Pocket Guide to Transportation

2026

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U.S. Department of Transportation
Office of the Secretary of Transportation

Bureau of Transportation Statistics

Acknowledgments

U.S. Department of Transportation

Bureau of Transportation Statistics

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About the *Pocket Guide to Transportation*

The BTS *Pocket Guide to Transportation* is a quick reference guide that provides transportation statistics at your fingertips. It provides key information and highlights major trends on the U.S. transportation system. Intended as a compact reference, the *Pocket Guide* supports the BTS mission to create, manage, and share transportation statistical knowledge.

Many of the tables and figures within this publication are derived from *National Transportation Statistics* available at www.bts.gov. The *Pocket Guide* is also available online at https://www.bts.gov/pocketguide.

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Highway Passenger Travel (seasonally adjusted)

Vehicle-miles traveled (billions)

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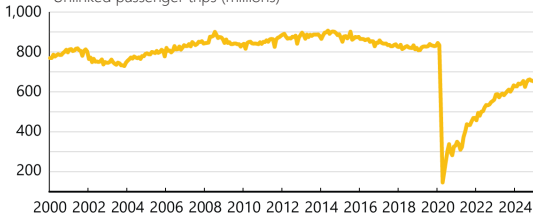
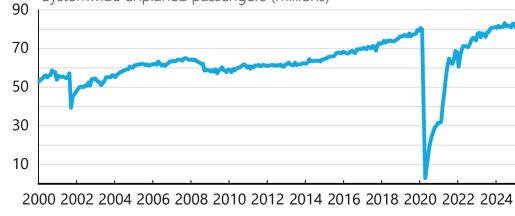
Unlinked passenger trips (millions)



U.S. Air Carrier Passenger Travel (seasonally adjusted)

Systemwide enplaned passengers (millions)



Rail Passenger Travel (seasonally adjusted)

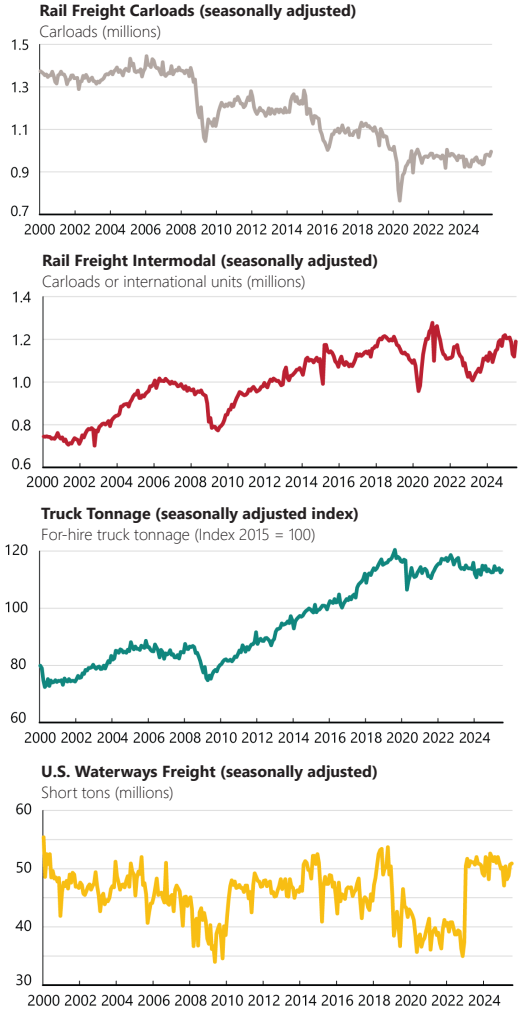
Revenue passenger-miles (millions)

Note: Graph scales are not comparable. **Rail freight intermodal** - Rail intermodal traffic includes shipping containers and truck trailers moved on rail cars. **U.S. waterways freight** - Includes tonnage carried on internal U.S. waterways.

Source: **Seasonally adjusted transportation data**–U.S. Department of Transportation, Bureau of Transportation Statistics, available at www.bts.gov as September 2025.

Major Trends

Moving Freight: January 2000–June 2025



Note: Graph scales are not comparable. **Rail freight intermodal** - Rail intermodal traffic includes shipping containers and truck trailers moved on rail cars. **U.S. waterways freight** - Includes tonnage carried on internal U.S. waterways.

Source: **Seasonally adjusted transportation data**–U.S. Department of Transportation, Bureau of Transportation Statistics, available at www.bts.gov as September 2025.

1 Infrastructure

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

1-1 Transportation Network Length

miles

Mode		2013	2022	2023
Highway	Public roads	4,115,462	4,197,446	4,199,209
	Public road lanes[a]	8,656,070	8,844,304	8,908,761
Pipeline	Gas distribution	1,255,451	1,356,495	1,367,850
	Gas transmission and gathering	320,246	413,259	412,025
Rail	Class I freight railroad	95,235	91,285	91,089
	Amtrak	21,356	21,220	21,383
Transit	Commuter rail[b]	7,731	7,934	7,963
	Heavy rail[b]	1,622	1,681	1,688
	Light rail[b,c]	1,836	2,127	2,161
Water	Navigable waterways[d]	25,000	25,000	25,000

Source: **Highway, Pipeline, Rail, Transit, Water**–As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 1-1, 1-6, and 1-10, available at https://www.bts.gov/nts as of August 2025.

[a]Measured in lane-miles.
[b]Measured in directional route-miles.
[c]Light Rail was revised beginning in 2011 and includes light rail, streetcar rail, and hybrid rail.
[d]Estimated length of domestic waterways.

1-2 Transportation Facilities

number

Mode		2013	2023	2024
Air	Certificated airports[a]	542	517	
	General aviation airports	18,915	19,514	U
Highway	Bridges	607,751	621,581	
Pipeline	LNG facilities	121	177	183
Rail	Amtrak stations	516	528	528
Transit rail	Commuter rail stations	1,232	1,319	U
	Heavy rail stations	1,044	1,071	U
	Light rail stations[b]	941	1,439	U
Water	Ports[c]	182	209	U
	Cargo handling docks	8,231	7,430	U
	Lock chambers	239	237	U

Note: In 2018, the Olmsted Locks and Dam opened on the Ohio River and eliminated the need for Ohio River Locks and Dams 52 and 53.

Source: **Air**, **Highway**, **Rail**, and **Transit**–As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 1-3, 1-7, and 1-28, available at https://www.bts.gov/nts as of August 2025. **Pipeline**–U.S. Department of Transportation, Pipeline and Hazardous Materials Administration, available at https://www.phmsa.dot.gov as of August 2025. **Water**–U.S. Army Corps of Engineers, Navigation Data Center, Transportation Facts and Information, available at http://www.navigationdatacenter.us/ as of August 2025.

LNG = liquified natural gas; U = data are not available.

[a]Certificated airports serve air carrier operations with aircrafts seating more than nine passengers.

[b]Light Rail was revised beginning in 2011 and includes light rail, streetcar rail, and hybrid rail.

[c]Ports handling over 250,000 short tons.

1-3 Transportation Vehicles

number

Mode		2013	2022	2023
Air	Air carrier aircraft	6,740	6,852	7,572
	General aviation aircraft	199,927	209,540	214,222
Highway	Light-duty vehicle[a]	236,010,230	257,741,217	259,238,294
	Truck	10,597,356	14,289,238	14,891,540
	Motorcycle	8,404,687	9,186,256	9,516,910
Rail	Class I freight locomotive	25,033	23,184	23,156
	Class I freight car	373,838	251,997	258,001
	Amtrak locomotive	418	391	413
	Amtrak car	1,447	1,344	1,353
Transit rail	Commuter rail[b]	7,150	7,645	7,603
	Heavy rail[b]	10,380	10,880	11,069
	Light rail[b, c]	2,842	2,892	2,964
Water	Nonself-propelled vessel	32,895	35,076	35,255
	Self-propelled vessel	10,566	10,522	10,518
	Oceangoing vessel	187	178	177
	Recreational boat	12,013,496	11,770,383	11,546,512

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-11, available at https://www.bts.gov/nts as of September 2025.

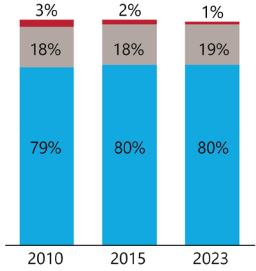
[a]Includes passenger cars, light trucks, vans, and sport utility vehicles.

[b]Includes revenue vehicles available for maximum service.

[c]Light Rail was revised beginning in 2011. Water denotes U.S. flagged vessels.

1-4 Airport Runway Pavement Condition

percent of NPIAS runways

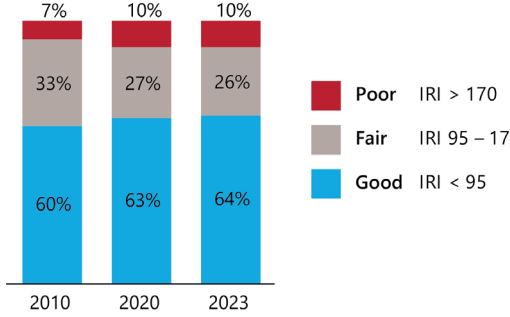


Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-25, available at https://www.bts.gov/nts as of September 2024.

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

1-5 National Highway System Pavement Condition

percent of NHS facility miles

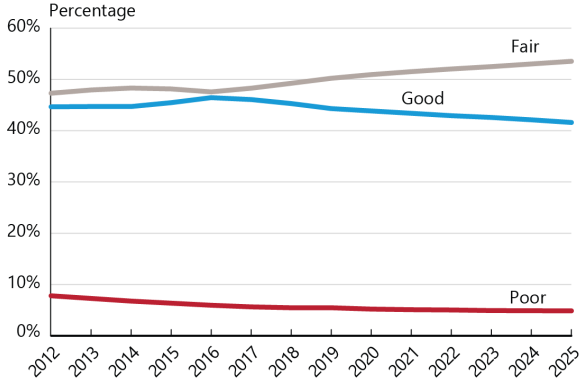


Note: Pavement condition is measured by the International Roughness Index (IRI) which takes a longitudinal profile of pavement roughness based on one-way facility centerline miles. A lower IRI indicates smoother highway conditions and a higher IRI indicates rougher highway conditions.

Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics, table HM-47, available at https://www.fhwa.dot.gov/policyinformation/statistics.cfm as of August 2025.

1-6 Condition of Highway Bridges: 2012–2025

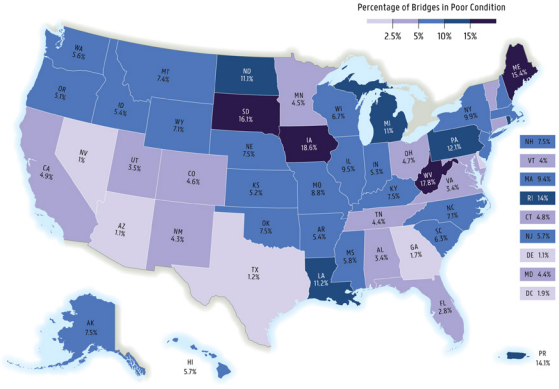
deck area percentage of good, fair, and poor bridges



Note: The deck area calculation was changed as of 2018 in accordance with 23 CFR 490.409.

Source: U.S. Department of Transportation, Federal Highway Administration, National Bridge Inventory, available at https://www.fhwa.dot.gov/bridge/nbi.cfm as of August 2025.

1-7 Condition of Highway Bridges by State: 2025



U.S. Department of Transportation, Federal Highway Administration, National Bridge Inventory, available at https://www.fhwa.dot.gov/bridge/nbi.cfm as of August 2025.

2 Moving People

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

2-1 Passenger-Miles Traveled

millions

Mode		2013	2022	2023
Air	U.S. air carrier, domestic	579,461	708,960	773,500
Highway	Light-duty vehicle[a]	4,485,200	4,291,909	4,378,005
	Motorcycle	23,633	24,369	20,695
	Truck	275,017	331,272	329,858
	Bus	299,273	380,414	361,658
Passenger rail	Amtrak[b]	6,810	4,888	5,826
	Commuter rail	11,736	5,924	7,045
	Heavy rail	18,005	9,802	11,309
	Light rail[c]	2,565	1,474	1,736

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-40, available at https://www.bts.gov/nts as of August 2025.

[a]Includes passenger cars, light trucks, vans, and sport utility vehicles.

[b]Measured in revenue passenger-miles.

[c]Light rail was revised beginning in 2011 and includes light rail, streetcar rail, and hybrid rail.

2-2 Aircraft, Vehicle, and Rail Car Miles of Travel

millions

Mode		2013	2022	2023
Air	U.S. air carrier, domestic[a]	5,965	6,191	6,562
Highway	Light-duty vehicle[b]	2,677,730	2,822,664	2,879,076
	Motorcycle	20,366	23,765	20,181
	Truck	275,017	331,272	329,858
	Bus	15,167	18,490	17,701
Passenger rail	Amtrak[c]	325	175	199
	Commuter rail[c]	330	343	365
	Heavy rail[c]	662	652	673
	Light rail[c,d]	108	120	124

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-35, available at https://www.bts.gov/nts as of August 2025.

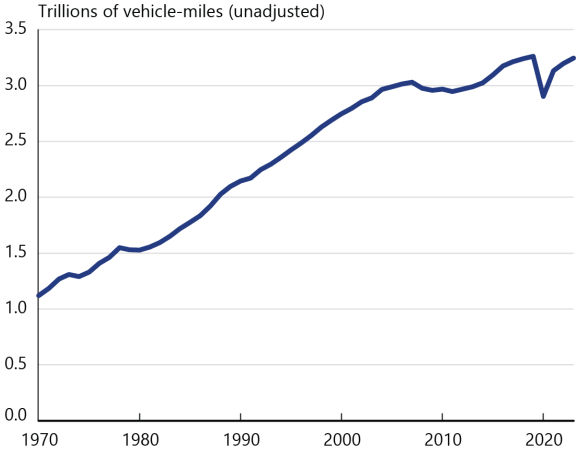
[a]Measured in revenue aircraft-miles.

[b]Includes passenger cars, light trucks, vans, and sport utility vehicles.

[c]Measured in passenger car-miles.

[d]Light rail was revised beginning in 2011 and includes light rail, streetcar rail, and hybrid rail.

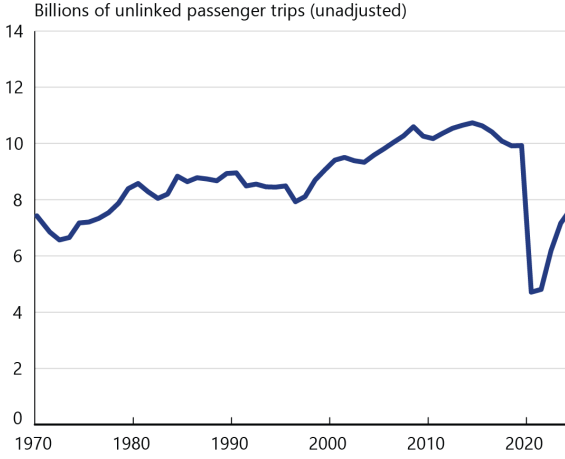
2-3 Highway Travel: 1970–2023



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

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*, table VM-202, available at https://www.fhwa.dot.gov/policyinformation/statistics.cfm as of August 2025.

2-4 Transit Ridership: 1970–2024



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

Source: **1970-1989**: American Public Transportation Association, *Public Transportation Fact Book*, Appendix, available at https://www.apta.com/Pages/default.aspx/ as of March 2020. **1990-2024**: American Public Transportation Association, *Ridership Report*, available at https://www.apta.com/research-technical-resources/transit-statistics/ridership-report/ as of August 2025.

2-5 Daily Household Travel

		2009	2017[a]	2022
Travel per person	Daily person trips	3.8	3.4	2.3
	Daily person-miles	36.1	36.1	28.6
Travel per driver	Daily vehicle trips	3.0	2.7	1.9
	Daily vehicle-miles of travel	29.0	25.8	21.8
Average commute	Length in miles	11.8	11.5	13.2
	Travel time in minutes	23.9	26.6	21.3
Percent of work trips by usual mode	Private vehicles	89.4	87.5	86.9
	Public Transit[b]	5.1	6.9	4.3
	Walk	2.8	2.9	6.9
	Other[c]	2.7	2.7	1.9

Note: The usual mode is defined as the means of transportation usually used to go to work in the week prior to the travel day.

Source: U.S. Department of Transportation, Federal Highway Administration, *2022 National Household Travel Survey, Summary of Travel Trends*, available at https://nhts.ornl.gov/ as of August 2025.

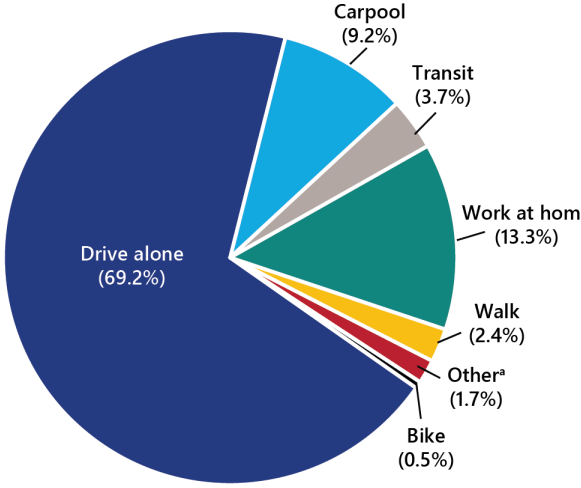
[a]The 2017 NHTS includes a different methodology compared to previous years such as an address-based sample including more urban and cell phone only households.

[b]Public transit includes local bus, commuter bus, commuter train, subway, trolley, and streetcar.

[c]"Other" includes travel modes not specifically cited, such as motorcycle, taxi, bike, truck, and other.

2-6 Commute Mode Share: 2024

percent of workers age 16 and older

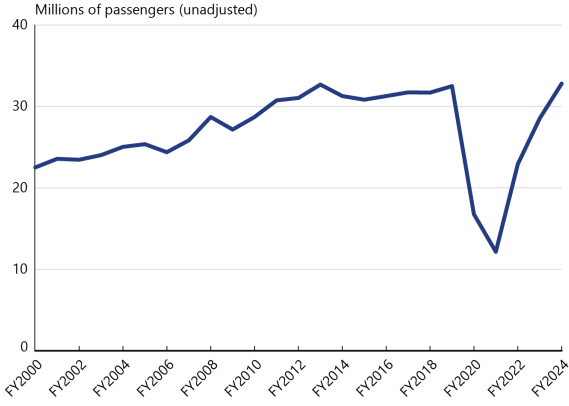


Note: Percents may not add to 100 due to rounding. The American Community Survey asks for the mode usually used by the respondent to get to work. For more than one mode of transportation, respondents select the mode used for most of the distance traveled.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-41, available at www.bts.gov as of October 2025.

[a]Includes motorcycle, taxi, or other means.

2-7 Amtrak Ridership: FY2000–FY2024



Source: U.S. Department of Transportation, Federal Railroad Administration, Operational Data Reports, available at https://data.transportation.gov/stories/s/jufd-yprb as of August 2025.

2-8 Top 10 Amtrak Stations: FY2024

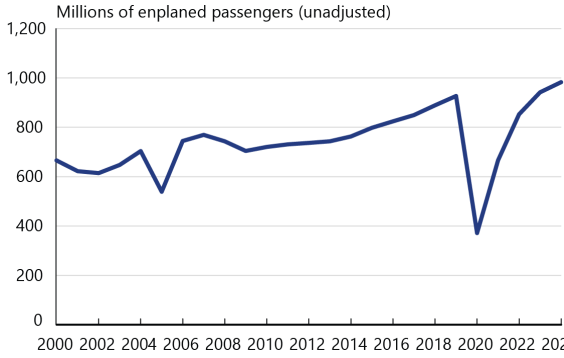
by passengers

Rank	Station	FY '23–FY '24 change	Millions of passengers
1	New York Penn Station, NY	▲ 17.3%	12.0
2	Washington, DC	▲ 18.7%	5.6
3	Philadelphia Gray 30th St., PA	▲ 21.3%	5.1
4	Chicago, IL	▲ 11.8%	3.0
5	Boston South Station, MA	▲ 17.8%	1.8
6	Baltimore, MD	▲ 20.4%	1.3
7	Los Angeles, CA	▲ 26.2%	1.3
8	Boston Back Bay Station, MA	▲ 22.2%	0.9
9	Albany-Rensselaer, NY	▲ 15.1%	0.9
10	New Haven Union Station, CT	▲ 14.5%	0.9

Note: Includes passenger boardings and alightings.

Source: Amtrak, *National Fact Sheet and State Fact Sheet*, available at https://media.amtrak.com/fact-sheets/ as of August 2025.

2-9 U.S. Air Carrier Passenger Traffic: 2000–2024



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

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, T-100 Market data, available at www.bts.gov as of September 2025.

2-10 Top 10 U.S. Airports: 2024

by enplaned passengers

Rank	Airport	'23-'24 change	Millions of passengers
1	Atlanta, GA	▲ 3%	52.5
2	Dallas/Fort Worth, TX	▲ 8%	42.4
3	Denver, CO	▲ 6%	40.0
4	Chicago O'Hare, IL	▲ 8%	38.6
5	Los Angeles, CA	▲ 3%	37.8
6	New York JFK, NY	▲ 2%	31.2
7	Charlotte, NC	▲ 10%	28.5
8	Las Vegas, NV	▲ 1%	28.2
9	Orlando, FL	▼ -1%	27.9
10	Miami, FL	▲ 7%	26.6

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

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-44, available at https://www.bts.gov/nts as of August 2025.

2-11 Top 20 U.S. Gateways for Nonstop International Air Travel

(million enplaned passengers)

Gateway Airport	2023	2024	% Change 2023–2024
New York, NY (JFK)	33.0	35.2	6.8%
Los Angeles, CA (LAX)	21.7	23.8	9.4%
Miami, FL (MIA)	21.9	23.7	8.3%
San Francisco, CA (SFO)	13.8	15.4	11.1%
Newark, NJ (EWR)	14.5	14.8	2.5%
Atlanta, GA (ATL)	12.5	14.3	14.2%
Chicago, IL (ORD)	13.2	14.2	7.7%
Dallas/Fort Worth, TX (DFW)	10.9	12.2	12.0%
Houston, TX (IAH)	11.3	11.9	4.7%
Washington, DC (IAD)	9.2	10.2	10.6%
Boston, MA (BOS)	7.8	8.6	11.3%
Orlando, FL (MCO)	6.8	7.6	11.9%
Fort Lauderdale, FL (FLL)	7.5	7.0	-7.6%
Seattle, WA (SEA)	5.6	6.4	14.6%
Charlotte, SC (CLT)	4.2	4.7	12.6%
Denver, CO (DEN)	4.0	4.6	14.9%
Philadelphia, PA (PHL)	3.6	3.8	8.0%
Las Vegas, NV (LAS)	3.2	3.7	13.4%
Honolulu, HI (HNL)	3.2	3.6	11.8%
Minneapolis, MD (MSP)	2.9	3.5	17.7%
Total, top 20 U.S. international airports	**210.7**	**229.0**	**8.7%**
Top 20, percentage of total	**88.7%**	**88.7%**	**0.000**
Total, all U.S. international airports	**237.7**	**258.3**	**8.7%**

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, T-100 International Segment Data, special calculation, available at https://data.bts.gov/stories/s/Traffic/itj6-vfiw as of August 2025.

2-12 Top 10 World Airports: 2024

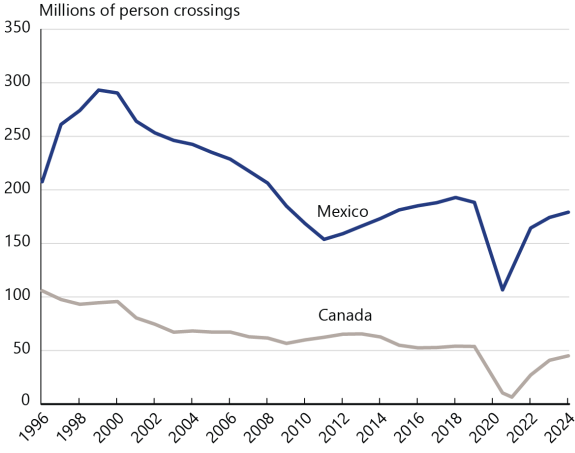
by enplaned, deplaned, and in-transit passengers

Rank	Airport	'23-'24 change	
1	Atlanta, USA	▲ 3.3%	108.1
2	Dubai, United Arab Emirates	▲ 6.1%	92.3
3	Dallas/Fort Worth, USA	▲ 7.4%	87.8
4	Tokyo Haneda, Japan	▲ 9.1%	85.9
5	London LHR, United Kingdom	▲ 5.9%	83.9
6	Denver, USA	▲ 5.8%	82.4
7	Istanbul, Turkey	▲ 5.3%	80.1
8	Chicago O'Hare, USA	▲ 8.3%	80.0
9	New Delhi, India	▲ 7.8%	77.8
10	Shanghai, China	▲ 41.0%	76.8

Note: LHR = London Heathrow Airport.

Source: Airports Council International, available at https://www.aci.aero/ as of August 2025.

2-13 Incoming Land Border Person Crossings: 1996–2024



Note: Includes pedestrians and personal vehicle passengers. Excludes drivers and passengers in commercial trucks.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Border Crossing Entry Data*, available at https://www.bts.gov/content/border-crossingentry-data/ as of September 2025.

2-14 Top 5 Land Ports of Entry: 2024

by incoming personal vehicle passengers

U.S.-Canada ports of entry

Rank	Port	'23-'24 change	Number of person crossings
1	Buffalo-Niagara Falls, NY	▲ 12.0%	9,813,846
2	Detroit, MI	▲ 8.1%	6,588,046
3	Blaine, WA	▲ 8.3%	6,444,030
4	Champlain, NY	▲ 8.2%	2,316,642
5	Port Huron, MI	▲ 8.9%	2,172,455

U.S.-Mexico ports of entry

Rank	Port	'23-'24 change	Number of person crossings
1	San Ysidro, CA	▼ -6.7%	24,088,861
2	El Paso, TX	▼ -8.9%	12,776,601
3	Otay Mesa, CA	▲ 14.6%	10,739,644
4	Hidalgo, TX	▲ 6.0%	9,953,205
5	Laredo, TX	▲ 4.2%	9,912,909

Note: Excludes drivers and passengers in commercial trucks.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Border Crossing Entry Data, available at https://data.bts.gov/stories/s/jswi-2e7b as of July 2025.

3 Moving Goods

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

3-1 Freight To, From, and Within the United States by Mode of Transportation

Value of shipments (billions USD)

Mode	2017	2025	2050
Truck	721	791	1,495
Rail	178	181	345
Water	1,632	1,880	3,366
Air and truck-air	1,067	1,180	2,167
Pipeline	78	99	158
Multiple modes[a]	106	128	240
Other[b]	43	46	91
Total	**3,825**	**4,305**	**7,862**

Weight of shipments (millions of tons)

Mode	2017	2025	2050
Truck	235	251	443
Rail	221	245	446
Water	1,557	1,717	2,458
Air and truck-air	10	11	21
Pipeline	263	370	564
Multiple modes[a]	15	23	31
Other[b]	9	9	17
Total	**2,310**	**2,626**	**3,980**

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

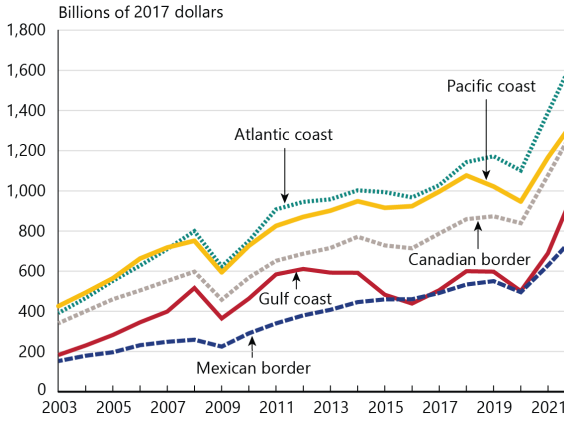
Mode	2017	2025	2050
Truck	160	175	317
Rail	208	225	398
Water	548	634	990
Air and truck-air	6	6	11
Pipeline	163	218	353
Multiple modes[a]	10	14	19
Other[b]	8	9	16
Total	**1,102**	**1,281**	**2,104**

Note: 2025 data is preliminary. Details may not add to totals due to rounding. Includes domestic trade and the domestic portion of imports and exports. 2050 data are forecasted data.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Freight Analysis Framework Data Visualization Tool: International Freight Flows*, available at https://explore.dot.gov/t/FHWA/views/FAF5_5_1VisualizationFinalv1_1_09_14_2023/InternationalFlowsDashboard as of July 2025.

[a]Includes mail. [b]Includes other, unknown, and imported crude oil with no domestic mode.

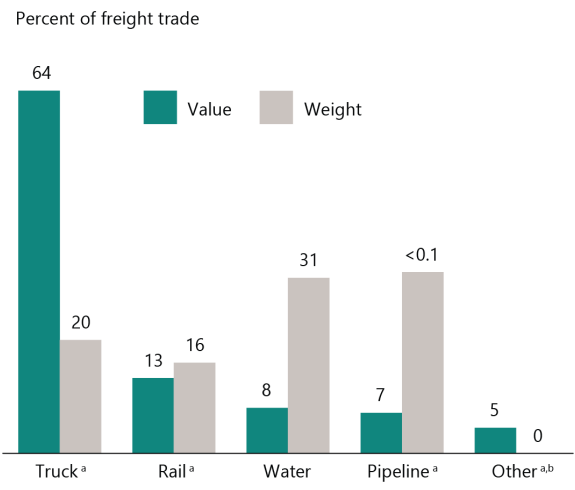
3-2 U.S. Trade by Coasts and Borders: 2003–2024



Note: Includes U.S. International merchandise trade only.

Source: **Value**–U.S. Department of Commerce, Census Bureau, Foreign Trade Division, HS Port-Level Data (Washington, DC: annual issues) as of August 2025. **Implicit GDP Deflator**–Organization for Economic Co-operation and Development, GDP Implicit Price Deflator [GDPDEF], retrieved from FRED, Federal Reserve Bank of St. Louis; available at https://fred.stlouisfed.org/series/GDPDEF, available at www.bea.gov as of August 2025.

3-3 U.S. Trade with Canada and Mexico by Mode: 2024



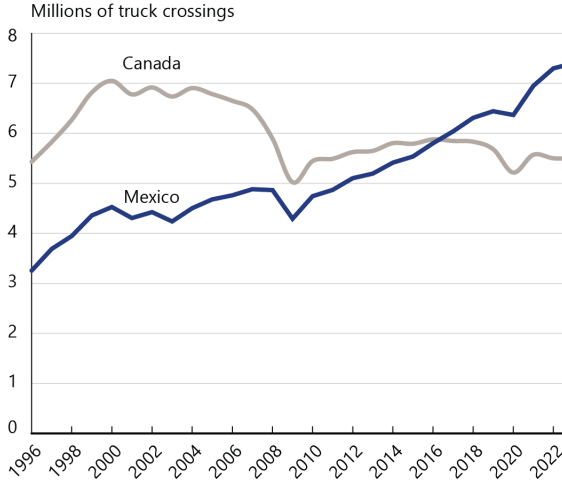
Note: Percents may not add to 100 due to rounding.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, North American Transborder Freight Data, special tabulation, available at https://data.bts.gov/stories/s/kijm-95mr as of August 2025.

[a]Export weights for land modes are estimated by the Bureau of Transportation Statistics using value-to-weight ratios derived from import data.

[b]Includes mail, other, unknown, and shipments through Foreign Trade Zones.

3-4 Incoming Truck Border Crossings: 1996–2024



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Border Crossing Entry Data*, available at https://data.bts.gov/stories/s/jswi-2e7b as of March 2025.

3-5 Top 5 Truck Ports of Entry: 2024

by incoming truck crossings

U.S.-Canada ports of entry

Rank	Port	'23-'24 change	Number of truck crossings
1	Detroit, MI	▼ -10.5%	1,397,872
2	Port Huron, MI	▲ 17.1%	916,222
3	Buffalo-Niagara Falls, NY	▲ 0.7%	898,786
4	Blaine, WA	▼ -1.6%	350,306
5	Champlain-Rouses Point, NY	▲ 4.0%	274,214

U.S.-Mexico ports of entry

Rank	Port	'23-'24 change	Number of truck crossings
1	Laredo, TX	▲ 3.1%	3,026,632
2	Otay Mesa, CA	▲ 2.5%	1,059,759
3	Hidalgo, TX	▲ 1.8%	721,489
4	Ysleta, TX	▲ 4.7%	670,627
5	Calexico, CA	▲ 1.0%	462,526

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Border Crossing Entry Data*, https://data.bts.gov/stories/s/jswi-2e7b as of March 2025.

3-6 Top 10 U.S. Water Ports: 2023

by short tons

Rank	Port	'22-'23 change	Millions of short tons
1	Houston, TX	▲ 5.4%	309.5
2	South Louisiana, LA	▼ -3.8%	217.5
3	Corpus Christi, TX	▲ 8.9%	189.8
4	New York, NY and NJ	▼ -6.4%	132.3
5	Beaumont, TX	▲ 18.3%	87.9
6	Long Beach, CA	▼ -8.3%	85.3
7	New Orleans, LA	▼ -9.5%	75.4
8	Baton Rouge, LA	▼ -0.5%	73.0
9	Virginia, VA	▼ -0.9%	68.8
10	Lake Charles, LA	▲ 0.1%	64.2

by container TEUs, excluding foreign empty TEUs

Rank	Port	'22-'23 change	Millions of TEUs
1	Los Angeles, CA	▼ -10.5%	5.7
2	New York, NY and NJ	▼ -19.4%	5.4
3	Long Beach, CA	▼ -16.6%	5.1
4	Savannah, GA	▼ -12.2%	3.8
5	Houston, TX	▼ -2.7%	3.2
6	Virginia, VA	▼ -11.7%	2.6
7	Charleston, SC	▼ -8.7%	1.9
8	Oakland, CA	▼ -14.8%	1.5
9	Tacoma, WA	▲ 0.6%	1.5
10	Jacksonville, FL	▼ -3.9%	0.9

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

Source: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, *Ports and States Data* and *Annual U.S. Waterborne Container Traffic by Port/ Waterway* as of August 2025.

TEU = twenty-foot equivalent unit.

3-7 Top 10 World Container Ports: 2024

by TEUs, including full and empty TEUs

Rank	Port	'23-'24 change	Millions of TEUs
1	Shanghai	▲ 4.8%	51.5
2	Singapore	▲ 5.4%	41.1
3	Ningbo-Zhoushan	▲ 11.4%	39.3
4	Shenzhen	▲ 11.7%	33.4
5	Qingdao	▲ 7.3%	30.9
6	Guangzhou	▲ 2.6%	26.1
7	Busan	▲ 5.9%	24.4
8	Tianjin	▲ 5.0%	23.3
9	Dubai	▲ 7.4%	15.5
10	Klang	▲ 4.1%	14.7
Top U.S. container ports			
18	Los Angeles	▲ 19.3%	10.3
21	Long Beach	▲ 20.3%	9.6

Source: Lloyd's List, One Hundred Ports 2025, available at https://www.lloydslist.com/one-hundred-ports-archive as of September 2025.

TEU = twenty-foot equivalent unit.

3-8 Top 10 International Trade Gateways by Mode: 2024

by value of shipments

Rank	Port	Mode	Billions of dollars
1	Los Angeles, CA	W	332.4
2	Laredo, TX	L	331.2
3	Chicago, IL	A	295.2
4	JFK International Airport, NY	A	244.7
5	Houston, TX	W	222.3
6	Newark, NJ	W	203.7
7	Los Angeles International Airport, CA	A	147.0
8	Detroit, MI	L	146.5
9	Savannah, GA	W	125.5
10	Long Beach, CA	W	115.2

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

Source: Bureau of Transportation Statistics, adapted from U.S. Census Bureau: Economic Indicators Division USA Trade Online. U.S. Import and Export Merchandise trade statistics as of August 2025.

L = land port; W = water port; A = airport.

4 Safety

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

4-1 Transportation Fatalities by Mode

Mode		2013	2023	2024
Air	**Air total**	**430**	**327**	**U**
	U.S. air carrier	9	0	U
	Commuter carrier	6	0	U
	On-demand air taxi	25	20	U
	General aviation	390	307	U
Highway	**Highway total**	**32,893**	**40,901**	**U**
	Passenger car occupants	12,037	11,792	U
	Motorcyclists	4,692	6,335	U
	Light-truck occupants	9,186	12,167	U
	Heavy-truck occupants	695	961	U
	Bus occupants	54	32	U
	Pedestrians	4,779	7,314	U
	Pedalcyclists	749	1,166	U
	Other	701	1,134	U
Pipeline	**Pipeline total**	**9**	**17**	**13**
Rail	**Rail total**	**702**	**969**	**981**
	Train accidents	11	5	7
	Highway-rail grade crossing[a]	232	245	268
	Trespassers	427	692	685
	Other	32	27	21
Transit[b]	**Transit total**	**273**	**330**	**345**
Water	**Water total**	**650**	**616**	**U**
	Freight vessel and Industrial/Other	64	28	U
	Passenger vessel and Recreational boating	586	588	U

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 2-1, available at www.bts.gov/nts as of August 2025.

U = data are not available.

[a]Individual modes don't add up to totals due to double counting in highway, rail, and transit grade crossings.

[b]Includes transit employee, contract worker, passenger, people waiting or leaving (revenue facility occupant), and other fatalities for all modes reported to the National Transit Database. Excludes commuter rail (reporting under FRA jurisdiction). Other transit fatalities are assumed to be counted under Highway or Rail categories.

4-2 Transportation Injuries by Mode

Mode		2013	2023	2024
Air	**Air total**	**247**	**233**	**U**
	U.S. air carrier	9	26	U
	Commuter carrier	9	1	U
	On-demand air taxi	16	6	U
	General aviation	214	200	U
Highway[a]	**Highway total**	**2,318,992**	**2,442,581**	**U**
	Passenger car occupants[a]	1,298,569	919,035	U
	Motorcyclists[a]	88,760	82,564	U
	Light-truck occupants[a]	752,585	1,028,263	U
	Heavy-truck occupants[a]	24,621	41,733	U
	Bus occupants[a]	23,954	12,669	U
	Pedestrians[a]	65,929	68,244	U
	Pedalcyclists[a]	48,088	49,989	U
	Other[a]	16,485	240,084	U
Pipeline	**Pipeline total**	**44**	**36**	**35**
Rail	**Rail total**	**8,752**	**6,763**	**6,525**
	Train accidents	328	134	52
	Highway-rail grade crossing[b]	977	779	749
	Trespassers	432	656	627
	Other	7,015	5,194	5,097
Transit[c]	**Transit total**	**22,553**	**21,168**	**22,857**
Water	**Water total**	**3,432**	**2,448**	**U**
	Freight vessel and Industrial/Other	354	181	U
	Passenger vessel and Recreational boating	3,079	2,267	U

Note: Highway numbers are estimates rather than actual counts. The estimates are calculated from data obtained from a nationally representative sample of crashes. National Highway Traffic Safety Administration (NHTSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the US. The new system, CRSS, replaced the NASS GES in 2016 and has a different sample design. Thus, 2021 persons injured estimates are not comparable to earlier estimates.

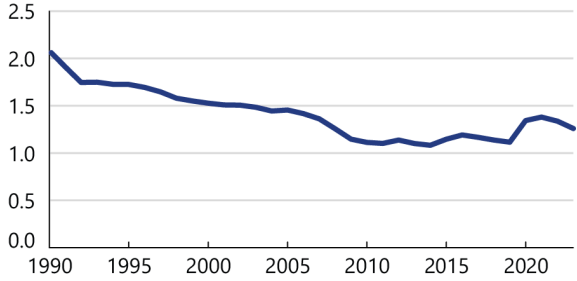
Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 2-2, available at www.bts.gov/nts as of August 2025.

U = data are not available.

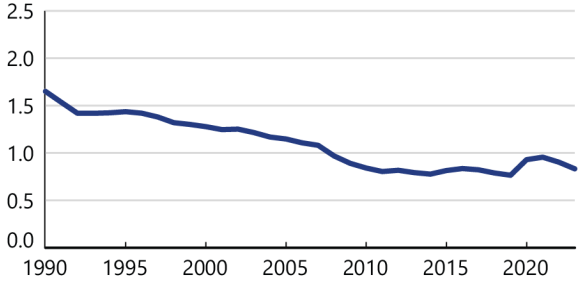
[a]2023 and 2024 Crash Reporting Sampling System (CRSS) estimates for injuries are not comparable with 2013 and earlier NASS GES estimates because of different sampling designs. [b]Excludes injuries involving motor vehicles at public highway-rail grade crossings, which are assumed to be counted under Highway categories. [c]Includes transit employee, contract worker, passenger, people waiting or leaving (revenue facility occupant), and other injuries for all modes reported to the National Transit Database. Excludes commuter rail (reporting under FRA jurisdiction). Other transit injuries are assumed to be counted under Highway or Rail categories.

4-3 Fatality Rates by Mode

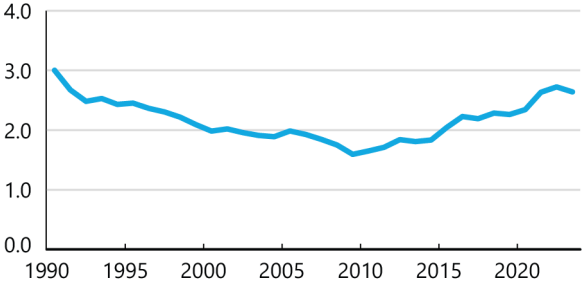
Highway: 1990–2023
Fatalities per 100 million vehicle-miles



Passenger car and light-truck occupants: 1990–2023
Fatalities per 100 million vehicle-miles



Highway nonoccupants: 1990–2023
Fatalities per 100,000 population



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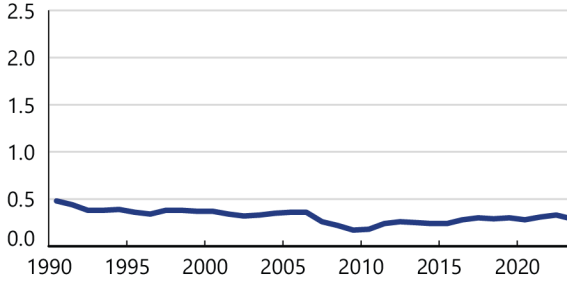
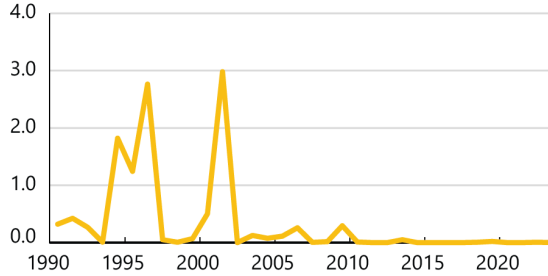
4-3 Fatality Rates by Mode (continued)

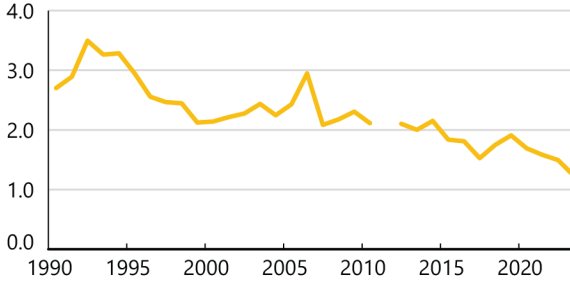
Large-truck occupants: 1990–2023
Fatalities per 100 million vehicle-miles



U.S. air carriers: 1990–2023
Fatalities per 100,000 flight hours



General aviation: 1990–2023
Fatalities per 100,000 flight hours



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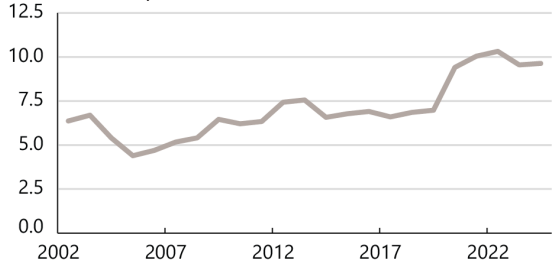
4-3 Fatality Rates by Mode (continued)

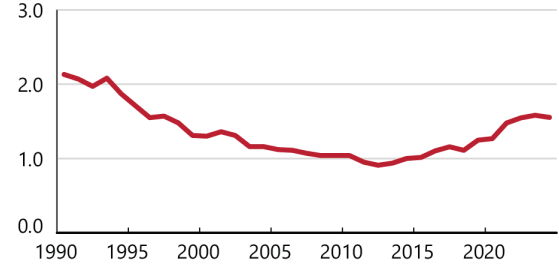
Transit: 2002–2024

Fatalities per 100 million vehicle-miles



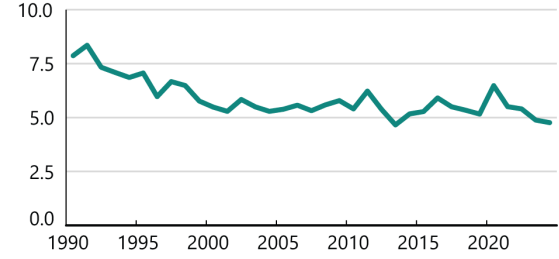
Rail: 1990–2024

Fatalities per 100 million train-miles



Recreational boating: 1990–2024

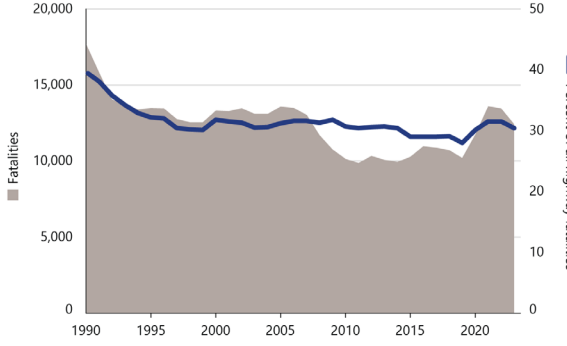
Fatalities per 100,000 registered boats



Note: Graphs with same color trend lines have identical scales.

Source: **Highway, Passenger car and light-truck occupants**, **Highway-nonoccupants, Large-truck occupants, U.S. air carriers, General aviation**, and **Recreational boating**–As cited in or calculated from U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 2-9, 2-14, 2-17, 2-19, 2-21, 2-23, 2-47, and 3-10 available at www.bts.gov/nts as of August 2025. **Transit**–U.S. Department of Transportation, Federal Transit Administration, NTD Safety & Security Time Series Data, available at https://www.transit.dot.gov/ntd as of August 2025. **Rail**–U.S. Department of Transportation, Federal Railroad Administration, table 1.12, available at https://safetydata.fra.dot.gov/ as of August 2025.

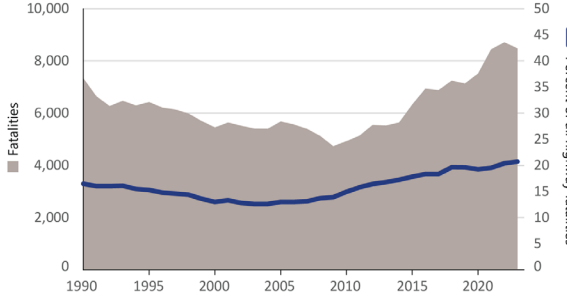
4-4 Alcohol-Impaired Driving Fatalities: 1990–2023



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

Source: U.S. Department of Transportation, National Highway Traffic Safety Administration, Fatality and Injury Reporting System Tool (FIRST) as of August 2025, available at https://cdan.dot.gov/query

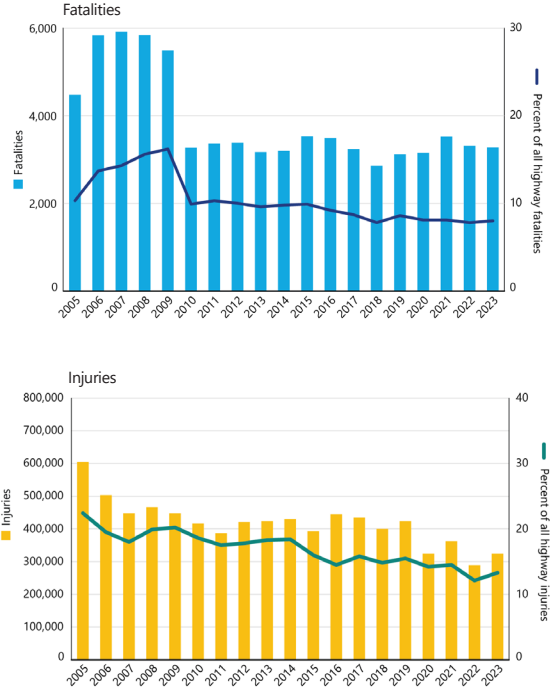
4-5 Pedestrian and Bicyclist Fatalities: 1990–2023



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

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 2-1, available at www.bts.gov/nts as of August 2025.

4-6 Distracted Driving Fatalities and Injuries: 2005–2023



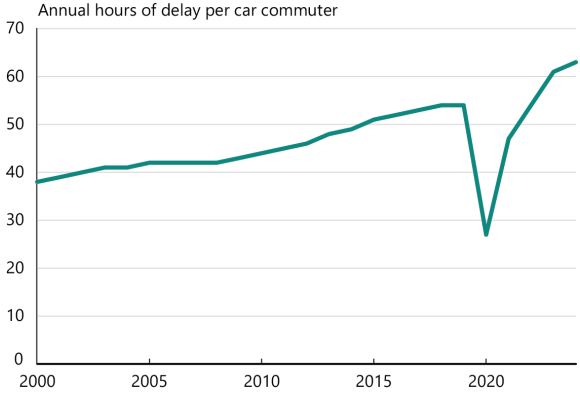
Note: Distracted driving involves any activity that could divert a person's attention away from the primary task of driving, such as texting, using a cell phone, eating and drinking, grooming, using a navigation system, adjusting a radio, etc.

Source: **Fatalities**–U.S. Department of Transportation, National Center for Statistics and Analysis, *Fatality and Injury Reporting System Tool* (FIRST), available at cdan.dot.gov; **Injuries**–U.S. Department of Transportation, National Highway Traffic Safety Administration, *Traffic Safety Facts, Research Note, Distracted Driving in 2023*, available at www.crashstats.nhtsa.dot.gov as of August 2024.

5 Performance

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

5-1 Road Congestion: 2000–2024



Note: **Annual hours of delay per car commuter**–The extra time spent during the year traveling at congested speeds rather than free-flow speeds by private vehicle drivers and passengers who typically travel in the peak periods.

The methodology to calculate congestion performance measures was updated to reflect more comprehensive data collection using INRIX data for each of the 494 U.S. urban areas. The congestion estimates for all study years are recalculated every time the methodology is altered to provide a consistent data trend. For a detailed explanation of the updated methodology, see the Urban Mobility Report at http://mobility.tamu.edu/ums/report/.

Source: Texas A&M Transportation Institute, *Urban Mobility Report*, available at https://mobility.tamu.edu/umr/report/ as of October 2025.

5-2 Top 10 Metropolitan Area Congestion Rankings: 2024

by calendar year, average minutes of congestion

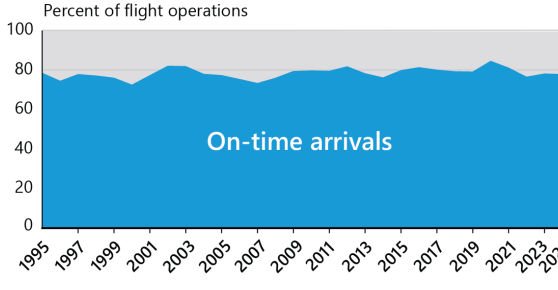
Rank	Urban area	Minutes of delay
1	Los Angeles, CA	440
2	Portland, OR	379
3	Washington, DC	368
4	Seattle, WA	367
5	New York, NY	366
6	Miami, FL	343
7	San Francisco, CA	319
8	Houston, TX	317
9	Baltimore, MD	315
10	Denver, CO	313
	Average of Top 10 MSAs	353

Note: **Minutes of Congestion**–the amount of time when freeways operate less than 90 percent of free-flow freeway speeds. Calculated by calendar year for an average duration of daily congestion.

MSA = Metropolitan Statistical Area

Source: U.S. Department of Transportation, Federal Highway Administration, *Urban Congestion Report*, personal communication, as of October 2025.

5-3 U.S. Airline On-time Performance: 1995–2024

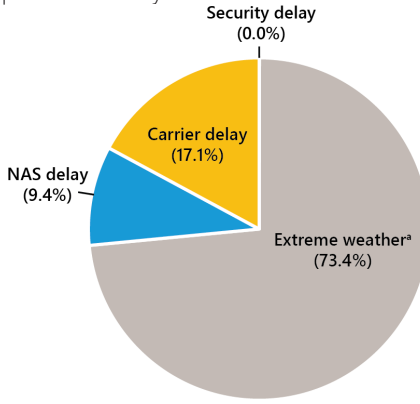


Note: Flights arriving at the gate within 15 minutes of scheduled arrival time are on time.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Reporting Carrier On-Time Performance*, available at www.bts.gov as of August 21, 2025.

5-4 U.S. Major Airport Delays by Cause: 2024

percent of delayed time



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

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Aviation Facts and Figures*, https://data.bts.gov/stories/s/Aviation-Facts-and-Figures/2ub2-svfq, as of July 2025.

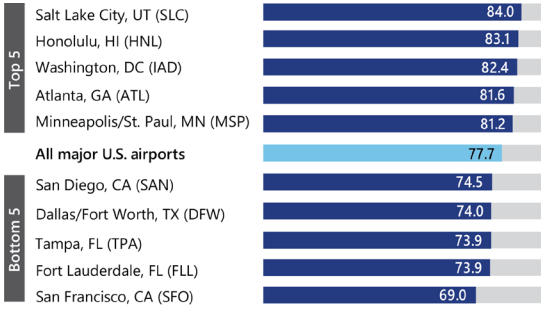
NAS = Delays attributable to the national aviation system (NAS) that refer to a broad set of conditions, such as non-extreme weather, airport operations, heavy traffic volume, and air traffic control.

[a]Includes weather events that prevent flying. Other weather delays that slow operations are included under other categories.

[b]Delay resulting from a previous flight with the same aircraft arriving late.

5-5 U.S. Major Airport Performance Rankings: 2024

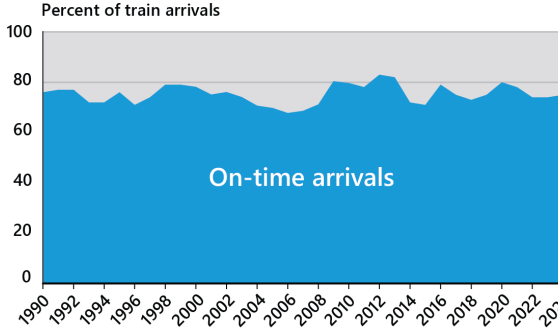
by percent of on-time arrivals



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

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Airline On-Time Performance*, available at transtats.bts.gov as of August 21, 2025.

5-6 Amtrak On-time Performance: FY1990–FY2024



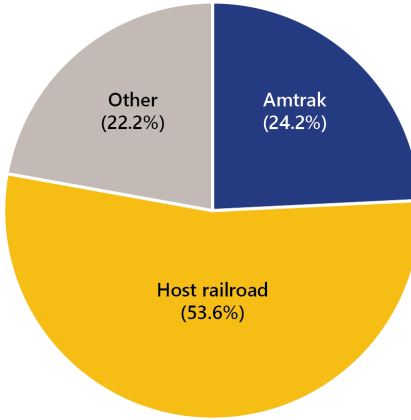
Note: On-time performance is a percentage measure of train performance. A train is considered on-time if it arrives at the final destination, or end-point, within an allowed number of minutes, or tolerance, of its scheduled arrival time. Trains are allowed a certain tolerance at the end-point based on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

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

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-73, available at transtats.bts.gov as of August 2025.

5-7 Amtrak Delays by Cause: FY2024

percent of delayed time



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

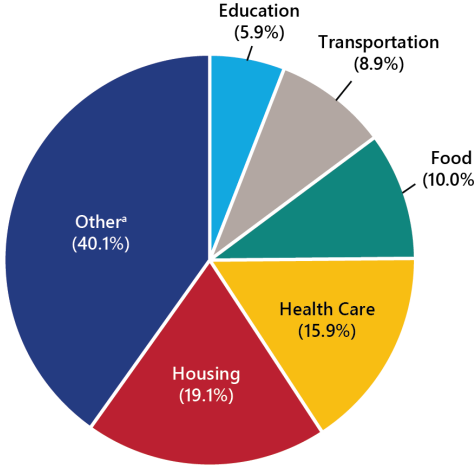
Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-73, available at www.bts.gov/nts as of August 2025.

6 Economy

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

6-1 U.S. GDP by Spending Category: 2023

percent of GDP



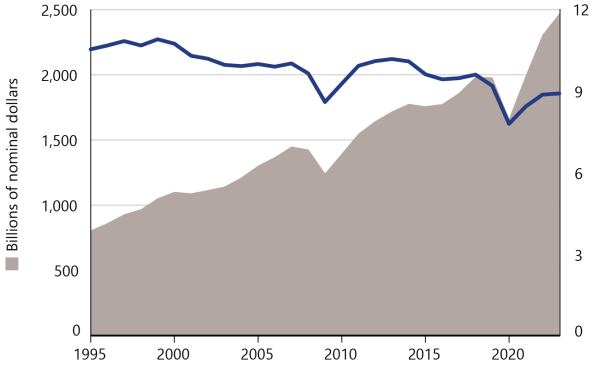
Note: Percents may not add to 100 due to rounding.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 3-9, available at www.bts.gov/nts as of August 2025.

GDP = Gross Domestic Product

[a]Includes all other categories (e.g. entertainment, personal care products and services, and payments to pension plans).

6-2 U.S. Transportation Spending: 1995–2023



Note: GDP = gross domestic product

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 3-9, available at www.bts.gov/nts as of August 2025.

6-3 Transportation-Related Final Demand

billions of chained 2017 dollars

Category	2014	2024
Personal consumption of transportation	**1,191**	**1,459**
Motor vehicles and parts	444	582
Motor vehicle fuels, lubricants, and fluids	283	298
Transportation services	391	498
Gross private domestic investment	**300**	**U**
Transportation structures	13	U
Transportation equipment	287	U
Government transportation-related purchases	**320**	**U**
Federal purchases	41	U
State and local purchases	264	U
Defense-related purchases	14	12
Exports (+)	**366**	**343**
Imports (-)	**441**	**601**
Total transportation-related GDP	**1,822**	**U**
U.S. GDP	**18,262**	**23,305**

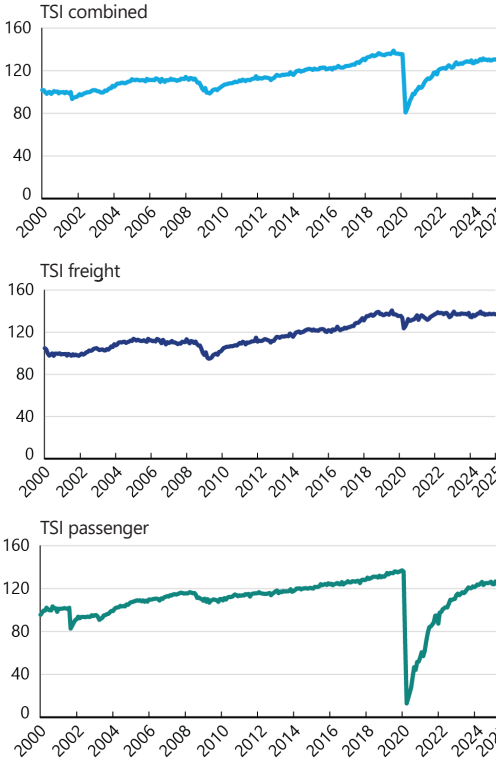
Note: Data may not add to totals due to rounding. Transportation-related final demand measures the size of transportation functions in relation to the Gross Domestic Product (GDP). It includes the transportation portion of the four components of the GDP: personal consumption, gross private domestic investment,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

GDP = gross domestic product; U = data are not available.

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 3-4, available at www.bts.gov/nts as of August 2025.

6-4 Transportation Services Index (TSI): 2000–2025

chain-type index: 2000 = 100, seasonally adjusted



Note: **TSI Combined**–The TSI, created by the U.S. Department of Transportation, Bureau of Transportation Statistics, is a measure of the month-to month changes in the output of services provided by the for-hire transportation industries. TSI data change monthly due to the use of concurrent seasonal analysis, which results in seasonal analysis factors changing as each month's data are added.

TSI Freight–Includes freight railroad services (including rail-based intermodal shipments such as containers on flat cars); inland waterway traffic; pipeline movements (including principally petroleum and petroleum products and natural gas); and air freight.

TSI Passenger–The passenger transportation services index consists of: local mass transit; intercity passenger rail; and passenger air transportation.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, available at https://data.bts.gov/Research-and-Statistics/Transportation-Services-Index-and-Seasonally-Adjus/bw6n-ddqk/about_data as of August 2025.

6-5 Employment in Transportation-Related Industries

thousands

Category		2014	2024
For-hire transportation and warehousing	**Total**	**4,649**	**6,654**
	Air	444	564
	Rail	200	156
	Water	67	70
	Truck	1,418	1,522
	Transit and ground passenger	474	473
	Pipeline	47	55
	Scenic and sightseeing	31	31
	Support activities	637	837
	Couriers and messengers	577	1,096
	Warehousing and storage	755	1,849
Transportation-related manufacturing[a]		**1,847**	**2,082**
Other transportation-related industries		**5,257**	**5,934**
Postal service		**593**	**606**
Government employment[b]		**843**	**U**
Total transportation-related labor force		**13,188**	**16,070**
U.S. labor force		**138,939**	**157,959**

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

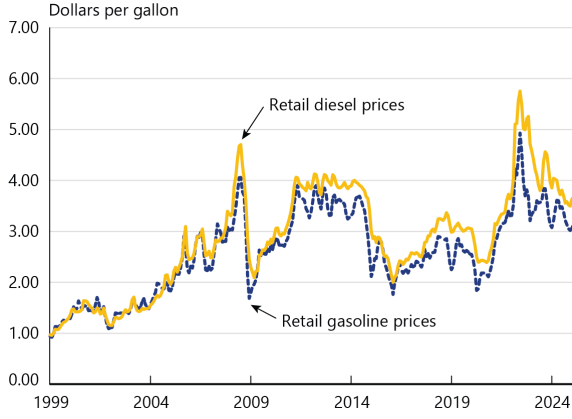
U = data are not available.

Source: All data as cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 3-23, available at www.bts.gov/nts as of August 2025.

[a]Includes transportation equipment; petroleum products; tires; rubber; plastics; search, detection, navigation, guidance, aeronautical, and nautical systems; and instrument manufacturing.

[b]Fiscal year data for federal, state, and local personnel.

6-6 Motor Vehicle Fuel Prices: 1999–2025



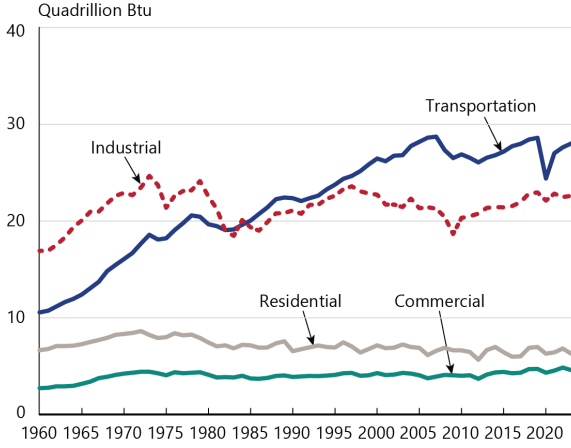
Note: Retail Gasoline Prices include average nominal monthly prices of U.S. Regular All Formations retail gasoline. Diesel Retail Prices include average nominal monthly prices of U.S. No. 2 Diesel Retail Prices.

Source: U.S. Department of Energy, Energy Information Administration, available at https://www.eia.gov/ as of August 2025.

7 Energy

The U.S. transportation system is a major consumer of energy and has consequences for the environment.

7-1 Energy Consumption by Sector: 1960–2024



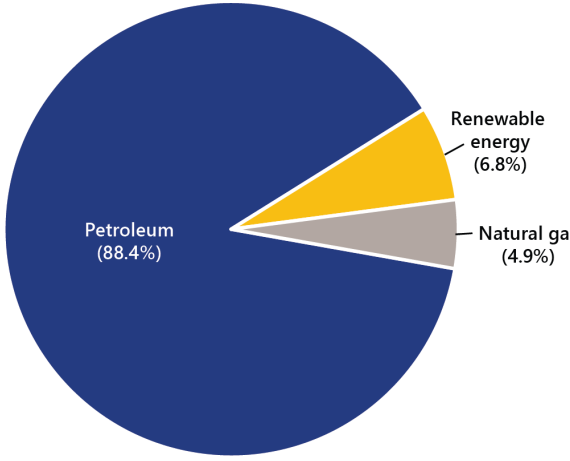
Note: Includes primary energy consumption, electricity retail sales, and electrical system energy losses.

Btu = British thermal unit.

Source: U.S. Department of Energy, U.S. Energy Information Administration, *Monthly Energy Review*, available at www.eia.gov/totalenergy/data/monthly, Tables 2.1a, 2.1b as of August 2025.

7-2 Transportation Energy Consumption by Source: 2024

percent of Btu consumed

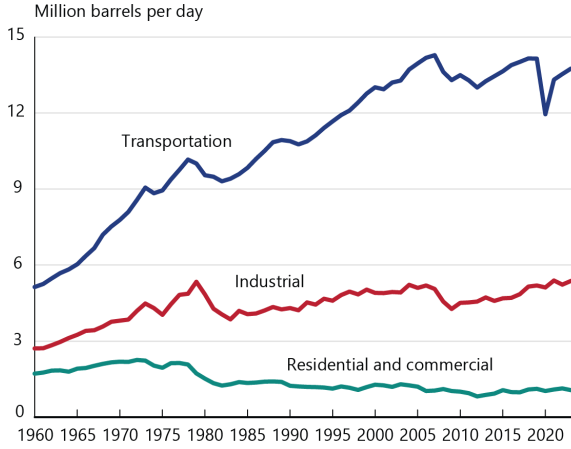


Note: Includes primary energy consumed. Excludes electricity retail sales and electrical system energy losses.

Btu = British thermal unit.

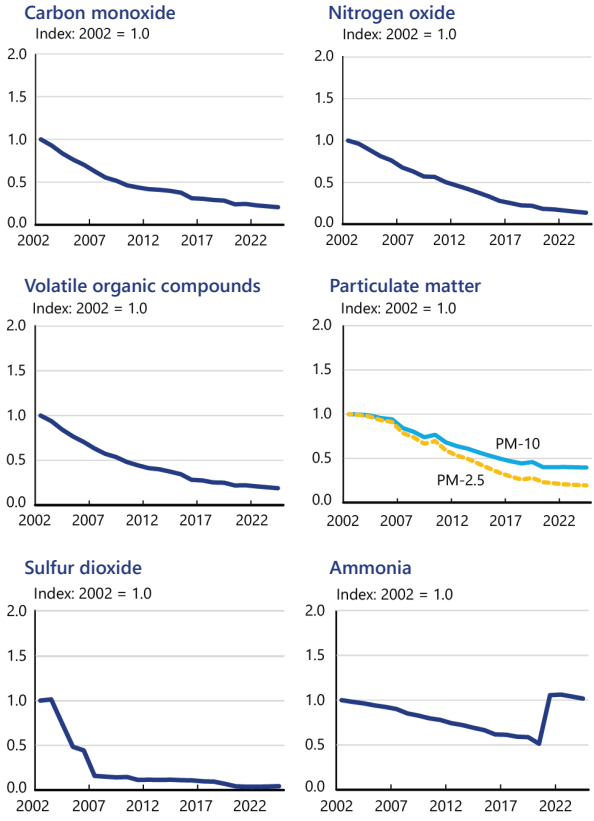
Source: U.S. Department of Energy, U.S. Energy Information Administration, *Monthly Energy Review*, available at www.eia.gov/totalenergy/data/monthly, Table 2.5, as of August 2025.

7-3 Petroleum Consumption by Sector: 1960–2024



Source: U.S. Department of Energy, U.S. Energy Information Administration, Monthly Energy Review, available at www.eia.gov/totalenergy/data/monthly, Tables 3.7, as of August 2025.

7-4 Highway Vehicle Air Emissions: 2002–2024

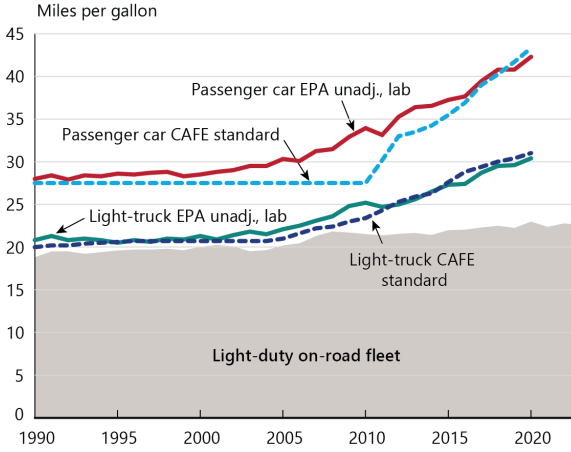


Note: Indices are calculated using data on highway vehicle emissions only. Particulate matters include PM without condensibles.

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

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 4-45 through 4-50, available at www.bts.gov/nts as of August 2025.

7-5 Fuel Economy of Light-Duty Vehicles: 1990–2023

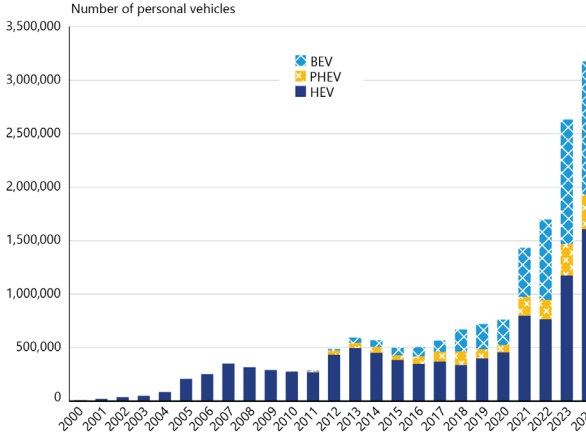


Note: New fleet data and CAFE standards are for vehicle model years. On-road fleet data include passenger cars and light trucks and are estimated using average miles traveled per gallon of fuel consumed for each calendar year.

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

Source: As cited in U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Statistics, table 4-23, available at www.bts.gov/nts as of August 2025.

7-6 Sales of Hybrid, Plug-in Hybrid, and Battery Electric Vehicles: 2000–2024



BEV = Battery electric-only vehicles, HEV = Hybrid electric vehicle, PHEV = Plug-in hybrid electric vehicle

Source: USDOT, Department of Transportation, *National Transportation Statistics*, table 1-19, available at https://www.bts.gov/topics/national-transportation-statistics as of August 2025.

Glossary

Air carrier: Certificated provider of scheduled and nonscheduled services.

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

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

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

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

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

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

Enplanements: Total number of revenue passengers boarding aircraft.

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

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

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

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

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

International Roughness Index (IRI): A scale for pavement roughness based on the simulated response of a generic motor vehicle to the roughness in a single wheel path of the road surface. The IRI is calculated using a mathematical model of a vehicle's suspension, and is expressed in units of inches per mile (in/mi), meters per kilometer (m/km), or millimeters per kilometer (mm/km).

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

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

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

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

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

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

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

Passenger-mile: One passenger transported one mile. For example, 1 vehicle traveling 3 miles carrying 5 passengers generates 15 passenger-miles.

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

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

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

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

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

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

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

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

Tg CO_2 Eq.: Teragrams of carbon dioxide equivalent, a metric measure used to compare the emissions from various greenhouse gases based on their global warming potential.

Ton-mile: A unit of measure equal to movement of 1 ton over 1 mile.

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

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

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

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

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

Vehicle-mile: One vehicle traveling one mile.