RITA *Bureau of Transportation Statistics*

Multimodal Transportation Indicators
October 2012

U.S. Department of Transportation

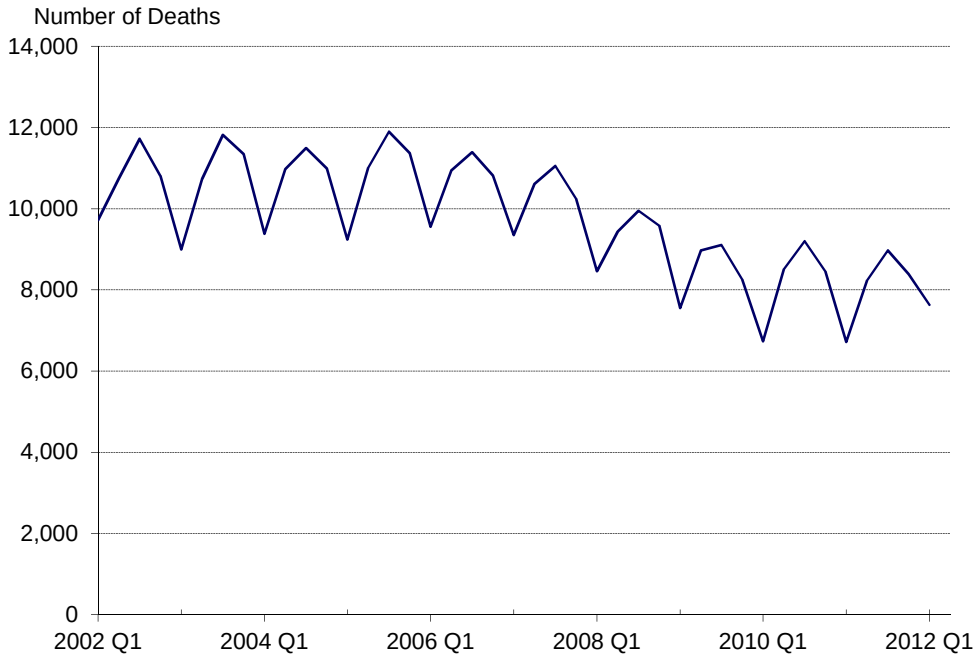
Research and Innovative Technology Administration

Table of Contents

Table of Contents (continued)

Highway Fatalities

Quarterly data



Improved safety is the foremost goal of the U.S. Department of Transportation, and highway fatalities accounted for 94% of all transportation fatalities in 2009. (BTS, National Transportation Statistics) Traffic fatalities were the leading cause of death in persons age 15-39 in 2009, causing 15% of those deaths. (CDC) The trend of highway fatalities has been downward in recent years, and the number of deaths in 2010 is the lowest since 1949. (NHTSA)

Highway Fatalities	2011 Q1	2012 Q1
Number of Highway-Related Deaths	6,720	7,630
Percent change from same quarter previous year	-0.1	13.5

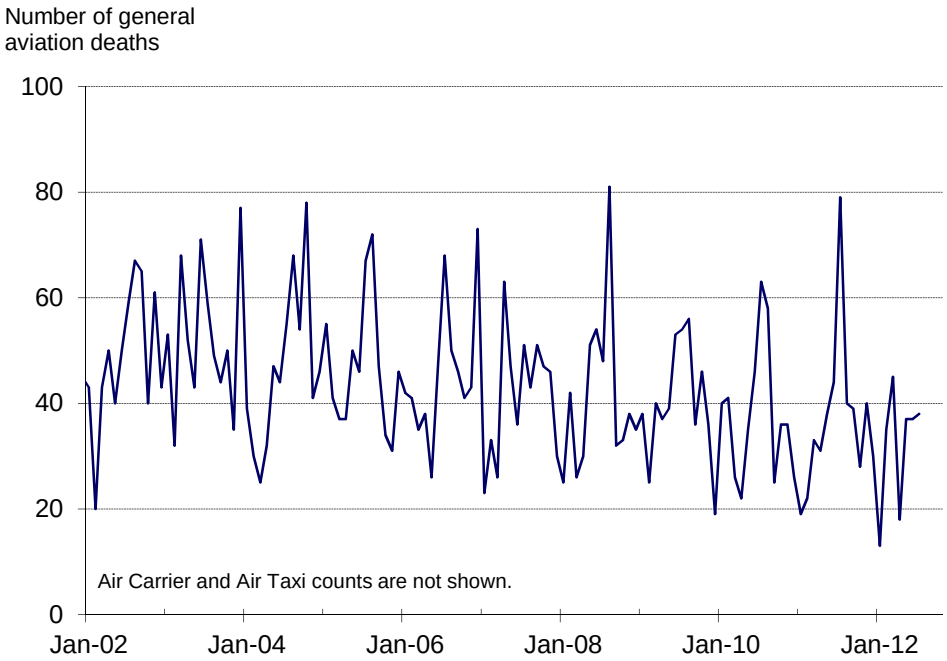
NOTES: Total highway fatalities includes vehicles at rail crossings and transit vehicles operating over the road.

Data for the most recent year that does not have an annual FARS dataset (2011) are estimated by NHTSA and not final.

SOURCES: **1998-2010** — U.S. Department of Transportation, National Highway Traffic Safety Administration, *Fatality Analysis Reporting System* , available at http://www.nhtsa.gov/FARS, as of April 2012. **2011-12** — U.S. Department of Transportation, National Highway Traffic Safety Administration, "Early Estimate of Motor Vehicle Traffic Fatalities for the First Quarter (January–March) of 2012," July 2012.

Air Fatalities

Monthly data, not seasonally adjusted



Improved safety is the foremost goal of the United States Department of Transportation. The Federal Aviation Administration regulates safety, and the National Transportation Safety Board (independent of the U.S. DOT) leads accident investigations.

The number of air fatalities has decreased. There were 596 fatalities in general aviation in 2000, and 454 in 2010. Mass fatalities for air carriers and air taxis have become rarer, and there have been no more than 50 fatalities in any single accident since November 2001. In contrast, from 1991 to 2000, there were six accidents involving more than 50 fatalities.

Air Fatalities	Jul-11	Jul-12
General Aviation Fatalities	79	38
Percent change from same month previous year	25.4	-51.9
Air Carrier and Air Taxi (FAR Parts 121 and 135) Fatalities	0	0

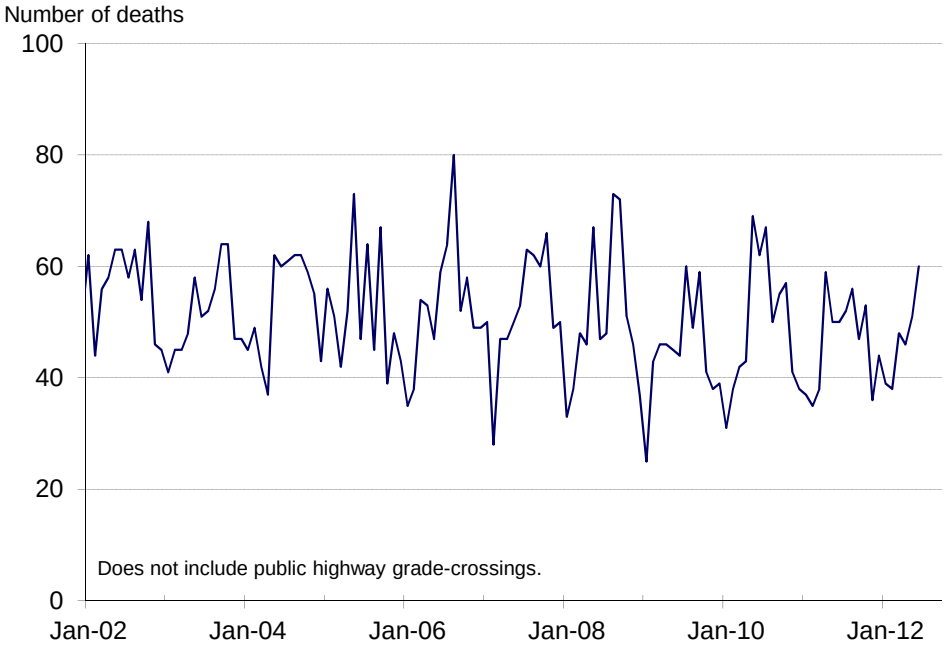
NOTES: General Aviation data for September 2006 excludes 154 persons killed aboard a foreign-registered aircraft operated by Gol Airlines in a collision with a U.S.-registered general aviation aircraft over Brazil. This incident is otherwise recorded as 154 fatalities for U.S. general aviation in the source database.

General Aviation excludes FAR Part 121, 129, and 135 operations, as well as "Non-U.S., Commercial" (NUSC) and "Public Use" (PUBU). Air Carriers are Part 121, and Air Taxis are Part 135.

SOURCE: National Transportation Safety Board, *Aviation: Accident Database & Synopses* , available at http://www.ntsb.gov/aviationquery/index.aspx as of October 2012.

Rail Fatalities

Monthly data, not seasonally adjusted



Improving safety is the top priority of the United States Department of Transportation. The number of railroad deaths (excluding public highway crossings) continues a downward trend. For the five-year period of 2002-2006 there was an average of 53 deaths per month, and the five-year period of 2007-2011 had an average of 49 deaths per month. Likewise, over the same period, efforts to improve safety and build grade separations have helped decrease fatalities at public highway grade-crossings from 22 per month in the 2002-2006 period to 14 per month in the 2007-2011 period.

Over the ten-year period of 2002-2011, 72% of all rail-related fatalities (including public highway crossings) were trespassers.

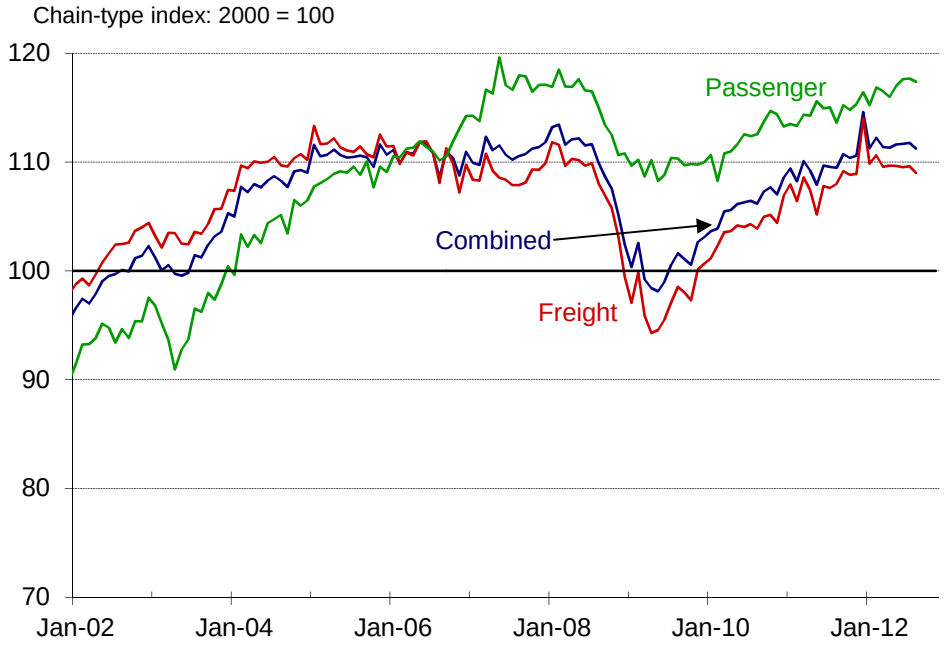
Rail Fatalities	Jun-11	Jun-12
Rail Fatalities (excluding highway vehicles at public crossings)	50	60
Percent change from same month previous year	-19.4	20.0

NOTE: Unless otherwise noted, rail fatalities excludes occupants of highway motor vehicles killed at public highway-rail grade crossings. Rail-highway fatalities are counted under highway fatailities in order to eliminate double-counting.

SOURCES: U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, *Operational Data Tables* , Tables 4.01 and 4.06, available at http://safetydata.fra.dot.gov/OfficeofSafety/ as of October 2012.

Transportation Services Index

Monthly data, seasonally adjusted



The Transportation Services Index (TSI) is a measure of the month-to-month changes in the output of services provided by the for-hire transportation industry. The index can be examined together with other economic indicators to produce a better understanding of the current and future course of the economy.

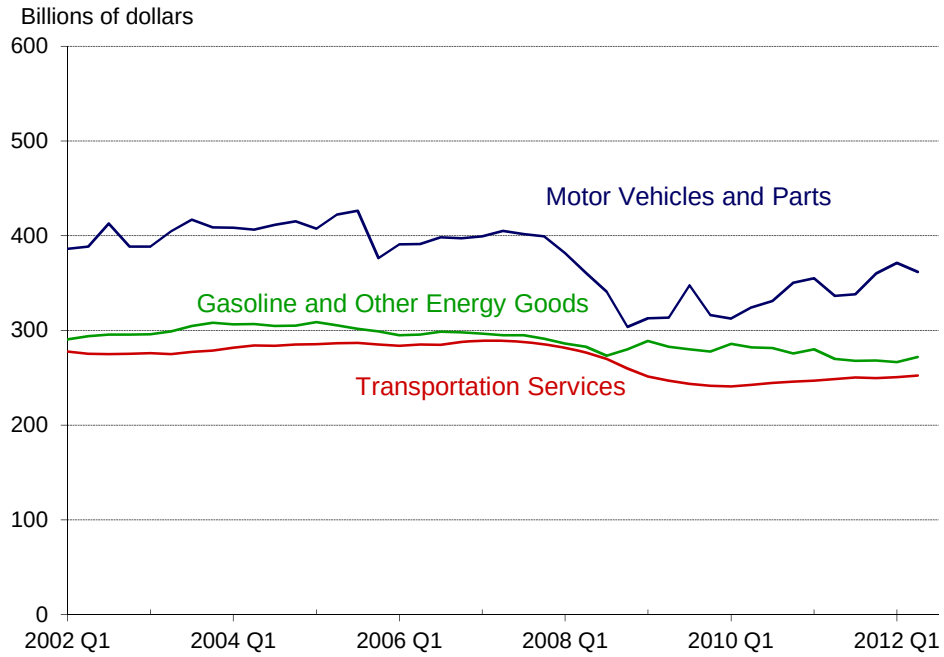
Transportation Services Index	Jul-12	Aug-12
Combined (Index: 2000 = 100)	111.77	111.22
Percent change from previous month	0.1	-0.5
Freight (Index: 2000 = 100)	109.62	108.98
Percent change from previous month	0.1	-0.6
Passenger (Index: 2000 = 100)	117.67	117.37
Percent change from previous month	0.1	-0.3

NOTES: TSI is updated monthly with the index numbers for the latest four months considered to be preliminary. With the release of the preliminary number for the latest month, BTS also replaces the number for the oldest preliminary month with a revised number.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *Transportation Services Index,* available at http://www.bts.gov/ as of October 2012.

Personal Spending on Transportation

Quarterly data, seasonally adjusted annual rate



Personal spending on transportation measures consumption of transportation by households. It is also a component of gross domestic product. The historic series is a signal of long-term structural changes.

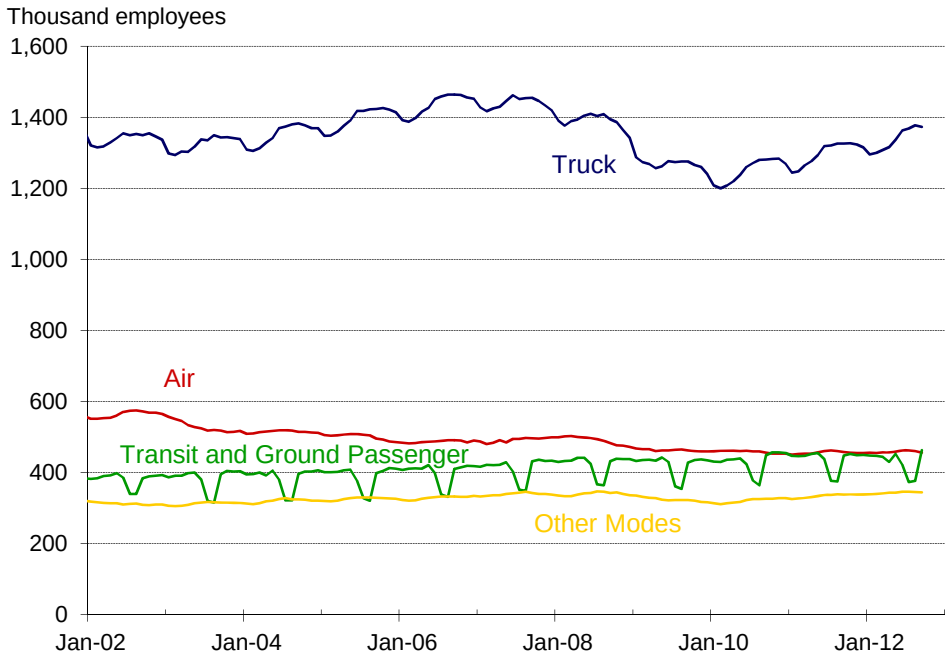
Personal Spending on Transportation	2012 Q1	2012 Q2
Spending on Motor Vehicles and Parts (billions of chained 2005 dollars)	371.2	361.8
Percent change from previous quarter	3.1	-2.5
Spending on Gasoline and Other Energy Goods (billions of chained 2005 dollars)	266.5	272.0
Percent change from previous quarter	-0.6	2.1
Spending on Transportation Services (billions of chained 2005 dollars)	250.6	252.4
Percent change from previous quarter	0.4	0.7

NOTE: The 2009 revision of the National Economic Accounts combined "Motor vehicle fuels, lubricants, and fluids" with "Fuel oil and other fuels" to form the category "Gasoline and other energy goods." For the 2002-2006 period, the "Motor vehicle fuels, lubricants, and fluids" component accounted for 93% of the combined total.

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, *National Income and Product Accounts* , available at http://www.bea.gov/ as of October 2012.

Transportation Employment

Monthly data, not seasonally adjusted



Employment in for-hire transportation industries is a signal of demand in the economy. In the May 2011 edition of *Occupational Employment Statistics*, 68 percent of employees in for-hire transportation industries are in transportation and material moving positions (Standard Occupational Classification 53). That share is 76 percent for truck transportation, but only 45 percent for air transportation.

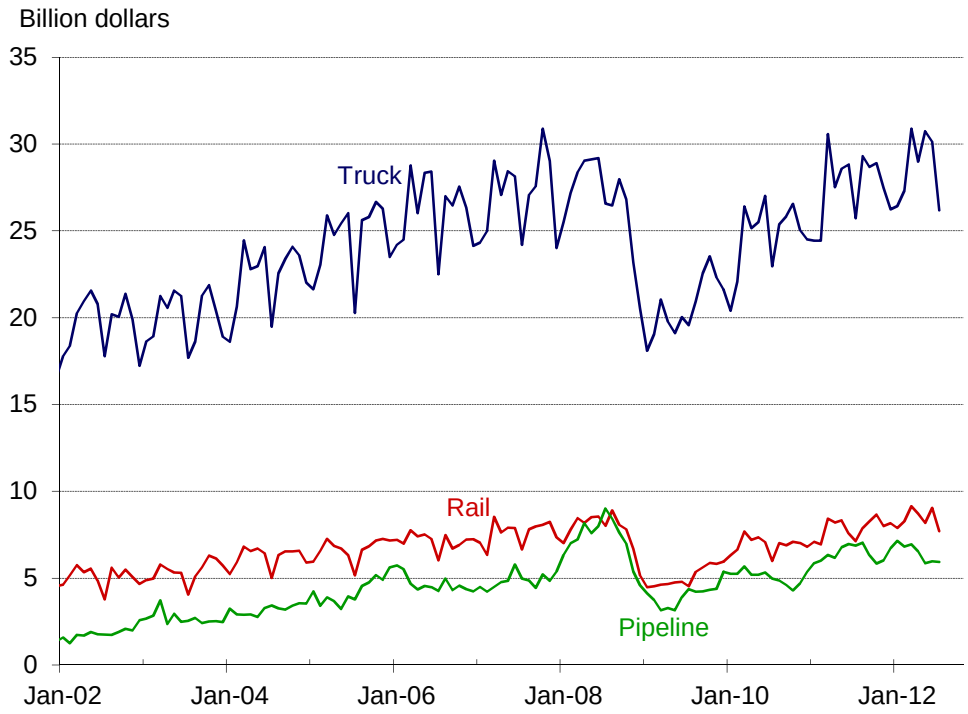
Transportation Employment	Sep-11	Sep-12
Truck Transportation Employees (thousands)	1,326.6	1,372.8
Percent change from same month previous year	3.5	3.5
Air Transportation Employees (thousands)	458.1	455.6
Percent change from same month previous year	0.6	-0.5
Transit and Ground Passenger Transportation Employees (thousands)	447.4	462.7
Percent change from same month previous year	-0.3	3.4
Other Transportation Modes Employees (thousands)	338.3	344.1
Percent change from same month previous year	3.8	1.7

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

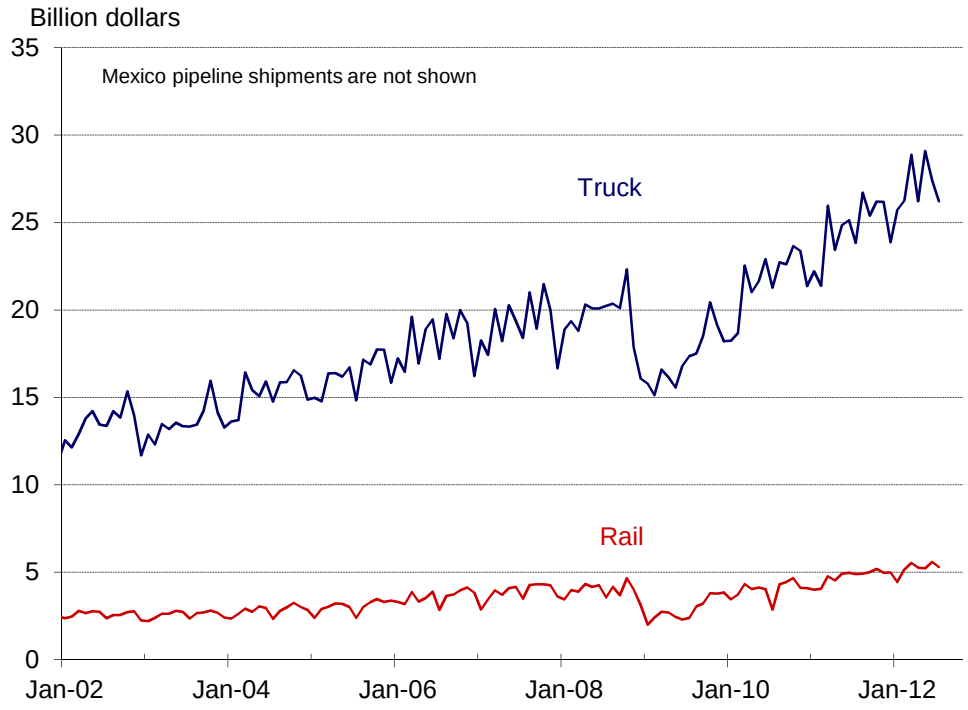
SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, *Current Employment Statistics*, available at http://www.bls.gov/ as of October 2012.

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)



Transborder freight data is useful in monitoring the value and modal patterns of trade with Canada and Mexico, our North American Free Trade Agreement (NAFTA) partners. Canada is our largest trading partner, and Mexico ranks third. Surface modes include not only truck, rail, and pipeline, but also mail and other miscellaneous modes not shown here.

U.S. - Canada Trade	Jul-11	Jul-12
Truck (billions of dollars)	25.73	26.18
Percent change from same month previous year	12.0	1.8
Rail (billions of dollars)	7.14	7.70
Percent change from same month previous year	19.3	7.7
Pipeline (billions of dollars)	6.88	5.94
Percent change from same month previous year	38.5	-13.7

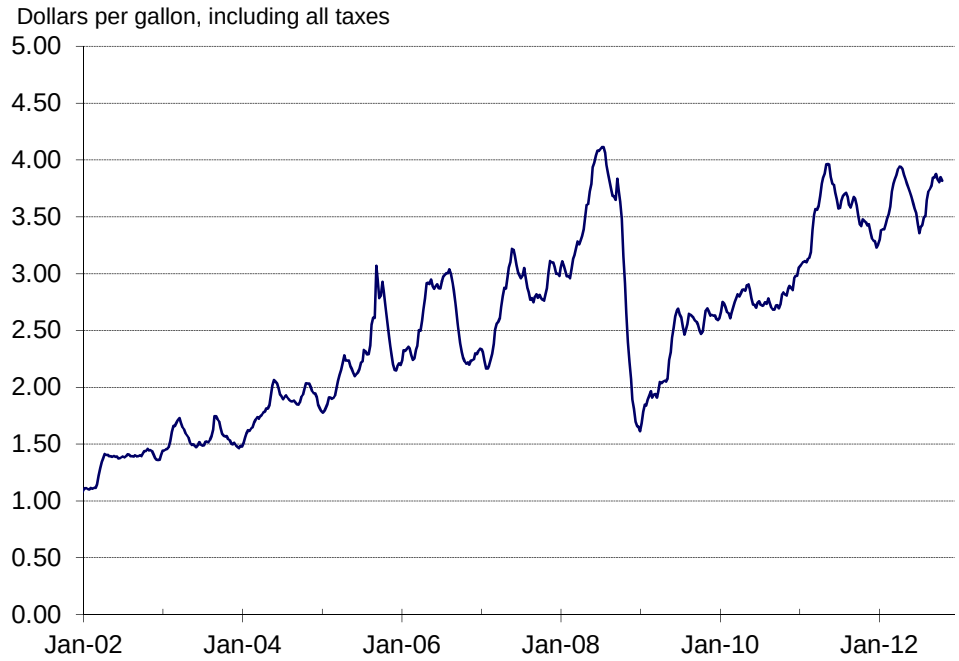
U.S. - Mexico Trade	Jul-11	Jul-12
Truck (billions of dollars)	23.84	26.21
Percent change from same month previous year	12.0	9.9
Rail (billions of dollars)	4.89	5.30
Percent change from same month previous year	71.1	8.3
Pipeline (billions of dollars)	0.26	0.26
Percent change from same month previous year	301.5	-3.4

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, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *TransBorder Freight Data,* available at http://www.bts.gov/ntda/tbscd/prod.html as of October 2012.

Motor Fuel Prices: Retail Gasoline Prices

Weekly data, not seasonally adjusted



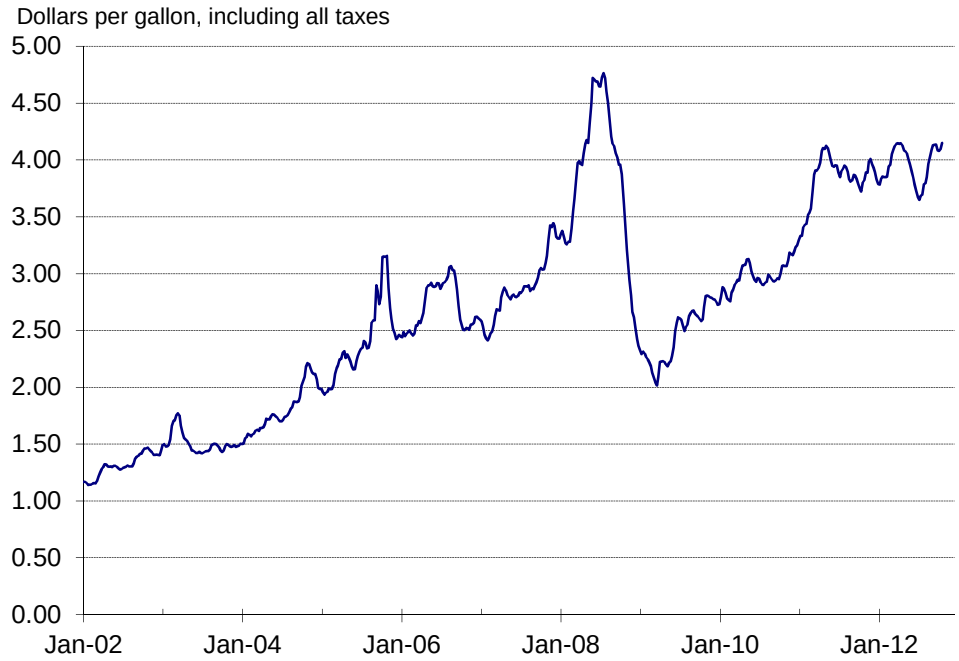
Gasoline prices are an important cost component of highway transportation. Changes in gasoline prices affect the demand for highway transportation, especially as can be seen in vehicle-miles traveled. In the United States, motor gasoline prices follow world crude oil prices more closely than motor diesel prices.

Retail Gasoline Prices (Regular Grade)	8-Oct-12	15-Oct-12
Average regular grade, all formulations (Current dollars per gallon, including all taxes)	3.85	3.82
Percent change from previous week	1.2	-0.8

SOURCE: U.S. Department of Energy, Energy Information Administration, *Weekly Retail Gasoline Prices* , available at http://eia.doe.gov/ as of October 2012.

Motor Fuel Prices: Retail Diesel Prices

Weekly data, not seasonally adjusted



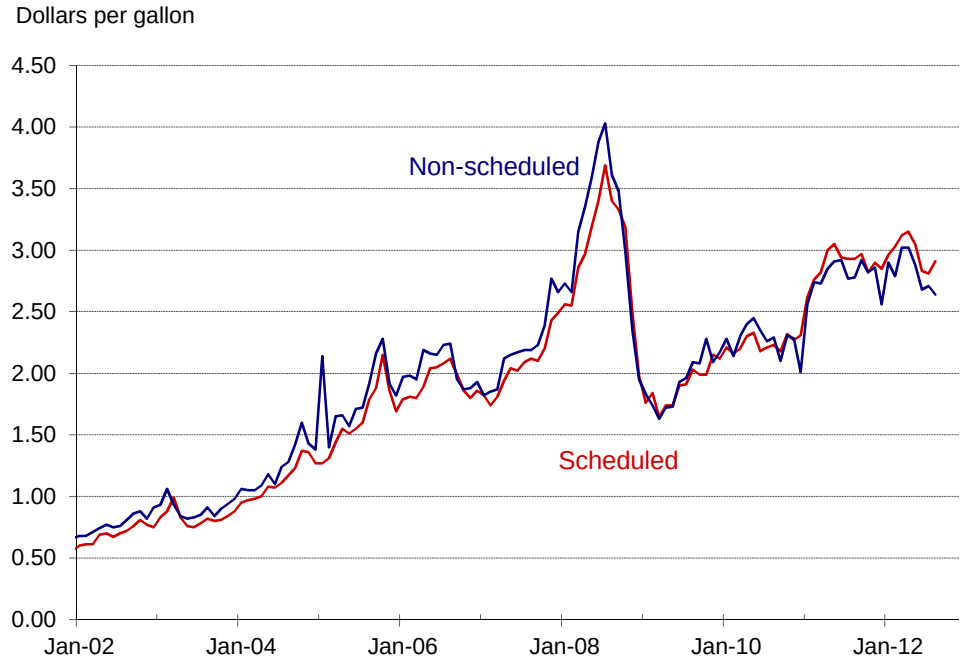
Diesel prices are an important cost component of freight trucking transportation. Changes in diesel prices impact the behavior of producers and consumers, modal mix, and ultimately the overall demand for transportation. Changes in diesel prices affect the profit margins of motor carriers, particularly trucking firms.

Retail On-Highway Diesel Prices (Average All Types)	8-Oct-12	15-Oct-12
Retail on-highway diesel prices (Current dollars per gallon, including all taxes)	4.09	4.15
Percent change from previous week	0.4	1.4

SOURCE: U.S. Department of Energy, Energy Information Administration, *Weekly On-Highway Diesel Prices* , available at http://eia.doe.gov/ as of October 2012.

Domestic Airline Jet Fuel Prices

Monthly data, not seasonally adjusted



Jet fuel prices reported to the Bureau of Transportation Statistics (BTS) differ from producer prices. Reports to BTS show the cost per gallon of fuel used by an airline during the month rather than the price charged by a producer on a single day. Fuel costs for scheduled airline services reflect contractual and storage advantages available to large buyers, while fuel costs for non-scheduled airline services reflect economic conditions for smaller buyers. Jet fuel prices also reflect seasonality due to both the seasonality of aviation and because jet fuel has refining requirements similar to heating oil.

Average Jet Fuel Price by Type of Service	Aug-11	Aug-12
For Domestic Non-scheduled Airline Service (Current dollars per gallon)	2.78	2.64
Percent change from same month previous year	21.4	-5.0
For Domestic Scheduled Airline Service (Current dollars per gallon)	2.93	2.91
Percent change from same month previous year	31.4	-0.7

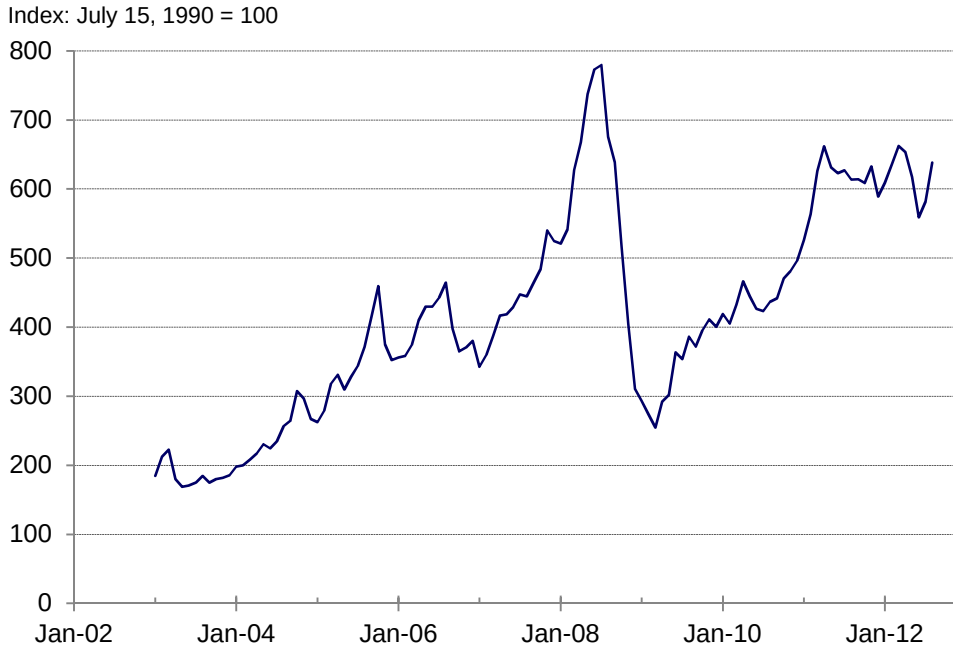
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

Data for May 2012 to August 2012 are preliminary due to late reports by carriers.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, *Airline Fuel Cost and Consumption* , available at http://www.bts.gov/programs/airline_information/ as of October 2012.

Index of Railroad Fuel Prices

Monthly data, not seasonally adjusted



Fuel prices affect the prices charged to rail customers, as well as rail company profitability. This data series represents the average monthly price for fuels purchased by freight railroads during a month, which includes federal excise taxes, transportation and handling expenses.

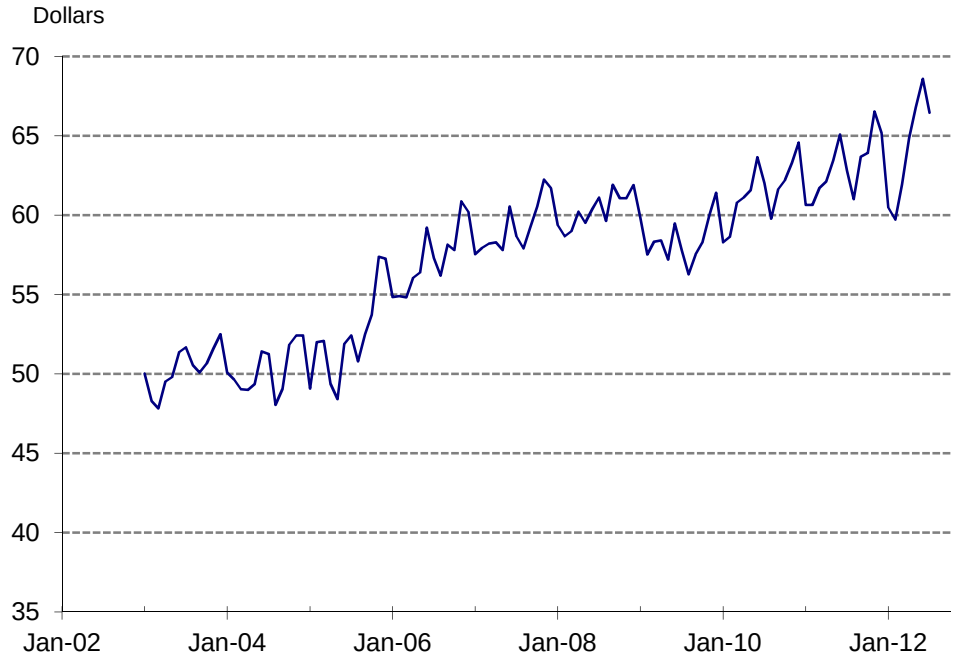
Index of Railroad Fuel Prices	Aug-11	Aug-12
Railroad Fuel Prices (Index: July 15, 1990 = 100)	613.7	638.1
Percent change from same month previous year	40.5	4.0

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

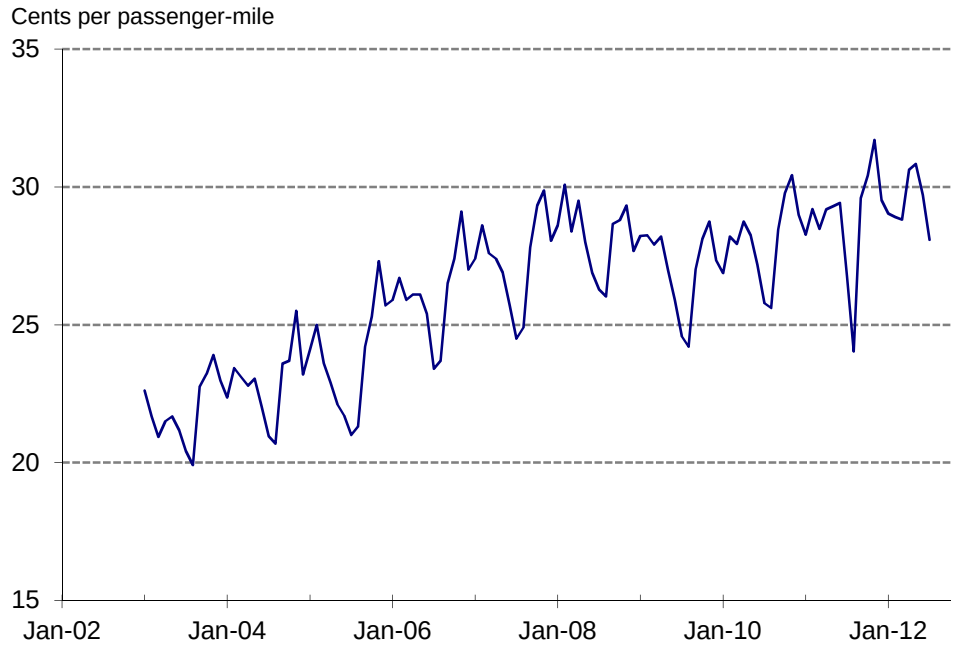
SOURCE: Association of American Railroads, *Monthly Railroad Fuel Price Indexes* , available at http://www.aar.org/ as of October 2012.

Amtrak Ticket Prices and Yields

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



Amtrak ticket yield (monthly data, not seasonally adjusted)



Ticket yield is a normalized measure of revenue, based on the amount of service provided.

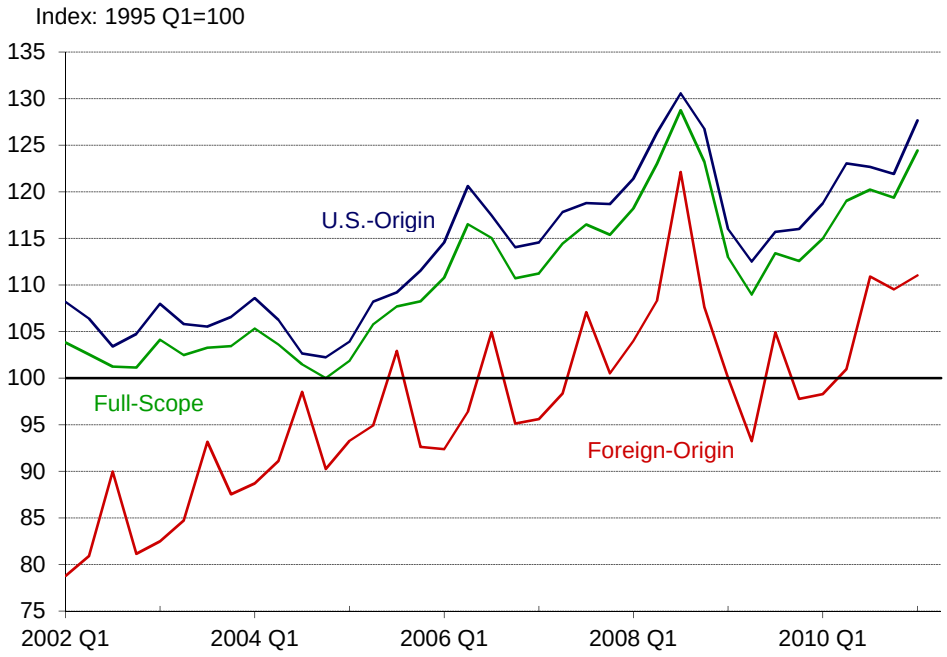
Amtrak Ticket Prices and Yields	Jul-11	Jul-12
Average Amtrak ticket prices (dollars)	62.81	66.46
Percent change from same month previous year	1.3	5.8
Amtrak ticket yield (cents per passenger-mile)	26.76	28.08
Percent change from same month previous year	3.8	4.9

NOTE: 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 October 2012.

Air Travel Price Index

Quarterly data, not seasonally adjusted



The U.S.-Origin Air Travel Price Index (ATPI) measures change in the cost of itineraries originating in the United States, whether the destinations are domestic or international. The Foreign-Origin ATPI measures change in the cost of itineraries with a foreign origin and a U.S. destination. The Full-Scope ATPI combines the domestic and foreign-origin itineraries.

Air Travel Price Index	2010 Quarter 1	2011 Quarter 1	Average Annual % Growth Rate (2001-2011)
U.S.-Origin Air Travel Price (Index: 1995 Q1 = 100)	118.8	127.7	0.88
Foreign-Origin Air Travel Price (Index: 1995 Q1 = 100)	98.3	111.0	2.81
Full-Scope Air Travel Price (Index: 1995 Q1 = 100)	115.0	124.4	1.07

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, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *Air Travel Price Index* , available at http://www.bts.gov/ as of October 2012.

Freight Rail Yields

Operating Yield (quarterly data, not seasonally adjusted)

For freight, revenue per ton-mile is a measure of operating yield. This is a way of showing the average price paid by freight rail users. Yields break down into costs (such as fuel and labor) and profits associated with rail operations, which may vary by commodity hauled and geography.

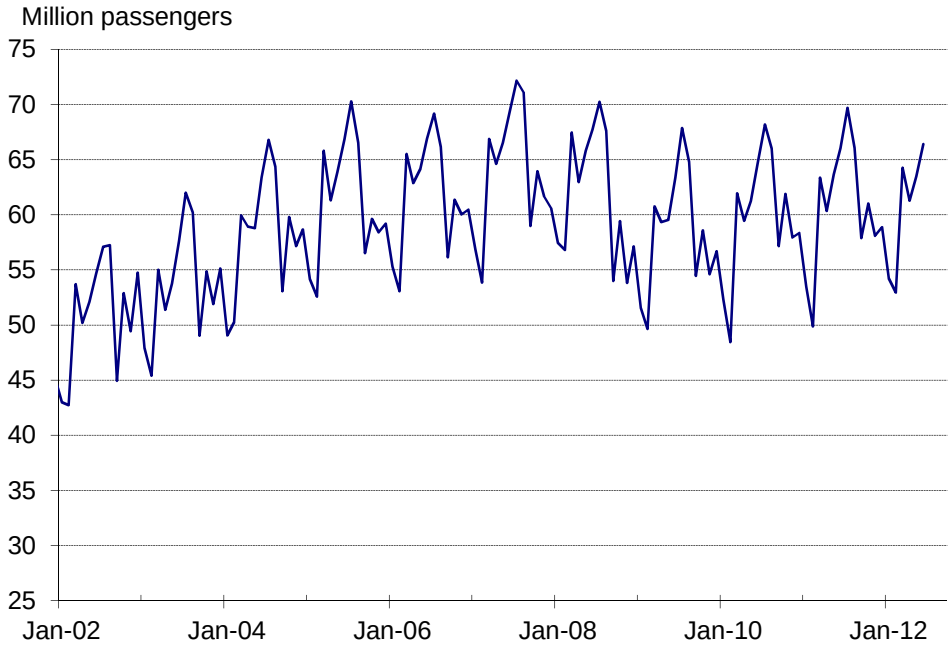
Freight Rail Operating Yields (Class I only)	2011 Quarter 2	2012 Quarter 2
Operating Yield (cents per ton-mile)	3.97	4.20
Percent change from same quarter previous year	13.6	5.9

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, Research and Innovative Technology Administration, Bureau of Transportation Statistics, calculations based upon Surface Transportation Board, Office of Economics, Environmental Analysis, and Administration, *Quarterly Earnings Reports* , available at http://www.stb.dot.gov/ as of October 2012.

U.S. Airline Passengers

Monthly data, not seasonally adjusted



In 2011, airlines based in the United States originated 728 million passengers. Eighty-eight percent of passengers had a destination in the United States, and 12 percent had an international destination. For international air travel trips originating in the U.S., domestic carriers originated 55 percent of the passengers.

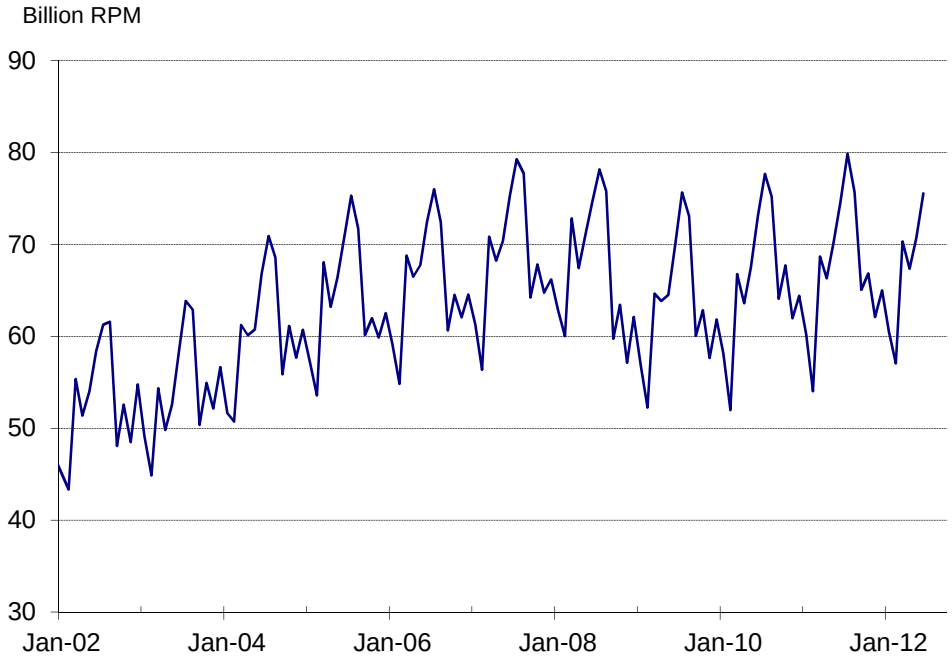
U.S. Airline Passengers	Jun-11	Jun-12
Scheduled System (Domestic and International) U.S. Airlines Total Passengers	66,035,331	66,412,039
Percent change from same month previous year	1.9	0.6

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

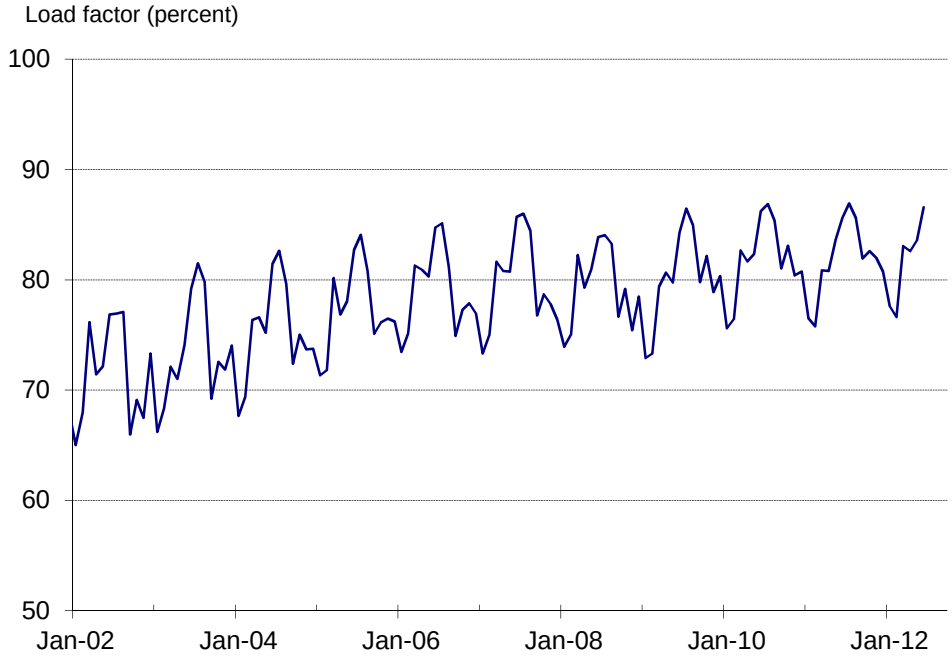
SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, available at http://www.bts.gov/programs/airline_information/ as of October 2012.

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

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



Load Factor (monthly data, not seasonally adjusted)



Airline revenue passenger-miles (RPM) are a measure of intensity of use of the air travel system. In 2011, the 728 million passengers traveling on U.S.-based airlines collectively traveled 809 billion miles. On average, a passenger traveling domestically traveled 883 miles. An international passenger traveling on a U.S.-based airline traveled an average of 2,721 miles to the first destination outside the U.S.

In 2011, capacity utilization for domestic carriers was 82.9 percent of available seat-miles (ASM) occupied by passengers for domestic flights, and 80.4 percent of ASM occupied for international flights. Foreign airlines that originated flights in the U.S. had a load factor of 80.3 percent.

U.S. Airline Revenue Passenger-Miles and Load Factor	Jun-11	Jun-12
Scheduled System (Domestic and International) U.S. Airlines Total RPM (billions)	74.65	75.55
Percent change from same month previous year	2.1	1.2
Scheduled System (Domestic and International) U.S. Airlines Load Factor (percent)	85.63	86.59
Difference from same month previous year*	-0.6	1.0

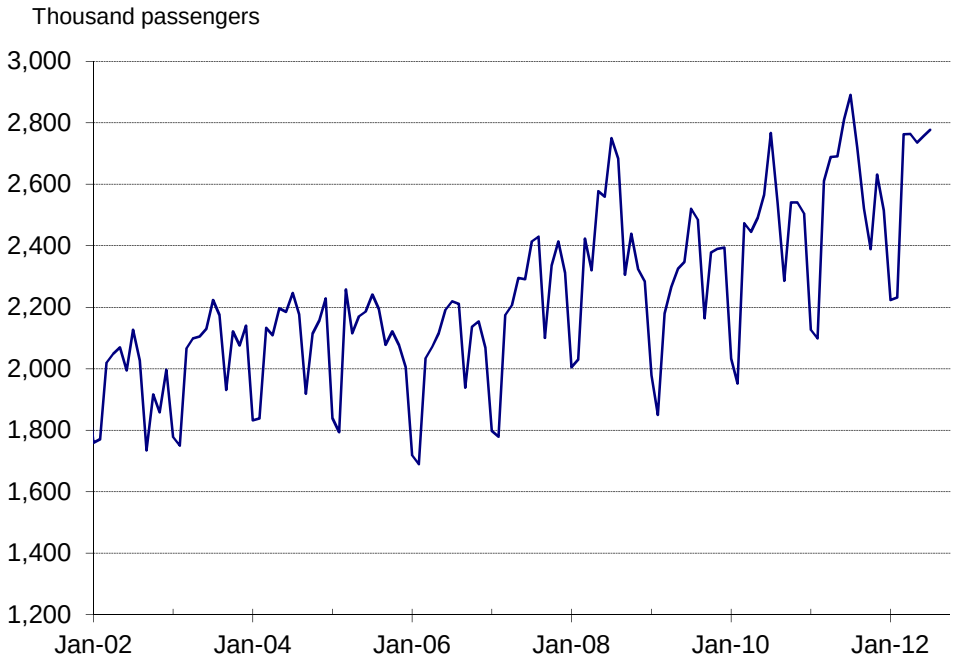
* Current month minus same month previous year. This is generally used in the case of bound numbers, such as proportions that cannot exceed 100%.

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, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, available at http://www.bts.gov/programs/airline_information/ as of October 2012.

Amtrak Ridership

Monthly data, not seasonally adjusted



The National Railroad Passenger Corporation (Amtrak) officially began service in May 1971. Amtrak serves more than 500 stations in 46 states and operates over a network of more than 21,000 route miles. Ridership is highly seasonal, with July and August being the highest volume months. In 2000, Amtrak introduced high-speed rail service in the northeast U.S., which helped increase ridership.

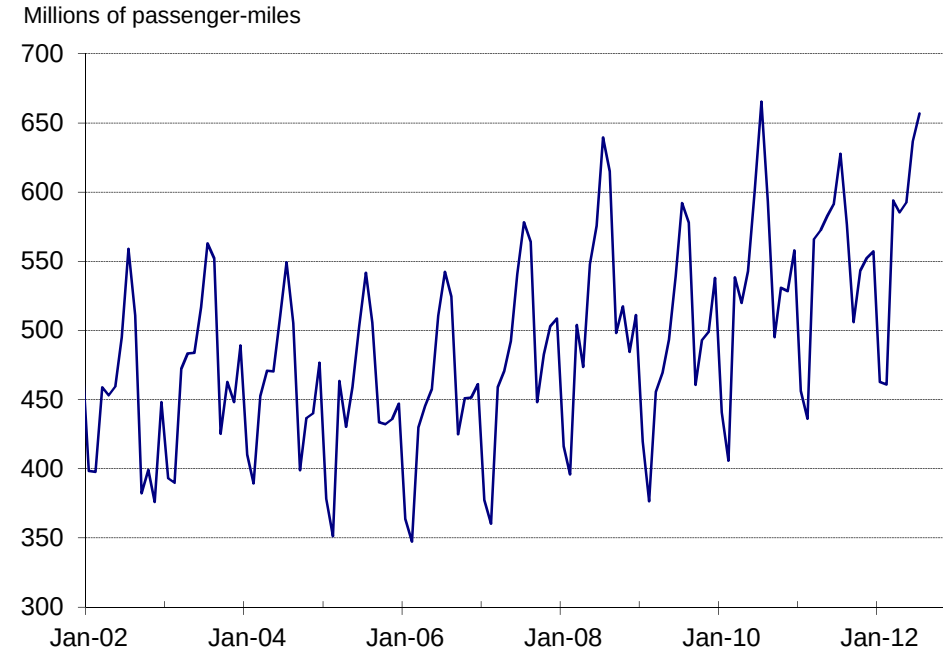
Amtrak Ridership	Jul-11	Jul-12
Amtrak Ridership	2,890,763	2,777,117
Percent change from same month previous year	4.5	-3.9

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

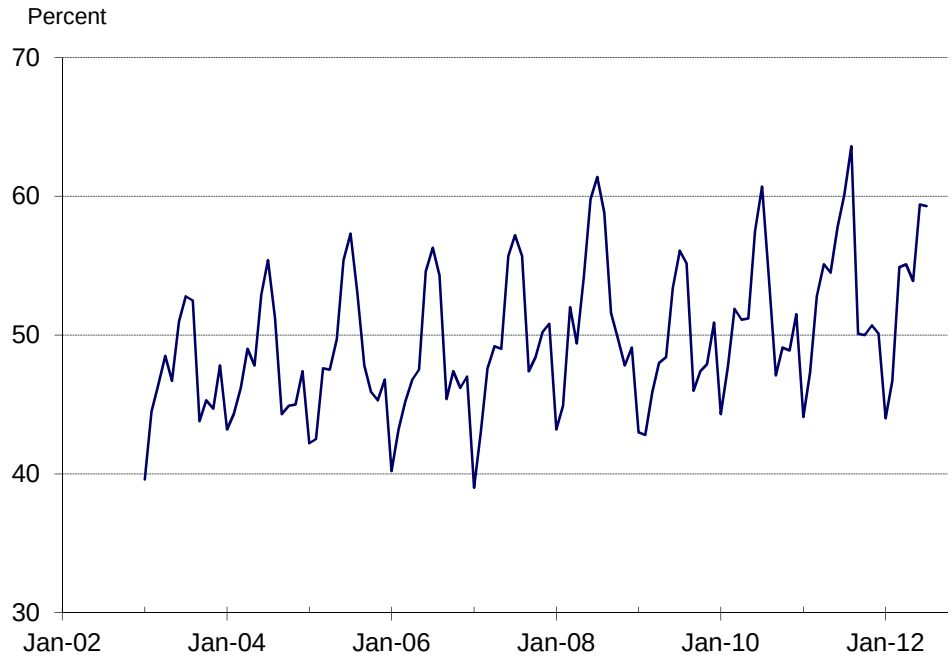
SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, *Operational Data Tables* , Table 1.02, available at http://safetydata.fra.dot.gov/OfficeofSafety/ as of October 2012.

Amtrak Revenue Passenger-Miles and Load Factor

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



Load Factor (monthly data, not seasonally adjusted)



Load factor measures usage by capacity. It is calculated by dividing passenger-miles (the aggregation of trip lengths for individual passengers) by seat-miles (the sum of the products of total seats available and total miles traveled for individual trains). Data are available beginning in January 2003.

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Amtrak Revenue Passenger-Miles and Load Factor	Jul-11	Jul-12
Amtrak revenue passenger-miles (millions)	627.7	656.9
Percent change from same month previous year	-5.7	4.7
Passenger load factor (percent)	60.1	59.3
Difference from same month previous year*	-0.6	-0.8

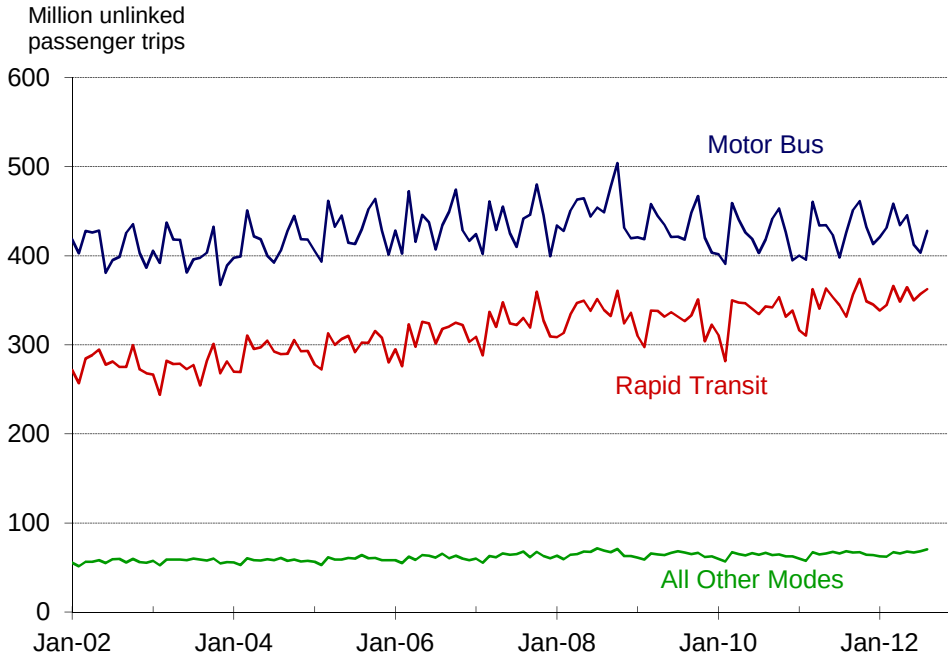
* Current month minus same month previous year. This is generally used in the case of bound numbers, such as proportions that cannot exceed 100%.

NOTE: 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 October 2012. **Load Factor** — National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports* , available at http://www.amtrak.com/ as of October 2012.

Transit Ridership

Monthly data, not seasonally adjusted



According to National Transportation Statistics, in 2009, 6% of workers used public transit as their principal means of getting to their place of work. A higher proportion of workers in urban areas use transit to get to work.

Transit riders in the United States took 10.1 billion unlinked passenger trips in 2011. Approximately 51% of these trips occurred on motor bus, 36% on heavy rail, 5% on light rail, and roughly four-and-a-half percent on commuter rail.

Transit Ridership	Aug-11	Aug-12
Motor Bus Ridership (million unlinked passenger trips)	426.0	427.8
Percent change from same month previous year	1.9	0.4
Rapid Transit Ridership (million unlinked passenger trips)	331.5	362.6
Percent change from same month previous year	-3.4	9.4
All Other Modes Ridership (million unlinked passenger trips)	68.3	70.5
Percent change from same month previous year	2.6	3.3

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.

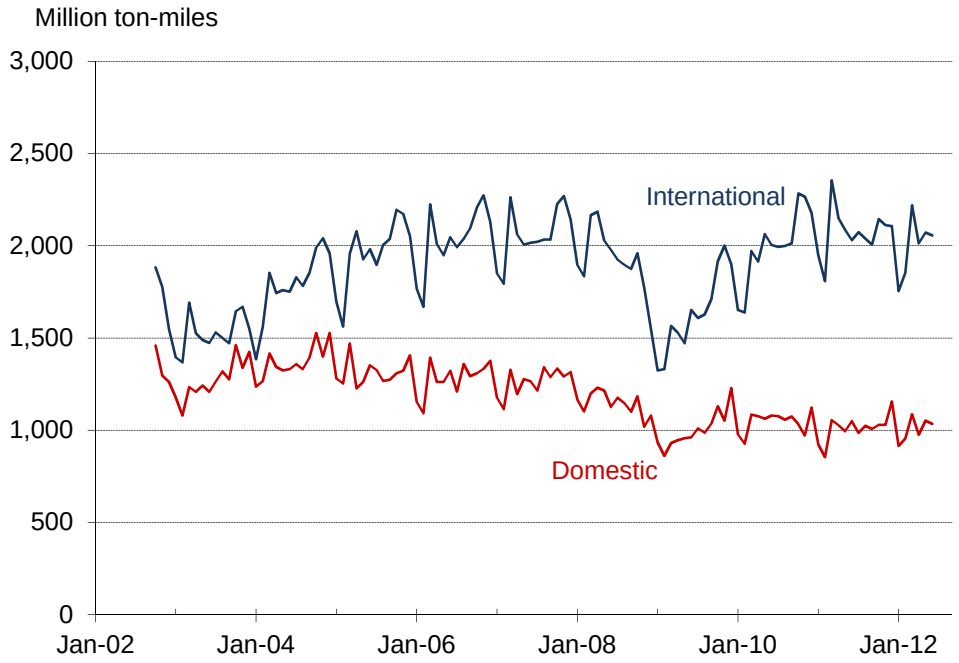
Starting in January 2012, data for Small System Waiver agencies that do not have a mode are reported under Motor Bus. Data reported under the hybrid rail mode are reported under their classifications prior to January 2012.

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 October 2012.

U.S. Air Carrier Cargo Revenue Ton-Miles

Monthly data, not seasonally adjusted



The air mode is generally used for cargoes that are time-sensitive and high-value. BTS collects data for air freight and mail that moves on U.S. carriers' domestic and international operating entities.

U.S. Air Carrier Cargo Revenue Ton-Miles	Jun-11	Jun-12
International Cargo Revenue Ton-Miles (millions)	2,031	2,056
Percent change from same month previous year	1.3	1.3
Domestic Cargo Revenue Ton-Miles (millions)	1,049	1,034
Percent change from same month previous year	-2.8	-1.5

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

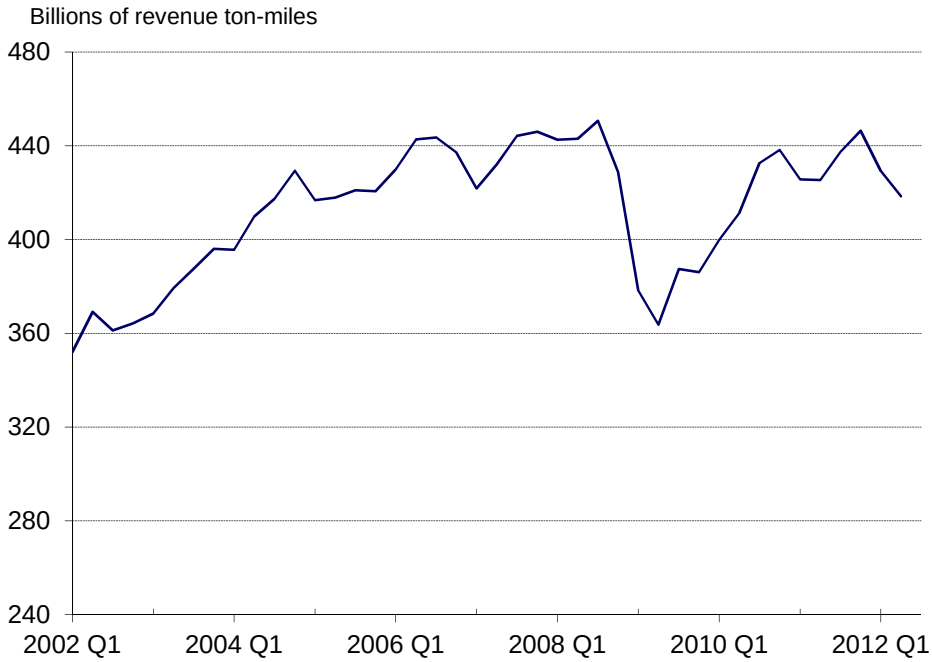
International data in this file cover all non-domestic operating entities of U.S. air carriers. The non-domestic operating entity categories include "Atlantic," "Latin America," "Pacific," and "International." The "International" operating entity classification covers operations for carriers that do 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.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, available at http://www.transtats.bts.gov/ as of October 2012.

Rail Freight Revenue Ton-Miles

Quarterly data, not seasonally adjusted



Freight carried by rail accounts for a very large share of transportation activity in the U.S. In the 2007 Commodity Flow Survey, rail acounted for 46% of total national ton-miles. Coal accounted for nearly half of this activity, and grains and chemical products also contributed large shares.

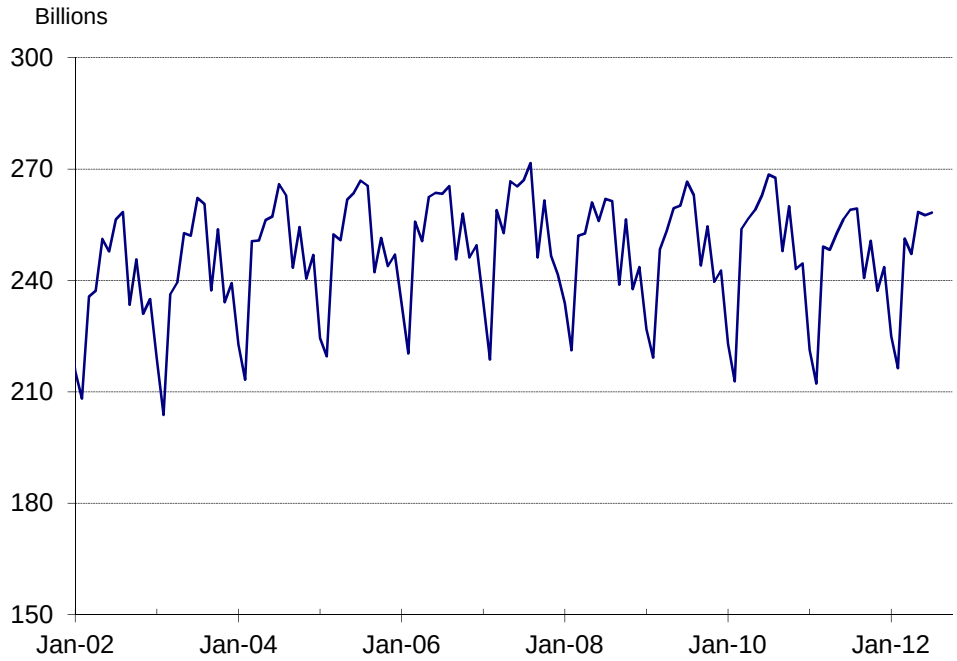
Rail Freight Revenue Ton-Miles (Class I only)	2011 Quarter 2	2012 Quarter 2
Rail Freight Revenue Ton-Miles (billions)	425.3	418.4
Percent change from same quarter previous year	3.4	-1.6

NOTE: 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 October 2012.

U.S. Highway Vehicle-Miles Traveled

Monthly data, not seasonally adjusted



Vehicle-miles traveled (VMT) are key data for highway planning and management, and a common measure of roadway use. Along with other data, VMT are often used in estimating congestion, air quality, and potential gas-tax revenues, and can provide a general measure of the level of the nation's economic activity.

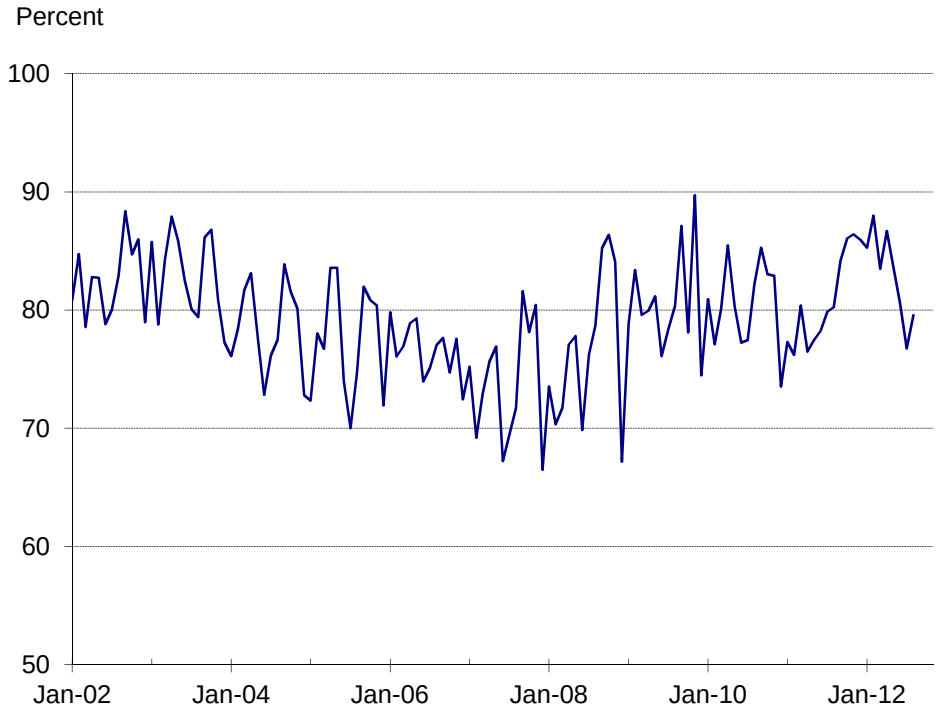
Vehicle-Miles Traveled	Jul-11	Jul-12
Highway miles (millions)	259,051	258,277
Percent change from same month previous year	-3.5	-0.3

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, Federal Highway Administration, Office of Highway Policy Information, *Traffic Volume Trends* , available at http://www.fhwa.dot.gov/ as of October 2012.

U.S. Major Air Carriers On-time Performance

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



The share of flights arriving on time is a measure of service quality. Not only is this indicator strongly seasonal, but the data also reflect the effects of weather. For the ten-year period ending 2011, 19.5% of flights were delayed, 1.4% were cancelled, and 0.2% were diverted. These data only cover major airlines, which are required to report delays.

Flight On-Time Performance	Aug-11	Aug-12
Number of scheduled flights	311,478	305,179
Percent change from same month previous year	0.9	-2.0
Percentage of flights arriving on-time	80.25	79.56
Difference from same month previous year*	-1.9	-0.7

* Current month minus same month previous year. This is generally used in the case of bound numbers, such as proportions that cannot exceed 100%.

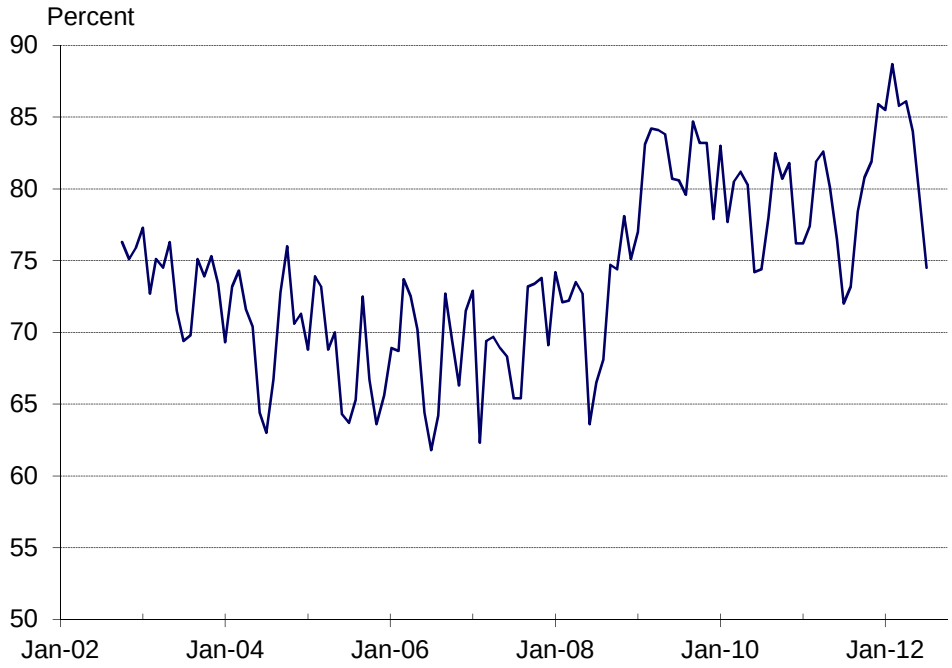
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality. Data are available for those carriers that had at least 1% of domestic enplanements in the previous year. The last 25 months of data include only carriers that reported in each of the 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, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, *Flight Delays at-a-Glance* , available at http://www.bts.gov/programs/airline_information/ as of October 2012.

Amtrak On-Time Performance

Monthly data, not seasonally adjusted



On-time performance is a measure of service quality and system reliability as Amtrak operates principally over host railroad tracks.

National Railroad Passenger Corporation (Amtrak) trips of up to 250 miles are considered on-time if they arrive less than 10 minutes beyond the scheduled arrival time; 251–350 miles, 15 minutes; 351–450 miles, 20 minutes; 451–550 miles, 25 minutes; and greater than 550 miles, 30 minutes.

Amtrak On-Time Performance	Jul-11	Jul-12
On-time performance (percent on-time)	72.0	74.5
Difference from same month previous year*	-2.4	2.5

* Current month minus same month previous year. This is generally used in the case of bound numbers, such as proportions that cannot exceed 100%.

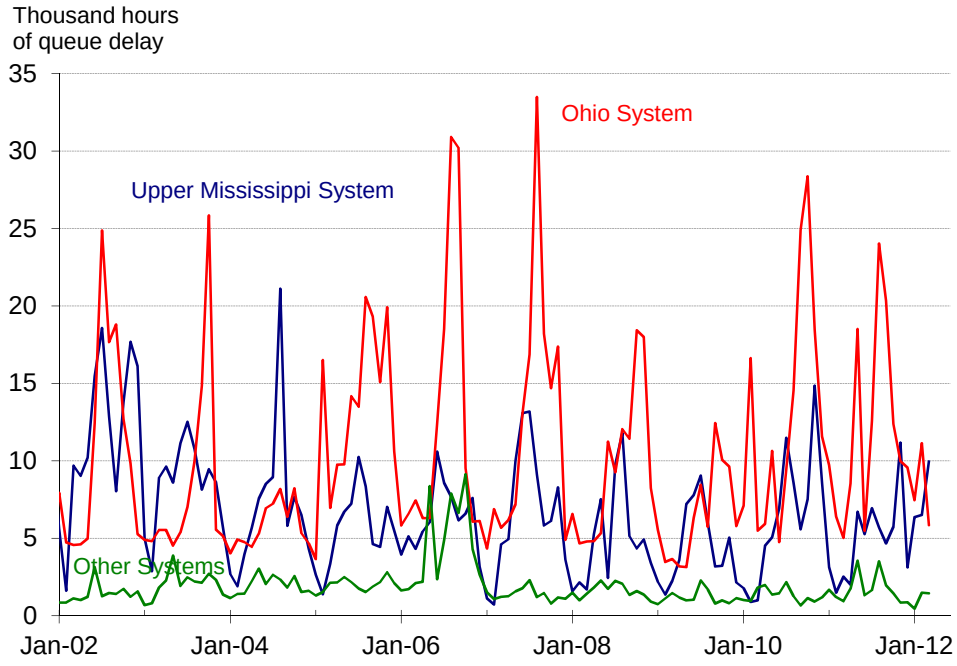
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

Data are for endpoint arrival delays.

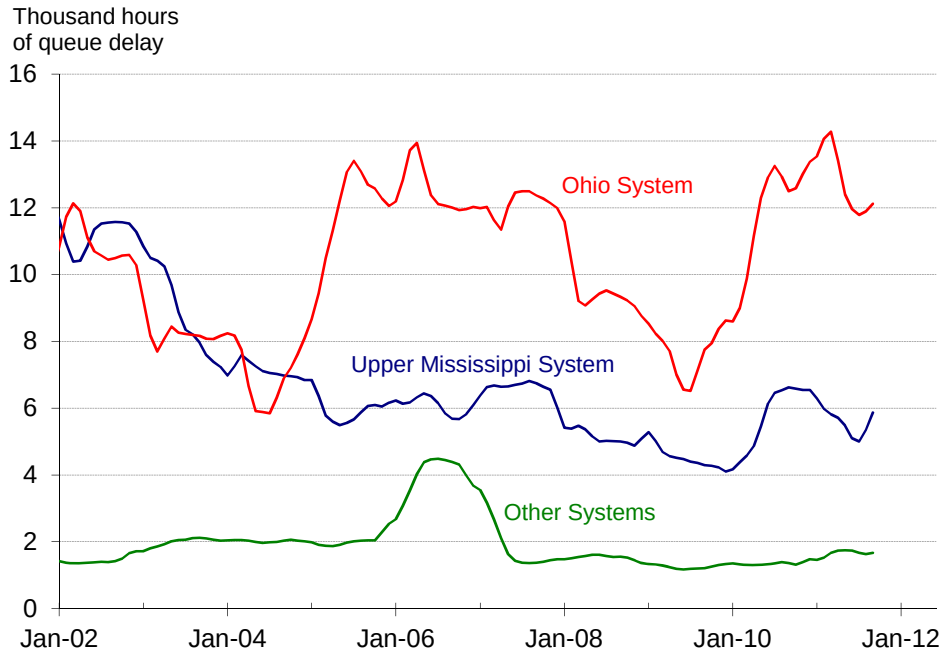
SOURCE: National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports*, available at http://www.amtrak.com/ as of October 2012.

Inland Waterway Commercial Vessel and Tow Delay

Monthly data, not seasonally adjusted



Monthly data, 12-month centered moving average



A moving average facilitates analysis of trends in highly variable data series.

Lock delay is the extra time that commercial traffic spends moving through the nation's inland waterways. This delay is most often the result of high volumes at transit points, as well as occasional failures in equipment. This results in increased operating costs.

For reporting rivers, inland commercial traffic in 2011 spent 231,815 hours in lockage and 221,674 hours delayed, waiting for lockage. The greatest total delay in 2011 was at the Markland Lock on the Ohio River with 52,032 hours.

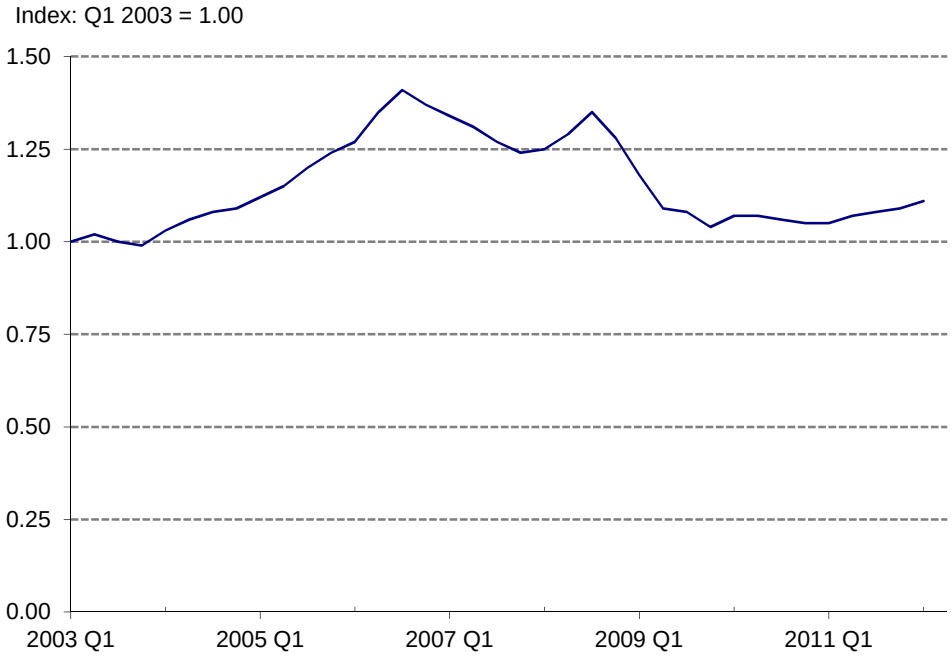
Commercial Vessel and Tow Delay	Mar-11	Mar-12
Total Ohio River System Hours of Delay	5,027	5,844
Percent change from same month previous year	-8.6	16.3
Total Upper Mississippi River System Hours of Delay	2,517	9,947
Percent change from same month previous year	151.6	295.2
Total Other Waterway Systems Hours of Delay	920	1,443
Percent change from same month previous year	-49.4	56.9

NOTES: Data for the Upper Mississippi River System includes the Mississippi (north of the Ohio confluence), Illinois, Chicago, and Kaskaskia Rivers. Data for the Ohio River System includes the Ohio, Cumberland, Green, Barren, Kanawha, Allegheny, and Monongahela Rivers. Other rivers for which data are available are the Arkansas River, which has a confluence with the Mississippi below the Ohio, and the Tennessee and Clinch Rivers, which ultimately flow into the Ohio, but also feed traffic to the Tennessee-Tombigbee Waterway.

SOURCE: U.S. Army Corps of Engineers, Navigation Information Connection, *Operations and Maintenance of Navigation Installations Report 10W* , available at http://www2.mvr.usace.army.mil/nic2/default.cfm as of October 2012.

National Highway Construction Cost Index

Quarterly data, not seasonally adjusted



The National Highway Construction Cost Index (NHCCI) is a price index that tracks price changes associated with highway construction costs.

National Highway Construction Cost Index	2011 Quarter 1	2012 Quarter 1
National Highway Construction Cost Index (Index: Q1 2003 = 1.00)	1.05	1.11
Percent change from same quarter previous year	-1.9	5.7

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

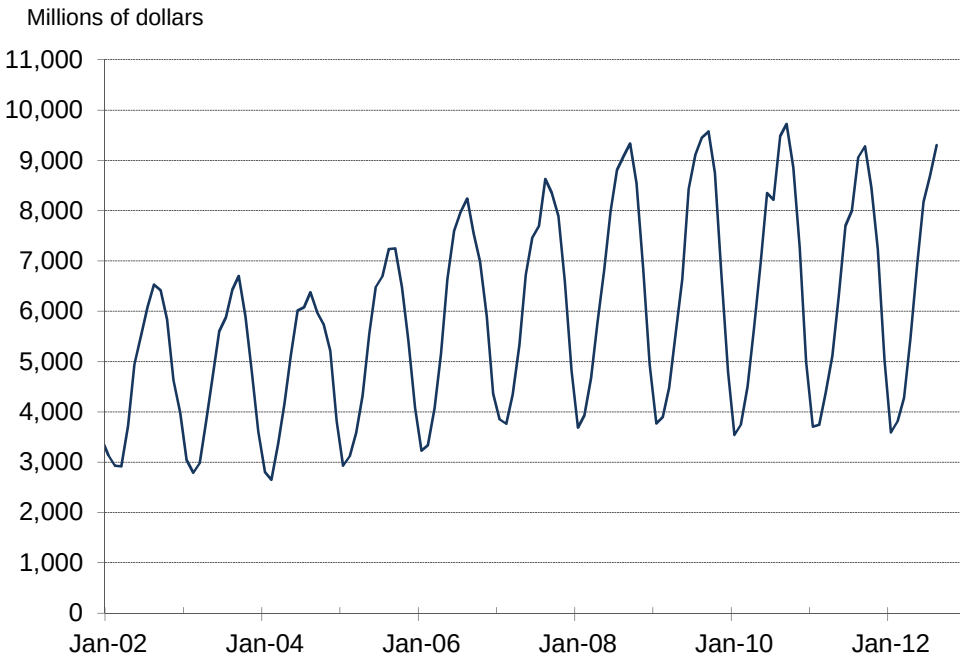
The NHCCI is updated quarterly and has a base period of the First Quarter of 2003. The data series began with 45 states in 2003 and currently includes 48 states; Alaska and Hawaii are excluded due to unique cost issues.

The NHCCI does not have the exact same coverage as the C30 (Value of Construction Put in Place) dataset from the Census Bureau. The C30 data only covers the value of new construction, and the NHCCI tracks materials and services purchased by states.

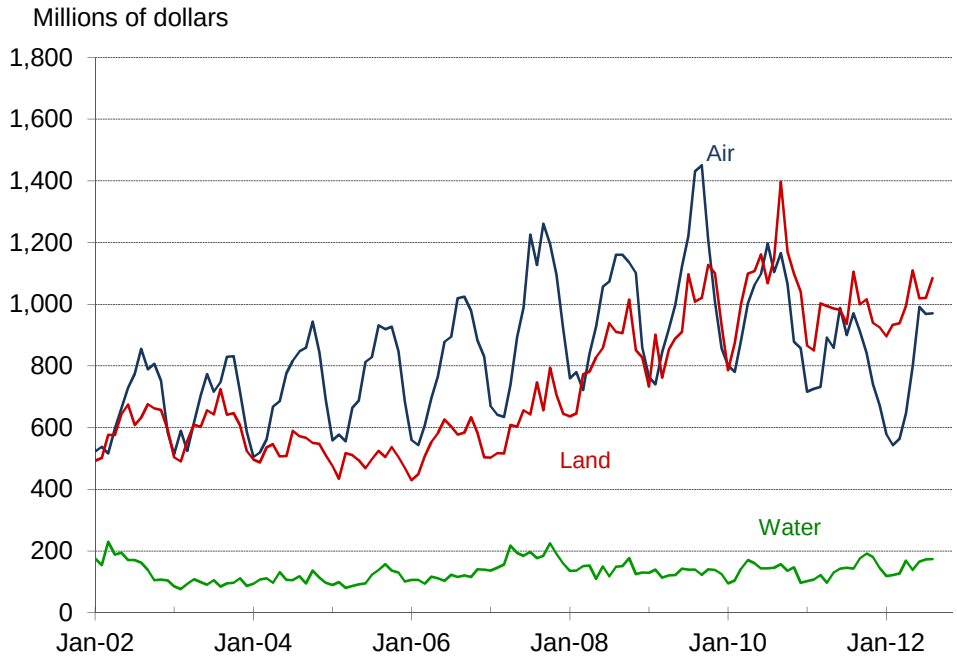
SOURCE: U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, National Highway Construction Cost Index, available at http://www.fhwa.dot.gov/policyinformation/index.cfm as of October 2012.

State and Local Government Transportation Construction Value

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



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



The value of transportation construction shows the investment in new and rebuilt infrastructure. In the near-term, this construction creates jobs. The long-term effect of improved transportation infrastructure is a lowered cost of transportation, which helps enable growth in the economy.

Transportation construction includes new infrastructure put in place, as well as conversions, expansions, reconstructions, and rehabilitations of existing transportation infrastructure; it does not include maintenance or land acquisition. State and local governments spent $101.2 billion on transportation infrastructure construction in 2011, a 6.1% decrease from 2010. Federal expenditures on highway and other transportation construction were $2.7 billion in 2011, as most of the revenues collected at the federal level are redistributed to the states.

State and Local Transportation Construction Value	Aug-11	Aug-12
Highway and Street Construction (millions of dollars)	9,063	9,301
Percent change from same month previous year	-4.4	2.6
Air Transportation Construction (millions of dollars)	971	971
Percent change from same month previous year	-12.0	0.0
Land Transportation Construction (millions of dollars)	1,105	1,085
Percent change from same month previous year	-3.8	-1.8
Water Transportation Construction (millions of dollars)	143	174
Percent change from same month previous year	-2.1	21.7

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

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.

SOURCE: U.S. Department of Commerce, Census Bureau, *Construction Spending* , available at http://www.census.gov/construction/c30/c30index.html as of October 2012.