

Table of Contents

	Page
Introduction	xxix
Highlights.....	xxxv
Executive Summary	
Chapter 1: The Role of Highways and Transit	ES-1
Chapter 2: System Characteristics: Highways	ES-2
Chapter 2: System Characteristics: Transit	ES-3
Chapter 3: System Conditions: Highway and Bridges	ES-4
Chapter 3: System Conditions: Transit	ES-5
Chapter 4: Operational Performance: Highways.....	ES-6
Chapter 4: Operational Performance: Transit	ES-7
Chapter 5: Safety Performance: Highways	ES-8
Chapter 5: Safety Performance: Transit.....	ES-9
Chapter 6: Finance: Highways.....	ES-10
Chapter 6: Finance: Transit	ES-11
Part II: Investment/Performance Analysis	ES-12
Chapter 7: Capital Investment Requirements: Highway and Bridge	ES-14
Chapter 7: Capital Investment Requirements: Transit	ES-15
Chapter 8: Comparison of Spending and Investment Requirements: Highway and Bridge	ES-16
Chapter 8: Comparison of Spending and Investment Requirements: Transit	ES-17
Chapter 9: Impacts of Investment: Highway and Bridge	ES-18
Chapter 9: Impacts of Investment: Transit.....	ES-19
Chapter 10: Sensitivity Analysis: Highway and Bridge	ES-20
Chapter 10: Sensitivity Analysis: Transit.....	ES-21
Chapter 11: Federal Safety Initiatives	ES-22
Chapter 12: Operations Strategies	ES-23
Chapter 13: Freight.....	ES-23
Chapter 14: The Importance of Transit	ES-24
Chapter 15: Bridges	ES-24
Chapter 16: Interstate System	ES-25
Chapter 17: National Highway System	ES-25
Chapter 18: Strategic Highway Network.....	ES-26
Chapter 19: Highway-Rail Grade Crossings	ES-26
Chapter 20: Transit on Federal Lands.....	ES-27
Part V: Afterword: A View to the Future	ES-27

Part I: Description of Current System

1	The Role of Highways and Transit.....	1-1
	The Role of Highway Transportation.....	1-2
	Personal Mobility.....	1-3
	Freight Movement	1-3
	The Role of Transit.....	1-3
	Basic Mobility and Expanded Opportunities	1-4
	Broader Transportation Choices.....	1-4
	Economic Growth and Development.....	1-4
	Environmentally Friendly and Safe Communities.....	1-4
	The Complementary Roles of Highways and Transit	1-6
	The Evolving Federal Role in Surface Transportation.....	1-6
2	System Characteristics.....	2-1
	Summary.....	2-2
	Highway System Characteristics	2-5
	Highways by Ownership	2-5
	Highways by Purpose.....	2-7
	Review of Functional Classification Concepts.....	2-7
	Functional Classification Data.....	2-8
	Highway Travel	2-11
	Intelligent Transportation Systems	2-13
	Bridge System Characteristics	2-17
	Bridges by Owner	2-17
	Bridges by Functional Classification	2-18
	Transit System Characteristics	2-21
	Transit Services, Jurisdiction, and Use	2-21
	Transit Fleet and Infrastructure	2-22
	System Network (Urban Route Miles).....	2-22
	System Capacity	2-23
	Passenger Travel.....	2-26
	Vehicle Occupancy	2-28
	Rural Transit Systems (Section 5311 Providers)	2-30
	Transit System Characteristics for Americans with Disabilities and the Elderly (Section 5310 Providers).....	2-31
3	System Conditions	3-1
	Summary	3-2
	Highway Conditions	3-3
	Bridge Conditions.....	3-3
	Transit Conditions	3-4
	Road Conditions.....	3-5
	Pavement Terminology and Measurements.....	3-5
	Overall Pavement Condition.....	3-7
	Rural and Urban Pavement Conditions.....	3-8
	Pavement Condition by Functional Classification	3-12
	Roadway Alignment.....	3-15
	Lane Width.....	3-16

	Bridge System Conditions	3-19
	Classification of Bridge Deficiencies	3-19
	Condition Rating Structural Deficiencies	3-19
	Structural Appraisal Ratings	3-22
	Appraisal Rating Functional Obsolescence	3-23
	Number of Deficient Bridges.....	3-24
	Deficient Bridges by Owner	3-26
	Deficient Bridges by Functional Classification.....	3-28
	Transit System Conditions	3-35
	Bus Conditions	3-38
	Urban Bus Maintenance Facilities	3-40
	Age.....	3-40
	Condition	3-41
	Rail Vehicle Conditions.....	3-41
	Urban Rail Maintenance Facilities.....	3-43
	Age.....	3-43
	Condition	3-44
	Other Rail Urban Infrastructure.....	3-45
	The Value of U.S. Transit Assets	3-46
	Rural Transit Vehicles and Facilities.....	3-47
	Special Service Vehicles	3-48
4	Operational Performance	4-1
	Summary	4-2
	Highway Operational Performance	4-5
	Operational Performance Measures	4-5
	Percent of Additional Travel Time	4-6
	Annual Hours of Traveler Delay	4-8
	Percent of Travel Under Congested Conditions	4-10
	Cost of Congestion	4-12
	DVMT per Lane Mile.....	4-12
	V/SF Ratio.....	4-15
	Future Research.....	4-16
	System Reliability.....	4-16
	Bottlenecks.....	4-16
	Measuring Performance Using ITS Technologies.....	4-17
	Transit Operational Performance.....	4-18
	Frequency and Reliability of Services.....	4-18
	Seating Conditions.....	4-19
	Vehicle Utilization—Service Effectiveness	4-19
	Average Operating (Passenger-Carrying) Speeds	4-20
5	Safety Performance.....	5-1
	Summary	5-2
	Highway Safety Performance.....	5-4
	Overall Fatalities and Injuries	5-4
	Fatalities by Functional Class	5-6
	Types of Highway Fatalities.....	5-8

	Crashes by Vehicle Type	5-11
	Rollovers	5-12
	Crashes by Age Group.....	5-13
	Transit Safety	5-14
6	Finance	6-1
	Summary	6-2
	Highways and Bridges.....	6-2
	Transit.....	6-3
	Highway and Bridge Finance	6-5
	Revenue Sources.....	6-5
	Historical Revenue Trends.....	6-6
	Highway Expenditures	6-9
	Types of Highway Expenditures	6-10
	Historical Expenditure and Funding Trends	6-11
	Constant Dollar Expenditures	6-13
	Constant Dollar Expenditures per VMT	6-15
	Highway Capital Outlay Expenditures	6-16
	Capital Outlay by Improvement Type	6-17
	Transit Finance.....	6-22
	Transit Funding.....	6-22
	Level and Composition of Public Funding	6-23
	Federal Funding.....	6-23
	State and Local Funding.....	6-24
	Level and Composition of System-Generated Funds	6-24
	Trends in Public Funding.....	6-25
	Funding in Current and Constant Dollars.....	6-26
	Flexible Funding	6-26
	Capital Funding and Expenditures	6-29
	Operating Expenditures	6-33
	Operating Expenditures by Transit Mode.....	6-34
	Operating Expenses by Type of Cost	6-36
	Financial Efficiency	6-37
	Cost Effectiveness.....	6-38
	Rural Transit	6-38
	Innovative Finance	6-40
	Credit Assistance.....	6-40
	TIFIA.....	6-40
	State Infrastructure Banks	6-41
	Debt Financing	6-41
	GARVEE	6-42
	Public-Private Partnerships.....	6-42

Part II: Investment/Performance Analysis

Introduction.....	II-2
Implications of the Investment Requirement Scenarios	II-3
Highway and Bridge Investment Requirements.....	II-3
Investment Requirements for Highway Preservation and Capacity Expansion.....	II-4
Investment Requirements for Bridge Preservation	II-5
Investment Requirements for System Enhancements.....	II-5
Transit Investment Requirements	II-6
Comparisons Between Reports.....	II-6
The Economic Approach to Transportation Investments	II-7
Background.....	II-7
Economic Focus Versus Engineering Focus	II-8
Multimodal Analysis	II-9
Uncertainty in Transportation Investment Requirements Modeling	II-9
Congestion Pricing and Investment Requirements	II-10
7 Capital Investment Requirements	7-1
Summary	7-2
Highways and Bridges.....	7-3
Transit	7-4
Highway and Bridge Investment Requirements.....	7-6
Maximum Economic Investment for Highways and Bridges.....	7-6
Cost to Maintain Highways and Bridges.....	7-7
Investment Requirements by Improvement Type	7-7
Sources of the Highway and Bridge Investment Requirements Estimates	7-10
Highway Economic Requirements System	7-12
National Bridge Investment Analysis System.....	7-16
Transit Investment Requirements.....	7-18
Average Annual Costs to Maintain and Improve	
Conditions and Performance.....	7-20
Existing Needs in the Transit Infrastructure	7-30
Summary of Revisions Since the Last Edition (2002) of this Report.....	7-31
8 Comparison of Spending and Investment Requirements.....	8-1
Summary	8-2
Highways and Bridges	8-2
Transit	8-3
Highway and Bridge Spending Versus Investment Requirements	8-4
Average Annual Investment Requirements Versus 2002 Spending.....	8-4
Types of Improvements	8-5
Comparison with Previous Reports	8-6
Transit Capital Spending Compared with Investment Requirements.....	8-8
2002 Capital Spending and Estimated	
Average Annual Investment Requirements.....	8-8
Comparison with Previous Reports.....	8-10

9	Impacts of Investment.....	9-1
	Summary	9-2
	Impacts of Highway and Bridge Investment.....	9-3
	Linkage Between Recent Condition and Performance Trends and Recent Spending Trends.....	9-3
	Impact of Future Investment on Highway Physical Conditions.....	9-4
	Impact of Future Investment on Highway Operational Performance.....	9-5
	Impact of Investment on Different Types of Highway User Costs.....	9-7
	Impact of Investment Levels on Future Travel Growth	9-8
	Impact of Investment on the Bridge Preservation Backlog.....	9-11
	Transit Investment Impacts	9-13
	Impacts of Transit Investment	9-13
	Impact of Investment on Conditions.....	9-13
10	Sensitivity Analysis.....	10-1
	Summary	10-2
	Highway Sensitivity Analysis.....	10-3
	Alternative Operations/ITS Deployment Scenarios	10-3
	Historic Versus Projected Travel Growth.....	10-4
	Alternative Model Parameters.....	10-6
	Improvement Costs.....	10-6
	Value of a Statistical Life	10-7
	Value of Incident Delay Reduction.....	10-7
	Value of Ordinary Travel Time	10-8
	Elasticity Values.....	10-8
	Truck Volumes	10-8
	Transit Sensitivity Analysis	10-10
	Sensitivity to Changes in PMT.....	10-10
	Sensitivity to a 25 Percent Increase in Capital Costs.....	10-11
	Sensitivity to Changes in the Value of Time.....	10-11
	Sensitivity to Changes in User Cost Elasticities.....	10-12

Part III: Special Topics

11	Federal Safety Initiatives.....	11-1
	Introduction.....	11-2
	Highway Safety Programs: Federal Highway Administration.....	11-3
	Roadway Safety	11-3
	Reducing Roadway Departure Crashes.....	11-6
	Improving Intersection Safety.....	11-8
	Reducing Pedestrian Fatalities	11-9
	Additional Program Areas	11-11
	Highway Safety Programs: National Highway Traffic Safety Administration.....	11-13
	Safety Restraint Systems.....	11-13
	Responsible Driving Initiatives.....	11-14
	High-Visibility Enforcement.....	11-15
	Public Awareness.....	11-15
	Intelligent Vehicle Initiative.....	11-16
	Data Collection.....	11-16

Highway Safety Programs: Federal Motor Carrier Safety Administration.....	11-17
Enforcement Programs.....	11-17
New Entrant	11-18
Substance Abuse Program	11-19
North American Free Trade Agreement	11-19
Performance and Registration Information Systems Management Program	11-20
Outreach.....	11-20
Data Collection.....	11-21
Transit Safety Programs: Federal Transit Administration.....	11-23
Modal Safety Program.....	11-23
Information Sharing and Technical Assistance Program.....	11-24
Training and Education Program	11-25
Substance Abuse Program	11-25
Security Initiative Program.....	11-25
Data Collection and Analysis Program	11-26
Intelligent Vehicle Initiative.....	11-26
12 Operations Strategies.....	12-1
Dynamic Traffic and Capacity	12-2
Types of Operations Strategies.....	12-3
Conclusion.....	12-7
13 Freight Transportation.....	13-1
The Growth of Freight Transportation.....	13-2
Trucks and Congestion	13-2
Trucks and Safety.....	13-4
Trucks and Physical Condition.....	13-5
Consequences of Highway Performance for Trucking and the Economy	13-5
Special Investment Needs of Freight.....	13-5
Rest Areas	13-6
Intermodal Connectors	13-7
Border Crossings.....	13-7
Conclusion.....	13-8
14 The Importance of Transit.....	14-1
Transit Benefits	14-2
Mobility.....	14-2
Location Efficiency and Economic Growth	14-3
Congestion Management	14-3
Saving Energy and Protecting the Environment	14-4
Saving Lives and Responding to Emergencies.....	14-4
Surveys of Transit Ridership	14-5
National Household Travel Survey	14-5
Transit Performance Monitoring System	14-5

User Characteristics.....	14-6
Location of Transit Usage.....	14-6
Car Availability.....	14-6
Frequency of Use.....	14-7
Persons Served in the Community.....	14-7
Duration of Use.....	14-7
Transit Access and Egress.....	14-8
Trip Purpose.....	14-8
Alternative Mode of Travel.....	14-9
Gender and Age.....	14-10
Income Distribution.....	14-11
User Benefits of Transit.....	14-12
Longitudinal Survey of Benefits of Transit.....	14-14
15 Bridges.....	15-1
The National Bridge Inspection Program and the Highway Bridge Replacement and Rehabilitation Program.....	15-2
Overview and Evolution of the Bridge Programs.....	15-2
Information Collected Through the Bridge Inspection Program.....	15-5
Composition of the Bridge Network.....	15-7
Bridges by ADT.....	15-7
Bridges by Functional Classification.....	15-8
Bridges by Age of Construction.....	15-9
Bridges by Type of Superstructure Material.....	15-13
Conditions of Bridges.....	15-16
Actions Taken to Remove Deficiencies.....	15-18
Conclusions.....	15-21
 Part IV: Supplemental Analyses of System Components	
16 Interstate System.....	16-1
Background.....	16-2
System and Use Characteristics.....	16-2
Physical Conditions.....	16-5
Pavement Condition.....	16-5
Lane Width, Alignment, and Access Control.....	16-6
Bridge Conditions.....	16-7
Operational Performance.....	16-9
Safety.....	16-9
Finance.....	16-10
Capital Investment Requirements.....	16-11
Rural Interstates.....	16-12
Urban Interstates.....	16-14
Bridge Preservation.....	16-16
Current Spending Versus Investment Requirements.....	16-16
17 National Highway System.....	17-1
Background.....	17-2
System and Use Characteristics: Highways.....	17-2

Physical Conditions: Highways	17-4
System and Use Characteristics: Bridges	17-6
Physical Conditions: Bridges	17-9
Operational Performance	17-10
Finance	17-11
Capital Investment Requirements	17-12
Rural NHS Routes	17-12
Urban NHS Routes.....	17-14
Bridge Preservation	17-16
Current Spending Versus Investment Requirements	17-17
18 Strategic Highway Network (STRAHNET)	18-1
System Characteristics.....	18-2
Physical Conditions: Pavements	18-3
Physical Conditions: Bridges.....	18-5
19 Highway-Rail Grade Crossings.....	19-1
Introduction.....	19-2
Grade Separation Improvements	19-3
Grade Crossing Traffic Distribution Scenarios	19-5
Peak Traffic.....	19-5
Uniform Traffic	19-6
20 Transit on Federal Lands	20-1
Transit Requirements for USFS Lands.....	20-3
Transit Requirements for DOI Lands	20-7
Funding Sources.....	20-8

Part V: Afterword: A View to the Future

Introduction.....	V-2
Conditions and Performance.....	V-3
System Condition	V-3
Operational Performance	V-6
Safety	V-8
Environmental Impacts.....	V-9
Transportation Supply and Demand	V-10
Capacity.....	V-10
Operations	V-12
Travel Demand	V-13
Finance	V-16
Analytical Issues	V-17
Security.....	V-17
Risk and Uncertainty	V-18
Lifecycle Cost Analysis	V-18
New Technologies and Techniques	V-19
Multimodal Issues: Benefit-Cost Analysis.....	V-20
Network and Multimodal Trade-Off Analysis.....	V-22

Productivity and Economic Development	V-24
Lower Functional Systems	V-26
Scope of the Report.....	V-26
Extensions of the Analysis	V-28

Part VI: Appendices

Appendix A: Changes in Highway Investment Requirements Methodology.....	A-1
Highway Economic Requirements System	A-2
Allocating HERS and NBIAS Results Among Improvement Types	A-3
Highway Investment Backlog.....	A-4
Travel Demand Elasticity	A-4
HERS Pavement Model and Improvement Costs.....	A-5
Pavement Deterioration Model	A-5
Improvement Costs.....	A-5
HERS Capacity and Delay Analysis	A-6
Highway Capacity Calculations	A-6
Work Zone Delay	A-6
Incremental Lane Additions	A-6
HERS Operations and Freight Analysis.....	A-7
Operations Strategies and Improvements	A-7
Freight Forecasts.....	A-9
Appendix B: Bridge Investment/Performance Methodology.....	B-1
NBIAS Overview	B-2
Determining Functional Improvement Needs	B-2
Determining Repair and Rehabilitation Needs	B-3
Predicting Bridge Element Composition	B-3
Calculating Deterioration Rates	B-3
Applying the Preservation Policy	B-3
Planned Improvements to NBIAS.....	B-4
Appendix C: Transit Investment Condition and Investment Requirements Methodology	C-1
Transit Economic Requirements Model	C-2
TERM Investment Scenarios	C-2
Description of Model.....	C-3
Asset Rehabilitation and Replacement Module.....	C-4
Asset Expansion Module	C-5
Performance Enhancement Module	C-5
Benefit-Cost Tests	C-5
Investment Requirements for Rural and Specialized Transit Service Providers.....	C-7

List of Exhibits

	Page
Executive Summary	
Chapter 2	
Highway Mileage by Jurisdiction, 2002.....	ES-2
Percentage of Highway Miles, Lane Miles, and Vehicle Miles Traveled by Functional System, 2002	ES-2
Highway Mileage and Travel, 1993–2002	ES-2
Urban Capacity-Equivalent Revenue Vehicle Miles (Billions)	ES-3
Urban Passenger Transit Miles (Billions).....	ES-3
Chapter 3	
Percentage of Pavement Mileage with Acceptable Ride Quality	ES-4
Percentage of VMT on Pavement with Acceptable Ride Quality, by Urban Area Size	ES-4
Percentage of Rural and Urban Bridge Deficiencies, by Number of Bridges	ES-4
Definitions of Transit Asset Condition	ES-5
Condition of Bus Maintenance Facilities, 2002	ES-5
Condition of Rail Maintenance Facilities, 2002	ES-5
Chapter 4	
Percent of Travel Under Congested Conditions, 1987 Versus 2002	ES-6
Percent of Additional Travel Time, 1987 Versus 2002.....	ES-6
Annual Hours of Traveler Delay, 1987 Versus 2002.....	ES-6
Transit Operating Speeds, 1993–2002.....	ES-7
Vehicle Utilization: Passenger Miles per Capacity-Equivalent Vehicle	ES-7
Passengers by Waiting Times	ES-7
Chapter 5	
Fatality Rate, 1980–2002	ES-8
Injury Rate, 1988–2002.....	ES-8
Alcohol-Related Fatalities, 1993–2002	ES-8
Incidents and Injuries per 100 Million PMT, 2002	ES-9
Fatalities per 100 Million PMT, 2000 and 2002.....	ES-9
Chapter 6	
Highway Expenditures by Type, 2002	ES-10
Revenue Sources for Highways, 2002	ES-10
2002 Transit Revenue Sources (Billions of Dollars).....	ES-11
2002 Transit Expenditures (Billions of Dollars)	ES-11
Sources of Transit Capital Investment Funding, 2000 and 2002 (Millions of Dollars)	ES-11

Chapter 7	
Cost to Maintain Highways and Bridges Distribution by Improvement Type.....	ES-14
Maximum Economic Investment for Highways and Bridges Distribution by Improvement Type	ES-14
Transit Average Annual Investment Requirements, 2001–2020 and 2003–2022	ES-15
Annual Cost to Maintain and Improve Conditions and Performance by Investment Type, 2003–2022.....	ES-15
Average Annual Transit Investment Requirements by Asset Type, 2003–2022	ES-15
Chapter 8	
2002 Capital Outlay by All Levels of Government Versus Highway and Bridge Investment Requirements.....	ES-16
Investment Requirements and 2002 Capital Outlay Distribution by Improvement Type.....	ES-16
A Comparison of 2002 Capital Investment Requirements with Average Annual Investment Requirements (Billions of Dollars)	ES-17
Chapter 9	
Projected Changes in 2022 Highway Condition and Performance Measures Compared to 2002 Levels, at Different Possible Funding Levels.....	ES-18
Current Transit Capital Spending Levels Versus Rehabilitation and Replacement Needs, 1993–2002.....	ES-19
Effect of Capital Spending Constraints on Transit Condition	ES-19
Chapter 10	
Impact of Operations Improvements on Average Annual Investment Requirements.....	ES-20
Individual Impact of Alternate Assumptions on the Average Annual Maximum Economic Investment for Highways and Bridges.....	ES-20
The Effect of Variations in PMT Growth on Transit Annual Investment Requirements.....	ES-21
Chapter 11	
Estimated Number of Lives Saved by Restraint Systems, 1993 and 2002	ES-22
Chapter 14	
The Benefits of Transit.....	ES-24
Chapter 15	
Bridge Deficiencies by Numbers, by ADT, and by Deck Area	ES-24
Chapter 18	
STRAHNET Mileage, 2002	ES-26
Percent of STRAHNET Routes Under Bridges With Clearance Greater Than 16 Feet, 1995–2002.....	ES-26
Chapter 19	
Costs Compared to 2004 Levels for Different Possible Funding Levels.....	ES-26

Main Report

Exhibit 2-1.	Comparison of System and Use Characteristics with Those in the 2002 C&P Report	2-2
Exhibit 2-2.	Highway Mileage by Owner, 1993 and 2002	2-5
Exhibit 2-3.	Highway Mileage by Owner and by Size of Area, 1993–2002	2-6
Exhibit 2-4.	Highway Functional Classification Hierarchy.....	2-7
Exhibit 2-5.	Percentage of Highway Miles, Lane Miles, and VMT by Functional System and by Size of Area, 2002.....	2-9
Exhibit 2-6.	Highway Route Miles by Functional System and by Size of Area, 1993–2002.....	2-10
Exhibit 2-7.	Highway Lane Miles by Functional System and by Size of Area, 1993–2002.....	2-11
Exhibit 2-8.	Vehicle Miles Traveled (VMT) and Passenger Miles Traveled (PMT), 1993–2002	2-12
Exhibit 2-9.	Highway Travel by Vehicle Type, 1993–2002	2-13
Exhibit 2-10.	Highway Travel by System and Vehicle Type, 1993–2002	2-14
Exhibit 2-11.	Deployment of Intelligent Transportation Systems (ITS) in 78 Largest Metropolitan Areas, 1997, 1999, 2000, and 2002	2-15
Exhibit 2-12.	Integrated Metropolitan Deployment Progress	2-16
Exhibit 2-13.	Bridges by Owner, 1996–2002.....	2-17
Exhibit 2-14.	Percent Bridge Inventory, Traffic, and Deck Area by Owner	2-18
Exhibit 2-15.	Number of Bridges by Functional System, 1996–2002.....	2-19
Exhibit 2-16.	Bridges by Functional Classification and Owner, 2002.....	2-19
Exhibit 2-17.	Rural and Urban Bridges by Number and Percent of Daily Traffic, 2002.....	2-20
Exhibit 2-18.	Transit Active Fleet and Infrastructure, 2002.....	2-23
Exhibit 2-19.	Transit Directional Route Miles, 1993–2002	2-24
Exhibit 2-20.	Transit Unadjusted Vehicle Revenue Miles (VRM), 1993–2002.....	2-24
Exhibit 2-21.	Capacity-Equivalent Factors Mode, Full-Seating and -Standing Capacities Combined	2-25
Exhibit 2-22.	Transit Urban Capacity-Equivalent Vehicle Revenue Miles, 1993–2002.....	2-25
Exhibit 2-23.	Transit Urban Passenger Miles, 1993–2002.....	2-27
Exhibit 2-24.	Unadjusted Vehicle Occupancy Passengers per Transit Vehicle, 1993–2002.....	2-28
Exhibit 2-25.	Adjusted Vehicle Occupancy Passengers per Capacity-Equivalent Public Transit Vehicle Mile, 1993–2002	2-29
Exhibit 2-26.	Fleet Composition of Rural Transit Operators, 1997–2000	2-30
Exhibit 2-27.	Urban Transit Operators’ ADA Vehicle Fleets, 2002	2-31
Exhibit 2-28.	Composition of Special Service Vehicles, FY 2002.....	2-32
Exhibit 3-1.	Comparison of System Conditions Statistics with Those in the 2002 C&P Report.....	3-2
Exhibit 3-2.	Present Serviceability Rating (PSR)	3-5
Exhibit 3-3.	Pavement Condition Criteria	3-6
Exhibit 3-4.	Acceptable Pavement, All Functional Systems except Rural Minor Collectors and Local (Based on Mileage), 1995–2002.....	3-7
Exhibit 3-5.	Acceptable Pavement, All Functional Systems except Rural Minor Collectors and Local (Based on Vehicle Miles Traveled), 1995–2002.....	3-8
Exhibit 3-6.	Acceptable Pavement by Area (Based on Mileage), 2002	3-8
Exhibit 3-7.	Acceptable Pavement by Area (Based on Vehicle Miles Traveled), 2002	3-9

Exhibit 3-8.	Acceptable Rural Area Pavement (Based on Mileage), 1995–2002.....	3-9
Exhibit 3-9.	Acceptable Small Urban Area Pavement (Based on Mileage), 1995–2002.....	3-10
Exhibit 3-10.	Acceptable Urbanized Area Pavement (Based on Mileage), 1995–2002	3-10
Exhibit 3-11.	Acceptable Rural Area Pavement (Based on Vehicle Miles Traveled), 1995–2002.....	3-11
Exhibit 3-12.	Acceptable Small Urban Area Pavement (Based on Vehicle Miles Traveled), 1995–2002.....	3-11
Exhibit 3-13.	Acceptable Urbanized Area Pavement (Based on Vehicle Miles Traveled), 1995–2002.....	3-12
Exhibit 3-14.	Ride Quality by Functional System (Based on Mileage), 1995–2002	3-13
Exhibit 3-15.	Ride Quality by Functional System (Based on Vehicle Miles Traveled), 1995–2002.....	3-14
Exhibit 3-16.	Alignment Rating.....	3-15
Exhibit 3-17.	Rural Horizontal Alignment Adequacy, 2002	3-15
Exhibit 3-18.	Rural Vertical Alignment Adequacy, 2002	3-16
Exhibit 3-19.	Rural Lane Width by Functional System, 2002	3-17
Exhibit 3-20.	Small Urban and Urbanized Lane Width by Functional System, 2002	3-17
Exhibit 3-21.	Percentage of Roadways with 12+ Foot Lane Width, 1993–2002	3-18
Exhibit 3-22.	Bridge Condition Rating Categories.....	3-20
Exhibit 3-23.	Bridge Condition Ratings, 2002.....	3-21
Exhibit 3-24.	Culvert Condition Ratings, 2002	3-21
Exhibit 3-25.	Bridge Appraisal Rating Categories	3-22
Exhibit 3-26.	Structural Evaluation/Waterway Adequacy Ratings, 2002	3-23
Exhibit 3-27.	Functional Obsolescence: Deck Geometry, Underclearance, and Approach Alignment Ratings, 2002	3-25
Exhibit 3-28.	Bridge Deficiency Percentages, 1994–2002	3-26
Exhibit 3-29.	Bridge Deficiencies by Owner, 2002	3-26
Exhibit 3-30.	Bridge Deficiencies by Owner and Type, 2002	3-27
Exhibit 3-31.	Bridge Deficiencies by Numbers, by ADT, and by Deck Area	3-28
Exhibit 3-32.	Bridge Deficiencies by Owner, by Numbers, ADT, and Deck Area.....	3-29
Exhibit 3-33.	Bridge Deficiencies by Functional System, 2002	3-30
Exhibit 3-34.	Rural and Urban Bridge Deficiencies, 1994–2002.....	3-30
Exhibit 3-35.	Interstate Bridge Deficiencies, 1994–2002	3-31
Exhibit 3-36.	Other Arterial Bridge Deficiencies, 1994–2002.....	3-32
Exhibit 3-37.	Collector Bridge Deficiencies, 1994–2002	3-33
Exhibit 3-38.	Local Bridge Deficiencies, 1994–2002	3-34
Exhibit 3-39.	Definitions of Transit Asset Condition	3-35
Exhibit 3-40.	National Condition Assessments of Transit Vehicles	3-36
Exhibit 3-41.	2002 Transit Economic Requirements Model (TERM) Data Sources.....	3-38
Exhibit 3-42.	Urban Transit Bus Fleet Count, Age, and Condition, 1993–2002	3-39
Exhibit 3-43.	Age of Maintenance Facilities for Urban Bus Vehicles.....	3-40
Exhibit 3-44.	Distribution of Condition of Urban Bus Maintenance Facilities, 2002.....	3-41
Exhibit 3-45.	Urban Transit Rail Fleet Count, Age, and Condition, 1993–2002.....	3-42
Exhibit 3-46.	Commuter Rail Vehicle Condition Versus Age	3-43
Exhibit 3-47.	Rail Maintenance Facility Ages.....	3-43
Exhibit 3-48.	Bus and Rail Maintenance Facilities Average Conditions and Age	3-44
Exhibit 3-49.	Distribution of Condition of Urban Rail Maintenance Facilities, 2002	3-44

Exhibit 3-50.	Physical Condition of U.S. Transit Rail Infrastructure—Selected Years, 1997–2002.....	3-45
Exhibit 3-51.	Estimated Valuation of the Nation’s Transit Assets, 2002.....	3-47
Exhibit 3-52.	Number of Overage Vehicles and Average Vehicle Age in Rural Transit	3-47
Exhibit 3-53.	The Condition of Rural Bus Maintenance Facilities, 1997–1999.....	3-48
Exhibit 4-1.	Comparison of Highway and Transit Operational Performance Statistics with Those in the 2002 C&P Report	4-2
Exhibit 4-2.	Percent of Additional Travel Time, 1987–2002	4-6
Exhibit 4-3.	Percent of Additional Travel Time by Urbanized Area Size, 1987–2002.....	4-7
Exhibit 4-4.	Percent of Additional Travel Time by Urbanized Area Size, 1987 Versus 2002.....	4-7
Exhibit 4-5.	Annual Hours of Traveler Delay, 1987–2002.....	4-8
Exhibit 4-6.	Annual Hours of Traveler Delay by Urbanized Area Size, 1987–2002	4-9
Exhibit 4-7.	Annual Hours of Traveler Delay by Urbanized Area Size, 1987 Versus 2002.....	4-9
Exhibit 4-8.	Percent of Travel Under Congested Conditions, 1987–2002	4-10
Exhibit 4-9.	Average Congested Travel Period	4-11
Exhibit 4-10.	Percent of Travel Under Congested Conditions by Urbanized Area Size, 1987–2002.....	4-11
Exhibit 4-11.	Components of the Congestion Problem—Top 20 Urban Areas	4-13
Exhibit 4-12.	DVMT per Lane-Mile for Small Urban Systems, 1993–2002	4-13
Exhibit 4-13.	DVMT per Lane-Mile for Urbanized Systems, 1993–2002.....	4-14
Exhibit 4-14.	DVMT per Lane-Mile for Rural Systems, 1993–2002	4-14
Exhibit 4-15.	Percent of Peak-Hour Travel Exceeding V/SF Thresholds	4-15
Exhibit 4-16.	Distribution of Passengers by Waiting Times.....	4-18
Exhibit 4-17.	Passenger Wait Times According to Household Income.....	4-19
Exhibit 4-18.	Transit Vehicle Utilization, Annual Passenger Miles per Capacity-Equivalent Vehicle by Mode, 1993–2002	4-20
Exhibit 4-19.	Passenger-Mile Weighted Average Operating Speed by Transit Mode, 1993–2002.....	4-21
Exhibit 4-20.	Index of Rail Speed and Capacity Utilization of Rail Vehicles (2000=100%).....	4-21
Exhibit 4-21.	Rail Vehicles’ Average Operating Speeds, 2002	4-22
Exhibit 4-22.	Average Operating Speeds of Nonrail Vehicles, 2002.....	4-23
Exhibit 5-1.	Comparison of Safety Statistics with Those in the 2002 C&P Report.....	5-2
Exhibit 5-2.	Summary of Fatality and Injury Rates, 1966–2002	5-4
Exhibit 5-3.	Fatalities, 1980–2002	5-5
Exhibit 5-4.	Fatality Rate, 1980–2002	5-5
Exhibit 5-5.	Progress Toward Achieving the DOT 1.0 Fatality Rate Goal in 2008	5-6
Exhibit 5-6.	Fatalities by Functional System, 1994–2002.....	5-7
Exhibit 5-7.	Fatality Rates by Functional System, 1994–2002 (per 100 Million VMT)	5-7
Exhibit 5-8.	Crashes by Severity, 1994–2002	5-8
Exhibit 5-9.	Highway Fatalities by Type, 2002.....	5-9
Exhibit 5-10.	Alcohol-Related Fatalities, 1993–2002	5-10
Exhibit 5-11.	Fatalities for Vehicle Occupants by Type of Vehicle, 1993–2002	5-11
Exhibit 5-12.	Injuries for Vehicle Occupants by Type of Vehicle, 1993–2002	5-11
Exhibit 5-13.	Motorcycle Occupants Killed or Injured per Registered Vehicle, 1993–2002	5-12
Exhibit 5-14.	Age of Drivers Involved in Fatal Crashes, 2002	5-13

Exhibit 5-15.	Annual Transit-Related Incidents, Injuries, and Fatalities, 1993–2002: Directly Operated Service Only (Purchased Transportation not Included).....	5-15
Exhibit 5-16.	Transit-Related Incidents, Injuries, and Fatalities by Mode: Directly Operated Service Only (Purchased Transportation not Included).....	5-15
Exhibit 6-1.	Comparison of Highway and Transit Finance Statistics with Those in the 2002 C&P Report	6-2
Exhibit 6-2.	Revenue Sources for Highways, 2002 (Billions of Dollars)	6-5
Exhibit 6-3.	Disposition of Highway-User Revenue.....	6-6
Exhibit 6-4.	Highway Revenue Sources by Type, All Units of Government, 1921–2002.....	6-7
Exhibit 6-5.	Percent of Highway Revenue Derived from User Charges, for Each Level of Government, 1957–2002.....	6-8
Exhibit 6-6.	Direct Expenditures for Highways, by Expending Agencies and by Type.....	6-9
Exhibit 6-7.	Expenditures for Highways by Type, All Units of Government, 1957–2002.....	6-11
Exhibit 6-8.	Funding for Highways by Level of Government, 1957–2002	6-12
Exhibit 6-9.	Total Highway Expenditures in Current and Constant 2002 Dollars, All Units of Government, 1957–2002.....	6-14
Exhibit 6-10.	Highway Capital, Maintenance, and Other Noncapital Expenditures in Current and Constant 2002 Dollars, All Units of Government, 1957–2002	6-15
Exhibit 6-11.	Highway Expenditures per Vehicle Mile Traveled, All Units of Government, 1957–2002.....	6-16
Exhibit 6-12.	Highway Capital Outlay by Functional System, 2002	6-17
Exhibit 6-13.	Highway Capital Outlay by Improvement Type, 2002 (Billions of Dollars).....	6-18
Exhibit 6-14.	Highway Capital Outlay by Improvement Type, 1995, 1997, 2000, and 2002....	6-19
Exhibit 6-15.	Distribution of Capital Outlay by Improvement Type and Functional System, 2002	6-21
Exhibit 6-16.	Revenue Sources for Transit Financing, 2002 (Millions of Dollars)	6-22
Exhibit 6-17.	2002 Public Transportation Revenue Sources (Billions of Dollars).....	6-23
Exhibit 6-18.	2002 State Sources of Transit Financing (Millions of Dollars)	6-24
Exhibit 6-19.	2002 Local Sources of Funding for Transit (Millions of Dollars)	6-25
Exhibit 6-20.	Growth in Public Funding for Public Transportation by Government Jurisdiction	6-25
Exhibit 6-21.	Federal Share of Public Funding for Transit, 1962–2002.....	6-26
Exhibit 6-22.	Public Funding for Transit by Government Jurisdiction, Selected Years, 1960–2002.....	6-27
Exhibit 6-23.	Current and 2002 Constant Dollar Public Funding for Public Transportation, 1956–2002	6-27
Exhibit 6-24.	Sources of FHWA Flexible Fund Transfers to FTA, 2002 (Millions of Dollars) ...	6-28
Exhibit 6-25.	Sources of Funds for Transit Capital Expenditures, 1990 –2002 (Millions of Dollars)	6-30
Exhibit 6-26.	2002 Sources of Transit Capital Investment Funds (Millions of Dollars)	6-30
Exhibit 6-27.	Transit Capital Expenditures by Mode and by Type, 2002 (Millions of Dollars)..	6-31
Exhibit 6-28.	2002 Transit Capital Expenditures by Asset Type (Millions of Dollars).....	6-31
Exhibit 6-29.	Federal Share of FY 2005 Existing Full Funding Grant Recommendations.....	6-32
Exhibit 6-30.	New Starts Funding, 1998–2003 (Millions of Dollars)	6-33
Exhibit 6-31.	2002 Sources of Transit Operating Funds (Billions of Dollars).....	6-33

Exhibit 6-32.	Sources of Funds for Transit Operating Expenses 1993–2002 (Millions of Dollars)	6-34
Exhibit 6-33.	Disbursements for Transit Operations by Mode, Directly Operated Services, 1988–2002 (Millions of Dollars)	6-35
Exhibit 6-34.	2002 Disbursements for Transit Operations by Mode (Billions of Dollars)	6-35
Exhibit 6-35.	Demand Response Services Share of Transit Total Operating Costs	6-36
Exhibit 6-36.	Disbursements for Transit Operations—All Modes by Function, Directly Operated Services, 2002 (Millions of Dollars)	6-36
Exhibit 6-37.	Operating Expenses per Vehicle Revenue Mile, 1993–2002	6-37
Exhibit 6-38.	Operating Expenses per Capacity-Equivalent Vehicle Revenue Mile, 1993–2002.....	6-38
Exhibit 6-39.	Operating Expenses per Passenger Mile Traveled by Mode, 1993–2002	6-39
Exhibit 6-40.	Rural Transit Operators’ Budget Sources for Operating Expenditures, 2000	6-39
Exhibit II-1.	Economically Efficient Investment Requirements.....	II-9
Exhibit 7-1.	Highway, Bridge, and Transit Investment Requirement Projections Compared with Data from the 2002 C&P Report	7-2
Exhibit 7-2.	Average Annual Maximum Economic Investment for Highways and Bridges (Billions of 2002 Dollars)	7-7
Exhibit 7-3.	Average Annual Investment Required to Maintain Highways and Bridges (Billions of 2002 Dollars)	7-8
Exhibit 7-4.	Highway and Bridge Investment Requirements: Distribution by Improvement Type	7-9
Exhibit 7-5.	Sources of the Highway and Bridge Investment Requirements Estimates (Billions of 2002 Dollars)	7-11
Exhibit 7-6.	HERS Investment Requirement Scenarios, 2003–2022 (Billions of 2002 Dollars)	7-14
Exhibit 7-7.	NBIAS Investment Requirement Scenarios, 2003–2022 (Billions of 2002 Dollars)	7-17
Exhibit 7-8.	Summary of Average Annual Transit Investment Requirements, 2003–2022 (Billions of 2002 Dollars)	7-19
Exhibit 7-9.	Annual Transit Investment Requirements by Type of Improvement (Billions of 2002 Dollars)	7-20
Exhibit 7-10.	Transit Average Annual Investment Requirements by Area Population Size and Mode, 2003–2022 (Billions of 2002 Dollars)	7-20
Exhibit 7-11.	Annual Average Cost to Maintain and Improve Transit Conditions and Performance, 2003–2022	7-21
Exhibit 7-12.	Transit Infrastructure Average Annual Investment Requirements by Asset Type, 2003–2022.....	7-25
Exhibit 7-13.	Annual Rail Investment Requirements, 2003–2022 (Billions of 2002 Dollars).....	7-26
Exhibit 7-14.	Nonrail Annual Investment Requirements, 2003–2022 (Millions of 2002 Dollars).....	7-28
Exhibit 7-15.	Estimated Backlog Transit Asset Type (Billions of Dollars)	7-30
Exhibit 7-16.	Estimated Backlog in 2002 by Transit Mode (Billions of Dollars).....	7-31

Exhibit 8-1.	Highway, Bridge, and Transit Spending Versus Investment Requirements Compared with Data from the 2002 C&P Report	8-2
Exhibit 8-2.	Average Annual Investment Requirements Versus 2002 Capital Outlay.....	8-5
Exhibit 8-3.	Highways and Bridges Investment Requirements and 2002 Capital Outlay, Percentage by Improvement Type	8-5
Exhibit 8-4.	Average Annual Investment Requirements Versus Current Spending—1997, 1999, 2002, and 2004 C&P Reports.....	8-7
Exhibit 8-5.	2002 Transit Capital Expenditures Versus Estimated Average Annual Investment Requirements	8-8
Exhibit 8-6.	Average Annual Transit Investment Requirements Versus 2002 Capital Spending by Asset Type.....	8-9
Exhibit 8-7.	Comparison of 2002 Transit Capital Spending with Average Annual Investment Requirements	8-9
Exhibit 8-8.	Average Annual Transit Investment Requirements Versus Current Spending—1995, 1997, 1999, 2002, and 2004 C&P Reports.....	8-11
Exhibit 9-1.	Projected Changes in 2022 Highway Physical Conditions Compared with 2002 Levels for Different Possible Funding Levels	9-5
Exhibit 9-2.	Projected Changes in 2022 Highway Performance Compared with 2002 Levels for Different Possible Funding Levels	9-6
Exhibit 9-3.	Projected Changes in 2022 Highway Performance Compared with 2002 Levels for Different Possible Funding Levels	9-7
Exhibit 9-4.	Projected Changes in 2022 Highway User Costs Compared with 2002 Levels for Different Possible Funding Levels	9-8
Exhibit 9-5.	Annual VMT Growth Rates, 1982–2002.....	9-10
Exhibit 9-6.	Projected Average Annual VMT Growth Rates, 2003–2022, for Different Possible Funding Levels.....	9-11
Exhibit 9-7.	Annual Projected Highway VMT at Different Funding Levels (VMT in Billions; Funding in Billions of 2002 Dollars).....	9-12
Exhibit 9-8.	Projected Changes in 2022 Bridge Preservation Backlog Compared with 2002 Levels for Different Possible Funding Levels.....	9-12
Exhibit 9-9.	Current Transit Capital Spending Levels Versus Rehabilitation and Replacement Needs, 1993–2002	9-14
Exhibit 9-10.	Effect of Capital Spending Constraints on Transit Condition Estimates	9-15
Exhibit 10-1.	Impact of Alternate Operations/ITS Deployment Assumptions on Investment Requirements.....	10-3
Exhibit 10-2.	Impact of Alternate Constant-Price Travel Growth Assumptions on Investment Requirements	10-6
Exhibit 10-3.	Impact of Alternate Model Features and Parameters on Investment Requirements.....	10-7
Exhibit 10-4.	Impact of Alternative PMT Growth Rates on Transit Investment Requirements	10-11
Exhibit 10-5.	Impact of a 25 Percent Increase in Capital Costs on Transit Investment Requirements	10-11
Exhibit 10-6.	Impact of Change in the Value of Time on Transit Investment Requirements....	10-12

Exhibit 10-7.	Impact of Change in the Value of User Cost Elasticities on Transit Investment Requirements	10-12
Exhibit 11-1.	Estimated Number of Lives Saved by Restraint Systems, 1993–2002	11-14
Exhibit 12-1	Sources of Congestion	12-2
Exhibit 12-2.	Traveler Problems and Operational Responses	12-4
Exhibit 13-1	Trucks, Truck Miles, and Average Miles per Truck by Major Use.....	13-3
Exhibit 13-2.	Estimates and Forecasts of Total Freight	13-3
Exhibit 14-1	Location of Transit Use	14-6
Exhibit 14-2.	Transit Passengers According to Household Automobile Ownership	14-7
Exhibit 14-3.	Transit Passengers by Frequency of Use	14-7
Exhibit 14-4.	Transit Trips According to Duration of Rider Use	14-8
Exhibit 14-5.	Transit Passengers by Access Time	14-8
Exhibit 14-6.	Trip Purpose as a Percentage of Total Passenger Trips.....	14-9
Exhibit 14-7.	Alternative Mode of Travel	14-10
Exhibit 14-8.	Transit Passenger Distribution by Age and Gender.....	14-10
Exhibit 14-9.	Transit Ridership by Income	14-11
Exhibit 14-10.	Income Distribution of Bus and Rail Riders by Income	14-12
Exhibit 14-11.	Classification of Transit Trips by Public Benefit Provided.....	14-13
Exhibit 14-12.	The Benefits of Transit.....	14-13
Exhibit 14-13.	Benefits in the Past Three Years—Aided Question	14-15
Exhibit 14-14.	Comparison of Open-Ended Three-Year and Lifetime Benefits.....	14-16
Exhibit 15-1.	Summary of Major Bridge Inspection and Bridge Program Funding Legislation and Noteworthy Changes	15-5
Exhibit 15-2.	Bridges by ADT Values, Distribution, and Cumulative Percentages	15-8
Exhibit 15-3.	Bridges by Functional Class Weighted by Numbers, ADT, and Deck Area	15-9
Exhibit 15-4.	Bridges: Year of Construction Distribution.....	15-10
Exhibit 15-5.	Average Year of Bridge Construction by Owner and Functional Classification...	15-10
Exhibit 15-6.	Cumulative Percentage of Numbers, ADT, and Deck Area by Year of Bridge Construction.....	15-11
Exhibit 15-7.	Year of Construction Distribution for High- and Low-Volume NHS Bridges.....	15-12
Exhibit 15-8.	Year of Construction Distribution for High- and Low-Volume Non-NHS Bridges	15-12
Exhibit 15-9.	Percentage of Superstructure Material Types: Bridges Weighted by Numbers, ADT, and Deck Area	15-13
Exhibit 15-10.	Number of Bridges by Superstructure Material, Functional Classification, and Ownership	15-14
Exhibit 15-11.	Average Year of Construction and Standard Deviation for Superstructure, Functional Classification, and Ownership Combinations.....	15-15
Exhibit 15-12.	Bridge Deficiency Percentages by Functional Class and Owner	15-17
Exhibit 15-13.	Percent of Bridge Deficiencies by Numbers, ADT, and Deck Area	15-19

Exhibit 15-14. Rehabilitation Summary by Functional Class and Owner (% Reconstructed/ Average Number of Years to Reconstruction).....	15-20
Exhibit 15-15. Age and Deficiency Percentages.....	15-21
Exhibit 16-1. Interstate Route and Lane Miles, 1993–2002.....	16-3
Exhibit 16-2. Number of Interstate Bridges, 1996–2002.....	16-3
Exhibit 16-3. Interstate Vehicle Miles Traveled (Annual VMT), 1993–2002 (Millions of VMT).....	16-4
Exhibit 16-4. Annual Interstate Miles Traveled by Vehicle Type, 1993–2000 (Millions of VMT).....	16-4
Exhibit 16-5. Percent of Interstate Miles with Acceptable Ride Quality, 1995–2002.....	16-5
Exhibit 16-6. Percent of Interstate Miles with Good Ride Quality, 1995–2002.....	16-5
Exhibit 16-7. Rural Interstate Vertical/Horizontal Alignment Status for 2002 (Percent of Miles).....	16-6
Exhibit 16-8. Interstate Lane Width.....	16-7
Exhibit 16-9. Age Composition of Rural Interstate Bridges, 2002.....	16-8
Exhibit 16-10. Age Composition of Urban Interstate Bridges, 2002.....	16-8
Exhibit 16-11. Number of Fatalities on the Interstate System, 1994–2002.....	16-9
Exhibit 16-12. Fatality Rates (per 100 Million VMT) on the Interstate System, 1994–2002.....	16-9
Exhibit 16-13. Interstate Capital Expenditures, 2002.....	16-10
Exhibit 16-14. Interstate Capital Expenditures, 2002 Versus 2000.....	16-11
Exhibit 16-15. Projected Rural Interstate Pavement Condition in 2022 for Different Possible Funding Levels.....	16-12
Exhibit 16-16. Projected Rural Interstate Conditions and Performance in 2022 for Different Possible Funding Levels.....	16-13
Exhibit 16-17. Projected Urban Interstate Pavement Condition in 2022 for Different Possible Funding Levels.....	16-14
Exhibit 16-18. Projected Urban Interstate Conditions and Performance in 2022 for Different Possible Funding Levels.....	16-15
Exhibit 16-19. Projected Interstate Bridge Investment Backlog in 2022 for Different Possible Funding Levels.....	16-16
Exhibit 17-1. Highway Route Mileage, Lane Mileage, and Vehicle Miles Traveled on the National Highway System Compared to All Roads, by Functional System, 2002.....	17-3
Exhibit 17-2. NHS Mileage by Owner, 2002.....	17-4
Exhibit 17-3. Ride Quality on the National Highway System, 1995–2002.....	17-5
Exhibit 17-4. Acceptable NHS Miles: Rural and Urban.....	17-5
Exhibit 17-5. High and Low Volume NHS and Non-NHS Bridges, by Numbers and ADT, 2002.....	17-7
Exhibit 17-6. NHS and Non-NHS Bridges by Owner, 2002.....	17-8
Exhibit 17-7. High and Low Volume NHS and Non-NHS Bridges, by Functional System, 2002.....	17-8
Exhibit 17-8. NHS and Non-NHS Bridge Deficiencies, by Number, ADT, and Deck Area, 2002.....	17-9
Exhibit 17-9. National Highway System Bridge Deficiencies.....	17-10
Exhibit 17-10. Highway Capital Outlay on the NHS by Functional System, 2002.....	17-11

Exhibit 17-11.	NHS Capital Expenditures, 2002.....	17-11
Exhibit 17-12.	Projected Rural NHS Pavement Condition in 2022 for Different Possible Funding Levels.....	17-13
Exhibit 17-13.	Projected Rural NHS Conditions and Performance in 2022 for Different Possible Funding Levels.....	17-14
Exhibit 17-14.	Projected Urban NHS Pavement Condition in 2022 for Different Possible Funding Levels.....	17-15
Exhibit 17-15.	Projected Urban NHS Conditions and Performance in 2022 for Different Possible Funding Levels.....	17-16
Exhibit 17-16.	Projected NHS Bridge Investment Backlog in 2022 for Different Possible Funding Levels.....	17-17
Exhibit 18-1.	STRAHNET Mileage, 2002	18-2
Exhibit 18-2.	STRAHNET Lane Mileage and DVMT by Functional Class, 2002.....	18-3
Exhibit 18-3.	STRAHNET Condition, 2002	18-3
Exhibit 18-4.	Percent of STRAHNET Mileage Rated Acceptable	18-3
Exhibit 18-5.	Percent Miles IRI <= 170 STRAHNET Versus NHS	18-4
Exhibit 18-6.	Percent of Travel on Pavements with IRI <= 170, for STRAHNET and Total System for Selected Functional Classes, 2002	18-4
Exhibit 18-7.	Number and Percent of Deficient STRAHNET Bridges, 2002	18-5
Exhibit 18-8.	Percent of STRAHNET Bridges Rated Deficient, 1995–2002	18-5
Exhibit 18-9.	Percentage of Deficient Deck Area on STRAHNET Bridges, 2002	18-5
Exhibit 18-10.	Percent of STRAHNET Routes Under Bridges with Clearances Greater Than 16 Feet, 1995–2002	18-6
Exhibit 19-1.	Projected Change in 2024 Highway User Costs	19-4
Exhibit 19-2.	Annual Increase in Delay and Associated Costs for Sample Crossings in 2024 Compared with 2004 Level, Peak Delay Scenario.....	19-5
Exhibit 19-3.	Annual Increase in Delay and Associated Costs for Sample Crossings in 2024 Compared with 2004 Level, Uniform Delay Scenario	19-6
Exhibit 20-1.	Federal Lands Holdings.....	20-3
Exhibit 20-2.	U.S. National Forest Service ATS Investment Needs, 2003–2022	20-5
Exhibit 20-3.	U.S. Forest Service ATS Requirements by ATS Type, 2003–2022 (Millions of 2003 Dollars).....	20-6
Exhibit 20-4.	U.S. Forest Service ATS Investment Requirements, Short-Term and Long-Term	20-6
Exhibit 20-5.	U.S. Forest Service ATS Investment Requirements, Existing Systems and New Systems, 2003–2022	20-7
Exhibit 20-6.	Summary of Transit Needs on Department of Interior (DOI) Lands, 2001–2020	20-8
Exhibit A-1.	Impacts of Operations Strategies	A-9
Exhibit C-1.	Asset Decay Curves	C-4

Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ACM	Asset Conditions Reporting Module
ADA	Americans with Disabilities Act of 1990
ADT	Average daily traffic
APTA	American Public Transportation Association
ATS	Alternative transportation (transit) system
BAC	Blood alcohol concentration
BCR	Benefit/cost ratio
BLM	Bureau of Land Management
BNIP	Bridge Needs and Investment Process
BTS	Bureau of Transportation Statistics
C&P	Conditions and Performance
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMV	Commercial motor vehicle
CNG	Compressed natural gas
Combo	Combination truck
COP	Certificate of participation
CPI	Consumer Price Index
CR	Compliance Review
CTAA	Community Transportation Association of America
DHS	U.S. Department of Homeland Security
DMS	Dynamic message sign(s)
DoD	U.S. Department of Defense
DOI	U.S. Department of the Interior
DOT	U.S. Department of Transportation
DVMT	Daily vehicle miles traveled
FARS	Fatality Analysis Reporting System
FHMR	Federal Hazardous Materials Regulation
FHWA	Federal Highway Administration
FLHP	Federal Lands Highway Program
FLMA	Federal Lands Management Agency
FMCSA	Federal Motor Carrier Safety Administration
FMCSR	Federal Motor Carrier Safety Regulation
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal year
GAN	Grant Anticipation Note
GAO	Government Accountability Office
GARVEE	Grant Anticipation Revenue Vehicle
GDP	Gross domestic product
GPS	Global positioning system

HBRRP	Highway Bridge Replacement and Rehabilitation Program
HERS	Highway Economic Requirements System
HFCS	Highway Functional Classification System
HTF	Highway Trust Fund
HOV	High occupancy vehicle
HPMS	Highway Performance Monitoring System
HPMS-AP	Highway Performance Monitoring System Analytical Process
HSIP	Highway safety improvement program
HSPD	Homeland Security Presidential Directive
IHSDM	Interactive Highway Safety Design Model
IRI	International Roughness Index
ISAC	Information Sharing and Analysis Centers
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation System
LNG	Liquefied natural gas
LPG	Liquefied petroleum gas
LTAP	Local Technical Assistance Program
LUST	Leaking Underground Storage Tank
MMUCC	Model Minimum Uniform Crash Criteria
MPO	Metropolitan planning organization
MSA	Metropolitan statistical area
MTA	Mass Transit Account, New York Metropolitan Transportation Authority
NAFTA	North American Free Trade Agreement
NBI	National Bridge Inventory
NBIAS	National Bridge Investment Analysis System
NBIP	National Bridge Inspection Program
NBIS	National Bridge Inspection Standards
NCHRP	National Cooperative Highway Research Program
NHS	National Highway System
NHTS	National Household Travel Survey
NHTSA	National Highway Traffic Safety Administration
NPS	National Park Service
NPTS	Nationwide Personal Transportation Survey
NTD	National Transit Database
NTI	National Transit Institute
OIG	Office of Inspector General (DOT)
PMT	Passenger miles traveled
POE	Port of entry
PPP	Public-Private Partnerships
PRISM	Performance and Registration Information Systems Management
PSR	Present Serviceability Rating
PT-ISAC	Public Transportation-Information Sharing and Analysis Centers
PV	Passenger vehicle
ROR	Run off the road
SAFETEA	Safe, Accountable, Flexible, and Efficient Transportation Equity Act
SBRP	Special Bridge Replacement Program
SDDCTEA	Surface Deployment and Distribution Command Transportation Engineering Agency

SEPTA	Southeastern Pennsylvania Transit Authority
SIB	State Infrastructure Bank
SQC	Synthesis, Quantity, and Condition
ST-ISAC	Surface Transportation-Information Sharing and Analysis Centers
STP	Surface Transportation Program
STRAHNET	Strategic Highway Network
SU	Single-unit truck
SUV	Sport utility vehicle
TEA-21	Transportation Equity Act for the 21st Century
TEAM	Transit Electronic Award and Management
TERM	Transit Economic Requirements Model
TIFIA	Transportation Infrastructure and Finance Innovation Act of 1998
TMC	Transportation management center
TPMS	Transit Performance Monitoring System
TSI	Transportation Safety Institute
TTI	Texas Transportation Institute
TVMT	Truck vehicle miles traveled
USDA	U.S. Department of Agriculture
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
V/SF	Volume to service flow
VMT	Vehicle miles traveled
VRM	Vehicle revenue mile