Minnesota

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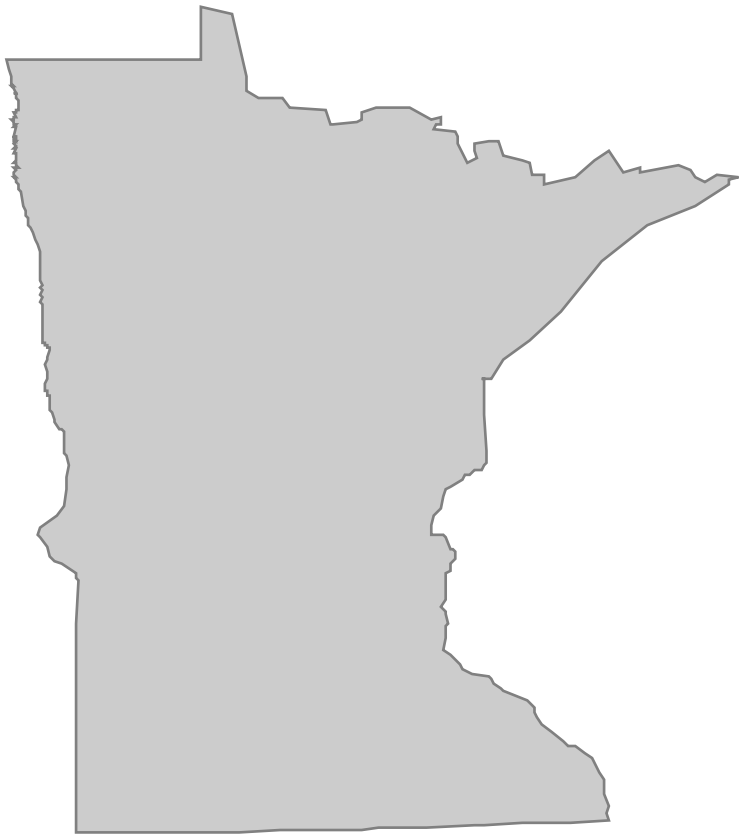
Transportation Profile



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Bureau of Transportation Statistics

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Minnesota Fast Facts 2000

Transportation System Extent

All public roads: 132,250 miles

Interstate: 912 miles

Road bridges: 12,811

Class I railroad trackage: 3,675 miles

Inland waterways: 258 miles

Public use airports: 142 (13 certificated for air carrier operations)[1]

Vehicles and Conveyances

Automobiles registered: 2.6 million

Light trucks registered: 1.8 million

Heavy trucks registered: 31,500

Buses registered: 15,000

Motorcycles registered: 143,000

Numbered boats: 812,000

Geographic

Land area: 79,610 sq. miles (rank: 14)

Percent of land area owned by federal government: 8.2[4] (rank: 19)

Persons per square mile: 61.8 (rank: 31)

Highest point: Eagle Mountain (2,301 ft.)

Lowest point: Lake Superior (600 ft.)

---

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

Political Subdivisions

Counties: 87

Municipal governments: 854[3]

Congressional districts: 8

Demographic

Population: 4,919,479 (rank: 21)

Percent urban population: 70[2] (rank: 22)

Socioeconomic

Gross state product: $173 billion[4] (rank: 17)

Civilian labor force: 2.7 million[4] (rank: 20)

Median household income: $50,865 (rank: 3)

Commuting (percent of workers)

Car, truck, or van—drove alone: 77.3

Car, truck, or van—carpooled: 10.1

Public transportation (including taxi): 3.2

Walked: 3.2

Other means: 1.3

Worked at home: 4.9

State Transportation Department

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

	1995	1996	1997	1998	1999	2000
Total rural and urban	130,391	130,613	130,815	131,188	131,996	132,250
Rural	115,225	115,232	115,283	115,441	116,043	116,232
Interstate	681	681	681	681	681	681
Other principal arterial	3,577	3,573	3,573	3,576	3,577	3,587
Minor arterial	6,163	6,371	6,392	6,284	6,387	6,432
Major arterial	15,969	16,164	16,177	16,312	16,186	16,194
Minor collector	11,737	11,809	11,818	11,795	11,801	11,750
Local	77,098	76,634	76,642	76,793	77,411	77,588
Urban	15,166	15,381	15,532	15,747	15,953	16,018
Interstate	233	232	232	232	231	231
Other freeways and expressways	128	142	142	145	146	150
Other principal arterial	546	558	552	533	557	556
Minor arterial	1,974	2,093	2,100	2,146	2,139	2,083
Collector	1,639	1,528	1,525	1,537	1,574	1,514
Local	10,646	10,828	10,981	11,154	11,306	11,484

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

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

	National Highway System	Other federal-aid highway	Nonfederal-aid highway	Total
Total	3,967	27,464	100,821	132,253
State highway agency	3,921	7,979	28	11,928
County	40	17,499	27,835	45,374
Town, township, municipal	6	1,867	69,777	71,650
Other jurisdiction[1]	Z	2	1,274	1,276
Federal agency[2]	Z	117	1,907	2,024

[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.

KEY: Z = zero or less than 1 unit of measure.

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: Minnesota Toll Bridges: 2001

Facility	Financing or operating authority	Location	Length in miles	Toll collection direction	Electronic collection system
Noninterstate					
12th/15th Avenue, North	The Bridge Company, Moorehead, MN and Municipal Development Company, New York, NY	From 12th Ave., Fargo, ND to 15th Ave., Moorehead, MN	0.1	Both ways	No
International Falls	Minnesota, Dakota, and Western Roadway Company, and International Bridge, and Terminal Company, Ltd (Boise-Cascade Corporation)	From International Falls, MN to Ft. Frances, ON	0.2	South	No

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

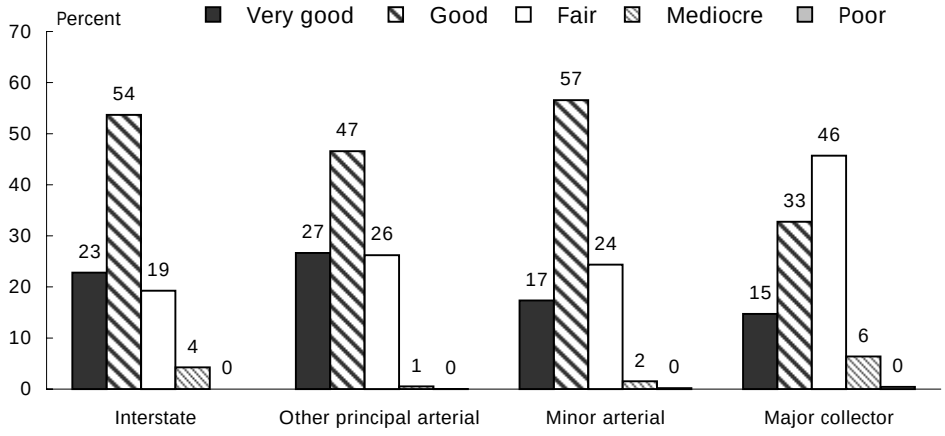
Table 1-4: Minnesota Road Condition by Functional System -- Rural

	1995	1996	1997	1998	1999	2000
Interstate (total reported)	681	681	682	681	682	680
Very good	0	4	96	47	216	155
Good	19	179	207	299	315	365
Fair	52	187	235	165	56	131
Mediocre	247	268	121	115	94	29
Poor	363	43	23	55	1	0
Not reported	0	0	0	0	0	0
Other principal arterial (total reported)	3,577	3,573	3,573	3,576	3,577	3,577
Very good	0	132	569	635	1,107	953
Good	189	1,118	1,326	1,267	1,321	1,666
Fair	1,598	1,856	1,443	1,423	1,099	938
Mediocre	883	373	182	174	39	19
Poor	907	94	53	77	11	1
Not reported	0	0	0	0	0	9
Minor arterial (total reported)	6,163	6,371	6,391	6,282	6,388	6,431
Very good	0	115	423	359	1,322	1,115
Good	126	2,668	2,866	2,878	2,903	3,638
Fair	3,676	2,607	2,753	2,751	1,926	1,567
Mediocre	984	900	268	249	181	99
Poor	1,377	81	81	45	56	12
Not reported	0	0	0	0	0	0
Major collector (total reported)	N	N	N	N	N	15,207
Very good	N	N	N	N	N	2,240
Good	N	N	N	N	N	4,982
Fair	N	N	N	N	N	6,948
Mediocre	N	N	N	N	N	971
Poor	N	N	N	N	N	66
Not reported	N	N	N	N	N	0

KEY: N = Data do not exist

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

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

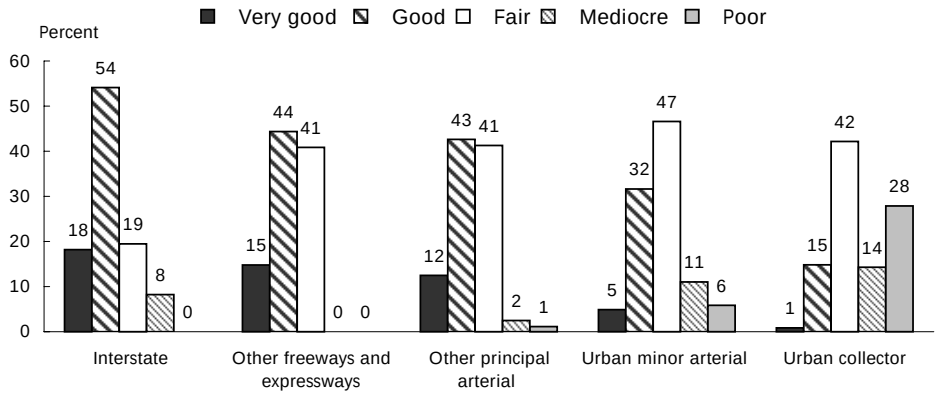
Table 1-5: Minnesota Road Condition by Functional System -- Urban

	1995	1996	1997	1998	1999	2000
Interstate (total reported)	233	232	232	232	230	231
Very good	3	13	29	21	66	42
Good	6	114	125	113	105	125
Fair	56	51	50	51	41	45
Mediocre	101	48	27	41	16	19
Poor	67	6	1	6	2	0
Not reported	0	0	0	0	1	0
Other freeways and expressways (total reported)	128	142	142	144	145	142
Very good	0	10	12	11	26	21
Good	8	52	54	54	58	63
Fair	71	75	69	72	59	58
Mediocre	20	5	6	6	2	0
Poor	29	0	1	1	0	0
Not reported	0	0	0	0	0	8
Other principal arterial (total reported)	546	558	551	534	556	521
Very good	0	17	60	55	89	65
Good	17	122	144	134	182	222
Fair	188	327	264	251	230	215
Mediocre	178	55	51	53	32	13
Poor	163	37	32	41	23	6
Not reported	0	0	0	0	1	35
Urban minor arterial (total reported)	N	N	N	N	N	2,084
Very good	N	N	N	N	N	102
Good	N	N	N	N	N	659
Fair	N	N	N	N	N	971
Mediocre	N	N	N	N	N	230
Poor	N	N	N	N	N	122
Not reported	N	N	N	N	N	N
Urban collector (total reported)	N	N	N	N	N	1,504
Very good	N	N	N	N	N	13
Good	N	N	N	N	N	223
Fair	N	N	N	N	N	634
Mediocre	N	N	N	N	N	215
Poor	N	N	N	N	N	419
Not reported	N	N	N	N	N	0

KEY: N = Data do not exist

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

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

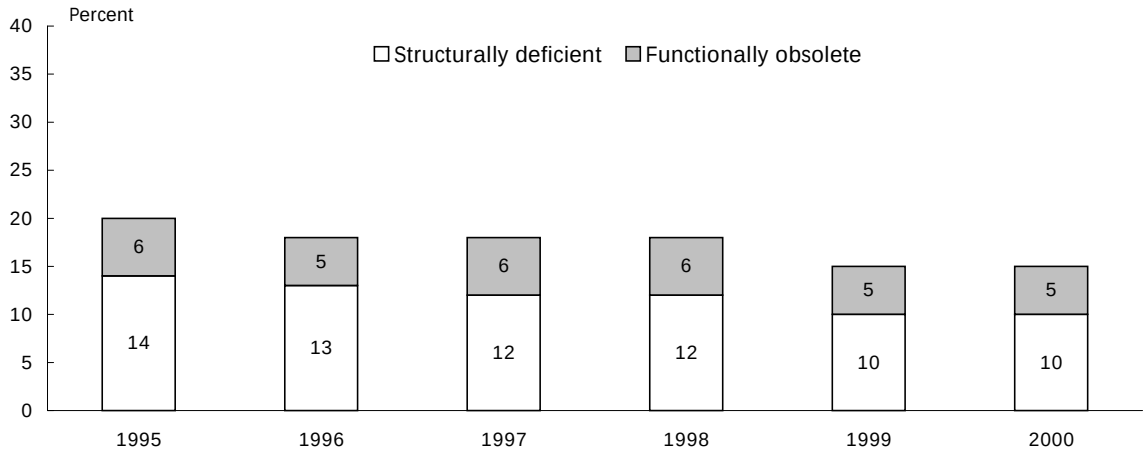
Table 1-6: Highway Bridge Condition: 2001

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

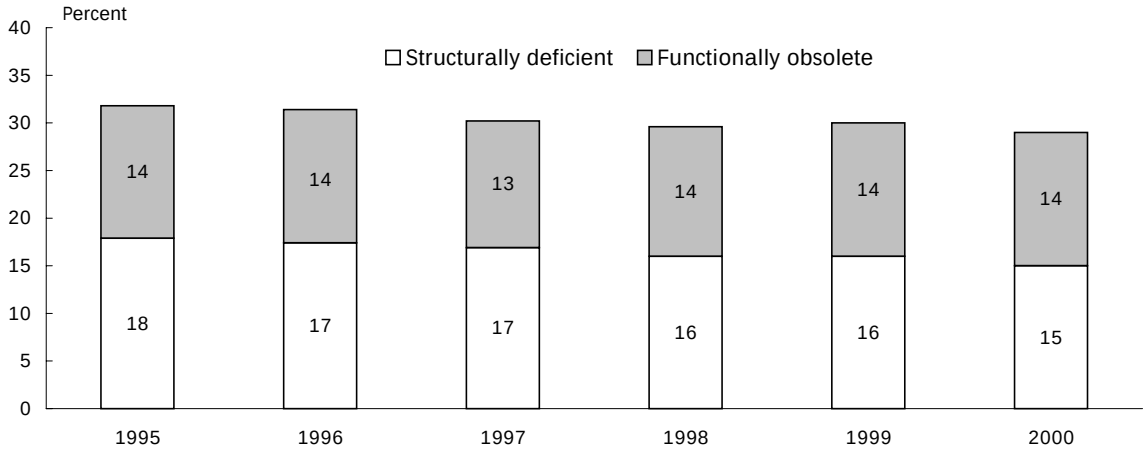
SOURCE: U.S. Department of Transportation, Federal Highway Administration, *National Bridge Inventory: Deficient Bridges by State and Highway System,* Washington, DC: 2001, available at http://www.fhwa.dot.gov/bridge/britab.htm as of Jan. 31, 2002.

Figure 1-3: Highway Bridge Condition

Minnesota



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 1-7: Characteristics of Directly Operated Motor Bus Transit in Minnesota: 2000

Transit agency	Directional route-miles		
	Exclusive right-of-way	Controlled right-of-way	Mixed right-of-way
Duluth Transit Authority	0.0	0.0	208.6
Metro Transit	177.4	30.6	2,625.4
St. Cloud Metropolitan Transit	0.0	0.0	127.7
Total	177.4	30.6	2,961.7

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

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

Table 1-8: Civil and Joint-Use Airports, Heliports, STOLports, and Seaplane Bases in Minnesota: 2002[1]

Ownership and usage	Airports	Heliports	STOLports	Seaplane bases	Total
Publicly Owned	**140**	**7**	**0**	**3**	**150**
Open to public	136	0	0	2	138
Closed to public	4	7	0	1	12
Privately Owned	**240**	**45**	**1**	**71**	**357**
Open to public	6	0	0	12	18
Closed to public	234	45	1	59	339
Total	**380**	**52**	**1**	**74**	**507**

[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 1-9: Minnesota 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
Minneapolis-St. Paul International	16,771,817	28,563	1,388	0	16,959,014
Rochester International	150,424	0	92	0	150,516
Duluth International	141,214	0	191	0	141,405
Bemidji-Beltrami County	28,421	82	34	0	28,537
St. Cloud Regional	22,505	0	735	0	23,240
Falls International	23,170	0	41	0	23,211
Brainerd-Crow Wing Region	20,143	0	32	0	20,175
Chisholm-Hibbing	12,970	0	111	0	13,081
Grand Rapids/Itasca County-Gordon Newstrom Field	10,246	0	147	0	10,393
Thief River Falls Regional	7,103	0	13	0	7,116

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

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

Table 1-10: Freight Railroads in Minnesota and the United States: 2000

Type of railroad	Number of railroads		Miles operated[2]			
				Minnesota		
	United States	Minnesota	United States	Excluding trackage rights	Including trackage rights	Percent of U.S. total
Total	562	20	172,101	4,417	5,680	3.3
Class I	8	3	120,597	2,896	3,675	3.0
Regional	35	6	20,978	772	1,063	5.1
Local	304	8	21,512	581	739	3.4
Switching and terminal	213	2	7,425	112	144	1.9
Canadian[1]	2	1	1,589	56	59	3.7

[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 1-11: Freight Railroads Operating in Minnesota by Class: 2000

Railroad	Miles operated in Minnesota[1]
Class I railroads	**3,675**
Burlington Northern and Santa Fe Railway Co.	1,711
Soo Line Railroad Co.	1,240
Union Pacific Railroad Co.	724
Regional railroads	**1,063**
Dakota, Minnesota, & Eastern Railroad	312
Duluth, Missabe, & Iron Range Railway	270
I&M Rail Link, LLC	332
Northern Plains Railroad, Inc.	52
Red River Valley, & Western Railroad Co.	20
Wisconsin Central Ltd.	77
Local railroads	**739**
Cedar River Railroad Co.	19
Dakota Rail, Inc.	44
Minnesota Northern Railroad, Inc.	271
Minnesota Southern Railway, Inc.	42
Minnesota, Dakota, & Western Railway	6
Otter Trail Valley Railroad	72
St. Croix Valley Railroad Co.	60
Twin Cities & Western Railroad Co.	225
Switching and terminal railroads	**144**
Duluth & Northeastern Railway	4
Minnesota Commercial Railway	140
Canadian railroads	**59**
Canadian National Railway Co.	59

[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 1-12: Minnesota Water Ports Ranked in Top 150 U.S. Ports by Tonnage: 2000

Port	U.S. rank	Millions of short tons		
		Total	Foreign	Domestic
Duluth-Superior	16	42.2	12.9	29.4
Two Harbors	50	11.9	0.3	11.6
Taconite	65	8.4	Z	8.4
St. Paul	78	5.3	Z	5.3
Silver Bay	81	5.0	Z	5.0
Minneapolis	131	1.7	Z	1.7

KEY: Z = represents zero or less than 1 unit of measure.

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

Table 1-13: Inland Waterway Mileage: 2000

(Includes 39 states and the District of Columbia)

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

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

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

B Safety

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

State	Traffic fatalities	Licensed drivers (thousands)	Registered vehicles (thousands)	Vehicle-miles traveled (millions)	Fatality rate per 100,000 licensed drivers	Fatality rate per 100,000 registered vehicles	Fatality rate per 100 million vehicle-miles 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, 2001; U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2000* , Washington, DC: 2001, available at http://www.fhwa.dot.gov/ohim/ohimstat.htm as of Dec. 6, 2001.

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

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

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

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

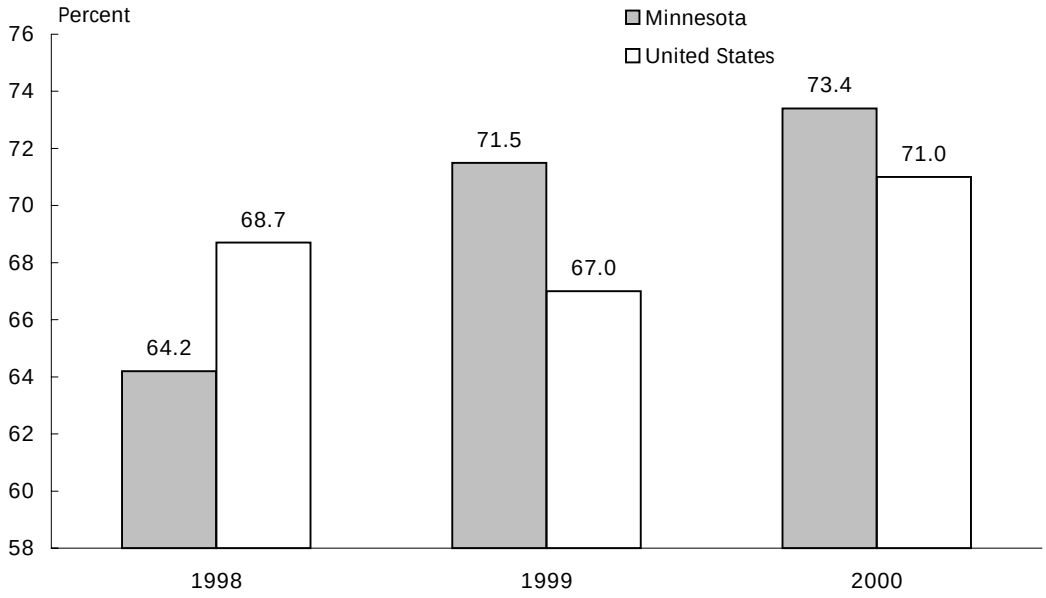
SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, *Traffic Safety Facts 2000,* Washington, DC: 2001, available at http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSFAnn/TSF2000.pdf as of Jan. 4, 2002.

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 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)

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

SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, National Center for Statistics and Analysis, *Traffic Safety Facts 2000: State Alcohol Estimates,* Washington, DC: 2001, available at www.nhtsa.dot.gov/people/ncsa/factshet.html as of Dec. 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 content; DWI = driving while intoxicated; Y = yes; N = no; A = alternative; S = suspension; R = revocation; Nms = no mandatory sanction.

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

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

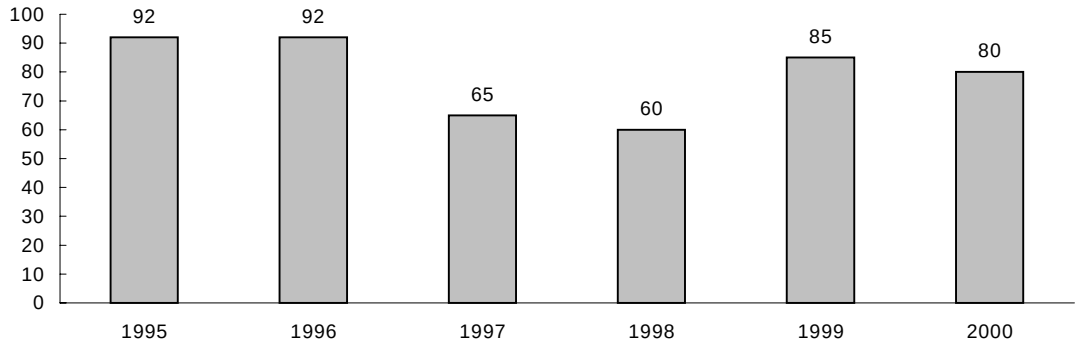
NOTE: Interstates are divided into urban and rural sections based primarily on population size and population density.

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

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



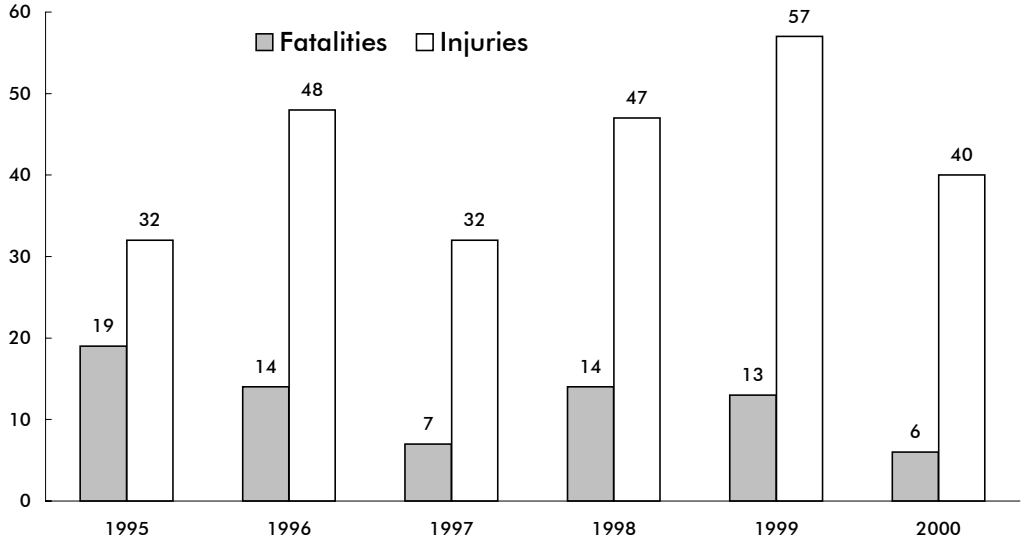
NOTE FOR DATA ON THIS PAGE: "Accidents/incidents" includes all events reportable to the U.S. Department of Transportation, Federal Railroad Administration under applicable regulations. These include: train accidents, reported on Form F 6180.54, comprised of collisions, derailments, and other events involving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

	Minnesota		United States	
	Number	Percent	Number	Percent
Total	8,219	100.0	256,241	100.0
Public, motor vehicle	5,101	62.1	155,370	60.6
Private, motor vehicle	3,067	37.3	98,918	38.6
Pedestrian	51	0.6	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:

	Minnesota		United States	
	Number	Percent	Number	Percent
Total	5,101	100.0	155,370	100.0
Cross bucks	2,981	58.4	71,468	46.0
Gates	680	13.3	34,296	22.1
Flashing lights	599	11.7	27,100	17.4
Stop signs	718	14.1	11,630	7.5
Unknown	95	1.9	5,253	3.4
Special warning	17	0.3	3,723	2.4
HWTS, WW, bells	9	0.2	1,417	0.9
Other	2	0.0	483	0.3

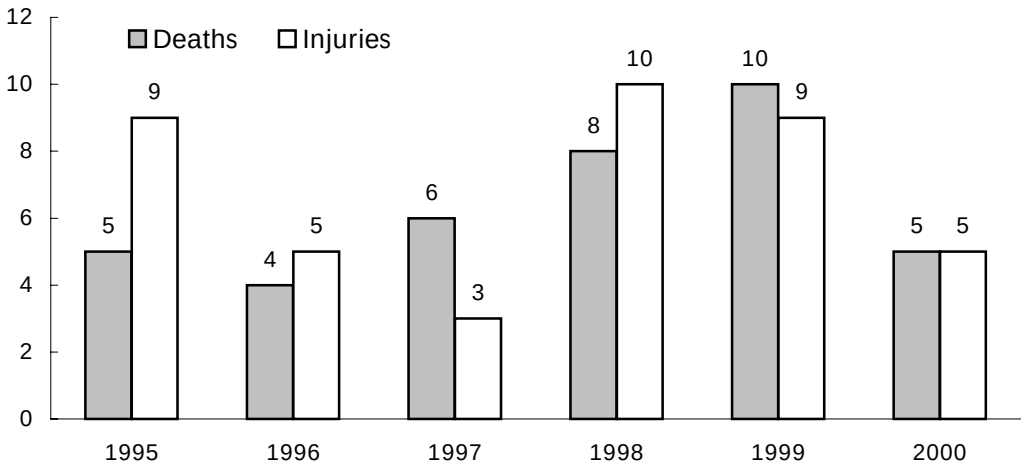
KEY: HWTS = highway traffic signals, WW = wigwags.

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

Type of person	Fatalities	Injuries
Worker on duty (railroad employee)	0	247
Employee not on duty	0	7
Passenger on train	0	3
Nontrespasser	6	36
Trespasser	5	9
Worker on duty (contractor)	0	0
Contractor (other)	0	1
Worker on duty (volunteer)	0	0
Volunteer (other)	0	0
Nontrespasser (off railroad property)	0	0

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

	Collision			Non-collision			Total property damage ($ thousands)
	Number of incidents	Fatalities	Injuries	Number of incidents	Fatalities	Injuries	
Cable car	0	0	0	0	0	0	Z
Commuter rail	0	0	0	0	0	0	Z
Demand responsive	56	0	2	8	5	8	28
Ferry boat	0	0	0	0	0	0	Z
Heavy rail	0	0	0	0	0	0	Z
Light rail	0	0	0	0	0	0	Z
Motor bus	188	2	294	388	0	423	146
Trolley bus	0	0	0	0	0	0	Z
Van pool	0	0	0	0	0	0	Z

KEY: Z = represents zero or less than 1 unit of measure.

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

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

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

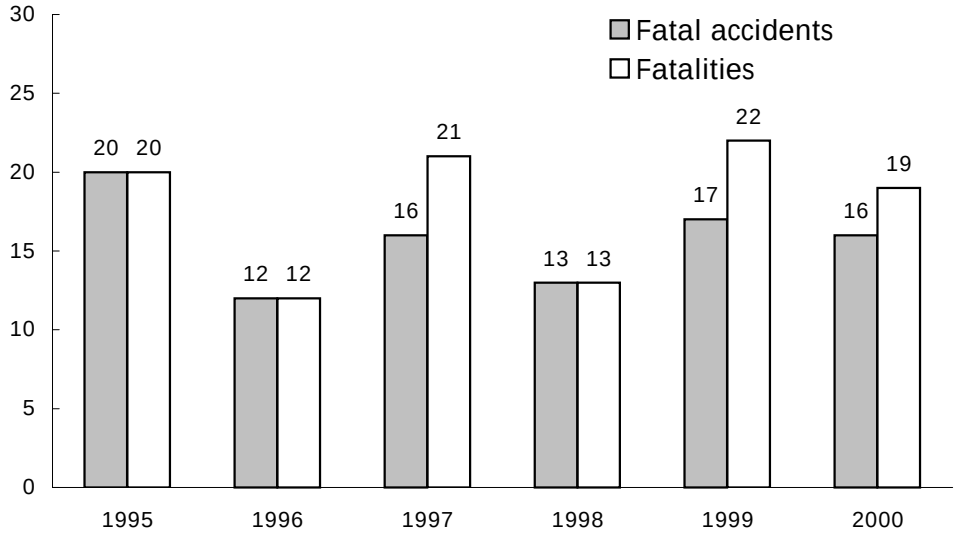
SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Federal Transit Administration, 2000 National Transit Database, available at http://www.ntdprogram.com as of Dec. 5, 2001.

Table 2-16: Recreational Boating Accidents: 2000

	Minnesota	United States
Number of accidents		
Total	143	7,740
Fatal	16	616
Non-fatal injury	80	3,292
Property damage	47	3,832
Number of persons		
Killed	19	701
Injured	97	4,355

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

Figure 2-5: Minnesota Recreational Boating Accidents



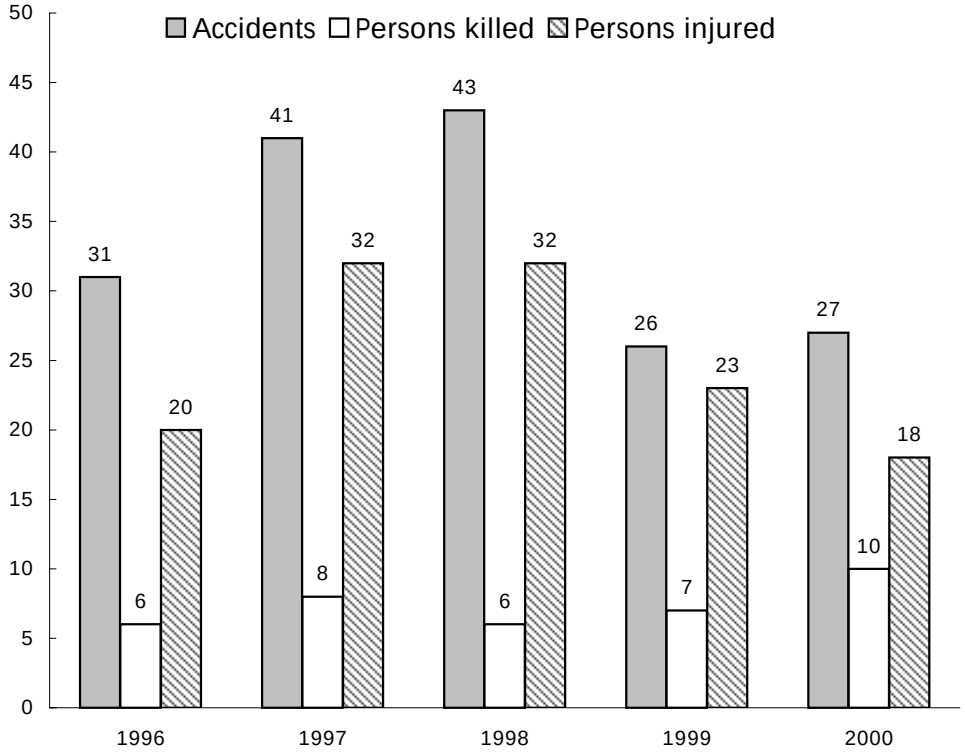
NOTES FOR DATA ON THIS PAGE: An accident is listed under one category only, with fatal being the highest priority, followed by non-fatal injury, followed by property damage. For example, if two vessels are in an accident resulting in a fatality and a non-fatal injury, the accident is counted as a fatal accident involving two vessels.
These data do not include: 1) accidents involving only slight injury not requiring medical treatment beyond first-aid; 2) accidents involving property damage of $500 or less; 3) accidents not caused or contributed to by a vessel, its equipment, or its appendages; and 4) accidents in which the boat was used solely as a platform for other activities, such as swimming or skin diving. Such cases are not included because the victims freely left the safety of a boat. However, the data do include accidents involving people in the water who are struck by their boat or another boat.

SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, U.S. Coast Guard, *Boating Statistics, 2000,* Washington, DC: 2001, available at 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	
	Minnesota	United States	Minnesota	United States
Number of accidents				
Total	26	633	27	696
Number of persons				
Killed	7	191	10	215
Injured	23	476	18	542

Figure 2-6: Minnesota 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.

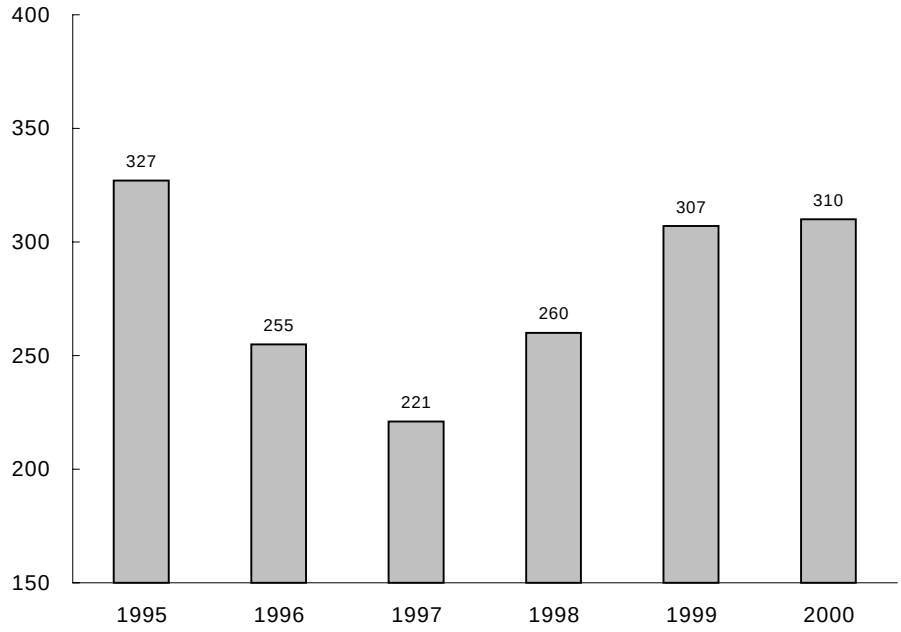
SOURCES FOR DATA ON THIS PAGE: U.S. Department of Transportation, U.S. Coast Guard, *Boating Statistics 2000* , Washington, DC: 2001; U.S. Department of Transportation, U.S. Coast Guard, *Boating Statistics 1999, W*ashington, DC: 2000, available at http://www.uscgboating.org/Saf/pdf/Boating_Statistics_2000.pdf 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	
Minnesota	310	0	3	0	3	2,052
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: Minnesota 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.

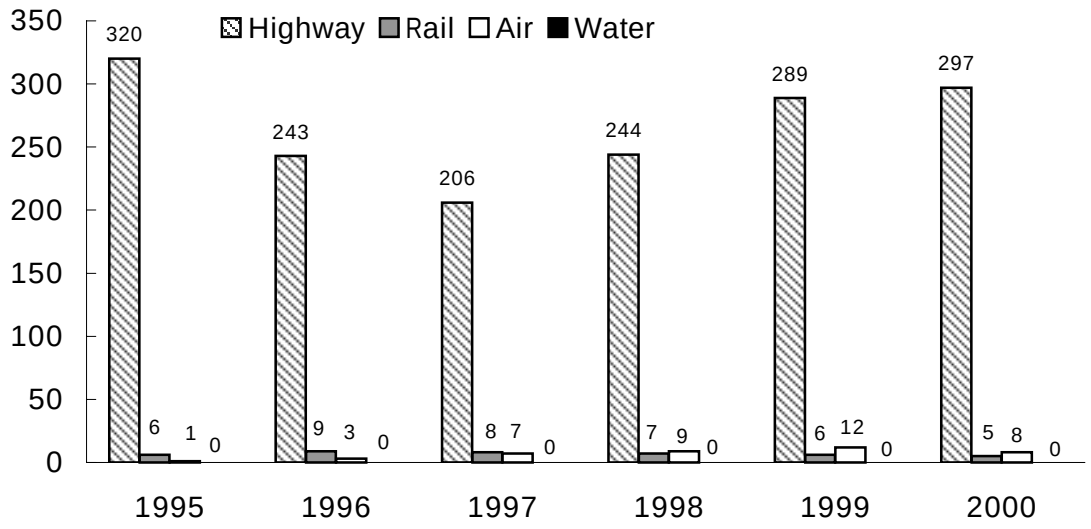
SOURCE FOR DATA ON THIS PAGE: U.S. Department of Transportation, Research and Special Programs Administration, Office of Hazardous Materials Safety, *Hazmat Summary by State for Calendar Year 2000* , and earlier years, Washington, DC: 2002, available at http://hazmat.dot.gov as of April 24, 2002.

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

Mode	Total incidents	Deaths	Injuries		Damages ($ thousands)
			Major	Minor	
Highway	297	0	0	2	450
Rail	5	0	0	1	1,602
Air	8	0	0	0	0
Water[1]	0	0	0	0	0
Total	310	0	0	3	2,052

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

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



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

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

Table 2-20: Natural Gas Distribution Pipeline Incidents

	1995	1996	1997	1998	1999	2000
Minnesota						
Number of incidents	1	1	3	2	1	4
Number of fatalities	0	0	0	4	0	0
Number of injuries	0	1	0	1	0	2
Property damage ($ thousands)	40	0	460	5,075	70	1,130
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
Minnesota						
Number of incidents	1	2	2	1	0	2
Number of fatalities	0	0	0	0	0	0
Number of injuries	1	0	0	0	0	0
Property damage ($ thousands)	0	100	100	60	0	129
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
Minnesota						
Number of incidents	2	3	3	4	5	6
Number of fatalities	0	0	0	0	0	0
Number of injuries	0	0	2	0	0	0
Property damage ($ thousands)	50	640	1,665	300	375	1,083
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 Minnesota by State: 1997 (Descending order by weight)

State of origin	Rank	Value ($ millions)	Weight (thousand short tons)
Minnesota	**1**	**59,392**	**148,513**
North Dakota	2	3,285	13,770
Wyoming	3	111	10,132
Wisconsin	4	7,375	8,809
Iowa	5	3,985	6,614
Illinois	6	7,526	4,843
Michigan	7	3,135	4,125
South Dakota	8	2,005	2,614
Indiana	9	2,667	1,585
Texas	10	4,792	1,196
Georgia	11	1,230	1,042
Kansas	12	1,100	1,024
Missouri	13	1,953	1,017
California	14	5,727	999
Louisiana	15	562	859
Nebraska	16	1,292	713
Arkansas	17	647	691
New York	18	2,086	670
Pennsylvania	19	2,213	601
Florida	20	1,336	450
Oklahoma	21	679	411
North Carolina	22	1,546	394
Alabama	23	537	356
Kentucky	24	1,202	313
Washington	25	1,059	306
Oregon	26	379	222
New Jersey	27	2,245	217
Colorado	28	535	210
Maine	28	265	191
Mississippi	30	437	179
West Virginia	31	184	155
Idaho	32	S	150
Massachusetts	33	956	147
South Carolina	34	580	143
Virginia	35	609	127
Maryland	36	256	60
Utah	37	152	57
Arizona	38	450	42
New Hampshire	39	288	23
New Mexico	40	S	22
Nevada	41	66	19
Alaska	42	S	S
Connecticut	42	572	S
Delaware	42	84	S
District of Columbia	42	S	S
Hawaii	42	4	S
Montana	42	186	S
Ohio	42	3,608	S
Rhode Island	42	189	S
Tennessee	42	1,152	S
Vermont	42	183	S
From all states		131,295	226,619

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 Minnesota 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)
Minnesota	**1**	**59,392**	**148,513**	Oklahoma	27	679	235
Wisconsin	2	7,375	15,269	South Carolina	28	580	194
Indiana	3	2,667	14,375	Connecticut	29	572	107
Ohio	4	3,608	12,002	New Hampshire	30	288	97
Illinois	5	7,526	11,648	New Mexico	31	S	57
Louisiana	6	562	10,463	Idaho	32	S	52
Iowa	7	3,985	8,954	Vermont	33	183	35
North Dakota	8	3,285	8,752	West Virginia	34	184	35
Washington	9	1,059	6,489	Delaware	35	84	21
Pennsylvania	10	2,213	5,899	Wyoming	36	111	17
Utah	11	152	4,400	District of Columbia	37	S	16
Nebraska	12	1,292	3,156	Hawaii	38	4	15
Texas	13	4,792	2,415	Alaska	39	S	3
California	14	5,727	2,270	Colorado	40	535	S
Tennessee	15	1,152	1,524	Kentucky	40	1,202	S
New York	16	2,086	836	Maine	40	265	S
Georgia	17	1,230	731	Michigan	40	3,135	S
Arkansas	18	647	641	Mississippi	40	437	S
New Jersey	19	2,245	612	Missouri	40	1,953	S
Florida	20	1,336	571	Nevada	40	66	S
Alabama	21	537	427	North Carolina	40	1,546	S
Montana	22	186	371	Oregon	40	379	S
Arizona	23	450	365	Rhode Island	40	189	S
Kansas	24	1,100	348	South Dakota	40	2,005	S
Maryland	25	256	332	Virginia	40	609	S
Massachusetts	26	956	240	To all states		131,295	279,607

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

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. "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 Minnesota by Mode of Transportation: 1997

	Value		Short tons		Ton-miles	
	Number ($ millions)	Percent	Number (thousands)	Percent	Number (millions)	Percent
All modes	155,184	100.0	279,607	100.0	121,384	100.0
Single modes	114,829	74.0	247,293	88.4	91,432	75.3
Truck	100,592	64.8	158,187	56.6	25,192	20.8
For-hire	57,780	37.2	65,889	23.6	19,026	15.7
Private truck	40,276	26.0	91,403	32.7	6,075	5.0
Rail	7,318	4.7	66,812	23.9	48,033	39.6
Water	1,661	1.1	15,132	5.4	17,924	14.8
Shallow draft	1,468	0.9	10,849	3.9	15,708	12.9
Great Lakes	171	0.1	3,532	1.3	S	S
Deep draft	S	S	S	S	S	S
Air (including truck and air)	3,926	2.5	116	Z	164	0.1
Pipeline	1,332	0.9	7,047	2.5	S	S
Multiple modes	34,120	22.0	26,486	9.5	24,498	20.2
Parcel, U.S. Postal Service, or courier service	29,752	19.2	1,148	0.4	993	0.8
Truck and rail intermodal combination	3,516	2.3	698	0.2	1,008	0.8
Truck and water	8	Z	S	S	S	S
Rail and water	722	0.5	24,190	8.7	22,454	18.5
Other multiple modes	S	S	S	S	S	S
Other and unknown modes	6,236	4.0	5,828	2.1	5,454	4.5

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: United States* , Washington, DC: 1999, available at http://www.bts.gov/ntda/cfs/cfs97od.html as of Nov. 2, 2001.

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

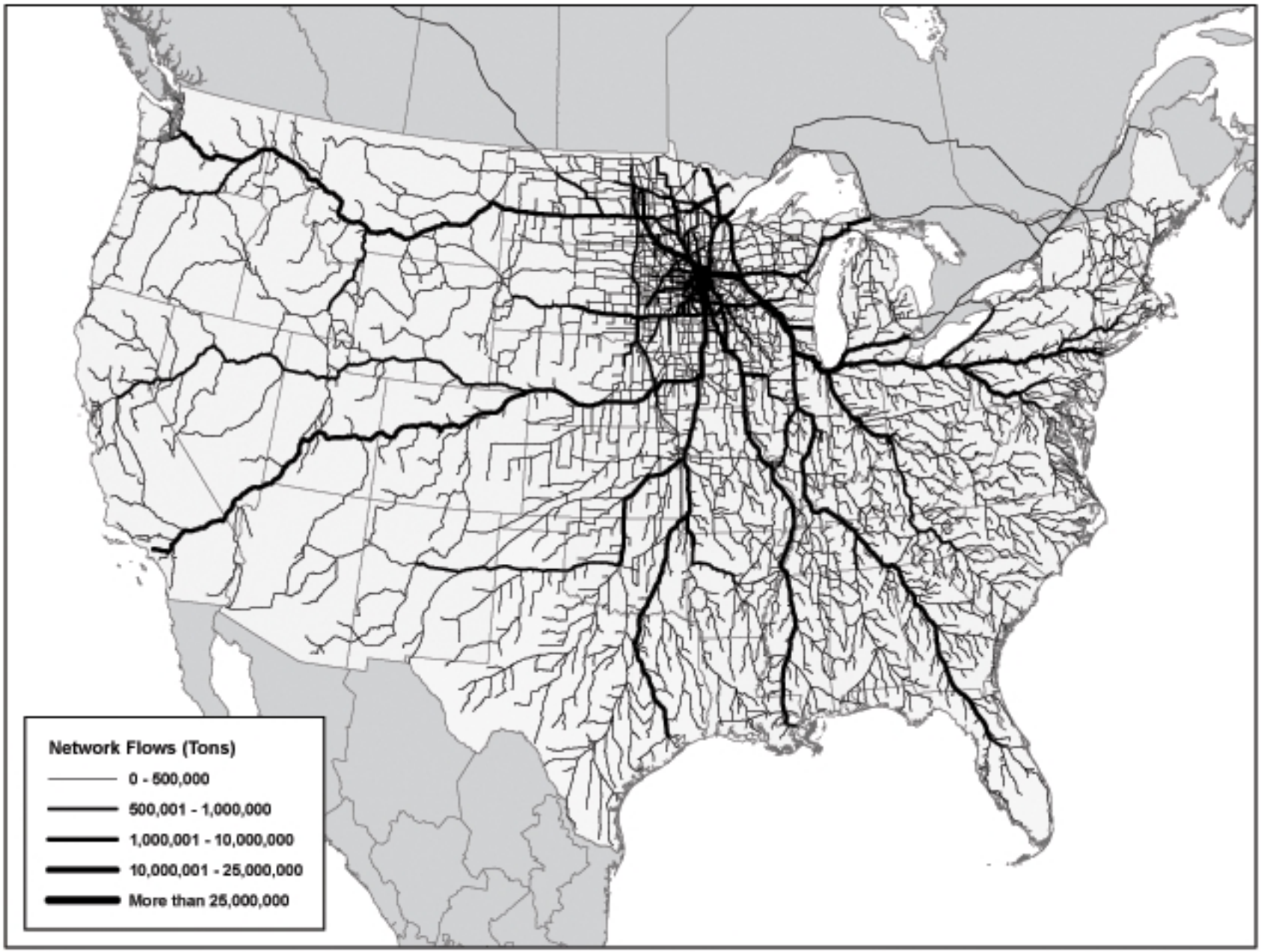
State of destination	Value ($ millions)	Weight (thousand short tons)
Minnesota	**46,911**	**117,045**
Wisconsin	7,045	9,097
Illinois	4,966	3,366
Iowa	3,810	5,067
California	3,237	1,388
Texas	2,864	873
Michigan	2,376	1,773
Ohio	2,141	0
North Dakota	2,067	6,078
Pennsylvania	1,754	548
All other states	23,421	12,952
Total, all states	100,592	158,187

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

State of origin	Value ($ millions)	Weight (thousand short tons)
Minnesota	**46,911**	**117,045**
Wisconsin	5,867	6,403
Illinois	5,177	3,884
Iowa	3,482	4,970
Texas	3,224	642
California	2,734	470
Ohio	2,213	0
Indiana	2,012	1,174
North Dakota	1,836	4,981
Michigan	1,833	788
All other states	18,215	12,440
Total, all states	93,504	152,797

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

Commodity (2-digit commodity code)	Value ($ millions)	Weight (thousand short tons)
Metallic ores and concentrates (14)	1,437	47,387
Cereal grains (02)	4,054	37,434
Gravel and crushed stone (12)	193	33,143
Nonmetallic mineral products (31)	2,291	17,479
Coal and petroleum products, n.e.c. (19)	1,645	15,177
Other agricultural products (03)	4,608	13,925
Gasoline and aviation turbine fuel (17)	3,261	13,255
Other prepared foodstuffs, and fats and oils (07)	11,392	13,195
Natural sands (11)	88	12,058
Waste and scrap (41)	652	10,120
Fuel oils (18)	1,384	7,401
Animal feed and products of animal origin, n.e.c. (04)	1,943	6,985
Base metal in primary or semifinished forms and in finished basic shapes (32)	4,157	6,528
Wood products (26)	4,664	5,799
Milled grain products and preparations, and bakery products (06)	2,757	3,695
Pulp, newsprint, paper, and paperboard (27)	3,256	3,370
Fertilizers (22)	629	2,591
Meat, fish, seafood, and their preparations (05)	4,393	2,157
Articles of base metal (33)	4,718	1,769
Printed products (29)	8,276	1,721
Miscellaneous manufactured products (40)	10,637	1,708
Chemical products and preparations, n.e.c. (23)	3,524	1,317
Motorized and other vehicles (including parts) (36)	13,787	1,317
Plastics and rubber (24)	5,073	1,227
Alcoholic beverages (08)	1,237	1,074
Paper or paperboard articles (28)	1,740	978
Machinery (34)	7,774	748
Electronic and other electrical equipment and components and office equipments (35)	19,743	730
Coal (15)	21	401
Monumental or building stone	373	346
Textiles, leather, and articles of textiles or leather (30)	2,623	344
Furniture, mattresses and mattress supports, lamps, lighting fittings, and illuminated signs (39)	1,634	260
Pharmaceutical Products (21)	3,839	155
Precision instruments and apparatus (38)	9,443	126
Transportation equipment, n.e.c. (37)	1,085	68
Tobacco products (09)	786	38
Mixed freight (43)	3,840	S
Basic chemicals (20)	646	S
Nonmetallic minerals, n.e.c. (13)	102	S
Live animals and live fish (01)	S	S
Logs and other wood in the rough (25)	S	S
Commodity unknown	944	349
Total, all commodities	155,184	279,607

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 (SCGT) 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 Minnesota (Short tons)

Commodity	1999	Percent of total	2000	Percent of total
Metallic ores	21,367,911	33	18,693,405	30
Coal	19,931,442	31	19,446,628	31
Farm products	4,990,890	8	7,544,108	12
Chemicals	4,596,013	7	4,082,194	7
Glass and stone products	2,193,228	3	2,369,957	4
All other	10,813,219	17	10,326,973	17
Minnesota, total	63,892,703	100	62,463,265	100

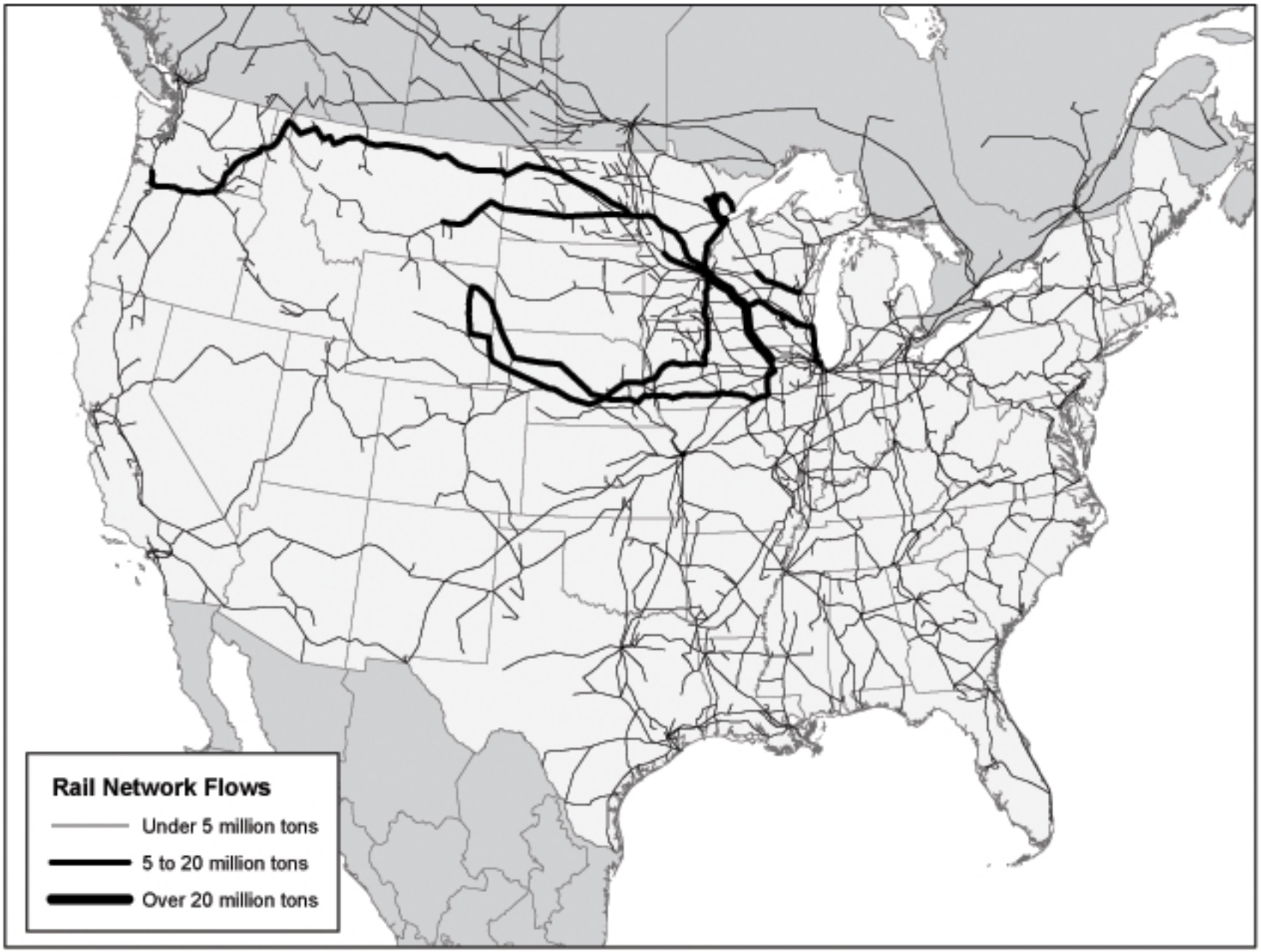
Table 3-8: Rail Shipments Originating in Minnesota (Short tons)

Commodity	1999	Percent of total	2000	Percent of total
Metallic ores	39,184,734	55	35,362,987	51
Farm products	14,114,454	20	16,663,393	24
Food products	5,779,028	8	5,742,900	8
Nonmetallic minerals	3,288,573	5	3,423,461	5
Pulp and paper products	1,746,656	2	1,633,572	2
All other	7,638,668	11	6,794,654	10
Minnesota, total	71,752,113	100	69,890,967	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: Minnesota Total Rail Flows: 1999



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

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

Destination	Short tons	Percent of total
Total orginating in Minnesota	46,867,259	100.0
Ohio	15,295,889	32.6
Indiana	13,497,470	28.8
Louisiana	8,667,412	18.5
Canada	3,057,910	6.5
Minnesota (intrastate)	**2,713,743**	**5.8**
Foreign	1,446,618	3.1
Illinois	555,378	1.2
Michigan	332,396	0.7
Iowa	233,455	0.5
Alabama	188,872	0.4
Missouri	166,597	0.4
Wisconsin	162,527	0.3
Kentucky	153,208	0.3
Tennessee	150,148	0.3
Arkansas	93,175	0.2
Mississippi	55,819	0.1
New York	47,736	0.1
All other domestic destinations	48,906	0.1

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

Origin	Short tons	Percent of total
Total shipped to Minnesota	10,306,083	100.0
Minnesota (intrastate)	**2,713,743**	26.3
Michigan	2,464,952	23.9
Louisiana	2,446,136	23.7
Wisconsin	1,177,113	11.4
Canada	576,075	5.6
Iowa	283,259	2.7
Kentucky	200,930	1.9
Indiana	94,743	0.9
Ohio	84,838	0.8
Foreign	71,081	0.7
Illinois	54,750	0.5
Mississippi	27,828	0.3
Alabama	23,359	0.2
Arkansas	21,435	0.2
Tennessee	20,412	0.2
Texas	18,817	0.2
Missouri	11,765	0.1
West Virginia	10,600	0.1
All other domestic origins	4,247	<0.1

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 Minnesota by Commodity: 2000[1]

Commodity	Short tons	Percent of total
Total	42,753,074	100.0
Iron ore, iron, and steel waste and scrap	30,857,905	72.2
Food and food products	10,875,210	25.4
Petroleum products	519,283	1.2
Non-ferrous ores and scrap	200,661	0.5
Sand, gravel, shells, clay, salt, and slag	169,815	0.4
Chemical fertilizers	98,541	0.2
Coal, lignite, and coal coke	31,659	0.1
Unknown and not elsewhere classified products[2]	4,114,185	9.6

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

Commodity	Short tons	Percent of total
Total	42,362,731	100.0
Iron ore, iron, and steel waste and scrap	28,676,610	67.7
Food and food products	9,030,494	21.3
Petroleum products	519,283	1.2
Chemical fertilizers	98,541	0.2
Unknown and not elsewhere classified products[2]	4,037,803	9.5

[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 Minnesota by Commodity: 2000[1]

Commodity	Short tons	Percent of total
Total	10,306,083	100.0
Sand, gravel, shells, clay, salt, and slag	3,090,214	30.0
Coal, lignite, and coal coke	1,263,973	12.3
Chemical fertilizers	1,172,676	11.4
Primary nonmetal products	681,445	6.6
Chemicals excluding fertilizers	201,191	2.0
Food and food products	190,796	1.9
Primary metal products	184,783	1.8
Manufactured goods	18,671	0.2
Non-ferrous ores and scrap	10,000	0.1
Lumber, logs, wood chips, and pulp	7,663	0.1
Unknown and not elsewhere classified products[2]	3,484,671	33.8

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

Commodity	Short tons	Percent of total
Total	9,658,927	100.0
Sand, gravel, shells, clay, salt, and slag	2,904,513	30.1
Coal, lignite, and coal coke	1,263,973	13.1
Chemical fertilizers	1,172,676	12.1
Primary nonmetal products	464,343	4.8
Primary metal products	149,161	1.5
Chemicals excluding fertilizers	147,222	1.5
Food and food products	62,096	0.6
Manufactured goods	10,272	0.1
Unknown and not elsewhere classified products[2]	3,484,671	36.1

[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 3-15: U.S. Waterborne Imports by State and Vessel Type: 1999 (Thousands of metric tons, descending order by weight)

		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	38,382	26,980	8,319	1,140	1,943
Florida	28,499	10,565	10,166	3,656	4,112
Virgin Islands	21,954	19,634	2,294	16	10
Maine	21,795	19,616	1,521	29	629
Mississippi	18,719	16,446	1,435	556	282
Washington	18,311	2,595	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	0	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	U	Z	U	U
United States, total	787,241	500,137	182,050	71,912	33,142

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

KEY: U = data are unavailable; Z = zero or less than 1 unit of measure.

SOURCE: U.S. Department of Transportation, Maritime Administration, personal communication, May 29, 2002.

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

		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	361,686	51,694	220,377	59,287	30,328

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

KEY: Z = zero or less than 1 unit of measure.

SOURCE: U.S. Department of Transportation, Maritime Administration, personal communication, May 29, 2002.

Mail
Enplaned: 2000 (Short tons)

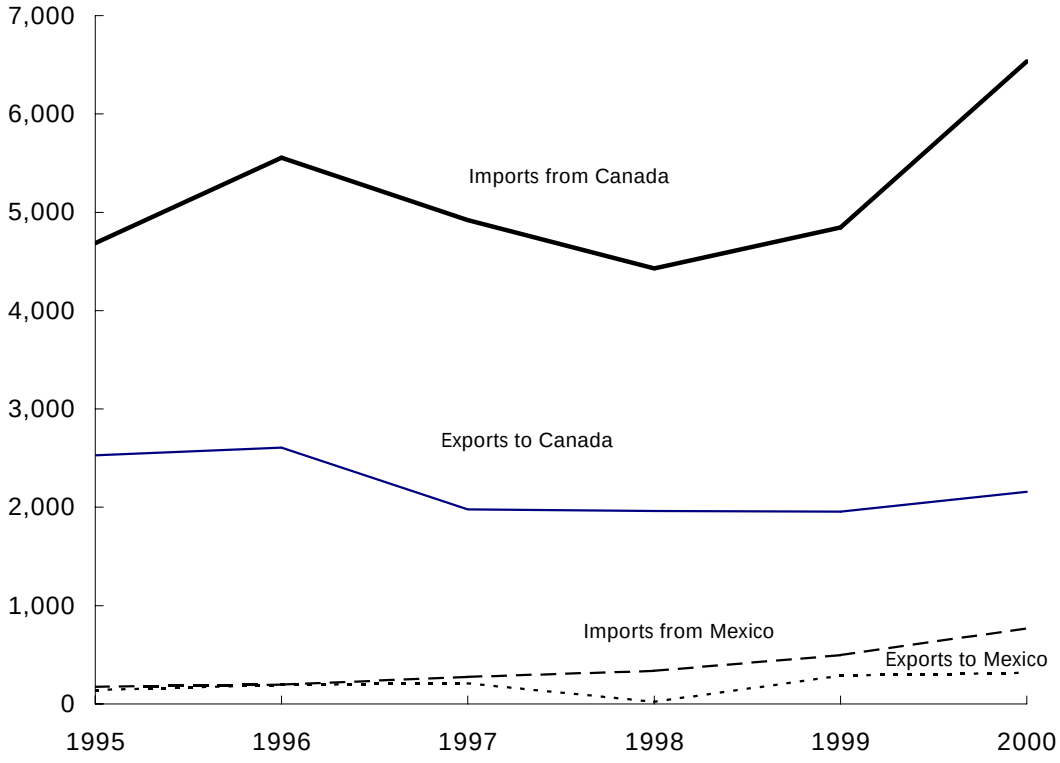
State	Freight		Mail	
	Scheduled	Nonscheduled	Scheduled	Nonscheduled
Alabama	17,233	139,250	6,796	25
Alaska	467,057	141,482	52,354	10,232
Arizona	70,430	66,143	36,115	27,465
Arkansas	1,886	12,578	6,534	2,955
California	1,176,476	504,757	237,537	87,278
Colorado	106,816	61,503	55,370	31,711
Connecticut	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 3-18: Merchandise Trade with Canada and Mexico: 2000 (Millions of current dollars)

	Exports to		Imports from	
	Canada	Mexico	Canada	Mexico
Minnesota	2,157	319	6,535	772
United States, total	154,847	97,159	210,270	113,437

Figure 3-1: Minnesota 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 Oct. 25, 2001.

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

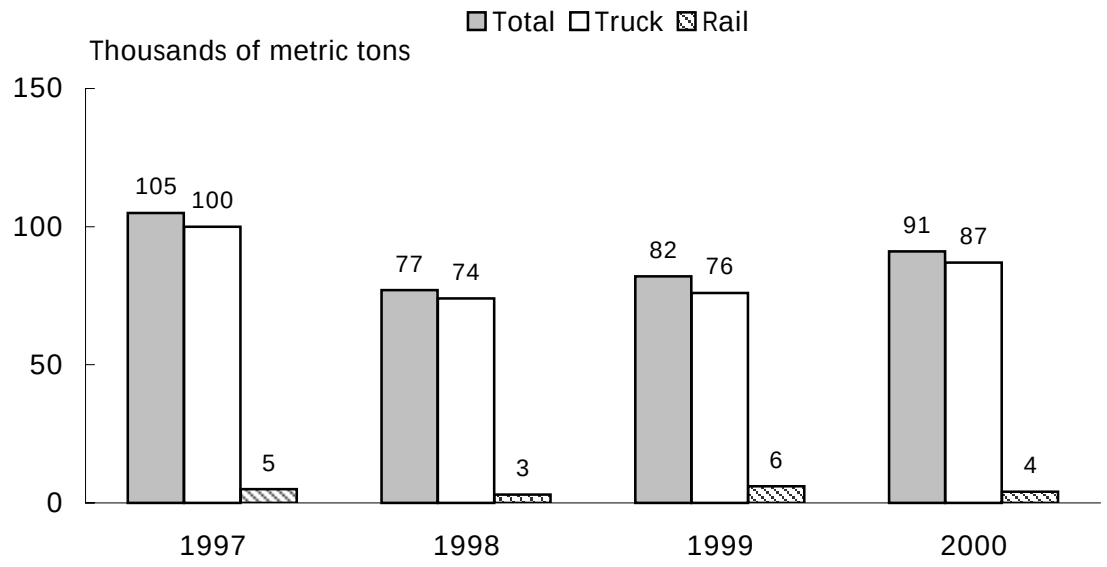
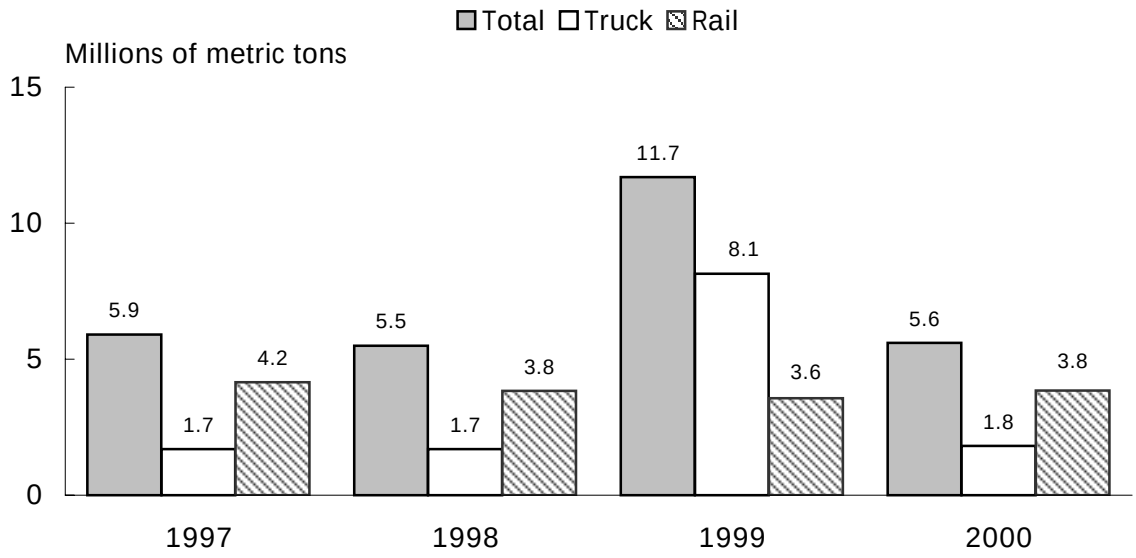


Figure 3-3: Truck and Rail Imports from Canada to Minnesota by Weight



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/maps/metric/w2000_ca.html as of Oct. 31, 2001.

Table 3-19: Incoming Truck Crossings, U.S.-Canadian Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Alaska	12	19	12	11	10	11
Idaho	47	51	52	52	59	59
Maine	363	396	405	445	497	536
Michigan	1,881	2,032	2,186	2,348	2,620	2,676
Minnesota	**136**	**121**	**143**	**115**	**119**	**130**
Baudette	11	8	8	9	8	9
Grand Portage	28	31	33	37	39	42
International Falls	63	46	47	33	36	41
Noyes	6	8	8	6	7	9
Pinecreek	1	<1	1	<1	<1	<1
Roseau	7	8	9	11	11	12
Warroad	19	19	37	19	18	17
Montana	133	148	157	166	183	206
New York	1,505	1,555	1,662	1,797	1,955	1,983
North Dakota	258	271	301	307	325	345
Vermont	241	240	254	281	313	325
Washington	559	597	655	748	736	779
United States, total	5,135	5,431	5,827	6,271	6,817	7,048

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

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

State/port	1995	1996	1997	1998	1999	2000
Alaska	U	U	1	8	7	7
Idaho	U	45	42	43	47	51
Maine	U	164	222	332	343	344
Michigan	U	656	899	1,982	2,186	2,069
Minnesota	**U**	**31**	**37**	**77**	**83**	**100**
Baudette	U	6	5	7	5	6
Grand Portage	U	18	19	24	26	32
International Falls	U	U	7	30	29	34
Noyes	U	<1	U	1	1	6
Pinecreek	U	U	U	<1	<1	<1
Roseau	U	<1	5	6	9	9
Warroad	U	7	<1	10	13	13
Montana	U	121	137	147	165	170
New York	U	1	145	805	1,544	1,708
North Dakota	U	74	1	138	268	305
Vermont	U	94	116	148	171	217
Washington	U	235	367	552	517	363
United States, total	U	1,421	1,966	4,232	5,331	5,335

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

NOTE FOR DATA ON THIS PAGE: The data for incoming trucks will exceed the data for truck containers loaded and empty because the data for trucks include all incoming trucks regardless of whether or not they are carrying a container. Table columns may not add up to U.S. total due to rounding of numbers.

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

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

State/port	1995	1996	1997	1998	1999	2000
Alaska	U	U	<1	3	3	2
Idaho	U	<1	<1	2	2	2
Maine	U	44	48	59	52	50
Michigan	U	75	130	274	335	402
Minnesota	**U**	**14**	**17**	**30**	**32**	**31**
Baudette	U	3	3	2	3	3
Grand Portage	U	9	10	12	13	11
International Falls	U	U	3	11	11	9
Noyes	U	<1	U	1	<1	2
Pinecreek	U	U	U	<1	<1	<1
Roseau	U	<1	2	2	2	2
Warroad	U	2	<1	2	3	4
Montana	U	18	19	22	19	28
New York	U	1	22	99	191	202
North Dakota	U	10	<1	26	38	36
Vermont	U	10	11	7	6	9
Washington	U	62	110	163	174	134
United States, total	U	235	358	685	852	897

NOTE: The data for incoming trucks will exceed the data for truck containers loaded and empty because the data for trucks include all incoming trucks regardless of whether or not they are carrying a container. Table columns may not add up to U.S. total due to rounding of numbers.

Table 3-22: Incoming Train Crossings, U.S.-Canadian Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Alaska	<1	<1	<1	<1	<1	<1
Idaho	1	<1	<1	1	1	1
Maine	1	1	1	2	2	1
Michigan	8	9	9	9	9	10
Minnesota	**10**	**9**	**10**	**11**	**9**	**9**
Baudette	2	2	3	3	2	2
Grand Portage	NA	NA	NA	NA	NA	NA
International Falls	3	3	3	3	3	3
Noyes	2	1	1	1	1	1
Pinecreek	NA	NA	NA	NA	NA	NA
Roseau	NA	NA	NA	NA	NA	NA
Warroad	3	3	3	5	2	2
Montana	<1	<1	<1	<1	<1	<1
New York	5	5	5	6	6	6
North Dakota	1	1	1	2	2	2
Vermont	1	1	1	1	1	1
Washington	3	3	3	3	3	3
United States, total	31	31	33	35	33	33

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

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

Table 3-23: Incoming Rail Container (Full) Crossings, U.S.-Canadian Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Alaska	NA	NA	NA	NA	NA	NA
Idaho	U	25	27	34	40	47
Maine	U	10	11	23	31	28
Michigan	U	197	270	434	459	528
Minnesota	**U**	**21**	**45**	**175**	**210**	**204**
Baudette	NA	NA	NA	NA	NA	NA
Grand Portage	NA	NA	NA	NA	NA	NA
International Falls	U	U	45	144	154	143
Noyes	U	21	U	32	56	62
Pinecreek	NA	NA	NA	NA	NA	NA
Roseau	NA	NA	NA	NA	NA	NA
Warroad	NA	NA	NA	NA	NA	NA
Montana	U	18	19	18	18	16
New York	U	U	18	106	190	193
North Dakota	U	U	U	20	102	112
Vermont	U	15	21	33	35	38
Washington	U	43	52	61	66	49
United States, total	U	330	464	904	1,151	1,215

Table 3-24: Incoming Rail Containers (Empty) Crossings, U.S.-Canadian Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Alaska	NA	NA	NA	NA	NA	NA
Idaho	U	2	2	4	2	3
Maine	U	17	17	24	36	32
Michigan	U	76	116	154	140	152
Minnesota	**U**	**4**	**8**	**41**	**46**	**47**
Baudette	NA	NA	NA	NA	NA	NA
Grand Portage	NA	NA	NA	NA	NA	NA
International Falls	U	U	8	28	27	29
Noyes	U	4	U	13	18	18
Pinecreek	NA	NA	NA	NA	NA	NA
Roseau	NA	NA	NA	NA	NA	NA
Warroad	NA	NA	NA	NA	NA	NA
Montana	U	5	7	6	6	9
New York	U	U	5	35	44	65
North Dakota	U	U	U	7	37	42
Vermont	U	5	6	10	11	13
Washington	U	15	18	22	16	17
United States, total	U	124	180	301	338	379

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

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

D Passenger Travel

Table 4-1: Commuting to Work: 2000

	Minnesota		United States	
Mode	**Number**	**Percent**	**Number**	**Percent**
Total	2,536,412	100.0	127,448,586	100.0
Car, truck, or van -- drove alone	1,961,480	77.3	97,243,457	76.3
Car, truck, or van -- carpooled	256,237	10.1	14,299,090	11.2
Public transportation (including taxi)	81,545	3.2	6,592,685	5.2
Walked	80,197	3.2	3,417,546	2.7
Other means	33,252	1.3	1,820,578	1.4
Worked at home	123,701	4.9	4,075,230	3.2
Mean travel time to work (minutes)	21.6		24.3	

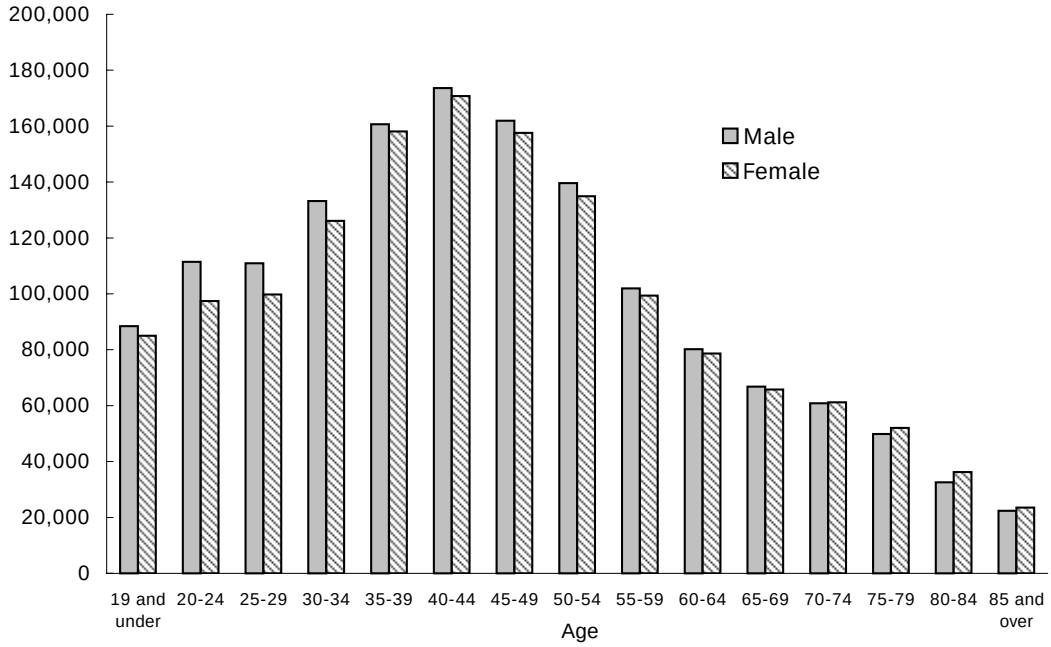
NOTE: Data are for workers 16 years and over.

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

	Minnesota		United States	
Licensed drivers	**Number**	**Percent**	**Number**	**Percent**
Total	2,940,789	100.0	190,625,023	100.0
Male	1,494,353	50.8	95,796,069	50.3
Female	1,446,436	49.2	94,828,953	49.7

Figure 4-1: Licensed Drivers in Minnesota 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 Minnesota: 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
Minneapolis-St. Paul Metropolitan Council (Metro Transit)	Bus	Minneapolis-St. Paul	73,478	244	166	96	922
Metropolitan Council	Bus, demand responsive	Minneapolis-St. Paul	4,959	19	34	16	468
Duluth Transit Authority (DTA)	Bus, demand responsive	Duluth	3,046	11	9	0.03	87
St. Cloud Metropolitan Transit Commission (St. Cloud MTC)	Bus, demand responsive	St. Cloud	1,616	6	4	1	55
City of Rochester	Bus, demand responsive	Rochester	1,091	4	3	1	40
Metro Mobility	Demand responsive	Minneapolis-St. Paul	1,015	4	20	0.3	236
City of Moorhead-Transit	Bus, demand responsive	Fargo-Moorhead	326	1	1	0.3	12

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: Minnesota Airports in Top 50 by Passengers Enplaned: 2000

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

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

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

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

State/port	1995	1996	1997	1998	1999	2000
Alaska	125	117	115	124	120	118
Idaho	247	239	234	219	219	209
Maine	4,436	4,273	4,263	4,026	3,903	3,909
Michigan	11,427	11,859	11,776	12,019	12,396	11,970
Minnesota	**1,104**	**1,100**	**1,024**	**1,049**	**1,137**	**1,104**
Baudette	195	192	188	190	198	206
Grand Portage	234	215	217	215	242	216
International Falls	454	479	419	443	477	461
Noyes	43	40	32	34	39	38
Pinecreek	11	7	7	6	7	8
Roseau	46	49	37	36	38	40
Warroad	121	117	123	124	136	136
Montana	560	530	540	526	577	490
New York	10,694	10,773	11,101	10,555	10,658	10,833
North Dakota	754	705	666	620	636	632
Vermont	1,640	1,630	1,539	1,422	1,573	1,599
Washington	8,158	8,305	7,694	6,036	6,002	6,052
United States, total	39,146	39,531	38,950	36,597	37,220	36,915

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

State/port	1995	1996	1997	1998	1999	2000
Alaska	271	259	257	303	260	264
Idaho	595	533	540	497	526	510
Maine	9,883	9,535	9,216	8,549	8,176	7,968
Michigan	32,425	34,869	27,690	29,634	29,456	32,471
Minnesota	**3,049**	**3,028**	**2,782**	**2,882**	**2,932**	**3,040**
Baudette	468	461	452	457	475	493
Grand Portage	713	655	655	643	527	650
International Falls	1,360	1,436	1,257	1,303	1,335	1,290
Noyes	124	110	87	98	116	115
Pinecreek	25	17	16	14	15	16
Roseau	99	108	81	92	95	95
Warroad	260	241	234	274	369	380
Montana	1,717	1,639	1,661	1,616	1,806	1,453
New York	24,583	26,097	27,579	26,083	25,478	25,302
North Dakota	1,975	1,861	1,700	1,577	1,629	1,675
Vermont	3,408	3,541	3,275	3,042	3,302	3,123
Washington	18,901	19,708	17,948	14,100	15,803	14,239
United States, total	96,807	101,071	92,647	88,283	89,369	90,047

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

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

State/port	1995	1996	1997	1998	1999	2000
Alaska	19	23	22	31	28	35
Idaho	2	1	1	2	2	2
Maine	3	3	3	3	3	3
Michigan	36	44	47	53	52	54
Minnesota	**30**	**26**	**26**	**20**	**20**	**20**
Baudette	5	6	6	6	5	5
Grand Portage	NA	NA	NA	NA	NA	NA
International Falls	10	10	9	6	7	7
Noyes	8	5	4	3	3	4
Pinecreek	NA	NA	NA	NA	NA	NA
Roseau	NA	NA	NA	NA	NA	NA
Warroad	6	5	6	5	5	5
Montana	1	1	1	1	1	1
New York	82	62	73	76	85	93
North Dakota	4	4	4	4	5	5
Vermont	13	3	4	3	3	3
Washington	39	47	67	52	50	52
United States, total	227	214	249	246	249	270

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

State/port	1995	1996	1997	1998	1999	2000
Alaska	7	8	9	10	10	10
Idaho	<1	<1	<1	1	1	1
Maine	2	2	2	2	2	2
Michigan	51	53	31	48	51	54
Minnesota	**5**	**5**	**4**	**4**	**4**	**4**
Baudette	1	1	1	1	1	1
Grand Portage	1	2	1	1	1	1
International Falls	1	<1	<1	<1	<1	<1
Noyes	<1	<1	<1	<1	<1	<1
Pinecreek	<1	<1	<1	<1	<1	<1
Roseau	<1	<1	<1	<1	<1	<1
Warroad	2	2	2	1	1	1
Montana	2	2	2	2	3	2
New York	68	71	81	74	77	85
North Dakota	4	3	3	3	3	3
Vermont	6	6	6	6	6	7
Washington	21	23	25	23	24	22
United States, total	166	173	164	173	182	189

KEY: NA = data are not applicable.

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

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

State/port	1995	1996	1997	1998	1999	2000
Alaska	86	107	133	150	156	149
Idaho	9	11	12	14	18	18
Maine	74	66	61	110	60	64
Michigan	754	792	671	767	864	1,157
Minnesota	**104**	**96**	**100**	**93**	**100**	**98**
Roseau	1	<1	1	1	1	1
Baudette	9	8	8	8	8	8
Noyes	6	4	16	16	14	11
International Falls	16	11	11	9	11	11
Grand Portage	41	38	35	31	33	32
Warroad	32	33	29	29	32	35
Pinecreek	<1	<1	<1	<1	<1	<1
Montana	53	45	46	44	54	40
New York	1,624	1,880	2,195	1,948	2,245	2,475
North Dakota	134	117	117	119	117	112
Vermont	165	180	177	174	180	192
Washington	526	577	613	550	573	567
United States, total	3,530	3,870	4,124	3,970	4,367	4,873

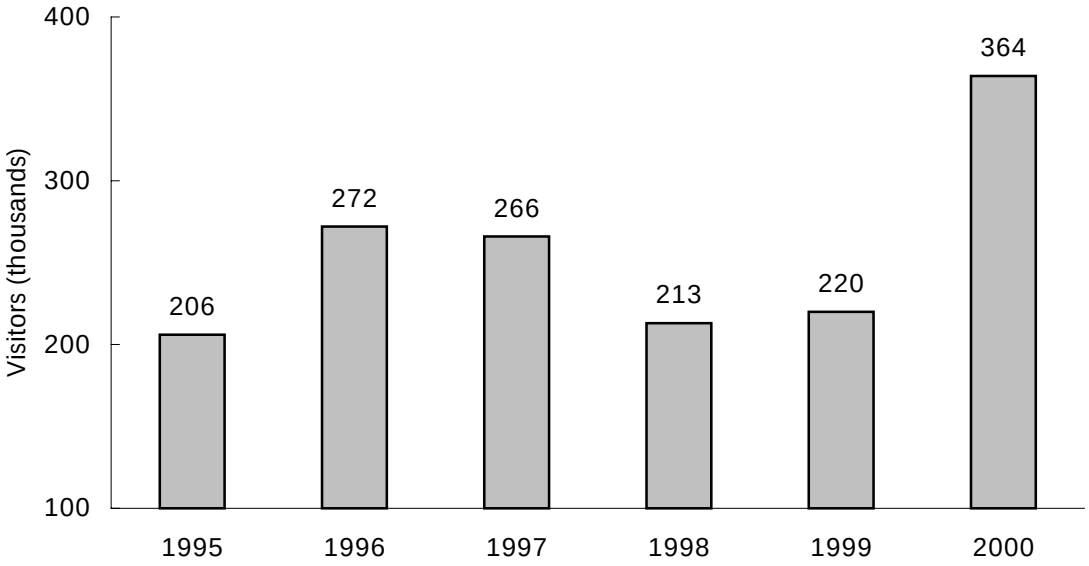
Table 4-10: Incoming Pedestrians, U.S.-Canadian Border (Thousands)

State/port	1995	1996	1997	1998	1999	2000
Alaska	1	1	1	1	<1	<1
Idaho	3	2	4	3	3	3
Maine	120	113	112	122	121	122
Michigan	35	33	15	NA	NA	NA
Minnesota	**39**	**36**	**38**	**45**	**26**	**28**
Baudette	1	1	2	1	1	1
Grand Portage	<1	<1	<1	<1	<1	<1
International Falls	37	34	36	44	25	26
Noyes	<1	<1	<1	<1	<1	<1
Pinecreek	<1	<1	<1	<1	<1	<1
Roseau	<1	<1	<1	<1	<1	<1
Warroad	<1	<1	<1	<1	<1	<1
Montana	13	18	16	16	21	14
New York	361	267	225	306	313	287
North Dakota	10	11	10	10	8	7
Vermont	23	22	23	22	29	22
Washington	93	105	105	74	67	102
United States, total	698	608	550	598	588	585

KEY: NA = data are not applicable.

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

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



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

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

E Registered Vehicles and Vehicle-Miles Traveled

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

Motor vehicle type	Private and commercial	Publicly owned	Minnesota total	United States total
All motor vehicles	4,731,861	41,134	4,772,995	225,821,241
Automobiles	2,615,650	9,945	2,625,595	133,621,420
Buses	7,112	7,653	14,765	746,125
Trucks[1]	1,966,300	23,280	1,989,580	87,107,628
Light trucks	1,715,379	U	1,715,379	77,796,872
Farm trucks	51,722	U	51,722	1,885,178
Truck tractor	31,500	U	31,500	1,587,611
Motorcycles	142,799	256	143,055	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: Minnesota and U.S. Trailer and Semi-Trailer Registrations: 2000[1]

Type	Minnesota	United States
Total	941,233	21,541,490
Private and commercial	938,273	21,283,681
Commercial trailers[2]	171,922	4,685,606
Light farm trailers, car trailers, etc.[3]	667,660	14,113,392
House trailers	98,691	2,484,683
Publicly owned	2,960	257,809
Federal government	84	4,277
State, county, municipal government	2,876	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

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

Table 5-3: Minnesota 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)	1,462	139.0
Major use	100.0	100.0
Agriculture	7.7	29.6
Forestry and lumbering	0.6	1.4
Mining and quarrying	0.3	0.4
Construction	8.7	18.1
Manufacturing	1.3	3.5
Wholesale and retail trade	6.9	13.3
For-hire transportation	1.5	13.0
Utilities and service	4.3	10.3
Personal transportation	66.2	2.9
Other and not reported	2.4	7.5
Body type	100.0	100.0
Pickup, panel, minivan, and sport utility	90.5	NA
Platform and cattlerack	2.8	29.5
Van	1.8	18.7
Public utility	0.2	1.6
Multistop or stepvans	0.7	7.2
Dump	0.9	9.5
Tank for liquids or dry bulk	0.7	7.4
Other or not reported	2.5	26.0
Vehicle size	100.0	100.0
Light	91.5	13.8
Medium	2.4	22.4
Light-heavy	1.5	15.9
Heavy-heavy	4.6	47.9
Annual miles driven	100.0	100.0
Less than 5,000	17.2	33.7
5,000 to 9,999	18.8	13.0
10,000 to 19,999	41.5	17.6
20,000 to 29,999	14.7	9.7
30,000 or more	7.7	26.1
Year model	100.0	100.0
1 to 2 years old	15.2	9.0
3 to 4 years old	16.7	11.1
Over 4 years old	68.1	79.9
Vehicle acquisition	100.0	100.0
Purchased new	37.5	31.2
Purchased used	55.2	59.8
Leased from someone or not reported	7.3	9.0
Truck type	100.0	100.0
Single-unit trucks	95.7	69.8
2 axles	94.0	52.0
3 axles or more	1.7	17.8
Combination	4.3	30.2
3 axles	1.2	1.5
4 axles	1.0	6.2
5 axles or more	2.1	22.6
Trailer not specified	0.3	V
Range of operation	100.0	100.0
Local	74.9	58.7
Short-range	15.2	18.9
Long-range	5.5	13.7
Off-the-road or not reported	4.4	8.6
Fuel type	100.0	100.0
Gasoline	91.3	41.5
Diesel, liquefied gas, and other	8.2	55.1
Not reported	0.5	3.3

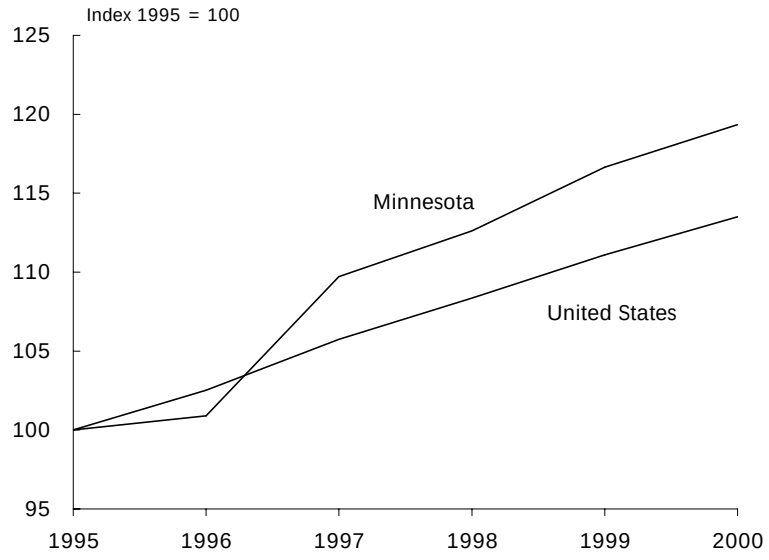
KEY: NA = not applicable; V = represents less than .05 percent.

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



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 Minnesota: 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
Mineapolis-St. Paul	10,919	60,720	2,475	1,192	2,076	4.4	25	316	17,143
Duluth-Superior	878	2,702	339	153	2,216	2.6	8	15	8,412
Fargo-Moorhead	567	2,179	140	70	2,000	4.0	16	14	7,546
La Crosse	467	1,874	132	38	3,474	3.5	14	15	5,191
St. Cloud	422	1,522	87	40	2,175	4.8	18	3	6,851
Rochester	448	1,610	85	73	1,164	5.3	19	11	9,298
Grand Forks	266	749	57	27	2,111	4.7	13	3	3,385

[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.

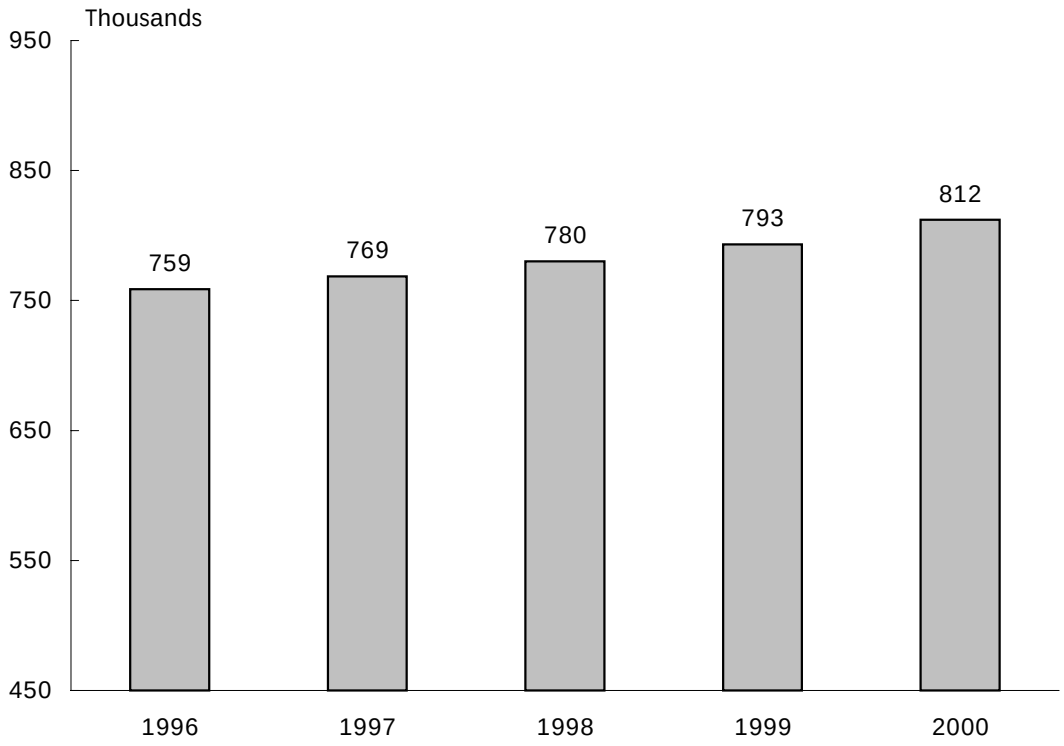
SOURCE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics, 2000,* Washington, DC: 2001, available at: http://www.fhwa.dot.gov/ohim/ohimstat.htm as of Dec. 6, 2001.

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

	Minnesota		United States	
	1999	2000	1999	2000
Total	793,107	812,247	12,738,271	12,782,143
Powered	593,194	609,021	11,811,562	11,648,769
Nonpowered	188,929	191,920	481,191	547,271
Other	10,984	11,306	445,518	590,103

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

Figure 5-2: Minnesota 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. Minnesota statistics include all motorboats except nonmotorized boats nine feet or less in length, duckboats during duck hunting season, and riceboats during harvest season and seaplanes. 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,

F Economy and Finance

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

Business type	Establishments[1] (number)	Number of employees	Annual payroll ($ thousands)
Total transportation and warehousing	**3,968**	**75,781**	**2,565**
Air transportation	75	24,016	1,117
Water transportation	13	250-499	D
Truck transportation	2,517	21,596	704
Transit and ground passenger transportation	471	11,777	170
Pipeline transportation	47	787	48
Scenic and sightseeing transportation	24	100-249	D
Support activities for transportation	492	5,061	170
Couriers and messengers	249	10,953	295
Warehousing and storage	80	1000-2499	D

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/map/99data/06/999.txt as of Oct. 25, 2001.

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

	1995		1996		1997		1998		1999	
Mode	**State**	**Local**	**State**	**Local**	**State**	**Local**	**State**	**Local**	**State**	**Local**
Total (current $)	1,020	299	1,035	314	1,082	286	1	268	1,206	279
Highway	1,019	60	1,034	63	1,081	63	Z	72	1,205	76
Transit	Z	101	Z	97	Z	54	Z	58	Z	58
Air	1	112	1	126	1	147	1	122	1	126
Water	Z	27	Z	28	Z	22	Z	15	Z	18
Total (chained 1996 $)	1,043	306	1,035	314	1,055	279	1	257	1,126	260
Highway	1,042	61	1,034	63	1,054	61	Z	69	1,125	71
Transit	Z	103	Z	97	Z	53	Z	56	Z	54
Air	1	114	1	126	1	144	1	117	1	118
Water	Z	27	Z	28	Z	21	Z	15	Z	17

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

	1995		1996		1997		1998		1999	
Mode	**State**	**Local**	**State**	**Local**	**State**	**Local**	**State**	**Local**	**State**	**Local**
Total (current $)	606	1,790	719	1,700	788	1,696	823	1,847	877	1,810
Highway	603	1,355	717	1,258	781	1,294	821	1,461	871	1,392
Transit	2	302	Z	285	Z	170	Z	176	Z	172
Air	2	125	2	150	7	220	3	195	6	227
Water	Z	8	Z	8	Z	12	Z	15	Z	18
Total (chained 1996 $)	620	1,851	719	1,720	768	1,663	790	1,772	820	1,691
Highway	616	1,386	717	1,258	761	1,261	787	1,401	814	1,301
Transit	2	309	Z	285	Z	165	Z	169	Z	161
Air	2	128	2	150	7	215	3	187	6	212
Water	Z	27	Z	28	Z	21	Z	15	Z	17

[1]Includes federal grants.

KEY: Z = zero or less than 1 unit of measure.

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

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

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

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

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

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

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

G Energy and Environment

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

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

[1] Includes supplemental gaseous fuels. Transportation use of natural gas is consumed in the operation of pipelines, primarily in compressors, or consumed as vehicle fuel.

[2] Includes ethanol blended into motor gasoline.

[3] Other is the sum of aviation gasoline, liquefied petroleum gas (LPG), and lubricants.

[4] Ethanol blended into motor gasoline is included in motor gasoline, but is also shown separately to display the use of renewable energy by the transportation sector. It is counted only once in the total.

[5] Incurred in the generation, transmission, and distribution of electricity plus plant use and unaccounted for electrical system energy losses.

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

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

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

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

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.

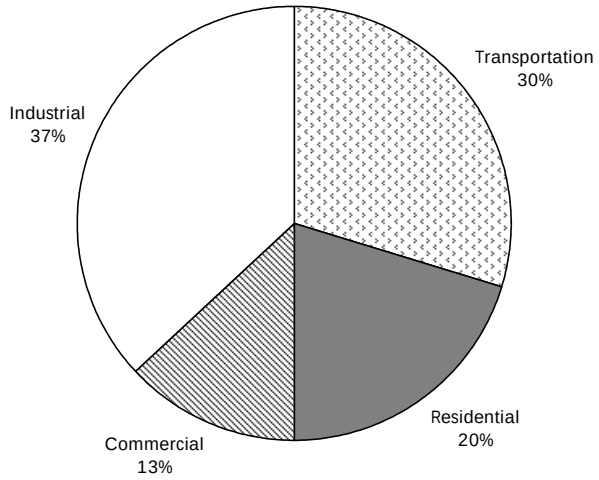
[2] End-use sector data include electricity sales and associated electrical system energy losses.

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

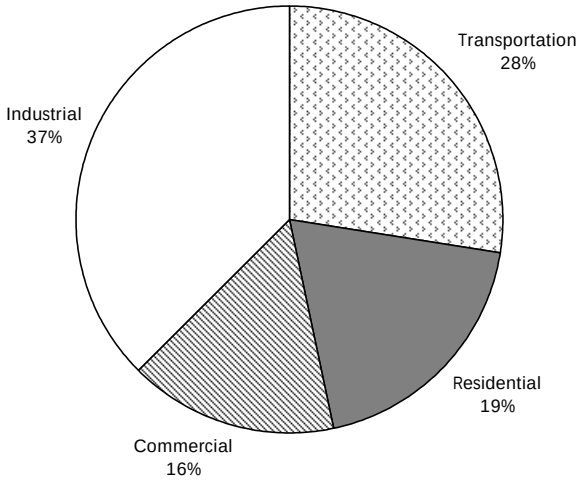
SOURCE: U.S. Department of Energy, Energy Information Administration, *State Energy Data Report 1999,* Washington, DC: May 2001, available at http://www.eia.doe.gov/pub/state.data/pdf/sedr.pdf as of Feb. 21, 2002.

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

Minnesota

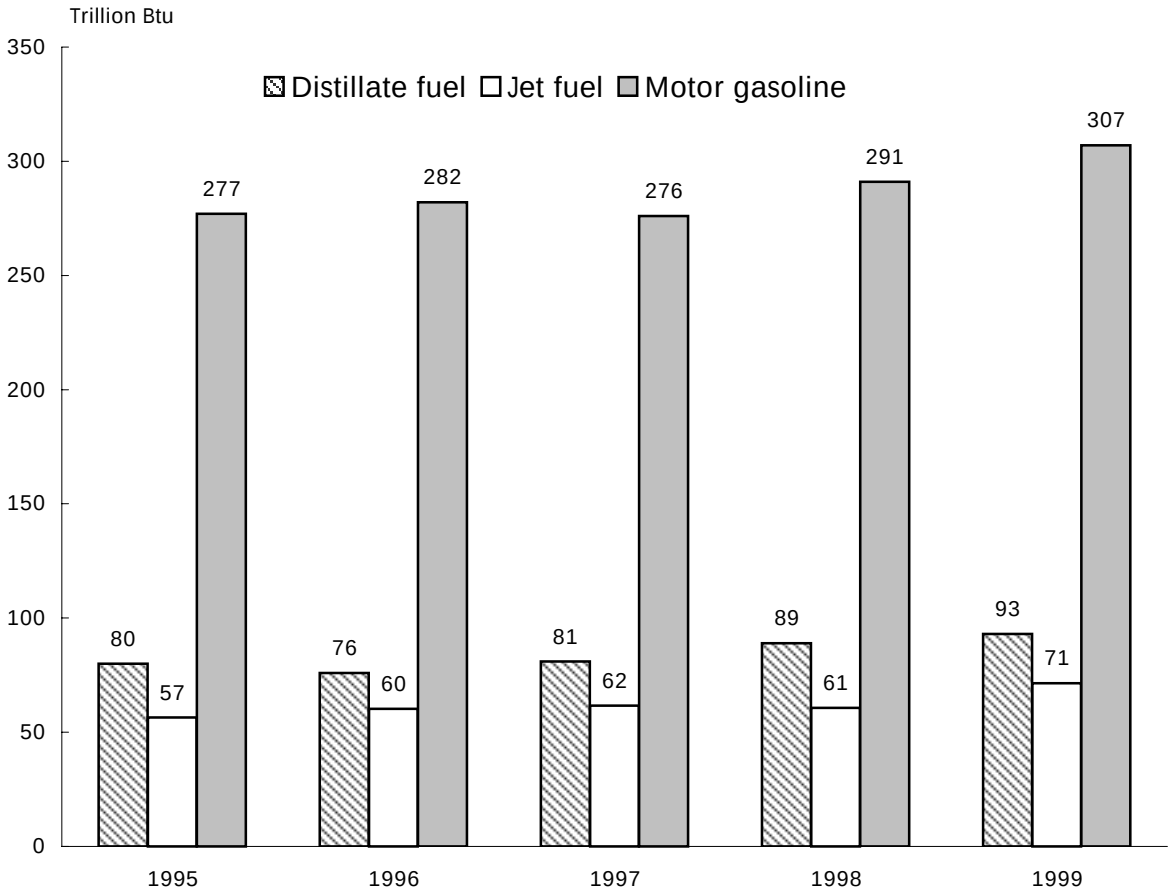


United States



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

	Gasoline				Special fuel (mainly diesel)		Total use	
	Highway use		Nonhighway use					
Vehicle ownership	Minnesota	United States	Minnesota	United States	Minnesota	United States	Minnesota	United States
Private and commercial	2,472	126,735	82	2,876	639	33,377	3,193	162,988
Public use	43	2,149	2	96	N	N	45	2,245
Total	2,515	128,884	84	2,972	639	33,377	3,238	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: Minnesota Air Quality Nonattainment Areas for Carbon Monoxide (CO)

County	Area	Nonattainment in year	Redesignation to attainment	Classification	Part or whole county	Population (2000)
Anoka	Minneapolis-St. Paul	95 96 97 98 99	11/29/99	Moderate < = 12.7ppm	Whole	298,084
Carver	Minneapolis-St. Paul	95 96 97 98 99	11/29/99	Moderate < = 12.7ppm	Part	60,124
Dakota	Minneapolis-St. Paul	95 96 97 98 99	11/29/99	Moderate < = 12.7ppm	Part	339,627
Hennepin	Minneapolis-St. Paul	95 96 97 98 99	11/29/99	Moderate < = 12.7ppm	Whole	1,116,200
Ramsey	Minneapolis-St. Paul	95 96 97 98 99	11/29/99	Moderate < = 12.7ppm	Whole	511,035
Scott	Minneapolis-St. Paul	95 96 97 98 99	11/29/99	Moderate < = 12.7ppm	Part	78,703
St. Louis	Duluth	B	6/13/94	Moderate < = 12.7ppm	Part	85,986
Washington	Minneapolis-St. Paul	95 96 97 98 99	11/29/99	Moderate < = 12.7ppm	Part	199,782
Wright	Minneapolis-St. Paul	95 96 97 98 99	11/29/99	Moderate < = 12.7ppm	Part	81,869

KEY: B = the nonattainment year was prior to 1995; 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: moderate = an area with a design value of 9.1 up to 16.4 ppm.

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

Table 7-6: Minnesota Air Quality Nonattainment Areas for Particulate Matter (PM-10)

County	Area	Nonattainment in Year	Redesignation to attainment	Classification	Part or whole county	Population (2000)
Olmsted	Olmsted County	95	7/31/95	Moderate	Part	82,880
Ramsey	Ramsey County	95 96 97 98 99 00	NA	Moderate	Part	286,128

KEY: NA = not applicable.

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

Table 7-7: 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, *California: 1997 Commodity Flow Survey*. EC97TCF-CA, 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, California: *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, *California: 1997 Vehicle Inventory and Use Survey*. EC97TV-CA. 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.

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.

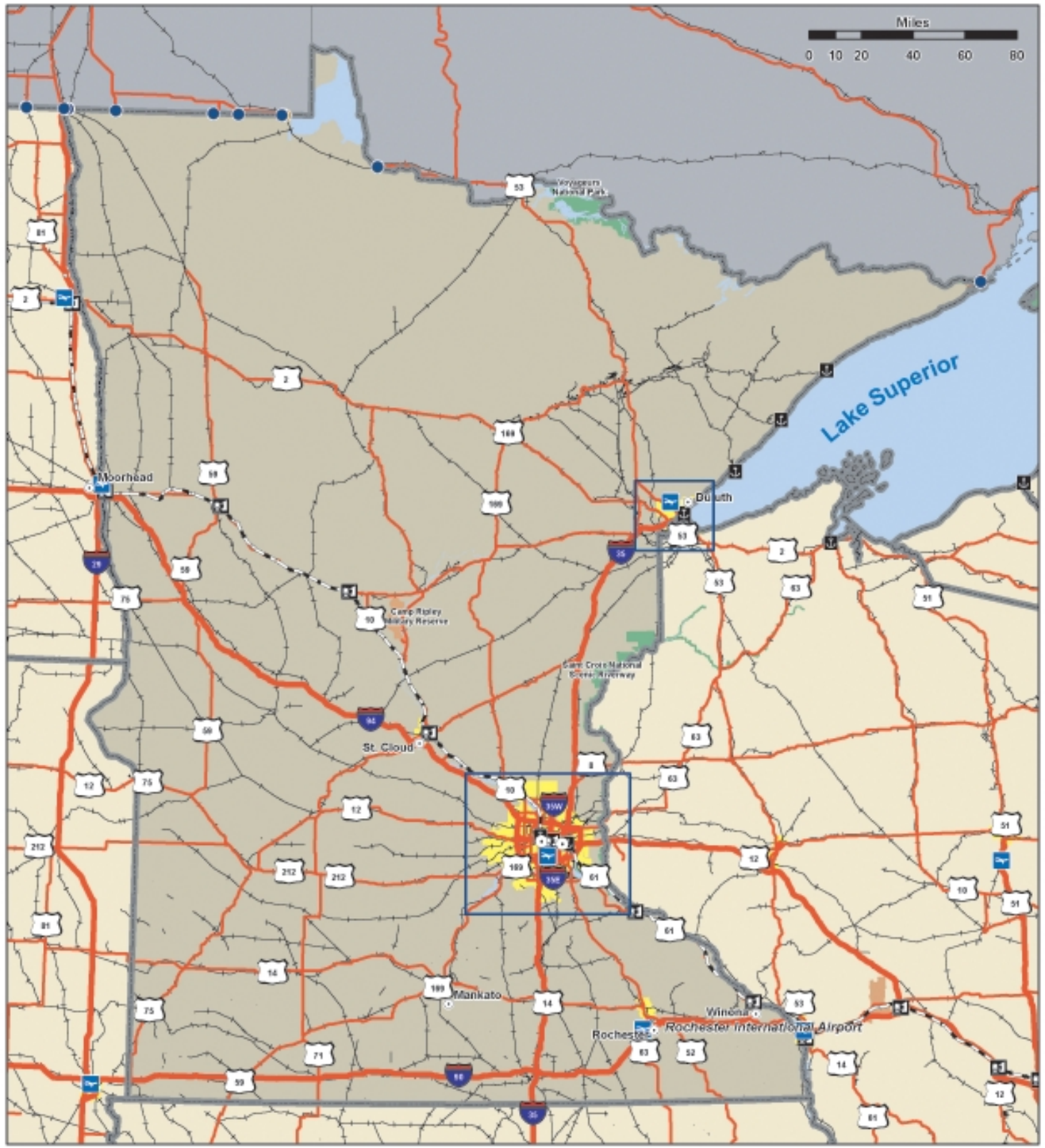
Trolley bus: Rubber-tired, electric transit vehicle, manually steered and propelled by a motor drawing current, normally through overhead wires, from a central power source.

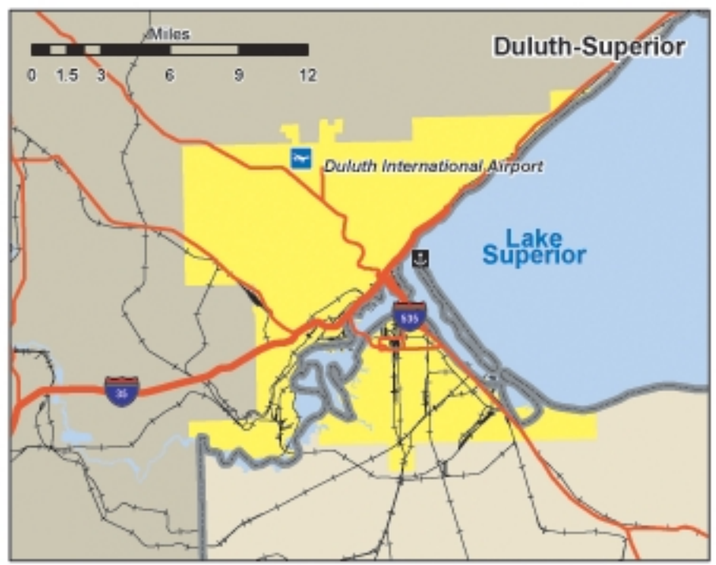
Unlinked passenger trips: The number of passengers who board public transportation vehicles. A passenger is counted each time he or she boards a vehicle even if on the same journey from origin to destination.

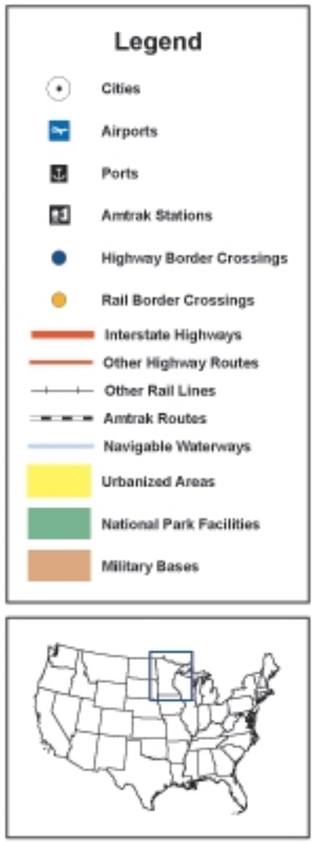
Vanpool: Public-sponsored commuter service operating under prearranged schedules for previously formed groups of riders in 8- to 18-seat vehicles. Drivers are also commuters who receive little or no compensation besides the free ride.

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.

Minnesota: Major Transportation Facilities







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 50,000 or more enplanements in 2000. Pipelines and transit facilities are not depicted.