

## Chapter 10

# Transportation and the Economy

Summary Statistics from Tables/Figures in this Chapter

Source		
Figure 10.2	Share of gasoline cost attributed to taxes, 2014	
	<i>Canada</i>	31%
	<i>France</i>	58%
	<i>Germany</i>	59%
	<i>Japan</i>	41%
	<i>United Kingdom</i>	62%
	<i>United States</i>	12%
Table 10.11	Average price of a new car, 2013 (current dollars)	25,487
	<i>Domestic</i>	23,766
	<i>Import</i>	29,827
Table 10.12	Car operating costs, 2014	
	<i>Variable costs (constant 2014 dollars per 10,000 miles)</i>	1,903
	<i>Fixed costs (constant 2014 dollars per 10,000 miles)</i>	5,775
Table 10.16	Transportation sector share of total employment	
	<i>2000</i>	8.3%
	<i>2014</i>	7.4%



The Transportation Services Index (TSI) was created by the U.S. Department of Transportation Bureau of Transportation Statistics (BTS). It is an index that measures the movement of freight and passengers.

The Freight TSI consists of:

- for-hire trucking (parcel services are not included);
- freight railroad services (including rail-based intermodal shipments such as containers on flat cars);
- inland waterway traffic;
- pipeline movements (including principally petroleum and petroleum products and natural gas); and
- air freight.

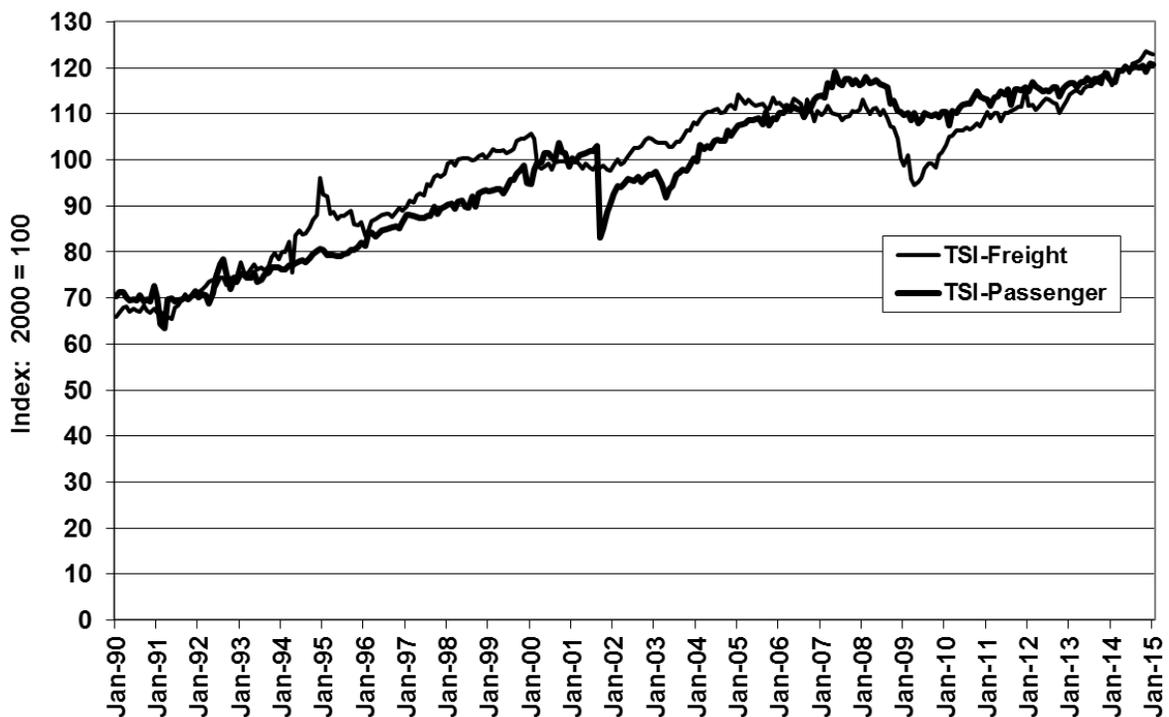
The index does not include international or coastal steamship movements, private trucking, courier services, or the United States Postal Services.

The Passenger TSI consists of:

- local mass transit;
- intercity passenger rail; and
- passenger air transportation.

The index does not include intercity bus, sightseeing services, taxi service, private car usage, or bicycling and other nonmotorized means of transportation.

**Figure 10.1. Transportation Services Index, January 1990–January 2015**



**Source:**

U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Services Index website, [www.bts.gov/xml/tsi/src/index.html](http://www.bts.gov/xml/tsi/src/index.html). (Additional resources: [www.bts.gov](http://www.bts.gov))



*The United States prices are the lowest of these listed countries. Those in France, Japan, Korea, the United Kingdom, and Germany paid, on average, more than six dollars per gallon in 2014. Data for China and India have been discontinued by the International Energy Agency.*

**Table 10.1**  
**Gasoline Prices<sup>a</sup> for Selected Countries, 1990–2014**

	Current dollars per gallon						Average annual percentage change
	1990	1995	2000	2005	2010	2014 <sup>b</sup>	1990–2014
China	<sup>c</sup>	1.03	<sup>c</sup>	1.70	3.71	<sup>c</sup>	<sup>c</sup>
Japan	3.16	4.43	3.65	4.28	5.73	5.85	2.6%
India	<sup>c</sup>	<sup>c</sup>	<sup>c</sup>	3.71	4.29	<sup>c</sup>	<sup>c</sup>
Korea	<sup>c</sup>	<sup>c</sup>	<sup>c</sup>	5.28	5.60	<sup>c</sup>	<sup>c</sup>
France <sup>d</sup>	3.63	4.26	3.80	5.46	6.74	7.49	3.1%
United Kingdom <sup>d</sup>	2.82	3.21	4.58	5.97	6.83	7.96	4.4%
Germany <sup>d</sup>	2.65	3.96	3.45	5.75	7.11	7.75	4.6%
Canada	1.87	1.53	1.86	2.89	3.79	4.40	3.6%
United States <sup>e</sup>	1.16	1.15	1.51	2.27	2.78	3.36	4.5%

	Constant 2014 dollars <sup>f</sup> per gallon						Average annual percentage change
	1990	1995	2000	2005	2010	2014 <sup>b</sup>	1990–2014
China	<sup>c</sup>	1.60	<sup>c</sup>	2.06	4.03	<sup>c</sup>	<sup>c</sup>
Japan	5.72	6.88	5.02	5.19	6.23	5.85	0.1%
India	<sup>c</sup>	<sup>c</sup>	<sup>c</sup>	4.50	4.66	<sup>c</sup>	<sup>c</sup>
Korea	<sup>c</sup>	<sup>c</sup>	<sup>c</sup>	6.40	6.08	<sup>c</sup>	<sup>c</sup>
France <sup>d</sup>	6.57	6.62	5.22	6.62	7.32	7.49	0.5%
United Kingdom <sup>d</sup>	5.11	4.99	6.30	7.23	7.42	7.96	1.9%
Germany <sup>d</sup>	4.80	6.15	4.74	6.97	7.71	7.75	2.0%
Canada	2.83	2.38	2.56	3.50	4.11	4.40	1.9%
United States <sup>e</sup>	2.01	1.79	2.08	2.75	3.02	3.56	2.4%

**Note:** Comparisons between prices and price trends in different countries require care. They are of limited validity because of fluctuations in exchange rates; differences in product quality, marketing practices, and market structures; and the extent to which the standard categories of sales are representative of total national sales for a given period.

**Source:**

International Energy Agency, *Energy Prices and Taxes, Fourth Quarter, 2014*, Paris, France, 2015. (Additional resources: [www.iea.org](http://www.iea.org))

<sup>a</sup> Prices represent the retail prices (including taxes) for regular unleaded gasoline, except for France, Germany and the United Kingdom which are premium unleaded gasoline.

<sup>b</sup> Average of monthly 2014 prices.

<sup>c</sup> Data are not available.

<sup>d</sup> Premium gasoline.

<sup>e</sup> These estimates are international comparisons only and do not necessarily correspond to gasoline price estimates in other sections of the book.

<sup>f</sup> Adjusted by the U.S. Consumer Price Inflation Index.



*Of these selected countries, the United Kingdom had the highest diesel fuel price average in 2014, while the United States had the lowest. In fact, all countries listed except the United States had diesel prices over \$5 per gallon in 2014.*

**Table 10.2**  
**Diesel Fuel Prices<sup>a</sup> for Selected Countries, 1998–2014**

	Current dollars per gallon						Average annual percentage change
	1990	2000	2005	2010	2012	2014 <sup>b</sup>	1990–2014
China	<sup>c</sup>	<sup>c</sup>	1.69	3.65	<sup>c</sup>	<sup>c</sup>	<sup>c</sup>
Japan	1.75	2.85	3.44	4.86	6.03	5.10	4.6%
Korea	<sup>c</sup>	2.05	3.98	4.92	6.07	<sup>c</sup>	<sup>c</sup>
France	1.78	2.95	4.81	5.74	6.79	5.41	4.7%
United Kingdom	2.04	4.66	6.25	6.97	8.51	6.95	5.2%
Germany	2.72	2.79	5.01	6.15	7.25	5.74	3.2%
United States <sup>d</sup>	0.99	1.50	2.40	2.99	3.97	3.83	5.8%

	Constant 2014 dollars <sup>e</sup> per gallon						Average annual percentage change
	1990	2000	2005	2010	2012	2014 <sup>b</sup>	1990–2014
China	<sup>c</sup>	<sup>c</sup>	2.05	3.97	<sup>c</sup>	<sup>c</sup>	<sup>c</sup>
Japan	3.17	3.92	4.18	5.28	6.22	5.10	2.0%
Korea	<sup>c</sup>	2.82	4.83	5.34	6.26	<sup>c</sup>	<sup>c</sup>
France	3.22	4.05	5.83	6.23	7.01	5.41	2.2%
United Kingdom	3.70	6.40	7.58	7.57	8.77	6.95	2.7%
Germany	4.93	3.84	6.07	6.67	7.47	5.74	0.6%
United States <sup>d</sup>	1.79	2.06	2.90	3.25	4.09	3.83	3.2%

**Note:** Comparisons between prices and price trends in different countries require care. They are of limited validity because of fluctuations in exchange rates; differences in product quality, marketing practices, and market structures; and the extent to which the standard categories of sales are representative of total national sales for a given period.

**Source:**

International Energy Agency, *Energy Prices and Taxes, Fourth Quarter, 2014*, Paris, France, 2015. (Additional resources: [www.iea.org](http://www.iea.org))

<sup>a</sup> Prices represent the retail prices (including taxes) for car diesel fuel for non-commercial (household) use.

<sup>b</sup> Average monthly 2014 prices.

<sup>c</sup> Data are not available.

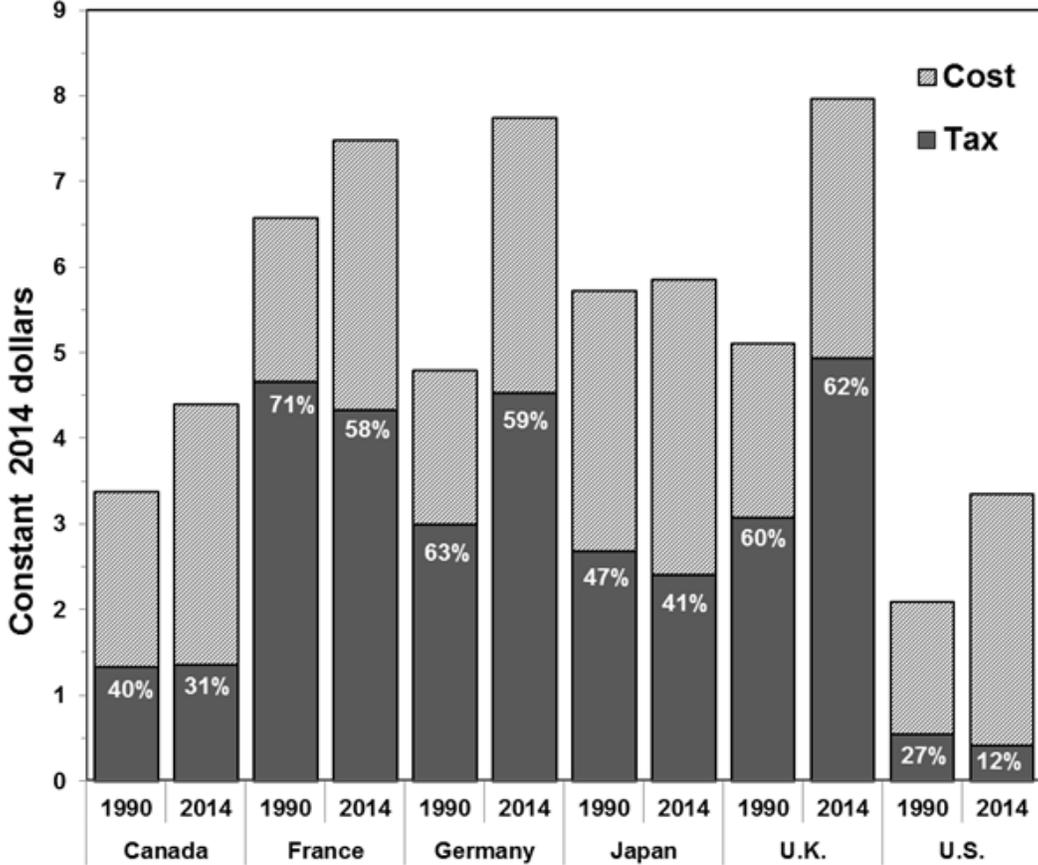
<sup>d</sup> These estimates are for international comparisons only and do not necessarily correspond to gasoline price estimates in other sections of the book.

<sup>e</sup> Adjusted by the U.S. Consumer Price Inflation Index.



*In 2014 close to sixty percent of the cost of gasoline in France, Germany, and the United Kingdom went for taxes. Of the listed countries, the United States has the lowest percentage of taxes.*

**Figure 10.2. Gasoline Prices for Selected Countries, 1990 and 2014**



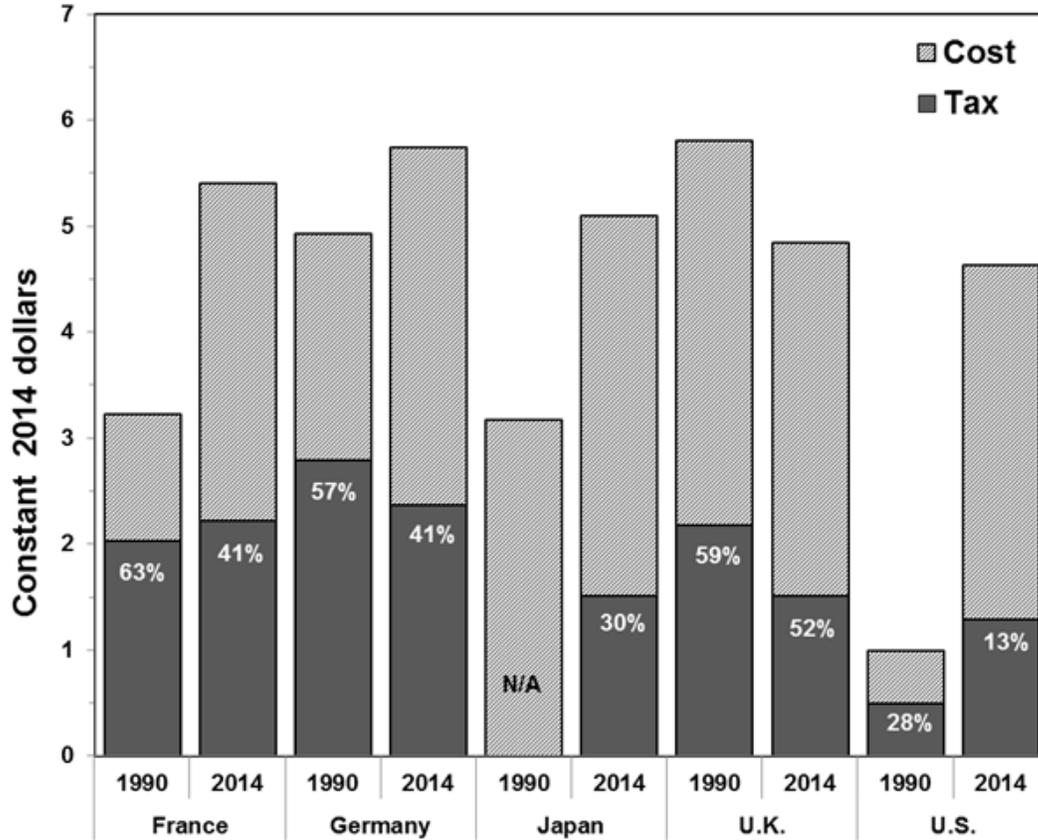
**Source:**

Table 10.1 and International Energy Agency, *Energy Prices & Taxes, Fourth Quarter, 2014*, Paris, France, 2015.  
 (Additional resources: [www.iea.org](http://www.iea.org))



*Diesel fuel is taxed heavily in the European countries shown here. The U.S. diesel fuel tax share is the lowest of the listed countries.*

**Figure 10.3. Diesel Prices for Selected Countries, 1990 and 2014**



**Note:** Data for Canada are not available.

**Source:**

Table 10.2 and International Energy Agency, *Energy Prices & Taxes, Fourth Quarter, 2014*, Paris, France, 2015.  
(Additional resources: [www.iea.org](http://www.iea.org))



Though the cost of crude oil certainly influences the price of gasoline, it is not the only factor which determines the price at the pump. Processing cost, transportation cost, and taxes also play a major part of the cost of a gallon of gasoline. The average price of a barrel of crude oil (in constant 2014 dollars) increased by 137% from 2000 to 2014, while the average price of a gallon of gasoline increased 59% in this same time period.

**Table 10.3**  
**Prices for a Barrel of Crude Oil and a Gallon of Gasoline, 1978–2014**

Year	Crude oil <sup>a</sup> (dollars per barrel)		Gasoline <sup>b</sup> (cents per gallon)		Ratio of gasoline to crude oil
	Current	Constant 2014 <sup>c</sup>	Current	Constant 2014 <sup>c</sup>	
1978	12.5	45.2	65.2	236.7	219.8
1980	28.1	80.6	122.1	350.8	182.7
1985	26.8	58.9	119.6	263.1	187.8
1986	14.6	31.4	93.1	201.1	268.7
1987	17.9	37.3	95.7	199.4	224.5
1988	14.7	29.4	96.3	192.7	275.7
1989	18.0	34.3	106.0	202.4	247.7
1990	22.2	40.2	121.7	220.4	230.0
1991	19.1	33.1	119.6	207.9	263.5
1992	18.4	31.1	119.0	200.8	271.2
1993	16.4	26.9	117.3	192.2	300.2
1994	15.6	24.9	117.4	187.5	316.3
1995	17.2	26.8	120.5	187.2	293.7
1996	20.7	31.2	128.8	194.3	261.2
1997	19.0	28.1	129.1	190.4	284.8
1998	12.5	18.2	111.5	161.9	374.0
1999	17.5	24.9	122.1	173.5	292.9
2000	28.3	38.9	156.3	214.9	232.3
2001	23.0	30.7	153.1	204.7	280.2
2002	24.1	31.7	144.1	189.6	251.1
2003	28.5	36.7	163.8	210.7	241.1
2004	37.0	46.3	192.3	241.0	218.4
2005	50.2	60.9	233.8	283.4	195.5
2006	60.2	70.7	263.5	309.4	183.7
2007	67.9	77.6	284.9	325.3	176.1
2008	94.7	104.2	331.7	364.7	147.0
2009	59.3	65.4	240.1	264.94	170.1
2010	76.7	83.3	283.6	307.9	155.3
2011	101.9	107.2	357.7	376.5	147.5
2012	100.9	104.1	369.5	381.0	153.8
2013	100.5	102.1	358.4	364.2	149.8
2014	92.0	92.0	342.5	342.5	156.4
		<i>Average annual percentage change</i>			
1978–2014	5.7%	2.0%	4.7%	1.1%	
2004–2014	9.5%	7.1%	5.9%	3.6%	

**Sources:**

Crude oil – U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2015, Washington, DC, Table 9.1.

Gasoline – U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2015, Washington, DC, Table 9.4. (Additional resources: [www.eia.doe.gov](http://www.eia.doe.gov))

<sup>a</sup> Refiner acquisition cost of composite (domestic and imported) crude oil.

<sup>b</sup> Average for all types. These prices were collected from a sample of service stations in 85 urban areas selected to represent all urban consumers. Urban consumers make up about 80% of the total U.S. population.

<sup>c</sup> Adjusted by the Consumer Price Inflation Index.



The price of diesel fuel was lower than gasoline in constant dollars prior to 2005 but since that time the price of diesel fuel has increased to become higher than gasoline.

**Table 10.4**  
**Retail Prices for Motor Fuel, 1978–2014**  
**(cents per gallon, including tax)**

Year	Diesel fuel <sup>a</sup>		Average for all gasoline types <sup>b</sup>	
	Current <sup>d</sup>	Constant 2014 <sup>c</sup>	Current	Constant 2014 <sup>c</sup>
1978			65	237
1980	101	290	122	351
1985	122	268	120	263
1986	94	203	93	201
1987	96	200	96	199
1988	95	190	96	193
1989	102	195	106	202
1990	107	194	122	220
1991	91	158	120	208
1992	106	179	119	201
1993	98	161	117	192
1994	111	178	117	188
1995	111	172	121	187
1996	124	186	129	194
1997	120	177	129	190
1998	104	152	112	162
1999	112	159	122	174
2000	149	205	156	215
2001	140	187	153	205
2002	132	174	144	190
2003	151	194	164	211
2004	181	227	192	241
2005	240	291	234	283
2006	271	318	264	309
2007	289	329	285	325
2008	380	418	332	365
2009	247	272	240	265
2010	299	325	284	308
2011	384	404	358	377
2012	397	409	370	381
2013	392	399	358	364
2014	383	383	343	343
	<i>Average annual percentage change</i>			
1978–2014	4.0% <sup>e</sup>	0.8% <sup>e</sup>	4.7%	1.0%
2004–2014	7.8%	5.4%	6.0%	3.6%

**Sources:**

Gasoline – U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, March 2015, Washington, DC, Table 9.4.

Diesel – U.S. Department of Energy, Energy Information Administration, *International Energy Annual 2004*, Washington, DC, June 2004, Table 7.2. 2005–2014 data from EIA website. (Additional resources: [www.eia.doe.gov](http://www.eia.doe.gov))

<sup>a</sup> 1980-1993: Collected from a survey of prices on January 1 of the current year. 1994-on: Annual average.

<sup>b</sup> These prices were collected from a sample of service stations in 85 urban areas selected to represent all urban consumers. Urban consumers make up about 80 percent of the total U.S. population.

<sup>c</sup> Adjusted by the Consumer Price Inflation Index.

<sup>d</sup> Data are not available.

<sup>e</sup> Average annual percentage change is from the earliest year possible to 2014.



The fuel prices shown here are **refiner sales prices** of transportation fuels to end users, excluding tax. Sales to end users are those made directly to the ultimate consumer, including bulk consumers. Bulk sales to utility, industrial, and commercial accounts previously included in the wholesale category are now counted as sales to end users.

**Table 10.5**  
**Refiner Sales Prices for Propane and No. 2 Diesel, 1978–2014**  
(cents per gallon, excluding tax)

Year	Propane <sup>a</sup>		No 2. diesel fuel	
	Current	Constant 2014 <sup>b</sup>	Current	Constant 2014 <sup>b</sup>
1978	33.5	121.6	37.7	136.9
1979	35.7	116.4	58.5	190.8
1980	48.2	138.5	81.8	235.0
1981	56.5	147.1	99.5	259.1
1982	59.2	145.2	94.2	231.1
1983	70.9	168.5	82.6	196.3
1984	73.7	167.9	82.3	187.5
1985	71.7	157.8	78.9	173.6
1986	74.5	160.9	47.8	103.2
1987	70.1	146.1	55.1	114.8
1988	71.4	142.9	50.0	100.1
1989	61.5	117.4	58.5	111.7
1990	74.5	134.9	72.5	131.3
1991	73.0	126.9	64.8	112.6
1992	64.3	108.5	61.9	104.4
1993	67.3	110.3	60.2	98.6
1994	53.0	84.7	55.4	88.5
1995	49.2	76.4	56.0	87.0
1996	60.5	91.3	68.1	102.8
1997	55.2	81.4	64.2	94.7
1998	40.5	58.8	49.4	71.7
1999	45.8	65.1	58.4	83.0
2000	60.3	82.9	93.5	128.5
2001	50.6	67.6	84.2	112.6
2002	41.9	55.1	76.2	100.3
2003	57.7	74.2	94.4	121.5
2004	83.9	105.1	124.3	155.8
2005	108.9	132.0	178.6	216.5
2006	135.8	159.5	209.6	246.1
2007	148.9	170.0	226.7	258.8
2008	189.2	208.0	315.0	346.4
2009	122.0	134.6	183.4	202.4
2010	148.1	160.8	213.4	231.7
2011	170.9	179.9	311.7	328.0
2012	113.9	117.4	320.2	330.2
2013	102.8	104.5	312.2	317.3
2014	109.7	109.7	292.3	292.3
	<i>Average annual percentage change</i>			
1978–2014	3.3%	-0.3%	5.9%	2.1%
2004–2014	2.7%	0.4%	8.9%	6.5%

**Source:**

U.S. Department of Energy, Energy Information Administration, Petroleum Data Analysis Tools, *Refiner Petroleum Product Prices by Sales Type*, April 2015, Washington, DC. (Additional resources: [www.eia.doe.gov](http://www.eia.doe.gov))

<sup>a</sup> Consumer grade.

<sup>b</sup> Adjusted by the Consumer Price Inflation Index.



*Prices of finished aviation gasoline (current dollars) dropped in 2009 but then began to climb. In 2012 both finished aviation gasoline and kerosene-type jet fuel reached their all-time high.*

**Table 10.6**  
**Refiner Sales Prices for Aviation Gasoline and Jet Fuel, 1978–2014**  
**(cents per gallon, excluding tax)**

Year	Finished aviation gasoline		Kerosene-type jet fuel	
	Current	Constant 2014 <sup>a</sup>	Current	Constant 2014 <sup>a</sup>
1978	51.6	187.4	38.7	140.5
1979	68.9	224.7	54.7	178.4
1980	108.4	311.4	86.8	249.4
1981	130.3	339.3	102.4	266.7
1982	131.2	321.9	96.3	236.2
1983	125.5	298.3	87.8	208.7
1984	123.4	281.2	84.2	191.8
1985	120.1	264.2	79.6	175.1
1986	101.1	218.4	52.9	114.3
1987	90.7	189.0	54.3	113.2
1988	89.1	178.3	51.3	102.7
1989	99.5	190.0	59.2	113.0
1990	112.0	202.9	76.6	138.7
1991	104.7	182.0	65.2	113.3
1992	102.7	173.3	61.0	102.9
1993	99.0	162.2	58.0	95.0
1994	95.7	152.9	53.4	85.3
1995	100.5	156.1	54.0	83.9
1996	111.6	168.4	65.1	98.2
1997	112.8	166.4	61.3	90.4
1998	95.7	139.0	45.2	65.6
1999	105.9	150.5	54.3	77.2
2000	130.6	179.5	89.9	123.6
2001	132.3	176.9	77.5	103.6
2002	128.8	169.5	72.1	94.9
2003	149.3	192.1	87.2	112.2
2004	181.9	228.0	120.7	151.3
2005	223.1	270.4	173.5	210.3
2006	268.2	314.9	199.8	234.6
2007	284.9	325.3	216.5	247.2
2008	327.3	359.9	305.2	335.6
2009	244.2	269.5	170.4	188.0
2010	302.8	328.7	220.1	239.0
2011	380.3	400.2	305.4	321.4
2012	397.1	409.5	310.4	320.1
2013	393.2	399.6	297.9	302.7
2014	398.6	398.6	277.2	277.2
	<i>Average annual percentage change</i>			
1978–2014	5.8%	2.1%	5.6%	1.9%
2004–2014	8.2%	5.7%	8.7%	6.2%

**Source:**

U.S. Department of Energy, Energy Information Administration, Petroleum Data Analysis Tools, *Refiner Petroleum Product Prices by Sales Type*, April 2015, Washington, DC. (Additional resources: [www.eia.doe.gov](http://www.eia.doe.gov))

<sup>a</sup> Adjusted by the Consumer Price Inflation Index.



*The federal government taxes highway motor fuel and uses the money to pay for roadway upkeep and improvement, as well as other related expenditures. Compressed natural gas (CNG) and liquefied petroleum gas (LPG) have the lowest taxes, while diesel fuel and liquefied natural gas (LNG) have the highest.*

**Table 10.7**  
**Federal Excise Taxes on Motor Fuels, 2013**

Fuel	Cents per gallon	Effective Date
Gasoline	18.4	October 1, 1997
Diesel and kerosene	24.4	October 1, 1997
Gasohol <sup>a</sup>	18.4	January 1, 2005
CNG	18.3 <sup>c</sup>	October 1, 2006
LNG	24.3	October 1, 2006
LPG	18.3	October 1, 2006
Other alternative fuels <sup>b</sup>	18.4	October 1, 1997

**Source:**

U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2013*, Washington, DC, August 2014, Table FE-21B. (Additional resources: [www.fhwa.dot.gov](http://www.fhwa.dot.gov))

<sup>a</sup> All gasohol blends are taxed at the same rate.

<sup>b</sup> Includes benzol, benzene, naphtha, and other liquids used as a motor fuel.

<sup>c</sup> Compressed natural gas is 18.3 cents per energy equivalent of a gallon of gasoline.



*These states have laws and incentives for alternative fuels production and/or use.*

**Table 10.8**  
**Federal and State Alternative Fuel Incentives, 2015**

State	Biodiesel	Ethanol	Natural Gas	Liquefied petroleum gas (LPG)	Electric vehicles (EVs)	Neighborhood electric vehicles (NEVs)	Hydrogen fuel cells	Aftermarket conversions
Federal	35	30	29	29	24	3	26	6
Alabama	4	3	4	5	4	0	2	0
Alaska	1	2	1	1	1	1	1	1
Arizona	6	5	14	14	14	1	11	0
Arkansas	5	4	8	5	2	0	2	2
California	16	14	27	18	46	3	26	7
Colorado	9	9	16	11	13	1	6	3
Connecticut	3	4	5	3	8	0	5	3
Delaware	2	2	2	5	2	1	1	0
Dist. of Columbia	2	3	4	4	4	0	4	1
Florida	8	7	5	6	8	1	2	1
Georgia	5	5	6	4	8	0	4	2
Hawaii	7	9	4	4	9	2	5	0
Idaho	3	1	2	3	1	1	2	0
Illinois	15	14	8	8	14	1	6	4
Indiana	14	14	15	11	9	2	6	6
Iowa	9	11	5	3	4	1	3	1
Kansas	7	12	5	4	1	1	1	2
Kentucky	10	11	9	5	4	1	1	1
Louisiana	6	6	9	7	4	1	1	3
Maine	6	5	4	3	4	3	2	0
Maryland	2	3	3	3	12	2	1	1
Massachusetts	5	4	5	3	8	1	3	1
Michigan	3	2	3	2	7	0	2	0
Minnesota	6	10	3	4	9	3	3	0
Mississippi	4	4	7	5	2	0	1	2
Missouri	7	7	7	8	6	1	6	0
Montana	6	6	3	3	1	2	1	1
Nebraska	3	4	5	3	2	1	1	1
Nevada	5	3	8	8	9	1	7	0
New Hampshire	5	2	4	4	2	2	2	1
New Jersey	3	3	5	3	4	1	2	1
New Mexico	11	7	6	5	6	1	7	1
New York	4	5	9	3	7	1	6	2
North Carolina	12	11	8	7	12	0	6	1
North Dakota	11	8	3	2	1	1	2	0
Ohio	5	5	9	6	5	0	4	1
Oklahoma	8	10	14	8	5	1	6	7
Oregon	10	9	9	8	12	1	6	3
Pennsylvania	4	4	4	3	5	0	3	2
Rhode Island	3	2	3	2	8	2	4	1
South Carolina	10	8	6	7	6	2	9	1
South Dakota	6	7	2	2	0	0	0	0
Tennessee	8	8	7	5	3	1	2	0
Texas	6	6	14	9	8	1	5	4
Utah	2	1	12	7	8	0	3	3
Vermont	5	4	4	4	6	1	5	0
Virginia	16	11	16	9	12	1	10	3
Washington	17	14	9	7	20	1	5	3
West Virginia	5	4	9	6	4	1	4	2
Wisconsin	12	9	7	8	6	1	7	0
Wyoming	0	1	6	1	1	0	0	2
<b>Totals</b>	<b>377</b>	<b>353</b>	<b>392</b>	<b>308</b>	<b>381</b>	<b>54</b>	<b>240</b>	<b>87</b>

**Source:**

U.S. Department of Energy, Energy Efficiency and Renewable Energy, Alternative Fuels Data Center. Data downloaded April 2015. (Additional resources: [www.eere.energy.gov/afdc/laws/matrix/tech](http://www.eere.energy.gov/afdc/laws/matrix/tech))



**Table 10.9**  
**Federal and State Advanced Technology Incentives, 2015**

State	Hybrid electric vehicles (HEV) or plug-in hybrid vehicles (PHEVs)	Fuel economy or efficiency	Idle reduction	Other <sup>a</sup>
Federal	9	13	7	8
Alabama	2	1	3	0
Alaska	0	1	1	0
Arizona	6	0	2	1
Arkansas	0	0	1	1
California	38	6	4	11
Colorado	11	0	2	1
Connecticut	6	1	2	3
Delaware	1	2	2	0
Dist. of Columbia	2	3	1	0
Florida	5	1	1	0
Georgia	3	0	2	1
Hawaii	9	1	1	0
Idaho	2	1	0	0
Illinois	11	3	5	0
Indiana	8	3	4	4
Iowa	0	0	0	0
Kansas	0	1	1	0
Kentucky	3	1	0	0
Louisiana	2	1	0	0
Maine	2	2	3	1
Maryland	10	0	2	1
Massachusetts	8	0	2	1
Michigan	5	0	0	0
Minnesota	7	1	3	2
Mississippi	2	1	1	0
Missouri	2	0	1	0
Montana	0	1	0	0
Nebraska	0	0	1	0
Nevada	5	0	1	0
New Hampshire	2	1	4	1
New Jersey	4	5	1	3
New Mexico	2	1	1	0
New York	7	3	3	5
North Carolina	9	1	4	1
North Dakota	0	0	0	0
Ohio	0	0	2	0
Oklahoma	1	0	2	2
Oregon	7	1	3	1
Pennsylvania	2	1	4	1
Rhode Island	7	2	3	5
South Carolina	9	1	3	1
South Dakota	0	0	0	1
Tennessee	3	2	0	0
Texas	5	1	3	1
Utah	4	4	3	1
Vermont	4	1	3	1
Virginia	6	2	2	2
Washington	8	4	4	3
West Virginia	2	0	2	1
Wisconsin	4	0	2	0
Wyoming	1	0	1	0
<b>Totals</b>	<b>246</b>	<b>74</b>	<b>103</b>	<b>65</b>

**Source:**

U.S. Department of Energy, Energy Efficiency and Renewable Energy, Alternative Fuels Data Center. Data downloaded April 2015. (Additional resources: [www.eere.energy.gov/afdc/laws/matrix/tech](http://www.eere.energy.gov/afdc/laws/matrix/tech))

<sup>a</sup> Includes Clean Fuel Initiatives and Pollution Prevention.



The average price of a new car in 2013 (\$25,487) was very close to the average price in 1916 (\$23,099) when adjusted for inflation. Average new car prices were at their lowest in 1940 (\$12,920). Since 1914 the highest average price was in the year 1999 (\$28,932).

**Table 10.10**  
**Average Price of a New Car, 1913–2013**

Year	2013 Constant dollars	Year	2013 Constant dollars	Year	2013 Constant dollars	Year	2013 Constant dollars
1913	\$33,670	1939	\$13,898	1965	\$20,430	1991	\$26,468
1914	\$34,844	1940	\$12,920	1966	\$20,414	1992	\$27,623
1915	\$28,971	1941	\$13,087	1967	\$22,431	1993	\$27,199
1916	\$23,099	1942	\$13,255	1968	\$21,136	1994	\$28,142
1917	\$21,337	1943	\$13,422	1969	\$22,578	1995	\$27,452
1918	\$19,575	1944	\$13,590	1970	\$21,266	1996	\$27,879
1919	\$19,380	1945	\$13,757	1971	\$21,524	1997	\$27,887
1920	\$19,184	1946	\$13,925	1972	\$21,618	1998	\$28,928
1921	\$20,358	1947	\$14,093	1973	\$21,260	1999	\$28,932
1922	\$21,533	1948	\$14,759	1974	\$20,980	2000	\$28,465
1923	\$19,575	1949	\$17,199	1975	\$21,434	2001	\$28,231
1924	\$17,618	1950	\$17,625	1976	\$22,182	2002	\$28,314
1925	\$17,422	1951	\$17,925	1977	\$22,350	2003	\$27,427
1926	\$17,226	1952	\$19,417	1978	\$22,792	2004	\$27,216
1927	\$17,031	1953	\$19,441	1979	\$21,970	2005	\$27,446
1928	\$16,835	1954	\$19,089	1980	\$21,413	2006	\$27,301
1929	\$16,639	1955	\$18,984	1981	\$22,834	2007	\$26,841
1930	\$16,443	1956	\$19,532	1982	\$23,875	2008	\$25,363
1931	\$18,401	1957	\$21,698	1983	\$24,807	2009	\$25,144
1932	\$20,358	1958	\$22,953	1984	\$25,504	2010	\$26,605
1933	\$19,184	1959	\$23,002	1985	\$25,630	2011	\$26,382
1934	\$18,009	1960	\$22,134	1986	\$26,892	2012	\$25,968
1935	\$16,052	1961	\$21,076	1987	\$27,450	2013	\$25,487
1936	\$14,094	1962	\$20,952	1988	\$27,435		
1937	\$14,486	1963	\$20,721	1989	\$26,999		
1938	\$14,877	1964	\$20,824	1990	\$26,811		

**Note:** These data are based on an average car and do not include prices for pickups, vans, or sport utility vehicles. Estimations were used for years 1941-1946.

**Sources:**

Compiled by Jacob Ward, Vehicle Technologies Program, U.S. Department of Energy, from the following sources: Raff, D.M.G. & Trajtenberg, M. (1995), "Quality-Adjusted Prices for the American Automobile Industry: 1906-1940," National Bureau of Economic Research, Inc.; Gordon, R.J. (1990), *The Measurement of Durable Goods Prices*, National Bureau of Economic Research, Inc.; and U.S. Department of Commerce, Bureau of Economic Analysis (2015), National Income and Product Accounts.



*In current dollars, import cars, on average, were less expensive than domestic cars until 1982. Since then, import prices have almost tripled, while domestic prices have more than doubled (current dollars).*

**Table 10.11**  
**Average Price of a New Car (Domestic and Import), 1970–2013**

Year	Domestic <sup>a</sup>		Import		Total	
	Current dollars	Constant 2013 dollars <sup>b</sup>	Current dollars	Constant 2013 dollars <sup>b</sup>	Current dollars	Constant 2013 dollars <sup>b</sup>
1970	3,708	22,263	2,648	15,899	3,542	21,266
1975	5,084	22,014	4,384	18,983	4,950	21,434
1980	7,609	21,512	7,482	21,153	7,574	21,413
1981	8,912	22,840	8,896	22,799	8,910	22,834
1982	9,865	23,815	9,957	24,037	9,890	23,875
1983	10,516	24,596	10,868	25,419	10,606	24,807
1984	11,079	24,841	12,336	27,659	11,375	25,504
1985	11,589	25,091	12,853	27,827	11,838	25,630
1986	12,319	26,184	13,670	29,056	12,652	26,892
1987	12,922	26,499	14,470	29,673	13,386	27,450
1988	13,418	26,423	15,221	29,973	13,932	27,435
1989	13,936	26,181	15,510	29,138	14,371	26,999
1990	14,489	25,825	16,640	29,659	15,042	26,811
1991	15,192	25,984	16,327	27,926	15,475	26,468
1992	15,644	25,976	18,593	30,872	16,636	27,623
1993	15,976	25,756	20,261	32,664	16,871	27,199
1994	16,930	26,612	21,989	34,565	17,903	28,142
1995	16,864	25,778	23,202	35,466	17,959	27,452
1996	17,468	25,936	26,205	38,908	18,777	27,879
1997	17,532	25,447	27,718	40,231	19,213	27,887
1998	18,501	26,441	28,695	41,010	20,241	28,928
1999	19,006	26,576	27,472	38,414	20,691	28,932
2000	19,561	26,463	26,008	35,184	21,041	28,465
2001	20,004	26,313	25,809	33,949	21,462	28,231
2002	20,431	26,457	25,612	33,166	21,865	28,314
2003	19,961	25,272	26,136	33,090	21,663	27,427
2004	20,509	25,292	25,942	31,992	22,069	27,216
2005	21,565	25,723	26,622	31,755	23,009	27,446
2006	22,139	25,583	27,061	31,270	23,626	27,301
2007	22,264	25,014	27,463	30,856	23,890	26,841
2008	22,192	24,012	25,903	28,027	23,441	25,363
2009	22,084	23,980	25,223	27,389	23,156	25,144
2010	23,770	25,394	27,232	29,093	24,903	26,605
2011	24,132	24,992	28,329	29,339	25,474	26,382
2012	24,130	24,483	29,114	29,540	25,593	25,968
2013	23,766	23,766	29,827	29,827	25,487	25,487
<i>Average annual percentage change</i>						
1970–2013	4.4%	0.2%	5.8%	1.5%	4.7%	0.4%
2003–2013	1.8%	-0.6%	1.3%	-1.0%	1.6%	-0.7%

**Note:** These data are based on an average car and do not include prices for pickups, vans, or sport utility vehicles. Estimations were used for years 1941-1946.

**Source:**

U.S. Department of Commerce, Bureau of Economic Analysis, *Average Transaction Price per New Car*, Washington, DC, 2015. (Additional resources: [www.bea.gov](http://www.bea.gov))

<sup>a</sup> Includes all vehicles produced in the United States regardless of manufacturer.

<sup>b</sup> Adjusted by the Consumer Price Inflation Index.



The total cost of operating a car is the sum of the fixed cost (depreciation, insurance, finance charge, and license fee) and the variable cost (gas and oil, tires, and maintenance), which is related to the amount of travel. The gas and oil share of total cost was 16.9% in 2014 which is down from 18.4% in 2013.

**Table 10.12**  
**Car Operating Cost per Mile, 1985–2014**

Model year	Constant 2014 dollars per 10,000 miles <sup>a</sup>			Total cost per mile <sup>b</sup> (constant 2014 cents <sup>a</sup> )	Percentage gas and oil of total cost	
	Variable cost	Fixed cost	Total cost			
1985	1,633	4,535	6,167	61.67	19.9%	
1986	1,408	4,983	6,391	63.91	15.1%	
1987	1,396	4,851	6,248	62.48	14.7%	
1988	1,581	6,063	7,644	76.44	13.6%	
1989	1,527	5,575	7,102	71.02	14.2%	
1990	1,521	5,898	7,419	74.19	13.2%	
1991	1,686	6,198	7,884	78.84	14.6%	
1992	1,519	6,385	7,904	79.04	12.6%	
1993	1,507	6,098	7,605	76.05	12.7%	
1994	1,454	6,128	7,581	75.81	11.8%	
1995	1,491	6,221	7,713	77.13	11.7%	
1996	1,448	6,327	7,775	77.75	10.9%	
1997	1,593	6,413	8,006	80.06	12.2%	
1998	1,554	6,576	8,130	81.30	11.1%	
1999	1,506	6,622	8,128	81.28	9.8%	
2000	1,677	6,494	8,172	81.72	11.6%	
2001	1,818	6,177	7,995	79.95	13.2%	
2002	1,553	6,414	7,967	79.67	9.7%	
2003	1,685	6,284	7,969	79.69	11.6%	
2004	1,579	7,059	8,639	86.39	9.4%	
2005	1,709	6,560	8,269	82.69	12.0%	
2006	1,773	5,503	7,276	72.76	15.3%	
2007	1,656	5,441	7,096	70.96	14.3%	
2008	1,865	5,936	7,801	78.01	16.4%	
2009	1,702	6,098	7,799	77.99	14.3%	
2010	1,816	6,209	8,025	80.25	15.4%	
2011	1,867	6,164	8,031	80.31	16.2%	
2012	2,025	5,925	7,950	79.50	18.4%	
2013	2,075	5,886	7,961	79.61	18.4%	
2014	1,903	5,775	7,678	76.78	16.9%	
		<i>Average annual percentage change</i>				
1985–2014	0.5%	0.8%	0.8%	0.8%		
2004–2014	1.9%	-2.0%	-1.2%	-1.2%		

**Source:**

Ward's Communications, *Motor Vehicle Facts and Figures 2014*, Southfield, Michigan, 2014, p. 55, and annual. Original data from AAA "Your Driving Costs." (Additional resources: [newsroom.aaa.com](http://newsroom.aaa.com))

<sup>a</sup> Adjusted by the Consumer Price Inflation Index.

<sup>b</sup> Based on 10,000 miles per year.



While the previous table shows costs per mile, this table presents costs per year for fixed costs associated with car operation. For 2014 model year cars, the fixed cost is over \$16 per day.

**Table 10.13**  
**Fixed Car Operating Costs per Year, 1975–2014**  
**(constant 2014 dollars)<sup>a</sup>**

Model year	Insurance <sup>b</sup>	License, registration & taxes	Depreciation	Finance charge	Total	Average fixed cost per day	
1975	1,685	132	3,401	<sup>c</sup>	5,219	14.30	
1977	2,024	289	3,309	<sup>c</sup>	5,622	15.39	
1978	1,540	269	3,246	<sup>c</sup>	5,054	13.83	
1979	1,575	293	3,072	<sup>c</sup>	5,905	16.17	
1980	1,408	236	2,982	<sup>c</sup>	5,841	16.00	
1981	1,328	229	3,352	<sup>c</sup>	6,185	16.95	
1982	1,101	132	3,327	<sup>c</sup>	5,883	16.12	
1983	1,117	231	3,085	<sup>c</sup>	5,690	15.59	
1984	1,151	242	2,750	<sup>c</sup>	5,345	14.65	
1985	1,023	242	2,777	1,175	5,217	14.30	
1986	1,099	281	2,851	1,376	5,607	15.36	
1987	1,115	267	3,113	1,096	5,591	15.32	
1988	1,147	278	3,570	1,131	6,126	16.79	
1989	1,231	275	3,853	1,123	6,482	17.76	
1990	1,219	299	4,269	1,232	7,019	19.24	
1991	1,231	292	4,352	462	6,337	17.36	
1992	1,328	294	4,585	1,343	7,549	20.69	
1993	1,219	292	4,636	1,098	7,245	19.86	
1994	1,228	310	4,696	1,035	7,270	19.92	
1995	1,216	315	4,774	1,066	7,371	20.19	
1996	1,275	324	4,783	1,083	7,466	20.46	
1997	1,249	319	4,826	1,133	7,527	20.62	
1998	1,307	328	4,886	1,181	7,702	21.10	
1999	1,378	321	4,883	1,177	7,759	21.26	
2000	1,334	307	4,801	1,167	7,608	20.84	
2001	1,325	278	4,743	1,158	7,503	20.56	
2002	1,334	265	4,897	1,090	7,585	20.78	
2003	1,418	264	4,809	957	7,448	20.41	
2004	2,009	520	4,740	929	8,197	22.46	
2005	1,561	472	4,702	896	7,631	20.91	
2006	1,087	628	3,983	841	6,540	17.92	
2007	1,125	614	3,873	837	6,449	17.66	
2008	1,037	609	3,652	833	6,131	16.80	
2009	1,077	626	3,819	860	6,381	17.48	
2010	1,119	635	3,858	875	6,488	17.77	
2011	1,019	626	3,924	866	6,435	17.63	
2012	1,032	629	3,654	872	6,188	16.95	
2013	1,046	621	3,629	862	6,157	16.87	
2014	1,023	641	3,510	847	6,021	16.50	
		<i>Average annual percentage change</i>					
1975–2014	-1.3%	4.1%	0.1%	<sup>c</sup>	0.4%	0.4%	
2004–2014	-6.5%	2.1%	-3.0%	-0.9%	-3.0%	-3.0%	

**Source:**

Ward's Communications, *Motor Vehicle Facts and Figures 2014*, Southfield, Michigan, 2014, p. 55 and annual. Original data from AAA "Your Driving Costs." (Additional resources: [newsroom.aaa.com](http://newsroom.aaa.com))

<sup>a</sup> Adjusted by the Consumer Price Inflation Index.

<sup>b</sup> Fire & Theft: \$50 deductible 1975 through 1977; \$100 deductible 1978 through 1992; \$250 deductible for 1993 – 2003; \$100 deductible 2004–2013. Collision: \$100 deductible through 1992; \$500 deductible for 1993 – on. Property Damage & Liability: coverage = \$100,000/\$300,000.

<sup>c</sup> Data are not available.



**Table 10.14**  
**Personal Consumption Expenditures, 1970–2014**  
**(billion dollars)**

Year	Personal consumption expenditures		Transportation personal consumption expenditures		Transportation PCE as a percent of PCE
	Current	Constant 2014 <sup>a</sup>	Current	Constant 2014 <sup>a</sup>	
1970	647.7	3,087.5	80.8	385.2	12.5%
1980	1,754.6	4,292.7	241.7	591.3	13.8%
1990	3,825.6	6,214.7	455.7	740.3	11.9%
2000	6,792.4	8,994.9	811.2	1,074.2	11.9%
2005	8,794.1	10,366.4	983.2	1,159.0	11.2%
2006	9,304.0	10,640.4	1,016.8	1,162.9	10.9%
2007	9,750.5	10,861.5	1,058.3	1,178.9	10.9%
2008	10,013.6	10,938.7	1,040.4	1,136.5	10.4%
2009	9,847.0	10,674.8	891.3	966.2	9.1%
2010	10,202.2	10,914.4	968.3	1,035.9	9.5%
2011	10,689.3	11,203.1	1,081.2	1,133.2	10.1%
2012	11,083.1	11,411.4	1,130.5	1,164.0	10.2%
2013	11,484.3	11,651.2	1,158.6	1,175.4	10.1%
2014	11,930.3	11,930.3	1,191.0	1,191.0	10.0%

**Note:** Transportation PCE includes the following categories: transportation, motor vehicles and parts, and gasoline and oil.

**Source:**

U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts, Table 2.3.5, [www.bea.gov](http://www.bea.gov)

**Table 10.15**  
**Consumer Price Indices, 1970–2014**  
**(1970 = 1.000)**

Year	Consumer price index	Transportation consumer price index <sup>b</sup>	New car consumer price index	Used car consumer price index	Gross national product index
1970	1.000	1.000	1.000	1.000	1.000
1980	2.124	2.216	1.667	1.997	2.676
1990	3.369	3.213	2.286	3.769	5.557
2000	4.438	4.088	2.689	4.994	9.537
2005	5.034	4.637	2.597	4.468	12.184
2008	5.549	5.215	2.527	4.293	13.758
2009	5.529	4.780	2.554	4.070	13.462
2010	5.620	5.157	2.599	4.587	14.017
2011	5.797	5.663	2.672	4.776	14.566
2012	5.917	5.796	2.716	4.818	15.144
2013	6.004	5.798	2.745	4.804	15.700
2014	6.101	5.758	2.755	4.779	16.290

**Sources:**

Bureau of Labor Statistics, Consumer Price Index Table 1A for 2014, and annual.

(Additional resources: [www.bls.gov](http://www.bls.gov))

GNP – U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts, Table 1.7.5. (Additional resources: [www.bea.gov](http://www.bea.gov))

<sup>a</sup> Adjusted by the GNP price deflator.

<sup>b</sup> Transportation Consumer Price Index includes new and used cars, gasoline, car insurance rates, intracity mass transit, intracity bus fare, and airline fares.



The data below were summarized from the Bureau of Labor Statistics (BLS) Current Employment Statistics Survey data using the North American Industry Classification System (NAICS). Transportation-related employment was 7.4% of total employment in 2014.

**Table 10.16**  
**Transportation-Related Employment, 2000 and 2014<sup>a</sup>**  
(thousands)

	2000	2014	Percent change
Truck transportation (includes drivers)	1,405.8	1,415.8	0.7%
Transit and ground transportation	372.1	465.4	25.1%
Air transportation	614.4	442.1	-28.0%
Rail transportation	231.7	235.3	1.6%
Water transportation	56.0	67.2	20.0%
Pipeline transportation	46.0	47.0	2.2%
Motor vehicle and parts - retail	1,846.9	1,861.4	0.8%
Motor vehicles and parts - wholesale	355.7	331.4	-6.8%
Gasoline stations - retail	935.7	881.0	-5.8%
Automotive repair and maintenance	888.1	868.5	-2.2%
Automotive equipment rental and leasing	208.3	187.8	-9.8%
Manufacturing	2,143.9	1,616.0	-24.6%
<i>Cars and light trucks</i>	237.4	171.9	-27.6%
<i>Heavy-duty trucks</i>	54.0	27.5	-49.1%
<i>Motor vehicle bodies and trailers</i>	182.7	140.8	-22.9%
<i>Motor vehicle parts</i>	839.5	536.6	-36.1%
<i>Aerospace products and parts</i>	516.7	488.4	-5.5%
<i>Railroad rolling stock &amp; other transportation equipment</i>	72.7	58.9	-19.0%
<i>Ship &amp; boat building</i>	154.1	138.5	-10.1%
<i>Tires</i>	86.8	53.4	-38.5%
Oil and gas pipeline construction	72.2	139.2	92.8%
Highway street and bridge construction	340.1	294.6	-13.4%
Scenic & sightseeing	27.5	30.6	11.3%
Support activities for transportation	537.4	625.2	16.3%
Couriers and messengers	605.0	574.1	-5.1%
Travel arrangement and reservation services	298.6	195.7	-34.5%
<b>Total transportation-related employment</b>	<b>10,985.4</b>	<b>10,278.3</b>	<b>-6.4%</b>
Total nonfarm employment	132,019.0	139,042.0	5.3%
Transportation-related to total employment	8.3%	7.4%	

**Source:**

Bureau of Labor Statistics website query system: [www.bls.gov/data/](http://www.bls.gov/data/), (Additional resources: [www.bls.gov](http://www.bls.gov))

<sup>a</sup> Not seasonally adjusted.



*The total number of employees involved in the manufacture of motor vehicles decreased by over 73% from 1990 to 2014 and by more than 82% for those involved in the manufacture of motor vehicle parts. Beginning in 2008, the share of production workers fell below 80% for manufacturers of both vehicles and parts.*

**Table 10.17**  
**U.S. Employment for Motor Vehicles and Motor Vehicle Parts Manufacturing, 1990–2014<sup>a</sup>**

Year	All employees (thousands)	Production workers (thousands)	Share of production workers to total employees
Motor vehicles			
1990	271.4	243.4	89.7%
1991	258.4	234.8	90.9%
1992	259.9	234.0	90.0%
1993	263.7	234.8	89.0%
1994	281.5	250.9	89.1%
1995	294.7	273.7	92.9%
1996	285.3	271.2	95.1%
1997	286.8	273.6	95.4%
1998	283.6	254.8	89.8%
1999	291.3	254.3	87.3%
2000	291.4	251.0	86.1%
2001	278.7	236.4	84.8%
2002	265.4	220.8	83.2%
2003	264.6	217.1	82.0%
2004	255.9	208.0	81.3%
2005	247.6	198.6	80.2%
2006	236.5	191.8	81.1%
2007	220.0	177.3	80.6%
2008	191.6	151.1	78.9%
2009	146.4	114.2	78.0%
2010	152.6	120.7	79.1%
2011	157.9	124.7	79.0%
2012	167.6	134.7	80.4%
2013	181.5	150.1	82.7%
2014	199.3	165.3	82.9%
Motor vehicle parts			
1990	653.0	527.4	80.8%
1991	638.9	514.7	80.6%
1992	661.2	537.0	81.2%
1993	677.8	554.7	81.8%
1994	735.6	606.9	82.5%
1995	786.9	647.7	82.3%
1996	799.9	657.4	82.2%
1997	808.9	662.4	81.9%
1998	818.2	660.3	80.7%
1999	837.1	674.2	80.5%
2000	839.5	676.7	80.6%
2001	774.7	624.9	80.7%
2002	733.6	590.9	80.5%
2003	707.8	567.6	80.2%
2004	692.1	561.6	81.1%
2005	678.1	553.9	81.7%
2006	654.7	533.7	81.5%
2007	607.9	488.9	80.4%
2008	543.7	430.6	79.2%
2009	413.7	317.8	76.8%
2010	418.9	323.3	77.2%
2011	445.5	345.0	77.4%
2012	482.8	365.3	75.7%
2013	508.7	385.2	75.7%
2014	536.6	415.7	77.5%

**Source:**

Tabulated from the U.S. Department of Labor, Bureau of Labor Statistics, [www.bls.gov](http://www.bls.gov), April 2015.

<sup>a</sup> Not seasonally adjusted.

