

2018

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U.S. Department of Transportation

Elaine L. Chao
Secretary

Jeffrey A. Rosen
Deputy Secretary

Bureau of Transportation Statistics

Patricia Hu
Director

Rolf Schmitt
Deputy Director

Produced under the direction of:

Michael J. Sprung
*Director, Office of
Transportation Analysis*

Sonya Smith-Pickel
Project Manager

William Moore
Editor

Alpha Wingfield
*Visual Information
Specialist*

Major Contributors:

Long Nguyen

Contributors:

Femi Adebayo

Steve Beningo

Matthew Chambers

Bernetta Crutcher

Chester Ford

Sean Jahanmir

Mindy Liu

Jordan Riddle

Demi Riley (Spatial Front)

Jessie Zhou (Spatial Front)

ABOUT THE *POCKET GUIDE TO TRANSPORTATION*

The *BTS Pocket Guide to Transportation* is a quick reference guide that provides transportation statistics at your fingertips. It provides key information and highlights major trends on the U.S. transportation system.

This year features a new and improved Pocket Guide mobile app that includes improved navigation and dynamic data updates to highlight the most recent up-to-date statistics. Download on the App Store and on Google Play.

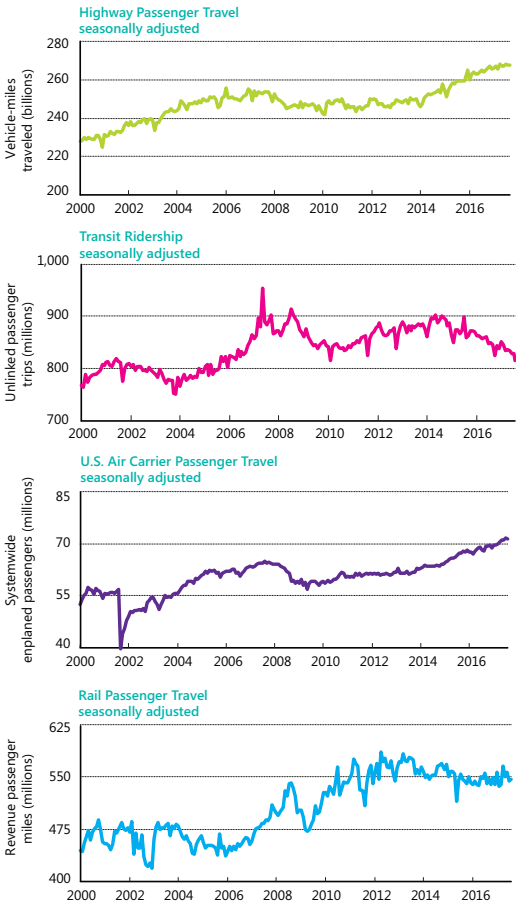
BTS welcomes comments and suggestions for improving this product.

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Major Trends

Moving People: January 2000–August 2017

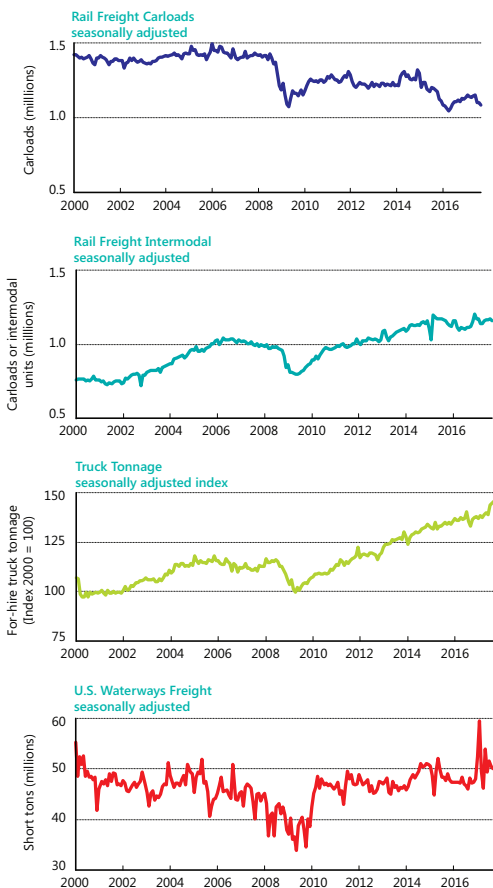


Notes: Graph scales are not comparable. Seasonally adjusted data measure the real differences in data trends by adjusting for seasonal factors, such as the change in the number of days, weekends, holidays, or other seasonal activity in a month such as vacation travel.

Source: **Seasonally adjusted transportation data**—U.S. Department of Transportation, Bureau of Transportation Statistics, available at www.bts.gov as of November 2017.

Major Trends

Moving Freight: January 2000–September 2017



Notes: Graph scales are not comparable. **Rail Freight Intermodal**—Rail intermodal traffic includes shipping containers and truck trailers moved on rail cars. **U.S. Waterways Freight**—Includes tonnage carried on internal U.S. waterways.

Source: **Seasonally adjusted transportation data**—U.S. Department of Transportation, Bureau of Transportation Statistics, available at www.bts.gov as of November 2017.

1 INFRASTRUCTURE

The U.S. transportation system consists of a network of roads, bridges, airports, railroads, transit systems, ports, waterways, and pipelines, connecting the Nation to the rest of the world.

1-1 Transportation Network Length miles

Mode	2005	2015
Highway		
Public roads	3,995,635	4,154,727
Public road lanes ^a	8,371,718	8,736,587
Pipeline		
Gas distribution	1,962,351	2,190,494
Gas transmission and gathering	324,222	318,924
Rail		
Class I freight railroad	95,664	93,628
Amtrak	22,007	21,358
Transit		
Commuter rail ^b	7,118	7,697
Heavy rail ^b	1,622	1,643
Light rail ^{b,c}	1,188	1,893
Water		
Navigable waterways ^d	25,000	25,000

^aMeasured in lane-miles. ^bMeasured in directional route-miles. ^cLight Rail was revised beginning in 2011 and includes light rail, street car rail, and hybrid rail. ^dEstimated length of domestic waterways.

Sources: Highway, Pipeline, Rail, Transit, Water—As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 1-1, 1-6, and 1-10, available at www.bts.gov as of October 2016 as of September 2017.

1-2 Transportation Facilities

number

Mode	2005	2015
Air		
Certificated airports ^a	575	531 ^b
General aviation airports	19,279	19,005 ^b
Highway		
Bridges	595,362	611,845
Pipeline		
LNG facilities	U	155
Rail		
Amtrak stations	531	521
Transit rail		
Commuter rail stations	1,174	1,245
Heavy rail stations	1,042	1,130
Light rail stations ^c	730	828
Water		
Ports ^d	195	183
Cargo handling docks ^e	*	8,229
Lock chambers	257	239

^aCertificated airports serve air carrier operations with aircrafts seating more than nine passengers. ^bUses 2016 air facility data since 2015 was not available. ^cLight Rail was revised beginning in 2011 and includes light rail, street car rail, and hybrid rail. ^dPorts handling over 250,000 short tons. ^eData for 2005 and 2015 are not comparable due to changes in data coverage.

Key: *2005 cargo handling docks number is omitted because it is not comparable to 2015 number due to a change in data collection methodology. LNG = liquified natural gas; U = Data are unavailable.

Sources: **Air, Highway, Rail**—As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 1-3, 1-7, and 1-28, available at www.bts.gov as of October 2017. **Pipeline**—U.S. Department of Transportation, Pipeline and Hazardous Materials Administration, available at phmsa.dot.gov/pipeline/library/data-stats as of October 2017. **Transit**—U.S. Department of Transportation, National Transit Database, available at www.ntdprogram.gov as of October 2017. **Water**—U.S. Army Corps of Engineers, Navigation Data Center, Transportation Facts and Information, available at www.navigationdatacenter.us as of October 2017.

1-3 Transportation Vehicles

number

Mode	2005	2015
Air		
Air carrier aircraft	7,686	6,876
General aviation aircraft	224,352	210,030
Highway		
Light-duty vehicle ^a	231,904,922	242,917,192
Truck	8,481,999	11,203,184
Motorcycle	5,767,934	8,600,936
Rail		
Class I freight locomotive	22,779	26,574
Class I freight car	474,839	330,996
Amtrak locomotive	258	423
Amtrak car	1,186	1,428
Transit rail		
Commuter rail ^b	6,290	7,151
Heavy rail ^b	11,110	10,737
Light rail ^{b,c}	1,645	2,478
Water		
Nonself-propelled vessel	31,296	31,043
Self-propelled vessel	8,976	8,951
Oceangoing vessel	231	170
Recreational boat	12,942,414	11,867,049

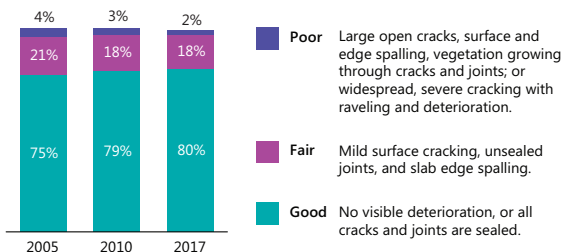
^aIncludes passenger cars, light trucks, vans, and sport utility vehicles.

^bIncludes revenue vehicles available for maximum service. ^cLight Rail was revised beginning in 2011.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-11, available at www.bts.gov as of October 2017.

1-4 Airport Runway Pavement Condition

percent of NPIAS runways

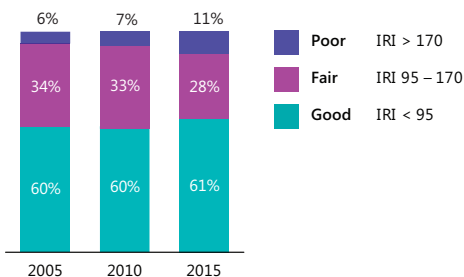


Note: National Plan of Integrated Airport Systems (NPIAS) airports include commercial service airports, reliever airports, and selected general aviation airports.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-25, available at www.bts.gov as of October 2017.

1-5 National Highway System Pavement Condition

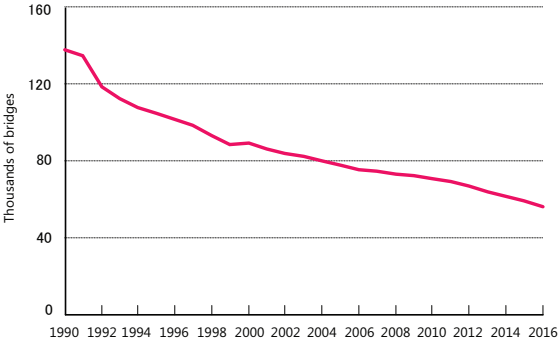
percent of NHS facility miles



Note: Pavement condition is measured by the International Roughness Index (IRI), which takes a longitudinal profile of pavement roughness based on one-way facility centerline miles. A lower IRI indicates smoother highway conditions and a higher IRI indicates rougher highway conditions.

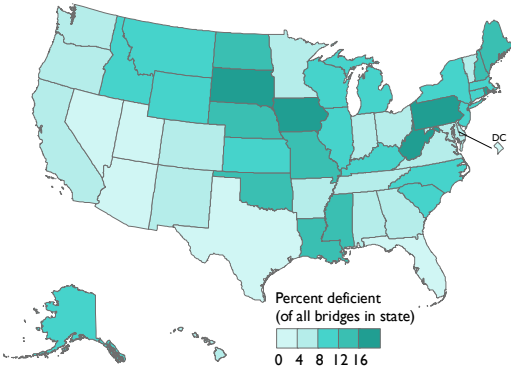
Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics, table HM-47, available at <https://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of November 2017.

1-6 Structurally Deficient Bridges: 1990–2016



Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 1-28, available at www.bts.gov as of October 2017.

1-7 Structurally Deficient Bridges by State: 2016



Source: U.S. Department of Transportation, Federal Highway Administration, National Bridge Inventory, available at <http://www.fhwa.dot.gov/bridge/deficient.cfm> as of October 2017.

2 MOVING PEOPLE

The U.S. transportation system makes personal mobility possible. Every day people use the transportation system to get to and from work, school, and shopping and for recreation, social, and personal purposes.

2-1 Vehicle-Miles Traveled

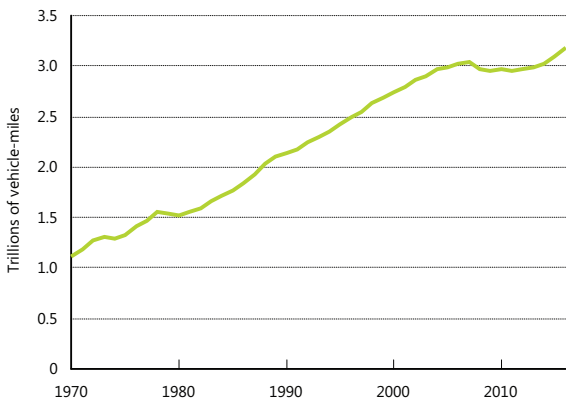
millions

Mode	2008	2015
Air		
U.S. air carrier, domestic ^a	6,446	6,046
Highway		
Light-duty vehicle ^b	2,630,213	2,779,693
Motorcycle	20,811	19,606
Truck	310,680	279,844
Bus	14,823	16,230
Passenger rail		
Amtrak ^c	272	319
Commuter rail ^c	337	374
Heavy rail ^c	674	701
Light rail ^{c,d}	88	115

^aMeasured in revenue aircraft-miles. ^bIncludes passenger cars, light trucks, vans, and sport utility vehicles. ^cMeasured in passenger car-miles. ^dLight rail was revised beginning in 2011 and includes light rail, street car rail, and hybrid rail.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-35, available at www.bts.gov as of October 2017.

2-2 Highway Travel: 1970–2016



Note: Data for 2007 and later years may not be comparable to previous years due to changes in methodology.

Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm> as of November 2017.

2-3 Passenger-Miles Traveled

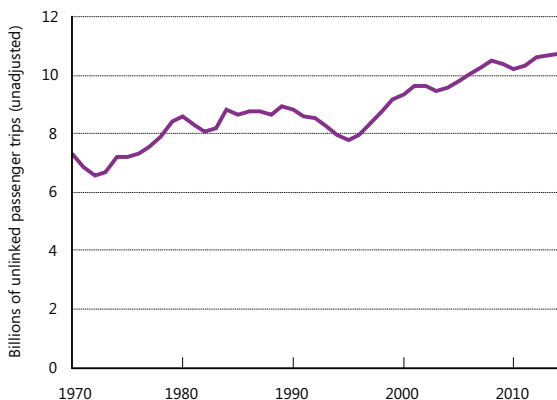
millions

Mode	2007	2015
Air		
U.S. air carrier, domestic	607,564	641,905
Highway		
Light-duty vehicle ^a	4,341,984	3,828,301
Motorcycle	27,173	21,118
Truck	304,178	279,844
Bus	307,753	344,073
Passenger rail		
Amtrak ^b	5,784	6,536
Commuter rail	11,137	11,759
Heavy rail	16,138	18,400
Light rail ^c	1,930	2,645

^aIncludes passenger cars, light trucks, vans, and sport utility vehicles. ^bMeasured in revenue passenger-miles. ^cLight rail was revised beginning in 2011 and includes light rail, street car rail, and hybrid rail.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-40, available at www.bts.gov as of October 2017.

2-4 Transit Ridership: 1970–2014



Note: Includes bus, commuter rail, demand response, heavy rail, light rail, trolley bus, ferry boat, aerial tramway, automated guideway, cable car, inclined plane, monorail, and other.

Source: American Public Transportation Association, *Public Transportation Fact Book*, Appendix, available at www.apta.com as of October 2017.

2-5 Daily Passenger Travel

	1995	2001	2009
Travel per person			
Daily person trips	4.3	3.7	3.8
Daily person-miles	38.7	36.9	36.1
Travel per driver			
Daily vehicle trips	3.6	3.4	3.0
Daily vehicle-miles of travel	32.1	32.7	29.0
Average commute			
Length in miles	11.6	12.1	11.8
Travel time in minutes	20.7	23.3	23.9
Percent of trips by mode			
Private vehicle	89.3	86.4	83.4
Bus ^a	3.0	2.8	3.3
Rail ^b	0.6	0.6	0.6
Walk	5.5	8.7	10.4
Bike	0.9	0.8	1.0
Air	0.1	0.1	0.1
Other ^c	0.5	0.6	1.1

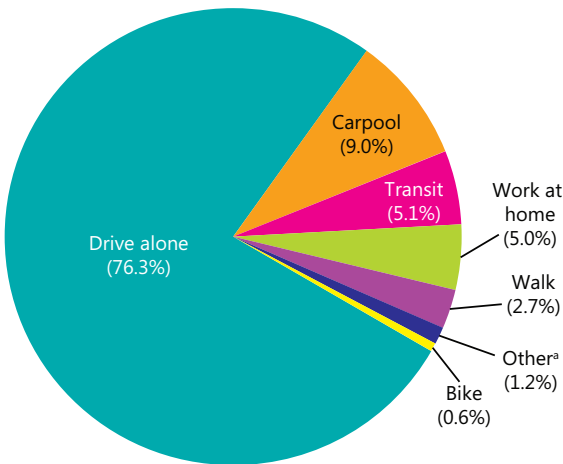
^aIncludes local transit bus, commuter bus, school bus, charter/tour bus, city-to-city bus. ^bIncludes subway/elevated rail, street car/trolley, Amtrak/intercity train, and commuter train. ^cIncludes ferry, hotel/airport shuttle, light electric vehicle, limousine, passenger line/ferry, sailboat/motorboat/yacht, ship/cruise, special transit, taxicab, other, and unknown.

Note: Percents may not add to 100 due to rounding.

Source: U.S. Department of Transportation, Federal Highway Administration, *2009 National Household Travel Survey*, available at nhts.ornl.gov as of October 2017.

2-6 Commute Mode Share: 2016

percent of workers age 16 and older

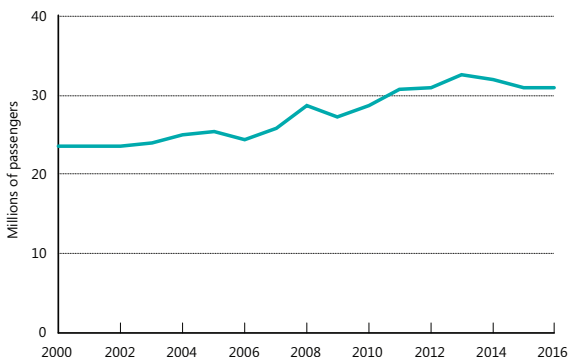


^a Includes motorcycle, taxi, and other means.

Notes: Percents may not add to 100 due to rounding. The *American Community Survey* asks for the mode usually used by the respondent to get to work. For more than one mode of transportation, respondents select the mode used for most of the distance traveled.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-41, available at www.bts.gov as of October 2017.

2-7 Amtrak Ridership: FY2000–FY2016



Source: U.S. Department of Transportation, Federal Railroad Administration, available at safetydata.fra.dot.gov/OfficeofSafety as of October 2017.

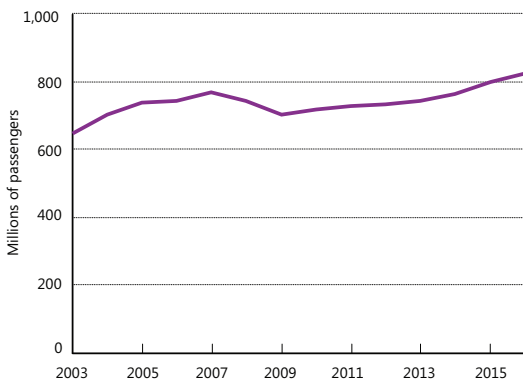
2-8 Top 10 Amtrak Stations: FY2016 by passengers

Rank	Station	FY '15–FY '16 change	Millions of passengers
1	New York Penn Station, NY	▲ 2.4%	10.4
2	Washington, DC	▲ 2.6%	5.1
3	Philadelphia 30th St., PA	▲ 4.6%	4.3
4	Chicago, IL	▼ -1.5%	3.2
5	Los Angeles, CA	▲ 2.9%	1.6
6	Boston South Station, MA	▲ 2.0%	1.6
7	Sacramento, CA	▲ 2.3%	1.1
8	Baltimore, MD	▲ 3.7%	1.0
9	Albany-Rensselaer, NY	▲ 3.6%	0.9
10	San Diego, CA	▲ 0.5%	0.8

Note: Includes passenger boardings and detrainings.

Source: Amtrak, *National Fact Sheet and State Fact Sheet*, available at www.amtrak.com as of October 2017.

2-9 U.S. Air Carrier Passenger Traffic: 2003–2016



Note: Includes passenger enplanements on scheduled services only (domestic and international flights).

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, T-100 Market data, available at www.bts.gov as of October 2017.

2-10 Top 10 U.S. Airports: 2016 by enplaned passengers

Rank	Station	'15-'16 change	Millions of passengers
1	Atlanta, GA	▲ 2.4%	50.5
2	Los Angeles, CA	▲ 8.7%	39.6
3	Chicago O'Hare, IL	▲ 3.4%	37.5
4	Dallas/Fort Worth, TX	▼ -1.0%	31.3
5	New York JFK, NY	▲ 4.4%	29.1
6	Denver, CO	▲ 7.6%	28.2
7	San Francisco, CA	▲ 6.1%	25.7
8	Las Vegas, NV	▲ 4.5%	22.6
9	Seattle, WA	▲ 8.6%	21.8
10	Charlotte, NC	▼ -1.8%	21.5

Note: Includes passenger enplanements on U.S. carrier scheduled domestic and international service and foreign carrier scheduled international service to and from the United States.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, T-100 Market data, available at transtats.bts.gov as of December 2017.

2-11 Top 10 World Airports: 2016

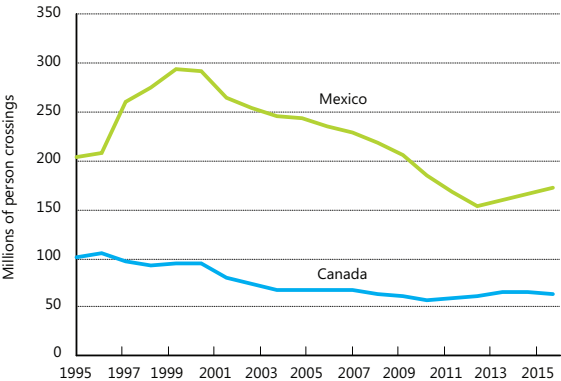
by enplaned, deplaned, and in-transit passengers

Rank	Airport	'15-'16 change	Millions of passengers
1	Atlanta, USA	▲ 2.6%	104.2
2	Beijing, China	▲ 5.0%	94.4
3	Dubai, United Arab Emirates	▲ 7.2%	83.7
4	Los Angeles, USA	▲ 8.0%	80.9
5	Tokyo Haneda, Japan	▲ 5.5%	79.7
6	Chicago O'Hare, USA	▲ 1.3%	78.0
7	London, United Kingdom	▲ 1.0%	75.7
8	Hong Kong, China	▲ 3.0%	70.3
9	Shanghai, China	▲ 9.8%	66.0
10	Paris, France	▲ 0.3%	65.9

Note: Preliminary data for passengers enplaned, deplaned, and passengers in transit.

Source: Airports Council International, available at www.aci.aero as of October 2017.

2-12 Incoming Land Border Person Crossings: 1995–2016



Note: Excludes drivers and passengers in commercial trucks.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Border Crossing Entry Data, available at <https://data.transportation.gov/> as of October 2017.

2-13 Top 5 Land Ports of Entry: 2016

by incoming person crossings

U.S. - Mexico ports of entry

Rank	Port	'15-'16 change	Millions of person crossings
1	San Ysidro, CA	▼ -4.5%	31.6
2	El Paso, TX	▲ 3.4%	28.0
3	Otay Mesa, CA	▲ 8.7%	17.1
4	Laredo, TX	▼ -0.9%	15.4
5	Hidalgo, TX	▲ 1.6%	12.3

U.S. - Canada ports of entry

Rank	Port	'15-'16 change	Millions of person crossings
1	Buffalo-Niagara Falls, NY	▼ -2.0%	11.1
2	Blaine, WA	▼ -5.7%	8.0
3	Detroit, MI	▼ -2.7%	7.0
4	Port Huron, MI	▼ -5.5%	3.1
5	Champlain-Rouses Pt., NY	▼ -1.4%	2.6

Note: Excludes drivers and passengers in commercial trucks.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Border Crossing Entry Data, available at <https://data.transportation.gov/> as of October 2017.

3 MOVING GOODS

The freight transportation network links natural resources, manufacturing facilities, labor markets, and customers across the Nation and with international trading partners.

3-1 Freight Shipments Within the U.S. by Mode

Value of shipments (billions of chained 2012 dollars)

Mode	2012	2015	2045
Truck	12,222	13,066	24,506
Rail	718	793	1,789
Water	430	486	947
Air and truck-air	650	766	3,126
Pipeline	1,301	1,486	1,867
Multiple modes ^a	2,148	2,325	5,192
Other ^b	264	257	559
Total	17,733	19,178	37,985

Weight of shipments (millions of tons)

Mode	2012	2015	2045
Truck	10,759	11,466	17,248
Rail	1,838	1,802	2,557
Water	654	722	1,068
Air and truck-air	7	7	25
Pipeline	2,963	3,358	4,646
Multiple modes ^a	424	444	1,013
Other ^b	398	314	414
Total	17,043	18,113	26,971

Ton-miles of shipments (billions of ton-miles)

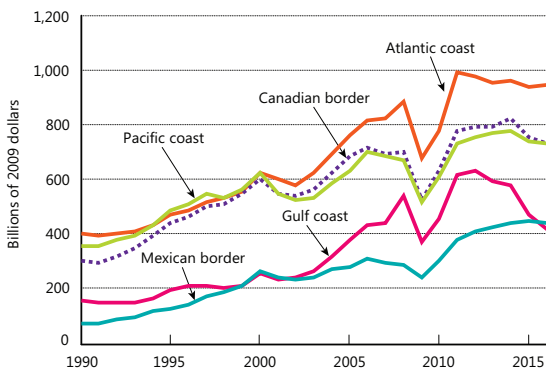
Mode	2012	2015	2045
Truck	1,919	2,048	3,580
Rail	1,491	1,436	1,999
Water	323	333	445
Air and truck-air	6	7	27
Pipeline	821	967	1,346
Multiple modes ^a	339	360	848
Other ^b	11	11	34
Total	4,911	5,161	8,278

^aIncludes mail. ^bIncludes other, unknown, and imported crude oil with no domestic mode.

Notes: Details may not add to totals due to rounding. Includes domestic trade and the domestic portion of imports and exports.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics and Federal Highway Administration, Freight Analysis Framework, Version 4.4, available at www.bts.gov as of October 2017.

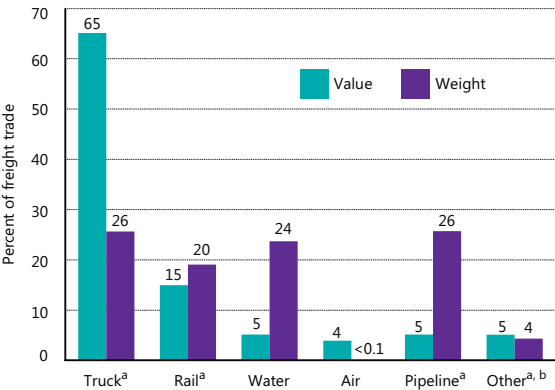
3-2 U.S. Trade by Coasts and Borders: 1990–2016



Note: Includes merchandise trade only.

Sources: **Value**—U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, available at www.census.gov as of June 2017. **Implicit GDP Deflator**—U.S. Department of Commerce, Bureau of Economic Analysis, available at www.bea.gov as of June 2017.

3-3 U.S.-NAFTA Merchandise Freight Trade by Mode: 2016

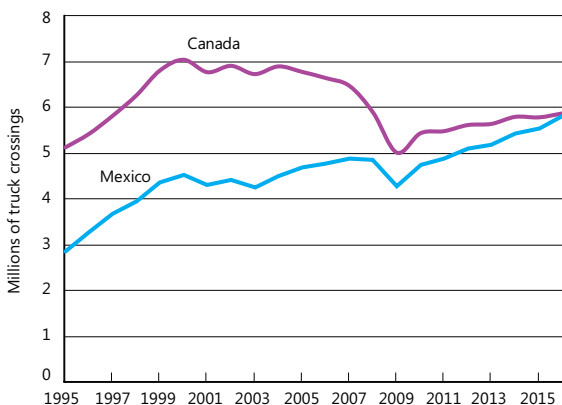


^aExport weights for land modes are estimated by the Bureau of Transportation Statistics using value-to-weight ratios derived from import data. ^bIncludes mail, other, unknown, and shipments through Foreign Trade Zones.

Note: North American Free Trade Agreement (NAFTA) refers to U.S. trade with Canada and Mexico.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, special tabulation and North American Transborder Freight Data, available at www.bts.gov as of May 2017.

3-4 Incoming Truck Border Crossings: 1995–2016



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Border Crossing Entry Data, available at <https://data.transportation.gov/> as of October 2017.

3-5 Top 5 Truck Ports of Entry: 2016

by incoming truck crossings

U.S. - Canada ports of entry

Rank	Port	'15-'16 change	Millions of truck crossings
1	Detroit, MI	▲ 3.5%	1.6
2	Buffalo-Niagara Falls, NY	▲ 1.0%	1.0
3	Port Huron, MI	▲ 4.2%	0.8
4	Blaine, WA	▼ -3.5%	0.4
5	Champlain-Rouses Pt., NY	▼ -3.5%	0.3

U.S. - Mexico ports of entry

Rank	Port	'15-'16 change	Millions of truck crossings
1	Laredo, TX	▲ 3.4%	2.1
2	Otay Mesa, CA	▲ 8.4%	0.9
3	El Paso, TX	▲ 2.2%	0.8
4	Hidalgo, TX	▲ 4.0%	0.6
5	Calexico East, CA	▲ 3.6%	0.3

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Border Crossing Entry Data, available at <https://data.transportation.gov/> as of October 2017.

3-6 Top 10 U.S. Water Ports: 2016

by short tons

Rank	Port	'15-'16 change	Millions of short tons
1	South Louisiana	▲ 1.1%	261.9
2	Houston, TX	▲ 2.9%	248.0
3	New York/New Jersey	▲ 5.3%	133.4
4	New Orleans, LA	▲ 2.8%	90.3
5	Beaumont, TX	▼ -3.0%	84.5
6	Corpus Christi, TX	▼ -4.3%	82.0
7	Long Beach, CA	▼ -0.4%	77.8
8	Baton Rouge, LA	▲ 6.1%	73.0
9	Los Angeles, CA	▲ 4.0%	62.6
10	Mobile, AL	▼ -1.0%	58.0

by container TEUs, excluding foreign empty TEUs

Rank	Port	'15-'16 change	Millions of TEUs
1	Los Angeles, CA	▲ 8.5%	6.0
2	Long Beach, CA	▼ -2.3%	5.1
3	New York/New Jersey	▼ -0.4%	4.6
4	Savannah, GA	▲ 2.3%	2.9
5	Port of Virginia, VA	▲ 6.0%	2.1
6	Oakland, CA	▲ 11.3%	1.8
7	Tacoma, WA	▲ 11.4%	1.8
8	Houston, TX	▲ 3.7%	1.8
9	Charleston, SC	▲ 4.0%	1.6
10	Seattle, WA	▲ 16.7%	1.3

Key: TEU = twenty-foot equivalent unit.

Note: Includes domestic and foreign waterborne trade. Excludes foreign empty TEUs.

Sources: Short tons - As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-57, available at www.bts.gov as of October 2017. **Containers** - U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, available at www.navigationdatacenter.us as of November 2017.

3-7 Top 10 World Container Ports: 2015

by TEUs, including full and empty containers

Rank	Port	'14-'15 change	Millions of TEUs
1	Shanghai	▲ 3.4%	36.5
2	Singapore	▼ -9.5%	30.9
3	Shenzhen	▲ 1.4%	24.1
4	Ningbo	▲ 5.7%	20.6
5	Hong Kong	▼ -11.5%	20.1
6	Busan	▲ 5.4%	19.5
7	Quindao	▲ 4.0%	17.3
8	Guangzhou	▲ 5.5%	17.1
9	Dubai Ports	▲ 5.4%	15.6
10	Tianjin	▼ -1.2%	13.9
16	Los Angeles	▼ -2.2%	8.2
20	Long Beach	▲ 5.2%	7.2
24	New York/ New Jersey	▲ 9.4%	6.4

Key: TEU = twenty-foot equivalent unit.

Source: American Association of Port Authorities, *World Port Rankings*, available at www.aapa-ports.org as of October 2017.

3-8 Top 10 International Trade Gateways: 2015 by value of shipments

Rank	Port		'14-'15 change	Billions of dollars
1	New York/New Jersey, NY		▼ -1.9%	202.6
2	Los Angeles, CA		▼ -7.8%	198.4
3	Laredo, TX		▲ 2.7%	197.2
4	New York JFK Airport, NY		▼ -3.2%	185.5
5	Long Beach, CA		▼ -12.8%	154.2
6	Chicago, IL		▲ 5.6%	141.8
7	Houston, TX		▼ -18.4%	134.6
8	Detroit, MI		▼ -3.1%	128.9
9	Los Angeles Airport, CA		▲ 8.2%	99.9
10	Savannah, GA		▲ 8.4%	87.3

Key:  = airport,  = land port,  = water port

Notes: Air gateways include a low level (generally less than 3% of the total value) of freight shipped through small user-fee airports located in the same area as the gateways listed. Air gateways not identified by airport name (e.g., Chicago, IL) include major airport(s) in the area and small regional airports.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-51, available at www.bts.gov as of October 2017.

4 SAFETY

Transportation safety is the top priority of the U.S. Department of Transportation.

4-1 Transportation Fatalities by Mode

Mode	2005	2015	2016
Air	603	404	400
U.S. air carrier	22	0	0
Commuter carrier	0	1	0
On-demand air taxi	18	27	28
General aviation	563	376	372
Highway	43,510	35,485	37,461
Passenger car occupants	18,512	12,761	13,412
Motorcyclists	4,576	5,029	5,286
Light-truck occupants	13,037	9,818	10,302
Heavy-truck occupants	804	665	722
Bus occupants	58	49	43
Pedestrians	4,892	5,495	5,987
Pedalcyclists	786	829	840
Other	845	839	869
Pipeline	17	12	16
Rail	884	751	791
Train Accidents	33	13	8
Highway-rail grade crossing ^a	359	235	266
Trespassers	458	452	482
Other	34	52	31
Transit^b	149	254	256
Water	829	766	737
Freight vessel and Industrial/Other	80	59	29
Passenger vessel and Recreational boating	749	707	708

^a Individual modes don't add up to totals due to double counting in highway, rail, and transit grade crossings. ^b Includes transit employee, contract worker, passenger, revenue facility occupant, and other fatalities for all modes reported to the National Transit Database.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 2-1, available at www.bts.gov as of October 2017.

4-2 Transportation Injuries by Mode

Mode	2005	2015	2016
Air	305	284	U
U.S. air carrier	14	23	U
Commuter carrier	0	4	U
On-demand air taxi	20	9	U
General aviation	271	248	U
Highway	2,699,000	2,424,000	U
Passenger car occupants	1,573,396	1,378,000	U
Motorcyclists	87,335	88,000	U
Light-truck occupants	872,137	803,000	U
Heavy-truck occupants	27,284	30,000	U
Bus occupants	11,133	U	U
Pedestrians	64,446	70,000	U
Pedalcyclists	45,439	45,000	U
Other	17,806	10,000	U
Pipeline	46	49	86
Rail	9,550	9,130	8,407
Train Accidents	787	563	386
Highway-rail grade crossing ^a	1,053	1,044	839
Trespassers	420	414	485
Other	7,290	7,109	6,697
Transit^b	19,039	24,299	24,377
Water	4,125	3,165	U
Freight vessel and Industrial/Other	473	239	U
Passenger vessel and Recreational boating	3,652	2,926	U

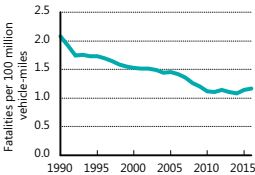
^aExcludes injuries involving motor vehicles at public highway-rail grade crossings, which are assumed to be counted under Highway categories. ^bIncludes transit employee, contract worker, passenger, revenue facility occupant, and other injuries for all modes reported to the National Transit Database. Other transit injuries are assumed to be counted under Highway or Rail categories.

Key: U = Data are unavailable.

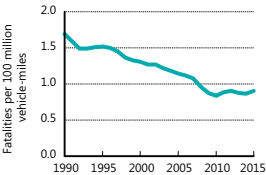
Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 2-2, available at www.bts.gov as of November 2017.

4-3 Fatality Rates by Mode

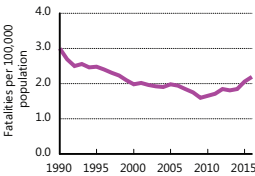
Highway: 1990–2016



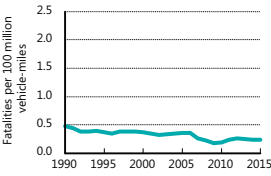
Passenger car and light-truck occupants: 1990–2016



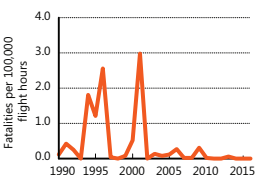
Highway nonoccupants: 1990–2016



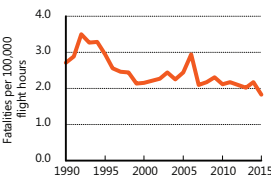
Large-truck occupants: 1990–2015



U.S. air carriers: 1990–2016



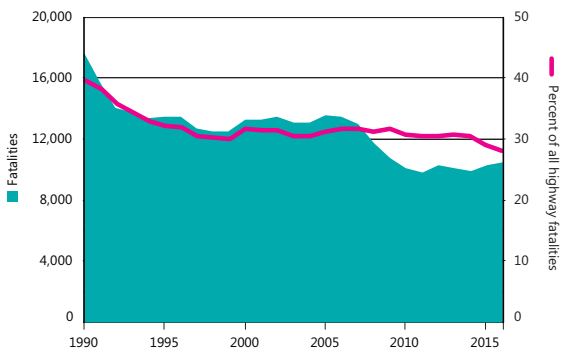
General aviation: 1990–2015



Notes: Graphs with same color trend lines have identical scales. Highway non-occupants include pedestrian, pedalcyclist, and other.

Sources: As cited in or calculated from U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 2-9, 2-14, 2-17, 2-19, 2-21, 2-23, and 3-10 available at www.bts.gov as of November 2017.

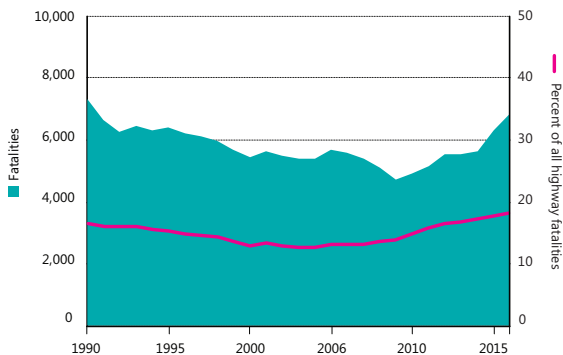
4-4 Alcohol-Impaired Driving Fatalities: 1990–2016



Note: Includes fatalities occurring in any crash involving a driver with a blood alcohol concentration (BAC) of 0.08 grams per deciliter or higher.

Source: U.S. Department of Transportation (USDOT), National Highway Traffic Safety Administration, Traffic Safety Facts: Alcohol-Impaired Driving (Annual Issues) as of November 2017.

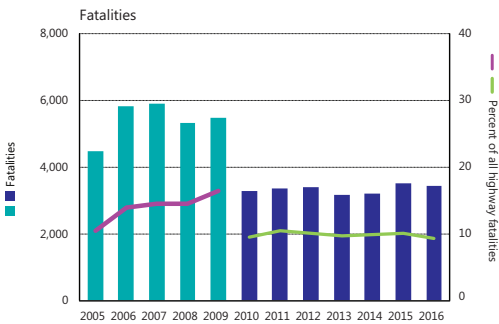
4-5 Pedestrian and Bicyclist Fatalities: 1990–2016



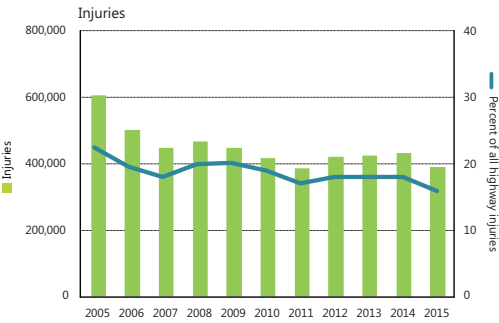
Note: Includes pedestrians and riders of nonmotorized bicycles and other pedal-powered vehicles.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 2-1, available at www.bts.gov as of November 2017.

4-6 Distracted Driving Fatalities and Injuries: 2005–2016



Note: Distracted driving fatality data for 2010–2016 and on are not comparable with previous years due to changes in methodology.



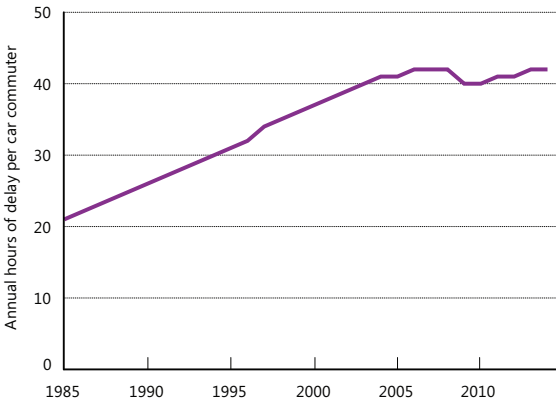
Note: Distracted driving involves any activity that could divert a person’s attention away from the primary task of driving, such as texting, using a cell phone, eating and drinking, grooming, using a navigation system, adjusting a radio, etc.

Source: U.S. Department of Transportation, National Highway Traffic Safety Administration, available at www.nhtsa.gov as of November 2017.

5 PERFORMANCE

The physical capacity of the U.S. transportation system has not kept pace with growth in travel and commerce. The resulting congestion and delays have significant impacts on passengers and freight shippers.

5-1 Road Congestion: 1985–2014



Notes: The methodology to calculate congestion performance measures was updated to reflect more comprehensive data collection, including congestion estimates for each of the 471 U.S. urban areas. The congestion estimates for all study years are recalculated every time the methodology is altered to provide a consistent data trend. For a detailed explanation of the updated methodology, see the 2015 Urban Mobility Scorecard Methodology, available at <http://mobility.tamu.edu/ums/report/>.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-69, available at www.bts.gov as of November 2017.

5-2 Top 10 Urban Congested Area Rankings: 2014

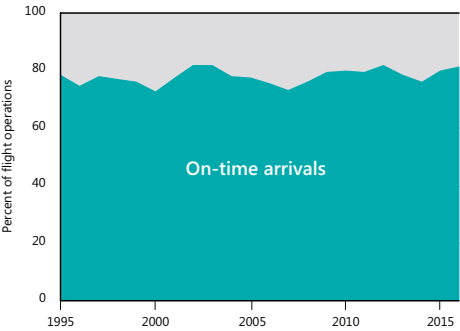
by hours of delay per car commuter

Rank	Urban area	Annual hours of delay per car commuter
1	Washington, DC-VA-MD	82
2	Los Angeles, CA	80
3	San Francisco, CA	78
4	New York, NY-NJ	74
5	Boston, MA-NH-RI	64
6	Seattle, WA	63
7	Chicago, IL-IN	61
7	Houston, TX	61
9	Dallas-Fort Worth-Arlington, TX	53
10	Atlanta, GA	52
	Average of 471 urban areas	42

Notes: Ranks include very large geographic areas only. The methodology was updated to reflect more comprehensive data collection efforts for each of the 471 U.S. urban areas.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-69, available at www.bts.gov as of October 2017.

5-3 U.S. Airport On-time Performance: 1995–2016

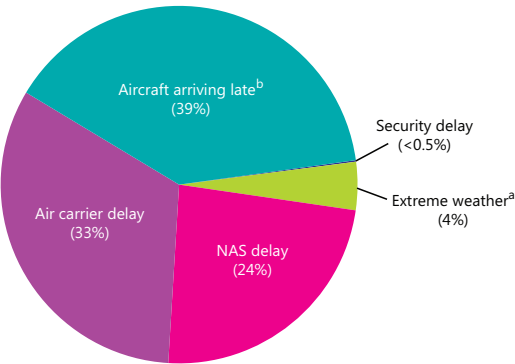


Note: Flights arriving at the gate within 15 minutes of scheduled arrival time are on time.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Airline On-Time Performance*, available at www.bts.gov as of November 2017.

5-4 U.S. Airport Delays by Cause: 2016

percent of delayed time



^aIncludes weather events that prevent flying. Other weather delays that slow operations are included under other categories. ^bDelay resulting from a previous flight with the same aircraft arriving late.

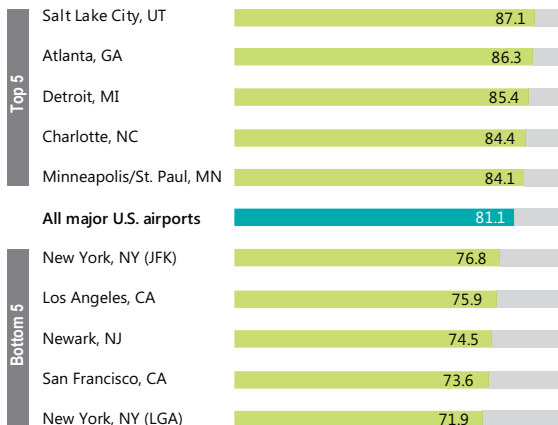
Key: NAS = Delays attributable to the national aviation system (NAS) that refer to a broad set of conditions, such as non-extreme weather, airport operations, heavy traffic volume, and air traffic control.

Note: Percents may not add to 100 due to rounding.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Airline On-Time Performance*, available at www.bts.gov as of November 2017.

5-5 U.S. Major Airport Performance Rankings: 2016

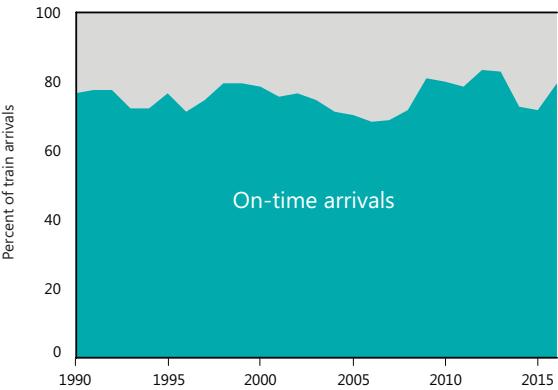
by percent of on-time arrivals



Note: Flights arriving at the gate within 15 minutes of scheduled arrival time are on time.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Airline On-Time Performance*, available at www.bts.gov as of November 2017.

5-6 Amtrak On-time Performance: FY1990–FY2016



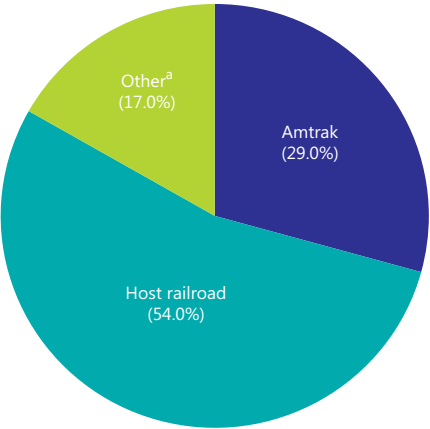
Note: On-time performance is a percentage measure of train performance. A train is considered on-time if it arrives at the final destination, or end-point, within an allowed number of minutes, or tolerance, of its scheduled arrival time. Trains are allowed a certain tolerance at the end-point based on the number of miles traveled:

Trip length	Train arrives at endpoint within
0-250 miles	10 minutes
251-350 miles	15 minutes
351-450 miles	20 minutes
451-550 miles	25 minutes
>551 miles	30 minutes

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-73, available at www.bts.gov as of October 2017.

5-7 Amtrak Delays by Cause: FY2016

percent of delayed time



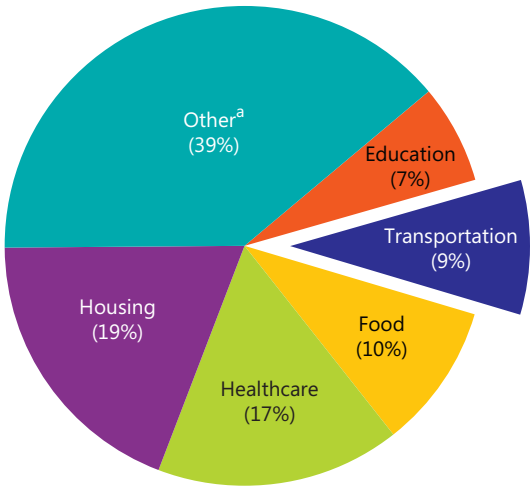
^aDelays not attributable to Amtrak or other host railroads, such as customs and immigration, law enforcement action, weather, or waiting for scheduled departure time.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-73, available at www.bts.gov as of October 2017.

6 ECONOMY

Transportation is a major sector of the U.S. economy. The transportation system moves people and goods, employs millions of workers, generates revenue, and consumes resources and services provided by other sectors.

6-1 U.S. GDP by Spending Category: 2016
percent of GDP



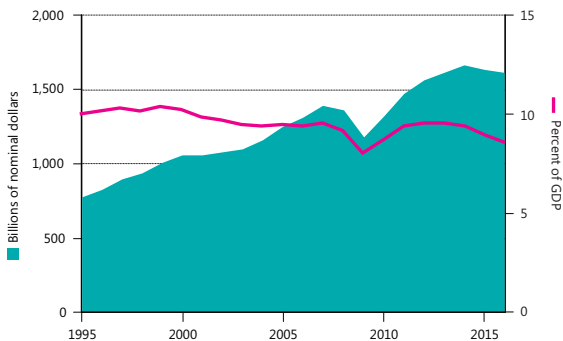
^aIncludes all other categories (e.g. entertainment, personal care products and services, and payments to pension plans).

Key: GDP = gross domestic product.

Note: Percents may not add to 100 due to rounding.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 3-9, available at www.bts.gov as of November 2017.

6-2 U.S. Transportation Spending: 1995–2016



Key: GDP = gross domestic product.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 3-9, available at www.bts.gov as of November 2017.

6-3 Transportation-Related Final Demand

billions of chained 2009 dollars

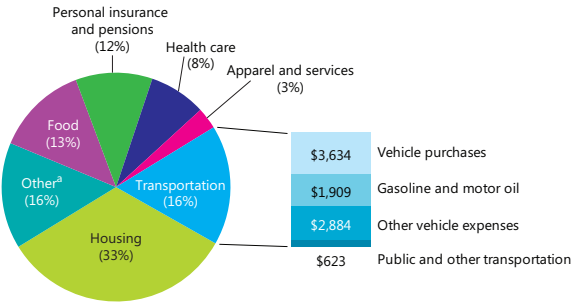
Category	2006	2016
Personal consumption of transportation	995	1,060
Motor vehicles and parts	385	439
Motor vehicle fuels, lubricants, and fluids	274	268
Transportation services	336	353
Gross private domestic investment	222	289
Transportation structures	9	11
Transportation equipment	213	278
Government transportation-related purchases	291	282
Federal purchases	34	36
State and local purchases	242	234
Defense-related purchases	16	12
Exports (+)	245	320
Imports (-)	380	470
Total transportation-related final demand	1,372	1,490
U.S. GDP	14,614	16,716

Notes: Numbers may not add to totals due to rounding. Transportation-related final demand measures the size of transportation functions in relation to the gross domestic product (GDP). It includes the transportation portion of the four components of the GDP: personal consumption, gross private domestic investment, government purchases, and net exports of goods and services.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 3-4, available at www.bts.gov as of November 2017.

6-4 Household Expenses by Category: 2016

percent of average annual household expenses

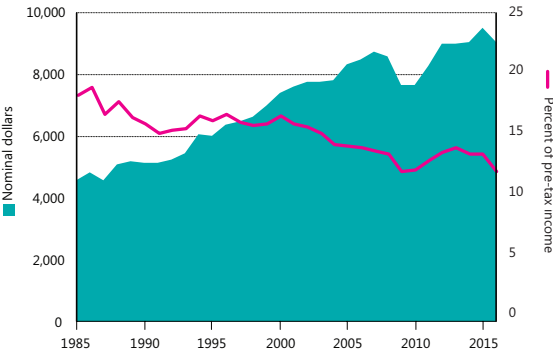


^a Includes alcoholic beverages, cash contributions, education, entertainment, personal care products and services, reading, tobacco products and smoking supplies, and other miscellaneous items.

Note: Percents may not add to 100 due to rounding.

Source: U.S. Department of Labor, Bureau of Labor Statistics, *Consumer Expenditure Survey*, available at www.bls.gov/cex as of November 2017.

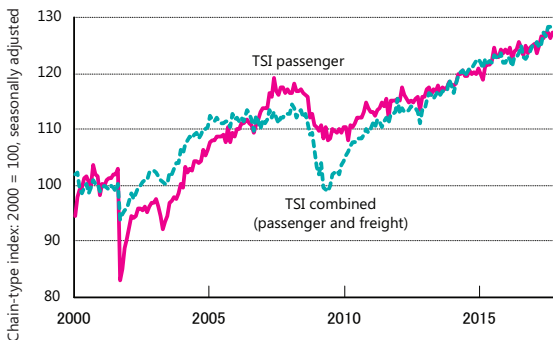
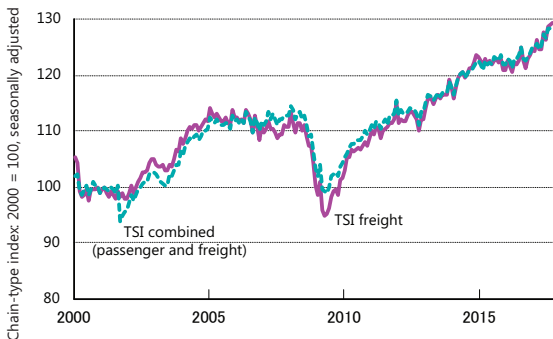
6-5 Household Transportation Expenses: 1985–2016



Source: U.S. Department of Labor, Bureau of Labor Statistics, *Consumer Expenditure Survey*, available at www.bls.gov/cex as of November 2017.

6-6 Transportation Services Index: Jan. 2000–Sept. 2017

chain-type index: 2000 = 100, seasonally adjusted



Notes: TSI Combined - The TSI, created by the U.S. Department of Transportation, Bureau of Transportation Statistics, is a measure of the month-to-month changes in the output of services provided by the for-hire transportation industries. TSI data change monthly due to the use of concurrent seasonal analysis, which results in seasonal analysis factors changing as each month's data are added. **TSI Freight** - Includes 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. **TSI Passenger** - The passenger transportation services index consists of: local mass transit; intercity passenger rail; and passenger air transportation.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, available at www.bts.gov as of November 2017.

6-7 Employment in Transportation-Related Industries

thousands

Category	2006	2016
For-hire transportation and warehousing	4,470	4,989
Air	487	459
Rail	227	215
Water	63	66
Truck	1,436	1,454
Transit and ground passenger	399	478
Pipeline	39	49
Scenic and sightseeing	28	35
Support activities	571	660
Couriers and messengers	582	642
Warehousing and storage	638	915
Transportation-related manufacturing^a	2,128	1,914
Other transportation-related industries	5,239	5,454
Postal service	770	609
Government employment^b	885	U
Total transportation-related labor force	13,491	13,004
U.S. labor force	136,453	144,306

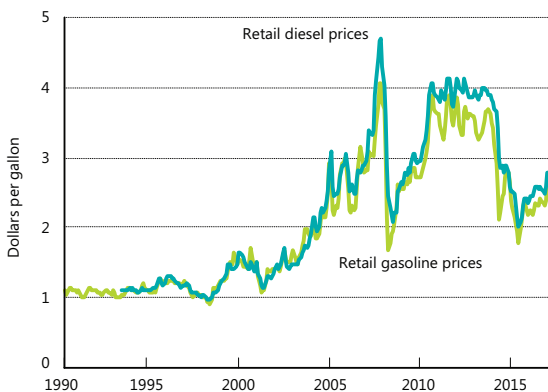
^aIncludes transportation equipment; petroleum products; tires; rubber; plastics; search, detection, navigation, guidance, aeronautical, and nautical systems; and instrument manufacturing. ^bFiscal year data for federal, state, and local personnel.

Key: U = data are not available.

Notes: Annual averages based on NAICS data. Details may not add to totals due to rounding.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 3-23, available at www.bts.gov as of November 2017.

6-8 Motor Vehicle Fuel Prices: Sept. 1990–Oct. 2017



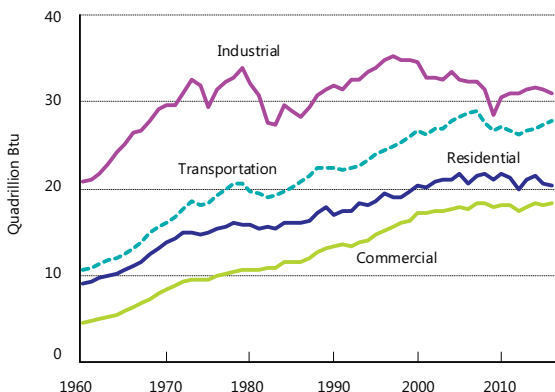
Notes: Retail Gasoline Prices include average nominal monthly prices of U.S. Regular All Formations retail gasoline. Diesel Retail Prices include average nominal monthly prices of U.S. No. 2 Diesel Retail Prices.

Source: U.S. Department of Energy, Energy Information Administration, available at www.eia.doe.gov as of November 2017.

7 ENVIRONMENT

The U.S. transportation system is a major consumer of energy and generates environmental impacts.

7-1 Energy Consumption by Sector: 1960–2016



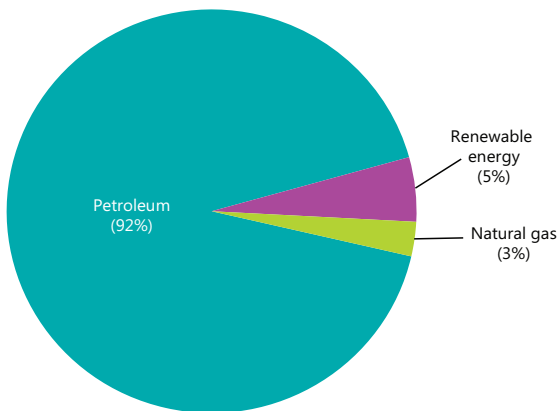
Key: Btu = British thermal unit.

Note: Includes primary energy consumption, electricity retail sales, and electrical system energy losses.

Source: U.S. Department of Energy, U.S. Energy Information Administration, *Monthly Energy Review*, available at www.eia.gov/totalenergy/data/monthly as of November 2017.

7-2 Transportation Energy Consumption by Source: 2016

percent of Btu consumed

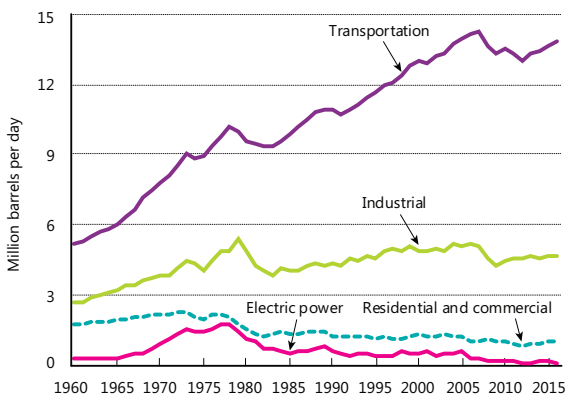


Key: Btu = British thermal unit.

Notes: Includes primary energy consumed. Excludes electricity retail sales and electrical system energy losses.

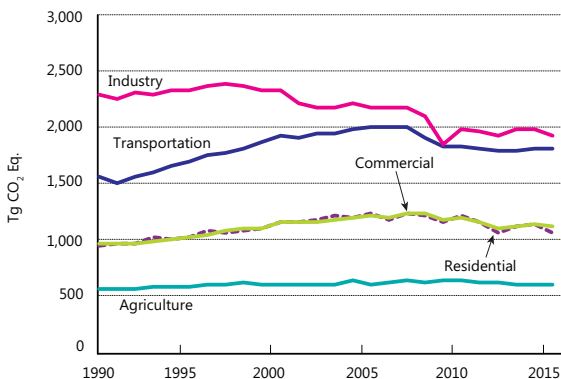
Source: U.S. Department of Energy, U.S. Energy Information Administration, *Monthly Energy Review*, available at www.eia.gov/totalenergy/data/monthly as of November 2017.

7-3 Petroleum Consumption by Sector: 1960–2016



Source: U.S. Department of Energy, U.S. Energy Information Administration, *Monthly Energy Review*, available at www.eia.gov/totalenergy/data/monthly as of November 2017.

7-4 Greenhouse Gas Emissions by Sector: 1990–2015



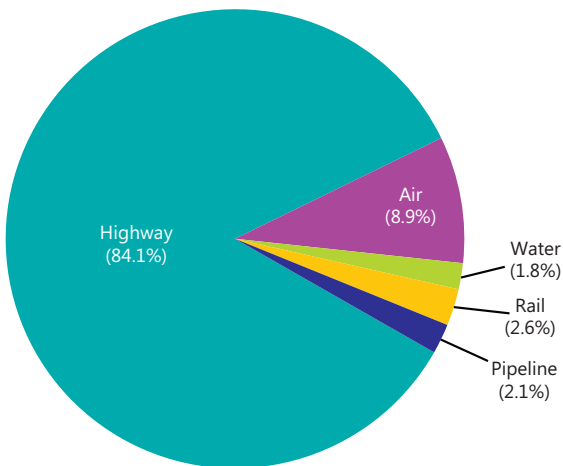
Key: Tg CO₂ Eq. = teragrams of carbon dioxide equivalent. A teragram = 1 million metric tons.

Notes: Electric power sector emissions are distributed across sectors. Emissions include CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆.

Source: U.S. Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2015* Report Tables, <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2015> as of November 2017.

7-5 Greenhouse Gas Emissions by Transportation Mode: 2015

Percent of Tg CO₂ Eq.



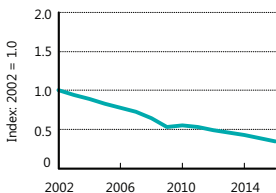
Key: Tg CO₂ Eq. = teragrams of carbon dioxide equivalent. A teragram = 1 million metric tons.

Notes: Percents may not add to 100 due to rounding. Does not include International Bunker Fuels.

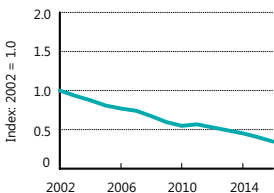
Source: U.S. Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2015 Report Tables*, available at <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2015> as of November 2017.

7-6 Highway Vehicle Air Pollutant Emissions: 2002–2016

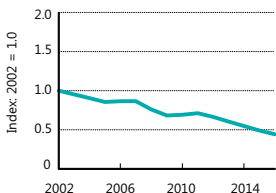
Carbon monoxide



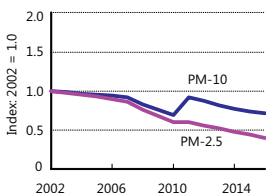
Nitrogen oxide



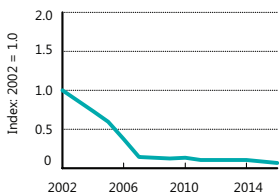
Volatile organic compounds



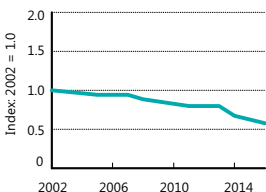
Particulate matter



Sulfur dioxide



Ammonia

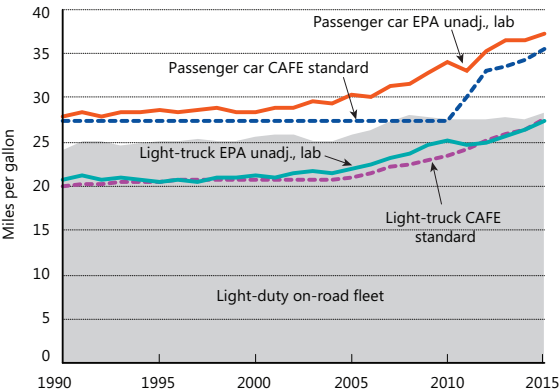


Key: PM-10 = airborne particulates of less than 10 microns; PM-2.5 = airborne particulates of less than 2.5 microns.

Notes: Indices are calculated using data on highway vehicle emissions only. Particulate matters include PM without condensibles.

Sources: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 4-45 through 4-50, available at www.bts.gov as of November 2017.

7-7 Fuel Economy of Light-Duty Vehicles: 1990–2015

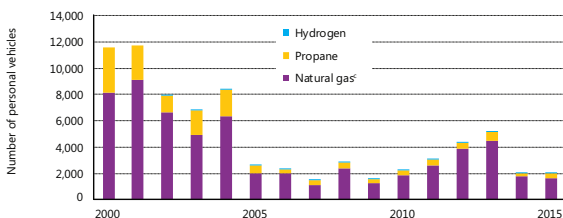
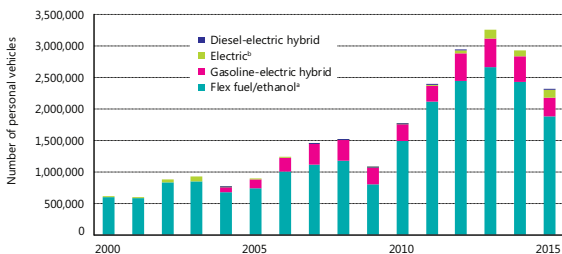


Key: CAFE = Corporate Average Fuel Economy; EPA = Environmental Protection Agency.

Notes: New fleet data and CAFE standards are for vehicle model years. On-road fleet data include passenger cars and light trucks and are estimated using average miles traveled per gallon of fuel consumed for each calendar year.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 4-23, available at www.bts.gov as of November 2017.

7-8 Alternative Fuel Vehicles by Fuel Type, Personal Vehicles: 2000–2015

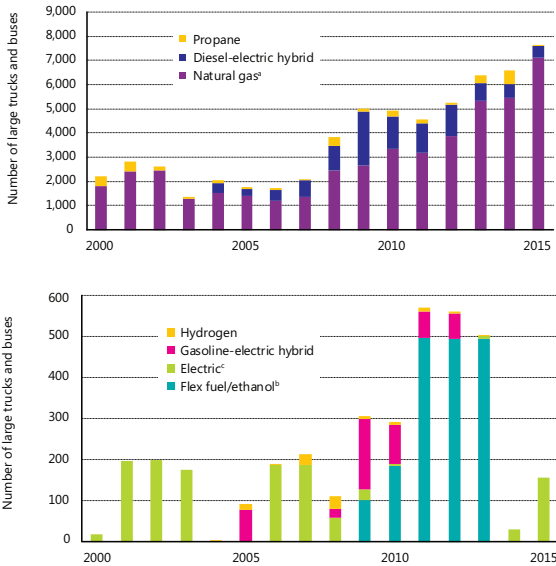


^aFlex fuel/ethanol vehicles are capable of running on E85, plain gasoline, or any ethanol-gasoline blends in between. ^bExcludes gasoline-electric and diesel-electric hybrids. ^cIncludes compressed natural gas (CNG) and liquified natural gas (LNG).

Note: Includes the total number of light and medium duty vehicles that were manufactured or converted by vehicle suppliers (companies or organizations) in the associated calendar year.

Source: U.S. Department of Energy, Energy Information Administration, Alternative Fuel Vehicle Data, Supplier Database, available at <https://www.eia.gov/renewable/afv/supply.php> as of October 2017.

7-9 Alternative Fuel Vehicles by Fuel Type, Large Trucks and Buses : 2000–2015



Notes: ^aIncludes compressed natural gas (CNG) and liquified natural gas (LNG). Includes the total number of heavy duty vehicles that were manufactured or converted by vehicle suppliers (companies or organizations) in the associated calendar year. ^bFlex fuel/ethanol vehicles are capable of running on E85, plain gasoline, or any ethanol-gasoline blends in between. ^cExcludes gasoline-electric and diesel-electric hybrids.

Source: U.S. Department of Energy, Energy Information Administration, Alternative Fuel Vehicle Data, Supplier Database, available at <https://www.eia.gov/renewable/afv/supply.php> as of October 2017.

GLOSSARY

Air carrier: Certificated provider of scheduled and nonscheduled services.

Alternative fueled vehicle: A vehicle designed to operate on an alternative fuel (e.g., compressed natural gas, propane, electricity). The vehicle can be either a dedicated vehicle designed to operate exclusively on alternative fuel or a non-dedicated vehicle designed to operate on alternative fuel and/or traditional fuel.

Chained dollars: A method of adjusting to real dollar amounts to account for both changes in price-levels and the composition of output over time. This is completed by using a chain-weighted type index, or average weights in successive time periods, to get a comparable time series of data.

Class I railroad: Railroads earning adjusted annual operating revenues for three consecutive years of \$250,000,000 or more, based on 1991 dollars with an adjustment factor applied to subsequent years.

Commuter rail: Urban/suburban passenger train service for short-distance travel between a central city and adjacent suburbs run on tracks of a traditional railroad system. Does not include heavy or light rail transit service.

Demand response transit: A nonfixed-route, nonfixed-schedule form of transportation that operates in response to calls from passengers or their agents to the transit operator or dispatcher.

Directional route-miles: The sum of the mileage in each direction over which transit vehicles travel while in revenue service.

Enplanements: Total number of revenue passengers boarding aircraft.

For-hire: Refers to a vehicle operated on behalf of or by a company that provides services to external customers for a fee. It is distinguished from private transportation services, in which a firm transports its own freight and does not offer its transportation services to other shippers.

General aviation: Civil aviation operations other than those air carriers holding a Certificate of Public Convenience and Necessity. Types of aircraft used in general aviation range from corporate, multi-engine jets piloted by a professional crew to amateur-built, single-engine, piston-driven, acrobatic planes.

Gross domestic product: The total value of goods and services produced by labor and property located in the United States. As long as the labor and property are located in the United States, the suppliers may be either U.S. residents or residents of foreign countries.

Heavy-rail transit: High-speed transit rail operated on rights-of-way that exclude all other vehicles and pedestrians.

Hybrid electric vehicle: Hybrid electric vehicles combine features of internal combustion engines and electric motors. Unlike 100% electric vehicles, hybrid vehicles do not need to be plugged into an external source of electricity to be recharged. Most hybrid vehicles operate on gasoline.

International Roughness Index (IRI): A scale for pavement roughness based on the simulated response of a generic motor vehicle to the roughness in a single wheel path of the road surface.

Lane-miles: One mile of one lane of road.

Light-duty vehicle: Includes passenger cars, light trucks, vans, pickup trucks, and sport/utility vehicles regardless of wheelbase.

Light-rail transit: Urban transit rail operated on a reserved right-of-way that may be crossed by roads used by motor vehicles and pedestrians.

Nominal dollars: A market value that does not take inflation into account and reflects prices and quantities that is current during the period being measured.

Nonself-propelled vessels: Includes dry cargo, tank barges, and railroad car floats that operate in U.S. ports and waterways.

Oceangoing vessels: Includes U.S. flag, privately-owned merchant fleet of oceangoing, self-propelled, cargo-carrying vessels of 1,000 gross tons or greater.

Particulates: Carbon particles formed by partial oxidation and reduction of hydrocarbon fuel. Also included are trace quantities of metal oxides and nitrides originating from engine wear, component degradation, and inorganic fuel additives.

Passenger-mile: One passenger transported one mile. For example, one vehicle traveling 3 miles carrying 5 passengers generates 15 passenger miles.

Personal communication: Involves contacting the source for data if not publicly available.

Plug-in hybrid electric vehicles: Plug-in hybrids use the electric battery as the primary energy source by relying on battery power for propulsion for a limited range (15-40 miles) before switching to internal combustion propulsion (thus reducing gasoline consumption).

Reliever airports: Airports designated by the Federal Aviation Administration to relieve congestion at commercial service airports and to provide improved general aviation access to the overall community.

Seasonally adjusted: Measures the real differences in data trends by adjusting for seasonal factors such as the change in the number of days, weekends, holidays, or other seasonal activity in a month such as vacation travel.

Self-propelled vessels: Includes dry cargo vessels, tankers, and offshore supply vessels, tugboats, pushboats, and passenger vessels, such as excursion/sightseeing boats, combination passenger and dry cargo vessels, and ferries.

Short ton: A unit of weight equal to 2,000 pounds.

Structurally deficient: Structural deficiencies are characterized by deteriorated conditions of significant bridge elements and reduced load-carrying capacity.

Real dollars: A method of adjusting nominal dollars to account for price level changes over time. It reflects purchasing power in a given period.

Tg CO₂ Eq.: Teragrams of carbon dioxide equivalent, a metric measure used to compare the emissions from various greenhouse gases based on their global warming potential.

Ton-mile: A unit of measure equal to movement of one ton over one mile.

Transportation Services Index: BTS' monthly measure indicating the relative change in the volume of services over time performed by the for-hire transportation sector. Change is shown relative to a base year, which is given a value of 100. The TSI covers the activities of for-hire freight carriers, for-hire passenger carriers, and a combination of the two. See www.bts.gov for a detailed explanation.

Transportation Services Index Combined: The combined Transportation Services Index (TSI) includes available data on freight traffic, as well as passenger travel, that have been weighted to yield a monthly measure of transportation services output.

Transportation Services Index Freight: The freight TSI measures the output of the for-hire freight transportation industry and consists of data from for-hire trucking, rail, inland waterways, pipelines and air freight.

Transportation Services Index Passenger: The passenger TSI includes local transit, intercity passenger rail, and passenger air transportation, that have been weighted to yield a monthly measure of transportation services output.

Unlinked passenger trip: The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

Vehicle-mile: One vehicle traveling one mile.

Statistics published in this Pocket Guide to Transportation come from many different sources. Some statistics are based on samples and are subject to sampling variability. Statistics may also be subject to omissions and errors in reporting, recording, and processing.

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MAJOR TRENDS

INFRASTRUCTURE

MOVING PEOPLE

MOVING GOODS

SAFETY

PERFORMANCE

ECONOMY

ENVIRONMENT

GLOSSARY



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