

## Transportation—Land

This section presents statistics on revenues, passenger and freight traffic volume, and employment in various revenue-producing modes of the transportation industry, including motor vehicles, trains, and pipelines. Data are also presented on commuting travel, highway mileage and finances, motor vehicle travel, accidents, sales, and registrations, automobile operating costs, and characteristics of public transit, railroads, and pipelines.

The principal compiler of data on public roads and on operation of motor vehicles is the U.S. Department of Transportation's (DOT) Federal Highway Administration (FHWA). These data appear in FHWA's annual *Highway Statistics* and other publications. The U.S. Interstate Commerce Commission (ICC) presents data on interstate land transport in its publications, the *Annual Report to Congress* and the *Transport Statistics in the United States*, which contain data on railroads and motor carriers subject to ICC regulations.

The U.S. National Highway Traffic Safety Administration issues data on traffic accident deaths and death rates in two annual reports: the *Fact Book* and the *Fatal Accident Reporting System Annual Report*. DOT's Federal Railroad Administration presents data on accidents involving railroads in its annual *Accident/Incident Bulletin*, and the *Rail-Highway Crossing Accident/Incident and Inventory Bulletin*.

Various censuses and surveys conducted by the U.S. Bureau of the Census also provide data. Results of the censuses of transportation are presented in the *Truck Inventory and Use Survey*. The *Annual Survey of Manufactures* and reports of the censuses of manufactures, wholesale and retail trade, and service industries contain statistics on the motor vehicle and equipment industry and on retail, wholesale, and services aspects of this industry. Data on persons commuting to work were collected as part of the 1980 census and are in various census reports.

### In Brief

Transportation outlays reached \$1,064 billion in 1993

State gasoline tax rates for 1994—  
*Lowest rate, 7.5 cents/gallon  
 in Georgia*  
*Highest rate, 31 cents/gallon  
 in Connecticut*

Data are also presented in many non-government publications. Among them are the weekly and annual *Cars of Revenue Freight Loaded* and the annual *Yearbook of Railroad Facts*, both published by the Association of American Railroads, Washington, DC; and the *Transit Fact Book*, containing electric railway and motorbus statistics, published annually by the American Public Transit Association, Washington, DC. Useful annual handbooks in the field of transportation are *Motor Vehicle Facts and Figures* and *World Motor Vehicle Data*, issued by the American Automobile Manufacturers Association (AAMA), Detroit, MI; *Accident Facts*, issued by the National Safety Council, Chicago, IL; and *Transportation in America*, issued by the ENO Foundation for Transportation, Westport, Connecticut.

**Urban and rural highway mileage.**—Beginning in 1980, mileage is classified in urban and rural categories, rather than municipal and rural. Urban denotes the Federal-aid legislation definition of an area. Such areas include, as a minimum, a census place with a population of 5,000 to 49,999 or a designated urbanized area with a population of 50,000 or more. These Federal-aid urban areas may extend beyond corporate and census boundaries, and thus are not necessarily coextensive with municipal boundaries. Rural in 1980 refers to non-Federal-aid urban area mileage. Prior to 1980, municipal referred to roads within incorporated places, densely populated New England towns, and certain of the

more populous unincorporated areas and rural to non-municipal roads.

**Federal-aid Highway Systems.**—The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 eliminated the historical Federal-aid Systems and created the National Highway System (NHS) and other Federal-aid highway categories. The final NHS has not been approved by Congress. In the interim, a system consisting of the Interstate, Other Freeways and Expressways, and Other Principal Arterial functional systems, serves as the NHS.

**Functional Systems.**—Roads and streets are assigned to groups according to the character of service they are intended to provide. The functional systems are: (1) arterial highways that generally handle the long trips, (2) collector facilities that collect and disperse traffic between the arterials and the lower systems, and (3) local roads and streets that primarily serve direct access to residential areas.

**Regulatory bodies.**—The ICC, created by the U.S. Congress to regulate transportation in interstate commerce, has jurisdiction over railroads, trucking companies, bus lines, freight forwarders, water carriers, coal slurry pipelines, and transportation brokers. The Federal Energy Regulatory Commission is responsible for setting rates and charges for transportation and sale of natural gas and for establishing rates or charges for transportation.

**Motor carriers.**—For 1960-73, class I for-hire motor carriers of freight were classified by the ICC as those with \$1 million or more of gross annual operating revenue; 1974-79, the class I minimum was \$3 million. Effective January 1, 1980, class I carriers are those with \$5 million or more in revenue. For 1960-68, class I motor carriers of passengers were classified by the ICC as those with \$200,000 or more of gross annual operating revenue; for 1969-76, as those with revenues of \$1 million or more; and since 1977, as those with \$3 million or more. Effective January 1, 1988, class I motor carriers of passengers are those with \$5 million or more in operating revenues; class II less than \$5 million in operating revenues.

**Railroads.**—Railroad companies reporting to the ICC are divided into specific groups as follows: (1) Regular line-haul (interstate) railroads (and their non-operating subsidiaries); (2) switching and terminal railroads; (3) private railroads prior to 1964 (identified by ICC as "circular" because they reported on brief circulars); and (4) unofficial railroads, so designated when their reports are received too late for tabulation. For the most part, the last three groups are not included in the statistics shown here.

For years prior to 1978, class I railroads were those with annual revenues of \$1 million or more for 1950-55; \$3 million or more for 1956-64; \$5 million or more for 1965-75; and \$10 million or more for 1976-77. In 1978, the classification became class I, those having more than \$50 million gross annual operating revenue; class II, from \$10 million to \$50 million; and class III, less than \$10 million. Effective January 1, 1982, the ICC adopted a procedure to adjust the threshold for inflation by restating current revenues in constant 1978 dollars. In 1990, the criteria for class I and class II railroads were \$94.4 million and \$18.9 million, respectively. Also effective January 1, 1982, the ICC adopted a *Carrier Classification Index Survey Form* for carriers not filing annual report form R-1 with the commission. Effective January 1, 1992, the ICC adopted new revenue classification levels as follows: Class I—\$250 million or more; Class II—less than \$250 million but in excess of \$20 million; Class III—\$20 million or less. The inflation adjustment index still applies. Class II and class III railroads are currently exempted from filing any financial report with the Commission. The form is used for reclassifying carriers.

**Statistical reliability.**—For a discussion of statistical collection and estimation, sampling procedures, and measures of statistical reliability, see Appendix III.

**Historical statistics.**—Tabular headnotes provide cross-references, where applicable, to *Historical Statistics of the United States, Colonial Times to 1970*. See Appendix IV.

### No. 1008. Employment and Earnings in Transportation, by Industry: 1980 to 1994

[Annual averages of monthly figures. Based on Current Employment Statistics program; see Appendix III. See also *Historical Statistics, Colonial Times to 1970*, series Q36-42]

| INDUSTRY                                  | SIC <sup>1</sup><br>code | 1980         | 1985         | 1988         | 1989         | 1990         | 1991         | 1992         | 1993         | 1994         |
|---|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>NUMBER</b><br>(1,000)                  |                          |              |              |              |              |              |              |              |              |              |
| <b>Total transportation. . . . .</b>      | <b>(X)</b>               | <b>2,960</b> | <b>2,997</b> | <b>3,303</b> | <b>3,415</b> | <b>3,527</b> | <b>3,502</b> | <b>3,498</b> | <b>3,587</b> | <b>3,667</b> |
| Railroads . . . . .                       | 40                       | 532          | 359          | 298          | 293          | 279          | 262          | 254          | 250          | 246          |
| Class I railroads . . . . .               | 4011                     | 482          | 323          | 259          | 252          | 241          | 231          | 222          | 218          | 214          |
| Local and interurban passengers . . . . . | 41                       | 265          | 277          | 309          | 326          | 338          | 354          | 361          | 374          | 387          |
| Trucking and warehousing . . . . .        | 42                       | 1,280        | 1,361        | 1,548        | 1,595        | 1,625        | 1,606        | 1,611        | 1,685        | 1,749        |
| Water transportation . . . . .            | 44                       | 211          | 185          | 171          | 172          | 177          | 184          | 173          | 167          | 166          |
| Air transportation . . . . .              | 45                       | 453          | 522          | 646          | 683          | 745          | 733          | 730          | 737          | 734          |
| Pipelines, exc. natural gas . . . . .     | 46                       | 21           | 19           | 19           | 19           | 19           | 19           | 19           | 18           | 18           |
| Transportation services . . . . .         | 47                       | 198          | 275          | 311          | 329          | 345          | 344          | 348          | 356          | 367          |
| <b>AVERAGE WEEKLY EARNINGS</b><br>(dol.)  |                          |              |              |              |              |              |              |              |              |              |
| Class I railroads . . . . .               | 4011                     | 427          | 595          | 674          | 693          | 727          | 707          | 736          | 782          | 786          |
| Local and interurban passengers . . . . . | 41                       | 217          | 261          | 293          | 305          | 310          | 323          | 334          | 339          | 345          |
| Trucking and warehousing . . . . .        | 42                       | 358          | 405          | 419          | 437          | 451          | 455          | 468          | 479          | 494          |
| Pipelines, exc. natural gas . . . . .     | 46                       | 441          | 629          | 662          | 671          | 711          | 733          | 772          | 817          | 872          |

X Not applicable. <sup>1</sup> 1987 Standard Industrial Classification, see text, section 13.

Source: U.S. Bureau of Labor Statistics, Bulletin 2445 and, *Employment and Earnings*, March and June issues.

### No. 1010. Passenger Transportation Arrangement: 1990 to 1992

[In millions of dollars, except percent. Represents SIC 4722]

| SOURCE OF RECEIPTS                           | 1990         |              |              | 1991         |              |              | 1992         |              |              |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|  | RECEIPTS     | EXPENSES     | PERCENT      | RECEIPTS     | EXPENSES     | PERCENT      | RECEIPTS     | EXPENSES     | PERCENT      |
| <b>Receipts, total<sup>1</sup> . . . . .</b> | <b>9,036</b> | <b>8,547</b> | <b>8,968</b> | <b>9,036</b> | <b>8,547</b> | <b>8,968</b> | <b>9,036</b> | <b>8,547</b> | <b>8,968</b> |
| Air carriers . . . . .                       | 5,106        | 4,909        | 5,234        | 5,106        | 4,909        | 5,234        | 5,106        | 4,909        | 5,234        |
| Water carriers . . . . .                     | 362          | 384          | 396          | 362          | 384          | 396          | 362          | 384          | 396          |
| Hotels and motels . . . . .                  | 627          | 577          | 595          | 627          | 577          | 595          | 627          | 577          | 595          |
| Motor coaches . . . . .                      | 279          | 288          | 282          | 279          | 288          | 282          | 279          | 288          | 282          |
| Railroads . . . . .                          | 79           | 83           | 78           | 79           | 83           | 78           | 79           | 83           | 78           |
| Rental cars . . . . .                        | 151          | 152          | 167          | 151          | 152          | 167          | 151          | 152          | 167          |
| Package tours . . . . .                      | 1,872        | 1,623        | 1,720        | 1,872        | 1,623        | 1,720        | 1,872        | 1,623        | 1,720        |
| Other . . . . .                              | 560          | 531          | 496          | 560          | 531          | 496          | 560          | 531          | 496          |
| <b>Expenses, total . . . . .</b>             | <b>8,262</b> | <b>8,039</b> | <b>8,278</b> | <b>8,262</b> | <b>8,039</b> | <b>8,278</b> | <b>8,262</b> | <b>8,039</b> | <b>8,278</b> |
| Payroll, annual . . . . .                    | 3,696        | 3,580        | 3,747        | 3,696        | 3,580        | 3,747        | 3,696        | 3,580        | 3,747        |
| Employer contributions . . . . .             | 487          | 489          | 500          | 487          | 489          | 500          | 487          | 489          | 500          |
| Lease and rental payments . . . . .          | 676          | 666          | 671          | 676          | 666          | 671          | 676          | 666          | 671          |
| Advertising and promotion . . . . .          | 516          | 467          | 487          | 516          | 467          | 487          | 516          | 467          | 487          |
| Taxes and licenses . . . . .                 | 125          | 107          | 106          | 125          | 107          | 106          | 125          | 107          | 106          |
| Utilities . . . . .                          | 268          | 267          | 289          | 268          | 267          | 289          | 268          | 267          | 289          |
| Depreciation . . . . .                       | 293          | 262          | 262          | 293          | 262          | 262          | 293          | 262          | 262          |
| Office supplies . . . . .                    | 254          | 236          | 234          | 254          | 236          | 234          | 254          | 236          | 234          |
| Repair services . . . . .                    | 99           | 93           | 89           | 99           | 93           | 89           | 99           | 93           | 89           |

<sup>1</sup> Receipts for firms primarily engaged in arranging passenger transportation. These estimates exclude receipts of transportation companies (airlines, railroads, etc.). <sup>2</sup> Includes contributions to Social Security and other supplemental benefits.

Source: U.S. Bureau of the Census, *Service Annual Survey*.

**No. 1011. Transportation Accidents, Deaths, and Injuries: 1980 to 1993**

[For related data, see also tables 1033 and 1055]

| YEAR AND CASUALTY | Total (1,000) | TYPE OF TRANSPORT                    |                         |              |                         |  |                                       |                                 |                                       |                              |                                 | Haz-ardous materials <sup>11</sup> |                            |
|-------------------|---------------|--------------------------------------|-------------------------|--------------|-------------------------|--|---------------------------------------|---------------------------------|---------------------------------------|------------------------------|---------------------------------|------------------------------------|----------------------------|
|                   |               | Motor vehi- cle <sup>1</sup> (1,000) | Rail- road <sup>2</sup> | Air carriers |                         |  |                                       | Gen- eral aviation <sup>6</sup> | Recre- ational boat- ing <sup>7</sup> | Gas pipe- lines <sup>8</sup> | Liquid pipe- lines <sup>9</sup> |                                    | Water- borne <sup>10</sup> |
|                   |               |                                      |                         | Total        | Air- lines <sup>3</sup> | Com- muter air car- riers <sup>4</sup> | On demand air car- riers <sup>5</sup> |                                 |                                       |                              |                                 |                                    |                            |
| Accidents:        |               |                                      |                         |              |                         |  |                                       |                                 |                                       |                              |                                 |                                    |                            |
| 1980 . . . . .    | 17,940        | 17,900                               | 8,451                   | 228          | 19                      | 38                                     | 171                                   | 3,590                           | 5,513                                 | 1,996                        | 219                             | 4,624                              | 15,737                     |
| 1985 . . . . .    | 19,322        | 19,300                               | 3,275                   | 195          | 22                      | 21                                     | 152                                   | 2,738                           | 6,237                                 | 331                          | 183                             | 3,439                              | 6,019                      |
| 1990 . . . . .    | 11,525        | 11,500                               | 2,879                   | 147          | 24                      | 15                                     | 108                                   | 2,214                           | 6,411                                 | 199                          | 177                             | 3,613                              | 8,883                      |
| 1991 . . . . .    | 11,324        | 11,300                               | 2,814                   | 136          | 26                      | 22                                     | 88                                    | 2,170                           | 6,573                                 | 233                          | 216                             | 2,222                              | 9,110                      |
| 1992 . . . . .    | 10,022        | 10,000                               | 2,531                   | 117          | 18                      | 23                                     | 76                                    | 2,074                           | 6,408                                 | 192                          | 224                             | 3,297                              | 9,351                      |
| 1993 . . . . .    | 11,928        | 11,900                               | 2,785                   | 110          | 23                      | 16                                     | 71                                    | 2,022                           | 6,335                                 | 216                          | 328                             | 3,188                              | 12,817                     |
| Deaths:           |               |                                      |                         |              |                         |  |                                       |                                 |                                       |                              |                                 |                                    |                            |
| 1980 . . . . .    | 54.5          | 51.1                                 | 584                     | 143          | 1                       | 37                                     | 105                                   | 1,239                           | 1,360                                 | 11                           | 3                               | 206                                | 19                         |
| 1985 . . . . .    | 47.3          | 43.8                                 | 454                     | 639          | 526                     | 37                                     | 76                                    | 955                             | 1,116                                 | 26                           | 5                               | 131                                | 8                          |
| 1990 . . . . .    | 44.6          | 44.6                                 | 599                     | 94           | 39                      | 6                                      | 49                                    | 766                             | 865                                   | 5                            | 3                               | 85                                 | 8                          |
| 1991 . . . . .    | 41.5          | 41.5                                 | 586                     | 200          | 50                      | 77                                     | 73                                    | 781                             | 924                                   | 14                           | -                               | 30                                 | 10                         |
| 1992 . . . . .    | 39.2          | 39.2                                 | 591                     | 120          | 33                      | 21                                     | 70                                    | 812                             | 816                                   | 15                           | 5                               | 105                                | 15                         |
| 1993 . . . . .    | 40.1          | 40.1                                 | 653                     | 67           | 1                       | 24                                     | 42                                    | 715                             | 800                                   | 14                           | -                               | 104                                | 15                         |
| Injuries:         |               |                                      |                         |              |                         |  |                                       |                                 |                                       |                              |                                 |                                    |                            |
| 1980 . . . . .    | 2,063         | 2,000                                | 58,356                  | 74           | 17                      | 14                                     | 43                                    | 675                             | 2,650                                 | 45                           | 3                               | 176                                | 626                        |
| 1985 . . . . .    | 1,736         | 1,700                                | 31,617                  | 89           | 30                      | 16                                     | 43                                    | 517                             | 2,757                                 | 106                          | 18                              | 172                                | 253                        |
| 1990 . . . . .    | 1,728         | 1,700                                | 22,736                  | 86           | 39                      | 11                                     | 36                                    | 391                             | 3,822                                 | 67                           | 7                               | 175                                | 425                        |
| 1991 . . . . .    | 1,627         | 1,600                                | 21,374                  | 83           | 26                      | 30                                     | 27                                    | 420                             | 3,967                                 | 89                           | 8                               | 110                                | 439                        |
| 1992 . . . . .    | 2,224         | 2,200                                | 19,408                  | 37           | 13                      | 5                                      | 19                                    | 418                             | 3,683                                 | 87                           | 38                              | 172                                | 604                        |
| 1993 . . . . .    | 2,019         | 2,000                                | 17,284                  | 44           | 18                      | 2                                      | 24                                    | 383                             | 3,559                                 | 97                           | 10                              | 146                                | 626                        |

- Represents or rounds to zero. <sup>1</sup> Data on deaths are from U.S. National Highway Traffic Safety Administration and are based on 30 day definition; see table 1033. Other data are from National Safety Council. <sup>2</sup> Accidents which result in damages to railroad property. Grade crossing accidents are also included when classified as a train accident. Deaths exclude fatalities in railroad-highway grade crossing accidents. <sup>3</sup> Includes scheduled and nonscheduled (charter) air carriers. Represents serious injuries. <sup>4</sup> All scheduled service. Represents serious injuries. <sup>5</sup> All nonscheduled service. Represents serious injuries. <sup>6</sup> 1975 excludes commuter and on-demand air taxis. <sup>7</sup> Accidents resulting in death; injury or requiring medical treatment beyond first aid; damages exceeding \$200; or a person's disappearance. <sup>8</sup> Pipeline accidents/incidents are credited to year of occurrence. Beginning 1985, prior data are credited to the year filed. Fatalities and injuries as reported in annual report. <sup>9</sup> Pipelines carrying hazardous materials, petroleum, and liquid petroleum products. <sup>10</sup> Covers accidents involving commercial vessels which must be reported to U.S. Coast Guard if there is property damage exceeding \$1,500; material damage affecting the seaworthiness or efficiency of a vessel; stranding or grounding; loss of life; or injury causing a person's incapacity for more than 3 days. <sup>11</sup> Accidents, deaths, and injuries involving hazardous materials cover all types of transport.

Source: U.S. Dept. of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics Annual*, and Historical Compendium Information Report, 1960-1992.

**No. 1012. Highway Mileage—Urban and Rural, by Type and Control, and Federal-Aid Highway System: 1980 to 1993**

[In thousands, except percent. As of Dec. 31. Data for urban and rural mileage are not comparable to years prior to 1980 because of classification changes; see text, section 21. See also *Historical Statistics, Colonial Times to 1970*, series Q 50, 51, and 55]

| TYPE AND CONTROL                        | 1980  | 1985  | 1987  | 1988  | 1989  | 1990  | 1991  | 1992  | 1993  |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Total mileage <sup>1</sup> . . . . .    | 2,395 | 3,862 | 3,874 | 3,871 | 3,877 | 3,880 | 3,889 | 3,902 | 3,905 |
| Urban mileage . . . . .                 | 624   | 691   | 710   | 739   | 754   | 757   | 750   | 785   | 803   |
| Under State control . . . . .           | 79    | 111   | 95    | 96    | 97    | 96    | 96    | 104   | 106   |
| Under local control . . . . .           | 543   | 578   | 614   | 642   | 656   | 661   | 653   | 680   | 696   |
| Rural mileage . . . . .                 | 2,331 | 3,171 | 3,164 | 3,132 | 3,123 | 3,123 | 3,139 | 3,117 | 3,102 |
| Percent surfaced <sup>3</sup> . . . . . | 77.5  | 88.1  | 88.4  | 88.1  | 88.4  | 88.6  | 89.7  | 88.9  | 88.7  |
| Under State control . . . . .           | 702   | 773   | 704   | 704   | 706   | 703   | 703   | 697   | 675   |
| Under local control . . . . .           | 2,270 | 2,173 | 2,249 | 2,244 | 2,238 | 2,242 | 2,255 | 2,239 | 2,247 |
| Under Federal control . . . . .         | 262   | 225   | 212   | 183   | 178   | 178   | 182   | 181   | 180   |

<sup>1</sup> Beginning 1985, includes only public road mileage as defined 23 USC 402. <sup>2</sup> Includes 98,000 miles of nonpublic road mileage previously contained in other rural categories. <sup>3</sup> Covers soil-surfaced roads and roads with slag, gravel, stone, bituminous, or concrete surfaces.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual.

## No. 1013. Highway Mileage—Functional Systems and Urban/Rural: 1993

[As of Dec. 31. For definition of urban, rural, see text, section 21]

| STATE                | FUNCTIONAL SYSTEMS |               |                |                |                  | Urban          | Rural            |
|----------------------|--------------------|---------------|----------------|----------------|------------------|----------------|------------------|
|                      | Total              | Interstate    | Other arterial | Collector      | Local            |                |                  |
| <b>U.S . . . . .</b> | <b>3,904,721</b>   | <b>45,530</b> | <b>381,643</b> | <b>800,414</b> | <b>2,677,134</b> | <b>803,078</b> | <b>3,101,643</b> |
| AL . . . . .         | 92,209             | 899           | 8,721          | 20,317         | 62,272           | 19,381         | 72,828           |
| AK . . . . .         | 13,849             | 1,087         | 1,516          | 2,487          | 8,759            | 1,742          | 12,107           |
| AZ . . . . .         | 55,763             | 1,189         | 4,813          | 8,974          | 40,787           | 16,340         | 39,423           |
| AR . . . . .         | 77,192             | 543           | 6,821          | 20,202         | 49,626           | 7,595          | 69,597           |
| CA . . . . .         | 169,201            | 2,423         | 28,157         | 32,531         | 106,090          | 81,061         | 88,140           |
| CO . . . . .         | 78,721             | 954           | 8,286          | 16,286         | 53,195           | 12,903         | 65,818           |
| CT . . . . .         | 20,357             | 343           | 2,969          | 3,145          | 13,900           | 11,543         | 8,814            |
| DE . . . . .         | 5,544              | 41            | 620            | 938            | 3,945            | 1,869          | 3,675            |
| DC . . . . .         | 1,107              | 14            | 280            | 157            | 656              | 1,107          | -                |
| FL . . . . .         | 112,808            | 1,443         | 11,028         | 14,988         | 85,349           | 49,178         | 63,630           |
| GA . . . . .         | 110,879            | 1,243         | 13,109         | 23,084         | 73,443           | 26,274         | 84,605           |
| HI . . . . .         | 4,106              | 44            | 666            | 749            | 2,647            | 1,799          | 2,307            |
| ID . . . . .         | 58,835             | 611           | 3,539          | 9,695          | 44,990           | 3,416          | 55,419           |
| IL . . . . .         | 136,965            | 2,051         | 13,967         | 21,220         | 99,727           | 35,181         | 101,784          |
| IN . . . . .         | 92,374             | 1,138         | 8,059          | 22,605         | 60,572           | 19,262         | 73,112           |
| IA . . . . .         | 112,708            | 783           | 9,396          | 31,513         | 71,016           | 9,218          | 103,490          |
| KS . . . . .         | 133,256            | 871           | 9,282          | 33,006         | 90,097           | 9,580          | 123,676          |
| KY . . . . .         | 72,632             | 761           | 5,412          | 17,619         | 48,840           | 10,139         | 62,493           |
| LA . . . . .         | 59,599             | 871           | 5,331          | 12,524         | 40,873           | 13,766         | 45,833           |
| ME . . . . .         | 22,510             | 366           | 2,285          | 5,987          | 13,872           | 2,583          | 19,927           |
| MD . . . . .         | 29,313             | 482           | 3,778          | 4,980          | 20,073           | 13,671         | 15,642           |
| MA . . . . .         | 30,563             | 565           | 5,821          | 5,452          | 18,725           | 19,636         | 10,927           |
| MI . . . . .         | 117,659            | 1,240         | 12,250         | 26,033         | 78,136           | 28,174         | 89,485           |
| MN . . . . .         | 129,959            | 914           | 12,408         | 29,321         | 87,316           | 14,886         | 115,073          |
| MS . . . . .         | 72,834             | 685           | 7,007          | 15,519         | 49,623           | 7,904          | 64,930           |
| MO . . . . .         | 121,787            | 1,178         | 9,514          | 25,099         | 85,996           | 16,150         | 105,637          |
| MT . . . . .         | 69,768             | 1,190         | 6,014          | 16,459         | 46,105           | 2,380          | 67,388           |
| NE . . . . .         | 92,702             | 481           | 7,888          | 20,737         | 63,596           | 5,054          | 87,648           |
| NV . . . . .         | 45,778             | 545           | 2,784          | 4,899          | 37,550           | 4,597          | 41,181           |
| NH . . . . .         | 14,938             | 224           | 1,596          | 2,702          | 10,416           | 2,869          | 12,069           |
| NJ . . . . .         | 35,097             | 413           | 5,452          | 4,736          | 24,496           | 24,029         | 11,068           |
| NM . . . . .         | 60,812             | 998           | 4,524          | 6,758          | 48,532           | 5,851          | 54,961           |
| NY . . . . .         | 111,882            | 1,500         | 14,207         | 20,820         | 75,355           | 39,293         | 72,589           |
| NC . . . . .         | 96,028             | 970           | 9,125          | 17,905         | 68,028           | 21,723         | 74,305           |
| ND . . . . .         | 86,727             | 571           | 5,872          | 18,784         | 61,500           | 1,818          | 84,909           |
| OH . . . . .         | 113,823            | 1,573         | 10,323         | 23,062         | 78,865           | 31,568         | 82,255           |
| OK . . . . .         | 112,467            | 929           | 7,995          | 25,357         | 78,186           | 12,794         | 99,673           |
| OR . . . . .         | 96,036             | 727           | 6,820          | 18,385         | 70,104           | 10,028         | 86,008           |
| PA . . . . .         | 117,038            | 1,588         | 13,708         | 19,646         | 82,096           | 32,616         | 84,422           |
| RI . . . . .         | 6,057              | 70            | 929            | 864            | 4,194            | 4,723          | 1,334            |
| SC . . . . .         | 64,158             | 810           | 6,877          | 13,393         | 43,078           | 10,521         | 53,637           |
| SD . . . . .         | 83,305             | 678           | 6,084          | 19,482         | 57,061           | 1,860          | 81,445           |
| TN . . . . .         | 85,037             | 1,062         | 8,636          | 17,756         | 57,583           | 16,521         | 68,516           |
| TX . . . . .         | 294,142            | 3,234         | 28,883         | 61,741         | 200,284          | 79,132         | 215,010          |
| UT . . . . .         | 40,508             | 937           | 3,337          | 7,689          | 28,545           | 6,106          | 34,402           |
| VT . . . . .         | 14,166             | 320           | 1,320          | 3,111          | 9,415            | 1,324          | 12,842           |
| VA . . . . .         | 68,429             | 1,106         | 7,895          | 14,008         | 45,420           | 15,581         | 52,848           |
| WA . . . . .         | 79,428             | 763           | 7,574          | 16,778         | 54,313           | 17,218         | 62,210           |
| WV . . . . .         | 35,045             | 550           | 3,173          | 8,849          | 22,473           | 3,137          | 31,908           |
| WI . . . . .         | 110,978            | 638           | 11,925         | 21,458         | 76,957           | 15,591         | 95,387           |
| WY . . . . .         | 37,642             | 914           | 3,667          | 10,604         | 22,457           | 2,386          | 35,256           |

- Represents zero.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual.

**No. 1014. Highway Pavement Condition, by Type of Road System: 1993**

| CONDITION                      | URBAN AREAS |             |                            |                    |                |           | RURAL AREAS |             |                          |                |                 |
|--------------------------------|-------------|-------------|----------------------------|--------------------|----------------|-----------|-------------|-------------|--------------------------|----------------|-----------------|
|                                | Total       | Inter-state | Other                      |                    | Minor arterial | Collector | Total       | Inter-state | Other principal arterial | Minor arterial | Major collector |
|                                |             |             | Free-ways and express-ways | Principal arterial |                |           |             |             |                          |                |                 |
| Percent of road mileage rated— |             |             |                            |                    |                |           |             |             |                          |                |                 |
| Poor . . . . .                 | 11          | 11          | 10                         | 16                 | 8              | 11        | 9           | 8           | 10                       | 12             | 8               |
| Mediocre . . . . .             | 19          | 25          | 32                         | 28                 | 14             | 17        | 18          | 24          | 28                       | 23             | 14              |
| Fair . . . . .                 | 34          | 20          | 22                         | 23                 | 39             | 39        | 34          | 19          | 23                       | 26             | 40              |
| Good . . . . .                 | 19          | 26          | 21                         | 19                 | 19             | 17        | 22          | 33          | 25                       | 24             | 19              |
| Very good . . . . .            | 17          | 18          | 15                         | 14                 | 20             | 16        | 17          | 16          | 14                       | 15             | 18              |

**No. 1015. Funding for Highways, by Level of Government: 1980 to 1993**

[In millions of dollars. Data compiled from reports of State and local authorities. For Federal highway trust fund receipts, disbursements, and balances, see table 519. State data include District of Columbia]

| TYPE   | 1980          | 1985          | 1990          | 1991          | 1992          | 1993               |               |               |
|--|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|
|  |               |               |               |               |               | Total <sup>1</sup> | Federal       | State         |
| <b>Total receipts . . . . .</b>                          | <b>39,715</b> | <b>61,506</b> | <b>75,294</b> | <b>82,379</b> | <b>86,703</b> | <b>87,305</b>      | <b>18,204</b> | <b>45,298</b> |
| Current income . . . . .                                 | 37,604        | 54,957        | 69,730        | 75,452        | 77,404        | 79,745             | 18,204        | 41,281        |
| Imposts on highway users <sup>2</sup> . . . . .          | 22,559        | 35,599        | 44,264        | 50,349        | 50,889        | 53,236             | 15,776        | 35,890        |
| Other taxes and fees . . . . .                           | 11,808        | 15,127        | 19,827        | 19,077        | 19,933        | 20,534             | 1,611         | 3,298         |
| Investment income, other receipts . . . . .              | 3,237         | 4,231         | 5,639         | 6,026         | 6,582         | 5,975              | 817           | 2,093         |
| Bond issue proceeds <sup>3</sup> . . . . .               | 2,111         | 6,549         | 5,564         | 6,927         | 9,299         | 7,560              | -             | 4,017         |
| Intergovernmental payments <sup>4</sup> . . . . .        | (X)           | (X)           | (X)           | (X)           | (X)           | (X)                | -17,059       | 8,352         |
| Funds from (+) or to (-) reserves <sup>4</sup> . . . . . | 2,080         | -4,058        | 114           | -3,768        | -3,155        | -766               | -222          | -777          |
| Total funds available . . . . .                          | 41,795        | 57,448        | 75,408        | 78,611        | 83,548        | 86,539             | 923           | 52,873        |
| <b>Total disbursements . . . . .</b>                     | <b>41,795</b> | <b>57,448</b> | <b>75,408</b> | <b>78,611</b> | <b>83,548</b> | <b>86,539</b>      | <b>923</b>    | <b>52,873</b> |
| Current disbursements . . . . .                          | 40,084        | 54,725        | 72,457        | 74,895        | 78,959        | 81,713             | 923           | 50,079        |
| Capital outlay . . . . .                                 | 20,337        | 27,138        | 35,151        | 36,638        | 38,309        | 39,725             | 324           | 29,874        |
| Maintenance and traffic services . . . . .               | 11,445        | 16,032        | 20,365        | 21,222        | 22,223        | 23,360             | 68            | 9,529         |
| Administration and research . . . . .                    | 3,022         | 4,033         | 6,501         | 6,856         | 7,718         | 7,887              | 531           | 4,656         |
| Law enforcement and safety . . . . .                     | 3,824         | 5,334         | 7,235         | 7,040         | 7,088         | 7,138              | -             | 3,865         |
| Interest on debt . . . . .                               | 1,456         | 2,188         | 3,205         | 3,139         | 3,621         | 3,603              | -             | 2,155         |
| Debt retirement <sup>3</sup> . . . . .                   | 1,711         | 2,723         | 2,951         | 3,716         | 4,589         | 4,826              | -             | 2,794         |

- Represents zero. X Not applicable. <sup>1</sup> Includes other levels of government not shown separately. <sup>2</sup> Excludes amounts later allocated for nonhighway purposes. <sup>3</sup> Excludes issue and redemption of short-term notes or refunding bonds. <sup>4</sup> Plus sign (+) indicates net receipt of funds from other levels of government; minus sign (-) indicates net disbursement of funds to other levels.

**No. 1016. Disbursements of State Highway Funds, by State: 1990 to 1993**

[In millions of dollars. Comprises disbursements from current revenues or loans for construction, maintenance, interest and principal payments on highway bonds, transfers to local units, and miscellaneous. Includes transactions by State toll authorities. Excludes amounts allocated for collection expenses and nonhighway purposes, and bonds redeemed by refunding. See also *Historical Statistics, Colonial Times to 1970*, series Q 90-94]

| STATE               | 1990          | 1992          | 1993          | STATE        | 1990  | 1992  | 1993  | STATE        | 1990  | 1992  | 1993  |
|---------------------|---------------|---------------|---------------|--------------|-------|-------|-------|--------------|-------|-------|-------|
| <b>U.S. . . . .</b> | <b>53,580</b> | <b>59,458</b> | <b>62,192</b> | KS . . . . . | 697   | 858   | 780   | ND . . . . . | 189   | 212   | 230   |
| AL . . . . .        | 866           | 820           | 942           | KY . . . . . | 1,008 | 1,411 | 1,127 | OH . . . . . | 2,271 | 2,424 | 2,523 |
| AK . . . . .        | 336           | 398           | 436           | LA . . . . . | 923   | 1,014 | 980   | OK . . . . . | 827   | 858   | 738   |
| AZ . . . . .        | 1,525         | 1,172         | 1,188         | ME . . . . . | 332   | 341   | 339   | OR . . . . . | 765   | 830   | 825   |
| AR . . . . .        | 456           | 616           | 645           | MD . . . . . | 1,464 | 1,212 | 1,171 | PA . . . . . | 2,885 | 2,988 | 3,065 |
| CA . . . . .        | 4,294         | 5,002         | 5,186         | MA . . . . . | 1,055 | 1,832 | 2,034 | RI . . . . . | 214   | 211   | 316   |
| CO . . . . .        | 714           | 745           | 914           | MN . . . . . | 1,526 | 1,718 | 1,734 | SC . . . . . | 585   | 622   | 668   |
| CT . . . . .        | 1,204         | 1,202         | 1,050         | MO . . . . . | 1,228 | 1,367 | 1,320 | SD . . . . . | 232   | 259   | 287   |
| DE . . . . .        | 315           | 401           | 360           | MS . . . . . | 529   | 650   | 685   | TN . . . . . | 1,174 | 1,177 | 1,117 |
| DC . . . . .        | 273           | 268           | 289           | MT . . . . . | 937   | 1,056 | 1,111 | TX . . . . . | 3,001 | 2,926 | 3,380 |
| FL . . . . .        | 1,677         | 2,627         | 2,882         | NE . . . . . | 302   | 312   | 328   | UT . . . . . | 355   | 368   | 410   |
| GA . . . . .        | 1,278         | 1,334         | 1,294         | NV . . . . . | 449   | 544   | 537   | VT . . . . . | 165   | 194   | 210   |
| HI . . . . .        | 297           | 426           | 400           | NH . . . . . | 309   | 321   | 355   | VA . . . . . | 1,874 | 1,688 | 1,578 |
| ID . . . . .        | 300           | 292           | 312           | NJ . . . . . | 299   | 328   | 368   | WA . . . . . | 1,251 | 1,377 | 1,602 |
| IL . . . . .        | 2,645         | 2,820         | 2,802         | NM . . . . . | 1,831 | 2,657 | 2,457 | WV . . . . . | 650   | 627   | 765   |
| IN . . . . .        | 1,218         | 1,318         | 1,303         | NY . . . . . | 409   | 428   | 519   | WY . . . . . | 979   | 1,228 | 1,214 |
| IA . . . . .        | 869           | 1,010         | 1,000         | NC . . . . . | 2,874 | 3,268 | 4,529 |              | 297   | 246   | 261   |

Source of tables 1014-1016: U.S. Federal Highway Administration, *Highway Statistics*, annual.

### No. 1017. Federal Grants to State and Local Governments for Highway Trust Fund and Federal Transit Administration (FTA), by State: 1994

[Year ending Sept. 30]

| STATE       | HIGHWAY TRUST FUND |                         | FTA <sup>2</sup>  |                         | STATE    | HIGHWAY TRUST FUND |                         | FTA <sup>2</sup>  |                         | STATE    | HIGHWAY TRUST FUND |                         | FTA <sup>2</sup>  |                         |
|-------------|--------------------|-------------------------|-------------------|-------------------------|----------|--------------------|-------------------------|-------------------|-------------------------|----------|--------------------|-------------------------|-------------------|-------------------------|
|             | Total (mil. dol.)  | Per capita <sup>1</sup> | Total (mil. dol.) | Per capita <sup>1</sup> |          | Total (mil. dol.)  | Per capita <sup>1</sup> | Total (mil. dol.) | Per capita <sup>1</sup> |          | Total (mil. dol.)  | Per capita <sup>1</sup> | Total (mil. dol.) | Per capita <sup>1</sup> |
| <b>U.S.</b> | <b>17,826</b>      | <b>68.5</b>             | <b>3,909</b>      | <b>15.0</b>             | KS . . . | 215                | 84.3                    | 7                 | 2.7                     | ND . . . | 105                | 164.9                   | 2                 | 3.8                     |
| AL . . .    | 272                | 64.5                    | 17                | 4.0                     | KY . . . | 239                | 62.5                    | 20                | 5.3                     | OH . . . | 705                | 63.5                    | 91                | 8.2                     |
| AK . . .    | 225                | 370.5                   | 3                 | 4.3                     | LA . . . | 262                | 60.8                    | 28                | 6.5                     | OK . . . | 249                | 76.4                    | 11                | 3.3                     |
| AZ . . .    | 271                | 66.4                    | 25                | 6.2                     | ME . . . | 88                 | 71.2                    | 5                 | 4.1                     | OR . . . | 203                | 65.7                    | 103               | 33.3                    |
| AR . . .    | 185                | 75.4                    | 6                 | 2.5                     | MD . . . | 298                | 59.5                    | 96                | 19.1                    | PA . . . | 757                | 62.8                    | 251               | 20.9                    |
| CA . . .    | 2,015              | 64.1                    | 566               | 18.0                    | MA . . . | 963                | 159.4                   | 132               | 21.9                    | RI . . . | 136                | 136.9                   | 13                | 13.4                    |
| CO . . .    | 2,157              | 70.2                    | 51                | 14.0                    | MI . . . | 417                | 43.9                    | 59                | 6.2                     | SC . . . | 232                | 63.3                    | 11                | 2.9                     |
| CT . . .    | 393                | 120.1                   | 73                | 22.3                    | MN . . . | 293                | 64.1                    | 33                | 7.2                     | SD . . . | 134                | 185.8                   | 3                 | 3.5                     |
| DE . . .    | 53                 | 75.6                    | 2                 | 3.5                     | MS . . . | 173                | 65.0                    | 8                 | 3.0                     | TN . . . | 284                | 54.9                    | 28                | 5.3                     |
| DC . . .    | 72                 | 126.7                   | 269               | 472.1                   | MO . . . | 439                | 83.1                    | 38                | 7.2                     | TX . . . | 1,071              | 58.3                    | 187               | 10.2                    |
| FL . . .    | 795                | 57.0                    | 111               | 8.0                     | MT . . . | 165                | 193.3                   | 3                 | 3.5                     | UT . . . | 110                | 57.8                    | 9                 | 4.7                     |
| GA . . .    | 384                | 54.4                    | 81                | 11.5                    | NV . . . | 150                | 92.7                    | 6                 | 3.8                     | VT . . . | 48                 | 83.3                    | -                 | 0.8                     |
| HI . . .    | 222                | 187.9                   | 16                | 13.4                    | NH . . . | 69                 | 60.8                    | 3                 | 2.8                     | VA . . . | 307                | 46.8                    | 26                | 4.0                     |
| ID . . .    | 115                | 101.6                   | 2                 | 1.9                     | NJ . . . | 510                | 64.6                    | 262               | 33.2                    | WV . . . | 172                | 94.5                    | 8                 | 4.6                     |
| IL . . .    | 728                | 62.0                    | 337               | 28.7                    | NM . . . | 148                | 89.7                    | 6                 | 3.7                     | WI . . . | 339                | 66.7                    | 26                | 5.2                     |
| IN . . .    | 353                | 61.4                    | 26                | 4.4                     | NY . . . | 780                | 42.9                    | 777               | 42.8                    | WY . . . | 114                | 240.2                   | 1                 | 2.8                     |
| IA . . .    | 247                | 87.3                    | 12                | 4.4                     | NC . . . | 473                | 66.9                    | 233               | 3.3                     |          |                    |                         |                   |                         |

<sup>1</sup> Based on Bureau of the Census resident population as of July 1, 1994; excluding population of the territories. <sup>2</sup> Federal Transit Administration.

Source: U.S. Bureau of the Census, *Federal Expenditures by State for Fiscal Year*, annual.

### No. 1018. State Gasoline Tax Rates, 1993 and 1994, and Motor Fuel Tax Receipts, 1993

[See also *Historical Statistics, Colonial Times to 1970*, series Q 233-234]

| STATE         | RATE <sup>1</sup><br>(cents/gal.) |      | Re-<br>ceipts, <sup>2</sup><br>1993<br>(mil.<br>dol.) | STATE                 | RATE <sup>1</sup><br>(cents/gal.) |       | Re-<br>ceipts, <sup>2</sup><br>1993<br>(mil.<br>dol.) | STATE                 | RATE <sup>1</sup><br>(cents/gal.) |       | Re-<br>ceipts, <sup>2</sup><br>1993<br>(mil.<br>dol.) |
|---------------|-----------------------------------|------|---|-----------------------|-----------------------------------|-------|---|-----------------------|-----------------------------------|-------|---|
|               | 1993                              | 1994 |   |                       | 1993                              | 1994  |   |                       | 1993                              | 1994  |   |
| Federal . . . | 18.4                              | 18.4 | (NA)  | IA . . .              | 20                                | 20    | 332   | NC . . .              | 22                                | 21.3  | 850   |
| State . . .   | (NA)                              | (NA) | (NA)  | KS . . .              | 18                                | 18    | 276   | ND . . .              | 17                                | 18    | 74  |
| AL . . .      | 18                                | 18   | 500   | KY <sup>3</sup> . . . | 15.4                              | 16.4  | 370   | OH . . .              | 22                                | 22    | 1,204   |
| AK . . .      | 8                                 | 8    | 29  | LA . . .              | 20                                | 20    | 471   | OK <sup>4</sup> . . . | 17                                | 17    | 343   |
| AZ . . .      | 18                                | 18   | 437   | ME . . .              | 19                                | 19    | 137   | OR . . .              | 24                                | 24    | 336   |
| AR . . .      | 18.7                              | 18.7 | 299   | MD . . .              | 23.5                              | 23.5  | 570   | PA . . .              | 22.35                             | 22.35 | 1,249   |
| CA . . .      | 17                                | 18   | 2,340   | MA . . .              | 21                                | 21    | 564   | RI . . .              | 28                                | 28    | 110   |
| CO . . .      | 22                                | 22   | 397   | MI . . .              | 15                                | 15    | 712   | SC . . .              | 16                                | 16    | 368   |
| CT . . .      | 29                                | 31   | 394   | MN . . .              | 20                                | 20    | 459   | SD . . .              | 18                                | 18    | 82  |
| DE . . .      | 22                                | 22   | 80  | MS . . .              | 18.4                              | 18.4  | 297   | TN <sup>5</sup> . . . | 20                                | 20    | 612   |
| DC . . .      | 20                                | 20   | 35  | MO . . .              | 13.03                             | 15.05 | 440   | TX . . .              | 20                                | 20    | 2,069   |
| FL . . .      | 11.8                              | 12.1 | 1,127   | MT . . .              | 24                                | 27    | 113   | UT . . .              | 19                                | 19    | 185   |
| GA . . .      | 7.5                               | 7.5  | 353   | NE . . .              | 24.4                              | 25.4  | 224   | VT . . .              | 16                                | 16    | 59  |
| HI . . .      | 16                                | 16   | 65  | NV . . .              | 24                                | 24    | 188   | VA <sup>3</sup> . . . | 17.5                              | 17.5  | 660   |
| ID . . .      | 21                                | 21   | 144   | NH . . .              | 18.7                              | 18.7  | 103   | WA . . .              | 23                                | 23    | 601   |
| IL . . .      | 19                                | 19   | 1,054   | NJ . . .              | 10.5                              | 10.5  | 378   | WV . . .              | 25.35                             | 25.35 | 251   |
| IN . . .      | 15                                | 15   | 605   | NM . . .              | 23                                | 21    | 185   | WI . . .              | 23.2                              | 23.1  | 602   |
|               |                                   |      |   | NY . . .              | 22.89                             | 22.56 | 1,474   | WY . . .              | 9                                 | 9     | 44  |

NA Not available. <sup>1</sup> In effect Dec. 31. <sup>2</sup> Represents net gallonage receipts. <sup>3</sup> Trucks or combinations with more than two axles pay tax of 2 cents per gallon more in Kentucky, and 3.5 cents per gallon more in Virginia. <sup>4</sup> .08 cents per gallon is for inspection fee. <sup>5</sup> Includes 1 cent per gallon inspection fee.

### No. 1019. Public Highway Debt—State and Local Governments: 1970 to 1993

[In millions of dollars. Long-term obligations. Data are for varying calendar and fiscal years. Excludes duplicated and interunit obligations. See also *Historical Statistics, Colonial Times to 1970*, series Q 136-147]

| ITEM                             | 1970   | 1980   | 1985   | 1987   | 1988   | 1989   | 1990   | 1991   | 1992   | 1993 <sup>1</sup> |
|----------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------------------|
| Total debt issued . . . . .      | 1,892  | 2,357  | 8,194  | 6,898  | 4,594  | 5,900  | 5,838  | 9,516  | 12,988 | 20,070            |
| State . . . . .                  | 1,306  | 1,135  | 5,397  | 4,395  | 2,702  | 3,775  | 3,277  | 6,252  | 9,460  | 10,035            |
| Local . . . . .                  | 586    | 1,222  | 2,797  | 2,503  | 1,892  | 2,125  | 2,561  | 3,264  | 3,528  | 3,757             |
| Total debt redeemed . . . . .    | 1,270  | 1,982  | 4,606  | 4,924  | 2,774  | 3,729  | 5,158  | 6,138  | 7,665  | 16,164            |
| State . . . . .                  | 800    | 1,109  | 3,835  | 3,211  | 1,547  | 2,813  | 2,041  | 4,352  | 5,388  | 8,082             |
| Local . . . . .                  | 470    | 873    | 771    | 1,713  | 1,227  | 916    | 3,117  | 1,786  | 2,277  | 2,324             |
| Total debt outstanding . . . . . | 19,124 | 27,519 | 33,379 | 39,843 | 41,663 | 43,834 | 44,514 | 47,892 | 53,539 | 57,445            |
| Local . . . . .                  | 5,104  | 7,427  | 12,100 | 15,262 | 15,927 | 17,136 | 16,580 | 18,058 | 19,353 | 22,037            |

<sup>1</sup> Estimated.

Source of tables 1018 and 1019: U.S. Federal Highway Administration, *Highway Statistics*, annual.

**No. 1020. Price Trends for Federal-Aid Highway Construction: 1980 to 1994**

| YEAR                    | Common excavation (cu. yd.) | SURFACING                          |                           |       | STRUCTURES              |                        |                               |       | Composite index |
|-------------------------|-----------------------------|------------------------------------|---------------------------|-------|-------------------------|------------------------|-------------------------------|-------|-----------------|
|                         |                             | Portland cement concrete (sq. yd.) | Bituminous concrete (ton) | Index | Reinforcing steel (lb.) | Structural steel (lb.) | Structural concrete (cu. yd.) | Index |                 |
| Average contract price: |                             |                                    |                           |       |                         |                        |                               |       |                 |
| 1980                    | 1.83                        | 14.92                              | 25.29                     | (X)   | 0.48                    | 0.94                   | 226.68                        | (X)   | (X)             |
| 1985                    | 2.24                        | 14.31                              | 28.52                     | (X)   | 0.44                    | 0.80                   | 243.60                        | (X)   | (X)             |
| 1986                    | 2.28                        | 15.63                              | 26.48                     | (X)   | 0.44                    | 0.85                   | 236.37                        | (X)   | (X)             |
| 1987                    | 2.42                        | 14.80                              | 24.65                     | (X)   | 0.44                    | 0.89                   | 240.81                        | (X)   | (X)             |
| 1988                    | 2.72                        | 14.33                              | 24.91                     | (X)   | 0.49                    | 0.92                   | 274.12                        | (X)   | (X)             |
| 1989                    | 2.40                        | 15.17                              | 24.08                     | (X)   | 0.56                    | 1.02                   | 283.40                        | (X)   | (X)             |
| 1990                    | 2.38                        | 15.91                              | 24.52                     | (X)   | 0.53                    | 1.01                   | 286.18                        | (X)   | (X)             |
| 1991                    | 2.32                        | 16.58                              | 25.52                     | (X)   | 0.51                    | 1.03                   | 264.98                        | (X)   | (X)             |
| 1992                    | 2.20                        | 17.80                              | 24.66                     | (X)   | 0.52                    | 0.92                   | 259.61                        | (X)   | (X)             |
| 1993                    | 2.50                        | 18.81                              | 26.26                     | (X)   | 0.47                    | 0.86                   | 261.89                        | (X)   | (X)             |
| 1994 (3d qtr.)          | 3.12                        | 21.09                              | 30.29                     | (X)   | 0.49                    | 0.86                   | 285.08                        | (X)   | (X)             |
| Index:                  |                             |                                    |                           |       |                         |                        |                               |       |                 |
| 1980                    | 75.5                        | 101.3                              | 102.6                     | 102.2 | 109.6                   | 106.3                  | 94.1                          | 100.0 | 97.2            |
| 1985                    | 92.4                        | 97.1                               | 115.7                     | 109.6 | 100.7                   | 89.9                   | 101.2                         | 98.1  | 102.0           |
| 1986                    | 94.0                        | 106.1                              | 107.4                     | 107.0 | 100.3                   | 96.0                   | 98.2                          | 98.0  | 101.1           |
| 1987                    | 100.0                       | 100.0                              | 100.0                     | 100.0 | 100.0                   | 100.0                  | 100.0                         | 100.0 | 100.0           |
| 1988                    | 112.2                       | 97.3                               | 101.1                     | 99.8  | 112.1                   | 104.4                  | 113.8                         | 111.0 | 106.6           |
| 1989                    | 99.0                        | 103.0                              | 97.7                      | 99.4  | 126.2                   | 115.0                  | 117.7                         | 118.4 | 107.7           |
| 1990                    | 98.1                        | 108.0                              | 99.5                      | 102.3 | 120.0                   | 114.1                  | 118.8                         | 117.8 | 108.5           |
| 1991                    | 95.5                        | 112.5                              | 103.6                     | 106.5 | 114.6                   | 116.4                  | 110.0                         | 112.5 | 107.5           |
| 1992                    | 90.8                        | 120.8                              | 100.1                     | 106.9 | 117.9                   | 103.5                  | 107.8                         | 108.4 | 105.1           |
| 1993                    | 103.2                       | 127.7                              | 106.6                     | 113.5 | 106.0                   | 97.3                   | 108.7                         | 105.3 | 108.3           |
| 1994 (3d qtr.)          | 128.6                       | 143.2                              | 122.9                     | 129.5 | 111.1                   | 96.9                   | 118.4                         | 111.5 | 121.4           |

X Not applicable.

Source: U.S. Federal Highway Administration, *Price Trends for Federal-Aid Highway Construction, Third Quarter 1994*.**No. 1021. New Plant and Equipment Expenditures and Capacity Utilization: 1980 to 1994**

[In percent]

| YEAR | NEW PLANT AND EQUIPMENT EXPENDITURES |                     |                              |                                      | CAPACITY UTILIZATION |                |                              |                |       |
|------|--------------------------------------|---------------------|------------------------------|--------------------------------------|----------------------|----------------|------------------------------|----------------|-------|
|      | Total United States                  | Total manufacturing | Motor vehicle and parts mfg. |                                      | All manufacturing    |                | Motor vehicle and parts mfg. |                |       |
|      |                                      |                     | Total                        | Percent of—<br>Total mfg. Total U.S. | Total                | Percent change | Total                        | Percent change |       |
| 1980 | 286.40                               | 112.60              | 8.54                         | 7.6                                  | 3.0                  | 80.2           | -6.1                         | 57.8           | -27.0 |
| 1985 | 410.12                               | 152.88              | 13.39                        | 8.8                                  | 3.3                  | 79.5           | -1.1                         | 83.4           | 6.1   |
| 1986 | 399.36                               | 137.95              | 12.79                        | 9.3                                  | 3.2                  | 79.0           | -0.6                         | 79.5           | -4.7  |
| 1987 | 410.52                               | 141.06              | 10.88                        | 7.7                                  | 2.7                  | 81.4           | 3.0                          | 78.1           | -1.8  |
| 1988 | 455.49                               | 163.45              | 9.75                         | 6.0                                  | 2.1                  | 83.9           | 3.1                          | 80.5           | 3.1   |
| 1989 | 507.40                               | 183.80              | 11.49                        | 6.3                                  | 2.3                  | 83.9           | 0.0                          | 79.2           | -1.6  |
| 1990 | 532.61                               | 192.61              | 11.28                        | 5.9                                  | 2.1                  | 81.1           | -3.3                         | 72.6           | -8.3  |
| 1991 | 528.39                               | 182.81              | 10.20                        | 5.6                                  | 1.9                  | 77.8           | -4.1                         | 67.5           | -7.0  |
| 1992 | 546.60                               | 174.02              | 8.67                         | 5.0                                  | 1.6                  | 78.6           | 1.0                          | 71.9           | 6.5   |
| 1993 | 585.64                               | 179.18              | 12.23                        | 6.8                                  | 2.1                  | 80.6           | 2.5                          | 76.6           | 6.5   |
| 1994 | 634.02                               | 191.60              | 15.69                        | 8.2                                  | 2.5                  | (NA)           | (NA)                         | (NA)           | (NA)  |

NA Not available.

Source: American Automobile Manufacturers Association, Washington, DC, *Facts and Figures*, annual.**No. 1022. Alternative Fueled Vehicles in Use, by Fuel Type: 1992 to 1995**

| FUEL                                       | ALTERNATIVE FUELED VEHICLES (1,000) |         |         | FUEL CONSUMPTION (1,000 gasoline-equivalent gallons) |             |             |
|--|-------------------------------------|---------|---------|--|-------------|-------------|
|  | 1992                                | 1993    | 1995    | 1992   | 1993        | 1995        |
| All fuels                                  | 251,470                             | 315,145 | 418,626 | 134,230,646  | 135,912,985 | 140,250,410 |
| Liquefied petroleum gases (LPG)            | 221,000                             | 269,000 | 299,000 | 208,142  | 264,655     | 293,773     |
| Compressed natural gas (CNG)               | 23,191                              | 32,714  | 93,186  | 16,823   | 21,603      | 66,783      |
| Liquefied natural gas (LNG)                | 90                                  | 299     | 447     | 585  | 1,900       | 2,734       |
| M85 (Mixture: 85% methanol + 15% gasoline) | 4,850                               | 10,263  | 20,040  | 1,069  | 1,593       | 3,411       |
| Neat methanol (M100)                       | 404                                 | 414     | 413     | 2,547  | 3,166       | 3,160       |
| E85 (Mixture: 85% ethanol + 15% gasoline)  | 172                                 | 441     | 828     | 21   | 48          | 89          |
| E95 (Mixture: 95% ethanol + 5% gasoline)   | 38                                  | 27      | 33      | 85   | 80          | 104         |
| Electricity                                | 1,725                               | 1,847   | 2,250   | 374  | 309         | 525         |

Source: Energy Information Administration, *Alternatives to Traditional Transportation Fuels 1993*.



### No. 1023. Motor Vehicle Registrations, 1990 to 1993, Vehicle Miles of Travel, 1993, and Drivers Licenses, 1993, by State

[In thousands, except as indicated. Motor vehicle registrations cover publicly, privately, and commercially owned vehicles. For uniformity, data have been adjusted to a calendar-year basis as registration years in States differ; figures represent net numbers where possible, excluding re-registrations and nonresident registrations]

| STATE               | AUTOMOBILES, TRUCKS, AND BUSES <sup>1</sup> |                |                |                |                            | 1993                                      |  |                         |                          |                  |
|---------------------|---|----------------|----------------|----------------|----------------------------|---|--|-------------------------|--------------------------|------------------|
|                     | 1990  | 1991           | 1992           | 1993           |                            | Motor-cycle registration (incl. official) | Public road and street mileage (1,000 mi.) | Vehicle miles of travel |                          | Drivers licenses |
|                     |   |                |                | Total          | Auto mobiles (incl. taxis) |   |  | Total (bil. mi.)        | Per mile of road (1,000) |                  |
| <b>U.S. . . . .</b> | <b>188,798</b>                              | <b>188,136</b> | <b>190,362</b> | <b>194,063</b> | <b>146,314</b>             | <b>3,978</b>                              | <b>3,905</b>                               | <b>2,297</b>            | <b>588</b>               | <b>173,149</b>   |
| AL. . . . .         | 3,744                                       | 3,484          | 3,304          | 3,390          | 2,136                      | 40  | 92   | 47.3                    | 513                      | 3,009            |
| AK. . . . .         | 477   | 471            | 486            | 489            | 310                        | 12  | 14   | 3.9                     | 283                      | 438              |
| AZ. . . . .         | 2,825                                       | 2,849          | 2,801          | 2,892          | 2,068                      | 73  | 56   | 39.2                    | 702                      | 2,624            |
| AR. . . . .         | 1,448                                       | 1,480          | 1,501          | 1,528          | 987                        | 14  | 77   | 24.0                    | 311                      | 1,751            |
| CA. . . . .         | 21,926                                      | 22,253         | 22,202         | 22,824         | 17,301                     | 587                                       | 169  | 266.4                   | 1,575                    | 20,123           |
| CO. . . . .         | 3,155                                       | 3,045          | 2,915          | 3,032          | 2,254                      | 88  | 79   | 32.7                    | 416                      | 2,591            |
| CT. . . . .         | 2,623                                       | 2,589          | 2,569          | 2,594          | 2,456                      | 37  | 20   | 27.0                    | 1,326                    | 2,180            |
| DE. . . . .         | 526   | 534            | 545            | 555            | 429                        | 10  | 6  | 6.9                     | 1,244                    | 506              |
| DC. . . . .         | 262   | 246            | 256            | 264            | 250                        | 2   | 1  | 3.5                     | 3,148                    | 361              |
| FL. . . . .         | 10,950                                      | 9,980          | 10,232         | 10,170         | 8,072                      | 189                                       | 113  | 120.5                   | 1,068                    | 10,762           |
| GA. . . . .         | 5,489                                       | 5,714          | 5,899          | 5,632          | 3,960                      | 55  | 111  | 78.4                    | 707                      | 4,613            |
| HI. . . . .         | 771   | 785            | 774            | 763            | 659                        | 24  | 4  | 8.1                     | 1,966                    | 734              |
| ID. . . . .         | 1,054                                       | 1,055          | 1,034          | 1,023          | 636                        | 32  | 59   | 11.5                    | 195                      | 770              |
| IL. . . . .         | 7,873                                       | 8,193          | 7,982          | 8,070          | 6,650                      | 201                                       | 137  | 89.7                    | 655                      | 7,462            |
| IN. . . . .         | 4,366                                       | 4,414          | 4,516          | 4,670          | 3,414                      | 96  | 92   | 60.5                    | 655                      | 3,791            |
| IA. . . . .         | 2,632                                       | 2,668          | 2,706          | 2,738          | 1,948                      | 149                                       | 113  | 25.1                    | 223                      | 1,899            |
| KS. . . . .         | 2,012                                       | 1,879          | 1,921          | 1,922          | 1,264                      | 53  | 133  | 24.1                    | 181                      | 1,774            |
| KY. . . . .         | 2,909                                       | 2,942          | 2,983          | 2,629          | 1,713                      | 32  | 73   | 39.6                    | 545                      | 2,469            |
| LA. . . . .         | 2,995                                       | 3,046          | 3,094          | 3,166          | 2,010                      | 35  | 60   | 36.4                    | 610                      | 2,577            |
| ME. . . . .         | 977   | 979            | 978            | 1,028          | 793                        | 31  | 23   | 12.2                    | 541                      | 906              |
| MD. . . . .         | 3,607                                       | 3,630          | 3,689          | 3,560          | 2,957                      | 41  | 29   | 43.3                    | 1,478                    | 3,274            |
| MA. . . . .         | 3,726                                       | 3,664          | 3,663          | 3,837          | 3,327                      | 68  | 31   | 46.7                    | 1,527                    | 4,161            |
| MI. . . . .         | 7,209                                       | 7,245          | 7,311          | 7,399          | 5,731                      | 137                                       | 118  | 85.7                    | 728                      | 6,527            |
| MN. . . . .         | 3,508                                       | 3,273          | 3,484          | 3,716          | 2,906                      | 126                                       | 130  | 42.2                    | 325                      | 2,637            |
| MS. . . . .         | 1,875                                       | 1,887          | 1,954          | 2,000          | 1,526                      | 28  | 73   | 26.9                    | 369                      | 1,640            |
| MO. . . . .         | 3,905                                       | 3,950          | 4,004          | 4,066          | 2,858                      | 57  | 122  | 54.8                    | 450                      | 3,472            |
| MT. . . . .         | 783   | 766            | 907            | 939            | 555                        | 22  | 70   | 8.7                     | 125                      | 531              |
| NE. . . . .         | 1,384                                       | 1,404          | 1,355          | 1,439          | 942                        | 19  | 93   | 14.8                    | 159                      | 1,141            |
| NV. . . . .         | 853   | 881            | 921            | 937            | 632                        | 20  | 46   | 11.6                    | 254                      | 976              |
| NH. . . . .         | 946   | 906            | 894            | 959            | 743                        | 36  | 15   | 10.3                    | 692                      | 869              |
| NJ. . . . .         | 5,652                                       | 5,519          | 5,591          | 5,641          | 5,180                      | 89  | 35   | 59.7                    | 1,702                    | 5,459            |
| NM. . . . .         | 1,301                                       | 1,320          | 1,352          | 1,421          | 856                        | 31  | 61   | 18.9                    | 312                      | 1,148            |
| NY. . . . .         | 10,196                                      | 9,771          | 9,780          | 10,163         | 8,747                      | 195                                       | 112  | 112.2                   | 1,003                    | 10,327           |
| NC. . . . .         | 5,162                                       | 5,216          | 5,307          | 5,365          | 3,841                      | 64  | 96   | 69.5                    | 724                      | 4,725            |
| ND. . . . .         | 630   | 629            | 655            | 662            | 397                        | 18  | 87   | 6.2                     | 71                       | 438              |
| OH. . . . .         | 8,410                                       | 8,685          | 9,030          | 9,279          | 7,483                      | 233                                       | 114  | 97.0                    | 852                      | 7,635            |
| OK. . . . .         | 2,649                                       | 2,669          | 2,737          | 2,771          | 1,759                      | 56  | 112  | 35.5                    | 316                      | 2,336            |
| OR. . . . .         | 2,445                                       | 2,507          | 2,583          | 2,624          | 2,001                      | 61  | 96   | 28.4                    | 295                      | 2,373            |
| PA. . . . .         | 7,971                                       | 8,038          | 8,179          | 8,282          | 6,599                      | 172                                       | 117  | 90.7                    | 775                      | 8,055            |
| RI. . . . .         | 672   | 628            | 622            | 695            | 589                        | 20  | 6  | 7.2                     | 1,193                    | 675              |
| SC. . . . .         | 2,521                                       | 2,471          | 2,601          | 2,684          | 1,997                      | 34  | 64   | 36.1                    | 563                      | 2,431            |
| SD. . . . .         | 704   | 702            | 720            | 808            | 485                        | 26  | 83   | 7.4                     | 89                       | 507              |
| TN. . . . .         | 4,444                                       | 4,542          | 4,645          | 4,964          | 3,989                      | 84  | 85   | 52.1                    | 613                      | 3,543            |
| TX. . . . .         | 12,800                                      | 12,697         | 12,767         | 13,118         | 8,881                      | 144                                       | 294  | 167.6                   | 570                      | 11,876           |
| UT. . . . .         | 1,206                                       | 1,230          | 1,252          | 1,335          | 840                        | 23  | 41   | 17.1                    | 421                      | 1,190            |
| VT. . . . .         | 462   | 447            | 465            | 483            | 362                        | 17  | 14   | 6.0                     | 422                      | 431              |
| VA. . . . .         | 4,938                                       | 5,022          | 5,239          | 5,408          | 4,126                      | 62  | 68   | 64.2                    | 938                      | 4,580            |
| WA. . . . .         | 4,257                                       | 4,404          | 4,466          | 4,413          | 3,123                      | 109                                       | 79   | 46.1                    | 581                      | 3,699            |
| WV. . . . .         | 1,225                                       | 1,273          | 1,273          | 1,345          | 829                        | 19  | 35   | 16.8                    | 479                      | 1,302            |
| WI. . . . .         | 3,815                                       | 3,685          | 3,735          | 3,815          | 2,460                      | 197                                       | 111  | 49.2                    | 443                      | 3,502            |
| WY. . . . .         | 528   | 469            | 483            | 558            | 283                        | 12  | 38   | 6.8                     | 180                      | 350              |

<sup>1</sup> Excludes vehicles owned by military services.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual; and *Selected Highway Statistics and Charts*, annual.

## No. 1026. Motor Vehicle Registrations: 1980 to 1993

[In thousands]

| ITEM                                   | 1980           | 1985           | 1988           | 1989           | 1990           | 1991           | 1992           | 1993           |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>Total</b> <sup>1</sup>              | <b>155,796</b> | <b>171,654</b> | <b>184,397</b> | <b>187,261</b> | <b>188,798</b> | <b>188,136</b> | <b>190,362</b> | <b>194,063</b> |
| Automobiles                            | 121,601        | 131,864        | 141,252        | 143,081        | 143,550        | 142,569        | 144,213        | 146,314        |
| Buses                                  | 529            | 593            | 616            | 625            | 627            | 631            | 645            | 654            |
| Private and commercial:                |                |                |                |                |                |                |                |                |
| Commercial                             | 107            | 109            | 112            | 113            | 114            | 114            | 114            | 115            |
| School and other                       | 147            | 157            | 160            | 162            | 161            | 161            | 161            | 161            |
| Publicly owned:                        |                |                |                |                |                |                |                |                |
| Federal                                | 4              | 4              | 5              | 4              | 5              | 5              | 5              | 5              |
| School                                 | 271            | 323            | 339            | 346            | 347            | 352            | 365            | 374            |
| Private and commercial trailers, total | 14,372         | 15,008         | 15,707         | 16,115         | 16,098         | 16,269         | 16,715         | 17,498         |
| Motorcycles                            | 5,694          | 5,444          | 4,584          | 4,434          | 4,259          | 4,177          | 4,065          | 4,065          |
| Truck tractors                         | 1,402          | 1,150          | 1,183          | 1,237          | 1,240          | 1,236          | 1,279          | 1,289          |
| Light trucks                           | (NA)           | 32,146         | 35,320         | 36,530         | 37,380         | 37,728         | 38,257         | 39,786         |

NA Not available. <sup>1</sup> Components may not add to total because of double counting. <sup>2</sup> Excludes farm trucks.

Source: U.S. Federal Highway Administration, *Highway Statistics*, annual.

## No. 1027. Motor Vehicle Tires and Batteries: 1980 to 1993

[In millions]

| ITEM                                     | 1980  | 1985  | 1988  | 1989  | 1990  | 1991  | 1992  | 1993  |
|--|-------|-------|-------|-------|-------|-------|-------|-------|
| Tires, passenger car, total <sup>1</sup> | 145.9 | 200.9 | 218.8 | 214.8 | 213.6 | 214.5 | 228.6 | 235.0 |
| Radials                                  | 83.5  | 164.7 | 200.2 | 200.4 | 202.1 | 205.7 | 221.4 | 227.4 |
| Replacement                              | 106.9 | 141.5 | 155.3 | 151.2 | 152.3 | 155.4 | 165.8 | 165.1 |
| Tires, truck and bus, total              | 31.1  | 41.1  | 46.0  | 46.9  | 46.9  | 42.4  | 45.0  | 48.4  |
| Radials                                  | 3.8   | 19.7  | 29.4  | 30.6  | 32.5  | 32.4  | 36.1  | 40.3  |
| Replacement                              | 24.4  | 32.1  | 33.9  | 35.2  | 36.6  | 32.9  | 33.7  | 35.7  |
| Batteries, total                         | 61.7  | 74.4  | 80.1  | 80.3  | 79.7  | 79.8  | (NA)  | (NA)  |
| Replacement automobile batteries         | 50.1  | 58.7  | 63.5  | 64.4  | 65.2  | 66.6  | (NA)  | (NA)  |

NA Not available. <sup>1</sup> Includes original equipment. Also includes exports, not shown separately. <sup>2</sup> Source: Battery Council International, Chicago, IL, and U.S. Bureau of the Census.

Source: Except as noted, The Rubber Manufacturers Association, Inc., Washington, DC, *RMA Monthly Tire Report*.

## No. 1028. Automobile Output and Trade in National Income Accounts: 1980 to 1994

[In billions of dollars. Vehicle output equals final dollar sales value of new vehicles, plus net dollar value of used vehicle sales adjusted for changes in inventories and net balance of vehicle exports and imports]

| ITEM                              | CURRENT DOLLARS |              |              |              |              | CONSTANT (1982) DOLLARS |              |              |              |              |
|-----------------------------------|-----------------|--------------|--------------|--------------|--------------|-------------------------|--------------|--------------|--------------|--------------|
|                                   | 1980            | 1990         | 1992         | 1993         | 1994         | 1980                    | 1990         | 1992         | 1993         | 1994         |
| <b>Auto output, total</b>         | <b>59.2</b>     | <b>129.2</b> | <b>133.3</b> | <b>144.5</b> | <b>158.5</b> | <b>79.1</b>             | <b>121.4</b> | <b>117.6</b> | <b>121.6</b> | <b>130.1</b> |
| Final sales                       | 60.1            | 132.3        | 133.2        | 142.2        | 154.3        | 80.5                    | 125.3        | 117.2        | 121.1        | 127.1        |
| Personal consumption expenditures | 57.2            | 129.8        | 125.9        | 139.3        | 153.1        | 80.9                    | 124.5        | 112.8        | 119.3        | 125.5        |
| Producers' durable equipment      | 14.3            | 35.6         | 38.0         | 38.8         | 44.0         | 16.8                    | 33.4         | 33.2         | 34.4         | 38.5         |
| Net exports                       | -12.8           | -35.4        | -32.8        | -37.7        | -44.8        | -19.2                   | -34.7        | -30.5        | -34.2        | -38.5        |
| Government purchases              | 1.4             | 2.3          | 2.0          | 1.9          | 2.0          | 2.0                     | 2.1          | 1.8          | 1.6          | 1.6          |
| Change in business inventories    | -0.9            | -3.1         | 0.1          | 2.2          | 4.2          | -1.5                    | -3.9         | 0.4          | 0.5          | 2.9          |
| New                               | -0.1            | -2.3         | 0.5          | 1.9          | 3.2          | -0.1                    | -3.2         | 0.7          | 0.6          | 2.1          |
| Used                              | -0.8            | -0.8         | -0.4         | 0.3          | 1.0          | -1.3                    | -0.8         | -0.3         | -0.1         | 0.8          |

Source: U.S. Bureau of Economic Analysis, *The National Income and Product Accounts of the United States: Volume 2, 1959-88*, and *Survey of Current Business*, July 1992, August 1993, and March 1994.

## No. 1029. Recreational Vehicles—Number and Retail Value of Shipments: 1970 to 1993

| ITEM                     | 1970         | 1975         | 1980         | 1985         | 1986         | 1987         | 1988         | 1989         | 1990         | 1991         | 1992         | 1993         |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| NUMBER (1,000)           |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Total</b>             | <b>380.3</b> | <b>339.6</b> | <b>181.4</b> | <b>351.7</b> | <b>371.7</b> | <b>393.6</b> | <b>420.0</b> | <b>388.3</b> | <b>347.3</b> | <b>293.7</b> | <b>382.7</b> | <b>420.2</b> |
| Motorized homes          | 30.3         | 96.6         | 99.9         | 233.5        | 249.6        | 255.7        | 277.1        | 261.6        | 226.5        | 172.6        | 226.3        | (NA)         |
| Travel trailers          | 138.0        | 150.6        | 52.0         | 75.4         | 78.2         | 86.2         | 89.6         | 82.9         | 80.4         | 77.6         | 102.5        | 113.6        |
| Folding camping trailers | 116.1        | 48.1         | 24.5         | 35.9         | 36.5         | 41.6         | 42.3         | 33.9         | 30.7         | 33.9         | 43.3         | (NA)         |
| Truck campers            | 95.9         | 44.3         | 5.0          | 6.9          | 7.4          | 10.1         | 11.0         | 9.9          | 9.7          | 9.6          | 10.6         | (NA)         |
| RETAIL VALUE (mil. dol.) |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Total</b>             | <b>1,122</b> | <b>2,320</b> | <b>1,952</b> | <b>6,904</b> | <b>7,434</b> | <b>8,288</b> | <b>9,061</b> | <b>9,019</b> | <b>8,101</b> | <b>6,623</b> | <b>8,774</b> | <b>9,518</b> |
| Motorized homes          | 318          | 1,251        | 1,381        | 5,724        | 6,155        | 6,826        | 7,543        | 7,420        | 6,660        | 5,284        | 6,963        | (NA)         |
| Travel trailers          | 445          | 856          | 485          | 997          | 1,083        | 1,219        | 1,254        | 1,252        | 1,220        | 1,107        | 1,523        | 1,644        |
| Folding camping trailers | 175          | 101          | 69           | 137          | 144          | 167          | 175          | 147          | 134          | 146          | 189          | (NA)         |
| Truck campers            | 183          | 112          | 17           | 46           | 53           | 76           | 88           | 81           | 86           | 87           | 99           | (NA)         |

NA Not available.

Source: Recreation Vehicle Industry Association, Reston, VA, *RV's ... A Year-End Report/1989*. Data also in American Automobile Manufacturers Association of the United States, Inc., Detroit, MI, *Motor Vehicle Facts and Figures*, annual.

**No. 1030. Transportation to Work: 1990**

[In thousands, except as indicated. Based on workers 16 years old or older]

| REGION, DIVISION,<br>AND STATE | MEANS OF TRANSPORTATION<br>TO WORK |                |  | Worked<br>at<br>home | Average<br>travel<br>time<br>to<br>work <sup>1</sup><br>(minutes) | HOUSEHOLDS WITH<br>VEHICLES AVAILABLE |                |                               |
|--------------------------------|------------------------------------|----------------|--|----------------------|---|---------------------------------------|----------------|-------------------------------|
|                                | Car, truck, van                    |                | Percent<br>using<br>public<br>transportation |                      |   | None                                  | One<br>vehicle | Two<br>or<br>more<br>vehicles |
|                                | Drove<br>alone                     | Car-<br>pooled |  |                      |   |                                       |                |                               |
| <b>United States . . . . .</b> | <b>84,215</b>                      | <b>15,378</b>  | <b>5.3</b>                                   | <b>3,406</b>         | <b>22.4</b>   | <b>10,602</b>                         | <b>31,039</b>  | <b>50,306</b>                 |
| <b>Northeast . . . . .</b>     | <b>15,902</b>                      | <b>2,771</b>   | <b>12.8</b>                                  | <b>630</b>           | <b>24.5</b>   | <b>3,603</b>                          | <b>6,408</b>   | <b>8,862</b>                  |
| New England . . . . .          | 4,892                              | 749            | 5.1  | 191                  | 21.5  | 568                                   | 1,699          | 2,676                         |
| Maine . . . . .                | 424                                | 80             | 0.9  | 24                   | 19.0  | 40                                    | 159            | 266                           |
| New Hampshire . . . . .        | 443                                | 70             | 0.7  | 20                   | 21.9  | 26                                    | 132            | 254                           |
| Vermont . . . . .              | 200                                | 36             | 0.7  | 17                   | 18.0  | 17                                    | 72             | 122                           |
| Massachusetts . . . . .        | 2,148                              | 318            | 8.3  | 75                   | 22.7  | 321                                   | 819            | 1,107                         |
| Rhode Island . . . . .         | 376                                | 58             | 2.5  | 10                   | 19.2  | 40                                    | 132            | 206                           |
| Connecticut . . . . .          | 1,301                              | 187            | 3.9  | 45                   | 21.1  | 124                                   | 386            | 721                           |
| Middle Atlantic . . . . .      | 11,010                             | 2,023          | 15.7   | 438                  | 25.7  | 3,035                                 | 4,709          | 6,186                         |
| New York . . . . .             | 4,461                              | 861            | 24.8   | 213                  | 28.6  | 1,994                                 | 2,153          | 2,492                         |
| New Jersey . . . . .           | 2,731                              | 472            | 8.8  | 80                   | 25.3  | 360                                   | 966            | 1,468                         |
| Pennsylvania . . . . .         | 3,818                              | 690            | 6.4  | 145                  | 21.6  | 681                                   | 1,589          | 2,226                         |
| <b>Midwest . . . . .</b>       | <b>21,091</b>                      | <b>3,207</b>   | <b>3.5</b>                                   | <b>987</b>           | <b>20.7</b>   | <b>2,238</b>                          | <b>7,365</b>   | <b>12,714</b>                 |
| East North Central . . . . .   | 14,749                             | 2,206          | 4.3  | 551                  | 21.7  | 1,693                                 | 5,230          | 8,674                         |
| Ohio . . . . .                 | 3,889                              | 521            | 2.5  | 119                  | 20.7  | 416                                   | 1,351          | 2,320                         |
| Indiana . . . . .              | 2,040                              | 332            | 1.3  | 73                   | 20.4  | 175                                   | 670            | 1,221                         |
| Illinois . . . . .             | 3,742                              | 653            | 10.1   | 144                  | 25.1  | 588                                   | 1,476          | 2,138                         |
| Michigan . . . . .             | 3,328                              | 429            | 1.6  | 100                  | 21.2  | 344                                   | 1,133          | 1,943                         |
| Wisconsin . . . . .            | 1,751                              | 270            | 2.5  | 114                  | 18.3  | 170                                   | 600            | 1,052                         |
| West North Central . . . . .   | 6,342                              | 1,002          | 1.9  | 436                  | 18.4  | 545                                   | 2,135          | 4,040                         |
| Minnesota . . . . .            | 1,593                              | 247            | 3.6  | 116                  | 19.1  | 142                                   | 517            | 988                           |
| Iowa . . . . .                 | 971                                | 157            | 1.2  | 89                   | 16.2  | 75                                    | 332            | 657                           |
| Missouri . . . . .             | 1,816                              | 312            | 2.0  | 84                   | 21.6  | 191                                   | 652            | 1,118                         |
| North Dakota . . . . .         | 210                                | 31             | 0.6  | 24                   | 13.0  | 16                                    | 73             | 152                           |
| South Dakota . . . . .         | 233                                | 33             | 0.3  | 31                   | 13.8  | 17                                    | 76             | 166                           |
| Nebraska . . . . .             | 590                                | 87             | 1.2  | 44                   | 15.8  | 43                                    | 182            | 377                           |
| Kansas . . . . .               | 929                                | 136            | 0.6  | 49                   | 17.2  | 60                                    | 302            | 583                           |
| <b>South . . . . .</b>         | <b>29,495</b>                      | <b>5,886</b>   | <b>2.6</b>                                   | <b>936</b>           | <b>22.0</b>   | <b>3,208</b>                          | <b>10,987</b>  | <b>17,627</b>                 |
| South Atlantic . . . . .       | 15,481                             | 3,156          | 3.4  | 501                  | 22.5  | 1,725                                 | 5,725          | 9,053                         |
| Delaware . . . . .             | 258                                | 43             | 2.4  | 8                    | 20.0  | 20                                    | 80             | 147                           |
| Maryland . . . . .             | 1,733                              | 376            | 8.1  | 65                   | 27.0  | 216                                   | 554            | 979                           |
| District of Columbia . . . . . | 107                                | 37             | 36.6   | 9                    | 27.1  | 93                                    | 103            | 53                            |
| Virginia . . . . .             | 2,281                              | 500            | 4.0  | 103                  | 24.0  | 205                                   | 717            | 1,370                         |
| West Virginia . . . . .        | 493                                | 107            | 1.1  | 16                   | 21.0  | 94                                    | 247            | 347                           |
| North Carolina . . . . .       | 2,528                              | 530            | 1.0  | 71                   | 19.8  | 242                                   | 786            | 1,489                         |
| South Carolina . . . . .       | 1,235                              | 277            | 1.1  | 31                   | 20.5  | 137                                   | 402            | 720                           |
| Georgia . . . . .              | 2,379                              | 468            | 2.8  | 65                   | 22.7  | 244                                   | 730            | 1,393                         |
| Florida . . . . .              | 4,468                              | 819            | 2.0  | 132                  | 21.8  | 474                                   | 2,106          | 2,555                         |
| East South Central . . . . .   | 5,110                              | 1,005          | 1.2  | 149                  | 21.1  | 607                                   | 1,814          | 3,231                         |
| Kentucky . . . . .             | 1,195                              | 229            | 1.6  | 47                   | 20.7  | 159                                   | 447            | 773                           |
| Tennessee . . . . .            | 1,763                              | 324            | 1.3  | 52                   | 21.5  | 181                                   | 593            | 1,079                         |
| Alabama . . . . .              | 1,374                              | 267            | 0.8  | 31                   | 21.2  | 156                                   | 466            | 885                           |
| Mississippi . . . . .          | 777                                | 184            | 0.8  | 19                   | 20.6  | 111                                   | 307            | 494                           |
| West South Central . . . . .   | 8,904                              | 1,725          | 2.0  | 286                  | 21.6  | 876                                   | 3,448          | 5,343                         |
| Arkansas . . . . .             | 765                                | 153            | 0.5  | 28                   | 19.0  | 88                                    | 303            | 501                           |
| Louisiana . . . . .            | 1,239                              | 247            | 3.0  | 31                   | 22.3  | 209                                   | 542            | 749                           |
| Oklahoma . . . . .             | 1,079                              | 191            | 0.6  | 41                   | 19.3  | 91                                    | 414            | 701                           |
| Texas . . . . .                | 5,821                              | 1,134          | 2.2  | 185                  | 22.2  | 489                                   | 2,190          | 3,392                         |
| <b>West . . . . .</b>          | <b>17,727</b>                      | <b>3,513</b>   | <b>4.1</b>                                   | <b>854</b>           | <b>22.7</b>   | <b>1,553</b>                          | <b>6,279</b>   | <b>11,103</b>                 |
| Mountain . . . . .             | 4,586                              | 873            | 2.1  | 229                  | 19.7  | 343                                   | 1,697          | 2,993                         |
| Montana . . . . .              | 250                                | 41             | 0.6  | 22                   | 14.8  | 20                                    | 91             | 194                           |
| Idaho . . . . .                | 330                                | 53             | 1.9  | 21                   | 17.3  | 17                                    | 101            | 243                           |
| Wyoming . . . . .              | 154                                | 28             | 1.4  | 9                    | 15.4  | 8                                     | 48             | 113                           |
| Colorado . . . . .             | 1,217                              | 210            | 2.9  | 67                   | 20.7  | 89                                    | 412            | 781                           |
| New Mexico . . . . .           | 472                                | 96             | 1.0  | 24                   | 19.1  | 38                                    | 185            | 320                           |
| Arizona . . . . .              | 1,178                              | 239            | 2.1  | 48                   | 21.6  | 107                                   | 532            | 730                           |
| Utah . . . . .                 | 541                                | 111            | 2.3  | 26                   | 18.9  | 29                                    | 153            | 355                           |
| Nevada . . . . .               | 444                                | 94             | 2.7  | 12                   | 19.8  | 36                                    | 174            | 256                           |
| Pacific . . . . .              | 13,141                             | 2,640          | 4.8  | 625                  | 23.8  | 1,210                                 | 4,582          | 8,111                         |
| Washington . . . . .           | 1,701                              | 282            | 4.5  | 86                   | 22.0  | 141                                   | 582            | 1,149                         |
| Oregon . . . . .               | 949                                | 165            | 3.4  | 56                   | 19.6  | 88                                    | 355            | 660                           |
| California . . . . .           | 9,982                              | 2,036          | 4.9  | 453                  | 24.6  | 923                                   | 3,452          | 6,006                         |
| Alaska . . . . .               | 165                                | 40             | 2.4  | 11                   | 16.7  | 23                                    | 64             | 102                           |
| Hawaii . . . . .               | 344                                | 116            | 7.4  | 19                   | 23.8  | 35                                    | 129            | 193                           |

<sup>1</sup> Excludes persons who worked at home.

Source: U.S. Bureau of the Census, *Census of Population and Housing, 1990*.

### No. 1031. National Personal Transportation Survey (NPTS)—Summary of Travel Trends: 1969 to 1990

[Data obtained by collecting information on all trips taken by the respondent on a specific day (known as travel day), combined with longer trips taken over a 2-week period (known as travel period). Contains data from previous NPTS surveys. For compatibility with previous survey data, all data are based only on trips taken during travel day. Be aware that terminology changes from survey to survey. See source for details.]

| CHARACTERISTICS                                  | Unit          | 1969               | 1977      | 1983      | 1990      | Percent change, 1969-90 | Annual percent change, 1969-90 |
|--|---------------|--------------------|-----------|-----------|-----------|-------------------------|--------------------------------|
| Households, total . . . . .                      | 1,000 . . .   | 62,504             | 75,412    | 85,371    | 93,347    | 49.0                    | 1.9                            |
| 1 person . . . . .                               | 1,000 . . .   | 10,980             | 16,214    | 19,354    | 22,999    | 109.0                   | 3.6                            |
| 2 persons . . . . .                              | 1,000 . . .   | 18,448             | 22,925    | 27,169    | 30,114    | 63.0                    | 2.4                            |
| 3 persons . . . . .                              | 1,000 . . .   | 10,746             | 13,046    | 14,756    | 16,128    | 50.0                    | 2.0                            |
| 4 persons or more . . . . .                      | 1,000 . . .   | 22,330             | 23,227    | 24,092    | 24,106    | 8.0                     | 0.4                            |
| Persons, total . . . . .                         | 1,000 . . .   | 197,213            | 213,141   | 229,453   | 239,416   | 21.0                    | 0.9                            |
| Under 16 yrs. old . . . . .                      | 1,000 . . .   | 60,100             | 54,958    | 53,682    | 54,303    | -10.0                   | -0.5                           |
| 16-19 yrs. old . . . . .                         | 1,000 . . .   | 14,598             | 16,552    | 15,268    | 13,851    | -5.0                    | -0.2                           |
| 20-34 yrs. old . . . . .                         | 1,000 . . .   | 40,060             | 52,252    | 60,788    | 59,517    | 49.0                    | 1.9                            |
| 35-64 yrs. old . . . . .                         | 1,000 . . .   | 62,982             | 66,988    | 75,353    | 82,480    | 31.0                    | 1.3                            |
| 65 yrs. old and over . . . . .                   | 1,000 . . .   | 19,473             | 22,391    | 24,362    | 26,955    | 38.0                    | 1.6                            |
| 5 yrs. old and over . . . . .                    | 1,000 . . .   | (NA)               | 198,434   | 212,932   | 222,101   | 12.0                    | 0.9                            |
| Males . . . . .                                  | 1,000 . . .   | 94,465             | 102,521   | 111,514   | 114,441   | 21.0                    | 0.8                            |
| 16 yrs. old and over . . . . .                   | 1,000 . . .   | 66,652             | 74,542    | 83,645    | 86,432    | 30.0                    | 1.1                            |
| Females . . . . .                                | 1,000 . . .   | 102,748            | 110,620   | 117,939   | 124,975   | 22.0                    | 0.8                            |
| 16 yrs. old and over . . . . .                   | 1,000 . . .   | 73,526             | 83,721    | 92,080    | 96,371    | 31.0                    | 1.1                            |
| Licensed drivers . . . . .                       | 1,000 . . .   | 102,986            | 127,552   | 147,015   | 163,025   | 58.0                    | 2.2                            |
| Male . . . . .                                   | 1,000 . . .   | 57,981             | 66,199    | 75,639    | 80,289    | 38.0                    | 1.6                            |
| Female . . . . .                                 | 1,000 . . .   | 45,005             | 61,353    | 71,376    | 82,707    | 84.0                    | 2.9                            |
| Workers . . . . .                                | 1,000 . . .   | 75,758             | 93,019    | 103,244   | 118,343   | 56.0                    | 2.1                            |
| Male . . . . .                                   | 1,000 . . .   | 48,487             | 55,625    | 58,849    | 63,996    | 32.0                    | 1.3                            |
| Female . . . . .                                 | 1,000 . . .   | 27,271             | 37,394    | 44,395    | 54,334    | 99.0                    | 3.3                            |
| Households with—                                 |               |                    |           |           |           |                         |                                |
| No vehicle . . . . .                             | 1,000 . . .   | 12,876             | 11,538    | 11,548    | 8,573     | -33.0                   | -1.9                           |
| One vehicle . . . . .                            | 1,000 . . .   | 30,252             | 26,092    | 28,780    | 30,654    | 1.0                     | 0.1                            |
| Two vehicles . . . . .                           | 1,000 . . .   | 16,501             | 25,942    | 28,632    | 35,872    | 117.0                   | 3.8                            |
| Three or more vehicles . . . . .                 | 1,000 . . .   | 2,875              | 11,840    | 16,411    | 18,248    | 535.0                   | 9.2                            |
| All vehicles available . . . . .                 | 1,000 . . .   | 72,500             | 120,098   | 143,714   | 165,221   | 128.0                   | 4.0                            |
| Vehicle trips . . . . .                          | Millions      | 87,284             | 108,826   | 126,874   | 158,927   | 82.0                    | 2.9                            |
| Vehicle miles of travel (VMT) . . . . .          | Millions      | 775,940            | 907,603   | 1,002,139 | 1,409,600 | 82.0                    | 2.9                            |
| Person trips . . . . .                           | Millions      | 145,146            | 211,778   | 224,385   | 249,562   | 72.0                    | 2.6                            |
| Person miles of travel . . . . .                 | Millions      | 1,404,137          | 1,879,215 | 1,946,662 | 2,315,300 | 65.0                    | 2.4                            |
| Ratios:  |               |                    |           |           |           |                         |                                |
| Persons per household . . . . .                  | Number        | <sup>2</sup> 3.16  | 2.83      | 2.69      | 2.56      | (NA)                    | (NA)                           |
| Vehicles per household . . . . .                 | Number        | <sup>2</sup> 1.16  | 1.59      | 1.68      | 1.77      | (NA)                    | (NA)                           |
| Licensed drivers per household . . . . .         | Number        | <sup>2</sup> 1.65  | 1.69      | 1.72      | 1.75      | (NA)                    | (NA)                           |
| Vehicles per licensed driver . . . . .           | Number        | <sup>2</sup> 0.70  | 0.94      | 0.98      | 1.01      | (NA)                    | (NA)                           |
| Workers per household . . . . .                  | Number        | <sup>2</sup> 1.21  | 1.23      | 1.21      | 1.27      | (NA)                    | (NA)                           |
| Vehicles per worker . . . . .                    | Number        | <sup>2</sup> 0.96  | 1.29      | 1.39      | 1.40      | (NA)                    | (NA)                           |
| Daily vehicle trips per household . . . . .      | Number        | <sup>2</sup> 3.83  | 3.95      | 4.07      | 4.66      | (NA)                    | (NA)                           |
| Daily VMT per household . . . . .                | Number        | <sup>2</sup> 34.01 | 32.97     | 32.16     | 41.37     | (NA)                    | (NA)                           |
| Average vehicle trip length (miles) . . . . .    | Number        | <sup>2</sup> 8.89  | 8.34      | 7.90      | 8.87      | (NA)                    | (NA)                           |
| Average annual VMT . . . . .                     | Miles . . .   | 12,423             | 12,036    | 11,739    | 15,100    | 22.0                    | (NA)                           |
| Home to work . . . . .                           | Miles . . .   | 4,183              | 3,815     | 3,538     | 4,853     | 16.0                    | (NA)                           |
| Shopping . . . . .                               | Miles . . .   | 929                | 1,336     | 1,567     | 1,743     | 88.0                    | (NA)                           |
| Other family or personal business . . . . .      | Miles . . .   | 1,270              | 1,444     | 1,816     | 3,014     | 137.0                   | (NA)                           |
| Social and recreational . . . . .                | Miles . . .   | 4,094              | 3,286     | 3,534     | 4,060     | -1.0                    | (NA)                           |
| Average annual vehicle trips . . . . .           | Number        | 1,396              | 1,442     | 1,486     | 1,702     | 22.0                    | (NA)                           |
| Home to work . . . . .                           | Number        | 445                | 423       | 414       | 448       | 0.7                     | (NA)                           |
| Shopping . . . . .                               | Number        | 213                | 268       | 297       | 345       | 62.0                    | (NA)                           |
| Other family or personal business . . . . .      | Number        | 195                | 215       | 272       | 411       | 111.0                   | (NA)                           |
| Social and recreational . . . . .                | Number        | 312                | 320       | 335       | 349       | 12.0                    | (NA)                           |
| Average vehicle trip length . . . . .            | Miles . . .   | 8.9                | 8.4       | 7.9       | 9.0       | 1.0                     | (NA)                           |
| Home to work . . . . .                           | Miles . . .   | 9.4                | 9.1       | 8.5       | 11.0      | 17.0                    | (NA)                           |
| Shopping . . . . .                               | Miles . . .   | 4.4                | 5.0       | 5.3       | 5.1       | 16.0                    | (NA)                           |
| Other family or personal business . . . . .      | Miles . . .   | 6.5                | 6.8       | 6.7       | 7.4       | 14.0                    | (NA)                           |
| Social and recreational . . . . .                | Miles . . .   | 13.1               | 10.3      | 10.5      | 11.8      | -10.0                   | (NA)                           |
| Average vehicle occupancy <sup>3</sup> . . . . . | Persons . . . | (NA)               | 1.9       | 1.7       | 1.6       | <sup>4</sup> -1.3       | (NA)                           |
| Home to work . . . . .                           | Persons . . . | (NA)               | 1.3       | 1.3       | 1.1       | <sup>4</sup> -1.3       | (NA)                           |
| Shopping . . . . .                               | Persons . . . | (NA)               | 2.1       | 1.8       | 1.7       | <sup>4</sup> -1.6       | (NA)                           |
| Other family or personal business . . . . .      | Persons . . . | (NA)               | 2.0       | 1.8       | 1.8       | <sup>4</sup> 0.8        | (NA)                           |
| Social and recreational . . . . .                | Persons . . . | (NA)               | 2.4       | 2.1       | 2.1       | <sup>4</sup> -1.0       | (NA)                           |
| Journey-to-work trip mode . . . . .              | Percent       | 100.0              | 100.0     | 100.0     | 100.0     | (NS)                    | (NS)                           |
| Auto . . . . .                                   | Percent       | 82.7               | 80.5      | 77.6      | 91.4      | (NS)                    | (NS)                           |
| Truck <sup>5</sup> . . . . .                     | Percent       | 8.1                | 12.5      | 14.8      | (NA)      | (NS)                    | (NS)                           |
| Public transit . . . . .                         | Percent       | 8.4                | 4.7       | 5.8       | 5.5       | (NS)                    | (NS)                           |
| Other . . . . .                                  | Percent       | 0.8                | 2.3       | 1.8       | 3.1       | (NS)                    | (NS)                           |

NA Not available. NS Percent change irrelevant. <sup>1</sup> Includes "don't know" and "refusals." <sup>2</sup> Excludes pickups and other light-trucks as household vehicles. <sup>3</sup> Includes other purposes not shown separately. <sup>4</sup> Change from 1977. <sup>5</sup> Household based trucks, primarily pickups.

Source: Federal Highway Administration, *National Personal Transportation Survey, Summary of Travel Trends, 1969, 1977, 1983, and 1990.*

**No. 1035. Fatal Motor Vehicle Accidents—National Summary: 1980 to 1993**

[Based on data from the Fatal Accident Reporting System (FARS). FARS gathers data on accidents that result in loss of human life. FARS is operated and maintained by National Highway Traffic Safety Administration's (NHTSA) National Center for Statistics and Analysis (NCSA). FARS data are gathered on motor vehicle accidents that occurred on a roadway customarily open to the public, resulting in the death of a person within 30 days of the accident. Collection of these data depend on the use of police, hospital, medical examiner/coroner, and Emergency Medical Services reports; State vehicle registration, driver licensing, and highway department files; and vital statistics documents and death certificates. See source for further detail]

| ITEM  | 1980           | 1985           | 1988           | 1989           | 1990           | 1991          | 1992          | 1993          |
|---|----------------|----------------|----------------|----------------|----------------|---------------|---------------|---------------|
| <b>Fatal accidents, total</b> . . . . .                                       | <b>45,284</b>  | <b>39,196</b>  | <b>42,130</b>  | <b>40,741</b>  | <b>39,836</b>  | <b>36,937</b> | <b>34,942</b> | <b>35,747</b> |
| One vehicle involved . . . . .  | 28,306         | 22,875         | 24,716         | 23,742         | 23,445         | 21,910        | 20,388        | 20,562        |
| Two or more vehicles involved . . . . .                                       | 16,978         | 16,321         | 17,414         | 16,999         | 16,391         | 15,027        | 14,554        | 15,185        |
| <b>Persons killed in fatal accidents</b> . . . . .                            | <b>51,091</b>  | <b>43,825</b>  | <b>47,087</b>  | <b>45,582</b>  | <b>44,599</b>  | <b>41,508</b> | <b>39,250</b> | <b>40,115</b> |
| Occupants <sup>1</sup> . . . . .  | 41,927         | 36,043         | 39,170         | 38,087         | 37,134         | 34,740        | 32,880        | 33,553        |
| Drivers . . . . .   | 28,816         | 25,337         | 27,253         | 26,389         | 25,750         | 23,930        | 22,584        | 23,132        |
| Passengers . . . . .  | 12,972         | 10,619         | 11,805         | 11,624         | 11,276         | 10,688        | 10,211        | 10,350        |
| Nonmotorists <sup>1</sup> . . . . .   | 9,164          | 7,782          | 7,917          | 7,495          | 7,465          | 6,768         | 6,370         | 6,562         |
| Pedestrians . . . . .   | 8,070          | 6,808          | 6,870          | 6,556          | 6,482          | 5,801         | 5,549         | 5,638         |
| Pedalcyclists . . . . .   | 965            | 890            | 911            | 832            | 859            | 843           | 723           | 814           |
| <b>Occupant fatalities by type of vehicle, total</b> . . . . .                | <b>41,927</b>  | <b>36,043</b>  | <b>39,170</b>  | <b>38,087</b>  | <b>37,134</b>  | <b>34,740</b> | <b>32,880</b> | <b>33,553</b> |
| Passenger cars <sup>1</sup> . . . . .   | 27,449         | 23,212         | 25,808         | 25,063         | 24,092         | 22,385        | 21,387        | 21,494        |
| Mini-compact . . . . .  | 3,141          | 3,571          | 3,813          | 3,812          | 3,556          | 3,039         | 2,714         | 2,614         |
| Subcompact . . . . .  | 4,158          | 4,422          | 4,975          | 4,928          | 4,753          | 4,655         | 4,314         | 4,238         |
| Compact . . . . .   | 927            | 2,635          | 4,764          | 5,099          | 5,310          | 5,338         | 5,354         | 5,608         |
| Intermediate . . . . .  | 3,878          | 4,391          | 5,016          | 5,055          | 4,849          | 4,681         | 4,418         | 4,424         |
| Full size . . . . .   | 4,831          | 2,974          | 2,840          | 2,641          | 2,386          | 2,073         | 2,120         | 2,061         |
| Largest size . . . . .  | 6,746          | 3,612          | 2,904          | 2,610          | 2,249          | 1,967         | 1,676         | 1,602         |
| Motorcycles . . . . .   | 4,961          | 4,417          | 3,492          | 3,036          | 3,129          | 2,703         | 2,291         | 2,331         |
| Other motorized cycles . . . . .  | 183            | 147            | 170            | 105            | 115            | 103           | 104           | 113           |
| Multipurpose vehicles . . . . .   | 895            | 855            | 1,040          | 1,135          | 1,214          | 1,476         | 1,335         | 1,519         |
| Light trucks . . . . .  | 6,591          | 5,834          | 7,266          | 7,416          | 7,387          | 6,915         | 6,763         | 6,968         |
| Pickup . . . . .  | 5,483          | 4,640          | 5,880          | 5,870          | 5,979          | 5,671         | 5,385         | 5,524         |
| Van . . . . .   | 1,000          | 791            | 1,001          | 1,214          | 1,154          | 1,154         | 1,292         | 1,358         |
| Medium trucks . . . . .   | 285            | 157            | 125            | 128            | 134            | 115           | 99            | 96            |
| Heavy trucks . . . . .  | 977            | 820            | 786            | 730            | 571            | 546           | 486           | 514           |
| Buses . . . . .   | 46             | 57             | 54             | 50             | 32             | 31            | 28            | 18            |
| <b>Persons involved in fatal accidents</b> . . . . .                          | <b>113,289</b> | <b>104,045</b> | <b>112,958</b> | <b>109,866</b> | <b>107,777</b> | <b>99,369</b> | <b>95,691</b> | <b>97,449</b> |
| Occupants <sup>1</sup> . . . . .  | 103,049        | 95,482         | 104,086        | 101,401        | 99,297         | 91,707        | 88,367        | 90,031        |
| Drivers . . . . .   | 62,957         | 57,883         | 62,253         | 6,435          | 58,893         | 54,391        | 51,901        | 53,343        |
| Passengers . . . . .  | 39,892         | 37,477         | 41,656         | 40,816         | 40,229         | 37,108        | 36,330        | 36,538        |
| Nonoccupants . . . . .  | 10,240         | 8,563          | 8,872          | 8,465          | 8,480          | 7,662         | 7,324         | 7,418         |
| Vehicle miles traveled (VMT) (100 million) . . . . .                          | 15,273         | 17,742         | 20,256         | 21,070         | 21,444         | 21,721        | 22,471        | 22,966        |
| Licensed drivers (1,000) . . . . .  | 145,295        | 156,868        | 162,853        | 165,555        | 167,015        | 168,995       | 173,125       | 175,878       |
| Registered vehicles (1,000) . . . . .   | 161,490        | 177,098        | 188,981        | 191,694        | 192,915        | 192,314       | 194,427       | 198,041       |
| Fatalities by road type <sup>1</sup> . . . . .                                | (NA)           | (NA)           | 47,087         | 45,582         | 44,599         | 41,508        | 39,250        | 40,115        |
| Interstate . . . . .  | 4,427          | 4,148          | 5,142          | 4,971          | 4,993          | 4,574         | 4,350         | 4,191         |
| Federal-aid primary . . . . .   | (NA)           | 14,526         | 15,185         | 14,732         | 14,203         | 13,158        | 12,052        | 11,256        |
| Federal-aid secondary . . . . .   | (NA)           | 6,429          | 6,919          | 6,769          | 6,892          | 6,249         | 5,849         | 4,896         |
| Federal-aid urban . . . . .   | (NA)           | 8,116          | 8,534          | 8,398          | 8,432          | 7,511         | 6,582         | 6,069         |
| Non-Federal-aid . . . . .   | (NA)           | 10,408         | 10,844         | 10,579         | 10,039         | 9,924         | 8,826         | 8,495         |
| Fatal accidents by the highest blood alcohol concentration (BAC) in accident: |                |                |                |                |                |               |               |               |
| 0.00 percent . . . . .  | (NA)           | 48.5           | 50.1           | 51.1           | 50.6           | 52.1          | 54.5          | 56.5          |
| 0.01 to 0.09 percent . . . . .  | (NA)           | 10.3           | 10.2           | 9.8            | 9.7            | 9.4           | 9.1           | 8.5           |
| 0.10 percent and over . . . . .   | (NA)           | 41.2           | 39.7           | 39.1           | 39.7           | 38.5          | 36.4          | 35.0          |
| <b>Fatality rate by age group:</b>  |                |                |                |                |                |               |               |               |
| Under 5 years old . . . . .   | 6.9            | 5.2            | 5.4            | 5.4            | 4.9            | 4.6           | 4.5           | 4.5           |
| 5 years to 15 years old . . . . .   | 8.7            | 7.4            | 7.4            | 7.0            | 6.4            | 6.1           | 5.9           | 5.8           |
| 16 years to 24 years old . . . . .  | 46.0           | 37.1           | 40.0           | 36.7           | 35.2           | 33.0          | 29.5          | 22.2          |
| 25 years to 44 years old . . . . .  | 24.6           | 19.6           | 20.3           | 20.0           | 19.7           | 17.7          | 16.6          | 12.2          |
| 45 years to 64 years old . . . . .  | 17.2           | 14.5           | 15.0           | 15.0           | 14.9           | 13.5          | 13.1          | 8.8           |
| 65 years to 79 years old . . . . .  | 19.6           | 18.0           | 19.5           | 19.1           | 18.8           | 18.0          | 17.9          | 17.9          |
| 80 years old and over . . . . .   | 25.3           | 25.1           | 29.1           | 28.8           | 26.8           | 26.9          | 26.0          | 27.9          |
| Fatalities per 100 million VMT . . . . .                                      | 3.3            | 2.5            | 2.3            | 2.2            | 2.1            | 1.9           | 1.8           | 1.8           |
| Fatalities per 100,000 licensed drivers . . . . .                             | 35.2           | 27.9           | 28.9           | 27.5           | 26.7           | 24.6          | 22.7          | 22.8          |
| Licensed driver per person . . . . .  | 0.6            | 0.7            | 0.7            | 0.7            | 0.7            | 0.7           | 0.7           | 0.7           |
| VMT per registered vehicle . . . . .  | 9,458          | 10,018         | 10,718         | 10,936         | 11,107         | 11,294        | 11,558        | 12,149        |
| Fatalities per 100,000 registered vehicles . . . . .                          | 31.6           | 24.8           | 24.9           | 23.8           | 23.1           | 21.6          | 20.2          | 21.3          |
| Fatal crashes per 100 million VMT . . . . .                                   | 2.9            | 2.2            | 2.1            | 1.9            | 1.9            | 1.7           | 1.6           | 1.6           |
| Involved vehicles per fatal crash . . . . .                                   | 1.4            | 1.5            | 1.5            | 1.5            | 1.5            | 1.5           | 1.5           | 1.5           |
| Fatalities per fatal crash . . . . .  | 1.2            | 1.1            | 1.1            | 1.1            | 1.1            | 1.1           | 1.1           | 1.1           |
| Average occupants per fatal crash . . . . .                                   | 2.3            | 2.4            | 2.5            | 2.5            | 2.5            | 2.5           | 2.5           | 2.5           |
| Fatalities per 100,000 population . . . . .                                   | 22.5           | 18.4           | 19.2           | 18.4           | 17.9           | 16.5          | 15.4          | 15.6          |

NA Not available.

Source: National Highway Traffic Safety Administration, *Fatal Accident Reporting System*, annual.

### No. 1036. Highway Mileage, Vehicle Miles of Travel, Accidents, and Fatalities, 1980 to 1993, and by Type of Highway System, 1993

| YEAR AND TYPE OF SYSTEM | Highway mileage (1,000) | Vehicle miles of travel (bil.) | Daily vehicle miles per mile | FATAL ACCIDENTS |                   | NONFATAL INJURY ACCIDENTS |                   | FATALITIES <sup>2</sup> |                   |
|-------------------------|-------------------------|--------------------------------|------------------------------|-----------------|-------------------|---------------------------|-------------------|-------------------------|-------------------|
|                         |                         |                                |                              | Number          | Rate <sup>1</sup> | Number (1,000)            | Rate <sup>1</sup> | Number                  | Rate <sup>1</sup> |
| 1980                    | 3,857                   | 1,527                          | 1,082                        | 45,284          | 2.96              | 2,008                     | 131               | 51,091                  | 3.35              |
| 1985                    | 3,862                   | 1,774                          | 1,259                        | 39,168          | 2.21              | 2,219                     | 125               | 43,825                  | 2.47              |
| 1986                    | 3,880                   | 1,835                          | 1,298                        | 41,062          | 2.23              | 2,254                     | 123               | 46,087                  | 2.51              |
| 1987                    | 3,874                   | 1,921                          | 1,361                        | 41,434          | 2.15              | 2,294                     | 119               | 46,390                  | 2.41              |
| 1988                    | 3,871                   | 2,026                          | 1,430                        | 42,119          | 2.08              | 2,302                     | 114               | 47,087                  | 2.32              |
| 1989                    | 3,877                   | 2,096                          | 1,489                        | 40,718          | 1.93              | 2,384                     | 113               | 45,582                  | 2.16              |
| 1990                    | 3,880                   | 2,148                          | 1,516                        | 39,779          | 1.85              | 2,501                     | 116               | 44,529                  | 2.07              |
| 1991                    | 3,889                   | 2,172                          | 1,530                        | 36,895          | 1.70              | 2,210                     | 102               | 41,462                  | 1.94              |
| 1992                    | 3,902                   | 2,240                          | 1,568                        | 34,928          | 1.56              | 2,216                     | 98.93             | 39,235                  | 1.75              |
| <b>1993, total</b>      | <b>3,905</b>            | <b>2,297</b>                   | <b>1,611</b>                 | <b>35,750</b>   | <b>1.56</b>       | <b>(NA)</b>               | <b>(NA)</b>       | <b>40,115</b>           | <b>1.75</b>       |
| Urban                   | 803                     | 1,410                          | 4,811                        | 15,612          | 1.11              | (NA)                      | (NA)              | 16,915                  | 1.20              |
| Rural                   | 3,102                   | 887                            | 783                          | 20,138          | 2.27              | (NA)                      | (NA)              | 23,200                  | 2.62              |
| Interstate              | 46                      | 524                            | 31,209                       | 3,916           | 0.75              | (NA)                      | (NA)              | 4,535                   | 0.87              |
| Urban                   | 13                      | 316                            | 67,193                       | 1,747           | 0.55              | (NA)                      | (NA)              | 1,936                   | 0.61              |
| Rural                   | 33                      | 208                            | 17,454                       | 2,169           | 1.04              | (NA)                      | (NA)              | 2,599                   | 1.25              |
| Noninterstate           | 3,859                   | 1,773                          | 1,258                        | 31,834          | 1.80              | (NA)                      | (NA)              | 35,580                  | 2.01              |
| Urban                   | 790                     | 1,094                          | 3,792                        | 13,865          | 1.27              | (NA)                      | (NA)              | 14,979                  | 1.37              |
| Rural                   | 3,069                   | 679                            | 606                          | 17,969          | 2.65              | (NA)                      | (NA)              | 20,601                  | 3.03              |

NA Not available. <sup>1</sup> Rate per 100 million vehicle miles of travel. <sup>2</sup> Represents fatalities occurring within 30 days of accident. Excludes nontraffic accidents which, for example, occur outside the rights-of-way or other boundaries of roads that are open for public use.

Source: U.S. Federal Highway Administration, *Fatal and Injury Accident Rates on Public Roads in the United States*, annual.

### No. 1037. Motor Vehicle Safety Defect Recalls, by Domestic and Foreign Manufacturers: 1980 to 1994

[Covers manufacturers reporting to U.S. National Highway Traffic Administration under section 151 of National Traffic and Motor Vehicle Safety Act of 1966, as amended]

| MANUFACTURER   | Unit            | 1980         | 1985         | 1987         | 1988               | 1989         | 1990         | 1991         | 1992          | 1993          | 1994         |
|--|-----------------|--------------|--------------|--------------|--------------------|--------------|--------------|--------------|---------------|---------------|--------------|
| Motor vehicles:                                      |                 |              |              |              |                    |              |              |              |               |               |              |
| <b>Total recall campaigns <sup>1</sup></b>           | <b>Number</b>   | <b>167</b>   | <b>173</b>   | <b>199</b>   | <b>197</b>         | <b>237</b>   | <b>208</b>   | <b>220</b>   | <b>187</b>    | <b>221</b>    | <b>244</b>   |
| Domestic   | Number          | 129          | 137          | 150          | 152                | 182          | 159          | 168          | 142           | 178           | 179          |
| Foreign  | Number          | 38           | 36           | 49           | 45                 | 55           | 49           | 52           | 45            | 43            | 65           |
| <b>Total vehicles recalled</b>                       | <b>1,000 ..</b> | <b>4,868</b> | <b>5,629</b> | <b>9,091</b> | <b>4,486</b>       | <b>7,137</b> | <b>5,985</b> | <b>8,279</b> | <b>10,122</b> | <b>10,938</b> | <b>6,495</b> |
| Domestic   | 1,000 ..        | 3,943        | 4,995        | 7,298        | 3,171              | 6,173        | 4,070        | 6,646        | 6,545         | 7,671         | 4,713        |
| Vehicles recalled by four leading auto manufacturers | 1,000 ..        | 3,735        | 4,811        | 6,946        | <sup>2</sup> 2,900 | 5,855        | 3,926        | 6,303        | 5,880         | 7,345         | 4,608        |
| Foreign  | 1,000 ..        | 925          | 634          | 1,793        | 1,315              | 964          | 1,915        | 1,633        | 3,577         | 3,267         | 1,782        |
| Motor vehicle tires:                                 |                 |              |              |              |                    |              |              |              |               |               |              |
| Recall campaigns <sup>1</sup>                        | Number          | 24           | 19           | 16           | 12                 | 11           | 13           | 12           | 7             | 5             | 5            |
| Tires recalled                                       | 1,000 ..        | 7,070        | 28           | 42           | 215                | 115          | 172          | 153          | 8             | 6             | 93           |

<sup>1</sup> A recall campaign is the notification to the Secretary of the U.S. Dept. of Transportation and to owners, purchasers, and dealers of motor vehicles and motor vehicle equipment. <sup>2</sup> Three leading automobile manufacturers.

Source: U.S. National Highway Traffic Safety Administration, *Motor Vehicles Recall Campaigns*, annual.

**No. 1040. Estimated Arrests for Driving Under the Influence, by Age: 1980 and 1989**

[Total drivers and arrests in thousands. Represents licensed drivers and arrests for those 16 years old and over]

| AGE                             | 1980           |              |                             | 1989           |              |                             | Percent change in rate, 1980-89 |
|---------------------------------|----------------|--------------|-----------------------------|----------------|--------------|-----------------------------|---------------------------------|
|                                 | Drivers        | Arrests      | Arrests per 100,000 drivers | Drivers        | Arrests      | Arrests per 100,000 drivers |                                 |
| <b>Total . . . . .</b>          | <b>145,207</b> | <b>1,425</b> | <b>981</b>                  | <b>165,518</b> | <b>1,735</b> | <b>1,048</b>                | <b>6.9</b>                      |
| Percent distribution . . . . .  | 100.0          | 100.0        | (X)                         | 100.0          | 100.0        | (X)                         | (X)                             |
| 16 to 17 years old . . . . .    | 3.2            | 2.2          | 668                         | 2.3            | 1.1          | 503                         | -24.7                           |
| 18 to 24 years old . . . . .    | 7.2            | 12.9         | 1,757                       | 5.4            | 8.3          | 1,607                       | -8.5                            |
| 25 to 29 years old . . . . .    | 13.0           | 17.9         | 1,347                       | 12.4           | 22.2         | 1,869                       | 38.8                            |
| 30 to 34 years old . . . . .    | 12.0           | 13.1         | 1,076                       | 12.4           | 17.6         | 1,486                       | 38.1                            |
| 35 to 39 years old . . . . .    | 9.4            | 9.6          | 996                         | 11.2           | 12.0         | 1,123                       | 12.8                            |
| 40 to 44 years old . . . . .    | 7.7            | 7.4          | 944                         | 9.7            | 8.1          | 872                         | -7.6                            |
| 45 to 49 years old . . . . .    | 6.9            | 5.9          | 837                         | 7.6            | 5.3          | 725                         | -13.4                           |
| 50 to 54 years old . . . . .    | 6.9            | 4.9          | 686                         | 6.2            | 3.3          | 558                         | -18.7                           |
| 55 to 59 years old . . . . .    | 6.7            | 3.5          | 509                         | 5.7            | 2.2          | 400                         | -21.4                           |
| 60 to 64 years old . . . . .    | 5.7            | 1.9          | 335                         | 5.6            | 1.4          | 262                         | -21.8                           |
| 65 years old and over . . . . . | 10.7           | 1.5          | 140                         | 13.0           | 1.2          | 100                         | -28.6                           |

X Not applicable.

Source: U.S. Bureau of Justice Statistics, *Drunk Driving, Special Report*.**No. 1041. Police-Reported Traffic Accidents, by Age Group: 1993**

[Based on probability sample of police-reported accidents. See source for details]

| ITEM                                      | Total      | 15 yrs. and under | 16 to 20 yrs. | 21 to 24 yrs. | 25 to 34 yrs. | 35 to 44 yrs. | 45 to 54 yrs. | 55 to 64 yrs. | 65 yrs. and older |
|---|------------|-------------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------|
| Crash-involved . . . . .                  | 10,668,000 | 74,000            | 1,665,000     | 1,342,000     | 2,866,000     | 2,068,000     | 1,181,000     | 692,000       | 780,000           |
| Percent male . . . . .                    | 62         | 63                | 61            | 63            | 63            | 60            | 61            | 65            | 63                |
| Percent female . . . . .                  | 38         | 37                | 39            | 37            | 37            | 40            | 39            | 35            | 37                |
| Percent alcohol-involved . . . . .        | 4          | 5                 | 2             | 5             | 5             | 4             | 3             | 2             | 1                 |
| Passengers injured or killed . . . . .    | 1,003,000  | 291,000           | 189,000       | 99,000        | 159,000       | 93,000        | 60,000        | 47,000        | 64,000            |
| Percent male . . . . .                    | 40         | 45                | 46            | 47            | 43            | 33            | 28            | 16            | 20                |
| Percent female . . . . .                  | 60         | 55                | 54            | 53            | 57            | 67            | 72            | 84            | 80                |
| Pedestrians injured or killed . . . . .   | 92,000     | 31,000            | 8,000         | 7,000         | 14,000        | 12,000        | 8,000         | 4,000         | 8,000             |
| Percent during day . . . . .              | 65         | 74                | 63            | 43            | 57            | 58            | 63            | 75            | 75                |
| Percent at night . . . . .                | 35         | 26                | 37            | 57            | 43            | 42            | 37            | 25            | 25                |
| Pedalcyclists injured or killed . . . . . | 65,000     | 31,000            | 7,000         | 6,000         | 9,000         | 7,000         | 3,000         | 1,000         | 1,000             |

Source: U.S. National Highway Traffic Safety Administration, *General Estimates System*, annual; and unpublished data.**No. 1042. Domestic Motor Fuel Consumption, by Type of Vehicle: 1970 to 1993**[Comprises all fuel types used for propulsion of vehicles under State motor fuels laws. Excludes Federal purchases for military use. Minus sign (-) indicates decrease. See also *Historical Statistics, Colonial Times to 1970*, series Q 156-162]

| YEAR           | FUEL CONSUMPTION         |                            |                               |                                |                                 | AVG. FUEL CONSUMPTION PER VEHICLE (gal.) |                    |                     | AVG. MILES PER GALLON |                    |                     |
|----------------|--------------------------|----------------------------|-------------------------------|--------------------------------|---------------------------------|--|--------------------|---------------------|-----------------------|--------------------|---------------------|
|                | All vehicles (bil. gal.) | Avg. annual percent change | Cars <sup>2</sup> (bil. gal.) | Buses <sup>3</sup> (bil. gal.) | Trucks <sup>4</sup> (bil. gal.) | Cars <sup>2</sup>                        | Buses <sup>3</sup> | Trucks <sup>4</sup> | Cars <sup>2</sup>     | Buses <sup>3</sup> | Trucks <sup>4</sup> |
| 1970 . . . . . | 92.3                     | 5.4                        | 67.8                          | 0.8                            | 23.6                            | 760                                      | 2,172              | 1,257               | 13.52                 | 5.54               | 7.85                |
| 1975 . . . . . | 109.0                    | 2.5                        | 76.4                          | 1.1                            | 31.4                            | 716                                      | 2,279              | 1,217               | 13.52                 | 5.75               | 8.99                |
| 1980 . . . . . | 115.0                    | -5.9                       | 71.9                          | 1.0                            | 41.9                            | 591                                      | 1,926              | 1,243               | 15.46                 | 5.95               | 9.54                |
| 1981 . . . . . | 114.5                    | -0.4                       | 71.0                          | 1.1                            | 42.2                            | 576                                      | 1,938              | 1,219               | 15.94                 | 5.92               | 9.59                |
| 1982 . . . . . | 113.4                    | -0.9                       | 70.1                          | 1.0                            | 42.1                            | 566                                      | 1,756              | 1,191               | 16.65                 | 5.93               | 9.80                |
| 1983 . . . . . | 116.1                    | 2.4                        | 69.9                          | 0.9                            | 45.1                            | 553                                      | 1,507              | 1,229               | 17.14                 | 5.92               | 9.77                |
| 1984 . . . . . | 118.7                    | 2.3                        | 68.7                          | 0.8                            | 49.0                            | 536                                      | 1,359              | 1,308               | 17.83                 | 5.85               | 9.83                |
| 1985 . . . . . | 121.3                    | 2.2                        | 69.3                          | 0.8                            | 51.0                            | 525                                      | 1,407              | 1,302               | 18.20                 | 5.84               | 9.79                |
| 1986 . . . . . | 125.2                    | 3.2                        | 71.4                          | 0.9                            | 52.9                            | 526                                      | 1,463              | 1,320               | 18.27                 | 5.84               | 9.81                |
| 1987 . . . . . | 127.5                    | 1.8                        | 70.6                          | 0.9                            | 55.8                            | 514                                      | 1,500              | 1,357               | 19.20                 | 5.89               | 9.87                |
| 1988 . . . . . | 130.1                    | 2.0                        | 71.9                          | 0.9                            | 57.2                            | 509                                      | 1,496              | 1,345               | 19.95                 | 5.93               | 10.16               |
| 1989 . . . . . | 131.8                    | -1.3                       | 72.7                          | 0.9                            | 57.9                            | 509                                      | 1,518              | 1,328               | 20.40                 | 5.96               | 10.41               |
| 1990 . . . . . | 130.8                    | -0.8                       | 72.0                          | 0.9                            | 57.7                            | 502                                      | 1,428              | 1,290               | 21.02                 | 6.39               | 10.67               |
| 1991 . . . . . | 128.6                    | -1.7                       | 70.7                          | 0.9                            | 56.8                            | 496                                      | 1,369              | 1,264               | 21.69                 | 6.65               | 10.97               |
| 1992 . . . . . | 132.9                    | 3.2                        | 73.9                          | 0.9                            | 58.0                            | 512                                      | 1,360              | 1,275               | 21.68                 | 6.57               | 10.88               |
| 1993 . . . . . | 137.2                    | 3.1                        | 75.1                          | 0.9                            | 61.0                            | 513                                      | 1,447              | 1,295               | 21.64                 | 6.46               | 10.77               |

<sup>1</sup> From prior year, except 1970, change from 1965. <sup>2</sup> Includes taxicabs. <sup>3</sup> Includes school buses. <sup>4</sup> Includes combinations.Source: U.S. Federal Highway Administration, *Highway Statistics Summary to 1985*, and *Highway Statistics*, annual.

## No. 1043. U.S. Vehicle, by Model Year and Vehicle Fuel Efficiency: 1991

[For composition of regions, see table 27]

| 1990 HOUSEHOLD CHARACTERISTICS        | U.S. VEHICLES (mil.) |              |             |             |              | U.S. VEHICLE FUEL EFFICIENCY (mpg) |              |             |             |              |
|---------------------------------------|----------------------|--------------|-------------|-------------|--------------|------------------------------------|--------------|-------------|-------------|--------------|
|                                       | All model years      | Model year   |             |             |              | All model years                    | Model year   |             |             |              |
|                                       |                      | 1991 to 1992 | 1990        | 1989        | 1986 to 1988 |                                    | 1991 to 1992 | 1990        | 1989        | 1986 to 1988 |
| <b>Total . . . . .</b>                | <b>151.2</b>         | <b>5.5</b>   | <b>10.5</b> | <b>12.5</b> | <b>39.0</b>  | <b>19.3</b>                        | <b>21.8</b>  | <b>21.5</b> | <b>21.8</b> | <b>22.0</b>  |
| Urban . . . . .                       | 114.3                | 4.5          | 8.5         | 10.2        | 30.8         | 19.8                               | 21.8         | 21.9        | 22.1        | 22.2         |
| Rural . . . . .                       | 36.9                 | 1.0          | 2.0         | 2.4         | 8.2          | 18.0                               | 21.6         | 19.6        | 20.6        | 21.5         |
| Household size:                       |                      |              |             |             |              |                                    |              |             |             |              |
| One person . . . . .                  | 22.1                 | 0.7          | 1.4         | 1.5         | 4.9          | 19.1                               | (S)          | 21.0        | 21.7        | 23.4         |
| Two persons . . . . .                 | 49.9                 | 1.9          | 3.7         | 4.0         | 13.1         | 19.3                               | 20.9         | 21.1        | 22.1        | 21.3         |
| Three persons . . . . .               | 30.3                 | 1.1          | 2.0         | 2.8         | 8.5          | 20.1                               | 22.5         | 22.3        | 21.8        | 22.9         |
| Four persons . . . . .                | 29.3                 | 1.3          | 2.0         | 2.9         | 7.7          | 19.4                               | 21.7         | 21.7        | 21.6        | 22.2         |
| Five persons . . . . .                | 13.6                 | 0.4          | 0.9         | 0.9         | 3.5          | 18.9                               | (S)          | 21.4        | 21.8        | 21.4         |
| Six persons or more . . . . .         | 6.0                  | (S)          | (S)         | (S)         | 1.2          | 17.6                               | (S)          | (S)         | (S)         | 19.3         |
| Households with children . . . . .    | 65.1                 | 2.5          | 4.5         | 5.5         | 16.8         | 19.4                               | 21.9         | 21.8        | 22.0        | 22.0         |
| Households without children . . . . . | 86.2                 | 3.0          | 6.0         | 7.0         | 22.2         | 19.3                               | 21.7         | 21.2        | 21.7        | 22.0         |
| One adult . . . . .                   | 22.1                 | 0.7          | 1.4         | 1.5         | 4.9          | 19.1                               | (S)          | 21.0        | 21.7        | 23.4         |
| Two or more adults . . . . .          | 64.0                 | 2.3          | 4.5         | 5.5         | 17.2         | 19.4                               | 21.3         | 21.2        | 21.7        | 21.7         |
| White . . . . .                       | 135.3                | 5.1          | 9.4         | 11.1        | 35.8         | 19.3                               | 21.8         | 21.4        | 21.6        | 21.9         |
| Black . . . . .                       | 12.8                 | (S)          | 0.7         | 1.1         | 2.5          | 19.4                               | (S)          | (S)         | 24.3        | 23.5         |
| Other . . . . .                       | 3.1                  | (S)          | (S)         | (S)         | 0.6          | 19.3                               | (S)          | (S)         | (S)         | (S)          |
| Hispanic descent:                     |                      |              |             |             |              |                                    |              |             |             |              |
| Yes . . . . .                         | 9.4                  | (S)          | (S)         | (S)         | 2.3          | 18.3                               | (S)          | (S)         | (S)         | 20.1         |
| No . . . . .                          | 141.8                | 5.3          | 10.0        | 12.0        | 36.6         | 19.4                               | 21.8         | 21.4        | 21.8        | 22.1         |

S Figure does not meet publications standards.

Source: U.S. Energy Information Administration, *Household Vehicles Energy Consumption, 1991*.

## No. 1044. Household Vehicles—Annual Mileage, Fuel Consumption, and Fuel Expenditures: 1991

| 1990 HOUSEHOLD CHARACTERISTICS                            | VEHICLES     |              | VEHICLE MILES TRAVELED |              | CONSUMPTION       |                  |                    | EXPENDITURES      |              |
|---|--------------|--------------|------------------------|--------------|-------------------|------------------|--------------------|-------------------|--------------|
|   | Total (mil.) | Percent      | Total (bil.)           | Percent      | Total (bil. gal.) | Gallon (percent) | Btu. (quadrillion) | Total (bil. dol.) | Percent      |
| <b>Total . . . . .</b>                                    | <b>151.2</b> | <b>100.0</b> | <b>1,602</b>           | <b>100.0</b> | <b>82.8</b>       | <b>100.0</b>     | <b>10.3</b>        | <b>98.2</b>       | <b>100.0</b> |
| Households with children . . . . .                        | 65.1         | 43.0         | 753                    | 47.0         | 38.9              | 46.9             | 4.8                | 46.1              | 46.9         |
| Households without children . . . . .                     | 86.2         | 57.0         | 849                    | 53.0         | 44.0              | 53.1             | 5.5                | 52.2              | 53.1         |
| One adult . . . . .                                       | 22.1         | 14.6         | 198                    | 12.4         | 10.4              | 12.5             | 1.3                | 12.3              | 12.5         |
| Two or more adults . . . . .                              | 64.0         | 42.3         | 651                    | 40.6         | 33.6              | 40.6             | 4.2                | 39.9              | 40.6         |
| White . . . . .   | 135.3        | 89.5         | 1,429                  | 89.2         | 73.9              | 89.2             | 9.1                | 87.5              | 89.1         |
| Black . . . . .   | 12.8         | 8.4          | 143                    | 8.9          | 7.4               | 8.9              | 0.9                | 8.9               | 9.0          |
| Other . . . . .   | 3.1          | 2.1          | 30                     | 1.9          | 1.6               | 1.9              | 0.2                | 1.8               | 1.9          |
| Hispanic descent:   |              |              |                        |              |                   |                  |                    |                   |              |
| Yes . . . . .   | 9.4          | 6.2          | 95                     | 5.9          | 5.2               | 6.3              | 0.6                | 6.1               | 6.3          |
| No . . . . .  | 141.8        | 93.8         | 1,507                  | 94.1         | 77.6              | 93.7             | 9.6                | 92.1              | 93.7         |
| Eligible for Federal assistance . . . . .                 | 29.8         | 19.7         | 279                    | 17.4         | 15.6              | 18.8             | 1.9                | 18.3              | 18.6         |
| Number of drivers (fall 1990):                            |              |              |                        |              |                   |                  |                    |                   |              |
| One . . . . .   | 34.6         | 22.9         | 321                    | 20.0         | 16.8              | 20.3             | 2.1                | 20.0              | 20.3         |
| Two . . . . .   | 86.7         | 57.3         | 934                    | 58.3         | 48.5              | 58.6             | 6.0                | 57.5              | 58.6         |
| Three . . . . .   | 22.0         | 14.5         | 258                    | 16.1         | 13.0              | 15.7             | 1.6                | 15.5              | 15.8         |
| Four or more . . . . .                                    | 7.2          | 4.7          | 84                     | 5.2          | 4.2               | 5.1              | 0.5                | 4.9               | 5.0          |
| Average number of vehicles per household during the year: |              |              |                        |              |                   |                  |                    |                   |              |
| Part-year vehicle . . . . .                               | 2.1          | 1.4          | 21                     | 1.3          | 1.1               | 1.3              | 0.1                | 1.3               | 1.4          |
| Only 1 . . . . .  | 27.5         | 18.2         | 269                    | 16.8         | 13.4              | 16.2             | 1.7                | 16.0              | 16.3         |
| Between 1 and 2 . . . . .                                 | 14.1         | 9.3          | 152                    | 9.5          | 7.9               | 9.5              | 1.0                | 9.4               | 9.5          |
| Only 2 . . . . .  | 49.4         | 32.6         | 534                    | 33.3         | 27.1              | 32.7             | 3.4                | 32.3              | 32.9         |
| Between 2 and 3 . . . . .                                 | 19.3         | 12.8         | 219                    | 13.7         | 11.6              | 14.1             | 1.4                | 13.7              | 14.0         |
| Only 3 . . . . .  | 17.6         | 11.6         | 187                    | 11.7         | 9.8               | 11.8             | 1.2                | 11.6              | 11.8         |
| Between 3 and 4 . . . . .                                 | 10.6         | 7.0          | 112                    | 7.0          | 6.0               | 7.2              | 0.7                | 7.0               | 7.1          |
| 4 or more . . . . .                                       | 10.8         | 7.2          | 108                    | 6.8          | 5.9               | 7.1              | 0.7                | 7.0               | 7.1          |

Source: U.S. Energy Information Administration, *Household Vehicles Energy Consumption, 1991*.



### No. 1045. Motor Vehicle Travel, by Type of Vehicle and by Speed: 1970 to 1993

[Travel in billions of vehicle-miles, except as indicated. Travel estimates based on automatic traffic recorder data. Speed trend data for 1970-1975 were collected by several State highway agencies, normally during summer months; beginning Oct. 1975 all States have monitored speeds at locations on several highway systems Monitoring Program. See also *Historical Statistics, Colonial Times to 1970*, series Q 199-207]

| YEAR           | VEHICLE-MILES OF TRAVEL<br>(bil.) |                   |       |        | AVG. MILES PER<br>VEHICLE (1,000) |       |        | MOTOR VEHICLE SPEED<br>ON RURAL INTERSTATE    |   |                                |        |        |
|----------------|-----------------------------------|-------------------|-------|--------|-----------------------------------|-------|--------|---|---|--------------------------------|--------|--------|
|                | Total                             | Cars <sup>1</sup> | Buses | Trucks | Passenger<br>vehicles             |       | Trucks | Citations<br>recorded <sup>2</sup><br>(1,000) | Avg.<br>speed<br>(miles<br>per<br>hour) | Percent of vehicles exceeding— |        |        |
|                |                                   |                   |       |        | Cars <sup>1</sup>                 | Buses |        |   |   | 55 mph                         | 60 mph | 65 mph |
| 1970 . . . . . | 1,110                             | 917               | 4.5   | 186    | 10.3                              | 12.0  | 9.9    | 200   | 63.8                                    | 87                             | 69     | 44     |
| 1980 . . . . . | 1,527                             | 1,111             | 6.1   | 399    | 9.1                               | 11.5  | 11.9   | 667   | 57.5                                    | 66                             | 25     | 7      |
| 1985 . . . . . | 1,774                             | 1,261             | 4.9   | 500    | 9.6                               | 8.2   | 12.7   | 8,449   | 59.5                                    | 75                             | 44     | 17     |
| 1986 . . . . . | 1,835                             | 1,301             | 5.1   | 519    | 9.6                               | 8.5   | 13.0   | 8,549   | 59.7                                    | 76                             | 46     | 18     |
| 1987 . . . . . | 1,921                             | 1,355             | 5.3   | 551    | 9.9                               | 8.8   | 13.4   | 7,992   | 59.7                                    | 74                             | 46     | 19     |
| 1988 . . . . . | 2,026                             | 1,430             | 5.5   | 581    | 10.1                              | 8.9   | 13.7   | 7,566   | 59.5                                    | 74                             | 46     | 19     |
| 1989 . . . . . | 2,096                             | 1,478             | 5.7   | 603    | 10.3                              | 9.0   | 13.8   | 7,488   | 60.1                                    | 77                             | 49     | 22     |
| 1990 . . . . . | 2,144                             | 1,513             | 5.7   | 616    | 10.5                              | 9.1   | 13.8   | 7,511   | 60.4                                    | 78                             | 50     | 23     |
| 1991 . . . . . | 2,172                             | 1,543             | 5.7   | 624    | 10.8                              | 9.1   | 13.9   | 7,594   | 59.9                                    | 76                             | 48     | 21     |
| 1992 . . . . . | 2,247                             | 1,601             | 5.8   | 631    | 11.1                              | 8.9   | 13.9   | 7,004   | 61.2                                    | 81                             | 56     | 28     |
| 1993 . . . . . | 2,297                             | 1,624             | 6.1   | 657    | 11.1                              | 9.4   | 13.9   | 6,433   | 60.8                                    | 78                             | 51     | 24     |

<sup>1</sup> Includes motorcycles. <sup>2</sup> Citations issued for 55 mph violations.

Source: U.S. Federal Highway Administration, *Highway Statistics Summary, annual*.

### No. 1046. Passenger Transit Industry—Summary: 1985 to 1993

[Includes Puerto Rico. Includes aggregate information for all transit systems in the United States. Excludes nontransit services such as taxicab, school bus, unregulated jitney, sightseeing bus, intercity bus, and special application mass transportation systems (e.g., amusement parks, airports, island, and urban park ferries) Includes active vehicles only]

| ITEM                                   | Unit           | 1985   | 1988   | 1989   | 1990   | 1991   | 1992    | 1993,<br>prel. |
|--|----------------|--------|--------|--------|--------|--------|---------|----------------|
| Operating systems . . . . .            | Number . . .   | 4,972  | 5,036  | 5,046  | 5,078  | 5,084  | 5,086   | 5,088          |
| Motor bus systems . . . . .            | Number . . .   | 2,631  | 2,671  | 2,665  | 2,688  | 2,689  | 2,693   | 2,694          |
| Publicly owned systems . . . . .       | Number . . .   | 1,435  | (NA)   | (NA)   | 1,580  | (NA)   | (NA)    | (NA)           |
| Passenger vehicles owned <sup>2</sup>  | Number . . .   | 94,368 | 97,209 | 92,293 | 92,961 | 96,399 | 102,251 | 106,664        |
| Motor bus . . . . .                    | Number . . .   | 64,258 | 62,572 | 58,919 | 58,714 | 60,377 | 63,080  | 64,648         |
| Trolley bus . . . . .                  | Number . . .   | 676    | 710    | 725    | 832    | 752    | 907     | 851            |
| Heavy rail . . . . .                   | Number . . .   | 9,326  | 10,539 | 10,506 | 10,419 | 10,331 | 10,245  | 10,261         |
| Light rail . . . . .                   | Number . . .   | 717    | 831    | 755    | 913    | 1,095  | 1,058   | 1,025          |
| Commuter rail . . . . .                | Number . . .   | 4,035  | 4,649  | 4,472  | 4,415  | 4,370  | 4,413   | 4,494          |
| Demand response . . . . .              | Number . . .   | 14,490 | 16,812 | 15,856 | 16,471 | 17,879 | 20,695  | 23,105         |
| Total revenue . . . . .                | Mil. dol . . . | 12,195 | 14,537 | 14,985 | 16,053 | 16,533 | 16,915  | 17,093         |
| Passenger revenue . . . . .            | Mil. dol . . . | 4,575  | 5,225  | 5,420  | 5,891  | 6,037  | 6,152   | 6,320          |
| Other operating revenue <sup>3</sup>   | Mil. dol . . . | 702    | 841    | 837    | 895    | 767    | 646     | 1,060          |
| Operating assistance . . . . .         | Mil. dol . . . | 6,918  | 8,471  | 8,728  | 9,267  | 9,729  | 10,117  | 9,713          |
| Federal . . . . .                      | Mil. dol . . . | 940    | 901    | 937    | 970    | 956    | 969     | 1,042          |
| Local <sup>4</sup> . . . . .           | Mil. dol . . . | 5,979  | 4,893  | 4,995  | 5,327  | 5,573  | 5,268   | 4,963          |
| State <sup>4</sup> . . . . .           | Mil. dol . . . | (NA)   | 2,677  | 2,796  | 2,970  | 3,200  | 3,898   | 3,708          |
| Total expense . . . . .                | Mil. dol . . . | 14,077 | 16,442 | 17,169 | 17,979 | 19,332 | 20,034  | 20,866         |
| Operating expense . . . . .            | Mil. dol . . . | 12,381 | 14,287 | 14,972 | 15,742 | 16,541 | 16,781  | 17,506         |
| Transportation . . . . .               | Mil. dol . . . | 5,655  | 6,052  | 6,275  | 6,654  | 6,727  | 7,660   | 8,053          |
| Maintenance . . . . .                  | Mil. dol . . . | 3,672  | 4,313  | 4,493  | 4,631  | 4,597  | 4,831   | 4,739          |
| Administration . . . . .               | Mil. dol . . . | 2,505  | 3,078  | 3,251  | 3,450  | 3,585  | 2,674   | 2,773          |
| Reconciling expense . . . . .          | Mil. dol . . . | 1,696  | 2,155  | 2,196  | 2,237  | 2,791  | 3,253   | 3,360          |
| Capital expenditure, Federal . . . . . | Mil. dol . . . | 2,510  | 2,521  | 2,590  | 2,380  | 2,396  | 2,613   | 3,465          |
| Vehicle-miles operated <sup>2</sup>    | Million . . .  | 2,791  | 3,157  | 3,203  | 3,242  | 3,306  | 3,355   | 3,387          |
| Motor bus . . . . .                    | Million . . .  | 1,863  | 2,097  | 2,109  | 2,130  | 2,167  | 2,178   | 2,205          |
| Trolley bus . . . . .                  | Million . . .  | 16     | 15     | 15     | 14     | 14     | 14      | 14             |
| Heavy rail . . . . .                   | Million . . .  | 451    | 517    | 532    | 537    | 527    | 525     | 525            |
| Light rail . . . . .                   | Million . . .  | 17     | 21     | 21     | 24     | 28     | 29      | 28             |
| Commuter rail . . . . .                | Million . . .  | 183    | 202    | 210    | 213    | 215    | 219     | 224            |
| Demand response . . . . .              | Million . . .  | 247    | 289    | 300    | 306    | 335    | 364     | 360            |
| Passengers carried <sup>2</sup>        | Million . . .  | 8,636  | 8,666  | 8,931  | 8,799  | 8,575  | 8,501   | 8,362          |
| Motor bus . . . . .                    | Million . . .  | 5,675  | 5,590  | 5,620  | 5,677  | 5,624  | 5,517   | 5,371          |
| Trolley bus . . . . .                  | Million . . .  | 142    | 136    | 130    | 126    | 125    | 126     | 121            |
| Heavy rail . . . . .                   | Million . . .  | 2,290  | 2,308  | 2,542  | 2,346  | 2,172  | 2,207   | 2,209          |
| Light rail . . . . .                   | Million . . .  | 132    | 154    | 162    | 175    | 184    | 188     | 188            |
| Commuter rail . . . . .                | Million . . .  | 275    | 325    | 330    | 328    | 318    | 314     | 322            |
| Demand response . . . . .              | Million . . .  | 59     | 73     | 70     | 68     | 71     | 72      | 75             |
| Avg. revenue per passenger . . . . .   | Cents . . . .  | 53.0   | 60.3   | 60.7   | 66.9   | 70.4   | 72.4    | 75.6           |
| Employees, number (avg.) <sup>5</sup>  | 1,000 . . . .  | 270    | 276    | 272    | 273    | 276    | 279     | 303            |
| Payroll, employee . . . . .            | Mil. dol . . . | 5,843  | 6,675  | 6,898  | 7,226  | 7,395  | 7,671   | 7,936          |
| Fringe benefits, employee . . . . .    | Mil. dol . . . | 2,868  | 3,529  | 3,737  | 3,986  | 3,998  | 4,319   | 4,392          |

NA Not available. <sup>1</sup> Includes systems with combined services including motor buses, heavy rail cars, light rail cars, trolley coaches, cable cars, and inclined plane cars. Combined services also include commuter rail cars, urban ferry boats, vapoons, aerial tramways, automated guideways, and demand response vehicles. <sup>2</sup> Includes other not shown separately. <sup>3</sup> Includes other operating revenue, nonoperating revenue, and auxiliary income. <sup>4</sup> For 1985, State and local combined. <sup>5</sup> Thru 1992, represents employee equivalents of 2,080 hours = one employee; beginning 1993, equals actual employees.

Source: American Public Transit Association, Washington, DC, *Transit Fact Book, annual*.

**No. 1047. Transportation Industry Summary: 1992**

[Includes only establishments with payroll. N.e.c. = Not elsewhere classified]

| KIND OF BUSINESS  | SIC <sup>1</sup> code | Establishments (number) | Revenue (\$1,000) | Annual payroll (\$1,000) | First-quarter payroll | Paid employees for pay period including March 12 (number) |
|---|-----------------------|-------------------------|-------------------|--------------------------|-----------------------|---|
| Total transportation, except U.S. Post Office . . . . .       |                       | (NA)                    | 327,623           | 92,211                   | (NA)                  | 3,356,872   |
| Railroad transportation . . . . .                             | 40                    | (NA)                    | 28,349            | 8,753                    | (NA)                  | 197,421   |
| Passenger transportation . . . . .                            | 41                    | 17,805                  | 12,649            | 5,191                    | 1,246                 | 354,913   |
| Local and suburban passenger transportation . . . . .         | 411                   | 8,275                   | 5,968             | 2,624                    | 613                   | 153,278   |
| Local and suburban transit . . . . .                          | 4111                  | 1,135                   | 1,364             | 838                      | 199                   | 37,653  |
| Other local passenger transportation . . . . .                | 4119                  | 7,140                   | 4,604             | 1,786                    | 414                   | 115,625   |
| Sightseeing bus . . . . .                                     | 4119 pt               | 277                     | 342               | 104                      | 22                    | 5,565   |
| Limousine service . . . . .                                   | 4119 pt               | 2,430                   | 964               | 278                      | 64                    | 20,739  |
| Ambulance or rescue service, except by air . . . . .          | 4119 pt               | 3,070                   | 2,507             | 1,104                    | 256                   | 66,885  |
| Other local passenger transportation, n.e.c . . . . .         | 4119 pt               | 1,363                   | 791               | 300                      | 72                    | 22,436  |
| Taxicabs . . . . .  | 412                   | 3,337                   | 992               | 306                      | 75                    | 26,338  |
| Other bus transportation and terminal service . . . . .       | 413, 4, 5, 7          | 6,193                   | 5,689             | 2,261                    | 558                   | 175,297   |
| Intercity and rural bus service . . . . .                     | 413                   | 607                     | 1,092             | 483                      | 116                   | 20,404  |
| Charter bus service . . . . .                                 | 414                   | 1,307                   | 1,269             | 394                      | 86                    | 24,604  |
| Local charter bus . . . . .                                   | 4141                  | 429                     | 375               | 125                      | 29                    | 7,699   |
| Charter bus, except local . . . . .                           | 4142                  | 878                     | 894               | 269                      | 58                    | 16,905  |
| School buses . . . . .  | 415                   | 4,260                   | 3,315             | 1,380                    | 355                   | 130,093   |
| Bus terminal and service facilities . . . . .                 | 417                   | 19                      | 12                | 4                        | 1                     | 196   |
| Motor freight transportation and warehousing . . . . .        | 42                    | 110,908                 | 143,794           | 39,896                   | 9,196                 | 1,580,095   |
| Trucking and courier services, except air . . . . .           | 421                   | 101,169                 | 135,437           | 37,760                   | 8,691                 | 1,484,655   |
| Local trucking without storage . . . . .                      | 4212                  | 49,870                  | 33,554            | 8,043                    | 1,799                 | 354,742   |
| Household goods moving . . . . .                              | 4212 pt               | 2,566                   | 661               | 196                      | 43                    | 13,237  |
| General freight . . . . .                                     | 4212 pt               | 12,186                  | 8,404             | 2,250                    | 522                   | 97,594  |
| Garbage and trash collection . . . . .                        | 4212 pt               | 7,405                   | 10,985            | 2,473                    | 577                   | 94,054  |
| Dump trucking . . . . .                                       | 4212 pt               | 13,383                  | 6,807             | 1,418                    | 277                   | 66,956  |
| Other local trucking without storage . . . . .                | 4212 pt               | 14,330                  | 6,698             | 1,707                    | 380                   | 82,901  |
| Hazardous materials . . . . .                                 | 4212 pt               | 1,279                   | 885               | 238                      | 57                    | 9,270   |
| Agricultural products . . . . .                               | 4212 pt               | 6,203                   | 2,188             | 478                      | 106                   | 26,697  |
| Other local trucking without storage, n.e.c . . . . .         | 4212 pt               | 6,848                   | 3,625             | 990                      | 218                   | 46,734  |
| Trucking, except local . . . . .                              | 4213                  | 40,821                  | 78,358            | 20,974                   | 4,808                 | 758,435   |
| Household goods moving . . . . .                              | 4213 pt               | 3,248                   | 7,433             | 1,354                    | 302                   | 61,592  |
| General freight trucking . . . . .                            | 4213 pt               | 25,014                  | 55,257            | 15,880                   | 3,650                 | 553,202   |
| Other trucking, except local . . . . .                        | 4213 pt               | 12,559                  | 15,668            | 3,741                    | 856                   | 143,641   |
| Hazardous products . . . . .                                  | 4213 pt               | 1,666                   | 2,759             | 720                      | 170                   | 25,617  |
| Agricultural products . . . . .                               | 4213 pt               | 4,483                   | 3,304             | 665                      | 146                   | 30,518  |
| Other trucking, except storage, n.e.c . . . . .               | 4213 pt               | 6,410                   | 9,605             | 2,356                    | 540                   | 87,506  |
| Local trucking with storage . . . . .                         | 4214                  | 4,512                   | 4,191             | 1,346                    | 303                   | 64,417  |
| Household goods moving . . . . .                              | 4214 pt               | 2,641                   | 2,175             | 703                      | 155                   | 36,483  |
| Other local trucking with storage . . . . .                   | 4214 pt               | 1,871                   | 2,016             | 643                      | 149                   | 27,934  |
| Courier services, except by air . . . . .                     | 4215                  | 5,966                   | 19,334            | 7,396                    | 1,780                 | 307,061   |
| Public warehousing and storage . . . . .                      | 422                   | 9,718                   | 8,330             | 2,127                    | 504                   | 95,145  |
| Farm products warehousing and storage . . . . .               | 4221                  | 584                     | 656               | 130                      | 31                    | 6,497   |
| Refrigerated warehousing and storage . . . . .                | 4222                  | 929                     | 1,745             | 464                      | 111                   | 18,963  |
| General warehousing and storage . . . . .                     | 4225                  | 6,753                   | 3,919             | 983                      | 233                   | 49,091  |
| General goods warehousing . . . . .                           | 4225 pt               | 2,251                   | 2,641             | 832                      | 196                   | 37,814  |
| Self-service or miniwarehousing . . . . .                     | 4225 pt               | 4,502                   | 1,279             | 151                      | 37                    | 11,277  |
| Special warehousing and storage, n.e.c . . . . .              | 4226                  | 1,452                   | 2,009             | 551                      | 129                   | 20,594  |
| Trucking terminal facilities . . . . .                        | 423                   | 21                      | 27                | 8                        | 2                     | 295   |
| Pipelines, except natural gas . . . . .                       | 46                    | 844                     | 7,063             | 821                      | 203                   | 16,779  |
| Refined petroleum pipelines . . . . .                         | 4613                  | 358                     | 2,010             | 252                      | 61                    | 5,578   |
| Other pipelines . . . . .                                     | 4612, 9               | 486                     | 5,053             | 569                      | 142                   | 11,201  |
| Crude petroleum pipelines . . . . .                           | 4612                  | 405                     | 4,409             | 531                      | 132                   | 10,355  |
| Pipelines, n.e.c . . . . .                                    | 4619                  | 81                      | 644               | 38                       | 10                    | 846   |
| Transportation services . . . . .                             | 47                    | 46,593                  | 23,890            | 7,850                    | 1,854                 | 329,202   |
| Arrangement of passenger transportation . . . . .             | 472                   | 31,793                  | 10,573            | 3,921                    | 931                   | 192,981   |
| Travel agencies . . . . .                                     | 4724                  | 27,688                  | 6,964             | 2,836                    | 673                   | 149,140   |
| Other arrangement of passenger transportation . . . . .       | 4725, 9               | 4,105                   | 3,608             | 1,086                    | 258                   | 43,841  |
| Tour operators . . . . .                                      | 4725                  | 3,008                   | 1,865             | 690                      | 155                   | 30,519  |
| Arrangement of passenger transportation, n.e.c . . . . .      | 4729                  | 1,097                   | 1,744             | 396                      | 102                   | 13,322  |
| Freight shipping services . . . . .                           | 473                   | 12,553                  | 9,159             | 3,233                    | 761                   | 106,979   |
| Freight forwarding . . . . .                                  | 4731 pt               | 5,308                   | 4,156             | 1,437                    | 335                   | 48,903  |
| Arrangement of freight and cargo, n.e.c . . . . .             | 4731 pt               | 7,245                   | 5,002             | 1,796                    | 426                   | 58,076  |
| Other transportation services . . . . .                       | 474, 8                | 2,247                   | 4,158             | 696                      | 162                   | 29,242  |
| Rental of railroad cars . . . . .                             | 474                   | 125                     | 1,881             | 85                       | 23                    | 1,926   |
| Miscellaneous services incidental to transportation . . . . . | 478                   | 2,122                   | 2,277             | 612                      | 140                   | 27,316  |
| Packing and crating . . . . .                                 | 4783                  | 835                     | 522               | 155                      | 33                    | 8,123   |
| Fixed facilities, inspection and weighing services . . . . .  | 4785                  | 263                     | 221               | 65                       | 15                    | 2,810   |
| Transportation services, n.e.c . . . . .                      | 4789                  | 1,024                   | 1,534             | 392                      | 91                    | 16,383  |

NA Not available. <sup>1</sup>Standard Industrial Classification.

Source: U.S. Bureau of the Census, 1992 Census of Transportation, Communications, and Utilities.

### No. 1048. Class I Intercity Motor Carriers of Passengers: 1980 to 1992

[Carriers subject to ICC regulations. See text, section 21. Minus sign (-) indicates deficit. See also *Historical Statistics, Colonial Times to 1970*, series Q 69-75]

| ITEM                                       | Unit         | 1980  | 1983  | 1984  | 1985  | 1986  | 1987  | 1988  | 1989  | 1990  | 1991 | 1992 |
|--|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|
| Carriers reporting <sup>1</sup>            | Number.      | 48    | 45    | 43    | 43    | 29    | 32    | 21    | 20    | 21    | 21   | 21   |
| Number of employees, average               | 1,000 . . .  | 31    | 25    | 25    | 24    | 20    | (NA)  | (NA)  | (NA)  | (NA)  | (NA) | (NA) |
| Compensation of employees                  | Mil. dol . . | 599   | 570   | 551   | 518   | 443   | (NA)  | (NA)  | (NA)  | (NA)  | (NA) | (NA) |
| Operating revenue                          | Mil. dol . . | 1,397 | 1,276 | 1,255 | 1,233 | 1,117 | 1,079 | 1,122 | 1,205 | 943   | 980  | 938  |
| Passenger revenue <sup>2</sup>             | Mil. dol . . | 947   | 876   | 861   | 836   | 765   | 751   | 825   | 890   | 738   | 793  | 755  |
| Special bus revenue and other              | Mil. dol . . | 215   | 180   | 180   | 184   | 155   | 165   | 155   | 165   | 90    | 187  | 183  |
| Operating expenses                         | Mil. dol . . | 1,318 | 1,283 | 1,254 | 1,168 | 1,082 | 1,081 | 1,059 | 1,133 | 1,015 | 967  | 874  |
| Net operating revenue                      | Mil. dol . . | 79    | -7    | 1     | 65    | 35    | -2    | 63    | 72    | -72   | 13   | 64   |
| Ordinary income:                           |              |       |       |       |       |       |       |       |       |       |      |      |
| Before income taxes                        | Mil. dol . . | 107   | 16    | 53    | 65    | 50    | -11   | (NA)  | (NA)  | (NA)  | (NA) | (NA) |
| After income taxes                         | Mil. dol . . | 90    | 26    | 43    | 53    | 36    | -21   | (NA)  | 12    | -180  | 162  | 21   |
| Passenger vehicles in service <sup>2</sup> | 1,000 . . .  | 8.6   | 7.3   | 7.0   | 8.4   | 8.3   | (NA)  | (NA)  | (NA)  | (NA)  | (NA) | (NA) |
| Vehicle-miles, passenger                   | Million . .  | 781   | 591   | 585   | 567   | 495   | (NA)  | (NA)  | (NA)  | (NA)  | (NA) | (NA) |
| Revenue passengers carried                 | Million . .  | 134   | 94    | 89    | 88    | 74    | 82    | 55    | 54    | 43    | 42   | 41   |
| Expense per vehicle-mile                   | Dollar . . . | 1.69  | 2.17  | 2.14  | 2.06  | 2.18  | (NA)  | (NA)  | (NA)  | (NA)  | (NA) | (NA) |

NA Not available. <sup>1</sup> Excludes carriers preponderantly in local or suburban service and carriers engaged in transportation of both property and passengers. <sup>2</sup> Regular route, intercity, and local.

Source: U.S. Interstate Commerce Commission, *Transport Statistics in the United States*, part 2, annual.

### No. 1049. Bus Profile: 1960 to 1991

| BUS PROFILE                         | Unit          | 1960    | 1970    | 1980    | 1990    | 1991    |
|-------------------------------------|---------------|---------|---------|---------|---------|---------|
| School bus expenditures             | \$1,000 . . . | 486     | 1,219   | 3,833   | 7,605   | 7,879   |
| Intercity bus:                      |               |         |         |         |         |         |
| Operating revenue                   | \$1,000 . . . | 559.0   | 799.0   | 1,709.0 | 1,750.0 | 1,875.0 |
| Operating expenses                  | \$1,000 . . . | 494.8   | 812.2   | 1,810.9 | 2,041.1 | 1,979.3 |
| Operating companies                 | Number . . .  | 1,150   | 1,000   | 1,283   | 3,925   | 4,204   |
| Miles of highway served             | Miles . . .   | 265,000 | 267,000 | 279,000 | 213,000 | (NA)    |
| Revenue passenger miles             | Mil. . . . .  | 19,300  | 25,300  | 27,400  | 23,000  | 23,500  |
| Revenue passengers                  | 1,000 . . .   | 366,000 | 401,000 | 370,000 | 334,000 | 337,000 |
| Average passenger trip length       | Miles . . . . | 78.3    | 63.2    | 74.1    | 71.4    | 69.7    |
| Average miles traveled per vehicle: |               |         |         |         |         |         |
| All buses                           | Miles . . . . | 16,004  | 12,035  | 11,458  | 9,121   | 9,097   |
| Commercial                          | Miles . . . . | 37,789  | 32,591  | 32,765  | 38,499  | 39,038  |
| School and nonrevenue bus           | Miles . . . . | 7,556   | 7,274   | 7,592   | 10,000  | 12,286  |
| Fuel consumed:                      |               |         |         |         |         |         |
| All buses                           | Mil. gal. . . | 827     | 820     | 1,018   | 895     | 864     |
| Commercial                          | Mil. gal. . . | 618     | 644     | 696     | 723     | 738     |
| School and nonrevenue bus           | Mil. gal. . . | 209     | 300     | 380     | 472     | 533     |
| Average miles per gallon:           |               |         |         |         |         |         |
| All buses                           | Mpg. . . . .  | 5.3     | 5.5     | 6.0     | 6.4     | 6.6     |
| Commercial                          | Mpg. . . . .  | 4.7     | 4.6     | 5.0     | 4.4     | 4.4     |
| School and nonrevenue bus           | Mpg. . . . .  | 7.1     | 7.0     | 7.6     | 8.1     | 8.1     |
| Average revenue per passenger mile  | Cents . . . . | 2.7     | 3.6     | 7.3     | 11.6    | 11.3    |

NA Not available.

Source: U.S. Bureau of Transportation Statistics, *National Transportation Statistics, Historical Compendium, 1960-1992*.

### No. 1050. Warehousing Services—Revenues, Expenses, and Payroll: 1991 and 1992

[In millions of dollars]

| KIND OF BUSINESS   | SIC <sup>1</sup> code | OPERATING REVENUE |         | OPERATING EXPENSES |         | ANNUAL PAYROLL |        |
|--|-----------------------|-------------------|---------|--------------------|---------|----------------|--------|
|  |                       | 1991              | 1992    | 1991               | 1992    | 1991           | 1992   |
| Motor frgt. transport. and warehousing services <sup>2</sup> | 42                    | 123,724           | 132,231 | 114,934            | 123,230 | 38,969         | 41,019 |
| Trucking and courier services, except by air <sup>3</sup>    | 421                   | 117,048           | 124,742 | 109,220            | 116,887 | 37,179         | 39,009 |
| Public warehousing and storage                               | 422                   | 6,516             | 7,256   | 5,559              | 6,121   | 1,757          | 1,963  |
| Local trucking without storage                               | 4212                  | 27,297            | 29,318  | 24,000             | 26,363  | 7,328          | 7,837  |
| Trucking, except local                                       | 4213                  | 68,516            | 72,618  | 65,642             | 69,601  | 20,724         | 21,726 |
| Local trucking with storage                                  | 4214                  | 3,992             | 4,159   | 3,805              | 3,900   | 1,349          | 1,372  |
| Courier services, except by air                              | 4215                  | 17,243            | 18,647  | 15,773             | 17,023  | 7,778          | 8,074  |
| Farm product warehousing and storage                         | 4211                  | 500               | 567     | 440                | 490     | 131            | 142    |
| Refrigerated warehousing                                     | 4222                  | 1,490             | 1,657   | 1,264              | 1,412   | 441            | 484    |
| General warehousing and storage                              | 4225                  | 3,248             | 3,567   | 2,750              | 2,951   | 816            | 906    |
| Special warehousing and storage <sup>4</sup>                 | 4226                  | 1,278             | 1,465   | 1,105              | 1,268   | 369            | 431    |

<sup>1</sup> Standard Industrial Classification. <sup>2</sup> Includes terminal and joint terminal maintenance facilities for motor carrier transportation (SIC 4231) not shown separately. <sup>3</sup> Excludes private motor carriers that operate as auxiliary establishments to nontransportation companies and independent owner-operators with no paid employees. <sup>4</sup> Includes household goods warehousing.

Source: U.S. Bureau of the Census, *Current Business Reports, 1992 Motor Freight Transportation and Warehousing Survey*.

**No. 1051. Trucking and Courier Services—Operating Revenue, Operating Expenses, and Equipment, by Type of Carrier: 1990 to 1992**

[In millions of dollars, except as indicated. Data cover SIC group 421. Excludes private motor carriers that operate as auxiliary establishments to nontransportation companies and independent owner-operators with no paid employees. Some unpublished estimates can be derived from this table by subtracting published data from their respective totals. However, the figures obtained by such subtraction are subject to these same limitations. These unpublished data are for internal use only]

| ITEM   | ALL CARRIERS |         |         | SPECIALTY CARRIERS |        |        | GENERAL CARRIERS |        |        |
|--|--------------|---------|---------|--------------------|--------|--------|------------------|--------|--------|
|  | 1990         | 1991    | 1992    | 1990               | 1991   | 1992   | 1990             | 1991   | 1992   |
| Operating revenues:                                  |              |         |         |                    |        |        |                  |        |        |
| Total <sup>1</sup>                                   | 117,511      | 117,048 | 124,742 | 32,835             | 31,918 | 33,324 | 84,676           | 85,130 | 91,418 |
| Motor carrier  | 107,997      | 108,604 | 116,974 | 28,302             | 27,905 | 29,616 | 79,695           | 80,699 | 87,358 |
| Local trucking                                       | 25,246       | 24,582  | 27,803  | 13,183             | 13,077 | 14,345 | 12,063           | 11,505 | 13,458 |
| Long-distance trucking                               | 82,751       | 84,022  | 89,171  | 15,119             | 14,828 | 15,271 | 67,632           | 69,194 | 73,900 |
| Operating expenses:                                  |              |         |         |                    |        |        |                  |        |        |
| Total  | 109,074      | 109,220 | 116,887 | 28,977             | 28,507 | 29,991 | 80,097           | 80,713 | 86,896 |
| Annual payroll                                       | 36,490       | 37,179  | 39,009  | 8,242              | 8,123  | 8,397  | 28,248           | 29,056 | 30,612 |
| Employer contrib. to Soc. Sec. and other benefits    | 9,365        | 9,721   | 10,486  | 1,937              | 1,881  | 1,980  | 7,428            | 7,840  | 8,506  |
| Purchased fuels                                      | 8,647        | 8,719   | 9,712   | 1,653              | 1,667  | 1,855  | 6,994            | 7,052  | 7,857  |
| Purchased transportation                             | 19,630       | 19,321  | 21,054  | 5,701              | 5,384  | 5,797  | 13,929           | 13,937 | 15,257 |
| Lease and rental                                     | 2,168        | 2,161   | 2,168   | 631                | 631    | 623    | 1,537            | 1,530  | 1,545  |
| Insurance  | 3,989        | 3,998   | 4,152   | 1,108              | 1,161  | 1,220  | 2,790            | 2,837  | 2,932  |
| Maintenance and repair                               | 6,133        | 6,133   | 6,861   | 1,867              | 1,843  | 2,006  | 4,266            | 4,290  | 4,855  |
| Depreciation   | 5,603        | 5,632   | 5,987   | 1,623              | 1,596  | 1,648  | 3,980            | 4,036  | 4,339  |
| Taxes and licenses                                   | 2,325        | 2,439   | 2,762   | 518                | 510    | 584    | 1,807            | 1,929  | 2,178  |
| Drug and alcohol testing and rehabilitation programs | 27           | 35      | 46      | 7                  | 10     | 13     | 20               | 25     | 33     |
| Other operating expenses                             | 14,788       | 13,882  | 14,650  | 5,690              | 5,701  | 5,868  | 9,098            | 8,181  | 8,782  |
| Equipment (1,000 units): <sup>2</sup>                |              |         |         |                    |        |        |                  |        |        |
| Trucks   | 226          | 231     | 242     | 100                | 100    | 109    | 126              | 131    | 133    |
| Truck-tractors                                       | 525          | 524     | 562     | 111                | 108    | 110    | 414              | 416    | 452    |
| Trailers (full and semi)                             | 1,179        | 1,191   | 1,244   | 214                | 205    | 203    | 965              | 986    | 1,041  |

<sup>1</sup> Includes other revenue not shown separately. <sup>2</sup> Represents revenue generating equipment as of December 31. Includes owned and leased equipment.

Source: U.S. Bureau of the Census, *Current Business Reports, 1992 Motor Freight Transportation and Warehousing Survey*.

**No. 1052. Class I Intercity Motor Carriers of Property, by Carrier: 1980 to 1992**

[See headnote, table 1048. Common carriers are carriers offering regular scheduled service. Contract carriers provide service at request of user. Minus sign (-) indicates loss]

| ITEM                                      | Unit      | 1980  | 1990   | 1991   | 1992   | 1980                                      | 1990  | 1991  | 1992  |  |
|---|-----------|---|--------|--------|--------|---|-------|-------|-------|--|
|   |           | COMMON CARRIER, GENERAL FREIGHT             |        |        |        | COMMON CARRIER OTHER THAN GENERAL FREIGHT |       |       |       |  |
| Carriers reporting                        | Number    | 298   | 191    | 201    | 208    | 441                                       | 322   | 295   | 330   |  |
| Number of employees, average              | 1,000     | 413   | 465    | 474    | 490    | 101                                       | 87    | 74    | 88    |  |
| Compensation of employees                 | Mil. dol. | 9,803                                       | 13,556 | 14,032 | 14,967 | 1,931                                     | 2,236 | 1,920 | 2,358 |  |
| Operating revenues                        | Mil. dol. | 19,725                                      | 29,682 | 31,619 | 34,594 | 8,792                                     | 9,042 | 7,761 | 9,367 |  |
| Intercity freight                         | Mil. dol. | 19,480                                      | 29,517 | 19,698 | 21,654 | 8,339                                     | 8,762 | 7,480 | 8,960 |  |
| Operating expenses                        | Mil. dol. | 18,870                                      | 28,340 | 30,269 | 32,977 | 8,426                                     | 8,702 | 7,509 | 8,942 |  |
| Ordinary income before taxes              | Mil. dol. | 701   | 1,146  | 1,180  | 1,453  | 230                                       | 198   | 122   | 309   |  |
| Net income                                | Mil. dol. | -72   | 746    | 749    | 878    | 14  | 153   | 85    | 221   |  |
| Total power units, intercity service      | 1,000     | 102   | (NA)   | (NA)   | (NA)   | 95  | (NA)  | (NA)  | (NA)  |  |
| Trucks, tractors owned in operation, avg. | 1,000     | 73  | (NA)   | (NA)   | (NA)   | 33  | (NA)  | (NA)  | (NA)  |  |
| Intercity vehicle-miles                   | Million   | 6,547                                       | 6,804  | 7,615  | 8,674  | 6,889                                     | 6,566 | 5,372 | 6,696 |  |
| Tons of intercity revenue freight carried | Million   | 178   | 157    | 169    | 196    | 324                                       | 302   | 253   | 298   |  |
|   |           | CONTRACT CARRIER OTHER THAN GENERAL FREIGHT |        |        |        | CARRIERS OF HOUSEHOLD GOODS               |       |       |       |  |
| Carriers reporting                        | Number    | 69  | 87     | 83     | 113    | 28  | 36    | 36    | 32    |  |
| Number of employees, average              | 1,000     | 14  | 34     | 34     | 42     | 10  | 13    | 12    | 12    |  |
| Compensation of employees                 | Mil. dol. | 336   | 1,082  | 989    | 1,325  | 157                                       | 296   | 298   | 291   |  |
| Operating revenues                        | Mil. dol. | 1,272                                       | 3,486  | 3,644  | 4,501  | 1,824                                     | 3,152 | 3,026 | 3,180 |  |
| Intercity freight                         | Mil. dol. | 1,172                                       | 3,209  | 3,449  | 4,104  | 1,676                                     | 2,702 | 2,318 | 2,787 |  |
| Operating expenses                        | Mil. dol. | 1,207                                       | 3,422  | 3,547  | 4,333  | 1,781                                     | 3,129 | 2,973 | 3,159 |  |
| Ordinary income before taxes              | Mil. dol. | 48  | 3      | 53     | 127    | 74  | 12    | 27    | -1    |  |
| Net income                                | Mil. dol. | 28  | -13    | 20     | 80     | 42  | 8     | 17    | 8     |  |
| Total power units, intercity service      | 1,000     | 13  | (NA)   | (NA)   | (NA)   | 25  | (NA)  | (NA)  | (NA)  |  |
| Trucks, tractors owned in operation, avg. | 1,000     | 7   | (NA)   | (NA)   | (NA)   | 1   | (NA)  | (NA)  | (NA)  |  |
| Intercity vehicle-miles                   | Million   | 934   | 2,044  | 2,339  | 2,933  | 969                                       | 1,366 | 1,086 | 1,136 |  |
| Tons of intercity revenue freight carried | Million   | 37  | 80     | 76     | 110    | 5   | 8     | 7     | 9     |  |

NA Not available.

Source: U.S. Interstate Commerce Commission, *Transport Statistics in the United States*, part 2, annual.

## No. 1053. Trucks—Percent Distribution, Operational Characteristics: 1982 to 1992

[See headnote, table 1054]

| CHARACTERISTIC                             | 1982         | 1987         | 1992         | CHARACTERISTIC                       | 1982 | 1987 | 1992 |
|--|--------------|--------------|--------------|--------------------------------------|------|------|------|
| <b>Total</b> . . . . .                     | <b>100.0</b> | <b>100.0</b> | <b>100.0</b> | Purchased used . . . . .             | 51.5 | 50.1 | 51.4 |
| Major use:                                 |              |              |              | Leased <sup>5</sup> . . . . .        | 2.8  | 2.6  | 3.1  |
| Agriculture <sup>1</sup> . . . . .         | 12.2         | 8.5          | 6.4          | Fleet size: 1 <sup>6</sup> . . . . . | 77.8 | 65.1 | (NA) |
| Construction . . . . .                     | 11.2         | 10.0         | 8.4          | 2 to 5 . . . . .                     | 10.9 | 24.9 | (NA) |
| Manufacturing . . . . .                    | 1.6          | 1.3          | 1.3          | 6 to 19 . . . . .                    | 5.3  | 5.4  | (NA) |
| Wholesale and retail trade . . . . .       | 6.8          | 5.6          | 5.2          | 20 or more . . . . .                 | 6.0  | 4.6  | (NA) |
| Personal transportation . . . . .          | 56.7         | 65.7         | 68.3         | Truck type:                          |      |      |      |
| All other . . . . .                        | 11.4         | 8.8          | 10.4         | Single-unit . . . . .                | 95.7 | 96.3 | 96.5 |
| Body type:                                 |              |              |              | Combination . . . . .                | 4.3  | 3.7  | 3.5  |
| Pickup and panel <sup>2</sup> . . . . .    | 85.8         | 89.0         | 91.4         | Annual miles:                        |      |      |      |
| Platform and catterl rack . . . . .        | 5.1          | 3.7          | 2.7          | Less than 5,000 . . . . .            | 26.0 | 25.3 | 20.8 |
| Van <sup>3</sup> . . . . .                 | 3.8          | 3.2          | 2.5          | 5,000 to 9,999 . . . . .             | 25.5 | 23.4 | 20.7 |
| All other . . . . .                        | 5.2          | 4.0          | 3.4          | 10,000 to 19,999 . . . . .           | 35.0 | 34.5 | 38.3 |
| Vehicle size: <sup>4</sup> Light . . . . . | 89.3         | 91.9         | 93.2         | 20,000 to 29,999 . . . . .           | 8.4  | 10.7 | 12.7 |
| Medium . . . . .                           | 3.5          | 2.3          | 2.1          | 30,000 miles or more . . . . .       | 5.0  | 6.1  | 7.6  |
| Light-heavy . . . . .                      | 2.4          | 1.7          | 1.2          | Range of operation:                  |      |      |      |
| Heavy-heavy . . . . .                      | 4.8          | 4.1          | 3.4          | Local . . . . .                      | 76.6 | 75.6 | 73.8 |
| Year model:                                |              |              |              | Short-range . . . . .                | 10.3 | 14.8 | 15.0 |
| 1 to 2 years old . . . . .                 | 8.9          | 17.2         | 14.9         | Long-range . . . . .                 | 3.1  | 4.5  | 4.9  |
| 3 to 4 years old . . . . .                 | 16.5         | 16.5         | 15.7         | Off-the-road <sup>5</sup> . . . . .  | 10.0 | 5.1  | 6.3  |
| 4 years or more . . . . .                  | 74.6         | 66.3         | 69.4         | Fuel type:                           |      |      |      |
| Vehicle acquisition:                       |              |              |              | Gasoline . . . . .                   | 94.3 | 93.7 | 92.9 |
| Purchased new . . . . .                    | 45.7         | 47.3         | 45.6         | Diesel and LPG . . . . .             | 5.5  | 6.2  | 6.8  |
|  |              |              |              | Not reported . . . . .               | 0.2  | 0.1  | 0.3  |

NA Not available. <sup>1</sup> Includes forestry and lumbering. <sup>2</sup> Also includes walk-in, minivan, station wagon, and utility trucks. <sup>3</sup> Includes multi-stop or walk-in. <sup>4</sup> See footnote 6, table 1054. <sup>5</sup> Includes not reported. <sup>6</sup> See footnote 8, table 1054. <sup>7</sup> See footnote 9, table 1054.

## No. 1054. Trucks and Truck-Miles, by Vehicle and Operational Characteristics: 1992

[Data are based on a stratified probability sample of trucks drawn from current registrations on file with motor vehicle departments in the 50 States and DC]

| ITEM                                       | TRUCKS (1,000) |                                    |                    | ITEM                                       | TRUCKS (1,000) |                                    |                    |
|--|----------------|------------------------------------|--------------------|--|----------------|------------------------------------|--------------------|
|  | Total          | Excl. pickups, panels <sup>1</sup> | TRUCK-MILES (bil.) |  | Total          | Excl. pickups, panels <sup>1</sup> | TRUCK-MILES (bil.) |
| <b>Total</b> . . . . .                     | <b>59,201</b>  | <b>5,112</b>                       | <b>786.3</b>       | 25 to 99 . . . . .                         | 1,246          | 558                                | 31.0               |
| Major use:                                 |                |                                    |                    | 100 or more . . . . .                      | 1,524          | 860                                | 49.3               |
| Agriculture <sup>2</sup> . . . . .         | 3,819          | 999                                | 45.6               | Not reported . . . . .                     | 28,875         | 547                                | 332.0              |
| Construction . . . . .                     | 4,986          | 1,015                              | 78.2               | Truck type:                                |                |                                    |                    |
| Manufacturing . . . . .                    | 787            | 258                                | 17.4               | Single-unit . . . . .                      | 57,157         | 3,684                              | 703.9              |
| Wholesale and retail trade . . . . .       | 3,087          | 873                                | 60.9               | Combination . . . . .                      | 2,044          | 1,428                              | 82.3               |
| Personal transportation . . . . .          | 40,442         | 231                                | 464.0              | Range of operation: <sup>9</sup>           |                |                                    |                    |
| All other . . . . .                        | 6,080          | 1,736                              | 120.2              | Local . . . . .                            | 43,700         | 2,968                              | 520.1              |
| Body type:                                 |                |                                    |                    | Short-range . . . . .                      | 8,862          | 1,038                              | 158.7              |
| Pickup and panel <sup>3</sup> . . . . .    | 54,088         | (X)                                | 669.7              | Long-range . . . . .                       | 2,886          | 561                                | 81.3               |
| Platform <sup>4</sup> . . . . .            | 1,617          | 1,617                              | 24.3               | Off-the-road <sup>7</sup> . . . . .        | 3,752          | 546                                | 26.2               |
| Van <sup>5</sup> . . . . .                 | 1,502          | 1,502                              | 58.5               | Products carried:                          |                |                                    |                    |
| All other . . . . .                        | 1,993          | 1,993                              | 33.8               | Farm products . . . . .                    | 1,350          | 615                                | 18.0               |
| Vehicle size: <sup>6</sup> Light . . . . . | 55,193         | 1,326                              | 681.3              | Building materials . . . . .               | 1,288          | 649                                | 21.4               |
| Medium . . . . .                           | 1,259          | 1,038                              | 14.0               | Mixed cargoes . . . . .                    | 597            | 257                                | 17.1               |
| Light-heavy . . . . .                      | 732            | 732                                | 8.1                | Craftsman's equipment . . . . .            | 2,895          | 323                                | 45.5               |
| Heavy-heavy . . . . .                      | 2,017          | 2,016                              | 82.8               | Personal transportation . . . . .          | 40,443         | 231                                | 464.0              |
| Year model:                                |                |                                    |                    | All other . . . . .                        | 12,628         | 3,038                              | 220.3              |
| 1 to 2 years old . . . . .                 | 8,840          | 412                                | 136.6              | Types of hazardous material: <sup>10</sup> |                |                                    |                    |
| 3 to 4 years old . . . . .                 | 9,275          | 579                                | 166.5              | Flammable liquids . . . . .                | 182            | 182                                | 2.6                |
| 4 years or more . . . . .                  | 41,086         | 4,121                              | 483.2              | Combustible liquids . . . . .              | 110            | 110                                | 1.1                |
| Vehicle acquisition:                       |                |                                    |                    | Corrosive liquids . . . . .                | 129            | 129                                | 1.5                |
| Purchased new . . . . .                    | 26,967         | 2,091                              | 393.6              | Flammable solids . . . . .                 | 67             | 67                                 | 0.3                |
| Purchased used . . . . .                   | 30,417         | 2,601                              | 352.1              | Oxidizers . . . . .                        | 82             | 82                                 | 0.5                |
| Leased <sup>7</sup> . . . . .              | 1,397          | 374                                | 35.8               | Flammable gas . . . . .                    | 104            | 104                                | 1.6                |
|  | 419            | 47                                 | 4.7                | Nonflammable gas . . . . .                 | 75             | 75                                 | 0.7                |
| Fleet size: 1 <sup>8</sup> b . . . . .     | 16,390         | 724                                | 210.3              | Corrosive solids . . . . .                 | 393            | 4,201                              | 2.1                |
| 2 to 5 . . . . .                           | 8,272          | 1,395                              | 109.5              | Not reported . . . . .                     | 27             | 27                                 | 1.3                |
| 6 to 9 . . . . .                           | 1,385          | 448                                | 23.0               |  |                |                                    |                    |
| 10 to 24 . . . . .                         | 1,509          | 582                                | 31.2               |  |                |                                    |                    |

X Not applicable. <sup>1</sup> Also excludes minivans, utilities, and station wagons. <sup>2</sup> Includes forestry and lumbering. <sup>3</sup> Also includes minivans, station wagon, and utilities, and station wagon. <sup>4</sup> Includes livestock truck. <sup>5</sup> Includes multi-stop or walk-in. <sup>6</sup> Average vehicle weight (empty-weight of the vehicle plus the average weight of load carried). Light=10,000 lbs. or less; medium=10,001-19,500 lbs.; light-heavy=19,501-26,000 lbs.; and heavy-heavy=26,001 lbs. or more. <sup>7</sup> Includes not reported. <sup>8</sup> Includes "No load carried" and "not in use." <sup>9</sup> Area in which usually operated. Local=less than 50 miles; short-range=50 to 200 miles; long-range=more than 200 miles. <sup>10</sup> Detail does not add to totals because items were not applicable or multiple responses were possible.

Source of tables 1053 and 1054: U.S. Bureau of the Census, 1992 Census of Transportation, TC92-T-52.

No. 1055. Railroads, Class I—Summary: 1980 to 1993

[As of Dec. 31, or calendar year data, except as noted. Compiled from annual reports of class I railroads only except where noted. Beginning 1985, financial data are not comparable with earlier years due to change in method of accounting for track and related structures. Minus sign (-) indicates deficit. See also *Historical Statistics, Colonial Times to 1970*, series Q 284-312, Q 319, Q 330, Q 356-378, and Q 400-401]

| ITEM   | Unit      | 1980   | 1985   | 1987   | 1988   | 1989   | 1990   | 1991   | 1992   | 1993   |
|--|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Class I line-hauling companies <sup>1</sup>    | Number.   | 40     | 23     | 18     | 17     | 15     | 14     | 14     | 13     | 13     |
| Employees <sup>2</sup>                         | 1,000     | 458    | 302    | 249    | 236    | 228    | 216    | 206    | 197    | 193    |
| Compensation                                   | Mil. dol. | 11,318 | 10,563 | 9,373  | 9,301  | 9,043  | 8,654  | 8,695  | 8,753  | 8,732  |
| Average per hour                               | Dollars   | 10.2   | 14.3   | 15.1   | 15.6   | 15.8   | 15.8   | 16.8   | 17.8   | 17.9   |
| Average per year                               | Dollars   | 24,695 | 34,991 | 37,716 | 39,431 | 39,742 | 39,987 | 42,131 | 44,336 | 45,354 |
| Mileage:                                       |           |        |        |        |        |        |        |        |        |        |
| Railroad line owned <sup>3</sup>               | 1,000     | 178    | 162    | 158    | 150    | 149    | 146    | 143    | 139    | 137    |
| Railroad track owned <sup>4</sup>              | 1,000     | 292    | 269    | 261    | 251    | 250    | 244    | 241    | 234    | 231    |
| Equipment:                                     |           |        |        |        |        |        |        |        |        |        |
| Locomotives in service                         | Number.   | 28,094 | 22,548 | 19,647 | 19,364 | 19,015 | 18,835 | 18,344 | 18,004 | 18,161 |
| Average horsepower                             | 1,000 lb  | 2,302  | 2,469  | 2,549  | 2,579  | 2,624  | 2,665  | 2,714  | 2,750  | 2,777  |
| Cars in service:                               |           |        |        |        |        |        |        |        |        |        |
| Passenger train                                | Number.   | 4,347  | 2,502  | 2,350  | 2,332  | (NA)   | (NA)   | (NA)   | (NA)   | (NA)   |
| Freight train <sup>5</sup>                     | 1,000     | 1,711  | 1,422  | 1,288  | 1,239  | 1,224  | 1,212  | 1,190  | 1,173  | 1,173  |
| Freight cars <sup>6</sup>                      | 1,000     | 1,168  | 867    | 749    | 725    | 682    | 659    | 633    | 605    | 587    |
| Income and expenses:                           |           |        |        |        |        |        |        |        |        |        |
| Operating revenues                             | Mil. dol. | 28,258 | 27,586 | 26,622 | 27,934 | 27,956 | 28,370 | 27,845 | 28,349 | 28,225 |
| Operating expenses                             | Mil. dol. | 26,355 | 25,225 | 23,878 | 24,811 | 25,038 | 24,652 | 28,061 | 25,325 | 24,517 |
| Net revenue from operations                    | Mil. dol. | 1,902  | 2,361  | 2,744  | 3,123  | 2,918  | 3,718  | -216   | 3,024  | 4,308  |
| Income before fixed charges                    | Mil. dol. | 2,897  | 3,393  | 3,932  | 4,460  | 4,162  | 4,627  | 928    | 4,127  | 4,900  |
| Provision for taxes                            | Mil. dol. | 592    | 660    | 1,051  | 1,162  | 1,040  | 1,088  | -156   | 1,092  | 1,810  |
| Ordinary income                                | Mil. dol. | 1,129  | 1,788  | 1,965  | 2,286  | 2,009  | 1,961  | -91    | 2,055  | 2,258  |
| Net income                                     | Mil. dol. | 1,129  | 1,882  | 2,055  | 2,382  | 2,203  | 1,977  | -281   | 1,800  | 2,240  |
| Net railway operating income                   | Mil. dol. | 1,129  | 1,746  | 1,756  | 1,980  | 1,894  | 2,648  | -37    | 1,955  | 2,517  |
| Total taxes <sup>8</sup>                       | Mil. dol. | 2,585  | 3,169  | 3,553  | 3,871  | 3,742  | 3,780  | 2,649  | 3,732  | 4,343  |
| Indus. return on net investment                | Percent.  | 4.2    | 4.6    | 4.8    | 6.7    | 6.3    | 8.1    | 1.3    | 6.3    | 7.1    |
| Gross capital expenditures                     | Mil. dol. | 3,238  | 4,485  | 3,076  | 3,546  | 3,865  | 3,591  | 3,439  | 3,680  | 4,504  |
| Balance sheet:                                 |           |        |        |        |        |        |        |        |        |        |
| Total property investment                      | Mil. dol. | 43,923 | 64,241 | 66,760 | 68,550 | 67,661 | 70,348 | 71,622 | 72,677 | 75,217 |
| Accrued depreciation and amortization          | Mil. dol. | 10,706 | 19,756 | 21,070 | 21,497 | 21,481 | 22,222 | 23,057 | 23,378 | 23,892 |
| Net investment                                 | Mil. dol. | 33,419 | 46,237 | 45,690 | 47,053 | 47,370 | 48,126 | 48,565 | 49,299 | 51,325 |
| Shareholder's equity                           | Mil. dol. | 19,860 | 27,605 | 25,616 | 26,467 | 25,753 | 23,662 | 22,603 | 23,115 | 24,658 |
| Net working capital                            | Mil. dol. | 922    | 1,084  | 34     | -190   | -2119  | -3505  | -3,988 | -4,372 | -3,295 |
| Cash dividends                                 | Mil. dol. | 610    | 1,444  | 1,252  | 1,814  | 1,910  | 2,074  | 915    | 830    | 1,054  |
| AMTRAK passenger traffic:                      |           |        |        |        |        |        |        |        |        |        |
| Passenger revenue                              | Mil. dol. | (NA)   | 604.9  | 681.1  | 784.2  | 893.0  | 941.9  | 962.3  | 933.2  | 924.4  |
| Revenue passengers carried                     | 1,000     | 21,303 | 20,945 | 20,727 | 21,490 | 21,394 | 22,382 | 21,693 | 21,678 | 21,841 |
| Revenue passenger miles                        | Million.  | 4,645  | 4,977  | 5,368  | 5,686  | 5,912  | 6,125  | 6,249  | 6,181  | 6,064  |
| Averages:                                      |           |        |        |        |        |        |        |        |        |        |
| Revenue per passenger                          | Dollars   | (NA)   | 28.9   | 32.9   | 36.5   | 41.8   | 42.1   | 44.4   | 43.0   | 42.3   |
| Revenue per passenger mile                     | Cents     | (NA)   | 12.2   | 12.7   | 13.8   | 15.1   | 15.4   | 15.4   | 15.1   | 15.2   |
| Trip per passenger                             | Miles     | 218.1  | 237.6  | 259.0  | 264.6  | 276.3  | 273.7  | 288.0  | 285.1  | 277.7  |
| Freight service:                               |           |        |        |        |        |        |        |        |        |        |
| Freight revenue                                | Mil. dol. | 26,200 | 26,688 | 25,797 | 27,092 | 27,059 | 24,471 | 26,949 | 27,508 | 27,991 |
| Per ton-mile                                   | Cents     | 2.8    | 3.0    | 2.7    | 2.7    | 2.7    | 2.7    | 2.6    | 2.6    | 2.5    |
| Per ton originated                             | Dollar    | 17.7   | 20.2   | 18.8   | 19.0   | 19.3   | 19.3   | 19.5   | 19.7   | 20.0   |
| Revenue-tons originated                        | Million.  | 1,492  | 1,320  | 1,372  | 1,430  | 1,402  | 1,425  | 1,383  | 1,399  | 1,397  |
| Revenue-tons carried                           | Million.  | 2,434  | 1,985  | 1,984  | 2,045  | 1,988  | 2,024  | 1,987  | 2,022  | 2,047  |
| Tons carried one mile                          | Billion   | 919    | 877    | 944    | 996    | 1,014  | 1,034  | 1,039  | 1,067  | 1,109  |
| Average miles of road operated                 | 1,000     | 179    | 161    | 147    | 141    | 138    | 133    | 130    | 126    | 124    |
| Revenue ton-miles per mile of road             | 1,000     | 5,133  | 5,446  | 6,395  | 7,052  | 7,373  | 7,763  | 8,001  | 8,451  | 8,965  |
| Revenue per ton-mile                           | Cents     | 3      | 3      | 3      | 3      | 3      | 3      | 3      | 3      | 3      |
| Train miles                                    | Million.  | 428    | 347    | 361    | 379    | 383    | 380    | 375    | 390    | 405    |
| Net ton-miles per train-mile <sup>9</sup>      | Number.   | 2,175  | 2,574  | 2,644  | 2,662  | 2,683  | 2,755  | 2,796  | 2,759  | 2,759  |
| Net ton-miles per loaded car-mile <sup>9</sup> | Number.   | 63.5   | 62.7   | 64.0   | 65.5   | 67.0   | 69.1   | 71.6   | 70.9   | 71.6   |
| Train-miles per train-hour                     | Miles     | 18.2   | 21.9   | 22.2   | 21.5   | 23.0   | 23.7   | 23.7   | 23.7   | 23.1   |
| Haul per ton, U.S. as a system                 | Miles     | 616    | 664    | 688    | 697    | 723    | 726    | 751    | 763    | 794    |
| Accident: <sup>10</sup>                        |           |        |        |        |        |        |        |        |        |        |
| All railroads                                  | Number.   | 63,663 | 35,340 | 27,198 | 28,253 | 28,039 | 26,440 | 24,662 | 22,553 | 20,400 |
| Persons killed                                 | Number.   | 1,417  | 1,036  | 1,165  | 1,199  | 1,324  | 1,297  | 1,194  | 1,170  | 1,279  |
| Persons injured                                | Number.   | 62,246 | 34,304 | 26,033 | 27,054 | 26,715 | 25,143 | 23,468 | 21,383 | 19,121 |
| Class I railroads                              | Number.   | 57,755 | 29,388 | 21,852 | 22,093 | 21,809 | 20,450 | 18,728 | 17,055 | 15,058 |
| Persons killed                                 | Number.   | 1,344  | 955    | 1,074  | 1,076  | 1,195  | 1,166  | 1,069  | 1,047  | 1,124  |
| Persons injured                                | Number.   | 56,411 | 28,433 | 20,778 | 21,017 | 20,614 | 19,284 | 17,659 | 16,008 | 13,934 |

NA Not available. <sup>1</sup> See text, section 21, for definition of Class I. <sup>2</sup> Average midmonth count. <sup>3</sup> Represents the aggregate length of roadway of all line-haul railroads. Excludes yard tracks, sidings, and parallel lines. (Includes estimate for class II and III railroads). <sup>4</sup> Includes multiple main tracks, yard tracks, and sidings owned by both line-haul and switching and terminal. (Includes estimate for class II and III railroads). <sup>5</sup> Includes cars owned by all railroads, private car companies, and shippers. <sup>6</sup> Class I railroads only. <sup>7</sup> Includes State income taxes. <sup>8</sup> Includes payroll, income, and other taxes. <sup>9</sup> Revenue and nonrevenue freight. <sup>10</sup> Includes highway grade crossing casualties.

Source: Association of American Railroads, Washington, DC, *Railroad Facts, Statistics of Railroads of Class I*, annual, and *Analysis of Class I Railroads*, annual. Accident data: U.S. Federal Railroad Administration, *Accident Bulletin*, annual.



### No. 1056. Railroads, Class I-Cars of Revenue Freight Loaded, 1970 to 1993, and by Commodity Group, 1992 and 1993

[In thousands. Figures are 52-week totals. N.e.c.= Not elsewhere classified]

| YEAR | CARLOADS |            | COMMODITY GROUP                | CARLOADS |       | COMMODITY GROUP                            | CARLOADS |      |
|------|----------|------------|--------------------------------|----------|-------|--|----------|------|
|      | Total    | Piggy-back |                                | 1992     | 1993  |  | 1992     | 1993 |
| 1970 | 27,160   | 1,450      | Coal                           | 6,178    | 5,942 | Metals and products                        | 457      | 508  |
| 1975 | 23,217   | 1,308      | Metallic ores                  | 486      | 440   | Stone, clay, and glass products            | 454      | 465  |
| 1980 | 22,598   | 1,661      | Chemicals, allied products     | 1,412    | 1,441 | Crushed stone, gravel, sand                | 571      | 596  |
| 1985 | 19,574   | 2,863      | Grain                          | 1,421    | 1,417 | Nonmetallic minerals, n.e.c.               | 440      | 431  |
| 1989 | 16,030   | (NA)       | Motor vehicles and equipment   | 913      | 1,015 | Waste and scrap materials                  | 417      | 470  |
| 1990 | 16,177   | (NA)       | Pulp, paper, allied products   | 482      | 484   | Lumber, wood products, n.e.c. <sup>1</sup> | 276      | 270  |
| 1991 | 15,533   | (NA)       | Primary forest products        | 380      | 372   | Coke                                       | 270      | 283  |
| 1992 | 15,798   | (NA)       | Food and kindred prod., n.e.c. | 463      | 464   | Petroleum product                          | 271      | 261  |
| 1993 | 15,781   | (NA)       | Grain mill products            | 515      | 529   | All other carloads                         | 394      | 392  |

NA Not available. <sup>1</sup> Excludes furniture.

Source: Association of American Railroads, Washington, DC, *Weekly Railroad Traffic*, annual.

### No. 1057. Railroads, Class I Line-Haul-Revenue Freight Originated, by Commodity Group: 1980 to 1993

[See *Historical Statistics, Colonial Times to 1970*, series Q 332, for total carloads originated]

| COMMODITY GROUP                               | 1980          | 1985          | 1987          | 1988          | 1989          | 1990          | 1991          | 1992          | 1993          |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>Carloads (1,000) <sup>1</sup></b>          | <b>22,223</b> | <b>19,501</b> | <b>20,602</b> | <b>21,600</b> | <b>21,226</b> | <b>21,401</b> | <b>20,868</b> | <b>21,205</b> | <b>21,683</b> |
| Coal  | 5,789         | 5,684         | 5,430         | 5,621         | 5,672         | 5,912         | 5,683         | 5,572         | 5,310         |
| Farm products                                 | 1,866         | 1,494         | 1,907         | 1,977         | 1,781         | 1,689         | 1,605         | 1,646         | 1,636         |
| Chemicals, allied products                    | 1,322         | 1,296         | 1,410         | 1,497         | 1,486         | 1,531         | 1,556         | 1,568         | 1,606         |
| Food and kindred products                     | 1,767         | 1,224         | 1,326         | 1,318         | 1,284         | 1,307         | 1,316         | 1,352         | 1,380         |
| Nonmetallic minerals <sup>2</sup>             | 1,474         | 1,196         | 1,188         | 1,290         | 1,254         | 1,202         | 1,075         | 1,029         | 1,044         |
| Transportation equipment                      | 1,004         | 1,202         | 1,085         | 1,160         | 1,141         | 1,091         | 1,068         | 1,181         | 1,355         |
| Lumber and wood products                      | 1,384         | 948           | 986           | 910           | 843           | 780           | 716           | 726           | 710           |
| Pulp, paper, allied products                  | 954           | 703           | 561           | 646           | 615           | 611           | 616           | 618           | 620           |
| Petroleum and coal products                   | 596           | 491           | 520           | 568           | 561           | 573           | 533           | 583           | 584           |
| Stone, clay, and glass products               | 776           | 551           | 559           | 577           | 565           | 539           | 479           | 483           | 487           |
| Metallic ores                                 | 1,258         | 511           | 494           | 582           | 523           | 508           | 499           | 489           | 443           |
| Primary metal products                        | 756           | 449           | 428           | 479           | 452           | 477           | 469           | 481           | 528           |
| Waste and scrap materials                     | 632           | 429           | 440           | 471           | 444           | 439           | 433           | 487           | 558           |
| Machinery, exc. electrical                    | 77            | 35            | 33            | 40            | 38            | 39            | 39            | 39            | 37            |
| Fabricated metal products <sup>4</sup>        | 72            | 31            | 24            | 26            | 27            | 31            | 34            | 32            | 37            |
| <b>Tons (mil.) <sup>1</sup></b>               | <b>1,492</b>  | <b>1,320</b>  | <b>1,372</b>  | <b>1,429</b>  | <b>1,403</b>  | <b>1,425</b>  | <b>1,383</b>  | <b>1,399</b>  | <b>1,397</b>  |
| Coal  | 522           | 538           | 523           | 543           | 551           | 579           | 560           | 554           | 534           |
| Farm products                                 | 156           | 127           | 163           | 170           | 154           | 147           | 144           | 149           | 147           |
| Chemicals, allied products                    | 108           | 106           | 116           | 123           | 123           | 126           | 127           | 130           | 134           |
| Nonmetallic minerals <sup>2</sup>             | 125           | 108           | 109           | 115           | 111           | 109           | 99            | 94            | 96            |
| Food and kindred products                     | 92            | 74            | 81            | 81            | 79            | 81            | 83            | 86            | 88            |
| Lumber and wood products <sup>3</sup>         | 86            | 63            | 67            | 62            | 57            | 53            | 48            | 50            | 49            |
| Metallic ores                                 | 105           | 47            | 45            | 52            | 47            | 47            | 45            | 45            | 41            |
| Stone, clay, and glass products               | 54            | 44            | 44            | 46            | 47            | 44            | 39            | 40            | 40            |
| Petroleum and coal products                   | 38            | 33            | 35            | 39            | 39            | 40            | 37            | 41            | 41            |
| Primary metal products                        | 53            | 34            | 33            | 38            | 36            | 38            | 37            | 39            | 43            |
| Pulp, paper, allied products                  | 42            | 36            | 36            | 35            | 34            | 33            | 33            | 34            | 34            |
| Waste and scrap materials                     | 34            | 26            | 28            | 30            | 28            | 28            | 27            | 30            | 35            |
| Transportation equipment                      | 24            | 27            | 24            | 25            | 24            | 23            | 22            | 25            | 29            |
| Machinery, exc. electrical                    | 2             | 1             | 1             | 1             | 1             | 1             | 1             | 1             | 1             |
| Fabricated metal products <sup>4</sup>        | 2             | 1             | 1             | 1             | 1             | 1             | 1             | 1             | 1             |
| <b>Gross revenue (mil. dol.) <sup>1</sup></b> | <b>26,938</b> | <b>28,225</b> | <b>27,657</b> | <b>29,529</b> | <b>29,328</b> | <b>29,775</b> | <b>29,319</b> | <b>29,777</b> | <b>30,376</b> |
| Coal  | 4,956         | 6,556         | 6,097         | 6,430         | 6,581         | 6,954         | 6,903         | 6,717         | 6,481         |
| Chemicals, allied products                    | 2,946         | 3,342         | 3,477         | 3,795         | 3,788         | 3,933         | 4,043         | 4,123         | 4,277         |
| Transportation equipment                      | 1,917         | 3,110         | 2,866         | 3,218         | 3,269         | 3,100         | 2,633         | 2,753         | 3,021         |
| Farm products                                 | 2,801         | 1,977         | 2,246         | 2,534         | 2,444         | 2,422         | 2,332         | 2,454         | 2,528         |
| Food and kindred products                     | 2,837         | 2,256         | 2,171         | 2,198         | 2,128         | 2,188         | 2,254         | 2,308         | 2,336         |
| Pulp, paper, allied products <sup>3</sup>     | 1,652         | 1,641         | 1,542         | 1,540         | 1,514         | 1,486         | 1,502         | 1,508         | 1,511         |
| Lumber and wood products <sup>3</sup>         | 1,543         | 1,525         | 1,660         | 1,626         | 1,500         | 1,390         | 1,282         | 1,342         | 1,324         |
| Primary metal products                        | 1,332         | 872           | 863           | 1,013         | 972           | 979           | 977           | 970           | 1,021         |
| Stone, clay, and glass products               | 1,025         | 960           | 914           | 965           | 960           | 931           | 878           | 911           | 944           |
| Petroleum and coal products                   | 865           | 861           | 809           | 903           | 917           | 918           | 888           | 943           | 929           |
| Nonmetallic minerals <sup>2</sup>             | 948           | 949           | 854           | 890           | 868           | 885           | 824           | 812           | 818           |
| Waste and scrap materials                     | 513           | 446           | 474           | 526           | 492           | 504           | 515           | 558           | 613           |
| Metallic ores                                 | 597           | 403           | 348           | 415           | 397           | 408           | 400           | 409           | 385           |
| Machinery, exc. electrical                    | 176           | 72            | 57            | 63            | 66            | 67            | 62            | 61            | 59            |
| Fabricated metal products <sup>4</sup>        | 110           | 48            | 37            | 38            | 38            | 42            | 48            | 45            | 50            |

<sup>1</sup> Includes commodity groups and small packaged freight shipments, not shown separately. <sup>2</sup> Except fuels. <sup>3</sup> Except furniture. <sup>4</sup> Except ordnance, machinery, and transport.

Source: Association of American Railroads, Washington, DC, *Freight Commodity Statistics*, annual.

**No. 1058. Railroad Freight—Producer Price Indexes: 1980 to 1994**

[Dec. 1984=100. Reflects prices for shipping a fixed set of commodities under specified and unchanging conditions]

| COMMODITY  | 1980        | 1985        | 1987         | 1988         | 1989         | 1990         | 1991         | 1992         | 1993         | 1994         |
|--|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total railroad freight . . . . .</b>            | <b>75.9</b> | <b>99.9</b> | <b>100.1</b> | <b>104.8</b> | <b>106.4</b> | <b>107.5</b> | <b>109.3</b> | <b>109.9</b> | <b>110.9</b> | <b>111.8</b> |
| Coal . . . . .                                     | 75.8        | 100.0       | 100.1        | 104.3        | 105.3        | 104.2        | 105.2        | 105.9        | 106.6        | 107.5        |
| Farm products . . . . .                            | 75.6        | 99.0        | 99.3         | 105.5        | 108.5        | 110.4        | 111.4        | 111.1        | 113.7        | 114.5        |
| Food products . . . . .                            | 75.2        | 100.0       | 98.6         | 103.1        | 103.9        | 105.4        | 108.1        | 108.7        | 109.0        | 111.0        |
| Metallic ores . . . . .                            | 74.5        | 100.2       | 99.0         | 103.9        | 105.8        | 106.5        | 106.7        | 106.6        | 106.7        | 104.6        |
| Chemicals or allied products . . . . .             | 75.6        | 100.1       | 100.8        | 106.9        | 110.0        | 111.7        | 113.5        | 115.6        | 116.2        | 117.6        |
| Nonmetallic minerals . . . . .                     | 72.2        | 100.1       | 101.1        | 106.1        | 108.3        | 111.7        | 115.9        | 117.6        | 119.3        | 119.7        |
| Wood or lumber products . . . . .                  | 72.7        | 100.0       | 100.4        | 105.3        | 105.9        | 107.5        | 108.6        | 108.8        | 109.7        | 110.0        |
| Transportation equipment . . . . .                 | 81.7        | 100.0       | 99.3         | 103.4        | 106.4        | 107.5        | 109.7        | 110.8        | 113.1        | 115.3        |
| Pulp, paper, or allied products . . . . .          | 76.7        | 100.0       | 100.6        | 104.0        | 105.1        | 108.0        | 111.5        | 111.8        | 112.6        | 111.1        |
| Primary metal products . . . . .                   | 77.8        | 99.7        | 99.7         | 108.8        | 112.3        | 113.1        | 116.1        | 117.5        | 116.3        | 115.6        |
| Clay, concrete, glass, or stone products . . . . . | 74.2        | 100.0       | 102.2        | 107.5        | 110.5        | 114.1        | 117.1        | 116.5        | 117.9        | 120.1        |

Source: U.S. Bureau of Labor Statistics, *Producer Price Indexes*, monthly and annual.**No. 1060. Major Interstate Natural Gas Pipeline Companies—Summary: 1985 to 1991**

[The classification of A and B interstate natural gas pipeline companies changed to major companies and nonmajor companies. Major natural gas pipeline companies are those whose combined sales for resale and natural gas transported or stored for a fee exceed 50 billion cubic feet. They account for more than 85 percent of all interstate natural gas.]

| ITEM   | Unit          | 1985   | 1986   | 1987   | 1988   | 1989   | 1990   | 1991   |
|--|---------------|--------|--------|--------|--------|--------|--------|--------|
| Sales . . . . .                                | Tril. cu. ft. | 11.3   | 7.8    | 6.5    | 6.4    | 5.6    | 4.5    | 3.9    |
| Residential . . . . .                          | Tril. cu. ft. | 0.3    | 0.2    | 0.2    | 0.3    | 0.1    | 0.2    | 0.2    |
| Commercial, industrial . . . . .               | Tril. cu. ft. | 1.1    | 0.5    | 0.4    | 0.5    | 0.5    | 0.4    | 0.3    |
| For resale . . . . .                           | Tril. cu. ft. | 9.9    | 7.1    | 5.8    | 5.6    | 4.9    | 3.9    | 3.3    |
| Operating revenues . . . . .                   | Mil. dol.     | 49,106 | 33,859 | 27,565 | 27,501 | 25,695 | 22,574 | 21,420 |
| From sales <sup>1</sup> . . . . .              | Mil. dol.     | 44,996 | 29,508 | 22,942 | 22,512 | 19,786 | 15,981 | 14,135 |
| Residential . . . . .                          | Mil. dol.     | 1,879  | 1,122  | 1,094  | 1,553  | 819    | 912    | 1,081  |
| Commercial, industrial . . . . .               | Mil. dol.     | 4,466  | 1,909  | 1,464  | 1,544  | 1,452  | 1,272  | 1,086  |
| For resale . . . . .                           | Mil. dol.     | 38,545 | 26,413 | 20,351 | 19,420 | 17,505 | 13,791 | 11,967 |
| From transportation of gas of others . . . . . | Mil. dol.     | 2,272  | 3,027  | 3,622  | 4,059  | 4,959  | 5,505  | 6,117  |
| Other . . . . .                                | Mil. dol.     | 1,838  | 1,325  | 1,002  | 929    | 950    | 1,088  | 1,167  |
| Operation, maintenance expenses . . . . .      | Mil. dol.     | 42,528 | 27,460 | 21,794 | 22,742 | 20,829 | 17,446 | 17,335 |
| Production . . . . .                           | Mil. dol.     | 36,739 | 22,208 | 16,955 | 17,625 | 15,257 | 12,124 | 11,663 |
| Storage . . . . .                              | Mil. dol.     | 418    | 420    | 409    | 436    | 458    | 417    | 460    |
| Transmission . . . . .                         | Mil. dol.     | 3,409  | 2,984  | 2,598  | 2,589  | 2,589  | 2,720  | 2,880  |
| Distribution . . . . .                         | Mil. dol.     | 132    | 80     | 80     | 127    | 94     | 112    | 133    |
| Administrative, general, and other . . . . .   | Mil. dol.     | 1,830  | 1,768  | 1,752  | 1,966  | 2,430  | 2,074  | 2,048  |
| Pipeline mileage . . . . .                     | 1,000         | 230.2  | 217.3  | 249.5  | 246.9  | 253.2  | 230.2  | 249.5  |
| Transmission lines . . . . .                   | 1,000         | 189.7  | 184.6  | 181.2  | 191.6  | 194.1  | 195.5  | 146.8  |
| Field lines . . . . .                          | 1,000         | 69.6   | 64.5   | 62.9   | 55.5   | 55.1   | 54.0   | 50.7   |
| Storage . . . . .                              | 1,000         | 4.8    | 4.6    | 4.3    | 4.8    | 4.8    | 5.0    | 4.7    |

<sup>1</sup> Includes other ultimate customers not shown separately.Source: U.S. Energy Information Administration, *Statistics of Interstate Natural Gas Pipeline Companies*, annual.