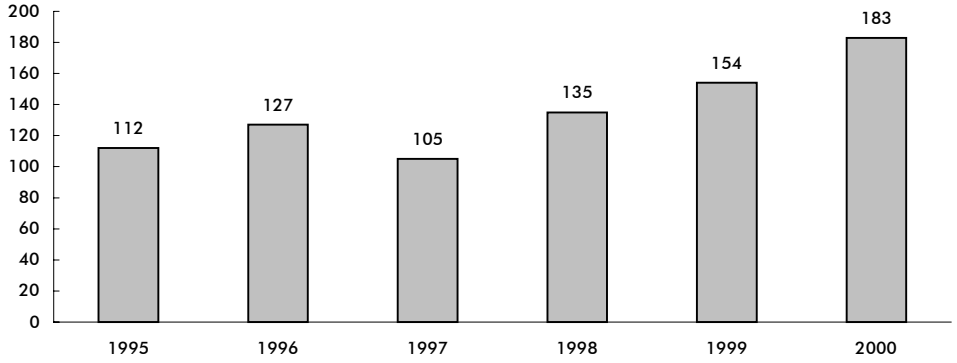
NOTE: Interstates are divided into urban and rural sections based primarily on population size and population density.

SOURCE: Insurance Institute for Highway Safety, Highway Loss Data Institute, available at http://www.hwysafety.org/safety_facts/state_laws/speed_limit_laws.htm as of Oct. 1, 2001.

Table 2-9: Total Rail Accidents/Incidents: 2000

State	Accidents/ Incidents	Fatalities	Injuries	State	Accidents/ Incidents	Fatalities	Injuries
Alabama	257	20	143	Montana	156	4	108
Alaska	89	2	82	Nevada	40	1	25
Arizona	222	27	147	New Hampshire	18	0	15
Arkansas	371	30	225	New Jersey	528	28	432
California	**1,133**	**101**	**808**	Nebraska	362	8	247
Colorado	199	10	112	New Mexico	138	4	106
Connecticut	203	6	159	New York	1,330	32	1,168
Delaware	59	2	47	North Carolina	243	24	121
District of Columbia	107	0	90	North Dakota	122	9	82
Florida	405	45	303	Ohio	575	28	339
Georgia	395	23	231	Oklahoma	231	22	124
Hawaii	0	0	0	Oregon	214	9	152
Idaho	109	11	53	Pennsylvania	752	23	583
Illinois	1,484	69	1,109	Rhode Island	21	1	19
Indiana	540	36	317	South Carolina	192	20	141
Iowa	367	9	211	South Dakota	64	3	43
Kansas	337	21	226	Tennessee	296	15	163
Kentucky	272	14	170	Texas	1,260	90	777
Louisiana	465	16	310	Utah	129	5	88
Maine	79	2	58	Vermont	29	1	22
Maryland	173	9	103	Virginia	252	13	169
Massachusetts	228	17	183	Washington	317	16	230
Michigan	434	23	300	West Virginia	128	9	93
Minnesota	431	11	303	Wisconsin	390	20	258
Mississippi	250	17	120	Wyoming	156	2	107
Missouri	367	29	221	United States	16,919	937	11,643

Figure 2-2: California Train Accidents (Excludes highway-grade crossing incidents and other incidents)



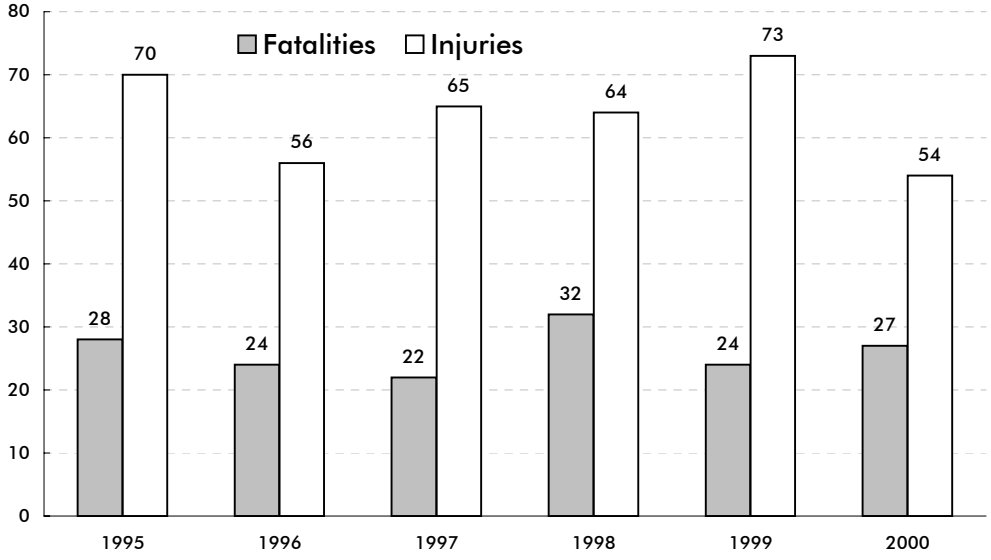
NOTE FOR DATA ON THIS PAGE: "Accidents/incidents" includes all events reportable to the U.S. Department of Transportation, Federal Railroad Administration under applicable regulations. These include: train accidents, reported on Form F 6180.54, comprised of collisions, derailments, and other events involving the operation of on-track equipment and causing reportable damage above an established threshold ($6,600 in 1998); highway-rail grade crossing incidents, reported on Form F 6180.57, involving impact between railroad on-track equipment and highway users at crossings; and other incidents, reported on Form F 6180.55a, involving all other reportable incidents or exposures that cause a fatality or injury to any person, or an occupational illness to

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Federal Railroad Administration, *Railroad Safety Statistics Annual Report 2000,* Washington, DC: 2001, table 2-11, available at http://safetydata.fra.dot.gov/officeofsafety/ as of Oct. 22, 2001.

Table 2-10: Highway-Rail Grade Crossing Incidents: 2000

State	Number of grade crossings	Incidents	Fatalities	Injuries	State	Number of grade crossings	Incidents	Fatalities	Injuries
Alabama	5,418	95	10	39	Montana	3,514	24	1	2
Alaska	336	7	0	0	Nebraska	6,575	55	7	14
Arizona	1,628	29	8	13	Nevada	571	2	0	0
Arkansas	4,655	115	27	36	New Hampshire	637	3	0	0
California	**12,775**	**174**	**27**	**54**	New Jersey	2,493	36	5	10
Colorado	3,271	36	6	8	New Mexico	1,355	17	0	11
Connecticut	624	8	2	0	New York	6,216	41	5	14
Delaware	456	10	0	7	North Carolina	7,813	113	14	25
District of Columbia	42	2	0	0	North Dakota	6,343	17	6	2
Florida	5,324	86	15	67	Ohio	9,633	148	15	38
Georgia	8,453	128	10	38	Oklahoma	5,913	89	12	47
Hawaii	8	0	0	0	Oregon	5,213	30	0	13
Idaho	2,645	33	11	1	Pennsylvania	8,946	69	8	17
Illinois	13,916	217	31	68	Rhode Island	189	0	0	0
Indiana	9,129	194	23	55	South Carolina	4,270	80	10	24
Iowa	9,317	109	6	31	South Dakota	3,495	11	0	5
Kansas	10,756	67	11	18	Tennessee	5,062	90	8	26
Kentucky	5,037	69	5	20	Texas	18,289	388	52	164
Louisiana	6,726	181	14	88	Utah	1,755	18	2	7
Maine	1,680	8	1	1	Vermont	1,192	2	0	0
Maryland	1,390	19	1	2	Virginia	4,829	54	3	21
Massachusetts	1,679	12	1	4	Washington	5,749	45	1	10
Michigan	8,028	134	13	51	West Virginia	3,632	20	1	8
Minnesota	8,219	91	6	40	Wisconsin	7,043	122	15	49
Mississippi	4,850	113	15	44	Wyoming	1,151	3	0	0
Missouri	8,001	88	17	27	United States	256,241	3,502	425	1,219

Figure 2-3: California Highway-Rail Grade Crossing Fatalities and Injuries



NOTE FOR DATA ON THIS PAGE: Any impact, regardless of severity, between railroad on-track equipment and any user of a public or private crossing site must be reported to the U.S. Department of Transportation, Federal Railroad Administration on Form F 6180.57. The crossing site includes sidewalks and pathways at, or associated with, the crossing. Counts of fatalities and injuries include motor vehicles occupants, people not in vehicles or on the trains, as well as people on the train or railroad equipment.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Federal Railroad Administration, *Railroad Safety Statistics Annual Report 2000,* Washington, DC: 2001, available at http://safetydata.fra.dot.gov/officeofsafety/ as of Oct. 22, 2001.

Table 2-11: Highway-Rail Grade Crossings by Type: 2000

	California		United States	
	Number	Percent	Number	Percent
Total	12,775	100.0	256,241	100.0
Public, motor vehicle	7,844	61.4	155,370	60.6
Private, motor vehicle	4,773	37.4	98,918	38.6
Pedestrian	158	1.2	1,953	0.8

SOURCE: U.S. Department of Transportation, Federal Railway Administration, Office of Railway Safety, *Railroad Safety Statistics Annual Report 2000,* table 9-2, available at http://safetydata.fra.dot.gov/officeofsafety as of Nov. 21, 2001.

Table 2-12: Warning Devices at Public Highway-Rail Grade

	California		United States	
	Number	Percent	Number	Percent
Total	7,844	100.0	155,370	100.0
Cross bucks	2,860	36.5	71,468	46.0
Gates	3,138	40.0	34,296	22.1
Flashing lights	1,004	12.8	27,100	17.4
Stop signs	329	4.2	11,630	7.5
Unknown	175	2.2	5,253	3.4
Special warning	42	0.5	3,723	2.4
HWTS, WW, bells	281	3.6	1,417	0.9
Other	15	0.2	483	0.3

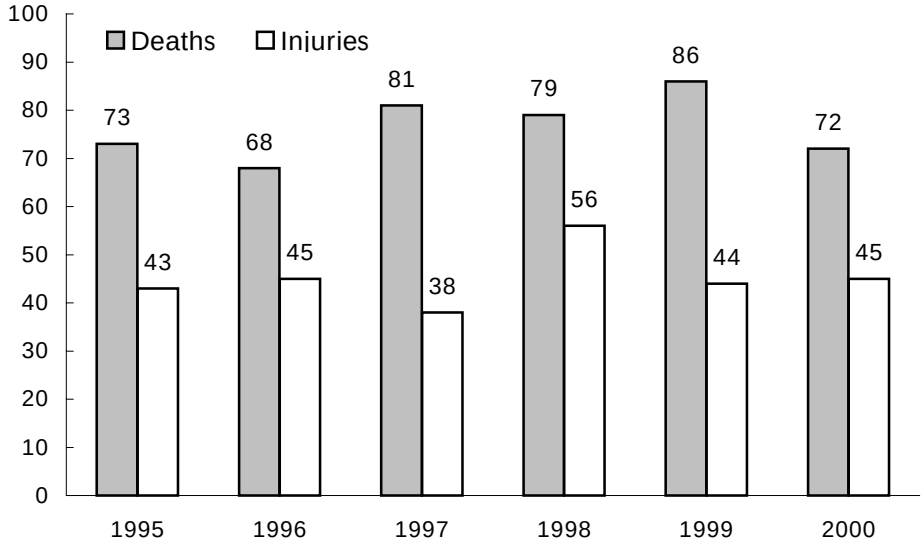
KEY: HWTS = highway traffic signals, WW = wigwags

SOURCE: U.S. Department of Transportation, Federal Railway Administration, Office of Railway Safety, *Railroad Safety Statistics Annual Report 2000* , Washington, DC: 2001, table 9-4, available at http://safetydata.fra.dot.gov/officeofsafety as of Nov. 21, 2001.

Table 2-13: Types of People Injured in California Train Accidents/Incidents: 2000 (Includes highway-rail crossing)

Type of person	Fatalities	Injuries
Worker on duty (railroad employee)	1	583
Employee not on duty	0	28
Passenger on train	1	57
Nontrespasser	6	33
Trespasser	93	68
Worker on duty (contractor)	0	17
Contractor (other)	0	21
Worker on duty (volunteer)	0	1
Volunteer (other)	0	0
Nontrespasser (off railroad property)	0	0

Figure 2-4: Railroad Trespasser Deaths and Injuries in California (Excludes highway-rail crossing)



NOTE FOR DATA ON THIS PAGE: As defined by the U.S. Department of Transportation, Federal Railroad Administration, a trespasser is any person on a part of railroad property used in railroad operations whose presence is prohibited, forbidden, or unlawful. Employees who are trespassing on railroad property are reported as trespassers.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Federal Railroad Administration, *Railroad Safety Statistics Annual Report 2000,* Washington, DC: 2001, available at http://safetydata.fra. dot.gov/officeofsafety/ as of Oct. 22, 2001.

Table 2-14: California Transit Safety Data: 2000

	Collision			Non-collision			Total property damage ($ thousands)
	Number of incidents	Fatalities	Injuries	Number of incidents	Fatalities	Injuries	
Cable car	10	0	15	10	0	11	10
Commuter rail	48	17	41	72	0	69	3,965
Demand responsive	470	0	122	186	5	185	907
Ferry boat	0	0	0	40	0	40	0
Heavy rail	18	4	4	910	0	902	738
Light rail	136	17	125	248	0	249	1,144
Motor bus	2,368	20	2,643	3,288	2	3,552	5,418
Trolley bus	63	0	57	58	0	57	33
Van pool	7	0	0	1	0	1	12

Table 2-15: U.S. Transit Safety Data: 2000

	Collision			Non-collision			Total property damage ($ thousands)
	Number of incidents	Fatalities	Injuries	Number of incidents	Fatalities	Injuries	
Cable car	10	0	15	10	0	11	10
Commuter rail	267	104	95	1,981	2	1,865	8,047
Demand responsive	3,055	6	1,603	1,510	11	1,494	6,910
Ferry boat	7	0	6	719	0	730	106
Heavy rail	389	55	316	12,388	22	10,530	5,034
Light rail	343	30	361	979	0	978	3,062
Motor bus	23,184	93	20,800	19,847	8	20,967	43,717
Trolley bus	122	0	103	257	0	265	103
Van pool	186	1	65	5	0	5	563

NOTES FOR DATA ON THIS PAGE: Collision includes at-grade crossings and suicides. Non-collision includes: 1) derailments/buses going off road; 2) personal casualties in parking facilities, inside vehicles, on right of way, boarding/alighting, and in station/bus stops; and 3) non-arson fires.

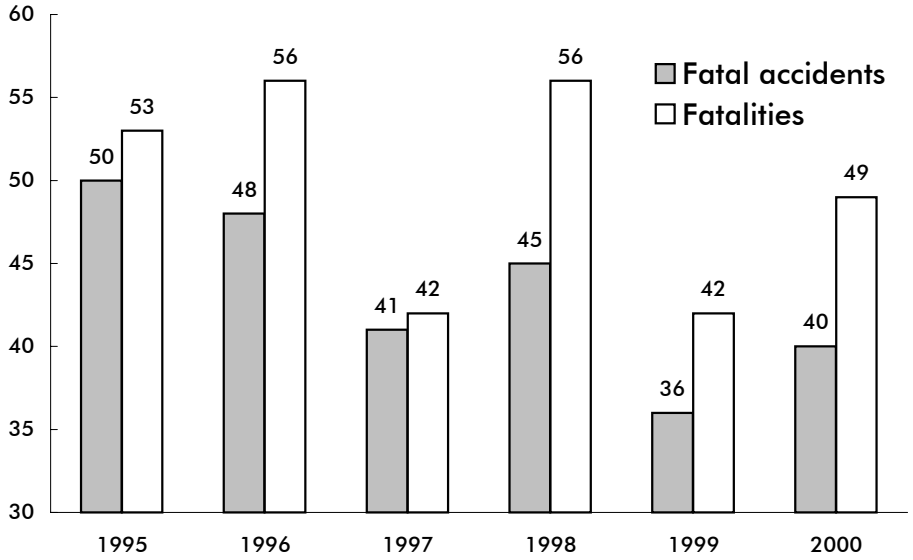
SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Federal Transit Administration, 2000 National Transit Database, available at www.ntdprogram.com as of Dec. 5, 2001.

Table 2-16: Recreational Boating Accidents: 2000

	California	United States
Number of accidents		
Total	900	7,740
Fatal	40	616
Non-fatal injury	411	3,292
Property damage	449	3,832
Number of persons		
Killed	49	701
Injured	519	4,355

NOTE: Guam, Puerto Rico, and the Virgin Islands are included in the U.S. total.

Figure 2-5: California Recreational Boating Accidents



NOTES FOR DATA ON THIS PAGE: An accident is listed under one category only, with fatal being the highest priority, followed by non-fatal injury, followed by property damage. For example, if two vessels are in an accident resulting in a fatality and a non-fatal injury, the accident is counted as a fatal accident involving two vessels.

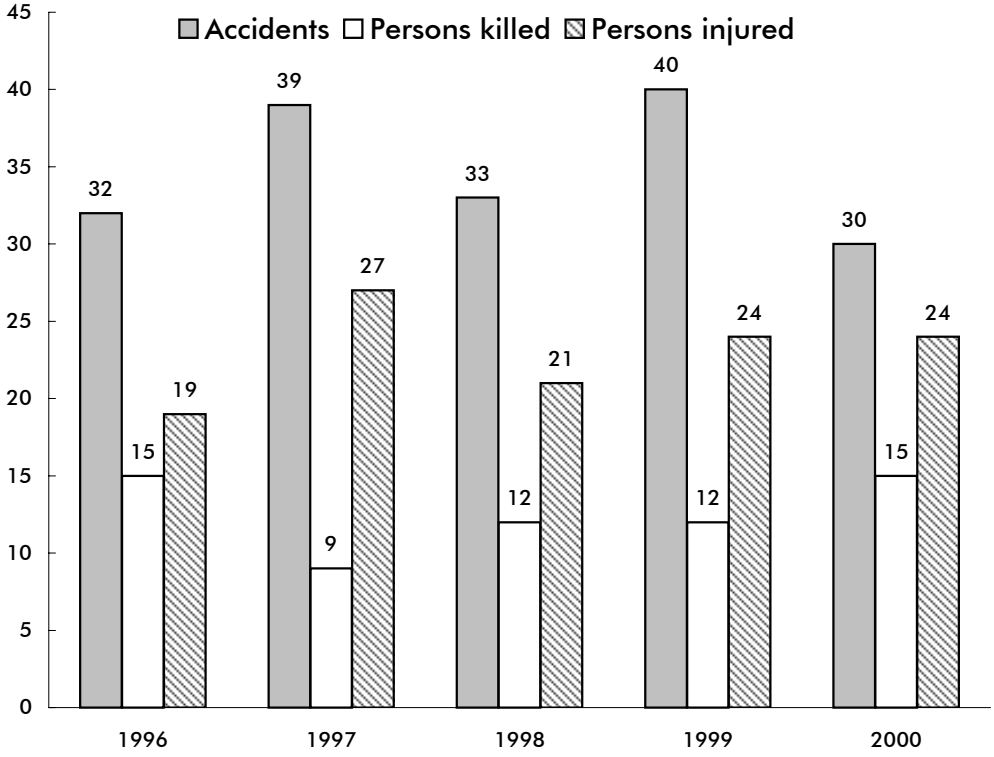
These data do not include: 1) accidents involving only slight injury not requiring medical treatment beyond first-aid; 2) accidents involving property damage of $500 or less; 3) accidents not caused or contributed to by a vessel, its equipment, or its appendages; and 4) accidents in which the boat was used solely as a platform for other activities, such as swimming or skin diving. Such cases are not included because the victims freely left the safety of a boat. However, the data do include accidents involving people in the water who are struck by their boat or another boat.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, U.S. Coast Guard, *Boating Statistics, 2000,* Washington, DC: 2001, available at www.uscgboating.org/Saf/pdf/Boating_Statistics_2000.pdf as of Nov. 14, 2001.

Table 2-17: Alcohol Involvement in Recreational Boating Accidents

	1999		2000	
	California	United States	California	United States
Number of accidents				
Total	40	633	30	696
Number of persons				
Killed	12	191	15	215
Injured	24	476	24	542

Figure 2-6: California Recreational Boating Accidents Involving Alcohol



NOTE FOR DATA ON THIS PAGE: Alcohol involvement in a boating accident includes any accident in which alcoholic beverages are consumed in the boat and the investigating official has determined that the operator was impaired or affected while operating the boat.

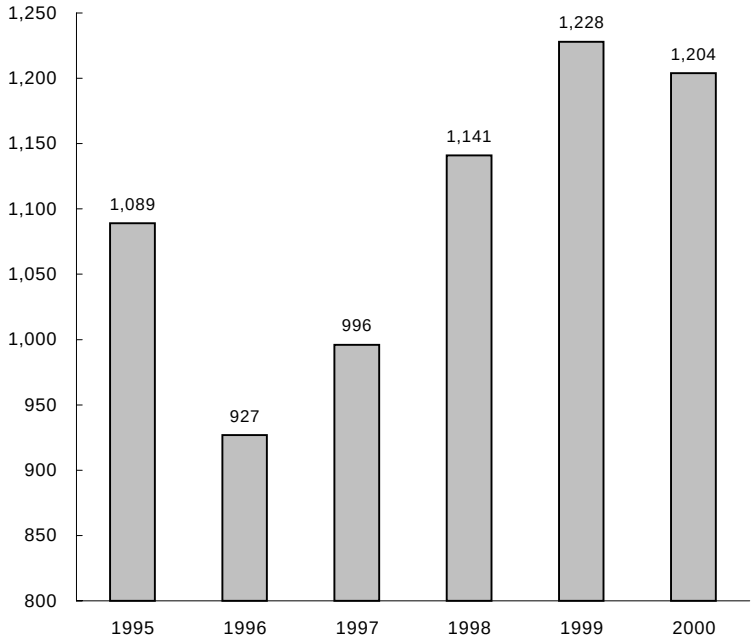
SOURCES FOR DATA ON THIS PAGE: U.S. Department of Transportation, U.S. Coast Guard, *Boating Statistics 2000* , Washington, DC: 2001; U.S. Department of Transportation, U.S. Coast Guard, *Boating Statistics 1999, W*ashington, DC: 2000, available at www.uscgboating.org/Saf/pdf/Boating_Statistics_2000.pdf and www.uscgboating.org /Saf/pdf/Boating_Statistics_1999.pdf as of Nov. 14, 2001.

Table 2-18: Hazardous Materials Incidents: 2000 (Not including pipelines)

			Injuries			Damages
	Incidents	Deaths	Total	Major	Minor	($ thousands)
California	1,204	0	12	0	12	8,022
United States	17,514	13	246	18	228	72,728

NOTES: U.S. total includes U.S. territories or foreign locations.
Hazardous material incident locations are often listed as the terminals or sorting centers where they are discovered. Therefore, states with this type of a facility may show a disproportionate number of incidents.
Hazardous materials transportation incidents required to be reported are defined in the Code of Federal Regulations (CFR), 49 CFR Part 171.15, Hazardous materials deaths and injuries are caused by the hazardous material in commerce.

Figure 2-7: California Hazardous Materials Incidents (Not including pipelines)



NOTE FOR DATA ON THIS PAGE: Hazardous materials incident data are subject to revision and correction by the Office of Hazardous Materials

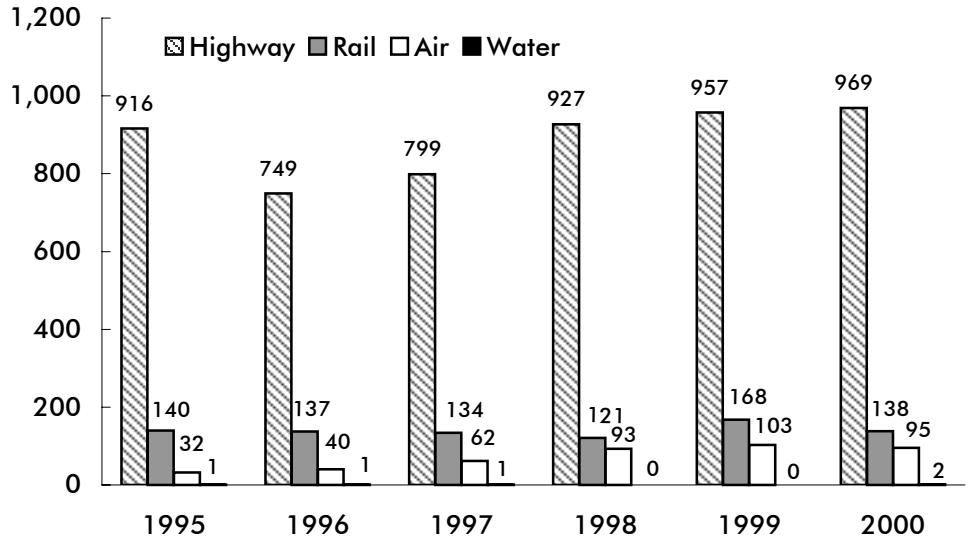
Research and Special Programs Administration, Office of Hazardous Materials Safety, *Hazmat Summary by State for Calendar Year 2000* , and earlier years, Washington, DC: 2002, available at http://hazmat.dot.gov as of April 24, 2002.

Table 2-19: California Hazardous Materials Incidents by Mode: 2000 (Not including pipelines)

Mode	Total incidents	Deaths	Injuries		Damages ($ thousands)
			Major	Minor	
Highway	969	0	0	11	7,403
Rail	138	0	0	1	521
Air	95	0	0	0	55
Water[1]	2	0	0	0	43
Total	1,204	0	0	12	8,022

[1]Includes only packaged shipments (i.e., non-bulk shipments).

Figure 2-8: California Hazardous Materials Incidents by Mode (Not including pipelines)



NOTE FOR DATA ON THIS PAGE: Hazardous materials incident data are subject to revision and correction by the Office of Hazardous Materials Safety.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Research and Special Programs Administration, Office of Hazardous Materials Safety, *Hazmat Summary by State for Calendar Year 2000* , and earlier years, Washington, DC: 2002, available at http://hazmat.dot.gov/ as of April 24, 2002.

Table 2-20: Natural Gas Distribution Pipeline Incidents

	1995	1996	1997	1998	1999	2000
California						
Number of incidents	10	7	4	11	5	12
Number of fatalities	3	0	1	0	0	0
Number of injuries	3	3	2	4	3	2
Property damage ($ thousands)	4,260	1,285	543	1,565	382	943
United States, total						
Number of incidents	97	110	102	137	119	154
Number of fatalities	16	47[1]	9	17	19	22
Number of injuries	43	109[1]	67	65	85	59
Property damage ($ thousands)	10,951	16,253[1]	12,493	19,055	25,914	23,399

[1] Includes 33 fatalities, 42 injuries, and $5,000,000 property damage associated with an incident in San Juan, Puerto Rico that was attributed to natural gas at the time. The cause of the incident is currently in dispute and subject to litigation.

NOTE: Incidents are reported on Form RSPA F 7100.1.

Table 2-21: Natural Gas Transmission Pipeline Incidents

	1995	1996	1997	1998	1999	2000
California						
Number of incidents	4	3	1	2	4	2
Number of fatalities	0	0	0	0	1	0
Number of injuries	1	1	0	1	1	0
Property damage ($ thousands)	425	642	100	4,350	225	350
United States, total						
Number of incidents	64	77	73	99	54	80
Number of fatalities	2	1	1	1	2	15
Number of injuries	10	5	5	11	8	18
Property damage ($ thousands)	9,958	13,078	12,078	29,749	17,696	17,868

NOTE: Incidents are reported on Form RSPA F 7100.2.

NOTES FOR DATA ON THIS PAGE: Incident means any of the following events:
I. An event that involves a release of gas from a pipeline or of liquefied natural gas (LNG) facility and a) a death or personal injury necessitating in-patient hospitalization or b) estimated property damage, including cost of gas lost, of the operator or others, or both, of $50,000 or more.
II. An event that results in an emergency shutdown of an LNG facility.
III. An event that is significant, in the judgment of the operator, even though it did not meet the criteria of I or II.
Historical totals may change as the Office of Pipeline Safety receives supplemental information on incidents.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Research and Special Programs Administration, Office of Pipeline Safety, available at http://ops. dot.gov as of Jan. 7, 2002.

Table 2-22: Hazardous Liquid Pipeline Incidents

	1995	1996	1997	1998	1999	2000
California						
Number of incidents	17	14	23	16	11	9
Number of fatalities	0	0	0	0	0	0
Number of injuries	0	1	0	1	0	0
Property damage ($ thousands)	15,849	4,008	6,684	4,387	1,497	3,550
United States, total						
Number of incidents	188	193	171	153	168	147
Number of fatalities	3	5	0	2	4	1
Number of injuries	11	13	5	6	20	4
Property damage ($ thousands)	32,519	81,083	42,811	62,865	43,109	115,704

NOTE: Historical totals may change as the Office of Pipeline Safety receives supplemental information on incidents. Incidents are reported on Form RSPA F 7100.1. An accident report is required for each failure in a pipeline system in which there is a release of the hazardous liquid or carbon dioxide transported resulting in any of the following:

1. Explosion or fire not intentionally set by the operator;
2. Loss of 50 or more barrels (8 or more cubic meters) of hazardous liquid or carbon dioxide;
3. Escape to the atmosphere of more than 5 barrels (0.8 cubic meters) a day of highly volatile liquids;
4. Death of any person;
5. Bodily harm to any person resulting in: a. loss of consciousness; or b. necessity to carry the person from the scene; or c. necessity for medical treatment; or d. disability which prevents the discharge of normal duties or the pursuit of normal activities beyond the day of the accident;
6. Estimated property damage, including cost of clean-up and recovery, value of lost product, and damage to the property of the operator or others, or both, exceeding $50,000.

SOURCE: U.S. Department of Transportation, Research and Special Programs Administration, Office of Pipeline Safety, available at http://ops.dot.gov as of Jan 7, 2002.

C Freight Transportation

Table 3-1: Domestic Shipments to California by State: 1997 (Descending order by weight)

State of origin	Rank	Value ($ millions)	Weight (thousand short tons)	State of origin	Rank	Value ($ millions)	Weight (thousand short tons)
California	**1**	**489,246**	**710,378**	North Carolina	27	7,946	1,384
Texas	2	30,386	13,060	Idaho	28	2,414	1,141
Oregon	3	11,076	9,988	Kentucky	28	6,023	1,141
Utah	4	5,285	9,644	Montana	30	467	1,073
Washington	5	14,353	9,137	Oklahoma	31	3,662	966
Nebraska	6	3,886	4,990	Florida	32	6,202	851
Iowa	7	4,579	4,814	Mississippi	33	1,834	789
Illinois	8	16,110	4,461	Wyoming	34	238	761
Kansas	9	4,905	3,582	New Mexico	35	829	662
Nevada	10	3,781	3,529	Connecticut	36	4,243	630
Arizona	11	14,616	3,517	South Carolina	37	3,309	578
Ohio	12	12,801	3,460	West Virginia	38	994	528
Louisiana	13	2,528	2,767	Virginia	39	3,979	521
Wisconsin	14	7,630	2,469	Massachusetts	40	8,354	502
Missouri	15	8,657	2,377	Maryland	41	2,673	296
Minnesota	16	7,439	2,270	Delaware	42	682	217
Colorado	17	6,656	2,017	South Dakota	43	1,005	191
Indiana	18	6,166	1,991	Maine	44	597	178
Michigan	19	9,640	1,972	Hawaii	45	234	146
Pennsylvania	20	10,459	1,965	New Hampshire	46	2,870	116
Arkansas	21	2,919	1,759	Vermont	47	855	65
Georgia	22	8,375	1,727	Rhode Island	48	682	46
Alabama	23	2,734	1,656	Alaska	49	S	S
Tennessee	24	8,482	1,622	District of Columbia	49	S	S
New York	25	12,224	1,562	North Dakota	49	331	S
New Jersey	26	11,826	1,476	United States		777,276	823,934

KEY: S = data do not meet publication standards because of high sampling variability or other reasons.

NOTES: The Commodity Flow Survey covers business establishments in mining, manufacturing, wholesale trade, and selected retail industries. The survey also covers selected auxiliary establishments (e.g. warehouses) of in-scope multiunit and retail companies. The survey excludes establishments classified as farms, forestry, fisheries, governments, construction, transportation, foreign establishments, services, and most establishments in retail. Due to industry-wide reporting problems, shipments by oil and gas extraction establishments are also excluded. Includes intrastate shipments. United States total includes all shipments to the destination state, including intrastate shipments.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, *1997 Commodity Flow Survey*, Washington, DC: 1999, available at http://www.bts.gov/ntda/cfs/ cfs97od.html as of Nov. 2, 2001.

Table 3-2: Domestic Shipments from California by State: 1997 (Descending order by weight)

State of origin	Rank	Value ($ millions)	Weight (thousand short tons)	State of origin	Rank	Value ($ millions)	Weight (thousand short tons)
California	**1**	**489,246**	**710,378**	New Mexico	27	2,563	471
Arizona	2	20,425	9,520	Connecticut	28	2,630	460
Nevada	3	16,713	7,610	Arkansas	29	3,730	459
Oregon	4	13,270	6,810	Louisiana	30	2,804	424
Texas	5	31,354	6,733	Maryland	31	4,357	418
Washington	6	16,547	5,638	Kansas	32	3,637	407
Illinois	7	13,073	2,567	Virginia	33	5,456	390
Utah	8	5,603	2,203	Montana	34	1,067	373
New Jersey	9	12,044	2,088	Alabama	35	3,000	370
New York	10	14,936	1,787	Mississippi	36	1,780	292
Michigan	11	9,098	1,667	Kentucky	37	5,974	282
Ohio	12	9,701	1,629	Nebraska	38	1,305	275
Florida	13	17,755	1,620	South Carolina	39	2,737	264
Colorado	14	8,803	1,579	Iowa	40	1,581	245
Pennsylvania	15	9,913	1,481	New Hampshire	41	S	202
Hawaii	16	3,729	1,127	Alaska	42	764	131
Georgia	17	10,893	1,089	West Virginia	43	442	82
Minnesota	18	5,727	999	Maine	44	613	72
Wisconsin	19	4,660	892	South Dakota	45	792	61
Massachusetts	20	8,415	890	Vermont	46	565	52
Missouri	21	7,271	885	Rhode Island	47	524	43
North Carolina	22	5,320	855	Wyoming	48	232	33
Indiana	23	4,511	720	District of Columbia	49	526	24
Oklahoma	24	4,187	698	Delaware	50	713	S
Tennessee	25	4,476	644	North Dakota	50	224	S
Idaho	26	2,018	625	United States		802,192	778,805

KEY: S = data do not meet publication standards because of high sampling variability or other reasons.

NOTES: The Commodity Flow Survey covers business establishments in mining, manufacturing, wholesale trade, and selected retail industries. The survey also covers selected auxiliary establishments (e.g. warehouses) of in-scope multiunit and retail companies. The survey excludes establishments classified as farms, forestry, fisheries, governments, construction, transportation, foreign establishments, services, and most establishments in retail. Due to industry-wide reporting problems, shipments by oil and gas extraction establishments are also excluded. Includes intrastate shipments. United States total includes all shipments

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, *1997 Commodity Flow Survey* , Washington, DC: 1999, available at http://www.bts.gov/ntda/cfs/cfs97od.html as of Nov. 2, 2001.

Table 3-3: Shipments Originating in California by Mode of Transportation: 1997

	Value		Short tons		Ton-miles	
	Number ($ millions)	Percent	Number (thousands)	Percent	Number (millions)	Percent
All modes	802,192	100.0	778,805	100.0	133,347	100.0
Single modes	614,007	76.5	742,411	95.3	106,188	79.6
Truck	542,698	67.7	644,261	82.7	83,265	62.4
For-hire	279,068	34.8	248,876	32	58,746	44.1
Private truck	257,326	32.1	338,264	43.4	21,584	16.2
Rail	7,059	0.9	14,041	1.8	15,860	11.9
Water	S	S	S	S	S	S
Shallow draft	S	S	S	S	S	S
Great Lakes	S	S	Z	Z	Z	Z
Deep draft	S	S	S	S	S	S
Air (including truck and air)	46,838	5.8	1,138	0.1	2,005	1.5
Pipeline	14,127	1.8	62,990	8.1	S	S
Multiple modes	141,553	17.6	6,329	0.8	11,484	8.6
Parcel, U.S. Postal Service, or courier	134,569	16.8	2,910	0.4	3,508	2.6
Truck and rail intermodal combination	5,361	0.7	2,540	0.3	5,452	4.1
Truck and water	1,616	0.2	869	0.1	2,507	1.9
Rail and water	Z	Z	Z	Z	Z	Z
Other multiple modes	S	S	S	S	S	S
Other and unknown modes	46,632	5.8	30,066	3.9	15,675	11.8

KEY: S = data do not meet publication standards because of high sampling variability or other reasons; Z = equal to zero or less than 1 unit of measure.

NOTE: The Commodity Flow Survey covers business establishments in mining, manufacturing, wholesale trade, and selected retail industries. The survey also covers selected auxiliary establishments (e.g. warehouses) of in-scope multiunit and retail companies. The survey excludes establishments classified as farms, forestry, fisheries, governments, construction, transportation, foreign establishments, services, and most establishments in retail. Due to industry-wide reporting problems, shipments by oil and gas extraction establishments are also excluded.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, *1997 Commodity Flow Survey: United States* , EC97TCF-CA, Washington, DC: 1999, table 1a, available at http://www.bts.gov/ntda/cfs/cfs97od.html as of Nov. 2, 2001.

Table 3-4: Domestic Shipments From California by Truck: 1997

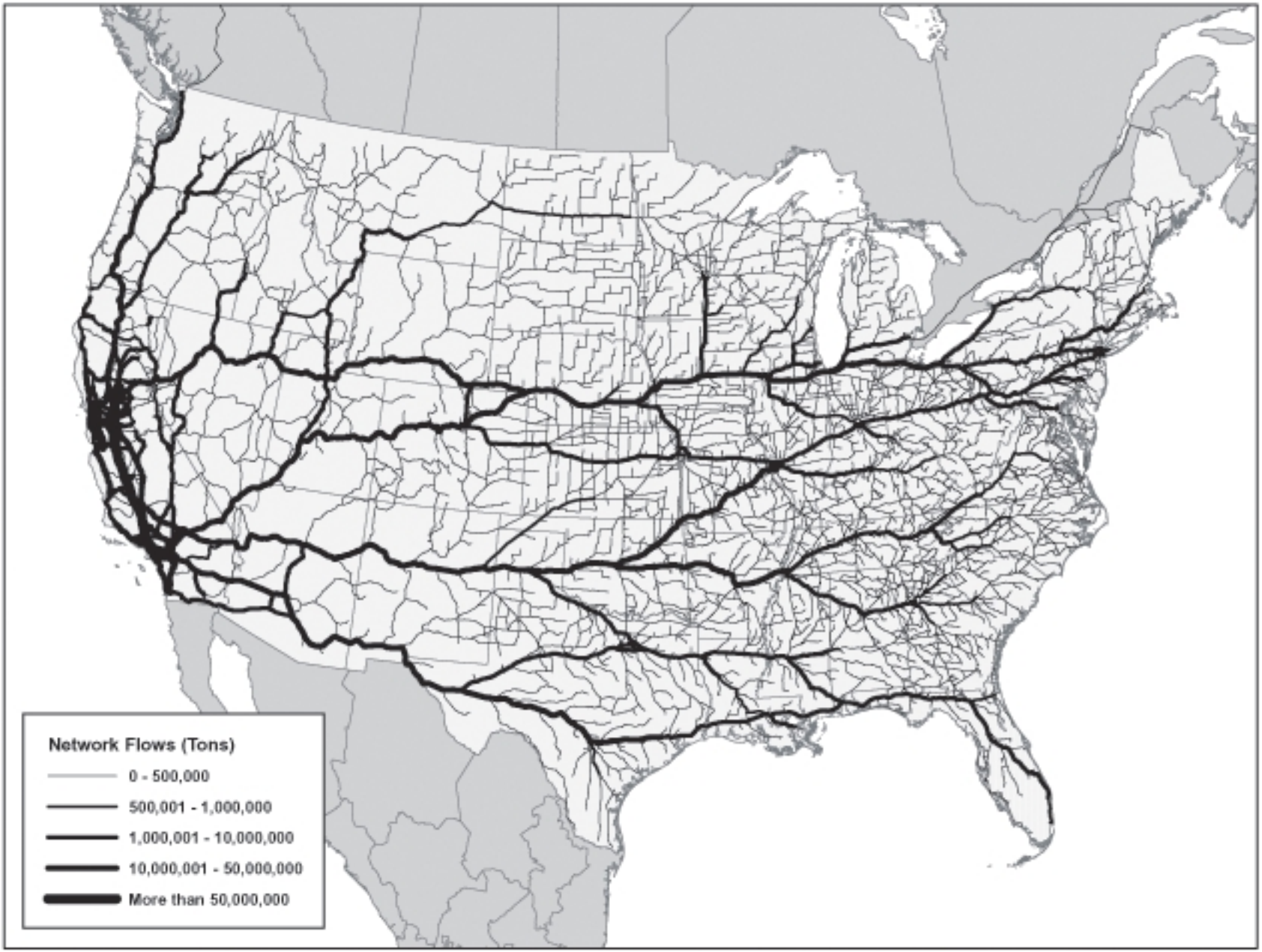
State of destination	Value ($ millions)	Weight (thousand short tons)
California	**377,633**	**601,288**
Nevada	14,499	6,939
Arizona	14,401	5,898
Oregon	9,918	5,214
Washington	8,359	3,666
Texas	15,914	3,239
Illinois	5,733	1,540
Utah	3,941	1,483
New Jersey	7,354	1,234
Colorado	4,127	1,207
All other states	80,819	12,553
Total, all states	542,698	644,261

Table 3-5: Domestic Shipments to California by Truck: 1997

State of origin	Value ($ millions)	Weight (thousand short tons)
California	**377,633**	**601,288**
Oregon	7,263	5,940
Texas	12,011	4,713
Washington	5,732	3,522
Arizona	6,728	2,913
Nevada	2,231	2,393
Illinois	7,094	2,109
Ohio	7,362	2,061
Wisconsin	4,906	1,978
Utah	3,711	1,607
All other states	89,685	24,119
Total, all states	524,356	652,643

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, *1997 Commodity Flow Survey*, Washington, DC: 2000, data from CD-ROM, CD-EC97-CFS.

Map 3-1: California Network Truck Flows: 1998



SOURCE: U.S. Department of Transportation, Federal Highway Administration, Operations Core Business Unit, Office of Freight Management and Operations

Table 3-6 : Truck Shipments from California by Commodity: 1997 (Descending order by weight)

Commodity (2-digit commodity code)	Value ($ millions)	Weight (thousand short tons)
Gravel and crushed stone (12)	975	150,776
Nonmetallic mineral products (31)	10,270	80,186
Gasoline and aviation turbine fuel (17)	21,639	66,177
Other prepared foodstuffs and fats and oils (07)	29,739	38,783
Natural sands (11)	415	38,296
Coal and petroleum products, n.e.c. (19)	3,101	31,738
Fuel oils (18)	6,714	22,289
Waste and scrap (41)	2,883	17,836
Wood products (26)	9,084	17,596
Animal feed and products of animal origin, n.e.c. (04)	3,788	16,535
Mixed freight (43)	32,712	14,527
Other agricultural products (03)	14,044	14,463
Paper or paperboard articles (28)	9,129	12,254
Base metal in primary or semifinished forms and in finished basic shapes (32)	15,835	10,927
Alcoholic beverages (08)	14,919	10,668
Logs and other wood in the rough (25)	939	9,260
Milled grain products and preparations, and bakery products (06)	10,562	9,220
Meat, fish, seafood, and their preparations (05)	19,250	7,717
Printed products (29)	12,789	7,475
Chemical products and preparations, n.e.c. (23)	15,157	6,425
All other commodities	308,754	61,113
Total, all commodities	542,698	644,261

KEY: n.e.c. = not elsewhere classified.

NOTE: There are 36 two-digit Standard Transportation Commodity Code groupings.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, *1997 Commodity Flow Survey*, Washington, DC: 2000, data from CD-ROM, CD-EC97-CFS.

Table 3-7: Rail Shipments Terminating in California (Short tons)

Commodity	1999	Percent of total	2000	Percent of total
Mixed freight	21,102,220	24	22,178,420	24
Food products	8,605,608	10	9,075,231	10
Farm products	8,436,827	10	8,701,831	9
Chemicals	8,878,928	10	8,598,776	9
Primary metal products	6,524,872	7	6,950,269	8
All other	34,023,362	39	36,228,185	39
California, total	87,571,817	100	91,732,712	100

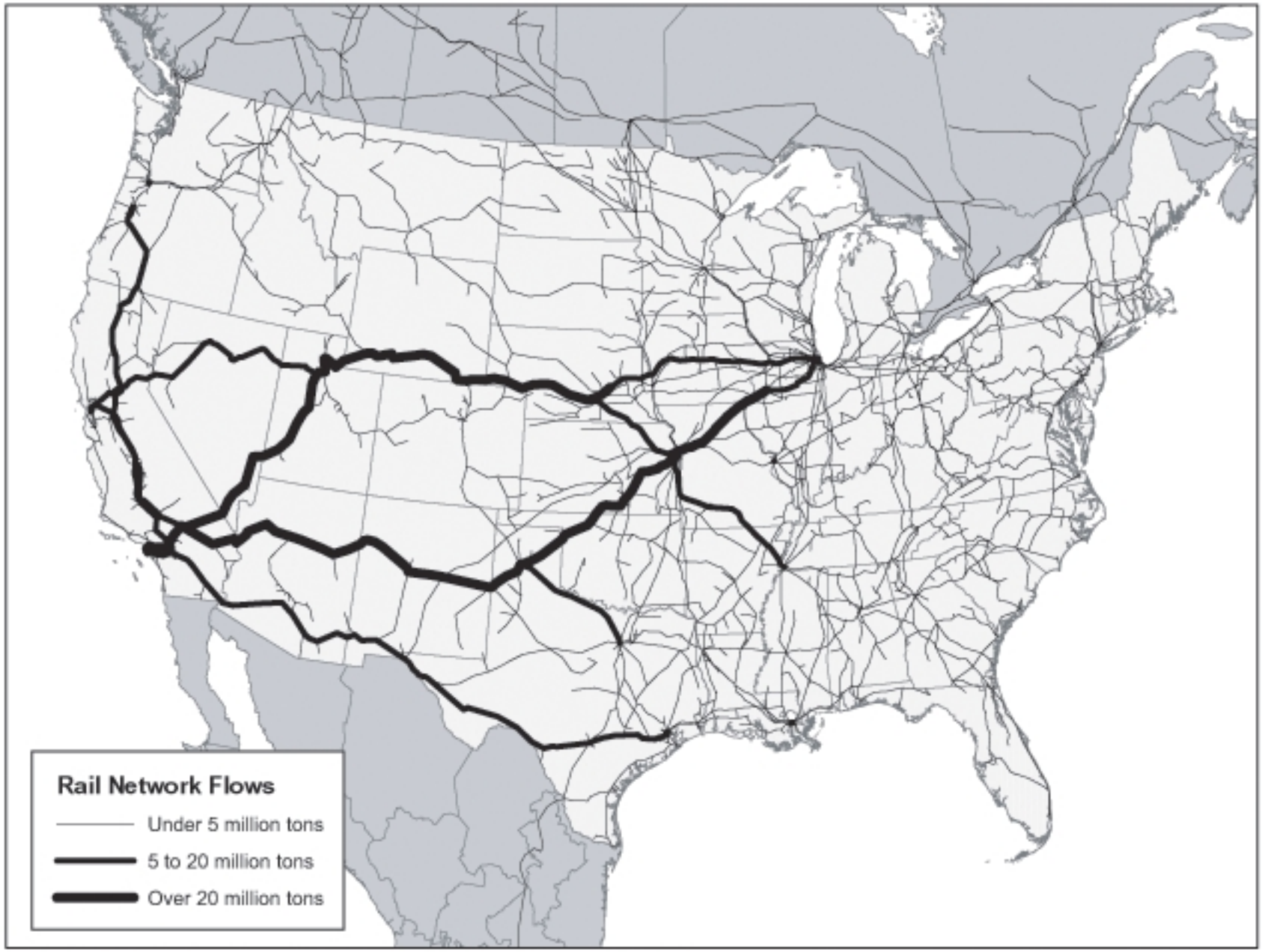
Table 3-8: Rail Shipments Originating in California (Short tons)

Commodity	1999	Percent of total	2000	Percent of total
Mixed freight	24,311,415	44	26,503,560	46
Food products	5,931,412	11	6,037,864	10
Primary metal products	3,284,650	6	3,376,561	6
Chemicals	3,346,040	6	3,359,212	6
Petroleum	2,454,476	4	3,013,128	5
All other	15,920,644	29	15,773,154	27
California, total	55,248,637	100	58,063,479	100

NOTE FOR DATA ON THIS PAGE: Includes the five largest commodities (by tonnage terminated or originated) of the 36 two-digit Standard Transportation Commodity Code groupings plus all others for state total. Includes intrastate shipments.

SOURCE FOR DATA ON THIS PAGE: Association of American Railroads, *Railroads and States-2000,* Washington, DC: Jan. 2002, available at http://www.aar.org/about theindustry /stateinformation.asp as of Mar. 18, 2002; and *Railroads and States -1999* , Washington, DC: Jan. 2002, available at http://www.aar.org/about theindustry/stateinformation.asp as of Mar. 18, 2002.

Map 3-2: California Total Rail Flows: 1999



SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Office of Policy

Table 3-9: Foreign and Domestic Waterborne Shipments Originating in California by Destination: 2000

Destination	Short tons	Percent of total
Total originating in California	59,723,198	100.0
Foreign (excluding Canada)	43,216,515	72.4
California (intrastate)	**10,901,730**	**18.3**
Hawaii	2,232,690	3.7
Oregon	1,861,657	3.1
Washington	657,998	1.1
Texas	278,869	0.5
Guam	247,332	0.4
Alaska	68,233	0.1
Canada	113,901	0.2
Florida	66,341	0.1

Table 3-10: Foreign and Domestic Waterborne Shipments to California by Origin: 2000

Origin	Short tons	Percent of total
Total shipped to California	136,888,545	100.0
Foreign (excluding Canada)	94,532,343	69.1
Alaska	22,202,298	16.2
California (intrastate)	**10,901,730**	**8.0**
Washington	3,188,643	2.3
Canada	2,482,628	1.8
Texas	1,264,175	0.9
Hawaii	845,266	0.6
Virgin Islands	537,332	0.4
Louisiana	144,626	0.1
American Samoa	242,277	0.2
Oregon	313,091	0.2
Mississippi	183,435	0.1
Guam	27,802	0.0
All other domestic origins	22,899	0.0

SOURCE FOR DATA ON THIS PAGE: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, *Origin and Destination of Waterborne Commerce of the United States, 2000* , available at http://www.wrsc.usace.army.mil as of Feb. 12, 2002.

Table 3-11: Foreign and Domestic Waterborne Shipments Originating in California by Commodity: 2000[1]

Commodity	Short tons	Percent of total
Total	59,723,198	100.0
Petroleum Products	20,162,298	33.8
Food and Food Products	9,161,596	15.3
Chemicals excluding Fertilizers	6,082,608	10.2
Lumber, Logs, Wood Chips, and Pulp	4,676,757	7.8
Manufactured Goods	4,145,693	6.9
Coal, Lignite, and Coal Coke	3,484,290	5.8
Sand, Gravel, Shells, Clay, Salt, and Slag	2,752,726	4.6
Crude Petroleum	2,639,970	4.4
Iron Ore, Iron, and Steel Waste and Scrap	1,773,957	3.0
Primary Metal Products	1,366,978	2.3
Primary Non-Metal Products	941,256	1.6
Non-Ferrous Ores and Scrap	274,286	0.5
Chemical Fertilizers	50,112	0.1
Unknown and Not Elsewhere Classified Products[2]	2,210,671	3.7

Table 3-12: Domestic Waterborne Shipments Originating in California: 2000[1]

Commodity	Short tons	Percent of total
Total	16,392,782	100.0
Petroleum Products	9,371,661	57.2
Crude Petroleum	2,496,947	15.2
Sand, Gravel, Shells, Clay, Salt, and Slag	1,538,548	9.4
Manufactured Goods	1,424,090	8.7
Food and Food Products	109,792	0.7
Chemicals excluding Fertilizers	83,729	0.5
Primary Non-Metal Products	37,113	0.2
Lumber, Logs, Wood Chips, and Pulp	15,683	0.1
Primary Metal Products	4,698	0.0
Unknown and Not Elsewhere Classified Products[2]	1,310,521	8.0

[1]Domestic includes intrastate shipments.

[2]To protect confidentiality, if three or more vessel operating companies do not carry a particular commodity from a state of origin to a state of destination, then that commodity is reclassified to "unknown and not elsewhere classified products."

SOURCE FOR DATA ON THIS PAGE: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, State to State and Region to Region Commodity Tonnages, Public Domain database, available at http://www.wrsc.usace.army.mil as of Oct. 30, 2001.

Table 3-13: Foreign and Domestic Waterborne Shipments to California by Commodity: 2000[1]

Commodity	Short tons	Percent of total
Total	136,888,545	100.0
Crude Petroleum	52,624,860	38.4
Manufactured Goods	23,849,825	17.4
Petroleum Products	20,392,930	14.9
Primary Metal Products	8,785,295	6.4
Chemicals excluding Fertilizers	7,217,474	5.3
Food and Food Products	6,910,528	5.0
Primary Non-Metal Products	6,711,262	4.9
Sand, Gravel, Shells, Clay, Salt, and Slag	4,489,029	3.3
Lumber, Logs, Wood Chips, and Pulp	1,077,748	0.8
Chemical Fertilizers	606,058	0.4
Coal, Lignite, and Coal Coke	285,558	0.2
Non-Ferrous Ores and Scrap	210,471	0.2
Iron Ore, Iron, and Steel Waste and Scrap	1,314	0.0
Unknown and Not Elsewhere Classified Products[2]	3,726,193	2.7

Table 3-14: Domestic Waterborne Shipments to California by Commodity: 2000[1]

Commodity	Short tons	Percent of total
Total	39,873,574	100.0
Crude Petroleum	24,482,117	61.4
Petroleum Products	10,100,434	25.3
Sand, Gravel, Shells, Clay, Salt, and Slag	1,538,548	3.9
Chemicals excluding Fertilizers	809,400	2.0
Lumber, Logs, Wood Chips, and Pulp	434,173	1.1
Food and Food Products	109,792	0.3
Manufactured Goods	93,562	0.2
Primary Non-Metal Products	37,113	0.1
Primary Metal Products	1,844	0.0
Unknown and Not Elsewhere Classified Products[2]	2,266,591	5.7

[1]Domestic includes intrastate shipments.

carry a particular commodity from a state of origin to a state of destination, then that commodity is reclassified to "unknown and not elsewhere classified products."

SOURCE FOR DATA ON THIS PAGE: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, State to State and Region to Region Commodity Tonnages, Public Domain database, available at http://www.wrsc.usace.army.mil as of Oct. 30, 2001.

Table 3-15: U.S. Waterborne Imports by State and Vessel Type: 1999
(Thousands of metric tons)

Cargo discharged in	Total	Vessel type			
		Tanker	Dry bulk carrier	Full container	Other freighter[1]
Texas	215,158	177,950	31,448	3,442	2,318
Louisiana	140,684	98,723	37,092	1,101	3,769
California	**75,164**	**31,143**	**10,345**	**29,169**	**4,507**
New York	55,175	30,575	11,814	10,701	2,085
Pennsylvania	37,382	25,980	8,319	1,140	1,943
Florida	28,512	10,565	10,166	3,656	4,124
Virgin Islands	21,955	19,634	2,294	16	11
Maine	20,795	18,616	1,521	29	629
Mississippi	18,733	16,446	1,435	556	295
Washington	18,301	2,585	6,708	5,915	3,093
All other states	153,433	65,907	60,908	16,189	10,430
United States, total	785,292	498,124	182,050	71,914	33,204

Table 3-16: U.S. Waterborne Exports by State and Vessel Type: 1999
(Thousands of metric tons)

Cargo loaded in	Total	Vessel type			
		Tanker	Dry bulk carrier	Full container	Other freighter[1]
Louisiana	97,765	9,842	77,773	3,669	6,481
Texas	50,504	23,279	18,917	4,769	3,539
California	**34,746**	**4,778**	**11,074**	**17,011**	**1,883**
Washington	30,972	2,459	19,190	6,897	2,426
Virginia	27,599	269	22,106	4,019	1,205
Florida	17,956	692	9,332	2,773	5,158
Ohio	13,074	74	12,506	130	363
Oregon	12,767	501	8,535	2,181	1,550
Alaska	10,163	5,794	3,301	319	749
New York	9,725	508	2,992	5,476	748
All other states	57,715	3,500	33,656	12,045	8,517
United States, total	362,986	51,696	219,382	59,289	32,619

[1]Roll-on/roll-off, breakbulk ships, partial containerships, refrigerated cargo ships, barge carriers, and specialized cargo ships.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Maritime Administration, *Waterborne Databank 1999* , available at www.marad.dot.gov/ as of Nov.

Table 3-17: Top 15 U.S. Containership Ports by Port Calls and Vessel

Port	Total container-ship port calls	Port calls by capacity of vessel (TEUs)					Maximum channel depth (ft)[1]
		<2,000	2,001-3,000	3,001-4,000	4,001-5,000	>5,000	
California ports in top 15							
Long Beach	1,256	307	246	357	168	178	60
Los Angeles	1,207	429	208	220	294	56	81
Oakland	1,110	123	291	405	183	108	42
U.S. ports total	14,686	5,127	4,190	3,126	1,685	558	NA
New York, NY	1,983	465	710	575	227	6	45
Charleston, SC	1,458	352	566	298	236	6	42
Long Beach, CA	1,256	307	246	357	168	178	60
Los Angeles, CA	1,207	429	208	220	294	56	81
Oakland, CA	1,110	123	291	405	183	108	42
Norfolk, VA	1,105	155	411	394	139	6	50
Miami, FL	745	347	244	154	0	0	42
Seattle, WA	638	157	180	175	57	69	40
Houston, TX	623	346	169	58	50	0	40
Savannah, GA	590	144	156	264	26	0	42
New Orleans, LA	434	297	119	18	0	0	45
Port Everglades, FL	412	297	63	0	52	0	42
Baltimore, MD	396	192	123	30	51	0	50
Tacoma, WA	376	33	105	83	30	125	50
San Juan, PR	337	307	30	0	0	0	36
All other ports	2,016	1,176	569	95	172	4	NA
Top 15 as % of U.S. total	86%	77%	86%	97%	90%	99%	NA
Top 3 California ports as % of U.S. total	24%	17%	18%	31%	38%	61%	NA

[1]Channel depth for federally maintained channels at mean low water (MLW).

KEY: ft = feet; TEUs = twenty-foot equivalent units; NA = not applicable.

SOURCES:

Port calls by vessel size: U.S. Department of Transportation, Maritime Administration, *U.S. Vessel Movements, 1999* , available at www.marad. dot.gov/ as of Nov. 5, 2001.

Maximum channel depth: U.S. Army Corps of Engineers, *The National Dredging Needs Study of Ports and Harbors* , draft, May 2000, table 3-6.

Table 3-18: Scheduled and Nonscheduled Air Freight and Mail Enplaned: 2000 (Short tons)

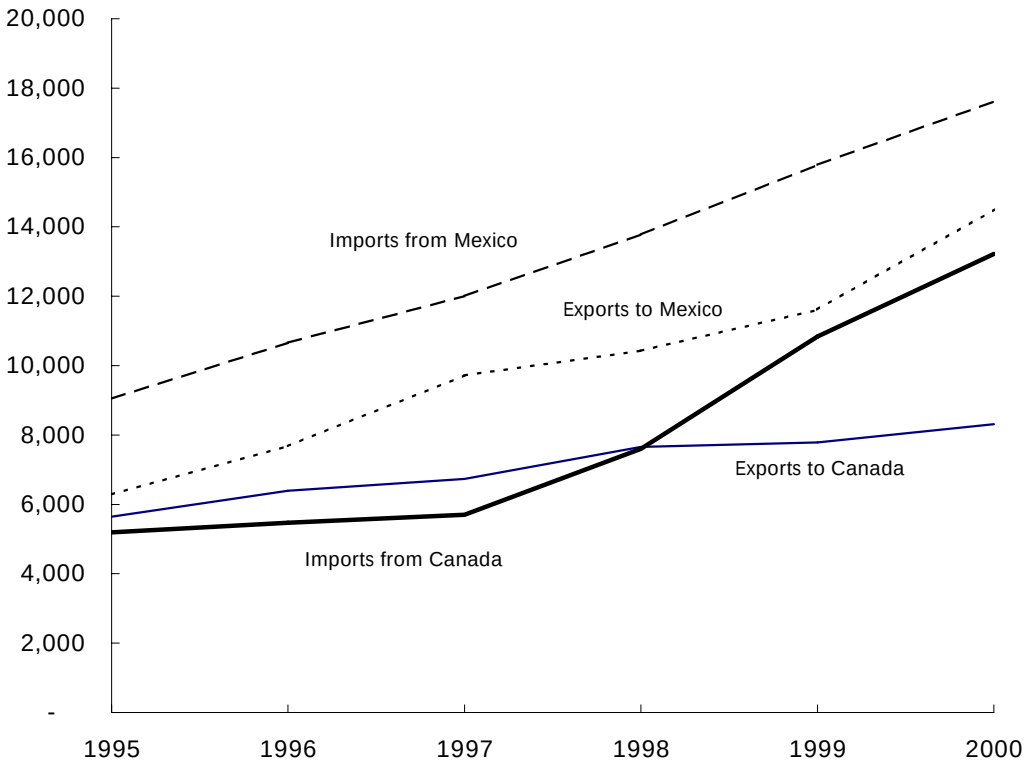
	Freight		Mail	
State	**Scheduled**	**Nonscheduled**	**Scheduled**	**Nonscheduled**
Alabama	17,233	139,250	6,796	25
Alaska	467,057	141,482	52,354	10,232
Arizona	70,430	66,143	36,115	27,465
Arkansas	1,886	12,578	6,534	2,955
California	**1,176,476**	**504,757**	**237,537**	**87,278**
Colorado	106,816	61,503	55,370	31,711
Connecticut	14,802	54,627	10,260	1,575
Delaware	0	3,251	0	0
District of Columbia	92,526	6,208	46,511	6,615
Florida	461,831	334,177	85,818	14,182
Georgia	204,986	66,293	116,174	3,961
Hawaii	208,048	52,473	33,768	476
Idaho	11,231	5,064	3,065	1,307
Illinois	318,957	202,867	112,959	9,111
Indiana	408,262	85,326	24,814	134,145
Iowa	15,346	53,766	7,429	3,984
Kansas	6,200	20,199	2,597	18
Kentucky	16,427	823,924	5,093	0
Louisiana	29,577	21,753	11,399	1,758
Maine	8,428	11,368	185	91
Maryland	25,723	24,781	19,850	3,573
Massachusetts	114,243	422,158	31,133	9,384
Michigan	87,127	68,108	41,678	4,848
Minnesota	85,691	51,285	59,550	9,192
Mississippi	398	11,338	2,198	0
Missouri	71,317	67,157	67,876	4,120
Montana	16,261	7,917	1,987	3,341
Nebraska	12,188	26,366	10,825	6,546
Nevada	45,636	12,641	30,407	1,373
New Hampshire	17,995	30,439	740	11
New Jersey	352,556	115,712	54,837	4,550
New Mexico	12,845	29,355	9,327	3,379
New York	317,258	167,388	113,892	5,622
North Carolina	85,996	85,765	35,985	3,498
North Dakota	5,424	383	222	2,820
Ohio	283,292	292,529	48,750	6,442
Oklahoma	25,773	16,804	9,022	9
Oregon	73,035	59,101	12,655	22,729
Pennsylvania	156,043	312,359	45,377	9,035
Puerto Rico	78,117	44,530	4,319	3,312
Rhode Island	3,883	2,753	2,543	0
South Carolina	17,237	76,688	3,234	6
South Dakota	8,114	12,298	1,040	4,583
Tennessee	1,324,829	60,779	31,342	6,417
Texas	440,864	482,724	138,548	47,644
Utah	66,549	133,609	30,908	25,073
Vermont	3,257	19	122	0
Virginia	20,961	35,881	5,189	3,492
Washington	152,299	84,367	34,449	55,975
West Virginia	4,306	128	4	0
Wisconsin	30,060	19,618	11,558	1,088
Wyoming	6,786	11	5	0
United States, total	7,582,577	5,422,002	1,714,348	584,950

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Airport Activity Statistics of Certificated Air Carriers: Summary Tables, Twelve Months Ending December 31, 2000,* Washington, DC: 2001, available at www.bts.gov/ publications/airactstats2000/ as of Oct. 29, 2001.

Table 3-19: Merchandise Trade with Canada and Mexico: 2000 (Millions of current dollars)

	Exports to		Imports from	
	Canada	Mexico	Canada	Mexico
California	8,314	14,502	13,216	17,619
United States, total	155,600	100,442	229,060	134,734

Figure 3-1: California Merchandise Trade with Canada and Mexico (Millions of current dollars)



Bureau of Transportation Statistics, *Transborder Surface Freight Data*, available at http://199.79.179.77/ntda/tbscd/reports.html as of Oct. 25, 2001.

Figure 3-2: Truck and Rail Imports from Mexico to California by Weight

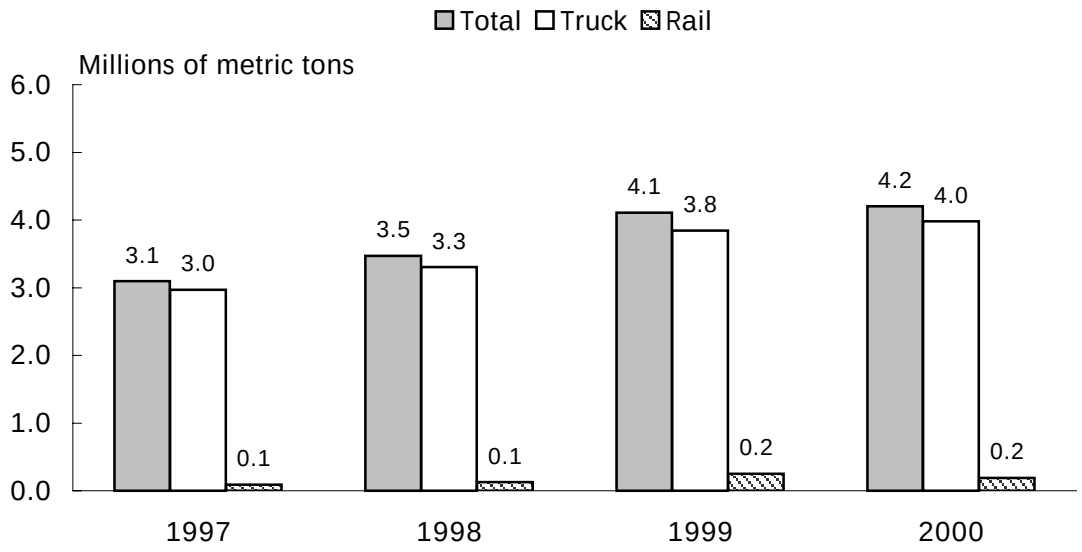
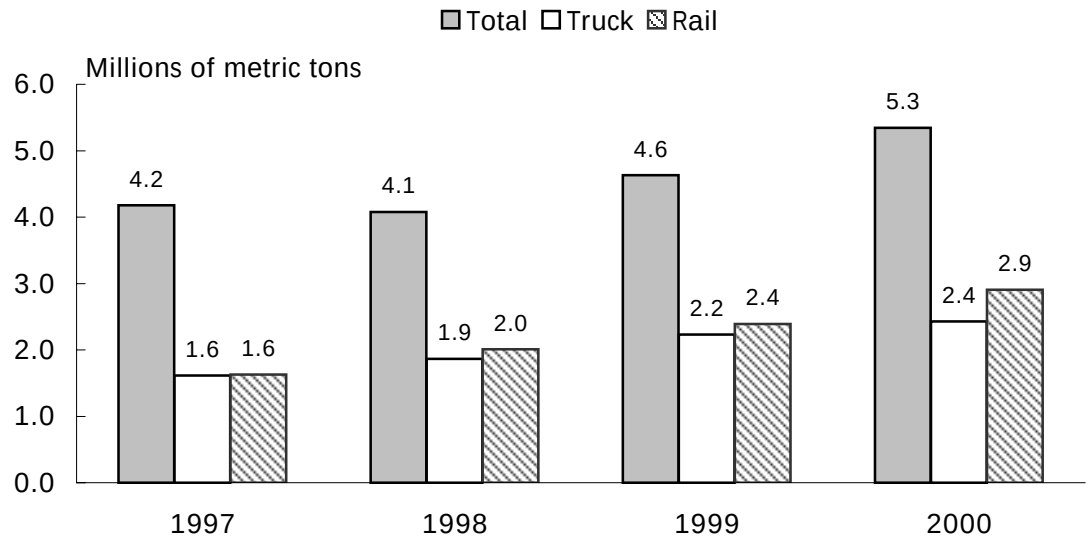


Figure 3-3: Truck and Rail Imports from Canada to California by Weight



NOTES FOR DATA ON THIS PAGE: Data do not include transshipment activity. Transshipments are shipments that enter or exit the United States by way of a U.S. Customs port on the northern or southern border, but whose origin or destination is a country other than Canada or Mexico. All figures are based on the declared gross shipment weight and include packaging. Shipping weight for imports may be underestimated because U.S. Customs Service does not require weight to be reported at the individual commodity level for surface trade.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Transborder Surface Freight Data,* available at http://199.79.179.77/ntda/tbscd/reports/maps/metric/w2000_ca.html as of Oct. 31, 2001.

Table 3-20: Incoming Truck Crossings, U.S.-Mexican Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Arizona	296	324	333	349	348	344
California	**667**	**755**	**837**	**866**	**969**	**1,032**
Andrade	4	4	3	2	1	2
Calexico	176	171	34	NA	NA	NA
Calexico East	NA	NA	166	206	262	279
Otay Mesa/San Ysidro	446	531	568	606	647	688
Tecate	41	49	67	51	60	63
New Mexico	2	21	35	31	29	36
Texas	1,895	2,154	2,485	2,701	3,011	3,113
United States, total	2,861	3,254	3,690	3,947	4,358	4,526

NOTE: Data represent the number of truck crossings, not the number of unique vehicles, and includes both loaded and unloaded trucks.

Table 3-21: Incoming Truck Container (Loaded) Crossings, U.S.-Mexican Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Arizona	U	192	199	227	242	233
California	**U**	**364**	**409**	**441**	**454**	**510**
Andrade	U	1	1	1	1	1
Calexico	U	69	33	NA	NA	NA
Calexico East	NA	NA	47	91	104	107
Otay Mesa/San Ysidro	U	271	299	318	317	371
Tecate	U	23	28	30	33	32
New Mexico	U	8	22	23	25	24
Texas	U	1,139	1,112	1,301	1,589	1,583
United States, total	U	1,703	1,742	1,991	2,310	2,350

Table 3-22: Incoming Truck Container (Unloaded) Crossings, U.S.-Mexican Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Arizona	U	89	91	92	85	90
California	**U**	**367**	**412**	**420**	**409**	**437**
Andrade	U	3	2	1	1	<1
Calexico	U	84	37	NA	NA	NA
Calexico East	NA	NA	52	96	104	95
Otay Mesa/San Ysidro	U	259	296	296	277	311
Tecate	U	21	26	27	27	31
New Mexico	U	4	7	8	9	11
Texas	U	904	1,052	1,202	1,415	1,313
United States, total	U	1,364	1,563	1,722	1,917	1,851

KEY FOR DATA ON THIS PAGE: NA = not applicable; U = data are unavailable.

NOTE FOR DATA ON THIS PAGE: The data for incoming trucks will exceed the data for truck containers loaded and empty because the data for trucks include all incoming trucks regardless of whether or not they are carrying a container.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Bureau of Transportation Statistics, special tabulation, August 2001. Based on the following primary data source: U.S. Department of Treasury, U.S. Customs Service, Office of Field Operations, Operations Management Database, special tabulation, Washington, DC: 2001.

Table 3-23: Incoming Train Crossings, U.S.-Mexican Border

State/port	1995	1996	1997	1998	1999	2000
Arizona	456	533	560	531	587	774
California	**708**	**511**	**508**	**449**	**550**	**522**
Andrade	NA	NA	NA	NA	NA	NA
Calexico	264	255	43	NA	NA	NA
Calexico East	NA	NA	199	227	249	241
Otay Mesa/San Ysidro	436	241	246	193	223	204
Tecate	8	15	20	29	78	77
New Mexico	NA	NA	NA	NA	NA	NA
Texas	8,268	6,465	6,610	4,701	4,882	10,693
United States, total	9,432	7,509	7,678	5,681	6,019	11,989

Table 3-24: Incoming Rail Container (Full) Crossings, U.S.-Mexican Border

State/port	1995	1996	1997	1998	1999	2000
Arizona	U	13,430	15,539	20,528	19,466	25,249
California	**U**	**1,236**	**1,252**	**1,574**	**2,515**	**1,565**
Andrade	NA	NA	NA	NA	NA	NA
Calexico	U	1,226	675	NA	NA	NA
Calexico East	NA	NA	440	1,294	1,609	1,398
Otay Mesa/San Ysidro	U	10	137	280	906	167
Tecate	NA	NA	NA	NA	NA	NA
New Mexico	NA	NA	NA	NA	NA	NA
Texas	U	127,570	139,273	153,388	204,033	239,421
United States, total	U	142,236	156,064	175,490	226,014	266,235

Table 3-25: Incoming Rail Containers (Empty) Crossings, U.S.-Mexican Border

State/port	1995	1996	1997	1998	1999	2000
Arizona	U	11,922	12,944	15,284	14,226	25,353
California	**NA**	**8,006**	**6,583**	**6,181**	**7,771**	**7,550**
Andrade	NA	NA	NA	NA	NA	NA
Calexico	U	4,782	2,532	NA	NA	NA
Calexico East	NA	NA	1,616	3,991	4,974	4,200
Otay Mesa/San Ysidro	U	3,224	2,435	2,190	2,797	3,350
Tecate	NA	NA	NA	NA	NA	NA
New Mexico	NA	NA	NA	NA	NA	NA
Texas	U	124,199	154,346	190,951	252,363	272,687
United States, total	U	144,127	173,873	212,416	274,360	305,590

KEY: NA = not applicable; U= data are unavailable.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Bureau of Transportation Statistics, special tabulation, August 2001. Based on the following primary data source: U.S. Department of Treasury, U.S. Customs Service, Office of Field Operations, Operations Management Database, special tabulation, Washington, DC: 2001.

Table 3-26: Top 50 U.S. Foreign Trade Freight Gateways: 2000 (Ranked by value of shipments in $ billions)

	Mode	U.S. rank	Exports	Imports	Total
California gateways[1] in top 50					
Port of Los Angeles	Water	2	16.7	85.1	101.8
Port of Long Beach	Water	3	16.9	81.3	98.2
San Francisco Airport	Air	5	41.8	46.9	88.7
Los Angeles International Airport	Air	8	41.7	35.6	77.3
Port of Oakland	Water	18	9.6	15.5	25.1
Port of Otay Mesa	Land	25	8.1	10.7	18.8
Port of Calexico-East	Land	48	3.5	4.8	8.3
U.S. gateways[1] in top 50					
JFK International Airport, NY	Air	1	56.0	75.5	131.6
Port of Detroit, MI	Land	4	49.5	44.9	94.4
Port of Laredo, TX	Land	6	39.2	44.4	83.7
Port of New York, NY and NJ	Water	7	19.7	61.2	80.9
Port of Buffalo-Niagra Falls, NY	Land	9	36.2	33.9	70.1
Port of Huron, MI	Land	10	18.8	40.9	59.7
Chicago, IL	Air	11	20.4	25.4	45.7
Port of Houston, TX	Water	12	18.7	24.6	43.4
Port of El Paso, TX	Land	13	17.5	21.9	39.4
Port of Seattle, WA	Water	14	5.4	26.9	32.3
New Orleans, LA	Air	15	16.2	15.9	32.0
Port of Charleston, SC	Water	16	11.3	20.2	31.5
Port of Norfolk Harbor, VA	Water	17	11.1	14.1	25.2
Cleveland, OH	Air	19	11.8	12.7	24.5
Miami International Airport, FL	Air	20	15.9	7.7	23.6
Anchorage, AK	Air	21	3.5	19.7	23.2
Port of Baltimore, MD	Water	22	5.3	15.3	20.6
Dallas-Fort Worth, TX	Air	23	10.1	10.2	20.4
Port of Tacoma, WA	Water	24	4.4	15.5	19.8
Port of New Orleans, LA	Water	26	7.6	11.2	18.8
Port of Miami, FL	Water	27	8.4	9.1	17.5
Port of Champlain-Rouses Pt., NY	Land	28	6.0	11.3	17.3
Atlanta, GA	Air	29	8.4	8.7	17.2
Port of Savannah, GA	Water	30	5.9	10.5	16.3
Port of Nogales, AZ	Land	31	5.3	8.3	13.6
Port of Hildago, TX	Land	32	6.2	6.4	12.6
Port of Blaine, WA	Land	33	5.6	6.7	12.3
Port of Brownsville-Cameron, TX	Land	34	6.2	5.9	12.1
Port of Alexandria Bay, NY	Land	35	4.6	7.4	12.0
Port of South Louisiana, LA	Water	36	7.1	4.0	11.1
Port of Beaumont, TX	Water	37	1.0	9.6	10.6
Newark, NJ	Air	38	3.9	6.7	10.6
Port of Pembina, ND	Land	39	5.3	5.2	10.6
Port of Port Everglades, FL	Water	40	4.7	5.8	10.5
Port of Portland, OR	Water	41	3.0	7.5	10.5
Port of Corpus Christi, TX	Water	42	1.6	8.7	10.3
Port of Jacksonville, FL	Water	43	1.9	8.4	10.3
Boston Logan Airport, MA	Air	44	5.9	4.4	10.0
Port of Philadelphia, PA	Water	45	0.5	9.5	10.0
Port of Morgan City, LA	Water	46	0.1	9.3	9.4
Seattle-Tacoma International Airport, WA	Air	47	3.7	4.8	8.5
Port of Sweetgrass, MT	Land	49	3.4	4.4	7.8
Port of Highgate Springs-Alburg, VT	Land	50	3.0	4.6	7.6
Total, top 50	**NA**	**NA**	**619**	**989**	**1,608**

[1]Gateway means any port, airport, or border crossing that provides access for the import or export of goods.

KEY: NA = not applicable.

NOTES: Mode of transportation is the type of transportation as a shipment enters or exits at a border port. Flows through individual ports are based on reported data collected from U.S. trade documents. Low-value shipments, generally imports valued at less than $1,250 and exports valued at less than $2,500, are not included. Data for air gateways include some shipments (generally less than 3% of the total value) from small user-fee airports located in the same region. Air gateways not identified by airport name include major airport(s) in that geographic area in addition to small regional airports. In addition, due to Bureau of Census confidentiality regulations, data for courier operations are included in the airport totals for JFK International Airport, New Orleans, Los Angeles, Cleveland, Chicago, Miami, and Anchorage.

SOURCES:

Air: U.S. Department of Commerce, Bureau of the Census, Foreign Trade Division, special tabulation, August 2001.
Water: U.S. Department of Transportation, Maritime Administration, Office of Statistical and Economic Analysis, personal communication, Sept. 5, 2001.
Land: U.S. Department of Transportation, Bureau of Transportation Statistics, Transborder Surface Freight Data, 2001.

D Passenger Travel

Table 4-1: Commuting to Work: 2000

Mode	California		United States	
	Number	Percent	Number	Percent
Total	14,780,167	100.0	127,448,586	100.0
Car, truck, or van -- drove alone	10,704,777	72.4	97,243,457	76.3
Car, truck, or van -- carpooled	2,056,836	13.9	14,299,090	11.2
Public transportation (including taxi)	795,050	5.4	6,592,685	5.2
Walked	404,366	2.7	3,417,546	2.7
Other means	278,136	1.9	1,820,578	1.4
Worked at home	541,002	3.7	4,075,230	3.2
Mean travel time to work (minutes)	26.7		24.3	

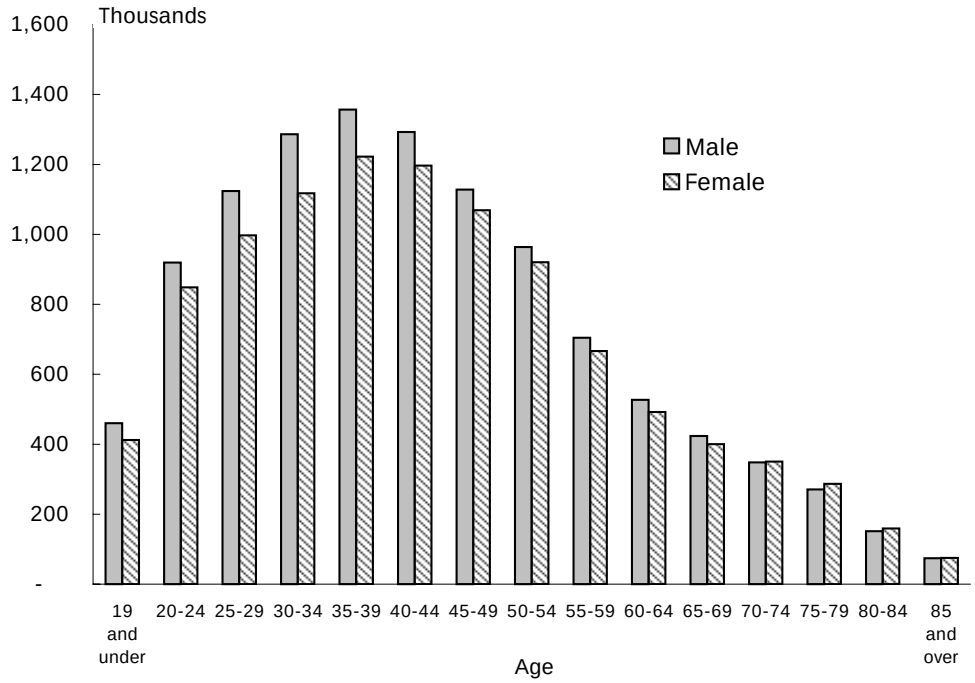
NOTE: Data are for workers 16 years and over.

SOURCE: U.S. Department of Commerce, U.S. Census Bureau, *Census 2000 Supplementary Survey, Profile of Selected Economic Characteristics, United States, California*, available at http://www.census.gov/c2ss/www/ as of Oct. 16, 2001.

Table 4-2: Licensed Drivers: 2000

Licensed drivers	California		United States	
	Number	Percent	Number	Percent
Total	21,243,939	100.0	190,625,023	100.0
Male	11,030,029	51.9	95,796,069	50.3
Female	10,213,910	48.1	94,828,953	49.7

Figure 4-1: Licensed Drivers in California by Age and Sex: 2000



SOURCE FOR TABLE 4-2 and FIGURE 4-1: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2000*, Washington, DC: 2001.

Table 4-3: Major Urban Transit Agencies in California: 2000

Transit agencies	Modes provided	Urbanized area	Annual unlinked passenger trips (thousands)	Average weekday unlinked trips (thousands)	Operating funds expended ($ millions)	Capital funds expended ($ millions)	Vehicles available for maximum service
Los Angeles County Metropolitan Transportation Authority	Bus, heavy rail, light rail	Los Angeles	416,819	1,281	719	268	2,599
San Francisco Municipal Railway (MUNI)	Bus, trolleybus, light rail, demand responsive, cable car	San Francisco-Oakland	226,182	713	393	176	1,120
Bay Area Rapid Transit (BART)	Heavy rail	San Francisco-Oakland	90,974	310	315	443	668
Alameda-Contra Costa Transit District (AC Transit)	Bus	San Francisco-Oakland	67,633	225	177	64	739
Orange County Transportation Authority (OCTA)	Bus, demand responsive	Los Angeles	55,625	177	125	39	572
Santa Clara Valley Transportation Authority	Bus, light rail	San Jose	55,568	179	253	149	598
San Diego Transit Corp.	Bus, demand responsive	San Diego	42,938	139	63	6	341
San Diego Trolley	Light rail	San Diego	28,743	83	32	35	86
Sacramento Regional Transit District (Sacramento RT)	Bus, demand responsive, light rail	Sacramento	28,446	97	77	83	387
Long Beach Public Transportation	Bus, demand responsive, ferry boat	Los Angeles	26,377	82	42	4	226
Santa Monica Municipal Bus	Bus, demand responsive	Los Angeles	22,205	73	27	6	171
San Mateo County Transit District (samTrans)	Bus, demand responsive	San Francisco-Oakland	17,925	59	101	13	394
OMNITRANS	Bus, demand responsive	Riverside-San Bernardino	15,079	50	34	23	249
North San Diego County Transit Development Board (NCTD)	Bus, demand responsive, commuter rail	San Diego	12,569	40	43	20	213
Golden Gate Bridge, Highway and Transportation District	Bus, ferry, demand responsive	San Francisco-Oakland	11,597	39	68	7	332
Fresno Area Express	Bus, demand responsive	Fresno	12,515	42	19	9	131
San Diego Metropolitan Transit Development Board	Bus, demand responsive	San Diego	10,859	33	17	9	162

NOTE: Major urban transit agencies defined as agencies providing 10 million unlinked trips or more annually.

SOURCE: U.S. Department of Transportation, Federal Transit Administration, National Transit Database, available at http://www.ntdprogram.com/NTD/Profiles.nsf/ProfileInformation?OpenForm&2000&All as of Dec. 6, 2001.

Table 4-4: California Airports in Top 50 by Passengers Enplaned: 2000

Airport	Rank	Passenger enplanements
California, all airports		75,231,328
Los Angeles (Los Angeles Intl.)	4	25,109,993
San Francisco (San Francisco Intl.)	10	16,664,399
San Diego (San Diego Intl.-Lindbergh)	27	7,624,519
San Jose (Norman Y. Mineta San Jose Intl.)	35	6,044,278
Oakland (Oakland Metropolitan Intl.)	37	5,126,648
Sacramento (Sacramento Intl.)	44	3,873,003
Los Angeles (John Wayne, Orange County)	45	3,828,324
Other top 50 airports		
Atlanta, GA (Hartsfield Intl.)	1	38,255,778
Chicago, IL (O'Hare Intl.)	2	30,888,464
Dallas/Ft. Worth, TX (Dallas/Ft. Worth Intl.)	3	27,841,040
Denver, CO (Denver Intl.)	5	17,643,261
Phoenix, AZ (Phoenix Sky Harbor Intl.)	6	17,239,215
Detroit, MI (Wayne County)	7	16,929,968
Las Vegas, NV (McCarran Intl.)	8	16,738,909
Minneapolis, MN (Minneapolis-St. Paul Intl.)	9	16,710,197
Houston, TX (George Bush Intercontinental)	11	15,814,709
Newark, NJ (Newark)	12	15,205,447
St. Louis, MO (Lambert-St.Louis Muni.)	13	15,101,246
Orlando, FL (Orlando Intl.)	14	13,465,706
Seattle, WA (Seattle-Tacoma Intl.)	15	13,308,253
Miami, FL (Miami Intl.)	16	12,654,506
Boston, MA (Logan Intl.)	17	11,505,983
New York, NY (La Guardia)	18	11,425,705
Philadelphia, PA (Philadelphia Intl.)	19	10,973,074
New York, NY (John F. Kennedy Intl.)	20	10,648,410
Charlotte, NC (Douglas Muni.)	21	10,377,837
Cincinnati, OH (Greater Cincinnati)	22	9,962,765
Baltimore, MD (Baltimore-Washington Intl.)	23	8,979,425
Salt Lake City, UT (Salt Lake City Intl.)	24	8,700,973
Honolulu, HI (Honolulu Intl.)	25	8,684,893
Pittsburgh, PA (Greater Pittsburgh)	26	8,650,976
Tampa, FL (Tampa Intl.)	28	7,430,829
Miami/Ft. Lauderdale, FL (Ft. Lauderdale-Hlywd Intl.)	29	7,140,518
Washington, DC (Reagan National)	30	6,983,212
Chicago, IL (Midway)	31	6,972,213
Washington, DC (Dulles Intl.)	32	6,649,323
Portland, OR (Portland Intl.)	33	6,558,859
Cleveland, OH (Hopkins Intl.)	34	6,154,094
Kansas City, MO (Kansas City Intl.)	36	5,748,758
Memphis, TN (Memphis Intl.)	38	4,977,238
Raleigh-Durham, NC (Raleigh-Durham)	39	4,838,779
San Juan, PR (Luis Munoz Marin Intl.)	40	4,834,298
New Orleans, LA (New Orleans Intl.)	41	4,822,265
Nashville, TN (Metropolitan)	42	4,365,127
Houston, TX (William P. Hobby)	43	4,322,108
Austin, TX (Robert Muller Muni.)	46	3,635,209
Indianapolis, IN (Indianapolis Intl.)	47	3,629,716
Dallas, TX (Love Field)	48	3,594,539
Hartford/Springfield/Westfield CT (Bradley Intl.)	49	3,508,023
San Antonio, TX (San Antonio Intl.)	50	3,466,266
United States, all airports		638,902,993
Top 50 as a % of all enplanements		84%

NOTE: Rank order by total enplaned passengers on large certificated U.S. air carriers, scheduled and nonscheduled operations, at all airports served within the 50 states, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration. These air carriers operate aircraft with more than 60 seats or a payload capacity of more than 18,000 pounds. Data for commuter, intrastate, and foreign-flag air carriers are not included. Data differ from those in table 1-11 which include enplaned passengers on air carriers of all types, including foreign-flag carriers.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Airport Activity Statistics of Certificated Air Carriers: Summary Tables, Twelve Months Ending December 31, 2000,* Washington, DC: 2001, available at www.bts.gov/ publications/airactstats2000/ as of Dec. 28, 2001.

Table 4-5: Incoming Personal Vehicle Crossings, U.S.-Mexican Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Arizona	8,336	8,407	9,023	9,098	9,887	10,304
California	**12,224**	**11,116**	**26,861**	**29,125**	**30,616**	**30,018**
Andrade	534	557	554	580	612	607
Calexico	7,081	6,139	6,470	6,957	6,836	6,745
Calexico East	NA	NA	1,782	1,786	2,203	2,551
Otay Mesa	3,549	3,377	3,801	4,327	4,480	4,845
San Ysidro	U	U	13,213	14,475	15,270	14,107
Tecate	1,060	1,043	1,041	1,001	1,215	1,163
New Mexico	346	468	399	384	458	467
Texas	40,878	42,438	43,770	45,248	48,508	50,368
United States	U	U	80,053	83,854	89,470	91,157

Table 4-6: Incoming Passengers in Personal Vehicles, U.S.-Mexican Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Arizona	21,560	21,475	23,183	23,974	25,221	26,856
California	**36,265**	**31,211**	**66,728**	**72,114**	**75,216**	**74,569**
Andrade	1,593	1,660	1,651	1,727	1,824	1,808
Calexico	20,721	18,296	19,241	20,733	20,372	20,094
Calexico East	NA	NA	5,310	5,321	6,566	7,601
Otay Mesa	10,577	8,294	8,362	9,519	9,856	10,659
San Ysidro	U	U	29,070	31,844	33,593	31,025
Tecate	3,374	2,961	3,095	2,969	3,004	3,381
New Mexico	502	705	595	578	1,306	1,583
Texas	110,825	118,132	123,850	129,346	139,779	136,786
United States	U	U	214,355	226,013	241,522	239,795

Table 4-7: Incoming Train Passengers, U.S.-Mexican Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Arizona	NA	NA	NA	NA	1	5
California	**6**	**6**	**6**	**8**	**10**	**6**
Andrade	NA	NA	NA	NA	NA	NA
Calexico	2	2	<1	NA	NA	NA
Calexico East	NA	NA	1	2	2	2
Otay Mesa/San Ysidro	1	<1	<1	<1	<1	<1
Tecate	3	3	4	6	7	3
New Mexico	NA	NA	NA	NA	NA	NA
Texas	7	6	5	5	6	8
United States	13	11	12	13	16	18

KEY: NA = not applicable; U = data are unavailable.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Bureau of Transportation Statistics, special tabulation, August 2001. Based on the following primary data source: U.S. Department of Treasury, U.S. Customs Service, Office of Field Operations, Operations Management Database, special tabulation, Washington, DC: 2001.

Table 4-8: Incoming Bus Crossings, U.S.-Mexican Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Arizona	4	4	5	6	10	14
California	**21**	**23**	**117**	**137**	**157**	**151**
Andrade	U	U	<1	<1	<1	<1
Calexico	1	2	1	1	1	1
Calexico East	NA	NA	1	1	<1	<1
Otay Mesa	19	20	19	27	46	48
San Ysidro	U	U	96	108	108	101
Tecate	1	1	1	<1	1	1
New Mexico	<1	<1	<1	<1	<1	<1
Texas	83	93	104	120	121	105
United States	U	U	226	263	288	271

Table 4-9: Incoming Passengers on Buses, U.S.-Mexican Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Arizona	24	31	34	58	101	167
California	**249**	**261**	**1,121**	**1,195**	**1,216**	**1,671**
Andrade	U	2	3	4	3	3
Calexico	30	30	21	38	29	19
Calexico East	NA	NA	15	20	7	7
Otay Mesa	199	216	196	235	312	846
San Ysidro	U	U	873	891	854	784
Tecate	21	13	12	7	11	12
New Mexico	<1	<1	<1	1	2	1
Texas	1,298	1,652	1,618	2,385	2,040	1,627
United States	U	U	2,773	3,639	3,358	3,466

Table 4-10: Incoming Pedestrians, U.S.-Mexican Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Arizona	7,621	7,491	7,615	7,601	8,380	8,391
California	**9,663**	**9,548**	**17,536**	**17,758**	**18,278**	**18,597**
Andrade	1,162	1,325	1,360	1,457	1,634	1,763
Calexico	7,100	7,374	8,168	8,492	8,099	8,352
Calexico East	NA	NA	42	29	15	2
Otay Mesa	1,146	583	622	619	684	649
San Ysidro	U	U	7,047	6,909	7,558	7,542
Tecate	255	266	297	251	287	288
New Mexico	108	145	121	142	200	191
Texas	15,444	16,925	18,640	18,961	21,356	19,911
United States	U	U	43,911	44,462	48,213	47,090

KEY FOR DATA ON THIS PAGE: NA = not applicable; U = data are unavailable.

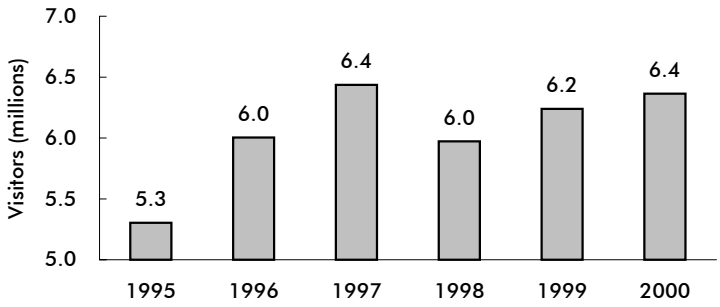
SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Bureau of Transportation Statistics, special tabulation, August 2001. Based on the following primary data source: U.S. Department of Treasury, U.S. Customs Service, Office of Field Operations, Operations Management Database, special tabulation, Washington, DC: 2001.

Table 4-11: Overseas Visitors to the United States: Top 20 Destination States and Territories[1]

	1995			2000		
	Rank	Visitors (thousands)	U.S. total	Rank	Visitors (thousands)	Share of U.S. total
California	**2**	**5,304**	**25.7**	**1**	**6,364**	**24.5**
Florida	1	5,345	25.9	2	6,026	23.2
New York	3	4,479	21.7	3	5,922	22.8
Hawaii	4	2,910	14.1	4	2,727	10.5
Nevada	5	1,858	9.0	5	2,364	9.1
Massachusetts	8	1,053	5.1	6	1,429	5.5
Illinois	7	1,115	5.4	7	1,377	5.3
Guam	6	1,238	6.0	8	1,325	5.1
Texas	9	867	4.2	9	1,169	4.5
New Jersey	11	599	2.9	10	909	3.5
Arizona	10	887	2.9	11	883	3.4
Georgia	11	599	2.9	12	805	3.1
Pennsylvania	11	599	2.9	13	649	2.5
Colorado	15	433	2.1	14	519	2.0
Michigan	18	372	1.8	15	494	1.9
Washington	11	599	2.9	16	468	1.8
Utah	15	433	2.1	17	416	1.6
North Carolina	21	310	1.5	17	416	1.6
Louisiana	17	413	2.0	19	390	1.5
Ohio	19	351	1.7	19	390	1.5
United States, total		20,639			25,975	

NOTE: A visitor may visit more than one state. "Share of U.S. total" represents the percent of overseas visitors visiting the state. These columns, therefore, do not sum to 100.

Figure 4-2: Overseas Visitors to California[1]



[1]International travelers to the United States from Canada and Mexico are not included.

SOURCES FOR DATA ON THIS PAGE: U.S. Department of Commerce, International Trade Administration, Office of Tourism Industries, *Overseas Visitors ot Select U.S. States and Territories 2000-1999 (Ranked by 2000 Market Share),* Washington, DC: 2001, available at http://tinet.ita.doc.gov/ as of Oct. 19, 2001; U.S. Department of Commerce, International Trade Administration, Office of Tourism Industries, *Overseas Visitors ot Select U.S. States and Territories 1996-1995* , Washington, DC: 2001, available at http://tinet.ita.doc.gov/ as of Nov. 13, 2001.

Table 4-12: Overseas Visitors to the United States: Top 20 Destination Citie

	1995			2000		
	Rank	Visitors (thousands)	Share of U.S. total	Rank	Visitors (thousands)	Share of U.S. total
California cities in top 20						
Los Angeles, CA	2	3,323	16.1	2	3,533	13.6
San Francisco, CA	5	2,539	12.3	5	2,831	10.9
San Diego, CA	11	722	3.5	11	701	2.7
San Jose, CA	22	289	1.4	14	494	1.9
Anaheim, CA	14	495	2.4	14	494	1.9
Top 20 cities						
New York City, NY	1	4,254	20.6	1	5,714	22.0
Los Angeles, CA	2	3,323	16.1	2	3,533	13.6
Orlando, FL	4	2,621	12.7	3	3,013	11.6
Miami, FL	3	2,951	14.3	4	2,935	11.3
San Francisco, CA	5	2,539	12.3	5	2,831	10.9
Las Vegas, NV	7	1,754	8.5	6	2,260	8.7
Oahu/Honolulu, HI	6	2,373	11.5	7	2,234	8.6
Washington, DC (metro)	8	1,589	7.7	8	1,481	5.7
Chicago, IL	9	1,053	5.1	9	1,351	5.2
Boston, MA	10	970	4.7	10	1,325	5.1
San Diego, CA	11	722	3.5	11	701	2.7
Atlanta, GA	14	495	2.4	11	701	2.7
Tampa/St. Petersburg, FL	13	516	2.5	13	519	2.0
San Jose, CA	22	289	1.4	14	494	1.9
Anaheim, CA	14	495	2.4	14	494	1.9
Dallas/Ft. Worth, TX	21	310	1.5	14	494	1.9
Ft. Lauderdale, FL	17	413	2.0	17	468	1.8
Houston, TX	16	433	2.1	18	442	1.7
Maui, HI	U	U	U	18	442	1.7
Seattle, WA	12	537	2.6	20	416	1.6
United States, total		20,639			25,975	

[1]International travelers to the United States from Canada and Mexico are not included.

KEY: U = data are unavailable.

NOTE: A visitor may visit more than one city. "Share of U.S. total" represents the percent of visitors visiting the city. These columns, therefore, do not sum to 100.

SOURCES: U.S. Department of Commerce, International Trade Administration, Office of Tourism Industries, *Overseas Visitors to Select U.S. Cities/Hawaiian Islands 2000-1999 (Ranked by 2000 Market Share)* , Washington, DC: 2001, available at http://tinet.ita.doc.gov/ as of Oct. 19, 2001; U.S. Department of Commerce, International Trade Administration, Office of Tourism Industries, *Overseas Visitors to Select U.S. Cities/Hawaiian Islands 2000-1999 (Ranked by 2000 Market Share),* Washington, DC: 2001, available at

E Registered Vehicles and Vehicle-Miles Traveled

Table 5-1: California and U.S. Motor-Vehicle Registrations: 2000

Motor vehicle type	Private and commercial	Publicly owned	California total	United States total
All motor vehicles	27,655,438	490,986	28,146,424	225,821,241
Automobiles	17,132,486	188,927	17,321,413	133,621,420
Buses	30,775	16,537	47,312	746,125
Trucks[1]	10,057,920	271,278	10,329,198	87,107,628
Motorcycles	434,257	14,244	448,501	4,346,068

[1]Includes light trucks (pickups, vans, sport utility vehicles, and other light trucks) as well as medium and large trucks. In 2000, there were 8,917,827 private and commercial light trucks in California and approximately 78 million light trucks in the United States.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2000* , Washington, DC: 2001, tables MV-1 and MV-9.

Table 5-2: California and U.S. Trailer and Semi-Trailer Registrations: 2000[1]

Type	California	United States
Total	2,796,851	21,541,490
Private and commercial	2,745,513	21,283,681
Commercial trailers[2]	692,226	4,685,606
Light farm trailers, car trailers, etc.[3]	1,504,647	14,113,392
House trailers	548,640	2,484,683
Publicly owned	51,338	257,809
Federal government	379	4,277
State, county, municipal government	50,959	253,532

[1]The completeness of data on trailer registrations varies greatly among states. Data are reported to the extent available and, in some cases, are supplemented by estimates of the Federal Highway Administration.

[2]This row includes all commercial type vehicles and semi-trailers that are in private or for-hire use.

[3]Several states do not require the registration of light farm or automobile trailers.

NOTE: Mobile homes and house trailers are shown for states that require registration and are able to segregate them from other trailers. In states where this classification is not available, house trailers are included with light car trailers.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2000* , Washington, DC: 2001, table MV-11.

Table 5-3: California Truck Characteristics and Use: 1997 (Percent unless otherwise specified)

Vehicular and operational characteristics	All trucks	Trucks, excluding pickups, panels, vans, sport utilities, and station wagons
Total, number (thousands)	8,818.8	522.5
Major use	100.00	100.0
Agriculture	2.7	8.7
Forestry and lumbering	0.1	1.7
Mining and quarrying	0.2	0.6
Construction	8.9	20.5
Manufacturing	0.3	5.5
Wholesale and retail trade	5.8	20.4
For-hire transportation	1.2	16.5
Utilities and service	8.2	12.6
Personal transportation	68.6	3.4
Other and not reported	4.0	10.2
Body type	100.0	100.0
Pickup, panel, minivan, and sport utility	94.1	NA
Platform and cattlerack	2.1	35.4
Van	1.2	20.1
Public utility	0.1	1.8
Multistop or stepvans	0.8	13.5
Dump	0.5	8.7
Tank for liquids or dry bulk	0.3	4.4
Other or not reported	1.0	16.2
Vehicle size	100.0	100.0
Light	95.6	28.3
Medium	1.6	23.6
Light-heavy	0.7	11.7
Heavy-heavy	2.2	36.4
Annual miles driven	100.0	100.0
Less than 5,000	20.0	24.8
5,000 to 9,999	17.8	13.4
10,000 to 19,999	40.7	25.1
20,000 to 29,999	13.3	11.6
30,000 or more	8.3	25.1
Year model	100.0	100.0
1 to 2 years old	16.8	11.3
3 to 4 years old	12.3	9.8
Over 4 years old	70.9	78.9
Vehicle acquisition	100.0	100.0
Purchased new	46.0	38.0
Purchased used	46.1	50.0
Leased from someone or not reported	7.9	12.0
Truck type	100.0	100.0
Single-unit trucks	97.7	68.6
2-axles	97.3	60.9
3-axles or more	0.5	7.6
Combination	2.3	31.4
3 axles	0.4	3.7
4 axles	0.6	7.4
5 axles or more	1.2	20.4
Trailer not specified	V	V
Range of operation	100.0	100.0
Local	72.0	53.0
Short-range	16.0	27.4
Long-range	5.4	7.7
Off-the-road or not reported	6.7	11.9
Fuel type	100.0	100.0
Gasoline	94.5	35.5
Diesel, liquefied gas, and other	4.9	59.6
Not reported	0.5	4.9

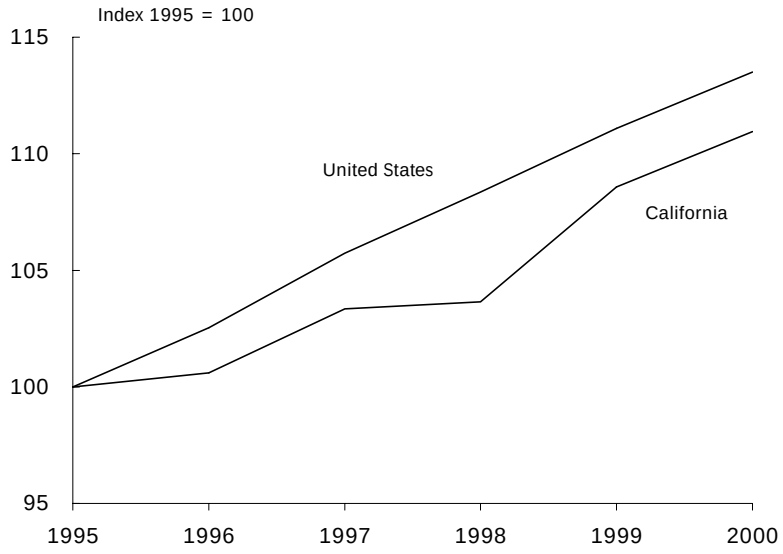
KEY: NA = not applicable; V = represents less than .05 percent.

SOURCE: U.S. Department of Commerce, Census Bureau, *Vehicle Inventory and Use Survey, California,* EC97TVCA, Washington, DC: 1999, available at http://www.census.gov/econ/www/viusmain.html as of Dec. 27, 2001.

Table 5-4: Highway Vehicle-Miles Traveled (VMT): 2000

State	Total VMT (millions)	VMT per capita	State	Total VMT (millions)	VMT per capita
Alabama	56,534	12,716	Montana	9,882	10,812
Alaska	4,613	7,501	Nebraska	18,081	10,568
Arizona	49,768	11,428	Nevada	17,639	9,504
Arkansas	29,167	11,107	New Hampshire	12,021	9,687
California	**306,649**	**9,053**	New Jersey	67,446	8,015
Colorado	41,771	9,712	New Mexico	22,760	13,580
Connecticut	30,756	9,057	New York	129,057	6,801
Delaware	8,240	10,510	North Carolina	89,504	11,120
Dist. of Columbia	3,498	6,115	North Dakota	7,217	11,241
Florida	152,136	9,609	Ohio	105,898	9,328
Georgia	105,010	12,969	Oklahoma	43,355	12,563
Hawaii	8,543	7,014	Oregon	35,010	11,175
Idaho	13,534	10,467	Pennsylvania	102,337	8,316
Illinois	102,866	8,225	Rhode Island	8,359	8,326
Indiana	70,862	12,779	South Carolina	45,538	7,971
Iowa	29,433	10,059	South Dakota	8,432	11,168
Kansas	28,130	10,599	Tennessee	65,732	11,698
Kentucky	46,803	11,579	Texas	220,064	10,613
Louisiana	40,849	9,430	Utah	22,597	11,226
Maine	14,190	11,129	Vermont	6,811	11,184
Maryland	50,174	9,809	Virginia	74,801	10,564
Massachusetts	52,796	8,513	Washington	53,330	9,251
Michigan	97,792	9,839	West Virginia	19,242	10,684
Minnesota	52,601	10,693	Wisconsin	57,266	10,261
Mississippi	35,536	12,187	Wyoming	8,090	16,410
Missouri	67,083	11,990	United States	2,749,803	9,811

Figure 5-1: Highway Vehicle-Miles Traveled, United States and California



SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics* , annual editions, available at http://www.fhwa.dot.gov/ohim/ohimstat.htm as of Dec. 6, 2001.

Table 5-5: Highway, Demographic, and Geographic Characteristics of Urbanized Areas in California: 2000

Federal-aid urbanized area[1]	Total roadway miles	Total DVMT (thousands)	Estimated population (thousands)	Net land area (square miles)	Persons per square mile	Miles of roadway per person	Total DVMT per capita	Total estimated freeway lane miles[2]	Average daily traffic per freeway lane mile
Los Angeles	26,949	280,793	12,384	2,231	5,551	2.2	23	5,407	23,394
San Francisco-Oakland	9,316	90,277	4,022	1,203	3,343	2.3	22	2,304	20,825
San Diego	5,965	62,809	2,653	733	3,619	2.2	24	1,793	18,816
San Jose	4,111	38,343	1,626	365	4,455	2.5	24	883	18,721
Sacramento	4,569	29,724	1,394	383	3,640	3.3	21	684	18,669
Riverside-San Bernardino	4,735	32,876	1,340	514	2,607	3.5	25	876	18,942
Fresno	2,191	11,598	555	168	3,304	3.9	21	205	12,477
Oxnard-Ventura	1,555	12,557	481	190	2,532	3.2	26	353	18,033
Bakersfield	1,377	7,270	404	176	2,295	3.4	18	194	9,958
Stockton	957	5,743	304	90	3,378	3.1	19	178	14,230
Modesto	842	4,895	271	64	4,234	3.1	18	99	13,020
Lancaster-Palmdale	889	4,391	259	191	1,356	3.4	17	75	10,279
Santa Rosa	779	4,470	243	68	3,574	3.2	18	96	18,874
Antioch-Pittsburg	620	3,011	239	71	3,366	2.6	13	65	18,628
Hesperia-Apple Valley-Victorville	1,150	4,320	219	190	1,153	5.3	20	80	11,663
Seaside-Monterey	415	U	198	51	3,882	2.1	U	52	14,645
Santa Barbara	568	4,407	196	57	3,439	2.9	23	129	18,104
Palm Springs	756	3,124	185	106	1,745	4.1	17	0	0
Santa Cruz	432	U	170	102	1,667	2.5	U	71	18,843
Salinas	293	U	166	36	4,611	1.8	U	35	13,882
Simi Valley	387	2,765	145	50	2,900	2.7	19	76	15,458
Hemet-San Jacinto	396	1,285	134	48	2,792	3.0	10	0	0
Fairfield	348	3,224	122	45	2,711	2.8	26	147	15,389
Santa Maria	289	1,566	107	34	3,147	2.7	15	58	9,245
Redding	635	U	103	99	1,040	6.2	U	168	7,288
Visalia	392	1,792	101	37	2,730	3.9	18	55	9,120
Chico	470	2,478	95	33	2,879	4.9	26	29	10,354
Yuba City	378	1,593	90	34	2,647	4.2	18	64	6,422
Vacaville	242	2,100	89	24	3,708	2.7	24	90	14,701
Lompoc	140	518	87	42	2,071	1.6	6	0	0
Napa	234	1,311	80	22	3,636	2.9	16	39	10,662
Indio-Coachella	333	1,386	75	34	2,206	4.4	19	64	4,111
Merced	271	1,101	74	32	2,313	3.7	15	28	10,581
Davis	172	897	68	13	5,231	2.5	13	26	15,108
Watsonville	171	U	67	23	2,913	2.5	U	16	10,664
Lodi	196	895	61	17	3,588	3.2	15	19	12,886
San Luis Obispo	136	U	54	15	3,600	2.5	U	24	13,937

[1]A "federal-aid urbanized area" is an area with 50,000 or more persons that, at a minimum, encompasses the land area delineated as the urbanized area by the U.S. Census Bureau. Areas are ranked by population. [2]Lane miles estimated by the Federal Highway Administration (FHWA).

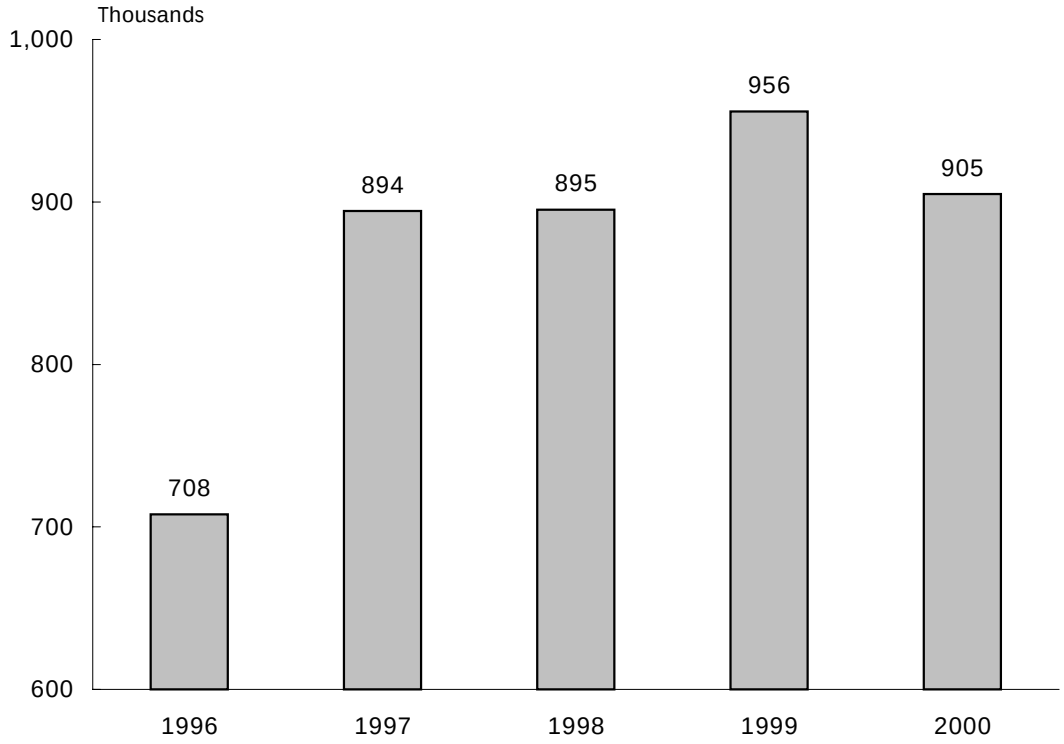
KEY: DVMT = daily vehicle-miles of travel; U = data are unavailable.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics, 2000,* Washington, DC: 2001, available at: http://www.fhwa.dot.gov/ohim/ohimstat.htm as of Dec. 6, 2001.

Table 5-6: California and U.S. Recreational Boat Registrations by Propulsion Type

	California		United States	
	1999	2000	1999	2000
Total	955,700	904,863	12,738,271	12,782,143
Powered	659,887	625,346	11,811,562	11,648,769
Nonpowered	58,031	52,643	481,191	547,271
Other	237,782	226,874	445,518	590,103

Figure 5-2: California Recreational Boat Registrations



NOTES FOR DATA ON THIS PAGE: U.S. totals include Guam, Puerto Rico, the Virgin Islands, American Samoa, and the Northern Mariana Islands. California statistics include all motorboats and sailboats over 8 feet in length. U.S. total does not include sailboards, which are numbered in some states.

SOURCES FOR DATA ON THIS PAGE: U.S. Department of Transportation, U.S. Coast Guard, *Boating Statistics, 2000* and *Boating Statistics, 1999,* Washington, DC: 2001,available at www.uscgboating. org/Saf/ pdf/Boating_Statistics_2000.pdf and 1999.pdf as of Nov. 14, 2001.

F Economy and Finance

Table 6-1: Transportation and Warehousing Establishments and Employment in California: 1999

Business type	Establishments[1] (number)	Number of employees	Annual payroll ($ thousands)
Total transportation and warehousing	**16,878**	**397,230**	**13,394,753**
Air transportation	565	71,920	3,129,401
Water transportation	113	5,000-9,999	D
Truck transportation	8,371	115,398	3,599,989
Transit and ground passenger transportation	1,244	35,251	710,075
Pipeline transportation	182	5,000-9,999	D
Scenic and sightseeing transportation	263	2,500-4,999	D
Support activities for transportation	4,023	61,806	2,543,956
Couriers and messengers	1,376	79,627	2,211,196
Warehousing and storage	741	14,884	455,711

KEY: D = withheld to avoid disclosing data for individual companies.

Table 6-2: Transportation and Warehousing Establishments and Employment in the United States: 1999

Business type	Establishments[1] (number)	Number of employees	Annual payroll ($ thousands)
Total transportation and warehousing	**187,339**	**3,627,057**	**116,682,214**
Air transportation	5,285	582,838	24,414,357
Water transportation	1,950	71,844	3,039,510
Truck transportation	108,749	1,384,178	43,626,168
Transit and ground passenger transportation	16,254	370,022	6,729,332
Pipeline transportation	2,550	48,149	3,032,689
Scenic and sightseeing transportation	2,267	22,877	540,702
Support activities for transportation	31,392	440,175	14,915,625
Couriers and messengers	11,938	578,368	16,725,960
Warehousing and storage	6,954	128,606	3,657,871

[1] The transportation and warehousing sector (North American Industrial Classification System [NAICS] 48 and 49) includes industries providing transportation of passengers and cargo, warehousing and storage for goods, scenic and sightseeing transportation, and support activities related to modes of transportation. Establishments in these industries use transportation equipment or transportation related facilities as a productive asset. The type of equipment depends on the mode of transportation. The modes of transportation comprise air, rail, water, road, and pipeline.

SOURCE FOR DATA ON THIS PAGE: U.S. Census Bureau, *1999 County Business Patterns* , Washington, DC: May 2001, available at http://www.census.gov/epcd/cbp/view/cbpview.html as of Oct. 25, 2001.

Table 6-3: Transportation Revenues Collected by State and Local Governments in California ($ millions)

	1995		1996		1997		1998		1999	
Mode	**State**	**Local**	**State**	**Local**	**State**	**Local**	**State**	**Local**	**State**	**Local**
Total (current $)	4,436	2,645	4,515	2,803	4,609	3,046	4,822	3,397	5,159	3,691
Highway	4,436	236	4,515	232	4,609	331	4,822	416	5,159	438
Transit	-	866	-	947	-	970	-	1,014	-	1,101
Air	-	972	-	1,003	-	1,119	-	1,301	-	1,459
Water	-	570	-	621	-	626	-	667	-	693
Total (chained 1996 $)	4,537	2,705	4,515	2,803	4,493	2,969	4,624	3,258	4,819	3,448
Highway	4,537	241	4,515	232	4,493	322	4,624	399	4,819	409
Transit	-	886	-	947	-	946	-	972	-	1,028
Air	-	995	-	1,003	-	1,090	-	1,247	-	1,363
Water	-	583	-	621	-	611	-	640	-	648

Table 6-4: Transportation Expenditures[1] by State and Local Governments in California ($ millions)

	1995		1996		1997		1998		1999	
Mode	**State**	**Local**	**State**	**Local**	**State**	**Local**	**State**	**Local**	**State**	**Local**
Total (current $)	3,333	9,048	3,092	9,429	3,026	10,994	3,176	10,831	3,524	12,187
Highway	3,323	3,533	3,088	3,534	2,981	3,539	3,103	3,644	3,446	4,050
Transit	7	4,063	1	4,288	40	5,158	71	4,831	75	5,298
Air	3	718	3	886	5	1,460	2	1,721	2	2,104
Water	-	734	-	720	-	838	-	635	-	735
Total (chained 1996 $)	3,409	9,255	3,092	9,429	2,950	10,718	3,046	10,387	3,291	11,384
Highway	3,399	3,614	3,088	3,534	2,906	3,450	2,976	3,494	3,219	3,783
Transit	7	4,156	1	4,288	39	5,028	68	4,633	70	4,949
Air	3	734	3	886	5	1,423	2	1,651	2	1,965
Water	-	751	-	720	-	816	-	609	-	687

[1]Includes federal grants.

NOTE FOR DATA ON THIS PAGE: Dollars are converted using a chain-type price index from U.S. Department of Commerce, Bureau of Economic Analysis, *National Income and Product Accounts Tables,* Washington DC, 2001, table 7.1, available at http://www.bea.doc.gov/bea/dn/nipaweb/ as of Dec. 12, 2001.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Commerce, U.S Census Bureau, *State and Local Government Finance Estimates,* available at ftp://ftp.census.gov/pub/outgoing/govs/ as of Oct. 2001.

Table 6-5: State Motor-Fuel Tax Rates: 2000
(Cents per gallon)

State	Gasoline	Diesel	Liquified petroleum gas	Gasohol[1]
Alabama	18.00	19.00	17.00	18.00
Alaska	8.00	8.00	0.00	0.00
Arizona	18.00	27.00	18.00	18.00
Arkansas	19.50	20.50	16.50	18.60
California	**18.00**	**18.00**	**6.00**	**18.00**
Colorado	22.00	20.50	20.50	22.00
Connecticut	32.00	18.00	0.00	31.00
Delaware	23.00	22.00	22.00	23.00
District of Columbia	20.00	20.00	20.00	20.00
Florida	13.10	25.10	16.00	13.10
Georgia	7.50	7.50	7.50	7.50
Hawaii	16.00	16.00	11.00	16.00
Idaho	25.00	25.00	18.10	22.50
Illinois	19.00	21.50	19.00	19.00
Indiana	15.00	16.00	0.00	15.00
Iowa	20.00	22.50	20.00	19.00
Kansas	20.00	22.00	19.00	20.00
Kentucky	16.40	13.40	15.00	16.40
Louisiana	20.00	20.00	16.00	20.00
Maine	19.00	20.00	18.00	19.00
Maryland	23.50	24.25	23.50	23.50
Massachusetts	21.00	21.00	8.10	21.00
Michigan	19.00	15.00	15.00	19.00
Minnesota	20.00	20.00	15.00	20.00
Mississippi	18.40	18.40	17.00	18.40
Missouri	17.00	17.00	17.00	17.00
Montana	27.00	27.75	0.00	27.00
Nebraska	22.80	22.80	22.80	22.80
Nevada	24.75	27.75	22.00	24.75
New Hampshire	19.50	19.50	18.00	19.50
New Jersey	10.50	13.50	5.25	10.50
New Mexico	18.50	19.50	0.00	18.50
New York	29.30	27.95	8.00	29.30
North Carolina	21.20	21.20	21.20	21.20
North Dakota	21.00	21.00	21.00	21.00
Ohio	22.00	22.00	22.00	22.00
Oklahoma	17.00	14.00	17.00	17.00
Oregon	24.00	24.00	24.00	24.00
Pennsylvania	25.90	30.80	18.90	25.90
Rhode Island	29.00	29.00	29.00	29.00
South Carolina	16.00	16.00	16.00	16.00
South Dakota	22.00	22.00	16.00	20.00
Tennessee	20.00	17.00	20.00	20.00
Texas	20.00	20.00	14.00	20.00
Utah	24.50	24.50	15.00	24.50
Vermont	20.00	17.00	24.50	20.00
Virginia	17.50	16.00	0.00	17.50
Washington	23.00	23.00	10.00	23.00
West Virginia	25.35	25.35	0.00	25.35
Wisconsin	25.40	25.40	25.25	25.40
Wyoming	14.00	14.00	25.40	14.00
Federal tax	18.40	24.40	13.60	13.00

[1]Tax rates for gasoline blended with 10 percent ethanol.

NOTE: Tax rates in effect as of January 1, 2000.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2000,* Washington, DC: 2001, table MF-121T.

G Energy and Environment

Table 7-1: Transportation Energy Consumption: 1999
(Trillion Btu)

		Petroleum										
State	Natural gas[1]	Distillate fuel (diesel)	Jet fuel	Motor gasoline[2]	Residual fuel	Other[3]	Total	Ethanol[4]	Electricity	Net energy	Electrical system energy losses[5]	Total
Alabama	22.9	118.4	11.1	298.0	6.5	3.7	437.8	S	0.0	460.7	0.0	460.7
Alaska	4.5	21.5	134.1	32.9	1.7	3.3	193.5	0.4	0.0	198.0	0.0	198.0
Arizona	19.0	92.0	54.6	283.9	0.0	3.1	433.5	1.3	0.0	452.5	0.0	452.5
Arkansas	9.1	84.5	25.9	172.6	0.0	5.1	288.0	0.0	0.0	297.2	0.0	297.2
California	**12.9**	**373.3**	**559.5**	**1,749.0**	**175.3**	**23.6**	**2,880.6**	**4.9**	**1.8**	**2,895.3**	**3.6**	**2,898.9**
Colorado	8.4	67.8	44.2	241.5	0.0	3.9	357.4	4.5	S	365.8	S	365.9
Connecticut	0.8	34.4	13.9	183.9	0.1	1.9	234.2	0.3	0.0	234.9	0.0	234.9
Delaware	0.1	8.6	0.6	47.7	13.2	0.5	70.6	0.0	0.0	70.6	0.0	70.6
Dist. of Columbia	0.3	3.6	0.0	20.5	0.0	0.3	24.5	0.0	0.6	25.3	1.2	26.5
Florida	7.2	210.3	164.3	897.5	57.4	8.7	1,338.1	0.1	0.2	1,345.4	0.4	1,345.8
Georgia	9.1	196.7	86.8	566.9	5.7	5.2	861.3	0.0	0.3	870.8	0.7	871.4
Hawaii	0.0	9.1	53.7	45.8	12.9	0.8	122.3	0.0	0.0	122.3	0.0	122.3
Idaho	4.7	34.0	4.9	80.8	0.0	1.2	121.0	0.0	0.0	125.7	0.0	125.7
Illinois	55.3	202.6	103.4	612.7	0.2	11.8	930.8	20.3	1.5	987.5	2.9	990.5
Indiana	14.6	186.4	63.5	373.7	1.9	5.1	630.6	9.0	0.1	645.3	0.1	645.4
Iowa	7.9	74.9	5.0	185.9	0.0	3.8	269.6	6.7	S	277.5	S	277.5
Kansas	31.6	60.5	19.7	170.7	0.1	5.2	256.2	0.5	0.0	287.8	0.0	287.8
Kentucky	17.2	122.9	39.5	261.0	0.0	3.6	427.0	0.3	0.0	444.2	0.0	444.2
Louisiana	50.0	147.4	192.9	255.9	153.5	5.1	754.9	0.1	S	804.9	S	804.9
Maine	0.0	22.2	4.9	83.7	1.4	1.0	113.2	0.0	S	113.2	S	113.2
Maryland	3.4	73.3	22.3	295.0	7.4	2.2	400.3	0.2	0.5	404.1	1.0	405.1
Massachusetts	2.8	57.0	45.8	328.7	0.2	4.1	435.7	0.0	0.8	439.2	1.6	440.8
Michigan	23.3	132.7	51.7	624.5	0.3	12.2	821.4	3.4	S	844.7	S	844.8
Minnesota	22.5	93.4	71.4	306.5	S	5.8	477.1	19.5	0.0	499.6	0.0	499.6
Mississippi	66.1	81.2	54.8	196.2	6.9	3.6	342.7	0.0	0.0	408.9	0.0	408.9
Missouri	6.8	172.0	72.3	364.6	S	6.6	615.6	1.4	0.1	622.5	0.1	622.6
Montana	6.1	34.7	4.7	59.1	0.0	1.9	100.4	S	0.0	106.5	0.0	106.5
Nebraska	2.9	76.9	8.9	103.1	0.0	2.7	191.5	2.1	0.0	194.4	0.0	194.4
Nevada	0.9	36.9	47.4	111.7	0.0	0.9	196.9	2.3	0.0	197.8	0.0	197.8
New Hampshire	S	14.5	4.6	80.8	S	0.5	100.5	0.0	0.0	100.5	0.0	100.5
New Jersey	4.3	120.9	206.1	476.6	48.9	5.1	857.6	0.7	0.5	862.4	0.9	863.3
New Mexico	47.4	55.5	15.4	113.7	0.0	1.9	186.5	2.0	0.0	233.9	0.0	233.9
New York	8.6	147.5	51.7	690.6	47.1	7.3	944.2	1.2	9.1	961.9	17.7	979.6
North Carolina	10.9	132.6	38.6	502.6	1.0	5.3	680.0	3.0	0.0	690.9	0.0	690.9
North Dakota	9.9	26.0	2.3	43.0	0.0	1.2	72.5	0.4	0.0	82.4	0.0	82.4
Ohio	18.5	222.5	93.3	623.2	0.1	11.1	950.2	19.6	0.2	968.9	0.3	969.2
Oklahoma	24.5	111.7	37.3	223.3	0.0	5.7	378.0	0.0	0.0	402.5	0.0	402.5
Oregon	10.9	70.2	36.5	188.0	18.0	4.3	317.0	1.1	0.1	328.0	0.2	328.2
Pennsylvania	37.3	197.6	90.4	607.0	37.8	9.7	942.6	1.0	1.3	981.3	2.6	983.9
Rhode Island	0.3	9.3	6.0	49.8	S	0.5	65.6	0.0	0.0	65.9	0.0	65.9
South Carolina	3.7	85.8	8.7	273.0	2.8	2.3	372.7	0.0	0.0	376.4	0.0	376.4
South Dakota	6.1	21.1	4.4	51.5	0.0	1.3	78.2	1.8	0.0	84.3	0.0	84.3
Tennessee	25.9	131.7	67.0	360.3	0.0	5.1	564.2	0.0	S	590.1	S	590.1
Texas	73.0	479.2	594.8	1,252.3	131.9	17.6	2,475.8	4.8	0.1	2,548.8	0.1	2,549.0
Utah	2.8	45.1	42.2	119.2	0.0	1.7	208.2	0.9	S	211.1	S	211.1
Vermont	S	12.3	0.8	39.7	0.0	0.4	53.2	0.0	0.0	53.2	0.0	53.2
Virginia	8.3	142.3	52.8	438.1	9.2	3.9	646.5	2.8	0.3	655.1	0.6	655.7
Washington	8.2	95.9	125.6	325.2	57.4	4.6	608.9	2.5	0.1	617.1	0.1	617.3
West Virginia	31.5	46.9	1.0	100.5	0.0	1.7	150.1	S	0	181.6	0	181.6
Wisconsin	4.2	101.0	19.3	303.0	S	4.3	427.6	2.5	S	431.8	S	431.8
Wyoming	14.5	62.4	1.0	39.8	0.0	2.2	105.3	0.0	0	119.8	0	119.8
United States	761.1	5,160.9	3,461.8	15,855.4	798.9	234.8	25,511.8	121.6	17.5	26,290.3	34.3	26,324.6

[1]Includes supplemental gaseous fuels. Transportation use of natural gas is consumed in the operation of pipelines, primarily in compressors, or consumed as vehicle fuel.[2]Includes ethanol blended into motor gasoline.[3]Other is the sum of aviation gasoline, liquefied petroleum gas (LPG), and lubricants.[4]Ethanol blended into motor gasoline is included in motor gasoline, but is also shown separately to display the use of renewable energy by the transportation sector. It is counted only once in the total.[5]Incurred in the generation, transmission, and distribution of electricity plus plant use and unaccounted for electrical system energy losses.

KEY: Btu = British thermal unit; S = Less than 0.05 trillion Btu

NOTE: Totals may not equal sum of components due to rounding.

SOURCE: U.S. Department of Energy, Energy Information Administration, *State Energy Data Report 1999,* Washington, DC: May 2001*,* table 7*,* available at http://www.eia.doe.gov/pub/state.data/pdf/sedr.pdf as of Feb. 21, 2002.

Table 7-2: Energy Consumption by End-Use Sector: 1999
(Trillion Btu)

		End-use sectors[2]							
	Total energy	Transportation		Residential		Commercial		Industrial	
State	consumed[1]	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Alabama	2,004.8	460.7	23.0	341.0	17.0	226.3	11.3	976.7	48.7
Alaska	694.7	198.0	28.5	47.7	6.9	63.1	9.1	385.9	55.5
Arizona	1,219.8	452.5	37.1	279.0	22.9	266.7	21.9	221.6	18.2
Arkansas	1,203.7	297.2	24.7	193.3	16.1	123.8	10.3	589.4	49.0
California	**8,375.4**	**2,898.9**	**34.6**	**1,416.2**	**16.9**	**1,236.5**	**14.8**	**2,823.7**	**33.7**
Colorado	1,155.5	365.9	31.7	261.4	22.6	255.1	22.1	273.1	23.6
Connecticut	839.3	234.9	28.0	245.2	29.2	196.8	23.4	162.4	19.3
Delaware	278.8	70.6	25.3	56.0	20.1	44.8	16.1	107.4	38.5
District of Columbia	169.8	26.5	15.6	33.5	19.7	106.2	62.5	3.7	2.2
Florida	3,852.9	1,345.8	34.9	1,017.8	26.4	809.5	21.0	679.8	17.6
Georgia	2,798.1	871.4	31.1	553.1	19.8	416.3	14.9	957.3	34.2
Hawaii	241.4	122.3	50.7	23.0	9.5	24.8	10.3	71.3	29.5
Idaho	518.3	125.7	24.3	95.9	18.5	86.9	16.8	209.8	40.5
Illinois	3,882.6	990.5	25.5	897.4	23.1	722.0	18.6	1,272.6	32.8
Indiana	2,735.8	645.4	23.6	483.6	17.7	300.7	11.0	1,306.2	47.7
Iowa	1,121.7	277.5	24.7	222.5	19.8	158.5	14.1	463.3	41.3
Kansas	1,050.0	287.8	27.4	200.9	19.1	169.2	16.1	392.2	37.4
Kentucky	1,830.2	444.2	24.3	315.9	17.3	219.0	12.0	851.1	46.5
Louisiana	3,615.4	804.9	22.3	325.0	9.0	236.5	6.5	2,249.0	62.2
Maine	528.6	113.2	21.4	97.6	18.5	57.6	10.9	260.2	49.2
Maryland	1,378.2	405.1	29.4	358.6	26.0	337.1	24.5	277.4	20.1
Massachusetts	1,569.1	440.8	28.1	411.7	26.2	325.2	20.7	391.4	24.9
Michigan	3,239.6	844.8	26.1	744.3	23.0	568.1	17.5	1,082.5	33.4
Minnesota	1,675.3	499.6	29.8	340.2	20.3	217.9	13.0	617.7	36.9
Mississippi	1,208.5	408.9	33.8	202.6	16.8	145.6	12.0	451.4	37.4
Missouri	1,768.0	622.6	35.2	431.7	24.4	334.1	18.9	379.6	21.5
Montana	412.4	106.5	25.8	61.8	15.0	48.0	11.6	196.1	47.6
Nebraska	602.0	194.4	32.3	130.0	21.6	111.3	18.5	166.2	27.6
Nevada	615.3	197.8	32.1	122.4	19.9	97.1	15.8	198.0	32.2
New Hampshire	335.4	100.5	30.0	81.9	24.4	56.2	16.8	96.9	28.9
New Jersey	2,588.7	863.3	33.3	539.9	20.9	540.8	20.9	644.7	24.9
New Mexico	635.0	233.9	36.8	93.2	14.7	105.6	16.6	202.4	31.9
New York	4,283.0	979.6	22.9	1,092.3	25.5	1,216.1	28.4	994.9	23.2
North Carolina	2,446.9	690.9	28.2	562.7	23.0	439.5	18.0	753.7	30.8
North Dakota	365.7	82.4	22.5	54.2	14.8	42.6	11.6	186.4	51.0
Ohio	4,323.4	969.2	22.4	866.7	20.0	632.1	14.6	1,855.3	42.9
Oklahoma	1,377.5	402.5	29.2	259.1	18.8	197.7	14.4	518.2	37.6
Oregon	1,109.2	328.2	29.6	238.4	21.5	190.5	17.2	352.1	31.7
Pennsylvania	3,715.5	983.9	26.5	858.6	23.1	582.6	15.7	1,290.4	34.7
Rhode Island	261.1	65.9	25.2	66.0	25.3	52.2	20.0	77.0	29.5
South Carolina	1,493.0	376.4	25.2	288.1	19.3	210.3	14.1	618.2	41.4
South Dakota	239.0	84.3	35.3	53.3	22.3	39.2	16.4	62.2	26.0
Tennessee	2,070.5	590.1	28.5	441.5	21.3	328.1	15.8	710.8	34.3
Texas	11,501.0	2,549.0	22.2	1,323.3	11.5	1,147.2	10.0	6,481.5	56.4
Utah	693.9	211.1	30.4	127.5	18.4	120.2	17.3	235.1	33.9
Vermont	165.0	53.2	32.2	42.6	25.8	29.4	17.8	39.9	24.2
Virginia	2,227.3	655.7	29.4	494.4	22.2	462.8	20.8	614.4	27.6
Washington	2,240.8	617.3	27.5	435.7	19.4	332.0	14.8	855.9	38.2
West Virginia	735.4	181.6	24.7	141.9	19.3	101.0	13.7	310.8	42.3
Wisconsin	1,810.5	431.8	23.8	375.8	20.8	285.4	15.8	717.4	39.6
Wyoming	421.8	119.8	28.4	35.9	8.5	42.1	10.0	224.0	53.1
United States	95,682.4	26,324.6	27.5	18,382.3	19.2	15,058.5	15.7	35,917.1	37.5

[1] U.S. total energy and U.S. industrial sector include 57.7 trillion Btu of net imports of coal coke that is not allocated to the states. State and U.S. totals include 92.6 trillion Btu of net imports of electricity generated from nonrenewable energy sources.

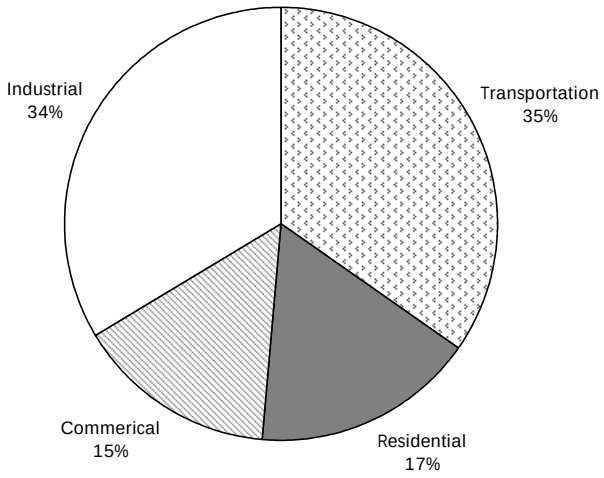
[2] End-use sector data include electricity sales and associated electrical system energy losses.

KEY: Btu = British thermal unit; Number = trillion Btu.

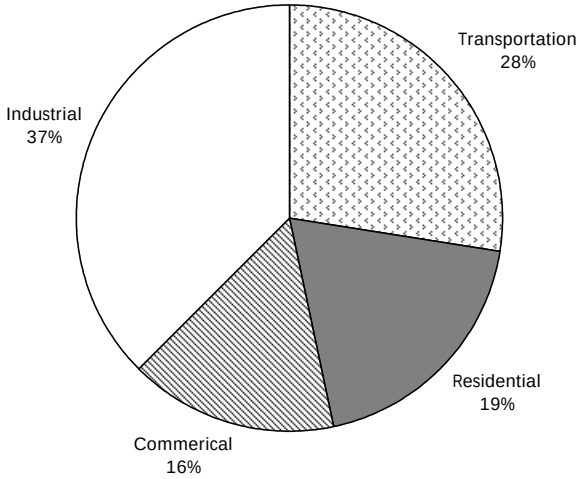
SOURCE: U.S. Department of Energy, Energy Information Administration, *State Energy Data Report 1999,* Washington, DC: May 2001, available at http://www.eia.doe.gov/pub/state.data/pdf/sedr.pdf as of Feb. 21, 2002.

Figure 7-1: Energy Consumption by End-Use Sector: 1999

California

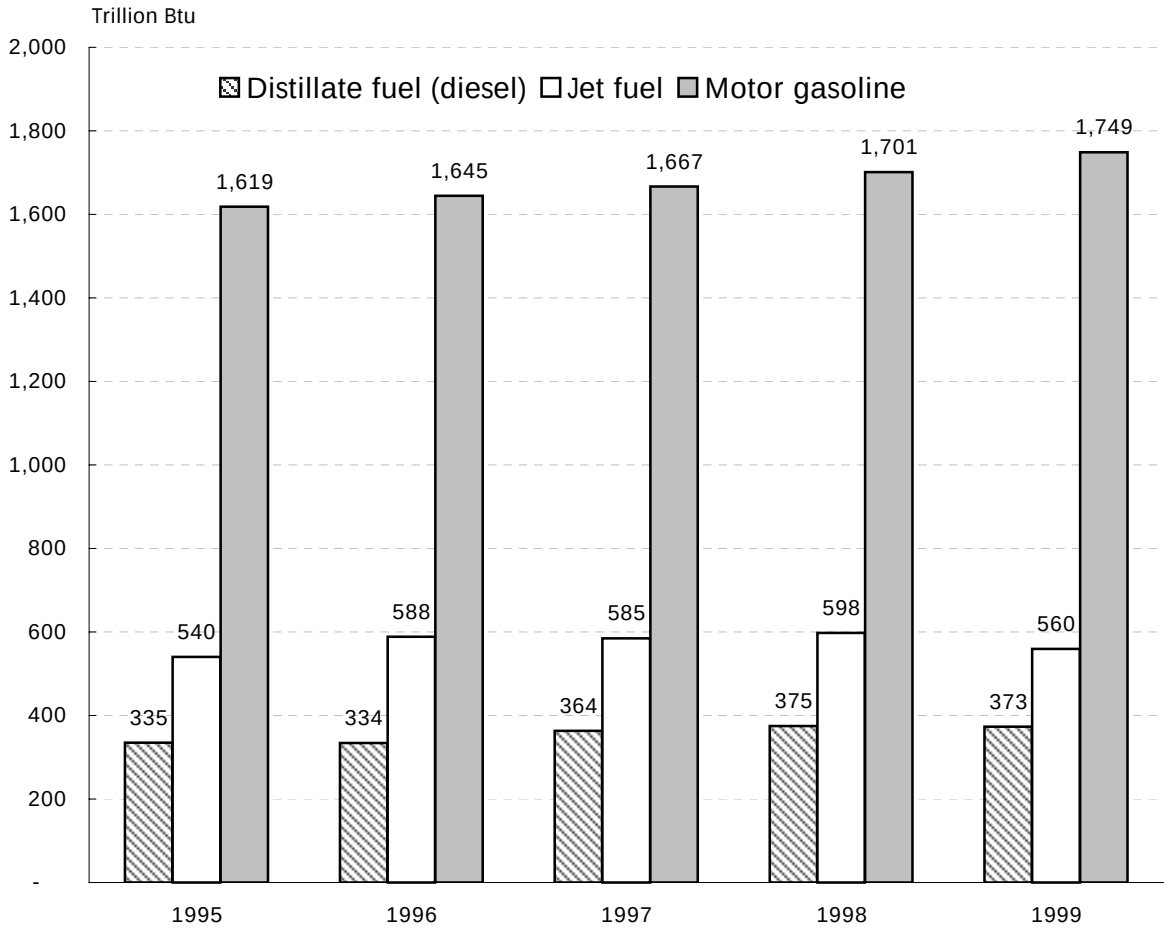


United States



SOURCE: U.S. Department of Energy, Energy Information Administration, *State Energy Data Report 1999,* Washington, DC: May 2001, table 9, available at http://www.eia.doe.gov/pub/state.data/pdf/sedr.pdf as of Feb. 21, 2002.

Figure 7-2: California Transportation Energy Consumption



SOURCE: U.S. Department of Energy, Energy Information Administration, *State Energy Data Report 1999* , Washington, DC: May 2001, table 45, available at http://www.eia.doe.gov/pub/state.data/pdf/sedr.pdf as of Feb. 21, 2002.

Table 7-3: Transportation Energy Consumption per Capita: 1999

State	Population (thousands)	Petroleum Total (trillion Btu)	Petroleum Per capita[1] (million Btu)	All energy sources Total (trillion Btu)	All energy sources Per capita[1] (million Btu)
Alabama	4,370	437.8	100.2	460.7	105.4
Alaska	620	193.5	312.1	198.0	319.4
Arizona	4,778	433.5	90.7	452.5	94.7
Arkansas	2,551	288.0	112.9	297.2	116.5
California	**33,145**	**2,880.6**	**86.9**	**2,898.9**	**87.5**
Colorado	4,056	357.4	88.1	365.9	90.2
Connecticut	3,282	234.2	71.4	234.9	71.6
Delaware	754	70.6	93.6	70.6	93.6
District of Columbia	519	24.5	47.2	26.5	51.1
Florida	15,111	1,338.1	88.6	1,345.8	89.1
Georgia	7,788	861.3	110.6	871.4	111.9
Hawaii	1,185	122.3	103.2	122.3	103.2
Idaho	1,252	121.0	96.6	125.7	100.4
Illinois	12,128	930.8	76.7	990.5	81.7
Indiana	5,943	630.6	106.1	645.4	108.6
Iowa	2,869	269.6	94.0	277.5	96.7
Kansas	2,654	256.2	96.5	287.8	108.4
Kentucky	3,961	427.0	107.8	444.2	112.1
Louisiana	4,372	754.9	172.7	804.9	184.1
Maine	1,253	113.2	90.3	113.2	90.3
Maryland	5,172	400.3	77.4	405.1	78.3
Massachusetts	6,175	435.7	70.6	440.8	71.4
Michigan	9,864	821.4	83.3	844.8	85.6
Minnesota	4,776	477.1	99.9	499.6	104.6
Mississippi	2,768	342.7	123.8	408.9	147.7
Missouri	5,468	615.6	112.6	622.6	113.9
Montana	883	100.4	113.7	106.5	120.6
Nebraska	1,666	191.5	114.9	194.4	116.7
Nevada	1,809	196.9	108.8	197.8	109.3
New Hampshire	1,201	100.5	83.7	100.5	83.7
New Jersey	8,143	857.6	105.3	863.3	106.0
New Mexico	1,740	186.5	107.2	233.9	134.4
New York	18,197	944.2	51.9	979.6	53.8
North Carolina	7,651	680.0	88.9	690.9	90.3
North Dakota	634	72.5	114.4	82.4	130.0
Ohio	11,257	950.2	84.4	969.2	86.1
Oklahoma	3,358	378.0	112.6	402.5	119.9
Oregon	3,316	317.0	95.6	328.2	99.0
Pennsylvania	11,994	942.6	78.6	983.9	82.0
Rhode Island	991	65.6	66.2	65.9	66.5
South Carolina	3,886	372.7	95.9	376.4	96.9
South Dakota	733	78.2	106.7	84.3	115.0
Tennessee	5,484	564.2	102.9	590.1	107.6
Texas	20,044	2,475.8	123.5	2,549.0	127.2
Utah	2,130	208.2	97.7	211.1	99.1
Vermont	594	53.2	89.6	53.2	89.6
Virginia	6,873	646.5	94.1	655.7	95.4
Washington	5,756	608.9	105.8	617.3	107.2
West Virginia	1,807	150.1	83.1	181.6	100.5
Wisconsin	5,250	427.6	81.4	431.8	82.2
Wyoming	480	105.3	219.4	119.8	249.6
United States	272,691	25,511.8	93.6	26,324.6	96.5

[1]Calculated by the Bureau of Transportation Statistics.

KEY: Btu = British thermal unit.

SOURCE: U.S. Department of Energy, Energy Information Administration, *State Energy Data Report 1999,* Washington, DC: May 2001, available at http://www.eia.doe.gov/pub/state.data/pdf/sedr.pdf as of Feb. 21,2002.

Table 7-4: California and U.S. Motor-Fuel Use: 2000[1] (Millions of gallons)

	Gasoline				Special fuel (mainly diesel)		Total use	
	Highway use		Nonhighway use					
Vehicle ownership	California	United States	California	United States	California	United States	California	United States
Private and commercial	14,165	126,735	194	2,876	2,639	33,377	16,998	162,988
Public use	214	2,149	10	96	N	N	224	2,245
Total	14,379	128,884	14,582	2,972	2,639	33,377	17,222	165,232

[1]Based on reports from state motor-fuel tax agencies. Gasohol is included with gasoline. Public use and nonhighway use were estimated by the Federal Highway Administration.

KEY: N = Data do not exist.

NOTE: The term "motor fuel" applies to gasoline and all other fuels, including special fuels, coming under the purview of the state motor-fuel tax laws. "Special fuels" include diesel fuel and, to the extent they can be quantified, liquefied petroleum gases such as propane. Gasohol, a blend of gasoline and fuel alcohol, is included with gasoline.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2000* , Washington, DC: Oct. 2001, available at http://www.fhwa.dot.gov/ohim/hs00/pdf/mf21.pdf as of Apr. 20, 2002.

Table 7-5: California Air Quality Nonattainment Areas for Carbon Monoxide (CO)

County	Area	Nonattainment in year	Redesignation to attainment	Classification	Part or whole county	Population (2000)
Alameda	San Francisco-Oakland-San Jose	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	684,044
Butte	Chico	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	80,313
Contra Costa	San Francisco-Oakland-San Jose	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	767,307
El Dorado	Lake Tahoe South Shore	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	37,215
Fresno	Fresno	95 96 97	6/1/98	Moderate > 12.7ppm	Part	542,558
Kern	Bakersfield	95 96 97	6/1/98	NA	Part	368,867
Los Angeles	Los Angeles South Coast Air Basin	95 96 97 98 99 00 01	NA	Serious	Part	9,270,321
Marin	San Francisco-Oakland-San Jose	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	214,944
Napa	San Francisco-Oakland-San Jose	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	112,199
Orange	Los Angeles South Coast Air Basin	95 96 97 98 99 00 01	NA	Serious	Whole	2,846,289
Placer	Lake Tahoe North Shore	95 96 97	6/1/98	NA	Part	11,501
Placer	Sacramento	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	73,303
Riverside	Los Angeles South Coast Air Basin	95 96 97 98 99 00 01	NA	Serious	Part	1,320,379
Sacramento	Sacramento	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	1,191,566
San Bernardino	Los Angeles South Coast Air Basin	95 96 97 98 99 00 01	NA	Serious	Part	1,506,524
San Diego	San Diego	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	2,644,722
San Francisco	San Francisco-Oakland-San Jose	95 96 97	6/1/98	Moderate < = 12.7ppm	Whole	776,733
San Joaquin	Stockton	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	307,217
San Mateo	San Francisco-Oakland-San Jose	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	489,850
Santa Clara	San Francisco-Oakland-San Jose	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	561,815
Solano	San Francisco-Oakland-San Jose	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	231,793
Sonoma	San Francisco-Oakland-San Jose	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	236,278
Stanislaus	Modesto	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	278,658
Yolo	Sacramento	95 96 97	6/1/98	Moderate < = 12.7ppm	Part	38,252

KEY: NA = not applicable.

NOTES: Nonattainment areas do not meet the national primary or secondary ambient air quality standard for the specified pollutant. Nonattainment areas are classified based on design values: Serious = an area with a design value of 16.5 ppm and above; Moderate = an area with a design value of 9.1 up to 16.4 ppm.

SOURCE: U.S. Environmental Protection Agency, Green Book, available at http://www.epa.gov/oar/oaqps/greenbk/anay.html as of April 20, 2002.

Table 7-6: California Air Quality Nonattainment Areas for Ozone (O_3)

County	Area	Nonattainment in year	Redesignation to attainment	Classification	Part or whole county	Population (2000)
Alameda	San Francisco Bay Area	99 00 01	NA	Other[1]	Whole	1,443,741
Butte	Chico	95 96 97 98 99 00 01	NA	Section 185A	Whole	203,171
Contra Costa	San Francisco Bay Area	99 00 01	NA	Other[1]	Whole	948,816
El Dorado	Sacramento Metro	95 96 97 98 99 00 01	NA	Severe-15	Part	124,164
Fresno	San Joaquin Valley	95 96 97 98 99 00 01	NA	Severe-15	Whole	799,407
Imperial	Imperial County	95 96 97 98 99 00 01	NA	Section 185A	Whole	142,361
Kern	East Kern County	01	NA	Serious	Part	129,374
Kern	San Joaquin Valley	95 96 97 98 99 00 01	NA	Severe-15	Part	532,271
Kings	San Joaquin Valley	95 96 97 98 99 00 01	NA	Severe-15	Whole	129,461
Los Angeles	Los Angeles South Coast Air Basin	95 96 97 98 99 00 01	NA	Extreme	Part	9,270,321
Los Angeles	Southeast Desert Modified AQMA	95 96 97 98 99 00 01	NA	Severe-17	Part	249,017
Madera	San Joaquin Valley	95 96 97 98 99 00 01	NA	Severe-15	Whole	123,109
Marin	San Francisco Bay Area	99 00 01	NA	Other[1]	Whole	247,289
Merced	San Joaquin Valley	95 96 97 98 99 00 01	NA	Severe-15	Whole	210,554
Monterey	Monterey Bay	95 96	3/18/97	Moderate	Whole	401,762
Napa	San Francisco Bay Area	99 00 01	NA	Other[1]	Whole	124,279
Orange	Los Angeles South Coast Air Basin	95 96 97 98 99 00 01	NA	Extreme	Whole	2,846,289
Placer	Sacramento Metro	95 96 97 98 99 00 01	NA	Severe-15	Part	239,978
Riverside	Los Angeles South Coast Air Basin	95 96 97 98 99 00 01	NA	Extreme	Part	1,320,379
Riverside	Southeast Desert Modified AQMA	95 96 97 98 99 00 01	NA	Severe-17	Part	171,692
Sacramento	Sacramento Metro	95 96 97 98 99 00 01	NA	Severe-15	Whole	1,223,499
San Benito	Monterey Bay	95 96	3/18/97	Moderate	Whole	53,234
San Bernardino	Los Angeles South Coast Air Basin	95 96 97 98 99 00 01	NA	Extreme	Part	1,506,524
San Bernardino	Southeast Desert Modified AQMA	95 96 97 98 99 00 01	NA	Severe-17	Part	113,335
San Diego	San Diego	95 96 97 98 99 00 01	NA	Serious	Whole	2,813,833
San Francisco	San Francisco Bay Area	99 00 01	NA	Other[1]	Whole	776,733
San Joaquin	San Joaquin Valley	95 96 97 98 99 00 01	NA	Severe-15	Whole	563,598
San Mateo	San Francisco Bay Area	99 00 01	NA	Other[1]	Whole	707,161
Santa Barbara	Santa Barbara-Santa Maria-Lompoc	95 96 97 98 99 00 01	NA	Serious	Whole	399,347
Santa Clara	San Francisco Bay Area	99 00 01	NA	Other[1]	Whole	1,682,585
Santa Cruz	Monterey Bay	95 96	3/18/97	Moderate	Whole	255,602
Solano	Sacramento Metro	95 96 97 98 99 00 01	NA	Severe-15	Part	197,034
Solano	San Francisco Bay Area	99 00 01	NA	Other[1]	Part	197,508
Sonoma	San Francisco Bay Area	99 00 01	NA	Other[1]	Part	413,716
Stanislaus	San Joaquin Valley	95 96 97 98 99 00 01	NA	Severe-15	Whole	446,997
Sutter	Sacramento Metro	95 96 97 98 99 00 01	NA	Severe-15	Part	25,013
Sutter	Yuba City	95 96 97 98 99 00 01	NA	Section 185A	Part	53,917
Tulare	San Joaquin Valley	95 96 97 98 99 00 01	NA	Severe-15	Whole	368,021
Ventura	Ventura County	95 96 97 98 99 00 01	NA	Severe-15	Whole	753,197
Yolo	Sacramento Metro	95 96 97 98 99 00 01	NA	Severe-15	Whole	168,660
Yuba	Yuba City	95 96 97 98 99 00 01	NA	Section 185A	Whole	60,219

[1]On July 10, 1998, EPA published the final rule redesignating the San Francisco Bay Area to nonattainment with the federal 1-hour ozone national ambient air quality standard (NAAQS). EPA did not assign the Bay Area a classification. On July 22, 1999, EPA published a final rule assigning the area a nonattainment classification as moderate for purposes of funding appropriation under the Transportation Equity Act for the 21st Century (TEA 21), Congestion Mitigation and Air Quality improvement Program (CMAQ) only.

KEY: NA = not applicable.

NOTES: Nonattainment areas do not meet the national primary or secondary ambient air quality standard (NAAQS) for the specified pollutant. Nonattainment areas are classified based on design values: Extreme = design value of 0.280 ppm and above; Severe-17 = design value of 0.190 up to 0.280 ppm and has 17 years to reach attainment; Severe-15 = design value of 0.180 up to 0.190 ppm and has 15 years to reach attainment; Serious = design value of 0.160 up to 0.180 ppm; Moderate = design value of 0.138 up to 0.160 ppm; Marginal = design value of 0.121 up to 0.138 ppm; Section 185A = an area designated as an ozone nonattainment area as of the date of enactment of the Clean Air Act Amendments of 1990 and has not violated the national primary ambient air quality standard for ozone for the 36-month period commencing on January 1, 1987, and ending on December 31, 1989.

SOURCE: U.S. Environmental Protection Agency, Green Book, available at http://www.epa.gov/oar/oaqps/greenbk/anay.html as of April 20, 2002.

Table 7-7: California Air Quality Nonattainment Areas for Particulate Matter (PM-10)

County	Area	Nonattainment in Year	Redesignation to attainment	Classification	Part or whole county	Population (2000)
Fresno	San Joaquin Valley	95 96 97 98 99 00 01	NA	Serious	Part	799,407
Imperial	Imperial Valley	95 96 97 98 99 00 01	NA	Moderate	Part	119,825
Inyo	Owens Valley	95 96 97 98 99 00 01	NA	Serious	Part	7,000
Inyo	Searles Valley	95 96 97 98 99 00 01	NA	Moderate	Part	7,000
Kern	San Joaquin Valley	95 96 97 98 99 00 01	NA	Serious	Part	649,471
Kern	Searles Valley	95 96 97 98 99 00 01	NA	Moderate	Part	12,174
Kings	San Joaquin Valley	95 96 97 98 99 00 01	NA	Serious	Part	129,461
Los Angeles	Los Angeles South Coast Air Basin	95 96 97 98 99 00 01	NA	Serious	Part	9,270,321
Madera	San Joaquin Valley	95 96 97 98 99 00 01	NA	Serious	Part	123,109
Mono	Mammoth Lake	95 96	8/23/96	Moderate	Part	6,455
Mono	Mono Basin	95 96 97 98 99 00 01	NA	Moderate	Part	258
Orange	Los Angeles South Coast Air Basin	95 96 97 98 99 00 01	NA	Serious	Part	2,846,289
Riverside	Coachella Valley	95 96 97 98 99 00 01	NA	Serious	Part	225,008
Riverside	Los Angeles South Coast Air Basin	95 96 97 98 99 00 01	NA	Serious	Part	1,320,379
Sacramento	Sacramento County	95 96 97 98 99 00 01	NA	Moderate	Whole	1,223,499
San Bernardino	Los Angeles South Coast Air Basin	95 96 97 98 99 00 01	NA	Serious	Part	1,506,524
San Bernardino	Searles Valley	95 96 97 98 99 00 01	NA	Moderate	Part	3,500
San Bernardino	San Bernardino County	95 96 97 98 99 00 01	NA	Moderate	Part	199,410
San Joaquin	San Joaquin Valley	95 96 97 98 99 00 01	NA	Serious	Part	563,598
Stanislaus	San Joaquin Valley	95 96 97 98 99 00 01	NA	Serious	Part	446,997
Tulare	San Joaquin Valley	95 96 97 98 99 00 01	NA	Serious	Part	368,021

KEY: NA = not applicable.

SOURCE: U.S. Environmental Protection Agency, Green Book, available at http://www.epa.gov/oar/oaqps/greenbk/anay.html as of April 20, 2002.

Table 7-8: Highway Noise Barriers: 1999

State	Total length (meters)	Barrier cost ($ 1998)
Alabama	0	0
Alaska	9,338	2,742,486
Arizona	48,593	15,130,670
Arkansas	1,989	653,497
California	**777,160**	**487,177,331**
Colorado	104,377	45,351,408
Connecticut	46,049	28,335,802
Delaware	1,262	242,013
District of Columbia	0	0
Florida	70,991	62,276,735
Georgia	33,530	20,247,589
Hawaii	3,103	1,743,452
Idaho	200	583,002
Illinois	97,803	70,985,221
Indiana	18,568	20,297,106
Iowa	7,857	3,215,640
Kansas	2,103	2,082,034
Kentucky	8,249	5,306,199
Louisiana	12,077	5,974,212
Maine	561	292,861
Maryland	99,587	153,227,923
Massachusetts	10,250	5,259,055
Michigan	67,071	60,139,968
Minnesota	101,811	62,694,176
Mississippi	0	0
Missouri	6,113	4,179,360
Montana	0	0
Nebraska	5,060	4,026,138
Nevada	17,847	10,855,220
New Hampshire	6,392	5,785,519
New Jersey	142,055	210,429,029
New Mexico	21,196	9,306,885
New York	110,698	116,448,616
North Carolina	45,977	24,702,615
North Dakota	0	0
Ohio	138,197	68,064,386
Oklahoma	13,186	4,229,909
Oregon	72,552	30,075,899
Pennsylvania	83,526	88,259,488
Rhode Island	0	0
South Carolina	2,665	1,713,629
South Dakota	0	0
Tennessee	28,846	20,574,450
Texas	55,310	39,635,228
Utah	70,260	24,841,367
Vermont	1,004	356,344
Virginia[1]	157,374	143,003,313
Washington	74,812	32,296,683
West Virginia	408	170,529
Wisconsin	29,730	28,768,150
Wyoming	293	100,271
United States	2,611,953	1,931,107,534

[1]Includes 4,061 meters of federal barriers on the Dulles Access Highway.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Office of Planning, Environment, and Real Estate, available at www.fhwa.dot.gov/environment/ab_noise.htm as of Feb. 20, 2002.

H Information on Data Sources

Airline freight and passenger data

The U.S. Department of Transportation's (USDOT) Bureau of Transportation Statistics (BTS) collects and compiles data on the volume of revenue passengers, freight, and mail traffic handled and reported by the nation's large certificated air carriers. These carriers hold Certificates of Public Convenience and Necessity (CPN) issued by the USDOT authorizing the performance of air transportation. Large certificated air carriers operate aircraft with seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds or conduct international operations. Data for commuters, intrastate, nonscheduled air taxi operators, and foreign flag air carriers are not included in this BTS data.

Additional information:

Contact: USDOT, Bureau of Transportation Statistics, Office of Airline Information

Print source: USDOT, Bureau of Transportation Statistics, Office of Airline Information. *Airport Activity Statistics*. Washington, DC: Annual issues.

Internet: www.bts.gov

Commodity Flow Survey

The Commodity Flow Survey (CFS) provides data on the movement of freight by type of commodity shipped and by mode of transport. In 1997, 100,000 domestic establishments were randomly selected from a universe of approximately 800,000 engaged in mining, manufacturing, wholesale, warehouses of multi-establishment companies, and some selected activities in retail and service. The survey excluded establishments classified as farms, forestry, fisheries, governments, construction, transportation, foreign establishments, services, and most establishments in retail. For the 1997 CFS, each selected establishment reported a sample of about 25 outbound shipments for a one-week period in each of four calendar quarters in 1997. This produced a total sample of over 5 million shipments. Due to industry-wide reporting problems, shipments by oil and gas extraction establishments were excluded from data tabulations.

For each sampled 1997 CFS shipment, zip code of origin and destination, 5-digit Standard Classification of Transported Goods (SCTG) code, weight, value, and modes of transport were provided. Information on whether the shipment was containerized, a hazardous material, or an export was also obtained. Route-distance for each mode, for each shipment, is imputed from a Mode-Distance Table developed by Oak Ridge National Laboratory. Distance was used to compute ton-mileage by mode of transport. The CFS provides nationwide geographic coverage in 89 National Transportation Analysis Regions, stratified by state and, for the 1997 CFS, metropolitan area.

Additional information:

Contact: USDOT, Bureau of Transportation Statistics, Office of Statistical Programs

Print source: USDOT, Bureau of Transportation Statistics and U.S. Department of Commerce, Bureau of the Census, *California: 1997 Commodity Flow Survey*. EC97TCF-CA, Washington, DC: 1999.

Internet: www.bts.gov/ntda/cfs/

Commuting data

Commuting data are derived from the Census 2000 Supplementary Survey (C2SS). The C2SS used the questionnaire and methods developed for the American Community Survey to collect demographic, social,

economic, and housing data from a national sample of 700,000 households. Group quarters were not included in the sample. The C2SS was conducted in 1,203 counties with monthly samples of about 58,000 housing units. Economic, demographic, and housing characteristics from the Census 2000 Supplementary Survey are reported for the United States as a whole, the 50 states, and the District of Columbia.

The Census 2000 Supplementary Survey is not directly comparable with the 1990 Census for several reasons, one being that the former did not include group quarters. This may understate some categories such as walking.

Additional information:

Contact: USDOC, U.S. Census Bureau, Demographic Surveys Division

Internet: www.census.gov

Gas and hazardous liquid pipeline data

U.S. fatality and injury data for natural gas pipelines and hazardous liquid pipelines are based on reports filed with the U.S. Department of Transportation, Office of Pipeline Safety (OPS) under 49 CFR 191. Accidents must be reported as soon as possible, but no later than 30 days after discovery. Undetected releases are a possible source of error; even if subsequently detected and reported, it may not be possible to accurately reconstruct the accident. Property damage figures are estimates.

Gas pipeline incidents involve: 1) releases of gas from a pipeline or liquefied natural gas (LNG) or gas from an LNG facility that results in a) death or personal injury necessitating in-patient hospitalization, or b) estimated property damage, including cost of gas lost, of the operator or others, or both, of $50,000 or more; 2) an event that results in an emergency shutdown of an LNG facility; or 3) an event that is significant, in the judgment of the operator, even though it did not meet the criteria of 1) or 2).

For hazardous liquids pipelines, an accident report is required for each failure in a pipeline system in which there is a release of the hazardous liquid or carbon dioxide transported resulting in any of the following: 1) explosion or fire not intentionally set by the operator; 2) loss of 50 or more barrels (8 or more cubic meters) of hazardous liquid or carbon dioxide; 3) escape to the atmosphere of more than 5 barrels (0.8 cubic meters) a day of highly volatile liquids; 4) death of any person; 5) bodily harm to any person resulting in one or more of the following: a) loss of consciousness, b) an individual being carried from the scene, c) medical treatment, or d) disability which prevents the discharge of normal duties or the pursuit of normal activities beyond the day of the accident; or 6) estimated property damage, including cost of clean-up and recovery, value of lost product, and damage to the property of the operator or others, or both, exceeding $50,000.

Additional information:

Contact: USDOT, Research and Special Programs Administration, Office of Pipeline Safety

Internet: http://ops.dot.gov

Government transportation revenue and expenditure data

The U.S. Department of Commerce (USDOC), U.S. Census Bureau conducts an Annual Survey of Government Finances. Alternatively, every five years, in years ending in a ‘2’ or ‘7’, a Census of Governments, including a finance portion, is conducted. The survey coverage includes all state and local governments in the United States. For both the

Census and annual survey, the finance detail data is equivalent, encompassing the entire range of government finance activities—revenue, expenditure, debt, and assets.

The data collection for the annual survey uses two methods: mail canvas and central collection from state sources. Data for local governments includes county, municipal, township, special district, and school district data. Data for state governments are compiled from state government audits, budgets, and other financial reports into the classification categories used for reporting by the Census Bureau.

Reporting of government finances by the Census Bureau involves presentation of data in terms of uniform categories. While often similar to, or identical to, the classification used by the state or local government, there could be instances in which a significant difference exists between the name of a state or local financial item and the final category to which it is assigned by the Census Bureau.

Like financial transactions are combined. The financial categories for revenue involve grouping of items by source. Revenue items of the same kind are merged. Financial transactions for expenditures are classified both by function and by object category. Debt items are classified by term (short- and long-term), as well as by type of debt and, to a limited extent, by purpose. Assets also are put into uniform categories, grouped by type of holding, with holdings for insurance trust systems grouped separately from general government.

The share of government sector financial totals contributed by a state government or by local governments differs materially from one state to another. Users can review the *Government Finance and Employment Classification Manual* for additional information regarding the financial categories. The financial amounts in the tables and files are statistical in nature and do not represent accounting statements or conditions.

The local government statistics are developed from a sample survey. Therefore, the local totals, as well as state and local aggregates, are considered estimated amounts subject to sampling error. State government finance data are not subject to sampling. Consequently, state-local aggregates for individual states are more reliable (on a relative standard error basis) than the local government estimates they include.

Additional information:

Contact: USDOC, U.S. Census Bureau, Finance Branch

Print Sources: USDOC, U.S. Census Bureau, *Federal Aid to States: 2000*

Internet: www.census.gov

Hazardous materials incidents data

Incidents resulting in certain unintentional releases of hazardous materials must be reported under 49 CFR 171.16. Each carrier must submit a report to the USDOT, Research and Special Programs Administration (RSPA) within 30 days of the incident, including information on the mode of transportation involved, results of the incident, and a narrative description of the accident. These reports are generally made available on RSPA's incident database within 90 days of receipt.

Fatalities and injuries are counted only if directly caused by a hazardous material. For example, a truck operator killed by impact forces during a motor vehicle crash would not be counted as a hazardous-material fatality.

RSPA contacts the submitting carrier by telephone to verify all reported fatalities.

Although RSPA acknowledges that there is some level of underreporting, it believes that the underreporting is mostly limited to small, nonserious incidents. The reporting requirements were extended to intrastate highway carriers on October 1, 1998, and the response rate from this new group is expected to increase over time. Property damage figures are estimates determined by the carrier prior to the 30-day reporting deadline, and are generally not subsequently updated. Property damage figures, therefore, may underestimate actual damages.

Additional information:

Contact: USDOT, Research and Special Programs Administration, Office of Hazardous Materials Planning and Analysis

Print source: USDOT, Research and Special Programs Administration, Office of Hazardous Materials Safety, *Hazmat Summary by State for Calendar Year 2000*. Washington, DC: 2001

Internet: http://hazmat.dot.gov

Highway mileage, condition, and use, driver licenses, and highway vehicle registrations data

Data on roadway mileage, condition, and use are extracted from the Highway Performance Monitoring System (HPMS), which uses a stratified simple random sample of highway links (small sections of roadway) selected from state inventory files. The HPMS sample was designed as a fixed sample to minimize data collection costs, but adjustments to maintain representativeness are carried out periodically. The HPMS also consists of universe reporting (a complete census) for the Interstate and the National Highway System, and tabular summary reporting of limited information.

Data are collected independently by the 50 states, Metropolitan Planning Organizations (MPOs), and lower jurisdictions. Many of the geometric data items rarely change, such as number of lanes; others change frequently, such as traffic. The U.S. Department of Transportation, Federal Highway Administration (FHWA) provides guidelines for data collection in the HPMS *Field Manual*, which the states follow to varying extents depending on matters such as staff, resources, state perspective, uses of the data, and state/MPO/local needs for the data. State Departments of Transportation (DOTs) report HPMS data annually to the FHWA.

HPMS data are subject to sampling and nonsampling error. Nonsampling error is the major concern with these data. For some of the most variable and important data items, such as traffic, guidelines for measurement and data collection have been produced. States have the option of using the guidelines or using their own procedures. Many data items are difficult and costly to collect and are reported as estimates not based on direct measurement. The data are collected and reported by many entities and individuals within the responsible organizations. Most do a reasonably good job, but staff turnover, cost, equipment issues, etc., can create difficulties.

States provide vehicle registration data to the FHWA. Vehicle registration data are shown on a calendar-year basis. Efforts are made to exclude transfers, re-registrations, and any other factors that could result in duplication in the vehicle counts. Registration practices for commercial vehicles differ greatly among the states. Some states register a tractor-semitrailer combination as a single unit; others register the tractor and the semitrailer

separately. Some states register buses with trucks or automobiles, while many states do not report house and light utility trailers separately from commercial trailers or semitrailers. Some states do not require registration of car or light utility trailers. In some instances, FHWA has supplemented the data supplied by the states with information obtained from other sources.

States also provide driver licensing data to the FHWA. Although efforts are made to minimize license duplication, drivers who move from one state to another are sometimes counted in both states until the license from the previous state of residence expires. Problems with the data also arise from the fact that: 1) some individuals obtain their drivers licenses in states other than those of legal residence; 2) some individuals fraudulently obtain multiple licenses; 3) not all individuals who drive are licensed; and 4) the purging of expired licenses or licenses from deceased individuals is not performed on a continual basis.

Additional information:

Contact: USDOT, Federal Highway Administration, Office of Highway Policy Information

Print source: USDOT, Federal Highway Administration, *Highway Statistics*. Washington, DC: Annual issues.

Internet: www.fhwa.dot.gov/ohim/index.html

Highway safety data

Fatalities: Highway fatality data are extracted from the Fatality Analysis Reporting System (FARS), which is compiled by the U.S. Department of Transportation (USDOT), National Highway Traffic Safety Administration (NHTSA). Data are gathered from a census of police accident reports (PARs), state vehicle registration files, state drivers licensing files, state highway department data, vital statistics, death certificates, coroner/medical examiner reports, hospital medical reports, and emergency medical service reports. A separate form is completed for each fatal crash. Blood alcohol concentration (BAC) is estimated when not known. Statistical procedures used for unknown data in FARS can be found in the NHTSA report, *A Method for Estimating Posterior BAC Distributions for Persons Involved in Fatal Traffic Accidents*, DOT HS 807 094 (Washington, DC: July 1986).

Data are collected from relevant state agencies and electronically submitted for inclusion in the FARs database on a continuous basis. Cross-verification of PARs with death certificates helps prevent undercounting. Moreover, when data are entered, they are checked automatically for acceptable range values and consistency, enabling quick corrections when necessary. Several programs continually monitor the data for completeness and accuracy. Periodically, sample cases are analyzed for accuracy and consistency.

FARS data do not include motor vehicle fatalities on nonpublic roads. These are thought to account for about 2 percent or fewer of the total motor vehicle fatalities per year.

Injuries and crashes: NHTSA's General Estimates System (GES) data are a nationally representative sample of police-reported crashes that contributed to an injury or fatality or resulted in property damage and involved at least one motor vehicle traveling on a trafficway. GES data collectors randomly sample PARs and forward copies to a central contractor for coding into a standard GES system format. Documents such as police diagrams or supporting text provided by the

officers might be further reviewed to complete a data entry. A NHTSA study of injuries from motor vehicle crashes estimated the total count of nonfatal injuries at over 5 million compared with the GES's estimate of 3.2 million in 1998.

Additional information:

Contact: USDOT, National Highway Traffic Safety Administration, National Center for Statistics and Analysis

Print source: USDOT, National Highway Traffic Safety Administration, *Traffic Safety Facts*. Washington, DC: Annual issues.

Internet: www.nhtsa.dot.gov

International visitors data

Data on international visitors to the United States are based on international arrivals by air to the United States (excluding those from Canada and Mexico). Information is derived from the Immigration and Naturalization Service's (INS) Visitor Arrivals Program (I-94) and the U.S. Department of Commerce, Tourism Industries Office's Survey of International Air Travelers. The survey obtains data on overseas travel patterns, characteristics, and spending patterns of international travelers to and from the United States. Between 69,000 and 95,000 travelers are surveyed each year. The survey results are weighted so they represent the international travel populations of U.S. residents and non-residents based upon Immigration and Naturalization Service data.

Additional information:

Contact: U.S. Department of Commerce (USDOC), International Trade Administration, Tourism Industries Office

Print source: USDOC, International Trade Administration, Tourism Industries Office, *Overseas Visitors to Select U.S. States and Territories*. Washington, DC: Annual issues; *and* USDOC, International Trade Administration, Tourism Industries Office, *Overseas Visitors to Select U.S. Cities/Hawaiian Islands*. Washington, DC: Annual issues.

Internet: http://tinet.ita.doc.gov/

Passenger border crossing data

U.S. Custom Service personnel collect passenger border-crossing entry data for all U.S. land, air, and maritime ports. These numbers reflect all entries, and it is not possible to divide these data into separate entries for same-day and overnight travel or by country of residence for the traveler. Additionally, for border-crossing figures, the total number of people is not the number of unique individuals, but rather indicates the number of border crossings. Multiple crossings by the same individual count as multiple border crossings.

Additional information:

Contact: USDOT, Bureau of Transportation Statistics, Office of Transportation Analysis

Internet: www.bts.gov

Railroad industry and shipments data

The Association of American Railroads (AAR) database aggregates data from several sources concerning the freight railroad industry and movement of freight, both nationally and statewide. The state-specific data include commerce, employment, and financial contributions.

The primary source of data for Class I railroads is Schedule 700 of the R-1 Annual Report to the Surface Transportation Board (STB) by individual carriers (100 percent reporting) and the 2000 Carload Waybill

Sample. The primary source of data for non-Class I railroads is AAR's Profiles of U.S. Railroads from statistics supplied annually by nearly all operating U.S. freight railroads. Some of the data are estimated based on more aggregated, national figures.

The STB defines Class I railroads as having operating revenues at or above a threshold indexed to a base of $250 million (1991) and adjusted annually in concert with changes in the Railroad Freight Rate Index published by the Bureau of Labor Statistics. Declassification from Class I status occurs when a railroad falls below the applicable threshold for three consecutive years. Although few in number, Class I railroads account for over 90 percent of the industry's revenue.

The AAR determines the number of non-Class I railroads through an annual survey sent to each U.S. freight railroad.

Historical reliability may vary due to changes in the railroad industry, including bankruptcies, mergers, and declassification by the STB. Small data errors may also have occurred because of independent rounding in this series by the AAR.

Additional information:

Contact: Association of American Railroads, Policy and Economics Department

Internet: www.aar.org

Railroad safety data

Railroads are required to file a report for each accident or incident to the Federal Railroad Administration (FRA). These include: 1) train accidents, reported on Form F 6180.54, comprised of collisions, derailments, and other events involving the operation of on-track equipment and causing reportable damage above an established threshold ($6,600 in 1998); 2) highway-rail grade crossing incidents, reported on Form F 6180.57, involving impact between railroad on-track equipment and highway users at crossings; and 3) other incidents, reported on Form F 6180.55a, involving all other reportable incidents or exposures that cause a fatality or injury to any person or an occupational illness to a railroad employee.

Railroads are required by FRA regulations to use the current *FRA Guide for Preparing Accident/Incident Reports* when preparing reports.

The Systems Support Division of FRA maintains the Railroad Accident/Incident Reporting System (RAIRS), consisting of four databases: rail equipment, injury/illness, grade-crossing accidents, and railroad summary (freight and passenger). These databases include information on all railroad accidents, grade-crossing accidents, railroad employee casualties, and any other injuries on railroad property, and provide the basis for accident analyses and assessment as well as annual reports. The databases are updated monthly from information submitted by the railroads.

Additional information:

Contact: USDOT, Federal Railroad Administration, Office of Safety

Print publication: USDOT, Federal Railroad Administration, *Railroad Safety Statistics*. Washington, DC: Annual issues.

Internet: www.fra.dot.gov

Recreational boating safety and vehicles data

The U.S. Coast Guard, of the U.S. Department of Transportation, collects data on recreational boating accidents from two sources: 1) Boating Accident Report (BAR) data forwarded to the Coast Guard by jurisdictions with an approved boat numbering and casualty reporting system, and 2) reports of Coast Guard investigations of fatal boating accidents that occurred on waters under federal jurisdiction. Recreational Boating Accident Investigation data are used if submitted to the Coast Guard and are relied on as much as possible to provide accident statistics. In the absence of investigations, information is collected from reports filed by boat operators.

Boat operators are required to file a BAR if an accident results in 1) loss of life, 2) personal injury that requires medical treatment beyond first aid, 3) damage to the vessel and other property exceeding $500, or 4) complete loss of the vessel.

Boat operators are required to report their accidents to authorities in the state where the accident occurred. States with approved boat numbering systems furnish the Coast Guard with BAR data. The minimum reporting requirements are set by federal regulation, but states are allowed to have stricter requirements. The Coast Guard reports recreational boating safety data in the report *Boating Statistics*, which only covers accidents meeting the federal minimum reporting requirements.

The statistics in *Boating Statistics* cover boating accidents reported on waters of joint federal and state jurisdiction, and exclusive state jurisdiction.

The Coast Guard believes over 90 percent of fatal accidents are included in *Boating Statistics*. A smaller percentage of nonfatal accidents are reported because of reporting thresholds, ignorance of the law, and difficulties enforcing the law. Federal law does not require the reporting of accidents on private waters where states have no jurisdiction. Reports of accidents on such waters are included when received by the Coast Guard if they satisfy the other requirements of inclusion. Accidents excluded are those in which the boat was used as a platform for other activities (e.g., swimming), and those in which a person dies of natural causes aboard a boat. However, the data do include accidents involving people in the water who are struck by their boat or another boat.

Additional information:

Contact: USDOT, U.S. Coast Guard, Office of Boating Safety

Print source: USDOT, U.S. Coast Guard, Office of Boating Safety, *Boating Statistics*, Washington, DC: Annual issues.

Internet: www.uscgboating.org

Transborder surface freight data

The Transborder Surface Freight Dataset is extracted from the Census Foreign Trade Statistics Program and made available by the Bureau of Transportation Statistics. Import and export data are extracted from administrative records required by the Departments of Commerce and Treasury. This dataset incorporates all shipments entering or exiting the United States by surface modes of

transport (that is, other than air or maritime vessel) to and from Canada or Mexico. Prior to January 1997, this dataset also included transhipments in its detailed tables, that is, shipments entering or exiting the United States by way of U.S. Customs ports on the northern or southern borders, even when the actual origin or final destination of the goods was other than Canada or Mexico. Shipments that neither originate nor terminate in the United States (i.e., intransit shipments) are beyond the scope of this dataset because they are not considered U.S. international trade shipments.

Users should be aware that the datasets trade data fields (such as value and commodity classification) are typically more rigorously reviewed than transportation data fields (i.e., mode of transportation and port of entry/exit). Users should also be aware that the use of foreign trade data to describe physical transportation flows might not be direct. For example, this dataset provides surface transportation information for individual Customs districts and ports on the northern and southern borders. However, because of filing procedures for trade documents, these ports may or may not reflect where goods physically crossed the border. This is because the filer of information may choose to file trade documents at one port, while shipments actually enter or exit at another port.

Import data are generally more accurate than export data. This is primarily due to the fact that Customs uses import documents for enforcement purposes, while it performs no similar function for exports.

Additional information:

Contact: USDOT, Bureau of Transportation Statistics, Office of Transportation Analysis

Internet: www.bts.gov

Transit operating, financial, and safety data

Transit data are from the National Transit Database (NTD) produced by the USDOT, Federal Transit Administration (FTA). Data are collected from transit agencies that receive Urbanized Area Formula Program funds. Transit operators that do not report to FTA are those that do not receive federal funding, typically private, small, and rural operators. FTA reviews and validates information submitted by individual transit agencies. Reliability may vary because some transit agencies cannot obtain accurate information or may interpret certain data definitions differently than intended.

In 2000, 592 agencies reported to the NTD. Of that total, 67 transit agencies received exemptions from detailed reporting because they operated 9 or fewer vehicles, and 7 were excluded because their data were incomplete. Thus, 518 individual reporters were included in the NTD accounting for 90 to 95 percent of transit passenger-miles.

Data are collected on a range of variables including capital and operating funding, transit service supplied and consumed, and transit safety and security. Transit operators must report fatalities, injuries, accidents, incidents, and property damage in excess of $1,000.

Additional information:

Contact: USDOT, Federal Transit Administration

Print source: USDOT, Federal Transit Administration, *Data Tables*. Washington,

DC: Annual issues; and USDOT, Federal Transit Administration, *National Transit Database Reporting Manual*. Washington, DC: Annual issues.

Internet: www.fta.dot.gov

Transportation establishment, employees, and payroll data

Data on employees, establishments, and payroll are taken from County Business Patterns, a database of employment in the United States using the North American Industry Classification System (NAICS). Data are collected annually. Data are extracted from the Business Register, the Census Bureau's file of all known single and multi-establishment companies. The Annual Company Organization Survey and quinquennial Economic Censuses provide individual establishment data for multi-location firms. Data for single-location firms are obtained from various programs conducted by the Census Bureau, such as the Economic Censuses, the Annual Survey of Manufactures, and Current Business Surveys. They are also obtained from administrative records of the Internal Revenue Service (IRS), the Social Security Administration (SSA), and the Bureau of Labor Statistics (BLS).

Additional information:

Contact: USDOC, U.S. Census Bureau, Economic Planning and Coordination Division

Print source: USDOC, U.S. Census Bureau, California: *County Business Patterns 1999*. CBP/99-6. Washington, DC: 2001.

Internet: www.census.gov/epcd/cbp/view/cbpview.html

Vehicle Inventory and Use Survey

The Vehicle Inventory and Use Survey (VIUS) collects data on the physical and operational characteristics of private and commercial trucks in the United States. The 1997 VIUS sampled about 131,000 trucks from an estimated universe of over 75 million trucks. The sample excludes vehicles owned by federal, state, and local government including ambulances, buses, motor homes, farm tractors, unpowered trailer units, and trucks reported to have been sold, junked, or wrecked prior to July 1, 1996. Light trucks registered as cars, as is the practice in many states, were included. Unregistered trucks used off-road are not included. Census delivered a mail-out/mail-back survey to the owner identified in the vehicle registration records. Data collection is staggered as state records become available. Owners report data only for the vehicles selected. The response rate for the 1997 VIUS was about 85 percent.

Additional information:

Contact: USDOC, U.S. Census Bureau, Service Sector Statistics Division

Print source: USDOC, U.S. Census Bureau, *California: 1997 Vehicle Inventory and Use Survey*. EC97TV-CA. Washington, DC: 1999.

Internet: www.census.gov/svsd/www/tiusview.html

Waterborne imports and vessel data

The U.S. Department of Transportation's Maritime Administration (MARAD) classifies merchant-based vessels by size and type and reports this information in its annual publication, *Merchant Fleets of the World*. MARAD compiles these figures from a data service provided by Lloyd's Maritime Information Service. The parent company, Lloyd's Register (LR), collects data from several sources, including its offices around the world, data transfers and agreements with other classification societies, questionnaires to

ship owners and shipbuilders, feedback from government agencies, and input from port agents.

MARAD's Office of Statistical and Economic Analysis maintains the waterborne databank used to compile the annual import and export statistics from monthly and quarterly data provided by the U.S. Army Corps of Engineers. MARAD publishes the data in reports of vessel movements, trade and cargo by type of service, U.S. and foreign port, country of origin/destination, commodity, value, weight, and containerized cargo.

MARAD distributes the reports and performs special tabulations and customized maritime data reports created for other government agencies and the private sector on a reimbursable basis. MARAD also provides these services for historic data and maintains the Schedule K Classification of Foreign Ports by Geographic Trade Area and Country.

Additional information:

Contact: USDOT, Maritime Administration, Office of Statistical and Economic Analysis

Print source: USDOT, Maritime Administration, *Merchant Fleets of the World*.

Internet: www.marad.dot.gov

Waterborne shipments data

The U.S. Army Corps of Engineers' (Corps) Navigation Data Center (NDC) collects data on waterborne commodity and vessel movements, domestic commercial vessel characteristics, port and waterway facilities, and navigation dredging projects.

The NDC's databases contain information on physical characteristics, infrastructure, and commodities for principal facilities on the U.S. coast, Great Lakes, and inland ports. The data consists of listings of port area's waterfront facilities, including information on berthing, cranes, transit sheds, grain elevators, marine repair plants, fleeting areas, and docking and storage facilities.

All vessel operators of record report their domestic waterborne traffic movements to the Corps via ENG Forms 3925 and 3925b. Cargo movements are reported according to points of loading and unloading. Excluded cargo movements are: 1) cargo carried on general ferries, 2) coal and petroleum products loaded from shore facilities directly into vessels for fuel use, 3) military cargo moved in U.S. Department of Defense vessels, and 4) cargo weighing less than 100 tons moved on government equipment. The Corps calculates ton-miles by multiplying the cargo's tonnage by the distance between points of loading and unloading.

An annual survey of companies that operate inland waterway vessels is the principal source of data for inland non self-propelled vessels, self-propelled vessels, and flag passenger and cargo vessels. More than 3,000 surveys are sent to these companies, and response rates are typically above 90 percent.

Additional information:

Contact: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center

Print source: U.S. Army Corps of Engineers, *Waterborne Commerce of the United States*. New Orleans, LA: Annual issues.

Internet: www.wrsc.usace.army.mil

I Glossary

British thermal unit (Btu): The amount of energy required to raise the temperature of 1 pound of water 1 degree Fahrenheit (F) at or near 39.2 degrees F and 1 atmosphere of pressure.

Commuter rail: Urban passenger train service for short-distance travel between a central city and adjacent suburb. Does not include rapid rail transit or light rail transit service.

Container: A box-like device used to store, protect, and handle a number of packages or items as a unit of transit that can be interchanged between trucks, trains, and ships without rehandling the contents.

Controlled right-of-way: Lanes restricted for at least a portion of the day for use by transit vehicles and other high occupancy vehicles (HOVs).

Demand responsive: Transit service provided without a fixed-route and without a fixed schedule that operates in response to calls from passengers or their agents to the transit operator or dispatcher. Service is usually provided using cars, vans, or buses with fewer than 25 seats.

Directional route-miles: The mileage in each direction over which public transportation vehicles travel while in revenue service. Directional route-miles are a measure of the facility or roadway, not the service carried on the facility such as the number of routes or vehicle-miles. Directional route-miles are computed with regard to direction of service, but without regard to the number of traffic lanes or rail tracks existing in the right-of-way.

Dry-bulk carrier (water): A ship with specialized holds for carrying dry cargo such as coal, grain, and iron ore in unpackaged bulk form.

Enplanements: The total number of revenue passengers boarding aircraft.

Exclusive right-of-way: Lanes reserved at all times for transit use and other high occupancy vehicles (HOVs).

Ferryboat (transit): Vessels that carry passengers and/or vehicles over a body of water. Generally steam or diesel-powered, ferryboats may also be hovercraft, hydrofoil, and other high-speed vessels. The vessel is limited in its use to the carriage of deck passengers or vehicles or both, operates on a short run on a frequent schedule between two points over the most direct water routes other than in ocean or coastwise service, and is offered as a public service of a type normally attributed to a bridge or tunnel.

Full container ship: Ships equipped with permanent container cells, with little or no space for other types of cargo.

Heavy rail: An electric railway with the capacity to transport a heavy volume of passenger traffic and characterized by exclusive rights-of-way, multi-car trains, high speed, rapid acceleration, sophisticated signaling, and high-platform loading. Also known as “subway,” “elevated (railway),” or metropolitan railway (metro).”

Light rail: A streetcar-type vehicle operated on city streets, semi-exclusive rights-of-way, or exclusive rights-of-way. Service may be provided by step-entry vehicles or by level boarding.

Major arterial highway: A major highway used primarily for through traffic.

Metric ton: 1,814 pounds (2,000 pounds multiplied by 0.907).

Minor arterial: In rural areas, roads linking cities and larger towns. In urban areas, roads distributing trips to small geographic area but not penetrating identifiable neighborhoods.

Minor collector highway: In rural areas, routes that serve intracounty rather than statewide travel. In urban areas, streets that provide direct access to neighborhoods and arterials.

Mixed right-of-way: Lanes used for general automobile traffic.

Motor bus: A rubber-tired, self-propelled, manually steered bus with fuel supply onboard the vehicle. Motor bus types include intercity, school, and transit.

Natural gas distribution pipeline: Smaller than transmission pipelines and maintained by companies that distribute natural gas locally (intrastate). Distribution pipeline systems are analogous to networks of lesser roads and residential streets that people travel after getting off the freeway.

Natural gas transmission pipeline: Analogous to a major freeway, it is the main interstate transportation route for moving large amounts of natural gas from the source of production to points of distribution. Transmission pipelines are designed to move large amounts of natural gas from areas where the gas is extracted and stored to the local distribution companies that provide natural gas to homes and businesses.

Principal arterial highway: Major streets or highways, many of multilane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel.

Short ton: 2,000 pounds.

Tanker: An oceangoing ship designed to haul liquid bulk cargo in world trade.

Ton-mile: The movement of one ton of cargo the distance of one statute mile.

Trackage rights: The authority of one railroad to use the tracks of another railroad for a fee.

Trolley bus: Rubber-tired, electric transit vehicle, manually steered and propelled by a motor drawing current, normally through overhead wires, from a central power source.

Unlinked passenger trips: The number of passengers who board public transportation vehicles. A passenger is counted each time he or she boards a vehicle even if on the same journey from origin to destination.

Vanpool: Public-sponsored commuter service operating under prearranged schedules for previously formed groups of riders in 8- to 18-seat vehicles. Drivers are also commuters who receive little or no compensation besides the free ride.

Vehicle-miles traveled (highway): Miles of travel by all types of motor vehicles as determined by the states on the basis of actual traffic counts and established estimating procedures.

California: Major Transportation Facilities

Legend

- Airports
- Cities
- Ports
- Amtrak Stations
- Highway Border Crossings
- Interstate Highways
- Other Highway Routes
- Amtrak Routes
- Other Rail Lines
- Navigable Waterways
- Urbanized Areas
- National Park Facilities
- Military Bases

N
W E
S

Miles
0 15 30 60 90 120

Bureau of Transportation Statistics

Notes: Data in this map are derived from federal data sources, primarily the U.S. Department of Transportation, U.S. Geological Survey, and the Army Corps of Engineers. Displayed data may not include all state and local transportation or other facilities. Airports depicted are those reporting 100,000 or more enplanements in 2000. Pipelines and transit facilities are not depicted.