Maryland

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Transportation Profile

U.S. Department of Transportation

Bureau of Transportation Statistics

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Maryland Fast Facts 2000

Transportation System Extent

All public roads: 30,494 miles

Interstate: 481 miles

Road bridges: 4,963

Class I railroad trackage: 835 miles

Inland waterways: 532 miles

Public use airports: 35 (4 certificated for air carrier operations)[1]

Vehicles and Conveyances

Automobiles registered: 2.6 million

Light trucks registered: 1.2 million

Heavy trucks registered: 15,000

Buses registered: 12,000

Motorcycles registered: 49,000

Rail transit systems: 1 commuter rail, 1 heavy rail (subway), 1 light rail

Numbered boats: 208,000

Geographic

Land area: 9,775 sq. miles (rank: 42)

Percent of land area owned by federal government: 2.6[4] (rank: 35)

Persons per square mile: 541.8 (rank: 5)

Highest point: Backbone Mountain (3,360 ft.)

Lowest point: Atlantic Ocean (0 ft.)

Political Subdivisions

Counties: 23

Municipal governments: 156[3]

Congressional districts: 8

Demographic

Population: 5,296,486 (rank: 19)

Percent urban population: 81[2] (rank: 13)

Socioeconomic

Gross state product: $175 billion[4] (rank: 16)

Civilian labor force: 2.8 million[4] (rank: 18)

Median household income: $51,695 (rank: 1)

Commuting (percent of workers)

Car, truck, or van—drove alone: 73.3

Car, truck, or van—carpooled: 12.0

Public transportation (including taxi): 8.4

Walked: 2.3

Other means: 0.7

Worked at home: 3.3

State Transportation Department

Maryland Department of Transportation (MDOT)

10 Elm Road, BWI Airport, MD 21240

(888) 713-1414

http://www.mdot.state.md.us/

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

The Bureau of Transportation Statistics (BTS) presents a profile of transportation in Maryland—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: Maryland Public Road Length, Miles by Functional System

	1995	1996	1997	1998	1999	2000
Total rural and urban	29,680	29,680	29,872	30,188	30,322	30,494
Rural	15,781	15,781	15,839	15,953	16,001	16,065
Interstate	227	227	229	229	229	229
Other principal arterial	549	549	549	547	547	547
Minor arterial	950	950	950	953	951	951
Major arterial	1,856	1,856	1,858	1,855	1,857	1,857
Minor collector	1,826	1,826	1,831	1,843	1,844	1,846
Local	10,373	10,373	10,422	10,526	10,573	10,635
Urban	13,899	13,899	14,033	14,235	14,321	14,429
Interstate	255	255	252	252	252	252
Other freeways and expressways	229	229	236	234	235	234
Other principal arterial	857	857	858	859	859	862
Minor arterial	1,195	1,195	1,195	1,196	1,199	1,199
Collector	1,305	1,305	1,309	1,320	1,320	1,321
Local	10,058	10,058	10,183	10,374	10,456	10,561

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: Maryland Public Road Length, Miles by Ownership: 2000

	National Highway System	Other federal-aid highway	Nonfederal-aid highway	Total
Total	1,441	6,017	23,037	30,495
State highway agency	1,259	3,211	659	5,129
County	13	1,984	18,225	20,222
Town, township, municipal	49	782	3,609	4,440
Other jurisdiction[1]	95	9	169	273
Federal agency[2]	25	31	375	431

[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: Maryland Toll Roads: 2001

Facility	Financing or operating authority	Location	Length in miles	Toll collection direction	Electronic collection system
Interstate					
John F. Kennedy Memorial Highway (I-95)	MDTA	Northern Baltimore City line to Delaware state line	50.0	North	E-ZPass compatible

SOURCE: Maryland Transportation Authority, available at http://www.mdta.state.md.us as of July 16, 2002.

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

Facility	Financing or operating authority	Location	Length in miles	Toll collection direction	Electronic collection system
Interstate					
Baltimore Harbor Tunnel (I-895)	MDTA	From Canton (under Patapsco River) to Fairfield, MD	1.50	Both ways	E-ZPass compatible
Fort McHenry Tunnel (I-95)	MDTA	From Baltimore (under Patapsco River) to Baltimore, MD	1.50	Both ways	E-ZPass compatible
Francis Scott Key Bridge (I-695)	MDTA	From Hawkins Point (across Patapsco River) to Edgemere, MD	1.60	Both ways	Infrared laser/E-ZPass
Noninterstate					
Thomas J. Hatem Memorial Bridge (US 40)	MDTA	From Havre de Grace (across Susquehanna River) to Perryville, MD	1.30	North	Infrared laser/E-ZPass compatible
Wm. Preston Lane, Jr. Memorial Bridge (US 50)	MDTA	From Sandy Point (across Chesapeake Bay) to Kent Island, MD	4.03	East	Infrared laser/E-ZPass compatible
Governor Harry W. Nice Memorial Bridge (US 301)	MDTA	From Charles County, MD (across Potomac River) to King George County, VA	1.70	South	Infrared laser/E-ZPass compatible
Vehicular toll ferries					
Oxford	Captain Gilbert Clark	From Oxford, MD (across Tred Avon River) to Bellevue, MD	U	Both ways	No
Whites Ferry, Inc.	Whites Ferry, Inc.	From Montgomery County, MD (across Potomac River) to Loudoun County, VA	U	Both ways	No

KEY FOR DATA ON THIS PAGE: MDTA = Maryland Transportation Authority; U = data are unavailable.

SOURCES: 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 and Maryland Transportation Authority, Facilities Fact Sheets, available at http://www.mdta.state.md.us as of July 19, 2002.

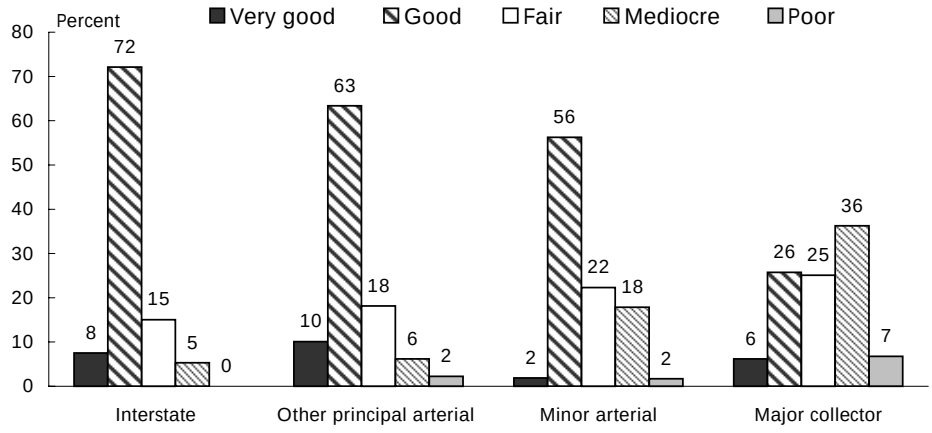
Table 1-5: Maryland Road Condition by Functional System -- Rural (Miles)

	1995	1996	1997	1998	1999	2000
Interstate (total reported)	227	227	229	229	226	226
Very good	38	38	2	12	28	17
Good	145	145	138	164	157	163
Fair	36	36	75	45	30	34
Mediocre	7	7	14	7	11	12
Poor	1	1	0	1	0	0
Not reported	0	0	0	0	1	1
Other principal arterial (total reported)	549	549	549	548	537	535
Very good	43	43	34	49	48	54
Good	295	295	319	330	330	339
Fair	181	181	171	153	142	130
Mediocre	24	24	19	13	13	10
Poor	6	6	6	3	4	2
Not reported	0	0	0	0	11	11
Minor arterial (total reported)	950	950	951	990	953	951
Very good	46	46	8	61	22	18
Good	247	247	431	515	498	535
Fair	613	613	471	405	401	382
Mediocre	33	33	36	9	32	16
Poor	11	11	5	0	0	0
Not reported	0	0	0	0	0	0
Major collector (total reported)	N	N	N	N	N	1,376
Very good	N	N	N	N	N	85
Good	N	N	N	N	N	354
Fair	N	N	N	N	N	844
Mediocre	N	N	N	N	N	67
Poor	N	N	N	N	N	26
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, if available. In prior years, data were only available using the Present Serviceability Rating.

Figure 1-1: Rural Road Conditions in Maryland: 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.

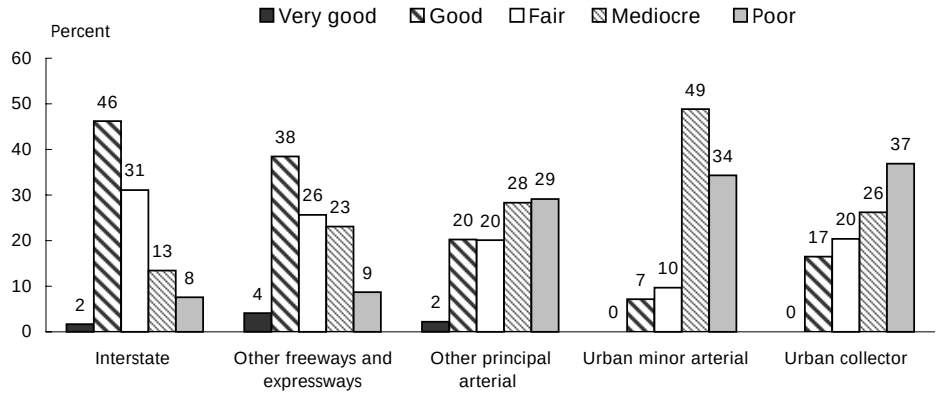
Table 1-6: Maryland Road Condition by Functional System -- Urban
(Miles)

	1995	1996	1997	1998	1999	2000
Interstate (total reported)	255	255	252	253	245	238
Very good	14	14	5	5	5	4
Good	131	131	127	109	114	110
Fair	58	58	56	66	74	74
Mediocre	30	30	43	48	33	32
Poor	22	22	21	25	19	18
Not reported	0	0	0	0	9	14
Other freeways and expressways (total reported)	229	229	236	235	226	195
Very good	4	4	3	9	11	8
Good	83	83	94	83	85	75
Fair	112	112	106	108	99	95
Mediocre	18	18	21	26	19	13
Poor	12	12	12	9	12	4
Not reported	0	0	0	0	9	39
Other principal arterial (total reported)	857	857	858	859	856	632
Very good	6	6	8	9	16	14
Good	101	101	126	113	122	128
Fair	371	371	342	377	359	306
Mediocre	149	149	152	143	145	98
Poor	230	230	230	217	214	86
Not reported	0	0	0	0	3	231
Urban minor arterial (total reported)	N	N	N	N	N	434
Very good	N	N	N	N	N	0
Good	N	N	N	N	N	31
Fair	N	N	N	N	N	254
Mediocre	N	N	N	N	N	80
Poor	N	N	N	N	N	69
Not reported	N	N	N	N	N	0
Urban collector (total reported)	N	N	N	N	N	103
Very good	N	N	N	N	N	0
Good	N	N	N	N	N	17
Fair	N	N	N	N	N	21
Mediocre	N	N	N	N	N	27
Poor	N	N	N	N	N	38
Not reported	N	N	N	N	N	N

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, if available. In prior years, data were only available using the Present Serviceability Rating.

Figure 1-2: Urban Road Conditions in Maryland: 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.

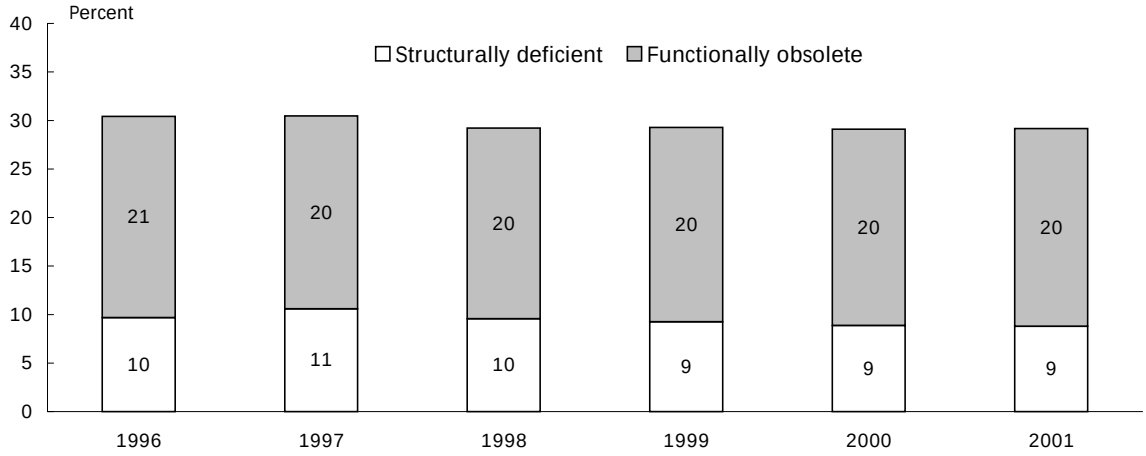
Table 1-7: Highway Bridge Condition: 2001

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

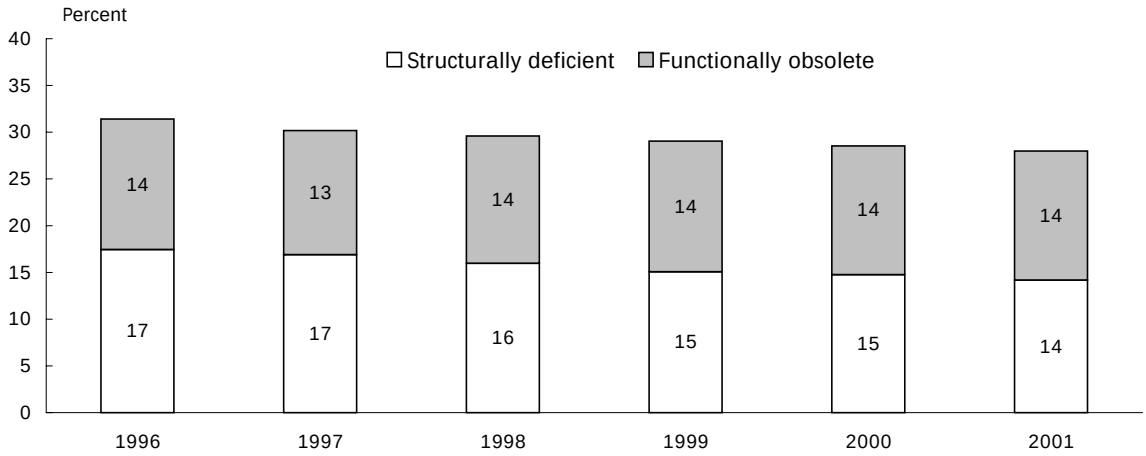
SOURCE: U.S. Department of Transportation, Federal Highway Administration, *National Bridge Inventory: Deficient Bridges by State and Highway System,* Washington, DC: 2001, available at http://www.fhwa.dot.gov/bridge/britab.htm as of Jan. 31, 2002.

Figure 1-3: Highway Bridge Condition

Maryland



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 Transit in Maryland: 2000

Transit agency	Directional route-miles		
	Exclusive right-of-way	Controlled right-of-way	Mixed right-of-way
Annapolis Parking/Transit	0.0	0.0	57.0
Frederick County Transit	0.0	0.0	66.2
Harford County Transportation Services	0.0	0.0	114.0
Mass Transit Administration, MDOT	0.0	0.0	1,307.0
Montgomery County Ride-On	0.0	0.0	756.0
Washington County Transportation Department	0.0	0.0	90.3
Total	0.0	0.0	2,390.5

KEY: MDOT = Maryland Department of Transportation.

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. Directly operated transit is service provided by a public transit agency using its own employees to operate transit vehicles. Transit service purchased under contract by a public transit agency is not considered directly operated transit.

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 Rail Transit in Maryland: 2000

Transit agency	Directional route-miles	Miles of track	Number of crossings	Number of stations	Number of ADA accessible stations
Heavy rail					
MTA-Maryland DOT	29.4	34.4	0	14	14
WMATA[1]	193.5	209.7	0	78	78
Light rail					
MTA-Maryland DOT	57.6	50.9	52	32	32
Commuter rail					
MTA-Maryland DOT (MARC)[2]	373.4	455.1	40	40	19

[1]Parts of the system detailed here also serve Virginia and the District of Columbia.
[2]Parts of the system detailed here also serve West Virginia and the District of Columbia.

KEY: ADA = Americans with Disabilities Act of 1990; MTA = Mass Transit Administration; DOT = Department of Transportation; WMATA = Washington Metropolitan Area Transit 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: American Public Transportation Association, *Public Transportation Fact Book, 2001* . Washington, DC: 2001, available at http://www.apta.com/stats/ as of June 27, 2002.

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

Ownership and usage	Airports	Heliports	STOLports	Seaplane bases	Total
Publicly owned	**17**	**7**	**0**	**0**	**24**
Open to public	17	0	0	0	17
Closed to public	0	7	0	0	7
Privately owned	**138**	**57**	**1**	**6**	**202**
Open to public	18	0	0	3	21
Closed to public	120	57	1	3	181
Total	**155**	**64**	**1**	**6**	**226**

[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: Maryland Commercial 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
Baltimore/Washington International	8,979,443	475,365	1,394	219,479	9,675,681
Salisbury-Ocean City-Wicomico Regional	0	70,887	77	0	70,964
Hagerstown Regional	0	25,878	45	0	25,923
Greater Cumberland Regional	0	4,751	64	0	4,851

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 Mar. 26, 2002.

Table 1-12: Freight Railroads in Maryland and the United States: 2000

Type of railroad	Number of railroads		Miles operated[2]			
				Maryland		
	United States	Maryland	United States	Excluding trackage rights	Including trackage rights	Percent of U.S. total
Total	562	10	172,101	760	1,235	0.7
Class I	8	2	120,597	575	835	0.7
Regional	35	1	20,978	0	125	0.6
Local	304	4	21,512	169	174	0.8
Switching and terminal	213	2	7,425	16	16	0.2
Canadian[1]	2	1	1,589	0	85	5.3

[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:

1. As defined by the Surface Transportation Board in 2000, 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 Maryland by Class: 2000

Railroad	Miles operated in Maryland[1]
Class I railroads	**835**
CSX Transportation	566
Norfolk Southern Corp.	269
Regional railroad	**125**
Wheeling and Lake Erie Railway Co.	125
Local railroads	**174**
Eastern Shore Railroad	4
Maryland and Delaware Railroad	96
Maryland Midland Railway	67
Winchester and Western Railroad	7
Switching and terminal railroads	**16**
Canton Railroad	6
Patapsco and Back Rivers Railroad	10
Canadian Railroad	**85**
Canadian Pacific Railway	85

[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: Maryland Water Ports Ranked in Top 150 U.S. Ports by Tonnage: 2000

Port	U.S. rank	Millions of short tons		
		Total	Foreign	Domestic
Baltimore	21	40.8	26.3	14.5

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 Apr. 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, Navigation Data Center, National Waterway Network, January 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 traveled
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, 2002; 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, 2002.

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, 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, RV
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; RV = recreational vehicle.

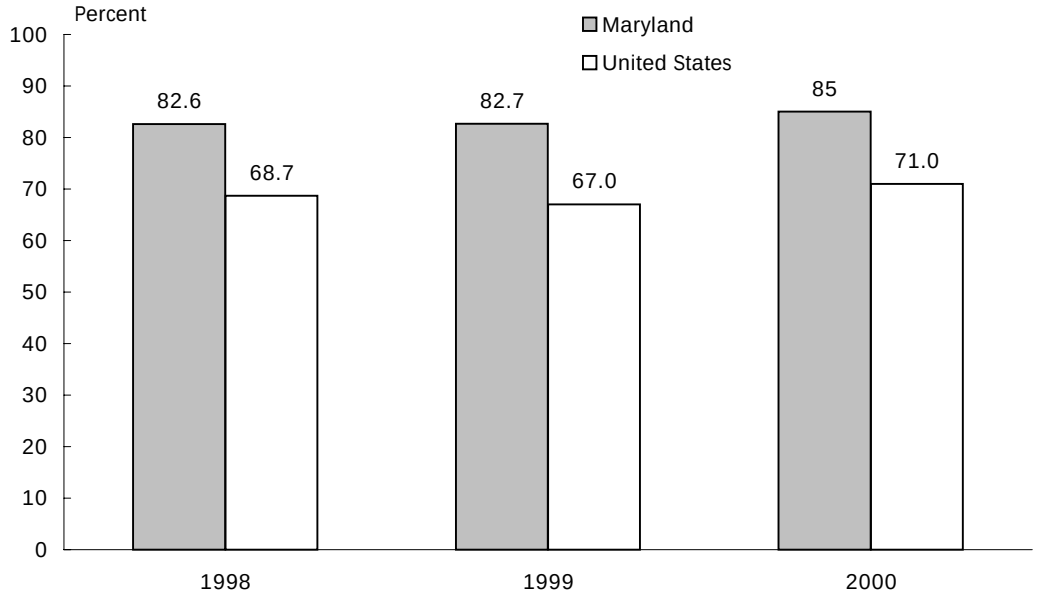
SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, *Traffic Safety Facts 2000,* Washington, DC: 2001, available at http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSFAnn/TSF2000.pdf as of Jan. 4, 2002.

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 http://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 http://www.nhtsa.dot.gov/people/ncsa/factshet.html as of Dec. 5, 2001.

Table 2-7: Impaired Driving Laws: 2000

State	Administrative per se (BAC level)	Illegal per se (BAC level)	Lower BAC for youthful DWI offenders (BAC level and age)	License sanction (Mandatory minimum for a DWI offense	Second offense	Third offense
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 concentration; 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, 2002.

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

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.

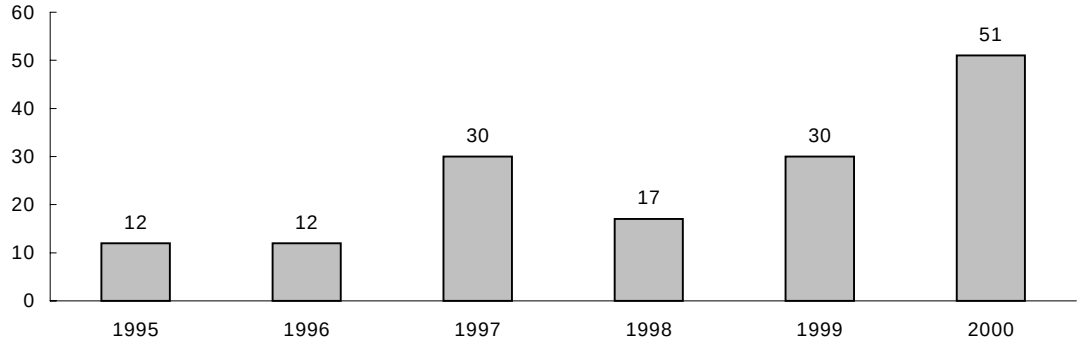
NOTE: Interstates are divided into urban and rural sections based primarily on population size and population density.

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

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



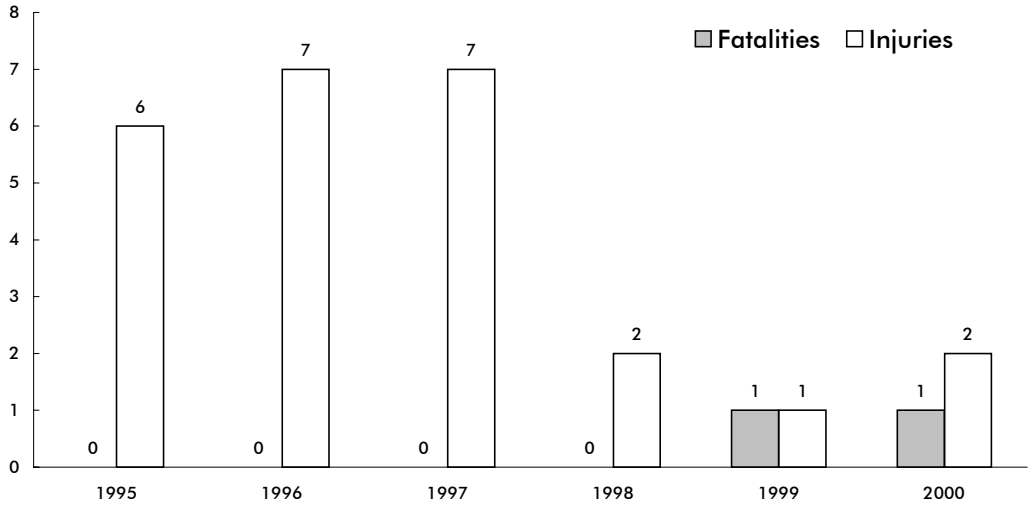
NOTE FOR DATA ON THIS PAGE: "Accidents/incidents" includes all events reportable to the U.S. Department of Transportation, Federal Railroad Administration under applicable regulations. These include: train accidents, reported on Form F 6180.54, comprised of collisions, derailments, and other events involving 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 a railroad employee.

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

Figure 2-3: Maryland 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 vehicle 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

	Maryland		United States	
	Number	Percent	Number	Percent
Total	1,390	100.0	256,241	100.0
Public, motor vehicle	688	49.5	155,370	60.6
Private, motor vehicle	695	50.0	98,918	38.6
Pedestrian	7	0.5	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 Crossings: 2000

	Maryland		United States	
	Number	Percent	Number	Percent
Total	688	100.0	155,370	100.0
Cross bucks	254	36.9	71,468	46.0
Gates	104	15.1	34,296	22.1
Flashing lights	208	30.2	27,100	17.4
Stop signs	38	5.5	11,630	7.5
Unknown	34	4.9	5,253	3.4
Special warning	25	3.6	3,723	2.4
HWTS, WW, bells	23	3.3	1,417	0.9
Other	2	0.3	483	0.3

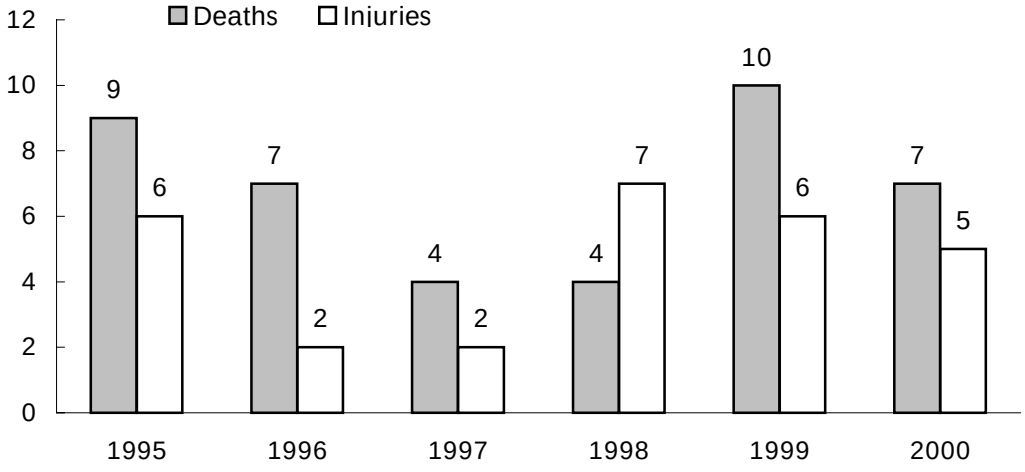
KEY: HWTS = highway traffic signals, WW = wigwags.

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 Maryland Train Accidents/Incidents: 2000 (Includes highway-rail crossing)

Type of person	Fatalities	Injuries
Worker on duty (railroad employee)	0	84
Employee not on duty	0	5
Passenger on train	0	2
Nontrespasser	0	5
Trespasser	8	5
Worker on duty (contractor)	0	0
Contractor (other)	0	0
Worker on duty (volunteer)	0	0
Volunteer (other)	0	0
Nontrespasser (off railroad property)	1	2

Figure 2-4: Railroad Trespasser Deaths and Injuries in Maryland (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: Maryland Transit Safety Data: 2000

	Collision			Noncollision			Total property damage ($ thousands)
	Number of incidents	Fatalities	Injuries	Number of incidents	Fatalities	Injuries	
Automated guideway	0	0	0	0	0	0	0
Cable car	0	0	0	0	0	0	0
Commuter rail	3	0	3	67	0	67	549
Demand responsive	175	0	54	13	0	14	363
Ferry boat	0	0	0	0	0	0	0
Heavy rail	1	0	1	66	0	66	17
Light rail	59	2	61	64	0	66	124
Motor bus	1,628	2	3,442	828	0	981	410
Trolley bus	0	0	0	0	0	0	0
Van pool	0	0	0	0	0	0	0

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

	Collision			Noncollision			Total property damage ($ thousands)
	Number of incidents	Fatalities	Injuries	Number of incidents	Fatalities	Injuries	
Automated guideway	1	0	0	16	0	15	34
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. Noncollision 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) nonarson fires.

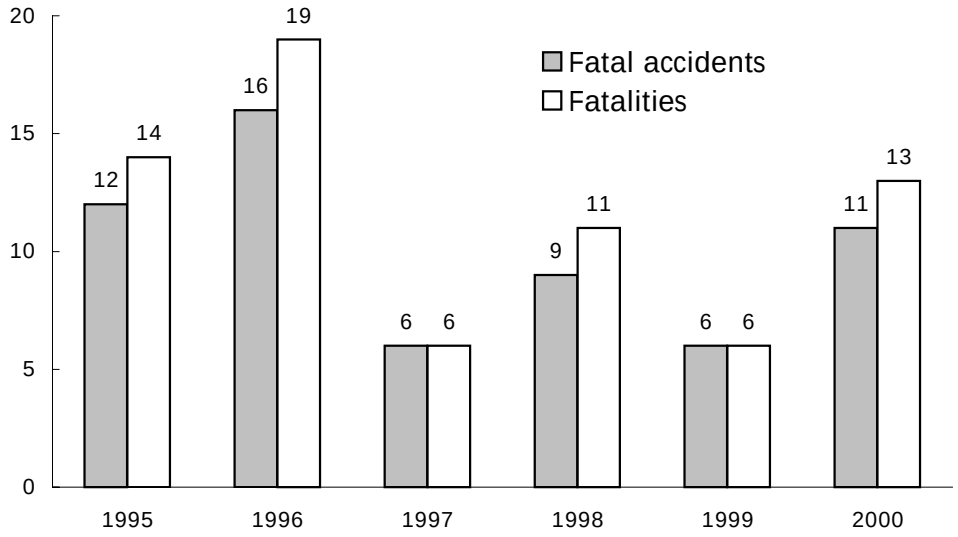
SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Federal Transit Administration, 2000 National Transit Database, available at http://www.ntdprogram.com as of Dec. 5, 2001.

Table 2-16: Recreational Boating Accidents: 2000

	Maryland	United States
Number of accidents		
Total	198	7,740
Fatal	11	616
Nonfatal injury	80	3,292
Property damage	107	3,832
Number of persons		
Killed	13	701
Injured	106	4,355

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

Figure 2-5: Maryland Recreational Boating Accidents



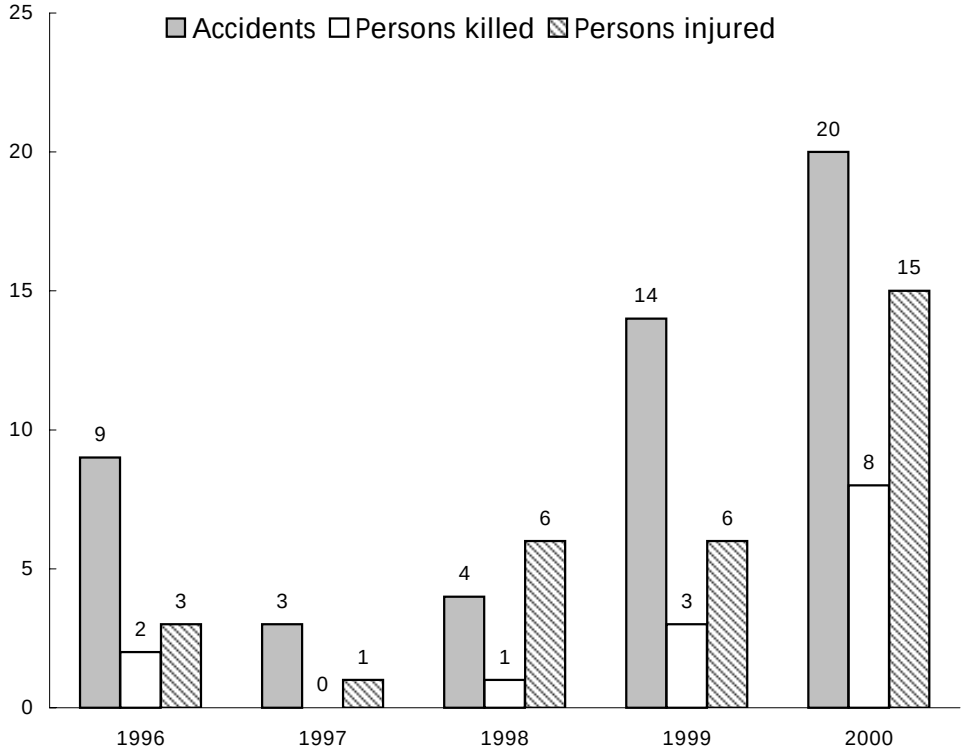
NOTES FOR DATA ON THIS PAGE: An accident is listed under one category only, with fatal being the highest priority, followed by nonfatal injury, followed by property damage. For example, if two vessels are in an accident resulting in a fatality and a nonfatal injury, the accident is counted as a fatal 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 http://www.uscgboating.org/Saf/pdf/Boating_Statistics_2000.pdf as of Nov. 14, 2001.

Table 2-17: Alcohol Involvement in Recreational Boating

	1999		2000	
	Maryland	United States	Maryland	United States
Number of accidents				
Total	14	633	20	696
Number of persons				
Killed	3	191	8	215
Injured	6	476	15	542

Figure 2-6: Maryland 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.

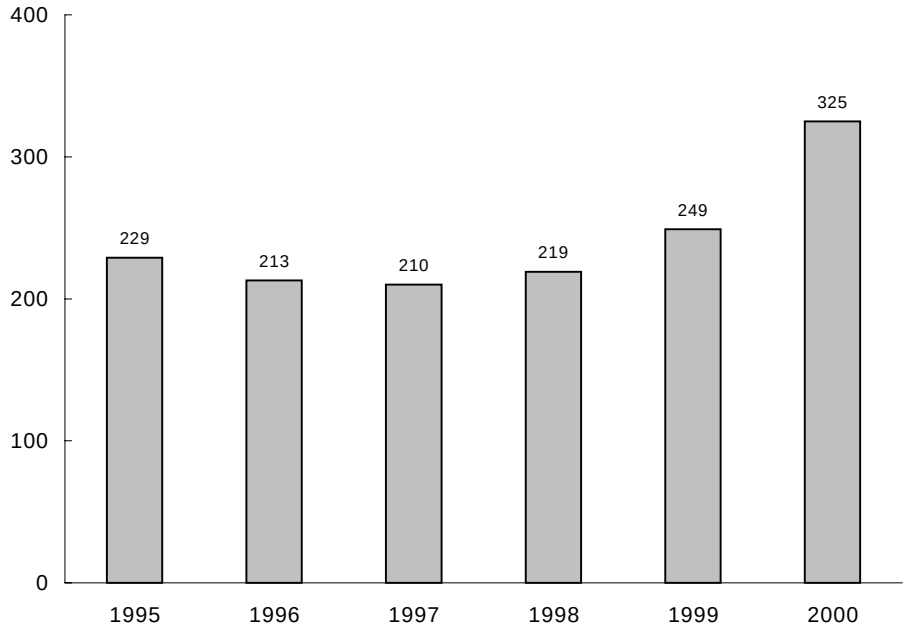
SOURCES FOR DATA ON THIS PAGE: U.S. Department of Transportation, U.S. Coast Guard, *Boating Statistics 2000* , Washington, DC: 2001; U.S. Department of Transportation, U.S. Coast Guard, *Boating Statistics 1999, W*ashington, DC: 2000, available at http://www.uscgboating.org/Saf/pdf/Boating_Statistics_2000.pdf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

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

	Incidents	Deaths	Injuries			Damages ($ thousands)
			Total	Major	Minor	
Maryland	325	0	1	0	1	675
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, 171.16 (Form F 5800.1).
Hazardous materials deaths and injuries are caused by the hazardous material in commerce.

Figure 2-7: Maryland 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 Safety.

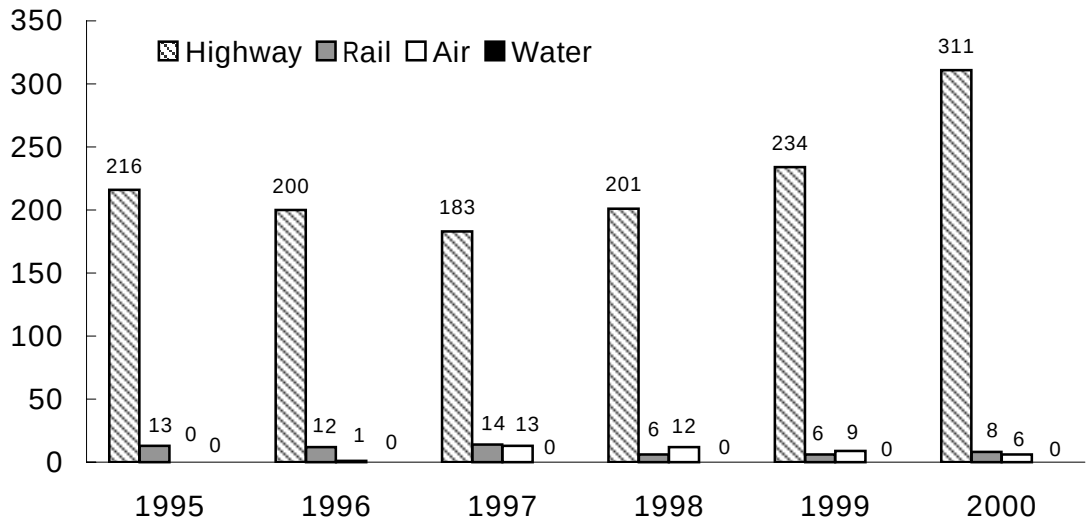
SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Research and Special Programs Administration, Office of Hazardous Materials Safety, *Hazmat Summary by State for Calendar Year 2000* , and earlier years, Washington, DC: 2002, available at http://hazmat.dot.gov as of Apr. 24, 2002.

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

Mode	Total incidents	Deaths	Injuries		Damages ($ thousands)
			Major	Minor	
Highway	311	0	0	1	670
Rail	8	0	0	0	5
Air	6	0	0	0	0
Water[1]	0	0	0	0	0
Total	325	0	0	1	675

[1]Includes only packaged shipments (i.e., nonbulk shipments).

Figure 2-8: Maryland 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 Apr. 24, 2002.

Table 2-20: Natural Gas Distribution Pipeline Incidents

	1995	1996	1997	1998	1999	2000
Maryland						
Number of incidents	1	2	1	3	2	4
Number of fatalities	0	0	0	0	0	0
Number of injuries	0	1	1	1	0	3
Property damage ($ thousands)	1,500	89	0	650	455	520
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
Maryland						
Number of incidents	0	0	0	0	0	0
Number of fatalities	0	0	0	0	0	0
Number of injuries	0	0	0	0	0	0
Property damage ($ thousands)	0	0	0	0	0	0
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
Maryland						
Number of incidents	1	0	0	0	0	1
Number of fatalities	0	0	0	0	0	0
Number of injuries	0	0	0	0	0	0
Property damage ($ thousands)	48	0	0	0	0	50,000
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

NOTES: 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 Maryland by State: 1997 (Descending order by weight)

State of origin	Rank	Value ($ millions)	Weight (thousand short tons)
Maryland	**1**	**36,450**	**84,873**
Pennsylvania	2	11,147	17,412
West Virginia	3	1,334	17,344
Virginia	4	6,143	7,106
Ohio	5	4,948	2,766
Delaware	6	806	2,013
New Jersey	7	6,593	1,923
Michigan	8	3,126	1,497
North Carolina	9	2,548	1,472
Illinois	10	3,403	1,437
District of Columbia	11	1,091	1,240
Indiana	12	1,782	1,043
Georgia	13	2,139	934
Florida	14	1,935	905
Texas	15	2,501	593
Missouri	16	1,352	525
South Carolina	17	899	468
Tennessee	18	1,088	432
California	19	4,357	418
Iowa	20	1,134	361
Wisconsin	21	2,064	352
Minnesota	22	1,098	332
Alabama	23	860	310
Massachusetts	24	1,656	292
Connecticut	25	1,009	235
Arkansas	26	371	193
Oregon	27	376	169
Mississippi	28	294	151
Maine	29	244	142
Kansas	30	359	122
Louisiana	31	163	114
Nebraska	32	313	102
New Hampshire	33	355	89
Oklahoma	34	589	87
Washington	35	509	87
Utah	36	S	55
Colorado	37	365	43
Idaho	38	S	37
Vermont	39	96	28
South Dakota	40	34	10
Rhode Island	41	88	8
Montana	42	S	7
Alaska	43	S	S
Arizona	44	342	S
Hawaii	45	2	S
Kentucky	46	1,279	S
Nevada	47	S	S
New Mexico	48	116	S
New York	49	3,598	S
North Dakota	50	20	S
Wyoming	51	S	S
From all states		111,881	151,427

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. "From all states" total includes all domestic 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 Maryland by State: 1997 (Descending order by weight)

State of destination	Rank	Value ($ millions)	Weight (thousand short tons)	State of destination	Rank	Value ($ millions)	Weight (thousand short tons)
Maryland	**1**	**36,450**	**84,873**	Alabama	27	222	50
Virginia	2	11,014	9,014	Colorado	28	181	S
Pennsylvania	3	7,918	8,275	Maine	29	181	56
New York	4	3,357	2,225	New Hampshire	30	176	70
New Jersey	5	3,047	2,000	Washington	31	163	16
California	6	2,673	296	Oregon	32	153	20
District of Columbia	7	2,306	S	Nebraska	33	148	22
Delaware	8	1,911	5,379	Louisiana	34	139	21
Illinois	9	1,429	502	Oklahoma	35	116	20
Ohio	10	1,383	653	Mississippi	36	93	S
Texas	11	1,320	313	Vermont	37	77	14
Florida	12	1,189	306	Nevada	38	74	S
Massachusetts	13	1,174	525	Utah	39	73	S
Michigan	14	1,087	361	Rhode Island	40	69	S
North Carolina	15	1,066	748	North Dakota	41	23	5
South Carolina	16	988	210	South Dakota	42	20	2
West Virginia	17	960	5,255	Hawaii	43	18	S
Georgia	18	901	309	Alaska	44	8	S
Missouri	19	873	199	Wyoming	45	S	S
Indiana	20	696	361	Kansas	46	S	S
Kentucky	21	672	209	New Mexico	47	S	S
Wisconsin	22	556	S	Arkansas	48	S	33
Tennessee	23	524	143	Arizona	49	S	S
Connecticut	24	475	207	Montana	50	S	S
Minnesota	25	256	60	Idaho	51	S	S
Iowa	26	235	S	To all states		88,260	126,667

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. "To all states" total includes all domestic shipments from the state of origin, 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 3-3: Shipments Originating in Maryland by Mode of Transportation: 1997

	Value		Short tons		Ton-miles	
	Number ($ millions)	Percent	Number (thousands)	Percent	Number (millions)	Percent
All modes	88,260	100.0	126,667	100.0	10,256	100.0
Single modes	74,647	84.6	122,803	96.9	9,158	89.3
Truck	70,822	80.2	121,235	95.7	8,370	81.6
For-hire	30,903	35.0	51,474	40.6	5,465	53.3
Private truck	39,659	44.9	65,602	51.8	2,663	26.0
Rail	S	S	1,543	1.2	763	7.4
Water	Z	Z	Z	Z	Z	Z
Shallow draft	Z	Z	Z	Z	Z	Z
Great Lakes	Z	Z	Z	Z	Z	Z
Deep draft	Z	Z	Z	Z	Z	Z
Air (including truck and air)	1,184	1.3	24	Z	24	0.2
Pipeline	S	S	S	S	S	S
Multiple modes	10,576	12.0	1,566	1.2	869	8.5
Parcel, U.S. Postal Service, or courier service	9,754	11.1	220	0.2	120	1.2
Truck and rail intermodal combination	537	0.6	630	0.5	731	7.1
Truck and water	S	S	S	S	S	S
Rail and water	Z	Z	Z	Z	Z	Z
Other multiple modes	284	0.3	716	0.6	18	0.2
Other and unknown modes	3,036	3.4	2,298	1.8	229	2.2

KEY: S = data do not meet publication standards because of high sampling variability or other reasons; Z = 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:* Washington, DC: 1999, available at http://www.bts.gov/ntda/cfs/cfs97od.html as of Nov. 2, 2001.

Table 3-4: Domestic Shipments from Maryland by Truck: 1997

State of destination	Value ($ millions)	Weight (thousand short tons)
Maryland	**31,912**	**82,715**
Virginia	9,893	8,539
Pennsylvania	6,849	7,772
New Jersey	2,417	1,827
New York	2,414	2,020
District of Columbia	1,974	S
Delaware	1,768	5,303
California	1,071	123
Illinois	1,061	424
Massachusetts	892	429
All other states	10,571	12,083
Total, all states	70,822	121,235

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

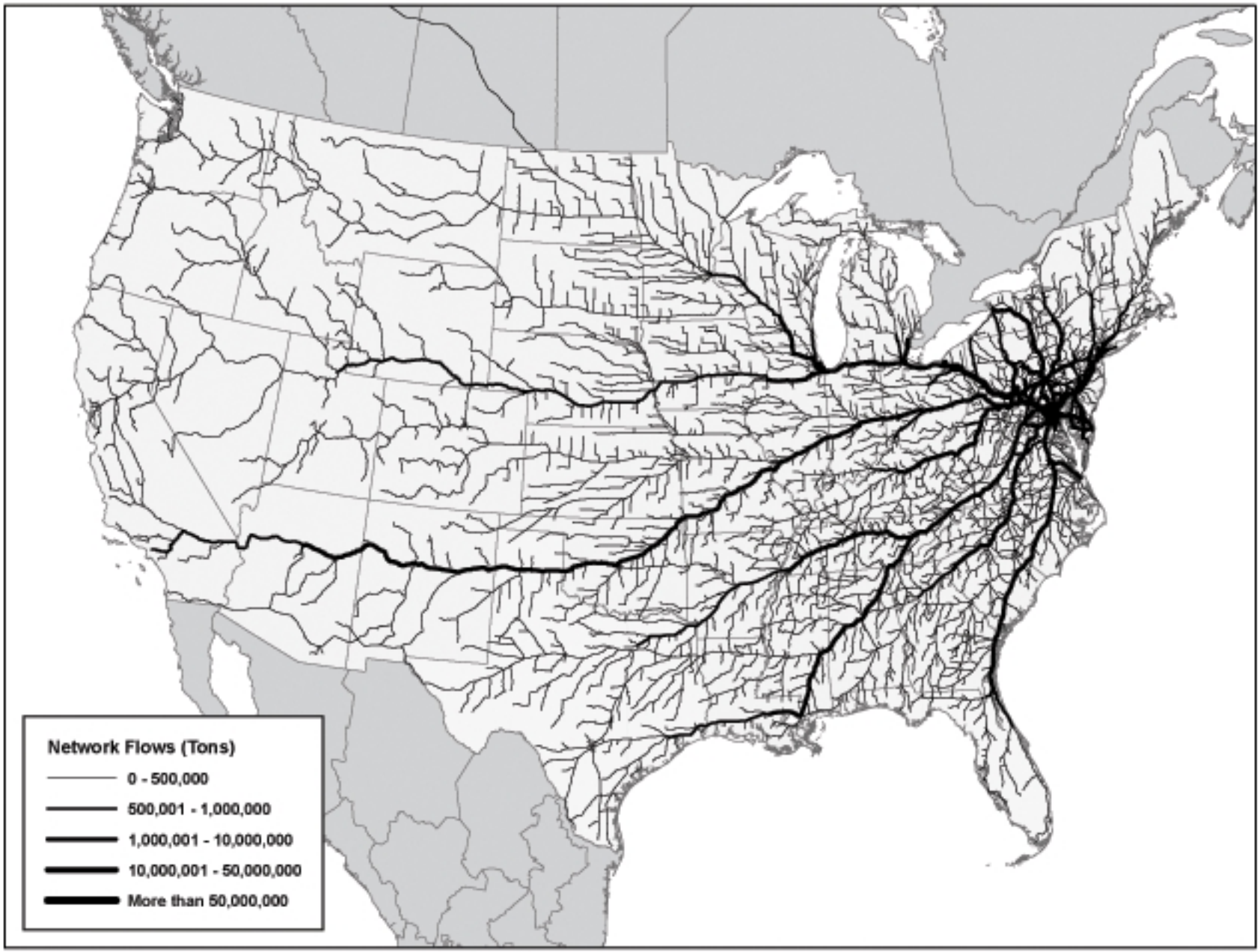
Table 3-5: Domestic Shipments to Maryland by Truck: 1997

State of origin	Value ($ millions)	Weight (thousand short tons)
Maryland	**31,912**	**82,715**
Pennsylvania	9,310	9,525
Virginia	5,029	6,741
New Jersey	4,700	1,868
Ohio	3,055	1,468
New York	2,286	1,167
Illinois	2,065	795
North Carolina	2,060	1,303
California	2,003	246
Texas	1,537	323
All other states	17,807	12,842
Total, all states	81,764	118,993

NOTE FOR DATA ON THIS PAGE: Some unpublished estimates can be derived from other data published on this table. However, figures obtained in this manner are subject to these same limitations.

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: Maryland 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 Maryland by Commodity: 1997 (Descending order by weight)

Commodity (2-digit commodity code)	Value ($ millions)	Weight (thousand short tons)
Gravel and crushed stone (12)	172	23,384
Nonmetallic mineral products (31)	1,200	18,949
Other prepared foodstuffs and fats and oils (07)	6,486	7,264
Mixed freight (43)	12,983	6,519
Gasoline and aviation turbine fuel (17)	1,967	6,314
Coal (15)	91	3,872
Nonmetallic minerals, n.e.c. (13)	S	2,941
Wood products (26)	1,030	2,431
Animal feed and products of animal origin, n.e.c. (04)	522	1,842
Base metal in primary or semifinished forms and in finished basic shapes (32)	1,708	1,717
Meat, fish, seafood, and their preparations (05)	2,669	1,570
Pulp, newsprint, paper, and paperboard (27)	1,498	1,240
Chemical products and preparations, n.e.c. (23)	2,006	1,151
Cereal grains (02)	126	1,034
Paper or paperboard articles (28)	961	957
Printed products (29)	3,656	912
Alcoholic beverages (08)	1,119	839
Basic chemicals (20)	1,399	815
Articles of base metal (33)	1,585	639
Motorized and other vehicles (including parts) (36)	6,807	621
Milled grain products and preparations, and bakery products (06)	1,157	556
Plastics and rubber (24)	1,753	490
Waste and scrap (41)	203	395
Machinery (34)	2,825	301
Textiles, leather, and articles of textiles or leather (30)	2,064	273
Furniture, mattresses and mattress supports, lamps, lighting fittings, and illum	998	157
Precision instruments and apparatus (38)	1,460	80
Monumental or building stone (10)	S	63
Transportation equipment, n.e.c (37)	699	31
Other agricultural products (03)	720	S
Tobacco products (09)	343	S
Fuel oils (18)	704	S
Coal and petroleum products, n.e.c. (19)	537	S
Pharmaceutical products (21)	408	S
Electric and other electrical equipment and components and office equipment	6,176	S
Miscellaneous manufactured products (40)	1,837	S
All other commodities	S	151
Total, all commodities	70,822	121,235

KEY: n.e.c. = not elsewhere classified; S = data do not meet publication standards because of high sampling variability or other reasons.

NOTE: There are 41 two-digit Standard Classification of Transported Goods (SCTG) commodity codes.

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 Maryland (Short tons)

Commodity	1999	Percent of total	2000	Percent of total
Coal	14,439,576	51	14,895,583	52
Nonmetallic minerals	3,734,320	13	3,546,236	12
Transportation equipment	1,289,760	5	1,399,808	5
Chemicals	1,265,740	4	1,390,084	5
Food products	1,162,420	4	1,124,508	4
All other	6,380,406	23	6,522,773	23
Maryland, total	28,272,222	100	28,878,992	100

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

Commodity	1999	Percent of total	2000	Percent of total
Waste and scrap material	1,557,636	21	1,697,948	24
Primary metal products	951,372	13	1,099,492	16
Mixed freight	794,040	10	726,400	10
Coal	754,045	10	583,405	8
Metallic ores	646,284	9	591,496	9
All other	2,872,472	38	2,236,480	32
Maryland, total	7,575,849	100	6,935,221	100

NOTE FOR DATA ON THIS PAGE: Includes the five largest commodities (by tonnage terminated or originated) of the 38 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/abouttheindustry/stateinformation.asp as of Mar. 18, 2002; and *Railroads and States -1999* , Washington, DC: Jan. 2002, available at http://www.aar.org/abouttheindustry/stateinformation.asp as of Mar. 18, 2002.

Map 3-2: Maryland 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 Maryland by Destination: 2000

Destination	Short tons	Percent of total
Total originating in Maryland	19,528,098	100.0
Foreign (excluding Canada)	8,023,651	41.1
Maryland (intrastate)	**3,899,847**	**20.0**
Virginia	3,042,206	15.6
New Jersey	1,022,159	5.2
Canada	978,807	5.0
Connecticut	795,155	4.1
District of Columbia	586,143	3.0
New York	561,923	2.9
Delaware	225,015	1.2
Florida	158,823	0.8
North Carolina	73,218	0.4
Massachusetts	60,638	0.3
Pennsylvania	35,304	0.2
South Carolina	31,947	0.2
Maine	13,450	0.1
New Hampshire	11,420	0.1
Georgia	8,392	<.1

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

Origin	Short tons	Percent of total
Total shipped to Maryland	31,640,039	100.0
Foreign (excluding Canada)	14,639,620	46.3
Virginia	5,646,782	17.8
Maryland (intrastate)	**3,899,847**	**12.3**
Canada	3,671,735	11.6
Virgin Islands	1,131,722	3.6
New Jersey	963,651	3.0
Pennsylvania	557,450	1.8
New York	439,943	1.4
Delaware	241,211	0.8
Texas	204,021	0.6
Louisiana	177,168	0.6
Florida	61,568	0.2
North Carolina	5,246	<.1
District of Columbia	75	<.1

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 Maryland by Commodity: 2000[1]

Commodity	Short tons	Percent of total
Total	19,528,098	100.0
Coal, lignite, and coal coke	6,119,670	31.3
Sand, gravel, shells, clay, salt, and slag	3,988,522	20.4
Petroleum products	1,198,100	6.1
Food and food products	1,083,597	5.5
Manufactured goods	503,092	2.6
Lumber, logs, wood chips, and pulp	384,417	2.0
Primary metal products	206,235	1.1
Chemicals excluding fertilizers	157,752	0.8
Primary nonmetal products	119,922	0.6
Nonferrous ores and scrap	106,937	0.5
Chemical fertilizers	38,192	0.2
Iron ore, iron, and steel waste and scrap	4,705	<0.1
Crude petroleum	179	<0.1
Unknown and not elsewhere classified products[2]	5,616,778	28.8

Table 3-12: Domestic Waterborne Shipments Originating in Maryland by Commodity: 2000[1]

Commodity	Short tons	Percent of total
Total	10,525,640	100.0
Sand, gravel, shells, clay, salt, and slag	3,892,502	37.0
Petroleum products	942,615	9.0
Food and food products	102,790	1.0
Manufactured goods	3,469	<0.1
Unknown and not elsewhere classified products[2]	5,584,264	53.1

[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/ndc/datapdom.htm as of Oct. 30, 2001.

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

Commodity	Short tons	Percent of total
Total	24,441,155	100.0
Sand, gravel, shells, clay, salt, and slag	5,848,428	18.5
Iron ore, iron, and steel waste and scrap	4,869,094	15.4
Petroleum products	3,982,761	12.6
Manufactured goods	1,980,159	6.3
Primary metal products	1,609,237	5.1
Food and food products	1,486,184	4.7
Coal, lignite, and coal coke	1,460,741	4.6
Primary nonmetal products	1,270,897	4.0
Nonferrous ores and scrap	710,201	2.2
Chemicals excluding fertilizers	638,721	2.0
Lumber, logs, wood chips, and pulp	584,732	1.8
Chemical fertilizers	258,546	0.8
Crude petroleum	89,401	0.3
Unknown and not elsewhere classified products[2]	6,850,937	21.7

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

Commodity	Short tons	Percent of total
Total	13,328,684	100.0
Petroleum products	3,030,203	45.6
Sand, gravel, shells, clay, salt, and slag	2,633,822	86.9
Manufactured goods	669,837	25.4
Chemicals excluding fertilizers	209,496	31.3
Food and food products	143,713	68.6
Unknown and not elsewhere classified products[2]	6,641,613	49.8

[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/ndc/datapdom.htm as of Oct. 30, 2001.

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

		Vessel type			
Cargo discharged in	Total	Tanker	Dry-bulk carrier	Full container	Other freighter[1]
Texas	215,154	177,950	31,448	3,442	2,314
Louisiana	140,682	98,723	37,092	1,101	3,766
California	75,162	31,143	10,345	29,169	4,505
New York	55,174	30,575	11,814	10,701	2,084
Pennsylvania	37,381	25,980	8,319	1,140	1,943
Florida	28,509	10,565	10,166	3,656	4,112
Virgin Islands	21,954	19,634	2,294	16	10
Maine	20,795	19,616	1,521	29	629
Mississippi	18,719	16,446	1,435	556	282
Washington	18,311	2,585	6,708	5,915	3,093
New Jersey	17,842	14,230	2,916	41	655
Alabama	14,211	5,620	8,046	53	492
Maryland	**14,090**	**1,448**	**8,948**	**1,462**	**2,232**
Puerto Rico	14,058	8,863	3,096	1,049	1,050
Massachusetts	12,588	9,538	2,347	501	202
Virginia	10,705	4,032	1,903	4,064	706
Georgia	9,614	2,353	3,845	2,403	1,013
South Carolina	8,755	384	3,455	4,257	659
Delaware	7,957	4,656	1,474	1,275	552
Michigan	6,771	173	6,302	81	215
Hawaii	5,955	4,832	957	82	84
Ohio	5,257	69	4,930	20	238
Illinois	4,883	231	4,489	25	138
Oregon	4,369	1,215	1,776	421	957
Rhode Island	3,650	2,662	919	23	46
North Carolina	3,256	1,575	1,077	320	284
New Hampshire	3,212	1,505	1,691	4	12
Connecticut	2,930	1,534	786	78	532
Wisconsin	1,383	Z	1,280	5	98
Alaska	1,241	967	224	19	31
Minnesota	629	23	399	4	203
District of Columbia	53	Z	48	Z	5
Indiana	Z	Z	Z	Z	Z
United States, total	785,243	498,124	182,050	71,914	33,155

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

KEY: U = data are unavailable.

SOURCE: U.S. Department of Transportation, Maritime Administration, Office of Statistical and Economic Analysis, Waterborne Databank 1999, May 2002.

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

		Vessel type			
Cargo loaded in	Total	Tanker	Dry-bulk carrier	Full container	Other freighter[1]
Louisiana	97,093	9,842	77,773	3,669	5,809
Texas	50,331	23,279	18,917	4,769	3,366
California	34,585	4,778	11,074	17,011	1,722
Washington	30,810	2,459	19,189	6,897	2,265
Virginia	27,374	269	22,106	4,018	981
Florida	17,797	692	9,332	2,773	5,000
Ohio	12,936	74	12,505	130	227
Oregon	12,712	501	8,535	2,181	1,495
Alaska	10,122	5,794	3,300	319	709
New York	9,644	508	2,992	5,476	668
Michigan	8,392	190	7,673	348	181
Maryland	**7,834**	**129**	**6,257**	**734**	**714**
Alabama	7,724	126	4,656	366	2,576
Wisconsin	7,492	117	7,007	142	226
Georgia	6,291	173	1,323	3,246	1,549
South Carolina	5,929	39	222	5,157	511
Minnesota	3,994	45	3,721	125	103
North Carolina	2,614	305	1,212	323	774
Mississippi	2,456	421	1,095	329	611
Puerto Rico	1,054	593	33	238	190
Virgin Islands	772	699	35	14	24
Illinois	624	1	521	90	12
Pennsylvania	616	89	116	276	135
Massachusetts	576	19	226	297	34
Hawaii	509	328	63	57	61
Delaware	513	17	173	189	134
Maine	329	57	61	44	167
New Jersey	285	113	63	47	62
Connecticut	126	8	81	19	18
Rhode Island	111	9	98	2	2
New Hampshire	23	20	Z	1	2
Indiana	18	Z	18	Z	Z
District of Columbia	Z	Z	Z	Z	Z
United States, total	360,697	51,696	219,382	59,289	30,330

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

SOURCE: U.S. Department of Transportation, Maritime Administration, Office of Statistical and Economic Analysis, Waterborne Databank 1999, May 2002.

Table 3-17: Top 15 U.S. Containership Ports by Port Calls and Vessel Size: 1999

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	
Maryland ports in top 15							
Baltimore	396	192	123	30	51	0	50
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

[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 http://www.marad.dot.gov/Marad_Statistics/PDF/Containership 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)

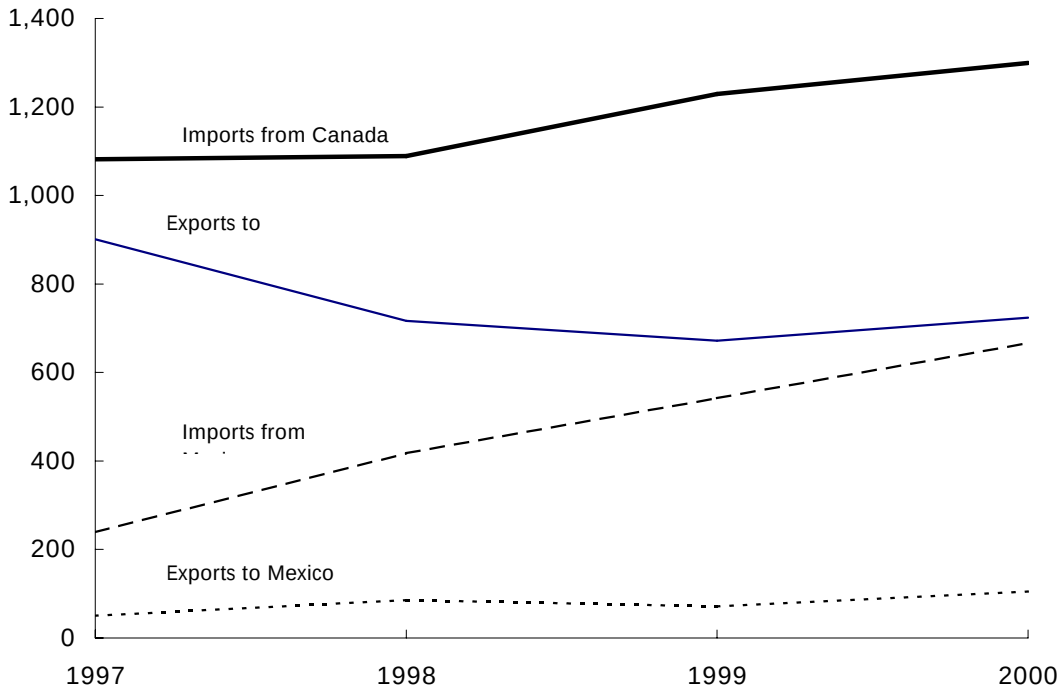
	Freight		Mail	
State	Scheduled	Nonscheduled	Scheduled	Nonscheduled
Alabama	17,233	139,250	6,796	25
Alaska	467,057	141,482	52,354	10,232
Arizona	70,430	66,143	36,115	27,465
Arkansas	1,886	12,578	6,534	2,955
California	1,176,476	504,757	237,537	87,278
Colorado	106,816	61,503	55,370	31,711
Connecticut	14,802	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 http://www.bts.gov/publications/airactstats2000/ as of Oct. 29, 2001.

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

	Exports to		Imports from	
	Canada	Mexico	Canada	Mexico
Maryland	724	105	1,300	667
United States, total	154,847	97,159	210,270	113,437

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



SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Transborder Surface Freight Data* , available at http://www.bts.gov/ntda/tbscd/reports.html as of August 2002.

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

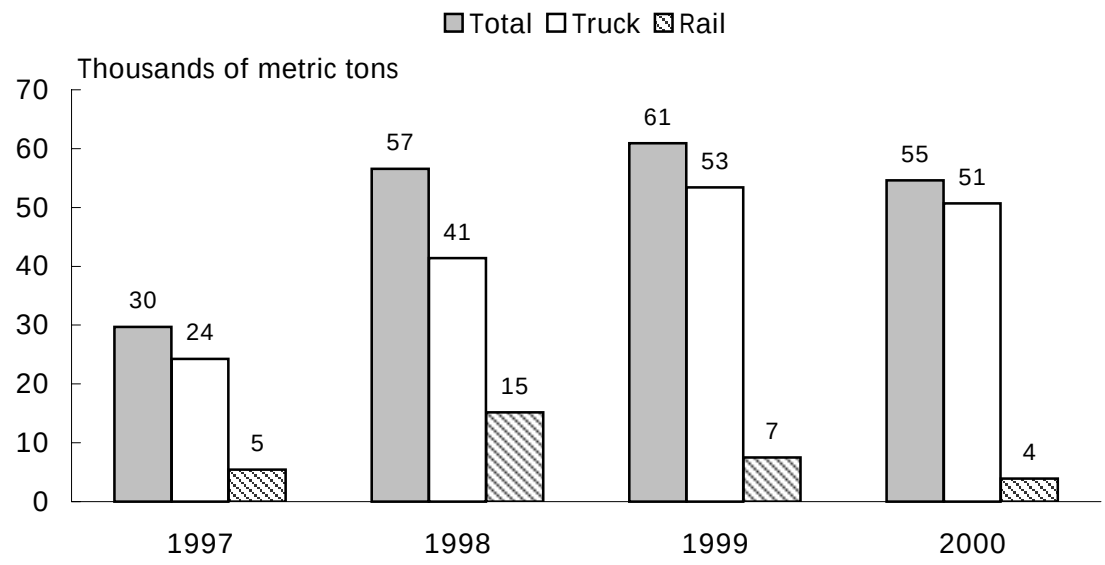
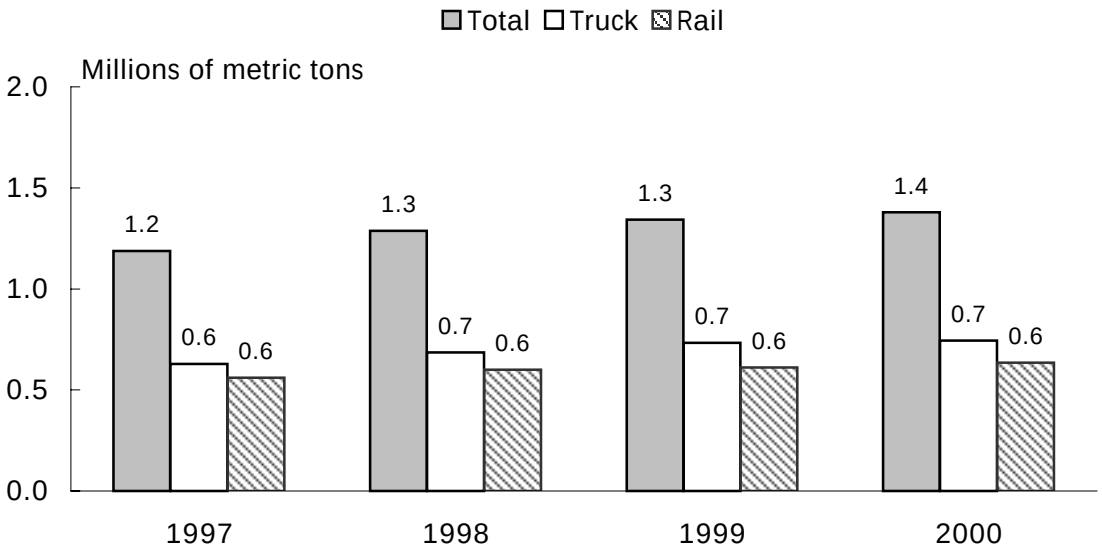


Figure 3-3: Truck and Rail Imports from Canada to Maryland by Weight



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://www.bts.gov/ntda/tbscd/reports.html as of August 2002.

Table 3-20: Top 50 U.S. Foreign Trade Freight Gateways: 2000 (Ranked by value of shipments in $ billions)

	Mode	U.S. rank	Exports	Imports	Total
Maryland gateways[1] in top 50					
Port of Baltimore	Water	22	5.3	15.3	20.6
U.S. gateways[1] in top 50					
JFK International Airport, NY	Air	1	56.0	75.5	131.6
Port of Los Angeles, CA	Water	2	16.7	85.1	101.8
Port of Long Beach, CA	Water	3	16.9	81.3	98.2
Port of Detroit, MI	Land	4	49.5	44.9	94.4
San Francisco Airport, CA	Air	5	41.8	46.9	88.7
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
Los Angeles International Airport, CA	Air	8	41.7	35.6	77.3
Port of Buffalo-Niagra Falls, NY	Land	9	36.2	33.9	70.1
Port 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
Port of Oakland, CA	Water	18	9.6	15.5	25.1
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
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 Otay Mesa, CA	Land	25	8.1	10.7	18.8
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 Point, 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 Hidalgo, 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 Calexico-East, CA	Land	48	3.5	4.8	8.3
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 U.S. Census Bureau 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, U.S. Census Bureau, Foreign Trade Division, special tabulation, August 2001.
Water: U.S. Department of Transportation, Maritime Administration, Office of Statistical and Economic Analysis, September 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	Maryland		United States	
	Number	Percent	Number	Percent
Total	2,582,463	100.0	127,448,586	100.0
Car, truck, or van -- drove alone	1,892,851	73.3	97,243,457	76.3
Car, truck, or van -- carpooled	309,535	12.0	14,299,090	11.2
Public transportation (including taxi)	215,686	8.4	6,592,685	5.2
Walked	60,294	2.3	3,417,546	2.7
Other means	18,816	0.7	1,820,578	1.4
Worked at home	85,281	3.3	4,075,230	3.2
Mean travel time to work (minutes)	29.1		24.3	

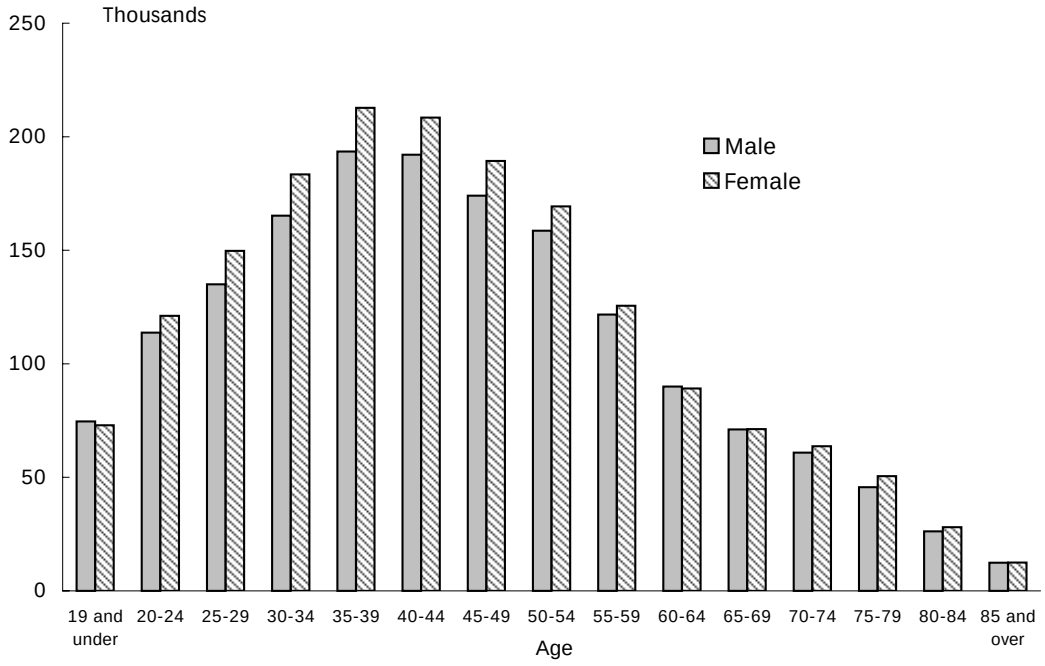
NOTE: Data are for workers 16 years and over.

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

Table 4-2: Licensed Drivers: 2000

Licensed drivers	Maryland		United States	
	Number	Percent	Number	Percent
Total	3,382,451	100.0	190,625,023	100.0
Male	1,634,616	48.3	95,796,069	50.3
Female	1,747,835	51.7	94,828,953	49.7

Figure 4-1: Licensed Drivers in Maryland 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: Urban Transit Agencies in Maryland: 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
Mass Transit Administration (MTA) and Maryland DOT	Bus, heavy rail, commuter rail, light rail	Baltimore	115,016	387	287	124	1,327
Ride-On Montgomery County Government	Bus, demand responsive	Washington, DC-MD-VA	20,734	62	57	6	396
Annapolis Transportation Department (Annapolis Transit)	Bus, demand responsive	Annapolis	1,073	3	2	0.3	18
Howard Area Transit Service (HATS)	Bus, demand responsive	Washington, DC-MD-VA	292	1	3	0	38
Washington County Transportation Department	Bus	Hagerstown, MD-PA-WV	291	1	1	0.4	14
Frederick County Transit	Bus, demand responsive	Frederick	288	1	2	0	32
Harford County Transportation Services (HCTS)	Bus, demand responsive	Baltimore	122	0	1	1	28

KEY: DOT = Department of Transportation.

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.

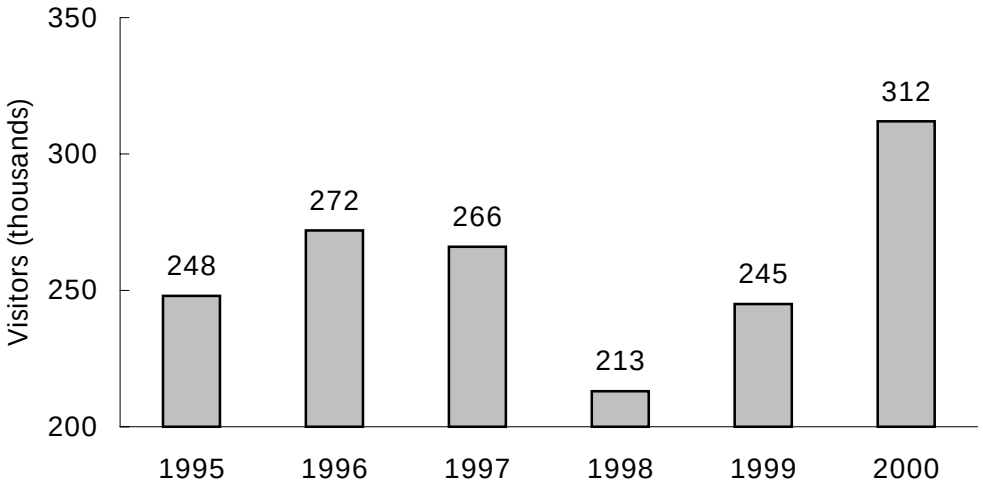
Table 4-4: Maryland Airports in Top 50 by Passengers Enplaned: 2000

Airport	Rank	Passenger enplanements
Maryland, all airports		8,981,549
Baltimore (Baltimore/Washington International)	23	8,979,425
Other top 50 airports		
Atlanta, GA (Hartsfield International)	1	38,255,778
Chicago, IL (O'Hare International)	2	30,888,464
Dallas/Fort Worth, TX (Dallas/Fort Worth International)	3	27,841,040
Los Angeles, CA (Los Angeles International)	4	25,109,993
Denver, CO (Denver International)	5	17,643,261
Phoenix, AZ (Sky Harbor International)	6	17,239,215
Detroit, MI (Detroit Metropolitan)	7	16,929,968
Las Vegas, NV (McCarran International)	8	16,738,909
Minneapolis, MN (Minneapolis-St. Paul International)	9	16,710,197
San Francisco, CA (San Francisco International)	10	16,664,399
Houston, TX (George Bush Intercontinental)	11	15,814,709
Newark, NJ (Newark International)	12	15,205,447
St. Louis, MO (Lambert-St.Louis International)	13	15,101,246
Orlando, FL (Orlando International)	14	13,465,706
Seattle, WA (Seattle-Tacoma International)	15	13,308,253
Miami, FL (Miami International)	16	12,654,506
Boston, MA (Logan International)	17	11,505,983
New York, NY (La Guardia)	18	11,425,705
Philadelphia, PA (Philadelphia International)	19	10,973,074
New York, NY (John F. Kennedy International)	20	10,648,410
Charlotte, NC (Charlotte/Douglas International)	21	10,377,837
Cincinnati, OH (Greater Cincinnati)	22	9,962,765
Salt Lake City, UT (Salt Lake City International)	24	8,700,973
Honolulu, HI (Honolulu International)	25	8,684,893
Pittsburgh, PA (Pittsburgh International)	26	8,650,976
San Diego, CA (San Diego International-Lindbergh Field)	27	7,624,519
Tampa, FL (Tampa International)	28	7,430,829
Miami/Fort Lauderdale, FL (Fort Lauderdale-Hollywood International)	29	7,140,518
Washington, DC (Ronald Reagan Washington National)	30	6,983,212
Chicago, IL (Midway)	31	6,972,213
Washington, DC (Washington Dulles International)	32	6,649,323
Portland, OR (Portland International Jetport)	33	6,558,859
Cleveland, OH (Cleveland Hopkins International)	34	6,154,094
San Jose, CA (Norman Y. Mineta San Jose International)	35	6,044,278
Kansas City, MO (Kansas City International)	36	5,748,758
Oakland, CA (Metropolitan Oakland International)	37	5,126,648
Memphis, TN (Memphis International)	38	4,977,238
Raleigh-Durham, NC (Raleigh-Durham International)	39	4,838,779
San Juan, PR (Luis Munoz Marin International)	40	4,834,298
New Orleans, LA (Louis Armstrong New Orleans International)	41	4,822,265
Nashville, TN (Nashville International)	42	4,365,127
Houston, TX (William P. Hobby)	43	4,322,108
Sacramento, CA (Sacramento International)	44	3,873,003
Los Angeles, CA (John Wayne Airport-Orange County)	45	3,828,324
Austin, TX (Robert Muller Municipal)	46	3,635,209
Indianapolis, IN (Indianapolis International)	47	3,629,716
Dallas, TX (Dallas Love Field)	48	3,594,539
Hartford/Springfield/Westfield, CT (Windsor Locks Bradley International)	49	3,508,023
San Antonio, TX (San Antonio International)	50	3,466,266
United States, all airports		638,902,993
Top 50 as % 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 1-10 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 http://www.bts.gov/publications/airactstats2000/ as of Dec. 28, 2001.

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



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

SOURCES: 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.

E Registered Vehicles and Vehicle-Miles Traveled

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

Motor vehicle type	Private and commercial	Publicly owned	Maryland total	United States total
All motor vehicles	3,855,232	41,709	3,896,941	225,821,241
Automobiles	2,592,350	13,466	2,605,816	133,621,420
Buses	6,956	4,896	11,852	746,125
Trucks[1]	1,206,630	23,240	1,229,870	87,107,628
Light trucks	352,917	U	352,917	77,796,827
Farm trucks	1,771	U	1,771	1,885,170
Truck tractors	5,794	U	5,794	1,587,611
Motorcycles	49,296	107	49,403	4,346,068

[1] Includes light trucks (pickups, vans, sport utility vehicles, and other light trucks) as well as medium and large trucks.

KEY: U = data are unavailable.

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

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

Type	Maryland	United States
Total	250,457	21,541,490
Private and commercial	249,947	21,283,681
Commercial trailers[2]	18,478	4,685,606
Light farm trailers, car trailers, etc.[3]	231,469	14,113,392
House trailers	0	2,484,683
Publicly owned	510	257,809
Federal government	105	4,277
State, county, municipal government	405	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: Maryland 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)	1,194.0	95.2
Major use	100.00	100.0
Agriculture	3.4	8.8
Forestry and lumbering	0.1	1.3
Mining and quarrying	0.1	1.1
Construction	10.6	25.7
Manufacturing	0.5	3.7
Wholesale and retail trade	4.2	17.7
For-hire transportation	0.8	9.6
Utilities and service	7.0	22.1
Personal transportation	72.0	4.2
Other and not reported	1.4	5.6
Body type	100.0	100.0
Pickup, panel, minivan, and sport utility	92	NA
Platform and cattlerack	2.0	25.5
Van	0.2	2.9
Public utility	1.4	17.6
Multistop or stepvans	0.9	11.7
Dump	0.4	4.5
Tank for liquids or dry bulk	1.0	12.9
Other or not reported		
Vehicle size	100.0	100.0
Light	94.8	34.9
Medium	1.5	18.8
Light-heavy	1.1	13.8
Heavy-heavy	2.6	32.5
Annual miles driven	100.0	100.0
Less than 5,000	14.3	18.4
5,000 to 9,999	19.3	13.5
10,000 to 19,999	44.1	26.4
20,000 to 29,999	15.2	18.4
30,000 or more	7.0	23.2
Year model	100.0	100.0
1 to 2 years old	16.2	10.9
3 to 4 years old	20.1	15.9
Over 4 years old	63.7	73.2
Vehicle acquisition	100.0	100.0
Purchased new	56.3	49.4
Purchased used	38.7	36.3
Leased from someone or not reported	5.0	14.2
Truck type	100.0	100.0
Single-unit trucks	98.6	82.9
2 axles	97.9	74.1
3 axles or more	0.7	8.8
Combination	1.4	17.1
3 axles	0.1	1.0
4 axles	0.3	3.8
5 axles or more	1.0	12.3
Trailer not specified	V	V
Range of operation	100.0	100.0
Local	72.8	54.4
Short-range	19.7	34.1
Long-range	4.0	6.2
Off-the-road or not reported	3.5	5.3
Fuel type	100.0	100.0
Gasoline	94.0	43.0
Diesel, liquefied gas, and other	5.9	56.1
Not reported	0.1	0.8

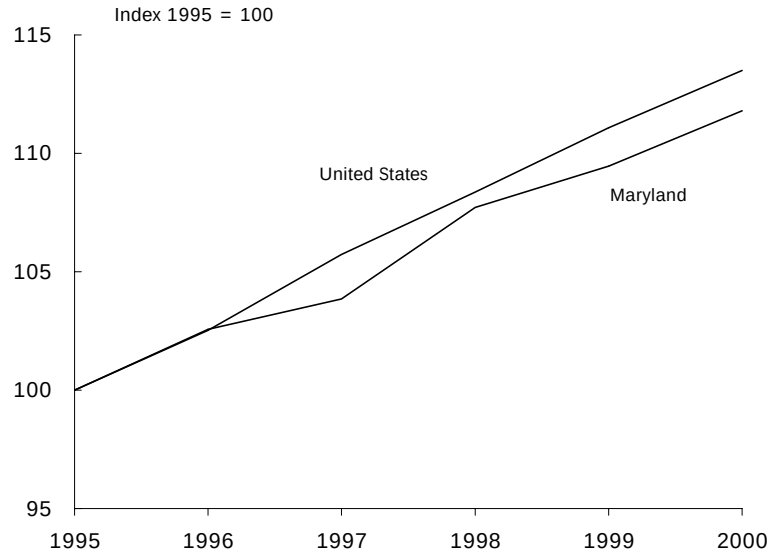
KEY: NA = not applicable; V = less than .05 percent.

SOURCE: U.S. Department of Commerce, U.S. Census Bureau, *Vehicle Inventory and Use Survey,* state-specific report, 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 Maryland



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 Maryland: 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
Washington, DC	10,329	82,959	3,617	999	3,621	2.9	23	1,958	17,639
Baltimore	6,608	45,021	2,107	712	2,959	3.1	21	1,473	15,383
Wilmington, DE	1,901	12,647	503	254	1,980	3.8	25	321	13,869
Frederick	278	1,745	90	40	2,250	3.1	19	59	15,282
Hagerstown	411	1,954	79	50	1,580	5.2	25	67	11,539
Annapolis	355	2,027	77	52	1,481	4.6	26	49	17,655
Cumberland	392	U	69	79	873	5.7	U	42	7,169

[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.

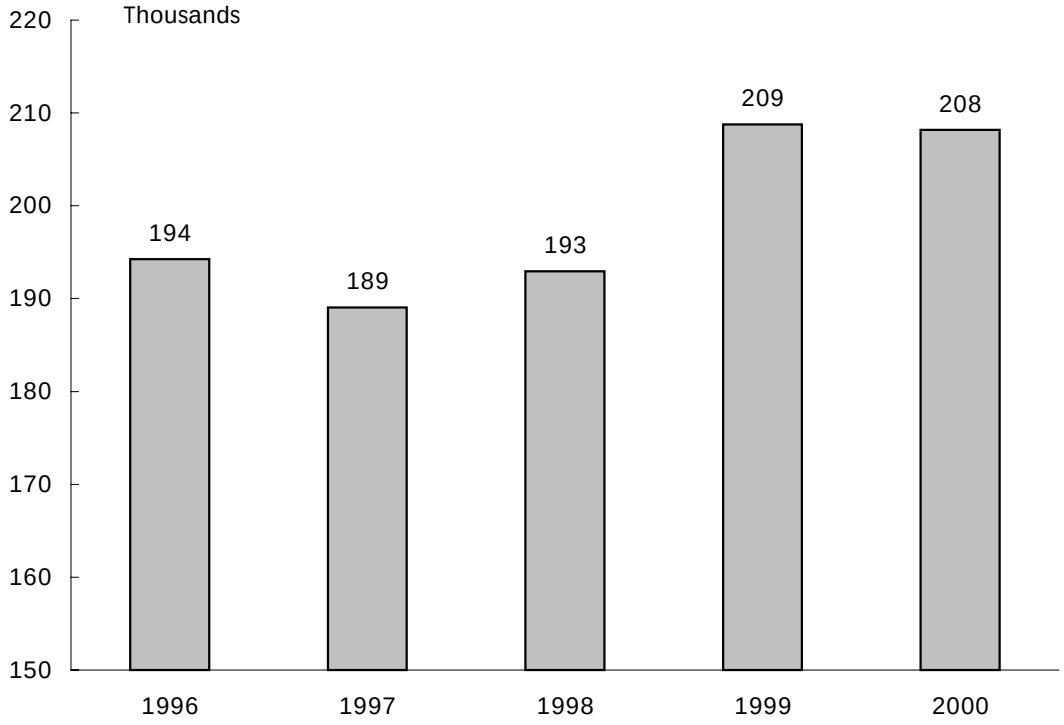
SOURCE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics, 2000,* Washington, DC: 2001, available at http://www.fhwa.dot.gov/ohim/ohimstat.htm as of Dec. 6, 2001.

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

	Maryland		United States	
	1999	2000	1999	2000
Total	208,766	208,186	12,738,271	12,782,143
Powered	190,367	197,405	11,811,562	11,648,769
Nonpowered	462	517	481,191	547,271
Other	17,937	0	445,518	590,103

NOTE: Data are derived from reports of states and other jurisdictions with varying registration categories. "Other" includes boats not elsewhere classified by the reporting jurisdiction.

Figure 5-2: Maryland 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. Maryland statistics include all motorboats. 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 http://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 Maryland: 1999

Business type	Establishments[1] (number)	Number of employees	Annual payroll ($ thousands)
Total transportation and warehousing	**3,136**	**46,415**	**1,259,577**
Air transportation	39	939	26,088
Water transportation	35	250-499	D
Truck transportation	1,469	17,578	497,642
Transit and ground passenger transportation	687	6,733	93,287
Pipeline transportation	14	100-249	D
Scenic and sightseeing transportation	42	100-249	D
Support activities for transportation	530	8,782	260,245
Couriers and messengers	232	10,288	322,299
Warehousing and storage	88	1,401	37,705

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. Department of Commerce, 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 Maryland ($ millions)

	1995		1996		1997		1998		1999	
Mode	**State**	**Local**	**State**	**Local**	**State**	**Local**	**State**	**Local**	**State**	**Local**
Total (current $)	1,173	70	1,178	60	1,198	62	1,280	66	1,320	67
Highway	966	53	976	42	980	45	1,032	48	1,053	48
Transit	89	13	89	13	92	14	95	14	92	15
Air	74	2	70	3	80	2	89	3	107	2
Water	44	1	44	1	46	1	64	1	67	1
Total (chained 1996 $)	1,200	72	1,178	60	1,167	60	1,228	64	1,233	62
Highway	988	54	976	42	955	44	990	46	984	45
Transit	91	14	89	13	90	13	91	14	86	14
Air	76	2	70	3	78	2	85	2	100	2
Water	45	1	44	1	45	1	61	1	63	1

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

	1995		1996		1997		1998		1999	
Mode	**State**	**Local**	**State**	**Local**	**State**	**Local**	**State**	**Local**	**State**	**Local**
Total (current $)	1,348	557	1,411	559	1,389	663	1,394	649	1,517	683
Highway	798	488	840	487	843	587	826	573	919	581
Transit	352	59	393	66	358	70	368	68	362	86
Air	118	10	105	5	99	5	96	8	115	16
Water	80	1	73	0	88	0	104	0	121	0
Total (chained 1996 $)	1,379	570	1,411	559	1,354	646	1,337	622	1,417	638
Highway	816	499	840	487	822	572	792	550	858	543
Transit	360	61	393	66	349	68	353	65	338	80
Air	121	10	105	5	97	5	92	7	108	15
Water	81	1	73	0	86	0	100	0	113	0

[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	20.00	20.00
Tennessee	20.00	17.00	14.00	20.00
Texas	20.00	20.00	15.00	20.00
Utah	24.50	24.50	24.50	24.50
Vermont	20.00	17.00	0.00	20.00
Virginia	17.50	16.00	10.00	17.50
Washington	23.00	23.00	0.00	23.00
West Virginia	25.35	25.35	25.35	25.35
Wisconsin	25.40	25.40	25.40	25.40
Wyoming	14.00	14.00	0.00	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 Jan. 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, 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)

State	Total energy consumed[1]	End-use sectors[2]							
		Transportation		Residential		Commercial		Industrial	
		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.

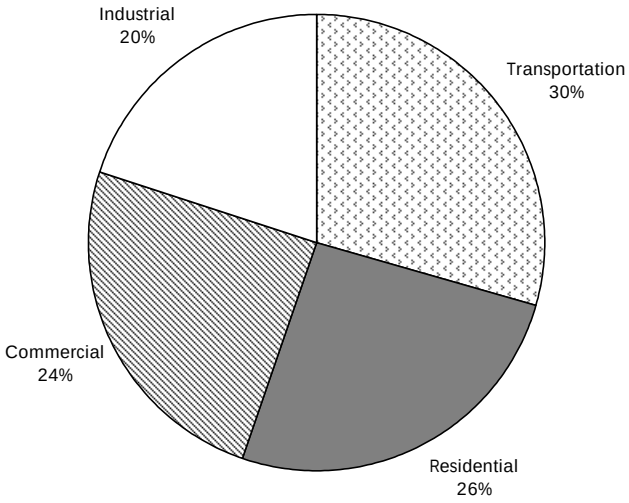
[2] End-use sector data include electricity sales and associated electrical system energy losses.

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

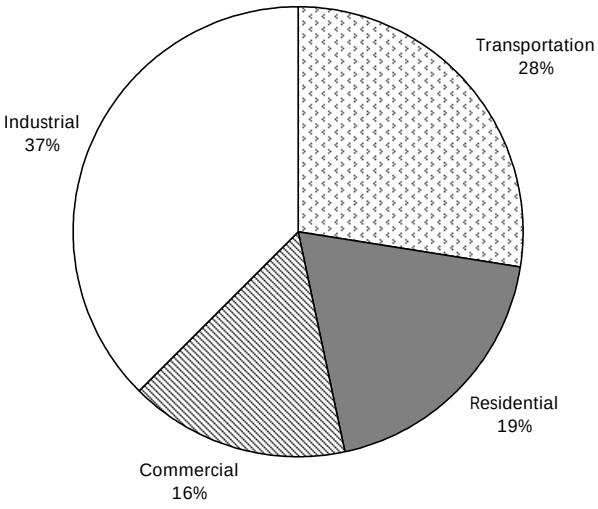
SOURCE: U.S. Department of Energy, Energy Information Administration, *State Energy Data Report 1999,* Washington, DC: May 2001, available at http://www.eia.doe.gov/pub/state.data/pdf/sedr.pdf as of Feb. 21, 2002.

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

Maryland

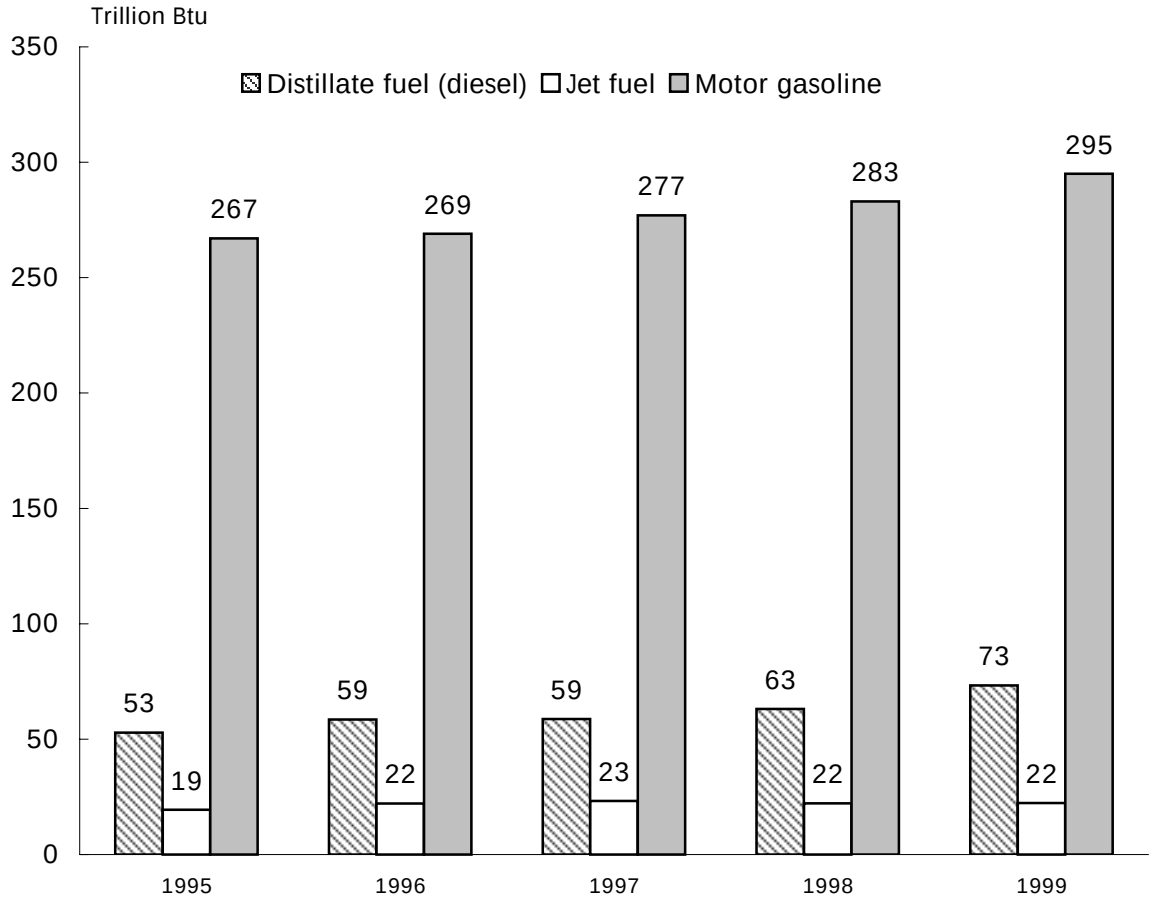


United States



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: Maryland Transportation Energy Consumption



KEY: Btu = British thermal unit.

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: Maryland and U.S. Motor-Fuel Use: 2000[1] (Millions of gallons)

	Gasoline				Special fuel (mainly diesel)		Total use	
	Highway use		Nonhighway use					
Vehicle ownership	Maryland	United States	Maryland	United States	Maryland	United States	Maryland	United States
Private and commercial	2,358	126,735	38	2,876	501	33,377	2,897	162,988
Public use	30	2,149	1	96	N	N	31	2,245
Total	2,388	128,884	39	2,972	501	33,377	2,928	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: Maryland Air Quality Nonattainment Areas for Carbon Monoxide (CO)

County	Area	Nonattainment in year	Redesignation to attainment	Classification	Part or whole county	Population (2000)
Baltimore (City)	Baltimore	95	12/15/95	Moderate < = 12.7 ppm	Part	16,207
Montgomery	Washington, DC-MD-VA	95	3/15/96	Moderate < = 12.7 ppm	Part	426,365
Prince George's	Washington, DC-MD-VA	95	3/15/96	Moderate < = 12.7 ppm	Part	342,888

KEY: ppm = parts per million.

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 Apr. 20, 2002.

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

County	Area	Nonattainment in year	Redesignation to attainment	Classification	Part or whole county	Population (2000)
Anne Arundel	Baltimore	95 96 97 98 99 00 01	NA	Severe-15	Whole	489,656
Baltimore City	Baltimore	95 96 97 98 99 00 01	NA	Severe-15	Whole	651,154
Baltimore	Baltimore	95 96 97 98 99 00 01	NA	Severe-15	Whole	754,292
Calvert	Washington, DC-MD-VA	95 96 97 98 99 00 01	NA	Serious	Whole	74,563
Carroll	Baltimore	95 96 97 98 99 00 01	NA	Severe-15	Whole	150,897
Cecil	Philadelphia-Wilmington-Trenton, PA-NJ-DE-MD	95 96 97 98 99 00 01	NA	Severe-15	Whole	85,951
Charles	Washington, DC-MD-VA	95 96 97 98 99 00 01	NA	Serious	Whole	120,546
Frederick	Washington, DC-MD-VA	95 96 97 98 99 00 01	NA	Serious	Whole	195,277
Harford	Baltimore	95 96 97 98 99 00 01	NA	Severe-15	Whole	218,590
Howard	Baltimore	95 96 97 98 99 00 01	NA	Severe-15	Whole	247,842
Kent	Kent and Queen Anne's Counties	95 96 97 98 99 00 01	NA	Marginal	Whole	19,197
Montgomery	Washington, DC-MD-VA	95 96 97 98 99 00 01	NA	Serious	Whole	873,341
Prince George's	Washington, DC-MD-VA	95 96 97 98 99 00 01	NA	Serious	Whole	801,515
Queen Anne's	Kent and Queen Anne's Counties	95 96 97 98 99 00 01	NA	Marginal	Whole	40,563

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 parts per million (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 Jan. 1, 1987, and ending on Dec. 31, 1989.

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

Table 7-7: 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]	153,313	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 http://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: http://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, *[State]:1997 Commodity Flow Survey*. EC97TCF-[State], Washington, DC: 1999.

Internet: http://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: http://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: http://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: http://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: http://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: http://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: http://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: http://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: http://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 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: http://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: http://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,[State]:*County Business Patterns 1999*. CBP/99-6. Washington, DC: 2001.

Internet: http://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, *[State]*: *1997 Vehicle Inventory and Use Survey*. EC97TV-[State]. Washington, DC: 1999.

Internet: http://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: http://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: http://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.

Certificated airport: An airport holding an operating certificate issued by the Federal Aviation Administration in accordance with Code of Federal Regulations (CFR) Title 14, Chapter 1, Part 139 allowing it to serve scheduled or unscheduled air carrier aircraft designed for more than 30 passengers.

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.

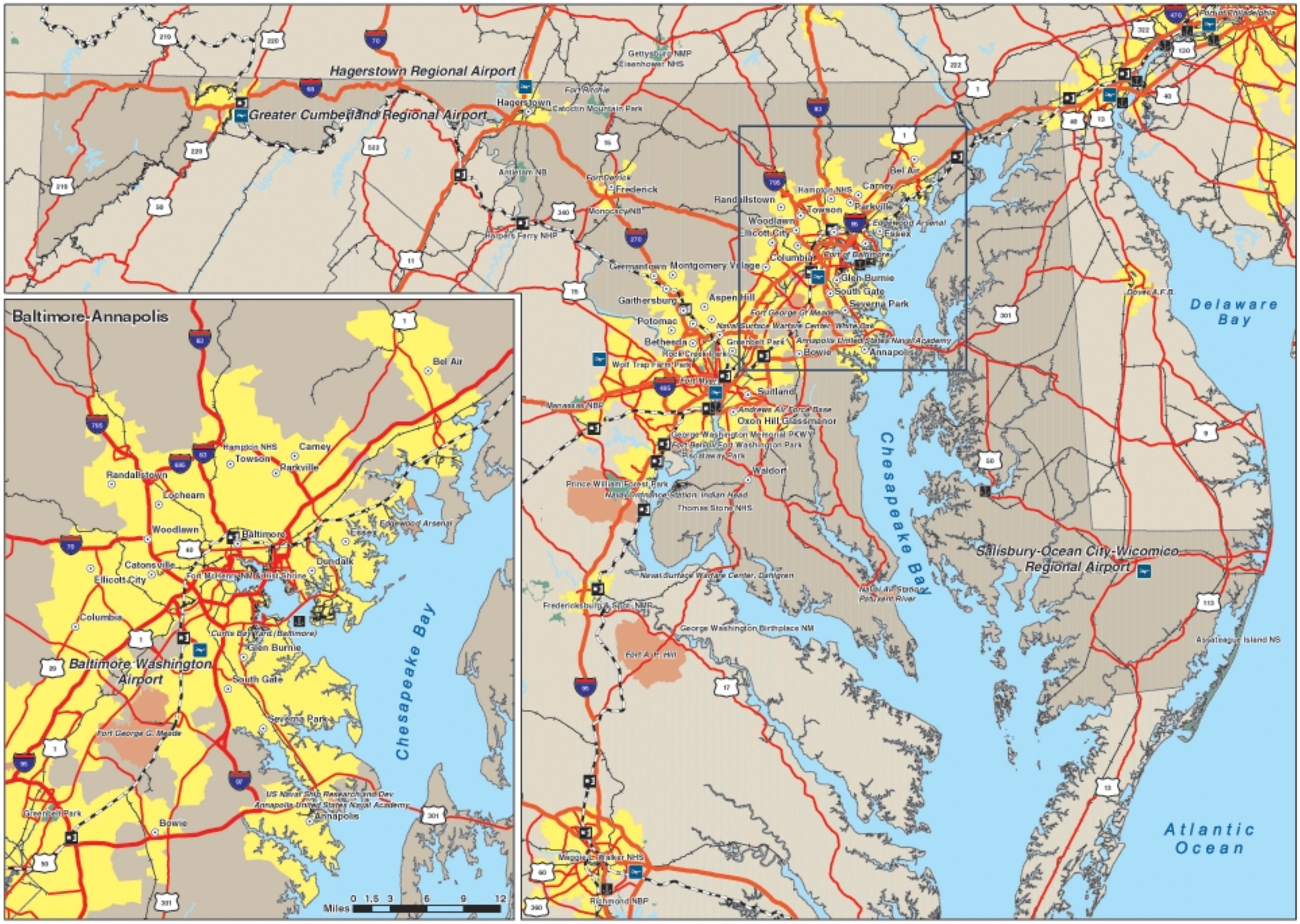
Trolley bus: Rubber-tired, electric transit vehicle, manually steered and propelled by a motor drawing current, normally through overhead wires, from a central power source.

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.

Maryland: Major Transportation Facilities



Legend

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

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W E
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Miles
0 3 6 12 18 24

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 1,000 or more enplanements in 2000. Pipelines and transit facilities are not shown.