RITA *Bureau of Transportation Statistics*

Key Transportation Indicators
February 2011

U.S. Department of Transportation

Research and Innovative Technology Administration

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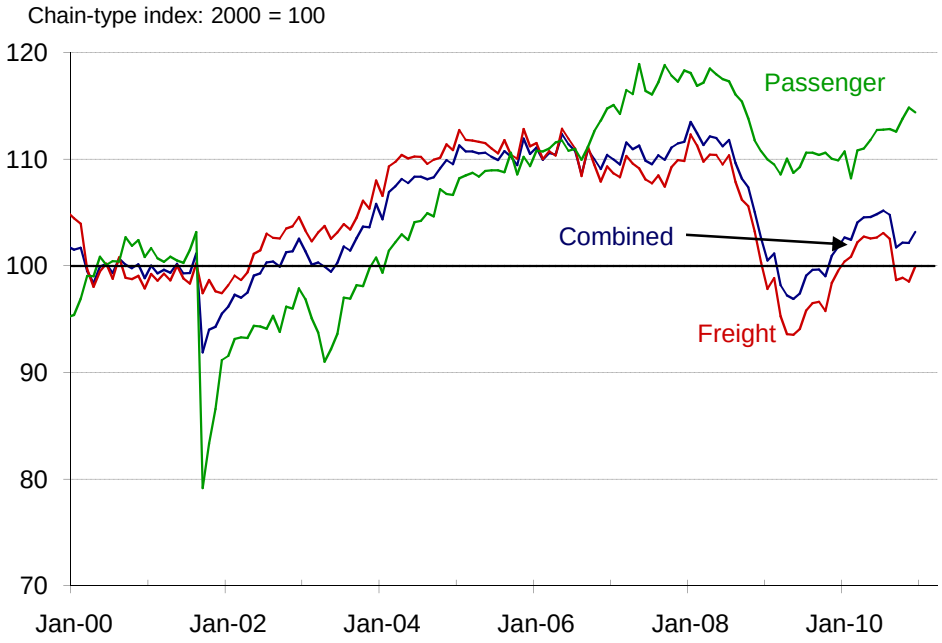
Transportation Services Index

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.

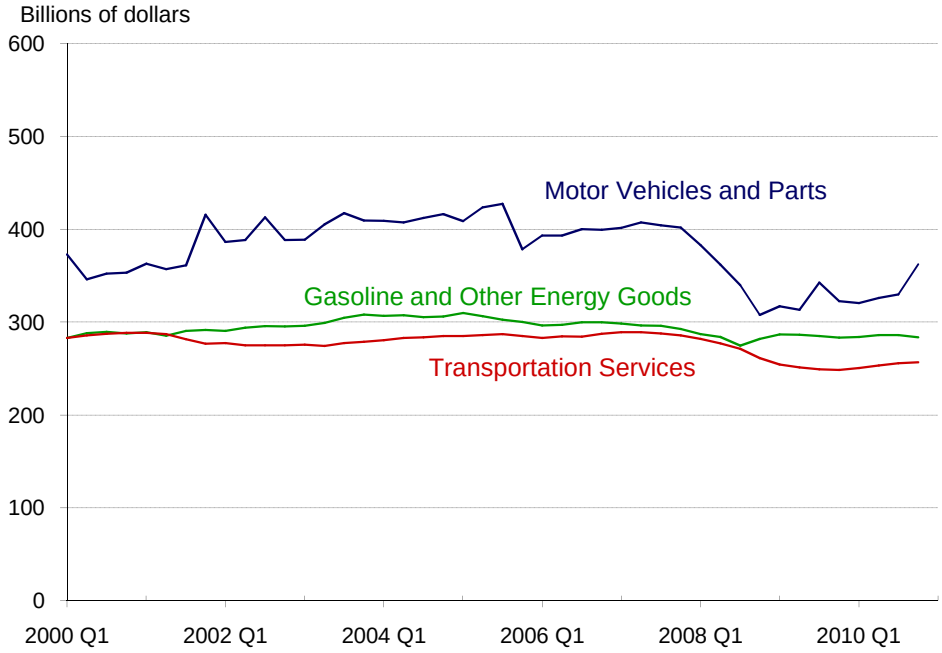
Transportation Services Index	Nov-10	Dec-10
Combined (Index: 2000 = 100)	102.14	103.16
Percent change from previous month	0.0	1.0
Freight (Index: 2000 = 100)	98.53	99.97
Percent change from previous month	-0.3	1.5
Passenger (Index: 2000 = 100)	114.85	114.38
Percent change from previous month	0.9	-0.4

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 February 2011.

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.

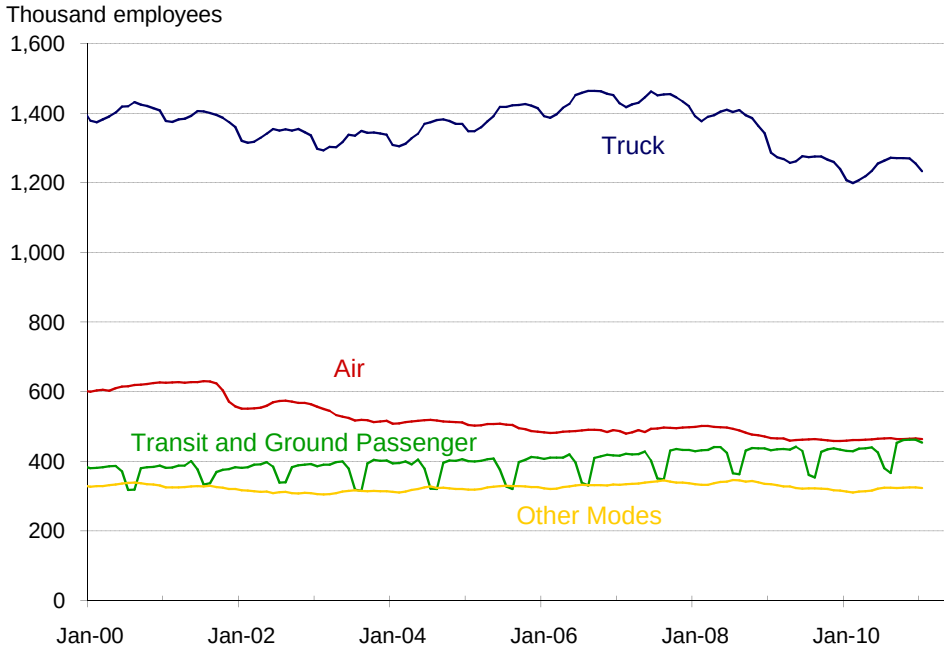
Personal Spending on Transportation	2010 Q3	2010 Q4
Spending on Motor Vehicles and Parts (billions of chained 2005 dollars)	330.1	362.3
Percent change from previous quarter	1.3	9.8
Spending on Transportation Services (billions of chained 2005 dollars)	255.7	256.9
Percent change from previous quarter	0.9	0.5
Spending on Gasoline and Other Energy Goods (billions of chained 2005 dollars)	286.1	283.9
Percent change from previous quarter	0.0	-0.8

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 February 2011.

Transportation Employment

Monthly data, not seasonally adjusted



Employment in for-hire transportation industries is a signal of demand in the economy. In the May 2009 edition of *Occupational Employment Statistics* , 63 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 24 percent for air transportation.

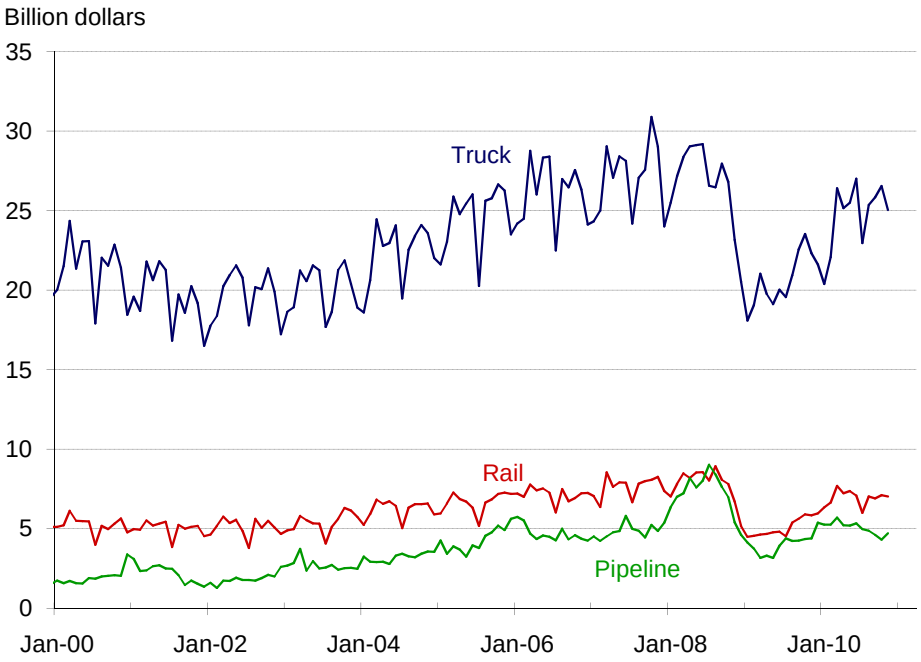
Transportation Employment	Jan-10	Jan-11
Truck Transportation Employees (thousands)	1,207.8	1,233.2
Percent change from same month previous year	-6.2	2.1
Air Transportation Employees (thousands)	459.6	464.7
Percent change from same month previous year	-1.6	1.1
Transit and Ground Passenger Transportation Employees (thousands)	430.9	454.1
Percent change from same month previous year	-0.3	5.4
Other Transportation Modes Employees (thousands)	313.7	323.7
Percent change from same month previous year	-6.4	3.2

NOTES: Other Transportation Modes includes rail, water, and pipeline transportation. Data do not include sightseeing, support activities, couriers, or warehousing.

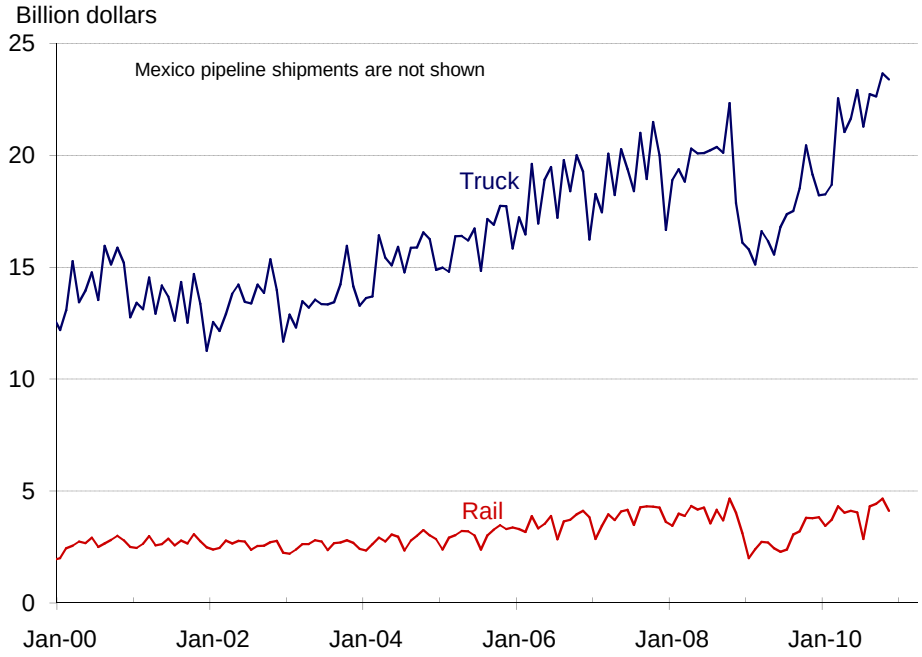
SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, *Current Employment Statistics*, available at http://www.bls.gov/ as of February 2011.

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)



NOTES: 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	Nov-09	Nov-10
Truck (billions of dollars)	22.32	25.04
Percent change from same month previous year	-3.7	12.2
Rail (billions of dollars)	5.82	7.03
Percent change from same month previous year	-13.0	20.7
Pipeline (billions of dollars)	4.38	4.70
Percent change from same month previous year	-18.7	7.4

U.S. - Mexico Trade	Nov-09	Nov-10
Truck (billions of dollars)	19.14	23.38
Percent change from same month previous year	7.1	22.2
Rail (billions of dollars)	3.78	4.11
Percent change from same month previous year	-5.9	8.6
Pipeline (billions of dollars)	0.09	0.19
Percent change from same month previous year	-8.4	117.0

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 February 2011.

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)	7-Feb-11	14-Feb-11
Average regular grade, all formulations (Current dollars per gallon, including all taxes)	3.13	3.14
Percent change from previous week	1.0	0.3

SOURCE: U.S. Department of Energy, Energy Information Administration, *Weekly Retail Gasoline Prices* , available at http://eia.doe.gov/ as of February 2011.

Motor Fuel Prices: Retail Diesel Prices

Weekly data, not seasonally adjusted

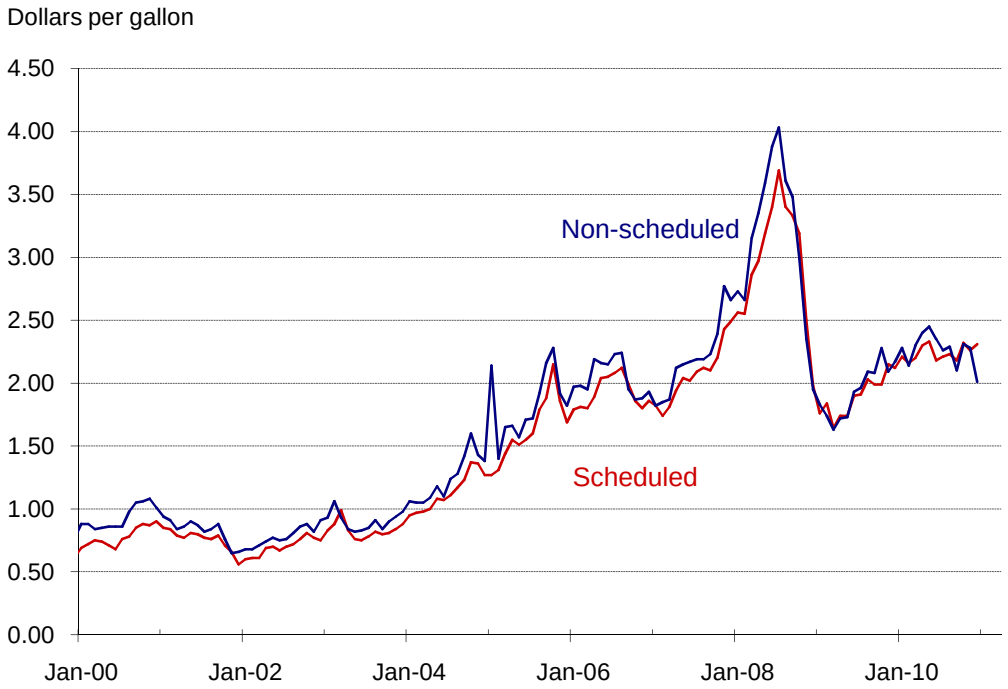
Diesel prices are an important cost component of freight trucking transportation. Changes in diesel prices impact the behavior of producers and consumers, modal mix, and ultimately the overall demand for transportation. Changes in diesel prices affect the profit margins of motor carriers, particularly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

Retail On-Highway Diesel Prices (Average All Types)	7-Feb-11	14-Feb-11
Retail on-highway diesel prices (Current dollars per gallon, including all taxes)	3.51	3.53
Percent change from previous week	2.2	0.6

SOURCE: U.S. Department of Energy, Energy Information Administration, *Weekly On-Highway Diesel Prices* , available at http://eia.doe.gov/ as of February 2011.

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.

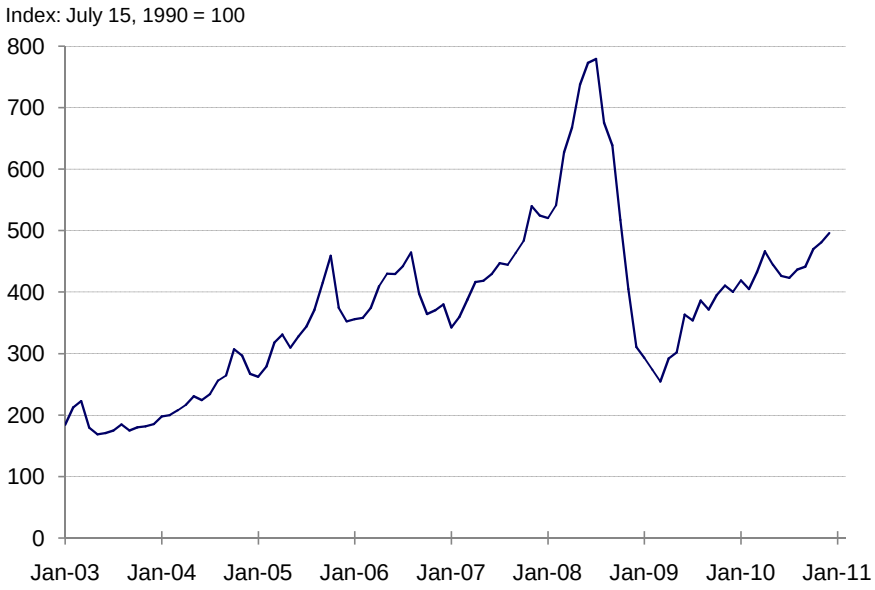
Average Jet Fuel Price by Type of Service	Dec-09	Dec-10
For Domestic Non-scheduled Airline Service (Current dollars per gallon)	2.17	2.01
Percent change from same month previous year	11.3	-7.4
For Domestic Scheduled Airline Service (Current dollars per gallon)	2.12	2.31
Percent change from same month previous year	7.1	9.0

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality. Data for September 2010 to December 2010 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 February 2011.

Index of Railroad Fuel Prices

Monthly data, not seasonally adjusted



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.

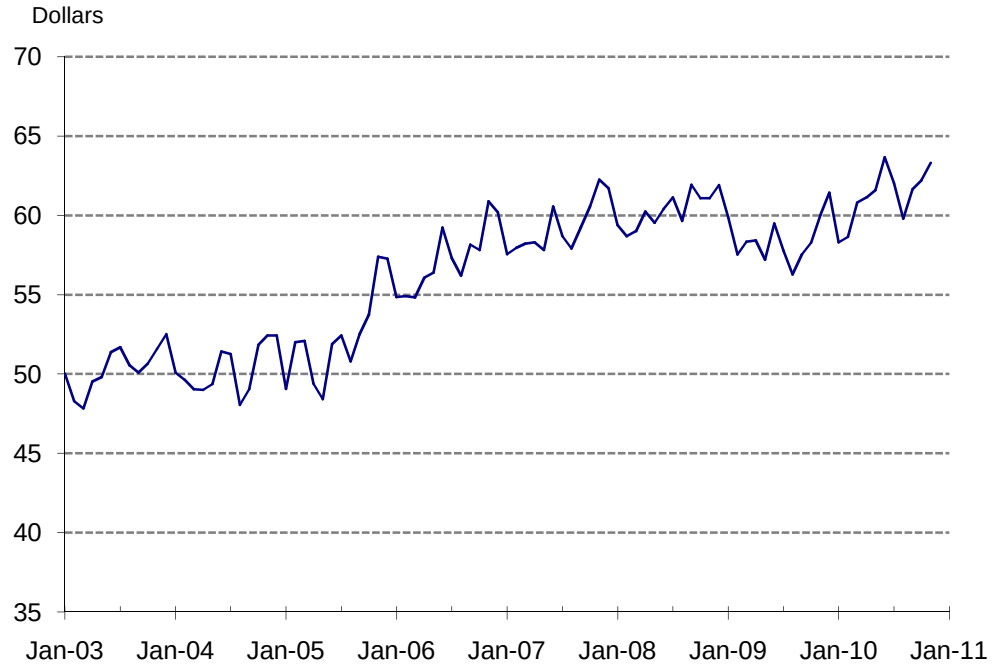
Index of Railroad Fuel Prices	Dec-09	Dec-10
Railroad Fuel Prices (Index: July 15, 1990 = 100)	400.5	496.4
Percent change from same month previous year	28.8	23.9

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

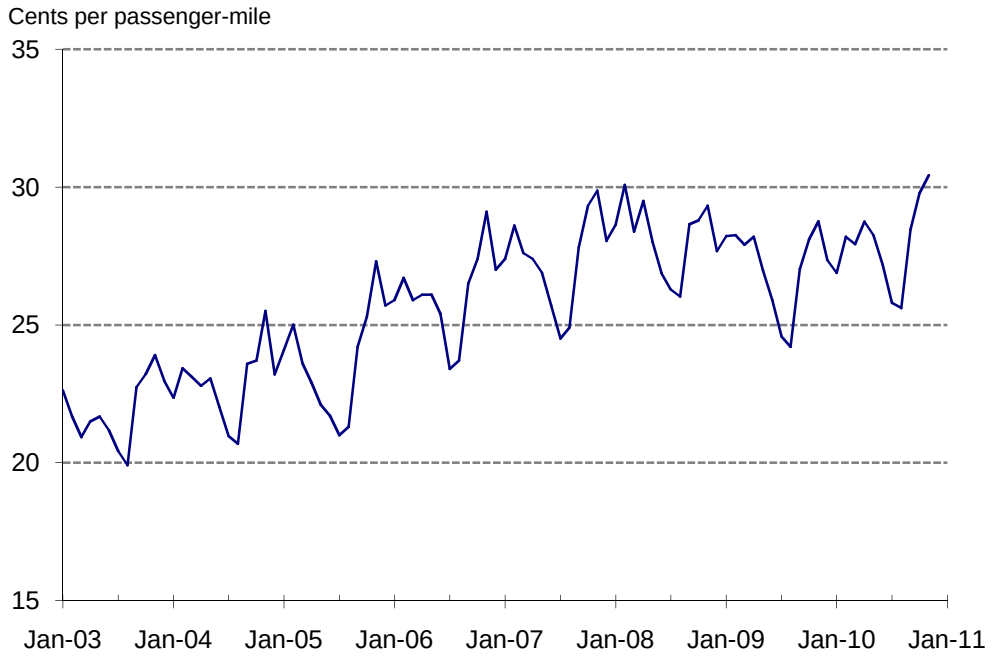
SOURCE: Association of American Railroads, *Monthly Railroad Fuel Price Indexes* , available at http://www.aar.org/ as of February 2011.

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.

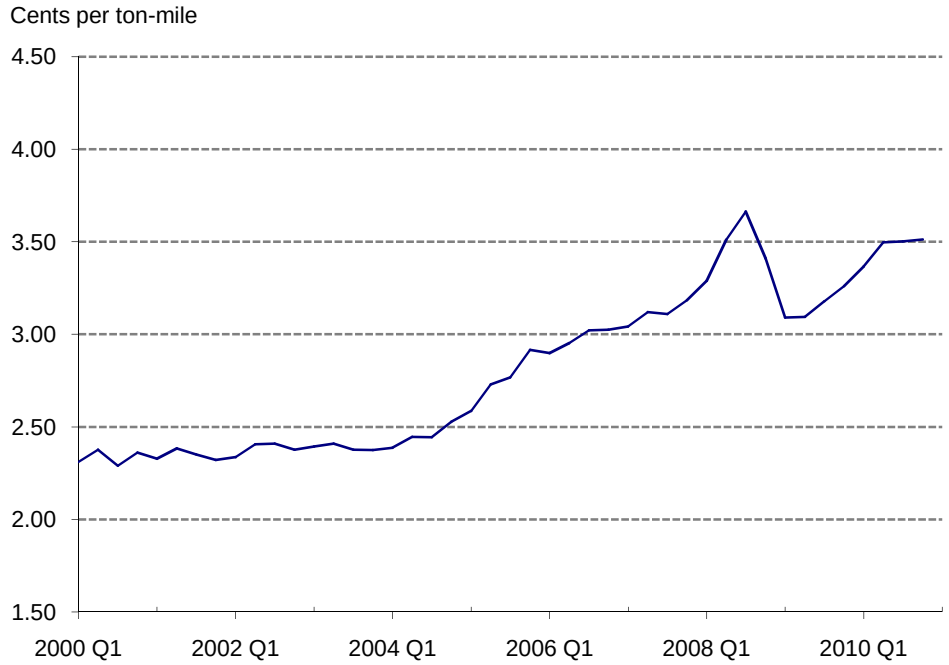
Amtrak Ticket Prices and Yields	Nov-09	Nov-10
Average Amtrak ticket prices (dollars)	60.00	63.29
Percent change from same month previous year	-1.8	5.5
Amtrak ticket yield (cents per passenger-mile)	28.75	30.43
Percent change from same month previous year	-1.9	5.8

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 February 2011.

Freight Rail Yields

Operating Yield (quarterly data, not seasonally adjusted)



For freight, operating yield is a measure of revenue per ton-mile. 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.

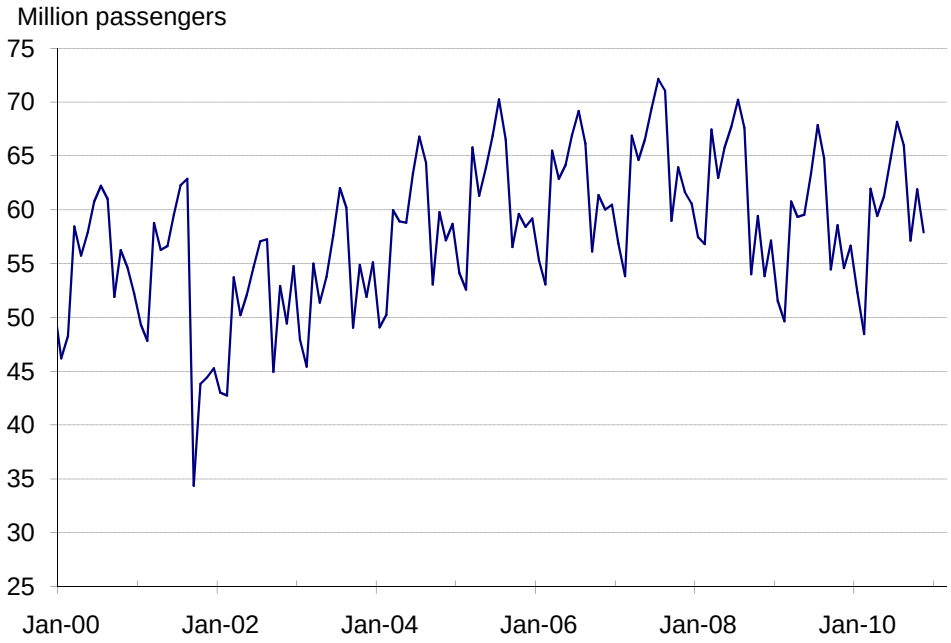
Freight Rail Operating Yields (Class I only)	2009 Quarter 4	2010 Quarter 4
Operating Yield (cents per ton-mile)	3.26	3.51
Percent change from same quarter previous year	-4.4	7.7

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 February 2011.

U.S. Airline Passengers

Monthly data, not seasonally adjusted



In 2009, airlines based in the United States originated 701 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 56 percent of the passengers.

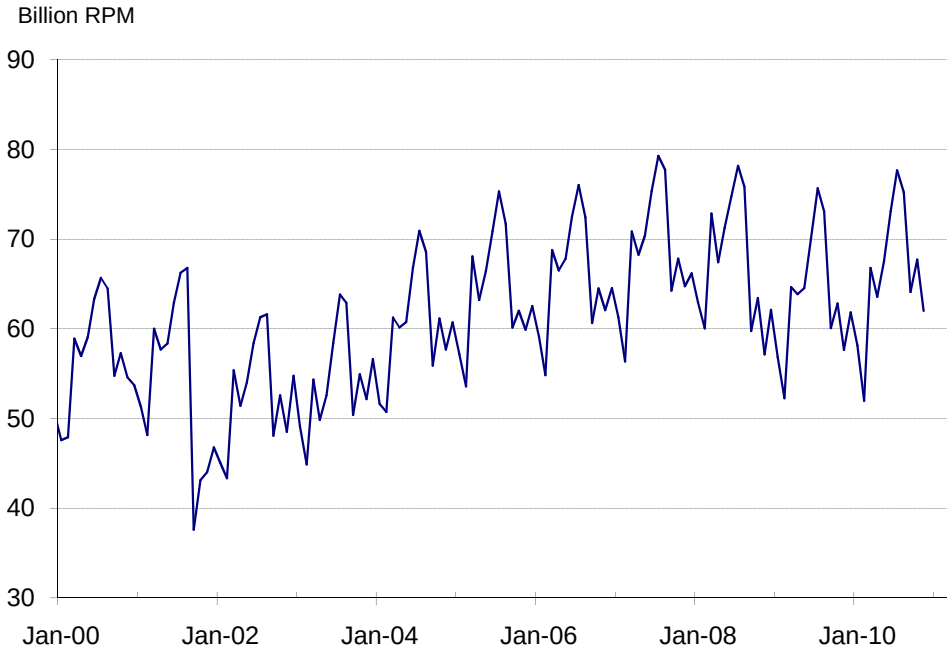
U.S. Airline Passengers	Nov-09	Nov-10
Scheduled System (Domestic and International) U.S. Airlines Total Passengers	54,582,892	57,918,680
Percent change from same month previous year	1.4	6.1

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

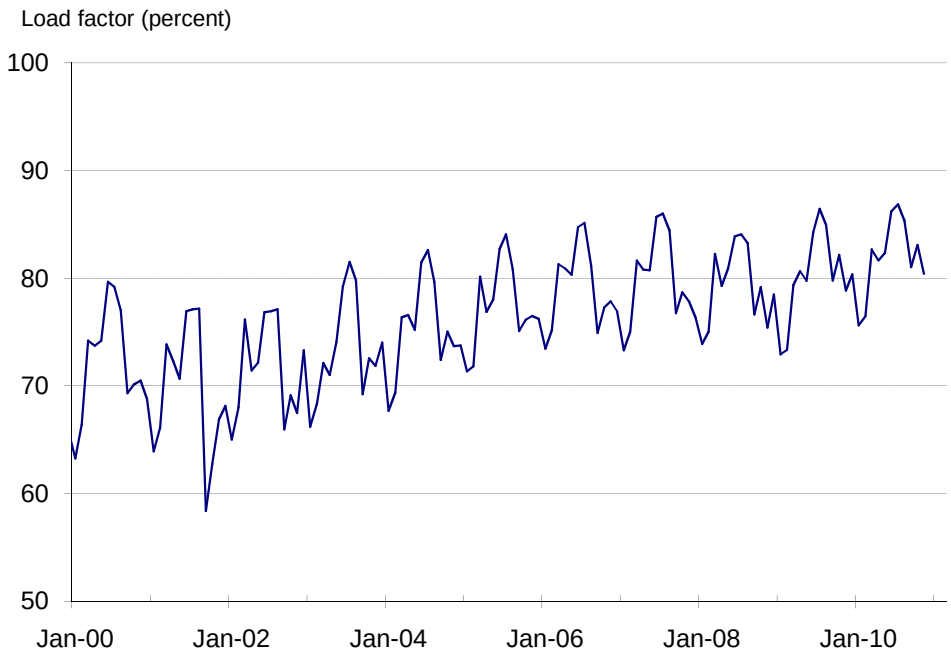
SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, available at http://www.bts.gov/programs/airline_information/ as of February 2011.

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 2009, the 701 million passengers traveling on U.S.-based airlines collectively traveled 763 billion miles. On average, a passenger traveling domestically traveled 872 miles. An international passenger traveling on a U.S.-based airline traveled an average of 2,699 miles to the first destination outside the U.S.

In 2009, airlines operating in the United States had 80.4 percent of their available seat-miles (ASM) occupied by passengers. Capacity utilization for domestic carriers was 81.1 percent of ASM occupied for domestic flights, and 78.8 percent of ASM occupied for international flights. Foreign airlines that originated flights in the U.S. had a load factor of 77.7 percent.

U.S. Airline Revenue Passenger-Miles and Load Factor	Nov-09	Nov-10
Scheduled System (Domestic and International) U.S. Airlines Total RPM (billions)	57.66	61.98
Percent change from same month previous year	0.9	7.5
Scheduled System (Domestic and International) U.S. Airlines' Load Factor (percent)	78.88	80.40
Difference from same month previous year*	3.5	1.5

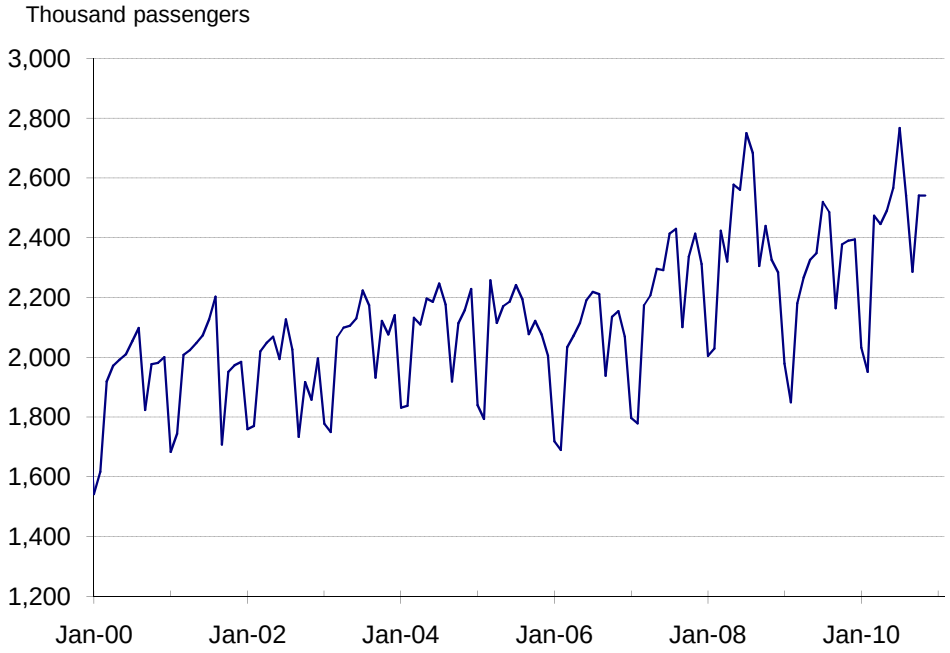
* Current month minus same month previous year. This is generally used in the case of bound numbers, such as proportions that cannot exceed 100%.

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 February 2011.

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.

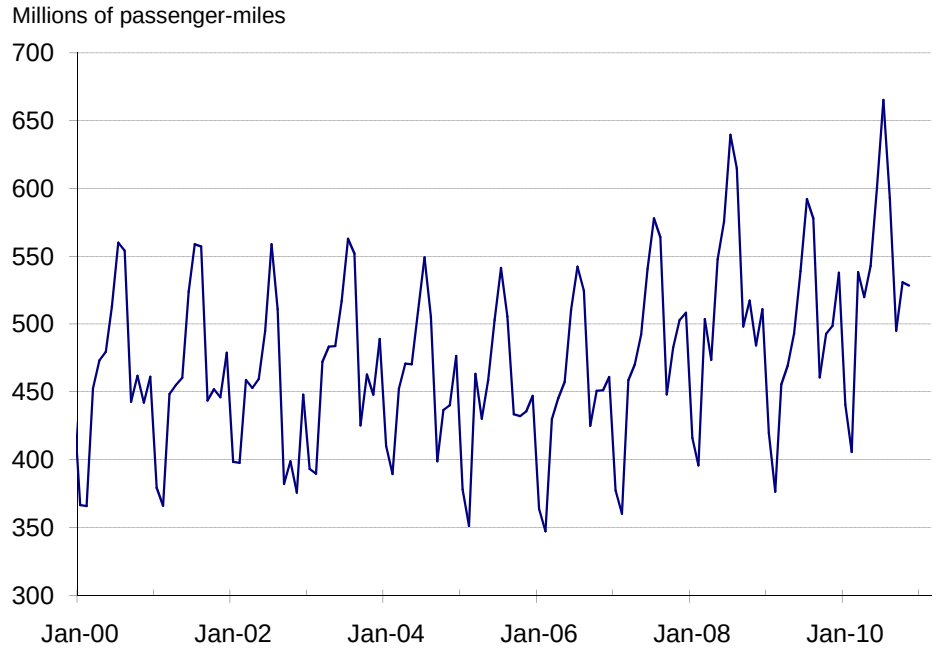
Amtrak Ridership	Nov-09	Nov-10
Amtrak Ridership	2,389,841	2,541,087
Percent change from same month previous year	2.8	6.3

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

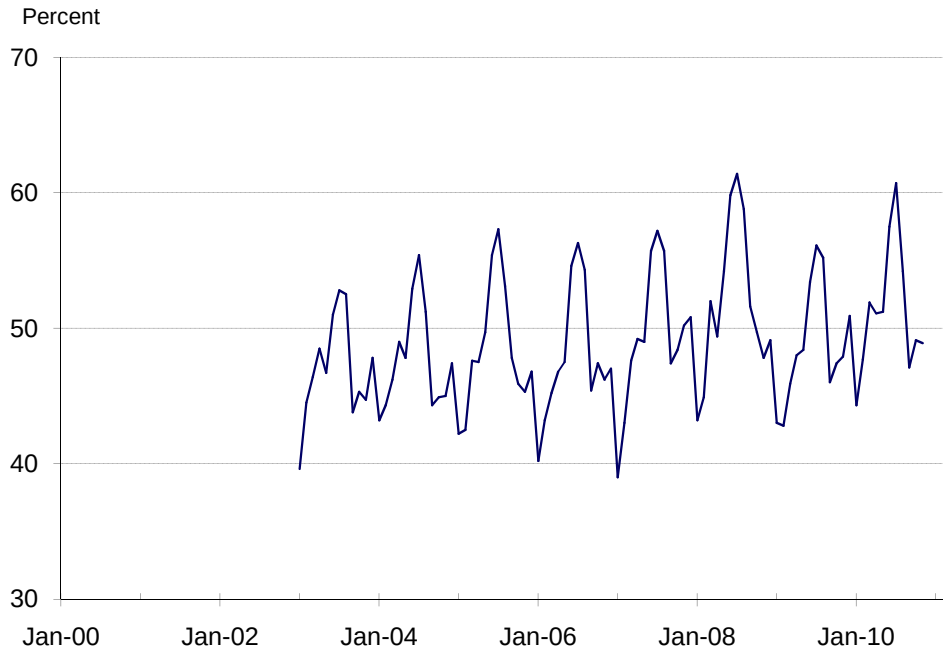
SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, *Operational Data Tables* , Table 1.02, available at http://safetydata.fra.dot.gov/OfficeofSafety/ as of February 2011.

Amtrak Revenue Passenger-Miles and Load Factor

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



Load Factor (monthly data, not seasonally adjusted)



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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 is available beginning in January 2003.

Amtrak Revenue Passenger-Miles and Load Factor	Nov-09	Nov-10
Amtrak revenue passenger-miles (millions)	498.8	528.4
Percent change from same month previous year	3.0	5.9
Passenger load factor (percent)	47.9	48.9
Difference from same month previous year*	0.1	1.0

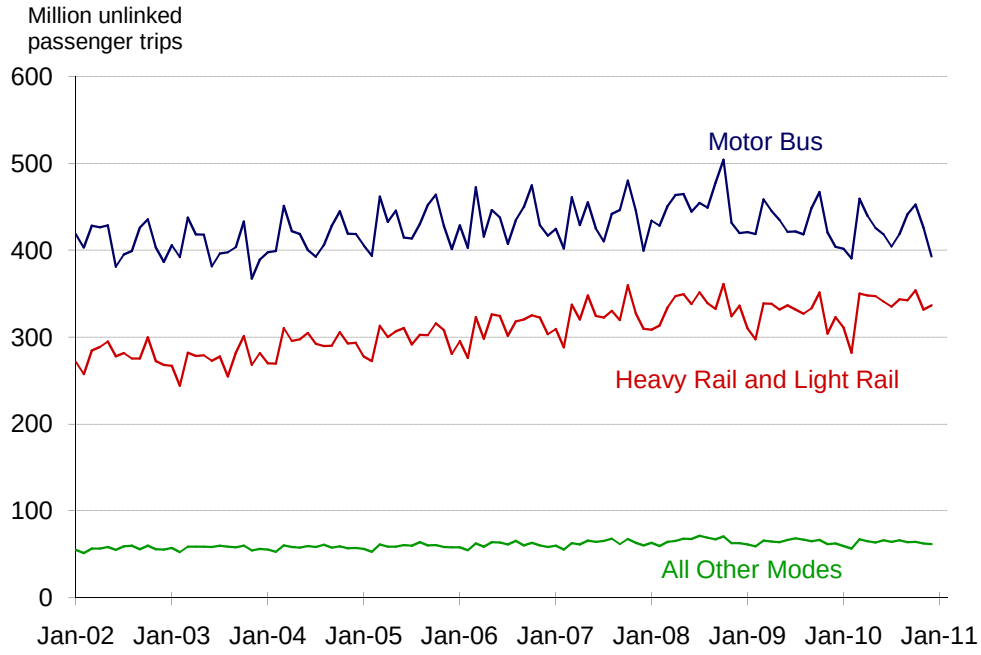
* Current month minus same month previous year. This is generally used in the case of bound numbers, such as proportions that cannot exceed 100%.

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

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 February 2011.
Load Factor — National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports*, available at http://www.amtrak.com/ as of February 2011.

Transit Ridership

Monthly data, not seasonally adjusted



Transit riders in the United States took 9.9 billion unlinked passenger trips in 2009. Approximately 52% of these trips occurred on motor bus, 35% on heavy rail, and roughly four-and-a-half percent each for commuter rail and light rail.

Transit Ridership	Dec-09	Dec-10
Motor Bus Ridership (million unlinked passenger trips)	403.7	392.9
Percent change from same month previous year	-3.8	-2.7
Heavy Rail and Light Rail Ridership (million unlinked passenger trips)	322.6	336.5
Percent change from same month previous year	-4.0	4.3
All Other Modes Ridership (million unlinked passenger trips)	62.4	61.8
Percent change from same month previous year	-0.7	-1.0

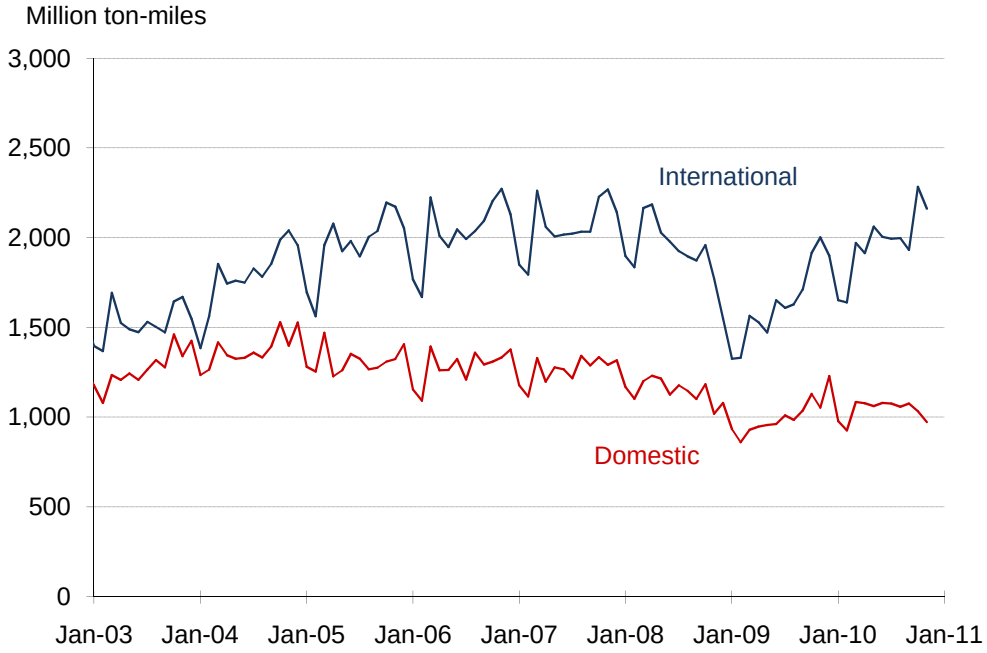
NOTES: All other modes includes commuter rail, monorail, cable car, automated guideway, inclined plane, demand response, trolley bus, van pool, and ferry boat.

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 February 2011.

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	Nov-09	Nov-10
International Cargo Revenue Ton-Miles (millions)	2,001	2,162
Percent change from same month previous year	12.8	8.1
Domestic Cargo Revenue Ton-Miles (millions)	1,052	972
Percent change from same month previous year	3.3	-7.6

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

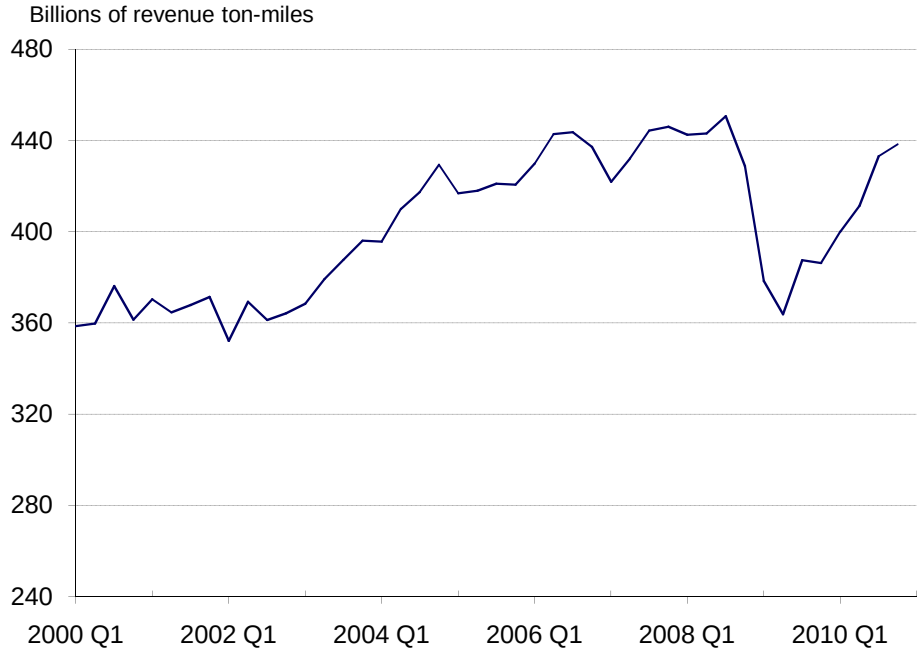
International data in this file cover all non-domestic operating entities of U.S. air carriers. The non-domestic operating entity categories include "Atlantic," "Latin America," "Pacific," and "International." The "International" operating entity classification covers operations for carriers that do 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 February 2011.

Rail Freight Revenue Ton-Miles

Quarterly data, not seasonally adjusted



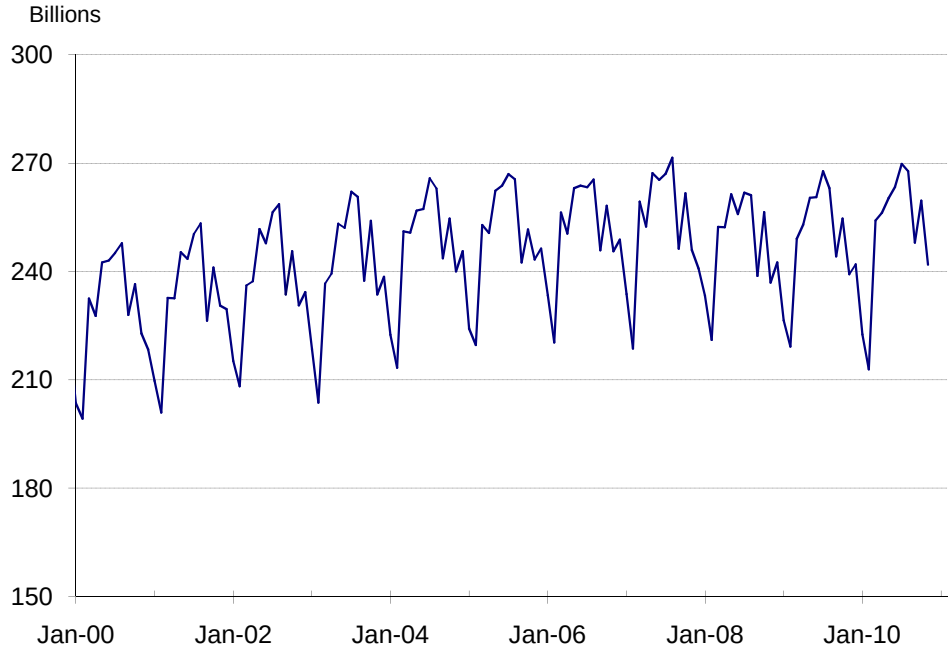
Rail Freight Revenue Ton-Miles (Class I only)	2009 Quarter 4	2010 Quarter 4
Rail Freight Revenue Ton-Miles (billions)	386.1	438.3
Percent change from same quarter previous year	-9.9	13.5

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 February 2011.

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.

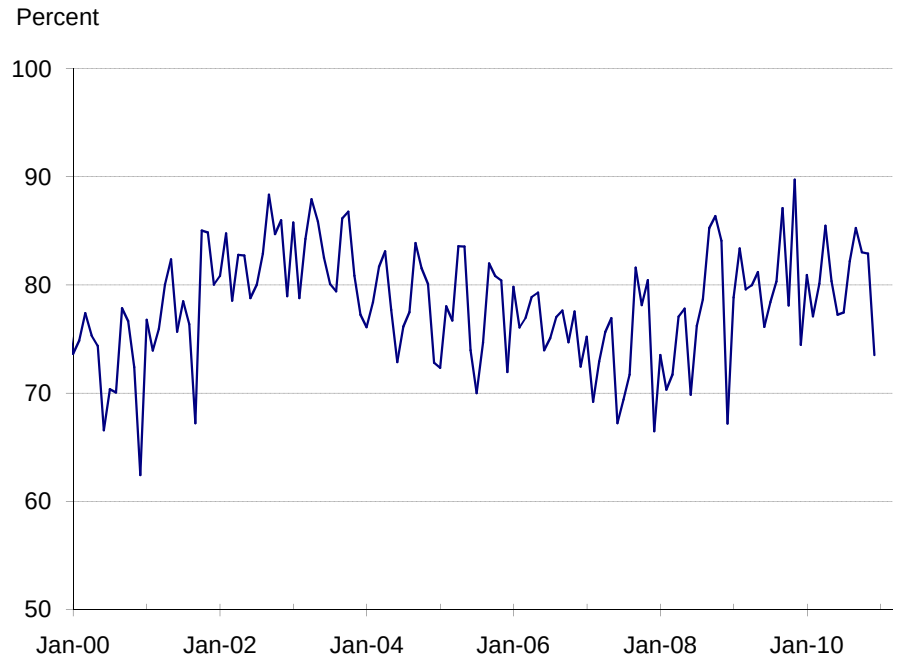
Vehicle-Miles Traveled	Nov-09	Nov-10
Highway miles (millions)	239,185	241,816
Percent change from same month previous year	1.0	1.1

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, Federal Highway Administration, Office of Highway Policy Information, *Traffic Volume Trends*, available at http://www.fhwa.dot.gov/ as of February 2011.

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 2009, 20.1% of flights were delayed, 1.8% were cancelled, and 0.2% were diverted. These data only cover major airlines, which are required to report delays.

Flight On-Time Performance	Dec-09	Dec-10
Number of scheduled flights	291,026	295,401
Percent change from same month previous year	-6.1	1.5
Percentage of flights arriving on-time	74.47	73.53
Difference from same month previous year*	7.3	-0.9

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

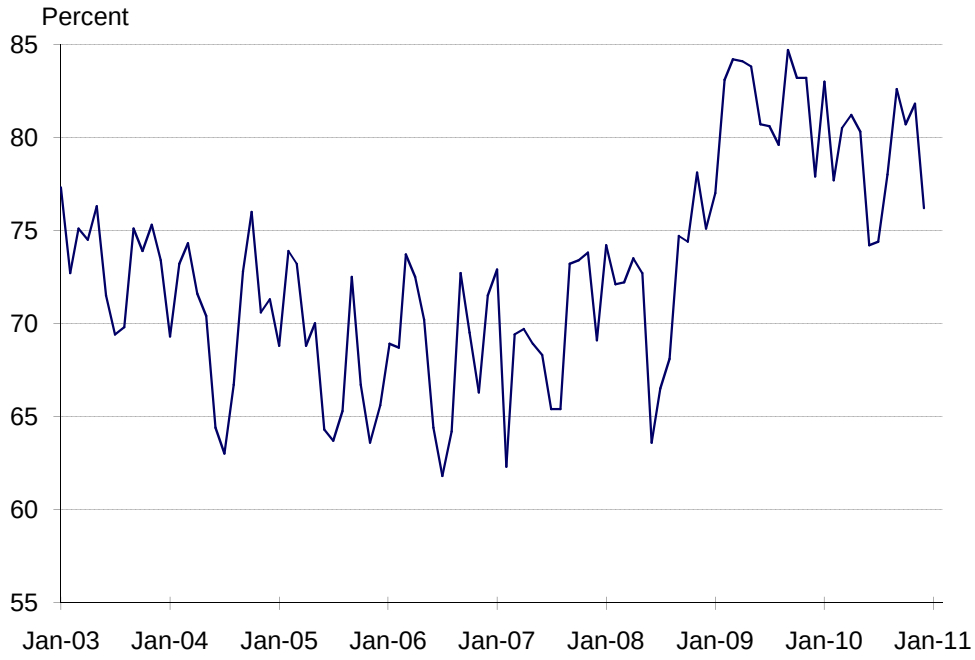
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality. Data are available for those carriers that had at least 1% of domestic enplanements in the previous year. The last 25 months of data include only carriers that reported in each of the 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 February 2011.

Amtrak On-Time Performance

Monthly data, not seasonally adjusted



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	Dec-09	Dec-10
On-time performance (percent on-time)	77.9	76.2
Difference from same month previous year*	2.8	-1.7

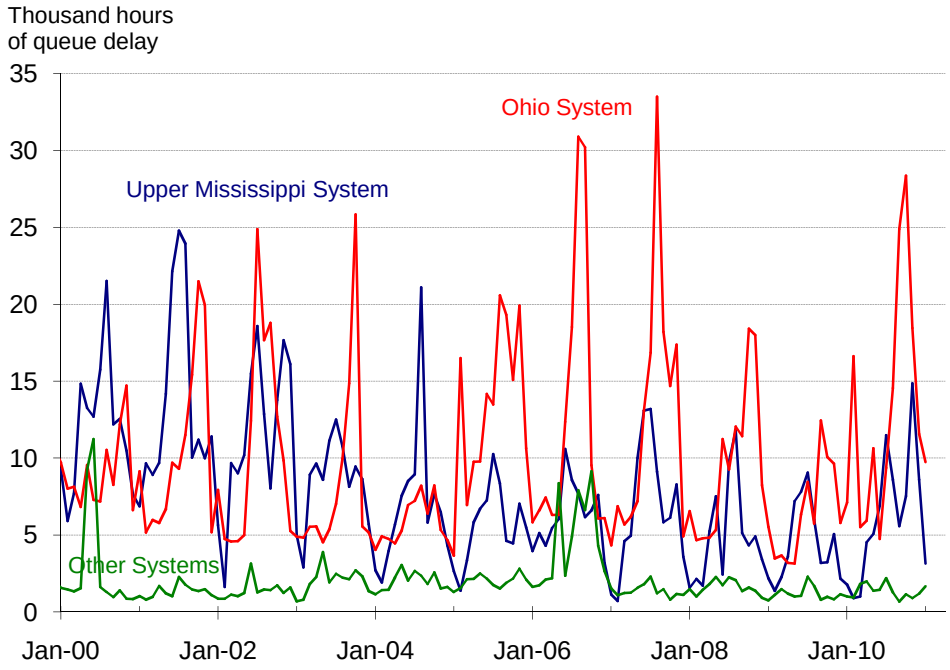
* Current month minus same month previous year. This is generally used in the case of bound numbers, such as proportions that cannot exceed 100%.

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality. Data are for endpoint arrival delays.

SOURCE: National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports*, available at http://www.amtrak.com/ as of February 2011.

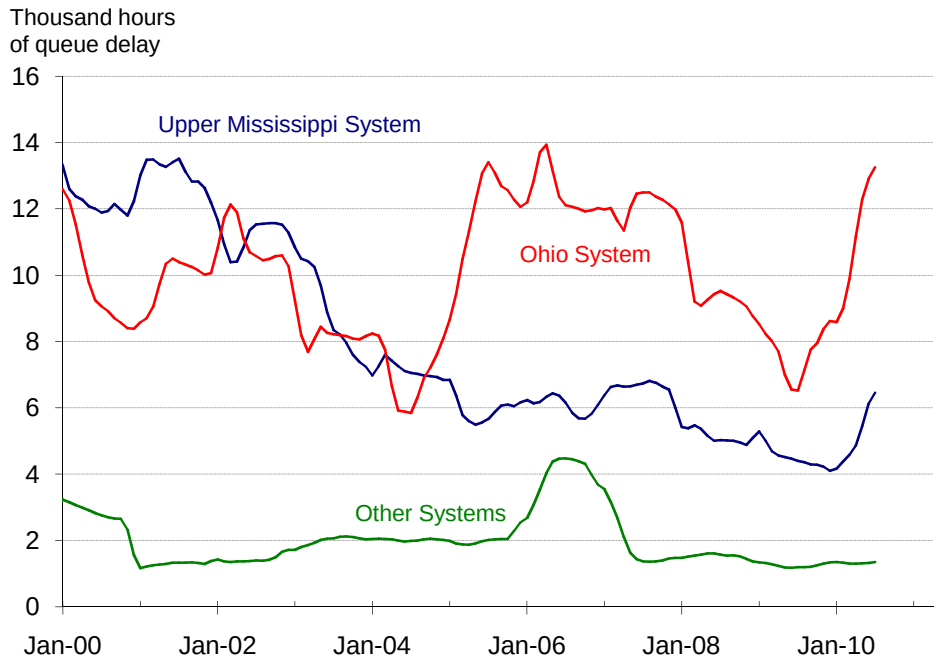
Inland Waterway Commercial Vessel and Tow Delay

Monthly data, not seasonally adjusted



For reporting rivers, inland commercial traffic in 2009 spent 225,189 hours in lockage and 144,654 hours waiting for lockage. The greatest total delay in 2009 was at the Markland Lock on the Ohio River, with 13,762 hours.

Monthly data, 12-month centered moving average



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

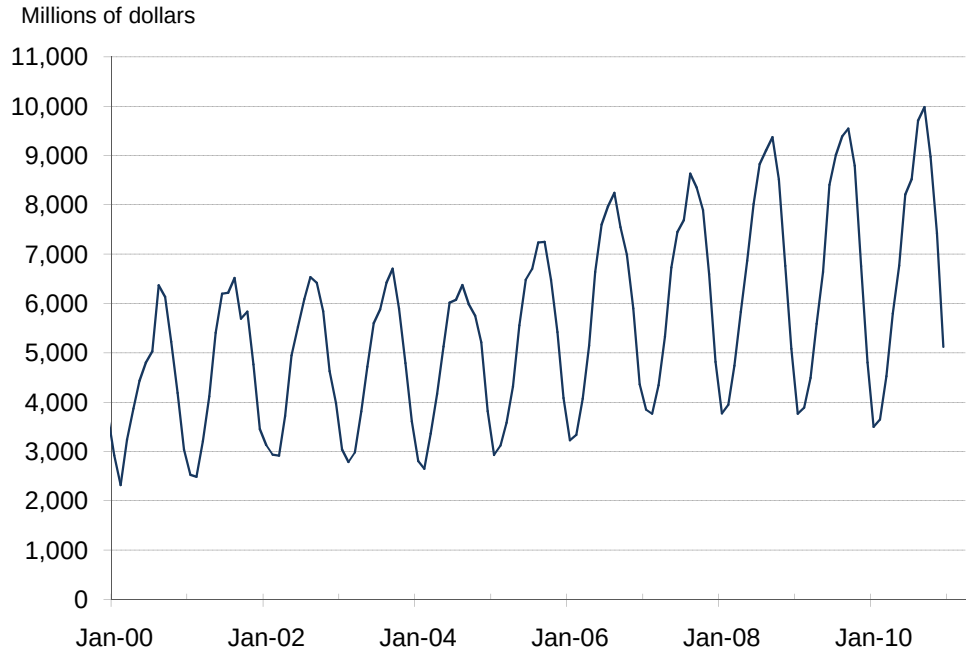
Commercial Vessel and Tow Delay	Jan-10	Jan-11
Total Ohio River System Hours of Delay	7,111	9,731
Percent change from same month previous year	28.5	36.8
Total Upper Mississippi River System Hours of Delay	1,772	3,135
Percent change from same month previous year	-18.8	77.0
Total Other Waterway Systems Hours of Delay	1,003	1,671
Percent change from same month previous year	35.5	66.6

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.

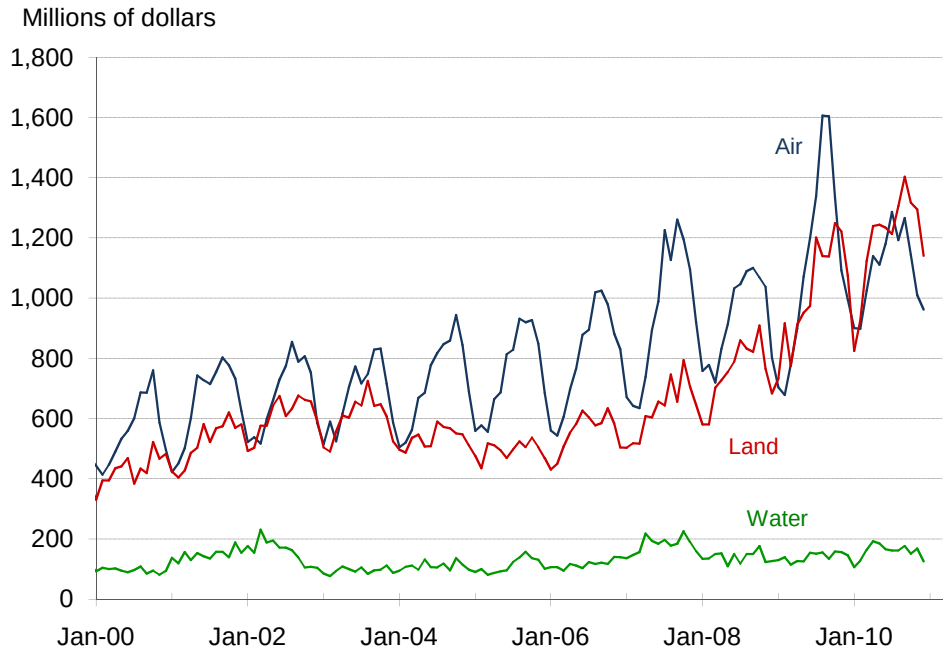
SOURCE: U.S. Army Corps of Engineers, Navigation Information Connection, *Operations and Maintenance of Navigation Installations Report 10W* , available at http://www2.mvr.usace.army.mil/nic2/default.cfm as of February 2011.

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)



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 $108.3 billion on transportation infrastructure construction in 2009, a 4.5% increase from 2008. Federal expenditures on highway and other transportation construction were $3.0 billion in 2009, as most of the revenues collected at the federal level are redistributed to the states.

State and Local Transportation Construction Value	Dec-09	Dec-10
Highway and Street Construction (millions of dollars)	4,807	5,120
Percent change from same month previous year	-5.4	6.5
Air Transportation Construction (millions of dollars)	995	962
Percent change from same month previous year	24.1	-3.3
Land Transportation Construction (millions of dollars)	1,075	1,140
Percent change from same month previous year	57.4	6.0
Water Transportation Construction (millions of dollars)	145	125
Percent change from same month previous year	15.1	-13.8

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/const/www/c30index.html as of February 2011.