



U.S. Department  
of Transportation

**Research and  
Innovative Technology  
Administration**

# **Key Transportation Indicators February 2008**



# Table of Contents

Transportation Services Index

Air Travel Price Index

Domestic Airline Jet Fuel

Major U.S. Air Carriers On-Time Performance

Motor Fuel Prices: Retail Diesel Prices

Motor Fuel Prices: Retail Gasoline

U.S. Highway Vehicle Miles Traveled

Amtrak Ridership

Index of Railroad Fuel Prices

Rail Capacity Utilization: Rail Passenger Load Factor

Rail Freight: Revenue Ton-Miles

Rail On-Time Performance

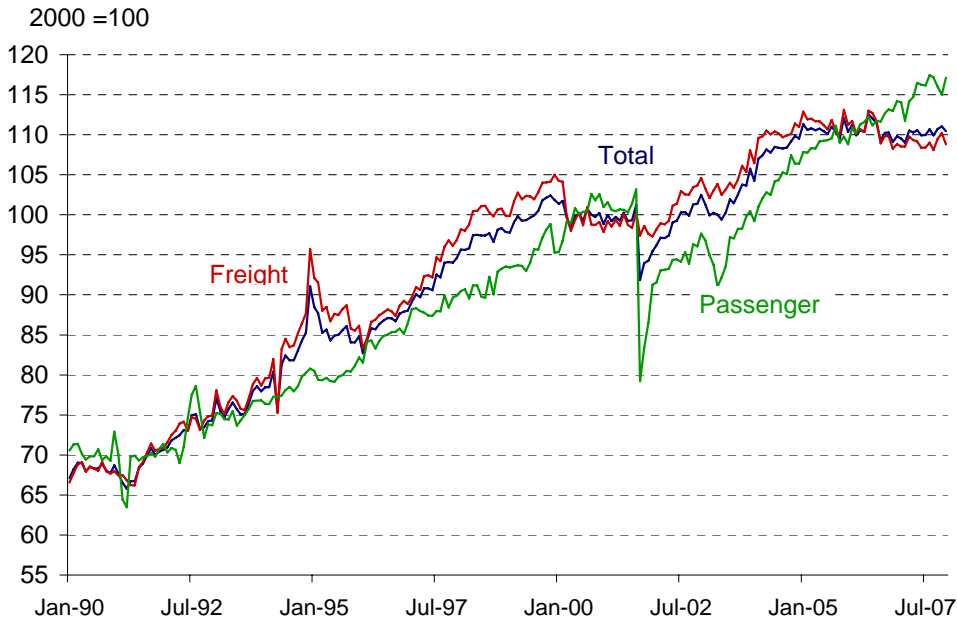
Use of Passenger Rail: Revenue Passenger Miles

U.S. Surface Trade with Canada and Mexico



## Transportation Services Index

Transportation Services Index (monthly data, seasonally adjusted)



The Transportation Services Index (TSI) is a measure of the month-to-month change 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.

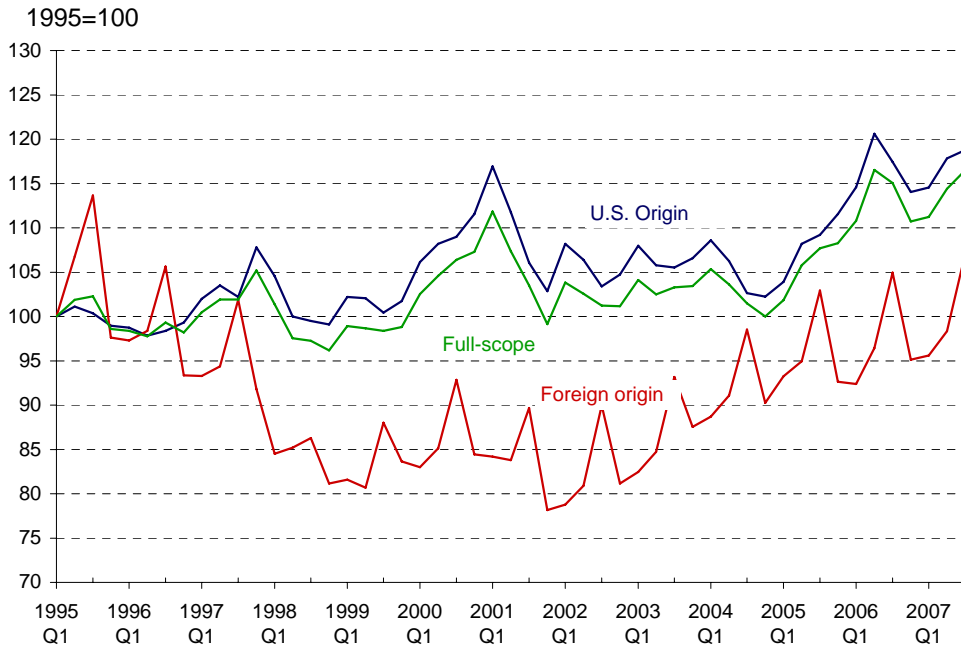
<b>Transportation Services Index</b>	<b>Nov-07</b>	<b>Dec-07</b>
Total Transportation Services Index (2000=100)	111.04	110.46
Freight Transportation Services Index (2000=100)	110.19	108.80
Passenger Transportation Services Index (2000=100)	115.01	117.10

**NOTES:** TSI is updated monthly with the latest four months' index numbers considered preliminary. Each month BTS releases the latest preliminary TSI, and replaces the oldest preliminary TSI with a revised TSI.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transportation Services Index data, available at <http://www.bts.gov/>, as of February 2008.

## Air Travel Price Index

Air Travel Price Index (quarterly data, not seasonally adjusted)



The U.S.-Origin 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.

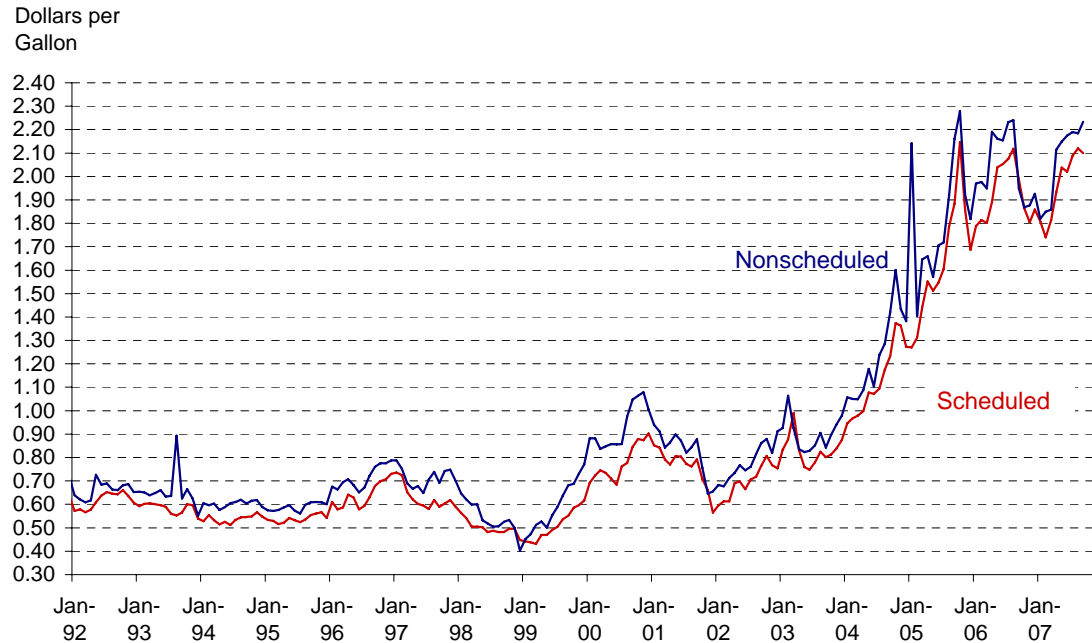
<b>Air Travel Price Index</b>	<b>2006 Quarter 3</b>	<b>2007 Quarter 3</b>
U.S. - Origin Air Travel Price Index (1995=100)	117.43	118.79
Foreign - Origin Air Travel Price Index (1995=100)	104.96	107.09
Full - Scope Air Travel Price Index (1995=100)	115.04	116.49

**NOTES:** 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 data, available at <http://www.bts.gov/>, as of February 2008.

## Domestic Airline Jet Fuel

### Jet Fuel Prices by Type of Service (monthly data, not seasonally adjusted)



Jet fuel prices reported to the Bureau of Transportation Statistics 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 nonscheduled 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 similar refining requirements to heating oil.

<b>Jet Fuel Price by Type of Service</b>	<b>Sep-06</b>	<b>Sep-07</b>
For nonscheduled airlines (Current dollars per gallon)	1.95	2.23
Percent change from same month previous year	-9.80	14.56
For scheduled airlines (Current dollars per gallon)	1.99	2.10
Percent change from same month previous year	5.54	5.59

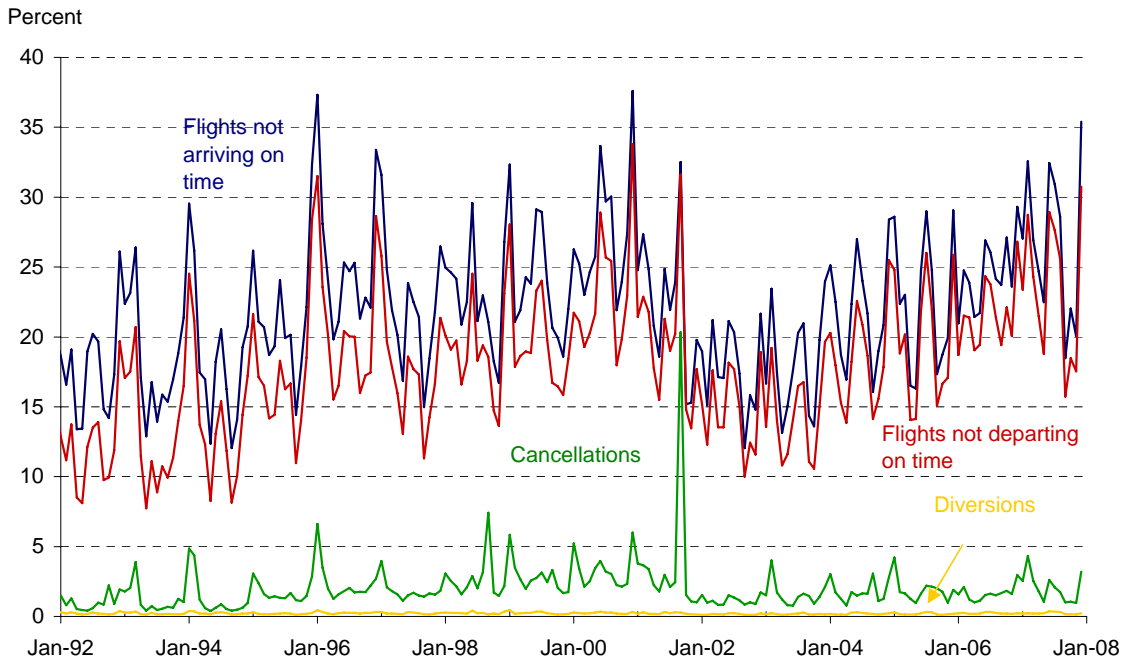
**NOTES:** The current value is compared to the value from the same period in the previous year to account for seasonality.

Data for January 2007 to September 2007 are preliminary due to late reports by carriers.

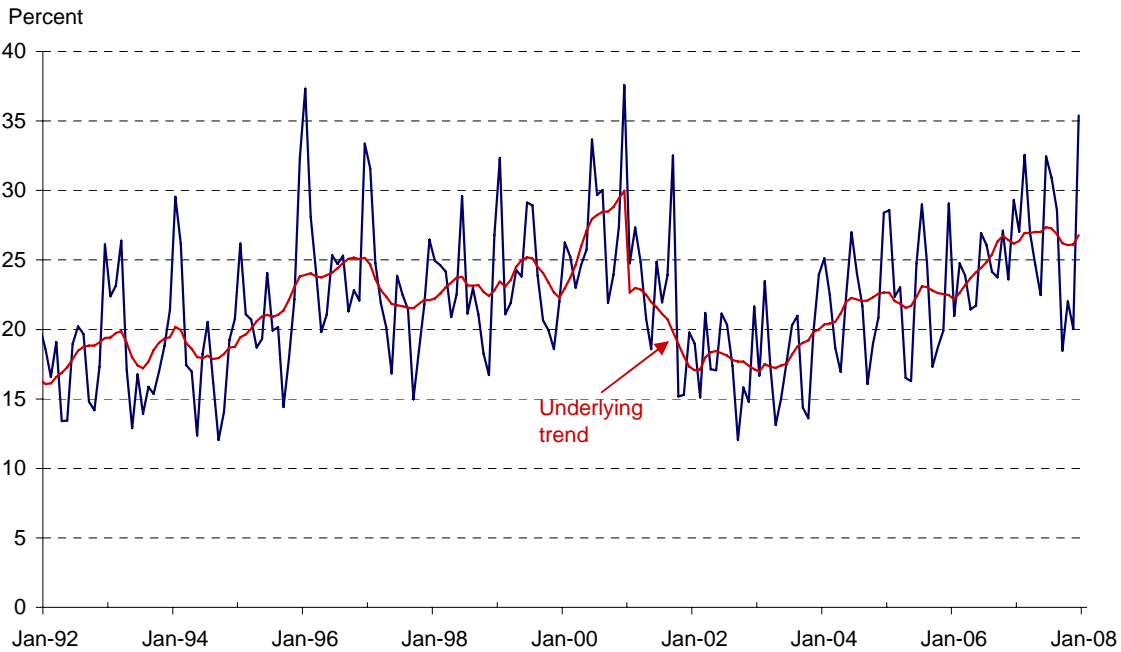
**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, as of February 2008; available at: [http://www.bts.gov/programs/airline\\_information/](http://www.bts.gov/programs/airline_information/).

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

### Major U.S. Air Carrier On-Time Performance (monthly data, not seasonally adjusted)



### Flights Not Arriving On-Time (monthly data, not seasonally adjusted)



The number of flights not departing or arriving on time, cancellations, and diversions are measures of service quality. These indicators are strongly seasonal and are affected by weather and heavy demand in winter and summer months, respectively.



<b>Flight On-Time Performance</b>	<b>Dec-06</b>	<b>Dec-07</b>
Number of scheduled flights	573,345	565,587
Percent change from same month previous year	1.84	-1.35
Percent of flights not arriving on time	29.32	35.40
Percent change from same month previous year	0.88	20.75
Percent of flights not departing on time	26.81	30.74
Percent change from same month previous year	3.59	14.66
Percent of cancelled flights*	2.96	3.20
Percent change from same month previous year	56.08	8.23
Percent of diverted flights**	0.23	0.24
Percent change from same month previous year	19.18	3.51

\* Also counted in flights not arriving or departing on time.

\*\* Also counted in flights not arriving on time.

**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 one that was not operated but was listed in a carrier's computer reservation system within seven calendar days of the scheduled departure. A diverted flight is one that left from the scheduled departure airport but flew to a destination point other than the scheduled destination point.

A trend line has been provided for flights not arriving on-time. The trend has been calculated through a statistical procedure called Structural Modeling, in which the time series under study is decomposed into seasonal, trend and irregular components. For further information on this statistical procedure, see: S.J. Kipman, et al., Structural Time Series Analyzer, Modeler and Predictor (STAMP), London: Timberlake Consultants Ltd., 2000.

The dramatic changes in the September 2001 data reflect the impact of the terrorist attacks on September 11, 2001, on aviation, including several days in which commercial air operations were suspended.

Certain flights originating at O'Hare airport and operated by American Airlines (181 flights in April 2002) and United Airlines (256 flights in April 2002) between April 24, 2002 and May 8, 2002 are not included in the calculations due to the participation of these carriers in a pilot test program for enhanced baggage screening. A list of affected flights is available from BTS.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Airline Service Quality Performance data, as of February 2008.

## Motor Fuel Prices: Retail Diesel Prices

### Retail On-Highway Diesel Prices (weekly data, not seasonally adjusted)



Motor fuel prices are an important cost component of highway transportation. Changes in motor fuel prices impact the behavior of both producers and consumers, and affect the demand for transportation in terms of level and modal mix. In the United States, motor gasoline prices follow world crude oil prices more closely than motor diesel prices. Changes in motor fuel prices affect the profit margin of transportation firms, particularly trucking firms.

<b>Retail On-Highway Diesel Prices</b>	<b>4-Feb-08</b>	<b>11-Feb-08</b>
Retail on-highway diesel prices (Current dollars per gallon)	3.28	3.28
Percent change from previous week	0.64	0.00

**SOURCE:** U.S. Department of Energy, Energy Information Administration, Weekly On-Highway Diesel Prices, available at <http://eia.doe.gov/>, as of February 20, 2008.

## Motor Fuel Prices: Retail Gasoline

### Retail Gasoline Prices (weekly data, not seasonally adjusted)

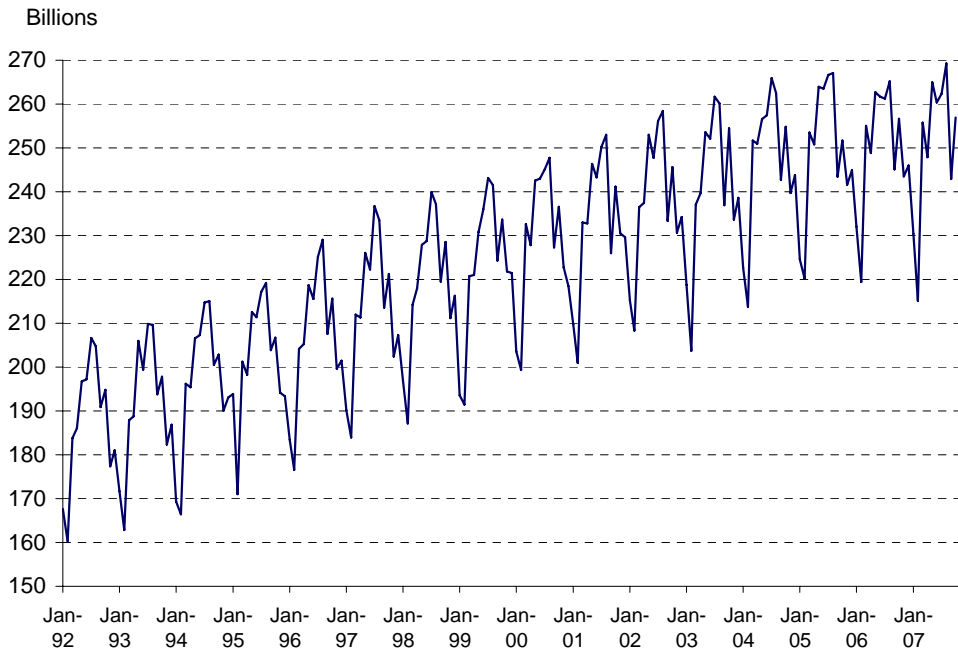


Motor fuel prices are an important cost component of highway transportation. Changes in motor fuel prices impact the behavior of both producers and consumers, and affect the demand for transportation in terms of level and modal mix. In the United States, motor gasoline prices follow world crude oil prices more closely than motor diesel prices. Changes in motor fuel prices affect the profit margin of transportation firms, particularly trucking firms.

<b>Retail Gasoline Prices</b>	<b>4-Feb-08</b>	<b>11-Feb-08</b>
Average regular grade, all formulations (Current dollars per gallon)	2.98	2.96
Percent change from previous week	0.03	-0.60

**SOURCE:** U.S. Department of Energy, Energy Information Administration, Weekly Retail Gasoline Prices, available at <http://eia.doe.gov/>, as of February 20, 2008.

**U.S. Highway Vehicle Miles Traveled**  
**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.

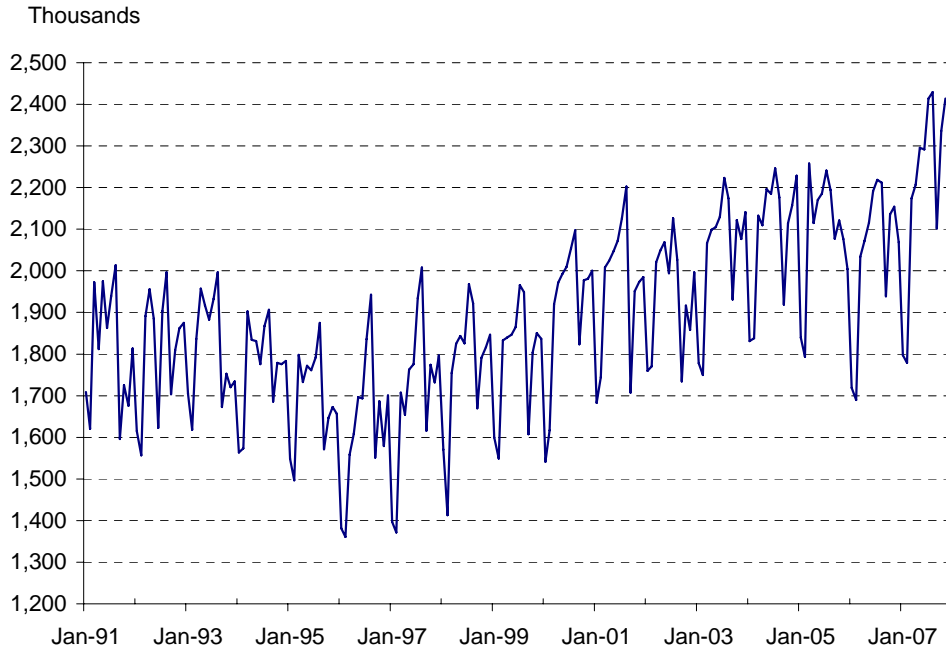
<b>Vehicle Miles Traveled</b>	<b>Oct-06</b>	<b>Oct-07</b>
Highway miles (millions)	256,655	256,913
Percent change from same month previous year	1.99	0.10

**NOTES:** 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 2008.

## Amtrak Ridership

Number of Passengers (monthly data, not seasonally adjusted)



Amtrak officially began service in May 1971. Amtrak serves more than 500 stations in 46 states and operates over a network of more than 22,000 track miles. Ridership is highly seasonal, with July and August being very high season months. In 2000, Amtrak introduced a high-speed rail service in the northeast U.S., which helped increase ridership.

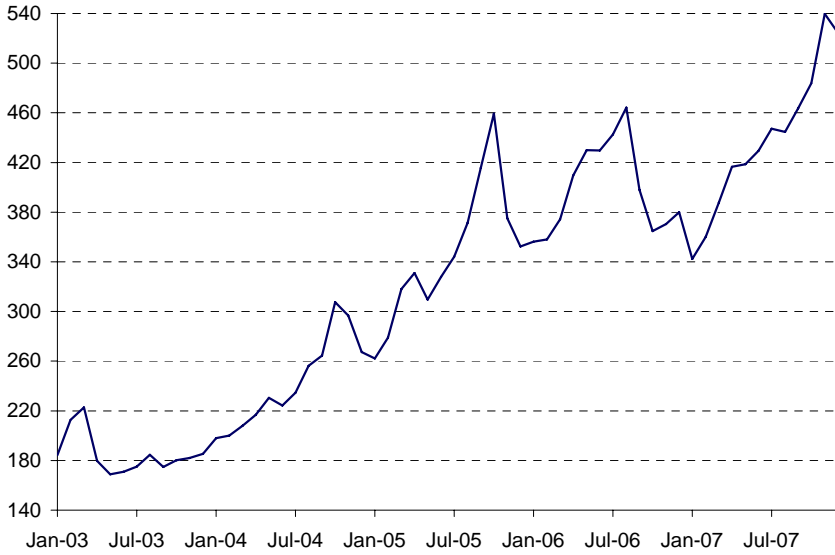
<b>Amtrak Ridership</b>	<b>Nov-06</b>	<b>Nov-07</b>
Amtrak Ridership	2,154,199	2,413,851
Percent change from same month previous year	3.73	12.05

**NOTES:** 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, available at <http://safetydata.fra.dot.gov/OfficeofSafety/>, as of February 2008.

**Index of Railroad Fuel Prices**  
**(monthly data, not seasonally adjusted)**

July 15, 1990=100



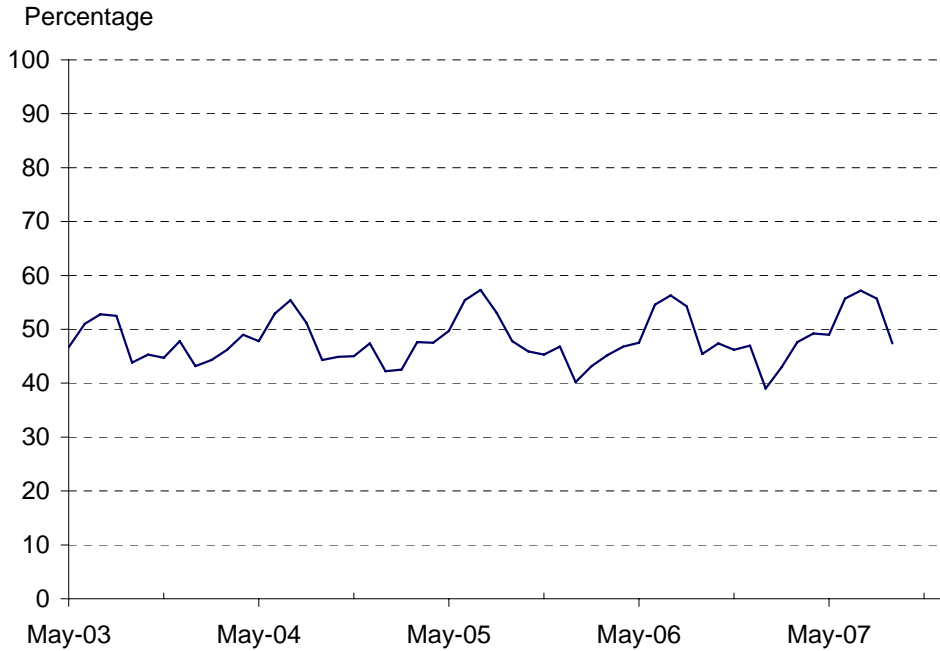
The price data, which include federal excise taxes, transportation, and handling expenses, represent the average monthly price for fuels purchased by freight railroads during each month.

<b>Index of Railroad Fuel Prices</b>	<b>Dec-06</b>	<b>Dec-07</b>
Index of Railroad Fuel Prices	380.0	524.6
Percent change from same month previous year	7.80	38.05

**NOTES:** 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 2008.

**Rail Capacity Utilization: Rail Passenger Load Factor**  
**Amtrak Passenger Load Factor (monthly data, not seasonally adjusted)**



Load factor is related to the potential capacity of a system relative to its actual performance.

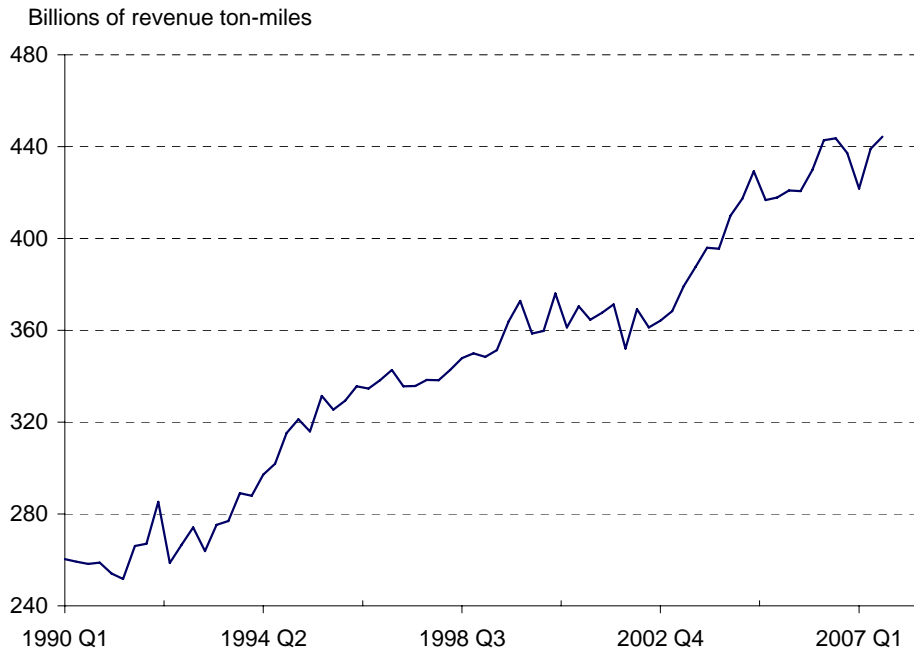
<b>Rail Passenger Load Factor</b>	<b>Sep-06</b>	<b>Sep-07</b>
Passenger load factor (percent)	45.4	47.4
Percent change from same month previous year	-5.02	4.41

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

**SOURCE:** Amtrak, "Monthly Performance Reports", available at <http://www.amtrak.com/>, as of February 2008.

## Rail Freight: Revenue Ton-Miles

Rail Freight Revenue Ton-Miles (quarterly data, not seasonally adjusted)



<b>Rail Freight Revenue Ton Miles</b>	<b>2006</b>	<b>2007</b>
	<b>Quarter 3</b>	<b>Quarter 3</b>
Rail Freight Revenue Ton-Miles (billions)	443.6	444.3
Percent change from same quarter previous year	5.37	0.16

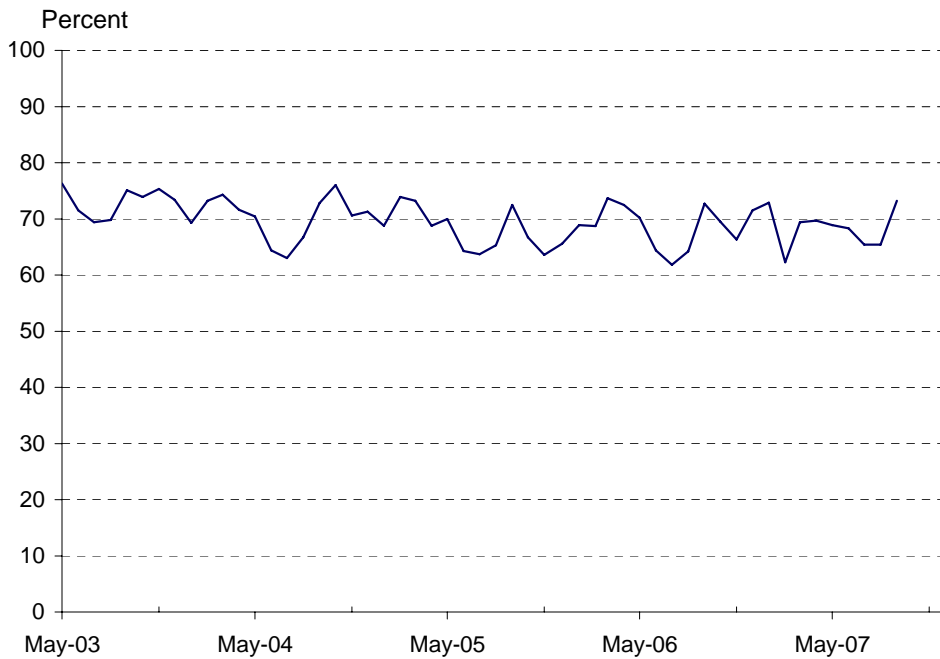
**NOTES:** The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCES:** Association of American Railroads, *Railroad Revenues, Expenses, and Income. Class 1 Railroads in the United States*, R&E Series, and Surface Transportation Board, Office of Economics, Environmental Analysis and Administration, available at <http://www.stb.dot.gov/>, as of February 2008.



## Rail On-Time Performance

### Amtrak On-Time Performance (monthly data, not seasonally adjusted)



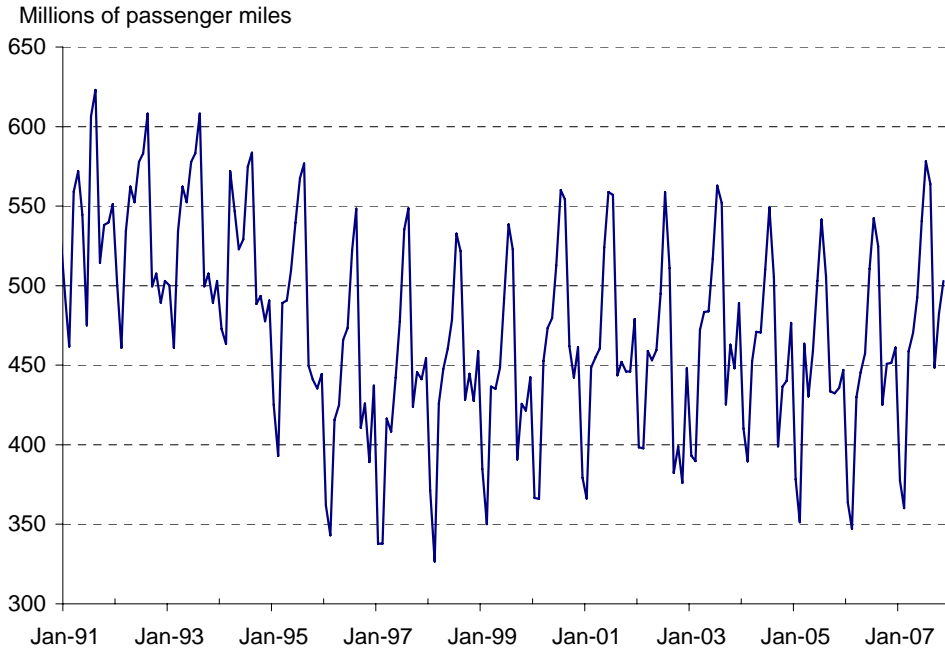
Amtrak trips of up to 250 miles are considered on time if they arrive less than 10 minutes beyond the scheduled arrival time; 251–350 miles, 15 minutes; 351–450 miles, 20 minutes; 451–550 miles, 25 minutes; and greater than 550 miles, 30 minutes.

<b>Passenger Rail On-Time Performance</b>	<b>Sep-06</b>	<b>Sep-07</b>
On-time performance (percentage on-time)	72.7	73.2
Percent change from same month previous year	0.28	0.69

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

**SOURCE:** Amtrak, "Monthly Performance Reports", available at <http://www.amtrak.com/>, as of February 2008.

**Use of Passenger Rail: Revenue Passenger Miles**  
**Amtrak Revenue Passenger Miles (monthly data, not seasonally adjusted)**



Amtrak officially began service in May 1971. Amtrak offers services in 46 states on a network of over 22,000 track miles. Ridership data are highly seasonal, with July and August being very high season months. In 2000, Amtrak introduced a high-speed rail service in the northeast U.S., which helped increase ridership.

<b>Amtrak Revenue Passenger Miles</b>	<b>Nov-06</b>	<b>Nov-07</b>
Amtrak revenue passenger miles (thousands)	451,448	502,990
Percent change from same month previous year	3.59	11.42

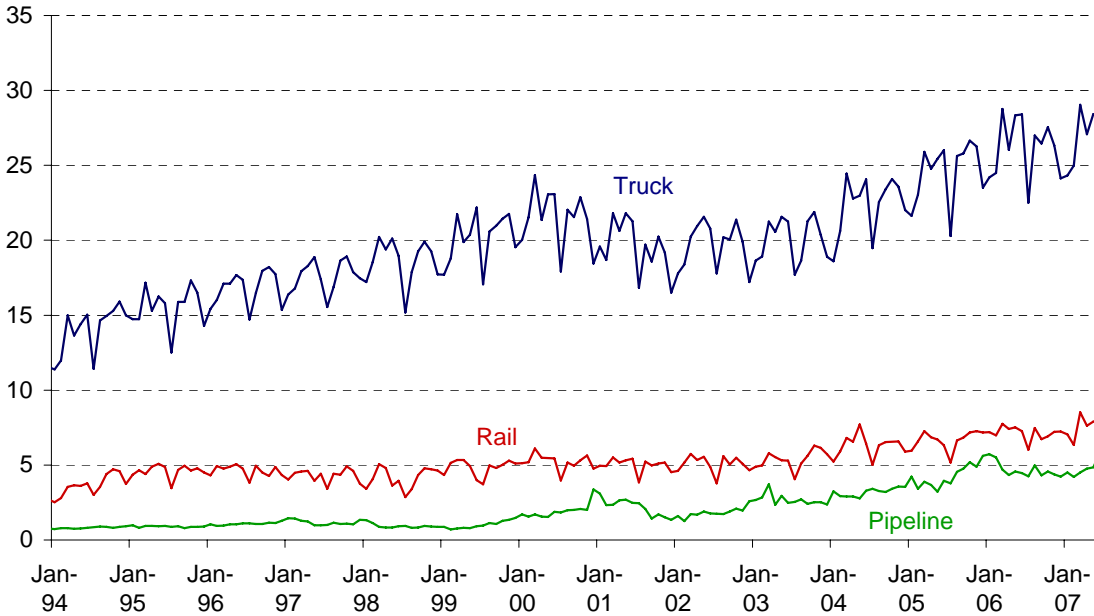
**NOTES:** The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, available at <http://safetydata.fra.dot.gov/OfficeofSafety/>, as of February 2008.

## US Surface Trade with Canada and Mexico

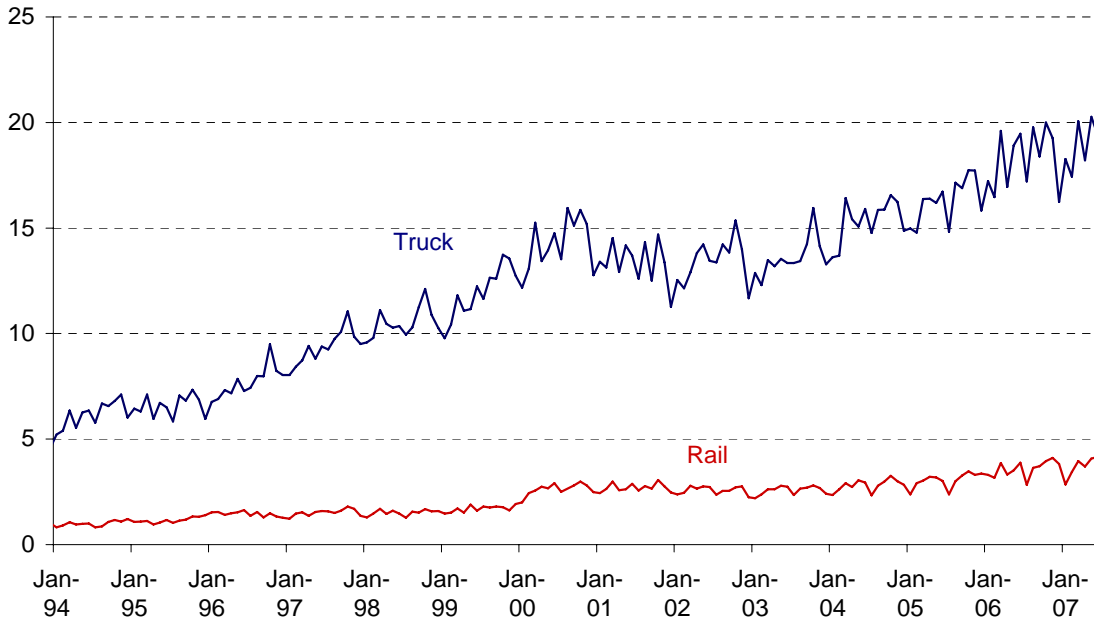
### Value of U.S. - Canada Trade (monthly data, not seasonally adjusted)

Billions of dollars



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

Billions of dollars



NOTES: Surface freight 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. Mexico now ranks third. Surface modes include not only truck, rail, and pipeline, but also government mail and other miscellaneous modes.

<b>U.S. - Canada Trade</b>	<b>Dec-06</b>	<b>Dec-07</b>
Truck (millions of dollars)	24,138	24,006
Percent change from same month previous year	2.70	-0.55
Rail (millions of dollars)	7,238	7,356
Percent change from same month previous year	0.83	1.63
Pipeline (millions of dollars)	4,237	5,376
Percent change from same month previous year	-25	26.90

<b>U.S. - Mexico Trade</b>	<b>Dec-06</b>	<b>Dec-07</b>
Truck (millions of dollars)	16,231	16,661
Percent change from same month previous year	2.50	2.65
Rail (millions of dollars)	3,827	3,617
Percent change from same month previous year	13.63	-5.50
Pipeline (millions of dollars)	78	206
Percent change from same month previous year	16.8	164.1

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, Transborder Surface Freight Dataset; August 2007; available at: <http://www.bts.gov/ntda/tbscd/prod.html>. The original data are from U.S. Department of Commerce, U.S. Census Bureau, U.S. Exports of Merchandise data and U.S. Imports of Merchandise data.