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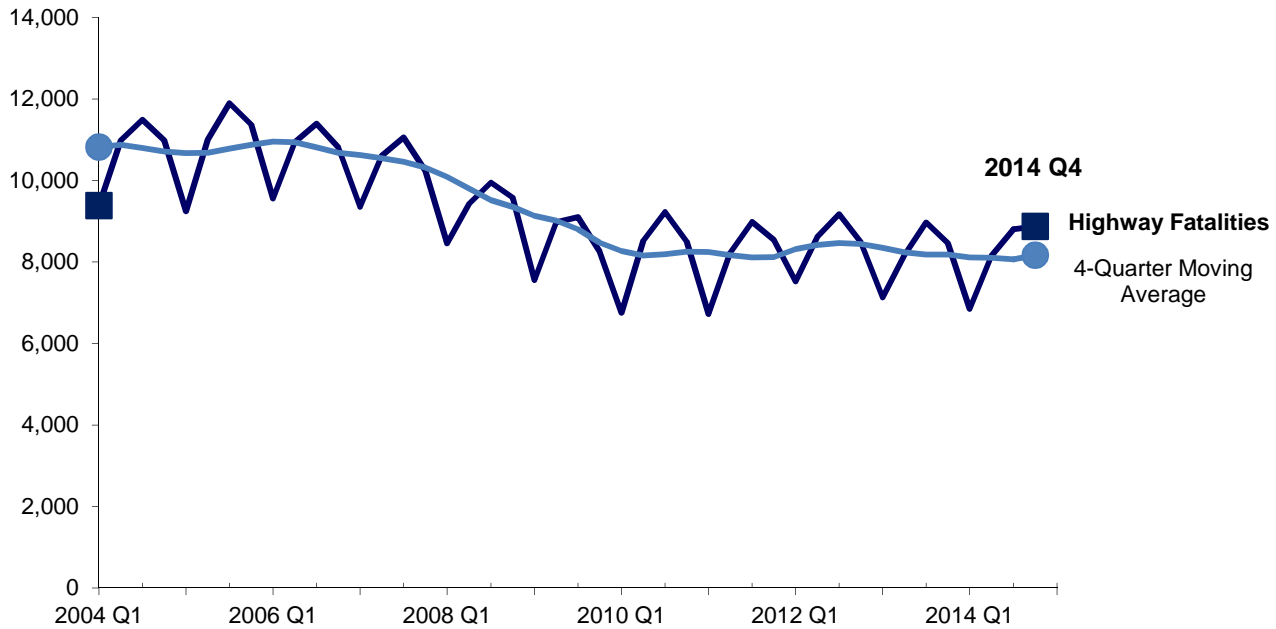
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## Highway Fatalities

Quarterly data



Highway Fatalities	2013 Q4	2014 Q4
Highway-Related Fatalities	8,454	8,875
Percent change from same quarter previous year	-0.3%	+5.0%

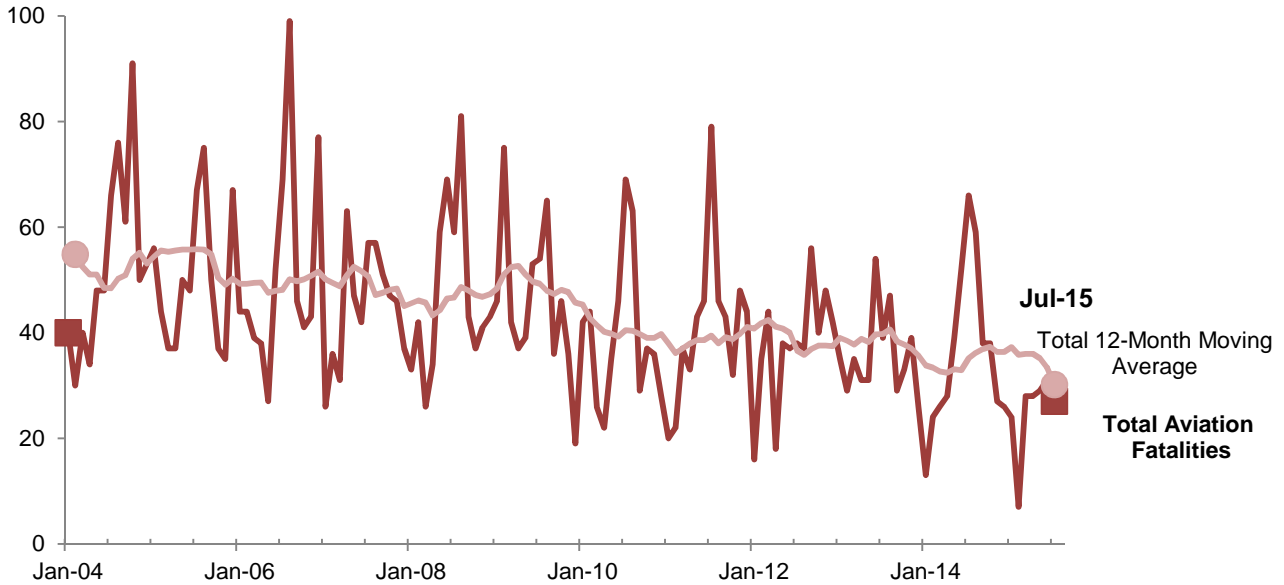
**NOTES:** Highway-related fatalities includes the number of people who died in motor vehicle crashes within 30 days of the incident, including vehicles at rail crossings and transit vehicles operating over the road. It includes passenger cars, motorcycles, light trucks, large trucks, buses, pedestrians, pedalcyclists, and other/unknown.

Data for the most recent year that do not have an annual FARS dataset available (2013 and 2014) are estimated by NHTSA and not final.

**SOURCES: 2004-2012** — U.S. Department of Transportation, National Highway Traffic Safety Administration, *Fatality Analysis Reporting System*, available at <http://www.nhtsa.gov/FARS>, as of April 2015. **2013 and 2014** — U.S. Department of Transportation, National Highway Traffic Safety Administration, "Early Estimates of Motor Vehicle Traffic Fatalities in 2014," as of August 2015.

## Air Fatalities

Monthly data



<b>Air Fatalities</b>	<b>Jul-14</b>	<b>Jul-15</b>
General Aviation Fatalities	66	25
Percent change from same month previous year	+ 69.2%	- 62.1%
Air Carrier and Air Taxi Fatalities	0	2

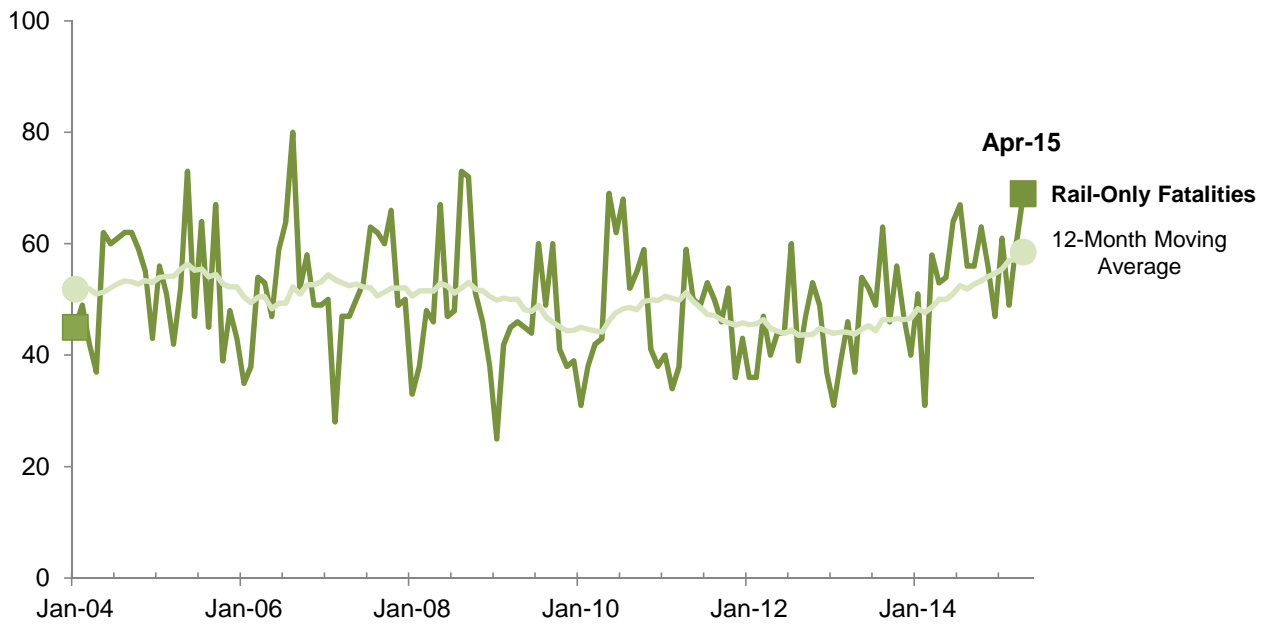
**NOTES:** General Aviation fatalities include private aviation operations and excludes Federal Aviation Regulation (FAR) Part 121 (Air Carriers), 129 (Foreign), 135 (On-Demand), and Non-U.S./Commercial operations. Air Carriers include scheduled and non-scheduled commercial passenger flights as well as cargo flights under FAR Part 121 and Air Taxis include smaller aircraft for commuter and on-demand operations included under FAR Part 135.

General aviation data in this dataset does not include the 154 persons killed aboard a foreign-registered aircraft operated by Gol Airlines, which collided with a U.S.-registered general aviation aircraft over Brazil in September 2006 .

**SOURCE:** National Transportation Safety Board, *Aviation: Accident Database & Synopses*, available at [http://www.nts.gov/\\_layouts/nts.aviation/index.aspx](http://www.nts.gov/_layouts/nts.aviation/index.aspx) as of August 2015.

## Rail Fatalities

Monthly data



<b>Rail Fatalities</b>	<b>Apr-14</b>	<b>Apr-15</b>
Rail Only Fatalities (excluding highway vehicles at public crossings)	53	69
Percent change from same month previous year	+ 43.2%	+ 30.2%

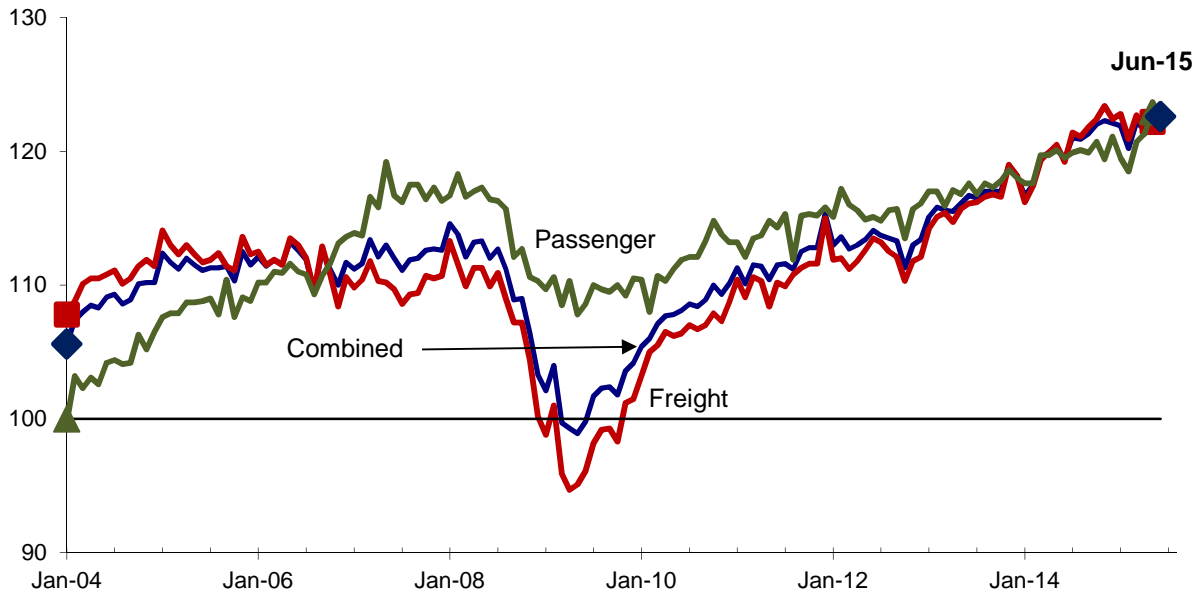
**NOTES:** Rail fatalities excludes occupants of highway motor vehicles killed at public highway-rail grade crossings. Rail fatalities at public crossings with highway vehicles are also counted under highway fatalities.

**SOURCE:** U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, *Operational Data Tables*, Accident Data and Table 4.06, available at <http://safetydata.fra.dot.gov/OfficeofSafety/> as of August 2015.

## Transportation Services Index

Monthly data, seasonally-adjusted

Chain-type index: 2000 = 100



Transportation Services Index (Index: 2000 = 100)	May-15	Jun-15
Combined TSI	122.5	122.2
Percent change from previous month	+ 0.7%	- 0.2%
Freight TSI	122.2	121.9
Percent change from previous month	+ 0.5%	- 0.2%
Passenger TSI	122.9	122.6
Percent change from previous month	+ 1.3%	- 0.2%

**NOTES:** The combined TSI measures the movement of both freight and passengers. The Freight TSI measures just the movement of freight and includes 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 Passenger TSI measures the volume of passengers and consists of local mass transit, intercity passenger rail, and passenger air transportation.

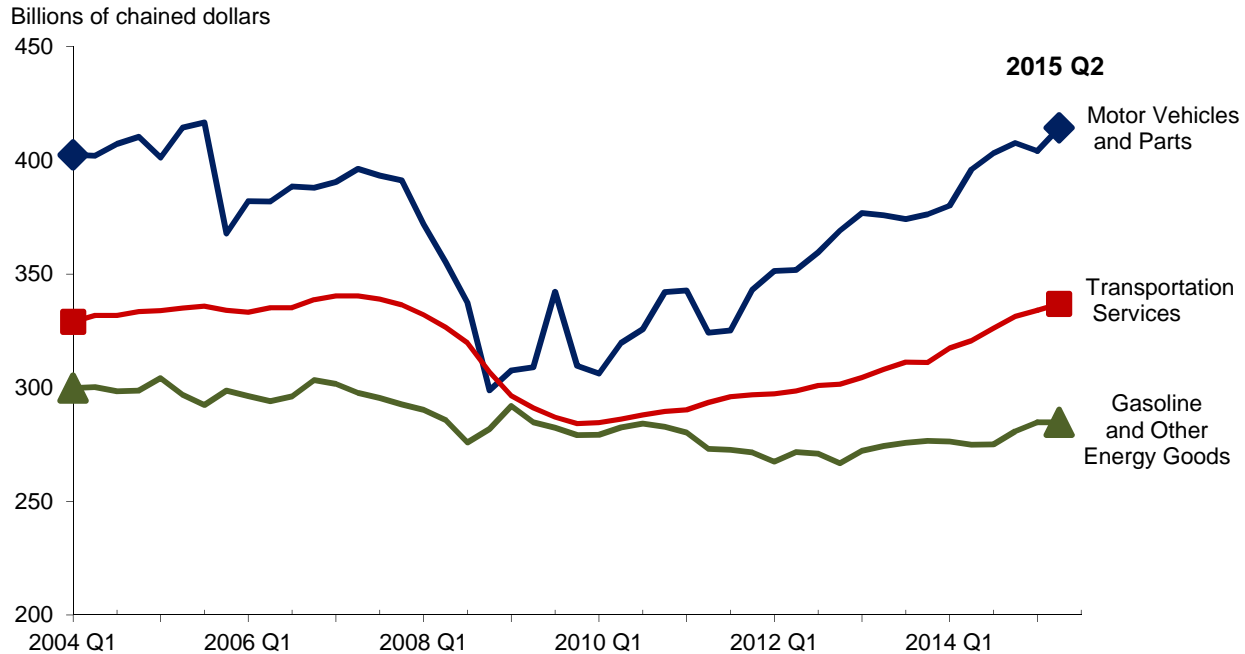
The TSI is updated monthly with the index numbers for the latest four months considered to be preliminary. With the April 2013 release of the TSI, BTS improved procedures and refined the TSI methodology. As a result, data back through January 2000 have been revised.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, *Transportation Services Index*, available at <http://www.bts.gov/> as of August 2015.



## Personal Spending on Transportation

Quarterly data, seasonally adjusted annual rate



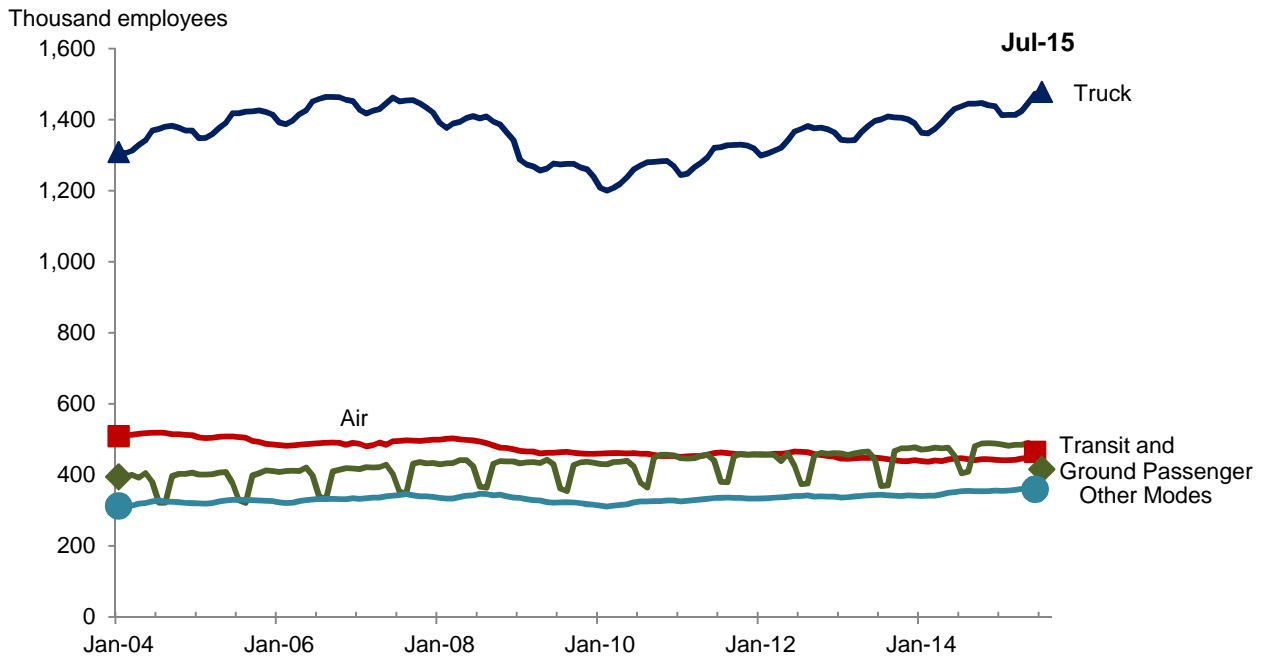
Personal Spending on Transportation (billions of chained 2009 dollars)	2015 Q1	2015 Q2
Motor Vehicles and Parts	404.1	414.3
Percent change from previous quarter	- 0.9%	+ 2.5%
Gasoline and Other Energy Goods	284.8	284.8
Percent change from previous quarter	+ 1.4%	+ 0.0%
Transportation Services	334.0	336.8
Percent change from previous quarter	+ 0.8%	+ 0.8%

**NOTES:** Personal spending on motor vehicles and parts include new motor vehicles, net purchases of used motor vehicles, and motor vehicle parts and accessories. Gasoline and other energy goods include motor vehicle fuels, lubricants, and fluids and fuel oil and other fuels. Transportation services include motor vehicle services (motor vehicle maintenance and repair and other motor vehicle services), public transportation/ground transportation (railway, intracity mass transit, taxicab, intercity bus, and other road transportation), air transportation, and water transportation.

**SOURCE:** U.S. Department of Commerce, Bureau of Economic Analysis, *National Income and Product Accounts*, available at <http://www.bea.gov/> as of August 2015.

## Transportation Employment

Monthly data, not seasonally adjusted



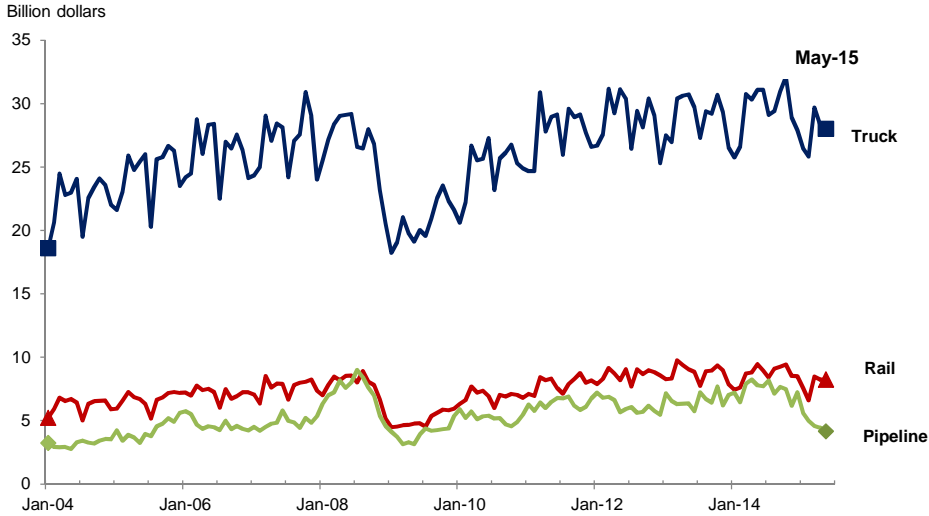
Transportation Employment (thousands)	Jul-14	Jul-15
Truck Transportation	1,437.9	1,478.3
Percent change from same month previous year	+ 2.7%	+ 2.8%
Transit and Ground Passenger Transportation	404.1	415.8
Percent change from same month previous year	+ 9.8%	+ 2.9%
Air Transportation	446.6	452.2
Percent change from same month previous year	- 0.1%	+ 1.3%
Other Transportation	353.7	360.0
Percent change from same month previous year	+ 2.7%	+ 1.8%

**NOTES:** Other Transportation Modes includes rail, water, and pipeline transportation. Data do not include the sightseeing, support activity, courier, or warehousing industries.

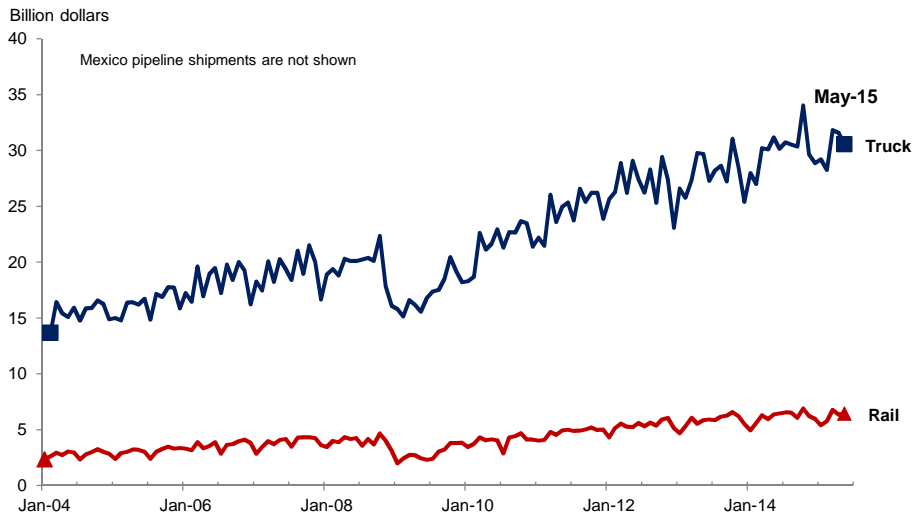
**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, *Current Employment Statistics*, available at <http://www.bls.gov/> as of August 2015.

## U.S. Surface Trade with Canada and Mexico

### Value of U.S. - Canada trade (monthly data, not seasonally adjusted)



### Value of U.S. - Mexico trade (monthly data, not seasonally adjusted)



U.S. - Canada (billions of dollars)		May-14	May-15
Truck		31.07	28.01
	Percent change from same month previous year	+ 1.1%	- 9.8%
Rail		9.46	8.24
	Percent change from same month previous year	+ 4.6%	- 12.9%
Pipeline		7.78	4.16
	Percent change from same month previous year	+ 22.5%	- 46.5%

U.S. - Mexico (billions of dollars)		May-14	May-15
Truck		31.16	30.57
	Percent change from same month previous year	+ 5.0%	- 1.9%
Rail		6.38	6.43
	Percent change from same month previous year	+ 9.1%	+ 0.8%
Pipeline		0.42	0.32
	Percent change from same month previous year	+ 8.1%	- 25.2%

**NOTE:** The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, *TransBorder Freight Data*, available at <http://transborder.bts.gov/programs/international/transborder/> as of August 2015.

## Motor Fuel Prices: Retail Gasoline Prices

Weekly data, not seasonally adjusted

Dollars per gallon, including all taxes



<b>Retail Gasoline Prices (Regular Grade)</b>	<b>08/10/15</b>	<b>08/17/15</b>
Average regular grade, all formulations (Current dollars per gallon, including all taxes)	2.63	2.72
Percent change from previous week	- 2.2%	+ 3.3%

**SOURCE:** U.S. Department of Energy, Energy Information Administration, *Weekly Retail Gasoline Prices*, available at <http://eia.doe.gov/> as of August 2015.

## Motor Fuel Prices: Retail Diesel Prices

Weekly data, not seasonally adjusted

Dollars per gallon, including all taxes



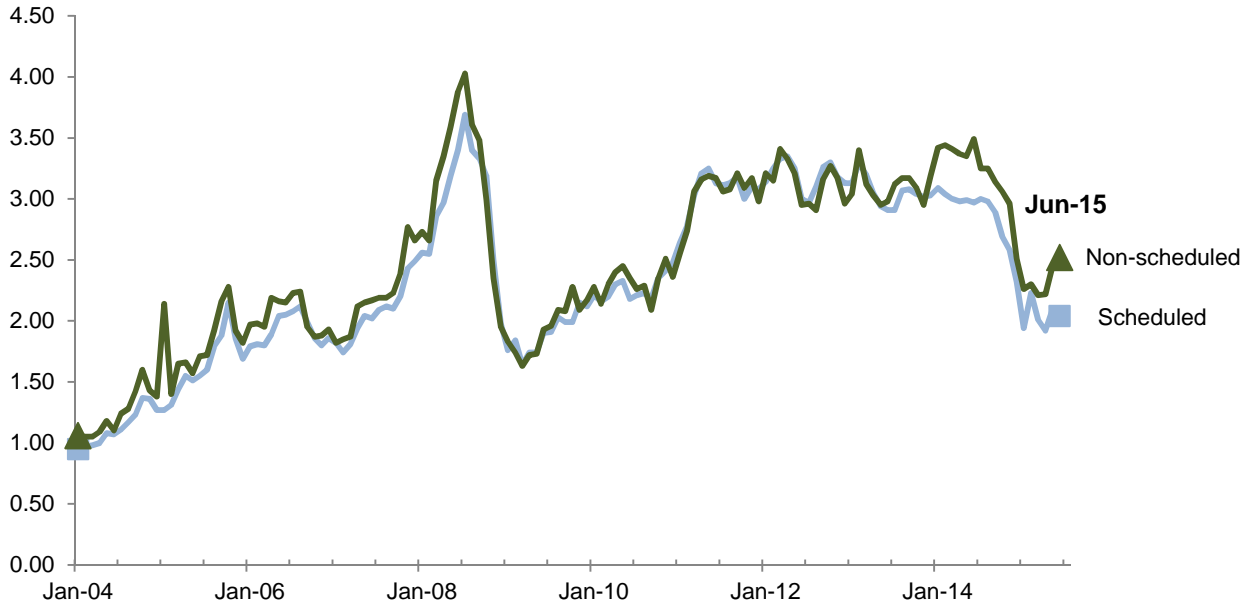
<b>Retail On-Highway Diesel Prices (Average All Types)</b>	<b>08/10/15</b>	<b>08/17/15</b>
Retail on-highway diesel prices (Current dollars per gallon, including all taxes)	2.62	2.62
Percent change from previous week	- 1.9%	- 0.1%

**SOURCE:** U.S. Department of Energy, Energy Information Administration, *Weekly On-Highway Diesel Prices*, available at <http://eia.doe.gov/> as of August 2015.

## Domestic Airline Jet Fuel Prices

Monthly data, not seasonally adjusted

Dollars per gallon



Average Jet Fuel Price (Current dollars per gallon)	Jun-14	Jun-15
Domestic Non-scheduled Airline Service	3.49	2.52
Percent change from same month previous year	+ 17.1%	- 27.8%
Domestic Scheduled Airline Service	2.97	2.04
Percent change from same month previous year	+ 2.1%	- 31.3%

**NOTES:** Average jet fuel prices are for U.S. Carriers only. The current value is compared to the value from the same period in the previous year to account for seasonality.

January - June 2015 data are preliminary.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, *Airline Fuel Cost and Consumption*, available at [http://www.bts.gov/programs/airline\\_information/](http://www.bts.gov/programs/airline_information/) as of August 2015.

## Index of Railroad Fuel Prices

Monthly data, not seasonally adjusted

Index: July 15, 1990 = 100



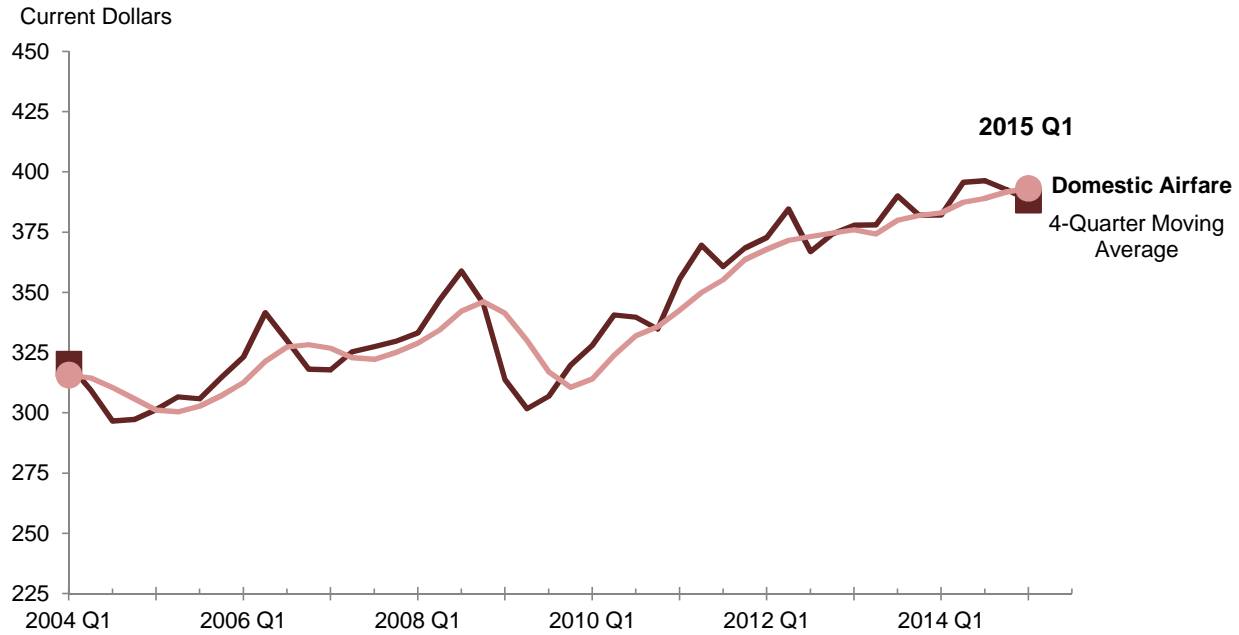
<b>Index of Railroad Fuel Prices</b>	<b>Jun-14</b>	<b>Jun-15</b>
Railroad Fuel Prices (Index: July 15, 1990 = 100)	596.5	385.8
Percent change from same month previous year	+ 0.4%	- 35.3%

**NOTE:** The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** Association of American Railroads, *Monthly Railroad Fuel Price Indexes*, available at <http://www.aar.org/> as of August 2015.

## Average Domestic Air Fares

Quarterly data, not seasonally adjusted



<b>Average Domestic Air Fares</b>	<b>2014 Q1</b>	<b>2015 Q1</b>
Average Fare (dollars)	382.15	388.32
Percent change from same quarter previous year	+ 1.1%	+ 1.6%

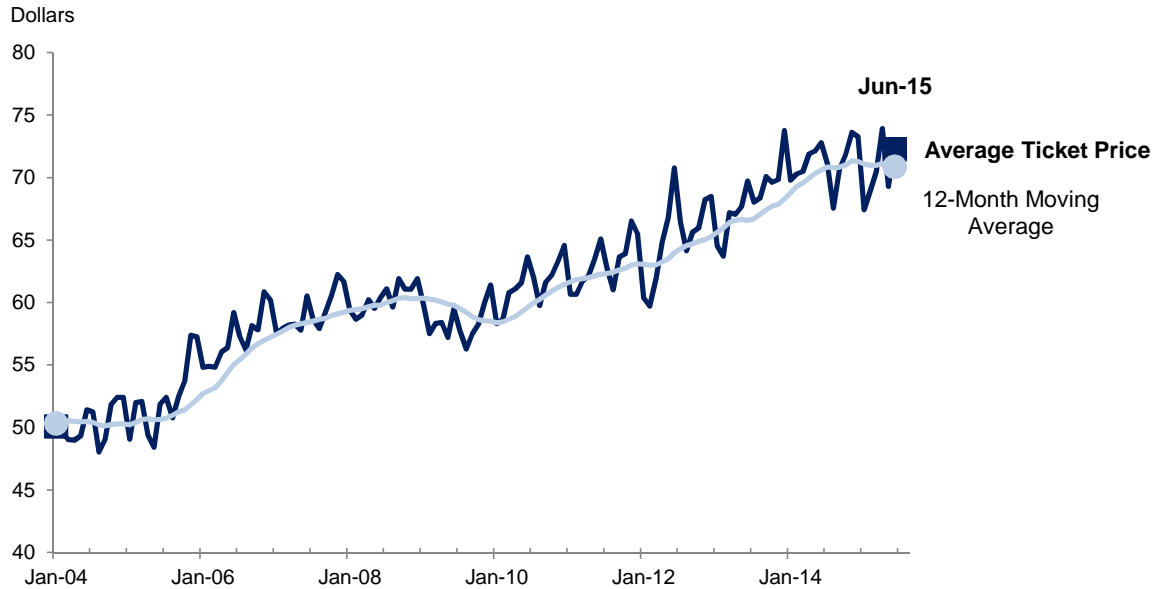
**NOTE:** The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, *Air Fares*, available at <http://www.bts.gov/> as of August 2015.

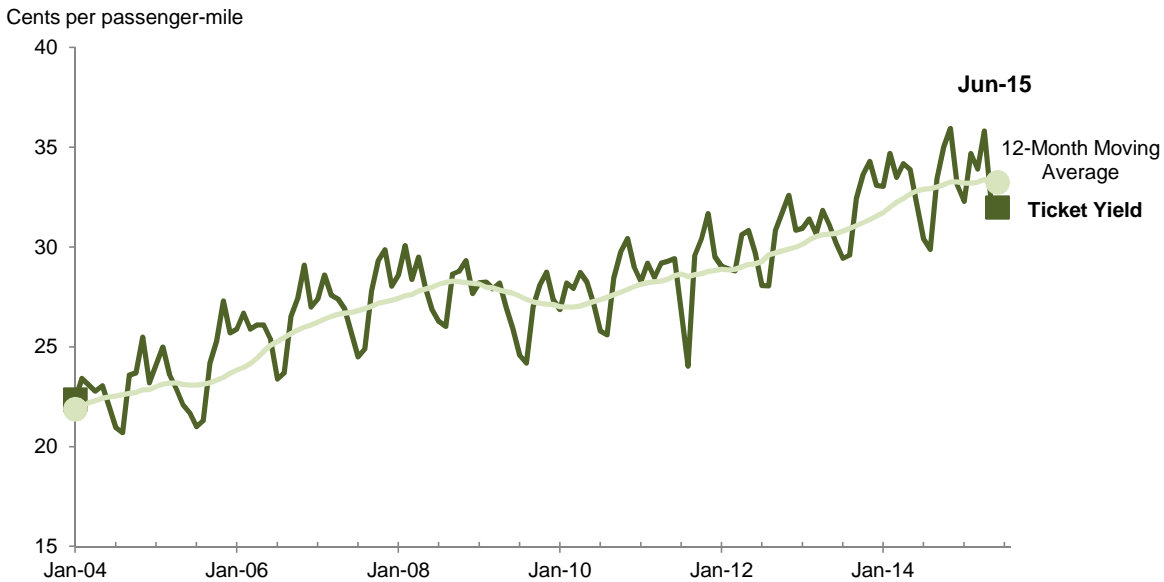


## Amtrak Ticket Prices and Yields

Average Amtrak ticket prices (monthly data, not seasonally adjusted)



Amtrak ticket yield (monthly data, not seasonally adjusted)



Amtrak Ticket Prices and Yields		Jun-14	Jun-15
Average Amtrak ticket prices (dollars)		72.80	72.25
Percent change from same month previous year		+ 4.4%	- 0.8%
Amtrak ticket yield (cents per passenger-mile)		32.1	32.0
Percent change from same month previous year		+ 6.4%	- 0.4%

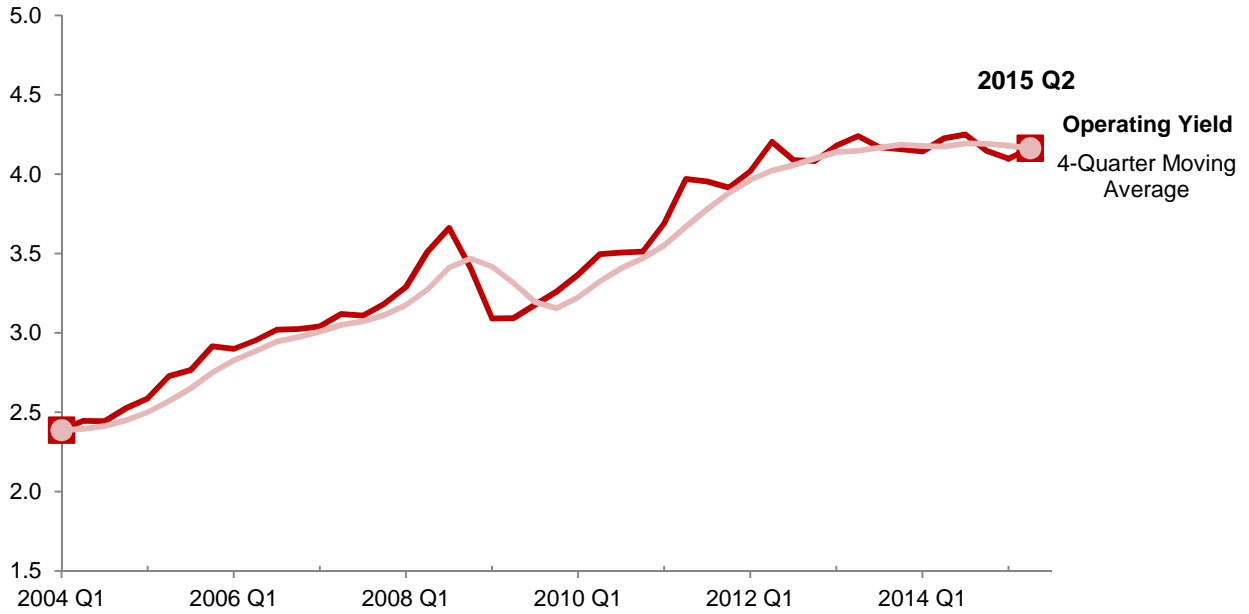
**NOTE:** Amtrak ticket yield measures ticket revenue per passenger mile. The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports*, available at <http://www.amtrak.com/> as of August 2015.

## Freight Rail Yields

Operating Yield (quarterly data, not seasonally adjusted)

Cents per ton-mile



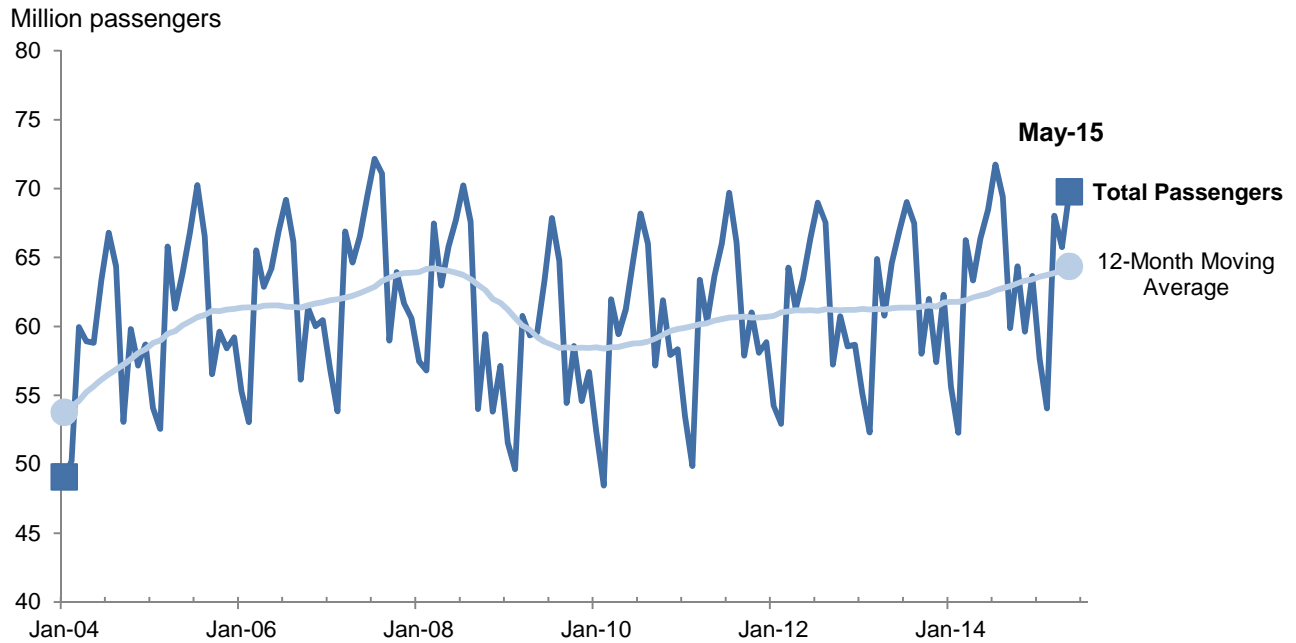
Freight Rail Operating Yields (Class I only)	2014 Q2	2015 Q2
Operating Yield (cents per ton-mile)	4.23	4.16
Percent change from same quarter previous year	- 0.3%	- 1.5%

**NOTES:** The operating yield was calculated based on operating revenues per revenue ton-mile of freight for Class I railroads only. The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, calculations based upon Surface Transportation Board, Office of Economics, Environmental Analysis, and Administration, *Quarterly Selected Earnings*, available at <http://www.stb.dot.gov/> as of August 2015.

## U.S. Airline Passengers

Monthly data, not seasonally adjusted



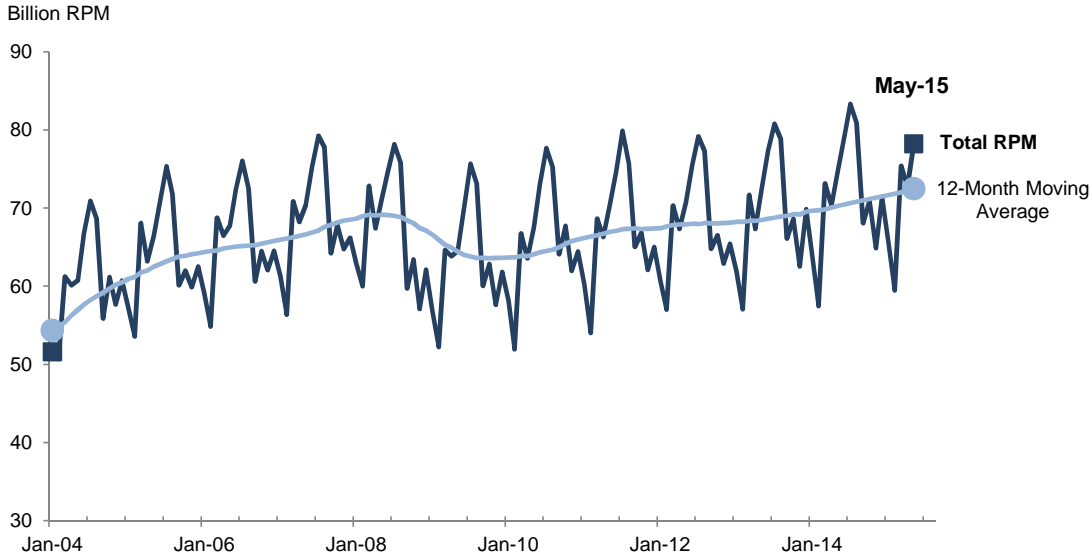
<b>U.S. Airline Passengers</b>	<b>May-14</b>	<b>May-15</b>
Scheduled System (Domestic and International) U.S. Airlines Total Passengers	66,368,015	69,764,395
Percent change from same month previous year	+ 2.8%	+ 5.1%

**NOTE:** The current value is compared to the value from the same period in the previous year to account for seasonality.

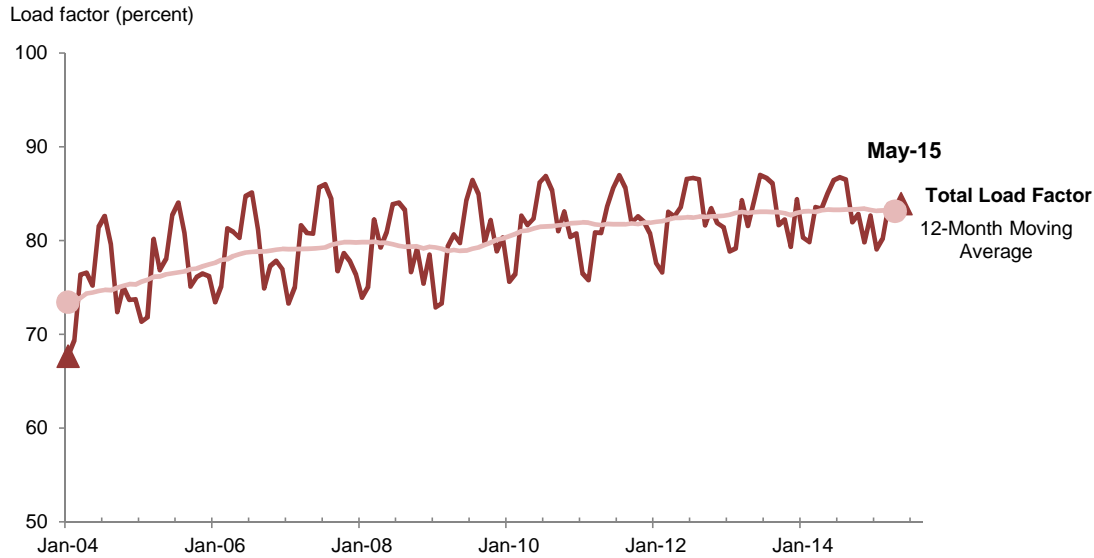
**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, available at [http://www.bts.gov/programs/airline\\_information/](http://www.bts.gov/programs/airline_information/) as of August 2015.

## U.S. Airline Revenue Passenger-Miles and Load Factor

### Revenue Passenger-Miles (monthly data, not seasonally adjusted)



### Load Factor (monthly data, not seasonally adjusted)



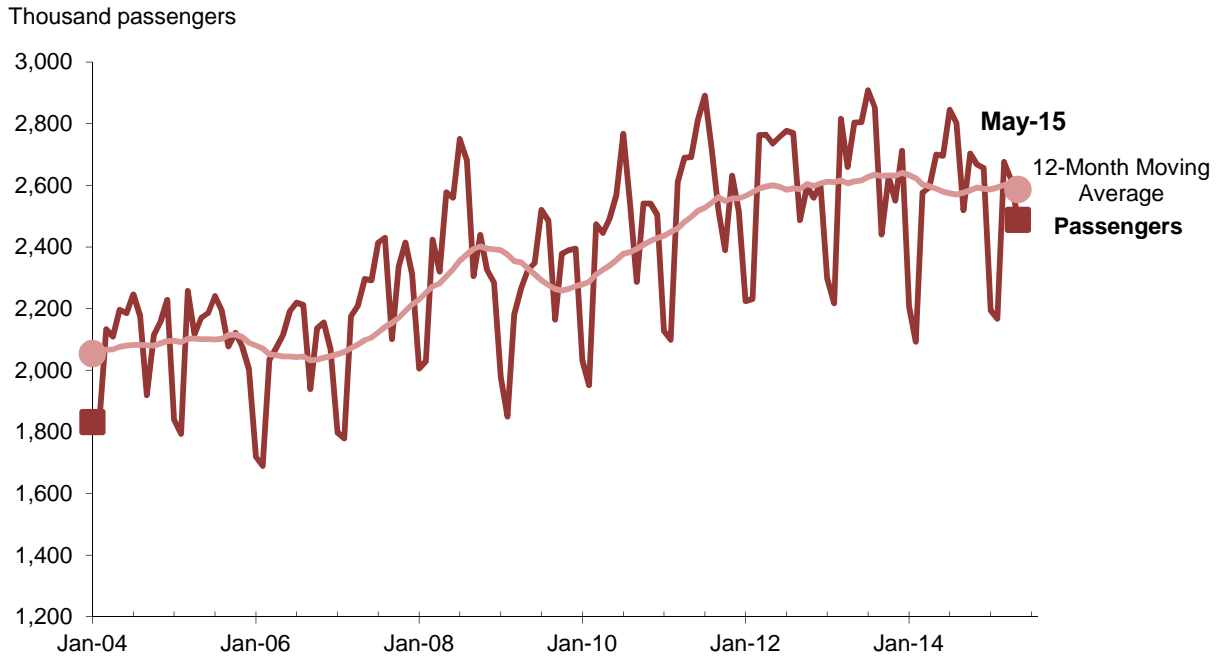
U.S. Airline Revenue Passenger-Miles and Load Factor (Domestic and International)	May-14	May-15
Scheduled System U.S. Airlines Total RPM (billions)	74.82	78.26
Percent change from same month previous year	+ 3.2%	+ 4.6%
Scheduled System U.S. Airlines Load Factor (percent)	85.04	83.94
Difference from same month previous year	+ 0.8%	- 1.1%

**NOTE:** Revenue passenger miles and load factor are for U.S. Carriers only. Revenue passenger miles includes transporting one revenue passenger one mile in revenue service. Airline load factors measure aircraft capacity and are calculated by dividing total revenue passenger miles by available seat miles. The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, available at [http://www.bts.gov/programs/airline\\_information/](http://www.bts.gov/programs/airline_information/) as of August 2015.

## Amtrak Ridership

Monthly data, not seasonally adjusted



Amtrak Ridership	May-14	May-15
Amtrak Ridership	2,700,179	2,487,546
Percent change from same month previous year	- 3.7%	- 7.9%

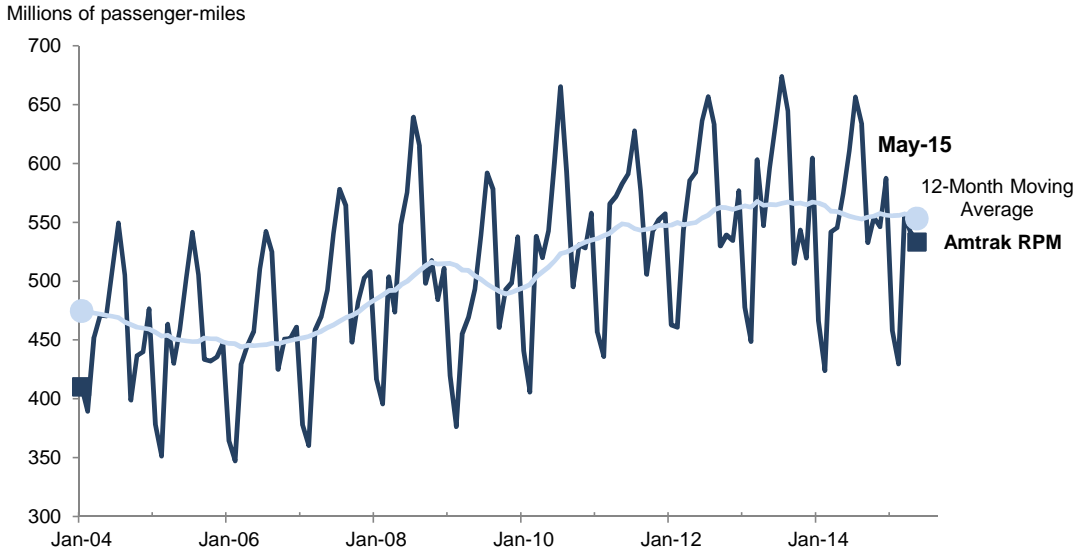
**NOTES:** The current value is compared to the value from the same period in the previous year to account for seasonality.

Starting with October 2013, Amtrak began counting actual lifted ridership for multi-ride tickets, rather than estimating multi-ride ridership. One result is that adjusted ridership for earlier periods is generally two to three percent lower than under the new standard. More information is available in Amtrak's *Monthly Performance Reports*, available at <http://www.amtrak.com>.

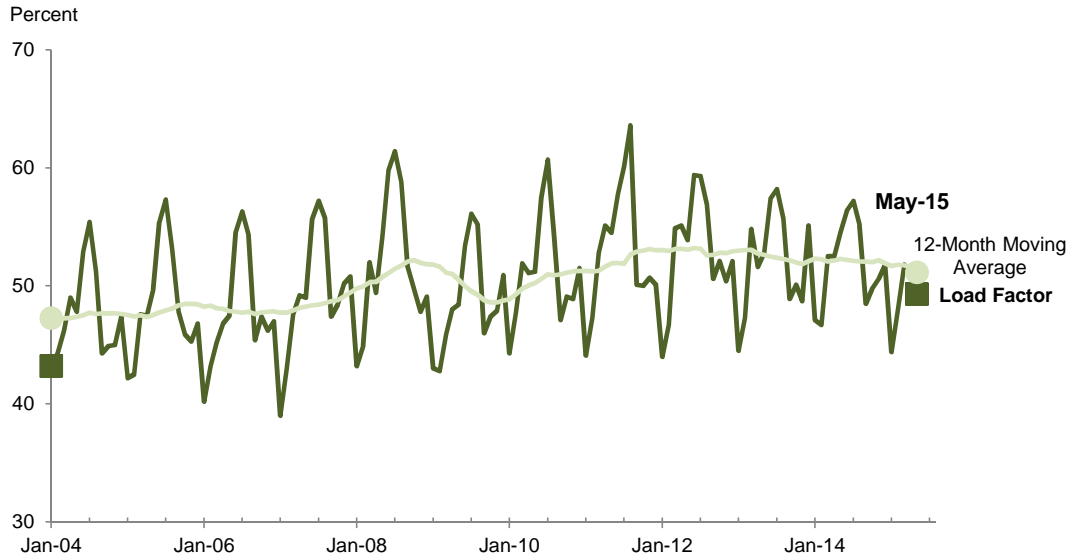
**SOURCE:** U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, *Operational Data Tables*, Table 1.02, available at <http://safetydata.fra.dot.gov/OfficeofSafety/> as of August 2015.

## Amtrak Revenue Passenger-Miles and Load Factor

### Revenue Passenger-Miles (monthly data, not seasonally adjusted)



### Load Factor (monthly data, not seasonally adjusted)



Amtrak Revenue Passenger-Miles and Load Factor		May-14	May-15
Amtrak revenue passenger-miles (millions)		574.8	533.3
Percent change from same month previous year		-3.6%	-7.2%
Passenger load factor (percent)		54.6	49.3
Difference from same month previous year		+1.8%	-5.3%

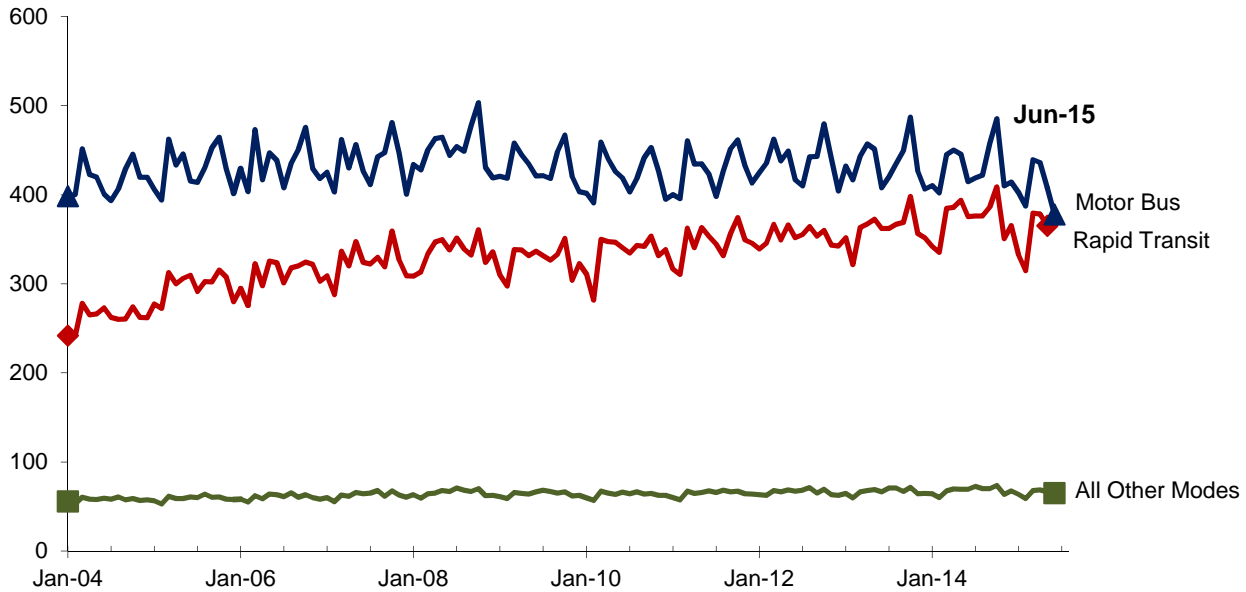
**NOTE:** Amtrak revenue passenger-miles measure the movement of a passenger for a distance of one mile. Amtrak load factors measure Amtrak passenger capacity and are calculated by dividing total passenger miles by seat miles. The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCES: Revenue Passenger-Miles** — U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, *Operational Data Tables*, Table 1.02, available at <http://safetydata.fra.dot.gov/OfficeofSafety/> as of August 2015. **Load Factor** — National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports*, available at <http://www.amtrak.com/> as of August 2015.

## Transit Ridership

Monthly data, not seasonally adjusted

Million unlinked passenger trips



Transit Ridership (million unlinked passenger trips)	Jun-14	Jun-15
Motor Bus	414.8	377.9
Percent change from same month previous year	+ 1.7%	- 8.9%
Rapid Transit	375.6	375.7
Percent change from same month previous year	+ 3.7%	+ 0.0%
All Other Modes	69.4	65.2
Percent change from same month previous year	+ 4.1%	- 6.0%

**NOTES:** Motor Bus includes local motor bus, commuter bus, and bus rapid transit. Rapid Transit includes heavy rail, light rail, and streetcar rail. All Other Modes includes commuter rail, demand response and demand response taxi, trolley bus, van pool, ferry boat, monorail and automated guideway, cable car, and inclined plane.

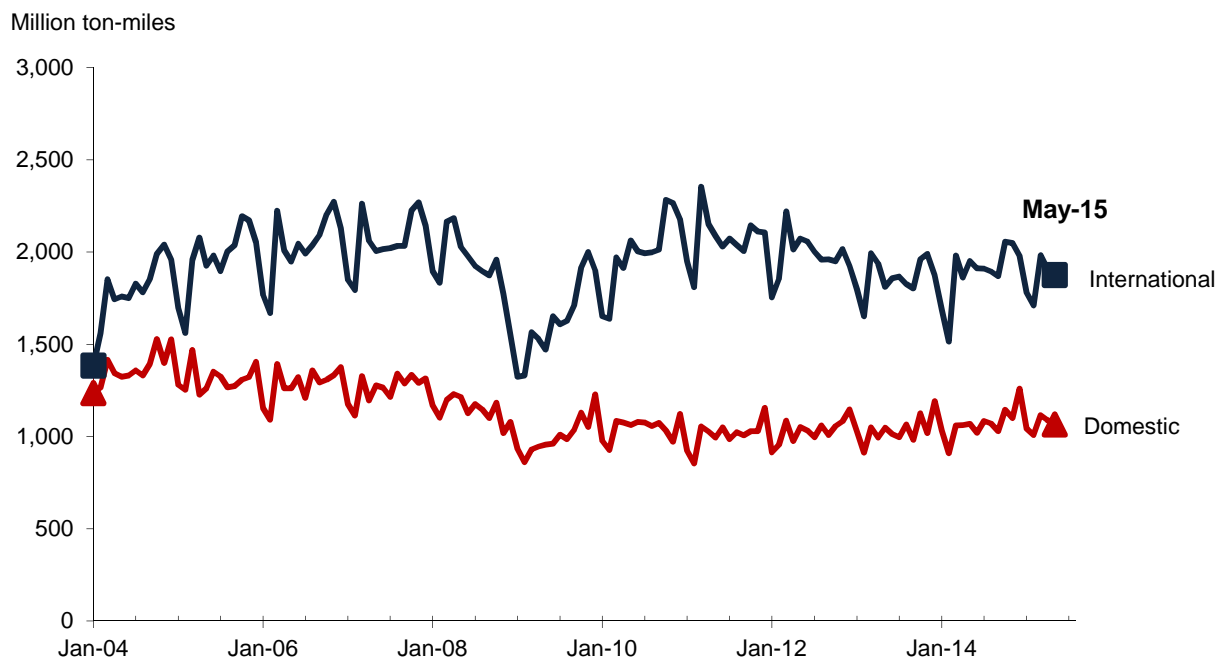
Starting in January 2012, data for Small System Waiver agencies that do not have a mode are reported under Motor Bus. Data reported under the hybrid rail mode are reported under their classifications prior to January 2012.

Data for the most recent two months are estimated for agencies that have yet to report.

**SOURCE:** U.S. Department of Transportation, Federal Transit Administration, *National Transit Database*, available at <http://www.ntdprogram.gov/> as of August 2015.

## U.S. Air Carrier Cargo Revenue Ton-Miles

Monthly data, not seasonally adjusted



<b>U.S. Air Carrier Cargo Revenue Ton-Miles (millions)</b>	<b>May-14</b>	<b>May-15</b>
International Cargo Revenue Ton-Miles	1,953	1,876
Percent change from same month previous year	+ 7.8%	- 4.0%
Domestic Cargo Revenue Ton-Miles	1,070	1,065
Percent change from same month previous year	+ 2.1%	- 0.5%

**NOTES:** A Cargo Revenue Ton-Mile is one ton of revenue cargo (freight or mail) carried for one mile. International data in this file cover all non-domestic operating entities of U.S. air carriers. The non-domestic operating entity categories include "Atlantic," "Latin America," "Pacific," and "International." The "International" classification covers operations for carriers that do not classify certain operations as being conducted by the other three operating entities.

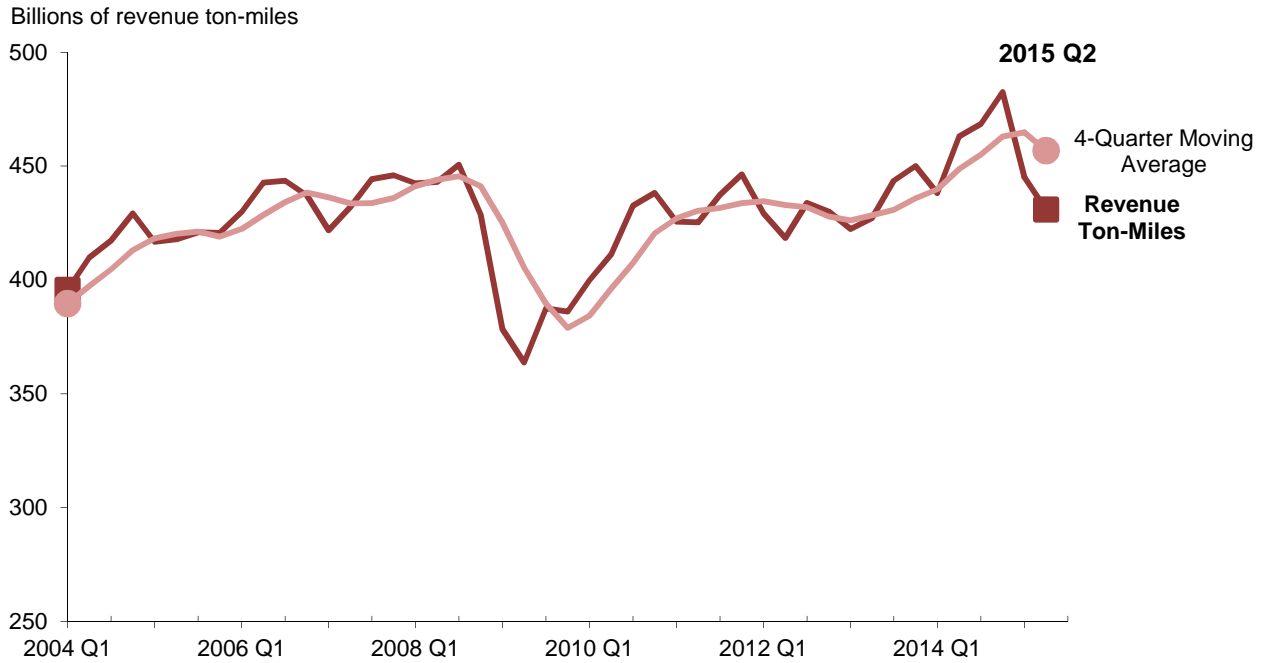
Data for September 2002 and earlier are not strictly comparable to more recent data due to a change in reporting requirements. More carriers became required to report starting October 2002. The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, available at <http://www.transtats.bts.gov/> as of August 2015.



## Rail Freight Revenue Ton-Miles

Quarterly data, not seasonally adjusted



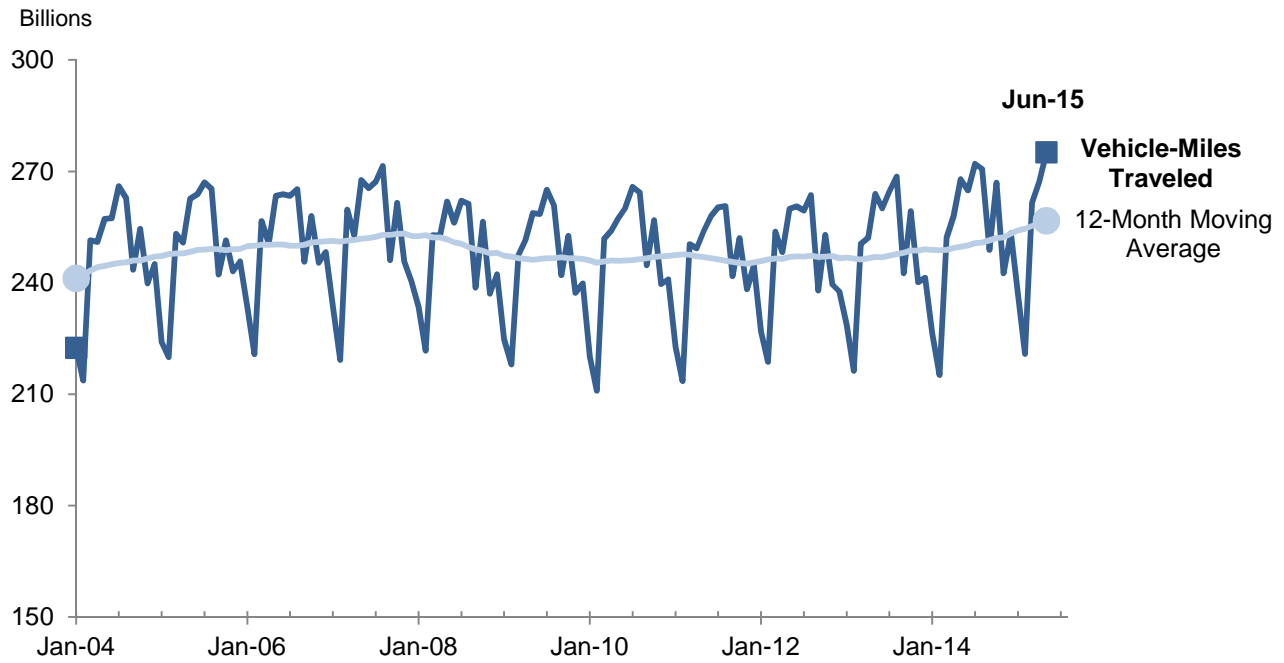
<b>Rail Freight Revenue Ton-Miles (Class I only)</b>	<b>2014 Q2</b>	<b>2015 Q2</b>
Rail Freight Revenue Ton-Miles (billions)	462.9	431.0
Percent change from same quarter previous year	+ 8.4%	- 6.9%

**NOTES:** Rail Freight Revenue Ton-Miles is the number of rail revenue tons of freight carried one mile. The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** Surface Transportation Board; Office of Economics, Environmental Analysis, and Administration; *Quarterly Earnings Reports*; available at <http://www.stb.dot.gov/> as of August 2015.

## U.S. Highway Vehicle-Miles Traveled

Monthly data, not seasonally adjusted



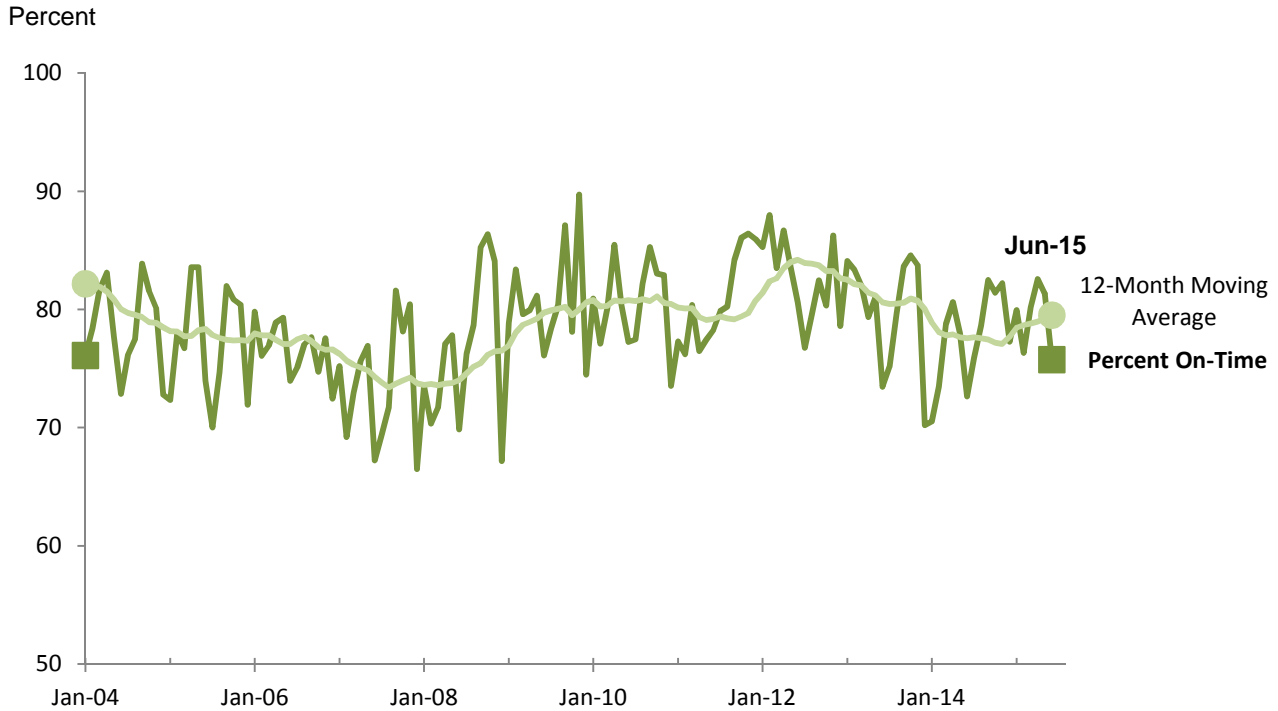
	Jun-14	Jun-15
<b>Vehicle-Miles Traveled</b>		
Highway vehicle-miles (millions)	264,868	275,125
Percent change from same month previous year	+ 1.9%	+ 3.9%

**NOTE:** Vehicle-miles traveled measures the number of miles traveled nationally by vehicles for a certain period of time. The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, *Traffic Volume Trends*, available at <http://www.fhwa.dot.gov/> as of August 2015.

## U.S. Major Air Carriers On-time Performance

U.S. Major Air Carrier Domestic On-time Arrival Performance (monthly data, not seasonally adjusted)



<b>Flight On-Time Performance</b>	<b>Jun-14</b>	<b>Jun-15</b>
Number of scheduled flights	309,500	326,850
Percent change from same month previous year	+ 2.7%	+ 5.6%
Percentage of flights arriving on-time	72.63	75.75
Difference from same month previous year	- 0.8%	+ 3.1%

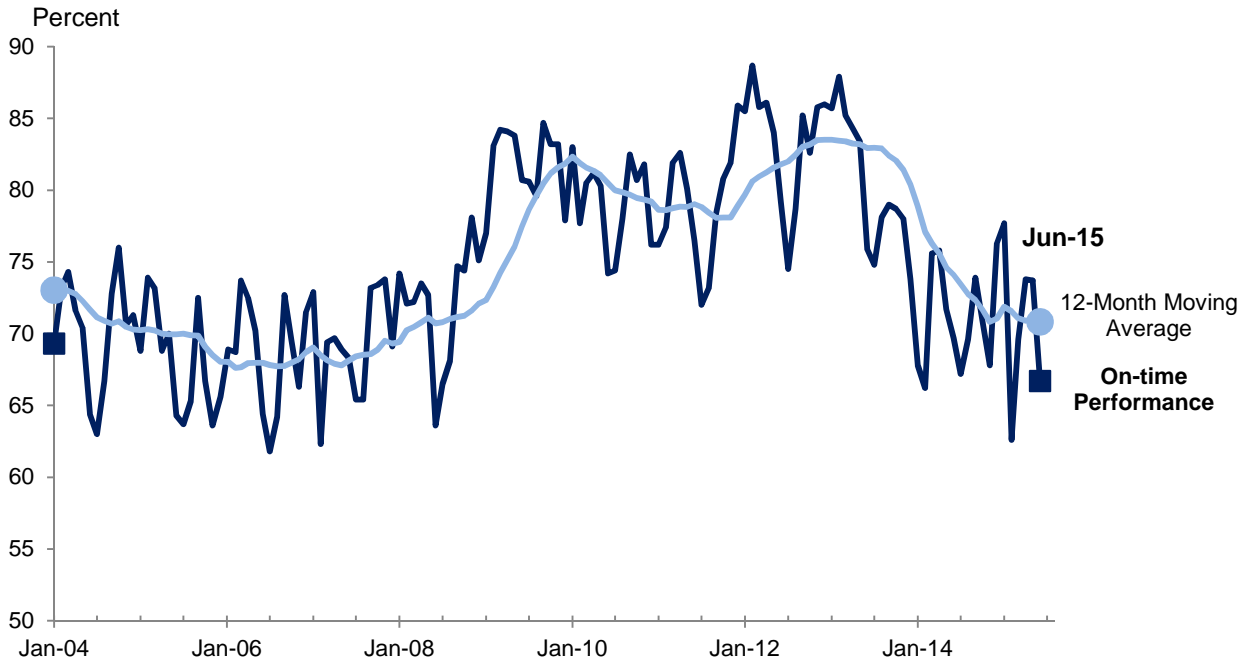
**NOTES:** The current value is compared to the value from the same period in the previous year to account for seasonality. Data are available for those carriers that had at least 1% of domestic enplanements in the previous year. The last 25 months of data include only carriers that reported in each of the last 25 months to retain comparability. Earlier data includes all reporting carriers.

A scheduled operation consists of any nonstop segment of a flight. The term "late" is defined as 15 minutes after the scheduled departure or arrival time. A "cancelled" flight is a flight that was not operated but was in the carrier's computer reservation system within 7 days of the scheduled departure. A "diverted" flight is a flight which is operated from the scheduled origin point to a point other than the scheduled destination point in the carrier's published schedule.

**SOURCE:** U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, *Flight Delays at-a-Glance*, available at [http://www.bts.gov/programs/airline\\_information/](http://www.bts.gov/programs/airline_information/) as of August 2015.

## Amtrak On-Time Performance

Monthly data, not seasonally adjusted



<b>Amtrak On-Time Performance</b>	<b>Jun-14</b>	<b>Jun-15</b>
On-time performance (percent on-time)	69.7	66.7
Difference from same month previous year	- 6.2%	- 3.0%

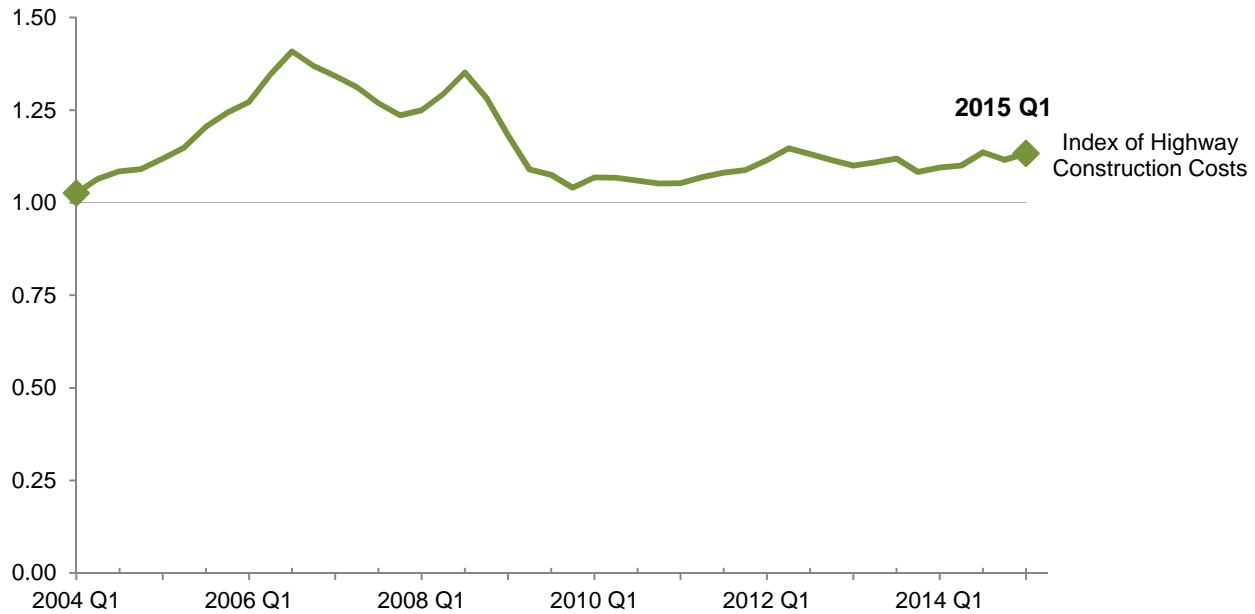
**NOTES:** On-time performance is measured by taking the total number of trains arriving "on-time" at the endpoint divided by the total number of trains operated on the run. A train is considered "on-time" if it arrives at the final destination, or end-point, within an allowed number of minutes, or tolerance, of its scheduled arrival time. The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports*, available at <http://www.amtrak.com/> as of August 2015.

## National Highway Construction Cost Index

Quarterly data, not seasonally adjusted

Index: Q1 2003 = 1.00



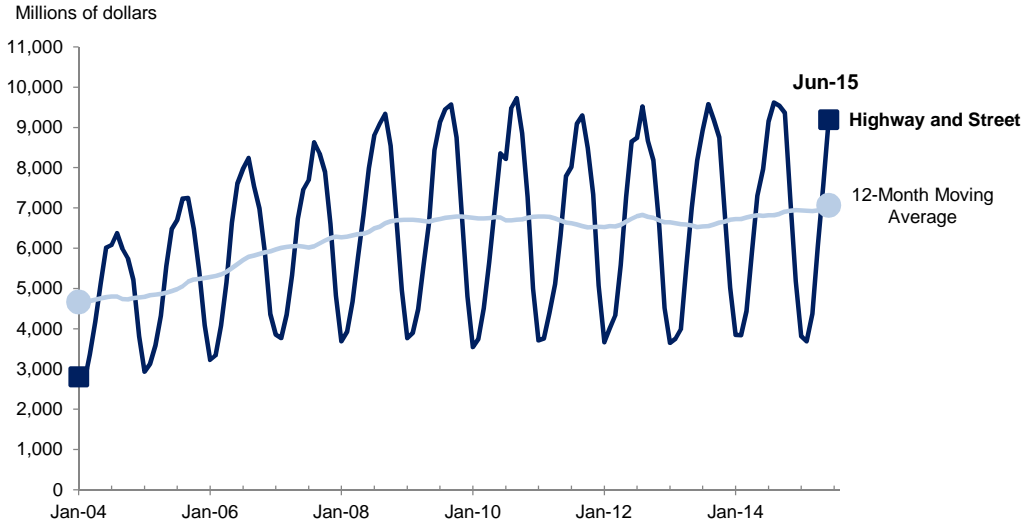
National Highway Construction Cost Index	2014 Q1	2015 Q1
National Highway Construction Cost Index (Index: Q1 2003 = 1.00)	1.09	1.13
Percent change from same quarter previous year	-0.5%	+3.5%

**NOTES:** The National Highway Construction Cost Index (NHCCI) is a price index that tracks price changes associated with highway construction costs. The data series began with 45 states in 2003 and currently includes 48 states; Alaska and Hawaii are excluded due to unique cost issues. The C30 data (Value of Construction Put in Place) only covers the value of new construction, and the NHCCI tracks materials and services purchased by states. The NHCCI does not have the exact same coverage as the C30 (Value of Construction Put in Place) dataset from the Census Bureau. The current value is compared to the value from the same period in the previous year to account for seasonality.

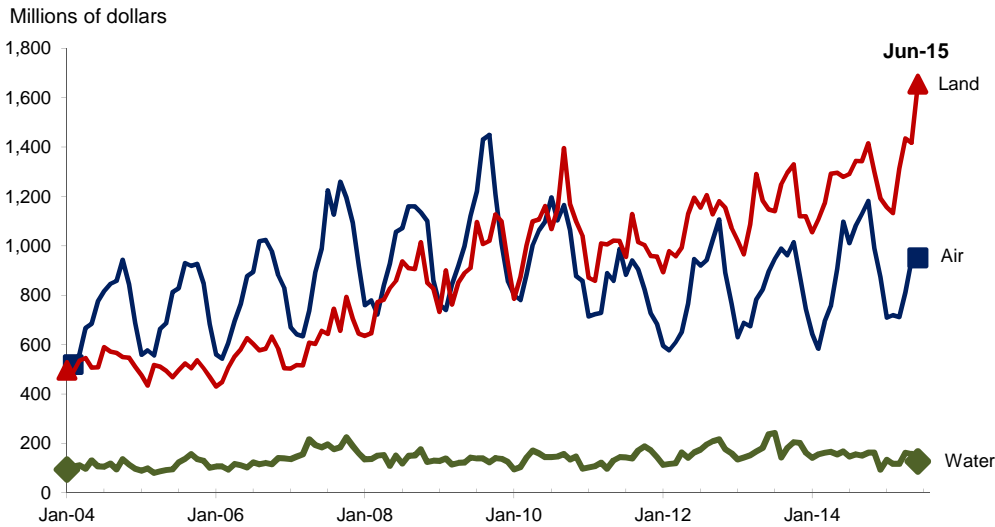
**SOURCE:** U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, National Highway Construction Cost Index, available at <http://www.fhwa.dot.gov/policyinformation/nhcci/pt1.cfm> as of August 2015.

## State and Local Government Transportation Construction Spending

### Highway and Street Construction (monthly data, not seasonally adjusted)



### Air, Land, and Water Transportation Construction (monthly data, not seasonally adjusted)



State and Local Transportation Construction Value (millions of dollars)	Jun-14	Jun-15
Highway and Street Construction Value	7,961	9,192
Percent change from same month previous year	-2.7%	+15.5%
Land Transportation Construction Value	1,280	1,656
Percent change from same month previous year	+11.5%	+29.4%
Air Transportation Construction Value	1,098	952
Percent change from same month previous year	+22.4%	-13.3%
Water Transportation Construction Value	167	127
Percent change from same month previous year	-29.8%	-24.0%

**NOTES:** The value of transportation construction shows the investment in new and rebuilt transportation infrastructure including new infrastructure put in place, as well as conversions, expansions, reconstructions, and rehabilitations of existing transportation infrastructure. Air transportation includes terminals, runways, towers, and other facilities. Land transportation includes terminals, transit facilities, railroad track and bridges, and other facilities. Water transportation includes docks, wharves, marinas, and other terminals, but does not include levees, locks, jetties, or sea walls. The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** U.S. Department of Commerce, Census Bureau, *Construction Spending*, available at <http://www.census.gov/construction/c30/c30index.html> as of August 2015.