

STATE TRANSPORTATION STATISTICS



2011



STATE
TRANSPORTATION
STATISTICS

* * *

2011

Acknowledgments

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State Transportation Statistics 2011

The Bureau of Transportation Statistics (BTS), a part of DOT's Research and Innovative Technology Administration (RITA), presents *State Transportation Statistics 2011*, a statistical profile of transportation in the 50 states and the District of Columbia. This is the ninth annual edition of the *State Transportation Statistics*, and a companion document to the *National Transportation Statistics (NTS)*, which is updated quarterly on the BTS website.

Like the previous editions, this document presents transportation information from RITA/BTS, other federal government agencies, and other national sources. A picture of the states' transportation infrastructure, freight movement and passenger travel, system safety, vehicles, transportation related economy and finance, energy usage and the environment is presented in tables covering the 50 states and the District of Columbia. Tables have been updated with the most recently available data.

Included in this *State Transportation Statistics 2011* report is a brief description of the data sources used and a glossary of terms. Also contained in this publication is a summary table that displays the approximate timing of future data releases and contact information for each state's department of transportation.

United States Fast Facts

Data are for 2010 unless otherwise noted.

Transportation System Extent

All public roads: 4.07 million miles
Interstate: 46,900 miles
Road bridges: 604,493
Class I railroad trackage: 161,926 miles
Inland waterways: 29,620 miles
Public use airports: 5,175

Vehicles and Conveyances

Automobiles registered: 130.9 million
Trucks registered: 110.3 million
Buses registered: 0.8 million
Motorcycles registered: 8.2 million
Rail transit systems: 25 commuter rail, 15 heavy rail (subway), 28 light rail
Recreational boats registered: 12.4 million

Geographic

Land area: 3.5 million square miles
Percent of land area owned by federal government: 28.8¹
Persons per square mile: 87.4
Highest point: Mount McKinley, AK (20,320 ft.)
Lowest point: Death Valley, CA (-282 ft.)

Government Subdivisions

County governments: 3,033¹
Municipal governments: 19,492¹
Town governments: 16,519¹
Congressional districts: 435

Demographic

Population: 308.7 million
Percent urban population: 82.0

Socioeconomic

Gross domestic product: \$13.1 trillion in chained (2005) dollars (\$14.5 trillion in current dollars)
Civilian labor force: 153.9 million
Median household income: \$50,046

Table of Contents

| TABLE | PAGE |
|---|-------------|
| A Infrastructure | |
| 1-1 Public Road Length, Miles by Functional System: 2010 | A-1 |
| 1-2 Public Road Length, Miles by Ownership: 2009..... | A-2 |
| 1-3 Toll Roads, Toll Bridges and Tunnels, and Toll Ferries: 2010 | A-3 |
| 1-4 Road Condition: 2009..... | A-4 |
| 1-5 Number of Road Bridges by Functional System: 2011 | A-5 |
| 1-6 Number of Road Bridges by Owner: 2011 | A-6 |
| 1-7 Road Bridge Condition: 2011 | A-7 |
| 1-8 Motor Bus Transit Route Mileage: 2010 | A-8 |
| 1-9 Characteristics of Rail Transit by Transit Authority: 2010 | A-9 |
| 1-10 Civil and Joint-Use Airports, Heliports, and Seaplane Bases: 2010 | A-10 |
| 1-11 Top 50 Commercial Service Airport Enplanements by Air Carrier Category: 2010..... | A-11 |
| 1-12 Airport Enplanements by State and Air Carrier Category: 2010..... | A-12 |
| 1-13 Number of Freight Railroads by Class: 2010 | A-13 |
| 1-14 Miles of Freight Railroad Operated by Class of Railroad: 2010 | A-14 |
| 1-15 Top 50 Water Ports by Tonnage: 2009 and 2010 | A-15 |
| 1-16 Inland Waterway Mileage: 2010 | A-16 |
| B Safety | |
| 2-1 Highway Traffic Fatalities and Fatality Rates: 2010..... | B-1 |
| 2-2 Passenger Car and Light Truck Occupants Killed and Restraint Use: 2010 | B-2 |
| 2-3 Large Truck Involvement in Fatal Crashes: 2010 | B-3 |
| 2-4 Key Provisions of Safety Belt Use Laws: 2009..... | B-4 |
| 2-5 Helmet Use Laws: 2012 | B-8 |
| 2-6 Safety Belt Use: 2000, 2005, 2008-2010..... | B-9 |
| 2-7 Pedestrian Fatalities Involving Motor Vehicles: 2010 | B-10 |
| 2-8 Fatalities in Motor Vehicle Crashes Involving High Blood Alcohol Concentration: 2009 and 2010..... | B-11 |
| 2-9 Maximum Posted Speed Limits by Type of Road: 2012..... | B-12 |
| 2-10 Rail Accidents/Incidents: 2010..... | B-13 |
| 2-11 Highway-Rail Grade Crossing Incidents: 2010 | B-14 |
| 2-12 Highway-Rail Grade Crossings by Type: 2010..... | B-15 |
| 2-13 Warning Devices at Public Highway-Rail Grade Crossings: 2010 | B-16 |
| 2-14 Train Accident/Incident Fatalities by Category of Person Killed: 2010..... | B-17 |
| 2-15 Train Accident/Incident Injuries by Category of Person Injured: 2010 | B-18 |

TABLE**PAGE**

| | |
|--|------|
| 2-16 Transit Incidents, Fatalities, Injuries, and Property Damage: 2010..... | B-19 |
| 2-17 Recreational Boating Accidents: 2010 | B-20 |
| 2-18 Alcohol Involvement in Recreational Boating Accidents: 2010 | B-21 |
| 2-19 Hazardous Materials Incidents: 2010 and 2011..... | B-22 |
| 2-20 Hazardous Materials Incidents by Mode: 2010 and 2011 | B-23 |
| 2-21 Natural Gas Distribution Pipeline Incidents: 2010 and 2011 | B-24 |
| 2-22 Natural Gas Transmission Pipeline Incidents: 2010 and 2011 | B-25 |
| 2-23 Hazardous Liquid Pipeline Incidents: 2010 and 2011 | B-26 |
| 2-24 State Laws on Distracted Driving: 2012..... | B-27 |
| 2-25 Crashes Involving Buses: 2010 | B-28 |
| 2-26 Bicyclist Fatalities Involving Motor Vehicles: 2010..... | B-29 |

C Freight Transportation

| | |
|---|------|
| 3-1 Freight Shipments by State of Origin: 2007 | C-1 |
| 3-2 Hazardous Material Shipments by Selected State of Origin: 2007 | C-2 |
| 3-3 Hazardous Material Shipments by Selected State of Destination: 2007..... | C-3 |
| 3-4 Rail Shipments: 2010..... | C-4 |
| 3-5 Waterborne Shipments: 2009 and 2010..... | C-5 |
| 3-6 Top 50 U.S. Ports by Port Calls and Vessel Type: 2010 | C-6 |
| 3-7 Top 30 U.S. Containership Ports: 2010 | C-7 |
| 3-8 Scheduled and Nonscheduled Air Freight and Mail Enplaned: 2010..... | C-8 |
| 3-9 Top 50 All-Cargo Airports by Landed Weight: 2005-2010 | C-9 |
| 3-10 U.S. Surface Merchandise Trade with Canada and Mexico: 2011 | C-10 |
| 3-11 U.S. Surface Merchandise Imports from Canada and Mexico: 2011 | C-11 |
| 3-12 Incoming Truck Crossings, U.S.-Canadian Border: 2004-2011..... | C-12 |
| 3-13 Incoming Truck Container (Loaded) Crossings, U.S.-Canadian Border: 2004-2011..... | C-12 |
| 3-14 Incoming Truck Container (Unloaded) Crossings, U.S.-Canadian Border: 2004-2011..... | C-12 |
| 3-15 Incoming Train Crossings, U.S.-Canadian Border: 2004-2011..... | C-13 |
| 3-16 Incoming Rail Container (Full) Crossings, U.S.-Canadian Border: 2004-2011 | C-13 |
| 3-17 Incoming Rail Container (Empty) Crossings, U.S.-Canadian Border: 2004-2011... | C-13 |
| 3-18 Incoming Truck Crossings, U.S.-Mexican Border: 2004-2011..... | C-14 |
| 3-19 Incoming Truck Container (Loaded) Crossings, U.S.-Mexican Border: 2004-2011 | C-14 |
| 3-20 Incoming Truck Container (Unloaded) Crossings, U.S.-Mexican Border: 2004-2011..... | C-14 |
| 3-21 Incoming Train Crossings, U.S.-Mexican Border: 2004-2011 | C-15 |
| 3-22 Incoming Rail Container (Full) Crossings, U.S.-Mexican Border: 2004-2011 | C-15 |
| 3-23 Incoming Rail Container (Empty) Crossings, U.S.-Mexican Border: 2004-2011.... | C-15 |
| 3-24 Top 50 U.S. Foreign Trade Freight Gateways: 2010..... | C-16 |

D Passenger Travel

| | |
|--|------|
| 4-1 Commuting to Work: 2010..... | D-1 |
| 4-2 Licensed Drivers: 2009..... | D-2 |
| 4-3 Transit Ridership in the 50 Largest Urbanized Areas: 2009 and 2010..... | D-3 |
| 4-4 Urban Transit Ridership by State and Transit Mode: 2010..... | D-4 |
| 4-5 Top 50 Amtrak Stations by Number of Boardings: Fiscal Years 2010 and 2011..... | D-5 |
| 4-6 Top 50 Airports by Passengers Enplaned on Large U.S. Carriers: 2000, 2009, and 2010..... | D-6 |
| 4-7 Major Airports by On-Time Departure Performance: 2010 and 2011..... | D-7 |
| 4-8 Top 15 Cruise Ship Ports by Port of Departure: 2010 and 2011..... | D-8 |
| 4-9 Incoming Personal Vehicle Crossings, U.S.-Canadian Border: 2004-2011..... | D-9 |
| 4-10 Incoming Passengers in Personal Vehicles, U.S.-Canadian Border: 2004-2011..... | D-9 |
| 4-11 Incoming Train Passengers, U.S.-Canadian Border: 2004-2011..... | D-9 |
| 4-12 Incoming Bus Crossings, U.S.-Canadian Border: 2004-2011..... | D-10 |
| 4-13 Incoming Passengers on Buses, U.S.-Canadian Border: 2004-2011..... | D-10 |
| 4-14 Incoming Pedestrians, U.S.-Canadian Border: 2004-2011..... | D-10 |
| 4-15 Incoming Personal Vehicle Crossings, U.S.-Mexican Border: 2004-2011..... | D-11 |
| 4-16 Incoming Passengers in Personal Vehicles, U.S.-Mexican Border: 2004-2011..... | D-11 |
| 4-17 Incoming Train Passengers, U.S.-Mexican Border: 2004-2011..... | D-11 |
| 4-18 Incoming Bus Crossings, U.S.-Mexican Border: 2004-2011..... | D-12 |
| 4-19 Incoming Passengers on Buses, U.S.-Mexican Border: 2004-2011..... | D-12 |
| 4-20 Incoming Pedestrians, U.S.-Mexican Border: 2004-2011..... | D-12 |
| 4-21 Overseas Visitors to the United States by Destination State and Territory: 2001, 2006, 2010, and 2011..... | D-13 |
| 4-22 Overseas Visitors to the United States by Destination City: 2001, 2006, 2010, and 2011..... | D-14 |

E Registered Vehicles and Vehicle-Miles Traveled

| | |
|--|-----|
| 5-1 Motor Vehicle Registrations: 2010..... | E-1 |
| 5-2 Trailer and Semi-Trailer Registrations: 2010..... | E-2 |
| 5-3 Highway Vehicle-Miles Traveled (VMT): 2005 and 2010..... | E-3 |
| 5-4 Highway, Demographic, and Geographic Characteristics of the 30 Largest Urbanized Areas: 2008..... | E-4 |
| 5-5 Highway Congestion in the 50 Largest Urban Areas: 2010..... | E-5 |
| 5-6 Recreational Boat Registrations by Propulsion Type: 2010..... | E-6 |
| 5-7 General Aviation and Air Taxi Aircraft and Hours Flown: 2010..... | E-7 |
| 5-8 Active Aviation Pilots and Flight Instructors: 2010..... | E-8 |

F Economy and Finance

| | |
|--|------|
| 6-1 Transportation and Warehousing Establishments and Employment: 2009 | F-1 |
| 6-2 Air Transportation Establishments and Employment: 2009 | F-2 |
| 6-3 Water Transportation Establishments and Employment: 2009 | F-3 |
| 6-4 Truck Transportation Establishments and Employment: 2009..... | F-4 |
| 6-5 Transit and Ground Passenger Transportation Establishments and Employment: 2009 | F-5 |
| 6-6 Pipeline Transportation Establishments and Employment: 2009 | F-6 |
| 6-7 Freight Railroad Employment and Wages: 2010..... | F-7 |
| 6-8 Transportation Expenditures by State Governments: 2009 | F-8 |
| 6-9 Transportation Revenues Collected by State Governments: 2009 | F-9 |
| 6-10 Federal and State Funding of Public Transit: 2000, 2005, and 2009..... | F-10 |
| 6-11 Average Motor Gasoline Prices, All Grades: 2008-2010 | F-11 |
| 6-12 State Motor-Fuel Tax Rates: 2010..... | F-12 |

G Energy and Environment

| | |
|--|-----|
| 7-1 Transportation Energy Consumption by Energy Source: 2009 | G-1 |
| 7-2 Energy Consumption by End-Use Sector: 2009 | G-2 |
| 7-3 Transportation Energy Consumption per Capita: 2009 | G-3 |
| 7-4 Motor-Fuel Use: 2010 | G-4 |
| 7-5 Alternative-Fueled Vehicles in Use by Fuel Type: 2009 | G-5 |
| 7-6 Alternative Fuel Stations by Fuel Type: 2010..... | G-6 |
| 7-7 Air Pollution in the 50 Largest Metropolitan Areas: 2003-2010..... | G-7 |

H Information on Data Sources

| | |
|-------------------|-----|
| Data Sources..... | H-1 |
|-------------------|-----|

I Appendices and Glossary

| | |
|------------------|-----|
| Appendix 1 | I-1 |
| Appendix 2 | I-3 |
| Glossary..... | I-4 |

Section A

* * *

Infrastructure

Table 1-1: Public Road Length, Miles by Functional System: 2010

| State | Interstate | Other principal and minor arterials¹ | Major and minor collectors | Local | Total |
|--------------------------------|-------------------|--|-----------------------------------|--------------|--------------|
| Alabama | 906 | 9,458 | 22,065 | 69,145 | 101,575 |
| Alaska | 1,084 | 1,559 | 2,763 | 10,896 | 16,303 |
| Arizona | 1,168 | 6,001 | 8,113 | 49,027 | 64,308 |
| Arkansas | 655 | 7,270 | 20,947 | 71,196 | 100,068 |
| California | 2,453 | 28,982 | 32,416 | 108,288 | 172,139 |
| Colorado | 953 | 9,239 | 16,270 | 61,891 | 88,353 |
| Connecticut | 346 | 3,003 | 3,202 | 14,840 | 21,391 |
| Delaware | 41 | 675 | 1,044 | 4,577 | 6,337 |
| District of Columbia | 14 | 285 | 157 | 1,047 | 1,503 |
| Florida | 1,496 | 13,543 | 14,496 | 92,167 | 121,702 |
| Georgia | 1,248 | 14,268 | 23,028 | 84,373 | 122,917 |
| Hawaii | 55 | 789 | 829 | 2,722 | 4,395 |
| Idaho | 612 | 4,252 | 10,490 | 33,418 | 48,771 |
| Illinois | 2,182 | 14,766 | 21,816 | 100,755 | 139,519 |
| Indiana | 1,171 | 8,657 | 22,299 | 64,861 | 96,988 |
| Iowa | 782 | 9,736 | 31,614 | 72,251 | 114,383 |
| Kansas | 874 | 9,707 | 33,587 | 96,485 | 140,653 |
| Kentucky | 762 | 6,182 | 16,537 | 55,702 | 79,184 |
| Louisiana | 905 | 5,573 | 10,035 | 44,815 | 61,327 |
| Maine | 369 | 2,199 | 5,930 | 14,365 | 22,864 |
| Maryland | 481 | 4,098 | 5,052 | 21,895 | 31,526 |
| Massachusetts | 573 | 6,476 | 4,829 | 24,370 | 36,248 |
| Michigan | 1,244 | 15,007 | 24,473 | 81,244 | 121,969 |
| Minnesota | 914 | 13,598 | 30,440 | 93,212 | 138,164 |
| Mississippi | 699 | 7,628 | 15,543 | 51,211 | 75,080 |
| Missouri ² | 1,181 | 10,684 | 24,895 | 93,599 | 130,360 |
| Montana | 1,192 | 6,037 | 16,192 | 51,372 | 74,793 |
| Nebraska | 482 | 8,133 | 20,774 | 64,264 | 93,653 |
| Nevada | 571 | 3,517 | 5,428 | 25,546 | 35,061 |
| New Hampshire | 225 | 1,596 | 2,743 | 11,520 | 16,085 |
| New Jersey | 431 | 6,170 | 4,145 | 28,496 | 39,242 |
| New Mexico | 1,000 | 5,143 | 8,471 | 53,763 | 68,378 |
| New York | 1,704 | 14,604 | 20,772 | 77,493 | 114,574 |
| North Carolina | 1,172 | 10,013 | 17,327 | 77,141 | 105,653 |
| North Dakota | 571 | 5,932 | 11,898 | 68,442 | 86,842 |
| Ohio | 1,574 | 11,449 | 22,643 | 87,526 | 123,192 |
| Oklahoma | 933 | 8,418 | 25,305 | 78,217 | 112,873 |
| Oregon | 730 | 7,142 | 17,691 | 33,588 | 59,151 |
| Pennsylvania | 1,856 | 13,769 | 19,837 | 84,224 | 119,685 |
| Rhode Island | 71 | 930 | 881 | 4,608 | 6,490 |
| South Carolina | 851 | 7,233 | 15,088 | 42,852 | 66,024 |
| South Dakota | 679 | 6,412 | 19,013 | 56,343 | 82,447 |
| Tennessee | 1,104 | 9,278 | 17,951 | 65,874 | 94,207 |
| Texas | 3,231 | 33,241 | 64,901 | 209,876 | 311,249 |
| Utah | 937 | 3,748 | 8,193 | 32,246 | 45,124 |
| Vermont | 320 | 1,321 | 3,108 | 9,687 | 14,437 |
| Virginia | 1,124 | 8,769 | 14,342 | 50,143 | 74,378 |
| Washington | 764 | 8,290 | 17,322 | 57,446 | 83,822 |
| West Virginia | 555 | 3,497 | 8,604 | 25,970 | 38,625 |
| Wisconsin | 743 | 12,739 | 22,553 | 78,928 | 114,963 |
| Wyoming ² | 913 | 3,613 | 11,173 | 12,406 | 28,105 |
| United States, total | 46,900 | 414,628 | 799,226 | 2,806,322 | 4,067,077 |
| U.S. total (incl. Puerto Rico) | 47,182 | 416,362 | 800,960 | 2,819,263 | 4,083,768 |

¹Includes other freeways and expressways.²Data are for 2009.

NOTE: The difference in total miles between tables 1-1 and 1-2 results from the Federal Highway Administration's expansion of sample data to derive estimates of road length by different variables. FHWA considers the length totals in this table to be the control totals should a single value be required.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2010, HM-20, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of May 4, 2012.

Table 1-2: Public Road Length, Miles by Ownership: 2009

| State | State highway agency | County | Town, township, municipal | Other jurisdiction ¹ | Federal agency ² | Total |
|--------------------------------|----------------------|-----------|---------------------------|---------------------------------|-----------------------------|-----------|
| Alabama ³ | 10,938 | 60,734 | 24,051 | 169 | 1,433 | 97,325 |
| Alaska | 5,634 | 3,565 | 1,786 | 1,767 | 2,967 | 15,718 |
| Arizona ³ | 6,755 | 18,163 | 21,889 | 387 | 13,245 | 60,439 |
| Arkansas ³ | 16,430 | 66,140 | 14,575 | 1 | 2,666 | 99,812 |
| California | 15,192 | 65,174 | 75,136 | 3,068 | 13,303 | 171,874 |
| Colorado ³ | 9,101 | 56,182 | 15,640 | 663 | 6,680 | 88,266 |
| Connecticut | 3,719 | 0 | 17,265 | 345 | 78 | 21,407 |
| Delaware | 5,338 | 0 | 786 | 48 | 135 | 6,307 |
| District of Columbia | 1,391 | 0 | 0 | 23 | 91 | 1,505 |
| Florida ³ | 12,084 | 69,804 | 37,443 | 0 | 2,055 | 121,386 |
| Georgia | 17,984 | 84,954 | 14,670 | 299 | 3,725 | 121,632 |
| Hawaii | 946 | 3,242 | 0 | 64 | 118 | 4,370 |
| Idaho | 4,944 | 15,620 | 2,863 | 16,844 | 7,909 | 48,180 |
| Illinois | 16,024 | 16,345 | 106,249 | 711 | 248 | 139,577 |
| Indiana | 11,175 | 66,099 | 18,406 | 0 | 0 | 95,680 |
| Iowa | 8,892 | 89,521 | 15,193 | 623 | 119 | 114,348 |
| Kansas ³ | 10,369 | 113,338 | 15,725 | 238 | 939 | 140,609 |
| Kentucky | 27,577 | 39,612 | 10,529 | 314 | 931 | 78,963 |
| Louisiana | 16,677 | 32,726 | 11,289 | 17 | 627 | 61,335 |
| Maine | 8,501 | 0 | 14,015 | 151 | 171 | 22,838 |
| Maryland | 5,153 | 21,210 | 4,696 | 260 | 140 | 31,459 |
| Massachusetts | 2,995 | 3 | 32,423 | 644 | 112 | 36,177 |
| Michigan | 9,658 | 89,256 | 21,132 | 43 | 1,562 | 121,650 |
| Minnesota ³ | 11,893 | 44,876 | 77,397 | 4,073 | 0 | 138,239 |
| Mississippi | 10,900 | 53,198 | 9,997 | 98 | 791 | 74,983 |
| Missouri | 33,638 | 73,114 | 22,095 | 0 | 1,512 | 130,360 |
| Montana | 10,796 | 44,921 | 4,123 | 338 | 13,448 | 73,626 |
| Nebraska | 9,953 | 60,947 | 22,285 | 217 | 231 | 93,633 |
| Nevada | 5,386 | 22,097 | 4,685 | 699 | 1,978 | 34,844 |
| New Hampshire ³ | 3,972 | 0 | 11,835 | 53 | 146 | 16,006 |
| New Jersey | 2,324 | 6,439 | 28,543 | 1,008 | 522 | 38,837 |
| New Mexico | 11,950 | 39,534 | 4,887 | 215 | 11,797 | 68,384 |
| New York | 14,968 | 20,347 | 77,114 | 1,333 | 785 | 114,546 |
| North Carolina ³ | 79,466 | 0 | 21,422 | 748 | 3,467 | 105,103 |
| North Dakota | 7,384 | 10,072 | 67,822 | 23 | 1,543 | 86,844 |
| Ohio ³ | 19,258 | 28,987 | 73,043 | 1,136 | 549 | 122,973 |
| Oklahoma ³ | 12,280 | 80,079 | 19,708 | 1,210 | 48 | 113,325 |
| Oregon | 7,546 | 33,157 | 10,790 | 629 | 7,006 | 59,127 |
| Pennsylvania ³ | 39,862 | 290 | 77,015 | 3,750 | 855 | 121,772 |
| Rhode Island | 1,109 | 0 | 5,233 | 3 | 55 | 6,401 |
| South Carolina | 41,422 | 20,268 | 2,211 | 191 | 2,171 | 66,262 |
| South Dakota ³ | 7,836 | 35,308 | 35,774 | 1,059 | 2,172 | 82,149 |
| Tennessee | 13,871 | 57,795 | 19,996 | 333 | 1,256 | 93,251 |
| Texas ³ | 80,067 | 145,632 | 79,729 | 145 | 831 | 306,404 |
| Utah | 5,840 | 23,883 | 10,737 | 0 | 4,419 | 44,878 |
| Vermont | 2,630 | 0 | 11,430 | 210 | 166 | 14,436 |
| Virginia | 58,103 | 1,691 | 11,545 | 39 | 2,802 | 74,181 |
| Washington | 7,062 | 39,869 | 17,697 | 10,219 | 8,659 | 83,505 |
| West Virginia | 34,509 | 0 | 3,167 | 87 | 834 | 38,598 |
| Wisconsin ³ | 11,770 | 20,716 | 81,449 | 69 | 839 | 114,843 |
| Wyoming | 6,734 | 14,609 | 2,289 | 1,021 | 3,452 | 28,105 |
| United States, total | 780,006 | 1,789,517 | 1,289,778 | 55,585 | 131,588 | 4,046,475 |
| U.S. total (incl. Puerto Rico) | 784,588 | 1,789,517 | 1,301,844 | 55,585 | 131,618 | 4,063,153 |

¹Includes State park, State toll, other State agency, other local agency and other roadways not identified by ownership.

²Roadways in Federal parks, forests, and reservations that are not part of the State and local highway systems.

³2008 data used due to FHWA process status.

NOTE: The difference in total miles between tables 1-1 and 1-2 results from the Federal Highway Administration's (FHWA) expansion of sample data to derive estimates of road length by different variables. FHWA considers the length totals in table 1-1 to be the control totals should a single value be required.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2009, HM-10, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of May 4, 2012.

Table 1-3: Toll Roads, Toll Bridges and Tunnels, and Toll Ferry Routes: 2010

| State | Toll road mileage ¹ | Number of toll bridges ² | Number of toll tunnels ² | Number of toll ferry routes ² |
|--------------------------------|--------------------------------|-------------------------------------|-------------------------------------|--|
| Alabama | 0.7 | 3 | 0 | 2 |
| Alaska | 0.0 | 0 | 1 | 17 |
| Arizona | 0.0 | 0 | 0 | 0 |
| Arkansas | 0.0 | 0 | 0 | 0 |
| California | 119.8 | 8 | 0 | 1 |
| Colorado | 84.0 | 0 | 0 | 0 |
| Connecticut | 0.0 | 0 | 0 | 6 |
| Delaware | 56.7 | 1 | 0 | 1 |
| District of Columbia | 0.0 | 0 | 0 | 0 |
| Florida | 703.1 | 11 | 0 | 0 |
| Georgia | 6.2 | 0 | 0 | 0 |
| Hawaii | 0.0 | 0 | 0 | 0 |
| Idaho | 0.0 | 0 | 0 | 0 |
| Illinois | 286.6 | 5 | 0 | 5 |
| Indiana | 156.8 | 3 | 0 | 0 |
| Iowa | 0.0 | 5 | 0 | 1 |
| Kansas | 236.0 | 0 | 0 | 0 |
| Kentucky | 0.0 | 0 | 0 | 3 |
| Louisiana | 1.5 | 3 | 0 | 0 |
| Maine | 106.2 | 0 | 0 | 15 |
| Maryland | 27.6 | 5 | 2 | 2 |
| Massachusetts | 138.2 | 1 | 2 | 2 |
| Michigan | 0.0 | 6 | 1 | 12 |
| Minnesota | 27.0 | 2 | 0 | 0 |
| Mississippi | 0.0 | 0 | 0 | 0 |
| Missouri | 0.0 | 1 | 0 | 7 |
| Montana | 0.0 | 0 | 0 | 0 |
| Nebraska | 0.0 | 4 | 0 | 0 |
| Nevada | 6.4 | 0 | 0 | 0 |
| New Hampshire | 155.4 | 1 | 0 | 0 |
| New Jersey | 359.9 | 26 | 2 | 1 |
| New Mexico | 0.0 | 0 | 0 | 0 |
| New York | 567.6 | 28 | 4 | 10 |
| North Carolina | 12.6 | 0 | 0 | 4 |
| North Dakota | 0.0 | 1 | 0 | 0 |
| Ohio | 241.2 | 2 | 0 | 6 |
| Oklahoma | 595.5 | 0 | 0 | 0 |
| Oregon | 0.0 | 2 | 0 | 5 |
| Pennsylvania | 573.7 | 15 | 0 | 2 |
| Rhode Island | 0.0 | 1 | 0 | 3 |
| South Carolina | 23.5 | 0 | 0 | 0 |
| South Dakota | 0.0 | 0 | 0 | 0 |
| Tennessee | 0.0 | 0 | 0 | 3 |
| Texas | 347.2 | 26 | 1 | 1 |
| Utah | 1.0 | 0 | 0 | 1 |
| Vermont | 11.9 | 1 | 0 | 4 |
| Virginia | 58.6 | 5 | 2 | 1 |
| Washington | 14.5 | 3 | 0 | 19 |
| West Virginia | 86.8 | 2 | 0 | 1 |
| Wisconsin | 0.0 | 0 | 0 | 5 |
| Wyoming | 0.0 | 0 | 0 | 0 |
| United States, total | 5,006.2 | 136 | 13 | 115 |
| U.S. total (incl. Puerto Rico) | 5,222.5 | 137 | 13 | 120 |

¹Length includes approaches and connecting links which were financed as an integral part of the toll project. The length of toll

²Multiple structures at a single facility are counted as one bridge or tunnel. Does not include bridges or tunnels that are part of

NOTE: Totals reflect crossings between states as one facility or ferry route, including 35 bridges, 2 tunnels, and 25 ferry routes.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, Toll Facilities in the United States July 2011, Washington, DC: 2011, T-1, available at <http://www.fhwa.dot.gov/policyinformation/tollpage/> as of March 8, 2012

Table 1-4: Road Condition: 2009

(Miles)

| State | International Roughness Index (IRI) | | | | | | Present Serviceability Rating (PSR) | | | | |
|--------------------------------|-------------------------------------|--------|---------|---------|---------|--------|-------------------------------------|---------|---------|---------|-------|
| | Not Reported | <60 | 60-94 | 95-170 | 171-220 | >220 | >3.9 | 3.5-3.9 | 2.6-3.4 | 2.1-2.5 | <=2.0 |
| Alabama | 400 | 2,025 | 7,779 | 11,039 | 1,902 | 824 | 0 | 67 | 258 | 2 | 0 |
| Alaska | 380 | 84 | 925 | 1,703 | 500 | 268 | 8 | 0 | 0 | 0 | 0 |
| Arizona | 414 | 2,320 | 2,278 | 2,980 | 667 | 181 | 2,060 | 678 | 749 | 214 | 189 |
| Arkansas | 131 | 624 | 3,607 | 9,569 | 2,933 | 118 | 95 | 936 | 1,370 | 1,277 | 881 |
| California | 32 | 775 | 7,164 | 20,343 | 9,413 | 7,782 | 1,337 | 748 | 4,510 | 2,437 | 144 |
| Colorado | 230 | 484 | 3,704 | 5,907 | 866 | 245 | 1,392 | 1,142 | 1,845 | 682 | 238 |
| Connecticut | 0 | 63 | 540 | 2,281 | 693 | 243 | 1,881 | 245 | 198 | 3 | 1 |
| Delaware | 2 | 109 | 653 | 544 | 127 | 96 | 1 | 0 | 0 | 0 | 0 |
| District of Columbia | 0 | 0 | 0 | 17 | 34 | 404 | 0 | 0 | 0 | 0 | 0 |
| Florida | 1,007 | 3,688 | 6,141 | 2,359 | 211 | 190 | 2,747 | 3,047 | 5,606 | 618 | 284 |
| Georgia | 52 | 11,430 | 5,516 | 741 | 66 | 7 | 1,965 | 2,434 | 5,714 | 1,254 | 0 |
| Hawaii | 0 | 38 | 120 | 798 | 331 | 263 | 0 | 0 | 2 | 0 | 0 |
| Idaho | 223 | 676 | 3,262 | 1,476 | 96 | 43 | 451 | 1,109 | 3,191 | 344 | 5 |
| Illinois | 0 | 2,082 | 5,030 | 5,025 | 541 | 711 | 3,780 | 4,910 | 7,551 | 4,094 | 0 |
| Indiana | 1 | 2,439 | 5,798 | 7,510 | 1,331 | 792 | 997 | 1,651 | 1,297 | 763 | 42 |
| Iowa | 74 | 2,211 | 4,410 | 8,285 | 2,076 | 1,610 | 290 | 2,804 | 2,575 | 182 | 0 |
| Kansas | 41 | 2,255 | 7,190 | 4,515 | 689 | 434 | 159 | 2,435 | 49 | 5,739 | 1,066 |
| Kentucky | 0 | 1,262 | 3,751 | 8,550 | 250 | 76 | 0 | 0 | 0 | 0 | 0 |
| Louisiana | 160 | 415 | 4,039 | 5,360 | 1,854 | 1,490 | 0 | 1 | 10 | 16 | 0 |
| Maine | 0 | 320 | 1,655 | 2,736 | 964 | 637 | 0 | 0 | 0 | 0 | 0 |
| Maryland | 33 | 612 | 1,841 | 2,811 | 1,144 | 1,230 | 0 | 0 | 0 | 0 | 0 |
| Massachusetts | 6 | 6,087 | 842 | 2,647 | 1,164 | 356 | 0 | 0 | 0 | 0 | 0 |
| Michigan | 1 | 2,976 | 3,945 | 3,198 | 1,192 | 707 | 5,669 | 2,180 | 9,106 | 1,211 | 1,608 |
| Minnesota | 140 | 8,377 | 10,960 | 10,474 | 2,044 | 444 | 0 | 0 | 0 | 0 | 0 |
| Mississippi | 0 | 653 | 4,001 | 12,982 | 2,763 | 981 | 0 | 0 | 0 | 0 | 0 |
| Missouri | 195 | 1,286 | 4,311 | 16,942 | 4,820 | 592 | 0 | 9 | 0 | 0 | 2,393 |
| Montana | 3 | 1,348 | 6,550 | 3,648 | 243 | 165 | 5 | 7 | 285 | 249 | 34 |
| Nebraska | 13 | 2,458 | 4,296 | 3,549 | 571 | 131 | 1,477 | 989 | 1,339 | 330 | 182 |
| Nevada | 12 | 2,226 | 1,691 | 1,928 | 252 | 214 | 0 | 0 | 0 | 0 | 0 |
| New Hampshire | 0 | 370 | 836 | 1,204 | 353 | 317 | 1 | 0 | 303 | 25 | 0 |
| New Jersey | 97 | 136 | 531 | 3,167 | 1,949 | 2,616 | 253 | 219 | 1,199 | 78 | 72 |
| New Mexico | 169 | 2,141 | 2,173 | 3,225 | 1,603 | 693 | 0 | 0 | 0 | 896 | 0 |
| New York | 215 | 816 | 7,194 | 12,099 | 2,956 | 3,703 | 0 | 0 | 0 | 0 | 0 |
| North Carolina | 292 | 1,026 | 7,813 | 9,402 | 831 | 573 | 473 | 362 | 762 | 237 | 164 |
| North Dakota | 0 | 1,893 | 3,796 | 3,198 | 260 | 46 | 1,302 | 1,175 | 1,487 | 727 | 15 |
| Ohio | 462 | 1,548 | 8,055 | 6,935 | 1,069 | 407 | 5,763 | 2,436 | 2,124 | 177 | 5 |
| Oklahoma | 7 | 871 | 5,882 | 13,225 | 4,165 | 5,271 | 21 | 0 | 0 | 0 | 0 |
| Oregon | 2 | 788 | 3,372 | 4,303 | 921 | 206 | 2,189 | 2,360 | 2,533 | 364 | 49 |
| Pennsylvania | 520 | 1,126 | 5,765 | 13,663 | 4,032 | 3,080 | 0 | 0 | 0 | 0 | 0 |
| Rhode Island | 0 | 10 | 99 | 512 | 202 | 121 | 142 | 210 | 282 | 116 | 16 |
| South Carolina | 0 | 536 | 4,909 | 12,740 | 1,940 | 836 | 0 | 0 | 0 | 0 | 0 |
| South Dakota | 22 | 1,269 | 2,952 | 3,635 | 1,331 | 443 | 2,447 | 251 | 1,848 | 278 | 593 |
| Tennessee | 0 | 3,745 | 5,037 | 4,480 | 237 | 624 | 943 | 941 | 1,103 | 338 | 109 |
| Texas | 2,353 | 3,446 | 17,301 | 41,774 | 4,263 | 727 | 1,356 | 1,959 | 5,439 | 2,263 | 1,468 |
| Utah | 0 | 410 | 2,008 | 3,651 | 494 | 32 | 5 | 45 | 1,615 | 115 | 12 |
| Vermont | 0 | 138 | 706 | 1,472 | 737 | 555 | 17 | 63 | 78 | 29 | 19 |
| Virginia | 30 | 222 | 4,097 | 7,270 | 352 | 214 | 2,603 | 2,643 | 2,988 | 819 | 46 |
| Washington | 1 | 584 | 3,827 | 5,595 | 1,173 | 772 | 3,069 | 1,084 | 2,529 | 545 | 205 |
| West Virginia | 0 | 196 | 2,336 | 4,965 | 1,021 | 1,903 | 0 | 0 | 0 | 0 | 0 |
| Wisconsin | 1,148 | 2,669 | 6,748 | 12,931 | 2,177 | 2,565 | 0 | 0 | 0 | 0 | 0 |
| Wyoming | 18 | 461 | 3,088 | 2,945 | 430 | 111 | 79 | 219 | 385 | 89 | 19 |
| United States, total | 8,888 | 83,726 | 210,523 | 332,306 | 72,231 | 47,049 | 44,977 | 39,358 | 70,330 | 26,512 | 9,859 |
| U.S. total (incl. Puerto Rico) | 8,919 | 83,726 | 210,559 | 332,874 | 72,966 | 48,122 | 45,197 | 39,591 | 70,829 | 26,566 | 9,859 |

NOTES: Road condition ratings are reported using the International Roughness Index (IRI) and the Present Serviceability Rating (PSR). States are required to report to the Federal Highway Administration (FHWA) IRI data for the Interstates, other principal arterials, rural minor arterials, and the National Highway System regardless of functional system. The IRI is also recommended by FHWA for measuring all other functional classifications because the IRI uses a more standardized and objective measurement methodology. Some States elect to report PSR for some sections of rural major collectors, urban minor arterials, and urban collectors. Pavement rating data are not reported for local or rural minor collector functional systems.

According to the pavement condition criteria used in the Highway Performance Monitoring System, an IRI rating less than 95 or a PSR rating greater than or equal to 3.5 indicates "good" ride quality. An IRI rating of less than or equal to 170 or a PSR rating for greater than or equal to 2.5 indicates "acceptable" ride quality. For further information, refer to the U.S. Department of Transportation, Federal Highway Administration, 2008 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance Report, Exhibit 3-1, available at <http://www.fhwa.dot.gov/policy/2008cpr/> as of January 2012.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2009, HM-63 and HM-64, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of March 8, 2012.

Table 1-5: Number of Road Bridges by Functional System: 2011

| State | Urban | | | | | Rural | | | |
|------------------------|------------|--------------------------------------|-------------------|-----------|--------|------------|-------------------|-----------|---------|
| | Interstate | Other freeways and expressways | Other arterial | Collector | Local | Interstate | Other arterial | Collector | Local |
| Alabama | 558 | 103 | 889 | 276 | 989 | 609 | 2,748 | 5,506 | 4,383 |
| Alaska | 36 | 0 | 106 | 39 | 52 | 150 | 194 | 255 | 324 |
| Arizona | 281 | 321 | 890 | 426 | 678 | 1,264 | 1,665 | 1,306 | 908 |
| Arkansas | 351 | 159 | 735 | 149 | 444 | 458 | 2,347 | 5,001 | 2,997 |
| California | 2,522 | 2,993 | 4,651 | 1,186 | 1,643 | 1,244 | 3,034 | 3,299 | 4,031 |
| Colorado | 519 | 356 | 906 | 375 | 521 | 550 | 1,273 | 1,776 | 2,275 |
| Connecticut | 731 | 538 | 754 | 450 | 510 | 102 | 247 | 341 | 527 |
| Delaware | 88 | 28 | 189 | 81 | 65 | 0 | 102 | 112 | 192 |
| District of Columbia | 63 | 32 | 91 | 15 | 43 | 0 | 0 | 1 | 0 |
| Florida | 1,181 | 1,151 | 2,178 | 972 | 1,176 | 632 | 1,769 | 1,410 | 1,517 |
| Georgia | 593 | 179 | 1,984 | 576 | 1,277 | 422 | 2,333 | 3,821 | 3,509 |
| Hawaii | 193 | 78 | 141 | 71 | 105 | 23 | 254 | 155 | 112 |
| Idaho | 109 | 0 | 333 | 108 | 95 | 282 | 538 | 982 | 1,717 |
| Illinois | 1,347 | 153 | 2,644 | 878 | 1,169 | 938 | 2,395 | 4,566 | 12,346 |
| Indiana | 716 | 215 | 1,354 | 545 | 803 | 776 | 1,469 | 5,094 | 7,668 |
| Iowa | 317 | 0 | 1,065 | 236 | 402 | 398 | 2,343 | 7,454 | 12,322 |
| Kansas | 489 | 322 | 922 | 311 | 406 | 543 | 2,691 | 8,349 | 11,200 |
| Kentucky | 418 | 129 | 630 | 252 | 380 | 351 | 1,653 | 4,440 | 5,695 |
| Louisiana | 914 | 200 | 1,072 | 236 | 845 | 648 | 2,129 | 2,805 | 4,304 |
| Maine | 127 | 20 | 136 | 108 | 82 | 163 | 323 | 712 | 731 |
| Maryland | 709 | 369 | 701 | 293 | 731 | 185 | 367 | 824 | 1,035 |
| Massachusetts | 896 | 458 | 1,641 | 514 | 563 | 84 | 173 | 341 | 429 |
| Michigan | 812 | 315 | 1,481 | 471 | 570 | 388 | 1,223 | 2,597 | 3,100 |
| Minnesota | 418 | 216 | 933 | 282 | 361 | 292 | 1,697 | 3,251 | 5,667 |
| Mississippi | 299 | 108 | 578 | 289 | 380 | 475 | 2,755 | 4,721 | 7,427 |
| Missouri | 819 | 1,135 | 800 | 625 | 1,105 | 350 | 2,464 | 5,103 | 11,885 |
| Montana | 82 | 2 | 82 | 13 | 14 | 745 | 1,027 | 1,006 | 2,126 |
| Nebraska | 118 | 52 | 360 | 89 | 133 | 216 | 2,166 | 3,570 | 8,691 |
| Nevada | 212 | 88 | 275 | 198 | 240 | 308 | 147 | 166 | 149 |
| New Hampshire | 103 | 44 | 175 | 53 | 76 | 260 | 328 | 462 | 922 |
| New Jersey | 970 | 775 | 2,048 | 644 | 893 | 78 | 179 | 301 | 626 |
| New Mexico | 278 | 1 | 437 | 134 | 115 | 607 | 1,020 | 841 | 499 |
| New York | 1,527 | 1,006 | 2,679 | 1,089 | 1,369 | 651 | 1,489 | 3,263 | 4,305 |
| North Carolina | 632 | 466 | 1,374 | 373 | 1,316 | 485 | 1,845 | 3,788 | 7,935 |
| North Dakota | 59 | 0 | 141 | 21 | 30 | 147 | 601 | 883 | 2,528 |
| Ohio | 1,352 | 781 | 1,997 | 1,007 | 1,425 | 862 | 2,285 | 6,941 | 10,753 |
| Oklahoma | 470 | 526 | 935 | 498 | 605 | 627 | 2,572 | 7,327 | 10,170 |
| Oregon | 250 | 93 | 646 | 232 | 218 | 400 | 1,238 | 2,162 | 2,114 |
| Pennsylvania | 1,369 | 809 | 2,967 | 1,280 | 1,482 | 1,050 | 2,458 | 4,008 | 6,897 |
| Rhode Island | 117 | 106 | 246 | 63 | 61 | 23 | 41 | 54 | 40 |
| South Carolina | 349 | 70 | 800 | 521 | 538 | 373 | 1,254 | 2,680 | 2,685 |
| South Dakota | 116 | 6 | 151 | 44 | 58 | 341 | 981 | 1,322 | 2,858 |
| Tennessee | 718 | 301 | 1,861 | 431 | 961 | 703 | 2,720 | 5,339 | 6,903 |
| Texas | 3,187 | 3,837 | 6,138 | 2,385 | 4,618 | 2,267 | 8,010 | 11,165 | 10,267 |
| Utah | 396 | 42 | 316 | 78 | 298 | 443 | 349 | 453 | 571 |
| Vermont | 57 | 2 | 91 | 42 | 31 | 256 | 374 | 693 | 1,171 |
| Virginia | 1,012 | 419 | 1,527 | 510 | 829 | 660 | 1,538 | 2,649 | 4,380 |
| Washington | 629 | 454 | 885 | 212 | 268 | 308 | 937 | 2,001 | 2,049 |
| West Virginia | 249 | 61 | 316 | 115 | 258 | 400 | 748 | 2,030 | 2,922 |
| Wisconsin | 492 | 391 | 1,269 | 186 | 499 | 607 | 2,250 | 2,567 | 5,763 |
| Wyoming | 160 | 6 | 119 | 46 | 44 | 765 | 504 | 531 | 893 |
| United States, total | 30,410 | 19,916 | 55,639 | 20,028 | 31,774 | 24,909 | 75,247 | 140,424 | 204,518 |
| U.S. total (incl. Puer | 30,653 | 20,025 | 56,007 | 20,197 | 31,982 | 25,084 | 75,451 | 140,759 | 204,929 |

NOTE: Some discrepancies exist between the total number of bridges reported in tables 1-5, 1-6, and 1-7 because of bridges not identified in one or more of the categories and other anomalies.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Office of Bridge Technology, National Bridge Inventory 2011, Count Of Bridges by Functional Classification, available at <http://www.fhwa.dot.gov/bridge/nbi.htm> as of March 8, 2012.

Table 1-6: Number of Road Bridges by Owner: 2011

| State | State | | | Local | | | Private | Total | |
|-------------------------|---------|----------------|----------------------|--------------------|----------------|----------------------|--------------------|-------|----------------------|
| | Federal | highway agency | State toll authority | Other state agency | highway agency | Local toll authority | Other local agency | | (including railroad) |
| Alabama | 160 | 5,736 | 0 | 38 | 10,095 | 0 | 1 | 31 | 16,061 |
| Alaska | 184 | 800 | 0 | 21 | 148 | 0 | 2 | 1 | 1,156 |
| Arizona | 423 | 4,660 | 0 | 23 | 2,616 | 0 | 1 | 9 | 7,739 |
| Arkansas | 164 | 7,201 | 0 | 10 | 5,263 | 0 | 0 | 3 | 12,641 |
| California | 548 | 12,171 | 0 | 154 | 11,655 | 7 | 56 | 17 | 24,609 |
| Colorado | 247 | 3,447 | 0 | 2 | 4,720 | 42 | 1 | 92 | 8,551 |
| Connecticut | 7 | 2,801 | 0 | 13 | 1,241 | 0 | 0 | 4 | 4,200 |
| Delaware | 4 | 826 | 0 | 2 | 10 | 15 | 0 | 0 | 857 |
| District of Columbia | 35 | 206 | 0 | 1 | 2 | 0 | 1 | 0 | 245 |
| Florida | 135 | 5,441 | 1,157 | 154 | 4,985 | 6 | 94 | 14 | 11,986 |
| Georgia | 155 | 6,617 | 0 | 16 | 7,858 | 0 | 1 | 47 | 14,694 |
| Hawaii | 33 | 719 | 0 | 1 | 377 | 0 | 0 | 2 | 1,132 |
| Idaho | 487 | 1,307 | 0 | 16 | 1,699 | 0 | 654 | 1 | 4,164 |
| Illinois | 46 | 7,724 | 451 | 40 | 18,045 | 0 | 22 | 108 | 26,436 |
| Indiana | 58 | 5,267 | 327 | 60 | 12,900 | 1 | 11 | 16 | 18,640 |
| Iowa | 39 | 4,092 | 0 | 22 | 20,289 | 2 | 3 | 90 | 24,537 |
| Kansas | 115 | 4,952 | 366 | 37 | 19,755 | 0 | 0 | 8 | 25,233 |
| Kentucky | 99 | 8,961 | 0 | 10 | 4,846 | 0 | 2 | 30 | 13,948 |
| Louisiana | 261 | 7,854 | 0 | 33 | 4,960 | 5 | 34 | 6 | 13,153 |
| Maine | 17 | 1,965 | 170 | 10 | 214 | 0 | 1 | 25 | 2,402 |
| Maryland | 92 | 2,555 | 254 | 36 | 2,257 | 0 | 16 | 4 | 5,214 |
| Massachusetts | 20 | 3,441 | 0 | 87 | 1,549 | 1 | 1 | 0 | 5,099 |
| Michigan | 81 | 4,397 | 4 | 3 | 6,448 | 0 | 21 | 3 | 10,957 |
| Minnesota | 74 | 3,618 | 0 | 61 | 9,306 | 0 | 21 | 37 | 13,117 |
| Mississippi | 445 | 5,692 | 0 | 7 | 10,862 | 0 | 0 | 26 | 17,032 |
| Missouri | 60 | 10,371 | 0 | 16 | 13,801 | 1 | 19 | 18 | 24,286 |
| Montana | 694 | 2,487 | 0 | 0 | 1,916 | 0 | 0 | 0 | 5,097 |
| Nebraska | 61 | 3,502 | 0 | 34 | 11,653 | 0 | 100 | 45 | 15,395 |
| Nevada | 30 | 1,029 | 0 | 4 | 695 | 0 | 14 | 11 | 1,783 |
| New Hampshire | 54 | 1,294 | 160 | 5 | 905 | 1 | 0 | 4 | 2,423 |
| New Jersey | 25 | 2,374 | 1,133 | 214 | 2,592 | 33 | 3 | 19 | 6,514 |
| New Mexico | 216 | 2,977 | 0 | 2 | 733 | 0 | 1 | 3 | 3,932 |
| New York | 48 | 7,445 | 774 | 210 | 8,516 | 172 | 110 | 109 | 17,384 |
| North Carolina | 363 | 17,046 | 0 | 28 | 776 | 0 | 0 | 1 | 18,214 |
| North Dakota | 44 | 1,127 | 0 | 7 | 3,218 | 0 | 4 | 10 | 4,410 |
| Ohio | 11 | 10,372 | 461 | 44 | 16,449 | 0 | 2 | 64 | 27,403 |
| Oklahoma | 125 | 6,774 | 772 | 25 | 16,029 | 0 | 3 | 2 | 23,730 |
| Oregon | 522 | 2,700 | 0 | 56 | 4,023 | 2 | 43 | 7 | 7,353 |
| Pennsylvania | 63 | 14,923 | 741 | 252 | 6,052 | 23 | 6 | 253 | 22,320 |
| Rhode Island | 3 | 590 | 3 | 10 | 138 | 0 | 6 | 1 | 751 |
| South Carolina | 70 | 8,373 | 0 | 3 | 806 | 0 | 0 | 18 | 9,270 |
| South Dakota | 100 | 1,803 | 0 | 20 | 3,954 | 0 | 0 | 0 | 5,877 |
| Tennessee | 342 | 8,157 | 0 | 41 | 11,387 | 0 | 7 | 3 | 19,937 |
| Texas | 199 | 33,334 | 292 | 31 | 17,467 | 435 | 89 | 12 | 51,878 |
| Utah | 142 | 1,767 | 0 | 1 | 1,028 | 0 | 8 | 0 | 2,946 |
| Vermont | 18 | 1,081 | 0 | 0 | 1,612 | 0 | 0 | 6 | 2,717 |
| Virginia | 307 | 11,822 | 12 | 8 | 1,240 | 33 | 0 | 102 | 13,524 |
| Washington | 553 | 3,205 | 1 | 14 | 3,957 | 2 | 7 | 4 | 7,743 |
| West Virginia | 43 | 6,806 | 99 | 31 | 102 | 0 | 9 | 9 | 7,099 |
| Wisconsin | 115 | 5,134 | 0 | 0 | 8,755 | 0 | 0 | 18 | 14,024 |
| Wyoming | 261 | 1,948 | 0 | 6 | 852 | 0 | 0 | 1 | 3,068 |
| United States, total | 8,398 | 280,891 | 7,177 | 1,919 | 300,756 | 781 | 1,374 | 1,294 | 602,881 |
| U.S. total (incl. Puert | 8,405 | 282,452 | 7,490 | 1,919 | 301,095 | 781 | 1,375 | 1,295 | 605,103 |

NOTES: Some discrepancies exist between the total number of bridges reported in tables 1-5, 1-6, and 1-7 because of bridges not identified in one or more of the categories and other anomalies. Other state agency includes state parks, forests, reservations, and other state agencies. Local highway agency includes county, town or township, and city or municipal highway agencies. Other local agency includes local parks, forests, reservations, and other local agencies. Private includes highway bridges owned by railroads and other private entities. Details for each state may not add to totals because totals include bridges for which ownership is unknown.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Office of Bridge Technology, National Bridge Inventory 2011, Bridges By Owner, available at <http://www.fhwa.dot.gov/bridge/nbi.htm> as of March 8, 2012.

Table 1-7: Road Bridge Condition: 2011

| State | All bridges | Structurally deficient | Functionally obsolete | Percent of State Bridges | |
|-----------------------------|-------------|------------------------|-----------------------|--------------------------|-----------------------|
| | | | | Structurally deficient | Functionally obsolete |
| Alabama | 16,061 | 1,518 | 2,056 | 9.5 | 12.8 |
| Alaska | 1,156 | 131 | 119 | 11.3 | 10.3 |
| Arizona | 7,738 | 259 | 669 | 3.3 | 8.6 |
| Arkansas | 12,641 | 886 | 1,856 | 7.0 | 14.7 |
| California | 24,609 | 2,927 | 3,968 | 11.9 | 16.1 |
| Colorado | 8,551 | 582 | 798 | 6.8 | 9.3 |
| Connecticut | 4,200 | 390 | 1,023 | 9.3 | 24.4 |
| Delaware | 857 | 50 | 111 | 5.8 | 13.0 |
| District of Columbia | 245 | 32 | 127 | 13.1 | 51.8 |
| Florida | 11,986 | 273 | 1,557 | 2.3 | 13.0 |
| Georgia | 14,694 | 901 | 1,760 | 6.1 | 12.0 |
| Hawaii | 1,132 | 144 | 362 | 12.7 | 32.0 |
| Idaho | 4,164 | 371 | 411 | 8.9 | 9.9 |
| Illinois | 26,436 | 2,319 | 1,742 | 8.8 | 6.6 |
| Indiana | 18,640 | 2,043 | 1,896 | 11.0 | 10.2 |
| Iowa | 24,537 | 5,408 | 1,211 | 22.0 | 4.9 |
| Kansas | 25,233 | 2,742 | 1,852 | 10.9 | 7.3 |
| Kentucky | 13,948 | 1,282 | 2,975 | 9.2 | 21.3 |
| Louisiana | 13,153 | 1,637 | 1,998 | 12.4 | 15.2 |
| Maine | 2,402 | 342 | 379 | 14.2 | 15.8 |
| Maryland | 5,214 | 354 | 954 | 6.8 | 18.3 |
| Massachusetts | 5,099 | 517 | 1,970 | 10.1 | 38.6 |
| Michigan | 10,957 | 1,288 | 1,378 | 11.8 | 12.6 |
| Minnesota | 13,117 | 1,082 | 379 | 8.2 | 2.9 |
| Mississippi | 17,032 | 2,480 | 1,349 | 14.6 | 7.9 |
| Missouri | 24,286 | 3,783 | 2,937 | 15.6 | 12.1 |
| Montana | 5,097 | 386 | 480 | 7.6 | 9.4 |
| Nebraska | 15,395 | 2,757 | 974 | 17.9 | 6.3 |
| Nevada | 1,783 | 40 | 176 | 2.2 | 9.9 |
| New Hampshire | 2,423 | 364 | 382 | 15.0 | 15.8 |
| New Jersey | 6,514 | 656 | 1,632 | 10.1 | 25.1 |
| New Mexico | 3,932 | 322 | 314 | 8.2 | 8.0 |
| New York | 17,384 | 2,092 | 4,337 | 12.0 | 24.9 |
| North Carolina | 18,214 | 2,334 | 2,603 | 12.8 | 14.3 |
| North Dakota | 4,410 | 719 | 222 | 16.3 | 5.0 |
| Ohio | 27,403 | 2,654 | 3,727 | 9.7 | 13.6 |
| Oklahoma | 23,730 | 5,244 | 1,540 | 22.1 | 6.5 |
| Oregon | 7,353 | 448 | 1,175 | 6.1 | 16.0 |
| Pennsylvania | 22,320 | 5,563 | 3,749 | 24.9 | 16.8 |
| Rhode Island | 751 | 158 | 223 | 21.0 | 29.7 |
| South Carolina | 9,270 | 1,155 | 788 | 12.5 | 8.5 |
| South Dakota | 5,877 | 1,217 | 218 | 20.7 | 3.7 |
| Tennessee | 19,937 | 1,260 | 2,595 | 6.3 | 13.0 |
| Texas | 51,862 | 1,533 | 7,527 | 3.0 | 14.5 |
| Utah | 2,946 | 121 | 293 | 4.1 | 9.9 |
| Vermont | 2,717 | 254 | 557 | 9.3 | 20.5 |
| Virginia | 13,524 | 1,261 | 2,141 | 9.3 | 15.8 |
| Washington | 7,743 | 391 | 1,548 | 5.0 | 20.0 |
| West Virginia | 7,099 | 990 | 1,511 | 13.9 | 21.3 |
| Wisconsin | 14,024 | 1,204 | 694 | 8.6 | 4.9 |
| Wyoming | 3,068 | 411 | 261 | 13.4 | 8.5 |
| United States, total | 602,864 | 67,275 | 75,504 | 11.2 | 12.5 |
| U.S. total (incl. Puerto Ri | 605,086 | 67,526 | 76,363 | 11.2 | 12.6 |

NOTES: Some discrepancies exist between the total number of bridges reported in tables 1-5, 1-6, and 1-7 because of bridges not identified in one or more of the categories and other anomalies. Explanations for the terms Structurally Deficient and Functionally Obsolete can be found in Chapter 3 of the Federal Highway Administration's 2008 Conditions and Performance Report at <http://www.fhwa.dot.gov/policy/2008cpr/es.htm#c3a>.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Office of Bridge Technology, National Bridge Inventory 2011, Deficient Bridges by State and Highway System, available at <http://www.fhwa.dot.gov/bridge/nbi.htm> as of March 8, 2012.

Table 1-8: Motor Bus Transit Route Mileage: 2010

| State | Directional route-miles | | |
|--------------------------------|-------------------------|-------------------------|--------------------|
| | Exclusive right-of-way | Controlled right-of-way | Mixed right-of-way |
| Alabama | 0.0 | 0.0 | 1,567.1 |
| Alaska | 0.0 | 0.0 | 391.1 |
| Arizona | 0.0 | 310.2 | 4,697.2 |
| Arkansas | 0.0 | 0.0 | 607.6 |
| California | 377.7 | 651.4 | 38,000.9 |
| Colorado | 42.7 | 9.8 | 5,790.5 |
| Connecticut | 52.4 | 0.0 | 3,612.0 |
| Delaware | 0.0 | 0.0 | 1,472.9 |
| District of Columbia | 10.4 | 65.4 | 2,562.7 |
| Florida | 42.3 | 90.5 | 14,166.4 |
| Georgia | 146.8 | 0.0 | 4,097.9 |
| Hawaii | 1.2 | 34.7 | 909.0 |
| Idaho | 0.0 | 0.0 | 489.4 |
| Illinois | 3.7 | 0.0 | 7,694.3 |
| Indiana | 0.0 | 0.0 | 2,643.0 |
| Iowa | 0.0 | 0.0 | 1,759.9 |
| Kansas | 0.0 | 0.0 | 981.2 |
| Kentucky | 0.0 | 0.0 | 2,756.3 |
| Louisiana | 14.0 | 0.0 | 2,014.9 |
| Maine | 0.0 | 0.0 | 377.9 |
| Maryland | 14.8 | 16.2 | 5,515.8 |
| Massachusetts | 4.5 | 2.7 | 5,799.7 |
| Michigan | 0.0 | 0.0 | 7,046.5 |
| Minnesota | 342.0 | 69.1 | 4,480.6 |
| Mississippi | 0.0 | 0.0 | 489.4 |
| Missouri | 0.4 | 6.9 | 3,627.3 |
| Montana | 0.0 | 0.0 | 452.5 |
| Nebraska | 0.0 | 0.0 | 997.3 |
| Nevada | 14.0 | 9.2 | 1,717.1 |
| New Hampshire | 0.0 | 0.0 | 717.1 |
| New Jersey | 0.0 | 51.9 | 9,547.6 |
| New Mexico | 0.0 | 0.0 | 921.1 |
| New York | 15.3 | 125.3 | 16,441.0 |
| North Carolina | 22.0 | 0.0 | 4,973.8 |
| North Dakota | 0.0 | 0.0 | 275.8 |
| Ohio | 14.2 | 4.2 | 7,299.8 |
| Oklahoma | 0.0 | 0.0 | 2,062.7 |
| Oregon | 5.6 | 0.6 | 2,764.7 |
| Pennsylvania | 76.7 | 0.0 | 12,303.5 |
| Rhode Island | 1.6 | 0.0 | 1,255.5 |
| South Carolina | 0.0 | 0.0 | 3,108.5 |
| South Dakota | 0.0 | 0.0 | 247.2 |
| Tennessee | 0.0 | 0.0 | 4,380.9 |
| Texas | 343.0 | 132.9 | 13,956.3 |
| Utah | 48.1 | 0.0 | 2,252.8 |
| Vermont | 0.0 | 0.0 | 362.0 |
| Virginia | 0.0 | 336.4 | 8,448.0 |
| Washington | 476.3 | 255.8 | 7,383.7 |
| West Virginia | 0.0 | 0.0 | 1,738.5 |
| Wisconsin | 23.2 | 0.0 | 4,187.7 |
| Wyoming | 0.0 | 0.0 | 175.0 |
| United States, total | 2,093.0 | 2,173.1 | 231,521.6 |
| U.S. total (incl. Puerto Rico) | 2,121.2 | 2,173.1 | 232,139.9 |

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

SOURCE: U.S. Department of Transportation, Federal Transit Administration, National Transit Database 2010, T24, available at <http://www.ntdprogram.gov/ntdprogram/data.htm> as of March 8, 2012.

Table 1-9: Characteristics of Rail Transit by Transit Authority: 2010

| Rail transit mode/transit agency | Primary city served | States served | Directional route-miles | Number of crossings | Number of stations ¹ | Number of ADA accessible stations ² |
|---|---------------------|----------------|-------------------------|---------------------|---------------------------------|--|
| Heavy rail, total | 11 | 17 | 1,596.6 | 27 | 1,025 | 506 |
| Metropolitan Atlanta Rapid Transit Authority | Atlanta | GA | 96.1 | 0 | 38 | 38 |
| Maryland Transit Administration | Baltimore | MD | 29.4 | 0 | 14 | 14 |
| Massachusetts Bay Transportation Authority | Boston | MA, NH, RI | 76.3 | 0 | 53 | 49 |
| Chicago Transit Authority | Chicago | IL, IN | 207.8 | 25 | 143 | 90 |
| Greater Cleveland Regional Transit Authority | Cleveland | OH | 38.1 | 0 | 18 | 13 |
| Los Angeles County Metropolitan Transportation Authority | Los Angeles | CA | 31.9 | 0 | 16 | 16 |
| Miami-Dade Transit Agency | Miami | FL | 45.0 | 0 | 22 | 22 |
| MTA New York City Transit | New York | NY, NJ, CT | 487.5 | 0 | 468 | 88 |
| Port Authority Trans-Hudson Corporation | New York | NY, NJ, CT | 28.6 | 2 | 13 | 7 |
| Staten Island Rapid Transit Operating Authority | New York | NY, NJ, CT | 28.6 | 0 | 23 | 5 |
| Port Authority Transit Corporation | Philadelphia | PA, NJ, DE, MD | 31.5 | 0 | 13 | 5 |
| Southeastern Pennsylvania Transportation Authority | Philadelphia | PA | 74.9 | 0 | 75 | 30 |
| San Francisco Bay Area Rapid Transit District | San Francisco | CA | 209.0 | 0 | 43 | 43 |
| Washington Metropolitan Area Transit Authority | Washington | DC, MD, VA | 211.8 | 0 | 86 | 86 |
| Light rail, total | 27 | 25 | 1,496.9 | 3,125 | 848 | 734 |
| Maryland Transit Administration | Baltimore | MD | 57.6 | 52 | 33 | 33 |
| Massachusetts Bay Transportation Authority | Boston | MA, NH, RI | 51.0 | 65 | 74 | 36 |
| Niagara Frontier Transportation Authority | Buffalo | NY | 12.4 | 8 | 15 | 15 |
| Charlotte Area Transit System | Charlotte | NC | 19.0 | 21 | 19 | 19 |
| Greater Cleveland Regional Transit Authority | Cleveland | OH | 30.4 | 22 | 34 | 9 |
| Dallas Area Rapid Transit | Dallas | TX | 97.2 | 116 | 39 | 39 |
| Denver Regional Transportation District | Denver | CO | 70.0 | 39 | 36 | 36 |
| Metro Transit Authority of Harris County | Houston | TX | 14.8 | 68 | 16 | 16 |
| Kenosha Transit | Kenosha | WI | 1.9 | 19 | 2 | 1 |
| Central Arkansas Transit Authority | Little Rock | AR | 3.4 | 24 | U | U |
| Los Angeles County Metropolitan Transportation Authority | Los Angeles | CA | 121.1 | 127 | 53 | 53 |
| Memphis Area Transit Authority | Memphis | TN, MS, AR | 10.0 | 62 | 7 | 7 |
| Metro Transit | Minneapolis | MN | 24.7 | 50 | 19 | 19 |
| New Orleans Regional Transit Authority | New Orleans | LA | 25.3 | 238 | 9 | 9 |
| New Jersey Transit Corporation | Newark | NJ | 114.3 | 120 | 60 | 54 |
| Southeastern Pennsylvania Transportation Authority | Philadelphia | PA | 82.4 | 691 | 45 | 2 |
| Valley Metro Rail, Inc. (VMR) | Phoenix | AZ | 39.2 | 140 | 33 | 33 |
| Port Authority of Allegheny County | Pittsburgh | PA | 47.4 | 44 | 23 | 23 |
| Tri-County Metropolitan Transportation District | Portland | OR, WA | 112.4 | 195 | 38 | 38 |
| Sacramento Regional Transit District | Sacramento | CA | 73.8 | 127 | 48 | 47 |
| Utah Transit Authority | Salt Lake City | UT | 39.4 | 76 | 28 | 28 |
| North County Transit District | San Diego | CA | 44.0 | 41 | 15 | 15 |
| San Diego Metropolitan Transit System | San Diego | CA | 108.4 | 96 | 53 | 53 |
| San Francisco Municipal Railway | San Francisco | CA | 83.1 | 417 | 9 | 9 |
| Santa Clara Valley Transportation Authority | San Jose | CA | 81.0 | 168 | 65 | 65 |
| Central Puget Sound Regional Transportation Authority | Seattle | WA | 34.4 | 51 | 19 | 19 |
| King County Department of Transportation | Seattle | WA | 2.7 | 2 | 11 | 11 |
| Bi-State Development Agency | St. Louis | MO, IL | 91.1 | 25 | 37 | 37 |
| Hillsborough Area Regional Transit Authority | Tampa | FL | 4.8 | 21 | 8 | 8 |
| Commuter rail, total³ | 21 | 24 | 8,590.3 | 3,405 | 1,235 | 808 |
| Rio Metro Regional Transit District | Albuquerque | NM | 193.1 | 86 | 12 | 12 |
| Alaska Railroad Corporation | Anchorage | AK | 959.9 | 133 | 10 | 10 |
| Capital Metropolitan Transportation Authority | Austin | TX | 64.24 | 0 | 9 | 9 |
| Maryland Transit Administration | Baltimore | MD | 400.4 | 40 | 42 | 24 |
| Massachusetts Bay Transportation Authority | Boston | MA, NH, RI | 737.5 | 257 | 133 | 96 |
| N. New England Passenger Rail Authority | Boston | MA, ME, NH | 230.4 | 65 | 10 | 10 |
| NE Illinois Regional Commuter Rail Corporation | Chicago | IL, WI | 980.4 | 579 | 240 | 169 |
| Northern Indiana Commuter Transportation District | Chicago | IL, IN | 179.8 | 117 | 20 | 13 |
| Dallas Area Rapid Transit | Dallas | TX | 72.3 | 43 | 10 | 10 |
| Connecticut Department of Transportation | Hartford | CT | 101.2 | 3 | 9 | 8 |
| Southern California Regional Rail Authority | Los Angeles | CA | 777.8 | 434 | 55 | 55 |
| South Florida Regional Transportation Authority | Miami | FL | 142.2 | 73 | 18 | 18 |
| Metro Transit | Minneapolis | MN | 77.9 | 36 | 6 | 6 |
| Regional Transportation Authority | Nashville | TN | 62.8 | 35 | 6 | 6 |
| MTA Long Island Rail Road | New York | NY, NJ, CT | 638.2 | 343 | 124 | 103 |
| MTA Metro-North Commuter Railroad Co. | New York | NY, NJ, CT | 545.7 | 156 | 110 | 43 |
| New Jersey Transit Corporation | New York | NY, NJ, CT | 1,001.8 | 330 | 164 | 72 |
| Pennsylvania Department of Transportation | Philadelphia | PA | 144.4 | 7 | 12 | 4 |
| Southeastern Pennsylvania Transportation Authority | Philadelphia | PA | 446.9 | 283 | 154 | 55 |
| Tri-County Metropolitan Transportation District of Oregon | Portland | OR | 29.2 | 27 | 5 | 5 |
| Utah Transit Authority | Salt Lake City | UT | 87.7 | 29 | 8 | 8 |
| North County Transit District | San Diego | CA | 82.2 | 34 | 8 | 8 |
| Peninsula Corridor Joint Powers Board | San Francisco | CA | 153.7 | 47 | 32 | 26 |
| Altamont Commuter Express | San Jose | CA | 172.0 | 127 | 10 | 10 |
| Central Puget Sound Regional Transit Authority | Seattle | WA | 146.9 | 101 | 10 | 10 |
| Virginia Railway Express | Washington | DC, VA, MD | 161.5 | 20 | 18 | 18 |
| United States, total | 37 | 34 | 11,683.8 | 6,557 | 3,108 | 2,048 |

¹Many light rail lines have numerous stops in the street that do not meet the definition of a station

²Additional stations may be wheelchair accessible but do not comply with other provisions of the Americans with Disabilities Act

³Excludes commuter-type services operated independently by Amtrak or another intercity rail provider.

KEY: U = data are unavailable, ADA = Americans with Disabilities Act of 1990, MTA = Metropolitan Transportation Authority.

NOTES: Does not include other transit rail systems including aerial tramway, automated guideway, cable car, inclined plane, and monorail. For definition of Directional route-miles see table 1-8. Heavy rail, Light rail, and Commuter rail are defined in the glossary. For more information on individual transit agencies, see Transit Profile: All Transit Agencies for the 2010 Report Year, available at

http://www.ntdprogram.gov/ntdprogram/pubs/profiles/2010/Transit%20Profiles_All%20Transit%20Agencies_Complete%20Set.pdf, as of March 8, 2012. For more information on the footnotes, see the National Transit Database Glossary entries for Passenger Stations, ADA Accessible Stations, and Commuter Rail, available at

<http://www.ntdprogram.gov/ntdprogram/Glossary.htm>, as of March 8, 2012.

SOURCE: U.S. Department of Transportation, Federal Transit Administration, National Transit Database 2010, T21 and T23, available at

<http://www.ntdprogram.gov/ntdprogram/data.htm> as of March 8, 2012.

Table 1-10: Public and Private Airports, Heliports, and Seaplane Bases: 2010

| State | Airports | Heliports | Seaplane bases | Total |
|------------------------------------|----------|-----------|----------------|--------|
| Alabama | 180 | 83 | 7 | 270 |
| Alaska | 546 | 41 | 139 | 726 |
| Arizona | 188 | 113 | 0 | 301 |
| Arkansas | 216 | 80 | 0 | 296 |
| California | 533 | 413 | 9 | 955 |
| Colorado | 268 | 181 | 0 | 449 |
| Connecticut | 52 | 82 | 4 | 138 |
| Delaware | 30 | 9 | 0 | 39 |
| District of Columbia | 2 | 18 | 0 | 20 |
| Florida | 509 | 290 | 42 | 841 |
| Georgia | 334 | 113 | 2 | 449 |
| Hawaii | 32 | 17 | 0 | 49 |
| Idaho | 227 | 48 | 5 | 280 |
| Illinois | 492 | 239 | 6 | 737 |
| Indiana | 422 | 130 | 20 | 572 |
| Iowa | 195 | 83 | 0 | 278 |
| Kansas | 346 | 34 | 0 | 380 |
| Kentucky | 156 | 85 | 0 | 241 |
| Louisiana | 227 | 225 | 12 | 464 |
| Maine | 113 | 18 | 45 | 176 |
| Maryland | 152 | 65 | 4 | 221 |
| Massachusetts | 78 | 142 | 18 | 238 |
| Michigan | 357 | 92 | 5 | 454 |
| Minnesota | 344 | 59 | 60 | 463 |
| Mississippi | 187 | 50 | 0 | 237 |
| Missouri | 380 | 128 | 4 | 512 |
| Montana | 230 | 36 | 2 | 268 |
| Nebraska | 207 | 35 | 1 | 243 |
| Nevada | 98 | 26 | 0 | 124 |
| New Hampshire | 52 | 80 | 8 | 140 |
| New Jersey | 101 | 202 | 7 | 310 |
| New Mexico | 144 | 31 | 1 | 176 |
| New York | 391 | 180 | 17 | 588 |
| North Carolina | 332 | 95 | 1 | 428 |
| North Dakota | 264 | 15 | 0 | 279 |
| Ohio | 496 | 213 | 2 | 711 |
| Oklahoma | 301 | 82 | 1 | 384 |
| Oregon | 321 | 93 | 2 | 416 |
| Pennsylvania | 432 | 351 | 8 | 791 |
| Rhode Island | 9 | 14 | 1 | 24 |
| South Carolina | 157 | 32 | 2 | 191 |
| South Dakota | 145 | 33 | 0 | 178 |
| Tennessee | 208 | 105 | 1 | 314 |
| Texas | 1,447 | 539 | 0 | 1,986 |
| Utah | 88 | 49 | 0 | 137 |
| Vermont | 61 | 16 | 6 | 83 |
| Virginia | 288 | 131 | 3 | 422 |
| Washington | 367 | 160 | 17 | 544 |
| West Virginia | 74 | 37 | 10 | 121 |
| Wisconsin | 438 | 95 | 17 | 550 |
| Wyoming | 93 | 26 | 0 | 119 |
| United States, total | 13,310 | 5,514 | 489 | 19,313 |
| U.S. total (including Puerto Rico) | 13,327 | 5,547 | 491 | 19,365 |

NOTES: This table consists of all U.S. public use and private use airports, heliports, and seaplane bases. The United States Fast Facts on page V reports the number of public use facilities only. Public use facilities are open to the public with no prior authorization or permission required. Private use facilities are not open to the general public and include medical, law enforcement, corporate, and other such facilities. STOLports were removed from the airport facility database in 2010.

SOURCE: U.S. Department of Transportation, Federal Aviation Administration, Airport Facilities Data, available at http://www.faa.gov/airports/airport_safety/airportdata_5010/ as of March 13, 2012.

Table 1-11: Top 50 Commercial Service Airport Enplanements by Air Carrier Category: 2010

(For airports with scheduled service and 2,500 or more passengers enplaned)

| Airport | Rank | Commuter and small | | | Total enplanements |
|---|------|---------------------------------|---------------------------|----------------------|--------------------|
| | | Large certificated air carriers | certificated air carriers | Foreign air carriers | |
| Atlanta, GA (Hartsfield-Jackson Atlanta International) | 1 | 42,486,759 | 61,111 | 476,718 | 43,024,588 |
| Chicago, IL (Chicago O'Hare International) | 2 | 29,046,814 | 984,143 | 2,139,165 | 32,170,122 |
| Los Angeles, CA (Los Angeles International) | 3 | 22,860,061 | 0 | 5,996,013 | 28,856,074 |
| Dallas/Ft.Worth, TX (Dallas/Fort Worth International) | 4 | 26,701,388 | 23,081 | 315,168 | 27,039,637 |
| Denver, CO (Denver International) | 5 | 24,697,429 | 267,960 | 276,560 | 25,241,949 |
| New York, NY (John F. Kennedy International) | 6 | 16,237,027 | 151,817 | 6,545,690 | 22,934,534 |
| Houston, TX (George Bush Intercontinental) | 7 | 18,534,398 | 191,551 | 798,315 | 19,524,264 |
| San Francisco, CA (San Francisco International) | 8 | 16,751,513 | 0 | 2,593,978 | 19,345,491 |
| Las Vegas, NV (McCarran International) | 9 | 17,847,511 | 3,741 | 1,057,361 | 18,908,613 |
| Phoenix, AZ (Phoenix Sky Harbor International) | 10 | 18,650,016 | 7,840 | 239,232 | 18,897,088 |
| Charlotte, NC (Charlotte Douglas International) | 11 | 17,979,660 | 558,997 | 89,530 | 18,628,187 |
| Miami, FL (Miami International) | 12 | 13,974,348 | 32,965 | 3,012,638 | 17,019,951 |
| Orlando, FL (Orlando International) | 13 | 15,698,152 | 28,098 | 1,289,896 | 17,016,146 |
| Newark, NJ (Newark Liberty International) | 14 | 14,577,510 | 349,786 | 1,642,093 | 16,569,389 |
| Detroit, MI (Detroit Metro Wayne County) | 15 | 15,146,234 | 336,444 | 148,371 | 15,631,049 |
| Minneapolis, MN (Minneapolis-St. Paul International) | 16 | 15,393,932 | 77,357 | 37,678 | 15,508,967 |
| Seattle, WA (Seattle/Tacoma International) | 17 | 14,811,484 | 0 | 567,846 | 15,379,330 |
| Philadelphia, PA (Philadelphia International) | 18 | 13,669,307 | 1,032,236 | 246,889 | 14,948,432 |
| Boston, MA (Logan International) | 19 | 12,131,588 | 149,735 | 1,279,913 | 13,561,236 |
| New York, NY (La Guardia) | 20 | 10,912,136 | 721,720 | 367,543 | 12,001,399 |
| Washington, DC (Dulles International) | 21 | 9,209,414 | 612,622 | 1,454,052 | 11,276,088 |
| Fort Lauderdale, FL (Fort Lauderdale-Hollywood International) | 22 | 9,958,578 | 77,149 | 793,096 | 10,828,823 |
| Baltimore, MD (Baltimore/Washington International Thurgood Marsh) | 23 | 10,557,625 | 142,724 | 94,022 | 10,794,371 |
| Salt Lake City, UT (Salt Lake City International) | 24 | 9,908,251 | 0 | 53 | 9,908,304 |
| Washington, DC (Ronald Reagan Washington National) | 25 | 8,463,149 | 167,139 | 106,244 | 8,736,532 |
| Honolulu, HI (Honolulu International) | 26 | 7,305,099 | 171,968 | 1,241,441 | 8,718,508 |
| Chicago, IL (Chicago Midway) | 27 | 8,469,366 | 24 | 48,367 | 8,517,757 |
| San Diego, CA (San Diego International) | 28 | 8,346,553 | 0 | 82,614 | 8,429,167 |
| Tampa, FL (Tampa International) | 29 | 7,891,678 | 57,604 | 187,628 | 8,136,910 |
| Portland, OR (Portland International) | 30 | 6,499,606 | 17,251 | 64,524 | 6,581,381 |
| St. Louis, MO (Lambert-St Louis International) | 31 | 5,642,571 | 369,683 | 30,736 | 6,042,990 |
| Kansas City, MO (Kansas City International) | 32 | 4,899,898 | 37,173 | 7,737 | 4,944,808 |
| Memphis, TN (Memphis International) | 33 | 4,833,425 | 92,470 | 4,526 | 4,930,421 |
| Milwaukee, WI (General Mitchell Field) | 34 | 4,197,858 | 554,905 | 6,994 | 4,759,757 |
| Oakland, CA (Oakland International) | 35 | 4,565,860 | 0 | 106,086 | 4,671,946 |
| Cleveland, OH (Cleveland-Hopkins International) | 36 | 3,872,188 | 701,510 | 16,479 | 4,590,177 |
| Raleigh/Durham, NC (Raleigh-Durham International) | 37 | 4,298,174 | 136,124 | 31,084 | 4,465,382 |
| Nashville, TN (Nashville International) | 38 | 4,343,710 | 68,706 | 18,506 | 4,430,922 |
| Sacramento, CA (Sacramento International) | 39 | 4,391,172 | 3 | 32,250 | 4,423,425 |
| Houston, TX (William P. Hobby) | 40 | 4,356,866 | 0 | 52 | 4,356,918 |
| Santa Ana, CA (John Wayne-Orange County) | 41 | 4,267,214 | 3 | 10,991 | 4,278,208 |
| San Juan, PR (Luis Munoz Marin International) | 42 | 4,075,139 | 74,329 | 92,105 | 4,241,573 |
| Austin, TX (Austin-Bergstrom International) | 43 | 4,196,724 | 3,107 | 5 | 4,199,836 |
| New Orleans, LA (Louis Armstrong International) | 44 | 4,065,787 | 14,178 | 6,640 | 4,086,605 |
| San Jose, CA (Norman Y. Mineta San Jose International) | 45 | 3,988,175 | 0 | 63,777 | 4,051,952 |
| Pittsburgh, PA (Pittsburgh International) | 46 | 3,802,486 | 182,414 | 20,619 | 4,005,519 |
| San Antonio, TX (San Antonio International) | 47 | 3,857,125 | 3,535 | 59,092 | 3,919,752 |
| Cincinnati, OH (Cincinnati/Northern Kentucky International) | 48 | 3,295,258 | 603,204 | 8,019 | 3,906,481 |
| Dallas, TX (Love Field) | 49 | 3,781,708 | 0 | 571 | 3,782,279 |
| Fort Myers, FL (Southwest Florida International) | 50 | 3,600,858 | 9,760 | 103,410 | 3,714,028 |
| Top 50 Airports, total | | 549,048,782 | 9,076,167 | 33,812,317 | 591,937,266 |
| United States, total (including U.S. territories) | | 659,906,388 | 16,735,973 | 35,050,515 | 711,692,876 |

NOTES: Ranked by total enplaned passengers on air carriers of all types, including foreign air carriers. In previous years, the source of the data for this table was the FAA which includes information on Air Taxi operators. The current table uses data from the Office of Airline Information, which does not collect data on Air Taxi operators. Air carrier enplanements may not add to total enplanements because totals include enplanements for which carrier type is unknown.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, TranStats Database, T-100 Market (All Carriers), available at <http://www.transtats.bts.gov/> as of March 13, 2012.

Table 1-12: Airport Enplanements by State and Air Carrier Category: 2010

| State | Large certificated air carriers | Commuter and small certificated air carriers | Foreign air carriers | Total enplanements |
|---|--|---|-----------------------------|---------------------------|
| Alabama | 2,561,581 | 11,138 | 78 | 2,572,797 |
| Alaska | 2,878,466 | 1,371,854 | 39,495 | 4,289,815 |
| Arizona | 21,239,819 | 162,514 | 239,269 | 21,641,602 |
| Arkansas | 1,728,208 | 32,741 | 6 | 1,760,955 |
| California | 73,724,624 | 9,274 | 8,992,084 | 82,725,982 |
| Colorado | 26,653,963 | 291,447 | 276,597 | 27,222,007 |
| Connecticut | 2,502,098 | 154,110 | 19,256 | 2,675,464 |
| Delaware | 1,459 | 1 | 2 | 1,462 |
| District of Columbia ¹ | 0 | 0 | 0 | 0 |
| Florida | 60,767,180 | 337,495 | 5,605,168 | 66,709,843 |
| Georgia | 43,630,118 | 139,486 | 477,043 | 44,246,647 |
| Hawaii | 12,652,588 | 477,009 | 1,407,981 | 14,537,578 |
| Idaho | 1,719,018 | 0 | 31 | 1,719,049 |
| Illinois | 38,629,199 | 1,117,020 | 2,190,620 | 41,936,839 |
| Indiana | 4,180,515 | 285,173 | 11,791 | 4,477,479 |
| Iowa | 1,356,659 | 110,007 | 8 | 1,466,674 |
| Kansas | 791,497 | 33,382 | 6 | 824,885 |
| Kentucky | 5,243,483 | 876,294 | 8,068 | 6,127,845 |
| Louisiana | 5,208,470 | 31,062 | 6,640 | 5,246,172 |
| Maine | 1,027,531 | 52,132 | 4,686 | 1,084,349 |
| Maryland | 10,566,517 | 211,417 | 94,222 | 10,872,156 |
| Massachusetts | 12,211,276 | 333,703 | 1,279,943 | 13,824,922 |
| Michigan | 17,268,680 | 543,176 | 164,220 | 17,976,076 |
| Minnesota | 15,728,305 | 79,914 | 37,711 | 15,845,930 |
| Mississippi | 1,211,285 | 99 | 0 | 1,211,384 |
| Missouri | 11,031,572 | 446,010 | 38,522 | 11,516,104 |
| Montana | 1,490,048 | 17,081 | 20 | 1,507,149 |
| Nebraska | 2,222,215 | 83,015 | 15 | 2,305,245 |
| Nevada | 19,789,179 | 103,007 | 1,057,370 | 20,949,556 |
| New Hampshire | 1,367,076 | 30,436 | 3,449 | 1,400,961 |
| New Jersey | 15,244,525 | 351,153 | 1,646,456 | 17,242,134 |
| New Mexico | 2,901,570 | 27,102 | 137 | 2,928,809 |
| New York | 35,257,202 | 1,459,893 | 6,925,884 | 43,642,979 |
| North Carolina | 24,335,294 | 893,487 | 120,647 | 25,349,428 |
| North Dakota | 779,674 | 26,488 | 0 | 806,162 |
| Ohio | 8,747,152 | 1,097,017 | 35,855 | 9,880,024 |
| Oklahoma | 3,079,116 | 79,085 | 37 | 3,158,238 |
| Oregon | 7,450,207 | 26,573 | 64,593 | 7,541,373 |
| Pennsylvania | 18,619,872 | 1,681,339 | 273,855 | 20,575,066 |
| Rhode Island | 1,886,820 | 81,310 | 4,188 | 1,972,318 |
| South Carolina | 2,817,147 | 283,031 | 1,355 | 3,101,533 |
| South Dakota | 678,007 | 6,228 | 4 | 684,239 |
| Tennessee | 10,396,762 | 244,292 | 23,049 | 10,664,103 |
| Texas | 66,198,429 | 226,155 | 1,173,284 | 67,597,868 |
| Utah | 10,004,382 | 8,839 | 56 | 10,013,277 |
| Vermont | 582,548 | 62,861 | 8 | 645,417 |
| Virginia | 21,627,703 | 1,265,456 | 1,567,438 | 24,460,597 |
| Washington | 17,237,594 | 92,914 | 567,935 | 17,898,443 |
| West Virginia | 369,402 | 50,149 | 0 | 419,551 |
| Wisconsin | 5,663,190 | 782,074 | 7,033 | 6,452,297 |
| Wyoming | 449,294 | 59,442 | 6 | 508,742 |
| United States, total (excl. U.S. territories) | 653,708,519 | 16,144,885 | 34,366,121 | 704,219,525 |
| United States, total (incl. U.S. territories) | 659,906,388 | 16,735,973 | 35,050,515 | 711,692,876 |

¹Reagan National is legally and geographically a part of Virginia.

NOTE: Enplanements consist of all persons boarding a flight other than crew and passengers who boarded at an earlier stop. In previous years the source of the data for this table was the FAA, which provides information on Air Taxi operators. The current table uses data from the Office of Airline Information, which does not collect data on Air Taxi operators. General aviation passengers are also excluded from the data. Air carrier enplanements may not add to total enplanements because totals include enplanements for which carrier type is unknown.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, TranStats Database, T-100 Market (All Carriers), available at <http://www.transtats.bts.gov/> as of March 13, 2012.

Table 1-13: Number of Freight Railroads by Class: 2010

| State | Class I | Regional | Local | | Canadian ¹ | Total |
|----------------------|---------|----------|----------|------------------------|-----------------------|-------|
| | | | Linehaul | Switching and terminal | | |
| Alabama | 4 | 1 | 15 | 4 | 0 | 24 |
| Alaska | 0 | 1 | 0 | 0 | 0 | 1 |
| Arizona | 2 | 0 | 5 | 3 | 0 | 10 |
| Arkansas | 3 | 0 | 17 | 5 | 0 | 25 |
| California | 2 | 0 | 15 | 8 | 0 | 25 |
| Colorado | 2 | 3 | 7 | 3 | 0 | 15 |
| Connecticut | 1 | 3 | 4 | 0 | 0 | 8 |
| Delaware | 2 | 0 | 1 | 3 | 0 | 6 |
| District of Columbia | 2 | 0 | 0 | 1 | 0 | 3 |
| Florida | 2 | 2 | 9 | 1 | 0 | 14 |
| Georgia | 2 | 0 | 20 | 1 | 0 | 23 |
| Hawaii | 0 | 0 | 0 | 0 | 0 | 0 |
| Idaho | 2 | 1 | 7 | 2 | 0 | 12 |
| Illinois | 7 | 3 | 13 | 18 | 0 | 41 |
| Indiana | 5 | 1 | 22 | 14 | 0 | 42 |
| Iowa | 5 | 1 | 6 | 3 | 0 | 15 |
| Kansas | 4 | 3 | 5 | 2 | 0 | 14 |
| Kentucky | 5 | 1 | 7 | 0 | 0 | 13 |
| Louisiana | 6 | 0 | 8 | 3 | 0 | 17 |
| Maine | 0 | 2 | 4 | 1 | 0 | 7 |
| Maryland | 2 | 1 | 4 | 2 | 0 | 9 |
| Massachusetts | 1 | 3 | 4 | 3 | 0 | 11 |
| Michigan | 4 | 0 | 14 | 7 | 1 | 26 |
| Minnesota | 4 | 1 | 9 | 3 | 1 | 18 |
| Mississippi | 5 | 1 | 17 | 4 | 0 | 27 |
| Missouri | 6 | 0 | 4 | 7 | 0 | 17 |
| Montana | 2 | 2 | 4 | 0 | 0 | 8 |
| Nebraska | 3 | 1 | 4 | 3 | 0 | 11 |
| Nevada | 2 | 0 | 0 | 0 | 0 | 2 |
| New Hampshire | 0 | 2 | 7 | 0 | 0 | 9 |
| New Jersey | 3 | 1 | 7 | 7 | 0 | 18 |
| New Mexico | 2 | 0 | 2 | 1 | 0 | 5 |
| New York | 3 | 4 | 22 | 7 | 1 | 37 |
| North Carolina | 2 | 0 | 13 | 7 | 0 | 22 |
| North Dakota | 2 | 2 | 4 | 0 | 0 | 8 |
| Ohio | 4 | 1 | 14 | 16 | 0 | 35 |
| Oklahoma | 3 | 0 | 12 | 4 | 0 | 19 |
| Oregon | 2 | 1 | 10 | 4 | 0 | 17 |
| Pennsylvania | 4 | 3 | 27 | 21 | 0 | 55 |
| Rhode Island | 0 | 1 | 0 | 0 | 0 | 1 |
| South Carolina | 2 | 0 | 8 | 4 | 0 | 14 |
| South Dakota | 2 | 1 | 4 | 2 | 0 | 9 |
| Tennessee | 6 | 0 | 14 | 5 | 0 | 25 |
| Texas | 3 | 0 | 22 | 22 | 0 | 47 |
| Utah | 2 | 0 | 3 | 3 | 0 | 8 |
| Vermont | 0 | 3 | 5 | 0 | 0 | 8 |
| Virginia | 2 | 0 | 6 | 1 | 0 | 9 |
| Washington | 2 | 1 | 14 | 6 | 0 | 23 |
| West Virginia | 2 | 1 | 5 | 1 | 0 | 9 |
| Wisconsin | 4 | 1 | 3 | 0 | 0 | 8 |
| Wyoming | 3 | 0 | 0 | 1 | 0 | 4 |
| United States, total | 7 | 21 | 343 | 194 | 1 | 566 |

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

NOTES: According to the Association of American Railroads, a Class I railroad in 2010 is a railroad with operating revenues of at least \$398.7 million. A Regional railroad is a non-Class I, line-haul, freight railroad operating 350 or more miles of road or with revenues of at least \$40 million or both. A Local railroad is a railroad which is neither a Class I nor a Regional railroad, and is engaged primarily in line-haul service. A Switching and terminal railroad is a non-Class I railroad engaged primarily in switching and/or terminal services for other railroads. States do not sum to totals; totals count railroads that operate in multiple states only once.

SOURCE: Association of American Railroads, Railroad Ten-Year Trends 2001-2010, available at <http://pubs.aar.org/pubstores/> as of May 22, 2012.

Table 1-14: Miles of Freight Railroad Operated by Class of Railroad: 2010¹

| State | Class I | Regional | Local | | | Canadian ² | Total ³ |
|-----------------------------|---------------|---------------|---------------|------------------------|-----------|-----------------------|--------------------|
| | | | Linehaul | Switching and terminal | | | |
| Alabama | 2,325 | 236 | 565 | 128 | 0 | 3,254 | |
| Alaska | 0 | 506 | 0 | 0 | 0 | 506 | |
| Arizona | 1,237 | 0 | 297 | 149 | 0 | 1,683 | |
| Arkansas | 1,677 | 0 | 994 | 126 | 0 | 2,797 | |
| California | 3,923 | 0 | 1,062 | 322 | 0 | 5,307 | |
| Colorado | 2,023 | 198 | 389 | 78 | 0 | 2,688 | |
| Connecticut | 6 | 210 | 148 | 0 | 0 | 364 | |
| Delaware | 183 | 0 | 24 | 20 | 0 | 227 | |
| District of Columbia | 18 | 0 | 0 | 5 | 0 | 23 | |
| Florida | 1,700 | 431 | 774 | 2 | 0 | 2,907 | |
| Georgia | 3,308 | 0 | 1,353 | 18 | 0 | 4,679 | |
| Hawaii | 0 | 0 | 0 | 0 | 0 | 0 | |
| Idaho | 967 | 33 | 480 | 147 | 0 | 1,627 | |
| Illinois | 5,893 | 148 | 649 | 338 | 0 | 7,028 | |
| Indiana | 2,706 | 304 | 1,076 | 187 | 0 | 4,273 | |
| Iowa | 3,201 | 364 | 286 | 46 | 0 | 3,897 | |
| Kansas | 2,816 | 1,460 | 372 | 243 | 0 | 4,891 | |
| Kentucky | 2,035 | 270 | 221 | 0 | 0 | 2,526 | |
| Louisiana | 2,339 | 0 | 461 | 58 | 0 | 2,858 | |
| Maine | 0 | 634 | 260 | 2 | 0 | 896 | |
| Maryland | 565 | 0 | 172 | 18 | 0 | 755 | |
| Massachusetts | 243 | 529 | 100 | 24 | 0 | 896 | |
| Michigan | 1,577 | 0 | 1,821 | 235 | 1 | 3,634 | |
| Minnesota | 3,630 | 3 | 717 | 127 | 44 | 4,521 | |
| Mississippi | 1,613 | 8 | 695 | 138 | 0 | 2,454 | |
| Missouri | 3,463 | 0 | 419 | 137 | 0 | 4,019 | |
| Montana | 2,034 | 865 | 274 | 0 | 0 | 3,173 | |
| Nebraska | 2,446 | 327 | 448 | 15 | 0 | 3,236 | |
| Nevada | 1,192 | 0 | 0 | 0 | 0 | 1,192 | |
| New Hampshire | 0 | 174 | 252 | 0 | 0 | 426 | |
| New Jersey | 189 | 91 | 176 | 527 | 0 | 983 | |
| New Mexico | 1,431 | 0 | 94 | 310 | 0 | 1,835 | |
| New York | 1,850 | 328 | 1,172 | 127 | 2 | 3,479 | |
| North Carolina | 2,335 | 0 | 696 | 214 | 0 | 3,245 | |
| North Dakota | 2,198 | 766 | 382 | 0 | 0 | 3,346 | |
| Ohio | 3,253 | 433 | 1,275 | 342 | 0 | 5,303 | |
| Oklahoma | 2,009 | 0 | 968 | 296 | 0 | 3,273 | |
| Oregon | 1,103 | 321 | 842 | 129 | 0 | 2,395 | |
| Pennsylvania | 2,453 | 772 | 1,284 | 562 | 0 | 5,071 | |
| Rhode Island | 0 | 19 | 0 | 0 | 0 | 19 | |
| South Carolina | 1,948 | 0 | 248 | 97 | 0 | 2,293 | |
| South Dakota | 1,495 | 74 | 98 | 87 | 0 | 1,754 | |
| Tennessee | 1,839 | 0 | 751 | 66 | 0 | 2,656 | |
| Texas | 8,337 | 0 | 1,195 | 852 | 0 | 10,384 | |
| Utah | 1,250 | 0 | 71 | 35 | 0 | 1,356 | |
| Vermont | 0 | 224 | 366 | 0 | 0 | 590 | |
| Virginia | 2,772 | 0 | 438 | 4 | 0 | 3,214 | |
| Washington | 1,755 | 0 | 1,250 | 210 | 0 | 3,215 | |
| West Virginia | 1,852 | 5 | 365 | 6 | 0 | 2,228 | |
| Wisconsin | 2,533 | 674 | 180 | 0 | 0 | 3,387 | |
| Wyoming | 1,851 | 0 | 0 | 9 | 0 | 1,860 | |
| United States, total | 95,573 | 10,407 | 26,160 | 6,436 | 47 | 138,623 | |

¹Miles operated under trackage rights provided by another (owning) railroad are excluded. Miles of railroad operated is synonymous with route.

²Refers to non-Class I, Canadian-owned lines.

³Excludes 743 miles of track owned by Amtrak.

NOTES: According to the Association of American Railroads, a Class I railroad in 2010 is a railroad with operating revenues of at least \$398.7 million. A Regional railroad is a non-Class I, line-haul, freight railroad operating 350 or more miles of road or with revenues of at least \$40 million or both. A Local railroad is a railroad which is neither a Class I nor a Regional railroad, and is engaged primarily in line-haul service. A Switching and terminal railroad is a non-Class I railroad engaged primarily in switching and/or terminal services for other railroads. This table is not comparable to past versions of this table. Prior to 2010, this table presented miles including trackage rights.

SOURCE: Association of American Railroads, Railroad Ten-Year Trends 2001-2010, available at <http://pubs.aar.org/pubstores/> as of May 22, 2012.

Table 1-15: Top 50 Water Ports by Tonnage: 2009 and 2010

| Port | 2009 | | | | 2010 | | | |
|----------------------------------|------|------------------------|-------------|-------------|------|------------------------|---------|----------|
| | Rank | Millions of short tons | | | Rank | Millions of short tons | | |
| | | Total | Foreign | Domestic | | Total | Foreign | Domestic |
| Port of South Louisiana, LA | 1 | 212.6 | 103.1 | 109.5 | 1 | 236.3 | 115.2 | 121.1 |
| Houston, TX | 2 | 211.3 | 148.0 | 63.4 | 2 | 227.1 | 159.6 | 67.6 |
| New York/New Jersey, NY and NJ | 3 | 144.7 | 83.5 | 61.2 | 3 | 139.2 | 83.7 | 55.5 |
| Beaumont, TX | 7 | 67.7 | 43.3 | 24.4 | 4 | 77.0 | 51.8 | 25.2 |
| Long Beach, CA | 4 | 72.5 | 58.6 | 13.9 | 5 | 75.4 | 62.6 | 12.9 |
| Corpus Christi, TX | 5 | 68.2 | 50.8 | 17.4 | 6 | 73.7 | 54.8 | 18.8 |
| New Orleans, LA | 6 | 68.1 | 31.1 | 37.1 | 7 | 72.4 | 34.1 | 38.3 |
| Los Angeles, CA | 9 | 58.4 | 51.4 | 7.0 | 8 | 62.4 | 55.9 | 6.4 |
| Huntington-Tristate, WV, OH, KY | 8 | 59.2 | 0.0 | 59.2 | 9 | 61.5 | 0.0 | 61.5 |
| Texas City, TX | 10 | 52.6 | 36.5 | 16.2 | 10 | 56.6 | 40.1 | 16.5 |
| Port of Plaquemines, LA | 14 | 50.9 | 16.2 | 34.7 | 11 | 55.8 | 18.9 | 36.9 |
| Mobile, AL | 12 | 52.2 | 27.8 | 24.4 | 12 | 55.7 | 29.4 | 26.4 |
| Baton Rouge, LA | 13 | 51.9 | 17.8 | 34.1 | 13 | 55.5 | 20.8 | 34.8 |
| Lake Charles, LA | 11 | 52.3 | 32.6 | 19.6 | 14 | 54.6 | 33.0 | 21.6 |
| Norfolk Harbor, VA | 15 | 40.3 | 33.7 | 6.6 | 15 | 41.6 | 35.4 | 6.2 |
| Baltimore, MD | 26 | 30.1 | 20.3 | 9.9 | 16 | 39.6 | 30.2 | 9.5 |
| Pascagoula, MS | 16 | 36.6 | 28.2 | 8.4 | 17 | 37.3 | 26.6 | 10.7 |
| Duluth-Superior, MN and WI | 25 | 30.2 | 7.8 | 22.5 | 18 | 36.6 | 9.7 | 26.9 |
| Savannah, GA | 21 | 32.3 | 30.4 | 2.0 | 19 | 34.7 | 32.9 | 1.8 |
| Tampa, FL | 17 | 34.9 | 12.1 | 22.8 | 20 | 34.2 | 11.2 | 23.0 |
| Philadelphia, PA | 22 | 31.8 | 20.3 | 11.4 | 21 | 34.0 | 21.5 | 12.6 |
| Pittsburgh, PA | 20 | 32.9 | 0.0 | 32.9 | 22 | 33.8 | 0.0 | 33.8 |
| Valdez, AK | 18 | 34.5 | 0.0 | 34.5 | 23 | 31.9 | 0.0 | 31.9 |
| St. Louis, MO and IL | 23 | 31.3 | 0.0 | 31.3 | 24 | 30.8 | 0.0 | 30.8 |
| Port Arthur, TX | 19 | 33.8 | 24.4 | 9.4 | 25 | 30.2 | 19.5 | 10.8 |
| Seattle, WA | 29 | 24.6 | 19.4 | 5.2 | 26 | 27.2 | 22.1 | 5.1 |
| Freeport, TX | 27 | 27.4 | 23.3 | 4.0 | 27 | 26.7 | 22.3 | 4.3 |
| Portland, OR | 31 | 23.3 | 14.4 | 8.9 | 28 | 25.9 | 17.8 | 8.2 |
| Richmond, CA | 28 | 25.4 | 14.4 | 11.0 | 29 | 24.2 | 12.8 | 11.4 |
| Tacoma, WA | 32 | 23.2 | 17.6 | 5.6 | 30 | 22.4 | 17.0 | 5.4 |
| Marcus Hook, PA | 30 | 24.6 | 16.4 | 8.1 | 31 | 21.9 | 12.4 | 9.5 |
| Newport News, VA | 37 | 18.0 | 13.9 | 4.1 | 32 | 20.8 | 16.6 | 4.3 |
| Port Everglades, FL | 35 | 20.1 | 9.6 | 10.5 | 33 | 20.2 | 10.1 | 10.2 |
| Jacksonville, FL | 38 | 17.7 | 10.6 | 7.0 | 34 | 19.1 | 11.7 | 7.4 |
| Boston, MA | 34 | 20.5 | 13.5 | 7.0 | 35 | 19.1 | 13.0 | 6.1 |
| Oakland, CA | 39 | 17.4 | 15.0 | 2.4 | 36 | 18.6 | 16.3 | 2.3 |
| Chicago, IL | 36 | 19.2 | 3.5 | 15.7 | 37 | 18.5 | 3.2 | 15.4 |
| Portland, ME | 33 | 21.0 | 19.5 | 1.5 | 38 | 18.2 | 16.5 | 1.6 |
| Charleston, SC | 40 | 15.8 | 13.5 | 2.4 | 39 | 18.0 | 15.1 | 2.9 |
| Paulsboro, NJ | 24 | 30.3 | 18.9 | 11.4 | 40 | 17.5 | 10.3 | 7.2 |
| Galveston, TX | 47 | 9.8 | 4.5 | 5.2 | 41 | 13.9 | 8.0 | 5.9 |
| Two Harbors, MN | 56 | 7.1 | 0.0 | 7.1 | 42 | 13.9 | 0.5 | 13.4 |
| Detroit, MI | 51 | 9.0 | 3.1 | 5.9 | 43 | 13.4 | 2.6 | 10.8 |
| Cincinnati, OH | 42 | 11.8 | 0.0 | 11.8 | 44 | 12.7 | 0.0 | 12.7 |
| Kalama, WA | 46 | 9.9 | 9.3 | 0.6 | 45 | 12.3 | 11.8 | 0.5 |
| Memphis, TN | 41 | 14.0 | 0.0 | 14.0 | 46 | 12.2 | 0.0 | 12.2 |
| San Juan, PR | 43 | 11.3 | 5.0 | 6.3 | 47 | 11.4 | 4.8 | 6.6 |
| Cleveland, OH | 64 | 6.1 | 1.4 | 4.6 | 48 | 10.8 | 1.6 | 9.2 |
| Toledo, OH | 48 | 9.7 | 5.8 | 3.8 | 49 | 10.7 | 6.8 | 3.9 |
| Indiana Harbor, IN | 52 | 8.2 | 0.3 | 7.9 | 50 | 10.2 | 0.3 | 9.9 |
| United States, total water ports | | (R) 2,314.0 | (R) 1,241.3 | (R) 1,072.7 | | 2,446.4 | 1,312.6 | 1,133.8 |

KEY: R = revised.

NOTE: Top 50 water ports are not additive due to shared tonnage between ports.

SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, Waterborne Tonnage for Principal U.S. Ports 2009 and 2010, available at <http://www.ndc.iwr.usace.army.mil/wcsc/wcsc.htm> as of March 13, 2012.

Table 1-16: Inland Waterway Mileage: 2010

(Includes only the 39 states and the District of Columbia with inland waterways)

| State | Miles¹ |
|---|--------------------------|
| Alabama | 1,270 |
| Alaska | 5,500 |
| Arkansas | 1,860 |
| California | 290 |
| Connecticut | 120 |
| Delaware | 100 |
| District of Columbia | 10 |
| Florida | 1,540 |
| Georgia | 720 |
| Idaho | 110 |
| Illinois | 1,100 |
| Indiana | 350 |
| Iowa | 490 |
| Kansas | 120 |
| Kentucky | 1,590 |
| Louisiana | 2,820 |
| Maine | 70 |
| Maryland | 530 |
| Massachusetts | 90 |
| Minnesota | 260 |
| Mississippi | 870 |
| Missouri | 1,030 |
| Nebraska | 320 |
| New Hampshire | 10 |
| New Jersey | 360 |
| New York | 390 |
| North Carolina | 1,150 |
| Ohio | 440 |
| Oklahoma | 150 |
| Oregon | 680 |
| Pennsylvania | 260 |
| Rhode Island | 40 |
| South Carolina | 480 |
| South Dakota | 80 |
| Tennessee | 950 |
| Texas | 830 |
| Virginia | 670 |
| Washington | 1,060 |
| West Virginia | 680 |
| Wisconsin | 230 |
| United States, total² | 29,620 |

¹Mileages are rounded to the nearest 10 miles.²4,300 miles are counted twice as several waterways are state boundaries.

NOTES: The waterway mileages were determined by the following methodology: Length of channels included were those channels (Corps projects and non-projects) with a controlling draft of nine feet or greater, and had commercial cargo traffic reported for CY 98 of CY99, and were not offshore (i.e. channels in coastal areas included only the miles from the entrance channel inward). Channels within major bays are included (e.g. Chesapeake Bay, San Francisco Bay, Puget Sound, Long Island Sound, major sounds and straits in southeastern Alaska). Channels in the Great Lakes are not included, but waterways connecting lakes and the St. Lawrence Seaway inside the U.S. are included.

SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, National Waterway Network, personal communication as of March 20, 2012.

Section B

* * *

Safety

Table 2-1: Highway Traffic Fatalities and Fatality Rates: 2010

| State | Traffic fatalities | Licensed drivers (thousands) | Registered vehicles ¹ (thousands) | Vehicle-miles traveled (millions) | Population (thousands) | Fatality rate per 100,000 Population |
|-----------------------------|--------------------|---------------------------------|--|---|---------------------------|--|
| Alabama | 862 | 3,806 | 4,654 | 64,163 | 4,785 | 18 |
| Alaska | 56 | 515 | 710 | 4,798 | 714 | 8 |
| Arizona | 762 | 4,444 | 4,320 | 60,063 | 6,413 | 12 |
| Arkansas | 563 | 2,078 | 2,073 | 33,504 | 2,922 | 19 |
| California ² | 2,715 | 23,753 | 31,014 | 322,849 | 37,338 | 7 |
| Colorado ² | 448 | 3,779 | 4,180 | 46,940 | 5,048 | 9 |
| Connecticut ³ | 319 | 2,935 | 3,082 | 31,294 | 3,575 | 9 |
| Delaware | 101 | 695 | 799 | 8,948 | 900 | 11 |
| District of Columbia | 24 | 385 | 212 | 3,591 | 605 | 4 |
| Florida | 2,445 | 13,950 | 14,373 | 195,755 | 18,839 | 13 |
| Georgia ² | 1,244 | 6,508 | 7,702 | 111,722 | 9,712 | 13 |
| Hawaii | 113 | 909 | 904 | 9,995 | 1,363 | 8 |
| Idaho | 209 | 1,070 | 1,325 | 15,801 | 1,571 | 13 |
| Illinois | 927 | 8,374 | 10,079 | 105,788 | 12,842 | 7 |
| Indiana ⁴ | 754 | 5,550 | 5,698 | 75,761 | 6,491 | 12 |
| Iowa | 390 | 2,167 | 3,313 | 31,389 | 3,050 | 13 |
| Kansas | 431 | 2,033 | 2,436 | 29,900 | 2,859 | 15 |
| Kentucky | 760 | 2,950 | 3,589 | 48,007 | 4,347 | 17 |
| Louisiana | 710 | 3,134 | 4,086 | 45,439 | 4,545 | 16 |
| Maine | 161 | 1,020 | 1,054 | 14,549 | 1,327 | 12 |
| Maryland | 493 | 3,918 | 4,557 | 56,126 | 5,786 | 9 |
| Massachusetts | 314 | 4,593 | 5,334 | 54,362 | 6,555 | 5 |
| Michigan ² | 942 | 7,083 | 9,286 | 97,567 | 9,877 | 10 |
| Minnesota | 411 | 3,281 | 4,848 | 56,632 | 5,311 | 8 |
| Mississippi | 641 | 1,928 | 2,016 | 39,841 | 2,970 | 22 |
| Missouri | 819 | 4,246 | 5,153 | 70,864 | 5,996 | 14 |
| Montana | 189 | 744 | 926 | 11,190 | 991 | 19 |
| Nebraska | 190 | 1,352 | 1,802 | 19,438 | 1,830 | 10 |
| Nevada | 257 | 1,691 | 1,362 | 21,119 | 2,704 | 10 |
| New Hampshire ³ | 128 | 1,037 | 1,203 | 13,065 | 1,317 | 10 |
| New Jersey | 556 | 5,953 | 6,628 | 73,028 | 8,800 | 6 |
| New Mexico | 346 | 1,406 | 1,612 | 25,325 | 2,066 | 17 |
| New York | 1,200 | 11,286 | 10,255 | 131,252 | 19,395 | 6 |
| North Carolina | 1,319 | 6,537 | 5,743 | 102,385 | 9,560 | 14 |
| North Dakota | 105 | 483 | 736 | 8,263 | 675 | 16 |
| Ohio | 1,080 | 7,963 | 9,801 | 111,836 | 11,538 | 9 |
| Oklahoma | 668 | 2,349 | 3,357 | 47,746 | 3,760 | 18 |
| Oregon | 317 | 2,770 | 3,050 | 33,774 | 3,838 | 8 |
| Pennsylvania ³ | 1,324 | 8,737 | 9,991 | 100,329 | 12,718 | 10 |
| Rhode Island ³ | 66 | 748 | 782 | 8,280 | 1,053 | 6 |
| South Carolina | 810 | 3,337 | 3,661 | 49,124 | 4,637 | 17 |
| South Dakota | 140 | 602 | 926 | 8,866 | 817 | 17 |
| Tennessee | 1,031 | 4,418 | 5,114 | 70,439 | 6,357 | 16 |
| Texas ² | 2,998 | 15,158 | 17,194 | 234,016 | 25,253 | 12 |
| Utah | 236 | 1,660 | 2,655 | 26,585 | 2,775 | 9 |
| Vermont | 71 | 513 | 567 | 7,248 | 626 | 11 |
| Virginia | 740 | 5,402 | 6,149 | 82,171 | 8,024 | 9 |
| Washington ² | 458 | 5,106 | 4,683 | 57,190 | 6,743 | 7 |
| West Virginia | 315 | 1,206 | 1,436 | 19,203 | 1,854 | 17 |
| Wisconsin | 572 | 4,133 | 4,968 | 59,420 | 5,692 | 10 |
| Wyoming ⁵ | 155 | 419 | 663 | 9,568 | 565 | 27 |
| United States, total | 32,885 | 210,115 | 242,061 | 2,966,506 | 309,330 | 11 |

¹Does not include motorcycle registrations.²State did not provide complete current registration data. Table displays estimates by FHWA.³The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Cc⁴State did not provide current license data. Data are for 2008.⁵State did not provide current VMT data. Data are for 2009.SOURCES: Fatalities: U.S. Department of Transportation, National Highway Traffic Safety Administration, Fatality Analysis Reporting System Encyclopedia 2010, available at <http://www-fars.nhtsa.dot.gov/Main/index.aspx> as of May 4, 2012. Drivers, vehicles, and VMT: U.S.Department of Transportation, Federal Highway Administration, Highway Statistics 2010, DL-22, MV-1, and VM-2, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of May 4, 2012. Population: U.S. Department of Commerce, U.S. Census Bureau, Population Estimates Vintage 2011, available at <http://www.census.gov/popest/index.html> as of May 4, 2012.

Table 2-2: Passenger Car and Light Truck Occupants Killed and Restraint Use: 2010

| State | Restraint used | | No restraint used | | Restraint use unknown | | Total occupants killed |
|----------------------|----------------|---------|-------------------|---------|-----------------------|---------|------------------------|
| | Fatalities | Percent | Fatalities | Percent | Fatalities | Percent | |
| Alabama | 270 | 39.2 | 394 | 57.2 | 25 | 3.6 | 689 |
| Alaska | 23 | 60.5 | 12 | 31.6 | 3 | 7.9 | 38 |
| Arizona | 151 | 36.1 | 223 | 53.3 | 44 | 10.5 | 418 |
| Arkansas | 133 | 32.7 | 241 | 59.2 | 33 | 8.1 | 407 |
| California | 979 | 61.6 | 483 | 30.4 | 127 | 8.0 | 1,589 |
| Colorado | 134 | 43.8 | 161 | 52.6 | 11 | 3.6 | 306 |
| Connecticut | 78 | 38.6 | 85 | 42.1 | 39 | 19.3 | 202 |
| Delaware | 46 | 68.7 | 21 | 31.3 | 0 | 0.0 | 67 |
| District of Columbia | 2 | 25.0 | 5 | 62.5 | 1 | 12.5 | 8 |
| Florida | 659 | 47.0 | 707 | 50.4 | 37 | 2.6 | 1,403 |
| Georgia | 380 | 42.9 | 427 | 48.2 | 78 | 8.8 | 885 |
| Hawaii | 20 | 36.4 | 25 | 45.5 | 10 | 18.2 | 55 |
| Idaho | 77 | 49.4 | 72 | 46.2 | 7 | 4.5 | 156 |
| Illinois | 286 | 45.8 | 261 | 41.8 | 78 | 12.5 | 625 |
| Indiana | 261 | 47.7 | 208 | 38.0 | 78 | 14.3 | 547 |
| Iowa | 126 | 45.0 | 119 | 42.5 | 35 | 12.5 | 280 |
| Kansas | 116 | 33.0 | 206 | 58.7 | 29 | 8.3 | 351 |
| Kentucky | 246 | 44.2 | 310 | 55.7 | 1 | 0.2 | 557 |
| Louisiana | 189 | 36.5 | 283 | 54.6 | 46 | 8.9 | 518 |
| Maine | 69 | 56.6 | 40 | 32.8 | 13 | 10.7 | 122 |
| Maryland | 158 | 53.4 | 125 | 42.2 | 13 | 4.4 | 296 |
| Massachusetts | 54 | 29.0 | 92 | 49.5 | 40 | 21.5 | 186 |
| Michigan | 318 | 53.1 | 207 | 34.6 | 74 | 12.4 | 599 |
| Minnesota | 148 | 49.7 | 113 | 37.9 | 37 | 12.4 | 298 |
| Mississippi | 189 | 35.7 | 339 | 64.1 | 1 | 0.2 | 529 |
| Missouri | 193 | 31.2 | 383 | 62.0 | 42 | 6.8 | 618 |
| Montana | 50 | 34.0 | 91 | 61.9 | 6 | 4.1 | 147 |
| Nebraska | 46 | 31.1 | 79 | 53.4 | 23 | 15.5 | 148 |
| Nevada | 78 | 48.8 | 77 | 48.1 | 5 | 3.1 | 160 |
| New Hampshire | 28 | 30.8 | 62 | 68.1 | 1 | 1.1 | 91 |
| New Jersey | 155 | 48.0 | 159 | 49.2 | 9 | 2.8 | 323 |
| New Mexico | 147 | 58.1 | 106 | 41.9 | 0 | 0.0 | 253 |
| New York | 347 | 54.9 | 192 | 30.4 | 93 | 14.7 | 632 |
| North Carolina | 440 | 48.4 | 415 | 45.7 | 54 | 5.9 | 909 |
| North Dakota | 20 | 27.4 | 46 | 63.0 | 7 | 9.6 | 73 |
| Ohio | 303 | 39.4 | 404 | 52.5 | 62 | 8.1 | 769 |
| Oklahoma | 182 | 37.4 | 275 | 56.6 | 29 | 6.0 | 486 |
| Oregon | 126 | 64.9 | 51 | 26.3 | 17 | 8.8 | 194 |
| Pennsylvania | 277 | 31.7 | 507 | 58.0 | 90 | 10.3 | 874 |
| Rhode Island | 12 | 31.6 | 26 | 68.4 | 0 | 0.0 | 38 |
| South Carolina | 234 | 39.6 | 313 | 53.0 | 44 | 7.4 | 591 |
| South Dakota | 28 | 29.8 | 60 | 63.8 | 6 | 6.4 | 94 |
| Tennessee | 303 | 39.5 | 417 | 54.4 | 47 | 6.1 | 767 |
| Texas | 1,060 | 50.7 | 834 | 39.9 | 196 | 9.4 | 2,090 |
| Utah | 82 | 48.0 | 79 | 46.2 | 10 | 5.8 | 171 |
| Vermont | 23 | 41.8 | 31 | 56.4 | 1 | 1.8 | 55 |
| Virginia | 229 | 42.8 | 302 | 56.4 | 4 | 0.7 | 535 |
| Washington | 185 | 59.3 | 101 | 32.4 | 26 | 8.3 | 312 |
| West Virginia | 71 | 30.1 | 131 | 55.5 | 34 | 14.4 | 236 |
| Wisconsin | 169 | 44.0 | 178 | 46.4 | 37 | 9.6 | 384 |
| Wyoming | 34 | 32.1 | 69 | 65.1 | 3 | 2.8 | 106 |
| United States, total | 9,934 | 44.8 | 10,547 | 47.5 | 1,706 | 7.7 | 22,187 |

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

SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, Fatality Analysis Reporting System Encyclopedia 2010, available at <http://www-fars.nhtsa.dot.gov/Main/index.aspx> as of March 16, 2012.

Table 2-3: Large Truck Involvement in Fatal Crashes: 2010

| State | Total occupant fatalities in all motor vehicle crashes | Total vehicles involved in all fatal motor vehicle crashes | Large trucks | | | |
|----------------------|--|--|---------------------|------------------------|---------------------------|------------------------|
| | | | Occupant fatalities | | Involved in fatal crashes | |
| | | | Number | Percent of state total | Number | Percent of state total |
| Alabama | 862 | 1,165 | 9 | 1.0 | 105 | 9.0 |
| Alaska | 56 | 76 | 0 | 0.0 | 5 | 6.6 |
| Arizona | 762 | 1,005 | 5 | 0.7 | 53 | 5.3 |
| Arkansas | 563 | 745 | 21 | 3.7 | 79 | 10.6 |
| California | 2,715 | 3,691 | 22 | 0.8 | 239 | 6.5 |
| Colorado | 448 | 599 | 10 | 2.2 | 46 | 7.7 |
| Connecticut | 319 | 424 | 3 | 0.9 | 23 | 5.4 |
| Delaware | 101 | 136 | 0 | 0.0 | 9 | 6.6 |
| District of Columbia | 24 | 28 | 0 | 0.0 | 3 | 10.7 |
| Florida | 2,445 | 3,445 | 27 | 1.1 | 179 | 5.2 |
| Georgia | 1,244 | 1,702 | 18 | 1.4 | 144 | 8.5 |
| Hawaii | 113 | 153 | 0 | 0.0 | 4 | 2.6 |
| Idaho | 209 | 253 | 4 | 1.9 | 15 | 5.9 |
| Illinois | 927 | 1,313 | 17 | 1.8 | 113 | 8.6 |
| Indiana | 754 | 1,095 | 11 | 1.5 | 108 | 9.9 |
| Iowa | 390 | 545 | 14 | 3.6 | 90 | 16.5 |
| Kansas | 431 | 574 | 12 | 2.8 | 71 | 12.4 |
| Kentucky | 760 | 1,043 | 9 | 1.2 | 90 | 8.6 |
| Louisiana | 710 | 917 | 22 | 3.1 | 93 | 10.1 |
| Maine | 161 | 203 | 3 | 1.9 | 13 | 6.4 |
| Maryland | 493 | 687 | 3 | 0.6 | 38 | 5.5 |
| Massachusetts | 314 | 404 | 1 | 0.3 | 16 | 4.0 |
| Michigan | 942 | 1,320 | 8 | 0.8 | 83 | 6.3 |
| Minnesota | 411 | 593 | 7 | 1.7 | 77 | 13.0 |
| Mississippi | 641 | 799 | 5 | 0.8 | 56 | 7.0 |
| Missouri | 819 | 1,148 | 13 | 1.6 | 76 | 6.6 |
| Montana | 189 | 221 | 2 | 1.1 | 13 | 5.9 |
| Nebraska | 190 | 249 | 11 | 5.8 | 49 | 19.7 |
| Nevada | 257 | 347 | 2 | 0.8 | 16 | 4.6 |
| New Hampshire | 128 | 168 | 0 | 0.0 | 5 | 3.0 |
| New Jersey | 556 | 801 | 8 | 1.4 | 58 | 7.2 |
| New Mexico | 346 | 446 | 7 | 2.0 | 43 | 9.6 |
| New York | 1,200 | 1,574 | 15 | 1.3 | 116 | 7.4 |
| North Carolina | 1,319 | 1,792 | 13 | 1.0 | 104 | 5.8 |
| North Dakota | 105 | 145 | 6 | 5.7 | 17 | 11.7 |
| Ohio | 1,080 | 1,507 | 13 | 1.2 | 123 | 8.2 |
| Oklahoma | 668 | 895 | 17 | 2.5 | 88 | 9.8 |
| Oregon | 317 | 419 | 13 | 4.1 | 49 | 11.7 |
| Pennsylvania | 1,324 | 1,783 | 28 | 2.1 | 159 | 8.9 |
| Rhode Island | 66 | 85 | 0 | 0.0 | 2 | 2.4 |
| South Carolina | 810 | 1,085 | 7 | 0.9 | 61 | 5.6 |
| South Dakota | 140 | 185 | 6 | 4.3 | 19 | 10.3 |
| Tennessee | 1,031 | 1,389 | 21 | 2.0 | 89 | 6.4 |
| Texas | 2,998 | 4,154 | 67 | 2.2 | 377 | 9.1 |
| Utah | 236 | 303 | 2 | 0.8 | 28 | 9.2 |
| Vermont | 71 | 87 | 3 | 4.2 | 11 | 12.6 |
| Virginia | 740 | 992 | 23 | 3.1 | 87 | 8.8 |
| Washington | 458 | 618 | 2 | 0.4 | 27 | 4.4 |
| West Virginia | 315 | 406 | 10 | 3.2 | 40 | 9.9 |
| Wisconsin | 572 | 814 | 2 | 0.3 | 53 | 6.5 |
| Wyoming | 155 | 185 | 7 | 4.5 | 22 | 11.9 |
| United States, total | 32,885 | 44,713 | 529 | 1.6 | 3,484 | 7.8 |

SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, Fatality Analysis Reporting System Encyclopedia 2010, available at <http://www-fars.nhtsa.dot.gov/Main/index.aspx> as of March 16, 2012.

Table 2-4: Key Provisions of Safety Belt Use Laws: 2009

| State | Effective ¹ | Enforcement ² | Base fine | Seat belt required | | Vehicles exempted ⁵ |
|----------------------|------------------------|--------------------------|--------------------|--------------------|--|---|
| | | | | Seats ³ | Ages ⁴ | |
| Alabama | 7/18/1991 | Primary | \$25 | Front | 15 years and older | Designed for >10 passengers, model year <1965, rural mail carriers/ newspaper delivery vehicles, vehicles operating in reverse. |
| Alaska | 9/12/1990 | Primary | \$15 | All | 16 years and older | School buses, emergency vehicles, mail or newspaper delivery vehicles, non-highway vehicles (generally, off-road or snowmobiles). |
| Arizona | 1/1/1991 | Secondary | \$10 | All Front | 5-15 years 5 years and older | Designed for >10 passengers, model year <1972, rural mail carriers. |
| Arkansas | 7/15/1991 | Primary | \$25 | Front | 15 years and older | Not required when an emergency exists that threatens the life of a child or person operating a motor vehicle. Any child who is physically unable because of a medical condition (as certified by a physician) is exempted. |
| California | 1/1/1986 | Primary | \$20 ⁶ | All | 16 years and older | Emergency vehicles, rural postal service vehicles, newspaper delivery vehicles, recycling vehicles, taxis. |
| Colorado | 7/1/1987 | Secondary ⁷ | \$18 | AllFront | Under 16 16 years and older | Passenger buses, school buses, ambulances, postal service vehicles, delivery and pickup service vehicles. |
| Connecticut | 1/1/1986 | Primary | \$15 ⁸ | Front | 7 years and older | Truck or bus >15,000 lb, public vehicles, emergency vehicles, delivery vehicles, postal service vehicles, newspaper delivery vehicles. |
| Delaware | 1/1/1992 | Primary | \$25 | All | 16 years and older | Postal service vehicles, tractors, off-highway vehicles, electric personal assistive mobility devices. |
| District of Columbia | 12/12/1985 | Primary | \$50 ⁹ | All | 16 years and older | Seating for >8 people, taxis (6pm-6am), vehicles with 3 or fewer wheels, farm vehicles. |
| Florida | 7/1/1986 | Primary | \$30 | AllFront | 6-17 years >6 years | Newspaper delivery vehicles; solid waste/ recyclable collection service vehicles working designated routes; persons traveling in the living quarters of a recreational vehicle or a space within a truck body primarily intended for merchandise or property; school buses; buses that transport for compensation; farm tractors or implements of husbandry; trucks >26,000 lb. |
| Georgia | 9/1/1988 | Primary | \$15 ¹⁰ | AllFront | 6-17 years 18 years and older | Pickups, vehicles designed for >10 passengers, off-road vehicles, vehicles used for frequent stops (all seats), rural postal vehicles, newspaper delivery vehicles, emergency vehicles, driver in reverse, taxis, public transit vehicles. |
| Hawaii | 12/16/1985 | Primary | \$45 ¹¹ | AllFront | 8-17 years 18 years and older | Bus or school bus >10,000 lb, emergency vehicles, taxicabs. DOT may establish additional exemptions. |
| Idaho | 7/1/1986 | Secondary | \$10 | All | 7 years and older | Vehicles >8,000 lb, mail carriers, implements of husbandry, motorcycles. |
| Illinois | 1/1/1988 | Primary | \$25 | All Front | 18 years and under 16 years and older | Emergency vehicles, motorcycles, vehicles that stop under if driver frequently, rural letter carriers, model year <1964. |

| State | Effective ¹ | Enforcement ² | Base fine | Seat belt required | | Vehicles exempted ⁵ |
|---------------|------------------------|--------------------------|--------------------|--------------------|-----------------------------------|---|
| | | | | Seats ³ | Ages ⁴ | |
| Indiana | 7/1/1987 | Primary | \$25 | All | 16 years and older | Tractors, RVs, postal vehicles, school buses, delivery vehicles, taxis, buses, emergency vehicles, antique cars, motorcycles, farm vehicles engaged in farming, law enforcement vehicles, non-drivers in parades, public utility vehicles, towing recovery vehicles. |
| Iowa | 7/1/1986 | Primary | \$25 | Front | 11 years and older | Delivery vehicles that do not exceed 25 mph between stops, buses, model year <1965, emergency vehicles, motorcycles, postal vehicles making frequent stops. |
| Kansas | 7/1/1986 | Secondary (prima | \$30 | All Front | 14-17 years 18 years and older | Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, vehicles delivering newspapers. |
| Kentucky | 7/15/1994 | Primary | \$25 | All | All | Designed for >10 people, farm trucks registered for agricultural use only and with gross weight 2,000 lb or greater, motorcycles. |
| Louisiana | 7/1/1986 | Primary | \$25 | All | 14 years and older | Vehicles with gross weight >10,000 lb, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers. |
| Maine | 12/26/1995 | Primary | \$50 | All | 18 years and older | Postal vehicles, passengers riding in taxi or limousine for hire. |
| Maryland | 7/1/1986 | Primary | \$25 | Front | 16 years and older | "Historical" vehicles, for-hire vehicles, motorcycles, trucks, buses, vehicles delivering mail, vehicles built before June 1, 1964. |
| Massachusetts | 2/1/1994 | Secondary | \$25 ¹² | All | 13 years and older | Buses, trucks 18,000 lb or more, taxis, utility vehicles, model year <1966, postal vehicles, farm vehicles, authorized emergency vehicles, side-facing seat in car owned for antique collecting. |
| Michigan | 7/1/1985 | Primary | \$25 | Front | 16 years and older | Taxis, buses, school buses, postal service vehicles, model year <1965, commercial vehicles making frequent stops. |
| Minnesota | 8/1/1986 | Primary | \$25 | All | 8 years and older | Farm pickup trucks, postal vehicles, commercial vehicles making frequent stops and going <25 mph between stops, vehicles driving in reverse, persons riding in a vehicle in which all the seating positions equipped with seat belts are occupied by other persons in seat belts, model year <1965, persons in possession of written certificate from a licensed physician verifying that he/she is unable to wear a seat belt. |
| Mississippi | 7/1/1994 | Primary | \$25 | Front | 7 years and older | Farm vehicles, buses, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed to carry >15 persons, trailers. |
| Missouri | 9/28/1985 | Secondary (prima | \$10 | Front | 16 years and older | Vehicles designed for >10 people, trucks >12,000 lb, postal service vehicles, vehicles requiring frequent entry or exit, agricultural vehicles. |
| Montana | 10/1/1987 | Secondary | \$20 | All | 6 years and older | Motorcycles, taxis, vehicles making frequent stops, construction vehicles. |
| Nebraska | 1/1/1993 | Secondary | \$25 | Front | 18 years and older | Emergency vehicles, model year <1973, farm tractors and other agricultural equipment, buses, postal vehicles. |

| State | Effective ¹ | Enforcement ² | Base fine | Seat belt required | | Vehicles exempted ⁵ |
|----------------|------------------------|--------------------------|--------------------|--------------------------------------|---|---|
| | | | | Seats ³ | Ages ⁴ | |
| Nevada | 7/1/1987 | Secondary | \$25 | All | 6 years and older | Taxis, buses, school buses, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph. Any vehicle or seating position if the State determines compliance is impractical. |
| New Hampshire | n/a | No law | n/a | n/a | n/a | n/a |
| New Jersey | 3/1/1985 | Primary | \$20 | All/AllFront | 8-17 years >7 years and >80 lb 18 years and older | Vehicles manufactured before 1966, medical reasons, rural letter carriers, fewer belts than seats. |
| New Mexico | 1/1/1986 | Primary | \$25 ¹³ | All | 18 years and older | Vehicles >10,000 lb, rural letter carriers. |
| New York | 12/1/1984 | Primary | \$50 ¹⁴ | Front | 16 years and older | Buses, school buses, taxis, emergency or delivery vehicles, rural letter carriers. |
| North Carolina | 10/1/1985 | Primary (seconda | \$25 | All | 16 years and older | Farm vehicles, postal vehicles, designated commercial vehicles, delivery vehicles traveling <20 mph, trash/recycling trucks. |
| North Dakota | 7/14/1994 | Secondary | \$20 | Front | 18 years and older | Designed for >10 people, farm vehicles, rural mail carriers, medical reasons, all front seat belts in use by other occupants. |
| Ohio | 5/6/1986 | Secondary | \$30 ¹⁵ | All Front | 4-14 years 15 years and older | Postal service vehicles, medical reasons, vehicles delivering newspapers. |
| Oklahoma | 2/1/1987 | Primary | \$20 | Front | 13 years and older | Exempt from seat belt law: farm vehicles (trucks, truck tractors), RVs, postal service vehicles. Exempt from child restraint law: school buses, taxicabs, emergency vehicles. |
| Oregon | 12/7/1990 | Primary | \$97 | All | 16 years and older | Designed for >15 passengers, newspaper and mail vehicles, meter and transit vehicles, for-hire vehicles, trash trucks, emergency vehicles, taxicab operators. |
| Pennsylvania | 11/23/1987 | Secondary | \$10 | All Front | 8-17 years 18 years and older | Trucks >7,000 lb, rural letter carriers, delivery vehicles, vehicles traveling <15 mph. |
| Rhode Island | 6/18/1991 | Secondary (prima | \$75 | All | All | Postal service vehicles. |
| South Carolina | 7/1/1989 | Primary ^{16,17} | \$25 | Front Rear with shoulder belt | 6 years and older 6 years and older | Emergency vehicles, buses, postal service vehicles, delivery vehicles, parade vehicles, vehicles in which all seating positions with seat belts are already occupied, persons occupying vehicles not originally equipped with seat belts. |
| South Dakota | 1/1/1995 | Secondary | \$20 | Front | 18 years and older | Passenger buses, school buses, farm tractors, rural mail carriers, newspaper or periodical delivery vehicles. |
| Tennessee | 4/21/1986 | Primary | \$10 ¹⁸ | Front | 16 years and older | Vehicles >8,500 lb, rural letter carriers, utility workers, newspaper delivery vehicles, automobile salespersons who drive <50 miles per day on average, parade vehicles, hayrides crossing a highway from one field to another if operated at <15 mph. |
| Texas | 9/1/1985 | Primary | \$200 | All/AllFront | 5-16 years 17 years and older | Farm vehicles <48,000 lb, postal service vehicles, newspaper delivery, meter readers. |
| Utah | 4/28/1986 | Secondary (prima | \$45 ¹⁹ | All | 16 years and older | Passengers exempted if all seats are occupied or person is riding in a seating position not equipped with seat belts. |

| State | Effective ¹ | Enforcement ² | Base fine | Seat belt required | | Vehicles exempted ⁵ |
|---------------|------------------------|--------------------------|--------------------|--------------------|---------------------------------|---|
| | | | | Seats ³ | Ages ⁴ | |
| Vermont | 1/1/1994 | Secondary | \$25 | All | 16 years and older | Buses, taxis, rural mail carriers, delivery vehicles traveling <15 mph, emergency vehicles, farm tractors, vehicles ordered by emergency personnel to evacuate persons from stricken area. |
| Virginia | 1/1/1988 | Secondary | \$25 | Front | 16 years and older | Trucks >10,000 lb, school buses, motor homes, taxis, police vehicles enforcing parking or transporting prisoners, rural mail carriers, newspaper delivery vehicles, utility meter readers, commercial vehicles making frequent stops. |
| Washington | 6/11/1986 | Primary | \$124 | All | 16 years and older | Vehicles designed for >10 people; when all designated seating positions are occupied; vehicles exempted by State regulation, including farm construction or commercial vehicles making frequent stops. |
| West Virginia | 9/1/1993 | Secondary | \$25 | All Front | 8-17 years 8 years and older | Designed for >10 people, rural mail carriers, trailers. All seat belts in use and vehicle contains more passengers than total number of seat belts or other safety devices installed in compliance with Federal motor vehicle safety standards. |
| Wisconsin | 12/1/1987 | Primary | \$10 | All | 8 years and older | Taxis, farm trucks engaged in farming, emergency vehicles, rural mail carriers, land surveyors. |
| Wyoming | 6/8/1989 | Secondary | \$25 ²⁰ | All | 9 years and older | Postal vehicles; excess passengers exempted if all seats occupied. |

¹Effective date of first belt law in the state.

²Primary enforcement enables police officers to stop vehicles and write citations whenever they observe a violation of the seat belt law. Secondary enforcement allows police officers to write a citation for seat belt infractions only after stopping a vehicle for some other traffic infraction.

³The word "All" used in this category means everyone must be restrained. For children, that may be in a child restraint.

⁴May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.

⁵Emergency vehicle and bus exemptions generally do not apply to the operator.

⁶Court may substitute traffic safety school for fine with regard to first offense. Fine for second and subsequent offenses is \$50.

⁷Primary enforcement for child safety restraints.

⁸If a driver under 18 commits a violation, he/she is subject to a \$75 fine.

⁹For child restraint violation, the driver may opt to take a child restraint safety class for \$25 in lieu of the \$75 base fine. In either case, and for seat belt violation, 2 points are assessed on the driver's record.

¹⁰If a minor violates the seat belt law, the driver may be fined \$25.

¹¹In addition to the \$45 fine, the driver must pay a surcharge of \$10 for the neurotrauma special fund.

¹²Operator may be fined an additional \$25 if allowing anyone under 16 and no younger than 12 years old to ride unrestrained

¹³New Mexico also assesses points for violations.

¹⁴New York assesses points only when the violation involves a child under 16 years old.

¹⁵Fine is \$30 for a driver violating the law, \$20 for a passenger.

¹⁶Seat belt law may not be enforced by checkpoints designed for that purpose.

¹⁷Seat belt law does not apply to an occupant if all belts in the vehicle are used by other occupants.

¹⁸Drivers 18 years or older who choose not to contest the citation pay a \$10 fine by mail (\$20 for drivers 16-17 years old).

¹⁹Reduced to \$15 upon completion of class.

²⁰If motorist is wearing a seat belt when stopped for another violation, the fine for that violation is reduced by \$10. Passengers violating the seat belt requirements are subject to a fine of \$10.

KEY: n/a = not applicable; RV = recreational vehicle.

NOTES: For the most current provisions of state seat belt laws, see the Insurance Institute for Highway Safety's Safety Belt Use Laws, available at <http://iihs.org/laws/SafetyBeltUse.aspx>. For more information on child restraint laws, see Traffic Safety Facts Annual Report, available at <http://www-nrd.nhtsa.dot.gov/Cats/index.aspx>.

SOURCES: Effective Dates: Insurance Institute for Highway Safety, Highway Loss Data Institute, Safety Belt Use Laws, May 2012, available at <http://www.iihs.org/laws/SafetyBeltUse.aspx> as of May 4, 2012. Enforcement, Base fine, Seat belt required and Vehicles exempted: U.S. Department of Transportation, National Highway Traffic Safety Administration, Traffic Safety Facts 2009, table 126, available at <http://www-nrd.nhtsa.dot.gov/Cats/index.aspx> as of May 4, 2012.

Table 2-5: Helmet Use Laws: 2012

| State | Motorcycle riders covered by helmet law | Bicycle riders covered by helmet law |
|----------------------|--|--|
| Alabama | All riders | Younger than 16 |
| Alaska | Younger than 18 ¹ | No law |
| Arizona | Younger than 18 | No law |
| Arkansas | Younger than 21 | No law |
| California | All riders | Younger than 18 |
| Colorado | Younger than 18 and their passengers younger than 18 | No law |
| Connecticut | Younger than 18 | Younger than 16 |
| Delaware | Younger than 19 ² | Younger than 18 |
| District of Columbia | All riders | Younger than 16 |
| Florida | Younger than 21 ³ | Younger than 16 |
| Georgia | All riders | Younger than 16 |
| Hawaii | Younger than 18 | Younger than 16 |
| Idaho | Younger than 18 | No law |
| Illinois | No law | No law |
| Indiana | Younger than 18 | No law |
| Iowa | No law | No law |
| Kansas | Younger than 18 | No law |
| Kentucky | Younger than 21 ⁴ | No law |
| Louisiana | All riders | Younger than 12 |
| Maine | Younger than 18 ⁵ | Younger than 16 |
| Maryland | All riders | Younger than 16 |
| Massachusetts | All riders | Younger than 17 (riding with children younger than 1 prohibited) |
| Michigan | Younger than 21 ⁶ | No law |
| Minnesota | Younger than 18 ⁷ | No law |
| Mississippi | All riders | No law |
| Missouri | All riders | No law |
| Montana | Younger than 18 | No law |
| Nebraska | All riders | No law |
| Nevada | All riders | No law |
| New Hampshire | No law | Younger than 16 |
| New Jersey | All riders | Younger than 17 |
| New Mexico | Younger than 18 | Younger than 18 |
| New York | All riders | Younger than 14 (riding with children younger than 1 prohibited) |
| North Carolina | All riders | Younger than 16 |
| North Dakota | Younger than 18 ⁸ | No law |
| Ohio | Younger than 18 ⁹ | No law |
| Oklahoma | Younger than 18 | No law |
| Oregon | All riders | Younger than 16 |
| Pennsylvania | Younger than 21 ¹⁰ | Younger than 12 |
| Rhode Island | Younger than 21 ¹¹ | Younger than 16 |
| South Carolina | Younger than 21 | No law |
| South Dakota | Younger than 18 | No law |
| Tennessee | All riders | Younger than 16 |
| Texas | Younger than 21 ¹² | No law |
| Utah | Younger than 18 | No law |
| Vermont | All riders | No law |
| Virginia | All riders | No law |
| Washington | All riders | No law |
| West Virginia | All riders | Younger than 15 |
| Wisconsin | Younger than 18 ¹³ | No law |
| Wyoming | Younger than 18 | No law |

¹Alaska's motorcycle helmet use law covers passengers of all ages, operators younger than 18, and operators with instructional permits

²In Delaware, every motorcycle operator or rider age 19 and older shall have in their possession a safety helmet approved by the Secretary

³In Florida, the law requires that all riders younger than 21 years wear helmets, without exception. Those 21 years and older may ride without helmets only if they can show proof that they are covered by a medical insurance policy.

⁴In Kentucky, the law requires that all riders younger than 21 years wear helmets, without exception. Those 21 years and older may ride without helmets only if they can show proof

⁵Motorcycle helmet laws in Maine cover operators with instructional/learner's permits and operators in their first year of licensure. Maine's motorcycle helmet use law also covers passengers 17 years and younger and passengers if their operators are required to wear a helmet.

⁶In Michigan, the law requires that all riders younger than 21 years wear helmets, without exception. Those 21 years and older may ride without helmets only if they carry additional insurance and have passed a motorcycle safety course or have had their motorcycle endorsement for at least two years. Motorcycle passengers who want to exercise this option also must be 21 or older and carry additional insurance.

⁷Motorcycle helmet laws in Minnesota cover operators with instructional/learner's permits

⁸North Dakota's motorcycle helmet use law covers all passengers traveling with operators who are covered by the law

⁹Ohio's motorcycle helmet use law covers all operators during the first year of licensure and all passengers of operators who are covered by the law

¹⁰Pennsylvania's motorcycle helmet use law covers all operators during the first two years of licensure unless the operator has completed the safety course approved by PennDOT or the Motorcycle Safety Foundation.

¹¹Rhode Island's motorcycle helmet use law covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age)

¹²Texas exempts riders 21 years or older if they can either show proof of successfully completing a motorcycle operator training and safety course or can show proof of having a medical insurance policy. A peace officer may not stop or detain a person who is the operator of or a passenger on a motorcycle for the sole purpose of determining whether the person has successfully completed the motorcycle operator training and safety course or is covered by a health insurance plan.

¹³Motorcycle helmet laws in Wisconsin cover operators with instructional/learner's permits

SOURCE: Insurance Institute for Highway Safety, Highway Loss Data Institute, Motorcycle and bicycle helmet use laws, August 2012, available at <http://www.iihs.org/laws/HelmetUseCurrent.aspx> as of August 2, 2012.

Table 2-6: Safety Belt Use: 2000, 2005, 2008, 2009, and 2010

(Percentage of drivers and passengers in the front right seat using safety belts)

| State | 2000 | 2005 | 2008 | 2009 | 2010 |
|----------------------|------|------|------|------|------|
| Alabama | 71 | 82 | 86 | 90 | 91 |
| Alaska | 61 | 78 | 85 | 86 | 87 |
| Arizona | 75 | 94 | 80 | 81 | 82 |
| Arkansas | 52 | 68 | 70 | 74 | 78 |
| California | 89 | 93 | 96 | 95 | 96 |
| Colorado | 65 | 79 | 82 | 81 | 83 |
| Connecticut | 76 | 82 | 88 | 86 | 88 |
| Delaware | 66 | 84 | 91 | 88 | 91 |
| District of Columbia | 83 | 89 | 90 | 93 | 92 |
| Florida | 65 | 74 | 82 | 85 | 87 |
| Georgia | 74 | 90 | 90 | 89 | 90 |
| Hawaii | 80 | 95 | 97 | 98 | 98 |
| Idaho | 59 | 76 | 77 | 79 | 78 |
| Illinois | 70 | 86 | 91 | 92 | 93 |
| Indiana | 62 | 81 | 91 | 93 | 92 |
| Iowa | 78 | 87 | 93 | 93 | 93 |
| Kansas | 62 | 69 | 77 | 77 | 82 |
| Kentucky | 60 | 67 | 73 | 80 | 80 |
| Louisiana | 68 | 78 | 76 | 75 | 76 |
| Maine | N | 76 | 83 | 83 | 82 |
| Maryland | 85 | 91 | 93 | 94 | 95 |
| Massachusetts | 50 | 65 | 67 | 74 | 74 |
| Michigan | 84 | 93 | 97 | 98 | 95 |
| Minnesota | 73 | 84 | 87 | 90 | 92 |
| Mississippi | 50 | 61 | 71 | 76 | 81 |
| Missouri | 68 | 77 | 76 | 77 | 76 |
| Montana | 76 | 80 | 79 | 79 | 79 |
| Nebraska | 71 | 79 | 83 | 85 | 84 |
| Nevada | 79 | 95 | 91 | 91 | 93 |
| New Hampshire | N | N | 69 | 69 | 72 |
| New Jersey | 74 | 86 | 92 | 93 | 94 |
| New Mexico | 87 | 90 | 91 | 90 | 90 |
| New York | 77 | 85 | 89 | 88 | 90 |
| North Carolina | 81 | 87 | 90 | 90 | 90 |
| North Dakota | 48 | 76 | 82 | 82 | 75 |
| Ohio | 65 | 79 | 83 | 84 | 84 |
| Oklahoma | 68 | 83 | 84 | 84 | 86 |
| Oregon | 84 | 93 | 96 | 97 | 97 |
| Pennsylvania | 71 | 83 | 85 | 88 | 86 |
| Rhode Island | 64 | 75 | 72 | 75 | 78 |
| South Carolina | 74 | 70 | 79 | 82 | 85 |
| South Dakota | 53 | 69 | 72 | 72 | 75 |
| Tennessee | 59 | 74 | 82 | 81 | 87 |
| Texas | 77 | 90 | 91 | 93 | 94 |
| Utah | 76 | 87 | 86 | 86 | 89 |
| Vermont | 62 | 85 | 87 | 85 | 85 |
| Virginia | 70 | 80 | 81 | 82 | 81 |
| Washington | 82 | 95 | 97 | 96 | 98 |
| West Virginia | 50 | 85 | 90 | 87 | 82 |
| Wisconsin | 65 | 73 | 74 | 74 | 79 |
| Wyoming | 67 | N | 69 | 68 | 79 |
| Nationwide | 71 | 82 | 83 | 84 | 85 |

KEY: N = data do not exist.

SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, Seat Belt Use in 2010—Use Rates in the States and Territories, July 2011, available at <http://www-nrd.nhtsa.dot.gov/Pubs/811493.pdf> as of March 16, 2012.

Table 2-7: Pedestrian Fatalities Involving Motor Vehicles: 2010

| State | Total traffic fatalities | Pedestrians killed | Pedestrian fatalities as percent of total | Population (thousands) | Pedestrian fatality rate per 100,000 population |
|----------------------|--------------------------|--------------------|---|------------------------|---|
| Alabama | 862 | 61 | 7.1 | 4,785 | 1.3 |
| Alaska | 56 | 6 | 10.7 | 714 | 0.8 |
| Arizona | 762 | 146 | 19.2 | 6,413 | 2.3 |
| Arkansas | 563 | 37 | 6.6 | 2,922 | 1.3 |
| California | 2,715 | 599 | 22.1 | 37,338 | 1.6 |
| Colorado | 448 | 36 | 8.0 | 5,048 | 0.7 |
| Connecticut | 319 | 46 | 14.4 | 3,575 | 1.3 |
| Delaware | 101 | 22 | 21.8 | 900 | 2.4 |
| District of Columbia | 24 | 13 | 54.2 | 605 | 2.1 |
| Florida | 2,445 | 487 | 19.9 | 18,839 | 2.6 |
| Georgia | 1,244 | 168 | 13.5 | 9,712 | 1.7 |
| Hawaii | 113 | 26 | 23.0 | 1,363 | 1.9 |
| Idaho | 209 | 10 | 4.8 | 1,571 | 0.6 |
| Illinois | 927 | 115 | 12.4 | 12,842 | 0.9 |
| Indiana | 754 | 62 | 8.2 | 6,491 | 1.0 |
| Iowa | 390 | 18 | 4.6 | 3,050 | 0.6 |
| Kansas | 431 | 15 | 3.5 | 2,859 | 0.5 |
| Kentucky | 760 | 61 | 8.0 | 4,347 | 1.4 |
| Louisiana | 710 | 74 | 10.4 | 4,545 | 1.6 |
| Maine | 161 | 12 | 7.5 | 1,327 | 0.9 |
| Maryland | 493 | 101 | 20.5 | 5,786 | 1.7 |
| Massachusetts | 314 | 58 | 18.5 | 6,555 | 0.9 |
| Michigan | 942 | 128 | 13.6 | 9,877 | 1.3 |
| Minnesota | 411 | 35 | 8.5 | 5,311 | 0.7 |
| Mississippi | 641 | 50 | 7.8 | 2,970 | 1.7 |
| Missouri | 819 | 55 | 6.7 | 5,996 | 0.9 |
| Montana | 189 | 8 | 4.2 | 991 | 0.8 |
| Nebraska | 190 | 8 | 4.2 | 1,830 | 0.4 |
| Nevada | 257 | 36 | 14.0 | 2,704 | 1.3 |
| New Hampshire | 128 | 9 | 7.0 | 1,317 | 0.7 |
| New Jersey | 556 | 139 | 25.0 | 8,800 | 1.6 |
| New Mexico | 346 | 33 | 9.5 | 2,066 | 1.6 |
| New York | 1,200 | 303 | 25.3 | 19,395 | 1.6 |
| North Carolina | 1,319 | 169 | 12.8 | 9,560 | 1.8 |
| North Dakota | 105 | 7 | 6.7 | 675 | 1.0 |
| Ohio | 1,080 | 93 | 8.6 | 11,538 | 0.8 |
| Oklahoma | 668 | 62 | 9.3 | 3,760 | 1.6 |
| Oregon | 317 | 56 | 17.7 | 3,838 | 1.5 |
| Pennsylvania | 1,324 | 145 | 11.0 | 12,718 | 1.1 |
| Rhode Island | 66 | 8 | 12.1 | 1,053 | 0.8 |
| South Carolina | 810 | 90 | 11.1 | 4,637 | 1.9 |
| South Dakota | 140 | 9 | 6.4 | 817 | 1.1 |
| Tennessee | 1,031 | 87 | 8.4 | 6,357 | 1.4 |
| Texas | 2,998 | 345 | 11.5 | 25,253 | 1.4 |
| Utah | 236 | 26 | 11.0 | 2,775 | 0.9 |
| Vermont | 71 | 4 | 5.6 | 626 | 0.6 |
| Virginia | 740 | 73 | 9.9 | 8,024 | 0.9 |
| Washington | 458 | 61 | 13.3 | 6,743 | 0.9 |
| West Virginia | 315 | 13 | 4.1 | 1,854 | 0.7 |
| Wisconsin | 572 | 52 | 9.1 | 5,692 | 0.9 |
| Wyoming | 155 | 3 | 1.9 | 565 | 0.5 |
| United States, total | 32,885 | 4,280 | 13.0 | 309,330 | 1.4 |

NOTE: Details may not add to totals due to rounding.

SOURCE: Fatalities: U.S. Department of Transportation, National Highway Traffic Safety Administration, Fatality Analysis Reporting System Encyclopedia 2010, available at <http://www-fars.nhtsa.dot.gov/Main/index.aspx> as of March 16, 2012. Population: U.S. Department of Commerce, U.S. Census Bureau, Population Estimates Vintage 2011, available at <http://www.census.gov/popest/index.html> as of March 16, 2012.

Table 2-8: Fatalities in Motor Vehicle Crashes Involving High Blood Alcohol Concentration: 2009 and 2010

(BAC ≥ 0.08 grams per deciliter)

| State | 2009 | | | 2010 | | |
|----------------------|------------------|---|---------|------------------|---|---------|
| | Total fatalities | Fatalities involving high blood alcohol | Percent | Total fatalities | Fatalities involving high blood alcohol | Percent |
| Alabama | 848 | 267 | 31.5 | 862 | 279 | 32.4 |
| Alaska | 64 | 22 | 34.4 | 56 | 16 | 28.6 |
| Arizona | 806 | 218 | 27.0 | 762 | 194 | 25.5 |
| Arkansas | 596 | 173 | 29.0 | 563 | 173 | 30.7 |
| California | 3,090 | 924 | 29.9 | 2,715 | 791 | 29.1 |
| Colorado | 465 | 158 | 34.0 | 448 | 127 | 28.3 |
| Connecticut | 224 | 97 | 43.3 | 319 | 121 | 37.9 |
| Delaware | 116 | 45 | 38.8 | 101 | 36 | 35.6 |
| District of Columbia | 29 | 11 | 37.9 | 24 | 5 | 20.8 |
| Florida | 2,560 | 777 | 30.4 | 2,445 | 660 | 27.0 |
| Georgia | 1,292 | 333 | 25.8 | 1,244 | 298 | 24.0 |
| Hawaii | 109 | 52 | 47.7 | 113 | 42 | 37.2 |
| Idaho | 226 | 60 | 26.5 | 209 | 71 | 34.0 |
| Illinois | 911 | 313 | 34.4 | 927 | 298 | 32.1 |
| Indiana | 693 | 207 | 29.9 | 754 | 195 | 25.9 |
| Iowa | 371 | 98 | 26.4 | 390 | 90 | 23.1 |
| Kansas | 386 | 123 | 31.9 | 431 | 168 | 39.0 |
| Kentucky | 791 | 192 | 24.3 | 760 | 171 | 22.5 |
| Louisiana | 824 | 290 | 35.2 | 710 | 225 | 31.7 |
| Maine | 159 | 46 | 28.9 | 161 | 38 | 23.6 |
| Maryland | 549 | 165 | 30.1 | 493 | 154 | 31.2 |
| Massachusetts | 340 | 106 | 31.2 | 314 | 115 | 36.6 |
| Michigan | 872 | 243 | 27.9 | 942 | 230 | 24.4 |
| Minnesota | 421 | 107 | 25.4 | 411 | 127 | 30.9 |
| Mississippi | 700 | 233 | 33.3 | 641 | 236 | 36.8 |
| Missouri | 878 | 302 | 34.4 | 819 | 258 | 31.5 |
| Montana | 221 | 81 | 36.7 | 189 | 73 | 38.6 |
| Nebraska | 223 | 68 | 30.5 | 190 | 51 | 26.8 |
| Nevada | 243 | 69 | 28.4 | 257 | 69 | 26.8 |
| New Hampshire | 110 | 29 | 26.4 | 128 | 44 | 34.4 |
| New Jersey | 584 | 146 | 25.0 | 556 | 153 | 27.5 |
| New Mexico | 361 | 112 | 31.0 | 346 | 111 | 32.1 |
| New York | 1,158 | 318 | 27.5 | 1,200 | 364 | 30.3 |
| North Carolina | 1,313 | 358 | 27.3 | 1,319 | 388 | 29.4 |
| North Dakota | 140 | 54 | 38.6 | 105 | 47 | 44.8 |
| Ohio | 1,022 | 325 | 31.8 | 1,080 | 341 | 31.6 |
| Oklahoma | 737 | 229 | 31.1 | 668 | 220 | 32.9 |
| Oregon | 377 | 115 | 30.5 | 317 | 71 | 22.4 |
| Pennsylvania | 1,256 | 399 | 31.8 | 1,324 | 433 | 32.7 |
| Rhode Island | 83 | 34 | 41.0 | 66 | 25 | 37.9 |
| South Carolina | 894 | 374 | 41.8 | 810 | 357 | 44.1 |
| South Dakota | 131 | 54 | 41.2 | 140 | 37 | 26.4 |
| Tennessee | 986 | 299 | 30.3 | 1,031 | 283 | 27.4 |
| Texas | 3,104 | 1,253 | 40.4 | 2,998 | 1,259 | 42.0 |
| Utah | 244 | 41 | 16.8 | 236 | 44 | 18.6 |
| Vermont | 74 | 24 | 32.4 | 71 | 18 | 25.4 |
| Virginia | 758 | 243 | 32.1 | 740 | 211 | 28.5 |
| Washington | 492 | 207 | 42.1 | 458 | 170 | 37.1 |
| West Virginia | 357 | 112 | 31.4 | 315 | 88 | 27.9 |
| Wisconsin | 561 | 209 | 37.3 | 572 | 205 | 35.8 |
| Wyoming | 134 | 48 | 35.8 | 155 | 54 | 34.8 |
| United States, total | 33,883 | 10,759 | 31.8 | 32,885 | 10,228 | 31.1 |

NOTE: Data for 2009 are revised. National Highway Traffic Safety Administration estimates the proportion of fatalities with a high Blood Alcohol Concentration for cases in which alcohol test results are unknown. The sum of individual state fatalities with a high BAC may therefore not add to the U.S. total due to rounding of these estimates.

SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, Traffic Safety Facts 2010, tables 117, available at <http://www-nrd.nhtsa.dot.gov/Cats/index.aspx> as of March 22, 2012.

Table 2-9: Maximum Posted Speed Limits by Type of Road: 2012

(Speed limit in miles per hour)

| State | Interstate | | Other limited-access | |
|----------------------|---|-----------------|----------------------|--------------------|
| | Rural | Urban | roads ¹ | Other roads |
| Alabama | 70 | 65 | 65 | 65 |
| Alaska | 65 | 55 | 65 | 55 |
| Arizona | 75 | 65 | 65 | 65, Trucks: 65 |
| Arkansas | 70; Trucks: 65 | 55 | 60 ² | 55 |
| California | 70; Trucks: 55 | 65, Trucks: 55 | 70, Trucks: 55 | 65, Trucks: 55 |
| Colorado | 75 | 65 | 65 | 65 |
| Connecticut | 65 | 55 | 65 | 55 |
| Delaware | 65 | 55 | 65 | 55 |
| District of Columbia | n/a | 55 | NA | 25 |
| Florida | 70 | 65 | 70 | 65 |
| Georgia | 70 | 65 | 65 | 65 |
| Hawaii | 60 ³ | 60 ³ | 55 ³ | 45 ³ |
| Idaho | 75; Trucks: 65 | 75 | 65 | 65 |
| Illinois | 65 | 55 | 65 | 55 |
| Indiana | 70; Trucks: 65 | 55 | 60 | 55 |
| Iowa | 70 | 55 | 70 | 55 |
| Kansas | 75 | 75 | 75 | 65 |
| Kentucky | 65; 70 on specified segments of road ⁴ | 65 | 65 | 55 |
| Louisiana | 75 | 70 | 70 | 65 |
| Maine | 75 | 65 | 65 | 60 |
| Maryland | 65 | 65 | 65 | 55 |
| Massachusetts | 65 | 65 | 65 | 55 |
| Michigan | 70 (trucks 60); <70 (trucks 55) | 65 | 70 | 55 |
| Minnesota | 70 | 65 | 65 | 55 |
| Mississippi | 70 | 70 | 70 | 65 |
| Missouri | 70 | 60 | 70 | 65 |
| Montana | 75; Trucks: 65 | 65 | Day: 70; Night: 65 | Day: 70; Night: 65 |
| Nebraska | 75 | 65 | 65 | 60 |
| Nevada | 75 | 65 | 70 | 70 |
| New Hampshire | 65 | 65 | 55 | 55 |
| New Jersey | 65 | 55 | 65 | 55 |
| New Mexico | 75 | 75 | 65 | 55 |
| New York | 65 | 65 | 65 | 55 |
| North Carolina | 70 | 70 | 70 | 55 |
| North Dakota | 75 | 75 | 70 | 65 |
| Ohio | 65 ⁵ | 65 | 55 | 55 |
| Oklahoma | 75 | 70 | 70 | 70 |
| Oregon | 65; Trucks: 55 | 55 | 55 | 55 |
| Pennsylvania | 65 | 55 | 65 | 55 |
| Rhode Island | 65 | 55 | 55 | 55 |
| South Carolina | 70 | 70 | 60 | 55 |
| South Dakota | 75 | 75 | 70 | 70 |
| Tennessee | 70 | 70 | 70 | 65 |
| Texas | 75 ⁶ | 75 | 75 | 75 |
| Utah | 75 ⁷ | 65 | 75 | 65 |
| Vermont | 65 | 55 | 50 | 50 |
| Virginia | 70 ⁸ | 70 ⁸ | 65 | 55 |
| Washington | 70, Trucks: 60 | 60 | 60 | 60 |
| West Virginia | 70 | 55 | 65 | 55 |
| Wisconsin | 65 | 65 | 65 | 55 |
| Wyoming | 75 | 60 | 65 | 65 |

¹Limited-access roads are multilaned roads with restricted access using exit and entrance ramps rather than intersections.²In Arkansas, upon completion of a study, due to be completed on or before 09/15/08, the speed limit on any 2-lane highway or 4-lane highway³In Hawaii, the maximum speed limit is established by county ordinance or by the director of transportation.⁴In Kentucky, the speed limit may be increased to 70 mph on specific segments of highway upon the basis of an engineering and traffic invest⁵The speed limit on the Ohio Turnpike is 70 mph.⁶In sections of I-10 and I-20 in rural West Texas, the speed limit for passenger cars and light trucks is 80 mph. Speed limits may be establishe⁷Based on 2008 Utah House Bill 406, which became effective on May 5, 2008, portions of I-15 have a posted limit of 80 mph.⁸In Virginia, the posted limit may be as high as 70 mph where indicated by lawfully placed signs, erected subsequent to a traffic engineering st
KEY: NA = not applicable.

NOTES: Interstates are divided into urban and rural sections based primarily on population size and population density. Many roads, particularly urban interstates, often have a lower posted speed limit than the maximum allowable shown in this table.

SOURCE: Insurance Institute for Highway Safety, Highway Loss Data Institute, Maximum posted speed limits, March 2012, available at <http://www.iihs.org/laws/SpeedLimits.aspx> as of March 16, 2012.

Table 2-10: Rail Accidents/Incidents: 2010

(Includes freight railroad, Amtrak, and commuter rail operations)

| State | Accidents/Incidents | Fatalities | Injuries |
|----------------------|---------------------|------------|----------|
| Alabama | 208 | 15 | 107 |
| Alaska | 54 | 0 | 52 |
| Arizona | 113 | 16 | 79 |
| Arkansas | 159 | 15 | 104 |
| California | 710 | 89 | 534 |
| Colorado | 141 | 11 | 95 |
| Connecticut | 142 | 6 | 109 |
| Delaware | 71 | 1 | 67 |
| District of Columbia | 88 | 1 | 89 |
| Florida | 253 | 47 | 181 |
| Georgia | 249 | 25 | 143 |
| Hawaii | 0 | 0 | 0 |
| Idaho | 50 | 1 | 23 |
| Illinois | 1,088 | 60 | 830 |
| Indiana | 286 | 16 | 169 |
| Iowa | 209 | 6 | 117 |
| Kansas | 198 | 11 | 121 |
| Kentucky | 148 | 15 | 76 |
| Louisiana | 258 | 25 | 162 |
| Maine | 23 | 0 | 16 |
| Maryland | 170 | 17 | 120 |
| Massachusetts | 249 | 7 | 228 |
| Michigan | 178 | 15 | 117 |
| Minnesota | 219 | 7 | 160 |
| Mississippi | 115 | 13 | 58 |
| Missouri | 252 | 20 | 188 |
| Montana | 158 | 5 | 102 |
| Nebraska | 230 | 7 | 132 |
| Nevada | 37 | 4 | 28 |
| New Hampshire | 2 | 0 | 2 |
| New Jersey | 589 | 24 | 503 |
| New Mexico | 94 | 12 | 76 |
| New York | 1,122 | 22 | 1043 |
| North Carolina | 175 | 19 | 127 |
| North Dakota | 110 | 5 | 78 |
| Ohio | 294 | 21 | 145 |
| Oklahoma | 160 | 11 | 93 |
| Oregon | 133 | 8 | 85 |
| Pennsylvania | 747 | 25 | 623 |
| Rhode Island | 18 | 0 | 16 |
| South Carolina | 113 | 9 | 64 |
| South Dakota | 34 | 1 | 19 |
| Tennessee | 167 | 10 | 94 |
| Texas | 828 | 55 | 516 |
| Utah | 59 | 5 | 36 |
| Vermont | 20 | 1 | 15 |
| Virginia | 202 | 10 | 140 |
| Washington | 270 | 16 | 189 |
| West Virginia | 106 | 5 | 60 |
| Wisconsin | 151 | 11 | 105 |
| Wyoming | 89 | 0 | 57 |
| United States, total | 11,539 | 725 | 8,293 |

NOTE: Data are preliminary. Accidents/Incidents includes all events reportable to the U.S. Department of Transportation, Federal Railroad Administration under applicable regulations. These include: train accidents, reported on Form F 6180.54, comprised of collisions, derailments, and other events involving the operation of on-track equipment and causing reportable damage above an established threshold (\$8,500 for 2008, per 49 CFR 225.19); highway-rail grade crossing incidents, reported on Form F 6180.57, involving impact between railroad on-track equipment and highway users at crossings; and other incidents, reported on Form F 6180.55a, involving all other reportable incidents or exposures that cause a fatality or injury to any person, or an occupational illness to a railroad employee.

SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Railroad Safety Statistics Preliminary Annual Report December 2010, 2-11, available at <http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Prelim.aspx> as of March 16, 2012.

Table 2-11: Highway-Rail Grade Crossing Incidents: 2010

(Includes freight railroad, Amtrak, and commuter rail operations)

| State | Number of grade crossings | Incidents | Fatalities | Injuries |
|----------------------|---------------------------|-----------|------------|----------|
| Alabama | 4,632 | 69 | 8 | 29 |
| Alaska | 278 | 1 | 0 | 1 |
| Arizona | 1,178 | 29 | 7 | 16 |
| Arkansas | 3,993 | 52 | 9 | 20 |
| California | 9,239 | 127 | 28 | 74 |
| Colorado | 2,787 | 18 | 7 | 6 |
| Connecticut | 637 | 3 | 0 | 1 |
| Delaware | 390 | 3 | 0 | 3 |
| District of Columbia | 35 | 0 | 0 | 0 |
| Florida | 5,153 | 67 | 12 | 41 |
| Georgia | 7,705 | 68 | 7 | 25 |
| Hawaii | 8 | 0 | 0 | 0 |
| Idaho | 2,364 | 16 | 1 | 2 |
| Illinois | 12,035 | 126 | 27 | 41 |
| Indiana | 7,832 | 111 | 9 | 41 |
| Iowa | 6,945 | 55 | 4 | 18 |
| Kansas | 7,845 | 47 | 7 | 21 |
| Kentucky | 4,853 | 56 | 10 | 23 |
| Louisiana | 5,347 | 106 | 13 | 67 |
| Maine | 1,666 | 2 | 0 | 1 |
| Maryland | 1,310 | 13 | 0 | 2 |
| Massachusetts | 1,431 | 8 | 1 | 4 |
| Michigan | 6,962 | 52 | 5 | 27 |
| Minnesota | 6,911 | 43 | 2 | 20 |
| Mississippi | 4,332 | 47 | 7 | 15 |
| Missouri | 5,770 | 52 | 11 | 25 |
| Montana | 3,154 | 19 | 2 | 6 |
| Nebraska | 4,904 | 31 | 4 | 5 |
| Nevada | 523 | 1 | 0 | 0 |
| New Hampshire | 584 | 0 | 0 | 0 |
| New Jersey | 2,122 | 28 | 3 | 6 |
| New Mexico | 1,205 | 8 | 4 | 10 |
| New York | 5,378 | 33 | 2 | 10 |
| North Carolina | 7,186 | 49 | 1 | 37 |
| North Dakota | 4,694 | 21 | 2 | 8 |
| Ohio | 8,645 | 74 | 7 | 17 |
| Oklahoma | 5,087 | 41 | 5 | 26 |
| Oregon | 3,952 | 22 | 3 | 3 |
| Pennsylvania | 6,202 | 56 | 1 | 16 |
| Rhode Island | 144 | 0 | 0 | 0 |
| South Carolina | 3,958 | 50 | 4 | 16 |
| South Dakota | 2,945 | 9 | 0 | 2 |
| Tennessee | 4,668 | 42 | 3 | 10 |
| Texas | 14,184 | 213 | 24 | 106 |
| Utah | 1,267 | 11 | 3 | 5 |
| Vermont | 888 | 4 | 1 | 2 |
| Virginia | 4,534 | 39 | 3 | 13 |
| Washington | 4,846 | 38 | 5 | 13 |
| West Virginia | 3,495 | 23 | 3 | 5 |
| Wisconsin | 6,384 | 33 | 1 | 15 |
| Wyoming | 1,093 | 1 | 0 | 0 |
| United States, total | 213,680 | 2,017 | 256 | 854 |

NOTES: Data are preliminary. Any impact, regardless of severity, between railroad on-track equipment and any user of a public or private crossing site must be reported to the U.S. Department of Transportation, Federal Railroad Administration on Form F 6180.57. The crossing site includes sidewalks and pathways at, or associated with, the crossing. Counts of Fatalities and Injuries include motor vehicle occupants, people not in vehicles or the trains, as well as people on the train or railroad equipment.

SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Railroad Safety Statistics Preliminary Annual Report December 2010, 2-11 and 9-2, available at <http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Prelim.aspx> as of March 16, 2012.

Table 2-12: Highway-Rail Grade Crossings by Type: 2010

(Includes freight railroad, Amtrak, and commuter rail operations)

| State | Total (number) | Percent of total | | |
|----------------------|----------------|-----------------------|------------------------|------------|
| | | Public, motor vehicle | Private, motor vehicle | Pedestrian |
| Alabama | 4,632 | 60.9 | 38.7 | 0.4 |
| Alaska | 278 | 63.3 | 34.9 | 1.8 |
| Arizona | 1,178 | 63.0 | 36.6 | 0.4 |
| Arkansas | 3,993 | 68.1 | 31.7 | 0.2 |
| California | 9,239 | 63.8 | 34.5 | 1.7 |
| Colorado | 2,787 | 61.2 | 37.8 | 0.9 |
| Connecticut | 637 | 56.8 | 41.8 | 1.4 |
| Delaware | 390 | 68.7 | 30.8 | 0.5 |
| District of Columbia | 35 | 14.3 | 57.1 | 28.6 |
| Florida | 5,153 | 73.8 | 25.1 | 1.1 |
| Georgia | 7,705 | 67.6 | 31.7 | 0.7 |
| Hawaii | 8 | 100.0 | 0.0 | 0.0 |
| Idaho | 2,364 | 54.4 | 45.1 | 0.5 |
| Illinois | 12,035 | 64.9 | 32.4 | 2.7 |
| Indiana | 7,832 | 74.3 | 25.1 | 0.6 |
| Iowa | 6,945 | 62.7 | 36.8 | 0.5 |
| Kansas | 7,845 | 65.5 | 34.2 | 0.3 |
| Kentucky | 4,853 | 48.8 | 50.5 | 0.7 |
| Louisiana | 5,347 | 55.0 | 44.5 | 0.6 |
| Maine | 1,666 | 49.4 | 49.9 | 0.7 |
| Maryland | 1,310 | 48.3 | 50.0 | 1.7 |
| Massachusetts | 1,431 | 58.4 | 39.8 | 1.9 |
| Michigan | 6,962 | 67.0 | 31.7 | 1.3 |
| Minnesota | 6,911 | 64.3 | 34.9 | 0.8 |
| Mississippi | 4,332 | 51.1 | 48.5 | 0.4 |
| Missouri | 5,770 | 60.5 | 38.8 | 0.7 |
| Montana | 3,154 | 43.4 | 56.3 | 0.3 |
| Nebraska | 4,904 | 60.9 | 39.0 | 0.1 |
| Nevada | 523 | 54.3 | 44.7 | 1.0 |
| New Hampshire | 584 | 55.5 | 40.8 | 3.8 |
| New Jersey | 2,122 | 70.5 | 26.6 | 2.9 |
| New Mexico | 1,205 | 58.9 | 39.1 | 2.0 |
| New York | 5,378 | 49.9 | 48.9 | 1.2 |
| North Carolina | 7,186 | 56.2 | 42.7 | 1.0 |
| North Dakota | 4,694 | 73.9 | 25.7 | 0.3 |
| Ohio | 8,645 | 66.8 | 32.8 | 0.5 |
| Oklahoma | 5,087 | 73.9 | 25.8 | 0.3 |
| Oregon | 3,952 | 45.3 | 53.4 | 1.2 |
| Pennsylvania | 6,202 | 56.4 | 41.9 | 1.7 |
| Rhode Island | 144 | 46.5 | 35.4 | 18.1 |
| South Carolina | 3,958 | 67.2 | 32.1 | 0.7 |
| South Dakota | 2,945 | 63.6 | 36.2 | 0.1 |
| Tennessee | 4,668 | 58.8 | 40.6 | 0.6 |
| Texas | 14,184 | 65.6 | 34.2 | 0.1 |
| Utah | 1,267 | 54.5 | 45.1 | 0.3 |
| Vermont | 888 | 42.0 | 55.7 | 2.3 |
| Virginia | 4,534 | 41.5 | 57.6 | 0.9 |
| Washington | 4,846 | 49.6 | 49.5 | 0.9 |
| West Virginia | 3,495 | 40.9 | 57.4 | 1.6 |
| Wisconsin | 6,384 | 63.2 | 35.4 | 1.5 |
| Wyoming | 1,093 | 35.3 | 64.6 | 0.1 |
| United States, total | 213,680 | 61.1 | 38.0 | 0.9 |

NOTE: Data are preliminary.

SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Railroad Safety Statistics Preliminary Annual Report December 2010, 9-2, available at <http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Prelim.aspx> as of March 16, 2012.

Table 2-13: Warning Devices at Public Highway-Rail Grade Crossings: 2010

| State | Total (number) | Percent of total | | | | | | | |
|----------------------|-------------------|------------------|-------|--------------------|------------|---------|--------------------|--------------------|-------|
| | | Cross bucks | Gates | Flashing lights | Stop signs | Unknown | Special warning | HWTS, WW, bells | Other |
| Alabama | 2,821 | 25.8 | 26.6 | 18.3 | 24.0 | 1.4 | 0.6 | 3.1 | 0.3 |
| Alaska | 176 | 34.1 | 41.5 | 5.1 | 14.2 | 1.7 | 2.8 | 0.0 | 0.6 |
| Arizona | 742 | 26.5 | 54.0 | 6.9 | 9.0 | 0.9 | 1.8 | 0.8 | 0.0 |
| Arkansas | 2,718 | 53.3 | 16.3 | 14.0 | 8.1 | 3.8 | 1.7 | 2.8 | 0.0 |
| California | 5,894 | 28.0 | 51.5 | 12.1 | 3.4 | 1.6 | 0.4 | 2.7 | 0.3 |
| Colorado | 1,707 | 47.9 | 27.4 | 10.1 | 9.6 | 1.9 | 1.1 | 1.7 | 0.4 |
| Connecticut | 362 | 6.4 | 28.5 | 39.8 | 12.2 | 3.9 | 7.7 | 1.7 | 0.0 |
| Delaware | 268 | 8.2 | 25.7 | 58.2 | 0.4 | 0.7 | 6.3 | 0.4 | 0.0 |
| District of Columbia | 5 | 0.0 | 0.0 | 40.0 | 20.0 | 0.0 | 40.0 | 0.0 | 0.0 |
| Florida | 3,801 | 15.9 | 63.4 | 11.7 | 5.3 | 1.7 | 1.8 | 0.2 | 0.1 |
| Georgia | 5,211 | 20.5 | 39.0 | 4.9 | 20.2 | 2.6 | 2.1 | 10.5 | 0.2 |
| Hawaii | 8 | 75.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 12.5 |
| Idaho | 1,285 | 32.0 | 12.2 | 13.3 | 41.5 | 0.7 | 0.1 | 0.2 | 0.0 |
| Illinois | 7,807 | 30.9 | 39.8 | 23.5 | 1.0 | 2.4 | 0.9 | 1.4 | 0.1 |
| Indiana | 5,823 | 24.0 | 34.8 | 20.9 | 17.4 | 1.4 | 0.1 | 1.1 | 0.2 |
| Iowa | 4,355 | 47.5 | 22.3 | 18.6 | 9.9 | 0.7 | 0.4 | 0.5 | 0.1 |
| Kansas | 5,141 | 61.2 | 25.1 | 7.6 | 3.1 | 0.8 | 1.0 | 1.2 | 0.0 |
| Kentucky | 2,366 | 40.7 | 19.3 | 30.5 | 2.2 | 5.0 | 1.9 | 0.4 | 0.0 |
| Louisiana | 2,939 | 41.9 | 30.0 | 16.0 | 7.5 | 3.5 | 0.7 | 0.2 | 0.3 |
| Maine | 823 | 32.2 | 11.8 | 46.5 | 1.3 | 0.7 | 6.8 | 0.6 | 0.0 |
| Maryland | 633 | 31.4 | 19.7 | 31.6 | 6.3 | 3.5 | 3.8 | 3.2 | 0.5 |
| Massachusetts | 835 | 13.2 | 40.5 | 32.3 | 1.3 | 4.0 | 6.7 | 1.7 | 0.4 |
| Michigan | 4,668 | 21.0 | 20.2 | 25.8 | 29.1 | 1.7 | 1.3 | 0.8 | 0.1 |
| Minnesota | 4,443 | 40.6 | 24.7 | 9.0 | 24.2 | 1.0 | 0.2 | 0.1 | 0.1 |
| Mississippi | 2,213 | 33.8 | 21.9 | 18.4 | 18.4 | 2.2 | 1.2 | 1.6 | 2.5 |
| Missouri | 3,490 | 46.6 | 26.2 | 18.8 | 3.2 | 2.7 | 1.4 | 1.0 | 0.1 |
| Montana | 1,368 | 59.3 | 20.0 | 11.6 | 5.9 | 0.6 | 0.5 | 0.4 | 1.7 |
| Nebraska | 2,986 | 64.6 | 21.0 | 6.0 | 6.2 | 1.7 | 0.1 | 0.2 | 0.1 |
| Nevada | 284 | 33.5 | 46.5 | 7.0 | 9.9 | 1.4 | 0.7 | 0.4 | 0.7 |
| New Hampshire | 324 | 27.8 | 9.9 | 34.0 | 15.4 | 6.2 | 6.2 | 0.3 | 0.3 |
| New Jersey | 1,496 | 15.5 | 32.0 | 39.0 | 1.1 | 4.4 | 6.6 | 1.4 | 0.0 |
| New Mexico | 710 | 46.5 | 35.5 | 10.7 | 2.7 | 3.7 | 0.0 | 0.4 | 0.6 |
| New York | 2,682 | 16.8 | 64.2 | 10.0 | 1.3 | 2.0 | 3.2 | 2.2 | 0.3 |
| North Carolina | 4,041 | 26.8 | 52.2 | 10.8 | 2.9 | 4.6 | 2.2 | 0.3 | 0.3 |
| North Dakota | 3,471 | 79.7 | 16.2 | 0.5 | 1.9 | 1.6 | 0.0 | 0.0 | 0.0 |
| Ohio | 5,771 | 33.9 | 48.3 | 13.9 | 2.2 | 0.5 | 0.6 | 0.5 | 0.0 |
| Oklahoma | 3,759 | 58.0 | 23.4 | 13.1 | 2.2 | 1.3 | 1.4 | 0.4 | 0.2 |
| Oregon | 1,792 | 29.1 | 42.0 | 3.5 | 20.4 | 2.1 | 1.7 | 0.6 | 0.8 |
| Pennsylvania | 3,497 | 29.1 | 27.5 | 29.1 | 4.8 | 2.1 | 5.2 | 1.8 | 0.4 |
| Rhode Island | 67 | 6.0 | 23.9 | 22.4 | 0.0 | 9.0 | 13.4 | 25.4 | 0.0 |
| South Carolina | 2,658 | 18.4 | 40.8 | 13.1 | 24.7 | 0.3 | 2.2 | 0.3 | 0.1 |
| South Dakota | 1,874 | 78.0 | 3.1 | 13.3 | 2.1 | 3.5 | 0.0 | 0.0 | 0.0 |
| Tennessee | 2,747 | 38.0 | 29.7 | 21.2 | 5.8 | 1.6 | 3.1 | 0.5 | 0.1 |
| Texas | 9,307 | 34.5 | 49.5 | 9.0 | 2.2 | 2.8 | 0.5 | 1.6 | 0.1 |
| Utah | 691 | 24.2 | 34.7 | 12.7 | 18.8 | 3.2 | 4.5 | 1.6 | 0.3 |
| Vermont | 373 | 28.4 | 8.3 | 46.6 | 6.7 | 1.3 | 8.0 | 0.5 | 0.0 |
| Virginia | 1,882 | 15.6 | 62.6 | 15.7 | 2.3 | 2.3 | 0.3 | 1.1 | 0.1 |
| Washington | 2,403 | 47.8 | 24.3 | 13.2 | 3.8 | 8.4 | 1.2 | 1.0 | 0.2 |
| West Virginia | 1,431 | 42.3 | 16.0 | 31.7 | 2.7 | 5.7 | 0.6 | 0.6 | 0.4 |
| Wisconsin | 4,032 | 34.8 | 21.0 | 23.9 | 18.2 | 1.0 | 0.3 | 0.8 | 0.0 |
| Wyoming | 386 | 28.8 | 51.6 | 15.0 | 1.3 | 1.8 | 0.3 | 1.3 | 0.0 |
| United States, total | 130,566 | 36.4 | 33.8 | 15.8 | 8.9 | 2.2 | 1.4 | 1.4 | 0.2 |

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

SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Railroad Safety Statistics Preliminary Annual Report December 2010, 9-4, available at <http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Prelim.aspx> as of March 16, 2012.

Table 2-14: Train Accident/Incident Fatalities, Including at Highway-Rail Crossings, by Category of Person Killed: 2010
(Includes freight railroad, Amtrak, and commuter rail operations)

| State | Worker on duty ¹ | Passenger on train | Trespasser | Non-trespasser | Other |
|-----------------------------|-----------------------------|--------------------|------------|----------------|----------|
| Alabama | 2 | 0 | 7 | 6 | 0 |
| Alaska | 0 | 0 | 0 | 0 | 0 |
| Arizona | 0 | 0 | 15 | 1 | 0 |
| Arkansas | 0 | 0 | 9 | 6 | 0 |
| California | 1 | 0 | 83 | 5 | 0 |
| Colorado | 0 | 0 | 5 | 6 | 0 |
| Connecticut | 0 | 0 | 5 | 1 | 0 |
| Delaware | 0 | 0 | 1 | 0 | 0 |
| District of Columbia | 0 | 0 | 1 | 0 | 0 |
| Florida | 0 | 0 | 42 | 5 | 0 |
| Georgia | 0 | 1 | 20 | 3 | 1 |
| Hawaii | 0 | 0 | 0 | 0 | 0 |
| Idaho | 0 | 0 | 0 | 1 | 0 |
| Illinois | 1 | 0 | 49 | 9 | 1 |
| Indiana | 1 | 0 | 11 | 4 | 0 |
| Iowa | 0 | 0 | 4 | 2 | 0 |
| Kansas | 1 | 0 | 5 | 5 | 0 |
| Kentucky | 0 | 0 | 7 | 8 | 0 |
| Louisiana | 1 | 0 | 14 | 10 | 0 |
| Maine | 0 | 0 | 0 | 0 | 0 |
| Maryland | 0 | 0 | 17 | 0 | 0 |
| Massachusetts | 1 | 0 | 5 | 1 | 0 |
| Michigan | 0 | 0 | 13 | 2 | 0 |
| Minnesota | 1 | 0 | 4 | 2 | 0 |
| Mississippi | 2 | 0 | 4 | 7 | 0 |
| Missouri | 0 | 0 | 13 | 7 | 0 |
| Montana | 0 | 1 | 2 | 2 | 0 |
| Nebraska | 1 | 0 | 3 | 3 | 0 |
| Nevada | 0 | 0 | 4 | 0 | 0 |
| New Hampshire | 0 | 0 | 0 | 0 | 0 |
| New Jersey | 3 | 1 | 20 | 0 | 0 |
| New Mexico | 0 | 0 | 10 | 2 | 0 |
| New York | 0 | 0 | 22 | 0 | 0 |
| North Carolina | 0 | 0 | 19 | 0 | 0 |
| North Dakota | 1 | 0 | 3 | 1 | 0 |
| Ohio | 0 | 0 | 17 | 4 | 0 |
| Oklahoma | 0 | 0 | 6 | 5 | 0 |
| Oregon | 0 | 0 | 8 | 0 | 0 |
| Pennsylvania | 1 | 0 | 24 | 0 | 0 |
| Rhode Island | 0 | 0 | 0 | 0 | 0 |
| South Carolina | 0 | 0 | 8 | 1 | 0 |
| South Dakota | 0 | 0 | 1 | 0 | 0 |
| Tennessee | 0 | 0 | 8 | 2 | 0 |
| Texas | 2 | 0 | 37 | 16 | 0 |
| Utah | 0 | 0 | 2 | 3 | 0 |
| Vermont | 0 | 0 | 1 | 0 | 0 |
| Virginia | 1 | 0 | 7 | 2 | 0 |
| Washington | 0 | 0 | 13 | 3 | 0 |
| West Virginia | 0 | 0 | 4 | 1 | 0 |
| Wisconsin | 1 | 0 | 9 | 1 | 0 |
| Wyoming | 0 | 0 | 0 | 0 | 0 |
| United States, total | 21 | 3 | 562 | 137 | 2 |

¹Includes railroad employees, contractors, and volunteers.

NOTE: As defined by the U.S. Department of Transportation, Federal Railroad Administration, a Trespasser is any person on a part of railroad property used in railroad operations whose presence is prohibited, forbidden, or unlawful. Employees who are trespassing on railroad property are reported as Trespassers. Nontrespassers are persons lawfully on that part of railroad property that is used in railroad operation (other than defined as employees, passengers, trespassers, volunteers, or contractor employees), and persons adjacent to railroad premises when they are injured as the result of the operation of a railroad. "Other" includes employees not on duty, nontrespassers off railroad property, and volunteers or contractors who are not engaged in either the operation of on-track equipment or any other safety-sensitive function for the railroad.

SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Railroad Safety Statistics Preliminary Annual Report December 2010, 3-3, available at <http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Prelim.aspx> as of March 16, 2012.

Table 2-15: Train Accident/Incident Injuries, Including at Highway-Rail Crossings, by Category of Person Injured: 2010
(Includes freight railroad, Amtrak, and commuter rail operations)

| State | Worker on duty ¹ | Passenger on train | Trespasser | Non-trespasser | Other |
|-----------------------------|-----------------------------|--------------------|------------|----------------|------------|
| Alabama | 57 | 5 | 16 | 23 | 6 |
| Alaska | 48 | 2 | 2 | 0 | 0 |
| Arizona | 38 | 13 | 12 | 14 | 2 |
| Arkansas | 60 | 16 | 5 | 19 | 4 |
| California | 231 | 117 | 82 | 70 | 34 |
| Colorado | 55 | 21 | 7 | 9 | 3 |
| Connecticut | 65 | 30 | 4 | 6 | 4 |
| Delaware | 50 | 6 | 2 | 7 | 2 |
| District of Columbia | 50 | 22 | 0 | 14 | 3 |
| Florida | 55 | 47 | 29 | 36 | 14 |
| Georgia | 78 | 20 | 21 | 21 | 3 |
| Hawaii | 0 | 0 | 0 | 0 | 0 |
| Idaho | 15 | 0 | 2 | 4 | 2 |
| Illinois | 392 | 194 | 46 | 139 | 59 |
| Indiana | 106 | 13 | 22 | 22 | 6 |
| Iowa | 73 | 9 | 7 | 19 | 9 |
| Kansas | 83 | 3 | 10 | 19 | 6 |
| Kentucky | 48 | 0 | 7 | 17 | 4 |
| Louisiana | 85 | 26 | 9 | 35 | 7 |
| Maine | 14 | 0 | 2 | 0 | 0 |
| Maryland | 63 | 35 | 7 | 15 | 0 |
| Massachusetts | 129 | 71 | 10 | 16 | 2 |
| Michigan | 69 | 14 | 16 | 17 | 1 |
| Minnesota | 122 | 5 | 12 | 19 | 2 |
| Mississippi | 26 | 10 | 5 | 13 | 4 |
| Missouri | 117 | 13 | 17 | 28 | 13 |
| Montana | 65 | 15 | 5 | 9 | 8 |
| Nebraska | 106 | 4 | 6 | 3 | 13 |
| Nevada | 15 | 7 | 4 | 1 | 1 |
| New Hampshire | 2 | 0 | 0 | 0 | 0 |
| New Jersey | 269 | 104 | 10 | 104 | 16 |
| New Mexico | 36 | 12 | 8 | 11 | 9 |
| New York | 499 | 194 | 25 | 268 | 57 |
| North Carolina | 37 | 47 | 22 | 15 | 6 |
| North Dakota | 64 | 1 | 3 | 7 | 3 |
| Ohio | 104 | 5 | 19 | 12 | 5 |
| Oklahoma | 61 | 5 | 16 | 9 | 2 |
| Oregon | 49 | 14 | 9 | 8 | 5 |
| Pennsylvania | 357 | 91 | 24 | 131 | 20 |
| Rhode Island | 12 | 4 | 0 | 0 | 0 |
| South Carolina | 26 | 11 | 11 | 13 | 3 |
| South Dakota | 12 | 0 | 1 | 2 | 4 |
| Tennessee | 64 | 6 | 6 | 13 | 5 |
| Texas | 312 | 21 | 64 | 97 | 22 |
| Utah | 17 | 8 | 0 | 9 | 2 |
| Vermont | 12 | 1 | 1 | 1 | 0 |
| Virginia | 70 | 48 | 8 | 14 | 0 |
| Washington | 119 | 29 | 16 | 9 | 16 |
| West Virginia | 42 | 7 | 9 | 2 | 0 |
| Wisconsin | 76 | 9 | 3 | 14 | 3 |
| Wyoming | 47 | 0 | 1 | 2 | 7 |
| United States, total | 4,602 | 1,335 | 623 | 1,336 | 397 |

¹Includes railroad employee, contractor, and volunteer

NOTES: As defined by the U.S. Department of Transportation, Federal Railroad Administration, a Trespasser is any person on a part of railroad property used in railroad operations whose presence is prohibited, forbidden, or unlawful. Employees who are trespassing on railroad property are reported as Trespassers. Nontrespassers are persons lawfully on that part of railroad property that is used in railroad operation (other than defined as employees, passengers, trespassers, volunteers, or contractor employees), and persons adjacent to railroad premises when they are injured as the result of the operation of a railroad. "Other" includes employees not on duty, nontrespassers off railroad property, and volunteers or contractors who are not engaged in either the operation of on-track equipment or any other safety-sensitive function for the railroad.

SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Railroad Safety Statistics Preliminary Annual Report December 2010, 3-5, available at <http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Prelim.aspx> as of March 16, 2012.

Table 2-16: Transit Incidents, Fatalities, Injuries, and Property Damage, All Transit Modes: 2010

| State | Collision | | | Non-collision | | | Total property damage (\$1,000) |
|------------------------------------|---------------------|------------|----------|---------------------|------------|----------|---------------------------------|
| | Number of incidents | Fatalities | Injuries | Number of incidents | Fatalities | Injuries | |
| Alabama | 2 | 0 | 5 | 3 | 0 | 2 | 69 |
| Alaska | 8 | 0 | 9 | 43 | 0 | 38 | 311 |
| Arizona | 47 | 4 | 79 | 151 | 0 | 140 | 732 |
| Arkansas | 5 | 0 | 9 | 118 | 0 | 118 | 39 |
| California | 489 | 24 | 785 | 2,192 | 23 | 2,208 | 5,410 |
| Colorado | 65 | 6 | 101 | 145 | 1 | 144 | 1,073 |
| Connecticut | 62 | 1 | 100 | 93 | 1 | 104 | 383 |
| Delaware | 0 | 0 | 0 | 112 | 0 | 112 | 0 |
| District of Columbia | 210 | 1 | 430 | 510 | 9 | 469 | 1,087 |
| Florida | 347 | 9 | 641 | 714 | 6 | 712 | 2,451 |
| Georgia | 162 | 2 | 339 | 475 | 3 | 452 | 1,086 |
| Hawaii | 29 | 1 | 40 | 94 | 0 | 93 | 250 |
| Idaho | 2 | 0 | 2 | 4 | 0 | 4 | 3 |
| Illinois | 382 | 14 | 720 | 1,177 | 14 | 1,105 | 6,965 |
| Indiana | 44 | 2 | 69 | 60 | 0 | 57 | 562 |
| Iowa | 7 | 0 | 11 | 11 | 0 | 11 | 58 |
| Kansas | 5 | 0 | 11 | 141 | 0 | 141 | 35 |
| Kentucky | 29 | 3 | 105 | 237 | 0 | 236 | 240 |
| Louisiana | 40 | 0 | 70 | 66 | 0 | 66 | 462 |
| Maine | 0 | 0 | 0 | 6 | 0 | 7 | 0 |
| Maryland | 181 | 0 | 433 | 191 | 0 | 174 | 1,875 |
| Massachusetts | 41 | 6 | 61 | 916 | 10 | 811 | 757 |
| Michigan | 73 | 3 | 107 | 75 | 0 | 76 | 1,268 |
| Minnesota | 32 | 1 | 47 | 75 | 0 | 77 | 145 |
| Mississippi | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Missouri | 94 | 1 | 227 | 244 | 1 | 239 | 1,494 |
| Montana | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| Nebraska | 5 | 0 | 9 | 4 | 0 | 4 | 44 |
| Nevada | 38 | 0 | 59 | 227 | 0 | 224 | 353 |
| New Hampshire | 1 | 0 | 2 | 1 | 0 | 1 | 10 |
| New Jersey | 110 | 6 | 157 | 522 | 31 | 455 | 2,122 |
| New Mexico | 2 | 0 | 2 | 2 | 1 | 1 | 3 |
| New York | 689 | 31 | 1,256 | 7,439 | 45 | 6,326 | 6,166 |
| North Carolina | 67 | 1 | 169 | 82 | 0 | 82 | 483 |
| North Dakota | 1 | 0 | 2 | 2 | 0 | 2 | 55 |
| Ohio | 98 | 1 | 228 | 383 | 0 | 418 | 975 |
| Oklahoma | 19 | 0 | 53 | 8 | 0 | 7 | 168 |
| Oregon | 29 | 5 | 44 | 113 | 0 | 100 | 244 |
| Pennsylvania | 190 | 7 | 546 | 1,825 | 9 | 1,812 | 2,119 |
| Rhode Island | 21 | 0 | 39 | 13 | 0 | 12 | 182 |
| South Carolina | 12 | 1 | 21 | 36 | 0 | 34 | 48 |
| South Dakota | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tennessee | 33 | 3 | 86 | 90 | 1 | 83 | 11,999 |
| Texas | 240 | 8 | 409 | 407 | 6 | 408 | 4,227 |
| Utah | 29 | 4 | 23 | 23 | 3 | 17 | 507 |
| Vermont | 1 | 0 | 2 | 4 | 0 | 4 | 0 |
| Virginia | 73 | 0 | 159 | 315 | 0 | 311 | 577 |
| Washington | 120 | 1 | 202 | 382 | 2 | 357 | 1,769 |
| West Virginia | 4 | 1 | 13 | 43 | 0 | 43 | 73 |
| Wisconsin | 71 | 1 | 123 | 231 | 0 | 237 | 430 |
| Wyoming | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| United States, total (excluding Pu | 4,209 | 148 | 8,005 | 20,007 | 166 | 18,536 | 59,311 |
| United States, total (including Pu | 4,231 | 156 | 8,030 | 20,376 | 167 | 18,941 | 59,378 |

NOTES: Collision includes at-grade crossings excluding suicides. Noncollision includes: 1) derailments; 2) personal casualties in parking facilities, inside vehicles, on right of way, boarding/alighting, and in station/bus stops; 3) evacuations for life safety; and 4) nonarson fires. For an incident to be reportable it must involve a transit vehicle or occur on transit property and either: 1) result in a fatality, injury or transit property damage greater than \$25,000; 2) involve a nonarson fire; 3) involve a mainline derailment; or 4) involve an evacuation due to life safety 5) involve an act of God 6) involve a Hazardous Material Spill. Data are compiled from Federal Transit Administration's National Transit Database and Federal Railroad Administration's Rail Accident/Incident Reporting System.

SOURCE: U.S. Department of Transportation, Federal Transit Administration, National Transit Database and Rail Accident/Incident Reporting System, personal communication as of April 18, 2012.

Table 2-17: Recreational Boating Accidents: 2010

| State | Number of accidents | | | | Number of persons | |
|---|---------------------|-------|-----------------|-----------------|-------------------|---------|
| | Total | Fatal | Nonfatal injury | Property damage | Killed | Injured |
| Alabama | 90 | 20 | 35 | 35 | 20 | 51 |
| Alaska | 24 | 8 | 8 | 8 | 11 | 13 |
| Arizona | 113 | 3 | 78 | 32 | 6 | 91 |
| Arkansas | 60 | 12 | 23 | 25 | 14 | 34 |
| California | 412 | 44 | 200 | 168 | 48 | 281 |
| Colorado | 53 | 6 | 27 | 20 | 7 | 36 |
| Connecticut | 52 | 6 | 19 | 27 | 7 | 24 |
| Delaware | 21 | 1 | 11 | 9 | 2 | 13 |
| District of Columbia | 1 | 0 | 0 | 1 | 0 | 0 |
| Florida | 608 | 65 | 249 | 294 | 69 | 364 |
| Georgia | 135 | 18 | 69 | 48 | 19 | 94 |
| Hawaii | 15 | 4 | 4 | 7 | 4 | 4 |
| Idaho | 67 | 9 | 35 | 23 | 13 | 49 |
| Illinois | 97 | 14 | 44 | 39 | 15 | 81 |
| Indiana | 43 | 6 | 25 | 12 | 8 | 33 |
| Iowa | 54 | 6 | 33 | 15 | 6 | 40 |
| Kansas | 30 | 4 | 12 | 14 | 6 | 16 |
| Kentucky | 75 | 14 | 28 | 33 | 14 | 51 |
| Louisiana | 105 | 16 | 56 | 33 | 21 | 90 |
| Maine | 34 | 6 | 21 | 7 | 8 | 30 |
| Maryland | 196 | 9 | 121 | 66 | 9 | 152 |
| Massachusetts | 60 | 16 | 25 | 19 | 16 | 42 |
| Michigan | 132 | 25 | 61 | 46 | 27 | 90 |
| Minnesota | 82 | 11 | 42 | 29 | 12 | 54 |
| Mississippi | 17 | 7 | 6 | 4 | 8 | 7 |
| Missouri | 161 | 13 | 83 | 65 | 14 | 111 |
| Montana | 11 | 2 | 5 | 4 | 2 | 9 |
| Nebraska | 24 | 5 | 13 | 6 | 5 | 19 |
| Nevada | 59 | 2 | 34 | 23 | 2 | 45 |
| New Hampshire | 46 | 3 | 22 | 21 | 3 | 27 |
| New Jersey | 116 | 8 | 33 | 75 | 8 | 49 |
| New Mexico | 37 | 7 | 15 | 15 | 8 | 20 |
| New York | 211 | 24 | 98 | 89 | 27 | 140 |
| North Carolina | 148 | 23 | 80 | 45 | 24 | 120 |
| North Dakota | 11 | 3 | 6 | 2 | 3 | 6 |
| Ohio | 127 | 15 | 59 | 53 | 16 | 80 |
| Oklahoma | 51 | 12 | 22 | 17 | 13 | 35 |
| Oregon | 60 | 10 | 23 | 27 | 11 | 36 |
| Pennsylvania | 70 | 6 | 43 | 21 | 7 | 58 |
| Rhode Island | 34 | 1 | 8 | 25 | 2 | 23 |
| South Carolina | 102 | 25 | 44 | 33 | 27 | 67 |
| South Dakota | 18 | 2 | 8 | 8 | 4 | 13 |
| Tennessee | 116 | 17 | 64 | 35 | 19 | 93 |
| Texas | 163 | 27 | 84 | 52 | 28 | 142 |
| Utah | 103 | 10 | 51 | 42 | 10 | 63 |
| Vermont | 2 | 0 | 2 | 0 | 0 | 2 |
| Virginia | 102 | 14 | 55 | 33 | 14 | 82 |
| Washington | 72 | 14 | 26 | 32 | 18 | 41 |
| West Virginia | 23 | 7 | 9 | 7 | 8 | 11 |
| Wisconsin | 104 | 17 | 59 | 28 | 18 | 74 |
| Wyoming | 15 | 1 | 7 | 7 | 1 | 12 |
| United States, total (excluding territories) | 4,562 | 598 | 2,185 | 1,779 | 662 | 3,118 |
| United States, total (including territories) ¹ | 4,604 | 605 | 2,204 | 1,795 | 672 | 3,153 |

¹Includes accidents in Guam, Puerto Rico, the Virgin Islands, American Samoa, Northern Mariana Islands, and those occurring offshore.

NOTES: An accident is listed under one category only, with Fatal being the highest priority, followed by Nonfatal injury, followed by Property damage. For example, if two vessels are in an accident resulting in a Fatality and a Nonfatal injury, the accident is counted as a fatal accident involving two vessels.

Data in this table do not include: 1) accidents involving only slight injury not requiring medical treatment beyond first-aid; 2) accidents involving property damage of less than \$2,000; 3) accidents not caused or contributed to by a vessel, its equipment, or its appendages; 4) accidents where a person died or was injured from natural causes while aboard a vessel; 5) accidents in which the boat was used solely as a platform for other activities, such as swimming or skin diving. Such cases are not included because the victims freely left the safety of a boat. However, the data do include accidents involving people in the water who are struck by their boat or another boat; and 6) accidents involving damage, injury, or death on a docked or moored boat resulting from storms, unusual tidal, sea, or swell conditions, or when a vessel got underway in those conditions in an attempt to rescue persons put in peril.

SOURCE: U.S. Department of Homeland Security, U.S. Coast Guard, Boating Statistics 2010, table 29, available at http://www.uscgboating.org/statistics/accident_statistics.aspx as of March 19, 2012.

Table 2-18: Alcohol Involvement in Recreational Boating Accidents: 2010

| State | Total number of accidents | Accidents with alcohol as a contributing factor | | |
|---|---------------------------|---|------------------------|----------------|
| | | Total number of accidents | Percent of state total | Persons killed |
| Alabama | 90 | 12 | 13.3 | 5 |
| Alaska | 24 | 1 | 4.2 | 1 |
| Arizona | 113 | 9 | 8.0 | 3 |
| Arkansas | 60 | 2 | 3.3 | 0 |
| California | 412 | 15 | 3.6 | 4 |
| Colorado | 53 | 1 | 1.9 | 0 |
| Connecticut | 52 | 4 | 7.7 | 2 |
| Delaware | 21 | 2 | 9.5 | 2 |
| District of Columbia | 1 | 0 | 0.0 | 0 |
| Florida | 608 | 39 | 6.4 | 15 |
| Georgia | 135 | 11 | 8.1 | 5 |
| Hawaii | 15 | 0 | 0.0 | 0 |
| Idaho | 67 | 14 | 20.9 | 6 |
| Illinois | 97 | 18 | 18.6 | 6 |
| Indiana | 43 | 2 | 4.7 | 0 |
| Iowa | 54 | 10 | 18.5 | 2 |
| Kansas | 30 | 1 | 3.3 | 0 |
| Kentucky | 75 | 10 | 13.3 | 5 |
| Louisiana | 105 | 9 | 8.6 | 5 |
| Maine | 34 | 4 | 11.8 | 1 |
| Maryland | 196 | 11 | 5.6 | 1 |
| Massachusetts | 60 | 11 | 18.3 | 6 |
| Michigan | 132 | 16 | 12.1 | 8 |
| Minnesota | 82 | 6 | 7.3 | 3 |
| Mississippi | 17 | 4 | 23.5 | 4 |
| Missouri | 161 | 14 | 8.7 | 2 |
| Montana | 11 | 0 | 0.0 | 0 |
| Nebraska | 24 | 4 | 16.7 | 2 |
| Nevada | 59 | 3 | 5.1 | 1 |
| New Hampshire | 46 | 0 | 0.0 | 0 |
| New Jersey | 116 | 2 | 1.7 | 2 |
| New Mexico | 37 | 5 | 13.5 | 6 |
| New York | 211 | 22 | 10.4 | 4 |
| North Carolina | 148 | 15 | 10.1 | 6 |
| North Dakota | 11 | 1 | 9.1 | 1 |
| Ohio | 127 | 17 | 13.4 | 8 |
| Oklahoma | 51 | 11 | 21.6 | 5 |
| Oregon | 60 | 6 | 10.0 | 1 |
| Pennsylvania | 70 | 2 | 2.9 | 1 |
| Rhode Island | 34 | 2 | 5.9 | 2 |
| South Carolina | 102 | 7 | 6.9 | 4 |
| South Dakota | 18 | 1 | 5.6 | 0 |
| Tennessee | 116 | 16 | 13.8 | 8 |
| Texas | 163 | 31 | 19.0 | 8 |
| Utah | 103 | 4 | 3.9 | 1 |
| Vermont | 2 | 0 | 0.0 | 0 |
| Virginia | 102 | 2 | 2.0 | 1 |
| Washington | 72 | 3 | 4.2 | 1 |
| West Virginia | 23 | 5 | 21.7 | 3 |
| Wisconsin | 104 | 6 | 5.8 | 3 |
| Wyoming | 15 | 3 | 20.0 | 0 |
| United States, total (excluding territories) | 4,562 | 394 | 8.6 | 154 |
| United States, total (including territories) ¹ | 4,604 | 395 | 8.6 | 154 |

¹Includes accidents in Guam, Puerto Rico, the Virgin Islands, American Samoa, Northern Mariana Islands, and those occurring offshore.

NOTE: Data are based on alcohol use by a boat's occupants resulting directly or indirectly in an accident.

SOURCE: U.S. Department of Homeland Security, U.S. Coast Guard, Boating Statistics 2010, tables 8 and 29, available at http://www.uscgboating.org/statistics/accident_statistics.aspx as of March 19, 2012.

Table 2-19: Hazardous Materials Incidents: 2010 and 2011

(Not including pipelines or bulk, nonpackaged water incidents)

| State | 2010 | | | | | | 2011 | | | | | |
|---|-------------------|----------|----------------|---------------|----------------|----------------------|---------------|-----------|------------|-----------|------------|----------------------|
| | Incidents | Deaths | Injuries | | | Damages (\$1,000) | Incidents | Deaths | Injuries | | | Damages (\$1,000) |
| | | | Total | Major | Minor | | | | Total | Major | Minor | |
| Alabama | 180 | 1 | 1 | 0 | 1 | 493 | 182 | 0 | 7 | 0 | 7 | 921 |
| Alaska | 121 | 0 | 0 | 0 | 0 | 180 | 127 | 0 | 0 | 0 | 0 | 393 |
| Arizona | 239 | 0 | 1 | 1 | 0 | 783 | 311 | 0 | 0 | 0 | 0 | 8,096 |
| Arkansas | 169 | 0 | 1 | 0 | 1 | 481 | 163 | 0 | 0 | 0 | 0 | 730 |
| California | 1,298 | 0 | 8 | 0 | 8 | 29,676 | 1,309 | 0 | 11 | 3 | 8 | 22,632 |
| Colorado | (R) 376 | 0 | 0 | 0 | 0 | (R) 1,216 | 392 | 2 | 1 | 0 | 1 | 3,629 |
| Connecticut | 161 | 0 | 0 | 0 | 0 | 77 | 157 | 0 | 2 | 0 | 2 | 1,734 |
| Delaware | 13 | 0 | 0 | 0 | 0 | 32 | 14 | 0 | 0 | 0 | 0 | 5 |
| District of Columbia | 3 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 |
| Florida | (R) 565 | 0 | 2 | 0 | 2 | 1,142 | 617 | 2 | 10 | 4 | 6 | 5,416 |
| Georgia | 422 | 0 | 2 | 0 | 2 | 1,264 | 452 | 1 | 2 | 0 | 2 | 1,008 |
| Hawaii | 16 | 0 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 0 | 0 | 2 |
| Idaho | 51 | 0 | 0 | 0 | 0 | 70 | 61 | 0 | 1 | 0 | 1 | 3,095 |
| Illinois | (R) 1,208 | 1 | 3 | 1 | 2 | (R) 1,866 | 1,148 | 0 | 8 | 1 | 7 | 6,350 |
| Indiana | 393 | 0 | 1 | 0 | 1 | 687 | 417 | 0 | 8 | 0 | 8 | 1,283 |
| Iowa | 127 | 0 | 1 | 0 | 1 | 466 | 135 | 0 | 2 | 2 | 0 | 203 |
| Kansas | 279 | 0 | 0 | 0 | 0 | 431 | 309 | 1 | 2 | 0 | 2 | 693 |
| Kentucky | (R) 442 | 0 | 0 | 0 | 0 | 473 | 385 | 1 | 5 | 0 | 5 | 649 |
| Louisiana | (R) 265 | 0 | 5 | 0 | 5 | (R) 1,582 | 298 | 0 | 5 | 0 | 5 | 3,101 |
| Maine | 38 | 0 | 2 | 0 | 2 | 174 | 33 | 0 | 0 | 0 | 0 | 686 |
| Maryland | (R) 291 | 0 | (R) 5 | (R) | 5 | (R) 511 | 300 | 0 | 1 | 1 | 0 | 344 |
| Massachusetts | 249 | 0 | 4 | 0 | 4 | 661 | 239 | 1 | 2 | 1 | 1 | 603 |
| Michigan | 297 | 0 | 0 | 0 | 0 | 402 | 309 | 0 | 4 | 1 | 3 | 11,788 |
| Minnesota | (R) 270 | 0 | 59 | 0 | 59 | 456 | 223 | 0 | 0 | 0 | 0 | 439 |
| Mississippi | 116 | 0 | 0 | 0 | 0 | 1,130 | 110 | 0 | 1 | 1 | 0 | 652 |
| Missouri | 264 | 0 | 6 | 2 | 4 | 3,031 | 291 | 0 | 2 | 1 | 1 | 635 |
| Montana | 54 | 0 | 1 | 0 | 1 | 608 | 62 | 0 | 1 | 0 | 1 | 51 |
| Nebraska | 55 | 0 | 2 | 0 | 2 | 36 | 47 | 0 | 0 | 0 | 0 | 392 |
| Nevada | 101 | 0 | 0 | 0 | 0 | 57 | 112 | 0 | 4 | 0 | 4 | 95 |
| New Hampshire | 33 | 0 | 0 | 0 | 0 | 34 | 29 | 0 | 0 | 0 | 0 | 17 |
| New Jersey | 342 | 0 | 1 | 0 | 1 | 1,113 | 353 | 0 | 7 | 0 | 7 | 808 |
| New Mexico | 59 | 0 | 2 | 0 | 2 | 274 | 65 | 0 | 1 | 0 | 1 | 628 |
| New York | (R) 478 | 1 | 5 | 1 | 4 | (R) 1,967 | 466 | 1 | 5 | 0 | 5 | 17,924 |
| North Carolina | 446 | 0 | 2 | 0 | 2 | (R) 2,541 | 385 | 0 | 0 | 0 | 0 | 412 |
| North Dakota | 33 | 0 | 0 | 0 | 0 | 187 | 23 | 0 | 0 | 0 | 0 | 129 |
| Ohio | 860 | 0 | 10 | 2 | 8 | 1,887 | 835 | 0 | 10 | 1 | 9 | 2,431 |
| Oklahoma | (R) 150 | 0 | 7 | 2 | 5 | (R) 588 | 176 | 0 | 3 | 2 | 1 | 1,034 |
| Oregon | 258 | 0 | 2 | 0 | 2 | 1,130 | 248 | 1 | 3 | 0 | 3 | 2,438 |
| Pennsylvania | 750 | 0 | 4 | 0 | 4 | 2,177 | 736 | 0 | 6 | 1 | 5 | 3,276 |
| Rhode Island | 36 | 0 | 0 | 0 | 0 | 4 | 39 | 0 | 0 | 0 | 0 | 7 |
| South Carolina | (R) 171 | 1 | 2 | 1 | 1 | 712 | 158 | 0 | 1 | 0 | 1 | 475 |
| South Dakota | 25 | 0 | 1 | 1 | 0 | 184 | 24 | 0 | 0 | 0 | 0 | 19 |
| Tennessee | (R) 747 | 2 | 4 | 0 | 4 | 1,388 | 694 | 0 | 3 | 1 | 2 | 1,218 |
| Texas | (R) 1,192 | 1 | 14 | 3 | 11 | 5,609 | 1,467 | 1 | 22 | 2 | 20 | 6,749 |
| Utah | 271 | 0 | 3 | 1 | 2 | 998 | 233 | 0 | 0 | 0 | 0 | 3,399 |
| Vermont | 13 | 0 | 0 | 0 | 0 | 9 | 10 | 0 | 1 | 0 | 1 | 6 |
| Virginia | (R) 218 | 0 | 4 | 0 | 4 | 1,408 | 204 | 0 | 11 | 3 | 8 | 203 |
| Washington | 231 | 0 | 1 | 0 | 1 | 215 | 200 | 0 | 1 | 0 | 1 | 1,428 |
| West Virginia | 52 | 0 | 2 | 1 | 1 | 231 | 56 | 0 | 0 | 0 | 0 | 456 |
| Wisconsin | (R) 271 | 0 | 1 | 0 | 1 | (R) 212 | 238 | 0 | 0 | 0 | 0 | 554 |
| Wyoming | (R) 22 | 0 | 0 | 0 | 0 | (R) 393 | 15 | 0 | 0 | 0 | 0 | 263 |
| United States, total¹ | (R) 14,721 | 7 | (R) 169 | (R) 16 | (R) 153 | (R) 71,264 | 14,869 | 11 | 153 | 25 | 128 | 119,498 |

¹Total excludes Incidents occurring in a U.S. territory or foreign country
KEY: R = revised.

NOTES: Hazardous material incident locations are often listed as the terminals or sorting centers where they are discovered. Therefore, states with this type of facility may show a disproportionate number of incidents. Hazardous materials transportation incidents required to be reported are defined in the Code of Federal Regulations (CFR), 49 CFR Part 171.15, 171.16 (Form F 5800.1). Incident means any of the following events: (1) a Fatality or Major injury caused by the release of a hazardous material; (2) the evacuation of 25 or more persons as a result of release of a hazardous material or exposure to fire; (3) a release or exposure to fire which results in the closure of a major transportation artery; (4) the alteration of an aircraft flight plan or operation; (5) the release of radioactive materials from Type B packaging; (6) the release of over 11.9 gallons or 88.2 pounds of a severe marine pollutant; or (7) the release of a bulk quantity (over 119 gallons or 882 pounds) of a hazardous material. Hazardous materials Deaths and Injuries are caused by the hazardous material in commerce. Hazardous materials incident data are subject to revision and correction by the Office of Hazardous Materials Safety.

SOURCE: U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Hazardous Materials Safety, Hazmat Intelligence Portal, Yearly Incident Summary Reports, Incidents by State, available at <http://www.phmsa.dot.gov/hazmat/library/data-stats/incidents> as of March 19, 2012.

Table 2-20: Hazardous Materials Incidents by Mode: 2010 and 2011

(Not including pipelines or bulk, nonpackaged water incidents)

| State | 2010 | | | | | 2011 | | | | |
|-----------------------------------|---------|------|-------|--------------------|--------|---------|------|-------|--------------------|--------|
| | Mode | | | | Total | Mode | | | | Total |
| | Highway | Rail | Air | Water ² | | Highway | Rail | Air | Water ² | |
| Alabama | 149 | 27 | 3 | 1 | 180 | 157 | 21 | 3 | 1 | 182 |
| Alaska | 1 | 0 | 101 | 19 | 121 | 1 | 0 | 116 | 10 | 127 |
| Arizona | 220 | 4 | 15 | 0 | 239 | 282 | 10 | 19 | 0 | 311 |
| Arkansas | 158 | 6 | 5 | 0 | 169 | 151 | 9 | 3 | 0 | 163 |
| California | 1,085 | 111 | 101 | 1 | 1,298 | 1,079 | 118 | 112 | 0 | 1,309 |
| Colorado | 359 | 13 | 4 | 0 | 376 | 373 | 10 | 9 | 0 | 392 |
| Connecticut | 159 | 1 | 1 | 0 | 161 | 155 | 0 | 2 | 0 | 157 |
| Delaware | 12 | 1 | 0 | 0 | 13 | 14 | 0 | 0 | 0 | 14 |
| District of Columbia | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 |
| Florida | 477 | 14 | 38 | 36 | 565 | 497 | 18 | 70 | 32 | 617 |
| Georgia | 376 | 29 | 16 | 1 | 422 | 409 | 21 | 19 | 3 | 452 |
| Hawaii | 2 | 0 | 10 | 4 | 16 | 1 | 0 | 6 | 3 | 10 |
| Idaho | 45 | 4 | 2 | 0 | 51 | 46 | 9 | 6 | 0 | 61 |
| Illinois | 1,099 | 64 | 45 | 0 | 1,208 | 1,060 | 45 | 43 | 0 | 1,148 |
| Indiana | 324 | 15 | 54 | 0 | 393 | 349 | 21 | 47 | 0 | 417 |
| Iowa | 120 | 3 | 4 | 0 | 127 | 120 | 9 | 6 | 0 | 135 |
| Kansas | 265 | 9 | 5 | 0 | 279 | 285 | 15 | 9 | 0 | 309 |
| Kentucky | 181 | 16 | 245 | 0 | 442 | 184 | 17 | 184 | 0 | 385 |
| Louisiana | 217 | 44 | 3 | 1 | 265 | 231 | 60 | 5 | 2 | 298 |
| Maine | 36 | 2 | 0 | 0 | 38 | 29 | 2 | 2 | 0 | 33 |
| Maryland | 279 | 8 | 3 | 1 | 291 | 284 | 9 | 7 | 0 | 300 |
| Massachusetts | 228 | 4 | 17 | 0 | 249 | 217 | 1 | 21 | 0 | 239 |
| Michigan | 246 | 10 | 41 | 0 | 297 | 246 | 18 | 45 | 0 | 309 |
| Minnesota | 250 | 6 | 14 | 0 | 270 | 203 | 8 | 12 | 0 | 223 |
| Mississippi | 107 | 7 | 2 | 0 | 116 | 100 | 9 | 1 | 0 | 110 |
| Missouri | 242 | 14 | 8 | 0 | 264 | 261 | 11 | 19 | 0 | 291 |
| Montana | 47 | 5 | 2 | 0 | 54 | 51 | 4 | 7 | 0 | 62 |
| Nebraska | 45 | 9 | 1 | 0 | 55 | 38 | 7 | 2 | 0 | 47 |
| Nevada | 90 | 7 | 4 | 0 | 101 | 101 | 4 | 7 | 0 | 112 |
| New Hampshire | 30 | 0 | 3 | 0 | 33 | 24 | 0 | 5 | 0 | 29 |
| New Jersey | 297 | 16 | 27 | 2 | 342 | 297 | 8 | 48 | 0 | 353 |
| New Mexico | 49 | 9 | 1 | 0 | 59 | 55 | 7 | 3 | 0 | 65 |
| New York | 430 | 9 | 38 | 1 | 478 | 429 | 8 | 28 | 1 | 466 |
| North Carolina | 420 | 13 | 11 | 2 | 446 | 334 | 14 | 37 | 0 | 385 |
| North Dakota | 27 | 4 | 2 | 0 | 33 | 20 | 2 | 1 | 0 | 23 |
| Ohio | 810 | 30 | 20 | 0 | 860 | 783 | 26 | 26 | 0 | 835 |
| Oklahoma | 139 | 6 | 5 | 0 | 150 | 169 | 3 | 4 | 0 | 176 |
| Oregon | 228 | 16 | 14 | 0 | 258 | 226 | 6 | 16 | 0 | 248 |
| Pennsylvania | 695 | 22 | 33 | 0 | 750 | 666 | 27 | 42 | 1 | 736 |
| Rhode Island | 35 | 0 | 1 | 0 | 36 | 39 | 0 | 0 | 0 | 39 |
| South Carolina | 148 | 13 | 10 | 0 | 171 | 149 | 5 | 4 | 0 | 158 |
| South Dakota | 24 | 0 | 1 | 0 | 25 | 22 | 2 | 0 | 0 | 24 |
| Tennessee | 496 | 25 | 226 | 0 | 747 | 448 | 20 | 225 | 1 | 694 |
| Texas | 1,023 | 100 | 59 | 10 | 1,192 | 1,295 | 111 | 58 | 3 | 1,467 |
| Utah | 259 | 3 | 9 | 0 | 271 | 219 | 2 | 12 | 0 | 233 |
| Vermont | 12 | 0 | 1 | 0 | 13 | 9 | 0 | 1 | 0 | 10 |
| Virginia | 200 | 10 | 5 | 3 | 218 | 178 | 16 | 9 | 1 | 204 |
| Washington | 189 | 14 | 16 | 12 | 231 | 157 | 10 | 23 | 10 | 200 |
| West Virginia | 41 | 10 | 1 | 0 | 52 | 48 | 7 | 1 | 0 | 56 |
| Wisconsin | 243 | 15 | 13 | 0 | 271 | 223 | 7 | 8 | 0 | 238 |
| Wyoming | 19 | 3 | 0 | 0 | 22 | 10 | 4 | 1 | 0 | 15 |
| United States, total ¹ | 12,636 | 751 | 1,240 | 94 | 14,721 | 12,726 | 741 | 1,334 | 68 | 14,869 |

¹Total excludes incidents occurring in a U.S. territory or foreign country.²Includes only packaged shipments (i.e., nonbulk shipments).

KEY: R = revised.

NOTES: Hazardous materials Incident data are subject to revision and correction by the Office of Hazardous Materials Safety. Hazardous materials transportation incidents required to be reported are defined in the Code of Federal Regulations (CFR), 49 CFR Part 171.15, 171.16 (Form F 5800.1). Incident means any of the following events: (1) a fatality or major injury caused by the release of a hazardous material; (2) the evacuation of 25 or more persons as a result of release of a hazardous material or exposure to fire; (3) a release or exposure to fire which results in the closure of a major transportation artery; (4) the alteration of an aircraft flight plan or operation; (5) the release of radioactive materials from Type B packaging; (6) the release of over 11.9 gallons or 88.2 pounds of a severe marine pollutant; or (7) the release of a bulk quantity (over 119 gallons or 882 pounds) of a hazardous material.

SOURCE: U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Hazardous Materials Safety, Hazmat Intelligence Portal, Yearly Incident Summary Reports, Incidents by State, available at <http://www.phmsa.dot.gov/hazmat/library/data-stats/incidents> as of March 19, 2012.

Table 2-21: Natural Gas Distribution Pipeline Incidents: 2010 and 2011

| State | 2010 | | | | 2011 | | | |
|----------------------|---------------------|----------------------|--------------------|-------------------|---------------------|----------------------|--------------------|-------------------|
| | Number of incidents | Number of fatalities | Number of injuries | Damages (\$1,000) | Number of incidents | Number of fatalities | Number of injuries | Damages (\$1,000) |
| Alabama | 4 | 0 | 2 | 174 | 1 | 0 | 0 | 707 |
| Alaska | 1 | 0 | 0 | 101 | 0 | 0 | 0 | 0 |
| Arizona | 2 | 0 | 0 | 41 | 0 | 0 | 0 | 0 |
| Arkansas | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 18 |
| California | 15 | 2 | (R) 5 | 1,037 | 6 | 0 | 0 | 978 |
| Colorado | 2 | 0 | 1 | 209 | 3 | 0 | 2 | 844 |
| Connecticut | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 502 |
| Delaware | 1 | 0 | 0 | 96 | 1 | 0 | 0 | 2 |
| District of Columbia | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Florida | 1 | 0 | 0 | 130 | 1 | 0 | 1 | 24 |
| Georgia | (R) 6 | 2 | (R) 1 | (R) 6,322 | 3 | 0 | 1 | 1,565 |
| Hawaii | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Idaho | 1 | 0 | 0 | 28 | 0 | 0 | 0 | 0 |
| Illinois | 12 | 2 | (R) 11 | 928 | 5 | 0 | 3 | 1,173 |
| Indiana | 3 | 0 | 0 | 69 | 1 | 0 | 6 | 100 |
| Iowa | 3 | 0 | 3 | 1,316 | 2 | 0 | 1 | 6 |
| Kansas | 2 | 0 | 2 | 81 | 1 | 0 | 0 | 262 |
| Kentucky | 3 | 0 | 1 | 9 | 4 | 0 | 1 | 177 |
| Louisiana | 1 | 0 | (R) 2 | 2 | 2 | 0 | 1 | 1 |
| Maine | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Maryland | 3 | 0 | 0 | 564 | 12 | 2 | 5 | 4,369 |
| Massachusetts | (R) 4 | 0 | (R) 1 | (R) 760 | 1 | 0 | 0 | 103 |
| Michigan | 5 | (R) 2 | (R) 2 | (R) 2,792 | 5 | 1 | 0 | 805 |
| Minnesota | 7 | 0 | 0 | (R) 982 | 9 | 2 | 3 | 301 |
| Mississippi | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 34 |
| Missouri | 2 | 0 | 0 | 332 | 3 | 0 | 0 | 323 |
| Montana | 1 | 1 | 0 | 208 | 3 | 0 | 1 | 1,816 |
| Nebraska | 4 | 0 | 0 | (R) 174 | 2 | 0 | 1 | 99 |
| Nevada | 2 | 0 | 0 | 84 | 2 | 0 | 0 | 136 |
| New Hampshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Jersey | 3 | 0 | 0 | 1,072 | 2 | 0 | 0 | 83 |
| New Mexico | (R) 3 | (R) | (R) 1 | (R) 126 | 1 | 0 | 0 | 28 |
| New York | 5 | 0 | (R) 2 | 316 | 18 | 2 | 6 | 535 |
| North Carolina | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| North Dakota | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ohio | 5 | 1 | (R) 7 | 761 | 7 | 2 | 6 | 1,976 |
| Oklahoma | 1 | 0 | 0 | 385 | 1 | 0 | 0 | 110 |
| Oregon | 1 | 0 | 0 | 6 | 1 | 0 | 0 | 80 |
| Pennsylvania | 2 | 0 | 1 | 88 | 5 | 6 | 7 | 2,593 |
| Rhode Island | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Carolina | 1 | 0 | 0 | 54 | 2 | 0 | 0 | 529 |
| South Dakota | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tennessee | 1 | 0 | 0 | 2 | 3 | 0 | 2 | 153 |
| Texas | 6 | 1 | 2 | 478 | 7 | 1 | 8 | 191 |
| Utah | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| Vermont | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Virginia | 5 | 0 | 0 | 579 | 3 | 0 | 0 | 121 |
| Washington | 1 | 0 | 0 | 2 | 5 | 0 | 3 | 770 |
| West Virginia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wisconsin | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 54 |
| Wyoming | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| United States, total | (R) 121 | (R) 11 | (R) 44 | (R) 20,316 | 129 | 16 | 62 | 21,570 |

KEY: R = revised.

NOTES: Incidents are reported on Form RSPA F 7100.1. Incident means any of the following events:

I. An event that involves a release of gas from a pipeline or a liquefied natural gas (LNG) facility and a) a death or personal injury necessitating in-patient hospitalization or b) estimated property damage, including cost of gas lost, of the operator or others, or both, of \$50,000 or more.

II. An event that results in an emergency shutdown of an LNG facility.

III. An event that is significant, in the judgment of the operator, even though it did not meet the criteria of I or II.

Historical totals may change as the Office of Pipeline Safety receives supplemental information on incidents.

SOURCE: U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Pipeline Safety, Incident Data Access 2012-03-05, available at <http://www.phmsa.dot.gov/pipeline/library/data-stats> as of March 19, 2012.

Table 2-22: Natural Gas Transmission Pipeline Incidents: 2010 and 2011

| State | 2010 | | | | 2011 | | | |
|---|---------------------|----------------------|--------------------|--------------------|---------------------|----------------------|--------------------|-------------------|
| | Number of incidents | Number of fatalities | Number of injuries | Damages (\$1,000) | Number of incidents | Number of fatalities | Number of injuries | Damages (\$1,000) |
| Alabama | 1 | 0 | 0 | 235 | 2 | 0 | 0 | 2,483 |
| Alaska | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arizona | 1 | 0 | 0 | 100 | 2 | 0 | 0 | 890 |
| Arkansas | 6 | 0 | 0 | 443 | 3 | 0 | 0 | 382 |
| California | 5 | (R) 8 | (R) 51 | (R) 376,056 | 6 | 0 | 0 | 5,906 |
| Colorado | 3 | 0 | 0 | 3,798 | 0 | 0 | 0 | 0 |
| Connecticut | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delaware | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| District of Columbia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Florida | 1 | 0 | 0 | 8 | 2 | 0 | 0 | 321 |
| Georgia | 1 | 0 | 0 | 51 | 0 | 0 | 0 | 0 |
| Hawaii | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Idaho | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 272 |
| Illinois | 3 | 0 | 0 | 2,590 | 4 | 0 | 1 | 874 |
| Indiana | 1 | 0 | 0 | 67 | 0 | 0 | 0 | 0 |
| Iowa | 2 | 0 | 0 | (R) 572 | 1 | 0 | 0 | 211 |
| Kansas | 3 | 0 | 0 | 1,125 | 6 | 0 | 0 | 867 |
| Kentucky | 2 | 0 | 0 | 517 | 5 | 0 | 0 | 736 |
| Louisiana | 16 | 0 | 0 | (R) 7,042 | 12 | 0 | 0 | 6,754 |
| Maine | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Maryland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Massachusetts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Michigan | 2 | 0 | 0 | 250 | 5 | 0 | 0 | 3,826 |
| Minnesota | 2 | 0 | 0 | 191 | 2 | 0 | 0 | 314 |
| Mississippi | 4 | 0 | 0 | 2,549 | 4 | 0 | 0 | 1,677 |
| Missouri | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 71 |
| Montana | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1,068 |
| Nebraska | 1 | 0 | 0 | 55 | 0 | 0 | 0 | 0 |
| Nevada | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Hampshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Jersey | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Mexico | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 214 |
| New York | 3 | 0 | 0 | 291 | 6 | 0 | 0 | 847 |
| North Carolina | 2 | 0 | 0 | 421 | 0 | 0 | 0 | 0 |
| North Dakota | 2 | 1 | 0 | 517 | 1 | 0 | 0 | 103 |
| Ohio | 1 | 0 | 0 | 35 | 6 | 0 | 0 | 5,582 |
| Oklahoma | 9 | 0 | 1 | 1,416 | 10 | 0 | 0 | 3,818 |
| Oregon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pennsylvania | 1 | 0 | 0 | 122 | 1 | 0 | 0 | 559 |
| Rhode Island | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Carolina | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Dakota | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tennessee | 3 | 0 | 0 | 238 | 0 | 0 | 0 | 0 |
| Texas | 19 | 1 | (R) 9 | (R) 4,844 | 12 | 0 | 0 | 35,481 |
| Utah | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2,366 |
| Vermont | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Virginia | 1 | 0 | 0 | 79 | 1 | 0 | 0 | 2 |
| Washington | 1 | 0 | 0 | 300 | 0 | 0 | 0 | 0 |
| West Virginia | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 148 |
| Wisconsin | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 263 |
| Wyoming | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 7,159 |
| United States, total¹ | 118 | (R) 10 | (R) 61 | (R) 411,779 | 124 | 0 | 1 | 87,965 |

¹Incidents that have an "unknown" location are included in the U.S. total (22 Incidents, and \$7,869,264 in Property damage for 2010; and 12 Incidents, and \$4,771,523 in Property damage for 2011).

KEY: R = revised.

NOTES: Incidents are reported on Form RSPA F 7100.2. Incident means any of the following events:

- I. An event that involves a release of gas from a pipeline or a liquefied natural gas (LNG) facility and a) a death or personal injury
- II. An event that results in an emergency shutdown of an LNG facility.
- III. An event that is significant, in the judgment of the operator, even though it did not meet the criteria of I or II.

Historical totals may change as the Office of Pipeline Safety receives supplemental information on incidents.

SOURCE: U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Pipeline Safety, Incident Data Access 2012-03-05, available at <http://www.phmsa.dot.gov/pipeline/library/data-stats> as of March 19, 2012.

Table 2-23: Hazardous Liquid Pipeline Incidents: 2010 and 2011

| State | 2010 | | | | 2011 | | | |
|---|---------------------|----------------------|--------------------|-------------------------------|---------------------|----------------------|--------------------|-------------------------------|
| | Number of incidents | Number of fatalities | Number of injuries | Damages (\$1000) ² | Number of incidents | Number of fatalities | Number of injuries | Damages (\$1000) ² |
| Alabama | 1 | 0 | 0 | 13 | 2 | 0 | 0 | 509 |
| Alaska | 2 | 0 | 0 | 28,942 | 1 | 0 | 0 | 15,700 |
| Arizona | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arkansas | 1 | 0 | 0 | 11 | 1 | 0 | 0 | 37 |
| California | 14 | 0 | 0 | (R) 7,013 | 23 | 0 | 0 | 5,038 |
| Colorado | 3 | 0 | 0 | 32 | 1 | 0 | 0 | 3 |
| Connecticut | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2,033 |
| Delaware | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| District of Columbia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Florida | 1 | 0 | 0 | 437 | 1 | 0 | 0 | 0 |
| Georgia | 2 | 1 | 1 | 553 | 2 | 0 | 0 | 43 |
| Hawaii | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Idaho | 1 | 0 | 0 | 47 | 1 | 0 | 0 | 219 |
| Illinois | 17 | 0 | 0 | (R) 57,957 | 20 | 0 | 0 | 3,749 |
| Indiana | 6 | 0 | 2 | 13,249 | 5 | 0 | 0 | 421 |
| Iowa | 8 | 0 | 0 | (R) 954 | 11 | 0 | 0 | 7,905 |
| Kansas | 31 | 0 | 0 | (R) 1,465 | 20 | 0 | 0 | 2,965 |
| Kentucky | 1 | 0 | 0 | (R) 101 | 2 | 0 | 0 | 26 |
| Louisiana | 27 | 0 | 0 | 18,965 | 15 | 0 | 0 | 2,372 |
| Maine | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Maryland | 1 | 0 | 0 | 10 | 2 | 0 | 0 | 5 |
| Massachusetts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Michigan | 7 | 0 | 0 | 553,180 | 4 | 0 | 0 | 8,150 |
| Minnesota | 12 | 0 | 0 | (R) 2,989 | 3 | 0 | 0 | 15 |
| Mississippi | 2 | 0 | 0 | 153 | 3 | 0 | 0 | 157 |
| Missouri | 8 | 0 | 1 | 351 | 2 | 0 | 0 | 20 |
| Montana | 3 | 0 | 0 | 198 | 4 | 0 | 0 | 135,054 |
| Nebraska | 4 | 0 | 0 | (R) 1,032 | 5 | 0 | 0 | 3,042 |
| Nevada | 1 | 0 | 0 | 40 | 0 | 0 | 0 | 0 |
| New Hampshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Jersey | 11 | 0 | 0 | (R) 520 | 12 | 0 | 0 | 1,805 |
| New Mexico | 2 | 0 | 0 | 52 | 2 | 0 | 0 | 202 |
| New York | 3 | 0 | 0 | 2,148 | 2 | 0 | 0 | 1,485 |
| North Carolina | 1 | 0 | 0 | 16 | 2 | 0 | 0 | 24 |
| North Dakota | 6 | 0 | 0 | 4,238 | 9 | 0 | 0 | 1,708 |
| Ohio | 3 | 0 | 0 | (R) 1,117 | 5 | 0 | 0 | 600 |
| Oklahoma | 30 | 0 | 0 | (R) 5,126 | 40 | 0 | 0 | 6,123 |
| Oregon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pennsylvania | 2 | 0 | 0 | 101 | 5 | 0 | 0 | 1,003 |
| Rhode Island | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Carolina | 4 | 0 | 0 | 55 | 2 | 0 | 0 | 21 |
| South Dakota | 2 | 0 | 0 | 238 | 3 | 0 | 0 | 44 |
| Tennessee | 1 | 0 | 0 | 31 | 0 | 0 | 0 | 0 |
| Texas | 112 | 0 | 0 | (R) 6,216 | 119 | 1 | 5 | 19,524 |
| Utah | 2 | 0 | 0 | (R) 13,989 | 0 | 0 | 0 | 0 |
| Vermont | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Virginia | 2 | 0 | 0 | 129 | 2 | 0 | 0 | 24 |
| Washington | 1 | 0 | 0 | 9 | 1 | 0 | 0 | 20 |
| West Virginia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wisconsin | 4 | 0 | 0 | 331 | 4 | 0 | 0 | 376 |
| Wyoming | 4 | 0 | 0 | 4,069 | 7 | 0 | 0 | 435 |
| United States, total¹ | 348 | 1 | 4 | (R) 729,320 | 346 | 1 | 5 | 225,259 |

¹Incidents that have an "unknown" location are included in the U.S. total (4 Incidents, and \$3,238,973 in Property damage for 2010; and 2 Incidents, and \$4,400,010 in Property damage for 2011).

²The Property damage category includes public and private Property damage, value of product loss, and the value of operator Property damage. It does not include the costs of emergency response, environmental remediation, other operator costs, and other public costs. One incident with \$490,276 in property damages in Puerto Rico in 2010 was excluded.

KEY: R = revised.

NOTES: Historical totals may change as the Office of Pipeline Safety receives supplemental information on incidents. Incidents are reported on DOT Form 7000-1. An accident report is required for each failure in a pipeline system in which there is a release of the hazardous liquid or carbon dioxide transported resulting in any of the following: 1. Explosion or fire not intentionally set by the operator; 2. Loss of 5 or more gallons of hazardous liquid or carbon dioxide; 3. Escape to the atmosphere of more than 5 barrels (0.8 cubic meters) a day of highly volatile liquids; 4. Death of any person; 5. Bodily harm to any person resulting in: a. loss of consciousness; or b. necessity to carry the person from the scene; or c. necessity for medical treatment; or d. disability which prevents the discharge of normal duties or the pursuit of normal activities beyond the day of the accident; 6. Estimated property damage, including cost of clean-up and recovery, value of lost product, and damage to the property of the operator or others, or both, exceeding \$50,000.

SOURCE: U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Pipeline Safety, Incident Data Access 2012-03-05, available at <http://www.phmsa.dot.gov/pipeline/library/data-stats> as of March 19, 2012.

Table 2-24: State Laws on Distracted Driving: March 2012

| State | Ban on Hand-held Devices | Ban on Text Messaging |
|-------------------------|---------------------------------|------------------------------|
| Alabama | no | no |
| Alaska | no | yes |
| Arizona | no | no |
| Arkansas | no | yes |
| California | yes | yes |
| Colorado | no | yes |
| Connecticut | yes | yes |
| Delaware | yes | yes |
| District of Columbia | yes | yes |
| Florida | no | no |
| Georgia | no | yes |
| Hawaii | no | no |
| Idaho | no | no |
| Illinois | no | yes |
| Indiana | no | yes |
| Iowa | no | yes |
| Kansas | no | yes |
| Kentucky | no | yes |
| Louisiana | no | yes |
| Maine | no | yes |
| Maryland | yes | yes |
| Massachusetts | no | yes |
| Michigan | no | yes |
| Minnesota | no | yes |
| Mississippi | no | no |
| Missouri | no | no |
| Montana | no | no |
| Nebraska | no | yes |
| Nevada | yes | yes |
| New Hampshire | no | yes |
| New Jersey | yes | yes |
| New Mexico ¹ | no | no |
| New York | yes | yes |
| North Carolina | no | yes |
| North Dakota | no | yes |
| Ohio | no | no |
| Oklahoma | no | no |
| Oregon | yes | yes |
| Pennsylvania | no | yes |
| Rhode Island | no | yes |
| South Carolina | no | no |
| South Dakota | no | no |
| Tennessee | no | yes |
| Texas | no | no |
| Utah | no | yes |
| Vermont | no | yes |
| Virginia | no | yes |
| Washington | yes | yes |
| West Virginia | no | no |
| Wisconsin | no | yes |
| Wyoming | no | yes |

¹Hand-held ban for drivers with in state vehicles.

NOTES: Includes both primary and secondary enforcement bans. Many states have partial bans restricted to school bus drivers, novice drivers, or drivers in school zones and work zones. Many states also have local ordinances on distracted driving.

SOURCE: U.S. Department of Transportation, National Highway Traffic Safety Administration, Distraction.gov, State Laws, available at <http://www.distraction.gov/content/get-the-facts/state-laws.html> as of March 21, 2012.

Table 2-25: Crashes Involving Buses: 2010

| State | Fatal Crashes | | | | | | Non-fatal Bus Crashes | |
|----------------------|-----------------------------|--------------|-------------------------------------|----------------------|-------------|--|--------------------------|--------------------|
| | Number of Vehicles Involved | | | Number of Fatalities | | | Number of Buses Involved | Number of Injuries |
| | Buses | All Vehicles | Buses as Percentage of All Vehicles | Bus Crashes | All Crashes | Bus Fatalities as Percentage of All Fatalities | | |
| Alabama | 5 | 1,142 | 0.4 | 6 | 862 | 0.7 | 144 | 161 |
| Alaska | 0 | 88 | 0.0 | 0 | 56 | 0.0 | 11 | 11 |
| Arizona | 5 | 1,008 | 0.5 | 10 | 762 | 1.3 | 266 | 123 |
| Arkansas | 2 | 773 | 0.3 | 3 | 563 | 0.5 | 114 | 103 |
| California | 25 | 4,205 | 0.6 | 30 | 2,715 | 1.1 | 1,118 | 1,198 |
| Colorado | 4 | 655 | 0.6 | 5 | 448 | 1.1 | 178 | 59 |
| Connecticut | 4 | 300 | 1.3 | 4 | 319 | 1.3 | 33 | 16 |
| Delaware | 2 | 154 | 1.3 | 2 | 101 | 2.0 | 101 | 140 |
| District of Columbia | 0 | 37 | 0.0 | 0 | 24 | 0.0 | 0 | 0 |
| Florida | 28 | 3,497 | 0.8 | 32 | 2,445 | 1.3 | 94 | 194 |
| Georgia | 6 | 1,750 | 0.3 | 6 | 1,244 | 0.5 | 266 | 473 |
| Hawaii | 4 | 139 | 2.9 | 4 | 113 | 3.5 | 87 | 94 |
| Idaho | 0 | 288 | 0.0 | 0 | 209 | 0.0 | 65 | 53 |
| Illinois | 5 | 1,301 | 0.4 | 5 | 927 | 0.5 | 725 | 583 |
| Indiana | 5 | 993 | 0.5 | 5 | 754 | 0.7 | 237 | 266 |
| Iowa | 2 | 506 | 0.4 | 2 | 390 | 0.5 | 107 | 112 |
| Kansas | 2 | 500 | 0.4 | 2 | 431 | 0.5 | 90 | 38 |
| Kentucky | 7 | 1,116 | 0.6 | 7 | 760 | 0.9 | 268 | 445 |
| Louisiana | 6 | 1,034 | 0.6 | 7 | 710 | 1.0 | 271 | 823 |
| Maine | 0 | 236 | 0.0 | 0 | 161 | 0.0 | 6 | 7 |
| Maryland | 4 | 776 | 0.5 | 4 | 493 | 0.8 | 251 | 224 |
| Massachusetts | 1 | 441 | 0.2 | 1 | 314 | 0.3 | 286 | 255 |
| Michigan | 8 | 1,240 | 0.6 | 8 | 942 | 0.8 | 565 | 464 |
| Minnesota | 5 | 554 | 0.9 | 5 | 411 | 1.2 | 307 | 214 |
| Mississippi | 0 | 857 | 0.0 | 0 | 641 | 0.0 | 37 | 46 |
| Missouri | 6 | 1,148 | 0.5 | 6 | 819 | 0.7 | 426 | 722 |
| Montana | 2 | 272 | 0.7 | 4 | 189 | 2.1 | 35 | 40 |
| Nebraska | 1 | 327 | 0.3 | 1 | 190 | 0.5 | 80 | 53 |
| Nevada | 2 | 336 | 0.6 | 3 | 257 | 1.2 | 12 | 11 |
| New Hampshire | 0 | 145 | 0.0 | 0 | 128 | 0.0 | 45 | 34 |
| New Jersey | 12 | 828 | 1.4 | 12 | 556 | 2.2 | 1,001 | 1,212 |
| New Mexico | 0 | 455 | 0.0 | 0 | 346 | 0.0 | 12 | 0 |
| New York | 22 | 1,517 | 1.5 | 25 | 1,200 | 2.1 | 468 | 801 |
| North Carolina | 4 | 1,778 | 0.2 | 5 | 1,319 | 0.4 | 649 | 1,275 |
| North Dakota | 0 | 169 | 0.0 | 0 | 105 | 0.0 | 17 | 15 |
| Ohio | 5 | 1,426 | 0.4 | 5 | 1,080 | 0.5 | 681 | 774 |
| Oklahoma | 2 | 943 | 0.2 | 2 | 668 | 0.3 | 57 | 55 |
| Oregon | 3 | 489 | 0.6 | 5 | 317 | 1.6 | 101 | 76 |
| Pennsylvania | 15 | 1,735 | 0.9 | 14 | 1,324 | 1.1 | 879 | 1,257 |
| Rhode Island | 1 | 100 | 1.0 | 1 | 66 | 1.5 | 57 | 75 |
| South Carolina | 5 | 1,156 | 0.4 | 5 | 810 | 0.6 | 204 | 391 |
| South Dakota | 0 | 147 | 0.0 | 0 | 140 | 0.0 | 10 | 5 |
| Tennessee | 5 | 1,307 | 0.4 | 5 | 1,031 | 0.5 | 175 | 182 |
| Texas | 21 | 4,187 | 0.5 | 22 | 2,998 | 0.7 | 1,167 | 1,361 |
| Utah | 2 | 346 | 0.6 | 2 | 236 | 0.8 | 43 | 43 |
| Vermont | 0 | 97 | 0.0 | 0 | 71 | 0.0 | 19 | 12 |
| Virginia | 5 | 974 | 0.5 | 5 | 740 | 0.7 | 465 | 419 |
| Washington | 2 | 635 | 0.3 | 2 | 458 | 0.4 | 189 | 88 |
| West Virginia | 1 | 450 | 0.2 | 1 | 315 | 0.3 | 65 | 47 |
| Wisconsin | 3 | 730 | 0.4 | 3 | 572 | 0.5 | 277 | 270 |
| Wyoming | 0 | 148 | 0.0 | 0 | 155 | 0.0 | 2 | 7 |
| United States, total | 249 | 45,435 | 0.5 | 276 | 32,885 | 0.8 | 12,763 | 15,327 |

NOTES: Fatal bus crashes involve school buses, cross country/inter-city buses, transit buses, and other/unknown bus types. The Motor Carrier Management Information System (MCMIS) Crash File is a census of trucks and buses involved in crashes, however some States do not report all eligible crashes.

SOURCES: Fatal crashes: U.S. Department of Transportation, National Highway Traffic Safety Administration, Fatality Analysis Reporting System Encyclopedia 2010, available at <http://www-fars.nhtsa.dot.gov/Main/index.aspx> as of March 16, 2012. Injury crashes: U.S. Department of Transportation, Federal Motor Carrier Safety Administration, Motor Carrier Management Information System, available at <http://ai.fmcsa.dot.gov/CrashProfile/CrashProfileMainNew.asp> as of March 16, 2012.

Table 2-26: Bicyclist Fatalities Involving Motor Vehicles: 2010

| State | Total traffic fatalities | Bicyclists killed | Bicyclist fatalities as percent of total | Population (thousands) | Bicyclist fatality rate per 100,000 population |
|----------------------|--------------------------|-------------------|--|------------------------|--|
| Alabama | 862 | 6 | 0.7 | 4,785 | 0.1 |
| Alaska | 56 | 0 | 0.0 | 714 | 0.0 |
| Arizona | 762 | 19 | 2.5 | 6,413 | 0.3 |
| Arkansas | 563 | 1 | 0.2 | 2,922 | 0.0 |
| California | 2,715 | 99 | 3.6 | 37,338 | 0.3 |
| Colorado | 448 | 8 | 1.8 | 5,048 | 0.2 |
| Connecticut | 319 | 7 | 2.2 | 3,575 | 0.2 |
| Delaware | 101 | 3 | 3.0 | 900 | 0.3 |
| District of Columbia | 24 | 2 | 8.3 | 605 | 0.3 |
| Florida | 2,445 | 83 | 3.4 | 18,839 | 0.4 |
| Georgia | 1,244 | 18 | 1.4 | 9,712 | 0.2 |
| Hawaii | 113 | 3 | 2.7 | 1,363 | 0.2 |
| Idaho | 209 | 4 | 1.9 | 1,571 | 0.3 |
| Illinois | 927 | 24 | 2.6 | 12,842 | 0.2 |
| Indiana | 754 | 13 | 1.7 | 6,491 | 0.2 |
| Iowa | 390 | 8 | 2.1 | 3,050 | 0.3 |
| Kansas | 431 | 1 | 0.2 | 2,859 | 0.0 |
| Kentucky | 760 | 7 | 0.9 | 4,347 | 0.2 |
| Louisiana | 710 | 10 | 1.4 | 4,545 | 0.2 |
| Maine | 161 | 1 | 0.6 | 1,327 | 0.1 |
| Maryland | 493 | 8 | 1.6 | 5,786 | 0.1 |
| Massachusetts | 314 | 6 | 1.9 | 6,555 | 0.1 |
| Michigan | 942 | 29 | 3.1 | 9,877 | 0.3 |
| Minnesota | 411 | 9 | 2.2 | 5,311 | 0.2 |
| Mississippi | 641 | 4 | 0.6 | 2,970 | 0.1 |
| Missouri | 819 | 7 | 0.9 | 5,996 | 0.1 |
| Montana | 189 | 0 | 0.0 | 991 | 0.0 |
| Nebraska | 190 | 2 | 1.1 | 1,830 | 0.1 |
| Nevada | 257 | 6 | 2.3 | 2,704 | 0.2 |
| New Hampshire | 128 | 0 | 0.0 | 1,317 | 0.0 |
| New Jersey | 556 | 12 | 2.2 | 8,800 | 0.1 |
| New Mexico | 346 | 8 | 2.3 | 2,066 | 0.4 |
| New York | 1,200 | 36 | 3.0 | 19,395 | 0.2 |
| North Carolina | 1,319 | 23 | 1.7 | 9,560 | 0.2 |
| North Dakota | 105 | 1 | 1.0 | 675 | 0.1 |
| Ohio | 1,080 | 11 | 1.0 | 11,538 | 0.1 |
| Oklahoma | 668 | 9 | 1.3 | 3,760 | 0.2 |
| Oregon | 317 | 7 | 2.2 | 3,838 | 0.2 |
| Pennsylvania | 1,324 | 21 | 1.6 | 12,718 | 0.2 |
| Rhode Island | 66 | 2 | 3.0 | 1,053 | 0.2 |
| South Carolina | 810 | 14 | 1.7 | 4,637 | 0.3 |
| South Dakota | 140 | 2 | 1.4 | 817 | 0.2 |
| Tennessee | 1,031 | 4 | 0.4 | 6,357 | 0.1 |
| Texas | 2,998 | 42 | 1.4 | 25,253 | 0.2 |
| Utah | 236 | 7 | 3.0 | 2,775 | 0.3 |
| Vermont | 71 | 1 | 1.4 | 626 | 0.2 |
| Virginia | 740 | 12 | 1.6 | 8,024 | 0.1 |
| Washington | 458 | 6 | 1.3 | 6,743 | 0.1 |
| West Virginia | 315 | 3 | 1.0 | 1,854 | 0.2 |
| Wisconsin | 572 | 9 | 1.6 | 5,692 | 0.2 |
| Wyoming | 155 | 0 | 0.0 | 565 | 0.0 |
| United States, total | 32,885 | 618 | 1.9 | 309,330 | 0.2 |

NOTE: Details may not add to totals due to rounding.

SOURCE: Fatalities: U.S. Department of Transportation, National Highway Traffic Safety Administration, Fatality Analysis Reporting System Encyclopedia 2010, available at <http://www-fars.nhtsa.dot.gov/Main/index.aspx> as of March 16, 2012. Population: U.S. Department of Commerce, U.S. Census Bureau, Population Estimates Vintage 2011, available at <http://www.census.gov/popest/index.html> as of March 16, 2012.

Section C

* * *

Freight Transportation

Table 3-1: Freight Shipments by State of Origin: 2007

| State | Value (\$ millions) | Tons (thousands) | Ton-miles (millions) |
|-----------------------------|---------------------|-------------------|----------------------|
| Alabama | 182,785 | 268,926 | 58,222 |
| Alaska | 18,184 | 28,743 | 12,633 |
| Arizona | 164,820 | 175,439 | 24,207 |
| Arkansas | 101,915 | 137,545 | 40,027 |
| California | 1,341,220 | 900,817 | 180,976 |
| Colorado | 125,093 | 153,635 | 76,804 |
| Connecticut | 142,787 | 79,117 | 11,702 |
| Delaware | 34,757 | 25,679 | 4,422 |
| District of Columbia | 2,876 | 4,505 | 57 |
| Florida | 399,941 | 540,450 | 73,811 |
| Georgia | 377,718 | 372,777 | 70,173 |
| Hawaii | 22,043 | 35,270 | 1,547 |
| Idaho | 38,452 | 46,584 | 20,153 |
| Illinois | 639,177 | 626,898 | 180,924 |
| Indiana | 355,503 | 379,374 | 75,389 |
| Iowa | 156,920 | 241,008 | 73,213 |
| Kansas | 149,210 | 178,327 | 41,690 |
| Kentucky | 241,879 | 408,434 | 111,257 |
| Louisiana | 269,932 | 475,520 | 107,733 |
| Maine | 30,893 | 42,786 | 9,826 |
| Maryland | 131,252 | 127,630 | 16,713 |
| Massachusetts | 212,121 | 128,169 | 13,335 |
| Michigan | 409,172 | 282,752 | 66,965 |
| Minnesota | 237,290 | 285,018 | 114,425 |
| Mississippi | 90,753 | 127,526 | 34,461 |
| Missouri | 225,954 | 305,184 | 77,099 |
| Montana | 21,583 | 85,244 | 62,620 |
| Nebraska | 76,148 | 161,358 | 50,805 |
| Nevada | 53,126 | 62,780 | 9,531 |
| New Hampshire | 38,482 | 32,678 | 3,311 |
| New Jersey | 422,581 | 230,155 | 37,087 |
| New Mexico | 31,388 | 62,650 | 9,470 |
| New York | 549,674 | 335,782 | 73,793 |
| North Carolina | 363,549 | 267,770 | 52,366 |
| North Dakota | 26,743 | 95,671 | 31,700 |
| Ohio | 563,187 | 475,857 | 96,370 |
| Oklahoma | 116,806 | 184,134 | 40,620 |
| Oregon | 146,886 | 184,738 | 49,849 |
| Pennsylvania | 489,415 | 500,393 | 88,690 |
| Rhode Island | 28,662 | 13,335 | 1,945 |
| South Carolina | 155,619 | 144,297 | 30,835 |
| South Dakota | 26,677 | 52,093 | 21,268 |
| Tennessee | 433,270 | 328,935 | 67,397 |
| Texas | 1,166,608 | 1,338,753 | 252,819 |
| Utah | 106,690 | 123,245 | 40,249 |
| Vermont | 17,919 | 16,034 | 3,643 |
| Virginia | 194,444 | 246,958 | 50,629 |
| Washington | 215,515 | 244,906 | 62,811 |
| West Virginia | 49,842 | 222,895 | 85,627 |
| Wisconsin | 263,658 | 203,766 | 64,301 |
| Wyoming | 23,753 | 550,886 | 559,160 |
| United States, total | 11,684,872 | 12,543,425 | 3,344,658 |

NOTE: Details may not add to total due to rounding. The data presented in this table exclude shipments from entities classified in forestry, fishing, utilities, construction, transportation, and most retail and services industries. Farms and government-owned entities were also excluded. Also excluded are most imports and commodities shipped from a foreign location to another foreign destination that pass through the United States.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, Commodity Flow Survey 2007, available at http://www.bts.gov/publications/commodity_flow_survey/ as of March 22, 2012.

Table 3-2: Hazardous Material Shipments by Selected State of Origin: 2007

(Ranked by tons)

| State | Value (\$ millions) | Tons (thousands) | Ton-miles (millions) |
|-----------------------------|---------------------|------------------|----------------------|
| Alabama | 15,790 | 26,336 | 5,559 |
| Alaska | 8,918 | 12,960 | 5,339 |
| Arizona | 17,792 | 14,862 | 2,455 |
| Arkansas | 8,808 | 13,090 | 2,145 |
| California | 151,684 | 199,755 | 9,720 |
| Colorado | 12,321 | 16,126 | 2,589 |
| Connecticut | 14,073 | 18,830 | 895 |
| Delaware | 7,314 | 9,525 | S |
| Florida | 45,582 | 68,259 | 9,429 |
| Georgia | 35,767 | 67,633 | 6,608 |
| Hawaii | 9,643 | 16,873 | 535 |
| Idaho | 1,909 | 2,483 | 1,241 |
| Illinois | 73,473 | 114,925 | 32,108 |
| Indiana | 19,168 | 46,314 | 5,818 |
| Iowa | 7,849 | 11,784 | 4,212 |
| Kansas | 19,784 | 29,512 | 3,424 |
| Kentucky | 27,644 | 39,242 | 3,203 |
| Louisiana | 126,043 | 221,005 | 37,565 |
| Maine | 5,465 | 10,249 | 580 |
| Maryland | 8,849 | 12,622 | S |
| Massachusetts | 21,489 | 43,187 | 1,611 |
| Michigan | 24,593 | 34,455 | 3,011 |
| Minnesota | 23,938 | 42,960 | 5,621 |
| Mississippi | 14,586 | 37,253 | 9,961 |
| Missouri | 18,143 | 19,401 | 2,111 |
| Montana | 7,781 | 14,722 | 6,368 |
| Nebraska | 3,476 | 5,047 | 2,352 |
| Nevada | 2,683 | 1,907 | 390 |
| New Hampshire | 2,885 | 4,259 | 174 |
| New Jersey | 47,908 | 78,894 | 4,421 |
| New Mexico | 5,902 | 6,603 | 1,086 |
| New York | 37,438 | 56,577 | 4,411 |
| North Carolina | 20,400 | 23,736 | 3,431 |
| North Dakota | 3,966 | 6,347 | 925 |
| Ohio | 48,758 | 66,218 | 10,576 |
| Oklahoma | 30,998 | 50,428 | 7,543 |
| Oregon | 9,898 | 12,934 | 777 |
| Pennsylvania | 53,480 | 95,592 | 9,895 |
| Rhode Island | 2,896 | 3,713 | 114 |
| South Carolina | 6,398 | 10,288 | 665 |
| South Dakota | 3,019 | 4,475 | 3,003 |
| Tennessee | 13,540 | 18,603 | 2,927 |
| Texas | 340,144 | 499,592 | 76,530 |
| Utah | 12,596 | 28,063 | 6,542 |
| Vermont | 1,433 | 1,899 | 48 |
| Virginia | 13,726 | 16,727 | 1,537 |
| Washington | 28,513 | 40,661 | 10,860 |
| West Virginia | 5,885 | 8,822 | 2,193 |
| Wisconsin | 15,078 | 18,950 | 2,154 |
| Wyoming | 8,793 | 26,438 | 6,090 |
| United States, total | 1,448,218 | 2,231,133 | 323,457 |

KEY: S = Estimate does not meet publication standards because of high sampling variability or poor response quality.

NOTES: Details may not add to totals due to rounding. Data are based on samples from a survey and is subject to variability. Data exclude shipments from entities classified in forestry, fishing, utilities, construction, transportation, and most retail and services industries. Farms and government-owned entities were also excluded. Also excluded are most imports and commodities shipped from a foreign location to another foreign destination that pass through the United States.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, Commodity Flow Survey 2007, Hazardous Materials, HazMat Shipment Characteristics by Origin State, available at http://www.bts.gov/publications/commodity_flow_survey/ as of March 22, 2012.

Table 3-3: Hazardous Material Shipments by Selected State of Destination: 2007

(Ranked by tons)

| State | Value (\$ millions) | Tons (thousands) | Ton-miles (millions) |
|-----------------------------|---------------------|------------------|----------------------|
| Alabama | 17,935 | 31,853 | 7,044 |
| Alaska | 8,679 | 12,111 | 2,858 |
| Arizona | 15,803 | 15,491 | 4,457 |
| Arkansas | 10,598 | 14,777 | 2,127 |
| California | 159,535 | 211,302 | 30,720 |
| Colorado | 14,152 | 21,145 | 2,857 |
| Connecticut | 13,272 | 20,809 | 2,059 |
| Delaware | 10,194 | 20,794 | 1,566 |
| District of Columbia | 247 | 362 | 23 |
| Florida | 57,547 | 88,865 | 23,422 |
| Georgia | 39,381 | 69,241 | 10,316 |
| Hawaii | 9,724 | 16,910 | 682 |
| Idaho | 2,654 | 10,665 | 2,718 |
| Illinois | 56,291 | 80,466 | 16,557 |
| Indiana | 28,394 | 51,746 | 7,119 |
| Iowa | 7,069 | 10,323 | 2,536 |
| Kansas | 20,106 | 31,514 | 4,480 |
| Kentucky | 25,965 | 39,180 | 6,852 |
| Louisiana | 101,838 | 182,088 | 18,759 |
| Maine | 5,495 | 8,700 | 1,017 |
| Maryland | 11,376 | 15,794 | 1,987 |
| Massachusetts | 20,208 | 43,425 | 1,957 |
| Michigan | 32,165 | 44,694 | 9,828 |
| Minnesota | 24,029 | 42,515 | 3,410 |
| Mississippi | 18,384 | 31,548 | 5,132 |
| Missouri | 19,813 | 27,890 | 2,983 |
| Montana | 6,669 | 9,778 | 1,692 |
| Nebraska | 3,103 | 5,657 | 1,915 |
| Nevada | 4,371 | 5,896 | 4,020 |
| New Hampshire | 5,530 | 8,186 | 869 |
| New Jersey | 45,654 | 80,041 | 9,624 |
| New Mexico | 7,750 | 8,543 | 2,508 |
| New York | 46,247 | 67,308 | 7,446 |
| North Carolina | 18,971 | 24,853 | 5,298 |
| North Dakota | 2,956 | 4,391 | 664 |
| Ohio | 47,924 | 66,226 | 9,921 |
| Oklahoma | 31,499 | 47,195 | 5,590 |
| Oregon | 15,602 | 20,280 | 6,132 |
| Pennsylvania | 40,415 | 67,220 | 6,103 |
| Rhode Island | 3,557 | 4,302 | 339 |
| South Carolina | 12,401 | 19,684 | 4,925 |
| South Dakota | 2,396 | 4,171 | 1,062 |
| Tennessee | 15,601 | 20,640 | 5,266 |
| Texas | 318,321 | 487,434 | 52,256 |
| Utah | 12,873 | 17,033 | 3,157 |
| Vermont | 3,215 | 4,338 | 420 |
| Virginia | 13,093 | 19,876 | 4,354 |
| Washington | 23,273 | 31,526 | 5,181 |
| West Virginia | 11,507 | 17,532 | 3,852 |
| Wisconsin | 15,359 | 21,307 | 3,624 |
| Wyoming | 9,077 | 23,506 | 3,774 |
| United States, total | 1,448,218 | 2,231,133 | 323,457 |

NOTES: Details may not add to totals due to rounding. Data are based on samples from a survey and is subject to variability. Data exclude shipments from entities classified in forestry, fishing, utilities, construction, transportation, and most retail and services industries. Farms and government-owned entities were also excluded. Also excluded are most imports and commodities shipped from a foreign location to another foreign destination that pass through the United States.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, U.S. Census Bureau, Commodity Flow Survey 2007, Hazardous Materials, HazMat Shipment Characteristics by Destination State, available at http://www.bts.gov/publications/commodity_flow_survey/ as of March 22, 2012.

Table 3-4: Rail Shipments: 2010

| State | Rail shipments terminating in state | | Rail shipments originating in state | |
|-----------------------------|--|----------------------------|--|--------------------------|
| | All commodities (thousands of tons) | Top commodity by weight | All commodities (thousands of tons) | Top commodity by weight |
| Alabama | 50,334 | Coal | 32,783 | Coal |
| Alaska | 6,194 | Stone, sand, gravel | 6,194 | Stone, sand, gravel |
| Arizona | 24,061 | Coal | 2,546 | Waste and scrap |
| Arkansas | 28,947 | Coal | 18,214 | Stone, sand, gravel |
| California | 95,142 | Intermodal | 56,270 | Intermodal |
| Colorado | 26,219 | Coal | 24,807 | Coal |
| Connecticut | 1,375 | Stone, sand, gravel | 1,639 | Waste and scrap |
| Delaware | 3,643 | Stone, sand, gravel | 421 | Chemicals |
| District of Columbia | 61 | All traffic | 22 | All traffic |
| Florida | 66,691 | Phosphate rock | 40,079 | Phosphate rock |
| Georgia | 73,279 | Coal | 28,294 | Stone, sand, gravel |
| Hawaii | 0 | NA | 0 | NA |
| Idaho | 8,514 | Nonmetallic minerals | 7,460 | Farm products |
| Illinois | 157,794 | Coal | 109,467 | Intermodal |
| Indiana | 54,979 | Coal | 52,576 | Coal |
| Iowa | 37,804 | Coal | 47,004 | Food products |
| Kansas | 24,122 | Coal | 22,398 | Farm products |
| Kentucky | 39,190 | Coal | 74,416 | Coal |
| Louisiana | 34,628 | Stone, sand, gravel | 27,221 | Chemicals |
| Maine | 2,748 | Ground earths & minerals | 2,329 | Pulp and paper |
| Maryland | 32,504 | Coal | 6,167 | Waste and scrap |
| Massachusetts | 6,327 | Intermodal | 1,759 | Intermodal |
| Michigan | 38,427 | Coal | 22,030 | Iron ore and metal prod. |
| Minnesota | 71,279 | Iron ore | 89,568 | Iron ore |
| Mississippi | 14,518 | Coal, petrol. & coal prod. | 7,759 | Chemicals |
| Missouri | 69,095 | Coal | 14,521 | Food products |
| Montana | 4,481 | Petrol. prod. & coal prod. | 47,925 | Coal |
| Nebraska | 21,702 | Coal | 32,830 | Farm products |
| Nevada | 7,082 | Coal | 2,009 | Concrete & gypsum prod. |
| New Hampshire | 970 | Coal & petrol. products | 50 | All Traffic |
| New Jersey | 22,175 | Chemicals | 10,637 | Intermodal |
| New Mexico | 3,283 | Food products | 11,357 | Coal |
| New York | 21,991 | Coal | 7,323 | Waste and scrap |
| North Carolina | 53,105 | Coal | 10,093 | Chemicals |
| North Dakota | 14,362 | Coal | 35,585 | Farm products |
| Ohio | 84,423 | Coal | 63,031 | Coal |
| Oklahoma | 31,641 | Coal | 17,727 | Stone, sand, gravel |
| Oregon | 22,284 | Chemicals | 8,374 | Lumber and wood |
| Pennsylvania | 61,590 | Coal | 54,535 | Coal |
| Rhode Island | 950 | Chemicals | 148 | All traffic |
| South Carolina | 31,995 | Coal | 10,810 | Chemicals |
| South Dakota | 4,191 | Coal and cement | 19,053 | Farm products |
| Tennessee | 28,213 | Coal | 17,337 | Waste and scrap |
| Texas | 199,765 | Coal | 88,871 | Chemicals |
| Utah | 11,817 | Coal | 17,960 | Coal |
| Vermont | 1,141 | Lumber and wood | 615 | Ground earths & minerals |
| Virginia | 68,757 | Coal | 37,009 | Coal |
| Washington | 61,078 | Farm products | 20,817 | Intermodal |
| West Virginia | 14,798 | Coal | 100,262 | Coal |
| Wisconsin | 61,596 | Coal | 15,044 | Stone, sand, gravel |
| Wyoming | 17,243 | Coal | 476,841 | Coal |
| United States, total | 1,818,506 | | 1,802,184 | |

KEY: NA = not applicable.

NOTE: The top commodity is based on the 38 two-digit Standard Transportation Commodity Code groupings and is determined by the tonnage either originating or terminating in the state (including intrastate shipments.) Commodity tonnage data are rounded estimates based on the Carload Waybill Sample. Individual state shipments may not add to total.

SOURCE: Association of American Railroads, Railroads and States 2010, available at <http://www.aar.org/KeyIssues/Railroads-States.aspx> as of May 22, 2012.

Table 3-5: Waterborne Shipments: 2009 and 2010

(Thousands of short tons)

| State | 2009 | | | | | | 2010 | | | | | |
|----------------------|------------|----------------------|---------|----------------------|---------|-----------|------------|----------------------|---------|----------------------|---------|-----------|
| | Intrastate | Terminating in state | | Originating in state | | Total | Intrastate | Terminating in state | | Originating in state | | Total |
| | | Domestic | Foreign | Domestic | Foreign | | | Domestic | Foreign | Domestic | Foreign | |
| Alabama | 11,117 | 15,467 | 15,595 | 11,791 | 12,242 | 66,212 | 15,471 | 15,733 | 15,061 | 12,135 | 14,296 | 72,696 |
| Alaska | 2,913 | 2,471 | 1,559 | 35,147 | 4,089 | 46,179 | 3,862 | 2,714 | 1,782 | 31,973 | 4,701 | 45,032 |
| Arkansas | 1,903 | 3,934 | 0 | 4,571 | 0 | 10,408 | 2,191 | 6,553 | 0 | 5,590 | 0 | 14,334 |
| California | 13,610 | 19,451 | 106,223 | 5,337 | 57,192 | 201,814 | 11,130 | 19,437 | 114,004 | 6,130 | 61,584 | 212,285 |
| Connecticut | 1,101 | 9,428 | 4,756 | 1,104 | 378 | 16,767 | 1,464 | 9,234 | 3,576 | 1,412 | 542 | 16,229 |
| Delaware | 1,662 | 1,899 | 7,572 | 11,663 | 819 | 23,614 | 222 | 3,149 | 3,438 | 1,149 | 551 | 8,510 |
| District of Columbia | 0 | 119 | 0 | 0 | 0 | 119 | 0 | 108 | 0 | 0 | 0 | 108 |
| Florida | 1,067 | 42,579 | 29,008 | 8,010 | 17,428 | 98,091 | 1,194 | 44,904 | 29,816 | 6,980 | 18,561 | 101,455 |
| Georgia | 981 | 424 | 17,479 | 573 | 14,976 | 34,432 | 919 | 440 | 18,403 | 451 | 16,907 | 37,120 |
| Hawaii | 5,229 | 3,565 | 8,780 | 886 | 538 | 18,997 | 4,943 | 3,707 | 8,333 | 897 | 506 | 18,386 |
| Idaho | 0 | 59 | 0 | 633 | 0 | 692 | 0 | 1 | 0 | 653 | 0 | 654 |
| Illinois | 11,311 | 13,538 | 2,592 | 90,741 | 896 | 119,078 | 10,996 | 14,725 | 2,080 | 79,209 | 1,073 | 108,083 |
| Indiana | 2,679 | 39,038 | 1,120 | 13,427 | 188 | 56,453 | 3,013 | 41,041 | 684 | 15,613 | 454 | 60,805 |
| Iowa | 805 | 3,470 | 0 | 7,500 | 0 | 11,774 | 800 | 2,712 | 0 | 6,958 | 0 | 10,470 |
| Kansas | 0 | 1 | 0 | 518 | 0 | 519 | 0 | 7 | 0 | 232 | 0 | 239 |
| Kentucky | 18,299 | 23,957 | 0 | 43,786 | 0 | 86,042 | 18,679 | 26,646 | 0 | 46,032 | 0 | 91,357 |
| Louisiana | 42,845 | 124,421 | 91,229 | 81,192 | 109,588 | 449,274 | 46,117 | 128,034 | 100,491 | 85,251 | 123,157 | 483,050 |
| Maine | 116 | 1,618 | 20,862 | 133 | 266 | 22,996 | 170 | 1,800 | 18,138 | 236 | 564 | 20,907 |
| Maryland | 1,540 | 7,442 | 12,242 | 3,985 | 10,113 | 35,323 | 1,447 | 7,170 | 15,121 | 4,847 | 16,692 | 45,277 |
| Massachusetts | 241 | 8,631 | 14,244 | 306 | 1,596 | 25,018 | 320 | 7,802 | 12,976 | 330 | 1,231 | 22,661 |
| Michigan | 8,137 | 17,544 | 4,753 | 17,031 | 4,650 | 52,115 | 10,059 | 21,225 | 4,127 | 18,374 | 5,283 | 59,067 |
| Minnesota | 999 | 5,642 | 356 | 18,496 | 3,173 | 28,667 | 994 | 6,907 | 167 | 28,079 | 4,261 | 40,408 |
| Mississippi | 493 | 9,809 | 22,793 | 11,874 | 7,260 | 52,229 | 287 | 10,664 | 21,305 | 14,641 | 7,313 | 54,210 |
| Missouri | 5,682 | 4,158 | 0 | 14,270 | 0 | 24,110 | 5,293 | 5,352 | 0 | 22,308 | 0 | 32,953 |
| Nebraska | 0 | 114 | 0 | 65 | 0 | 179 | 0 | 14 | 0 | 32 | 0 | 46 |
| New Hampshire | 0 | 511 | 2,924 | 2 | 146 | 3,583 | 0 | 545 | 2,277 | 9 | 133 | 2,964 |
| New Jersey | 12,030 | 20,706 | 70,180 | 33,539 | 19,112 | 155,569 | 13,019 | 15,006 | 69,138 | 39,314 | 18,653 | 155,130 |
| New York | 5,707 | 17,785 | 16,137 | 7,770 | 4,561 | 51,960 | 4,888 | 16,179 | 16,527 | 8,246 | 4,652 | 50,492 |
| North Carolina | 2,115 | 1,638 | 4,419 | 112 | 2,439 | 10,723 | 2,073 | 2,752 | 4,682 | 78 | 2,426 | 12,011 |
| Ohio | 6,325 | 51,298 | 5,601 | 21,834 | 5,570 | 90,628 | 10,488 | 55,198 | 7,174 | 19,996 | 6,131 | 98,986 |
| Oklahoma | 22 | 1,791 | 0 | 2,031 | 0 | 3,845 | 12 | 2,164 | 0 | 2,844 | 0 | 5,020 |
| Oregon | 2,094 | 6,125 | 2,699 | 2,864 | 13,105 | 26,886 | 2,414 | 6,056 | 3,759 | 2,256 | 15,713 | 30,198 |
| Pennsylvania | 10,704 | 25,339 | 37,621 | 15,590 | 1,592 | 90,846 | 10,045 | 29,263 | 35,373 | 14,144 | 1,548 | 90,373 |
| Puerto Rico | 1,716 | 7,055 | 11,613 | 598 | 1,225 | 22,207 | 1,683 | 6,677 | 10,765 | 990 | 1,057 | 21,172 |
| Rhode Island | 40 | 2,947 | 4,285 | 843 | 289 | 8,404 | 50 | 2,599 | 4,420 | 697 | 549 | 8,315 |
| South Carolina | 707 | 1,584 | 8,482 | 180 | 5,019 | 15,972 | 540 | 2,284 | 8,941 | 161 | 6,184 | 18,110 |
| Tennessee | 2,571 | 28,151 | 0 | 7,485 | 0 | 38,208 | 1,817 | 26,922 | 0 | 5,575 | 0 | 34,314 |
| Texas | 57,856 | 22,187 | 236,166 | 32,288 | 103,346 | 451,843 | 60,709 | 24,568 | 246,920 | 35,885 | 118,576 | 486,658 |
| Vermont | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Virginia | 4,196 | 3,539 | 11,632 | 8,145 | 39,650 | 67,162 | 3,315 | 3,277 | 11,474 | 7,564 | 43,465 | 69,095 |
| Washington | 7,910 | 23,242 | 19,160 | 10,741 | 45,956 | 107,009 | 8,261 | 20,706 | 20,587 | 11,074 | 51,685 | 112,314 |
| West Virginia | 10,098 | 15,048 | 0 | 32,946 | 0 | 58,092 | 12,328 | 15,680 | 0 | 41,696 | 0 | 69,704 |
| Wisconsin | 425 | 5,632 | 2,501 | 17,374 | 4,718 | 30,649 | 231 | 5,852 | 1,523 | 21,184 | 5,704 | 34,494 |
| United States, total | 257,600 | 599,485 | 858,914 | 599,485 | 494,753 | 2,210,752 | 271,799 | 621,662 | 883,097 | 621,662 | 557,840 | 2,334,399 |

NOTES: U.S. and state totals exclude duplication. U.S. total includes data for Guam, the Virgin Islands, the Pacific Islands, other territories, and trans-shipments, which are not individually provided in the table.

SOURCE: U.S. Army Corps of Engineers, Navigation Data Center, Waterborne Commerce Statistics Center, Waterborne Commerce of the United States 2009 and 2010, Part 5 National Summaries, Table 4-1, available at <http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm> as of April 16, 2012.

Table 3-6: Top 50 U.S. Ports by Port Calls and Vessel Type¹: 2010

(Capacity in thousands of dwt tons)

| Port | Rank | Vessel type and total capacity ² | | | | | | | | | |
|---------------------------------------|------|---|-----------|---------------------|-----------|----------|----------|---------------|-----------|----------------------------------|----------|
| | | Total | | Tanker ³ | | Dry-bulk | | Containership | | Other general cargo ⁴ | |
| | | Calls | Capacity | Calls | Capacity | Calls | Capacity | Calls | Capacity | Calls | Capacity |
| Houston, TX | 1 | 6,698 | 301,476 | 4,236 | 209,046 | 623 | 26,551 | 1,012 | 42,917 | 827 | 22,961 |
| New Orleans, LA | 2 | 5,544 | 282,901 | 1,930 | 114,465 | 2,646 | 132,895 | 407 | 19,300 | 561 | 16,241 |
| New York/New Jersey, NY and N | 3 | 4,534 | 226,024 | 1,302 | 68,741 | 178 | 8,338 | 2,421 | 132,479 | 633 | 16,466 |
| Los Angeles/Long Beach, CA | 4 | 4,469 | 286,790 | 1,040 | 95,966 | 364 | 20,272 | 2,610 | 159,691 | 455 | 10,860 |
| Virginia Ports, VA | 5 | 3,021 | 168,781 | 141 | 7,277 | 692 | 44,896 | 1,908 | 105,813 | 280 | 10,795 |
| San Francisco, CA | 6 | 2,997 | 180,536 | 694 | 52,493 | 386 | 16,504 | 1,741 | 107,517 | 176 | 4,021 |
| Columbia River, OR | 7 | 2,635 | 114,265 | 142 | 5,037 | 2,031 | 93,209 | 91 | 5,000 | 371 | 11,019 |
| Savannah, GA | 8 | 2,406 | 120,554 | 234 | 9,502 | 113 | 3,846 | 1,819 | 100,640 | 240 | 6,566 |
| Philadelphia, PA | 9 | 2,022 | 109,630 | 802 | 75,804 | 180 | 7,565 | 393 | 14,782 | 647 | 11,478 |
| Baltimore, MD | 10 | 2,011 | 83,793 | 116 | 4,114 | 471 | 32,452 | 385 | 22,098 | 1,039 | 25,130 |
| Charleston, SC | 11 | 1,818 | 89,713 | 169 | 8,003 | 72 | 3,090 | 1,266 | 71,964 | 311 | 6,656 |
| Jacksonville, FL | 12 | 1,641 | 55,358 | 273 | 12,898 | 133 | 8,100 | 453 | 19,996 | 782 | 14,364 |
| Port Everglades, FL | 13 | 1,386 | 45,986 | 394 | 18,182 | 15 | 575 | 834 | 25,177 | 143 | 2,052 |
| Port Arthur, TX | 14 | 1,183 | 63,392 | 771 | 48,600 | 196 | 8,107 | 0 | 0 | 216 | 6,685 |
| Texas City, TX | 15 | 1,167 | 72,532 | 1,135 | 71,026 | 30 | 1,422 | 0 | 0 | 2 | 84 |
| Seattle, WA | 16 | 1,046 | 64,735 | 17 | 820 | 229 | 14,210 | 749 | 47,455 | 51 | 2,250 |
| Corpus Christi, TX | 17 | 1,037 | 70,981 | 792 | 58,400 | 180 | 8,863 | 1 | 40 | 64 | 3,678 |
| Tacoma, WA | 18 | 1,035 | 49,419 | 56 | 5,421 | 253 | 15,136 | 438 | 22,746 | 288 | 6,115 |
| Miami, FL | 19 | 1,030 | 35,215 | 5 | 298 | 1 | 75 | 767 | 31,428 | 257 | 3,415 |
| San Juan, PR | 20 | 975 | 22,621 | 119 | 5,752 | 33 | 1,137 | 442 | 10,399 | 381 | 5,334 |
| Mobile, AL | 21 | 927 | 47,809 | 148 | 8,892 | 337 | 21,774 | 180 | 7,805 | 262 | 9,338 |
| Tampa, FL | 22 | 837 | 32,005 | 392 | 15,378 | 251 | 10,054 | 57 | 2,358 | 137 | 4,215 |
| Freeport, TX | 23 | 777 | 38,107 | 537 | 32,726 | 16 | 826 | 100 | 1,705 | 124 | 2,851 |
| Galveston, TX | 24 | 699 | 26,451 | 248 | 12,583 | 228 | 9,498 | 0 | 0 | 223 | 4,371 |
| Lake Charles, LA | 25 | 683 | 47,771 | 473 | 39,387 | 115 | 5,231 | 1 | 14 | 94 | 3,138 |
| Honolulu, HI | 26 | 645 | 26,082 | 118 | 8,462 | 18 | 1,130 | 398 | 13,950 | 111 | 2,540 |
| Galveston, TX | 27 | 591 | 83,494 | 591 | 83,494 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilmington, NC | 28 | 584 | 26,627 | 238 | 9,659 | 57 | 2,532 | 141 | 8,516 | 148 | 5,920 |
| Pascagoula, TX | 29 | 562 | 38,793 | 418 | 32,299 | 68 | 4,597 | 0 | 0 | 76 | 1,897 |
| Wilmington, NC | 30 | 550 | 19,620 | 226 | 8,304 | 49 | 1,569 | 211 | 7,888 | 64 | 1,860 |
| Nederland Terminal, TX | 31 | 389 | 39,720 | 384 | 39,389 | 1 | 51 | 0 | 0 | 4 | 280 |
| Port Angeles, WA | 32 | 325 | 30,607 | 235 | 26,499 | 76 | 3,794 | 3 | 103 | 11 | 211 |
| Portland, ME | 33 | 317 | 24,135 | 274 | 22,785 | 23 | 620 | 0 | 0 | 20 | 729 |
| Brunswick, GA | 34 | 304 | 6,172 | 1 | 38 | 2 | 56 | 0 | 0 | 301 | 6,078 |
| Loop Terminal, LA | 35 | 295 | 76,498 | 291 | 75,819 | 0 | 0 | 0 | 0 | 4 | 678 |
| San Diego, CA | 36 | 288 | 5,197 | 16 | 431 | 6 | 209 | 55 | 936 | 211 | 3,621 |
| Valdez, AK | 37 | 288 | 36,307 | 286 | 36,265 | 0 | 0 | 0 | 0 | 2 | 42 |
| Port Hueneme, CA | 38 | 276 | 4,576 | 9 | 324 | 0 | 0 | 0 | 0 | 267 | 4,252 |
| Cherry Point, WA | 39 | 271 | 27,755 | 271 | 27,755 | 0 | 0 | 0 | 0 | 0 | 0 |
| El Segundo, CA | 40 | 257 | 27,057 | 257 | 27,057 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southwest Pass Light. Area, LA | 41 | 249 | 31,724 | 249 | 31,724 | 0 | 0 | 0 | 0 | 0 | 0 |
| Anchorage, AK | 42 | 214 | 5,221 | 11 | 438 | 9 | 341 | 100 | 2,166 | 94 | 2,277 |
| Sabine, TX | 43 | 213 | 9,393 | 124 | 6,216 | 35 | 1,547 | 1 | 39 | 53 | 1,591 |
| Gulfport, MS | 44 | 197 | 3,458 | 0 | 0 | 21 | 1,071 | 175 | 2,375 | 1 | 13 |
| S. California Light. Area, CA | 45 | 196 | 32,058 | 196 | 32,058 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ingleside, TX | 46 | 193 | 13,385 | 104 | 9,517 | 87 | 3,818 | 0 | 0 | 2 | 50 |
| March Point, WA | 47 | 188 | 16,129 | 182 | 15,963 | 3 | 115 | 0 | 0 | 3 | 52 |
| Point Comfort, TX | 48 | 184 | 5,956 | 130 | 3,856 | 17 | 1,102 | 0 | 0 | 37 | 998 |
| Providence, RI | 49 | 172 | 5,997 | 78 | 3,202 | 45 | 1,803 | 0 | 0 | 49 | 991 |
| Dutch Harbour, AK | 50 | 161 | 7,315 | 4 | 228 | 1 | 74 | 141 | 6,844 | 15 | 169 |
| Top 50 ports total | | 60,487 | 3,240,122 | 20,859 | 1,482,594 | 10,291 | 519,056 | 19,300 | 994,142 | 10,037 | 244,330 |
| U.S. ports total ⁵ | | 62,747 | 3,362,742 | 21,944 | 1,560,896 | 10,716 | 538,998 | 19,530 | 1,001,159 | 10,557 | 261,690 |
| Top 50 ports as percent of U.S. total | | 96.4 | 96.4 | 95.1 | 95.0 | 96.0 | 96.3 | 98.8 | 99.3 | 95.1 | 93.4 |

¹Excludes calls by vessels under 10,000 dwt.

²Capacity is calculated as the sum for all calling vessels of Calls multiplied by Capacity in dwt.

³Includes petroleum and chemical Tankers.

⁴Includes roll-on/roll-off, gas carrier, general cargo, and combination carriers.

⁵Includes Puerto Rico.

KEY: dwt = deadweight.

SOURCE: U.S. Department of Transportation, Maritime Administration, Vessel Calls at U.S. Ports by Vessel Type 2010, available at http://www.marad.dot.gov/library_landing_page/data_and_statistics/Data_and_Statistics.htm as of March 22, 2012.

Table 3-7: Top 30 U.S. Containership Ports: 2010

(Thousands of TEUs)

| Port | Rank | Total | Export | Import |
|---------------------------------------|------|--------|--------|--------|
| Los Angeles, CA | 1 | 5,559 | 1,681 | 3,878 |
| Long Beach, CA | 2 | 4,434 | 1,385 | 3,049 |
| New York, NY | 3 | 4,043 | 1,420 | 2,623 |
| Savannah, GA | 4 | 2,170 | 1,115 | 1,055 |
| Oakland, CA | 5 | 1,505 | 766 | 740 |
| Norfolk, VA | 6 | 1,435 | 714 | 721 |
| Seattle, WA | 7 | 1,417 | 529 | 888 |
| Houston, TX | 8 | 1,348 | 827 | 521 |
| Charleston, SC | 9 | 1,077 | 528 | 548 |
| Tacoma, WA | 10 | 836 | 340 | 496 |
| Miami, FL | 11 | 683 | 374 | 309 |
| Port Everglades, FL | 12 | 577 | 331 | 246 |
| Baltimore, MD | 13 | 448 | 168 | 280 |
| New Orleans, LA | 14 | 281 | 203 | 79 |
| Jacksonville, FL | 15 | 239 | 146 | 93 |
| San Juan, PR | 16 | 218 | 65 | 153 |
| Wilmington, NC | 17 | 207 | 92 | 115 |
| Philadelphia, PA | 18 | 186 | 42 | 144 |
| Gulfport, MS | 19 | 181 | 76 | 105 |
| Wilmington, DE | 20 | 156 | 24 | 132 |
| Portland, OR | 21 | 130 | 61 | 69 |
| Boston, MA | 22 | 124 | 44 | 80 |
| West Palm Beach, FL | 23 | 111 | 87 | 24 |
| Chester, PA | 24 | 83 | 37 | 46 |
| Mobile, AL | 25 | 83 | 47 | 35 |
| Freeport, TX | 26 | 57 | 26 | 31 |
| San Diego, CA | 27 | 51 | 1 | 50 |
| Tampa, FL | 28 | 31 | 8 | 23 |
| Honolulu, HI | 29 | 30 | 11 | 18 |
| Panama City, FL | 30 | 29 | 14 | 15 |
| Top 30 ports, total | | 27,729 | 11,163 | 16,566 |
| United States, all ports ¹ | | 27,878 | 11,249 | 16,629 |
| Top 30 ports as percent of U.S. total | | 99.5 | 99.2 | 99.6 |

¹Includes Puerto Rico.

KEY: TEUs = twenty-foot equivalent units.

SOURCE: U.S. Department of Transportation, Maritime Administration, U.S. Waterborne Foreign Container Trade by U.S. Custom Ports 2010, available at http://www.marad.dot.gov/library_landing_page/data_and_statistics/Data_and_Statistics.htm as of March 22, 2012.

Table 3-8: Scheduled and Nonscheduled Air Freight and Mail Enplaned: 2010
(Short tons)

| State | Freight | | Mail | |
|---|------------|--------------|-----------|--------------|
| | Scheduled | Nonscheduled | Scheduled | Nonscheduled |
| Alabama | 26,967 | 34,225 | 3 | 0 |
| Alaska | 748,207 | 119,402 | 93,851 | 169 |
| Arizona | 123,590 | 6,638 | 16,165 | 0 |
| Arkansas | 10,336 | 213 | 54 | 0 |
| California | 1,684,203 | 100,377 | 80,062 | 0 |
| Colorado | 125,275 | 7,389 | 9,133 | 0 |
| Connecticut | 54,793 | 2,163 | 3,843 | 0 |
| Delaware | 0 | 25,728 | 0 | 0 |
| District of Columbia | 0 | 0 | 0 | 0 |
| Florida | 831,825 | 270,916 | 20,369 | 0 |
| Georgia | 318,545 | 13,913 | 6,954 | 0 |
| Hawaii | 228,686 | 44,956 | 15,885 | 1,219 |
| Idaho | 20,939 | 0 | 6 | 0 |
| Illinois | 682,724 | 71,618 | 37,223 | 0 |
| Indiana | 542,341 | 3,211 | 853 | 0 |
| Iowa | 55,115 | 216 | 3,069 | 0 |
| Kansas | 11,067 | 631 | 2 | 0 |
| Kentucky | 1,313,326 | 75,015 | 44,317 | 0 |
| Louisiana | 44,538 | 555 | 3 | 0 |
| Maine | 5,362 | 2,032 | 0 | 0 |
| Maryland | 47,093 | 707 | 3,245 | 0 |
| Massachusetts | 127,624 | 5,754 | 7,372 | 0 |
| Michigan | 116,956 | 1,418 | 5,328 | 0 |
| Minnesota | 105,864 | 12,933 | 6,063 | 0 |
| Mississippi | 3,900 | 1,616 | 1 | 0 |
| Missouri | 88,353 | 8,276 | 3,807 | 0 |
| Montana | 24,912 | 112 | 212 | 0 |
| Nebraska | 35,626 | 9 | 648 | 0 |
| Nevada | 80,853 | 216 | 1,697 | 0 |
| New Hampshire | 44,813 | 0 | 624 | 0 |
| New Jersey | 363,747 | 24,878 | 21,054 | 29,116 |
| New Mexico | 47,366 | 140 | 2,235 | 0 |
| New York | 648,578 | 62,718 | 22,776 | 9,092 |
| North Carolina | 127,517 | 10,729 | 10,762 | 0 |
| North Dakota | 10,996 | 1,215 | 47 | 0 |
| Ohio | 107,767 | 93,749 | 1,575 | 0 |
| Oklahoma | 44,287 | 468 | 0 | 0 |
| Oregon | 99,397 | 3,218 | 3,397 | 0 |
| Pennsylvania | 302,764 | 11,834 | 15,255 | 0 |
| Rhode Island | 4,801 | 100 | 3 | 0 |
| South Carolina | 49,655 | 23,183 | 54 | 0 |
| South Dakota | 25,950 | 2 | 184 | 0 |
| Tennessee | 2,172,381 | 11,290 | 2,229 | 397 |
| Texas | 770,686 | 47,211 | 39,668 | 0 |
| Utah | 82,733 | 1,432 | 4,286 | 0 |
| Vermont | 2,041 | 0 | 2 | 0 |
| Virginia | 199,602 | 1,662 | 4,835 | 0 |
| Washington | 234,320 | 11,506 | 11,079 | 0 |
| West Virginia | 2,061 | 29 | 1 | 0 |
| Wisconsin | 56,757 | 222 | 322 | 0 |
| Wyoming | 7,192 | 2 | 1 | 0 |
| United States, total (including U.S. territories) | 12,950,384 | 1,121,186 | 503,294 | 40,061 |

NOTE: Shipments by foreign carriers, destined for foreign airports and intrastate shipments are included.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, TranStats Database, T-100 Market (All Carriers), available at <http://www.transtats.bts.gov/> as of March 23, 2012.

Table 3-9: Top 50 Airports by Landed Weight of All-Cargo Operations: 2005–2010
(In thousand short tons)

| Airport | Rank in 2010 | Landed weight | | | | | |
|--|-----------------|---------------|------------|--------|--------|------------|--------|
| | | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Memphis, TN (Memphis International) | 1 | 9,343 | 9,425 | 9,772 | 9,750 | 9,464 | 9,772 |
| Anchorage, AK (Ted Stevens Anchorage International) | 2 | 10,364 | 10,588 | 10,562 | 8,976 | 7,762 | 9,732 |
| Louisville, KY (Louisville International-Standiford Field) | 3 | 4,591 | 5,015 | 5,216 | 5,223 | 5,139 | 5,319 |
| Miami, FL (Miami International) | 4 | 3,550 | 3,591 | 3,715 | 3,494 | 3,176 | 3,453 |
| Chicago, IL (Chicago O'Hare International) | 5 | 2,412 | 2,208 | 2,201 | 2,103 | 1,750 | 2,448 |
| Indianapolis, IN (Indianapolis International) | 6 | 2,545 | 2,627 | 2,652 | 2,564 | 2,288 | 2,359 |
| Los Angeles, CA (Los Angeles International) | 7 | 2,927 | 3,627 | 3,431 | 2,876 | 1,884 | 1,977 |
| New York, NY (John F. Kennedy International) | 8 | 2,811 | 2,615 | 2,557 | 2,222 | 1,591 | 1,962 |
| Fort Worth, TX (Dallas/Fort Worth International) | 9 | 1,655 | 1,722 | 1,753 | 1,614 | 1,436 | 1,516 |
| Newark, NJ (Newark Liberty International) | 10 | 1,870 | 1,867 | 1,873 | 1,727 | 1,464 | 1,489 |
| Oakland, CA (Metropolitan Oakland International) | 11 | 1,797 | 1,798 | 1,811 | 1,742 | 1,341 | 1,324 |
| Atlanta, GA (Hartsfield - Jackson Atlanta International) | 12 | 1,014 | 1,180 | 1,261 | 1,167 | 1,278 | 1,314 |
| Cincinnati, KY (Cincinnati/Northern Kentucky International) | 13 | 812 | 100 | 97 | 104 | 564 | 1,216 |
| Ontario, CA (Ontario International) | 14 | 1,344 | 1,401 | 1,394 | 1,350 | 1,168 | 1,121 |
| Honolulu, HI (Honolulu International) | 15 | 828 | 979 | 1,134 | 1,032 | 1,021 | 1,062 |
| Philadelphia, PA (Philadelphia International) | 16 | 1,401 | 1,363 | 1,375 | 1,264 | 1,132 | 994 |
| Houston, TX (George Bush Intercontinental/Houston) | 17 | 710 | 696 | 769 | 754 | 784 | 763 |
| Seattle, WA (Seattle-Tacoma International) | 18 | 709 | 709 | 691 | 747 | 803 | 697 |
| San Francisco, CA (San Francisco International) | 19 | 797 | 829 | 1,039 | 775 | 747 | 652 |
| Denver, CO (Denver International) | 20 | 763 | 711 | 642 | 625 | 624 | 619 |
| Phoenix, AZ (Phoenix Sky Harbor International) | 21 | 778 | 726 | 711 | 675 | 610 | 607 |
| Portland, OR (Portland International) | 22 | 747 | 730 | 713 | 656 | 545 | 531 |
| Minneapolis, MN (Minneapolis-St Paul International/Wold-Chamberlain) | 23 | 702 | 620 | 612 | 562 | 474 | 512 |
| Rockford, IL (Chicago/Rockford International) | 24 | 696 | 696 | 737 | 710 | 564 | 459 |
| Seattle, WA (Boeing Field/King County International) | 25 | 433 | 392 | 403 | 418 | 447 | 453 |
| Toledo, OH (Toledo Express) | 26 | 493 | 460 | 471 | 470 | 473 | 447 |
| San Juan, PR (Luis Munoz Marin International) | 27 | 625 | 606 | 522 | 431 | 543 | 441 |
| Salt Lake City, UT (Salt Lake City International) | 28 | 590 | 548 | 535 | 521 | 449 | 424 |
| Boston, MA (General Edward Lawrence Logan International) | 29 | 574 | 550 | 530 | 492 | 418 | 409 |
| Orlando, FL (Orlando International) | 30 | 578 | 481 | 483 | 425 | 391 | 398 |
| Windsor Locks, CT (Bradley International) | 31 | 484 | 477 | 459 | 433 | 382 | 365 |
| Fort Worth, TX (Fort Worth Alliance) | 32 | 501 | 644 | 557 | 449 | 299 | 350 |
| Columbus, OH (Rickenbacker International) | 33 | 376 | 428 | 407 | 365 | 323 | 342 |
| San Antonio, TX (San Antonio International) | 34 | 381 | 398 | 407 | 412 | 336 | 337 |
| San Diego, CA (San Diego International) | 35 | 371 | 366 | 346 | 333 | 319 | 315 |
| Greensboro, NC (Piedmont Triad International) | 36 | 250 | 266 | 229 | 232 | 279 | 306 |
| Albuquerque, NM (Albuquerque International Sunport) | 37 | 324 | 328 | 339 | 315 | 290 | 299 |
| Detroit, MI (Detroit Metropolitan Wayne County) | 38 | 379 | 395 | 398 | 354 | 292 | 276 |
| El Paso, TX (El Paso International) | 39 | 285 | 260 | 285 | 224 | 196 | 264 |
| Aguadilla, PR (Rafael Hernandez) | 40 | 286 | 297 | 311 | 322 | 255 | 257 |
| Manchester, NH (Manchester) | 41 | 264 | 270 | 278 | 227 | 166 | 249 |
| Milwaukee, WI (General Mitchell International) | 42 | 295 | 283 | 269 | 279 | 187 | 248 |
| Fort Lauderdale, FL (Fort Lauderdale/Hollywood International) | 43 | 372 | 383 | 378 | 336 | 251 | 238 |
| Baltimore, MD (Baltimore/Washington International Thurgood Marshal) | 44 | 257 | 266 | 261 | 228 | 235 | 236 |
| Raleigh, NC (Raleigh-Durham International) | 45 | 248 | 267 | 253 | 248 | 218 | 230 |
| Dulles, VA (Washington Dulles International) | 46 | 305 | 280 | 290 | 285 | 215 | 225 |
| Spokane, WA (Spokane International) | 47 | 269 | 257 | 253 | 252 | 219 | 220 |
| Des Moines, IA (Des Moines International) | 48 | 320 | 335 | 314 | 298 | 240 | 217 |
| Kansas City, MO (Kansas City International) | 49 | 463 | 398 | 341 | 294 | 228 | 216 |
| Laredo, TX (Laredo International) | 50 | 188 | 179 | 170 | 143 | 133 | 212 |
| Top 50 airports, total ¹ | | 66,206 | 66,394 | 66,754 | 62,092 | 55,727 | 59,873 |
| United States, all airports ² | | 76,051 | (R) 76,207 | 76,583 | 71,281 | (R) 63,191 | 67,530 |
| Top 50 airports as percent of U.S. total | | 87.05 | (R) 87.12 | 87.16 | 87.11 | (R) 88.19 | 88.66 |

¹The sum of the top 50 airports in earlier years will not be equal to the total since some of the top 50 airports in earlier years are not in the top 50 list in 2010.

²Includes Puerto Rico and Guam.

KEY: R = revised.

SOURCE: U.S. Department of Transportation, Federal Aviation Administration, Passenger Boarding and All-Cargo Data CY2010, Qualifying Cargo Airports, Rank Order, and Percent Change, available at http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/ as of March 23, 2012.

Table 3-10: U.S. Surface Merchandise Trade with Canada and Mexico: 2011¹

(Millions of current dollars)

| State | Exports to | | Imports from | |
|-----------------------------------|------------|---------|--------------|---------|
| | Canada | Mexico | Canada | Mexico |
| Alabama | 3,241 | 1,422 | 1,639 | 868 |
| Alaska | 205 | 77 | 306 | 3 |
| Arizona | 1,366 | 5,606 | 1,137 | 6,119 |
| Arkansas | 1,330 | 649 | 1,254 | 587 |
| California | 13,518 | 23,067 | 17,813 | 31,430 |
| Colorado | 1,275 | 713 | 3,757 | 651 |
| Connecticut | 1,392 | 925 | 2,993 | 4,190 |
| Delaware | 1,392 | 131 | 323 | 74 |
| District of Columbia | 3 | 2 | 57 | 20 |
| Florida | 3,335 | 1,382 | 2,356 | 2,352 |
| Georgia | 5,871 | 1,691 | 3,038 | 3,574 |
| Hawaii | 108 | 2 | 59 | 0 |
| Idaho | 1,620 | 186 | 874 | 246 |
| Illinois | 18,210 | 5,279 | 35,635 | 7,309 |
| Indiana | 11,287 | 3,076 | 6,427 | 3,558 |
| Iowa | 3,901 | 2,067 | 3,255 | 1,192 |
| Kansas | 2,372 | 1,450 | 1,340 | 738 |
| Kentucky | 6,073 | 1,237 | 4,121 | 2,602 |
| Louisiana | 1,927 | 1,224 | 1,142 | 402 |
| Maine | 1,055 | 21 | 1,908 | 50 |
| Maryland | 1,471 | 176 | 1,371 | 1,087 |
| Massachusetts | 3,053 | 1,226 | 6,870 | 2,289 |
| Michigan | 22,572 | 8,846 | 45,840 | 32,529 |
| Minnesota | 5,193 | 1,087 | 13,000 | 2,361 |
| Mississippi | 1,568 | 586 | 735 | 717 |
| Missouri | 4,162 | 1,408 | 3,148 | 2,474 |
| Montana | 574 | 127 | 5,284 | 15 |
| Nebraska | 1,915 | 1,861 | 725 | 333 |
| Nevada | 1,015 | 173 | 744 | 360 |
| New Hampshire | 573 | 923 | 1,358 | 525 |
| New Jersey | 6,151 | 1,903 | 5,232 | 2,523 |
| New Mexico | 319 | 456 | 373 | 345 |
| New York | 11,300 | 1,917 | 18,776 | 2,360 |
| North Carolina | 6,021 | 1,637 | 3,127 | 4,371 |
| North Dakota | 2,173 | 137 | 2,489 | 152 |
| Ohio | 17,812 | 3,784 | 15,311 | 5,903 |
| Oklahoma | 1,837 | 475 | 5,586 | 802 |
| Oregon | 2,601 | 201 | 2,763 | 389 |
| Pennsylvania | 10,193 | 2,393 | 10,904 | 2,801 |
| Rhode Island | 578 | 146 | 325 | 317 |
| South Carolina | 3,656 | 1,330 | 2,488 | 2,101 |
| South Dakota | 506 | 390 | 411 | 55 |
| Tennessee | 7,902 | 3,640 | 5,731 | 3,686 |
| Texas | 18,138 | 67,843 | 12,470 | 61,138 |
| Utah | 1,146 | 491 | 1,234 | 2,426 |
| Vermont | 1,834 | 66 | 3,042 | 48 |
| Virginia | 2,778 | 783 | 1,624 | 505 |
| Washington | 6,708 | 843 | 13,542 | 456 |
| West Virginia | 1,309 | 125 | 979 | 366 |
| Wisconsin | 6,629 | 1,903 | 3,880 | 2,979 |
| Wyoming | 325 | 77 | 1,671 | 18 |
| United States, total ² | 254,450 | 163,021 | 282,582 | 204,080 |

¹Surface merchandise trade comprises all shipments of goods between the U.S. and Canada or Mexico by surface modes of transport (other than air or maritime vessel).

²United States total includes trade in which the state is unknown.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Transborder Freight Data, available at <http://www.bts.gov/programs/international/transborder/> as of March 23, 2012.

Table 3-11: U.S. Surface Merchandise Imports from Canada and Mexico: 2011

(Short Tons)

| State | Imports from Canada | | | | Imports from Mexico | | | |
|---|---------------------|-----------------|----------------|------------------------------|---------------------|-----------------|----------------|------------------------------|
| | Total (short tons) | Truck (percent) | Rail (percent) | Other ¹ (percent) | Total (short tons) | Truck (percent) | Rail (percent) | Other ¹ (percent) |
| Alabama | 1,100,371 | 26.2 | 73.8 | <0.05 | 222,694 | 79.4 | 20.6 | <0.05 |
| Alaska | 129,698 | 84.5 | 15.4 | <0.05 | 1,215 | 99.7 | 0.3 | Z |
| Arizona | 580,098 | 30.8 | 69.1 | 0.1 | 3,309,354 | 89.1 | 9.7 | 1.2 |
| Arkansas | 1,339,606 | 12.6 | 20.1 | 67.4 | 174,320 | 81.3 | 18.7 | <0.05 |
| California | 5,994,255 | 29.6 | 70.3 | <0.05 | 6,839,963 | 90.5 | 6.5 | 3.0 |
| Colorado | 5,601,186 | 5.0 | 6.5 | 88.5 | 155,121 | 78.3 | 21.7 | Z |
| Connecticut | 929,504 | 55.9 | 44.1 | 0.1 | 353,508 | 63.4 | 36.6 | <0.05 |
| Delaware | 275,573 | 52.5 | 46.8 | 0.7 | 26,726 | 96.5 | 3.5 | Z |
| District of Columbia | 10,326 | 100.0 | Z | Z | 19,393 | 99.9 | 0.1 | Z |
| Florida | 1,698,286 | 28.9 | 71.0 | 0.1 | 689,739 | 61.5 | 38.4 | <0.05 |
| Georgia | 2,409,503 | 58.3 | 41.7 | <0.05 | 973,508 | 92.9 | 5.4 | 1.7 |
| Hawaii | 18,868 | 99.3 | 0.7 | <0.05 | 71 | 100.0 | Z | Z |
| Idaho | 1,729,170 | 25.5 | 74.5 | <0.05 | 12,833 | 94.6 | 5.4 | Z |
| Illinois | 51,994,628 | 4.9 | 11.6 | 83.6 | 3,717,163 | 37.9 | 62.0 | 0.1 |
| Indiana | 4,990,094 | 31.8 | 66.1 | 2.1 | 659,295 | 89.0 | 11.0 | <0.05 |
| Iowa | 2,888,065 | 19.4 | 79.7 | 0.8 | 270,733 | 98.2 | 1.8 | Z |
| Kansas | 570,038 | 41.3 | 58.7 | <0.05 | 97,168 | 76.5 | 23.3 | 0.2 |
| Kentucky | 1,768,909 | 43.3 | 56.6 | <0.05 | 590,685 | 75.6 | 24.4 | <0.05 |
| Louisiana | 1,202,950 | 8.8 | 90.4 | 0.8 | 236,621 | 23.1 | 41.6 | 35.3 |
| Maine | 2,365,436 | 51.0 | 36.7 | 12.3 | 9,299 | 96.3 | 3.7 | Z |
| Maryland | 859,976 | 50.6 | 48.4 | 1.0 | 170,269 | 77.9 | 22.1 | <0.05 |
| Massachusetts | 2,598,667 | 60.5 | 39.5 | <0.05 | 196,932 | 99.2 | 0.8 | <0.05 |
| Michigan | 17,964,359 | 41.4 | 20.9 | 37.7 | 4,629,389 | 40.4 | 59.6 | <0.05 |
| Minnesota | 20,934,073 | 6.0 | 16.0 | 78.1 | 507,574 | 70.1 | 29.9 | Z |
| Mississippi | 409,083 | 36.5 | 63.5 | <0.05 | 179,710 | 64.4 | 26.6 | 9.0 |
| Missouri | 2,588,151 | 19.9 | 36.9 | 43.2 | 698,017 | 90.9 | 9.1 | Z |
| Montana | 9,575,390 | 9.2 | 2.9 | 87.9 | 3,905 | 98.5 | 1.5 | Z |
| Nebraska | 717,300 | 29.1 | 70.4 | 0.5 | 77,241 | 63.1 | 36.9 | <0.05 |
| Nevada | 473,375 | 33.6 | 66.4 | <0.05 | 91,657 | 100.0 | 0.0 | <0.05 |
| New Hampshire | 799,499 | 57.0 | 43.0 | <0.05 | 19,041 | 99.9 | 0.1 | <0.05 |
| New Jersey | 2,963,454 | 47.8 | 52.2 | <0.05 | 575,331 | 61.6 | 38.1 | 0.3 |
| New Mexico | 131,326 | 30.2 | 69.8 | <0.05 | 271,475 | 93.2 | 6.8 | <0.05 |
| New York | 7,765,321 | 82.5 | 17.4 | <0.05 | 745,559 | 90.6 | 9.4 | <0.05 |
| North Carolina | 2,448,589 | 29.1 | 70.9 | <0.05 | 607,085 | 95.3 | 4.7 | <0.05 |
| North Dakota | 3,747,332 | 40.9 | 47.8 | 11.2 | 8,520 | 93.0 | 6.7 | 0.3 |
| Ohio | 15,535,634 | 24.4 | 16.6 | 59.0 | 920,794 | 84.8 | 15.0 | 0.2 |
| Oklahoma | 9,411,997 | 1.6 | 3.7 | 94.7 | 257,957 | 91.7 | 8.3 | <0.05 |
| Oregon | 5,083,235 | 17.8 | 82.2 | <0.05 | 149,662 | 83.6 | 16.4 | <0.05 |
| Pennsylvania | 8,992,229 | 38.4 | 33.9 | 27.7 | 774,932 | 73.7 | 26.3 | <0.05 |
| Rhode Island | 185,441 | 68.5 | 31.5 | Z | 15,819 | 99.4 | 0.6 | Z |
| South Carolina | 1,513,087 | 29.5 | 70.3 | 0.2 | 289,478 | 82.1 | 3.0 | 14.9 |
| South Dakota | 502,536 | 51.4 | 48.6 | <0.05 | 27,693 | 58.6 | 41.4 | Z |
| Tennessee | 2,856,611 | 23.0 | 77.0 | <0.05 | 631,166 | 89.1 | 5.2 | 5.7 |
| Texas | 7,084,824 | 20.7 | 63.6 | 15.8 | 16,043,166 | 77.9 | 19.7 | 2.4 |
| Utah | 594,100 | 47.9 | 52.1 | <0.05 | 181,778 | 95.2 | 4.8 | Z |
| Vermont | 1,531,219 | 71.3 | 28.7 | <0.05 | 7,572 | 100.0 | Z | Z |
| Virginia | 1,122,916 | 41.3 | 57.2 | 1.6 | 106,488 | 95.4 | 4.6 | <0.05 |
| Washington | 12,910,490 | 21.3 | 20.8 | 57.9 | 103,798 | 82.9 | 17.1 | Z |
| West Virginia | 742,781 | 31.1 | 68.9 | Z | 224,239 | 8.7 | 91.3 | Z |
| Wisconsin | 4,098,718 | 29.5 | 69.8 | 0.7 | 762,949 | 95.1 | 4.9 | <0.05 |
| Wyoming | 2,519,264 | 3.7 | 16.2 | 80.1 | 4,792 | 100.0 | Z | Z |
| United States, total² | 236,288,157 | 22.6 | 29.1 | 48.3 | 47,644,657 | 74.6 | 23.7 | 1.7 |

¹Includes pipeline, mail, imports into Foreign Trade Zones, and other imports by modes not elsewhere classified.²The sum of states may not add to U.S. totals, because the totals include imports to unknown destinations.

KEY: Z = No activity.

NOTES: For "Other" category of Imports from Canada, approximately 93.4 percent of the weight arrives by pipeline. For the category "Other" Imports from Mexico, approximately 71.2 percent of the weight is via pipeline, and approximately 28.6 percent of the weight arrives by Foreign Trade Zones. Data in metric tons can be obtained from the Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Database available at <http://www.bts.gov/programs/international/transborder/> as of May 2012.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Transborder Freight Data, available at <http://www.bts.gov/programs/international/transborder/> as of March 23, 2012.

Table 3-12: Incoming Truck Crossings, U.S.–Canadian Border: 2004–2011

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Alaska | 11 | 10 | 9 | 10 | 10 | 9 | 6 | 6 |
| Idaho | 49 | 52 | 58 | 61 | 61 | 58 | 64 | 65 |
| Maine | 520 | 504 | 461 | 418 | 376 | 336 | 345 | 334 |
| Michigan | 2,716 | 2,737 | 2,671 | 2,600 | 2,297 | 1,868 | 2,165 | 2,190 |
| Minnesota | 103 | 89 | 78 | 75 | 77 | 67 | 74 | 75 |
| Montana | 168 | 165 | 168 | 183 | 169 | 145 | 155 | 166 |
| New York | 1,987 | 1,903 | 1,865 | 1,796 | 1,646 | 1,398 | 1,452 | 1,463 |
| North Dakota | 341 | 334 | 349 | 383 | 393 | 363 | 381 | 387 |
| Vermont | 334 | 313 | 307 | 295 | 254 | 216 | 217 | 206 |
| Washington | 675 | 678 | 682 | 657 | 612 | 559 | 586 | 599 |
| United States, total | 6,904 | 6,784 | 6,649 | 6,478 | 5,895 | 5,021 | 5,444 | 5,490 |

NOTES: Data represent the number of truck crossings, not the number of unique vehicles, and include both loaded and unloaded trucks. It does not include privately owned pickup trucks. The data for incoming trucks exceeds the data for truck containers loaded and unloaded (empty) because some incoming trucks do not carry a container. The states listed in the table comprise all states with Incoming Truck Crossings at U.S.–Canadian border.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 3-13: Incoming Truck Container (Loaded) Crossings, U.S.–Canadian Border: 2004–2011

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Alaska | 9 | 8 | 7 | 8 | 7 | 7 | 10 | 10 |
| Idaho | 45 | 48 | 53 | 53 | 51 | 50 | 50 | 47 |
| Maine | 407 | 396 | 370 | 333 | 272 | 189 | 199 | 176 |
| Michigan | 2,301 | 2,315 | 2,271 | 2,220 | 1,958 | 1,542 | 1,805 | 1,734 |
| Minnesota | 85 | 72 | 59 | 48 | 42 | 38 | 40 | 41 |
| Montana | 155 | 140 | 149 | 162 | 145 | 119 | 113 | 128 |
| New York | 1,752 | 1,778 | 1,733 | 1,556 | 1,331 | 1,118 | 1,145 | 1,092 |
| North Dakota | 322 | 316 | 286 | 313 | 303 | 262 | 273 | 259 |
| Vermont | 259 | 267 | 276 | 213 | 218 | 195 | 169 | 164 |
| Washington | 482 | 479 | 471 | 456 | 370 | 376 | 367 | 398 |
| United States, total | 5,818 | 5,819 | 5,675 | 5,362 | 4,698 | 3,897 | 4,171 | 4,048 |

NOTES: The data for incoming trucks exceeds the data for truck containers loaded and unloaded (empty) because some incoming trucks do not carry a container. The states listed in the table comprise all states with Incoming Truck Container (loaded) crossings at U.S.–Canadian border.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 3-14: Incoming Truck Container (Empty) Crossings, U.S.–Canadian Border: 2003–2010

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|------|------|------|-------|-------|-------|-------|-------|
| Alaska | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 4 |
| Idaho | 3 | 3 | 5 | 8 | 9 | 9 | 9 | 13 |
| Maine | 103 | 96 | 106 | 103 | 99 | 131 | 145 | 134 |
| Michigan | 360 | 360 | 349 | 342 | 312 | 281 | 288 | 274 |
| Minnesota | 18 | 18 | 20 | 26 | 34 | 29 | 35 | 37 |
| Montana | 10 | 12 | 18 | 18 | 23 | 23 | 26 | 36 |
| New York | 226 | 216 | 217 | 228 | 309 | 278 | 309 | 316 |
| North Dakota | 29 | 40 | 67 | 66 | 89 | 103 | 111 | 131 |
| Vermont | 22 | 21 | 24 | 27 | 43 | 41 | 49 | 41 |
| Washington | 184 | 189 | 187 | 185 | 165 | 162 | 164 | 176 |
| United States, total | 958 | 956 | 995 | 1,004 | 1,084 | 1,057 | 1,140 | 1,162 |

NOTES: The data for incoming trucks exceeds the data for truck containers loaded and unloaded (empty) because some incoming trucks do not carry a container. The states listed in the table comprise all states with Incoming Truck Container (empty) crossings U.S.–Canadian border.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 3-15: Incoming Train Crossings, U.S.–Canadian Border: 2004–2011

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| Alaska | 253 | 301 | 307 | 363 | 364 | 318 | 300 | 295 |
| Idaho | 1,000 | 1,130 | 1,283 | 1,122 | 1,197 | 967 | 1,205 | 1,233 |
| Maine | 1,478 | 1,287 | 1,412 | 1,353 | 1,172 | 743 | 726 | 593 |
| Michigan | 9,679 | 10,349 | 8,467 | 8,353 | 7,531 | 5,490 | 6,268 | 6,485 |
| Minnesota | 9,454 | 8,849 | 8,953 | 8,169 | 8,512 | 6,556 | 6,744 | 7,101 |
| Montana | 413 | 382 | 383 | 432 | 367 | 344 | 373 | 380 |
| New York | 4,882 | 4,771 | 4,574 | 3,816 | 4,071 | 4,042 | 3,984 | 4,023 |
| North Dakota | 2,090 | 2,169 | 3,040 | 3,887 | 3,600 | 2,887 | 3,311 | 3,048 |
| Vermont | 884 | 802 | 944 | 868 | 878 | 767 | 803 | 793 |
| Washington | 3,134 | 2,767 | 3,163 | 1,999 | 2,088 | 1,920 | 2,409 | 2,716 |
| United States, total | 33,267 | 32,807 | 32,526 | 30,362 | 29,780 | 24,034 | 26,123 | 26,667 |

NOTE: The states listed in the table comprise all states with Incoming Train Crossings U.S.–Canadian border.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at

http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 3-16: Incoming Rail Container (Full) Crossings, U.S.–Canadian Border: 2004–2011

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Alaska | NA |
| Idaho | 71,759 | 82,294 | 88,632 | 87,387 | 92,915 | 68,792 | 89,365 | 89,989 |
| Maine | 22,639 | 22,885 | 17,996 | 16,215 | 16,666 | 12,513 | 15,783 | 14,639 |
| Michigan | 560,211 | 538,269 | 493,942 | 479,025 | 430,908 | 325,594 | 385,873 | 401,959 |
| Minnesota | 273,769 | 259,227 | 240,626 | 226,465 | 260,601 | 224,202 | 267,534 | 302,829 |
| Montana | 30,341 | 20,148 | 21,979 | 24,874 | 18,528 | 14,405 | 16,985 | 13,725 |
| New York | 217,840 | 226,144 | 201,448 | 193,591 | 168,927 | 127,635 | 151,185 | 164,089 |
| North Dakota | 148,605 | 148,260 | 184,754 | 220,574 | 215,901 | 164,274 | 200,168 | 203,848 |
| Vermont | 44,614 | 42,927 | 40,330 | 36,328 | 34,386 | 24,665 | 25,004 | 25,964 |
| Washington | 114,856 | 117,862 | 118,684 | 98,427 | 74,082 | 60,852 | 57,143 | 70,485 |
| United States, total | 1,484,634 | 1,458,016 | 1,408,391 | 1,382,886 | 1,312,914 | 1,022,932 | 1,209,040 | 1,287,527 |

KEY: NA = not applicable.

NOTE: The states listed in the table comprise all states with Incoming Rail Container (full) Crossings U.S.–Canadian border.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at

http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 3-17: Incoming Rail Container (Empty) Crossings, U.S.–Canadian Border: 2004–2011

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Alaska | NA |
| Idaho | 6,374 | 6,527 | 6,902 | 6,935 | 7,750 | 6,338 | 8,153 | 9,266 |
| Maine | 21,660 | 22,024 | 21,439 | 23,455 | 18,833 | 12,005 | 13,670 | 14,816 |
| Michigan | 191,389 | 191,831 | 208,520 | 234,684 | 239,853 | 223,346 | 219,110 | 235,493 |
| Minnesota | 59,888 | 63,557 | 74,640 | 64,387 | 74,841 | 70,969 | 80,552 | 91,799 |
| Montana | 9,655 | 9,251 | 10,165 | 12,648 | 13,446 | 10,712 | 10,201 | 13,414 |
| New York | 58,272 | 69,092 | 56,771 | 57,183 | 55,514 | 49,459 | 45,577 | 48,654 |
| North Dakota | 76,679 | 85,063 | 102,090 | 120,587 | 125,778 | 107,998 | 122,251 | 106,968 |
| Vermont | 12,150 | 10,924 | 10,241 | 9,708 | 10,315 | 8,792 | 9,177 | 8,149 |
| Washington | 30,208 | 24,272 | 24,628 | 27,403 | 39,337 | 40,865 | 84,528 | 110,290 |
| United States, total | 466,275 | 482,541 | 515,396 | 556,990 | 585,667 | 530,484 | 593,219 | 638,849 |

KEY: NA = not applicable.

NOTE: The states listed in the table comprise all states with Incoming Rail Container (empty) Crossings U.S.–Canadian border.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at

http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 3-18: Incoming Truck Crossings, U.S.–Mexican Border: 2004–2011

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Arizona | 323 | 346 | 368 | 370 | 376 | 344 | 373 | 355 |
| California | 1,111 | 1,123 | 1,131 | 1,140 | 1,179 | 1,027 | 1,089 | 1,110 |
| New Mexico | 34 | 39 | 42 | 46 | 51 | 66 | 87 | 81 |
| Texas | 3,036 | 3,168 | 3,217 | 3,327 | 3,260 | 2,855 | 3,194 | 3,323 |
| United States, total | 4,504 | 4,676 | 4,760 | 4,883 | 4,866 | 4,291 | 4,743 | 4,868 |

NOTES: Data represent the number of truck crossings, not the number of unique vehicles, and include both loaded and unloaded trucks. Does not include privately owned pickup trucks. The data for incoming trucks may not be equal to the data for truck containers loaded and unloaded (empty) because some incoming trucks do not carry a container.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 3-19: Incoming Truck Container (Loaded) Crossings, U.S.-Mexican Border: 2004–2011

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Arizona | 241 | 258 | 271 | 277 | 286 | 265 | 291 | 273 |
| California | 660 | 669 | 691 | 702 | 693 | 621 | 678 | 701 |
| New Mexico | 26 | 29 | 34 | 37 | 37 | 46 | 57 | 58 |
| Texas | 1,922 | 2,075 | 2,050 | 2,051 | 1,966 | 1,797 | 2,149 | 2,246 |
| United States, total | 2,848 | 3,031 | 3,047 | 3,066 | 2,982 | 2,729 | 3,174 | 3,277 |

NOTE: The data for incoming trucks may not be equal to the data for truck containers loaded and unloaded (empty) because some incoming trucks do not carry a container.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 3-20: Incoming Truck Container (Empty) Crossings, U.S.–Mexican Border: 2004–2011

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Arizona | 79 | 87 | 92 | 92 | 88 | 81 | 85 | 87 |
| California | 476 | 459 | 413 | 438 | 481 | 399 | 410 | 409 |
| New Mexico | 6 | 10 | 8 | 9 | 13 | 20 | 28 | 22 |
| Texas | 1,103 | 1,090 | 1,180 | 1,248 | 1,280 | 1,051 | 1,012 | 1,003 |
| United States, total | 1,665 | 1,646 | 1,694 | 1,787 | 1,862 | 1,550 | 1,535 | 1,521 |

NOTE: The data for incoming trucks may not be equal to the data for truck containers loaded and unloaded (empty) because some incoming trucks do not carry a container.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 3-21: Incoming Train Crossings, U.S.–Mexican Border: 2004–2011

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-------|-------|--------|--------|--------|-------|-------|-------|
| Arizona | 444 | 785 | 653 | 588 | 640 | 563 | 602 | 709 |
| California | 562 | 727 | 814 | 905 | 699 | 506 | 469 | 481 |
| New Mexico | NA | NA | NA | NA | NA | NA | NA | NA |
| Texas | 6,838 | 7,946 | 8,699 | 9,155 | 8,923 | 6,406 | 6,596 | 7,176 |
| United States, total | 7,844 | 9,458 | 10,166 | 10,648 | 10,262 | 7,475 | 7,667 | 8,366 |

KEY: NA = not applicable.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at

http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 3-22: Incoming Rail Container (Full) Crossings, U.S.–Mexican Border: 2004–2011

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Arizona | 27,439 | 28,748 | 41,821 | 34,060 | 31,975 | 26,735 | 35,862 | 38,761 |
| California | 1,262 | 3,918 | 1,933 | 2,073 | 1,654 | 410 | 493 | 675 |
| New Mexico | NA |
| Texas | 277,047 | 302,945 | 339,499 | 329,303 | 298,949 | 211,524 | 281,667 | 319,752 |
| United States, total | 305,748 | 335,611 | 383,253 | 365,436 | 332,578 | 238,669 | 318,022 | 359,188 |

KEY: NA = not applicable.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 3-23: Incoming Rail Container (Empty) Crossings, U.S.–Mexican Border: 2004–2011

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Arizona | 19,460 | 18,083 | 17,994 | 18,309 | 23,582 | 18,097 | 18,141 | 22,471 |
| California | 13,829 | 14,395 | 12,862 | 13,953 | 11,991 | 9,924 | 9,785 | 11,142 |
| New Mexico | NA |
| Texas | 336,268 | 360,470 | 389,182 | 415,813 | 408,234 | 307,609 | 360,119 | 378,164 |
| United States, total | 369,557 | 392,948 | 420,038 | 448,075 | 443,807 | 335,630 | 388,045 | 411,777 |

KEY: NA = not applicable.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at

http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 3-24: Top 50 U.S. Foreign Trade Freight Gateways: 2010

(Ranked by value of shipments in billions of dollars)

| Gateway ¹ | Mode | Rank | Exports | Imports | Total |
|--|-------|------|----------------|----------------|----------------|
| Los Angeles, CA | Water | 1 | 33.9 | 145.7 | 179.6 |
| New York, NY | Water | 2 | 46.6 | 128.7 | 175.3 |
| John F. Kennedy International Airport, NY | Air | 3 | 81.9 | 77.7 | 159.6 |
| Long Beach, CA | Water | 4 | 31.7 | 114.2 | 145.9 |
| Houston, TX | Water | 5 | 70.4 | 60.1 | 130.5 |
| Laredo, TX | Land | 6 | 57.3 | 63.7 | 121.0 |
| Detroit, MI | Land | 7 | 62.8 | 48.2 | 111.0 |
| Chicago, IL | Air | 8 | 35.3 | 75.3 | 110.7 |
| Los Angeles International Airport, CA | Air | 9 | 36.9 | 40.5 | 77.4 |
| Port Huron, MI | Land | 10 | 34.7 | 38.7 | 73.5 |
| Buffalo-Niagara Falls, NY | Land | 11 | 37.4 | 35.3 | 72.7 |
| Savannah, GA | Water | 12 | 24.3 | 34.5 | 58.8 |
| New Orleans, LA | Air | 13 | 22.7 | 35.0 | 57.7 |
| El Paso, TX | Land | 14 | 23.9 | 31.7 | 55.6 |
| Charleston, SC | Water | 15 | 19.4 | 30.9 | 50.2 |
| San Francisco International Airport, CA | Air | 16 | 27.4 | 22.6 | 49.9 |
| Miami International Airport Cargo Facilities, FL | Air | 17 | 34.5 | 15.3 | 49.9 |
| Norfolk, VA | Water | 18 | 22.9 | 26.4 | 49.3 |
| Anchorage, AK | Air | 19 | 9.8 | 34.9 | 44.7 |
| Seattle, WA | Water | 20 | 10.9 | 31.4 | 42.3 |
| Baltimore, MD | Water | 21 | 14.3 | 27.1 | 41.4 |
| Dallas-Fort Worth, TX | Air | 22 | 16.9 | 24.1 | 41.0 |
| Oakland, CA | Water | 23 | 15.5 | 24.9 | 40.4 |
| Atlanta, GA | Air | 24 | 12.1 | 22.1 | 34.1 |
| New Orleans, LA | Water | 25 | 18.2 | 13.6 | 31.8 |
| Otay Mesa, CA | Land | 26 | 10.3 | 20.7 | 31.0 |
| Cleveland, OH | Air | 27 | 18.8 | 11.5 | 30.3 |
| Tacoma, WA | Water | 28 | 5.4 | 23.1 | 28.5 |
| Corpus Christie, TX | Water | 29 | 6.0 | 19.5 | 25.5 |
| Morgan City, LA | Water | 30 | 0.2 | 25.0 | 25.2 |
| Beaumont, TX | Water | 31 | 3.2 | 21.8 | 25.0 |
| Hidalgo, TX | Land | 32 | 8.7 | 13.9 | 22.6 |
| Champlain-Rouses Point, NY | Land | 33 | 9.3 | 13.1 | 22.4 |
| Gramercy, LA | Water | 34 | 11.4 | 10.7 | 22.1 |
| Miami, FL | Water | 35 | 10.3 | 11.5 | 21.8 |
| Nogales, AZ | Land | 36 | 6.9 | 12.9 | 19.8 |
| Texas City, TX | Water | 37 | 4.2 | 15.3 | 19.5 |
| Philadelphia, PA | Water | 38 | 2.0 | 17.3 | 19.3 |
| Port Everglades, FL | Water | 39 | 11.1 | 7.7 | 18.8 |
| San Juan International Airport, PR | Air | 40 | 15.2 | 3.3 | 18.5 |
| Jacksonville, FL | Water | 41 | 9.2 | 8.9 | 18.2 |
| Pembina, ND | Land | 42 | 10.3 | 7.4 | 17.7 |
| Washington, DC | Air | 43 | 5.4 | 11.9 | 17.3 |
| Eagle Pass, TX | Land | 44 | 5.7 | 11.1 | 16.8 |
| Blaine, WA | Land | 45 | 10.9 | 5.9 | 16.7 |
| Houston Intercontinental Airport, TX | Air | 46 | 8.5 | 7.8 | 16.3 |
| Newark, NJ | Air | 47 | 5.2 | 10.2 | 15.4 |
| Portal, ND | Land | 48 | 9.3 | 5.5 | 14.8 |
| Seattle-Tacoma International Airport, WA | Air | 49 | 9.5 | 5.0 | 14.5 |
| Lake Charles, LA | Water | 50 | 2.3 | 12.1 | 14.4 |
| Total top 50 gateways | | | 1,000.9 | 1,515.9 | 2,516.8 |

¹Gateway is any port, airport, or border crossing that provides access for the import or export of goods

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

SOURCES: Air: U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, USA Trade Online, special tabulation, available at <https://www.usatradeonline.gov/> as of May 7, 2012. Water: U.S. Army Corps of Engineers, Navigation Data Center, special tabulation as of May 7, 2012. Land: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data, special tabulation, available at <http://www.bts.gov/programs/international/transborder/> as of May 7, 2012.

Section D

* * *

Passenger Travel

Table 4-1: Commuting to Work: 2010

| State | Number of workers | Percent | | | | | | Mean travel time to work (minutes) |
|----------------------|-------------------|---------------------------------|-------------------------------|---|--------|---|----------------|------------------------------------|
| | | Car, truck, or van- drove alone | Car, truck, or van- carpooled | Public transportation (excluding taxicab) | Walked | Taxicab, motorcycle, bicycle or other means | Worked at home | |
| Alabama | 1,951,769 | 84.5 | 10.0 | 0.4 | 1.3 | 0.9 | 2.9 | 24.1 |
| Alaska | 343,424 | 67.0 | 13.2 | 1.2 | 7.9 | 5.2 | 5.5 | 18.8 |
| Arizona | 2,621,839 | 76.5 | 11.6 | 1.8 | 2.0 | 2.3 | 5.8 | 24.5 |
| Arkansas | 1,225,968 | 82.0 | 11.3 | 0.5 | 1.8 | 1.5 | 3.0 | 21.2 |
| California | 15,921,475 | 73.2 | 11.5 | 5.2 | 2.7 | 2.3 | 5.2 | 26.9 |
| Colorado | 2,428,102 | 75.5 | 10.0 | 3.0 | 3.0 | 2.2 | 6.4 | 24.1 |
| Connecticut | 1,707,618 | 79.7 | 8.0 | 4.5 | 2.8 | 1.1 | 3.9 | 24.7 |
| Delaware | 404,044 | 80.4 | 9.5 | 3.0 | 2.2 | 1.3 | 3.7 | 24.3 |
| District of Columbia | 296,717 | 34.8 | 5.9 | 38.3 | 11.8 | 4.2 | 5.0 | 29.4 |
| Florida | 7,865,975 | 79.9 | 9.6 | 2.0 | 1.7 | 2.1 | 4.6 | 25.5 |
| Georgia | 4,118,024 | 79.3 | 10.3 | 2.3 | 1.5 | 1.8 | 4.8 | 27.0 |
| Hawaii | 657,295 | 66.6 | 13.8 | 6.6 | 4.5 | 3.4 | 5.1 | 25.5 |
| Idaho | 669,892 | 77.8 | 9.9 | 0.8 | 3.2 | 2.3 | 6.0 | 20.4 |
| Illinois | 5,792,659 | 73.8 | 8.7 | 8.5 | 3.1 | 1.6 | 4.3 | 27.9 |
| Indiana | 2,845,206 | 83.8 | 8.5 | 1.0 | 2.2 | 1.2 | 3.3 | 23.2 |
| Iowa | 1,513,705 | 79.3 | 9.7 | 1.1 | 3.6 | 1.4 | 4.8 | 19.1 |
| Kansas | 1,358,914 | 82.1 | 9.1 | 0.5 | 2.6 | 1.2 | 4.4 | 19.1 |
| Kentucky | 1,803,377 | 82.2 | 10.3 | 1.1 | 1.7 | 1.0 | 3.7 | 22.6 |
| Louisiana | 1,932,178 | 81.7 | 10.7 | 1.4 | 2.0 | 2.0 | 2.2 | 24.8 |
| Maine | 627,588 | 80.5 | 8.9 | 0.5 | 3.5 | 1.5 | 5.2 | 23.3 |
| Maryland | 2,847,946 | 73.0 | 10.7 | 8.6 | 2.3 | 1.1 | 4.3 | 31.8 |
| Massachusetts | 3,151,546 | 72.8 | 7.8 | 9.1 | 4.7 | 1.4 | 4.2 | 27.6 |
| Michigan | 4,044,769 | 83.3 | 8.6 | 1.3 | 2.2 | 1.1 | 3.6 | 23.9 |
| Minnesota | 2,649,994 | 78.2 | 8.5 | 3.5 | 2.8 | 1.6 | 5.4 | 22.9 |
| Mississippi | 1,158,617 | 84.1 | 10.0 | 0.4 | 1.7 | 1.2 | 2.4 | 23.8 |
| Missouri | 2,706,413 | 81.7 | 9.3 | 1.6 | 2.1 | 1.2 | 4.2 | 23.0 |
| Montana | 459,904 | 75.6 | 9.7 | 0.8 | 5.2 | 2.1 | 6.5 | 18.6 |
| Nebraska | 921,395 | 81.4 | 9.8 | 0.6 | 2.8 | 1.2 | 4.3 | 18.4 |
| Nevada | 1,184,067 | 78.3 | 11.0 | 3.3 | 1.8 | 2.0 | 3.7 | 23.3 |
| New Hampshire | 667,506 | 81.6 | 7.7 | 0.9 | 2.8 | 1.1 | 5.9 | 25.9 |
| New Jersey | 4,054,388 | 72.3 | 8.4 | 10.8 | 2.9 | 1.9 | 3.6 | 30.3 |
| New Mexico | 857,959 | 79.8 | 10.4 | 1.2 | 2.2 | 1.6 | 4.9 | 22.2 |
| New York | 8,723,526 | 54.4 | 6.9 | 26.7 | 6.2 | 1.9 | 4.0 | 31.3 |
| North Carolina | 4,119,560 | 81.9 | 10.1 | 1.0 | 1.8 | 1.2 | 4.0 | 23.4 |
| North Dakota | 359,823 | 80.0 | 8.6 | 0.7 | 3.8 | 1.7 | 5.2 | 16.1 |
| Ohio | 5,070,590 | 83.8 | 7.8 | 1.7 | 2.3 | 1.0 | 3.5 | 22.8 |
| Oklahoma | 1,653,574 | 81.0 | 11.2 | 0.5 | 1.8 | 1.4 | 4.1 | 20.8 |
| Oregon | 1,665,614 | 72.2 | 10.0 | 4.2 | 3.9 | 3.2 | 6.5 | 22.3 |
| Pennsylvania | 5,723,063 | 77.0 | 8.8 | 5.4 | 3.8 | 1.2 | 3.7 | 25.9 |
| Rhode Island | 479,988 | 80.3 | 8.2 | 2.8 | 3.8 | 1.5 | 3.3 | 22.9 |
| South Carolina | 1,948,160 | 82.9 | 9.3 | 0.5 | 1.9 | 1.7 | 3.7 | 23.5 |
| South Dakota | 403,672 | 78.2 | 10.0 | 0.5 | 4.4 | 1.7 | 5.2 | 16.8 |
| Tennessee | 2,676,457 | 83.6 | 10.0 | 0.7 | 1.2 | 1.0 | 3.4 | 24.0 |
| Texas | 11,145,480 | 79.8 | 11.1 | 1.5 | 1.7 | 1.8 | 4.1 | 24.6 |
| Utah | 1,210,020 | 77.6 | 11.2 | 2.1 | 2.9 | 1.8 | 4.4 | 21.2 |
| Vermont | 314,463 | 74.9 | 9.5 | 1.3 | 5.5 | 1.4 | 7.4 | 21.7 |
| Virginia | 3,845,626 | 77.1 | 10.0 | 4.4 | 2.7 | 1.4 | 4.3 | 27.5 |
| Washington | 3,046,571 | 73.0 | 10.5 | 5.5 | 3.5 | 2.2 | 5.3 | 25.1 |
| West Virginia | 727,598 | 82.9 | 9.4 | 0.7 | 3.1 | 1.0 | 2.8 | 25.6 |
| Wisconsin | 2,757,982 | 80.5 | 8.8 | 1.7 | 3.1 | 1.7 | 4.2 | 21.6 |
| Wyoming | 278,970 | 75.9 | 11.1 | 1.7 | 4.4 | 2.0 | 4.9 | 18.3 |
| United States, total | 136,941,010 | 76.6 | 9.7 | 4.9 | 2.8 | 1.7 | 4.3 | 25.3 |

NOTES: Data are for workers age 16 years and over. The state designation of workers is based on their residence.

SOURCE: U.S. Department of Commerce, U.S. Census Bureau, American Community Survey 2010: 1-Year Estimates, available at <http://www.census.gov/acs/www/> as of April 3, 2012.

Table 4-2: Licensed Drivers: 2009

| State | Number of licensed drivers ¹ | Licensed drivers per registered vehicle | Resident population | Driving age population (16 and over) | Drivers per 1,000 total resident population | Drivers per 1,000 driving age population ² |
|-----------------------------------|---|---|---------------------|--------------------------------------|---|---|
| Alabama | 3,782,284 | 0.83 | 4,708,708 | 3,710,688 | 803 | 1,019 |
| Alaska ³ | 507,759 | 0.75 | 698,473 | 536,174 | 727 | 947 |
| Arizona | 4,403,390 | 1.02 | 6,595,778 | 5,046,993 | 668 | 872 |
| Arkansas ³ | 2,065,065 | 1.03 | 2,889,450 | 2,259,240 | 715 | 914 |
| California | 23,680,643 | 0.70 | 36,961,664 | 28,608,253 | 641 | 828 |
| Colorado | 3,704,561 | 2.67 | 5,024,748 | 3,929,701 | 737 | 943 |
| Connecticut | 2,916,143 | 0.96 | 3,518,288 | 2,808,915 | 829 | 1,038 |
| Delaware | 699,745 | 0.84 | 885,122 | 702,011 | 791 | 997 |
| District of Columbia ³ | 376,086 | 1.83 | 599,657 | 498,636 | 627 | 754 |
| Florida | 14,005,066 | 0.94 | 18,537,969 | 14,947,282 | 755 | 937 |
| Georgia | 6,315,035 | 0.75 | 9,829,211 | 7,527,638 | 642 | 839 |
| Hawaii | 889,918 | 1.01 | 1,295,178 | 1,036,890 | 687 | 858 |
| Idaho | 1,055,269 | 0.78 | 1,545,801 | 1,171,831 | 683 | 901 |
| Illinois ³ | 8,301,118 | 0.85 | 12,910,409 | 10,095,276 | 643 | 822 |
| Indiana ⁴ | 5,550,469 | 0.97 | 6,423,113 | 5,015,383 | 864 | 1,107 |
| Iowa | 2,145,333 | 0.65 | 3,007,856 | 2,377,944 | 713 | 902 |
| Kansas | 2,045,426 | 0.85 | 2,818,747 | 2,192,276 | 726 | 933 |
| Kentucky | 2,939,423 | 0.83 | 4,314,113 | 3,416,516 | 681 | 860 |
| Louisiana | 3,086,004 | 0.78 | 4,492,076 | 3,497,824 | 687 | 882 |
| Maine ³ | 1,013,533 | 0.98 | 1,318,301 | 1,082,491 | 769 | 936 |
| Maryland | 3,904,685 | 0.88 | 5,699,478 | 4,507,282 | 685 | 866 |
| Massachusetts | 4,629,636 | 0.89 | 6,593,587 | 5,333,882 | 702 | 868 |
| Michigan | 7,082,820 | 0.91 | 9,969,727 | 7,910,816 | 710 | 895 |
| Minnesota | 3,245,441 | 0.68 | 5,266,214 | 4,150,250 | 616 | 782 |
| Mississippi | 1,930,603 | 0.97 | 2,951,996 | 2,272,301 | 654 | 850 |
| Missouri | 4,217,910 | 0.87 | 5,987,580 | 4,724,148 | 704 | 893 |
| Montana | 737,964 | 0.82 | 974,989 | 781,915 | 757 | 944 |
| Nebraska | 1,349,295 | 0.77 | 1,796,619 | 1,395,159 | 751 | 967 |
| Nevada | 1,690,431 | 1.23 | 2,643,085 | 2,034,243 | 640 | 831 |
| New Hampshire | 1,034,329 | 0.87 | 1,324,575 | 1,072,137 | 781 | 965 |
| New Jersey | 5,923,538 | 0.99 | 8,707,739 | 6,901,096 | 680 | 858 |
| New Mexico | 1,377,983 | 0.87 | 2,009,671 | 1,556,224 | 686 | 885 |
| New York | 11,329,488 | 1.03 | 19,541,453 | 15,651,919 | 580 | 724 |
| North Carolina | 6,504,269 | 1.10 | 9,380,884 | 7,352,608 | 693 | 885 |
| North Dakota | 476,561 | 0.67 | 646,844 | 519,895 | 737 | 917 |
| Ohio | 7,937,498 | 0.73 | 11,542,645 | 9,152,277 | 688 | 867 |
| Oklahoma | 2,320,985 | 0.70 | 3,687,050 | 2,870,430 | 629 | 809 |
| Oregon | 2,841,972 | 0.96 | 3,825,657 | 3,053,335 | 743 | 931 |
| Pennsylvania | 8,687,206 | 0.89 | 12,604,767 | 10,174,216 | 689 | 854 |
| Rhode Island | 746,032 | 0.96 | 1,053,209 | 854,728 | 708 | 873 |
| South Carolina | 3,268,498 | 0.92 | 4,561,242 | 3,605,269 | 717 | 907 |
| South Dakota | 602,165 | 0.67 | 812,383 | 635,614 | 741 | 947 |
| Tennessee | 4,476,539 | 0.89 | 6,296,254 | 4,972,832 | 711 | 900 |
| Texas ⁴ | 15,374,063 | 0.87 | 24,782,302 | 18,605,198 | 620 | 826 |
| Utah | 1,720,015 | 0.71 | 2,784,572 | 2,000,455 | 618 | 860 |
| Vermont | 506,977 | 0.93 | 621,760 | 512,198 | 815 | 990 |
| Virginia | 5,347,745 | 0.86 | 7,882,590 | 6,243,860 | 678 | 856 |
| Washington | 5,026,521 | 0.91 | 6,664,195 | 5,276,359 | 754 | 953 |
| West Virginia | 1,328,992 | 0.97 | 1,819,777 | 1,479,369 | 730 | 898 |
| Wisconsin | 4,105,142 | 0.85 | 5,654,774 | 4,500,903 | 726 | 912 |
| Wyoming | 410,813 | 0.65 | 544,270 | 427,081 | 755 | 962 |
| United States, total | 209,618,386 | 0.87 | 307,006,550 | 240,989,961 | 683 | 870 |

¹Includes restricted drivers and graduated driver licenses.²Some states report more licensed drivers than residents of driving age. This may occur for several reasons: 1) the records of expired licenses, drivers who have moved out of state, and people who have died are only periodically purged from a state's drivers license database; 2) some drivers fraudulently obtain a license in more than one state; and 3) some drivers obtain a license in a state other than that in which they are a legal resident.³Age segregation may be estimated.⁴State did not provide current data. Table displays 2008 data.SOURCE: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2009, DL-1C, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of May 25, 2012.

Table 4-3: Transit Ridership in the 50 Largest Urbanized Areas: 2009 and 2010

| Urbanized area | Population (2000) | Rank by population | Annual unlinked passenger trips (thousands) | | Percent in 2010 | | | | | Percent in 2009 | | | | |
|--|-------------------|--------------------|---|---------------|-----------------|------------|------------|---------------|-------|-----------------|------------|------------|---------------|-------|
| | | | 2010 | 2009 | Motor bus | Heavy rail | Light rail | Commuter rail | Other | Motor bus | Heavy rail | Light rail | Commuter rail | Other |
| | | | | | | | | | | | | | | |
| New York-Newark, NY-NJ-CT | 17,799,861 | 1 | 4,083,968 | (R) 4,011,982 | 30.0 | 62.2 | 0.5 | 6.3 | 0.9 | 31.1 | 60.9 | 0.5 | 6.5 | 1.0 |
| Los Angeles-Long Beach-Santa Ana, CA | 11,789,487 | 2 | 661,725 | 673,418 | 82.2 | 7.2 | 7.3 | 1.7 | 1.7 | 83.1 | 7.0 | 6.7 | 1.6 | 1.5 |
| Chicago, IL-IN | 8,307,904 | 3 | 627,936 | 632,972 | 53.6 | 33.6 | 0.0 | 11.8 | 1.0 | 55.2 | 32.0 | 0.0 | 11.9 | 0.9 |
| Philadelphia, PA-NJ-DE-MD | 5,149,079 | 4 | 353,276 | 340,245 | 48.6 | 30.2 | 8.7 | 10.2 | 2.3 | 48.8 | 30.1 | 8.5 | 10.3 | 2.3 |
| Miami, FL | 4,919,036 | 5 | 153,756 | 156,144 | 78.5 | 11.3 | 0.0 | 2.4 | 7.8 | 78.6 | 11.4 | 0.0 | 2.4 | 7.6 |
| Dallas-Fort Worth-Arlington, TX | 4,145,659 | 6 | 69,383 | 72,267 | 63.7 | 0.0 | 25.9 | 5.0 | 5.4 | 65.0 | 0.0 | 26.1 | 3.7 | 5.2 |
| Boston, MA-NH-RI | 4,032,484 | 7 | 372,151 | (R) 379,563 | 31.4 | 39.3 | 17.8 | 9.8 | 1.7 | 30.1 | 38.4 | 19.5 | (R) 10.2 | 1.9 |
| Washington, DC-VA-MD | 3,933,920 | 8 | 473,191 | 486,522 | 37.8 | 60.7 | 0.0 | 0.9 | 0.6 | 38.3 | 60.3 | 0.0 | 0.8 | 0.6 |
| Detroit, MI | 3,903,377 | 9 | 50,448 | 53,419 | 91.6 | 0.0 | 0.0 | 0.0 | 8.4 | 94.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| Houston, TX | 3,822,509 | 10 | 81,160 | 85,673 | 82.0 | 0.0 | 12.9 | 0.0 | 5.1 | 81.9 | 0.0 | 13.3 | 0.0 | 4.9 |
| Atlanta, GA | 3,499,840 | 11 | 153,689 | 162,151 | 48.7 | 50.1 | 0.0 | 0.0 | 1.3 | 49.9 | 48.8 | 0.0 | 0.0 | 1.3 |
| San Francisco-Oakland, CA | 3,228,605 | 12 | 415,310 | 447,296 | 40.8 | 26.1 | 11.4 | 2.9 | 18.8 | 41.4 | 24.7 | 11.7 | 2.7 | 19.5 |
| Phoenix-Mesa, AZ | 2,907,049 | 13 | 69,033 | 73,266 | 79.0 | 0.0 | 18.3 | 0.0 | 2.7 | 81.5 | 0.0 | 15.5 | 0.0 | 3.0 |
| Seattle, WA | 2,712,205 | 14 | 188,603 | 188,380 | 66.7 | 0.0 | 4.4 | 1.3 | 27.6 | 69.4 | 0.0 | 2.0 | 1.3 | 27.2 |
| San Diego, CA | 2,674,436 | 15 | 95,538 | 96,624 | 61.4 | 0.0 | 34.1 | 1.3 | 3.1 | 63.1 | 0.0 | 34.6 | 1.4 | 0.9 |
| Minneapolis-St. Paul, MN | 2,388,593 | 16 | 91,290 | 89,160 | 85.7 | 0.0 | 11.4 | 0.8 | 2.1 | 86.4 | 0.0 | 11.1 | 0.1 | 2.4 |
| St. Louis, MO-IL | 2,077,662 | 17 | 50,902 | 49,996 | 63.0 | 0.0 | 35.1 | 0.0 | 1.9 | 61.6 | 0.0 | 36.3 | 0.0 | 2.2 |
| Baltimore, MD | 2,076,354 | 18 | 122,003 | 120,925 | 74.0 | 11.4 | 6.8 | 6.6 | 1.2 | 73.8 | 10.9 | 7.4 | 6.7 | 1.2 |
| Tampa-St. Petersburg, FL | 2,062,339 | 19 | 27,729 | 25,803 | 96.4 | 0.0 | 1.7 | 0.0 | 1.9 | 96.3 | 0.0 | 1.8 | 0.0 | 1.9 |
| Denver-Aurora, CO | 1,984,889 | 20 | 97,491 | 98,733 | 78.4 | 0.0 | 20.3 | 0.0 | 1.3 | 78.4 | 0.0 | 20.0 | 0.0 | 1.6 |
| Cleveland, OH | 1,786,647 | 21 | 45,343 | 47,816 | 81.2 | 11.2 | 5.9 | 0.0 | 1.7 | 81.1 | 10.8 | 6.5 | 0.0 | 1.7 |
| Pittsburgh, PA | 1,753,136 | 22 | 66,783 | 69,255 | 84.9 | 0.0 | 10.5 | 0.0 | 4.6 | 85.1 | 0.0 | 10.3 | 0.0 | 4.6 |
| Portland, OR-WA | 1,583,138 | 23 | 111,522 | 106,867 | 58.8 | 0.0 | 39.7 | 0.3 | 1.2 | 64.8 | 0.0 | 33.7 | 0.3 | 1.3 |
| San Jose, CA | 1,538,312 | 24 | 42,078 | 44,360 | 74.8 | 0.0 | 23.2 | 0.0 | 2.0 | 74.9 | 0.0 | 22.8 | 0.0 | 2.3 |
| Riverside-San Bernardino, CA | 1,506,816 | 25 | 22,883 | 23,573 | 95.8 | 0.0 | 0.0 | 0.0 | 4.2 | 95.6 | 0.0 | 0.0 | 0.0 | 4.4 |
| Cincinnati, OH-KY-IN | 1,503,262 | 26 | 20,219 | 22,899 | 97.9 | 0.0 | 0.0 | 0.0 | 2.1 | 98.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| Virginia Beach, VA | 1,394,439 | 27 | 18,864 | 18,682 | 95.7 | 0.0 | 0.0 | 0.0 | 4.3 | 96.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| Sacramento, CA | 1,393,488 | 28 | 33,435 | 39,090 | 56.8 | 0.0 | 41.9 | 0.0 | 1.3 | 55.9 | 0.0 | 42.9 | 0.0 | 1.2 |
| Kansas City, MO-KS | 1,361,744 | 29 | 15,832 | 16,157 | 96.0 | 0.0 | 0.0 | 0.0 | 4.0 | 96.1 | 0.0 | 0.0 | 0.0 | 3.9 |
| San Antonio, TX | 1,327,554 | 30 | 43,218 | 43,122 | 97.2 | 0.0 | 0.0 | 0.0 | 2.8 | 97.3 | 0.0 | 0.0 | 0.0 | 2.7 |
| Las Vegas, NV | 1,314,357 | 31 | 56,272 | 59,108 | 98.1 | 0.0 | 0.0 | 0.0 | 1.9 | 98.3 | 0.0 | 0.0 | 0.0 | 1.7 |
| Milwaukee, WI | 1,308,913 | 32 | 46,807 | 49,176 | 97.2 | 0.0 | 0.0 | 0.0 | 2.8 | 97.2 | 0.0 | 0.0 | 0.0 | 2.8 |
| Indianapolis, IN | 1,218,919 | 33 | 8,758 | 8,458 | 97.1 | 0.0 | 0.0 | 0.0 | 2.9 | 97.1 | 0.0 | 0.0 | 0.0 | 2.9 |
| Providence, RI-MA | 1,174,548 | 34 | 19,278 | 18,873 | 95.6 | 0.0 | 0.0 | 0.0 | 4.4 | 95.8 | 0.0 | 0.0 | 0.0 | 4.2 |
| Orlando, FL | 1,157,431 | 35 | 26,281 | 24,214 | 96.4 | 0.0 | 0.0 | 0.0 | 3.6 | 96.5 | 0.0 | 0.0 | 0.0 | 3.5 |
| Columbus, OH | 1,133,193 | 36 | 17,273 | 16,872 | 98.6 | 0.0 | 0.0 | 0.0 | 1.4 | 98.6 | 0.0 | 0.0 | 0.0 | 1.4 |
| New Orleans, LA | 1,009,283 | 37 | 17,914 | 15,590 | 53.8 | 0.0 | 33.1 | 0.0 | 13.1 | 55.3 | 0.0 | 30.2 | 0.0 | 14.5 |
| Buffalo, NY | 976,703 | 38 | 27,413 | 26,217 | 77.6 | 0.0 | 21.9 | 0.0 | 0.5 | 75.6 | 0.0 | 23.9 | 0.0 | 0.5 |
| Memphis, TN-MS-AR | 972,091 | 39 | 11,229 | 11,596 | 88.1 | 0.0 | 9.7 | 0.0 | 2.2 | 88.0 | 0.0 | 10.0 | 0.0 | 2.0 |
| Austin, TX | 901,920 | 40 | 33,861 | 34,214 | 96.8 | 0.0 | 0.0 | 0.5 | 2.7 | 97.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| Bridgeport-Stamford, CT-NY | 888,890 | 41 | 11,332 | 10,945 | 96.2 | 0.0 | 0.0 | 0.0 | 3.8 | 96.1 | 0.0 | 0.0 | 0.0 | 3.9 |
| Salt Lake City, UT | 887,650 | 42 | 39,041 | 37,966 | 57.0 | 0.0 | 34.3 | 3.8 | 4.8 | 56.9 | 0.0 | 34.7 | 3.5 | 4.9 |
| Jacksonville, FL | 882,295 | 43 | 11,802 | 10,937 | 92.6 | 0.0 | 0.0 | 0.0 | 7.4 | 92.9 | 0.0 | 0.0 | 0.0 | 7.1 |
| Louisville, KY-IN | 863,582 | 44 | 14,000 | 14,202 | 97.2 | 0.0 | 0.0 | 0.0 | 2.8 | 99.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| Hartford, CT | 851,535 | 45 | 16,763 | 16,311 | 89.5 | 0.0 | 0.0 | 3.5 | 7.0 | 89.3 | 0.0 | 0.0 | 3.1 | 7.6 |
| Richmond, VA | 818,836 | 46 | 14,152 | 13,183 | 95.7 | 0.0 | 0.0 | 0.0 | 4.3 | 95.4 | 0.0 | 0.0 | 0.0 | 4.6 |
| Charlotte, NC-SC | 758,927 | 47 | 25,408 | 24,245 | 79.3 | 0.0 | 18.9 | 0.0 | 1.8 | 78.5 | 0.0 | 19.6 | 0.0 | 2.0 |
| Nashville-Davidson, TN | 749,935 | 48 | 8,537 | 8,722 | 90.6 | 0.0 | 0.0 | 2.5 | 6.9 | 91.2 | 0.0 | 0.0 | 2.1 | 6.7 |
| Oklahoma City, OK | 747,003 | 49 | 2,814 | 2,754 | 98.0 | 0.0 | 0.0 | 0.0 | 2.0 | 97.8 | 0.0 | 0.0 | 0.0 | 2.2 |
| Tucson, AZ | 720,425 | 50 | 20,190 | 21,355 | 97.5 | 0.0 | 0.0 | 0.0 | 2.5 | 97.7 | 0.0 | 0.0 | 0.0 | 2.3 |
| Top 50 urbanized area, total | 127,900,270 | | 9,087,886 | (R) 9,101,296 | 47.8 | 39.2 | 5.1 | 5.0 | 2.9 | 48.9 | 38.0 | 5.1 | 5.0 | 3.0 |
| United States, urbanized area total ¹ | 193,134,710 | | 9,867,133 | (R) 9,871,458 | 51.5 | 36.1 | 4.7 | 4.6 | 3.1 | 52.4 | 35.1 | 4.7 | 4.7 | 3.2 |
| Top 50 as percent of U.S. total | 66.2 | | 92.1 | 92.2 | 85.6 | 100.0 | 100.0 | 99.6 | 85.9 | 86.0 | 100.0 | 100.0 | (R) 99.6 | 86.5 |

¹Excludes territories (Puerto Rico and Virgin Islands)
KEY: R = revised.

NOTES: This table includes data from urban transit agencies that are required to report information to the federal government because they applied for or are direct beneficiaries of urbanized area formula grants (49 USC 5307). Transit agencies with nine or fewer vehicles that would otherwise need to report under this definition typically receive a waiver from detailed reporting and, thus, are not necessarily included in the source database. Details may not add to totals due to rounding. Other includes automated guideway, cable car, demand response, ferry boat, inclined plane, monorail, trolley bus, and van pool.

SOURCE: U.S. Department of Transportation, Federal Transit Administration, National Transit Database 2010, Monthly Database, available at <http://www.ntdprogram.gov/ntdprogram/data.htm> as of March 27, 2012.

Table 4-4: Urban Transit Ridership by State and Transit Mode: 2010

| State | Number of agencies reporting | Annual unlinked passenger trips (thousands) | Percent | | | | |
|---|------------------------------|---|-------------|-------------|------------|---------------|------------|
| | | | Motor bus | Heavy rail | Light rail | Commuter rail | Other |
| Alabama | 10 | 6,657 | 80.8 | 0.0 | 0.0 | 0.0 | 19.2 |
| Alaska | 4 | 4,983 | 90.9 | 0.0 | 0.0 | 0.0 | 9.1 |
| Arizona | 13 | 90,786 | 83.9 | 0.0 | 13.3 | 0.0 | 2.8 |
| Arkansas | 4 | 4,597 | 94.9 | 0.0 | 2.3 | 0.0 | 2.7 |
| California | 83 | 1,395,563 | 68.9 | 11.2 | 11.0 | 1.8 | 7.1 |
| Colorado | 9 | 105,294 | 79.1 | 0.0 | 19.1 | 0.0 | 1.8 |
| Connecticut | 17 | 41,457 | 93.5 | 0.0 | 0.0 | 1.3 | 5.1 |
| Delaware | 1 | 10,163 | 90.7 | 0.0 | 0.0 | 0.0 | 9.3 |
| District of Columbia | 1 | 418,126 | 30.7 | 68.7 | 0.0 | 0.0 | 0.6 |
| Florida | 32 | 252,388 | 84.8 | 6.9 | 0.2 | 1.4 | 6.7 |
| Georgia | 17 | 176,661 | 54.5 | 44.0 | 0.0 | 0.0 | 1.5 |
| Hawaii | 2 | 74,782 | 97.8 | 0.0 | 0.0 | 0.0 | 2.2 |
| Idaho | 3 | 2,142 | 88.8 | 0.0 | 0.0 | 0.0 | 11.2 |
| Illinois | 15 | 648,443 | 55.5 | 32.5 | 0.0 | 10.9 | 1.1 |
| Indiana | 20 | 31,678 | 85.3 | 0.0 | 0.0 | 11.7 | 3.0 |
| Iowa | 12 | 21,285 | 95.5 | 0.0 | 0.0 | 0.0 | 4.5 |
| Kansas | 5 | 7,671 | 90.5 | 0.0 | 0.0 | 0.0 | 9.5 |
| Kentucky | 4 | 26,096 | 97.4 | 0.0 | 0.0 | 0.0 | 2.6 |
| Louisiana | 8 | 30,249 | 69.6 | 0.0 | 22.4 | 0.0 | 7.9 |
| Maine | 7 | 4,432 | 61.6 | 0.0 | 0.0 | 10.7 | 27.7 |
| Maryland | 12 | 141,107 | 77.4 | 9.5 | 5.7 | 5.7 | 1.6 |
| Massachusetts | 13 | 382,941 | 34.7 | 36.3 | 17.1 | 9.6 | 2.3 |
| Michigan | 20 | 99,281 | 92.9 | 0.0 | 0.0 | 0.0 | 7.1 |
| Minnesota | 7 | 99,257 | 86.4 | 0.0 | 10.5 | 0.7 | 2.3 |
| Mississippi | 2 | 1,492 | 85.8 | 0.0 | 0.0 | 0.0 | 14.2 |
| Missouri | 6 | 59,982 | 71.7 | 0.0 | 26.4 | 0.0 | 1.9 |
| Montana | 4 | 2,271 | 95.3 | 0.0 | 0.0 | 0.0 | 4.7 |
| Nebraska | 2 | 6,095 | 97.6 | 0.0 | 0.0 | 0.0 | 2.4 |
| Nevada | 2 | 65,127 | 98.1 | 0.0 | 0.0 | 0.0 | 1.9 |
| New Hampshire | 4 | 2,449 | 98.2 | 0.0 | 0.0 | 0.0 | 1.8 |
| New Jersey | 21 | 407,050 | 49.7 | 22.9 | 5.3 | 20.2 | 1.9 |
| New Mexico | 4 | 14,158 | 89.1 | 0.0 | 0.0 | 8.8 | 2.1 |
| New York | 41 | 3,764,951 | 29.3 | 65.0 | 0.2 | 4.8 | 0.8 |
| North Carolina | 16 | 59,616 | 90.1 | 0.0 | 5.5 | 0.0 | 4.5 |
| North Dakota | 3 | 2,275 | 87.0 | 0.0 | 0.0 | 0.0 | 13.0 |
| Ohio | 24 | 103,157 | 89.3 | 3.5 | 2.2 | 0.0 | 4.9 |
| Oklahoma | 4 | 7,234 | 95.7 | 0.0 | 0.0 | 0.0 | 4.3 |
| Oregon | 8 | 123,244 | 63.6 | 0.0 | 34.4 | 0.2 | 1.7 |
| Pennsylvania | 24 | 450,252 | 59.7 | 21.2 | 8.1 | 8.3 | 2.8 |
| Rhode Island | 1 | 20,161 | 96.9 | 0.0 | 0.0 | 0.0 | 3.1 |
| South Carolina | 8 | 8,912 | 90.8 | 0.0 | 0.0 | 0.0 | 9.2 |
| South Dakota | 2 | 1,411 | 85.2 | 0.0 | 0.0 | 0.0 | 14.8 |
| Tennessee | 12 | 29,388 | 90.0 | 0.0 | 3.9 | 0.7 | 5.3 |
| Texas | 32 | 265,307 | 84.1 | 0.0 | 10.7 | 1.0 | 4.2 |
| Utah | 2 | 40,289 | 58.6 | 0.0 | 33.3 | 3.4 | 4.7 |
| Vermont | 1 | 2,499 | 98.3 | 0.0 | 0.0 | 0.0 | 1.7 |
| Virginia | 20 | 72,792 | 91.7 | 0.0 | 0.0 | 5.5 | 2.8 |
| Washington | 19 | 230,381 | 70.4 | 0.0 | 3.6 | 1.1 | 24.9 |
| West Virginia | 5 | 4,882 | 98.2 | 0.0 | 0.0 | 0.0 | 1.8 |
| Wisconsin | 17 | 70,074 | 96.6 | 0.0 | 0.1 | 0.0 | 3.4 |
| Wyoming | 2 | 458 | 82.9 | 0.0 | 0.0 | 0.0 | 17.1 |
| United States, total¹ | 605 | 9,891,942 | 51.8 | 35.8 | 4.6 | 4.6 | 3.1 |

¹Excludes territories (Puerto Rico and Virgin Islands)

NOTES: This table includes data from urban transit agencies that are required to report information to the federal government because they applied for or are direct beneficiaries of urbanized area formula grants (49 USC 5307). Transit agencies with nine or fewer vehicles that would otherwise need to report under this definition typically receive a waiver from detailed reporting and, thus, are not necessarily included in the source database. Data are assigned to the state of a transit agency's mailing address. Percentages may not add to 100 due to rounding. Ridership data may not add to national total due to rounding. Other includes automated guideway, cable car, demand response, ferry boat, inclined plane, monorail, trolley bus, and van pool.

SOURCE: U.S. Department of Transportation, Federal Transit Administration, National Transit Database 2010, T19, available at <http://www.ntdprogram.gov/ntdprogram/data.htm> as of March 8, 2012.

Table 4-5: Top 50 Amtrak Stations by Number of Passengers¹: Fiscal Years 2010 and 2011

| Station | Fiscal Year 2010 | | Fiscal Year 2011 | |
|--|------------------|----------------------|------------------|----------------------|
| | Rank | Number of passengers | Rank | Number of passengers |
| New York City (Penn Station), NY | 1 | 7,832,874 | 1 | 8,995,551 |
| Washington, DC | 2 | 4,278,930 | 2 | 4,850,685 |
| Philadelphia 30th St., PA | 3 | 3,675,761 | 3 | 3,872,392 |
| Chicago, IL | 4 | 3,080,564 | 4 | 3,393,695 |
| Los Angeles, CA | 5 | 1,475,920 | 5 | 1,606,121 |
| Boston-South Station, MA | 6 | 1,287,615 | 6 | 1,360,162 |
| Sacramento, CA | 7 | 1,109,351 | 7 | 1,175,046 |
| Baltimore, MD | 8 | 932,827 | 8 | 953,170 |
| Albany-Rensselaer, NY | 10 | 723,913 | 9 | 769,626 |
| San Diego, CA | 9 | 731,394 | 10 | 753,739 |
| New Haven, CT | 12 | 661,656 | 11 | 740,902 |
| Wilmington, DE | 11 | 664,429 | 12 | 717,772 |
| Newark, NJ | 13 | 630,939 | 13 | 683,626 |
| Seattle, WA | 17 | 615,735 | 14 | 672,485 |
| Portland, OR | 15 | 618,131 | 15 | 665,677 |
| Irvine, CA | 14 | 629,748 | 16 | 664,263 |
| BWI Thurgood Marshall Airport, MD | 16 | 617,349 | 17 | 662,453 |
| Providence, RI | 18 | 582,296 | 18 | 625,995 |
| Milwaukee, WI | 19 | 553,475 | 19 | 617,800 |
| Emeryville, CA | 21 | 520,969 | 20 | 583,865 |
| Harrisburg, PA | 20 | 539,167 | 21 | 543,423 |
| Lancaster, PA | 22 | 492,629 | 22 | 539,338 |
| Boston-Back Bay, MA | 28 | 398,240 | 23 | 479,951 |
| Bakersfield, CA | 29 | 395,254 | 24 | 476,767 |
| Boston-North Station, MA | 27 | 403,203 | 25 | 456,198 |
| Martinez, CA | 30 | 394,814 | 26 | 446,507 |
| Solana Beach, CA | 26 | 411,687 | 27 | 443,386 |
| Davis, CA | 23 | 434,779 | 28 | 443,168 |
| Fullerton, CA | 24 | 417,649 | 29 | 436,383 |
| Trenton, NJ | 25 | 411,869 | 30 | 424,068 |
| Route 128 (Boston), MA | 32 | 366,649 | 31 | 419,822 |
| Metropark, NJ | 31 | 369,477 | 32 | 396,902 |
| Stamford, CT | 34 | 337,674 | 33 | 385,069 |
| Oakland, CA | 33 | 347,538 | 34 | 379,851 |
| Fresno, CA | 36 | 334,966 | 35 | 371,875 |
| Anaheim, CA | 35 | 335,562 | 36 | 352,363 |
| Richmond - Staples Mill, VA | 41 | 256,006 | 37 | 320,239 |
| Santa Barbara, CA | 40 | 262,774 | 38 | 317,617 |
| Oceanside, CA | 37 | 303,546 | 39 | 311,834 |
| St. Louis, MO | 39 | 278,778 | 40 | 310,859 |
| Richmond, CA | 38 | 282,357 | 41 | 276,114 |
| Stockton (San Joaquin St.), CA | 45 | 223,268 | 42 | 260,115 |
| Sanford (Auto-Train Station), FL | 42 | 232,955 | 43 | 259,944 |
| Lorton (Auto-Train), VA | 43 | 232,955 | 44 | 259,944 |
| Bloomington/Normal, IL | 47 | 192,682 | 45 | 244,566 |
| San Juan Capistrano, CA | 44 | 224,924 | 46 | 230,481 |
| San Jose, CA | 46 | 206,971 | 47 | 224,756 |
| New Orleans, LA | 55 | 157,574 | 48 | 210,465 |
| Portland, ME | 52 | 163,983 | 49 | 208,979 |
| Hanford, CA | 48 | 182,446 | 50 | 199,291 |
| Top 50 stations, total | | 42,741,698 | | 44,995,300 |
| United States, all stations | | 57,146,162 | | 60,071,018 |
| Top 50 stations as percent of U.S. total | | 74.8 | | 74.9 |

¹Includes the number of boarding and alighting passengers (on & off the train).

NOTES: Amtrak's fiscal year ends on September 30. Ranking is based on the 2011 data. The total for the top 50 stations in 2010 is not the sum of stations in this table since some of the 2010 top 50 stations are not in the top 50 list in 2011.

SOURCE: National Passenger Railroad Corporation (Amtrak), News & Media State Fact Sheets, available at <http://www.amtrak.com/servlet/ContentServer?c=Page&pagename=am%2FLayout&cid=1246041980432> as of March 28, 2012.

Table 4-6: Top 50 Airports by Passengers Enplaned on Large U.S. Carriers: 2000, 2009, and 2010

| Airport | Rank in 2010 | Number of enplanements | | |
|---|--------------|------------------------|-------------|-------------|
| | | 2000 | 2009 | 2010 |
| Atlanta, GA (Hartsfield-Jackson Atlanta International) | 1 | 38,261,889 | 41,853,478 | 42,655,392 |
| Chicago, IL (Chicago O'Hare International) | 2 | 30,891,491 | 28,994,466 | 30,033,313 |
| Dallas, TX (Dallas/Fort Worth International) | 3 | 27,877,375 | 26,327,813 | 26,785,739 |
| Denver, CO (Denver International) | 4 | 17,670,668 | 23,675,197 | 24,965,553 |
| Los Angeles, CA (Los Angeles International) | 5 | 25,130,701 | 21,668,667 | 22,860,849 |
| Houston, TX (George Bush Intercontinental) | 6 | 15,816,729 | 18,607,300 | 18,726,696 |
| Phoenix, AZ (Phoenix Sky Harbor International) | 7 | 17,246,090 | 18,323,861 | 18,657,891 |
| Charlotte, NC (Charlotte Douglas International) | 8 | 10,377,923 | 17,074,034 | 18,539,589 |
| Las Vegas, NV (McCarran International) | 9 | 16,861,253 | 18,308,393 | 17,851,932 |
| San Francisco, CA (San Francisco International) | 10 | 16,704,265 | 15,994,876 | 16,751,758 |
| New York, NY (John F. Kennedy International) | 11 | 10,652,524 | 16,321,730 | 16,389,107 |
| Orlando, FL (Orlando International) | 12 | 13,519,913 | 15,085,595 | 15,727,564 |
| Detroit, MI (Detroit Metropolitan Wayne County) | 13 | 16,946,573 | 15,042,151 | 15,483,222 |
| Minneapolis, MN (Minneapolis-St. Paul International/Wold-Chamberlain) | 14 | 16,874,171 | 15,500,110 | 15,474,646 |
| Newark, NJ (Newark Liberty International) | 15 | 15,217,531 | 15,208,900 | 14,927,554 |
| Seattle, WA (Seattle-Tacoma International) | 16 | 13,318,897 | 14,713,559 | 14,838,615 |
| Philadelphia, PA (Philadelphia International) | 17 | 10,976,843 | 14,714,340 | 14,703,670 |
| Miami, FL (Miami International) | 18 | 12,668,592 | 13,395,056 | 14,007,849 |
| Boston, MA (General Edward Lawrence Logan International) | 19 | 11,593,115 | 11,376,284 | 12,282,374 |
| New York, NY (LaGuardia) | 20 | 11,444,925 | 10,737,713 | 11,634,035 |
| Baltimore, MD (Baltimore/Washington International Thurgood Marshall) | 21 | 8,981,718 | 10,228,621 | 10,754,424 |
| Fort Lauderdale, FL (Fort Lauderdale-Hollywood International) | 22 | 7,141,813 | 9,579,145 | 10,036,422 |
| Salt Lake City, UT (Salt Lake International) | 23 | 8,702,776 | 9,901,719 | 9,910,042 |
| Washington, DC (Dulles International) | 24 | 6,657,147 | 9,713,963 | 9,822,576 |
| Washington, DC (Ronald Reagan Washington National) | 25 | 6,987,151 | 8,400,331 | 8,630,921 |
| Chicago, IL (Chicago Midway) | 26 | 6,972,213 | 8,223,679 | 8,469,677 |
| San Diego, CA (San Diego International) | 27 | 7,635,691 | 8,376,423 | 8,347,443 |
| Tampa, FL (Tampa International) | 28 | 7,436,271 | 8,081,471 | 7,949,335 |
| Honolulu, HI (Honolulu International) | 29 | 8,716,838 | 7,570,843 | 7,484,065 |
| Portland, OR (Portland International) | 30 | 6,561,938 | 6,351,480 | 6,517,305 |
| St. Louis, MO (Lambert-St Louis International) | 31 | 15,109,940 | 6,069,609 | 6,013,884 |
| Kansas City, MO (Kansas City International) | 32 | 5,750,814 | 4,884,891 | 4,938,386 |
| Memphis, TN (Memphis International) | 33 | 4,993,371 | 5,047,549 | 4,926,225 |
| Milwaukee, WI (General Mitchell Field) | 34 | 2,838,410 | 3,807,917 | 4,753,992 |
| Cleveland, OH (Hopkins International) | 35 | 6,154,662 | 4,693,751 | 4,574,472 |
| Oakland, CA (Oakland International) | 36 | 5,127,743 | 4,569,637 | 4,566,953 |
| Raleigh, NC (Raleigh-Durham International) | 37 | 4,839,624 | 4,407,859 | 4,434,774 |
| Nashville, TN (Nashville International) | 38 | 4,365,803 | 4,368,824 | 4,412,689 |
| Sacramento, CA (Sacramento International) | 39 | 3,873,376 | 4,406,386 | 4,391,998 |
| Houston, TX (William P. Hobby) | 40 | 4,322,108 | 4,084,737 | 4,357,456 |
| Santa Ana, CA (John Wayne-Orange County) | 41 | 3,828,335 | 4,310,909 | 4,267,217 |
| Austin, TX (Austin-Bergstrom International) | 42 | 3,637,473 | 4,013,020 | 4,200,766 |
| San Juan, PR (Luis Munoz Marin International) | 43 | 4,836,389 | 3,991,094 | 4,151,370 |
| New Orleans, LA (Louis Armstrong International) | 44 | 4,826,470 | 3,911,634 | 4,081,146 |
| San Jose, CA (Norman Y. Mineta San Jose International) | 45 | 6,045,141 | 4,042,974 | 3,992,074 |
| Pittsburgh, PA (Pittsburgh International) | 46 | 8,654,063 | 3,941,513 | 3,986,065 |
| Cincinnati, OH (Cincinnati/ Northern Kentucky International) | 47 | 9,968,723 | 5,192,501 | 3,898,923 |
| San Antonio, TX (San Antonio International) | 48 | 3,475,444 | 3,731,153 | 3,861,772 |
| Dallas, TX (Dallas Love Field) | 49 | 3,594,539 | 3,673,023 | 3,782,407 |
| Indianapolis, IN (Indianapolis International) | 50 | 3,631,966 | 3,722,117 | 3,716,884 |
| Top 50 airports, total ¹ | | 536,391,010 | 546,222,296 | 558,529,011 |
| United States, all airports | | 639,742,637 | 663,171,112 | 677,624,234 |
| Top 50 as percent of all enplanements | | 83.8 | 82.4 | 82.4 |

¹The total for the top 50 airports in 2000 and 2009 will not sum from the individual airports because some top 50 airports in 2010 were not in NOTES: Data for 2009 and 2010 are revised. Rank order by total enplaned passengers on large certificated U.S. air carriers (Majors, Nationals, Large Regionals, Medium Regionals, and Commuters), scheduled and nonscheduled operations, at all airports served within the 50 states, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration. These air carriers operate at least one aircraft with more than 60 seats or a payload capacity of more than 18,000 pounds. Data for small-certificated, commuter and foreign-flag air carriers are not included. Data differ from those in table 1-11 which include enplaned passengers on small-certificated, commuter and foreign-flag carriers.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, TranStats Database, Schedule T-3 Data, T-100 Market (All Carriers), available at <http://www.transtats.bts.gov/> as of March 23, 2012.

Table 4-7: Major Airports by On-Time Arrival Performance: 2010 and 2011

(Percent on-time)

| Airport | 2010 | | 2011 | |
|--------------------------------|------|--------------------|------|--------------------|
| | Rank | On-time percentage | Rank | On-time percentage |
| Salt Lake City, UT (SLC) | 6 | 82.7 | 1 | 86.4 |
| Phoenix, AZ (PHX) | 2 | 85.1 | 2 | 84.9 |
| Seattle, WA (SEA) | 1 | 85.1 | 3 | 84.1 |
| Portland, OR (PDX) | 3 | 83.7 | 4 | 83.0 |
| Minneapolis/St. Paul, MN (MSP) | 19 | 78.6 | 5 | 82.8 |
| Chicago, IL (MDW) | 15 | 80.3 | 6 | 82.7 |
| Las Vegas, NV (LAS) | 7 | 82.6 | 7 | 82.6 |
| Dallas/Fort Worth, TX (DFW) | 9 | 82.1 | 8 | 82.5 |
| Denver, CO (DEN) | 4 | 83.6 | 9 | 82.2 |
| Baltimore, MD (BWI) | 16 | 79.8 | 10 | 81.7 |
| Tampa, FL (TPA) | 13 | 81.0 | 11 | 81.6 |
| Detroit, MI (DTW) | 24 | 77.8 | 12 | 81.4 |
| Houston, TX (IAH) | 8 | 82.3 | 13 | 81.0 |
| Orlando, FL (MCO) | 14 | 80.8 | 14 | 80.7 |
| San Diego, CA (SAN) | 11 | 81.6 | 15 | 80.6 |
| Atlanta, GA (ATL) | 18 | 78.8 | 16 | 80.3 |
| Miami, FL (MIA) | 22 | 78.0 | 17 | 79.8 |
| Los Angeles, CA (LAX) | 10 | 81.7 | 18 | 79.6 |
| Charlotte, NC (CLT) | 5 | 82.9 | 19 | 79.4 |
| Fort Lauderdale, FL (FLL) | 20 | 78.3 | 20 | 78.9 |
| Washington, DC (IAD) | 12 | 81.1 | 21 | 78.6 |
| Washington, DC (DCA) | 17 | 79.1 | 22 | 77.7 |
| Philadelphia, PA (PHL) | 21 | 78.1 | 23 | 76.2 |
| Chicago, IL (ORD) | 23 | 78.0 | 24 | 75.5 |
| New York, NY (JFK) | 26 | 74.7 | 25 | 75.3 |
| Boston, MA (BOS) | 25 | 76.3 | 26 | 73.7 |
| New York, NY (LGA) | 27 | 73.7 | 27 | 72.2 |
| San Francisco, CA (SFO) | 29 | 71.3 | 28 | 71.4 |
| Newark, NJ (EWR) | 28 | 71.9 | 29 | 66.7 |
| At All U.S. Airports | | 79.8 | | 79.6 |

NOTES: Major airports are those designated by the Office of Airline Information as having at least 1% of enplanements in the 48 contiguous states. Carriers reporting on-time data may change each year due to changes in carriers that are required to report and in carriers that report voluntarily. In 2010, the reporting carriers were AirTran, Alaska, American, American Eagle, Atlantic Southeast, Continental, Delta, ExpressJet, Frontier, Hawaiian, JetBlue, Mesa, SkyWest, Southwest, United, and US Airways. The percentage of on-time arrivals is based on the number of scheduled operations. Flights that are cancelled, diverted or arrived at the gate more than 15 minutes after the scheduled arrival are excluded from on-time arrivals.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Airline On-time Tables December 2011, tables 1 and 4, available at <http://www.transtats.bts.gov/> as of March 29, 2012.

Table 4-8: Top 15 Cruise Ship Ports by Port of Departure: 2010 and 2011

| Port | 2010 | | | 2011 | | |
|---|------|---------------------------|----------|------|---------------------------|---------|
| | Rank | Passengers (thousands) | Cruises | Rank | Passengers (thousands) | Cruises |
| Miami, FL | 1 | 2,151 | 779 | 1 | 1,970 | 731 |
| Fort Lauderdale, FL | 2 | 1,759 | 649 | 2 | 1,826 | 611 |
| Port Canaveral, FL | 3 | 1,299 | 448 | 3 | 1,496 | 485 |
| New York, NY | 4 | (R)562 | (R)219 | 4 | 612 | 242 |
| San Juan, PR | 5 | 522 | (R)227 | 5 | 522 | 222 |
| Galveston, TX | 7 | (R)440 | (R)152 | 6 | 462 | 149 |
| Tampa, FL | 8 | 425 | 192 | 7 | 458 | 199 |
| Seattle, WA | 6 | 469 | 217 | 8 | 439 | 183 |
| Long Beach, CA | 9 | 414 | 150 | 9 | 405 | 144 |
| New Orleans, LA | 11 | 261 | 89 | 10 | 373 | 136 |
| Los Angeles, CA | 10 | (R)378 | 140 | 11 | 311 | 130 |
| Baltimore, MD | 13 | 215 | 90 | 12 | 254 | 104 |
| Cape Liberty, NJ | 14 | 198 | 67 | 13 | 217 | 73 |
| Jacksonville, FL | 16 | 172 | 71 | 14 | 190 | 77 |
| Charleston, SC | 18 | 117 | 49 | 15 | 165 | 68 |
| All other ports ¹ | | (R)694 | (R)344 | | 700 | 387 |
| Top 15 ports, total ¹ | | (R)9,516 | (R)3,618 | | 9,702 | 3,554 |
| Total U.S. ports | | (R)10,210 | (R)3,962 | | 10,403 | 3,941 |
| Top 15 as percent of total ¹ | | (R)93.2 | (R)91.3 | | 93.3 | 90.2 |

¹Data for 2010 are based on the top 15 cruise ship ports in that year.

KEY: R = revised.

NOTES: Cruise passenger statistics for this table are based on the passenger data provided by 20 major cruise lines that offered North American cruises with a U.S. port of call. Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Maritime Administration, Cruise Statistics 2010, available at http://www.marad.dot.gov/library_landing_page/data_and_statistics/Data_and_Statistics.htm as of March 22, 2012.

Table 4-9: Incoming Personal Vehicle Crossings, U.S.-Canadian Border: 2004-2011

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------|--------|--------|--------|------------|------------|------------|------------|--------|
| Alaska | 117 | 112 | 99 | 107 | 92 | 98 | 98 | 93 |
| Idaho | 163 | 167 | 178 | 217 | 264 | 244 | 262 | 286 |
| Maine | 3,565 | 3,562 | 3,518 | 3,271 | 3,109 | 2,747 | 3,051 | 3,195 |
| Michigan | 8,978 | 8,882 | 8,497 | 8,075 | 7,307 | 6,440 | 6,566 | 6,966 |
| Minnesota | 1,052 | 1,004 | 1,006 | 1,073 | 1,085 | 1,037 | 1,192 | 1,285 |
| Montana | 462 | 460 | 493 | 544 | 527 | 556 | 659 | 697 |
| New York | 9,335 | 9,140 | 9,135 | (R) 9,103 | (R) 8,748 | (R) 8,253 | (R) 8,582 | 9,073 |
| North Dakota | 606 | 604 | 639 | 705 | 748 | 639 | 762 | 761 |
| Vermont | 1,431 | 1,443 | 1,406 | 1,371 | 1,407 | 1,250 | 1,334 | 1,447 |
| Washington | 4,951 | 4,978 | 5,066 | 5,311 | 5,401 | 5,443 | 6,377 | 7,794 |
| United States, | 30,660 | 30,352 | 30,039 | (R) 29,776 | (R) 28,687 | (R) 26,707 | (R) 28,884 | 31,596 |

KEY: R = revised.

NOTE: Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.**Table 4-10: Incoming Passengers in Personal Vehicles, U.S.-Canadian Border: 2004-2011**

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|------------------|--------|--------|--------|------------|------------|------------|------------|--------|
| Alaska | 254 | 238 | 212 | 208 | 190 | 206 | 207 | 213 |
| Idaho | 353 | 368 | 387 | 392 | 528 | 457 | 534 | 519 |
| Maine | 6,720 | 6,836 | 6,696 | 5,035 | 5,000 | 4,531 | 4,991 | 4,845 |
| Michigan | 16,112 | 16,396 | 15,696 | 14,762 | 13,540 | 12,013 | 12,251 | 12,732 |
| Minnesota | 2,860 | 2,760 | 2,577 | 2,166 | 2,139 | 2,069 | 2,303 | 2,032 |
| Montana | 1,363 | 1,477 | 1,577 | 1,242 | 1,174 | 1,147 | 1,315 | 1,219 |
| New York | 21,255 | 20,570 | 20,923 | (R) 20,288 | (R) 19,406 | (R) 18,050 | (R) 18,208 | 19,215 |
| North Dakota | 1,563 | 1,560 | 1,535 | 1,459 | 1,531 | 1,288 | 1,560 | 1,603 |
| Vermont | 2,636 | 2,146 | 2,740 | 2,719 | 3,056 | 2,704 | 2,623 | 2,587 |
| Washington | 10,154 | 10,150 | 10,644 | 10,139 | 10,859 | 11,063 | 12,796 | 14,227 |
| United States, 1 | 63,270 | 62,501 | 62,986 | (R) 58,409 | (R) 57,424 | (R) 53,528 | (R) 56,789 | 59,192 |

KEY: R = revised.

NOTE: Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.**Table 4-11: Incoming Train Passengers, U.S.-Canadian Border: 2004-2011**

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Alaska | 52.4 | 67.5 | 74.3 | 80.8 | 77.1 | 64.8 | 72.0 | 73.3 |
| Idaho | 1.9 | 1.7 | 2.5 | 2.2 | 2.3 | 2.0 | 2.4 | 2.5 |
| Maine | 2.8 | 2.3 | 2.7 | 2.7 | 2.4 | 1.5 | 1.4 | 1.0 |
| Michigan | 30.6 | 31.1 | 27.8 | 19.2 | 18.5 | 13.2 | 16.1 | 17.4 |
| Minnesota | 18.1 | 17.6 | 17.6 | 17.2 | 17.7 | 13.3 | 13.9 | 14.4 |
| Montana | 1.2 | 1.1 | 1.3 | 2.5 | 2.2 | 2.1 | 2.2 | 2.3 |
| New York | 62.4 | 66.8 | 71.9 | 61.0 | 70.6 | 65.7 | 74.0 | 79.8 |
| North Dakota | 6.0 | 6.5 | 7.8 | 11.5 | 9.5 | 7.7 | 8.7 | 7.8 |
| Vermont | 2.0 | 1.8 | 2.0 | 1.9 | 1.9 | 1.6 | 1.6 | 1.6 |
| Washington | 46.1 | 39.4 | 36.8 | 34.1 | 36.5 | 46.1 | 62.2 | 76.7 |
| United States, total | 223.5 | 235.8 | 244.7 | 233.1 | 238.6 | 217.8 | 254.5 | 276.7 |

NOTE: Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 4-12: Incoming Bus Crossings, U.S.-Canadian Border: 2004-2011

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Alaska | 10.2 | 11.1 | 11.2 | 12.2 | 11.9 | 11.0 | 10.8 | 11.1 |
| Idaho | 0.5 | 0.5 | 0.4 | 0.4 | 0.4 | 0.2 | 0.2 | 0.2 |
| Maine | 1.6 | 1.8 | 2.0 | 1.8 | 1.7 | 1.4 | 1.5 | 1.2 |
| Michigan | 58.5 | 51.2 | 44.8 | 43.9 | 39.5 | 36.8 | 35.9 | 34.6 |
| Minnesota | 4.1 | 4.3 | 3.3 | 3.0 | 3.0 | 2.7 | 2.6 | 2.6 |
| Montana | 1.4 | 1.2 | 0.9 | 0.7 | 0.7 | 0.6 | 0.7 | 0.6 |
| New York | 53.6 | 58.4 | 42.6 | 49.4 | 46.5 | 40.4 | 39.1 | 39.1 |
| North Dakota | 2.4 | 2.4 | 2.4 | 2.5 | 2.3 | 1.9 | 2.0 | 1.8 |
| Vermont | 5.4 | 5.9 | 4.8 | 4.5 | 4.0 | 3.6 | 5.2 | 5.4 |
| Washington | 18.0 | 16.8 | 17.1 | 18.1 | 17.3 | 17.7 | 18.0 | 17.2 |
| United States, total | 155.7 | 153.5 | 129.5 | 136.4 | 127.2 | 116.4 | 116.1 | 113.9 |

NOTE: Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 4-13: Incoming Passengers on Buses, U.S.-Canadian Border: 2004-2011

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Alaska | 146 | 148 | 157 | 171 | 167 | 170 | 157 | 158 |
| Idaho | 12 | 12 | 12 | 10 | 10 | 7 | 8 | 8 |
| Maine | 48 | 54 | 52 | 49 | 48 | 35 | 39 | 39 |
| Michigan | 1,268 | 1,157 | 1,106 | 1,147 | 1,013 | 415 | 365 | 344 |
| Minnesota | 81 | 79 | 68 | 59 | 59 | 47 | 44 | 46 |
| Montana | 30 | 29 | 27 | 23 | 22 | 15 | 18 | 19 |
| New York | 1,656 | 1,797 | 1,300 | 1,564 | 1,461 | 1,258 | 1,214 | 1,223 |
| North Dakota | 81 | 82 | 76 | 79 | 74 | 58 | 59 | 56 |
| Vermont | 141 | 105 | 151 | 138 | 129 | 108 | 159 | 178 |
| Washington | 428 | 392 | 549 | 443 | 422 | 391 | 389 | 379 |
| United States, total | 3,890 | 3,855 | 3,499 | 3,685 | 3,404 | 2,503 | 2,451 | 2,452 |

NOTE: Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 4-14: Incoming Pedestrians, U.S.-Canadian Border: 2004-2011

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Alaska | 4.1 | 4.0 | 3.5 | 0.9 | 0.7 | 2.8 | 2.7 | 2.8 |
| Idaho | 1.8 | 1.8 | 1.7 | 0.1 | 0.3 | 0.4 | 1.6 | 2.6 |
| Maine | 115.0 | 87.2 | 57.3 | 48.2 | 45.0 | 24.6 | 15.2 | 17.2 |
| Michigan | U | U | U | U | 16.2 | 16.5 | 17.3 | 17.3 |
| Minnesota | 29.8 | 26.1 | 21.9 | 15.5 | 16.3 | 15.8 | 22.2 | 18.8 |
| Montana | 4.9 | 4.5 | 3.0 | 2.5 | 2.1 | 5.0 | 3.1 | 3.6 |
| New York | 549.7 | 372.8 | 348.6 | 278.8 | 336.1 | 246.8 | 262.2 | 285.1 |
| North Dakota | 5.3 | 5.2 | 7.3 | 11.3 | 5.4 | 3.5 | 3.5 | 2.6 |
| Vermont | 12.8 | 14.5 | 11.0 | 7.5 | 4.5 | 3.6 | 2.9 | 4.1 |
| Washington | 102.7 | 89.3 | 71.1 | 64.0 | 73.1 | 60.8 | 64.4 | 49.0 |
| United States, total | 826.0 | 605.3 | 533.7 | 441.1 | 499.7 | 379.9 | 395.1 | 403.1 |

KEY: U = data are unavailable.

NOTE: Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 4-15: Incoming Personal Vehicle Crossings, U.S.-Mexican Border: 2004-2011

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| Arizona | 10,196 | 9,780 | 8,747 | 8,208 | 7,735 | 7,388 | 6,651 | 6,713 |
| California | 34,554 | 35,146 | 34,286 | 30,897 | 28,308 | 26,536 | 25,260 | 24,679 |
| New Mexico | 579 | 622 | 694 | 830 | 688 | 795 | 786 | 705 |
| Texas | 45,805 | 46,009 | 44,570 | 41,853 | 42,125 | 35,585 | 31,349 | 29,083 |
| United States, total | 91,134 | 91,556 | 88,296 | 81,788 | 78,857 | 70,305 | 64,045 | 61,180 |

NOTE: Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.**Table 4-16: Incoming Passengers in Personal Vehicles, U.S.-Mexican Border: 2004-2011**

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Arizona | 25,114 | 22,539 | 20,382 | 19,593 | 18,427 | 17,579 | 14,726 | 12,879 |
| California | 66,394 | 66,531 | 65,345 | 57,991 | 53,228 | 48,911 | 45,611 | 43,568 |
| New Mexico | 1,601 | 1,839 | 2,035 | 2,542 | 2,027 | 2,254 | 2,056 | 1,430 |
| Texas | 97,828 | 95,158 | 91,493 | 84,408 | 84,299 | 72,273 | 63,356 | 53,085 |
| United States, total | 190,937 | 186,067 | 179,255 | 164,534 | 157,982 | 141,017 | 125,750 | 110,962 |

NOTE: Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.**Table 4-17: Incoming Train Passengers, U.S.-Mexican Border: 2004-2011**

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|------|------|------|------|------|------|------|------|
| Arizona | 1.7 | 1.0 | 2.6 | 2.4 | 2.6 | 2.3 | 2.4 | 2.8 |
| California | 2.2 | 2.0 | 2.2 | 1.3 | 3.2 | 1.9 | 0.9 | 0.8 |
| New Mexico | U | U | U | U | U | U | U | U |
| Texas ¹ | 8.8 | 14.9 | 16.7 | 16.8 | 16.3 | U | U | U |
| United States, total | 12.7 | 17.8 | 21.5 | 20.5 | 22.0 | 4.2 | 3.3 | 3.6 |

¹Customs and Border Protection did not provide any information on train passengers and crew entering the United States in Texas since 2009.

KEY: U = data are unavailable.

NOTE: Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 4-18: Incoming Bus Crossings, U.S.-Mexican Border: 2004-2011

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Arizona | 12.7 | 13.5 | 18.5 | 16.9 | 15.7 | 14.0 | 12.6 | 11.6 |
| California | 153.2 | 148.0 | 149.0 | 147.4 | 138.9 | 109.7 | 107.3 | 98.9 |
| New Mexico | 1.3 | 1.4 | 2.4 | 2.9 | 3.0 | 2.6 | 2.1 | 1.8 |
| Texas | 101.9 | 93.6 | 92.9 | 98.0 | 108.9 | 102.1 | 96.8 | 96.1 |
| United States, total | 269.0 | 256.4 | 262.9 | 265.2 | 266.4 | 228.5 | 218.8 | 208.3 |

NOTE: Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at

http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.**Table 4-19: Incoming Passengers on Buses, U.S.-Mexican Border: 2004-2011**

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Arizona | 209 | 243 | 379 | 310 | 260 | 194 | 185 | 178 |
| California | 1,315 | 1,289 | 1,426 | 1,231 | 1,022 | 645 | 754 | 727 |
| New Mexico | 18 | 21 | 25 | 40 | 37 | 34 | 27 | 21 |
| Texas | 1,846 | 1,617 | 1,358 | 1,808 | 2,137 | 1,557 | 1,714 | 1,792 |
| United States, total | 3,389 | 3,170 | 3,187 | 3,389 | 3,456 | 2,429 | 2,680 | 2,718 |

NOTE: Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at

http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.**Table 4-20: Incoming Pedestrians, U.S.-Mexican Border: 2004-2011**

(Thousands)

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| Arizona | 9,186 | 10,075 | 11,329 | 11,806 | 10,517 | 8,067 | 7,648 | 7,440 |
| California | 18,197 | 16,462 | 15,518 | 16,553 | 15,064 | 14,124 | 14,740 | 16,859 |
| New Mexico | 261 | 276 | 251 | 265 | 226 | 276 | 371 | 358 |
| Texas | 20,440 | 19,017 | 19,154 | 20,915 | 19,033 | 18,847 | 17,156 | 15,364 |
| United States, total | 48,084 | 45,830 | 46,251 | 49,539 | 44,842 | 41,315 | 39,915 | 40,021 |

NOTE: Details may not add to totals due to rounding.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, North American Border Crossing/Entry Data, available at

http://www.bts.gov/programs/international/transborder/TBDR_BC/TBDR_BC_Index.html as of March 26, 2012.

Table 4-21: Overseas Visitors to the United States by Destination State and Territory¹: 2001, 2006, 2010, and 2011

| State | 2001 | | | 2006 | | | 2010 | | | 2011 | | |
|---|------|----------------------|-----------------------|------|----------------------|-----------------------|------|----------------------|-----------------------|------|----------------------|-----------------------|
| | Rank | Visitors (thousands) | Percent of U.S. total | Rank | Visitors (thousands) | Percent of U.S. total | Rank | Visitors (thousands) | Percent of U.S. total | Rank | Visitors (thousands) | Percent of U.S. total |
| New York | 2 | 5,043 | 23.1 | 1 | 6,414 | 29.6 | 1 | 8,647 | 32.8 | 1 | 9,508 | 34.1 |
| California | 3 | 4,847 | 22.2 | 2 | 4,615 | 21.3 | 3 | 5,615 | 21.3 | 2 | 6,134 | 22.0 |
| Florida | 1 | 5,262 | 24.1 | 3 | 4,117 | 19.0 | 2 | 5,826 | 22.1 | 3 | 5,688 | 20.4 |
| Nevada | 5 | 1,572 | 7.2 | 5 | 1,690 | 7.8 | 4 | 2,504 | 9.5 | 4 | 2,872 | 10.3 |
| Hawaiian Islands | 4 | 2,205 | 10.1 | 4 | 2,058 | 9.5 | 5 | 2,135 | 8.1 | 5 | 2,286 | 8.2 |
| Massachusetts | 6 | 1,179 | 5.4 | 7 | 1,105 | 5.1 | 7 | 1,292 | 4.9 | 6 | 1,422 | 5.1 |
| Texas | 9 | 939 | 4.3 | 9 | 975 | 4.5 | 9 | 1,028 | 3.9 | 7 | 1,283 | 4.6 |
| Illinois | 7 | 1,113 | 5.1 | 8 | 1,083 | 5.0 | 8 | 1,186 | 4.5 | 8 | 1,255 | 4.5 |
| Guam | 7 | 1,113 | 5.1 | 6 | 1,170 | 5.4 | 6 | 1,318 | 5.0 | 9 | 1,227 | 4.4 |
| New Jersey | 10 | 808 | 3.7 | 10 | 845 | 3.9 | 10 | 975 | 3.7 | 10 | 976 | 3.5 |
| Pennsylvania | 12 | 699 | 3.2 | 11 | 672 | 3.1 | 11 | 923 | 3.5 | 11 | 920 | 3.3 |
| Arizona | 13 | 633 | 2.9 | 12 | 563 | 2.6 | 13 | 765 | 2.9 | 12 | 864 | 3.1 |
| Georgia | 11 | 786 | 3.6 | 13 | 520 | 2.4 | 12 | 817 | 3.1 | 13 | 669 | 2.4 |
| Utah | 21 | 284 | 1.3 | U | U | U | 15 | 475 | 1.8 | 14 | 502 | 1.8 |
| Washington | 17 | 393 | 1.8 | 14 | 390 | 1.8 | 14 | 501 | 1.9 | 14 | 502 | 1.8 |
| Colorado | 14 | 437 | 2.0 | U | U | U | 17 | 343 | 1.3 | 16 | 446 | 1.6 |
| Virginia | 19 | 327 | 1.5 | U | U | U | 16 | 369 | 1.4 | 17 | 362 | 1.3 |
| North Carolina | 20 | 306 | 1.4 | U | U | U | 17 | 343 | 1.3 | 18 | 335 | 1.2 |
| Maryland | 24 | 262 | 1.2 | U | U | U | U | U | U | 18 | 335 | 1.2 |
| Connecticut | 21 | 284 | 1.3 | U | U | U | 20 | 290 | 1.1 | 20 | 307 | 1.1 |
| Ohio | 17 | 393 | 1.8 | 14 | 390 | 1.8 | 19 | 316 | 1.2 | 21 | 279 | 1.0 |
| Louisiana | 14 | 437 | 2.0 | U | U | U | U | U | U | U | U | U |
| Michigan | 14 | 437 | 2.0 | U | U | U | U | U | U | U | U | U |
| Minnesota | 21 | 284 | 1.3 | U | U | U | U | U | U | U | U | U |
| Tennessee | 25 | 240 | 1.1 | U | U | U | U | U | U | U | U | U |
| South Carolina | 26 | 196 | 0.9 | U | U | U | U | U | U | U | U | U |
| Oregon | 27 | 175 | 0.8 | U | U | U | U | U | U | U | U | U |
| Missouri | 28 | 153 | 0.7 | U | U | U | U | U | U | U | U | U |
| Wisconsin | 28 | 153 | 0.7 | U | U | U | U | U | U | U | U | U |
| Maine | 30 | 131 | 0.6 | U | U | U | U | U | U | U | U | U |
| Alabama | 31 | 109 | 0.5 | U | U | U | U | U | U | U | U | U |
| Indiana | 31 | 109 | 0.5 | U | U | U | U | U | U | U | U | U |
| New Hampshire | 31 | 109 | 0.5 | U | U | U | U | U | U | U | U | U |
| Rhode Island | 34 | 87 | 0.4 | U | U | U | U | U | U | U | U | U |
| United States, total² | | 21,833 | | | 21,668 | | | 26,363 | | | 27,883 | |

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

²Includes U.S. territories.

KEY: U = data are unavailable.

NOTES: A visitor may visit more than one state. Percent of U.S. total represents the percent of overseas visitors visiting the state. These columns, therefore, do not sum to 100. Some states are not shown due to low sampling size of overseas visitors. The Office of Travel and Tourism Industries instituted a new policy for data quality in 2006. As a result, data is published for fewer states in subsequent years. The District of Columbia is included, together with the rest of its metropolitan area, in table 4-22.

SOURCE: U.S. Department of Commerce International Trade Administration, Office of Travel and Tourism Industries, Overseas Visitors Estimates for U.S. States, Cities, and Census Regions 2001, 2006, 2010, and 2011, available at http://tinet.ita.doc.gov/outreachpages/inbound.general_information.inbound_overview.html as of May 25, 2012.

Table 4-22: Overseas Visitors to the United States by Destination City¹: 2001, 2006, 2010, and 2011

| City | 2001 | | 2006 | | 2010 | | 2011 | |
|---|------|--|------|--|------|--|------|--|
| | Rank | Visitors (thousands) / Percent of U.S. total | Rank | Visitors (thousands) / Percent of U.S. total | Rank | Visitors (thousands) / Percent of U.S. total | Rank | Visitors (thousands) / Percent of U.S. total |
| New York City-WP-Wayne, NY | 1 | 4,803 / 22.0 | 1 | 6,219 / 28.7 | 1 | 8,462 / 32.1 | 1 | 9,285 / 33.3 |
| Los Angeles, CA | 2 | 2,816 / 12.9 | 2 | 2,514 / 11.6 | 2 | 3,348 / 12.7 | 2 | 3,653 / 13.1 |
| Miami, FL | 3 | 2,554 / 11.7 | 5 | 1,972 / 9.1 | 3 | 3,111 / 11.8 | 3 | 2,956 / 10.6 |
| San Francisco, CA | 5 | 1,965 / 9.0 | 3 | 1,993 / 9.2 | 5 | 2,636 / 10.0 | 4 | 2,872 / 10.3 |
| Las Vegas, NV | 7 | 1,506 / 6.9 | 7 | 1,647 / 7.6 | 6 | 2,425 / 9.2 | 5 | 2,788 / 10.0 |
| Orlando, FL | 4 | 2,467 / 11.3 | 3 | 1,993 / 9.2 | 4 | 2,715 / 10.3 | 5 | 2,788 / 10.0 |
| Washington, DC | 8 | 1,201 / 5.5 | 8 | 1,062 / 4.9 | 7 | 1,740 / 6.6 | 7 | 1,812 / 6.5 |
| Honolulu, HI | 6 | 1,747 / 8.0 | 6 | 1,733 / 8.0 | 8 | 1,634 / 6.2 | 8 | 1,785 / 6.4 |
| Boston, MA | 9 | 1,070 / 4.9 | 10 | 997 / 4.6 | 9 | 1,186 / 4.5 | 9 | 1,311 / 4.7 |
| Chicago, IL | 9 | 1,070 / 4.9 | 8 | 1,062 / 4.9 | 10 | 1,134 / 4.3 | 10 | 1,199 / 4.3 |
| San Diego, CA | 12 | 589 / 2.7 | 11 | 650 / 3.0 | 11 | 765 / 2.9 | 11 | 753 / 2.7 |
| Philadelphia, PA | 14 | 415 / 1.9 | U | U | 13 | 633 / 2.4 | 12 | 613 / 2.2 |
| Flagstaff/Grand Canyon/Sedona, AZ | U | U | U | U | 14 | 501 / 1.9 | 13 | 586 / 2.1 |
| Houston, TX | 14 | 415 / 1.9 | 13 | 455 / 2.1 | 16 | 448 / 1.7 | 13 | 586 / 2.1 |
| Atlanta, GA | 11 | 699 / 3.2 | 12 | 477 / 2.2 | 12 | 712 / 2.7 | 13 | 586 / 2.1 |
| Seattle, WA | 20 | 349 / 1.6 | 16 | 325 / 1.5 | 15 | 475 / 1.8 | 16 | 474 / 1.7 |
| Dallas/Ft. Worth, TX | 20 | 349 / 1.6 | U | U | 18 | 343 / 1.3 | 17 | 418 / 1.5 |
| Anaheim-Santa Ana, CA | 18 | 393 / 1.8 | 14 | 303 / 1.4 | 17 | 369 / 1.4 | 18 | 362 / 1.3 |
| San Jose, CA | 14 | 415 / 1.9 | 14 | 412 / 1.9 | 20 | 290 / 1.1 | 18 | 362 / 1.3 |
| Buffalo-Niagara Falls, NY | 30 | 175 / 0.8 | U | U | U | U | 20 | 335 / 1.2 |
| Denver, CO | 27 | 240 / 1.1 | U | U | U | U | 21 | 279 / 1.0 |
| Tampa/St. Petersburg, FL | 13 | 502 / 2.3 | U | U | 18 | 343 / 1.3 | U | U |
| Ft. Lauderdale, FL | 14 | 415 / 1.9 | U | U | U | U | U | U |
| New Orleans, LA | 18 | 393 / 1.8 | U | U | U | U | U | U |
| Florida Keys, FL | 22 | 284 / 1.3 | U | U | U | U | U | U |
| Maui, HI | 22 | 284 / 1.3 | U | U | U | U | U | U |
| Detroit, MI | 22 | 284 / 1.3 | U | U | U | U | U | U |
| Minn./St. Paul, MN | 25 | 262 / 1.2 | U | U | U | U | U | U |
| Phoenix, AZ | 25 | 262 / 1.2 | U | U | U | U | U | U |
| Newark, NJ | 28 | 196 / 0.9 | U | U | U | U | U | U |
| Ft. Myers, FL | 28 | 196 / 0.9 | U | U | U | U | U | U |
| West Palm Beach, FL | 30 | 175 / 0.8 | U | U | U | U | U | U |
| Riverside/San Bernardino, CA | 30 | 175 / 0.8 | U | U | U | U | U | U |
| Sarasota, FL | 30 | 175 / 0.8 | U | U | U | U | U | U |
| Salt Lake City, UT | 34 | 153 / 0.7 | U | U | U | U | U | U |
| Sacramento, CA | 34 | 153 / 0.7 | U | U | U | U | U | U |
| Nassau, NY | 34 | 153 / 0.7 | U | U | U | U | U | U |
| Monterey, CA | 34 | 153 / 0.7 | U | U | U | U | U | U |
| Baltimore, MD | 34 | 153 / 0.7 | U | U | U | U | U | U |
| Santa Barbara, CA | 39 | 131 / 0.6 | U | U | U | U | U | U |
| Oakland, CA | 39 | 131 / 0.6 | U | U | U | U | U | U |
| Hawaii (The Big Island), HI | 39 | 131 / 0.6 | U | U | U | U | U | U |
| Austin, TX | 39 | 131 / 0.6 | U | U | U | U | U | U |
| San Antonio, TX | 43 | 109 / 0.5 | U | U | U | U | U | U |
| Portland, OR | 43 | 109 / 0.5 | U | U | U | U | U | U |
| Pittsburgh, PA | 43 | 109 / 0.5 | U | U | U | U | U | U |
| Melbourne, FL | 43 | 109 / 0.5 | U | U | U | U | U | U |
| Kauai, HI | 43 | 109 / 0.5 | U | U | U | U | U | U |
| Cleveland, OH | 43 | 109 / 0.5 | U | U | U | U | U | U |
| Cincinnati, OH | 43 | 109 / 0.5 | U | U | U | U | U | U |
| Atlantic City, NJ | 43 | 109 / 0.5 | U | U | U | U | U | U |
| Charlotte, NC | 43 | 109 / 0.5 | U | U | U | U | U | U |
| Columbus, OH | 52 | 87 / 0.4 | U | U | U | U | U | U |
| St. Louis, MO | 52 | 87 / 0.4 | U | U | U | U | U | U |
| Raleigh-Durham, NC | 52 | 87 / 0.4 | U | U | U | U | U | U |
| United States, total² | | 21,833 | | 21,668 | | 26,363 | | 27,883 |

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

²Includes U.S. territories.

KEY: U = data are unavailable.

NOTES: A visitor may visit more than one city. Percent of U.S. total represents the percent of visitors visiting the city. These columns, therefore, do not sum to 100. Some cities are not shown due to low sampling size of overseas visitors. The Office of Travel and Tourism Industries instituted a new policy for data quality in 2006. As a result, data is published for fewer cities in subsequent years.

SOURCE: U.S. Department of Commerce/International Trade Administration, Office of Travel and Tourism Industries, Overseas Visitors Estimates for U.S. States, Cities, and Census Regions 2001, 2006, 2010, and 2011, available at http://tinet.ita.doc.gov/outreachpages/inbound.general_information.inbound_overview.html as of May 25, 2012.

Section E

* * *

Registered Vehicles and Vehicle-Miles Traveled

Table 5-1: Motor-Vehicle Registrations: 2010

(Thousands)

| State | Private and commercial | | | | Partial classification of trucks ² | | | | |
|----------------------------|------------------------|--------------|--------------------|---------|---|---------|--------|-----------------|--------------------------|
| | Auto-mobiles | Motor-cycles | Buses ¹ | Trucks | Truck tractors | Pickups | Vans | Sport utilities | Other light ³ |
| Alabama | 2,194 | 123 | 2 | 2,405 | 90 | 1,261 | 266 | 779 | 29 |
| Alaska | 226 | 30 | 2 | 468 | 4 | 219 | 50 | 185 | 5 |
| Arizona | 2,183 | 136 | 1 | 2,094 | 23 | 835 | 296 | 870 | 11 |
| Arkansas | 935 | 278 | 2 | 1,108 | 25 | 586 | 121 | 386 | 44 |
| California ^{4,5} | 17,766 | 743 | 37 | 12,658 | 133 | 4,886 | 2,292 | 5,644 | 56 |
| Colorado ⁴ | 1,880 | 110 | 5 | 2,252 | 9 | 272 | 88 | 372 | 68 |
| Connecticut ⁶ | 1,974 | 65 | 10 | 1,055 | 2 | 290 | 200 | 554 | 5 |
| Delaware | 427 | 27 | 2 | 360 | 2 | 52 | 28 | 76 | 6 |
| District of Columbia | 156 | 1 | 2 | 42 | 0 | 5 | 8 | 24 | 0 |
| Florida | 7,174 | 594 | 5 | 6,848 | 242 | 1,851 | 1,043 | 2,649 | 23 |
| Georgia ^{4,7} | 3,706 | 196 | 5 | 3,856 | 85 | 1,709 | 604 | 1,728 | 18 |
| Hawaii | 443 | 54 | 3 | 440 | 1 | 180 | 72 | 181 | 2 |
| Idaho | 535 | 53 | 1 | 766 | 32 | 393 | 71 | 224 | 3 |
| Illinois | 5,702 | 350 | 19 | 4,274 | 71 | 1,165 | 941 | 1,935 | 48 |
| Indiana | 2,960 | 204 | 10 | 2,632 | 58 | 1,066 | 526 | 984 | 56 |
| Iowa | 1,681 | 187 | 2 | 1,589 | 49 | 704 | 262 | 450 | 38 |
| Kansas | 872 | 87 | 1 | 1,532 | 28 | 637 | 332 | 381 | 96 |
| Kentucky | 1,863 | 72 | 1 | 1,675 | 27 | 790 | 233 | 555 | 152 |
| Louisiana | 1,854 | 68 | 16 | 2,118 | 43 | 1,083 | 203 | 738 | 139 |
| Maine | 512 | 56 | 1 | 517 | 4 | 240 | 70 | 187 | 8 |
| Maryland | 2,576 | 80 | 7 | 1,929 | 17 | 541 | 392 | 951 | 23 |
| Massachusetts | 3,122 | 159 | 11 | 2,128 | 13 | 556 | 404 | 1,131 | 21 |
| Michigan ⁴ | 5,084 | 279 | 11 | 4,038 | 17 | 1,152 | 753 | 1,455 | 52 |
| Minnesota | 2,446 | 255 | 8 | 2,340 | 36 | 835 | 438 | 811 | 46 |
| Mississippi ⁷ | 1,131 | 28 | 4 | 850 | 9 | 459 | 87 | 272 | 4 |
| Missouri | 2,570 | 109 | 4 | 2,544 | 54 | 1,073 | 407 | 912 | 91 |
| Montana | 345 | 126 | 1 | 552 | 20 | 264 | 50 | 159 | 139 |
| Nebraska | 757 | 51 | 1 | 998 | 36 | 413 | 140 | 329 | 168 |
| Nevada | 680 | 66 | 3 | 653 | 8 | 227 | 71 | 272 | 2 |
| New Hampshire ⁶ | 614 | 80 | 2 | 570 | 6 | 213 | 85 | 252 | 5 |
| New Jersey ⁶ | 3,926 | 327 | 19 | 2,524 | 14 | 502 | 555 | 1,436 | 29 |
| New Mexico | 686 | 53 | 2 | 881 | 13 | 419 | 87 | 289 | 22 |
| New York ⁶ | 7,870 | 348 | 25 | 2,140 | 7 | 507 | 514 | 1,184 | 38 |
| North Carolina | 3,250 | 134 | 11 | 2,374 | 46 | 940 | 343 | 880 | 75 |
| North Dakota | 336 | 34 | 1 | 384 | 10 | 176 | 45 | 99 | 42 |
| Ohio | 5,539 | 382 | 22 | 4,046 | 42 | 1,638 | 1,012 | 1,885 | 47 |
| Oklahoma | 1,568 | 125 | 2 | 1,698 | 13 | 836 | 180 | 494 | 161 |
| Oregon | 1,457 | 107 | 5 | 1,510 | 21 | 626 | 216 | 551 | 24 |
| Pennsylvania ⁶ | 5,638 | 411 | 31 | 4,203 | 71 | 1,245 | 739 | 1,894 | 15 |
| Rhode Island ⁶ | 474 | 33 | 2 | 297 | 3 | 84 | 58 | 146 | 1 |
| South Carolina | 2,019 | 107 | 6 | 1,582 | 22 | 665 | 222 | 636 | 38 |
| South Dakota | 402 | 66 | 1 | 502 | 20 | 233 | 68 | 151 | 2 |
| Tennessee | 2,712 | 163 | 4 | 2,291 | 65 | 1,027 | 321 | 868 | 47 |
| Texas ⁴ | 8,199 | 428 | 19 | 8,501 | 184 | 4,212 | 1,036 | 3,818 | 217 |
| Utah | 1,305 | 59 | 1 | 1,319 | 63 | 537 | 176 | 526 | 89 |
| Vermont | 290 | 29 | 1 | 265 | 3 | 112 | 34 | 110 | 4 |
| Virginia | 3,480 | 74 | 2 | 2,590 | 42 | 881 | 441 | 1,147 | 29 |
| Washington ⁴ | 2,579 | 216 | 3 | 2,029 | 35 | 986 | 364 | 901 | 30 |
| West Virginia | 690 | 48 | 1 | 705 | 12 | 332 | 79 | 255 | 5 |
| Wisconsin | 2,444 | 322 | 11 | 2,440 | 54 | 850 | 497 | 884 | 76 |
| Wyoming | 203 | 31 | 1 | 433 | 4 | 219 | 31 | 130 | 5 |
| United States, total | 129,434 | 8,166 | 347 | 108,003 | 1,889 | 40,981 | 17,549 | 43,733 | 2,356 |

¹The numbers of private and commercial buses given here are estimates by the Federal Highway Administration of the numbers in operation, rather than the registration counts of the States.

²In this partial classification a vehicle may be included more than once; for instance, a truck-tractor in farm use may be counted as both a "truck tractor" and an "other light truck."

³Includes farm trucks and other light trucks.

⁴State did not provide complete private and commercial vehicle registration data. Table displays estimates by FHWA.

⁵State partial classification of truck registration data are incomplete.

⁶Except for Georgia and Mississippi, farm truck registrations are shown for all States that have a special "Farm" classification. The numbers of truck vehicles shown do not necessarily represent the total number of registered vehicles used on the farm. The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 6,823; New Hampshire, 13,001; Pennsylvania, 11,038; and Rhode Island, 1,491.

⁷Although Georgia and Mississippi have a special "Farm" classification, their registration reports do not show a complete segregation of farm trucks from private carriers.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2010, MV-1 and MV-9, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of March 16, 2012.

Table 5-2: Trailer and Semi-Trailer Registrations: 2010¹

| State | Private and commercial | | | Publicly owned | |
|----------------------|----------------------------------|---|-----------------------------|---------------------------------|---|
| | Commercial trailers ² | Light farm trailers, car trailers, etc. ³ | House trailers ⁴ | Federal government ⁵ | State, county, municipal government |
| Alabama | 79,988 | 124,105 | 12,241 | 15 | 1,241 |
| Alaska | 9,877 | 112,686 | U | 141 | 2,141 |
| Arizona | 99,533 | 346,375 | 157,322 | 102 | 4,273 |
| Arkansas | 74,669 | 425,576 | 7,480 | 6 | 283 |
| California | 778,360 | 1,650,388 | 560,601 | 394 | 66,034 |
| Colorado | 46,132 | 108,449 | 45,663 | 86 | 2,187 |
| Connecticut | 89,305 | 115,454 | U | 13 | 3,040 |
| Delaware | 48,393 | 28,230 | U | 7 | 1,031 |
| District of Columbia | 92 | 1,046 | U | 161 | 379 |
| Florida | 51,883 | 1,439,252 | U | 194 | 31,708 |
| Georgia | 235,574 | 736,497 | 51,980 | 137 | 5,452 |
| Hawaii | 4,999 | 22,552 | U | 5 | 1,293 |
| Idaho | 92,396 | 85,935 | 72,394 | 63 | 3,481 |
| Illinois | 133,877 | 602,868 | 142,015 | 247 | 131 |
| Indiana | 60,261 | 820,192 | 116,897 | 42 | 2,345 |
| Iowa | 240,005 | 431,135 | 86,073 | 21 | 3,670 |
| Kansas | 105,066 | 30,348 | 23,874 | 25 | 955 |
| Kentucky | 5,333 | 39,393 | 45,523 | 64 | 150 |
| Louisiana | 206,656 | 285,485 | 8,321 | 27 | 3,582 |
| Maine | 715,382 | 119,196 | U | 8 | 3,034 |
| Maryland | 20,779 | 99,590 | U | 110 | 446 |
| Massachusetts | 26,285 | 278,415 | U | 77 | 257 |
| Michigan | 159,289 | 81,153 | 20,682 | 91 | 4,994 |
| Minnesota | 195,025 | 913,321 | 117,150 | 87 | 4,113 |
| Mississippi | 30,564 | 64,376 | 9,490 | 33 | 1,679 |
| Missouri | 110,934 | 528,221 | U | 132 | 509 |
| Montana | 28,537 | 245,804 | 109,507 | 56 | 2,738 |
| Nebraska | 119,384 | 238,493 | U | 13 | 1,398 |
| Nevada | 11,223 | 103,611 | 46,074 | 50 | 1,220 |
| New Hampshire | 11,318 | 157,454 | U | 4 | 1,305 |
| New Jersey | 30,132 | 544,546 | U | 170 | 84 |
| New Mexico | 44,792 | 23,406 | 13,897 | 148 | 3,922 |
| New York | 9,349 | 773,333 | U | 376 | 10,663 |
| North Carolina | 71,043 | 715,108 | 2,401 | 48 | 8,611 |
| North Dakota | 38,558 | 46,222 | 27,555 | 10 | 1,252 |
| Ohio | 93,342 | 567,447 | 109,190 | 132 | 18,719 |
| Oklahoma | 207,227 | 80,447 | 5,646 | 37 | 2,515 |
| Oregon | 54,161 | 92,053 | 93,959 | 105 | 12,854 |
| Pennsylvania | 146,286 | 423,992 | 216,313 | 217 | 14,167 |
| Rhode Island | 6,976 | 54,938 | U | 8 | 1,101 |
| South Carolina | 26,097 | 38,549 | 163 | 35 | 1,369 |
| South Dakota | 54,751 | 34,102 | 106,908 | 32 | 1,648 |
| Tennessee | 81,151 | 28,097 | 205 | 75 | 424 |
| Texas | 286,942 | 1,908,193 | U | 192 | 53,157 |
| Utah | 72,064 | 68,969 | 81,803 | 80 | 559 |
| Vermont | 95,377 | 85,083 | U | 2 | 948 |
| Virginia | 71,226 | 145,913 | 62,388 | 64 | 2,378 |
| Washington | 58,147 | 513,543 | 110,591 | 167 | 2,289 |
| West Virginia | 121,306 | 162,456 | 81,330 | 10 | 3,014 |
| Wisconsin | 395,720 | 1,582 | 69,638 | 30 | 1,738 |
| Wyoming | 19,781 | 255,856 | 37,044 | 94 | 1,585 |
| United States, total | 5,775,547 | 16,799,435 | 2,652,318 | 4,443 | 298,066 |

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

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

³Several States do not require the registration of light farm or automobile trailers.

⁴Mobile homes and house trailers are shown in this column for States which require them to be registered and are able to segregate them from other trailers. In States where this classification is not available, house trailers are included with light car trailers.

⁵Data for 2010 are unavailable. Uses 2009 data.

KEY: U = data are unavailable.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2010, MV-11, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of March 16, 2012.

Table 5-3: Highway Vehicle-Miles Traveled (VMT): 2005, 2010

| State | 2005 | | | 2010 | | |
|-----------------------------|-------------------------|-------------------------|----------------|-------------------------|-------------------------|----------------|
| | Total VMT (millions) | Estimated Population | VMT per capita | Total VMT (millions) | Estimated Population | VMT per capita |
| Alabama | 59,661 | 4,545,049 | 13,127 | 64,163 | 4,785,401 | 13,408 |
| Alaska | 5,035 | 669,488 | 7,521 | 4,798 | 714,146 | 6,719 |
| Arizona | 59,799 | 5,974,834 | 10,008 | 60,063 | 6,413,158 | 9,366 |
| Arkansas | 31,972 | 2,776,221 | 11,516 | 33,504 | 2,921,588 | 11,468 |
| California | 329,267 | 35,795,255 | 9,199 | 322,849 | 37,338,198 | 8,647 |
| Colorado | 47,962 | 4,660,780 | 10,291 | 46,940 | 5,047,692 | 9,299 |
| Connecticut | 31,675 | 3,477,416 | 9,109 | 31,294 | 3,575,498 | 8,752 |
| Delaware | 9,508 | 839,906 | 11,320 | 8,948 | 899,792 | 9,944 |
| District of Columbia | 3,713 | 582,049 | 6,379 | 3,591 | 604,912 | 5,936 |
| Florida | 201,531 | 17,783,868 | 11,332 | 195,755 | 18,838,613 | 10,391 |
| Georgia | 113,509 | 9,097,428 | 12,477 | 111,722 | 9,712,157 | 11,503 |
| Hawaii | 10,083 | 1,266,117 | 7,964 | 9,995 | 1,363,359 | 7,331 |
| Idaho | 14,866 | 1,425,862 | 10,426 | 15,801 | 1,571,102 | 10,057 |
| Illinois | 107,706 | 12,674,452 | 8,498 | 105,788 | 12,841,980 | 8,238 |
| Indiana ¹ | 71,799 | 6,253,120 | 11,482 | 75,761 | 6,490,622 | 11,672 |
| Iowa | 31,060 | 2,949,450 | 10,531 | 31,389 | 3,050,202 | 10,291 |
| Kansas | 29,621 | 2,741,771 | 10,804 | 29,900 | 2,859,143 | 10,458 |
| Kentucky | 47,466 | 4,182,293 | 11,349 | 48,007 | 4,347,223 | 11,043 |
| Louisiana | 44,979 | 4,497,691 | 10,000 | 45,439 | 4,545,343 | 9,997 |
| Maine | 14,925 | 1,311,631 | 11,379 | 14,549 | 1,327,379 | 10,961 |
| Maryland | 56,319 | 5,582,520 | 10,088 | 56,126 | 5,785,681 | 9,701 |
| Massachusetts | 55,458 | 6,453,031 | 8,594 | 54,362 | 6,555,466 | 8,293 |
| Michigan | 104,052 | 10,090,554 | 10,312 | 97,567 | 9,877,143 | 9,878 |
| Minnesota | 56,904 | 5,106,560 | 11,143 | 56,632 | 5,310,658 | 10,664 |
| Mississippi | 42,186 | 2,900,116 | 14,546 | 39,841 | 2,970,072 | 13,414 |
| Missouri | 68,754 | 5,806,639 | 11,841 | 70,864 | 5,995,715 | 11,819 |
| Montana | 11,126 | 934,801 | 11,902 | 11,190 | 990,958 | 11,292 |
| Nebraska | 19,291 | 1,751,721 | 11,013 | 19,438 | 1,830,141 | 10,621 |
| Nevada | 20,776 | 2,408,804 | 8,625 | 21,119 | 2,704,283 | 7,809 |
| New Hampshire | 13,429 | 1,301,415 | 10,319 | 13,065 | 1,316,807 | 9,922 |
| New Jersey | 73,819 | 8,621,837 | 8,562 | 73,028 | 8,799,593 | 8,299 |
| New Mexico | 23,966 | 1,916,538 | 12,505 | 25,325 | 2,065,913 | 12,259 |
| New York ² | 137,521 | 19,330,891 | 7,114 | 131,252 | 19,395,206 | 6,767 |
| North Carolina | 101,268 | 8,669,452 | 11,681 | 102,385 | 9,560,234 | 10,709 |
| North Dakota | 7,570 | 635,365 | 11,914 | 8,263 | 674,629 | 12,248 |
| Ohio | 110,491 | 11,475,262 | 9,629 | 111,836 | 11,537,968 | 9,693 |
| Oklahoma | 47,019 | 3,532,769 | 13,309 | 47,746 | 3,760,184 | 12,698 |
| Oregon | 35,282 | 3,617,869 | 9,752 | 33,774 | 3,838,332 | 8,799 |
| Pennsylvania | 108,042 | 12,418,161 | 8,700 | 100,329 | 12,717,722 | 7,889 |
| Rhode Island | 8,300 | 1,064,989 | 7,794 | 8,280 | 1,052,528 | 7,867 |
| South Carolina | 49,434 | 4,256,199 | 11,615 | 49,124 | 4,637,106 | 10,594 |
| South Dakota | 8,397 | 780,084 | 10,764 | 8,866 | 816,598 | 10,857 |
| Tennessee | 70,814 | 5,995,748 | 11,811 | 70,439 | 6,357,436 | 11,080 |
| Texas | 235,170 | 22,801,920 | 10,314 | 234,016 | 25,253,466 | 9,267 |
| Utah | 25,158 | 2,499,637 | 10,065 | 26,585 | 2,775,479 | 9,579 |
| Vermont | 7,713 | 618,814 | 12,464 | 7,248 | 625,909 | 11,579 |
| Virginia | 80,337 | 7,563,887 | 10,621 | 82,171 | 8,023,953 | 10,241 |
| Washington | 55,476 | 6,261,282 | 8,860 | 57,190 | 6,742,950 | 8,482 |
| West Virginia | 20,523 | 1,803,920 | 11,377 | 19,203 | 1,854,368 | 10,356 |
| Wisconsin | 60,017 | 5,541,443 | 10,831 | 59,420 | 5,691,659 | 10,440 |
| Wyoming ³ | 9,058 | 506,242 | 17,893 | 9,568 | 564,554 | 16,948 |
| United States, total | 2,989,807 | 295,753,151 | 10,109 | 2,966,506 | 309,330,219 | 9,590 |

¹Data for 2005 excludes 770 miles of Federal agency owned roads.²Data for 2005 are unavailable; 2004 data are used.³Data for 2010 are unavailable; 2009 data are used.

NOTES: Travel for the rural minor collector and rural/urban local functional systems is estimated by the States means and provided to the FHWA on a summary basis. Travel for all other systems are estimated from State-provided data in the Highway Performance Monitoring System. Population estimates are for July 1st of given year.

SOURCES: VMT: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2005 and 2010, VM-2, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of April 26, 2012. Population: U.S. Department of Commerce, U.S. Census Bureau, Population Estimates Vintage 2009 and 2011, available at <http://www.census.gov/popest/index.html> as of April 26, 2012.

Table 5-4: Highway, Demographic, and Geographic Characteristics of 30 Largest Urbanized Areas: 2008

| Federal-aid urbanized area ¹ | State(s) | Estimated population (thousands) | Net land area (square miles) | Persons per square mile | Total roadway miles | Miles of roadway per thousand persons | Total DVMT (thousands) | Total DVMT per capita | Total estimated freeway lane miles ² | Average daily traffic per freeway lane mile |
|---|----------------|----------------------------------|------------------------------|-------------------------|---------------------|---------------------------------------|------------------------|-----------------------|---|---|
| New York-Newark | NY, NJ, CT | 18,704 | 4,485 | 4,170 | 43,697 | 2.3 | 299,125 | 16.0 | 7,225 | 16,151 |
| Los Angeles-Long Beach-Santa Ana | CA | 12,448 | 1,971 | 6,316 | 24,897 | 2.0 | 275,665 | 22.0 | 5,607 | 23,572 |
| Chicago | IL, IN | 9,035 | 3,624 | 2,638 | 25,951 | 2.9 | 172,793 | 19.1 | 3,021 | 18,379 |
| Miami | FL | 5,431 | 1,499 | 3,623 | 15,761 | 2.9 | 129,658 | 23.9 | 2,189 | 18,017 |
| Philadelphia | PA, NJ, DE, MD | 5,297 | 2,257 | 2,347 | 19,459 | 3.7 | 105,820 | 20.0 | 2,413 | 14,850 |
| Dallas-Fort Worth-Arlington | TX | 4,936 | 2,371 | 2,082 | 19,939 | 4.0 | 123,087 | 25.0 | 3,649 | 17,118 |
| Atlanta | GA | 4,548 | 3,027 | 1,503 | 19,879 | 4.4 | 127,008 | 27.9 | 2,515 | 18,200 |
| Washington | VA, MD, DC | 4,368 | 1,305 | 3,347 | 11,987 | 2.7 | 98,702 | 22.6 | 2,078 | 18,372 |
| Boston | MA, NH, RI | 4,131 | 2,241 | 1,843 | 16,969 | 4.0 | 92,756 | 23.0 | 2,550 | 15,657 |
| Detroit | MI | 3,898 | 1,439 | 2,709 | 14,822 | 4.0 | 99,634 | 26.0 | 1,916 | 15,822 |
| Phoenix | AZ | 3,481 | 1,115 | 3,122 | 12,553 | 4.0 | 78,147 | 22.0 | 1,593 | 18,286 |
| San Francisco-Oakland | CA | 3,239 | 1,054 | 3,073 | 7,156 | 2.0 | 69,147 | 21.0 | 1,931 | 19,266 |
| Houston | TX | 3,205 | 1,821 | 1,760 | 17,537 | 6.0 | 106,872 | 33.0 | 3,264 | 16,550 |
| Seattle | WA | 3,152 | 1,185 | 2,660 | 12,019 | 4.0 | 69,800 | 22.0 | 1,856 | 16,019 |
| San Diego | CA | 3,017 | 984 | 3,066 | 5,260 | 2.0 | 68,086 | 23.0 | 1,957 | 19,217 |
| Minneapolis-St. Paul | MN | 2,673 | 1,192 | 2,242 | 12,362 | 5.0 | 65,529 | 25.0 | 1,723 | 16,737 |
| Tampa-St. Petersburg | FL | 2,326 | 1,072 | 2,170 | 9,629 | 4.0 | 62,866 | 27.0 | 884 | 15,420 |
| San Juan | PR | 2,319 | 1,075 | 2,157 | 7,634 | 3.0 | 32,334 | 14.0 | 793 | 15,379 |
| St. Louis | MO, IL | 2,227 | 1,359 | 1,639 | 11,214 | 5.0 | 66,114 | 30.0 | 2,344 | 12,566 |
| Denver-Aurora | CO | 2,221 | 814 | 2,729 | 8,345 | 4.0 | 50,784 | 23.0 | 1,255 | 16,032 |
| Baltimore | MD | 2,149 | 683 | 3,146 | 7,195 | 3.0 | 51,426 | 24.0 | 1,557 | 16,757 |
| Riverside-San Bernardino | CA | 1,961 | 747 | 2,625 | 4,969 | 3.0 | 42,836 | 22.0 | 1,118 | 20,994 |
| Sacramento | CA | 1,909 | 446 | 4,280 | 4,838 | 3.0 | 35,086 | 18.0 | 816 | 18,798 |
| Portland | OR, WA | 1,831 | 538 | 3,403 | 7,108 | 3.9 | 34,292 | 18.7 | 785 | 17,027 |
| San Jose | CA | 1,756 | 353 | 4,975 | 3,971 | 2.0 | 36,859 | 21.0 | 898 | 18,205 |
| Cincinnati | OH, KY, IN | 1,747 | 959 | 1,822 | 6,880 | 4.0 | 40,623 | 23.0 | 1,232 | 14,808 |
| Pittsburgh | PA | 1,745 | 1,215 | 1,436 | 9,371 | 5.4 | 37,812 | 21.7 | 1,280 | 9,280 |
| Cleveland | OH | 1,713 | 897 | 1,910 | 7,248 | 4.0 | 38,430 | 22.0 | 1,409 | 12,153 |
| Virginia Beach | VA | 1,531 | 1,812 | 845 | 6,545 | 4.0 | 36,507 | 24.0 | 947 | 13,823 |
| Kansas City | MO, KS | 1,530 | 1,049 | 1,459 | 9,128 | 6.0 | 42,066 | 27.5 | 1,919 | 10,969 |

¹A federal-aid urbanized area is an area with 50,000 or more persons that, at a minimum, encompasses the land area delineated as the urbanized area by the U.S. Census Bureau. Areas are ranked by population.

²Lane miles estimated by the Federal Highway Administration (FHWA).
KEY: DVMT = daily vehicle-miles of travel.

NOTE: Ratios are based on unrounded numbers.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2008, HM-72, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of March 16, 2012.

Table 5-5: Highway Congestion in the 50 Largest Urban Areas: 2010

(Ranked by hours of delay per person)

| Urban area | Rank | Population (thousands) | Hours of delay (thousands) | Hours of delay per commuter | Cost of congestion (\$ millions) | Cost of congestion per commuter (\$) |
|--------------------------------|------|------------------------|----------------------------|-----------------------------|----------------------------------|--------------------------------------|
| Washington DC-VA-MD | 1 | 4,536 | 188,650 | 74 | 3,849 | 1,495 |
| Chicago IL-IN | 2 | 8,583 | 367,122 | 71 | 8,206 | 1,568 |
| Los Angeles-Long Beach-Santa A | 3 | 13,124 | 521,449 | 64 | 10,999 | 1,334 |
| Houston TX | 4 | 4,056 | 153,391 | 57 | 3,203 | 1,171 |
| New York-Newark NY-NJ-CT | 5 | 18,852 | 465,564 | 54 | 9,794 | 1,126 |
| Baltimore MD | 6 | 2,511 | 87,199 | 52 | 1,853 | 1,102 |
| San Francisco-Oakland CA | 7 | 4,058 | 120,149 | 50 | 2,479 | 1,019 |
| Denver-Aurora CO | 8 | 2,307 | 80,837 | 49 | 1,659 | 993 |
| Boston MA-NH-RI | 9 | 4,294 | 117,234 | 47 | 2,393 | 980 |
| Dallas-Fort Worth-Arlington TX | 10 | 5,158 | 163,585 | 45 | 3,365 | 924 |
| Minneapolis-St. Paul MN | 10 | 2,730 | 78,483 | 45 | 1,595 | 916 |
| Seattle WA | 12 | 3,237 | 87,919 | 44 | 1,913 | 942 |
| Atlanta GA | 13 | 4,304 | 115,958 | 43 | 2,489 | 924 |
| Philadelphia PA-NJ-DE-MD | 14 | 5,365 | 134,899 | 42 | 2,842 | 864 |
| Austin TX | 15 | 1,305 | 31,038 | 38 | 617 | 743 |
| Miami FL | 15 | 5,391 | 139,764 | 38 | 2,906 | 785 |
| Orlando FL | 15 | 1,453 | 38,260 | 38 | 811 | 791 |
| San Diego CA | 15 | 3,087 | 72,995 | 38 | 1,541 | 794 |
| Portland OR-WA | 19 | 1,900 | 41,743 | 37 | 850 | 744 |
| San Jose CA | 19 | 1,814 | 42,846 | 37 | 842 | 721 |
| Baton Rouge LA | 21 | 607 | 14,577 | 36 | 329 | 832 |
| Bridgeport-Stamford CT-NY | 21 | 931 | 21,233 | 36 | 441 | 745 |
| Nashville-Davidson TN | 23 | 1,129 | 26,475 | 35 | 556 | 722 |
| New Orleans LA | 23 | 1,050 | 20,565 | 35 | 453 | 746 |
| Phoenix AZ | 23 | 3,632 | 81,829 | 35 | 1,905 | 821 |
| Virginia Beach VA | 26 | 1,551 | 36,538 | 34 | 693 | 654 |
| Detroit MI | 27 | 3,873 | 87,572 | 33 | 1,828 | 687 |
| Honolulu HI | 27 | 713 | 15,035 | 33 | 287 | 620 |
| San Juan PR | 27 | 2,310 | 50,229 | 33 | 1,012 | 665 |
| Tampa-St. Petersburg FL | 27 | 2,362 | 53,047 | 33 | 1,097 | 670 |
| Colorado Springs CO | 31 | 549 | 11,897 | 31 | 231 | 602 |
| Pittsburgh PA | 31 | 1,759 | 41,081 | 31 | 850 | 641 |
| Riverside-San Bernardino CA | 31 | 1,997 | 40,875 | 31 | 902 | 684 |
| San Antonio TX | 34 | 1,529 | 30,207 | 30 | 593 | 591 |
| St. Louis MO-IL | 34 | 2,341 | 47,042 | 30 | 1,034 | 642 |
| Las Vegas NV | 36 | 1,432 | 27,386 | 28 | 530 | 532 |
| New Haven CT | 36 | 617 | 11,643 | 28 | 235 | 559 |
| Birmingham AL | 38 | 859 | 15,832 | 27 | 326 | 556 |
| Milwaukee WI | 38 | 1,492 | 26,699 | 27 | 549 | 541 |
| Salt Lake City UT | 38 | 1,011 | 18,366 | 27 | 357 | 512 |
| Hartford CT | 41 | 904 | 15,072 | 26 | 295 | 501 |
| Albuquerque NM | 42 | 625 | 10,477 | 25 | 228 | 525 |
| Charleston-North Charleston SC | 42 | 524 | 9,160 | 25 | 195 | 529 |
| Charlotte NC-SC | 42 | 1,052 | 17,730 | 25 | 378 | 539 |
| Columbia SC | 42 | 486 | 8,515 | 25 | 181 | 533 |
| Jacksonville FL | 42 | 1,073 | 18,005 | 25 | 371 | 496 |
| Raleigh-Durham NC | 42 | 1,120 | 19,247 | 25 | 417 | 537 |
| Sacramento CA | 42 | 1,876 | 29,602 | 25 | 603 | 507 |
| Indianapolis IN | 49 | 1,223 | 20,800 | 24 | 443 | 506 |
| Little Rock AR | 49 | 459 | 7,345 | 24 | 149 | 490 |

NOTES: TTI's methodology changes periodically. When changes do occur, the methods are applied to all years, resulting in changes possibly over the entire period of data available. Consequently, the most recently published figures may not be comparable to those in past editions.

SOURCE: Texas A&M University, Texas Transportation Institute, Urban Mobility Report 2011, Congestion Data for Your City, available at <http://mobility.tamu.edu/ums/> as of April 26, 2012.

Table 5-6: Recreational Boat Registrations by Propulsion Type: 2010

| State | Powered ¹ | Nonpowered ² | Other ³ | Total |
|---|----------------------|-------------------------|--------------------|-------------------|
| Alabama | 265,000 | 2,915 | 3,462 | 271,377 |
| Alaska | 47,411 | 1,187 | 293 | 48,891 |
| Arizona | 127,432 | 1,270 | 6,624 | 135,326 |
| Arkansas | 188,156 | 528 | 17,241 | 205,925 |
| California | 735,190 | 49,373 | 25,445 | 810,008 |
| Colorado | 86,306 | 3,459 | 1,659 | 91,424 |
| Connecticut | 102,380 | 5,575 | 123 | 108,078 |
| Delaware | 59,662 | 1,166 | 2,155 | 62,983 |
| District of Columbia | 2,191 | 643 | 183 | 3,017 |
| Florida | 865,419 | 27,059 | 22,057 | 914,535 |
| Georgia | 336,594 | 3,551 | 13,805 | 353,950 |
| Hawaii | 13,011 | 1,677 | 147 | 14,835 |
| Idaho | 83,789 | 1,450 | 2,423 | 87,662 |
| Illinois | 290,287 | 70,563 | 9,672 | 370,522 |
| Indiana | 278,276 | 2,684 | 948 | 281,908 |
| Iowa | 170,069 | 33,747 | 5,844 | 209,660 |
| Kansas | 85,217 | 3,387 | 711 | 89,315 |
| Kentucky | 162,239 | 345 | 13,279 | 175,863 |
| Louisiana | 302,141 | 0 | 0 | 302,141 |
| Maine | 111,202 | 0 | 671 | 111,873 |
| Maryland | 174,805 | 11,149 | 7,305 | 193,259 |
| Massachusetts | 126,389 | 5,093 | 10,477 | 141,959 |
| Michigan | 751,162 | 57,660 | 3,244 | 812,066 |
| Minnesota | 597,863 | 204,617 | 11,496 | 813,976 |
| Mississippi | 155,462 | 754 | 0 | 156,216 |
| Missouri | 295,149 | 2,005 | 40 | 297,194 |
| Montana | 50,690 | 434 | 981 | 52,105 |
| Nebraska | 79,897 | 59 | 3,876 | 83,832 |
| Nevada | 51,551 | 775 | 1,138 | 53,464 |
| New Hampshire | 89,099 | 5,674 | 0 | 94,773 |
| New Jersey | 158,074 | 11,676 | 0 | 169,750 |
| New Mexico | 35,934 | 1,339 | 67 | 37,340 |
| New York | 467,560 | 6,920 | 1,209 | 475,689 |
| North Carolina | 391,397 | 5,356 | 4,093 | 400,846 |
| North Dakota | 54,823 | 885 | 420 | 56,128 |
| Ohio | 310,858 | 118,095 | 1,757 | 430,710 |
| Oklahoma | 207,531 | 1,926 | 0 | 209,457 |
| Oregon | 170,594 | 4,518 | 2,522 | 177,634 |
| Pennsylvania | 322,288 | 26,597 | 16,987 | 365,872 |
| Rhode Island | 39,203 | 4,966 | 1,761 | 45,930 |
| South Carolina | 407,276 | 25,499 | 2,716 | 435,491 |
| South Dakota | 52,109 | 4,248 | 267 | 56,624 |
| Tennessee | 264,284 | 1,901 | 0 | 266,185 |
| Texas | 586,973 | 3,110 | 6,747 | 596,830 |
| Utah | 68,449 | 1,872 | 0 | 70,321 |
| Vermont | 30,315 | 0 | 0 | 30,315 |
| Virginia | 237,023 | 4,598 | 4,319 | 245,940 |
| Washington | 228,730 | 9,191 | 0 | 237,921 |
| West Virginia | 58,064 | 6,446 | 0 | 64,510 |
| Wisconsin | 589,022 | 19,531 | 6,782 | 615,335 |
| Wyoming | 26,935 | 805 | 509 | 28,249 |
| United States, total⁴ | 11,460,912 | 761,729 | 216,285 | 12,438,926 |

¹Powered boats include traditional power boats, sailboats with auxiliary engines and personal watercraft (such as jet-skis).

²Nonpowered boats include row boats, sail boats, canoes and kayaks.

³Other boats are those not included elsewhere.

⁴U.S. totals include Guam, Puerto Rico, the Virgin Islands, American Samoa, and the Northern Mariana Islands.

NOTES: Data are derived from reports of states and other jurisdictions with varying registration categories. The U.S. totals do not include sailboards, which are registered in some states.

SOURCE: U.S. Department of Homeland Security, U.S. Coast Guard, Office of Boating Safety, personal communication as of April 26, 2012.

Table 5-7: General Aviation and Air Taxi Aircraft and Hours Flown: 2010

(Excludes commuter aircraft)

| State | Active aircraft | Hours flown (thousands) |
|---|-----------------|-------------------------|
| Alabama | 5,095 | 643 |
| Alaska | 6,113 | 681 |
| Arizona | 7,531 | 1,135 |
| Arkansas | 3,028 | 354 |
| California | 22,830 | 2,350 |
| Colorado | 5,483 | 716 |
| Connecticut | 1,566 | 201 |
| Delaware | 1,934 | 220 |
| District of Columbia | 17 | 4 |
| Florida | 16,126 | 1,839 |
| Georgia | 5,843 | 618 |
| Hawaii | 741 | 179 |
| Idaho | 2,860 | 204 |
| Illinois | 6,112 | 574 |
| Indiana | 3,151 | 255 |
| Iowa | 2,629 | 232 |
| Kansas | 3,547 | 344 |
| Kentucky | 2,082 | 157 |
| Louisiana | 3,512 | 862 |
| Maine | 1,347 | 86 |
| Maryland | 2,774 | 235 |
| Massachusetts | 2,426 | 244 |
| Michigan | 6,112 | 471 |
| Minnesota | 4,690 | 415 |
| Mississippi | 2,543 | 354 |
| Missouri | 3,847 | 303 |
| Montana | 2,536 | 164 |
| Nebraska | 2,076 | 183 |
| Nevada | 2,030 | 343 |
| New Hampshire | 1,316 | 148 |
| New Jersey | 2,954 | 315 |
| New Mexico | 3,411 | 246 |
| New York | 6,457 | 787 |
| North Carolina | 5,883 | 723 |
| North Dakota | 1,366 | 217 |
| Ohio | 5,823 | 631 |
| Oklahoma | 4,794 | 910 |
| Oregon | 5,200 | 784 |
| Pennsylvania | 6,012 | 662 |
| Rhode Island | 352 | 36 |
| South Carolina | 2,634 | 205 |
| South Dakota | 1,024 | 96 |
| Tennessee | 3,993 | 362 |
| Texas | 17,595 | 2,039 |
| Utah | 2,298 | 325 |
| Vermont | 603 | 49 |
| Virginia | 5,178 | 645 |
| Washington | 7,585 | 602 |
| West Virginia | 1,292 | 80 |
| Wisconsin | 5,694 | 318 |
| Wyoming | 836 | 88 |
| United States, total (excluding territories) ¹ | 222,973 | 24,647 |
| United States, total (including territories) | 223,370 | 24,802 |

¹Total was calculated by subtracting data for Puerto Rico from United States, total (including territories).

NOTES: These data are derived from a sample survey of general aviation and air taxi aircraft. The estimates are subject to sampling and nonsampling error. Beginning in 2007, the survey asked the state in which the aircraft was primarily flown rather than where the aircraft was based. Columns may not add to totals due to rounding procedures.

SOURCE: U.S. Department of Transportation, Federal Aviation Administration, General Aviation and Part 135 Activity Surveys CY2010, 1.8, available at

http://www.faa.gov/data_research/aviation_data_statistics/general_aviation/ as of April 27, 2012.

Table 5-8: Active Aviation Pilots and Flight Instructors: 2010¹

| State | Airplane pilots ² | | | | | | Flight instructor ⁴ |
|----------------------|------------------------------|----------|---------|------------|-------------------|--------------------|--------------------------------|
| | Total | Students | Private | Commercial | Airline transport | Misc. ³ | |
| Alabama | 7,728 | 1,363 | 2,801 | 2,234 | 1,286 | 44 | 1,228 |
| Alaska | 8,382 | 1,085 | 3,158 | 1,961 | 2,139 | 39 | 1,287 |
| Arizona | 20,585 | 4,544 | 6,205 | 4,518 | 5,224 | 94 | 3,650 |
| Arkansas | 5,145 | 1,019 | 1,953 | 1,281 | 837 | 55 | 727 |
| California | 64,529 | 12,421 | 27,008 | 13,503 | 11,338 | 259 | 9,386 |
| Colorado | 17,819 | 2,589 | 5,857 | 3,846 | 5,457 | 70 | 3,419 |
| Connecticut | 5,619 | 910 | 2,262 | 1,025 | 1,407 | 15 | 867 |
| Delaware | 1,439 | 306 | 470 | 294 | 362 | 7 | 237 |
| District of Columbia | 566 | 141 | 248 | 105 | 71 | 1 | 60 |
| Florida | 51,671 | 10,917 | 14,857 | 10,727 | 14,841 | 329 | 8,805 |
| Georgia | 19,495 | 3,152 | 5,871 | 3,564 | 6,788 | 120 | 3,105 |
| Hawaii | 3,153 | 583 | 718 | 846 | 995 | 11 | 582 |
| Idaho | 5,059 | 896 | 2,108 | 1,147 | 858 | 50 | 775 |
| Illinois | 18,601 | 3,297 | 6,808 | 3,812 | 4,502 | 182 | 3,447 |
| Indiana | 10,621 | 1,897 | 4,340 | 2,172 | 2,049 | 163 | 1,738 |
| Iowa | 5,695 | 1,023 | 2,742 | 1,176 | 685 | 69 | 824 |
| Kansas | 7,449 | 1,222 | 3,244 | 1,643 | 1,287 | 53 | 1,404 |
| Kentucky | 6,377 | 976 | 1,859 | 1,169 | 2,330 | 43 | 1,137 |
| Louisiana | 5,853 | 1,191 | 1,978 | 1,538 | 1,102 | 44 | 846 |
| Maine | 2,682 | 437 | 1,132 | 563 | 511 | 39 | 383 |
| Maryland | 8,256 | 1,952 | 2,943 | 1,581 | 1,720 | 60 | 1,252 |
| Massachusetts | 8,399 | 1,666 | 3,590 | 1,599 | 1,504 | 40 | 1,227 |
| Michigan | 15,267 | 2,547 | 6,332 | 3,275 | 2,940 | 173 | 2,475 |
| Minnesota | 13,132 | 1,910 | 4,901 | 2,770 | 3,469 | 82 | 2,451 |
| Mississippi | 4,530 | 1,080 | 1,429 | 1,073 | 920 | 28 | 665 |
| Missouri | 9,707 | 1,711 | 3,743 | 2,036 | 2,128 | 89 | 1,610 |
| Montana | 4,102 | 758 | 1,722 | 1,007 | 596 | 19 | 661 |
| Nebraska | 3,692 | 772 | 1,509 | 826 | 557 | 28 | 498 |
| Nevada | 7,008 | 1,057 | 2,234 | 1,583 | 2,115 | 19 | 1,234 |
| New Hampshire | 3,825 | 484 | 1,305 | 689 | 1,316 | 31 | 673 |
| New Jersey | 9,801 | 1,917 | 3,736 | 1,868 | 2,245 | 35 | 1,635 |
| New Mexico | 5,053 | 963 | 2,044 | 1,303 | 703 | 40 | 608 |
| New York | 17,449 | 4,242 | 6,761 | 3,493 | 2,833 | 120 | 2,620 |
| North Carolina | 14,703 | 2,552 | 5,368 | 2,836 | 3,853 | 94 | 2,191 |
| North Dakota | 2,998 | 633 | 1,117 | 993 | 247 | 8 | 461 |
| Ohio | 16,801 | 2,777 | 6,620 | 3,339 | 3,888 | 177 | 3,028 |
| Oklahoma | 8,673 | 2,276 | 3,153 | 1,846 | 1,355 | 43 | 1,258 |
| Oregon | 9,761 | 1,945 | 4,193 | 2,287 | 1,275 | 61 | 1,512 |
| Pennsylvania | 17,049 | 3,234 | 6,382 | 3,239 | 4,052 | 142 | 2,744 |
| Rhode Island | 1,037 | 203 | 393 | 229 | 204 | 8 | 151 |
| South Carolina | 6,676 | 1,189 | 2,435 | 1,411 | 1,602 | 39 | 952 |
| South Dakota | 2,262 | 393 | 906 | 604 | 316 | 43 | 377 |
| Tennessee | 12,071 | 1,826 | 3,745 | 2,349 | 4,083 | 68 | 2,009 |
| Texas | 50,932 | 9,807 | 16,148 | 9,880 | 14,848 | 249 | 7,996 |
| Utah | 8,589 | 1,902 | 2,772 | 2,068 | 1,804 | 43 | 1,502 |
| Vermont | 1,342 | 209 | 579 | 277 | 262 | 15 | 182 |
| Virginia | 15,038 | 2,902 | 4,925 | 3,154 | 3,970 | 87 | 2,380 |
| Washington | 20,523 | 3,618 | 7,176 | 4,204 | 5,404 | 121 | 3,324 |
| West Virginia | 1,916 | 423 | 805 | 364 | 295 | 29 | 265 |
| Wisconsin | 10,135 | 1,713 | 4,469 | 1,770 | 2,014 | 169 | 1,603 |
| Wyoming | 2,001 | 409 | 873 | 412 | 294 | 13 | 269 |
| United States, total | 581,196 | 109,039 | 209,927 | 121,489 | 136,881 | 3,860 | 93,720 |

¹An active pilot is a person who holds a pilot certificate and a valid medical certificate issued within the last 25 months.

²Includes pilots with an airplane only certificate and those with an airplane and a helicopter and/or glider certificate.

³Includes helicopter, glider, and recreational pilots. Does not include pilots holding an airplane certificate. A recreational pilot

⁴Not included in total. A flight instructor must hold a flight instructor certificate in addition to a pilot certificate.

NOTE: Excludes U.S. military personnel holding civilian certificates who are stationed in a foreign country and pilots in U.S. territories.

SOURCE: U.S. Department of Transportation, Federal Aviation Administration, U.S. Civil Airmen Statistics 2010, 5, available at http://www.faa.gov/data_research/aviation_data_statistics/civil_airmen_statistics/ as of April 27, 2012.

Section F

* * *

Economy and Finance

Table 6-1: Transportation and Warehousing Establishments and Employment: 2009

| State | Number of establishments | Number of paid employees | Annual payroll (\$ thousands) |
|-----------------------------|--------------------------|--------------------------|-------------------------------|
| Alabama | 2,949 | 56,217 | 2,143,710 |
| Alaska | 1,111 | 19,460 | 1,189,093 |
| Arizona | 3,177 | 78,071 | 3,034,459 |
| Arkansas | 2,447 | 48,805 | 1,772,831 |
| California | 21,178 | 428,840 | 18,088,634 |
| Colorado | 3,418 | 59,775 | 2,414,045 |
| Connecticut | 1,650 | 39,162 | 1,571,101 |
| Delaware | 671 | 12,643 | 427,828 |
| District of Columbia | 178 | 3,110 | 123,557 |
| Florida | 12,459 | 207,407 | 8,314,372 |
| Georgia | 5,884 | 152,477 | 6,135,342 |
| Hawaii | 870 | 25,498 | 1,003,074 |
| Idaho | 1,654 | 16,854 | 525,215 |
| Illinois | 11,906 | 219,414 | 8,952,240 |
| Indiana | 5,042 | 110,692 | 3,926,761 |
| Iowa | 3,666 | 56,219 | 1,898,263 |
| Kansas | 2,635 | 45,845 | 1,618,598 |
| Kentucky | 2,962 | 83,900 | 3,573,337 |
| Louisiana | 3,829 | 67,933 | 3,236,023 |
| Maine | 1,199 | 15,289 | 534,879 |
| Maryland | 3,411 | 62,747 | 2,536,237 |
| Massachusetts | 3,593 | 77,281 | 2,945,800 |
| Michigan | 5,452 | 96,228 | 3,719,152 |
| Minnesota | 4,592 | 75,384 | 2,938,953 |
| Mississippi | 2,094 | 33,954 | 1,209,462 |
| Missouri | 4,726 | 83,821 | 3,034,770 |
| Montana | 1,307 | 10,990 | 365,919 |
| Nebraska | 2,334 | 39,710 | 1,403,780 |
| Nevada | 1,419 | 42,974 | 1,535,932 |
| New Hampshire | 817 | 12,295 | 415,812 |
| New Jersey | 6,807 | 157,812 | 6,662,382 |
| New Mexico | 1,336 | 16,830 | 572,051 |
| New York | 11,913 | 225,441 | 8,982,705 |
| North Carolina | 5,387 | 108,082 | 3,940,020 |
| North Dakota | 1,119 | 11,644 | 433,192 |
| Ohio | 7,163 | 154,071 | 6,079,529 |
| Oklahoma | 2,631 | 43,718 | 1,766,812 |
| Oregon | 2,992 | 52,312 | 2,037,137 |
| Pennsylvania | 7,881 | 197,104 | 6,854,848 |
| Rhode Island | 653 | 10,086 | 339,337 |
| South Carolina | 2,490 | 52,543 | 1,817,505 |
| South Dakota | 1,106 | 9,068 | 304,108 |
| Tennessee | 4,218 | 127,380 | 4,562,838 |
| Texas | 15,948 | 358,887 | 15,750,268 |
| Utah | 2,075 | 48,396 | 1,743,462 |
| Vermont | 494 | 6,037 | 201,758 |
| Virginia | 4,861 | 90,549 | 3,529,289 |
| Washington | 4,894 | 83,629 | 3,849,286 |
| West Virginia | 1,268 | 15,498 | 555,774 |
| Wisconsin | 5,294 | 97,648 | 3,562,463 |
| Wyoming | 928 | 9,874 | 408,860 |
| United States, total | 210,088 | 4,159,604 | 164,542,803 |

NOTES: The Transportation and Warehousing sector, North American Industrial Classification System (NAICS) 48, includes industries providing transportation of passengers and cargo, warehousing and storage for goods, scenic and sightseeing transportation, and support activities related to modes of transportation. Establishments in these industries use transportation equipment or transportation related facilities as a productive asset. The type of equipment depends on the mode of transportation. The industries included are: air transportation, water transportation, truck transportation, transit and ground passenger transportation, pipeline transportation, scenic and sightseeing transportation, support activities for transportation, postal service, couriers and messengers, and warehousing and storage. These data do not include government, railroad transportation (NAICS 482), or self-employed persons.

SOURCE: U.S. Department of Commerce, U.S. Census Bureau, County Business Patterns 2009, available at <http://www.census.gov/econ/cbp/> as of April 27, 2012.

Table 6-2: Air Transportation Establishments and Employment: 2009

| State | Number of establishments | Number of paid employees | Annual payroll (\$ thousands) |
|---|--------------------------|--------------------------|-------------------------------|
| Alabama | 57 | 626 | 18,591 |
| Alaska | 207 | 6,517 | 353,180 |
| Arizona | 115 | W | W |
| Arkansas | 51 | W | W |
| California | 637 | 42,659 | 2,458,721 |
| Colorado | 114 | 14,565 | 654,568 |
| Connecticut | 51 | 2,417 | 140,802 |
| Delaware | 26 | 88 | 6,605 |
| District of Columbia | 28 | 333 | 14,844 |
| Florida | 509 | 21,915 | 996,024 |
| Georgia | 126 | 31,323 | 1,739,736 |
| Hawaii | 68 | 7,217 | 326,869 |
| Idaho | 51 | 1,038 | 37,170 |
| Illinois | 202 | 26,165 | 1,637,962 |
| Indiana | 58 | W | W |
| Iowa | 36 | 335 | 9,239 |
| Kansas | 40 | 374 | 8,496 |
| Kentucky | 57 | 17,364 | 522,097 |
| Louisiana | 97 | 4,800 | 285,732 |
| Maine | 27 | 232 | 6,002 |
| Maryland | 52 | 4,315 | 264,012 |
| Massachusetts | 93 | 7,188 | 345,397 |
| Michigan | 126 | 12,802 | 630,019 |
| Minnesota | 57 | W | W |
| Mississippi | 46 | 336 | 10,885 |
| Missouri | 84 | W | W |
| Montana | 76 | 769 | 27,600 |
| Nebraska | 29 | 602 | 20,659 |
| Nevada | 69 | 4,494 | 183,665 |
| New Hampshire | 27 | 362 | 14,398 |
| New Jersey | 113 | W | 840,645 |
| New Mexico | 44 | 674 | 26,285 |
| New York | 371 | 30,387 | 1,728,824 |
| North Carolina | 113 | 11,358 | 516,226 |
| North Dakota | 23 | 126 | 2,635 |
| Ohio | 111 | 11,308 | 767,284 |
| Oklahoma | 53 | W | W |
| Oregon | 85 | 5,453 | 273,450 |
| Pennsylvania | 136 | W | W |
| Rhode Island | 11 | 338 | 10,737 |
| South Carolina | 53 | 2,057 | 107,626 |
| South Dakota | 23 | 207 | 5,537 |
| Tennessee | 88 | W | 215,457 |
| Texas | 483 | W | W |
| Utah | 38 | 7,983 | 349,737 |
| Vermont | 11 | W | W |
| Virginia | 130 | 11,990 | 621,824 |
| Washington | 136 | 9,329 | 647,076 |
| West Virginia | 24 | W | 4,034 |
| Wisconsin | 64 | 3,676 | 178,045 |
| Wyoming | 29 | W | 27,943 |
| United States, total¹ | 5,355 | 438,336 | 23,149,233 |

¹Values for states not reported individually are included in U.S. totals.

KEY: W = data withheld to avoid disclosure.

NOTES: The Air Transportation subsector (NAICS 481) includes industries providing air transportation of passengers and/or cargo using aircraft, such as airplanes and helicopters. These data do not include scenic and sightseeing air transportation (NAICS 4879, part), support activities for air transportation (NAICS 4881), or air courier services (NAICS 4921, part).

SOURCE: U.S. Department of Commerce, U.S. Census Bureau, County Business Patterns 2009, available at <http://www.census.gov/econ/cbp/> as of April 27, 2012.

Table 6-3: Water Transportation Establishments and Employment: 2009

| State | Number of establishments | Number of paid employees | Annual payroll (\$ thousands) |
|---|--------------------------|--------------------------|-------------------------------|
| Alabama | 28 | 588 | 37,297 |
| Alaska | 81 | 999 | 53,504 |
| Arizona | 6 | W | W |
| Arkansas | 4 | 72 | 4,392 |
| California | 127 | 5,889 | 428,191 |
| Colorado | 1 | W | W |
| Connecticut | 27 | 634 | 74,508 |
| Delaware | 12 | 484 | 51,149 |
| District of Columbia | 1 | W | W |
| Florida | 215 | 13,651 | 793,972 |
| Georgia | 24 | 119 | 6,788 |
| Hawaii | 10 | W | W |
| Idaho | 2 | W | W |
| Illinois | 45 | W | W |
| Indiana | 10 | W | W |
| Iowa | 9 | W | 6,741 |
| Kansas | 1 | W | W |
| Kentucky | 25 | 1,936 | 104,170 |
| Louisiana | 315 | 13,137 | 859,330 |
| Maine | 15 | 64 | 2,394 |
| Maryland | 42 | 1,042 | 77,814 |
| Massachusetts | 48 | 844 | 58,349 |
| Michigan | 35 | 451 | 29,585 |
| Minnesota | 7 | W | W |
| Mississippi | 17 | 889 | 51,558 |
| Missouri | 17 | 1,361 | 91,655 |
| Montana | 1 | W | W |
| Nebraska | 0 | 0 | 0 |
| Nevada | 3 | W | W |
| New Hampshire | 2 | W | W |
| New Jersey | 76 | 2,091 | 134,902 |
| New Mexico | 1 | W | W |
| New York | 125 | 3,767 | 321,596 |
| North Carolina | 26 | 211 | 10,253 |
| North Dakota | 1 | W | W |
| Ohio | 23 | 535 | 36,258 |
| Oklahoma | 1 | W | W |
| Oregon | 21 | W | W |
| Pennsylvania | 35 | W | W |
| Rhode Island | 10 | W | 2,834 |
| South Carolina | 28 | 117 | 3,590 |
| South Dakota | 0 | 0 | 0 |
| Tennessee | 16 | 2,130 | 128,067 |
| Texas | 127 | 4,978 | 400,771 |
| Utah | 6 | W | 561 |
| Vermont | 6 | W | W |
| Virginia | 40 | W | 42,458 |
| Washington | 87 | 4,612 | 283,859 |
| West Virginia | 3 | W | W |
| Wisconsin | 11 | 95 | 3,869 |
| Wyoming | 2 | W | W |
| United States, total¹ | 1,775 | 68,517 | 4,480,674 |

¹Values for states not reported individually are included in U.S. totals.

KEY: W = data withheld to avoid disclosure.

NOTES: The Water Transportation subsector (NAICS 483) includes industries providing water transportation of passengers and cargo using water craft, such as ships, barges, and boats. The subsector is composed of two industry groups: one for deep sea, coastal, and Great Lakes; and one for inland water transportation. This split typically reflects the difference in equipment used. These data do not include scenic and sightseeing water transportation services (NAICS 4872) and support activities for water transportation (NAICS 4883).

SOURCE: U.S. Department of Commerce, U.S. Census Bureau, County Business Patterns 2009, available at <http://www.census.gov/econ/cbp/> as of April 27, 2012.

Table 6-4: Truck Transportation Establishments and Employment: 2009

| State | Number of establishments | Number of paid employees | Annual payroll (\$ thousands) |
|-----------------------------|--------------------------|--------------------------|-------------------------------|
| Alabama | 1,833 | 25,588 | 896,899 |
| Alaska | 234 | 3,656 | 200,732 |
| Arizona | 1,494 | 23,421 | 804,506 |
| Arkansas | 1,592 | 30,333 | 1,128,689 |
| California | 9,413 | 107,009 | 4,210,714 |
| Colorado | 1,960 | 17,768 | 730,054 |
| Connecticut | 593 | 6,030 | 279,659 |
| Delaware | 270 | 4,291 | 116,746 |
| District of Columbia | 22 | 311 | 10,692 |
| Florida | 4,941 | 45,812 | 1,742,099 |
| Georgia | 3,081 | 44,086 | 1,637,661 |
| Hawaii | 216 | 3,222 | 120,041 |
| Idaho | 1,111 | 8,648 | 293,549 |
| Illinois | 7,212 | 60,598 | 2,542,485 |
| Indiana | 3,324 | 49,282 | 1,841,097 |
| Iowa | 2,712 | 35,843 | 1,186,740 |
| Kansas | 1,705 | 18,772 | 699,318 |
| Kentucky | 1,816 | 20,971 | 771,469 |
| Louisiana | 1,778 | 17,240 | 604,989 |
| Maine | 711 | 6,201 | 223,021 |
| Maryland | 1,435 | 15,495 | 622,254 |
| Massachusetts | 1,416 | 15,367 | 660,512 |
| Michigan | 3,123 | 34,860 | 1,356,208 |
| Minnesota | 2,855 | 25,001 | 993,472 |
| Mississippi | 1,307 | 15,167 | 536,553 |
| Missouri | 2,915 | 37,795 | 1,390,186 |
| Montana | 785 | 5,216 | 188,595 |
| Nebraska | 1,775 | 26,789 | 930,954 |
| Nevada | 581 | 6,375 | 254,302 |
| New Hampshire | 411 | 3,110 | 118,804 |
| New Jersey | 2,933 | 37,136 | 1,706,840 |
| New Mexico | 740 | 6,326 | 238,702 |
| New York | 4,404 | 38,897 | 1,500,085 |
| North Carolina | 3,038 | 41,717 | 1,526,060 |
| North Dakota | 801 | 6,875 | 284,057 |
| Ohio | 4,165 | 57,071 | 2,241,624 |
| Oklahoma | 1,661 | 18,111 | 650,409 |
| Oregon | 1,636 | 18,968 | 709,197 |
| Pennsylvania | 4,117 | 59,403 | 2,394,254 |
| Rhode Island | 276 | 2,501 | 98,015 |
| South Carolina | 1,255 | 17,319 | 615,408 |
| South Dakota | 818 | 4,888 | 174,080 |
| Tennessee | 2,087 | 52,767 | 1,935,743 |
| Texas | 7,639 | 112,072 | 4,277,405 |
| Utah | 1,344 | 23,326 | 842,430 |
| Vermont | 298 | 2,281 | 86,218 |
| Virginia | 2,660 | 27,472 | 998,291 |
| Washington | 2,417 | 25,026 | 966,429 |
| West Virginia | 864 | 7,588 | 252,659 |
| Wisconsin | 3,510 | 47,775 | 1,946,205 |
| Wyoming | 627 | 5,223 | 198,414 |
| United States, total | 109,911 | 1,326,999 | 50,735,525 |

NOTES: The Truck Transportation subsector (NAICS 484) includes industries providing over-the-road transportation of cargo using motor vehicles, such as trucks and tractor trailers. The subsector is divided into two industry groups for general freight trucking and specialized freight trucking. This distinction reflects differences in equipment used, type of load carried, scheduling, terminal, and other networking services. These data do not include support activities for road transportation (NAICS 4884), freight transportation arrangement services (NAICS 4885, part), the Postal Service (NAICS 491), or courier services (NAICS 492, part).

SOURCE: U.S. Department of Commerce, U.S. Census Bureau, County Business Patterns 2009, available at <http://www.census.gov/econ/cbp/> as of April 27, 2012.

Table 6-5: Transit and Ground Passenger Transportation Establishments and Employment: 2009

| State | Number of establishments | Number of paid employees | Annual payroll (\$ thousands) |
|---|--------------------------|--------------------------|-------------------------------|
| Alabama | 87 | 1,618 | 32,253 |
| Alaska | 87 | W | 27,821 |
| Arizona | 218 | 8,214 | 244,658 |
| Arkansas | 62 | 879 | 16,922 |
| California | 1,715 | 40,423 | 1,081,498 |
| Colorado | 178 | 4,458 | 111,406 |
| Connecticut | 384 | 11,880 | 282,477 |
| Delaware | 149 | 2,096 | 32,202 |
| District of Columbia | 40 | 936 | 33,979 |
| Florida | 853 | 10,577 | 252,935 |
| Georgia | 313 | 4,304 | 98,060 |
| Hawaii | 113 | 3,763 | 128,159 |
| Idaho | 83 | 2,636 | 39,059 |
| Illinois | 976 | 26,413 | 506,187 |
| Indiana | 247 | 6,958 | 101,445 |
| Iowa | 111 | 1,821 | 36,803 |
| Kansas | 138 | 6,999 | 102,607 |
| Kentucky | 110 | 1,845 | 38,617 |
| Louisiana | 149 | 3,395 | 77,459 |
| Maine | 90 | 1,470 | 24,622 |
| Maryland | 656 | 9,669 | 237,933 |
| Massachusetts | 771 | 21,426 | 586,620 |
| Michigan | 317 | 5,868 | 146,096 |
| Minnesota | 499 | 14,245 | 266,280 |
| Mississippi | 86 | 1,666 | 30,783 |
| Missouri | 296 | 9,637 | 170,909 |
| Montana | 93 | 1,475 | 18,360 |
| Nebraska | 69 | 1,715 | 30,470 |
| Nevada | 135 | 12,807 | 336,770 |
| New Hampshire | 139 | 3,642 | 67,441 |
| New Jersey | 1,076 | 29,198 | 632,168 |
| New Mexico | 132 | 3,761 | 63,994 |
| New York | 2,757 | 68,159 | 2,013,279 |
| North Carolina | 301 | 5,021 | 129,189 |
| North Dakota | 58 | 1,782 | 26,283 |
| Ohio | 446 | 9,951 | 218,691 |
| Oklahoma | 77 | 1,132 | 20,965 |
| Oregon | 229 | 4,505 | 87,251 |
| Pennsylvania | 1,170 | 34,534 | 578,993 |
| Rhode Island | 109 | 2,525 | 45,942 |
| South Carolina | 125 | 1,728 | 38,282 |
| South Dakota | 67 | 1,030 | 17,176 |
| Tennessee | 298 | 4,585 | 115,431 |
| Texas | 638 | 14,968 | 334,938 |
| Utah | 79 | 1,599 | 25,783 |
| Vermont | 63 | 1,440 | 28,145 |
| Virginia | 370 | 6,996 | 203,494 |
| Washington | 264 | 5,955 | 144,572 |
| West Virginia | 37 | 361 | 4,675 |
| Wisconsin | 536 | 13,442 | 221,116 |
| Wyoming | 34 | 298 | 7,301 |
| United States, total¹ | 18,030 | 437,011 | 10,118,499 |

¹Values for states not reported individually are included in U.S. totals.

KEY: W = data withheld to avoid disclosure.

NOTES: The Transit and Ground Passenger Transportation subsector (NAICS 485) includes industries providing a variety of passenger transportation activities, such as urban transit systems; chartered bus, school bus, and interurban bus transportation; and taxis. These activities are distinguished based primarily on such production process factors as vehicle types, routes, and schedules. These data do not include scenic and sightseeing transportation (NAICS 4871, part), support activities for road transportation (NAICS 4884), or arrangement for car pools and vanpools (NAICS 4889, part).

SOURCE: U.S. Department of Commerce, U.S. Census Bureau, County Business Patterns 2009, available at <http://www.census.gov/econ/cbp/> as of April 27, 2012.

Table 6-6: Pipeline Transportation Establishments and Employment: 2009

| State | Number of establishments | Number of paid employees | Annual payroll (\$ thousands) |
|---|--------------------------|--------------------------|-------------------------------|
| Alabama | 55 | 629 | 57,413 |
| Alaska | 17 | W | W |
| Arizona | 34 | W | W |
| Arkansas | 49 | 394 | 29,766 |
| California | 85 | W | 98,277 |
| Colorado | 62 | W | W |
| Connecticut | 12 | 185 | 19,922 |
| Delaware | 2 | W | W |
| District of Columbia | 3 | W | W |
| Florida | 43 | 493 | 36,327 |
| Georgia | 50 | W | W |
| Hawaii | 6 | W | W |
| Idaho | 6 | W | W |
| Illinois | 105 | W | 110,597 |
| Indiana | 56 | 521 | 43,478 |
| Iowa | 53 | W | 27,670 |
| Kansas | 125 | 1,126 | 93,478 |
| Kentucky | 47 | 917 | 73,302 |
| Louisiana | 226 | 3,059 | 249,140 |
| Maine | 13 | W | 11,596 |
| Maryland | 11 | W | W |
| Massachusetts | 17 | W | W |
| Michigan | 40 | 253 | 22,685 |
| Minnesota | 50 | 421 | 32,993 |
| Mississippi | 83 | 782 | 58,638 |
| Missouri | 53 | 302 | 25,713 |
| Montana | 19 | 142 | 11,667 |
| Nebraska | 47 | W | W |
| Nevada | 4 | W | W |
| New Hampshire | 6 | W | W |
| New Jersey | 30 | 514 | 41,075 |
| New Mexico | 66 | W | W |
| New York | 53 | W | 29,990 |
| North Carolina | 26 | 264 | 20,467 |
| North Dakota | 22 | 478 | 37,241 |
| Ohio | 81 | W | W |
| Oklahoma | 140 | W | 156,999 |
| Oregon | 10 | W | 6,787 |
| Pennsylvania | 124 | 1,541 | 125,245 |
| Rhode Island | 4 | W | W |
| South Carolina | 20 | 161 | 12,729 |
| South Dakota | 12 | 61 | 4,291 |
| Tennessee | 59 | W | W |
| Texas | 633 | 12,993 | 1,348,431 |
| Utah | 23 | 863 | 66,408 |
| Vermont | 1 | W | W |
| Virginia | 60 | W | 32,284 |
| Washington | 26 | 287 | 28,255 |
| West Virginia | 55 | W | W |
| Wisconsin | 27 | W | W |
| Wyoming | 53 | 1,177 | 84,730 |
| United States, total¹ | 2,904 | 41,612 | 3,794,711 |

¹Values for states not reported individually are included in U.S. totals.

KEY: W = data withheld to avoid disclosure.

NOTES: The Pipeline Transportation subsector (NAICS 486) includes industries using transmission pipelines to transport products, such as crude oil, natural gas, refined petroleum products, and slurry. Industry groups are determined based on the products transported (i.e., crude oil, natural gas, and other). Gas industry data include the storage of natural gas because the storage is usually done by the pipeline establishment and because a pipeline is inherently a network in which all the nodes are interdependent. These data do not include activities classified under the Utilities sector, such as natural gas distribution (NAICS 2212) or water and air distribution and collection (NAICS 2213).

SOURCE: U.S. Department of Commerce, U.S. Census Bureau, County Business Patterns 2009, available at <http://www.census.gov/econ/cbp/> as of April 27, 2012.

Table 6-7: Freight Railroad Employment, Retirement, and Wages: 2010¹

| State | Number of employees | Wages (\$ millions) | Number of retirement beneficiaries | Retirement payments (\$ millions) |
|----------------------|---------------------|---------------------|------------------------------------|-----------------------------------|
| Alabama | 3,506 | 350 | 9,301 | 172 |
| Alaska | 379 | 34 | 223 | 4 |
| Arizona | 2,629 | 278 | 9,182 | 170 |
| Arkansas | 3,133 | 314 | 9,753 | 181 |
| California | 8,672 | 915 | 27,275 | 506 |
| Colorado | 2,717 | 289 | 7,487 | 139 |
| Connecticut | 108 | 10 | 2,628 | 49 |
| Delaware | 163 | 16 | 1,888 | 35 |
| District of Columbia | 8 | 1 | 444 | 8 |
| Florida | 4,767 | 472 | 28,882 | 535 |
| Georgia | 6,753 | 660 | 16,025 | 297 |
| Hawaii | 0 | 0 | 175 | 3 |
| Idaho | 1,315 | 133 | 4,457 | 83 |
| Illinois | 11,792 | 1,252 | 33,306 | 617 |
| Indiana | 5,679 | 573 | 15,419 | 286 |
| Iowa | 3,727 | 378 | 8,865 | 164 |
| Kansas | 5,041 | 544 | 13,613 | 252 |
| Kentucky | 4,153 | 412 | 14,478 | 268 |
| Louisiana | 2,912 | 300 | 7,190 | 133 |
| Maine | 665 | 61 | 2,678 | 50 |
| Maryland | 1,472 | 149 | 8,575 | 159 |
| Massachusetts | 782 | 72 | 3,821 | 71 |
| Michigan | 3,245 | 335 | 13,923 | 258 |
| Minnesota | 4,095 | 433 | 14,913 | 276 |
| Mississippi | 1,737 | 186 | 5,922 | 110 |
| Missouri | 6,793 | 721 | 18,650 | 346 |
| Montana | 2,487 | 263 | 5,649 | 105 |
| Nebraska | 11,392 | 1,192 | 12,124 | 225 |
| Nevada | 646 | 66 | 3,184 | 59 |
| New Hampshire | 238 | 19 | 840 | 16 |
| New Jersey | 1,098 | 114 | 8,659 | 161 |
| New Mexico | 1,534 | 170 | 4,341 | 80 |
| New York | 3,229 | 317 | 21,281 | 394 |
| North Carolina | 2,254 | 221 | 9,931 | 184 |
| North Dakota | 1,657 | 178 | 2,940 | 54 |
| Ohio | 7,154 | 700 | 25,524 | 473 |
| Oklahoma | 1,722 | 183 | 5,047 | 94 |
| Oregon | 1,932 | 196 | 7,949 | 147 |
| Pennsylvania | 6,622 | 646 | 33,748 | 626 |
| Rhode Island | 66 | 6 | 518 | 10 |
| South Carolina | 1,653 | 163 | 6,600 | 122 |
| South Dakota | 661 | 93 | 1,403 | 26 |
| Tennessee | 4,037 | 407 | 11,956 | 222 |
| Texas | 15,534 | 1,660 | 33,209 | 616 |
| Utah | 1,763 | 177 | 5,155 | 96 |
| Vermont | 173 | 14 | 772 | 14 |
| Virginia | 5,267 | 512 | 17,137 | 318 |
| Washington | 3,576 | 395 | 10,943 | 203 |
| West Virginia | 2,816 | 278 | 8,534 | 158 |
| Wisconsin | 2,927 | 316 | 9,238 | 171 |
| Wyoming | 2,599 | 278 | 3,004 | 56 |
| United States, total | 169,280 | 17,456 | 528,759 | 9,802 |

¹Includes Class I, Regional, Switching and Terminal, and Local freight railroads.

NOTE: Wages are estimated by multiplying average wage by number of employees in each state. For Class I railroads, average wages are estimated based on aggregate data which incorporates fringe benefits, assumed to be 37.5 percent of wages.

SOURCE: Association of American Railroads, Railroads and States 2010, available at <http://www.aar.org/KeyIssues/Railroads-States.aspx> as of May 22, 2012.

Table 6-8: Transportation Expenditures by State and Local Governments: 2009¹

(Millions of current dollars)

| State | Total | Highway | Transit | Air | Water |
|-----------------------------|----------------|----------------|---------------|---------------|--------------|
| Alabama | 2,818 | 2,252 | 62 | 239 | 264 |
| Alaska | 1,975 | 1,633 | 59 | 104 | 179 |
| Arizona | 4,620 | 3,112 | 956 | 552 | Z |
| Arkansas | 1,337 | 1,210 | 27 | 96 | 5 |
| California | 29,019 | 15,132 | 9,350 | 3,458 | 1,079 |
| Colorado | 3,507 | 2,304 | 642 | 561 | Z |
| Connecticut | 2,169 | 1,512 | 594 | 60 | 2 |
| Delaware | 812 | 629 | 135 | 20 | 28 |
| District of Columbia | 2,315 | 428 | 1,887 | Z | Z |
| Florida | 14,183 | 9,831 | 1,577 | 2,180 | 595 |
| Georgia | 5,149 | 3,254 | 804 | 874 | 218 |
| Hawaii | 1,387 | 730 | 273 | 337 | 47 |
| Idaho | 940 | 872 | 18 | 47 | 2 |
| Illinois | 13,042 | 7,593 | 4,086 | 1,363 | Z |
| Indiana | 3,720 | 2,892 | 261 | 556 | 11 |
| Iowa | 2,342 | 2,151 | 85 | 106 | Z |
| Kansas | 1,973 | 1,862 | 32 | 80 | Z |
| Kentucky | 2,603 | 2,189 | 226 | 168 | 19 |
| Louisiana | 4,149 | 3,498 | 187 | 196 | 267 |
| Maine | 853 | 767 | 12 | 71 | 4 |
| Maryland | 4,535 | 3,174 | 950 | 213 | 199 |
| Massachusetts | 5,372 | 2,572 | 2,258 | 440 | 101 |
| Michigan | 5,263 | 3,853 | 634 | 776 | Z |
| Minnesota | 4,120 | 3,513 | 267 | 314 | 25 |
| Mississippi | 1,697 | 1,545 | 13 | 95 | 45 |
| Missouri | 3,815 | 3,112 | 394 | 306 | 3 |
| Montana | 923 | 824 | 30 | 69 | Z |
| Nebraska | 1,405 | 1,257 | 42 | 107 | Z |
| Nevada | 2,372 | 1,719 | 297 | 356 | Z |
| New Hampshire | 840 | 704 | 17 | 118 | 1 |
| New Jersey | 6,718 | 3,800 | 2,849 | 35 | 34 |
| New Mexico | 1,556 | 1,367 | 132 | 58 | Z |
| New York | 30,867 | 10,271 | 18,143 | 2,119 | 335 |
| North Carolina | 4,412 | 3,303 | 459 | 600 | 50 |
| North Dakota | 745 | 679 | 8 | 58 | Z |
| Ohio | 6,242 | 5,050 | 812 | 358 | 22 |
| Oklahoma | 2,355 | 2,121 | 95 | 136 | 4 |
| Oregon | 3,209 | 1,874 | 747 | 408 | 181 |
| Pennsylvania | 11,286 | 8,462 | 2,322 | 429 | 73 |
| Rhode Island | 659 | 332 | 149 | 176 | 2 |
| South Carolina | 1,699 | 1,371 | 79 | 109 | 141 |
| South Dakota | 768 | 716 | 10 | 43 | Z |
| Tennessee | 3,139 | 2,558 | 251 | 327 | 3 |
| Texas | 15,027 | 10,462 | 2,471 | 1,663 | 432 |
| Utah | 2,651 | 1,667 | 783 | 200 | Z |
| Vermont | 549 | 464 | 55 | 30 | <0.5 |
| Virginia | 5,538 | 3,477 | 461 | 1,356 | 244 |
| Washington | 7,121 | 3,874 | 2,117 | 539 | 590 |
| West Virginia | 1,396 | 1,289 | 47 | 59 | <0.5 |
| Wisconsin | 4,356 | 3,809 | 321 | 212 | 13 |
| Wyoming | 817 | 727 | 5 | 85 | Z |
| United States, total | 240,367 | 153,797 | 58,491 | 22,861 | 5,219 |

¹State fiscal years ending in 2009.

KEY: Z = Data not available, no activity, value of zero, or value too small to report.

NOTES: Data are for fiscal year 2009. Most state government fiscal years end on June 30, except for four states with other ending dates: Alabama and Michigan (September 30), New York (March 31), and Texas (August 31). Not all agencies of a government necessarily have a fiscal period that coincides with the central organization. Totals for an individual government, in those instances, are the summation of finances for all agencies with a fiscal period ending between July 1, 2008, and June 30, 2009. Details may not add to totals due to rounding and values that are too small to report.

SOURCE: U.S. Department of Commerce, U.S. Census Bureau, State and Local Government Finances 2009, available at <http://www.census.gov/govs/estimate/> as of April 27, 2012.

Table 6-9: Transportation Revenues Collected by State and Local Governments: 2009¹

(Millions of current dollars)

| State | Total | Highway ² | Transit | Air | Water |
|----------------------|---------|----------------------|---------|--------|-------|
| Alabama | 1,061 | 861 | 6 | 90 | 103 |
| Alaska | 321 | 150 | 5 | 107 | 57 |
| Arizona | 1,608 | 1,056 | 118 | 434 | Z |
| Arkansas | 698 | 632 | 3 | 61 | 2 |
| California | 12,522 | 7,081 | 1,864 | 2,323 | 1,255 |
| Colorado | 1,832 | 1,087 | 132 | 613 | Z |
| Connecticut | 822 | 736 | 44 | 41 | 1 |
| Delaware | 495 | 446 | 13 | 7 | 29 |
| District of Columbia | 874 | 76 | 798 | Z | Z |
| Florida | 7,798 | 5,457 | 258 | 1,759 | 324 |
| Georgia | 2,211 | 1,181 | 137 | 665 | 228 |
| Hawaii | 797 | 398 | 47 | 279 | 73 |
| Idaho | 417 | 373 | 3 | 40 | 1 |
| Illinois | 5,850 | 3,960 | 837 | 1,054 | Z |
| Indiana | 1,322 | 1,133 | 40 | 141 | 8 |
| Iowa | 990 | 914 | 23 | 52 | Z |
| Kansas | 743 | 698 | 5 | 40 | Z |
| Kentucky | 1,147 | 909 | 22 | 193 | 22 |
| Louisiana | 1,014 | 736 | 23 | 125 | 130 |
| Maine | 454 | 414 | 3 | 36 | 1 |
| Maryland | 2,017 | 1,599 | 143 | 185 | 90 |
| Massachusetts | 2,927 | 1,707 | 613 | 531 | 75 |
| Michigan | 2,555 | 2,033 | 81 | 441 | Z |
| Minnesota | 1,750 | 1,405 | 19 | 310 | 16 |
| Mississippi | 639 | 560 | 1 | 41 | 37 |
| Missouri | 1,455 | 1,028 | 84 | 341 | 2 |
| Montana | 386 | 358 | 2 | 26 | Z |
| Nebraska | 532 | 470 | 5 | 56 | Z |
| Nevada | 1,064 | 557 | 81 | 426 | Z |
| New Hampshire | 392 | 352 | 4 | 36 | Z |
| New Jersey | 3,208 | 2,317 | 852 | 17 | 22 |
| New Mexico | 450 | 371 | 11 | 69 | Z |
| New York | 13,338 | 5,621 | 5,002 | 2,489 | 226 |
| North Carolina | 2,630 | 2,175 | 62 | 358 | 35 |
| North Dakota | 256 | 233 | 2 | 21 | Z |
| Ohio | 3,393 | 2,970 | 125 | 277 | 21 |
| Oklahoma | 1,352 | 1,245 | 8 | 93 | 5 |
| Oregon | 1,389 | 945 | 115 | 223 | 105 |
| Pennsylvania | 4,814 | 3,714 | 590 | 501 | 8 |
| Rhode Island | 294 | 191 | 34 | 68 | 1 |
| South Carolina | 1,075 | 830 | 13 | 96 | 137 |
| South Dakota | 200 | 188 | 1 | 11 | Z |
| Tennessee | 1,533 | 1,222 | 37 | 269 | 4 |
| Texas | 7,971 | 5,889 | 210 | 1,545 | 328 |
| Utah | 879 | 645 | 37 | 197 | Z |
| Vermont | 174 | 154 | 5 | 15 | Z |
| Virginia | 2,562 | 1,600 | 69 | 681 | 211 |
| Washington | 3,120 | 1,938 | 317 | 511 | 355 |
| West Virginia | 583 | 550 | 8 | 25 | Z |
| Wisconsin | 1,854 | 1,631 | 81 | 135 | 8 |
| Wyoming | 202 | 183 | 1 | 18 | Z |
| United States, total | 107,967 | 72,978 | 12,994 | 18,074 | 3,921 |

¹State fiscal years ending in 2009.²Highway Revenues include state and local government receipts from motor fuel taxes, motor vehicle license taxes, motor vehicle operator KEY: Z = Data not available, no activity, value of zero, or value too small to report.

NOTES: Data are for fiscal year 2009. Most state government fiscal years end on June 30, except for four states with other ending dates: Alabama and Michigan (September 30), New York (March 31), and Texas (August 31). Not all agencies of a government necessarily have a fiscal period that coincides with the central organization. Totals for an individual government, in those instances, are the summation of finances for all agencies with a fiscal period ending between July 1, 2008, and June 30, 2009.

SOURCE: U.S. Department of Commerce, U.S. Census Bureau, State and Local Government Finances 2009, available at <http://www.census.gov/govs/estimate/> as of April 27, 2012.

Table 6-10: Federal and State Funding of Public Transit: 2000, 2005, and 2009

(Thousands of dollars)

| State | 2000 | | 2005 | | 2009 | |
|----------------------|-----------|-----------|-----------|-----------|-----------|------------|
| | Federal | State | Federal | State | Federal | State |
| Alabama | 49,115 | 0 | 54,095 | 0 | 65,792 | 0 |
| Alaska | 40,379 | 0 | 38,432 | 59,850 | 90,230 | 80,637 |
| Arizona | 48,283 | 329 | 153,565 | 20,068 | 196,117 | 0 |
| Arkansas | 14,710 | 0 | 26,318 | 2,800 | 28,615 | 4,050 |
| California | 803,946 | 1,344,779 | 1,153,280 | 1,399,800 | 1,320,692 | 1,531,721 |
| Colorado | 88,173 | 0 | 147,595 | 0 | 179,766 | 24,107 |
| Connecticut | 97,121 | 163,266 | 111,299 | 206,441 | 155,314 | 296,144 |
| Delaware | 11,082 | 35,685 | 10,655 | 72,600 | 17,766 | 91,440 |
| District of Columbia | 81,883 | NR | 133,309 | 212,050 | 206,046 | 301,548 |
| Florida | 200,817 | 92,724 | 259,273 | 149,738 | 389,329 | 181,678 |
| Georgia | 142,250 | 306,393 | 123,129 | 8,223 | 170,042 | 5,285 |
| Hawaii | 35,239 | 0 | 51,634 | 0 | 60,748 | 0 |
| Idaho | 5,083 | 136 | 12,118 | 312 | 24,049 | 312 |
| Illinois | 360,528 | 467,622 | 561,651 | 445,600 | 547,139 | 568,600 |
| Indiana | 62,918 | 29,201 | 68,720 | 37,047 | 103,961 | 55,461 |
| Iowa | 26,917 | 10,411 | 32,387 | 10,140 | 40,884 | 12,773 |
| Kansas | 20,871 | 6,000 | 23,070 | 6,000 | 36,638 | 6,043 |
| Kentucky | 31,125 | NR | 43,005 | 1,400 | 56,620 | 1,578 |
| Louisiana | 42,132 | NR | 69,085 | 4,963 | 66,700 | 4,963 |
| Maine | 5,557 | 420 | 11,005 | 1,555 | 14,719 | 541 |
| Maryland | 123,984 | 273,844 | 228,508 | 727,433 | 201,665 | 838,150 |
| Massachusetts | 246,496 | 771,356 | 246,685 | 1,197,138 | 358,319 | 1,281,378 |
| Michigan | 100,549 | 187,198 | 124,405 | 195,149 | 157,817 | 200,755 |
| Minnesota | 106,819 | 80,289 | 116,312 | 254,527 | 188,159 | 242,835 |
| Mississippi | 14,674 | 115 | 18,617 | 800 | 36,167 | 1,600 |
| Missouri | 107,250 | 17,029 | 75,963 | 6,600 | 97,815 | 6,875 |
| Montana | 4,655 | 75 | 9,706 | 415 | 14,922 | 447 |
| Nebraska | 11,223 | 1,539 | 18,688 | 1,500 | 23,886 | 3,000 |
| Nevada | 28,973 | NR | 60,711 | 95 | 51,137 | 0 |
| New Hampshire | 9,588 | 0 | 9,092 | 225 | 15,287 | 828 |
| New Jersey | 383,154 | 509,237 | 453,938 | 910,584 | 550,805 | 1,035,472 |
| New Mexico | 29,447 | 0 | 19,137 | 2,830 | 30,903 | 67,624 |
| New York | 844,552 | 1,926,571 | 1,105,388 | 2,169,005 | 1,757,077 | 4,393,899 |
| North Carolina | 55,260 | 38,247 | 119,071 | 111,725 | 135,236 | 73,466 |
| North Dakota | 4,615 | 1,666 | 8,144 | 2,204 | 13,128 | 2,850 |
| Ohio | 132,460 | 42,348 | 167,401 | 18,300 | 185,551 | 14,676 |
| Oklahoma | 20,283 | 3,530 | 46,436 | 3,250 | 36,980 | 5,525 |
| Oregon | 52,339 | 15,553 | 93,860 | 26,141 | 204,485 | 84,877 |
| Pennsylvania | 297,215 | 731,800 | 393,977 | 835,223 | 380,466 | 1,194,578 |
| Rhode Island | 15,620 | 36,822 | 24,522 | 34,848 | 38,077 | 48,376 |
| South Carolina | 29,053 | 4,234 | 30,500 | 5,943 | 41,821 | 6,400 |
| South Dakota | 4,747 | 397 | 6,927 | 1,891 | 13,628 | 770 |
| Tennessee | 38,010 | 22,291 | 65,656 | 34,196 | 79,200 | 35,220 |
| Texas | 296,983 | 27,945 | 310,692 | 29,741 | 479,258 | 28,741 |
| Utah | 80,951 | 0 | 59,018 | 0 | 165,591 | 0 |
| Vermont | 7,900 | NR | 8,052 | 6,267 | 10,370 | 6,628 |
| Virginia | 104,761 | 163,959 | 136,095 | 157,600 | 229,830 | 209,524 |
| Washington | 149,745 | 84,456 | 241,577 | 30,423 | 342,932 | 53,528 |
| West Virginia | 29,774 | 1,395 | 15,826 | 2,258 | 29,368 | 3,023 |
| Wisconsin | 65,748 | 100,448 | 69,408 | 109,438 | 82,484 | 126,144 |
| Wyoming | 2,308 | NR | 3,106 | 2,956 | 8,530 | 2,496 |
| United States, total | 5,567,261 | 7,499,314 | 7,371,041 | 9,517,291 | 9,732,062 | 13,136,567 |

KEY: NR = not reported.

SOURCE: American Association of State Highway and Transportation Officials, Survey of State Funding for Public Transportation 2011, available at <http://scopt.transportation.org/Pages/MTAPPublications.aspx> as of April 30, 2012.

Table 6-11: Average Motor Gasoline Prices Excluding Taxes, All Grades: 2008-2010

(Cents per gallon excluding taxes)

| State | 2008 | 2009 | 2010 |
|----------------------|-------|-------|-------|
| Alabama | 276.7 | 182.8 | 225.2 |
| Alaska | 339.1 | 260.9 | 311.7 |
| Arizona | 278.0 | 190.0 | 234.7 |
| Arkansas | 270.3 | 176.0 | 224.7 |
| California | 290.6 | 212.2 | 252.7 |
| Colorado | 276.6 | 185.2 | 224.6 |
| Connecticut | 280.4 | 194.4 | 241.5 |
| Delaware | 275.5 | 187.4 | 231.2 |
| District of Columbia | 280.8 | NA | 239.6 |
| Florida | 276.2 | 186.0 | 228.4 |
| Georgia | 279.3 | 185.0 | 227.4 |
| Hawaii | 317.1 | 235.0 | 290.1 |
| Idaho | 281.9 | 189.8 | 242.7 |
| Illinois | 279.2 | 191.4 | 234.7 |
| Indiana | 273.4 | 186.5 | 226.7 |
| Iowa | 272.3 | 187.9 | 228.5 |
| Kansas | 267.6 | 181.3 | 223.3 |
| Kentucky | 276.2 | 188.2 | 229.6 |
| Louisiana | 277.0 | 185.4 | 225.2 |
| Maine | 284.8 | 198.4 | 236.0 |
| Maryland | 280.8 | 188.3 | 231.5 |
| Massachusetts | 282.0 | 196.9 | 235.8 |
| Michigan | 273.8 | 187.9 | 228.2 |
| Minnesota | 270.0 | 187.7 | 231.6 |
| Mississippi | 272.6 | 184.0 | 226.0 |
| Missouri | 267.5 | 182.5 | 224.3 |
| Montana | 280.4 | 190.9 | 238.6 |
| Nebraska | 266.8 | 185.8 | 229.5 |
| Nevada | 282.9 | 200.0 | 240.3 |
| New Hampshire | 280.9 | 194.0 | 237.5 |
| New Jersey | 281.7 | 192.2 | 235.0 |
| New Mexico | 281.9 | 195.3 | 236.2 |
| New York | 282.8 | 191.7 | 234.4 |
| North Carolina | 274.3 | 181.9 | 223.7 |
| North Dakota | 278.2 | 197.1 | 242.2 |
| Ohio | 269.5 | 185.3 | 225.9 |
| Oklahoma | 268.5 | 182.1 | 224.8 |
| Oregon | 292.4 | 205.7 | 245.8 |
| Pennsylvania | 274.2 | 188.0 | 229.7 |
| Rhode Island | 272.9 | 189.6 | 232.9 |
| South Carolina | 276.2 | 181.7 | 223.3 |
| South Dakota | 274.1 | 191.3 | 234.6 |
| Tennessee | 273.6 | 181.1 | 223.8 |
| Texas | 271.3 | 182.5 | 223.4 |
| Utah | 277.8 | 190.4 | 241.5 |
| Vermont | 292.5 | 198.9 | 242.2 |
| Virginia | 275.4 | 186.6 | 229.1 |
| Washington | 285.6 | 201.2 | 241.6 |
| West Virginia | 282.5 | 192.7 | 235.4 |
| Wisconsin | 273.9 | 188.5 | 229.2 |
| Wyoming | 283.9 | 187.3 | 234.3 |
| United States, total | 277.2 | 189.3 | 231.6 |

KEY: NA = Not available.

NOTE: Data includes sales to end users through retail outlets as well as all direct sales to end users that were not made through company-operated retail outlets (e.g., sales to agricultural customers, commercial sales, and industrial sales).

SOURCE: U.S. Department of Energy, Energy Information Administration, Gasoline Prices by Formulation, Grade, Sales Type, available at http://www.eia.gov/dnav/pet/pet_pri_allmg_a_epm0_pta_dpgal_a.htm as of April 30, 2012.

Table 6-12: State Motor-Fuel Tax Rates: 2010

(Cents per gallon)

| State | Gasoline | Diesel | Liquefied petroleum gas | Gasohol ¹ |
|----------------------|----------|--------|-------------------------|----------------------|
| Alabama | 18.00 | 19.00 | 0.00 | 18.00 |
| Alaska | 8.00 | 8.00 | 0.00 | 8.00 |
| Arizona | 18.00 | 26.00 | 0.00 | 18.00 |
| Arkansas | 21.50 | 22.50 | 16.50 | 21.50 |
| California | 18.00 | 18.00 | 6.00 | 35.30 |
| Colorado | 22.00 | 20.50 | 20.50 | 22.00 |
| Connecticut | 25.00 | 39.60 | 0.00 | 25.00 |
| Delaware | 23.00 | 22.00 | 22.00 | 23.00 |
| District of Columbia | 23.50 | 20.00 | 20.00 | 20.00 |
| Florida | 16.00 | 16.00 | 14.50 | 16.00 |
| Georgia | 7.50 | 7.50 | 7.50 | 7.50 |
| Hawaii | 17.00 | 17.00 | 5.20 | 16.00 |
| Idaho | 25.00 | 25.00 | 18.10 | 25.00 |
| Illinois | 19.00 | 21.50 | 19.00 | 19.00 |
| Indiana | 18.00 | 16.00 | 0.00 | 18.00 |
| Iowa | 21.00 | 22.50 | 20.00 | 19.00 |
| Kansas | 24.00 | 26.00 | 23.00 | 24.00 |
| Kentucky | 25.60 | 22.60 | 24.20 | 25.60 |
| Louisiana | 20.00 | 20.00 | 16.00 | 20.00 |
| Maine | 29.50 | 30.70 | 0.00 | 23.00 |
| Maryland | 23.50 | 24.25 | 0.00 | 0.00 |
| Massachusetts | 21.00 | 21.00 | 25.00 | 21.00 |
| Michigan | 19.00 | 15.00 | 15.00 | 0.00 |
| Minnesota | 27.50 | 27.50 | 20.63 | 27.50 |
| Mississippi | 18.40 | 18.40 | 17.00 | 18.40 |
| Missouri | 17.00 | 17.00 | 17.00 | 17.00 |
| Montana | 27.75 | 28.50 | 0.00 | 23.75 |
| Nebraska | 27.10 | 27.10 | 27.10 | 27.10 |
| Nevada | 24.00 | 27.00 | 22.00 | 24.00 |
| New Hampshire | 19.60 | 19.60 | 0.00 | 19.63 |
| New Jersey | 10.50 | 13.50 | 5.25 | 10.50 |
| New Mexico | 18.88 | 22.88 | 12.00 | 18.88 |
| New York | 24.35 | 22.55 | 8.05 | 0.00 |
| North Carolina | 32.15 | 32.15 | 27.10 | 32.15 |
| North Dakota | 23.00 | 23.00 | 23.00 | 23.00 |
| Ohio | 28.00 | 28.00 | 28.00 | 28.00 |
| Oklahoma | 17.00 | 14.00 | 17.00 | 17.00 |
| Oregon | 24.00 | 24.00 | 18.50 | 24.00 |
| Pennsylvania | 31.20 | 38.10 | 22.80 | 31.20 |
| Rhode Island | 32.00 | 32.00 | 32.00 | 32.00 |
| South Carolina | 16.00 | 16.00 | 16.00 | 16.00 |
| South Dakota | 22.00 | 22.00 | 20.00 | 8.00 |
| Tennessee | 20.00 | 17.00 | 14.00 | 20.00 |
| Texas | 20.00 | 20.00 | 15.00 | 20.00 |
| Utah | 24.50 | 24.50 | 24.50 | 24.50 |
| Vermont | 20.00 | 29.00 | 0.00 | 0.00 |
| Virginia | 17.50 | 17.50 | 17.50 | 17.50 |
| Washington | 37.50 | 37.50 | 37.50 | 37.50 |
| West Virginia | 32.20 | 32.20 | 32.20 | 32.20 |
| Wisconsin | 30.90 | 30.90 | 22.60 | 30.90 |
| Wyoming | 14.00 | 14.00 | 14.00 | 14.00 |
| Federal tax | 18.40 | 24.40 | 13.60 | 18.40 |

¹Tax rates for gasoline blended with 10 percent ethanol.

NOTE: Tax rates in effect as of December 31.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2010, MF-121T, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of March 7, 2012.

Section G

* * *

Energy and Environment

Table 7-1: Transportation Energy Consumption by Energy Source: 2009

(Trillion Btu)

| State | Natural gas ¹ | Petroleum | | | | | | Electrical system energy | | | | |
|----------------------|--------------------------|--------------------------|----------|-------------------------------|---------------|--------------------|-----------------|--------------------------|-------------|-------------------------|---------------------|--------------------|
| | | Distillate fuel (diesel) | Jet fuel | Motor gasoline ^{2,4} | Residual fuel | Other ³ | Total petroleum | Ethanol ⁴ | Electricity | Net energy ⁴ | losses ⁵ | Total ⁴ |
| Alabama | 19.4 | 109.8 | 9.9 | 322.2 | 5.2 | 2.7 | 449.8 | 9.0 | 0.0 | 469.2 | 0.0 | 469.2 |
| Alaska | 2.4 | 46.1 | 106.3 | 34.4 | 0.0 | 1.5 | 188.3 | 1.9 | 0.0 | 190.6 | 0.0 | 190.6 |
| Arizona | 22.5 | 109.9 | 32.3 | 326.0 | 0.0 | 2.9 | 471.1 | 19.1 | 0.0 | 493.6 | 0.0 | 493.6 |
| Arkansas | 9.2 | 95.2 | 4.5 | 177.3 | 0.0 | 2.8 | 279.8 | 5.9 | 0.0 | 289.0 | 0.0 | 289.0 |
| California | 20.0 | 439.3 | 555.6 | 1,845.6 | 242.6 | 17.6 | 3,100.6 | 80.8 | 2.9 | 3,123.5 | 6.1 | 3,129.5 |
| Colorado | 14.0 | 81.9 | 61.5 | 257.6 | 0.0 | 2.5 | 403.4 | 8.3 | 0.1 | 417.6 | 0.3 | 417.9 |
| Connecticut | 5.2 | 40.0 | 8.0 | 187.6 | 0.2 | 1.9 | 237.6 | 12.0 | 0.6 | 243.5 | 1.4 | 244.9 |
| Delaware | 0.0 | 8.4 | 0.5 | 54.6 | 6.6 | 0.8 | 70.8 | 3.0 | 0.0 | 70.8 | 0.0 | 70.8 |
| Dist. of Columbia | 0.2 | 1.8 | 0.0 | 13.6 | 0.0 | 0.3 | 15.6 | 0.5 | 1.1 | 16.9 | 2.3 | 19.2 |
| Florida | 10.8 | 210.5 | 178.5 | 1,025.9 | 20.2 | 5.9 | 1,441.0 | 57.8 | 0.3 | 1,452.1 | 0.6 | 1,452.7 |
| Georgia | 8.1 | 186.8 | 102.2 | 606.1 | 43.6 | 4.2 | 942.9 | 33.8 | 0.6 | 951.6 | 1.3 | 952.9 |
| Hawaii | 0.0 | 18.5 | 47.0 | 54.8 | 7.9 | 0.5 | 128.8 | 3.6 | 0.0 | 128.8 | 0.0 | 128.8 |
| Idaho | 7.0 | 34.5 | 3.3 | 79.2 | 0.0 | 1.1 | 118.0 | 2.6 | 0.0 | 125.0 | 0.0 | 125.0 |
| Illinois | 15.0 | 213.4 | 141.6 | 605.0 | 0.2 | 8.8 | 969.0 | 38.0 | 1.8 | 985.8 | 3.8 | 989.6 |
| Indiana | 6.5 | 170.2 | 42.3 | 368.3 | 0.6 | 4.2 | 585.6 | 23.4 | 0.1 | 592.2 | 0.1 | 592.3 |
| Iowa | 13.9 | 90.8 | 3.0 | 191.9 | 0.0 | 3.3 | 288.9 | 7.4 | 0.0 | 302.9 | 0.0 | 302.9 |
| Kansas | 24.0 | 74.6 | 13.9 | 159.9 | 0.0 | 3.6 | 252.0 | 8.5 | 0.0 | 276.0 | 0.0 | 276.0 |
| Kentucky | 12.9 | 119.2 | 55.8 | 274.4 | 0.0 | 2.8 | 452.3 | 16.6 | 0.0 | 465.2 | 0.0 | 465.2 |
| Louisiana | 48.9 | 129.0 | 91.1 | 281.7 | 92.3 | 3.7 | 597.9 | 10.7 | 0.0 | 646.8 | 0.1 | 646.8 |
| Maine | 0.9 | 27.4 | 7.0 | 82.3 | 5.2 | 0.8 | 122.6 | 5.2 | 0.0 | 123.5 | 0.0 | 123.5 |
| Maryland | 3.7 | 76.4 | 19.0 | 357.3 | 2.8 | 2.0 | 457.4 | 17.9 | 1.9 | 462.9 | 4.0 | 466.9 |
| Massachusetts | 2.0 | 63.8 | 35.2 | 343.7 | 2.6 | 2.7 | 447.9 | 19.3 | 1.2 | 451.1 | 2.6 | 453.7 |
| Michigan | 20.3 | 116.9 | 24.2 | 565.8 | 0.9 | 7.7 | 715.5 | 34.8 | 0.0 | 735.8 | 0.0 | 735.9 |
| Minnesota | 13.0 | 92.7 | 52.2 | 308.7 | 1.0 | 4.7 | 459.2 | 20.7 | 0.1 | 472.2 | 0.2 | 472.4 |
| Mississippi | 29.4 | 99.6 | 27.5 | 193.7 | 4.6 | 2.0 | 327.4 | 7.0 | 0.0 | 356.8 | 0.0 | 356.8 |
| Missouri | 3.7 | 141.7 | 20.6 | 392.8 | 0.0 | 5.6 | 560.7 | 18.4 | 0.1 | 564.5 | 0.2 | 564.7 |
| Montana | 4.9 | 35.3 | 4.5 | 60.0 | 0.0 | 1.3 | 101.1 | 2.6 | 0.0 | 106.0 | 0.0 | 106.0 |
| Nebraska | 6.6 | 57.2 | 4.0 | 101.0 | 0.0 | 2.0 | 164.1 | 4.5 | 0.0 | 170.7 | 0.0 | 170.7 |
| Nevada | 3.5 | 46.2 | 27.7 | 136.4 | 0.0 | 1.2 | 211.5 | 7.2 | 0.0 | 215.1 | 0.1 | 215.1 |
| New Hampshire | 0.0 | 14.3 | 1.9 | 89.0 | 0.0 | 0.5 | 105.7 | 4.4 | 0.0 | 105.8 | 0.0 | 105.8 |
| New Jersey | 1.9 | 107.0 | 195.2 | 522.9 | 67.5 | 3.7 | 896.2 | 32.0 | 1.1 | 899.3 | 2.3 | 901.6 |
| New Mexico | 11.4 | 63.5 | 7.6 | 118.3 | 0.0 | 1.6 | 191.0 | 4.0 | 0.0 | 202.4 | 0.0 | 202.4 |
| New York | 15.8 | 165.1 | 95.0 | 701.6 | 76.4 | 5.3 | 1,043.4 | 41.1 | 10.3 | 1,069.6 | 21.7 | 1,091.3 |
| North Carolina | 6.0 | 143.4 | 10.5 | 536.5 | 4.5 | 7.2 | 702.1 | 30.3 | 0.0 | 708.1 | 0.0 | 708.2 |
| North Dakota | 9.4 | 29.2 | 3.9 | 44.2 | 0.0 | 1.0 | 78.3 | 2.6 | 0.0 | 87.6 | 0.0 | 87.6 |
| Ohio | 15.0 | 214.3 | 72.3 | 614.9 | 0.0 | 8.4 | 909.8 | 38.9 | 0.1 | 924.9 | 0.3 | 925.2 |
| Oklahoma | 27.4 | 128.2 | 36.6 | 223.5 | 0.0 | 5.0 | 393.2 | 11.7 | 0.0 | 420.6 | 0.0 | 420.6 |
| Oregon | 8.4 | 88.3 | 37.0 | 189.3 | 5.0 | 3.6 | 323.2 | 11.1 | 0.1 | 331.7 | 0.2 | 331.8 |
| Pennsylvania | 37.5 | 207.5 | 70.7 | 630.9 | 15.6 | 7.0 | 931.7 | 36.8 | 3.0 | 972.2 | 6.3 | 978.5 |
| Rhode Island | 1.0 | 8.8 | 3.9 | 48.6 | 1.1 | 0.4 | 62.8 | 3.8 | 0.0 | 63.8 | 0.0 | 63.8 |
| South Carolina | 2.5 | 95.7 | 6.1 | 338.1 | 11.9 | 2.0 | 453.9 | 18.5 | 0.0 | 456.4 | 0.0 | 456.4 |
| South Dakota | 3.2 | 29.8 | 4.0 | 53.5 | 0.0 | 0.9 | 88.2 | 3.3 | 0.0 | 91.5 | 0.0 | 91.5 |
| Tennessee | 11.7 | 126.8 | 63.4 | 385.6 | 0.0 | 4.0 | 579.8 | 25.8 | 0.0 | 591.5 | 0.0 | 591.6 |
| Texas | 98.1 | 631.7 | 350.5 | 1,488.9 | 142.3 | 12.1 | 2,625.4 | 65.8 | 0.2 | 2,723.7 | 0.5 | 2,724.2 |
| Utah | 10.9 | 61.5 | 32.6 | 128.6 | 0.0 | 1.7 | 224.4 | 4.3 | 0.1 | 235.4 | 0.2 | 235.6 |
| Vermont | 0.0 | 9.2 | 2.9 | 41.0 | 0.0 | 0.3 | 53.5 | 2.6 | 0.0 | 53.5 | 0.0 | 53.5 |
| Virginia | 9.2 | 149.1 | 89.0 | 488.5 | 3.9 | 3.8 | 734.2 | 29.5 | 0.7 | 744.1 | 1.4 | 745.5 |
| Washington | 7.9 | 118.0 | 103.7 | 332.7 | 45.5 | 3.6 | 603.6 | 20.2 | 0.0 | 611.5 | 0.0 | 611.5 |
| West Virginia | 19.2 | 40.1 | 1.1 | 103.3 | 0.0 | 1.3 | 145.9 | 5.7 | 0.0 | 165.1 | 0.0 | 165.1 |
| Wisconsin | 1.7 | 103.1 | 14.1 | 308.2 | 0.0 | 3.2 | 428.6 | 19.8 | 0.0 | 430.4 | 0.0 | 430.4 |
| Wyoming | 18.6 | 56.9 | 2.4 | 41.3 | 0.0 | 1.9 | 102.6 | 1.4 | 0.0 | 121.1 | 0.0 | 121.1 |
| United States, total | 644.8 | 5,528.3 | 2,883.3 | 16,836.9 | 810.2 | 179.6 | 26,238.4 | 893.8 | 26.5 | 26,908.8 | 55.9 | 26,965.6 |

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

²Includes ethanol blended into motor gasoline.

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

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

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

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

NOTE: Sum of components may not be equal to totals due to rounding.

 SOURCE: U.S. Department of Energy, Energy Information Administration, State Energy Data System 2011, Consumption Estimates, available at <http://www.eia.gov/state/seds/seds-data-complete.cfm#consumption> as of May 1, 2012.

Table 7-2: Energy Consumption by End-Use Sector: 2009

(Trillion Btu)

| State | Total energy consumed ¹ | End-use sectors ² | | | | | | | |
|----------------------|------------------------------------|------------------------------|---------|--------------|---------|--------------|---------|--------------|---------|
| | | Transportation | | Residential | | Commercial | | Industrial | |
| | | Trillion Btu | Percent | Trillion Btu | Percent | Trillion Btu | Percent | Trillion Btu | Percent |
| Alabama | 1,906.8 | 469.2 | 24.6 | 383.2 | 20.1 | 266.0 | 14.0 | 788.5 | 41.4 |
| Alaska | 630.4 | 190.6 | 30.2 | 53.4 | 8.5 | 61.0 | 9.7 | 325.4 | 51.6 |
| Arizona | 1,454.3 | 493.6 | 33.9 | 400.8 | 27.6 | 352.1 | 24.2 | 207.8 | 14.3 |
| Arkansas | 1,054.8 | 289.0 | 27.4 | 226.3 | 21.5 | 167.0 | 15.8 | 372.5 | 35.3 |
| California | 8,005.5 | 3,129.5 | 39.1 | 1,527.3 | 19.1 | 1,578.7 | 19.7 | 1,770.0 | 22.1 |
| Colorado | 1,452.2 | 417.9 | 28.8 | 332.7 | 22.9 | 291.8 | 20.1 | 409.9 | 28.2 |
| Connecticut | 788.4 | 244.9 | 31.1 | 262.4 | 33.3 | 197.6 | 25.1 | 83.6 | 10.6 |
| Delaware | 254.7 | 70.8 | 27.8 | 64.2 | 25.2 | 59.3 | 23.3 | 60.3 | 23.7 |
| District of Columbia | 182.4 | 19.2 | 10.5 | 34.8 | 19.1 | 124.5 | 68.3 | 3.9 | 2.1 |
| Florida | 4,295.2 | 1,452.7 | 33.8 | 1,294.3 | 30.1 | 1,061.6 | 24.7 | 486.6 | 11.3 |
| Georgia | 2,949.3 | 952.9 | 32.3 | 723.2 | 24.5 | 553.3 | 18.8 | 720.0 | 24.4 |
| Hawaii | 269.8 | 128.8 | 47.7 | 35.7 | 13.2 | 42.1 | 15.6 | 63.3 | 23.5 |
| Idaho | 509.0 | 125.0 | 24.6 | 129.9 | 25.5 | 84.3 | 16.6 | 169.9 | 33.4 |
| Illinois | 3,815.1 | 989.6 | 25.9 | 943.9 | 24.7 | 773.6 | 20.3 | 1,108.0 | 29.0 |
| Indiana | 2,622.6 | 592.3 | 22.6 | 523.1 | 19.9 | 357.2 | 13.6 | 1,150.1 | 43.9 |
| Iowa | 1,418.5 | 302.9 | 21.4 | 234.6 | 16.5 | 198.5 | 14.0 | 682.5 | 48.1 |
| Kansas | 1,084.3 | 276.0 | 25.5 | 225.2 | 20.8 | 197.1 | 18.2 | 386.0 | 35.6 |
| Kentucky | 1,876.6 | 465.2 | 24.8 | 358.1 | 19.1 | 242.3 | 12.9 | 811.1 | 43.2 |
| Louisiana | 3,366.3 | 646.8 | 19.2 | 358.1 | 10.6 | 282.2 | 8.4 | 2,079.2 | 61.8 |
| Maine | 430.5 | 123.5 | 28.7 | 94.0 | 21.8 | 73.3 | 17.0 | 139.7 | 32.5 |
| Maryland | 1,429.3 | 466.9 | 32.7 | 403.7 | 28.2 | 403.5 | 28.2 | 155.3 | 10.9 |
| Massachusetts | 1,426.0 | 453.7 | 31.8 | 439.5 | 30.8 | 289.8 | 20.3 | 243.1 | 17.0 |
| Michigan | 2,696.6 | 735.9 | 27.3 | 753.8 | 28.0 | 595.1 | 22.1 | 611.8 | 22.7 |
| Minnesota | 1,809.5 | 472.4 | 26.1 | 408.1 | 22.6 | 352.3 | 19.5 | 576.7 | 31.9 |
| Mississippi | 1,138.7 | 356.8 | 31.3 | 227.8 | 20.0 | 165.2 | 14.5 | 388.9 | 34.2 |
| Missouri | 1,817.8 | 564.7 | 31.1 | 507.3 | 27.9 | 397.8 | 21.9 | 348.1 | 19.1 |
| Montana | 411.5 | 106.0 | 25.8 | 87.8 | 21.3 | 77.6 | 18.9 | 140.0 | 34.0 |
| Nebraska | 759.1 | 170.7 | 22.5 | 153.1 | 20.2 | 134.3 | 17.7 | 301.0 | 39.7 |
| Nevada | 707.6 | 215.1 | 30.4 | 172.7 | 24.4 | 128.6 | 18.2 | 191.1 | 27.0 |
| New Hampshire | 303.0 | 105.8 | 34.9 | 88.1 | 29.1 | 69.7 | 23.0 | 39.4 | 13.0 |
| New Jersey | 2,393.6 | 901.6 | 37.7 | 576.8 | 24.1 | 623.6 | 26.1 | 291.6 | 12.2 |
| New Mexico | 670.1 | 202.4 | 30.2 | 118.0 | 17.6 | 122.4 | 18.3 | 227.4 | 33.9 |
| New York | 3,818.5 | 1,091.3 | 28.6 | 1,128.0 | 29.5 | 1,233.2 | 32.3 | 366.0 | 9.6 |
| North Carolina | 2,545.4 | 708.2 | 27.8 | 712.3 | 28.0 | 578.3 | 22.7 | 546.7 | 21.5 |
| North Dakota | 426.8 | 87.6 | 20.5 | 66.1 | 15.5 | 62.9 | 14.7 | 210.1 | 49.2 |
| Ohio | 3,633.7 | 925.2 | 25.5 | 906.0 | 24.9 | 678.0 | 18.7 | 1,124.4 | 30.9 |
| Oklahoma | 1,490.6 | 420.6 | 28.2 | 303.9 | 20.4 | 247.4 | 16.6 | 518.6 | 34.8 |
| Oregon | 1,066.5 | 331.8 | 31.1 | 274.3 | 25.7 | 208.3 | 19.5 | 252.1 | 23.6 |
| Pennsylvania | 3,654.1 | 978.5 | 26.8 | 918.6 | 25.1 | 685.2 | 18.8 | 1,071.8 | 29.3 |
| Rhode Island | 219.3 | 63.8 | 29.1 | 69.2 | 31.6 | 56.6 | 25.8 | 29.6 | 13.5 |
| South Carolina | 1,581.0 | 456.4 | 28.9 | 352.0 | 22.3 | 256.6 | 16.2 | 516.0 | 32.6 |
| South Dakota | 359.9 | 91.5 | 25.4 | 69.4 | 19.3 | 60.4 | 16.8 | 138.6 | 38.5 |
| Tennessee | 2,136.0 | 591.6 | 27.7 | 515.4 | 24.1 | 362.5 | 17.0 | 666.5 | 31.2 |
| Texas | 11,297.4 | 2,724.2 | 24.1 | 1,611.5 | 14.3 | 1,459.6 | 12.9 | 5,502.2 | 48.7 |
| Utah | 754.5 | 235.6 | 31.2 | 165.1 | 21.9 | 152.3 | 20.2 | 201.5 | 26.7 |
| Vermont | 158.1 | 53.5 | 33.8 | 48.3 | 30.6 | 31.8 | 20.1 | 24.4 | 15.4 |
| Virginia | 2,385.8 | 745.5 | 31.2 | 610.6 | 25.6 | 589.7 | 24.7 | 440.0 | 18.4 |
| Washington | 2,032.9 | 611.5 | 30.1 | 502.4 | 24.7 | 389.8 | 19.2 | 529.2 | 26.0 |
| West Virginia | 715.6 | 165.1 | 23.1 | 165.2 | 23.1 | 111.3 | 15.6 | 274.0 | 38.3 |
| Wisconsin | 1,744.6 | 430.4 | 24.7 | 418.8 | 24.0 | 346.9 | 19.9 | 548.4 | 31.4 |
| Wyoming | 520.3 | 121.1 | 23.3 | 47.7 | 9.2 | 61.3 | 11.8 | 290.2 | 55.8 |
| United States | 94,446.9 | 26,965.6 | 28.6 | 21,026.6 | 22.3 | 17,895.6 | 18.9 | 28,559.0 | 30.2 |

¹U.S. total energy and U.S. industrial sector include 3.8 trillion Btu of net imports of coal coke that is not allocated to the States.

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

KEY: Btu = British thermal unit.

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

SOURCE: U.S. Department of Energy, Energy Information Administration, State Energy Data System 2011, Consumption Estimates, available at <http://www.eia.gov/state/seds/seds-data-complete.cfm#consumption> as of May 1, 2012.

Table 7-3: Transportation Energy Consumption per Capita: 2009

| State | Population (thousands) | Petroleum | | All energy sources | |
|----------------------|---------------------------|----------------------|---------------------------------------|----------------------|---------------------------------------|
| | | Total (trillion Btu) | Per capita ¹ (million Btu) | Total (trillion Btu) | Per capita ¹ (million Btu) |
| Alabama | 4,708.7 | 449.8 | 95.5 | 469.2 | 99.6 |
| Alaska | 698.5 | 188.3 | 269.6 | 190.6 | 272.9 |
| Arizona | 6,595.8 | 471.1 | 71.4 | 493.6 | 74.8 |
| Arkansas | 2,889.5 | 279.8 | 96.8 | 289.0 | 100.0 |
| California | 36,961.7 | 3,100.6 | 83.9 | 3,129.5 | 84.7 |
| Colorado | 5,024.7 | 403.4 | 80.3 | 417.9 | 83.2 |
| Connecticut | 3,518.3 | 237.6 | 67.5 | 244.9 | 69.6 |
| Delaware | 885.1 | 70.8 | 80.0 | 70.8 | 80.0 |
| District of Columbia | 599.7 | 15.6 | 26.0 | 19.2 | 32.0 |
| Florida | 18,538.0 | 1,441.0 | 77.7 | 1,452.7 | 78.4 |
| Georgia | 9,829.2 | 942.9 | 95.9 | 952.9 | 96.9 |
| Hawaii | 1,295.2 | 128.8 | 99.4 | 128.8 | 99.4 |
| Idaho | 1,545.8 | 118.0 | 76.3 | 125.0 | 80.9 |
| Illinois | 12,910.4 | 969.0 | 75.1 | 989.6 | 76.7 |
| Indiana | 6,423.1 | 585.6 | 91.2 | 592.3 | 92.2 |
| Iowa | 3,007.9 | 288.9 | 96.0 | 302.9 | 100.7 |
| Kansas | 2,818.7 | 252.0 | 89.4 | 276.0 | 97.9 |
| Kentucky | 4,314.1 | 452.3 | 104.8 | 465.2 | 107.8 |
| Louisiana | 4,492.1 | 597.9 | 133.1 | 646.8 | 144.0 |
| Maine | 1,318.3 | 122.6 | 93.0 | 123.5 | 93.7 |
| Maryland | 5,699.5 | 457.4 | 80.3 | 466.9 | 81.9 |
| Massachusetts | 6,593.6 | 447.9 | 67.9 | 453.7 | 68.8 |
| Michigan | 9,969.7 | 715.5 | 71.8 | 735.9 | 73.8 |
| Minnesota | 5,266.2 | 459.2 | 87.2 | 472.4 | 89.7 |
| Mississippi | 2,952.0 | 327.4 | 110.9 | 356.8 | 120.9 |
| Missouri | 5,987.6 | 560.7 | 93.6 | 564.7 | 94.3 |
| Montana | 975.0 | 101.1 | 103.7 | 106.0 | 108.7 |
| Nebraska | 1,796.6 | 164.1 | 91.3 | 170.7 | 95.0 |
| Nevada | 2,643.1 | 211.5 | 80.0 | 215.1 | 81.4 |
| New Hampshire | 1,324.6 | 105.7 | 79.8 | 105.8 | 79.9 |
| New Jersey | 8,707.7 | 896.2 | 102.9 | 901.6 | 103.5 |
| New Mexico | 2,009.7 | 191.0 | 95.0 | 202.4 | 100.7 |
| New York | 19,541.5 | 1,043.4 | 53.4 | 1,091.3 | 55.8 |
| North Carolina | 9,380.9 | 702.1 | 74.8 | 708.2 | 75.5 |
| North Dakota | 646.8 | 78.3 | 121.0 | 87.6 | 135.4 |
| Ohio | 11,542.6 | 909.8 | 78.8 | 925.2 | 80.2 |
| Oklahoma | 3,687.1 | 393.2 | 106.6 | 420.6 | 114.1 |
| Oregon | 3,825.7 | 323.2 | 84.5 | 331.8 | 86.7 |
| Pennsylvania | 12,604.8 | 931.7 | 73.9 | 978.5 | 77.6 |
| Rhode Island | 1,053.2 | 62.8 | 59.6 | 63.8 | 60.6 |
| South Carolina | 4,561.2 | 453.9 | 99.5 | 456.4 | 100.1 |
| South Dakota | 812.4 | 88.2 | 108.6 | 91.5 | 112.6 |
| Tennessee | 6,296.3 | 579.8 | 92.1 | 591.6 | 94.0 |
| Texas | 24,782.3 | 2,625.4 | 105.9 | 2,724.2 | 109.9 |
| Utah | 2,784.6 | 224.4 | 80.6 | 235.6 | 84.6 |
| Vermont | 621.8 | 53.5 | 86.0 | 53.5 | 86.0 |
| Virginia | 7,882.6 | 734.2 | 93.1 | 745.5 | 94.6 |
| Washington | 6,664.2 | 603.6 | 90.6 | 611.5 | 91.8 |
| West Virginia | 1,819.8 | 145.9 | 80.2 | 165.1 | 90.7 |
| Wisconsin | 5,654.8 | 428.6 | 75.8 | 430.4 | 76.1 |
| Wyoming | 544.3 | 102.6 | 188.5 | 121.1 | 222.5 |
| United States | 307,006.6 | 26,238.4 | 85.5 | 26,965.6 | 87.8 |

¹Calculated by the Bureau of Transportation Statistics, Research and Innovative Technology Administration.

KEY: Btu = British thermal unit.

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

SOURCE: Population: U.S. Department of Commerce, U.S. Census Bureau, Population Estimates Vintage 2009, available at <http://www.census.gov/popest/index.html> as of May 1, 2012. Consumption: U.S. Department of Energy, Energy Information Administration, State Energy Data System 2011, Consumption Estimates, available at <http://www.eia.gov/state/seds/seds-data-complete.cfm#consumption> as of May 1, 2012.

Table 7-4: Motor-Fuel Use: 2010¹

(Millions of gallons)

| State | Gasoline | | | | Special fuel (mainly diesel) | Total use | | | |
|----------------------|---------------------------|------------|---------------------------|------------|---------------------------------|---------------------------|---------------------------|------------|-------------------|
| | Highway use | | Nonhighway use | | | Private and commercial | Private and commercial | Public use | Combined total |
| | Private and commercial | Public use | Private and commercial | Public use | | | | | |
| Alabama | 2,537 | 38 | 76 | 2 | 746 | 3,359 | 40 | 3,399 | 710 |
| Alaska | 263 | 7 | 25 | <0.5 | 212 | 499 | 8 | 507 | 710 |
| Arizona | 2,533 | 39 | 79 | 2 | 776 | 3,387 | 41 | 3,428 | 535 |
| Arkansas | 1,366 | 27 | 57 | 1 | 619 | 2,043 | 28 | 2,071 | 709 |
| California | 14,384 | 224 | 272 | 11 | 2,733 | 17,389 | 235 | 17,623 | 472 |
| Colorado | 2,042 | 36 | 43 | 2 | 538 | 2,623 | 38 | 2,661 | 527 |
| Connecticut | 1,441 | 21 | 36 | 1 | 270 | 1,748 | 22 | 1,770 | 495 |
| Delaware | 418 | 8 | 21 | <0.5 | 61 | 500 | 8 | 508 | 565 |
| District of Columbia | 92 | 9 | 13 | <0.5 | 22 | 126 | 10 | 136 | 225 |
| Florida | 7,682 | 130 | 426 | 5 | 1,356 | 9,463 | 135 | 9,598 | 509 |
| Georgia | 4,710 | 62 | 109 | 3 | 1,266 | 6,085 | 65 | 6,150 | 633 |
| Hawaii | 389 | 10 | 16 | 1 | 52 | 458 | 11 | 468 | 344 |
| Idaho | 634 | 14 | 38 | 1 | 257 | 929 | 14 | 944 | 601 |
| Illinois | 4,675 | 94 | 120 | 5 | 1,404 | 6,199 | 98 | 6,298 | 490 |
| Indiana | 2,887 | 51 | 157 | 2 | 1,218 | 4,263 | 53 | 4,317 | 665 |
| Iowa | 1,514 | 31 | 165 | 2 | 644 | 2,324 | 33 | 2,357 | 773 |
| Kansas | 1,135 | 29 | 51 | 1 | 477 | 1,663 | 30 | 1,693 | 592 |
| Kentucky | 2,128 | 37 | 55 | 2 | 786 | 2,969 | 38 | 3,007 | 692 |
| Louisiana | 2,169 | 37 | 72 | 2 | 739 | 2,979 | 39 | 3,018 | 664 |
| Maine | 648 | 10 | 18 | 1 | 186 | 853 | 11 | 863 | 650 |
| Maryland | 2,580 | 30 | 67 | 1 | 541 | 3,188 | 32 | 3,220 | 557 |
| Massachusetts | 2,698 | 38 | 54 | 2 | 398 | 3,151 | 40 | 3,190 | 487 |
| Michigan | 4,338 | 70 | 135 | 3 | 822 | 5,295 | 74 | 5,368 | 544 |
| Minnesota | 2,394 | 46 | 115 | 2 | 626 | 3,135 | 49 | 3,183 | 599 |
| Mississippi | 1,570 | 27 | 38 | 1 | 563 | 2,171 | 29 | 2,200 | 741 |
| Missouri | 3,059 | 49 | 76 | 2 | 986 | 4,121 | 52 | 4,172 | 696 |
| Montana | 465 | 11 | 24 | 1 | 246 | 735 | 11 | 747 | 753 |
| Nebraska | 806 | 19 | 31 | 1 | 428 | 1,265 | 20 | 1,285 | 702 |
| Nevada | 1,051 | 15 | 29 | 1 | 309 | 1,389 | 16 | 1,404 | 519 |
| New Hampshire | 689 | 10 | 19 | <0.5 | 94 | 802 | 11 | 812 | 617 |
| New Jersey | 4,049 | 54 | 85 | 3 | 795 | 4,928 | 57 | 4,985 | 567 |
| New Mexico | 866 | 17 | 28 | 1 | 474 | 1,368 | 18 | 1,386 | 671 |
| New York | 5,528 | 108 | 144 | 5 | 1,359 | 7,030 | 113 | 7,144 | 368 |
| North Carolina | 4,216 | 99 | 137 | 3 | 992 | 5,344 | 102 | 5,446 | 570 |
| North Dakota | 354 | 8 | 26 | <0.5 | 239 | 618 | 9 | 627 | 930 |
| Ohio | 4,814 | 85 | 118 | 4 | 1,452 | 6,384 | 89 | 6,473 | 561 |
| Oklahoma | 1,805 | 34 | 85 | 2 | 742 | 2,633 | 35 | 2,668 | 710 |
| Oregon | 1,455 | 27 | 52 | 1 | 518 | 2,025 | 29 | 2,054 | 535 |
| Pennsylvania | 4,964 | 78 | 70 | 4 | 1,406 | 6,441 | 82 | 6,522 | 513 |
| Rhode Island | 372 | 9 | 12 | <0.5 | 63 | 447 | 9 | 456 | 433 |
| South Carolina | 2,530 | 31 | 82 | 1 | 731 | 3,343 | 32 | 3,375 | 728 |
| South Dakota | 400 | 10 | 23 | <0.5 | 214 | 637 | 10 | 648 | 793 |
| Tennessee | 3,022 | 56 | 101 | 2 | 892 | 4,016 | 59 | 4,074 | 641 |
| Texas | 11,864 | 166 | 268 | 8 | 3,912 | 16,045 | 174 | 16,219 | 642 |
| Utah | 973 | 21 | 35 | 1 | 413 | 1,420 | 22 | 1,442 | 520 |
| Vermont | 316 | 6 | 7 | <0.5 | 59 | 383 | 6 | 389 | 621 |
| Virginia | 3,914 | 55 | 71 | 3 | 1,001 | 4,986 | 58 | 5,043 | 629 |
| Washington | 2,524 | 72 | 81 | 2 | 628 | 3,234 | 74 | 3,308 | 491 |
| West Virginia | 822 | 17 | 18 | 1 | 291 | 1,131 | 18 | 1,149 | 620 |
| Wisconsin | 2,431 | 47 | 78 | 2 | 715 | 3,224 | 49 | 3,273 | 575 |
| Wyoming | 309 | 7 | 41 | <0.5 | 348 | 699 | 7 | 706 | 1,250 |
| United States | 130,824 | 2,236 | 4,003 | 103 | 36,619 | 171,446 | 2,339 | 173,785 | 562 |

¹Based on reports from state motor-fuel tax agencies. Gasohol is included with gasoline. Public use and nonhighway use were estimated by the Federal Highway Administration. Estimates may not be comparable to data for prior years due to revised estimation procedures.

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

SOURCE: Motor-fuel use: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2010, MF-21, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of May 3, 2012. Population: U.S. Department of Commerce, U.S. Census Bureau, Population Estimates Vintage 2011, available at <http://www.census.gov/popest/index.html> as of May 3, 2012.

Table 7-5: Alternative-Fueled Vehicles in Use by Fuel Type: 2009

(Number of vehicles)

| State | Fuel Type | | | | | | Total |
|----------------------|---------------------------|--------------------------|----------------------|--------------------------|----------|--------------------|---------|
| | Liquefied petroleum gases | Natural gas ¹ | Ethanol ² | Electricity ³ | Hydrogen | Other ⁴ | |
| Alabama | 1,637 | 358 | 8,838 | 421 | 0 | 0 | 11,254 |
| Alaska | 53 | 463 | 2,066 | 20 | 0 | 0 | 2,602 |
| Arizona | 5,708 | 12,646 | 17,725 | 4,749 | 0 | 0 | 40,828 |
| Arkansas | 1,193 | 183 | 2,259 | 167 | 0 | 0 | 3,802 |
| California | 13,754 | 39,376 | 51,734 | 31,545 | 0 | 0 | 136,409 |
| Colorado | 4,362 | 1,197 | 12,986 | 195 | 0 | 0 | 18,740 |
| Connecticut | 302 | 1,088 | 3,932 | 0 | 0 | 0 | 5,322 |
| Delaware | 26 | 16 | 2,194 | 0 | 0 | 0 | 2,236 |
| District of Columbia | 0 | 1,659 | 6,346 | 0 | 0 | 0 | 8,005 |
| Florida | 5,531 | 2,846 | 25,439 | 181 | 0 | 0 | 33,997 |
| Georgia | 7,877 | 2,847 | 13,431 | 515 | 0 | 0 | 24,670 |
| Hawaii | 1,086 | 0 | 4,503 | 281 | 0 | 0 | 5,870 |
| Idaho | 516 | 332 | 4,242 | 0 | 0 | 0 | 5,090 |
| Illinois | 2,334 | 2,766 | 20,273 | 198 | 0 | 0 | 25,571 |
| Indiana | 3,079 | 1,544 | 8,226 | 0 | 0 | 0 | 12,849 |
| Iowa | 573 | 0 | 5,399 | 234 | 0 | 0 | 6,206 |
| Kansas | 844 | 243 | 3,821 | 0 | 0 | 0 | 4,908 |
| Kentucky | 1,141 | 126 | 9,353 | 0 | 0 | 0 | 10,620 |
| Louisiana | 2,645 | 361 | 7,089 | 431 | 0 | 0 | 10,526 |
| Maine | 445 | 12 | 965 | 0 | 0 | 0 | 1,422 |
| Maryland | 423 | 2,075 | 13,319 | 1,212 | 0 | 0 | 17,029 |
| Massachusetts | 385 | 1,982 | 3,829 | 1,746 | 0 | 0 | 7,942 |
| Michigan | 3,333 | 646 | 15,649 | 1,879 | 0 | 0 | 21,507 |
| Minnesota | 2,425 | 108 | 8,429 | 0 | 0 | 0 | 10,962 |
| Mississippi | 2,481 | 225 | 6,491 | 0 | 0 | 0 | 9,197 |
| Missouri | 3,650 | 88 | 10,895 | 0 | 0 | 0 | 14,633 |
| Montana | 385 | 21 | 2,593 | 105 | 0 | 0 | 3,104 |
| Nebraska | 293 | 366 | 3,699 | 0 | 0 | 0 | 4,358 |
| Nevada | 3,005 | 2,397 | 5,144 | 6 | 0 | 0 | 10,552 |
| New Hampshire | 197 | 138 | 1,034 | 269 | 0 | 0 | 1,638 |
| New Jersey | 3,285 | 3,894 | 13,215 | 38 | 0 | 0 | 20,432 |
| New Mexico | 1,900 | 866 | 12,191 | 0 | 0 | 0 | 14,957 |
| New York | 998 | 8,627 | 13,016 | 7,301 | 0 | 0 | 29,942 |
| North Carolina | 3,722 | 548 | 26,801 | 1,693 | 0 | 0 | 32,764 |
| North Dakota | 122 | 12 | 3,081 | 0 | 0 | 0 | 3,215 |
| Ohio | 3,159 | 929 | 14,647 | 470 | 0 | 0 | 19,205 |
| Oklahoma | 1,043 | 2,932 | 5,223 | 272 | 0 | 0 | 9,470 |
| Oregon | 417 | 1,675 | 7,704 | 1,310 | 0 | 0 | 11,106 |
| Pennsylvania | 1,127 | 1,865 | 12,749 | 17 | 0 | 0 | 15,758 |
| Rhode Island | 80 | 960 | 1,451 | 0 | 0 | 0 | 2,491 |
| South Carolina | 1,761 | 249 | 13,676 | 17 | 0 | 0 | 15,703 |
| South Dakota | 111 | 0 | 5,173 | 0 | 0 | 0 | 5,284 |
| Tennessee | 620 | 336 | 10,826 | 41 | 0 | 0 | 11,823 |
| Texas | 51,699 | 10,440 | 32,755 | 35 | 0 | 0 | 94,929 |
| Utah | 326 | 2,658 | 4,929 | 176 | 0 | 0 | 8,089 |
| Vermont | 117 | 23 | 666 | 745 | 0 | 0 | 1,551 |
| Virginia | 1,733 | 1,814 | 20,628 | 104 | 0 | 0 | 24,279 |
| Washington | 1,063 | 2,036 | 11,984 | 0 | 0 | 0 | 15,083 |
| West Virginia | 296 | 22 | 2,001 | 0 | 0 | 0 | 2,319 |
| Wisconsin | 2,058 | 782 | 7,936 | 17 | 0 | 0 | 10,793 |
| Wyoming | 194 | 329 | 1,741 | 17 | 0 | 0 | 2,281 |
| State unknown | 1,516 | 340 | 1 | 778 | 357 | 3 | 2,995 |
| United States, total | 147,030 | 117,446 | 504,297 | 57,185 | 357 | 3 | 826,318 |

¹Includes vehicles using compressed natural gas (CNG) and liquefied natural gas (LNG).²Excludes E85 vehicles used by private individuals (non-fleet users) because most of those are believed to be in use as traditional gasoline-powered vehicles.³Excludes gasoline-electric and diesel-electric hybrids.⁴May include P-Series fuel or any other fuel designated by the Secretary of Energy as an alternative fuel in accordance with the Energy Policy Act of 1992.

NOTES: The estimated number of neat methanol (M100), 85-percent methanol (M85), and 95-percent ethanol (E95) vehicles in use is zero for all years included in this table. Therefore, those fuels are not shown.

SOURCE: U.S. Department of Energy, Energy Information Administration, Office of Energy Consumption and Efficiency Statistics, Alternatives to Traditional Transportation Fuels 2009, V3, available at <http://www.eia.gov/renewable/> as of May 3, 2012.

Table 7-6: Alternative Fuel Stations by Fuel Type: 2010

| State | Compressed | | | | Liquefied | | | | Total ² |
|----------------------|-------------|-------------|---------|-----------------------|-----------|----------|-------------|-------|--------------------|
| | Natural Gas | 85% Ethanol | Propane | Electric ¹ | Biodiesel | Hydrogen | Natural Gas | | |
| Alabama | 4 | 15 | 128 | 0 | 5 | 0 | 1 | 153 | |
| Alaska | 2 | 0 | 8 | 0 | 1 | 0 | 0 | 11 | |
| Arizona | 36 | 32 | 61 | 8 | 14 | 1 | 5 | 157 | |
| Arkansas | 4 | 13 | 51 | 1 | 6 | 0 | 0 | 75 | |
| California | 213 | 54 | 227 | 428 | 35 | 22 | 32 | 1,011 | |
| Colorado | 23 | 86 | 50 | 5 | 14 | 1 | 0 | 179 | |
| Connecticut | 13 | 1 | 16 | 4 | 1 | 2 | 0 | 37 | |
| Delaware | 1 | 1 | 3 | 0 | 3 | 0 | 0 | 8 | |
| District of Columbia | 2 | 3 | 0 | 1 | 1 | 1 | 0 | 8 | |
| Florida | 14 | 42 | 75 | 7 | 16 | 0 | 0 | 154 | |
| Georgia | 18 | 41 | 47 | 1 | 26 | 0 | 0 | 133 | |
| Hawaii | 0 | 1 | 3 | 7 | 5 | 1 | 0 | 17 | |
| Idaho | 8 | 7 | 29 | 5 | 8 | 0 | 1 | 58 | |
| Illinois | 25 | 219 | 72 | 19 | 5 | 1 | 0 | 341 | |
| Indiana | 10 | 138 | 47 | 0 | 7 | 0 | 0 | 202 | |
| Iowa | 0 | 144 | 20 | 6 | 3 | 0 | 0 | 173 | |
| Kansas | 2 | 39 | 37 | 0 | 6 | 0 | 0 | 84 | |
| Kentucky | 0 | 21 | 44 | 0 | 2 | 0 | 0 | 67 | |
| Louisiana | 7 | 5 | 16 | 0 | 1 | 0 | 0 | 29 | |
| Maine | 1 | 0 | 5 | 0 | 3 | 0 | 0 | 9 | |
| Maryland | 5 | 19 | 22 | 2 | 9 | 0 | 0 | 57 | |
| Massachusetts | 22 | 3 | 22 | 3 | 6 | 1 | 0 | 57 | |
| Michigan | 14 | 109 | 67 | 11 | 15 | 5 | 0 | 221 | |
| Minnesota | 1 | 360 | 33 | 2 | 0 | 0 | 0 | 396 | |
| Mississippi | 2 | 3 | 40 | 0 | 5 | 0 | 0 | 50 | |
| Missouri | 9 | 103 | 76 | 1 | 3 | 1 | 0 | 193 | |
| Montana | 3 | 2 | 53 | 0 | 6 | 0 | 0 | 64 | |
| Nebraska | 1 | 58 | 17 | 0 | 3 | 0 | 0 | 79 | |
| Nevada | 11 | 26 | 43 | 1 | 6 | 2 | 0 | 89 | |
| New Hampshire | 3 | 0 | 7 | 4 | 11 | 0 | 0 | 25 | |
| New Jersey | 20 | 4 | 10 | 4 | 4 | 0 | 0 | 42 | |
| New Mexico | 10 | 11 | 54 | 0 | 7 | 0 | 0 | 82 | |
| New York | 101 | 75 | 27 | 9 | 16 | 10 | 0 | 238 | |
| North Carolina | 16 | 20 | 72 | 5 | 141 | 0 | 0 | 254 | |
| North Dakota | 2 | 55 | 24 | 0 | 3 | 1 | 0 | 85 | |
| Ohio | 11 | 67 | 68 | 1 | 21 | 1 | 0 | 169 | |
| Oklahoma | 50 | 13 | 58 | 0 | 5 | 0 | 0 | 126 | |
| Oregon | 12 | 8 | 32 | 36 | 24 | 0 | 0 | 112 | |
| Pennsylvania | 24 | 37 | 70 | 1 | 6 | 2 | 0 | 140 | |
| Rhode Island | 5 | 0 | 5 | 1 | 2 | 0 | 0 | 13 | |
| South Carolina | 5 | 101 | 26 | 1 | 30 | 2 | 0 | 165 | |
| South Dakota | 0 | 101 | 18 | 0 | 2 | 0 | 0 | 121 | |
| Tennessee | 5 | 39 | 76 | 1 | 49 | 0 | 0 | 170 | |
| Texas | 30 | 48 | 520 | 26 | 17 | 1 | 4 | 646 | |
| Utah | 72 | 5 | 30 | 0 | 2 | 0 | 0 | 109 | |
| Vermont | 2 | 0 | 6 | 2 | 2 | 1 | 0 | 13 | |
| Virginia | 11 | 11 | 37 | 3 | 15 | 1 | 0 | 78 | |
| Washington | 15 | 15 | 69 | 15 | 28 | 0 | 0 | 142 | |
| West Virginia | 1 | 3 | 8 | 0 | 1 | 1 | 0 | 14 | |
| Wisconsin | 16 | 132 | 50 | 5 | 0 | 0 | 0 | 203 | |
| Wyoming | 7 | 6 | 25 | 0 | 14 | 0 | 0 | 52 | |
| United States, total | 869 | 2,296 | 2,604 | 626 | 615 | 58 | 43 | 7,111 | |

¹Does not include residential electric charging infrastructure.

²Total number of fuel types available at stations. Stations are counted once for each type of fuel available.

SOURCE: U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy, Alternative Fuels and Advanced Vehicles Data Center, Alternative Fueling Stations, available at <http://www.afdc.energy.gov/afdc/fuels/stations.html> as of May 3, 2012.

Table 7-7: Air Pollution in the 50 Largest Metropolitan Areas: 2003–2010

(Number of days with AQI values greater than 100)

| Metropolitan area | AQI days > 100 | | | | | | | |
|--|----------------|----------|----------|----------|----------|----------|----------|------|
| | 2003 (R) | 2004 (R) | 2005 (R) | 2006 (R) | 2007 (R) | 2008 (R) | 2009 (R) | 2010 |
| Atlanta-Sandy Springs-Marietta, GA | 61 | 36 | 32 | 52 | 65 | 56 | 31 | 16 |
| Austin-Round Rock, TX | 8 | 10 | 10 | 11 | 14 | 4 | 2 | 4 |
| Baltimore-Towson, MD | 59 | 30 | 31 | 36 | 33 | 45 | 23 | 11 |
| Birmingham-Hoover, AL | 39 | 38 | 18 | 42 | 43 | 44 | 15 | 5 |
| Boston-Cambridge-Quincy, MA-NH | 42 | 16 | 9 | 21 | 10 | 21 | 9 | 5 |
| Buffalo-Niagara Falls, NY | 29 | 13 | 8 | 23 | 7 | 27 | 4 | 1 |
| Charlotte-Gastonia-Concord, NC-SC | 51 | 16 | 20 | 32 | 24 | 36 | 24 | 3 |
| Chicago-Naperville-Joliet, IL-IN-WI | 56 | 44 | 47 | 61 | 35 | 53 | 48 | 26 |
| Cincinnati-Middletown, OH-KY-IN | 80 | 52 | 56 | 67 | 38 | 50 | 14 | 7 |
| Cleveland-Elyria-Mentor, OH | 92 | 74 | 63 | 98 | 71 | 69 | 58 | 6 |
| Columbus, OH | 46 | 23 | 13 | 32 | 11 | 30 | 10 | 1 |
| Dallas-Fort Worth-Arlington, TX | 54 | 49 | 50 | 80 | 54 | 34 | 30 | 32 |
| Denver-Aurora, CO | 31 | 35 | 6 | 13 | 27 | 23 | 10 | 7 |
| Detroit-Warren-Livonia, MI | 54 | 37 | 37 | 62 | 38 | 35 | 24 | 9 |
| Hartford-West Hartford-East Hartford, CT | 34 | 13 | 11 | 19 | 15 | 24 | 10 | 3 |
| Houston-Sugar Land-Baytown, TX | 62 | 74 | 66 | 93 | 64 | 47 | 24 | 26 |
| Indianapolis-Carmel, IN | 53 | 38 | 22 | 49 | 30 | 42 | 8 | 10 |
| Jacksonville, FL | 57 | 10 | 15 | 20 | 35 | 16 | 10 | 3 |
| Kansas City, MO-KS | 38 | 56 | 35 | 52 | 74 | 44 | 39 | 43 |
| Las Vegas-Paradise, NV | 36 | 42 | 22 | 34 | 35 | 24 | 12 | 5 |
| Los Angeles-Long Beach-Santa Ana, CA | 154 | 147 | 134 | 113 | 98 | 102 | 94 | 99 |
| Louisville/Jefferson County, KY-IN | 82 | 67 | 69 | 88 | 68 | 99 | 58 | 35 |
| Memphis, TN-MS-AR | 41 | 40 | 14 | 49 | 33 | 33 | 10 | 4 |
| Miami-Fort Lauderdale-Pompano Beach, FL | 5 | 4 | 11 | 4 | 12 | 10 | 5 | 2 |
| Milwaukee-Waukesha-West Allis, WI | 23 | 18 | 7 | 22 | 6 | 14 | 3 | 5 |
| Minneapolis-St. Paul-Bloomington, MN-WI | 5 | 18 | 11 | 11 | 1 | 5 | 1 | 3 |
| Nashville-Davidson-Murfreesboro-Franklin, TN | 38 | 23 | 7 | 29 | 17 | 37 | 11 | 1 |
| New Orleans-Metairie-Kenner, LA | 4 | 15 | 12 | 13 | 13 | 17 | 2 | 6 |
| New York-Northern New Jersey-Long Island, NY-NJ-P. | 68 | 41 | 40 | 50 | 40 | 40 | 31 | 15 |
| Oklahoma City, OK | 16 | 16 | 6 | 15 | 33 | 5 | 5 | 5 |
| Orlando-Kissimmee, FL | 7 | 8 | 6 | 10 | 8 | 11 | 2 | 1 |
| Philadelphia-Camden-Wilmington, PA-NJ-DE-MD | 100 | 76 | 39 | 62 | 55 | 46 | 30 | 7 |
| Phoenix-Mesa-Scottsdale, AZ | 49 | 51 | 23 | 49 | 50 | 21 | 27 | 10 |
| Pittsburgh, PA | 162 | 129 | 118 | 123 | 94 | 97 | 81 | 58 |
| Portland-Vancouver-Beaverton, OR-WA | 7 | 2 | 4 | 4 | 2 | 5 | 3 | 5 |
| Providence-New Bedford-Fall River, RI-MA | 39 | 19 | 10 | 22 | 16 | 21 | 6 | 2 |
| Raleigh-Cary, NC | 45 | 11 | 10 | 26 | 9 | 24 | 11 | 0 |
| Richmond, VA | 55 | 28 | 18 | 41 | 21 | 37 | 19 | 1 |
| Riverside-San Bernardino-Ontario, CA | 180 | 163 | 157 | 142 | 133 | 144 | 131 | 114 |
| Sacramento--Arden-Arcade--Roseville, CA | 103 | 79 | 66 | 62 | 79 | 53 | 61 | 43 |
| Salt Lake City, UT | 41 | 23 | 38 | 33 | 26 | 35 | 19 | 22 |
| San Antonio, TX | 27 | 21 | 15 | 15 | 21 | 3 | 9 | 3 |
| San Diego-Carlsbad-San Marcos, CA | 40 | 50 | 31 | 30 | 39 | 34 | 43 | 25 |
| San Francisco-Oakland-Fremont, CA | 29 | 15 | 11 | 7 | 21 | 6 | 13 | 7 |
| San Jose-Sunnyvale-Santa Clara, CA | 24 | 14 | 8 | 4 | 14 | 3 | 13 | 8 |
| Seattle-Tacoma-Bellevue, WA | 16 | 16 | 7 | 7 | 14 | 10 | 7 | 12 |
| St. Louis, MO-IL | 90 | 71 | 38 | 82 | 31 | 40 | 24 | 11 |
| Tampa-St. Petersburg-Clearwater, FL | 106 | 87 | 50 | 47 | 38 | 47 | 24 | 18 |
| Virginia Beach-Norfolk-Newport News, VA-NC | 33 | 10 | 6 | 12 | 13 | 11 | 16 | 0 |
| Washington-Arlington-Alexandria, DC-VA-MD-WV | 62 | 32 | 32 | 49 | 37 | 43 | 22 | 5 |

KEY: AQI = Air Quality Index; R = revised.

NOTES: The Air Quality Index (AQI) integrates information on six major pollutants (particulate matter less than 10 microns in diameter, particulate matter less than 2.5 microns in diameter, sulfur dioxide, carbon monoxide, ozone, and nitrogen dioxide) across an entire monitoring network into a single number that represents the worst daily air quality experienced in an urban area. An AQI greater than 100 indicates that at least 1 criteria pollutant exceeded air quality standards on a given day; therefore, air quality would be in the unhealthful range on that day. Metropolitan area rank is based on U.S. Census Bureau's population estimates for July 1, 2000 and geographic definitions for 2000 available at <http://www.census.gov/popest/data/index.html> as of May 3, 2012. The U.S. Environmental Protection Agency reports data for metropolitan areas as they were defined in 2000.

SOURCE: U.S. Environmental Protection Agency, Office of Air and Radiation, Air Trends, Air Quality Index Information 2010, available at http://www.epa.gov/oaqps001/airtrends/aqi_info.html as of May 3, 2012.

Section H

* * *

Information on Data Sources

Information on Data Sources

Airline freight and passenger data

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

Additional information:

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

Internet: <http://www.bts.gov>

Commodity Flow Survey

The Commodity Flow Survey (CFS) provides data on the movement of freight by type of commodity shipped and by mode of transport. In 2007, approximately 100,000 domestic establishments were randomly selected from a universe of approximately 750,000 engaged in mining, manufacturing, wholesale trade, warehouses and managing offices of multi-establishment companies, and some selected activities in retail and services based on the 2002 NAICS classification system. The survey excluded establishments classified as farms, forestry, fisheries, governments, construction, transportation, foreign establishments, and most services and retail trade establishments. For the 2007 CFS, each selected establishment reported on average about 25 of its outbound shipments for a one-week period in each of four calendar quarters in 2007. This produced a total sample of over 2.4 million shipments. Due to industry-wide reporting problems, shipments by oil and gas extraction establishments were excluded from data tabulations.

For each sampled 2007 CFS shipment, zip code of origin and destination, 5-digit Standard Classification of Transported Goods (SCTG) code, weight, value, and modes of transport were provided. Information on whether the shipment was a hazardous material or an export was also obtained. The miles traveled by each shipment was determined using the shipment information reported by the respondents, and a software tool, called GeoMiler, that has been developed by the Bureau of Transportation Statistics (BTS) in partnership with MacroSys Research and Technology (MacroSys) for estimating freight travel. Distance was used to compute ton-mileage by mode of transport. The 2007 CFS also provides nationwide geographic coverage and in-state and selected sub-state areas.

Additional information:

Contact: USDOT, RITA, Bureau of Transportation Statistics

Print source: USDOT, RITA, Bureau of Transportation Statistics and U.S. Department of Commerce (USDOC), U.S. Census Bureau, *2007 Commodity Flow Survey* (Washington, DC: 2009).

Internet: <http://www.bts.gov> and <http://www.census.gov>

Commuting data

Commuting data are from the American Community Survey (ACS), a nationwide Census Bureau survey designed to replace the long form in the decennial census. Instead of collecting data every ten years, the data collection occurs continuously. The ACS uses a series of monthly samples to produce annually updated data. This survey has an

annual sample of three million housing units and will provide estimates of demographic, housing, social, and economic characteristics every year for states, cities, counties, metropolitan areas, and other geographic areas. Data products based on twelve-month periods are already available for geographic areas of 65,000 and greater population. Data products based on thirty-six-month periods are available starting in 2008 for geographic areas of 20,000 and greater population. Data products based on sixty-month periods are available as of 2010 for all geographic areas. Once the data products based on sample periods of more than twelve months are released for the first time, they will be released annually thereafter.

Additional information:

Contact: USDOC, U.S. Census Bureau

Internet: <http://www.census.gov>

Gas and hazardous liquid pipeline data

Fatality and injury data for natural gas pipelines and hazardous liquid pipelines are based on reports filed with the USDOT, Pipeline and Hazardous Materials Safety Administration, Office of Pipeline Safety under 49 CFR 191 and 49 CFR 195. Accidents must be reported as soon as possible, but no later than 30 days after discovery. Undetected releases are a possible source of error; even if subsequently detected and reported, it may not be possible to accurately reconstruct the accident. Property damage figures are estimates.

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

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

Additional information:

Contact: USDOT, Pipeline and Hazardous Materials Safety Administration, Office of Pipeline Safety

Internet: <http://phmsa.dot.gov/pipeline>

Government transportation revenue and expenditure data

The U.S. Department of Commerce, U.S. Census Bureau conducts an Annual Survey of Government Finances. Alternatively, every five years, in years ending in a '2' or '7', a Census of Governments, including a finance portion, is conducted. The survey coverage includes all state and local governments in the United States. For both the census and annual survey, the finance detail data encompass revenue, expenditure, debt, and assets. These data are the primary source of state and local government data used by BTS to produce *Government Transportation Financial Statistics*.

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

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

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

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

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

Additional information:

Contact: USDOC, U.S. Census Bureau, Finance Branch; or USDOT, RITA Bureau of Transportation Statistics.

Internet: <http://www.census.gov> and <http://www.bts.gov>

Hazardous materials incidents data

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

Fatalities and injuries are counted only if directly caused by a hazardous material. For example, a truck operator killed by impact forces during a motor vehicle crash would not be counted as a hazardous-material fatality. PHMSA contacts the submitting carrier by telephone to verify all reported fatalities.

Although PHMSA acknowledges there is some level of underreporting, it believes the underreporting is mostly limited to small, nonserious incidents. The reporting requirements were extended to intrastate highway carriers on Oct. 1, 1998. Property damage figures are estimates determined by the carrier prior to the 30-day reporting deadline and are generally not subsequently updated. Property damage figures, therefore, may underestimate actual damages.

Additional information:

Contact: USDOT, Pipeline and Hazardous Materials Safety Administration, Office of Hazardous Materials Planning and Analysis

Internet: <http://phmsa.dot.gov/hazmat>

Highway mileage, condition, usage, driver license, and highway vehicle registration data

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

Data are collected independently by the states, metropolitan planning organizations (MPOs), and other local jurisdictions. Many of the geometric data items (e.g., number of lanes) change slowly, while other data items (e.g., traffic volumes) are more dynamic over time. The U.S. Department of Transportation, Federal Highway Administration (FHWA) provides guidelines for data collection in the HPMS Field Manual, which the states follow to varying extents, depending on factors such as staff, resources, state perspective, uses of the data, and state/MPO/local needs for the data. State Departments of Transportation (DOTs) report HPMS data annually to FHWA.

HPMS data are subject to sampling and nonsampling error. Nonsampling error is the major concern with these data. For some of the most variable and important data items, such as traffic, guidelines for measurement and data collection have been produced. States have the option of using the guidelines or using their own procedures. Many data items are difficult and costly to collect and are reported as estimates not based on direct measurement. The data are collected and reported by many entities within the responsible organizations.

States provide vehicle registration data to FHWA. Vehicle registration data are shown on a calendar year basis. Efforts are made to exclude transfers, re-registrations, and any other factors that could result in duplication in the vehicle counts. Registration practices for commercial vehicles differ greatly among the states. Some states register a tractor-semitrailer combination as a single unit; others register the tractor and the semitrailer separately. Some states register buses with trucks or automobiles, while many states do not report house and light utility trailers separately from commercial trailers or semitrailers. Some states do not require registration of car or light utility trailers. In some instances, FHWA has supplemented the data supplied by the states with information obtained from other sources.

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

Additional information:

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

Print source: USDOT, Federal Highway Administration, *Highway Statistics* (Washington, DC: Annual Issues).

Internet: <http://www.fhwa.dot.gov/policyinformation/statistics.cfm>

Highway safety data

Fatalities: Highway fatality data are extracted from the Fatality Analysis Reporting System (FARS), which is compiled by USDOT National Highway Traffic Safety Administration (NHTSA). Data are gathered from a census of police accident reports (PARs), state vehicle registration files, state drivers licensing files, state highway department data, vital statistics, death certificates, coroner/medical examiner reports, hospital medical reports, and emergency medical service reports. A separate form is completed for each fatal crash. Blood alcohol concentration (BAC) is estimated when not known. Statistical procedures used for unknown data in the FARS can be found in the NHTSA report, A

Method for Estimating Posterior BAC Distributions for Persons Involved in Fatal Traffic Accidents, DOT HS 807 094 (Washington, DC: July 1986).

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

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

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

Additional information:

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

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

Internet: <http://www.nhtsa.gov>

International visitors data

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

Additional information:

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

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

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

Passenger border-crossing data

U.S. Customs and Border Protection personnel collect passenger border-crossing entry data for all U.S. land, air, and maritime ports. These numbers reflect all entries, and it is not possible to divide these data into separate entries for same-day and overnight travel or by country of residence for the traveler. Additionally, for border-crossing figures, the

total number of people is not the number of unique individuals, but rather indicates the number of border crossings. Multiple crossings by the same individual count as multiple border crossings.

Additional information:

Contact: USDOT, RITA, Bureau of Transportation Statistics

Internet: <http://www.bts.gov>

Railroad industry and shipments data

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

The primary source of data for Class I railroads is Schedule 702 of the R-1 Annual Report to the Surface Transportation Board (STB) by individual carriers (100 percent reporting) and the Carload Waybill Sample. The primary source of data for non-Class I railroads is AAR's Profiles of U.S. Railroads from statistics supplied annually by nearly all operating U.S. freight railroads. Some of the data are estimated based on more aggregated, national figures.

The STB defines Class I railroads as having operating revenues at or above a threshold indexed to a base of \$250 million (1991) and adjusted annually in concert with changes in the Railroad Freight Rate Index published by the Bureau of Labor Statistics. In 2010, the STB Class I threshold was annual operating revenue of \$398.7 million. Declassification from Class I status occurs when a railroad falls below the applicable threshold for three consecutive years. Although few in number, Class I railroads account for over 90 percent of the industry's revenue.

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

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

Additional information:

Contact: AAR, Policy and Economics Department

Internet: <http://www.aar.org>

Railroad safety data

Railroads are required to file a report for each accident or incident to the Federal Railroad Administration (FRA). These include: 1) train accidents, reported on Form F 6180.54, comprised of collisions, derailments, and other events involving the operation of on-track equipment and causing reportable damage above an established threshold (\$9,200 for 2010); 2) highway-rail grade crossing incidents, reported on Form F 6180.57, involving an impact between railroad on-track equipment and highway users at crossings; and 3) other incidents, reported on Form F 6180.55a, involving all other reportable incidents or exposures that cause a fatality or injury to any person or an occupational illness to a railroad employee.

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

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

Additional information:

Contact: USDOT, Federal Railroad Administration, Office of Safety

Print publication: USDOT, Federal Railroad Administration, *Railroad Safety Statistics* (Washington, DC: Annual Issues).

Internet: <http://www.fra.dot.gov>

Recreational boating safety and registration data

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

Boat operators are required to file a BAR if an accident results in 1) loss of life, 2) personal injury that requires medical treatment beyond first aid, 3) damage to the vessel and other property exceeding \$2,000, or complete loss of the vessel, or 4) disappearance of a person from the vessel under circumstances that indicate death or injury.

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

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

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

Additional information:

Contact: U.S. Department of Homeland Security (USDHS), U.S. Coast Guard, Office of Boating Safety

Print source: USDHS, U.S. Coast Guard, Office of Boating Safety, *Boating Statistics* (Washington, DC: Annual Issues).

Internet: <http://www.uscgboating.org>

Transborder surface freight data

The TransBorder Surface Freight Data is extracted from the Census Bureau's Foreign Trade Statistics Program and made available by the Bureau of Transportation Statistics. Import and export data are extracted from administrative records required by the Departments of Commerce and Treasury. This dataset incorporates all shipments entering or exiting the United States by surface modes of transport (i.e., other than air or maritime vessel) to and from Canada or Mexico. Prior to January 1997, this dataset also included transshipments in its detailed tables (i.e., shipments entering or exiting the United States by way of U.S. Customs ports on the northern or southern borders, even when the actual origin or final destination of the goods was other than Canada or Mexico). Shipments that neither originate nor terminate in the United States (i.e., intransit shipments) are beyond the scope of this dataset because they are not considered U.S. international trade shipments.

Users should be aware that the trade data fields (e.g., value and commodity classification) are typically more rigorously reviewed than transportation data fields (i.e., mode of transportation and port of entry/exit). Also, although this dataset provides surface transportation information for individual Customs districts and ports on the northern and southern borders, filing procedures for trade documents do not always correspond to the port where goods physically crossed the border. This is because the filer of information may choose to file trade documents at one port, while shipments actually enter or exit at another port.

Import data are generally more accurate than export data primarily because Customs uses import documents for enforcement purposes, while it performs no similar function for exports.

Additional information:

Contact: USDOT, RITA, Bureau of Transportation Statistics

Internet: <http://www.bts.gov/>

Transit operating, financial, and safety data

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

In 2010, 742 agencies submitted data to the NTD. Of that total, 110 transit agencies received exemptions from detailed reporting because they operated 9 or fewer vehicles and 21 received a waiver from detailed reporting. Thus, 611 individual reporters were included in the NTD.

Data are collected on a range of variables including capital and operating funding, transit service supplied and consumed, and transit safety and security. Transit operators must report fatalities, injuries, accidents, incidents, and property damage in excess of \$25,000.

Additional information:

Contact: USDOT, Federal Transit Administration

Print source: USDOT, Federal Transit Administration, *Data Tables* (Washington, DC: Annual Issues); and USDOT, Federal Transit Administration, *National Transit Database Reporting Manual* (Washington, DC: Annual Issues).

Internet: <http://www.ntdprogram.gov/ntdprogram/>

Transportation establishment, employees, and payroll data

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

Additional information:

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

Internet: <http://www.census.gov/econ/cbp/index.html>

Waterborne shipments data

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

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

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

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

Additional information:

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

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

Internet: <http://www.ndc.iwr.usace.army.mil/wcsc/wcsc.htm>

Section I

* * *

Appendices and Glossary

Appendix 1: Data Sources and Availability

| Publication/database | Source | Website | Tables | Update available (approx.) |
|--|---|---|---|----------------------------|
| Air Carrier Activity Information System (ACAIS) | U.S. DOT, Federal Aviation Administration, Office of Airports | http://www.faa.gov/airports_airtraffic/airports/planning_capacity/passenger_allcargo_stats/passenger/ | 3-9 | 4th quarter |
| Air Carrier Statistics | U.S. DOT, RITA, Bureau of Transportation Statistics, Office of Airline Information | http://www.transtats.bts.gov/ | 1-11, 1-12, 3-8, 4-6, 4-7 | 3rd quarter |
| Air Trends | U.S. EPA, Office of Air and Radiation | http://www.epa.gov/air/airtrends/index.html | 7-7 | 4th quarter |
| Airport Data | U.S. DOT, Federal Aviation Administration, Office of Aeronautical Information Services | http://www.faa.gov/airports/airport_safety/ | 1-10 | Bimonthly |
| Alternative Fueling Stations | U.S. DOE, Office of Energy Efficiency and Renewable Energy, Alternative Fuels and Advanced Vehicles Data Center | http://www.afdc.energy.gov/afdc/ | 7-6 | Monthly |
| Alternatives to Traditional Transportation Fuels | U.S. DOE, Energy Information Administration, Office of Energy Consumption and Efficiency Statistics | http://www.eia.gov/renewable/ | 7-5 | 4th quarter |
| American Community Survey | U.S. Census Bureau | http://www.census.gov/acs/www/ | 4-1 | 3rd quarter |
| Boating Registration | U.S. Coast Guard, Office of Auxiliary and Boating Safety | http://www.uscgboating.org/ | 5-6 | 2nd quarter |
| Boating Statistics | U.S. Coast Guard, Office of Auxiliary and Boating Safety | http://www.uscgboating.org | 2-17, 2-18 | 4th quarter |
| Border Crossing/Entry Data | U.S. DOT, RITA, Bureau of Transportation Statistics | http://www.bts.gov/programs/international | 3-12, 3-13, 3-14, 3-15, 3-16, 3-17, 3-18, 3-19, 3-20, 3-21, 3-22, 3-23, 4-9, 4-10, 4-11, 4-12, 4-13, 4-14, 4-15, 4-16, 4-17, 4-18, 4-19, 4-20 | 2nd quarter |
| Commodity Flow Survey | U.S. DOT, RITA, Bureau of Transportation Statistics | http://www.bts.gov/publications/commodity_flow_survey/ | 3-1, 3-2, 3-3 | 2007 (quinquennial) |
| County Business Patterns | U.S. Census Bureau | http://www.census.gov/econ/cbp/index.html | 6-1, 6-2, 6-3, 6-4, 6-5, 6-6 | 2nd quarter |
| Cruise Passenger Statistics | U.S. DOT, Maritime Administration | http://www.marad.dot.gov/library_landing_page/data_and_statistics/Data_and_Statistics.htm | 4-8 | 2nd quarter |
| Fatality Analysis Reporting System Encyclopedia | U.S. DOT, National Highway Traffic Safety Administration | http://www-nrd.nhtsa.dot.gov/Cats/index.aspx | 2-1, 2-2, 2-3, 2-4, 2-7, 2-8, 2-25, 2-26 | 4th quarter |
| Gasoline Prices by Formulation, Grade, Sales Type | U.S. DOE, Energy Information Administration | http://www.eia.gov/dnav/pet/pet_pri_allmg_a_epm0_pta_dpgal_a.htm | 6-11 | 4th quarter |
| General Aviation and Part 135 Activity Surveys | U.S. DOT, Federal Aviation Administration | http://www.faa.gov/data_statistics/aviation_data_statistics/general_aviation | 5-7 | 1st quarter |
| Government Transportation Financial Statistics | U.S. Census Bureau | http://www.census.gov/qovs/estimate/ | 6-8, 6-9 | 3rd quarter |
| Hazmat Summary by State | U.S. DOT, PHMSA, Office of Hazardous Material Safety | http://www.phmsa.dot.gov/hazmat/library/data-stats/incidents | 2-19, 2-20 | 1st quarter |
| Highway Statistics | U.S. DOT, Federal Highway Administration | http://www.fhwa.dot.gov/policyinformation/statistics/cfm | 1-1, 1-2, 1-4, 2-1, 4-2, 5-1, 5-2, 5-3, 5-4, 6-12, 7-4 | 1st quarter |
| Maritime Statistics | U.S. DOT, Maritime Administration | http://www.marad.dot.gov/library_landing_page/data_and_statistics/Data_and_Statistics.htm | 3-6, 3-7 | 3rd quarter |
| Maximum Posted Speed Limits for Passenger Vehicles | Insurance Institute for Highway Safety, Highway Loss Data Institute | http://www.iihs.org/laws/SpeedLimits.aspx | 2-9 | Monthly |
| Motor Carrier Management Information System | U.S. DOT, Federal Motor Carrier Safety Administration | http://ai.fmcsa.dot.gov/CrashProfile/CrashProfileMainNew.asp | 2-25 | Quarterly |
| Motorcycle and Bicycle Helmet Laws | Insurance Institute for Highway Safety, Highway Loss Data Institute | http://www.iihs.org/laws/HelmetUseCurrent.aspx | 2-5 | Monthly |
| National Bridge Inventory | U.S. DOT, Federal Highway Administration, Office of Bridge Technology | http://www.fhwa.dot.gov/bridge/nbi.htm | 1-5, 1-6, 1-7 | 4th quarter |
| National Transit Database | U.S. DOT, Federal Transit Administration | http://www.ntdprogram.gov | 1-8, 1-9, 2-16, 4-3, 4-4 | 3rd quarter |
| Overseas Visitors to Selected U.S. States and Territories and Overseas Visitors to Selected U.S. Cities/Hawaiian Islands | U.S. Dept. of Commerce, International Trade Administration, Office of Travel & Tourism Industries | http://tinnet.ita.doc.gov/ | 4-21, 4-22 | 2nd quarter |
| Pipeline Statistics | U.S. DOT, PHMSA, Office of Pipeline Safety | http://www.phmsa.dot.gov/pipeline | 2-21, 2-22, 2-23 | 2nd quarter |
| Population Estimates | U.S. Department of Commerce, U.S. Census Bureau | http://www.census.gov/popest/index.html | 2-1, 2-7, 2-26, 5-3, 7-3, 7-4 | 2nd quarter |

| Publication/database | Source | Website | Tables | Update available (approx.) |
|---|---|---|------------------------------------|----------------------------|
| Railroad Safety Statistics Annual Report | U.S. DOT, Federal Railroad Administration, Office of Railway Safety | http://safetydata.fra.dot.gov/OfficeofSafety | 2-10, 2-11, 2-12, 2-13, 2-14, 2-15 | 4th quarter |
| Railroads and States Safety Belt Use | Association of American Railroads U.S. DOT, National Highway Traffic Safety Administration | http://www.aar.org http://www-nrd.nhtsa.dot.gov/ | 1-13, 1-14, 3-4, 6-7 2-6 | 2nd quarter 3rd quarter |
| Safety Belt Use Laws | Insurance Institute for Highway Safety, Highway Loss Data Institute | http://www.iihs.org/laws/SafetyBeltUse.asp | 2-4 | Monthly |
| State Energy Data System | U.S. Dept. of Energy, Energy Information Administration | http://www.eia.gov/state/seds/seds-data-complete.cfm#consumption | 7-1, 7-2, 7-3 | 2nd quarter |
| State Fact Sheets | National Passenger Railroad Corporation (Amtrak), News & Media | http://www.amtrak.com/servlet/ContentServer/Page/1241256467960/1237608345018 | 4-5 | Annual |
| State Laws | U.S. DOT, National Highway Traffic Safety Administration | http://www.distraction.gov/content/get-the-facts/state-laws.html | 2-24 | Regular |
| Survey of State Funding for Public and Transportation Officials | American Association of State Highway and Transportation Officials | http://scopt.transportation.org/Pages/MTAPublications.aspx | 6-10 | 2nd quarter |
| Toll Facilities in the United States: Bridges-Roads-Tunnels-Ferries | U.S. DOT, Federal Highway Administration | http://www.fhwa.dot.gov/ohim/tollpage.htm | 1-3 | Biannual |
| Transborder Surface Freight Data | U.S. DOT, RITA, Bureau of Transportation Statistics | http://www.bts.gov/programs/international/transborder/ | 3-10, 3-11, 3-24 | 1st quarter |
| U.S. Civil Airmen Statistics | U.S. DOT, Federal Aviation Administration | http://www.faa.gov/data_research/aviation_data_statistics/civil_airmen_statistics/ | 5-8 | 3rd quarter |
| Urban Mobility Report | Texas Transportation Institute | http://mobility.tamu.edu/ums/ | 5-5 | 3rd quarter |
| USA Trade Online | U.S. Department of Commerce, U.S. Census Bureau | https://www.usatradeonline.gov/ | 3-24 | Regular |
| Waterborne Commerce in the United States | U.S. Army Corps of Engineers, Navigation Data Center | http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm | 1-15, 1-16, 3-5, 3-24 | 4th quarter |

KEY: PHMSA = Pipeline and Hazardous Materials Safety Administration; MARAD = Maritime Administration; RITA = Research and Innovative Technology Administration; U.S. DOE = U.S. Department of Energy; U.S. DOT = U.S. Department of Transportation; U.S. EPA = U.S. Environmental Protection Agency.

Appendix 2: State Departments of Transportation Contact Information

| State | Agency | Website address | Telephone |
|----------------------|---|--|----------------|
| Alabama | Alabama Department of Transportation | www.dot.state.al.us | (334) 242-6358 |
| Alaska | Alaska Department of Transportation and Public Facilities | www.dot.state.ak.us | (907) 465-3900 |
| Arizona | Arizona Department of Transportation | www.azdot.gov | (602) 712-7355 |
| Arkansas | Arkansas State Highway and Transportation Department | www.arkansashighways.com | (501) 569-2000 |
| California | California Department of Transportation | www.dot.ca.gov | (916) 654-5266 |
| Colorado | Colorado Department of Transportation | www.coloradodot.info | (303) 757-9011 |
| Connecticut | Connecticut Department of Transportation | www.ct.gov/dot | (860) 594-2000 |
| Delaware | Delaware Department of Transportation | www.deldot.gov | (302) 760-2080 |
| District of Columbia | District Department of Transportation | www.ddot.dc.gov | (202) 673-6813 |
| Florida | Florida Department of Transportation | www.dot.state.fl.us | (850) 414-4100 |
| Georgia | Georgia Department of Transportation | www.dot.state.ga.us | (404) 631-1990 |
| Hawaii | State of Hawaii Department of Transportation | www.hawaii.gov/dot | (808) 587-2160 |
| Idaho | Idaho Transportation Department | www.itd.idaho.gov | (208) 334-8000 |
| Illinois | Illinois Department of Transportation | www.dot.state.il.us | (217) 782-7820 |
| Indiana | Indiana Department of Transportation | www.in.gov/indot | (317) 232-5533 |
| Iowa | Iowa Department of Transportation | www.iowadot.gov | (515) 239-1101 |
| Kansas | Kansas Department of Transportation | www.ksdot.org | (785) 296-3566 |
| Kentucky | Kentucky Transportation Cabinet | www.transportation.ky.gov | (502) 564-4890 |
| Louisiana | Louisiana Department of Transportation and Development | www.dotd.louisiana.gov | (225) 379-1232 |
| Maine | Maine Department of Transportation | www.maine.gov/mdot | (207) 624-3000 |
| Maryland | Maryland Department of Transportation | www.mdot.state.md.us | (410) 865-1000 |
| Massachusetts | Massachusetts Department of Transportation | www.massdot.state.ma.us | (617) 973-7000 |
| Michigan | Michigan Department of Transportation | www.michigan.gov/mdot | (517) 373-2090 |
| Minnesota | Minnesota Department of Transportation | www.dot.state.mn.us | (651) 296-3000 |
| Mississippi | Mississippi Department of Transportation | www.gomdot.com | (601) 359-7001 |
| Missouri | Missouri Department of Transportation | www.modot.mo.gov | (573) 751-2551 |
| Montana | Montana Department of Transportation | www.mdt.mt.gov | (406) 444-6200 |
| Nebraska | Nebraska Department of Roads | www.dor.state.ne.us | (402) 471-4567 |
| Nevada | Nevada Department of Transportation | www.nevadadot.com | (775) 888-7000 |
| New Hampshire | New Hampshire Department of Transportation | www.nh.gov/dot | (603) 271-3734 |
| New Jersey | New Jersey Department of Transportation | www.state.nj.us/transportation | (609) 292-6500 |
| New Mexico | New Mexico Department of Transportation | www.dot.state.nm.us | (505) 827-5100 |
| New York | New York State Department of Transportation | www.nysdot.gov | (518) 457-6195 |
| North Carolina | North Carolina Department of Transportation | www.ncdot.org | (919) 715-7000 |
| North Dakota | North Dakota Department of Transportation | www.dot.nd.gov | (701) 328-2500 |
| Ohio | Ohio Department of Transportation | www.dot.state.oh.us | (614) 466-7170 |
| Oklahoma | Oklahoma Department of Transportation | www.okladot.state.ok.us | (405) 522-8000 |
| Oregon | Oregon Department of Transportation | www.oregon.gov/odot | (888) 275-6368 |
| Pennsylvania | Pennsylvania Department of Transportation | www.dot.state.pa.us | (717) 787-2838 |
| Rhode Island | Rhode Island Department of Transportation | www.dot.state.ri.us | (401) 222-2450 |
| South Carolina | South Carolina Department of Transportation | www.dot.state.sc.us | (803) 737-2314 |
| South Dakota | South Dakota Department of Transportation | www.sddot.com | (605) 773-3265 |
| Tennessee | Tennessee Department of Transportation | www.tdot.state.tn.us | (615) 741-2848 |
| Texas | Texas Department of Transportation | www.dot.state.tx.us | (512) 463-8588 |
| Utah | Utah Department of Transportation | www.udot.utah.gov | (801) 965-4000 |
| Vermont | Vermont Agency of Transportation | www.aot.state.vt.us | (802) 828-2657 |
| Virginia | Virginia Department of Transportation | www.virginiadot.org | (804) 786-2801 |
| Washington | Washington State Department of Transportation | www.wsdot.wa.gov | (360) 705-7000 |
| West Virginia | West Virginia Department of Transportation | www.transportation.wv.gov | (304) 558-0103 |
| Wisconsin | Wisconsin Department of Transportation | www.dot.state.wi.us | (608) 266-1113 |
| Wyoming | Wyoming Department of Transportation | www.dot.state.wy.us | (307) 777-4375 |
| United States | U.S. Department of Transportation | www.dot.gov | (202) 366-4000 |

Glossary

Air taxi: For-hire passenger or cargo aircraft operations in accordance with Federal Aviation Regulations (FAR) Part 135. An air taxi operates on an on-demand basis and does not meet the flight schedule qualifications of a commuter air carrier.

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

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

Class I (rail): As defined by the Surface Transportation Board in 2010, a Class I Railroad is a railroad with operating revenues of at least \$398.7 million.

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

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

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

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

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

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

Enplanements: The total number of revenue passengers boarding aircraft.

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

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

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

General aviation: Civil aviation activity except that of air carriers operated in accordance with Federal Aviation Regulation (FAR) Parts 121, 123, 127, and 135. The types of aircraft used in general aviation range from corporate multi-engine jet aircraft piloted by professional crews to amateur-built single engine piston acrobatic planes, balloons, and dirigibles.

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

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

Local railroad: A railroad which is neither a Class I nor a Regional Railroad, and is engaged primarily in line-haul services.

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

Metric ton: 2,205 pounds (2,000 pounds divided by 0.907).

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

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

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

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

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

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

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

Regional railroad: A non-Class I, line-haul railroad operating 350 or more miles of road or with revenues of at least \$40 million or both.

Short ton: 2,000 pounds.

Switching and terminal railroad: A non-Class I Railroad engaged primarily in switching and/or terminal services for other railroads

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

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

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

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

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

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

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

Wigwag (railroad): An early 20th century railroad grade crossing signal that uses a pendulum-like motion to signal the approach of a train.