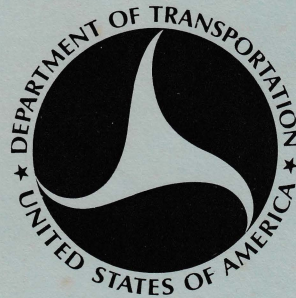


DEPARTMENT OF TRANSPORTATION

SUMMARY OF

NATIONAL TRANSPORTATION

STATISTICS



NOVEMBER 1972

DEPARTMENT OF TRANSPORTATION

ASSISTANT SECRETARY FOR POLICY AND INTERNATIONAL AFFAIRS

OFFICE OF SYSTEMS ANALYSIS AND INFORMATION

FOR INTERNAL USE ONLY
NOT FOR PUBLICATION

SUMMARY OF
NATIONAL TRANSPORTATION STATISTICS

NOVEMBER 1972

U.S. DEPARTMENT OF TRANSPORTATION
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PROJECT STAFF

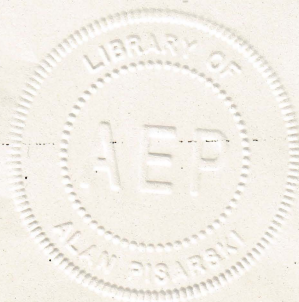
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National Transportation Statistics were

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SUMMARY OF NATIONAL TRANSPORTATION STATISTICS

PREFACE

This publication is a compendium of national transportation statistics. It is prepared for those wanting a brief quantitative perspective of transportation. It does not, nor is it intended to serve the needs of analysts performing detailed research. Such needs, within and without the Department of Transportation, will be met by the more-inclusive data base of the Office of Systems Analysis and Information, upon special request.

The statistics in this document have been assembled from a wide variety of well-established data sources, such as the Interstate Commerce Commission, the Federal Highway Administration, and the Civil Aeronautics Board. Included are time-series data from 1960 to 1970, with which the user can easily identify trends and undertake regression analysis. If desired, trend projections extending two to four years beyond the latest data will be developed and included in future editions. Comments are requested on this point.

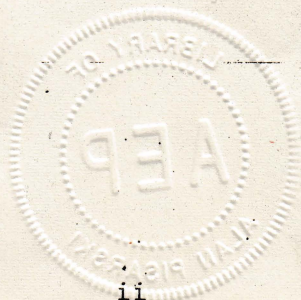


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INTRODUCTION

This publication contains summaries of selected national transportation statistics. Also included are two supplementary sections in which transportation is related to the economy and the environment.

The summaries are of three types: (1) tree displays, (2) modal profiles, and (3) transportation trends. The data base from which the summaries have been drawn consists of time-series covering the years 1960 through 1970.

Data summarization involves the selection of certain statistics from the data base and displaying them in such a fashion that comparisons of transportation measures and trends can be made easily. The first step in this process is to place the selected data in a logical framework.

In general, the data can be divided into three main categories: cost, inventory, and performance. The following list indicates the type of data included in each group:

I. Cost

- A. Expenditures (private modes)
- B. Revenues (for-hire modes)
- C. Operating Expenses
- D. Federal Expenditures
- E. State and Local Expenditures

II. Inventory

- A. Number of Companies
- B. Number of Vehicles
- C. Number of Employees
- D. Mileage

III. Performance

- A. Vehicle-miles
- B. Passenger-miles
- C. Number of Passengers Carried
- D. Ton-miles
- E. Tons of Freight Hauled
- F. Average Passenger Trip Length
- G. Average Length of Freight Haul
- H. Average Speed
- I. Number of Fatalities
- J. Number of Fatal Accidents
- K. Total Number of Accidents

As illustrated in Figure 1, the data set can be described as cost, inventory, and performance statistics for each of the following modal categories: highway, rail, air, water, pipeline, international air, and international water.

Figure 2 illustrates the detailed modal breakdown used in this report. The dotted lines indicate alternative groupings, e.g. "subway and elevated" can be considered a subset of both "local transit" and "rail."

The exact definition of a data item depends, of course, on the mode in question. For example, the number of locomotives owned by the Class I railroads would fall under the generalized category II.B. in the list on the previous page. Similarly, the number of passenger originations of the supplemental air carriers would fall under category III.C.

The framework presented in Figure 2 is flexible for it reflects the structures of the various sources of transportation data. One should notice, for example, that the breakdown of the general aviation category comes from the FAA Statistical Handbook of Aviation.

Tree Displays. Figure 2 provides the format for the tree displays. By placing numbers in the appropriate cells of the tree, it is possible to present one-year's data for a given generalized measure for all modes of transportation. The following data are presented in tree format:

- a) expenditures and revenues (1970)
- b) vehicle-miles (1970)
- c) passenger miles (1970)
- d) ton-miles (1970)
- e) number of vehicles (1970)
- f) fatalities (1970)

Some precision in definition is lost with this display technique, but the source information in the appendix attempts to qualify the statistics requiring further explanation.

Modal Profiles. A modal profile lists the most recent cost, inventory, and performance data available in the data base for a given mode. It is important to note that not all of the measures listed on pages 1 and 2 are available for each mode, nor are they always applicable. This is clearly illustrated by the difference in the type and amount of data recorded for air carrier and oil pipeline.

Our intent was to provide 1960 and 1970 values for each measure. In some instances the 1970 value is not available, and either the 1969 or most recent value has been listed instead.

Transportation Trends. Included in these tables are annual data from 1960 to 1970.

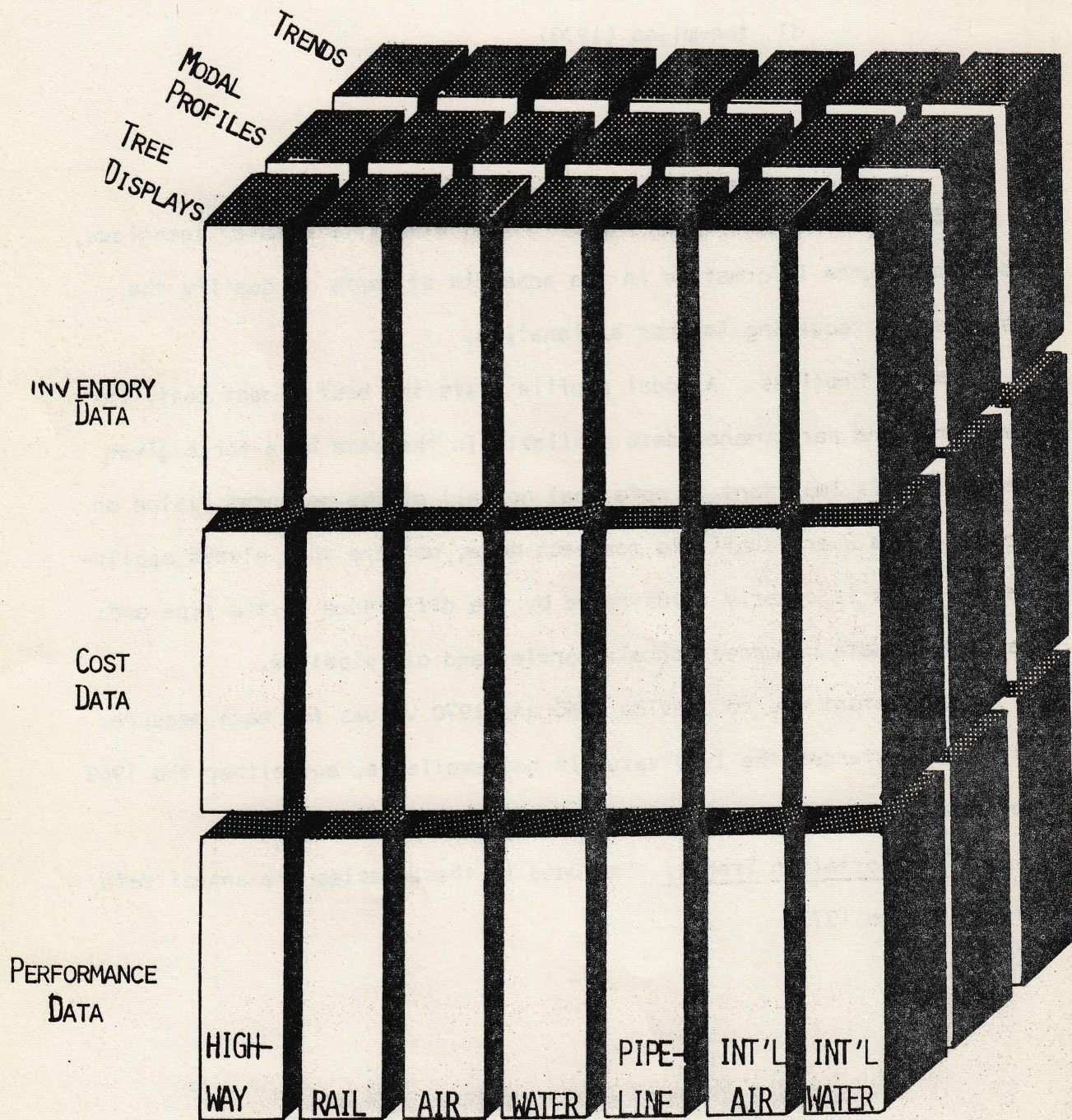
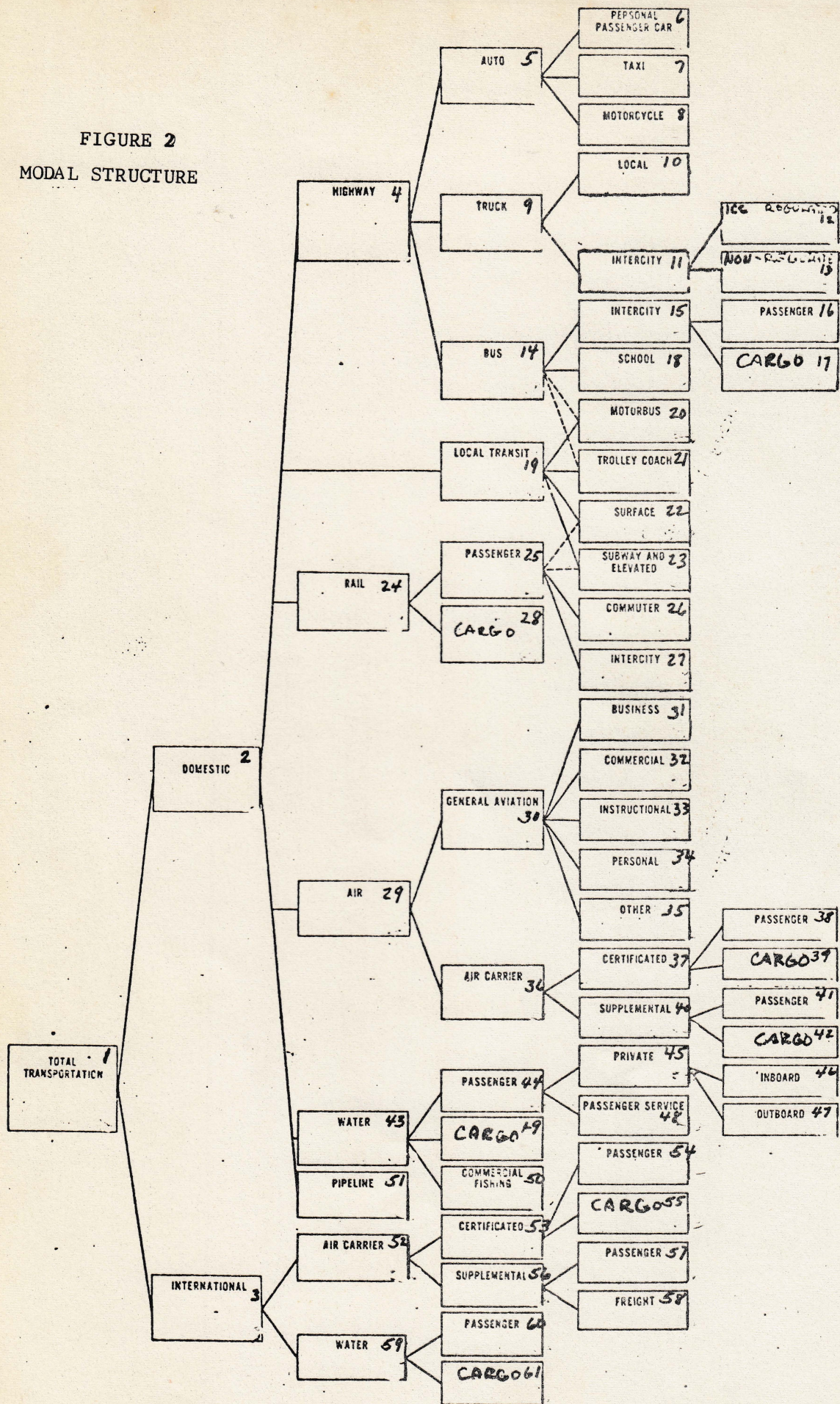


Figure 1
Summary of
National Transportation Statistics
Organization of the Data

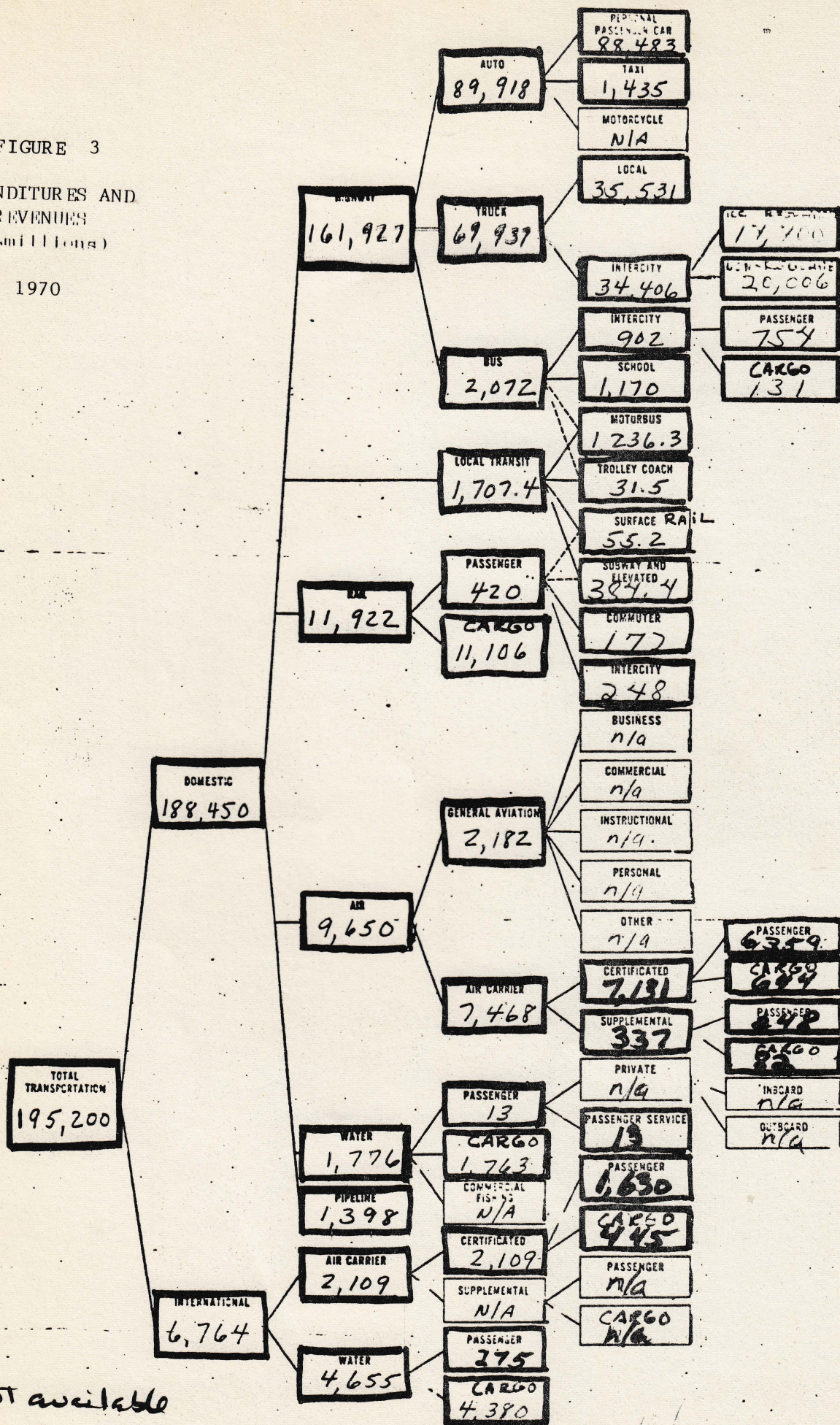
FIGURE 2
MODAL STRUCTURE



TREE DISPLAYS

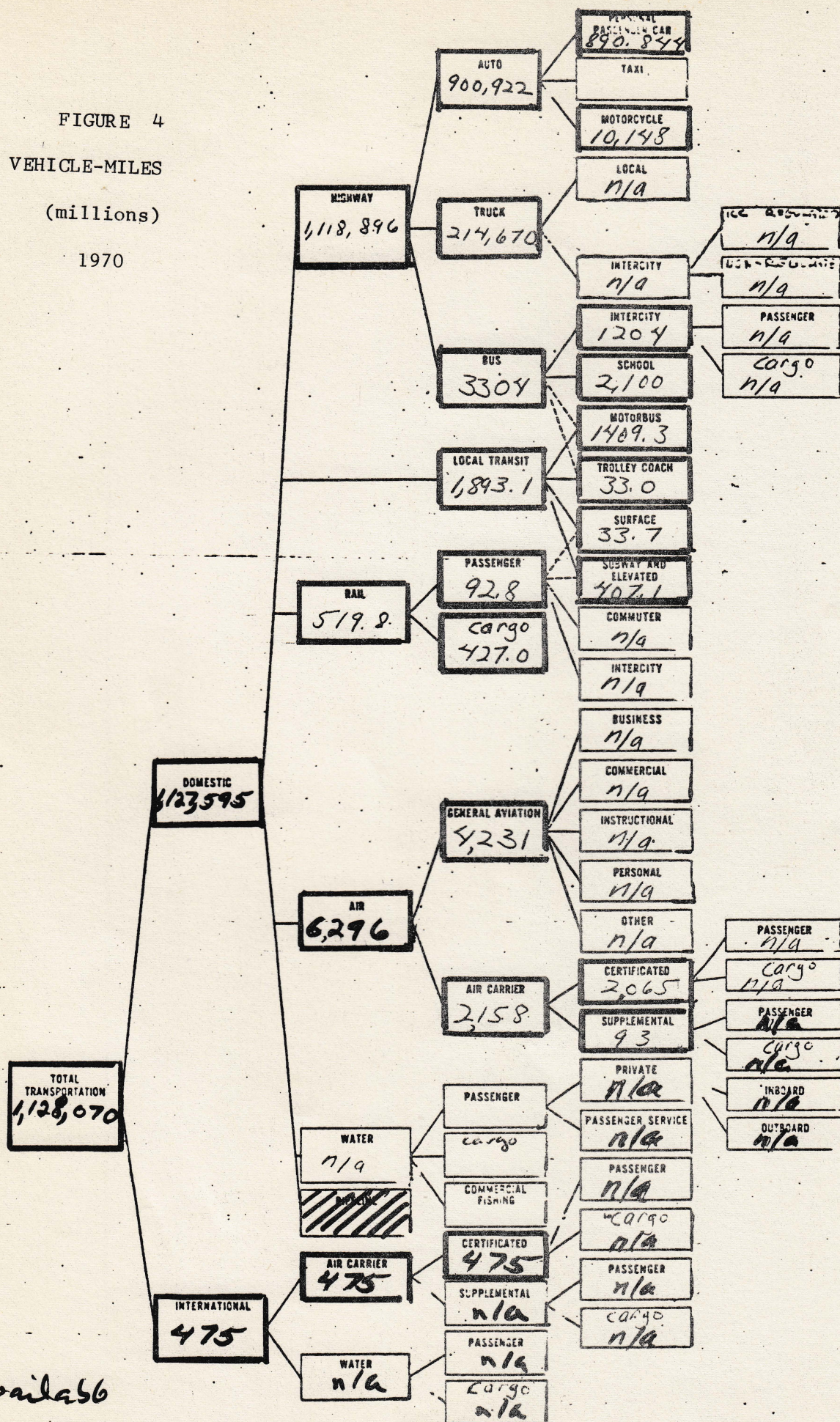
FIGURE 3
EXPENDITURES AND
REVENUES
(millions)

1970



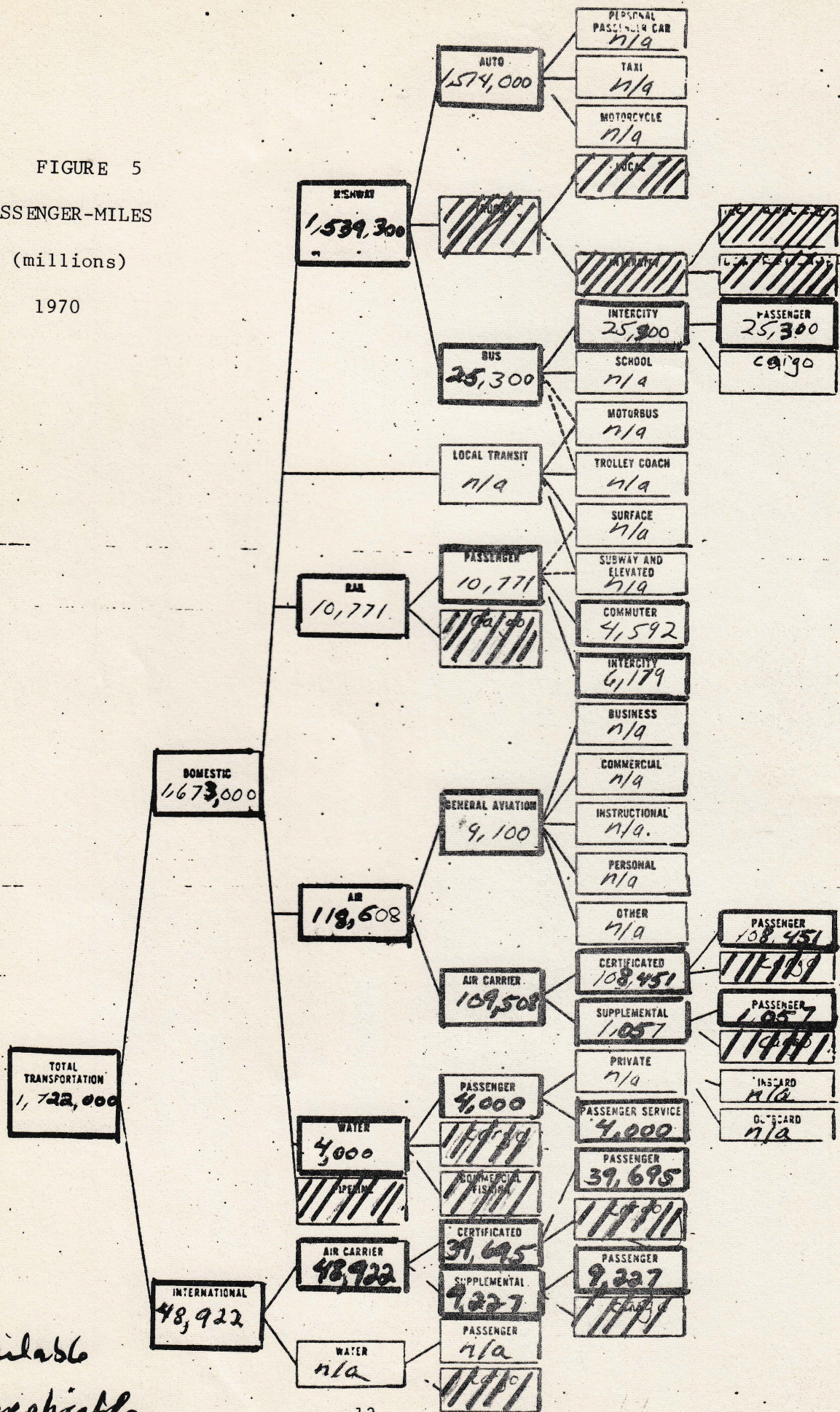
n/a = not available

FIGURE 4
VEHICLE-MILES
(millions)
1970



n/a = not available
 [hatched box] = not applicable

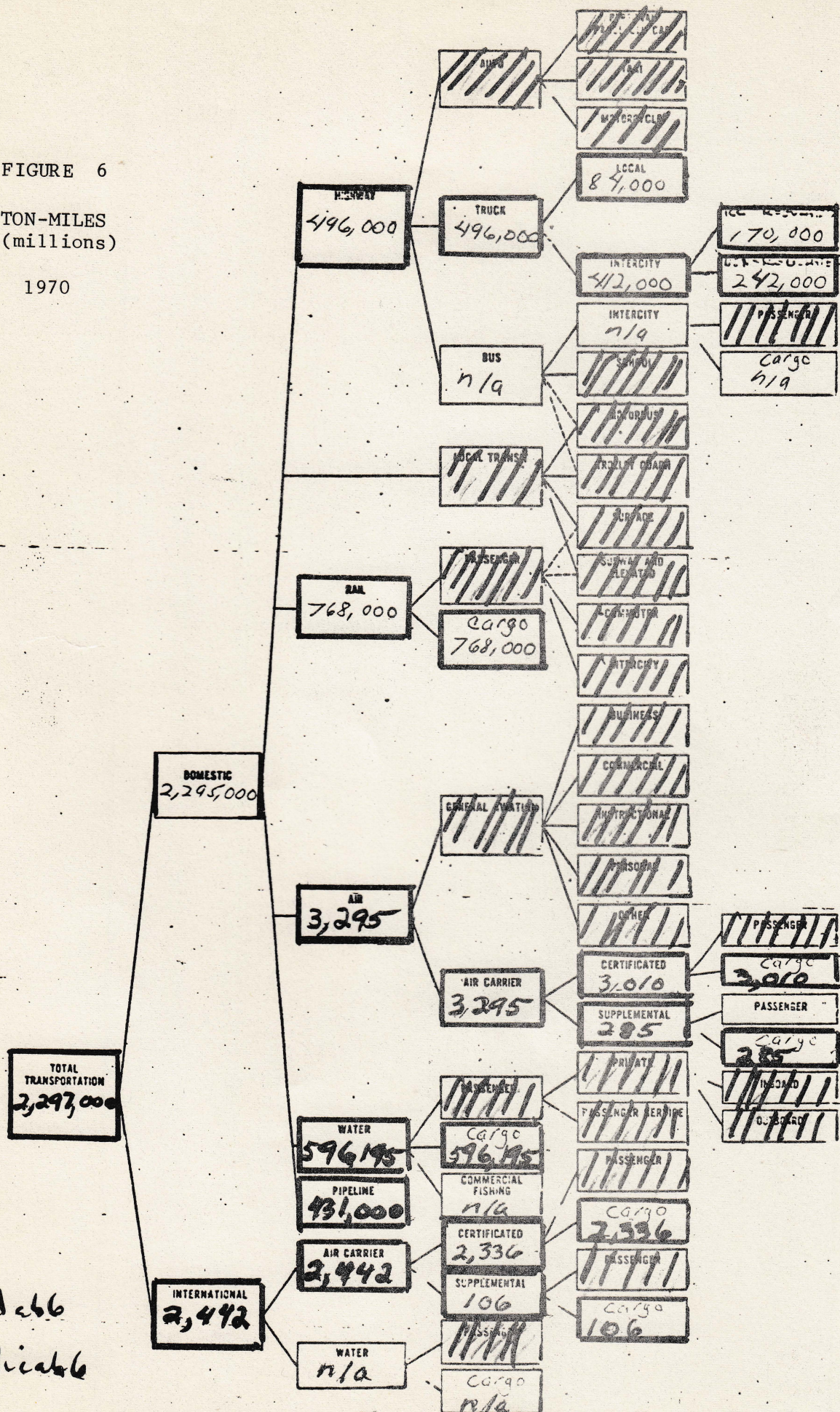
FIGURE 5
PASSENGER-MILES
(millions)
1970



n/a = not available

not applicable

1970



~~NA~~ = not applicable

FIGURE 7

NUMBER OF VEHICLES

1970

```
graph LR
    Total[TOTAL TRANSPORTATION  
112,833,765] --> Domestic[DOMESTIC  
112,833,765]
    Total --> International[INTERNATIONAL  
n/a]
    Domestic --> Highway[HIWAY  
111,154,750]
    Domestic --> Rail[RAIL  
1,462,184]
    Domestic --> Air[AIR  
132,062]
    Domestic --> Water[WATER  
23,419]
    Highway --> Auto[AUTO  
92,095,000]
    Highway --> Truck[TRUCK  
18,748,000]
    Highway --> Bus[BUS  
311,750]
    Highway --> LocalTransit[LOCAL TRANSIT  
61,350]
    Rail --> Passenger[PASSENGER  
14,177]
    Rail --> Cargo[CARGO  
1,423,921]
    Air --> GeneralAviation[GENERAL AVIATION  
129,372]
    Air --> AirCarrier[AIR CARRIER  
2,690]
    Water --> Passenger[PASSENGER  
n/a]
    Water --> Cargo[CARGO  
n/a]
    Water --> CommercialFishing[COMMERCIAL FISHING  
n/a]
    Water --> Certified[CERTIFICATED  
n/a]
    Water --> Supplemental[SUPPLEMENTAL  
n/a]
    Water --> Passenger[PASSENGER  
n/a]
    Water --> Cargo[CARGO  
n/a]
    Auto --> PersonalCar[PERSONAL PASSENGER CAR  
89,280,000]
    Auto --> Taxi[TAXI  
n/a]
    Auto --> Motorcycle[MOTORCYCLE  
2,815,000]
    Auto --> Local[LOCAL  
n/a]
    Truck --> Intercity[INTERCITY  
n/a]
    Truck --> Intercity[INTERCITY  
23,000]
    Truck --> School[School  
288,750]
    Truck --> Motorbus[MOTORBUS  
49,700]
    Truck --> TrolleyCoach[TROLLEY COACH  
1,050]
    Truck --> Surface[Surface  
1262]
    Truck --> SubwayElevated[SUBWAY AND ELEVATED  
9,338]
    Truck --> Commuter[COMMUTER  
n/a]
    Truck --> Intercity[INTERCITY  
n/a]
    Truck --> Business[BUSINESS  
24,388]
    Truck --> Commercial[COMMERCIAL  
11,832]
    Truck --> Instructional[INSTRUCTIONAL  
15,655]
    Truck --> Personal[PERSONAL  
70,500]
    Truck --> Other[OTHER  
7,017]
    Truck --> Certified[CERTIFICATED  
2564]
    Truck --> Supplemental[Supplemental  
195]
    Truck --> Private[Private  
n/a]
    Truck --> PassengerService[PASSENGER SERVICE  
n/a]
    Truck --> Passenger[Passenger  
n/a]
    Truck --> Cargo[Cargo  
n/a]
    Truck --> Inboard[INBOARD  
n/a]
    Truck --> Outboard[OUTBOARD  
n/a]
```

available
- applicable

$\nabla \nabla = \text{not applicable}$

FIGURE 8

NUMBER OF FATALITIES

1970

```
graph LR
    Total[1 TOTAL TRANSPORTATION  
59,965] --- Domestic[2 DOMESTIC  
59,909]
    Total --- International[3 INTERNATIONAL  
56]
    Domestic --- Highway[4 HIGHWAY  
54,800]
    Domestic --- Rail[24 RAIL  
2,331]
    Domestic --- Air[29 AIR  
1,360]
    Domestic --- Water[43 WATER  
1,418]
    Highway --- Auto[5 AUTO  
37,130]
    Highway --- Truck[9 TRUCK  
n/a]
    Highway --- Bus[14 BUS  
130]
    Highway --- LocalTransit[19 LOCAL TRANSIT  
n/a]
    Rail --- Passenger[25 PASSENGER  
n/a]
    Rail --- Cargo[28 CARGO  
n/a]
    Air --- GeneralAviation[30 GENERAL AVIATION  
1,270]
    Air --- AirCarrier[30 AIR CARRIER  
90]
    Water --- Pipeline[51 PIPELINE  
n/a]
    Water --- AirCarrier[32 AIR CARRIER  
56]
    Water --- Water[59 WATER  
n/a]
    GeneralAviation --- PersonalCar[6 PERSONAL PASSENGER CAR  
34,800]
    GeneralAviation --- Taxi[7 TAXI  
n/a]
    GeneralAviation --- Motorcycle[8 MOTORCYCLE  
2,330]
    GeneralAviation --- Local[10 LOCAL  
n/a]
    GeneralAviation --- Intercity[11 INTERCITY  
n/a]
    GeneralAviation --- Intercity[15 INTERCITY  
n/a]
    GeneralAviation --- School[18 SCHOOL  
n/a]
    GeneralAviation --- Motorbus[20 MOTORBUS  
n/a]
    GeneralAviation --- TrolleyCoach[21 TROLLEY COACH  
n/a]
    GeneralAviation --- Surface[22 SURFACE  
n/a]
    GeneralAviation --- SubwayElevated[23 SUBWAY AND ELEVATED  
n/a]
    GeneralAviation --- Commuter[26 COMMUTER  
n/a]
    GeneralAviation --- Intercity[27 INTERCITY  
n/a]
    GeneralAviation --- Business[31 BUSINESS  
n/a]
    GeneralAviation --- Commercial[32 COMMERCIAL  
n/a]
    GeneralAviation --- Instructional[33 INSTRUCTIONAL  
n/a]
    GeneralAviation --- Personal[34 PERSONAL  
n/a]
    GeneralAviation --- Other[35 OTHER  
n/a]
    AirCarrier --- Passenger[38 PASSENGER  
n/a]
    AirCarrier --- Cargo[39 CARGO  
n/a]
    AirCarrier --- Passenger[41 PASSENGER  
n/a]
    AirCarrier --- Cargo[42 CARGO  
n/a]
    AirCarrier --- Inboard[46 INBOARD  
n/a]
    AirCarrier --- Outboard[47 OUTBOARD  
n/a]
    AirCarrier --- Certified[37 CERTIFICATED  
76]
    AirCarrier --- Supplemental[44 SUPPLEMENTAL  
14]
    AirCarrier --- Private[45 PRIVATE  
n/a]
    AirCarrier --- PassengerService[48 PASSENGER SERVICE  
n/a]
    AirCarrier --- Passenger[54 PASSENGER  
n/a]
    AirCarrier --- Cargo[55 CARGO  
n/a]
    AirCarrier --- Passenger[57 PASSENGER  
n/a]
    AirCarrier --- Freight[58 FREIGHT  
n/a]
    AirCarrier --- Passenger[60 PASSENGER  
n/a]
    AirCarrier --- Cargo[61 CARGO  
n/a]
```

19

MODAL PROFILES

AIR CARRIER PROFILE

I. COST

	<u>1960</u>	<u>1970</u>	<u>% Rate of change</u>
<u>Operating Revenues (\$millions)</u>			
Certificated carriers, domestic operations			
Transport revenues.....	2,100.1	7,021.2	+234
Nontransport revenues.....	78.3	109.4	+40
Total operating revenues	2,178.4	7,130.6	+227
Certificated carriers, international operations			
Transport revenues	693.2	2,079.4	+200
Nontransport revenues	12.7	30.1	+137
Total operating revenues	705.9	2,109.5	+198
Supplemental carriers, domestic plus international operations			
Transport revenues	79.7	330.5	+315
Nontransport revenues	3.8	6.5	+71
Total operating revenues	83.5	337.0	+304
<u>Operating Expenses (\$millions)</u>			
Certificated carriers, domestic operations	2,141.0	7,127.6	+233
Certificated carriers, international operations..	665.7	2,065.6	+210
Supplemental carriers, domestic plus international operations	85.3	330.7	+288

II. INVENTORY

Number of Carriers

Domestic and International

Certificated	55	39	-29
Supplemental	n/a	14	n/a

Number of Aircraft Available for Service

Domestic and international

Certificated, all services	2,034	2,564	+26
Supplemental	182	195	+7

Number of Employees

Domestic

Certificated, all services	135,133	246,687	+83
Supplemental <u>1/</u>	2,269	4,755	+110

International

Certificated, all services	32,470	53,188	+64
Total	169,872	304,630	+79

1/ Includes international supplemental.

n/a = not available

AIR CARRIER PROFILE (cont.)

III. PERFORMANCE

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Aircraft Revenue Miles (M)</u>			
Domestic			
Certificated, all services . . .	858.5	2,064.7	+140
scheduled service . . .	829.5	2,024.7	+144
non-scheduled service . . .	29.0	40.0	+38
Supplemental 1/ . . .	n/a	93.0	n/a
International			
Certificated, all services . . .	181.60	474.7	+161
scheduled service . . .	168.50	390.6	+133
non-scheduled service . . .	13.10	84.0	+546
Total . . .	n/a	2,415.3	n/a
<u>Revenue Passenger-Miles (M)</u>			
Domestic			
Certificated, all services . . .	31,098.00	136,014.6	+337
scheduled service . . .	30,556.61	131,719.2	+331
non-scheduled service . . .	542.39	4,295.4	+692
Supplemental . . .	n/a	1,223.2	n/a
International			
Certificated, all services . . .	8950.77	39,695.4	+343
scheduled service . . .	8306.34	27,563.0	+232
non-scheduled service . . .	644.32	12,132.2	+1784
Supplemental . . .	n/a	9,100.0	n/a
Total . . .	n/a	175,710.0	n/a
<u>Revenue Passenger Load Factor (%)</u>			
Domestic and International			
Certificated			
scheduled service . . .	62.2	53.0	-15
Domestic			
Certificated			
scheduled service . . .	58.5	48.9	-17

1/Includes international supplemental.

n/a = not available

AIR CARRIER PROFILE (cont.)

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Revenue Ton Miles of Freight ^{1/}</u>			
Domestic			
Certificated, all services	552.8	2189.4	+296
scheduled service	417.6	2109.6	+405
non-scheduled service	135.2	79.8	-44
Supplemental	112.0	284.5	+154
International			
Certificated, all services	268.2	1566.1	+484
scheduled service	225.9	1298.1	+474
non-scheduled service	42.2	268.0	+538
Supplemental	8.4	106.2	+1160
<u>Average Overall Airborne Speed (mph)</u>			
Domestic			
Certificated			
scheduled service	235	403	+71
International			
Certificated			
scheduled service	303	482	+59
<u>Total Number of Accidents</u>			
Domestic			
Certificated			
scheduled service62	33	-46
Domestic and International			
Certificated, all services	82	50	-39
Supplemental8	6	-25
<u>Number of Fatalities</u>			
Domestic and International			
Certificated, all services			
Passengers	336	73	-78
Crew	46	8	-83
Others	11	2	-82
Total	393	83	-79
Supplemental			
Passengers	93	46	-51
Crew	11	15	+36
Others	2	0	-100
Total	106	61	-43

SOURCES:

Civil Aeronautics Board, Handbook of Airline Statistics, 1969, 1971.

^{1/} Excludes ton-miles of express, mail, and excess baggage.

GENERAL AVIATION PROFILE

I. COST

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Expenditures (\$M)</u>			
Total	895	2,182	+144
Aircraft	202	453	+124
Operating costs	693	1,729	+150

II. INVENTORY

<u>Number of Eligible Aircraft</u>			
Total	76,549	142,000	+85

III. PERFORMANCE

	<u>1960</u>	<u>1969</u>	
<u>Number of Miles Flown (M)</u>			
Business	880.6	1,425.9	+62
Commercial	299.4	722.9	+141
Instructional	193.7	910.3	+370
Personal	387.4	829.0	+114
Other	7.6	38.3	+404
Total	1768.7	3,926.5	+122

<u>Number of Hours Flown (M)</u>			
Business	5.7	7.1	+25
Commercial	2.4	4.9	+104
Instructional	1.8	7.0	+288
Personal	3.1	6.0	+88
Other4	.3	+200
Total	13.1	25.3	+93

	<u>1960</u>	<u>1970</u>	
<u>Number of Fatalities</u>			
Total	787	1,270	+61

SOURCES:

Federal Aviation Administration, Statistical Handbook of Aviation, 1970.

Transportation Association of America, Transportation Facts and Trends, 1971.

National Safety Council, Accident Facts, 1970.

HIGHWAY PROFILE

I. COST

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Government Expenditures (\$M)</u>			
Federal	2753	5,511	+100
State and Local	8009	14,579	+82

II. INVENTORY

Rural Mileage

Under State Control			
State Primary System	402,805	408,262	+1
State Secondary Roads	240,916	272,700	+13
Other State Roads	15,175	26,040	+72
Total	658,896	707,002	+7
Under Local Control			-1
County Roads	1742,404	1,732,981	-1
Town and Township Roads	538,651	510,174	-5
Other Local Roads	64,262	31,559	-51
Total	2,345,317	2,274,714	-3
Under Federal Control	111,912	187,696	+68
Total Rural Roads	3,116,125	3,169,412	+2

Municipal Mileage

Under State Control			
Extensions of State Primary System	41,389	57,262	+38
Extensions of State Secondary Roads	8,769	16,841	+92
Total	50,158	74,103	+48
Under Local Control			
Local City Streets	364,686	486,567	+33
Total Municipal Mileage	429,568	560,670	+31

<u>Total Rural and Municipal Mileage</u>	<u>3,545,693</u>	<u>3,730,082</u>	<u>+5</u>
--	------------------	------------------	-----------

SOURCES:

Federal highway Administration, Highway Statistics, 1970, 1960.

AUTOMOBILE PROFILE

I. COST

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Expenditures (\$M)</u>			
New and used cars	20,237	32,903	+63
Tires, tubes, accessories	2768	6,566	+137
Gasoline and oil	14,414	26,896	+87
Tolls	362	632	+75
Insurance	2313	3,726	+61
Interest on debt	2777	5,668	+104
Auto registration fees	863	1,669	+93
Operator's permit fees	119	221	+86
Retail, greasing washing, parking, storage, rental	6,115	10,202	+67
Total	49,968	88,483	+77
<u>Revenues (\$M)</u>			
Taxi	858	1,435	+67

II. INVENTORY

<u>Number of Vehicle Registrations</u>			
Passenger cars and taxis	61,682,304	89,280,000	+45
Motorcycle	575,497	2,815,000	+239
<u>Number of Employees</u>			
Taxi	120,700	111,300	-8

III. PERFORMANCE

<u>Vehicle-Miles (M)</u> ^{1/}			
Urban Streets	284,800	494,543	+74
Main rural roads	225,755	307,047	+36
Local rural roads	77,528	99,402	+28
Total travel	588,083	900,992	+53
<u>Vehicle-Miles (M)</u>			
Motorcycle	n/a.	10,148	n/a
Passenger car and taxi	n/a.	890,844	n/a
Total	588,083.	900,992	+53

^{1/} Includes passenger car, taxi, and motorcycle.

n/a = not available

AUTOMOBILE PROFILE (cont.)

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Passenger-Miles (M)</u> <u>1/</u>			
<u>Total travel</u>			
passenger cars and taxi . . .	1,000,000	1,514,000	+51
<u>Average Speed (mph), Main Rural Roads</u> <u>2/</u>			
Passenger cars	53.8	61.0	+13
<u>Number of Vehicles in All Accidents</u>			
Motorcycles	100,000	275,000	+175
Passenger car	16,000,000	23,500,000	+47
Taxi	150,000	190,000	+27
<u>Number of Vehicles in Fatal Accidents</u>			
Motorcycle	600	2,200	+267
Passenger cars	37,400	52,000	+39
Taxi	150	210	+40
<u>Number of Passenger Fatalities,</u>			
<u>Passenger Cars and Taxi.....</u>	24,800	34,800	+40
<u>Number of Fatalities, motorcycle riders...</u>	731	2,330	+219

SOURCES:

Federal Highway Administration, Highway Statistics, 1970, 1960.

Transportation Association of America, Transportation Facts and Trends, 1971.

National Safety Council, Accident Facts, 1971.

1/ Based on vehicle-mile data from the Federal Highway Administration, Department of Transportation, and an average occupancy of 1.7.

2/ Speed of free-flowing traffic along level sections of highway.

BUS PROFILE

I. COST

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Expenditures (\$M)</u>			
School bus	846	1,170	+38
<u>Operating Revenues (\$M)</u>			
Intercity bus, Total	556.2	902.4	+62
Intercity bus, Class I	463.1	721.7	+56
<u>Operating Expenses (\$M)</u>			
Intercity bus, Total	494.8	814.1	+65
Intercity bus, Class I	405.4	642.7	+59
<u>Taxes Assignable to Operations (\$M) 1/</u>			
Intercity bus, Total	52.6	74.0	+41
Intercity bus, Class I	36.3	49.5	+36

II. INVENTORY

<u>Number of Vehicles,</u>			
Intercity bus	20,974	23,000	+10
<u>Number of Employees of Operating Companies</u>			
Intercity bus	45,000	48,900	+9
<u>Miles of Highway Served</u>			
Intercity	265,000	268,000	+1

III. PERFORMANCE

<u>Vehicle Miles (M)</u>			
Commercial bus 2/			
urban streets	1849	1,810	-2
main rural roads	869	939	+8
local rural roads	154	194	+26
total travel	2872	2,943	+2
School and non-revenue bus			
urban streets	249	414	+66
main rural roads	597	784	+31
local rural roads	635	902	+42
total travel	1481	2,100	+42

1/ Excludes income taxes.

2/ Includes local transit buses. See "Local Transit Profile" for more detailed information on urban bus transportation.

BUS PROFILE (cont.)

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
All buses			
urban streets	2098	2,224	+6
main rural roads	1466	1,723	+17
local rural roads	789	1,096	+39
total travel	4353	5,043	+16
<u>Revenue Passenger Miles (M)</u>			
Intercity bus, total	19,300	25,000	+32
Intercity bus, Class 1 ^{1/}	13,116	14,170	+8
<u>Number of Revenue Passengers (M)</u>			
Intercity bus, total	366	395	+8
Intercity bus, Class 1	267	173	-35
<u>Average Speed (mph)</u>			
Commercial bus			
main rural roads ^{2/}	55.5	58.8	+4

SOURCES:

National Association of Motorbus Owners, Bus Facts, 1970.

Federal Highway Administration, Highway Statistics, 1970.

Transportation Association of America, Transportation Facts
and Trends, 1971.

^{1/} Regular-route intercity service. Excludes local, suburban charter, and special service.

^{2/} Speed of free-flowing traffic along level sections of highway.

TRUCK PROFILE

I. COST

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Revenues (\$M)</u>			
Local	14,289	35,537	+149
Intercity			
ICC-regulated	7,214	14,400	+99
Non-ICC-regulated	10,744	20,006	+86
<u>Operating Revenues of Class I</u>			
<u>Intercity motor carriers (\$M)</u>			
Freight, intercity, common	4,384.1	10,474.5	+139
Freight, intercity, contract	238.6	328.1	+37
Freight, local	50.7	466.6	+820
Trans. for other classes I and II carriers	47.8	94.7	+98
Other	42.1	110.5	+162
Total	4,763.3	11,474.5	+141
<u>Operating Expenses of Class I</u>			
<u>Intercity motor carriers (\$M)</u>	4,644.7	10,685.7	+130

II. INVENTORY

<u>Number of truck registrations</u>			
Private and commercial	11,360,506	17,789,980	+57
Federal	86,229	152,498	+77
State, county, municipal	498,742	815,943	+64
Total	11,914,000	18,748,421	+57
<u>Number of Employees</u>	<u>1960</u>	<u>1969</u>	
Truck drivers and delivery men	1,418,000	1,678,000	+3
Service, trucking and warehousing	856,000	1,083,000	+27
<u>Number of companies, Class I intercity</u>	<u>1960</u>	<u>1970</u>	
carriers	935	1,295	+38
<u>Number of employees, Class I intercity</u>			
carriers	302,626	502,021	+66

III. PERFORMANCE

<u>Vehicle-miles (M)</u>			
Urban streets	44,687	80,606	+80
Main rural roads	61,262	103,823	+69
Local rural roads	20,460	30,241	+48
Total travel	126,409	214,670	+70

TRUCK PROFILE (cont.)

	1960	1970	% Rate of Change
<u>Ton-miles (M)</u>			
Intercity	285,000	412,000	+45
ICC-regulated	104,000	170,000	+63
Non ICC-regulated	181,000	242,000	+34
<u>Average Speed (mph), main rural highways ^{1/}</u>			
All trucks	48.2	55.0	+14
	<u>1960</u>	<u>1969</u>	
<u>Average Length of haul (miles)</u>			
Class I intercity motor carriers			
common	272	261	-4
contract	184	159	-14

SOURCES:

Federal Highway Administration, Highway Statistics, 1970, 1960.

Interstate Commerce Commission, 85th Annual Report to Congress, 1971.
84th Annual Report to Congress, 1970.

Transportation Association of America, Transportation Facts and Trends, 1971.

^{1/} Speed of free-flowing traffic along level sections of highway.

LOCAL TRANSIT PROFILE

I. COST

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Passenger Revenue (\$M)</u>			
Motorbus	910.3	1,193.6	+31
Subway and elevated	269.6	368.5	+36
Surface rail	74.0	46.6	-36
Trolley coach	81.0	30.4	-62
Total	1334.9	1,639.1	+22
<u>Operating Revenue (\$M)</u>			
Motorbus	955.9	1,236.3	+29
Subway and elevated	281.8	384.4	+36
Surface rail	87.6	55.2	-37
Trolley coach	81.9	31.5	-60
Total	1407.2	1,707.4	+21
<u>Operating Expenses (\$M)</u>			
Total local transit	1,289.9	1,891.7	+47

II. INVENTORY

<u>Number of Companies</u>			
Electric railways <u>1/</u>	31	15	-51
Motorbus	1236	1,075	-13
Trolley coach	19	6	-68
<u>Number of Vehicles</u>			
Motorbus	49,600	49,700	+.2
Subway and elevated	9010	9,338	+4
Surface rail	2856	1,262	-56
Trolley coach	3826	1,050	-73
Total	65,292	61,350	-6
<u>Number of Employees</u>			
motorbus, surface rail, and trolley coach	121,300	101,598	-16
Subway and elevated	35,100	36,442	+4
<u>Line Mileage</u>			
Motorbus	50,600	52,176	+3
Subway and elevated	386	419	+9
Surface rail	1451	366	-15
Trolley coach	1122	287	-74
Total	53,559	53,248	-.6

1/ Includes surface rail and subway and elevated.

LOCAL TRANSIT PROFILE (cont.)

III. PERFORMANCE

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Revenue Vehicle Miles (M)</u>			
Motorbus	1,576.4	1,409.3	-11
Subway and elevated	390.9	407.1	+4
Surface rail	74.8	33.7	-56
Trolley coach	100.7	33.0	-67
Total	2,142.8	1,883.1	-12
<u>Revenue Passengers Carried (M)</u>			
Motorbus	5069	4,158.3	-18
Subway and elevated	1,670	1,573.5	-6
Surface rail	335	172.4	-49
Trolley coach	447	127.5	-71
Total	7,521	5,931.7	-21

SOURCES:

American Transit Association, Transit Fact Book, 1971 - 1972

I. COST

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Revenues (\$millions)</u>			
Domestic freight	1,573	1,763	+12
coastal waterways	747	713	-4
inland waterways	312	442	+41
Great Lakes	227	232	+2
locks, channels, etc.	287	376	+31
International freight	1,765	4,380	+148
Domestic passenger			
intercity	14	13	-7
International passenger ^{1/}	267	275	+3
<u>Revenue of Classes A and B Carriers by Inland and Coastal Waterways (\$millions)</u>			
Line service operating revenues	195.2		
freight	195.2	276.7	+42
passenger	8.3	8.5	+2
total	219.4	299.6	+37
Other operating revenue	2.6	5.5	+111
Revenue from terminal operations	19.6	23.7	+21
Total waterline operating revenues	255.4	370.0	+45
<u>Operating Expenses of Classes A and B Carriers by Inland and Intracoastal Waterways (\$millions)</u>	234.3	319.4	+36
<u>Government Expenditures (\$millions)</u>			
Federal expenditures			
Coast Guard	238	588	+147
Merchant Marine	270	326	+21
total waterways	294	361	+23
inland and intracoastal waterways	157	193	+23
State and local expenditures			
Coast Guard	0	0	+0
Merchant Marine	0	0	+0
total waterways	237	480	+102

II. INVENTORY

<u>Number of Companies, Classes A & B Carriers by Inland and Coastal Waterways</u>	105	81	-23
<u>Number of Employees</u>	<u>1960</u>	<u>1969</u>	
Ship, boat building and repairs	141,000	181,000	+28
Transportation services	232,000	239,000	+3
<u>Mileage of Commercially Navigable Inland Channels</u>	<u>1960</u>	<u>1970</u>	
	25,253	25,543	+1
<u>Number of Vessels</u>			
Total non-self propelled	16,505	19,171	+16
dry cargo barges and scows	14,058	15,890	+13
tank barges	2,447	3,281	+34
Self-propelled towboats and tugs	4,052	4,248	+5

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^{1/} Revenues paid by American travellers to U.S. and foreign flag carriers.

WATER TRANSPORT PROFILE (cont.)

III. PERFORMANCE

	1960	1970	% Rate of Change
<u>Passenger Miles, Intercity (Millions)</u>	2,700	4,000	+35
<u>Ton-Miles (Millions),</u>	1962	1970	
Domestic water freight			
coastwise	317,636	359,784	+13
internal	89,614	155,816	+74
lakewise	65,990	79,416	+20
local	1,730	1,179	-32
total	474,969	596,195	+26
<u>Tons of Freight Hauled (Millions)</u>			
Domestic water			
coastwise	215	238	+11
internal	316	472	+49
lakewise	136	157	+15
local	102	82	-20
total	769	949	+23
Exports			
Great Lakes ports	25	36	+44
coastal ports	110	206	+87
total	136	242	+78
Imports			
Great Lakes	15	27	+80
coastal ports	207	313	+51
total	223	339	+52
<u>Cargo Capacity (Net Tons)</u>	1960	1970	
Total nonself-propelled vessels	16,355,657	24,028,024	+47
Dry cargo barges and scows . . .	12,147,006	17,695,275	+46
Tank barges	4,208,651	6,332,749	+50
<u>Number of fatalities in water transport</u>	1,100	1,300	+18

SOURCES:

American Waterways Operators, Inland Waterborne Commerce Statistics, 1970.

U.S. Army Corps of Engineers, Waterborne Commerce Statistics of the United States, 1970. Part V.

Transportation Association of America, Transportation Facts and Trends, 1971, and quarterly supplement April, 1972.

Association of American Railroads, Government Expenditures for Transport Facilities, 1971.

Interstate Commerce Commission, 85th Annual Report to Congress, 1971.
84th Annual Report to Congress, 1970.

RAIL PROFILE

I. COST	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Revenues, Class I Line-haul railroads (\$millions)</u>			
Passenger	640.3	420.5	-34
Commutation	122.4	172.3	+41
Other than commutation	517.9	248.2	-52
Freight	8,025.4	10,921.8	+36
Mail	331.4	161.5	-51
Express	100.1	22.4	-78
Other	417.1	465.5	+12
Total operating revenues	9,514.3	11,991.7	+26
<u>Operating Expenses, Class I line-haul Railroads (\$millions)</u>			
	7,565.3	9,659.9	+27

II. INVENTORY

<u>Number of Vehicles</u>			
Class I freight-carrying cars . . .	1658,292	1,423,573	-14
Class I passenger and pullman cars . .	28,305	11,177	-60
Class I locomotives	29,080	27,086	-6
<u>Number of Companies</u>			
Class I total	n/a.	71	n/a
<u>Number of Employees</u>			
Class I total	780,494	566,282	-27
<u>Line Mileage</u>			
All line haul railroads	217,552	206,265	-5

III. PERFORMANCE

<u>Car Mileage (M)</u>			
Class I freight	28,170	29,890	+6
Class I passenger	2,308	690	-69
<u>Train Mileage (M)</u>			
Class I, passenger	209.3	92.8	-56
Class I, freight	404.4	427.1	+6

RAIL PROFILE (cont.)

	<u>1960</u>	<u>1970</u>	<u>Rate of Change</u>
<u>Locomotive Mileage (M)</u>			
Class I freight421.9	1,278.2	+203
Class I passenger188.9	143.1	-24
Class I total610.9	1,421.3	+132
<u>Revenue Passengers Carried (M)</u>			
Class I commutation	203.00	206.1	+1
Class I other passenger	122.	77.9	-37
<u>Revenue Passenger Miles (M)</u>			
Class I commutation	4197.1	4,591.7	+9
Class I other passenger	16,154.1	6,178.7	-62
<u>Average Passenger Trip Length (M)</u>			
Class I commutation	20.8	22.3	+7
Class I other passenger	139.1	79.3	-43
<u>Revenue Ton Miles (M)</u>			
Class I freight	572,308.8	764,809.0	+29
<u>Average Haul (M)</u>			
Class I freight	250.9	292.3	+16
	<u>1961</u>	<u>1970</u>	
<u>Number of Fatalities</u>			
Passengers on trains	20	10	-50
Employees on duty	167	179	+7
Other non-trespassers	1,425	1,535	+8
Trespassers	653	607	-7
Total	2,265	2,331	+3

SOURCES:

Association of American Railroads, Statistics of Railroads of Class I, 1971.

Association of American Railroads, Yearbook of Railroad Facts, 1972

National Safety Council, Accident Facts, 1971

OIL PIPELINE PROFILE

I. COST

	<u>1960</u>	<u>1970</u>	<u>% Rate of Change</u>
<u>Operating Revenues (\$M)</u>			
ICC-regulated.	770	1,188	+54
Non-regulated.	125	210	+68
Total.	895	1,398	+56
<u>Operating Expenses (\$M)</u>			
ICC-regulated.	417.6	652.7	+56
<u>Taxes (\$M), Regulated Companies</u>			
Federal.	114.8	140.9	+23
Other	37.5	72.9	+94

II. INVENTORY

<u>Number of Regulated Companies</u>	87	99	+14
<u>Number of Employees, Regulated Companies.</u>	21,321	15,017	-30
<u>Mileage</u> ^{1/}	190,944	218,604	+14

III. PERFORMANCE

<u>Inter-city Ton-Miles (millions)</u>			
ICC-regulated.	188,000	363,000	+93
Non-regulated	41,000	68,000	+66
Total	229,000	431,000	+88
<u>Tons Transported, (millions)</u>			
Crude Petroleum	328	426	+30
Petroleum Products	140	300	+114
Total.	468	726	+55

SOURCES:

American Petroleum Institute, Petroleum Facts and Figures, 1971.

Transportation Association of America, Transportation Facts and Trends, 1971.

Interstate Commerce Commission, 85th Annual Report to Congress, 1971
84th Annual Report to Congress, 1970

^{1/} Regulated plus unregulated mileage of crude oil trunk and gathering lines, plus refined oil trunk lines.

TRANSPORTATION TRENDS

Table 1: AVERAGE PASSENGER REVENUE PER PASSENGER-MILE, 1960-1970
(cents)

	Certificated Air Carrier, domestic operations ^{1/}			Class I Rail			Class I Intercity bus ^{3/}
	Total	First Class	Coach plus Economy	Total	Commu- tation	Other than commutation	
1960	6.09	7.06	5.01	3.01	2.92	3.03	2.71
1961	6.28	7.34	5.42	3.08	3.07	3.08	2.69
1962	6.45	7.57	5.76	3.11	3.13	3.10	2.72
1963	6.17	7.17	5.62	3.18	3.17	3.18	2.78
1964	6.12	7.26	5.58	3.17	3.20	3.16	2.80
1965	6.06	7.33	5.52	3.18	3.30	3.14	2.88
1966	5.83	7.24	5.28	3.18	3.33	3.13	2.89
1967	5.64	7.24	5.13	3.20	3.36	3.13	2.98
1968	5.61	7.33	5.11	3.39	3.49	3.33	3.18
1969	5.79 ^{2/}	7.78 ^{2/}	5.27 ^{2/}	3.61	3.55	3.63	3.39
1970	6.00 ^{2/}	8.30 ^{2/}	5.45 ^{2/}	3.92	3.75	4.02	3.60

^{1/} scheduled service

^{2/} 50-state basis

^{3/} charges on extra fare buses are included, but local operations of bus lines and their charter services are omitted.

Table 2: AVERAGE FREIGHT REVENUE PER TON-MILE, 1960-1970
(cents)

	Air Carrier certificated, domestic operations, scheduled service	Rail Class I	Class I		Oil Pipelines	Class A&B water carriers, barge lines operating on Mississippi River & tributaries
			intercity motor carriers of property common	^{2/} contract		
1960	22.80	1.40	6.31	6.21	.32	
1961	22.08	1.37	6.30	7.23	.32	
1962	21.3.	1.35	6.41	7.29	.32	
1963	21.72	1.3.	6.38	7.13	.32	
1964	20.97	1.28	6.66	7.85	.30	.36
1965	20.46	1.27	6.46	7.66	.28	.35
1966	20.21	1.26	6.34	7.31	.27	.33
1967	19.90	1.27	6.65	7.36	.26	.30
1968	19.97	1.31	6.93	7.23	.26	.31
1969	21.03 ^{1/}	1.35	7.21	7.35	.27	.29
1970	21.91 ^{1/}	1.42				

^{1/} 50-state basis

^{2/} intercity service

Table 3: AVERAGE FARE, 1960-1970
(dollars)

	Air Carrier Certificated Domestic Operations, scheduled service	BUS Intercity	Local Transit						Class I Rail	
			Railway			Trolley Coach	Motor Bus	Grand Total	Other than Passenger Commutative	Commutation
			Surface Rail	Subway & elevated	Total					
1960	33.01	1.56	.22	.16	.17	.18	.18	.18	4.22	.60
1961	34.30		.23	.16	.17	.19	.18	.18	4.21	.63
1962	35.68		.23	.16	.17	.20	.19	.19	4.20	.65
1963	34.22		.23	.16	.17	.21	.20	.19	4.00	.66
1964	34.13		.23	.17	.17	.21	.20	.19	3.86	.67
1965	34.12		.24	.17	.17	.22	.21	.20	3.91	.70
1966	33.40	2.45	.24	.19	.19	.22	.21	.21	3.83	.71
1967	33.15	2.50	.23	.21	.21	.22	.22	.22	3.48	.72
1968	33.70	2.92	.24	.21	.21	.23	.23	.23	3.16	.75
1969	37.52 ^{1/}	3.21	.25	.22	.22	.23	.26	.25	3.15	.77
1970	40.71 ^{1/}	3.48	.27	.23	.24	.24	.29	.28	3.18	.83

^{1/} Calculated on a 50-state basis.

Table 4: TOTAL OPERATING REVENUES, 1960-1970
(millions of dollars)

	Air Carrier		Bus Class I Intercity	Local Transit	Oil Pipeline	Truck Class I Intercity motor carriers of property	Rail Class I	Water Transport			
	domestic & international certificated all services	supplemental						Classes A&B carriers, in- land & coastal	Maritime carriers	Class A Freight forwarders	
1960	2,884.3	83.4	463.1	1,407.2	875	4,763.3	9,514.3	255.4	524.4	131.7	1960
1961	3,063.6	82.2	484.5	1,389.7	914	4,908.4	9,189.1	246.2	504.7	143.1	1961
1962	3,438.7	107.0	588.6	1,403.5	939	5,428.4	9,439.9	252.4	628.5	150.4	1962
1963	3,759.1	92.7	609.8	1,390.6	980	5,756.4	9,559.5	258.1	652.7	152.2	1963
1964	4,250.8	105.8	655.1	1,480.1	1013	6,199.5	9,856.5	257.9	704.8	156.2	1964
1965	4,957.9	140.9	607.3	1,143.8	1051	7,130.7	10,207.8	282.6	678.9	155.4	1965
1966	5,745.0	209.2	644.3	1,478.5	1096	7,896.6	10,654.6	298.1	654.5	180.0	1966
1967	6,864.7	258.6	669.6	1,556.0	1157	8,091.3	10,366.0	296.1	673.9	185.7	1967
1968	7,753.2	328.2	694.6	1,562.7	1205	9,592.8	10,854.7	307.6	801.9	196.9	1968
1969	8,790.9 ^{1/}	361.4 ^{1/}	677.0	1,625.6	1287	10,769.7	11,450.3	327.4	739.3	211.1	1969
1970	9,280.6 ^{1/}	336.9 ^{1/}	721.7	1,707.4	1398	11,474.5(p)	11,991.7 11,991.7	369.9 (p)	814.3(p)	210.9	1970

9240.2

^{1/} 50-state basis

Table 5: VEHICLE-MILES, 1960-1970
(millions)

	Air Carrier		General Aviation	Highway				Local Transit	Class I Rail
	certificated domestic operations all services	supplemental domestic operations		passenger car and taxi	truck	intercity bus Class I	school bus		
1960	853		1	588,033	126,409	861	1,481	2,143	30,378
1961	833		1,858	604,557	128,582	833	1,550	2,077	29,309
1962	877		1,965	629,097	133,289	923	1,610	2,047	29,814
1963	926		2,049	645,371	155,569	934	1,642	2,022	30,115
1964	998		2,181	677,613	164,271	936	1,724	2,016	30,810
1965	1,134		2,562	706,386	171,436	956	1,763	2,008	31,111
1966	1,237		3,336	744,844	173,905	988	1,884	1,984	32,040
1967	1,538	42	3,440	766,466	182,456	997	1,870	1,997	31,121
1968	1,779	50	3,700	805,693	196,651	977	1,937	1,989	31,145
1969	2,080 ^{1/}	43 ^{1/}	3,926	849,633	206,680	869	2,030	1,967	31,159
1970	2,065 ^{1/}	34 ^{1/}	n/a	890,844	214,670	n/a	2,100	1,883	30,580

2158

890,844

1204

^{1/} 50-state basis

Table 6: PASSENGER-MILES, 1960-1970
(millions)

Air Carrier		General Aviation	Highway			Class I Rail		Domestic Water
certificated domestic operations all services	supplemental domestic operations		passenger car and taxi	intercity bus	total	commutation	other than commutation	
		Inter-city						Inter-city
31,099		2,300	1,000,000	19,300	21,201	4,197	17,064	2,700
31,617		2,300	1,028,000	20,300	20,286	4,132	16,154	2,300
34,298		2,700	1,069,000	21,800	19,905	4,406	15,859	2,700
39,016		3,400	1,097,000	22,500	18,496	4,101	14,396	2,800
45,046		3,700	1,152,000	23,300	18,247	4,199	14,048	2,800
53,226		4,400	1,200,000	23,800	17,388	4,128	13,260	3,100
63,085		5,700	1,266,000	24,600	17,095	4,193	12,903	3,400
79,522	709	7,000	1,303,000	24,900	15,201	4,281	10,920	3,400
92,112	1,620	8,200	1,369,000	24,500	13,120	4,383	8,737	3,500
109,541 <u>1/</u>	1,560 <u>1/</u>	8,500 8,500	1,444,000	24,900	12,168	4,546	7,623	3,800
108,451 <u>1/</u>	1,057 <u>1/</u>	9,100 9,100	1,514,000	25,200	10,771	4,592	6,179	4,000

1/ 50-state basis

Table 7: TON-MILES, 1960-1970
(millions)

	Air Carrier		Oil Pipeline	Class I Rail	Motor-Vehicles, Intercity	<i>Water</i>	
	certificated domestic operations all services <u>1/</u>	supplemental, domestic operations <u>2/</u>				Inland Waterways, including Great Lakes	Total Domestic System
1960	749	120	228,626	572,309	285,000	220,253	----
1961	867	159	233,172	563,361	296,000	209,706	465,291
1962	1,155	215	237,723	592,862	309,000	223,089	474,969
1963	1,099	219	253,431	621,737	336,000	234,172	480,577
1964	1,294	268	268,655	658,639	356,000	250,165	488,829
1965	1,670	298	306,393	697,878	359,000	262,421	489,803
1966	1,985	425	332,916	738,395	380,917	280,527	507,084
1967	2,310	442	361,041	719,498	388,500	281,400	515,367
1968	2,590	494	391,300	744,023	396,300	291,409	520,633
1969	3,295 <u>3/</u>	469 <u>3/</u>	411,000	767,841	404,000	302,901	528,897
1970	3,010 <u>3/</u>	391 <u>3/</u>	431,000	764,809	412,000 (p)	307,000 (p)	596,195

1/ includes revenue ton-miles of freight, U.S. and foreign mail, and express

2/ includes revenue ton-miles of freight, and express. Supplemental carriers are not ordinarily authorized to carry mail.

3/ 50-state basis

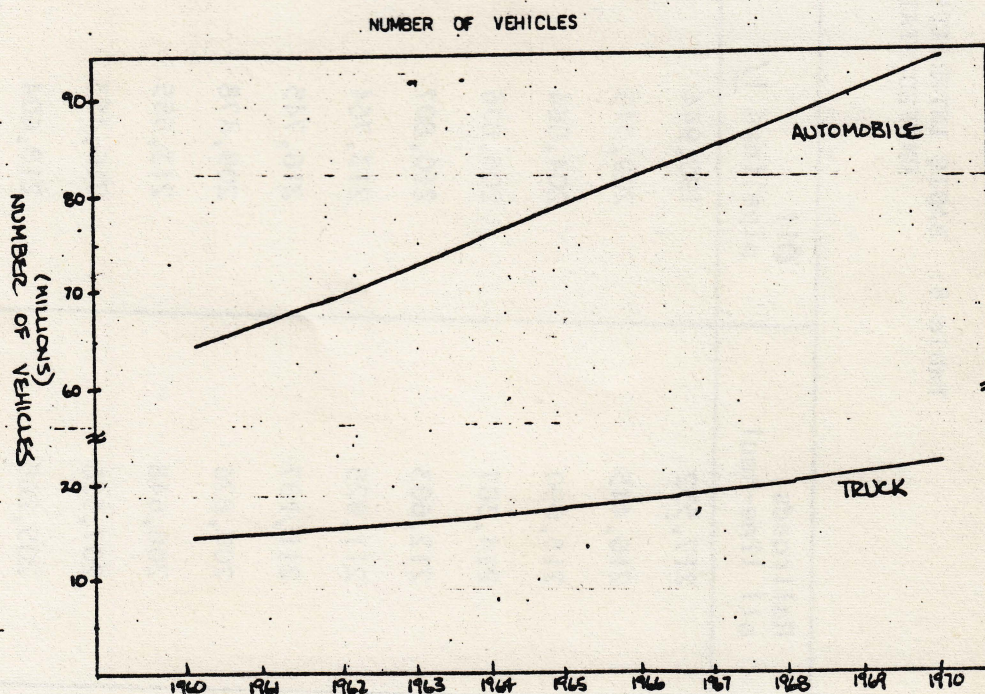
Table 8: BASIC INTERCITY MILEAGE WITHIN THE CONTINENTAL
UNITED STATES (statute mileage), 1960-1970

	Railroads, all line-haul	Oil pipelines <u>1/</u>	Inland waterways	Highways	Airways
1960	217,552	190,944	25,253	557,729	293,003
1961	216,445	200,543	25,260	571,145	245,620
1962	215,090	204,064	25,260	583,302	248,270
1963	214,387	206,876	25,260	594,412	252,325
1964	212,603	210,807	25,380	606,154	263,348
1965	211,925	213,764	25,380	617,114	288,275
1966	211,107	216,745	25,380	628,600	259,083
1967	209,826	209,478	25,830	640,313	264,165
1968	208,648	213,555	25,380	648,768	277,554
1969	207,526	216,453	25,543	657,601	283,861
1970	205,265	218,604	25,543	665,903	291,231

1/ Includes gathering lines

Table 9: NUMBER OF

Calendar year	Air Carrier				Automobile		Bus	Local Transit			
	Domestic and International certificated all services	Domestic and International supplemental	Total	General Aviation	Motorcycle	Passenger Car & Taxi	Intercity	Motorbus	Subway & Elevated	Surface Rail	Trolley Coach
1960					575,497	61,682,304	20,974	49,600	9,010	2,856	3,826
1961	2,034	182	2,216		595,669	63,417,358		49,000	9,078	2,341	3,593
1962	1,958	225	2,173		660,400	66,108,282		48,800	8,865	2,219	3,161
1963					786,318	69,055,428		49,400	8,869	1,756	2,155
1964	1,894	210	2,124		984,763	71,982,740		49,200	9,064	1,560	1,865
1965				95,442	1,381,956	75,251,386	20,600	49,600	9,115	1,549	1,453
1966	2,082	237	2,319	104,706	1,752,801	78,122,965	21,500	50,130	9,273	1,407	1,326
1967				114,186	1,953,022	80,414,180	21,900	50,180	9,257	1,388	1,244
1968	2,406	232	2,638	124,237	2,100,547	83,692,699	22,100	50,000	9,390	1,355	1,185
1969				130,806	2,255,470	86,560,000	22,500	49,600	9,343	1,322	1,082
1970	2,564	195	2,690	142,000 (p)	2,815,000	89,280,000	23,000	49,700	9,338	1,262	1,050

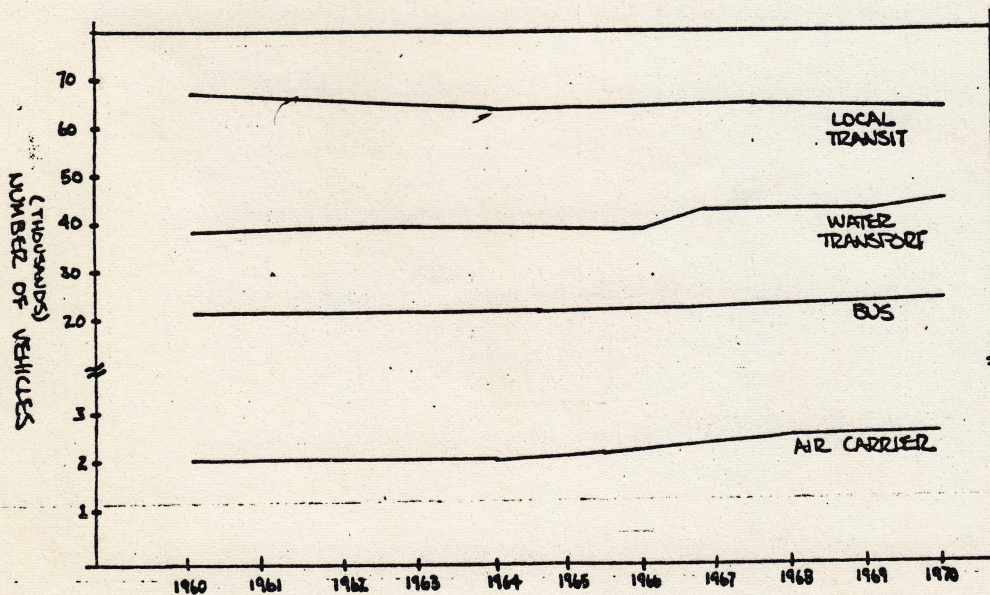


VEHICLES, 196 - 1970

put column
with years
at end

	Rail				Truck			Non-self Propelled			TOTAL	
Total	Class I Freight CARS	Class I Locomotives	Class I Passenger Cars & Pullman	Total	Combinations	Single Unit	Total	Dry Cargo Barges & Scows	Tank Barges	Non-self Propelled Total	Towboats & Tugs.	
63,292	1,658,292	29,080	28,305	1,686,597			11,945,000	14,058	2,447	16,505	4,052	20,557
64,012	1,604,241	28,815	26,705	1,630,946			12,291,000					
63,045	1,550,067	28,639	25,566	1,576,633			12,809,000	14,280	2,661	16,886	4,253	21,139
62,169	1,512,306	28,449	24,602	1,536,908	706,000	12,654,000	13,360,000	14,415	2,739	17,154	4,205	21,359
61,679	1,458,395	28,300	23,057	1,511,442	738,000	13,275,000	14,013,000	14,432	2,649	17,081	3,994	21,075
61,717	1,478,005	27,816	21,327	1,499,332	787,000	14,008,000	14,795,000	14,241	2,548	16,789	4,054	20,843
62,111	1,459,115	27,886	20,016	1,508,131	823,000	14,694,000	15,517,000	14,241	2,548	16,789	4,054	20,843
62,005	1,477,166	27,687	18,610	1,495,776	830,000	15,363,000	16,193,000	15,930	2,781	18,611	4,395	23,006
61,930	1,453,883	27,376	15,384	1,469,267	871,000	16,124,000	16,995,000	15,379	3,001	18,380	4,248	22,628
61,47	1,434,824	27,033	12,426	1,447,250	929,000	16,942,000	17,871,000	15,379	3,001	18,380	4,248	22,628
61,350	1,423,575	27,086	11,177		960,000	17,778,000	18,748,000	15,890	3,281	19,171	4,248	23,419

1,462,184



SUPPLEMENTARY DATA

PART I: TRANSPORTATION AND THE ECONOMY

Table 10

National Income Derived From Transportation

(Millions of Dollars)

60

40

30

20

10

- TRANSPORTATION Services
- Pipeline Transportation
- Air Transportation
- Water Transportation
- Motor freight transportation and warehousing
- Local, suburban + highway Passenger transportation
- Railroad Transportation
- Motor Vehicles + equipment
- Transportation equipment (ex Motor Vehicles)

ZIPPITONE



'45 '46 '47 '48 '49 '50 '51 '52 '53 '54 '55 '56 '57 '58 '59 '60 '61 '62 '63 '64 '65 '66 '67 '68 '69 '70

Table 11

Personal Consumption Expenditures
in Transportation

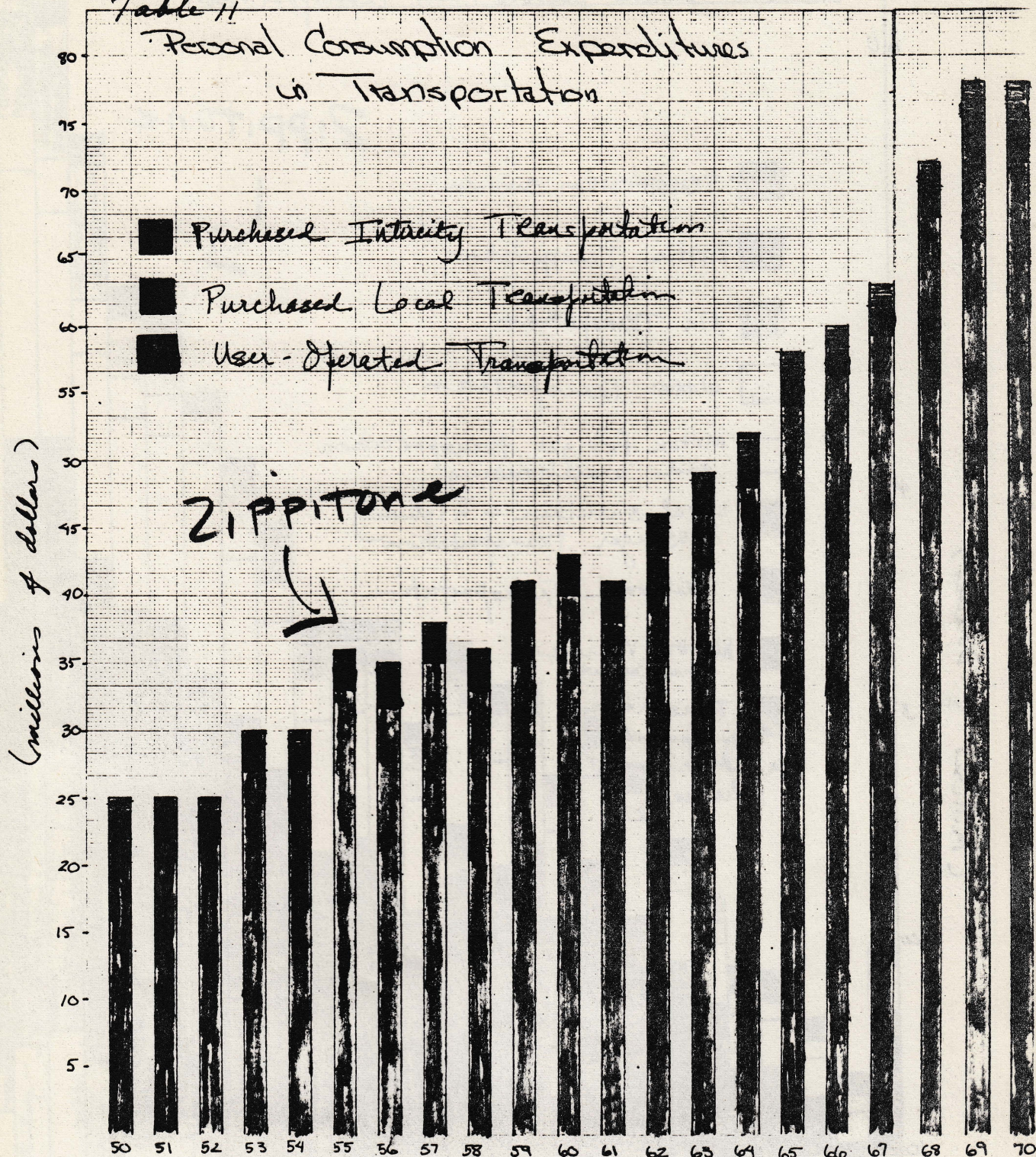


Table 12: PERSONAL CONSUMPTION EXPENDITURES BY TYPE OF PRODUCT, 1960-1970
(millions of dollars)

	Food and Tobacco	Clothing Accessories and Jewelry	Personal Care	Housing	Household Operation	Medical Care Expenses	Personal Business	Transportation	Recreation	Private Education and Research	Religious and Welfare Activities	Foreign Travel	TOTAL
1960	87,510	33,032	5,324	46,305	46,906	19,116	14,974	43,134	18,295	3,718	4,748	2,179	325,241
1961	90,126	33,836	5,792	48,717	48,258	20,321	16,021	41,495	19,506	4,028	4,926	2,166	335,152
1962	93,054	35,700	6,248	51,950	51,170	22,002	16,481	42,975	20,472	4,392	5,082	2,529	355,057
1963	96,008	37,049	6,530	55,410	54,127	23,340	18,422	44,140	22,213	4,736	5,262	2,745	374,982
1964	100,671	40,564	7,032	59,189	58,255	25,681	20,066	51,753	24,573	5,217	5,527	2,828	401,356
1965	106,791	43,427	7,509	63,157	61,877	28,120	22,055	57,825	26,304	5,585	5,609	3,206	431,465
1966	114,621	48,360	8,068	67,506	66,786	31,142	24,287	60,489	28,850	6,608	6,421	3,196	466,334
1967	117,744	50,995	8,558	71,848	70,514	34,491	26,182	62,888	30,758	7,576	6,948	3,864	492,066
1968	125,134	55,474	9,049	77,311	76,125	37,767	29,532	71,983	33,623	8,690	7,605	3,795	536,178
1969	132,629	59,830	9,675	83,999	81,647	42,353	33,261	77,973	36,284	9,597	8,112	4,235	579,595
1970	142,945	62,278	10,101	91,224	85,618	47,268	35,497	77,871	39,049	10,353	8,826	4,801	615,810

Table 13: NATIONAL INCOME BY TRANSPORTATION SECTOR, 1960-1970
(millions of dollars)

	TOTAL	Railway	Local, Suburban and Highway Passenger	Motor Freight and Warehousing	Water	Air	Pipeline	Transportation Services
1960	18,177	6,718	1,639	5,840	1,654	1,400	355	571
1961	18,252	6,475	1,678	6,051	1,655	1,443	357	593
1962	19,060	6,438	1,703	6,588	1,724	1,664	340	603
1963	20,025	6,634	1,716	6,913	1,815	1,881	426	640
1964	21,372	6,795	1,771	7,463	2,001	2,229	429	684
1965	22,926	7,084	1,857	8,185	2,010	2,574	454	754
1966	24,853	7,327	1,951	8,998	2,274	3,027	412	864
1967	25,223	6,821	2,049	9,178	2,320	3,456	423	976
1968	26,090	6,992	2,210	10,326	2,476	3,556	414	935
1969	28,849	7,292	2,209	11,244	2,450	4,109	452	1,093
1970	29,455	7,191	2,311	11,563	2,539	4,155	500	1,196

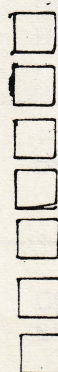
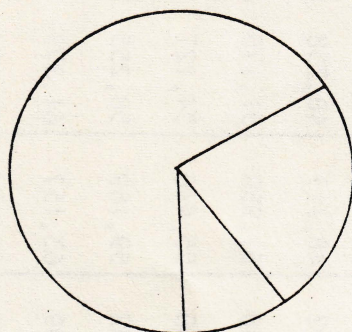


Table 14: AVERAGE ANNUAL EARNINGS PER FULL-TIME EMPLOYEES BY
TRANSPORTATION SECTOR, 1960-1970
(dollars)

	TOTAL	Railway	Local, Suburban and Highway Passenger	Motor Freight and Warehousing	Water	Air	Pipeline	Services
1960	6,185	6,228	4,771	6,511	6,488	6,641	6,957	5,494
1961	6,361	6,392	4,854	6,730	6,597	6,851	7,318	5,800
1962	6,638	6,610	4,985	7,031	7,059	7,269	7,524	5,935
1963	6,852	6,762	5,120	7,328	7,317	7,443	7,800	6,078
1964	7,161	7,026	5,281	7,719	7,507	7,869	8,105	6,288
1965	7,473	7,407	5,436	8,030	7,770	8,122	8,053	6,518
1966	7,785	7,660	5,615	8,362	8,310	8,363	8,667	6,761
1967	8,129	8,034	5,801	8,672	8,619	8,846	8,778	7,120
1968	8,676	8,585	6,101	9,287	9,120	9,363	9,222	7,570
1969	9,318	9,230	6,296	9,906	9,990	10,270	9,722	7,940
1970	9,928	9,775	6,614	10,433	10,750	11,410	10,111	8,505

Table 15: AVERAGE NUMBER OF FULL-TIME AND PART-TIME EMPLOYEES
BY TRANSPORTATION SECTOR, 1960-1970
(thousands)

	TOTAL	Railway	Local, Suburban and Highway Passenger	Motor Freight and Warehousing	Water	Air	Pipeline	Services
1960	2,563	883	282	866	234	192	23	83
1961	2,470	813	278	853	227	195	22	82
1962	2,475	793	273	883	224	197	21	84
1963	2,470	770	270	902	221	203	20	84
1964	2,494	755	268	921	230	213	19	88
1965	2,537	738	269	965	226	229	19	91
1966	2,614	724	272	1,008	240	256	18	96
1967	2,656	696	279	1,021	242	299	18	101
1968	2,694	667	280	1,055	241	331	18	102
1969	2,726	643	280	1,093	227	356	18	109
1970	2,689	626	280	1,080	218	354	18	113

Table 16: WAGES AND SALARIES BY TRANSPORTATION SECTOR, 1960-1970
(millions of dollars)

	TOTAL	Railway	Local, Suburban and Highway Passenger	Motor Freight and Warehousing	Water	Air	Pipeline	Services
1960	14,590	5,499	1,293	4,558	1,382	1,275	160	423
1961	14,414	5,197	1,296	4,630	1,359	1,336	161	435
1962	15,008	5,242	1,301	4,992	1,426	1,432	158	457
1963	15,417	5,207	1,321	5,298	1,456	1,511	156	468
1964	16,248	5,305	1,352	5,702	1,554	1,676	154	503
1965	17,217	5,466	1,397	6,215	1,585	1,860	153	541
1966	18,458	5,546	1,460	6,765	1,795	2,141	156	595
1967	19,574	5,592	1,543	7,102	1,879	2,645	158	655
1968	21,160	5,726	1,629	7,857	1,979	3,099	166	704
1969	22,977	5,935	1,681	8,688	2,048	3,656	175	794
1970	24,124	6,119	1,766	9,035	2,107	4,039	182	876

Table 17: GROSS BUDGETARY COSTS OF FEDERAL
TRANSPORTATION SUBSIDIES, 1970

1970

In millions of dollars

Program	
Direct Cash Payments:	
Air carrier payments	38
Operating-differential subsidies	194
Construction-differential subsidies	68
Tax Subsidies:	
Deferral of tax on shipping companies	10
Rail freight car amortization	0
Benefit-in-kind Subsidies:	
Airport aid development program	55
The Federal Airways Program ¹	174
Urban Mass Transportation grants	133
National Rail Passenger Corp.	0
Order of magnitude total	672

¹ Estimated in expenditures rather than obligations.

SUPPLEMENTARY DATA

PART 2: TRANSPORTATION AND THE ENVIRONMENT

Table 18:

CURRENT AND ANTICIPATED STANDARDS FOR MOBILE SOURCES, 1967 - 1976

Vehicle Class	Year	Maximum Exhaust Pollutant Levels Permitted				Crankcase Vapors	Evaporative Losses
		Hydrocarbons	Carbon Monoxide	Nitrogen Oxides	Particulates		
Autos and Light-Duty Trucks (under 6,000 lbs. GVW)	1967	No Standard	No Standard	No Standard	No Standard	Under Control	No Standard
	1968	275ppm ^{1,2/}	1.5%(vol.) ^{1,2/}	"	"	NONE	"
	1969	275ppm ^{1,2/}	1.5%(vol.) ^{1,2/}	"	"	FOR	"
	1970	4.6gm/mi ^{2/}	47gm/mi ^{2/}	"	"	ALL	"
	1971	4.6gm/mi ^{2/}	47gm/mi ^{2/}	"	"	YEARS	6gm/test
	1972	2.9gm/mi	37gm/mi	"	"		2gm/test
	1973	2.9gm/mi	37gm/mi	3.0gm/mi	"		"
	1974	2.9gm/mi	37gm/mi	3.0gm/mi	"		"
	1975	0.5gm/mi	11gm/mi	0.9gm/mi	0.1gm/mi		"
	1976	0.5gm/mi	11gm/mi	0.9gm/mi	0.1gm/mi		"
Heavy-Duty Gasoline Trucks (over 6,000 lbs. GVW)	1967	No Standard	No Standard	No Standard	No Standard	Under Control	No Standard
	1968	"	"	"	"	NONE	"
	1969	"	"	"	"	FOR	"
	1970	275ppm ^{2/}	1.5%(vol.) ^{2/}	"	"	ALL	"
	1971	275ppm ^{2/}	1.5% ^{2/}	"	"	YEARS	2gm/test ^{3/}
	1972	275ppm	1.5%	"	"		2gm/test ^{3/}
	1973	275ppm	1.5%	"	"		2gm/test ^{3/}
	1974	180ppm	1.0%	"	"		2gm/test ^{3/}
	1975	180ppm	1.0%	785ppm	"		2gm/test ^{3/}
	1976	180ppm	1.0%	785ppm	"		2gm/test ^{3/}

^{1/} For engines over 140 cubic inch displacement.

^{2/} Measurement procedures originally specified in standards have been changed. As originally published (1970-71) standards were 2.2gm/mi for hydrocarbons and 23gms/mi for carbon monoxide. Under new procedures, the equivalent figures are those in this table. Revised measurement standards to be enforced beginning 1972. Federal Register Volume 35, No. 136, pt. II, July 15, 1970 and announcement from Office of Secretary of Health, Education, and Welfare, July 15, 1970.

^{3/} Based on one control system per vehicle.

TABLE 19: ESTIMATED NATIONWIDE EMISSIONS, 1968 ^{1/}
(millions of tons)

	PM	NOx	CO	HC	SOx	TOTAL
Transportation	0.8	7.0	130.2	21.7	0.8	160.5
Motor Vehicles	0.4	6.1	125.6	20.7	0.3	153.1
Aircraft	N	N	2.4	0.3	N	2.7
Railroads	0.2	0.4	0.1	0.3	0.1	1.1
Vessels	0.1	0.2	0.3	0.1	0.3	1.0
Non-highway use of motor fuel	0.1	0.3	1.8	0.3	0.1	2.6
Fuel Combustion in stationary sources	8.9	10.0	1.9	0.7	24.4	45.9
Industrial Processes	7.5	0.2	9.7	4.6	7.3	29.3
Solid Waste Disposal	1.1	0.6	7.8	1.6	0.1	11.2
Miscellaneous	9.6	1.7	16.9	8.5	0.6	37.3
TOTAL	27.9	19.5	166.5	37.1	33.2	284.2

N= negligible

^{1/} All figures are for calendar year 1968 except motor vehicle emissions of PM, NOx, CO, and HC, which are for Fiscal Year 1968

Table 20: MOBILE SOURCE GROWTH AND POTENTIAL EMISSIONS, FY 1967-1976
[1967 Baseline]

Fiscal Year	Numbers of Vehicles in Use (Millions)			Potential Emissions Without Controls in Effect (Thousands of Tons)			
	Autos and Light-Duty Trucks	Heavy-Duty Gasoline Trucks	Total	Hydrocarbons	Carbon Monoxide	Nitrogen Oxides	Particulates
1967	81.8	5.3	87.1	21,100	126,000	5,700	333
1968	84.6	5.7	90.3	24,200	130,000	5,910	346
1969	88.3	5.9	94.2	25,400	137,000	6,180	361
1970	90.7	6.0	96.7	26,100	140,000	6,350	370
1971	92.2	6.1	98.3	26,500	143,000	6,450	377
1972	94.9	6.2	101.1	27,300	146,000	6,640	287
1973	97.5	6.4	103.9	28,000	151,000	6,820	396
1974	100.1	6.6	106.7	28,800	155,000	7,000	409
1975	103.9	6.8	110.7	29,900	160,000	7,260	423
1976	107.2	7.1	114.3	30,800	166,000	7,500	438
FY 1967-76 Total Potential Emissions				268,100	1,454,000	65,810	3,840

Table 21: - EFFECTS OF CONTROLS ON MOBILE SOURCE EMISSIONS, FY 1967-1976
[1967 Baseline]

Fiscal Year	Numbers of Vehicles						Total Number of Vehicles			Emissions with Controls in Effect							
	Autos and Light-Duty Trucks			Heavy-Duty Gasoline Trucks			Autos and Light and Heavy-Duty Gasoline Trucks			Hydrocarbons		Carbon Monoxide		Nitrogen Oxides		Particulates	
	Uncon- trolled (Millions)	Con- trolled (Millions)	Percent Under Control	Uncon- trolled (Millions)	Con- trolled (Millions)	Percent Under Control	Uncon- trolled (Millions)	Con- trolled (Millions)	Percent Under Control	Level (Thou- sands of Tons)	Per- cent of Poten- tial ^{1/}	Level (Thou- sands of Tons)	Per- cent of Poten- tial ^{1/}	Level (Thou- sands of Tons)	Per- cent of Poten- tial ^{2/}	Level (Thou- sands of Tons)	Per- cent of Poten- tial ^{1/}
1967	81.8	0	0	5.32	0	0	87.1	0	0	21,070	100	126,100	100	5,700	100	330	100
1968	77.6	6.9	8.2	5.67	0	0	83.3	6.9	7.7	20,670	85	125,600	97	6,070	103	350	100
1969	71.0	17.3	19.6	5.89	0	0	76.9	17.3	18.4	20,160	79	124,400	91	6,560	106	360	100
1970	63.6	27.1	29.9	5.52	0.45	7.5	69.2	27.6	28.5	19,030	73	118,400	84	6,910	109	370	100
1971	54.3	37.9	41.1	5.04	1.04	17.1	59.3	38.9	39.6	17,430	65	110,500	77	7,200	112	390	100
1972	45.2	49.7	52.4	4.64	1.61	25.8	49.8	51.3	40.9	15,680	57	102,000	69	7,580	114	390	100
1973	37.0	60.5	62.0	4.19	2.23	34.7	41.2	62.7	60.3	14,080	50	94,000	62	7,440	109	390	100
1974	29.3	70.8	70.7	3.76	2.83	42.9	33.1	73.6	69.0	12,430	43	86,000	55	7,130	102	410	100
1975	22.7	81.1	78.1	3.41	3.43	50.2	26.1	84.5	76.4	10,710	35	76,300	46	6,559	90	390	92
1976	17.9	89.3	83.3	3.10	3.96	56.1	21.0	93.3	81.6	9,080	29	66,400	40	5,780	77	370	84
FY 1967-76 Emission and Percent Totals										160,300	60	1,030,000	71	66,900	102	3,740	97

^{1/} Potential emissions as shown in Table 3-1.

^{2/} Implementation of hydrocarbon and carbon monoxide controls causes increase in nitrogen oxides emissions until countered by nitrogen oxides controls

Table 22: COSTS OF CONTROLS AND EFFECTIVENESS IN REDUCING EMISSIONS,
FY 1967-1976 ALL AUTOS AND GASOLINE TRUCKS

Fiscal Year	Incremental Investment Due to Increased Prices of New Vehicles ^{1/} (Millions of Dollars)	Additional Costs for Operation and Maintenance ^{2/} (Millions of Dollars)	Reductions in Emissions From Potential ^{3/}							
			Hydrocarbons		Carbon Monoxide		Nitrogen Oxides		Particulates	
			(Thousands of Tons)	(Percent)	(Thousands of Tons)	(Percent)	(Thousands of Tons)	(Percent)	(Thousands of Tons)	(Percent)
1967	0	0	0	0	0	0	0	0	0	0
1968	13.9	-35.4 ^{4/}	3,500	15	4,300	3	-160 ^{5/}	- 3 ^{5/}	0	0
1969	20.7	-88.2 ^{4/}	5,200	21	12,400	9	-380 ^{5/}	- 6 ^{5/}	0	0
1970	56.1	-138.3 ^{4/}	7,100	27	22,000	16	-560 ^{5/}	- 9 ^{5/}	0	0
1971	131.1	-175.3 ^{4/}	9,100	35	32,200	23	-750 ^{5/}	-12 ^{5/}	0	0
1972	136.6	-208.9 ^{4/}	11,600	43	44,700	31	-940 ^{5/}	-14 ^{5/}	0	0
1973	346.3	-154.4 ^{4/}	13,900	50	56,800	38	-620 ^{5/}	- 9 ^{5/}	0	0
1974	498.5	- 50.3 ^{4/}	16,400	57	68,900	45	-130 ^{5/}	- 2 ^{5/}	0	0
1975	2,068.7	743.5 ^{6/}	19,200	65	84,400	52	710	10	31	7
1976	3,031.7	908.6 ^{6/}	21,700	71	99,500	60	1,720	23	68	16
FY 1967-76 Totals	6,303.6	803.3	107,700	40	425,200	29	-1,110	- 2	99	3

^{1/} Increased costs due to purchases of new vehicles during given year only.

^{2/} Total increased costs due to controls for all cars and gasoline trucks on road for given year.

^{3/} Based on potential emissions as shown in Table 3-1.

^{4/} Direct economic benefits larger than direct costs to owners.

^{5/} Negative values indicate increases (which are results of controls on hydrocarbons and carbon monoxide).

^{6/} Total use of unleaded gasoline assumed beginning 1975. It is assumed that only pre-1971 model autos will be using extra cost high octane (greater than 91 RON) unleaded gasoline (2¢ per gallon extra).

Table 23: VEHICULAR UNIT CONTROL COST FOR CARS AND
LIGHT-DUTY TRUCKS RESULTING FROM THE IMPLEMENTATION
OF THE CLEAN AIR ACT
1967 - 1976 MODEL YEARS

Model Year	Addition to Purchase Price	Change in Maintenance and Operating Cost Per Year
1967	None	None
1968	\$ 2.00	\$-5.10*
1969	2.00	-5.10
1970	7.00	-5.10
1971	17.00	-2.70
1972	17.00	-2.70
1973	42.00	7.90
1974	42.00	7.90
1975	240.00	20.70
1976	240.00	20.70

* Negative values indicate a savings in cost of operation.

SOURCE INFORMATION

Figure 3
Expenditures and Revenues, 1970
Revenues - Public modes

1. Total Transportation - sum of Domestic and International
2. Domestic - sum of Highway, Local Transit, Rail, Air, Water, Pipeline
3. International - sum of Air Carrier and Water
4. Highway - sum of Auto, Truck, Bus
5. Auto - sum of Personal Passenger Car and Taxi
6. Personal Passenger Car - TAA, Transportation Facts and Trends, April, 1972, quarterly supplement, p. 5. Figure represents sum of expenditures for new and used cars, tires, tubes, accessories, gasoline and oil, tolls, insurance, interest on debt, auto registration fees, operator's permit fees, repair greasing, washing, parking, storage, and rental.
7. Taxi - Ibid, April, 1972, p. 5.
9. Truck - sum of Local Truck and Intercity truck
10. Local Truck - Ibid, April, 1972, p. 4.
11. Intercity Truck - sum of ICC Regulated Truck and non-regulated truck
12. ICC Regulated Truck - Ibid, April, 1972, p. 4. Revenues of the Class I, II, III motor carriers of property. Revenues include local cartage under the assumption that the majority of such revenues constitute pick up and delivery of intercity freight.
13. Non-Regulated - Ibid, April, 1972, p. 4.
14. Bus - sum of intercity and school bus.
15. Intercity bus - NAMBO, Bus Facts, 1970, p. 28. Operating revenues of Class I, II, III carriers reporting to the ICC, plus interstate carriers. Includes passenger, express, mail, station, and other revenues.
16. Passenger, Intercity Bus - Ibid, 1970, p. 29. Total passenger revenues of Class I carriers plus 25% of this amount as estimated passenger revenues for Class II and III and intrastate carriers.
17. Cargo, Intercity Bus - Ibid, 1970, p. 29. Total package express and mail revenues of Class I carriers plus 25% of this amount as estimated cargo revenues for Class II and III and Intrastate carriers.

Figure 3
Expenditures and Revenues, 1970
p⁹

19. Local Transit - ATA, Transit Fact Book, '71, '72, p. Total operating revenues of surface rail, subway and elevated, trolley coach, and motor bus.
20. Motorbus - Ibid, '71, '72, p. Operating revenues.
21. Trolley Coach - Ibid, '71, '72, p. Operating revenues.
22. Surface Rail - Ibid, '71, '72, p. Operating revenues.
23. Subway and elevated - Ibid, '71, '72, p. Operating revenues.
24. Rail - APR, Yearbook of Railroad Facts, 1972, p. 9. Total operating revenues of Class I railroads.
25. Rail Passenger - sum of commuter and Intercity.
26. Rail Commuter - Ibid, 1972, p. 11. Commutation passenger revenues of the Class I railroads.
27. Rail Intercity - Ibid, 1972, p. 11. Sum of Class I passenger revenues from parlor and sleeping cars and other coaches.
28. Rail Freight - Ibid, 1972, Sum of Class I freight revenue (p. 10), express and mail revenues (p. 12)
29. Air - Sum of General Aviation and Air Carrier.
30. General Aviation - TAP, Transportation Facts and Trends, quarterly supplement, April, 1972, p. 5. Figure represents the sum of operating costs and total retail value of new general aviation aircraft.
36. Air Carrier - Sum of Certificated and Supplemental.
37. Certificated - CAB, Handbook of Airline Statistics, 1971, p. 210, line 17. Overall operating revenues, domestic operations.
38. Passenger Certificated - Ibid, 1971, p. 210, Sum of lines 3 and 10. Total passenger revenues in scheduled and charter service.
39. Cargo Certificated - Ibid, 1971, p. 210, Sum of lines 4, 5, 6, 7, 8, 9 and 11. Includes revenues from scheduled service of freight, express, priority U.S. mail, non-priority U.S. mail, foreign mail, excess baggage, and charter freight.
40. Supplemental - Ibid, 1971, p. 305. Overall operating revenues of supplemental air carriers, toatl domestic and international operations. No separation of international and domestic service is available.
41. Passenger, Supplemental - Ibid, 1971, p. 305. Sum of civilian (line 1) and military (line 2) passenger revenues. Total domestic and international operations.
42. Cargo, Supplemental - Ibid, 1971 p. 305. Sum of civilian (line 3) and military (line 4) property revenues.

43. Water - Sum of passenger and cargo
44. Passenger, Water - TAA, Transportation Facts and Trends, quarterly supplement, April, 1972, p. 4. Figure Represents revenues of ICC regulated carriers. Expenditures for private boating not available.
49. Cargo, Water - Ibid, April, 1972, p. 4.
51. Pipeline - Ibid, April, 1972, p. 4. Includes revenues of regulated and unregulated oil pipelines.
52. Air Carrier - Figure represents overall operating revenues of the certificated carriers, Total International and territorial operations. Revenues of the supplemental carriers international operations are included in the domestic statistic.
53. Certificated - CAB, Handbook of Airline Statistics, 1971, p. 221, line 17. Total international and international operations.
54. Passenger, Certificated - Ibid, 1971, p. 221. Sum of total passenger revenues in scheduled service (line 3) and charter passenger revenues (line 10), total international and territorial operations.
55. Cargo, Certificated - Ibid, 1971, p. 221. Sum of lines 4, 5, 6, 7, 8, 9, and 11. Includes revenues from scheduled service of freight, express, priority U.S. mail, excess baggage, and charter freight. Total international and territorial operations.
59. Water - Sum of passenger and cargo.
60. Passenger, Water - TAA, Transportation Facts and Trends, quarterly supplement, April, 1972, p. 5.
61. Cargo, Water - Ibid, April, 1972, p. 4.

Figure 4
Vehicle Miles, 1970
p 11

1. Total Transportation - sum of Domestic and International
2. Domestic - sum of Highway, Local Transit, Rail, Air, Water and Pipeline
3. International - sum of Air Carrier and Water
4. Highway - sum of Auto, Truck and Bus
5. Auto - sum of Personal Passenger Car, Motorcycle, and Taxi
6. Personal Passenger Car - Bureau of Public Roads, Highway Statistics, 1970, Table VM-1, p. 52. Includes vehicle travel on main rural roads, local rural roads and urban streets.
7. Taxi - data for taxi are included in the personal passenger car category
8. Motorcycle - Bureau of Public Roads, Highway Statistics 1970, Table VM-1, p. 52. Includes vehicle travel on main rural roads, local rural roads and urban streets.
9. Truck - sum of Local and Intercity Truck. Includes vehicle travel on main rural roads, local rural roads and urban streets.
14. Bus - sum of Intercity and School Bus
15. Intercity Bus - NAMBO, Bus Facts, 1970, p. 28. Includes operations of Class I, II, and III Carriers reporting to the Interstate Commerce Commission and Interstate Carriers.
 supplemented by estimates to cover unavailable segments of Motor Carrier Survey in the 1963 Census of Transportation.
16. School Bus - Bureau of Public Roads, Highway Statistics, 1970 Table VM-1, p. 52. Includes vehicle travel on main rural roads, local rural roads and urban streets.
17. Local Transit - sum of Motor Bus, Trolley Coach, Surface Rail and Subway and Elevated
20. Motorbus - American Transit Association, Transit Fact Book, 1971-1972, p. 15.
21. Ibid.
22. Ibid.
23. Ibid.
24. Rail - sum of Passenger and Freight.
25. Passenger Rail - Association of American Railroads, Yearbook of Railroad Facts, p. 37. This figure is passenger train miles.

Figure 4
Vehicle miles, 1970
p 11

26. Freight Rail - Association of American Railroads, Yearbook of Railroad Facts, p.35 This figure is freight train miles.
- 30 General Aviation - sum of Business, Commercial, Instructional, Personal and Other. Estimated by Office of Systems Analysis and Information, Department of Transportation. Estimated from FAA from 2350 this data includes gliders, dirigibles and balloons.
- 36 Air Carrier - sum of Certificated and Supplemental operations. Civil Aeronautics Board, Handbook of Airline Statistics, 1970, p. 106. Data is for total domestic operations and is calculated on a 50 - state basis.
37. Ibid. p. 106 line 35&56.
40. Ibid. p. 199 line 21. Data is for both Domestic and International Operations.
52. Ibid. p. 107, sum of lines 35 and 56. Figure represents overall aircraft revenue miles for certificated carriers in total international territorial operations. Supplemental operations' vehicle mile are included in the domestic statistic.

Figure 5
Passenger-Miles, 1970
p 13

1. Total Transportation - Sum of Domestic and International.
2. Domestic - Sum of Highway, Local Transit, Rail, Air, Water, Pipeline.
3. International - Air Carrier only. Passenger-miles in international water transport are not available.
4. Highway - Sum of Auto and Bus.
5. Auto - Passenger-miles of personal passenger car and taxi. Figure represents vehicle miles of travel from FHWA, Highway Statistics, 1970, Table VM-1, p. 52, multiplied by an average occupancy estimate of 1.7.
14. Bus - Includes Intercity Bus only. School bus passenger-miles not available.
15. Intercity Bus - TAA, Transportation Facts and Trends, quarterly supplement, April, 1972, p. 16.
24. Rail - APR, Yearbook of Railroad Facts, 1972, p. 30. Total revenue passenger-miles of the Class I railroads.
26. Commuter Rail - Ibid, p. 30.
27. Intercity Rail - Ibid, p. 30. Total revenue passenger-miles in coaches, parlor and sleeping cars, Class I railroads.
29. Air - Sum of General Aviation and Air Carrier.
30. General Aviation - TAA, Transportation Facts and Trends, quarterly supplement, April, 1972, p. 16. Intercity passenger-miles.
36. Air Carrier - Sum of certificated and Supplemental.
37. Certificated - CAB, Handbook of Airline Statistics, 1971, p. 106. Sum of revenue passenger-miles in scheduled service (line 47), total domestic operations.
40. Supplemental - Ibid, p. 199. Total revenue passenger-miles in domestic operations.
43. Water - TAA, Transportation Facts and Trends, quarterly, supplement, April, 1972, p. 16. Intercity passenger-miles.
52. Air Carrier - Sum of Certificated and Supplemental.
53. Certificated - CAB, Handbook of Airline Statistics, 1971, p. 117. Sum of revenue passenger-miles in scheduled service (line 11) and non-scheduled service (line 47). Total international and territorial operations.
56. Supplemental - Ibid, p. 199. Total revenue passenger-miles in international operations.

Figure 6
Ton-Miles, 1970
p 15

1. Total Transportation - Sum of Domestic and International
2. Domestic - Sum of Highway, Rail, Air, Water and Pipeline.
3. International - Sum of Air Carrier and Water.
4. Highway - Figure represents total ton-miles of truck transport.
Intercity bus ton-miles are not included, but are negligible.
9. Truck - Sum of Local and Intercity.
10. Local Truck - Jack Faucett Associates, Transportation Projections, 1970 and 1980, Silver Spring, Maryland, 1970.
11. Intercity Truck - ICC, 85th Annual Report, 1971, p. 119. Figure includes the intercity common and contract motor carriers of property operating under Interstate Commerce Commission Authority, plus the intercity ton-miles of all private trucks and for-hire trucks not subject to economic regulation by the ICC, plus intercity ton-miles of local ICC carriers.
12. ICC Regulated Intercity Truck - ICC, 85th Annual Report, 1971, p. 120. The 1970 federally regulated percentage of total intercity ton-miles (41.3%) assumed equal to the 1969 percentage.
13. Non-regulated Intercity Truck - Ibid, p. 120. 1970 non-regulated percentage of total intercity ton-miles (58.7%) assumed equal to the 1969 percentage.
24. Rail - Ibid., Intercity ton-miles of all railroads and electric railways, including express and mail.
29. Air - Air carrier only.
36. Air Carrier - Sum of Certificated and Supplemental.
37. Certificated - CAB, Handbook of Airline Statistics, 1971, p. 106.
40. Supplemental - Ibid, p. 35. Revenue ton-miles of freight and express in total domestic operations of the supplemental carriers. Supplemental carriers are ordinarily not authorized to carry mail.
43. Water - Department of the Army, Corp of Engineers, Waterborne Commerce of the United States, 1970, p. 121. Total domestic ton-miles.
51. Pipeline - ICC, 85th Annual Report, 1971, p. 119. Intercity ton-miles of oil pipelines.

52. Air Carrier - Sum of Supplemental and Certificated.
53. Certificated - CAB, Handbook of Airline Statistics, 1971, p. 70.
Revenue ton-miles of freight, express, U.S. and foreign
mail in total international and territorial operations,
all services of the certificated carriers.
56. Supplemental - Ibid., p. 35. Revenue ton-miles of freight and
express in total international operations of the supplemental
carriers are ordinarily not authorized to carry mail.

Figure 7
Number of Vehicles, 1970
p 17

1. Total Transportation - Sum of Domestic and International
2. Domestic - Sum of Highway, Rail, Air, Water, and Pipeline
3. International - Sum of Air Carrier and Water
4. Highway - Sum of Auto, Truck and Bus
5. Auto - Sum of Personal Passenger Car and Motorcycle
6. Personal Passenger Car - Bureau of Public Roads, Highway Statistics, 1970, Table MV-1, p. 33. This figure includes private and commercial vehicles (including Taxi cabs) as well as publically owned vehicles for the 50 states and the District of Columbia.
7. Taxi - Data for taxi are included in the personal passenger car category.
8. Motorcycle - Bureau of Public Roads, Highway Statistics, 1970, Table MV-1, p. 33. This figure is the sum of the private and commercial vehicles plus the publically owned vehicles.
9. Truck, Ibid.
14. Bus - Sum of Intercity and School bus.
15. Intercity Bus - NAMBO, Bus Facts, 1970, p. 28. This figure includes operations of Class I, II, and III Carriers reporting to the Interstate Commerce Commission and Intrastate Carriers. It is supplemented by estimates to cover unavailable segments and by the Motor Carrier Survey in the 1963 Census of Transportation.
18. School Bus - Bureau of Public Roads, Highway Statistics, 1970, Table MV-10, p. 36. For some states church, industrial and other private buses are included; and in other states privately owned school buses could not be segregated from commercial buses and are included with the latter.
19. Local Transit - Sum of Motorbus, Trolley Coach, Surface Rail and Subway and Elevated.
20. Motorbus - American Transit Association, Transit Fact Book, 1971-1972, p. 20. This figure does not include sightseeing buses or school buses.
21. Trolley Coach - Ibid.
22. Surface Rail - Ibid. This figure does not include commuter or suburban railroads.
23. Subway and Elevated - Ibid.

Figure 7
Number of Vehicles, 1970

p 17

24. Rail - Association of American Railroads, Yearbook of Railroad Facts, 1972. This figure is the sum of passenger train cars, p. 53, freight cars, p. 50 and locomotives, p. 49.
25. Rail Passenger - Ibid, p. 53.
26. Rail Freight - Ibid, p. 50.
29. Air - Sum of General Aviation and Air Carrier
30. General Aviation - Federal Aviation Administration, FAA Statistical Handbook of Aviation, 1970, p. 194.
31. Business, Ibid.
32. Commercial - Ibid., p. 200. This category includes 1) air taxi
2) aerial application, and 3) industrial/special.
33. Instructional - Ibid., p. 194.
34. Personal - Ibid.
35. Other - Ibid.
36. Air Carrier - Sum of Certificated and Supplemental operations
37. Certificated - Civil Aeronautics Board, Handbook of Airline Statistics, 1970, p. 413. This figure is owned aircraft, excluding those leased to others, plus aircraft leased from others, without regard to aircraft withdrawn from service for economic, mechanical, or technical reasons.
40. Supplemental - Ibid., p. 417.
43. Water - American Waterways Operators, Inland Waterborne Commerce Statistics, 1970, p. 2. This figure is the sum of self-propelled and non-self-propelled towing vessels and barges of the United States.
52. Air Carrier. - This figure is included in the respective categories of the domestic operations.

SOURCES (cont.)

Figure 8
Number of Fatalities, 1970
p 19

1. Total Transportation - Sum of domestic and international
2. Domestic - Sum of Highway, Rail, Air, and Water
3. International - Air Carrier only. Fatalities in international water transport not available
4. Highway - National Safety Council, Accident Facts, 1971, p 42. Includes deaths involving mechanically or electrically powered highway transport vehicles in motion (except those on rails), both on and off the highway or street.
5. Auto - Sum of personal passenger car and taxi, and motorcycle.
6. Personal passenger car - Ibid, 1971, p 75. Passenger fatalities. Includes fatalities of passengers in taxicabs.
7. Taxi - Included in personal passenger car.
8. Motorcycle - Ibid, 1971, p 56. Fatalities of motorcycle riders.
14. Bus - Ibid, 1971, p75. Passenger fatalities of all buses (intercity, school, and local transit)
24. Rail - Ibid, 1971, p78. Includes fatalities of passengers on trains, employees on duty, other nontrespassers and trespassers.
29. Air -, Sum of General Aviation and Air Carrier. Includes fatalities of passengers, crew, and others.
30. General Aviation - Ibid, 1971, p 76.
36. Air Carrier - Sum of Certificated and Supplemental.
37. Certificated - Ibid, 1971, p 76.
40. Supplemental - Ibid, 1971, p 76.
43. Water - Ibid, 1971, p 75. Includes fatalities in boating accidents reported to the United States Coast Guard. Included in this total are 1,305 drownings and 113 deaths from other causes.
52. Air Carrier - Sum of Certificated and Supplemental. Includes passengers, crew, and others.
53. Certificated - Ibid, 1971, p 76.
56. Supplemental - Ibid, 1971, p76.

Table 1: Average Passenger Revenue Per Passenger Mile , 1960-1970

Certificated Air Carrier, domestic operations, scheduled service

C.A.B. Handbook of Airline Statistics, 1971, total: p. 81; first class: p. 85; coach and economy: p. 88.

Class I Rail

A.A.R. Yearbook of Railroad Facts, 1972. total: p. 32; commutation: commutation revenues divided by commutation passenger-miles (p. 11); other than commutation: sum of columns 3 and 4 (p. 11) divided by column 2 (p. 30)

Class I Intercity Bus

I.C.C. Transport Economics, Nov.-Dec., 1971, p.5.

Table 2: Average Freight Revenue Per Ton Mile , 1960-1970

Air Carrier:

certificated: C.A.B. Handbook of Airline Statistics, 1971, p. 93.

Class I Rail:

A.A.R. Yearbook of Railroad Facts, 1971, p. 6.

Class I Intercity Motor Carriers: common and contract same source as oil pipeline.

Oil Pipeline:

I.C.C. Transport Economics: January 1971, p. 6.

Class A + B Water Carriers

I.C.C. Transport Economics, data taken from annual series. 1969 taken from I.C.C. Transport Economics p. 20.

Table 3: Average Fare, 1960- 1970

Air Carrier: Civil Aeronautics Board, Handbook of Airline Statistics, 1971. Total passenger revenues in domestic operations of the certificated carriers, scheduled service (p. 210, line 3) divided by revenue passenger enplanements, ~~scheduled~~ service (p. 106, ~~line~~ 20)

Bus: NAMBO, Bus Facts 1970, primary source Interstate Commerce Commission

Local Transit: American Transit Association, Transit Facts, 1971-1972, p. 11

Rail: Association of American Railroads, Yearbook of Railroad Facts, 1972.

Table 4: Total Operating Revenues, 1960-1970

Air Carrier:

certificated: CAB, Handbook of Airline Statistics, 1971, ~~Table 61~~, p. 69, ²¹⁰
~~column 3~~ and p. 221
 supplemental: CAB, Handbook of Airline Statistics, 1971, Table 61, p. 69, column 16.

Intercity Bus:

1960-1967: 84th I.C.C. Annual Report, 1970, p. 143; 1969-1970: 85th I.C.C. Annual Report, 1971, p. 127. Class I intercity motor carriers of passengers.

Local Transit:

ATA, Transit Fact Book, 1971

Oil Pipeline:

T.A.A. Transportation Facts and Trends, 1971, p. 4. Includes regulated and non-regulated carriers.

Class I Rail:

A.A.R. Yearbook of Railroad Facts, 1972, p.9.

Truck:

1960-1967: 84th I.C.C. Annual Report, 1970, p. 147; 1968-1970: 85th I.C.C. Annual Report, 1971, p. 125. Class I intercity motor carriers of property.

Water:

Classes A + B carriers by inland and coastal waterways: 1960-1967: 84th I.C.C. Annual Report, 1970, p. 146; 1968-1971: 85th I.C.C. Annual Report, 1971, p. 131.

Class A Freight Forwarders:

1960-1967: 84th I.C.C. Annual Report, 1970, p. 151.
 1968-1970: 85th I.C.C. Annual Report, 1971, p. 133.

Table 5: Vehicle-Miles, 1960-1970

Air Carrier:

certificated: CAB, Handbook of Airline Statistics, 1971, sum of scheduled service, p. 57 and non-scheduled service, p.106.
 supplemental: CAB, Handbook of Airline Statistics, 1971, p. 199.

General Aviation:

F.A.A. Statistical Handbook of Aviation, 1970, p. 211.

Highway:

passenger car and taxi: 1960-1964: FWA, Highway Statistics Summary to 1965, Table VM-201, p. 41; 1965 to 1970, Highway Statistics annual editions, Table VM-1.
 truck: same source as passenger car and taxi
 school bus: same source as passenger car and taxi
 intercity bus: NABO, Bus Facts, 1970, p. 30, equivalent tables in annual editions

Local Transit:

ATA, Transit Fact Book, 1971 - 073, 015

Class I Rail:

AAR, Yearbook of Railroad Facts, 1972, sum of passenger train car-miles p.38, and freight train car miles, p. 36. Excludes cabooses.

Table 6: Passenger-Miles, 1960-1970

Air Carrier:

certificated: 1960-1961; CAB, Handbook of Airline Statistics, 1969, p. 106, sum of lines 11 and 47. ~~For prior years see comparable table in annual report. 1962-1970: T.A.A., 1971, p. 106~~

supplemental: 1967-1970; CAB, Handbook of Airline Statistics, 1971, p. 199. ~~For prior years see comparable table.~~

General Aviation: T.A.A. Transportation Facts and Trends, 1971, p. 16. and Highway: Quarterly Supplement, April, 1972

passenger car and taxi: FHWA vehicle mile data multiplied by a constant average occupancy of 1.7.

intercity bus: T.A.A. Facts and Trends, 1971, p. 16, and Quarterly Supplement, April, 1972

Class I Rail:

commutation: A.A.R. Yearbook of Railroad Facts, 1972, p. 30.

other than commutation: same as above.

total: sum of commutation and other than commutation.

Domestic Water: T.A.A. Transportation Facts and Trends, 1971, p. 16. and Quarterly Supplement, April, 1972

Table 7: Ton-Miles, 1960-1970

Air Carrier: — — — — — freight

certificated: (includes revenue ton-miles of foreign, express, U.S. and foreign mail) 1962-1970 CAB, Handbook of Airline Statistics, 1971, p. 106, sum of lines 2, 3, and 4. 1961 see comparable table in annual report.

supplemental: (includes revenue ton-miles of freight, and express) No mail carried by supplemental airlines. 1960-1970 C.A.B. Handbook of Airline Statistics, 1971, p. 35, Table 27.

Oil Pipeline:

1960-1970, 85th I.C.C. Annual Report, 1971, p. 119.

Class I Rail:

A.A.R. Yearbook of Railroad Facts, 1972, p. 27.

Motor Vehicles:

1969-1970: 85th I.C.C. Annual Report, 1971, p. 119. Prior years from previous annual reports.

Water:

inland waterways including Great Lakes: 1960-1970: 85th I.C.C. Annual Report, 1971, p. 119. Prior years from previous annual reports.

total domestic system: Corps of Engineers, Waterborne Commerce of the United States, 1970, p. 121.

Table 8: Basic Intercity Mileage Within
the Continental United States,
1960-1970

Railroads, all line-haul: AAR, Yearbook of Railroad Facts, 1972, p. 46. Data represents aggregate length/roadway of all line haul railroads, excluding mileage of yard tracks on sidings. Jointly used track is counted only once.

Oil pipelines: For 1967: American Petroleum Facts and Figures, 1967, p. 122. Earlier data from earlier editions of Petroleum Facts and Figures.
For 1968-1970: TAA, Supplement to Transportation Facts and Trends, April, '72 p. 31.

Inland waterways: American waterways operators, Inland Waterborne Commerce Statistics, 1970, p. 1, and comparable tables in earlier editions. Data represents mileage of commercially navigable inland channels.

Highways: For 1970: FHWA, Highway Statistics, 1970, Table SM-2, p. 157. Total surfaced mileage of state primary and secondary roads and municipal extensions of such roads, less col. D-E mileage, plus total toll facility mileage, with Alaska and Hawaii mileage deleted. Earlier years from earlier editions of Highway Statistics.

Airways: FAA, Statistical Handbook of Aviation, 1970, p. 11. Data shown is sum of col. 1 (low frequency), col. 2 (very high frequency, direct low altitude) and col. 5 (jet routes). The sum has been multiplied by 1.151 to convert nautical mileage to statute mileage.

Table 9: Number of Vehicles, 1960-1970

Air Carrier:

Certificated: C.A.B. Handbook of Airline Statistics, 1970, p. 413.
Supplemental: Ibid., p. 417

General Aviation: Federal Aviation Administration, F.A.A. Statistical Handbook of Aviation, 1970, p. 194.

Automobile:

motorcycle: Bureau of Public Roads, Highway Statistics, 1970, Table MV-1, p. 33.

personal passenger car and taxi: Ibid.

Bus:

intercity: NAMBO, Bus Facts, 1970, p. 28.

Local Transit:

motorbus: American Transit Association, Transit Fact Book, 1971-72 p. 20.

subway and elevated: Ibid.

surface rail: Ibid.

trolley coach: Ibid.

Rail:

Class 1 freight: Association of American Railroads, Yearbook of Railroad Facts, 1972.

Class 1 locomotives: Ibid.

Class 1 pullman and passenger cars: Ibid.

Truck:

combinations: Bureau of Public Roads, Highway Statistics, 1970, Table MV-1, p. 33.

single unit: Ibid.

Water:

nonself propelled: American Waterways Operations, Inland Waterborne Commerce Statistics, 1970, p. 2.

self-propelled: Ibid.

Table 10 : National Income Derived From Transportation. source: U.S. Department of Commerce, Office of Business Economics. The National Income and Product Accounts of the United States, 1929-1965. Table 1.112. 1966-1970 are from comparable tables in the annual issues of "The Survey of Current Business."

Table 11 : Personal Consumption Expenditures in Transportation. source: U.S. Department of Commerce, Office of Business Economics. The National Income and Product Accounts of the United States, 1929-1965. Table 2.6. 1966-1970 are from comparable tables in the annual issues of "The Survey of Current Business."

Table 12 : Personal Consumption Expenditures by Type of Product, 1960-1970. source: U.S. Office of Business Economics, The National Income and Product Accounts of the United States, 1929-1965, and annual updates from the July issues of "The Survey of Current Business".

Table 13 : National Income by Transportation Sector, 1960-1970. source: U.S. Office of Business Economics, The National Income and Product Accounts of the United States, 1929-1965, and annual updates from the July issues of the "Survey of Current Business".

Table 14 : Wages and Salaries by Transportation Sector. source: U.S. Department of Commerce, Office of Business Economics. - The National Income and Product Accounts of the United States, 1929-1965. Table 6.2. 1966-1970 are from comparable tables in the annual issues of "The Survey of Current Business."

Table 15 : Average Number of Full-Time and Part-Time Employees by Transportation Sector. source: U.S. Department of Commerce, Office of Business Economics. The National Income and Product Accounts of the United States, 1929-1965. Table 6.3. 1966-1970 are from comparable tables in the annual issues of "The Survey of Current Business."

Table 16 : Average Annual Earnings Per Full-Time Employees by Transportation Sector. source: U.S. Department of Commerce, Office of Business Economics. The National Income and Product Accounts of the United States 1929-1965. Table 6.5. 1966-1970 are from comparable tables in the annual issues of "The Survey of Current Business."

*Table 17: Gross Budgetary Costs of Federal
Transportation Subsidies, 1970*

Congress of the United States, Joint Economic Committee.
The Economics of Federal Subsidy Programs, January 11, 1972, p.181.

Derived from: "1971 Catalog of Federal Domestic Assistance"; "The Budget of the U.S. Government, Fiscal Year 1972"; "The Budget of the U.S. Government - Appendix, Fiscal Year 1972"; "Special Analysis, Budget of the U.S. Government, Fiscal Year 1972", Department of Treasury estimates, app. A.

Table 18: Current and Anticipated Standards for Mobile Sources, 1967-1976

Environmental Protection Agency, The Economics of Clean Air, Annual Report of the Administrator of the Environmental Protection Agency to the Congress of the United States, December, 1970, p 3-8.

Table 19: Estimated Nationwide Emissions, 1968

EPA, The Economics of Clean Air, December, 1970, p 3-7, for motor vehicle emissions of PM, NOx, CO, and HC.

HEW, NAPCA, Nationwide Inventory of Air Pollutant Emissions for 1968, August, 1970.

Table 20: Mobile Source Growth and Potential Emissions, FY 1967-1976

EPA, The Economics of Clean Air, December, 1970, p 3-5.

Table 21: Effects of Controls on Mobile Source Emissions, FY 1967-1976

EPA, The Economics of Clean Air, December, 1970, p 3-7.

Table 22: Costs of Controls and Effectiveness in Reducing Emissions,
FY 1967-1976 all autos and Gasoline Trucks

EPA, The Economics of Clean Air, December, 1970, p 3-21

Table 23: Vehicular Unit Control Cost for Cars and Light-duty Trucks
Resulting from the Implementation of the Clean Air Act, 1967-
1976 Model Years

EPA, The Economics of Clean Air, December, 1970, p 1-6.

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