Pocket Guide to Transportation 2020

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

Pocket Guide to Transportation

2020

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Acknowledgments

U.S. Department of Transportation

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About the *Pocket Guide to Transportation*

The Bureau of Transportation Statistics' *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.

This year features an updated *Pocket Guide* mobile and web app to highlight the most recent up-to-date statistics. Download now to access all the popular features of the classic *Pocket Guide* (available for most devices and phones on the App Store and on Google Play).

BTS welcomes comments and suggestions for improving this product.

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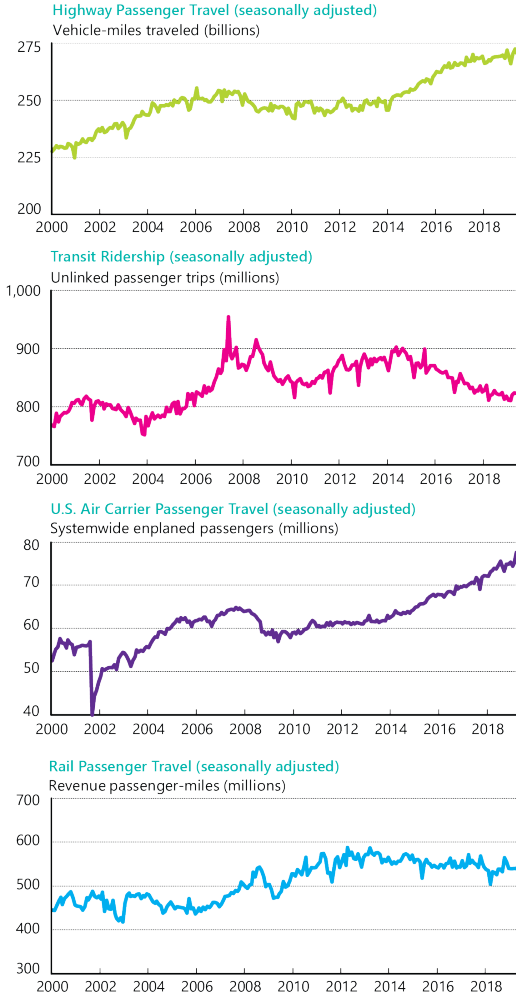
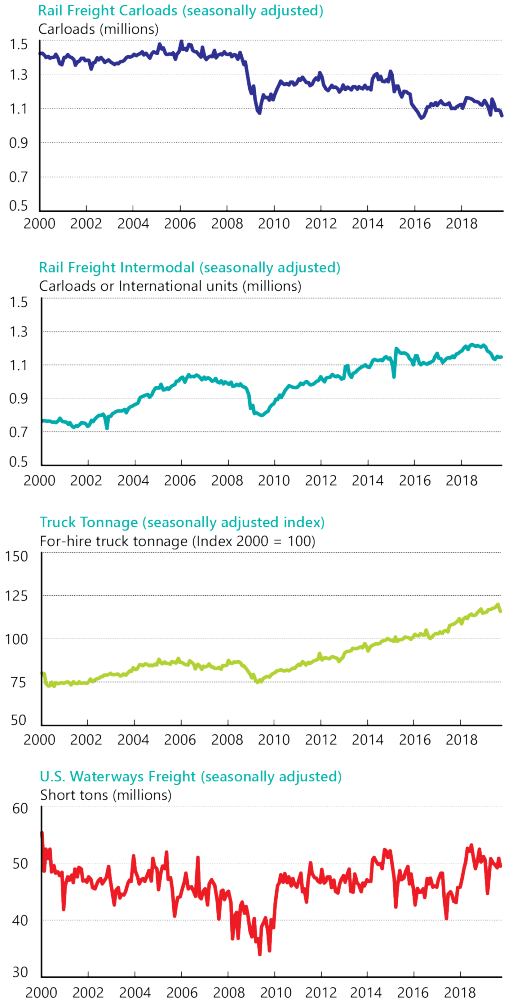


Notes: Graph scales are not comparable. Seasonally adjusted data measure the real differences in data trends by adjusting for seasonal factors, such as the change in the number of days, weekends, holidays, or other seasonal activity in a month, such as vacation travel.

Source: **Seasonally adjusted transportation data** - U.S. Department of Transportation, Bureau of Transportation Statistics, available at www.bts.gov as of November 2019.

Major Trends

Moving Freight: January 2000–September 2019



Notes: 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 of November 2019.

1 Infrastructure

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

1-1 Transportation Network Length

miles

Mode	2007	2017
Highway		
Public roads	4,032,126	4,165,349
Public road lanes[a]	8,457,353	8,765,578
Pipeline		
Gas distribution	2,025,731	2,223,657
Gas transmission and gathering	321,108	318,802
Rail		
Class I freight railroad	94,313	93,058
Amtrak	21,708	21,407
Transit		
Commuter rail[b]	7,135	7,815
Heavy rail[b]	1,623	1,653
Light rail[b,c]	1,341	2,030
Water		
Navigable waterways[d]	25,000	25,000

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

Sources: **Highway, Pipeline, Rail, Transit, Water**–U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 1-1, 1-6, and 1-10, available at www.bts.gov/nts as of November 2019.

1-2 Transportation Facilities

number

Mode	2007	2017
Air		
Certificated airports[a]	565	526
General aviation airports	19,776	19,129
Highway		
Bridges	599,765	615,002
Pipeline		
LNG facilities	U	151
Rail		
Amtrak stations	508	527
Transit rail		
Commuter rail stations	1,182	1,262
Heavy rail stations	1,042	1,054
Light rail stations[b]	773	885
Water		
Ports[c]	192	186
Cargo handling docks[d]	[e]	8,239
Lock chambers	257	239

[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, street car rail, and hybrid rail. [c]Ports handling over 250,000 short tons. [d]Data for 2007 and 2017 are not comparable due to changes in data coverage. [e]2007 cargo handling docks number is omitted because it is not comparable to 2017 number due to a change in data collection methodology.

Key: LNG = liquified natural gas; U = Data are unavailable.

Sources: **Air, Highway, Rail**– U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 1-3, 1-7, and 1-28, available at www.bts.gov/nts as of November 2019. **Pipeline**–U.S. Department of Transportation, Pipeline and Hazardous Materials Administration, available at www.phmsa.dot.gov as of November 2019. **Transit**–U.S. Department of Transportation, National Transit Database, available at www.transit.dot.gov/ntd/ as of November 2019. **Water**–U.S. Army Corps of Engineers, Navigation Data Center, *Transportation Facts and Information*, available at http://www.navigationdatacenter.us/ as of November 2019.

1-3 Transportation Vehicles

number

Mode	2007	2017
Air		
Air carrier aircraft	7,732	7,141
General aviation aircraft	231,607	211,757
Highway		
Light-duty vehicle[a]	235,678,150	250,553,248
Truck	10,752,019	12,229,216
Motorcycle	7,138,476	8,715,204
Rail		
Class I freight locomotive	24,143	26,547
Class I freight car	460,172	306,268
Amtrak locomotive	270	419
Amtrak car	1,164	1,405
Transit rail		
Commuter rail[b]	6,279	7,129
Heavy rail[b]	11,222	10,705
Light rail[b, c]	1,802	2,557
Water		
Nonself-propelled vessel	31,654	33,128
Self-propelled vessel	9,041	9,411
Oceangoing vessel	220	176
Recreational boat	12,875,568	11,961,568

[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.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-11, available at www.bts.gov/nts as of April 2019.

1-4 Airport Runway Pavement Condition

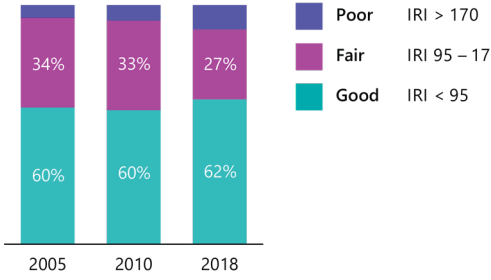
percent of NPIAS runways

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

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-25, available at www.bts.gov/nts as of November 2019.

1-5 National Highway System Pavement Condition

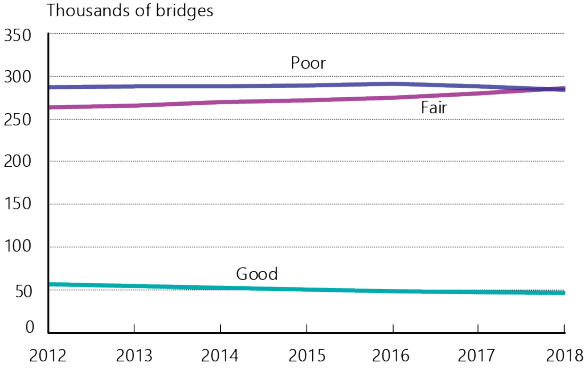
percent of NHS facility miles



Notes: 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.

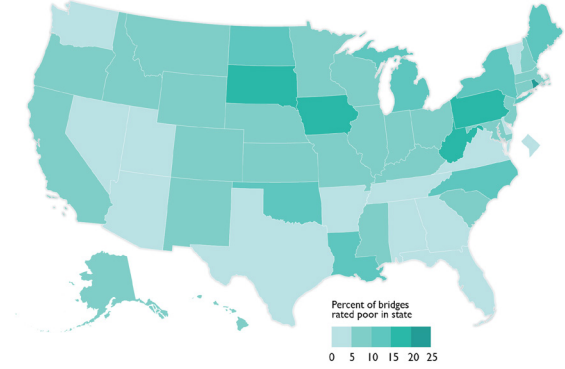
Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*, table HM-47, available at www.fhwa.dot.gov/policyinformation/statistics.cfm as of January 2019.

1-6 Condition of Highway Bridges: 2012–2018



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 1-28, available at www.bts.gov/nts as of April 2019.

1-7 Bridges Rated in Poor Condition by State: 2018



Source: U.S. Department of Transportation, Federal Highway Administration, *National Bridge Inventory*, available at www.fhwa.dot.gov/bridge/deficient.cfm as of April 2019.

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 and for recreational, social, and personal purposes.

2-1 Vehicle-Miles Traveled

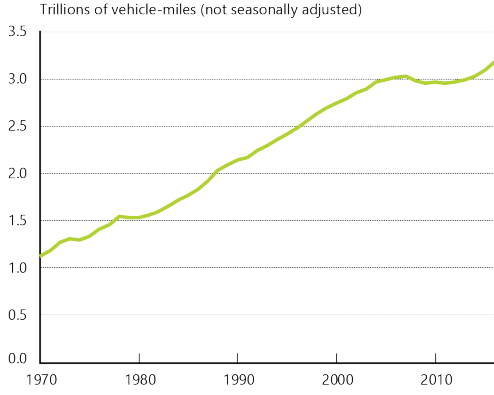
millions

Mode	2007	2017
Air		
U.S. air carrier, domestic[a]	6,733	6,337
Highway		
Light-duty vehicle[b]	2,691,034	2,877,378
Motorcycle	21,396	20,149
Truck	304,178	297,593
Bus	14,516	17,227
Passenger rail		
Amtrak[c]	267	316
Commuter rail[c]	325	376
Heavy rail[c]	657	708
Light rail[c,d]	84	131

[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.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-35, available at www.bts.gov/nts as of June 2019.

2-2 Highway Travel: 1970–2017



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*, available at www.fhwa.dot.gov/policyinformation/statistics.cfm as of March 2019.

2-3 Passenger-Miles Traveled

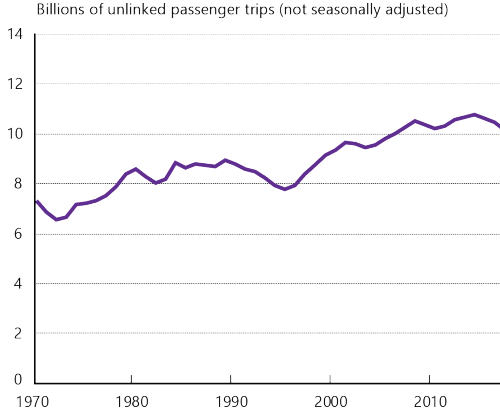
millions

Mode	2007	2017
Air		
U.S. air carrier, domestic	607,564	693,818
Highway		
Light-duty vehicle[a]	4,341,984	4,816,223
Motorcycle	27,173	23,382
Truck	304,178	297,593
Bus	307,753	365,220
Passenger rail		
Amtrak[b]	5,783	6,563
Commuter rail	11,137	12,321
Heavy rail	16,138	17,702
Light rail[c]	1,930	2,795

[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.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-40, available at www.bts.gov/nts as of June 2019.

2-4 Transit Ridership: 1970–2017



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: American Public Transportation Association, *Public Transportation Fact Book,* Appendix, available at www.apta.com/Pages/default.aspx/ as of June 2019.

2-5 Daily Passenger Travel

	2001	2009	2017[a]
Travel per person			
Daily person trips	4.1	3.8	3.4
Daily person-miles	36.9	36.1	36.1
Travel per driver			
Daily vehicle trips	3.4	3.0	2.7
Daily vehicle-miles of travel	32.7	29.0	25.8
Average commute			
Length in miles	12.1	11.8	11.5
Travel time in minutes	23.3	23.9	26.6
Percent of work trips by usual mode			
Private vehicles	90.8	89.4	87.5
Public transit [b]	5.1	5.1	6.9
Walk	2.8	2.8	2.9
Other [c]	1.3	2.7	2.7

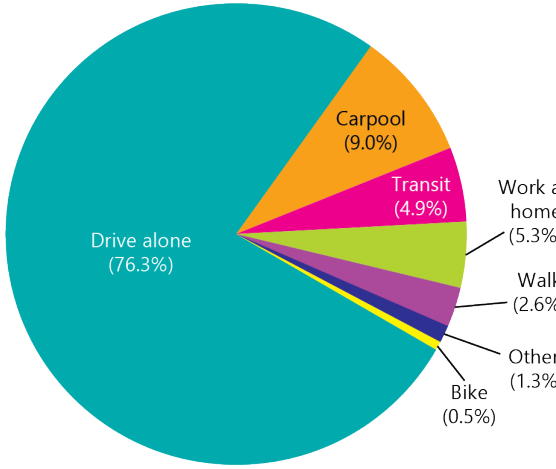
[a]The 2017 National Household Travel Survey includes a different methodology compared to previous years, such as an address-based sample, including more urban and cell phone only households. [b]Public transit includes local bus, commuter bus, commuter train, subway, trolley, and streetcar. [c]"Other" includes travel modes not specifically cited, such as motorcycle, taxi, bike, truck, and other.

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

Source: U.S. Department of Transportation, Federal Highway Administration, *2017 National Household Travel Survey*, Summary of Travel Trends, available at nhts.ornl.gov/ as of September 2018.

2-6 Commute Mode Share: 2018

percent of workers age 16 and older

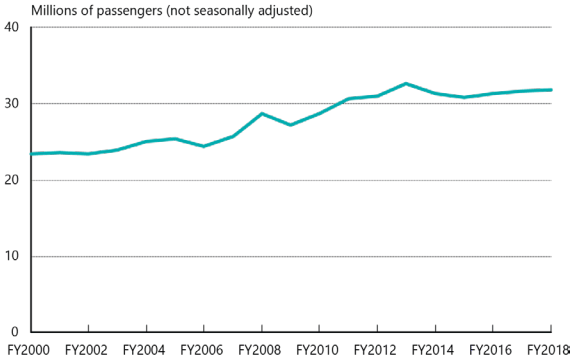


[a] Includes motorcycle, taxi, and other means.

Notes: 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: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-41, available at www.bts.gov as of October 2019.

2-7 Amtrak Ridership: FY2000–FY2018



Source: U.S. Department of Transportation, Federal Railroad Administration, available at safetydata.fra.dot.gov/officeofsafety/default.aspx/ as of May 2019.

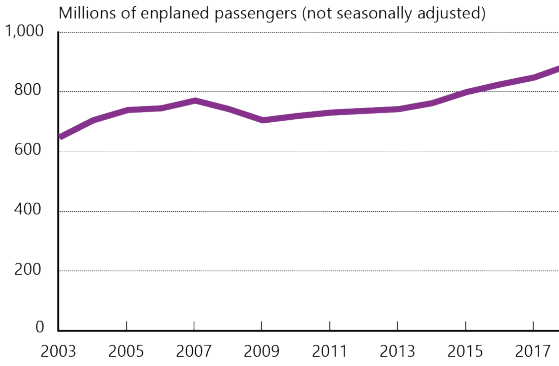
2-8 Top 10 Amtrak Stations: FY2018
by passengers

Rank	Station	FY '17–FY '18 change	Millions of passengers
1	New York Penn Station, NY	▼ -5.2%	9.9
2	Washington, DC	▼ -3.6%	5.0
3	Philadelphia 30th St., PA	▲ 0.1%	4.4
4	Chicago, IL	▼ -2.8%	3.3
5	Boston South Station, MA	▼ -2.2%	1.5
6	Los Angeles, CA	▼ -15.7%	1.4
7	Sacramento, CA	▼ -0.1%	1.1
8	Baltimore, MD	▼ -3.5%	1.0
9	Albany-Rensselaer, NY	▼ -1.6%	0.8
10	Providence, RI	▲ 1.7%	0.8

Note: Includes passenger boardings and alightings.

Source: Amtrak, *National Fact Sheet and State Fact Sheet*, available at www.amtrak.com/home.html as of April 2019.

2-9 U.S. Air Carrier Passenger Traffic: 2003–2018



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 November 2019.

2-10 Top 10 U.S. Airports: 2018
by enplaned passengers

Rank	Airport	'17-'18 change	Millions of passengers
1	Atlanta, GA	▲ 3.2%	51.9
2	Los Angeles, CA	▲ 3.6%	42.7
3	Chicago O'Hare, IL	▲ 3.4%	39.9
4	Dallas/Fort Worth, TX	▲ 3.1%	32.8
5	Denver, CO	▲ 5.2%	31.4
6	New York JFK, NY	▲ 3.6%	30.6
7	San Francisco, CA	▲ 3.5%	27.8
8	Seattle, WA	▲ 6.2%	24.0
9	Las Vegas, NV	▲ 2.1%	23.7
10	Orlando, FL	▲ 7.6%	23.2

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: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-44, available at www.bts.gov/nts as of October 2019.

2-11 Top 10 World Airports: 2018

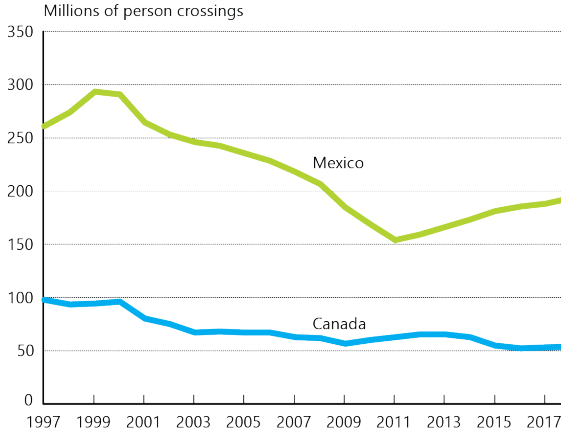
by enplaned, deplaned, and in-transit passengers

Rank	Airport	'17-'18 change	Millions of passengers
1	Atlanta, USA	▲ 3.3%	107.4
2	Beijing, China	▲ 5.4%	101.0
3	Dubai, United Arab Emirates	▲ 1.0%	89.1
4	Los Angeles, USA	▲ 3.5%	87.5
5	Tokyo Haneda, Japan	▲ 4.4%	86.5
6	Chicago O'Hare, USA	▲ 4.3%	83.3
7	London LHR, United Kingdom	▲ 2.7%	80.1
8	Hong Kong, China	▲ 2.6%	74.5
9	Shanghai PVG, China	▲ 5.7%	74.0
10	Paris CDG, France	▲ 4.0%	72.2

Note: Preliminary data for passengers enplaned, deplaned, and passengers in transit.
LHR = London Heathrow Airport;
PVG = Shanghai Pudong Airport;
CDG = Charles de Gaulle Airport

Source: Airports Council International, available at www.aci.aero/ as of September 2019.

2-12 Incoming Land Border Person Crossings: 1995–2018



Note: Excludes drivers and passengers in commercial trucks.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Border Crossing Entry Data*, available at www.bts.gov/content/border-crossin-gentry-data/ as of November 2019.

2-13 Top 5 Land Ports of Entry: 2018
by incoming person crossings

U.S. - Mexico ports of entry

Rank	Port	'17-'18 change	Millions of person crossings
1	San Ysidro, CA	▲ 7.8%	34.7
2	El Paso, TX	▲ 1.8%	29.6
3	Otay Mesa, CA	▼ -1.5%	16.8
4	Laredo, TX	▲ 6.2%	15.1
5	Brownsville, TX	▲ 1.0%	13.0

U.S. - Canada ports of entry

Rank	Port	'17-'18 change	Millions of person crossings
1	Buffalo-Niagara Falls, NY	▲ 2.3%	11.5
2	Blaine, WA	▲ 4.3%	8.5
3	Detroit, MI	▼ -0.4%	6.8
4	Port Huron, MI	▲ 0.7%	3.1
5	Champlain-Rouses Pt., NY	▼ -0.9%	2.7

Note: Excludes drivers and passengers in commercial trucks.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Border Crossing Entry Data*, available at www.bts.gov/content/border-crossin-gentry-data/ as of November 2019.

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 Shipments Within the U.S. by Mode

Value of shipments (billions of constant 2012 dollars)

Mode	2012	2018	2045
Truck	12,216	12,975	24,001
Rail	721	782	1,629
Water	431	545	872
Air and truck-air	674	593	3,208
Pipeline	1,325	1,533	1,901
Multiple modes[a]	2,122	2,265	4,970
Other[b]	241	215	484
Total	**17,729**	**18,907**	**37,064**

Weight of shipments (millions of tons)

Mode	2012	2018	2045
Truck	10,700	11,920	16,415
Rail	1,797	1,782	2,250
Water	658	838	942
Air and truck-air	7	6	26
Pipeline	3,031	3,346	4,766
Multiple modes[a]	418	504	800
Other[b]	342	221	273
Total	**16,952**	**18,616**	**25,472**

Ton miles of shipments (billions of ton miles)

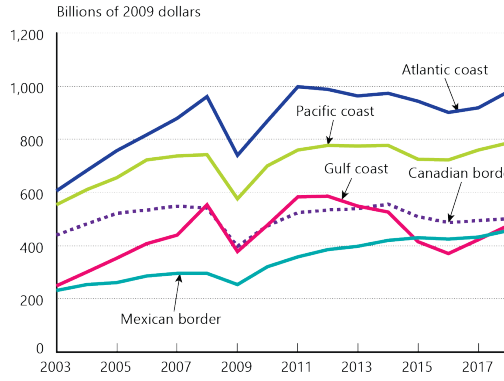
Mode	2012	2018	2045
Truck	1,886	2,070	3,274
Rail	1,461	1,431	1,760
Water	323	361	418
Air and truck-air	6	6	21
Pipeline	857	979	1,414
Multiple modes[a]	339	398	765
Other[b]	7	3	16
Total	**4,879**	**5,251**	**7,668**

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

Notes: Details may not add to totals due to rounding. Includes domestic trade and the domestic portion of imports and exports.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics and Federal Highway Administration, Freight Analysis Framework, Version 4.5.1, available at www.bts.gov/faf as of November 2019.

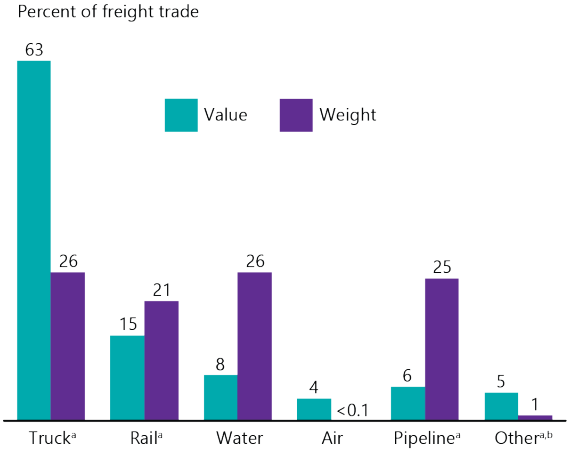
3-2 U.S. Trade by Coasts and Borders: 2003–2017



Note: Includes U.S.-international merchandise trade only.

Sources: **Value**– U.S. Department of Commerce, Census Bureau, Foreign Trade Division, HS Port-Level Data (Washington, DC: annual issues) as of July 2019. **Implicit GDP Deflator**– Organization for Economic Co-operation and Development, GDP Implicit Price Deflator in United States [USAGDPDEFAISMEI], retrieved from FRED, Federal Reserve Bank of St. Louis; available at fred.stlouisfed.org/series/USAGDPDEFAISMEI, available at www.bea.gov as of July 2019.

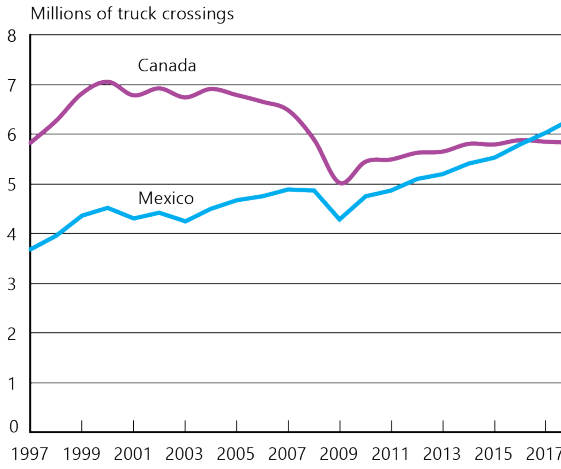
3-3 U.S. Trade with Canada and Mexico by Mode: 2018



[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.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, North American Transborder Freight Data, special tabulation, available at www.bts.gov/transborder as of May 2019.

3-4 Incoming Truck Border Crossings: 1997–2018



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Border Crossing Entry Data, available at data.transportation.gov/ as of November 2019.

3-5 Top 5 Truck Ports of Entry: 2018
by incoming truck crossings

U.S. - Canada ports of entry

Rank	Port	'17-'18 change	Millions of truck crossings
1	Detroit, MI	▲ 0.4%	1.6
2	Buffalo-Niagara Falls, NY	▼ -1.9%	0.9
3	Port Huron, MI	▲ 0.6%	0.8
4	Blaine, WA	▲ 0.9%	0.4
5	Champlain-Rouses Pt., NY	▼ -0.9%	0.3

U.S. - Mexico ports of entry

Rank	Port	'17-'18 change	Millions of truck crossings
1	Laredo, TX	▲ 6.0%	2.3
2	Otay Mesa, CA	▲ 3.5%	1.0
3	El Paso, TX	▲ 4.0%	0.8
4	Hidalgo, TX	▲ 4.3%	0.6
5	Calexico East, CA	▲ 4.2%	0.4

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Border Crossing Entry Data, available at data.transportation.gov/ as of November 2019.

3-6 Top 10 U.S. Water Ports: 2018

by short tons

Rank	Port	'17-'18 change	Millions of short tons
1	South Louisiana, LA	▲ 0.2%	275.6
2	Houston, TX	▲ 3.4%	260.0
3	New York, NY and NJ	▲ 3.2%	140.3
4	Beaumont, TX	▲ 12.3%	100.5
5	Corpus Christi, TX	▲ 7.4%	93.8
6	New Orleans, LA	▼ -3.1%	93.3
7	Long Beach, CA	▲ 0.6%	86.5
8	Baton Rouge, LA	▲ 6.8%	82.2
9	Virginia, VA	▲ 6.7%	71.8
10	Los Angeles, CA	▲ 3.0%	67.8

by TEUs

Rank	Port	'17-'18 change	Millions of TEU
1	Los Angeles, CA	▲ 5.7%	6.6
2	Long Beach, CA	▲ 6.8%	5.6
3	New York, NY and NJ	▲ 8.8%	5.3
4	Savannah, GA	▲ 7.4%	3.4
5	Houston, TX	▲ 11.7%	2.3
6	Virginia, VA	▼ -0.7%	2.2
7	Oakland, CA	▲ 1.7%	1.8
8	Charleston, SC	▲ 4.9%	1.8
9	Tacoma, WA	▲ 1.4%	1.6
10	Seattle, WA	▲ 9.8%	1.3

Key: TEU = twenty-foot equivalent unit.

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

Sources: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, personal communication, as of November 2019.

3-7 Top 10 World Container Ports: 2018

TEUs, including full and empty containers

Rank	Port	'17-'18 change	Millions of TEU
1	Shanghai	▲ 4.4%	42.0
2	Singapore	▲ 8.7%	36.6
3	Ningbo-Zhoushan	▲ 6.9%	26.4
4	Shenzhen	▲ 2.1%	25.7
5	Guangzhou	▲ 7.6%	21.9
6	Busan	▲ 5.5%	21.7
7	Hong Kong	▼ -5.6%	19.6
8	Quingdao	▲ 5.5%	19.3
9	Tianjin	▲ 6.2%	16.0
10	Dubai	▼ -2.9%	15.0
17	Los Angeles	▲ 1.3%	9.5
20	Long Beach	▲ 3.7%	8.1

Key: TEU = twenty-foot equivalent unit.

Source: United Nations Conference on Trade and Development, Review of Maritime Transport, available at unctad.org/en/Pages/Home.aspx as of November 2019.

3-8 Top 10 U.S. International Trade Gateways: 2017

by value of shipments

Rank	Port	Mode	'16-'17 change	Billions of dollars
1	Los Angeles, CA		▲ 2.4%	214.8
2	Laredo, TX		▲ 7.7%	208.0
3	New York/New Jersey, NY		▲ 3.1%	193.0
4	New York JFK Airport, NY		▼ -0.6%	182.8
5	Long Beach, CA		▲ 12.7%	169.3
6	Chicago, IL		▲ 11.4%	159.9
7	Detroit, MI		▲ 2.6%	133.5
8	Houston, TX		▲ 16.9%	130.7
9	Los Angeles Airport, CA		▲ 11.7%	113.0
10	Savannah, GA		▲ 8.7%	89.9

Key: = airport, = land port, = water port.

Notes: 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: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-51, available at www.bts.gov as of November 2018.

4 Safety

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

4-1 Transportation Fatalities by Mode

Mode	2008	2017	2018
Air	**568**	**347**	**393**
U.S. air carrier	3	0	1
Commuter carrier	0	0	0
On-demand air taxi	69	16	12
General aviation	496	331	381
Highway	**37,423**	**37,473**	**36,560**
Passenger car occupants	14,646	13,477	12,775
Motorcyclists	5,312	5,229	4,985
Light-truck occupants	10,816	10,186	9,922
Heavy-truck occupants	682	878	885
Bus occupants	67	43	43
Pedestrians	4,414	6,075	6,283
Pedalcyclists	718	806	857
Other	768	779	810
Pipeline	**8**	**20**	**8**
Rail	**804**	**817**	**831**
Train Accidents	27	7	8
Highway-rail grade crossing[a]	290	271	262
Trespassers	457	504	532
Other	30	35	29
Transit[b]	**192**	**239**	**251**
Water	**854**	**709**	**684**
Freight vessel and Industrial/Other	80	43	25
Passenger vessel and Recreational boating	774	666	659

[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.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 2-1, available at www.bts.gov/nts as of October 2019.

4-2 Transportation Injuries by Mode

Mode	2008	2017	2018
Air	**293**	**229**	**272**
U.S. air carrier	20	19	25
Commuter carrier	2	0	0
On-demand air taxi	12	4	17
General aviation	259	206	230
Highway[a]	**2,356,000**	**2,745,000**	**U**
Passenger car occupants[a]	1,308,000	1,529,000	U
Motorcyclists[a]	96,000	89,000	U
Light-truck occupants[a]	773,000	937,000	U
Heavy-truck occupants[a]	24,000	40,000	U
Bus occupants[a]	16,000	12,000	U
Pedestrians[a]	69,000	71,000	U
Pedalcyclists[a]	52,000	50,000	U
Other[a]	18,000	17,000	U
Pipeline	**56**	**38**	**90**
Rail	**9,062**	**8,871**	**8,196**
Train Accidents	321	316	202
Highway-rail grade crossing[b]	990	844	840
Trespassers	432	510	483
Other	7,319	7,201	6,671
Transit[c]	**24,644**	**22,829**	**22,522**
Water	**3,887**	**3,084**	**2,967**
Freight vessel and Industrial/Other	355	244	254
Passenger vessel and Recreational boating	3,532	2,840	2,713

[a]2017 and 2018 Crash Reporting Sampling System (CRSS) estimates for injuries are not comparable with 2008 and earlier National Automotive Sampling System, General Estimates System (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 Federal Railroad Administration jurisdiction). Other transit injuries are assumed to be counted under Highway or Rail categories.

Notes: 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 United States. The new system, CRSS, replaced the NASS GES in 2016 and has a different sample design. Thus, the 2017 and 2018 persons injured estimates are not comparable to earlier estimates.

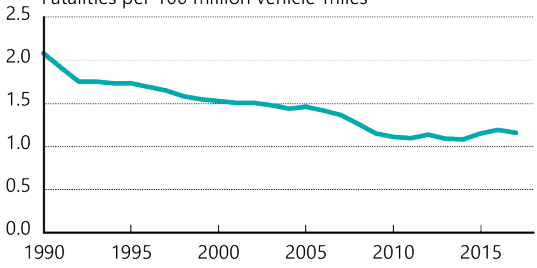
Key: U = Data are unavailable.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 2-2, available at www.bts.gov/nts as of November 2019.

4-3 Fatality Rates by Mode

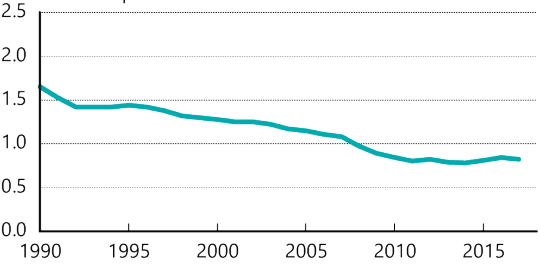
Highway: 1990–2018

Fatalities per 100 million vehicle-miles



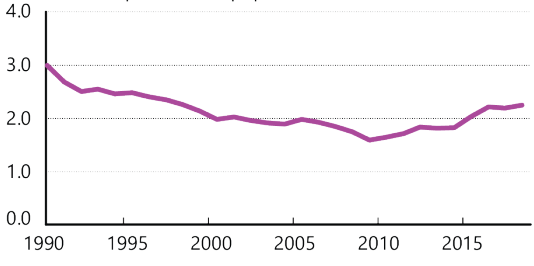
Passenger car and light-truck occupants: 1990–2018

Fatalities per 100 million vehicle-miles



Highway nonoccupants: 1990–2018

Fatalities per 100,000 population



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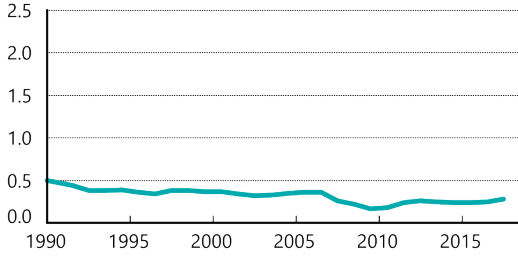
4-3 Fatality Rates by Mode (continued)

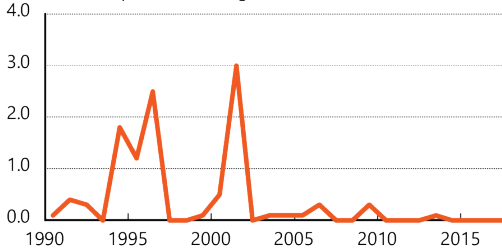
Large-truck occupants: 1990–2018

Fatalities per 100 million vehicle-miles



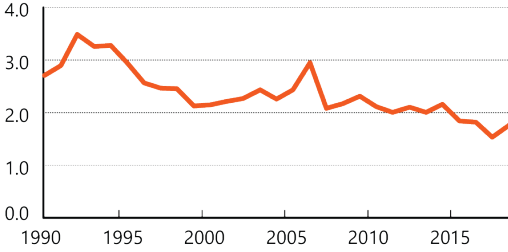
U.S. air carriers: 1990–2018

Fatalities per 100,000 flight hours



General aviation: 1990–2018

Fatalities per 100,000 flight hours



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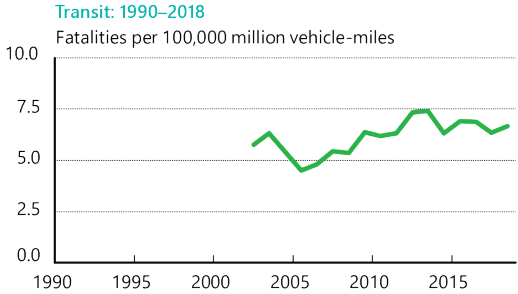
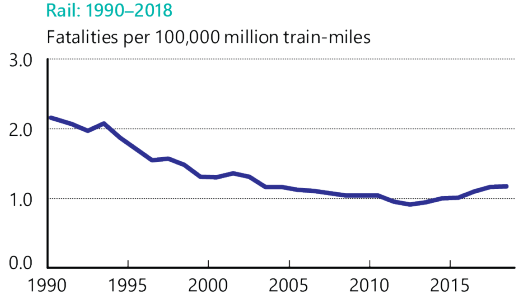
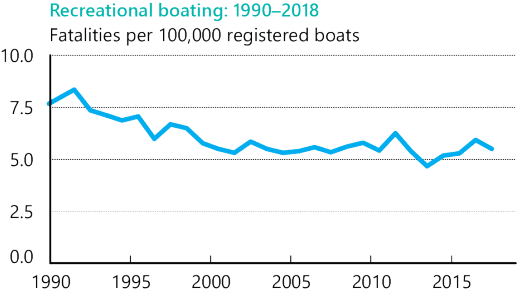
4-3 Fatality Rates by Mode (continued)

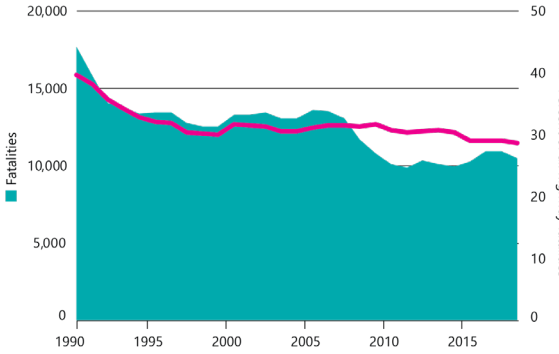






Notes: Graphs with same color trend lines have identical scales. Transit fatality rate not available prior to 2002.
Sources: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, tables 2-9, 2-14, 2-17, 2-19, 2-21, 2-23, 2-47, and 3-10 available at www.bts.gov/nts as of October 2019. **Transit** - U.S. Department of Transportation, Federal Transit Administration, NTD Safety & Security Time Series Data, available at www.transit.dot.gov/ntd as of October 2019. **Rail** - U.S. Department of Transportation, Federal Railroad Administration, table 1.12, available at safetydata.fra.dot.gov/ as of October 2019.

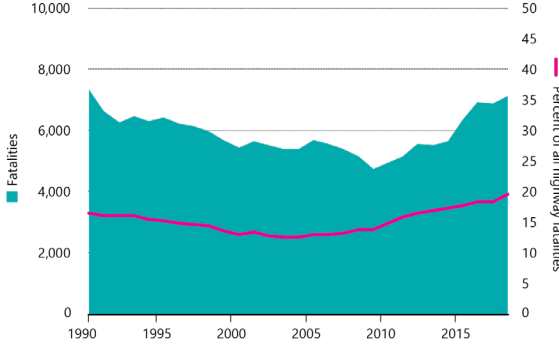
4-4 Alcohol-Impaired Driving Fatalities: 1990–2018



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, *Traffic Safety Facts: 2018 Fatal Motor Vehicle Crashes: Overview* as of October 2019.

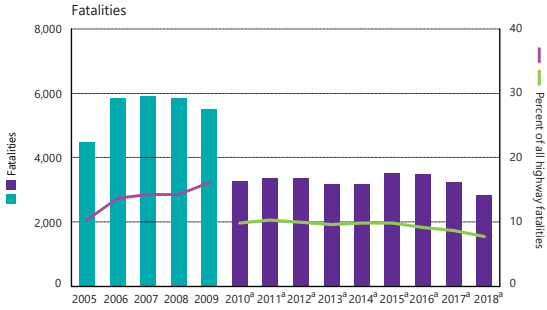
4-5 Pedestrian and Bicyclist Fatalities: 1990–2018



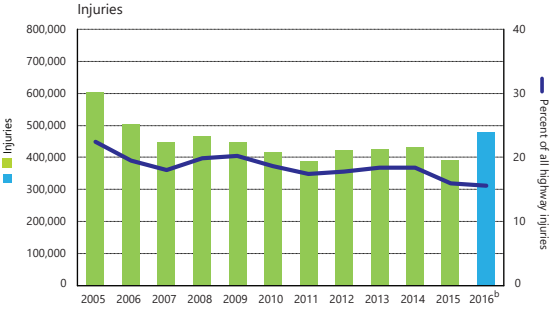
Note: Includes pedestrians and riders of nonmotorized bicycles and other pedal-powered vehicles.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 2-1, available at www.bts.gov/nts as of October 2019.

4-6 Distracted Driving Fatalities and Injuries: 2005–2018



Note: Distracted driving fatality data for 2010 and on are not comparable with previous years due to changes in methodology.



[a]Distracted driving fatality data for 2010 and on are not comparable with previous years due to changes in methodology. [b]2016 Crash Reporting Sampling System (CRSS) estimates for injuries are not comparable with 2015 and earlier National Automotive Sampling System, General Estimates System (NASS GES) estimates because of different sampling designs.

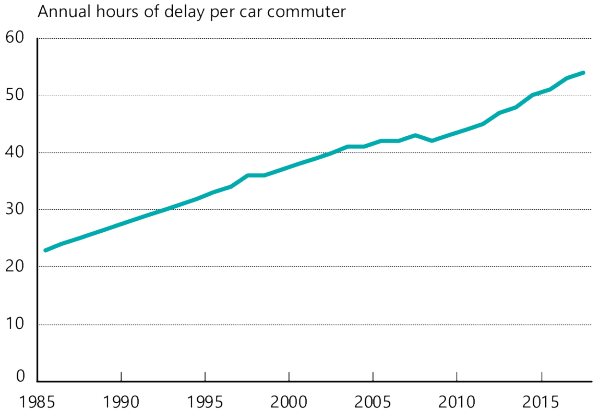
Note: Distracted driving involves any activity that could divert a person's attention away from the primary task of driving, such as texting, using a cell phone, eating and drinking, grooming, using a navigation system, adjusting a radio, etc.

Source: U.S. Department of Transportation, National Highway Traffic Safety Administration, available at www.nhtsa.gov as of October 2019.

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: 1985–2017



Notes: **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 mobility.tamu.edu/ums/report/.

Source: Texas A&M Transportation Institute, *Urban Mobility Report*, available at mobility.tamu.edu/umr/report/ as of September 2019.

5-2 Top 10 Metropolitan Area Congestion Rankings: 2018

by calendar year average minutes of congestion

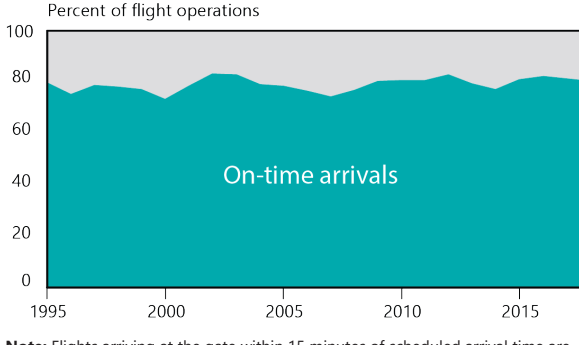
Rank	Urban area	Minutes of delay
1	Los Angeles, CA	528
2	Washington, DC	429
3	Seattle, WA	428
4	San Francisco, CA	416
5	New York, NY	408
6	Portland, OR	400
7	Baltimore, MD	376
8	Denver, CO	359
9	Miami, FL	348
10	Houston, TX	340
	Average of 52 MSAs	256

Key: MSA = Metropolitan Statistical Area

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

Source: U.S. Department of Transportation, Federal Highway Administration, *Urban Congestion Report*, personal communication, as of April 2019.

5-3 U.S. Airline On-time Performance: 1995–2018

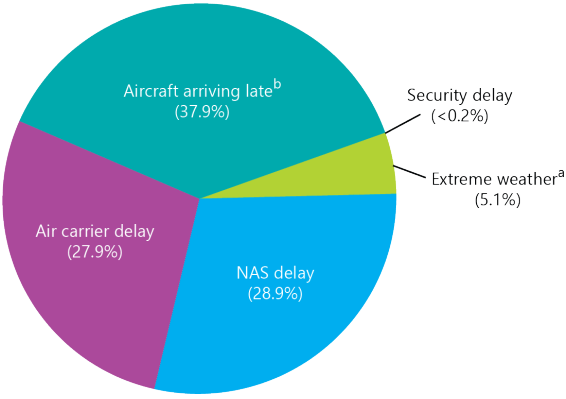


Note: Flights arriving at the gate within 15 minutes of scheduled arrival time are on time.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Airline On-Time Performance*, available at www.bts.gov as of March 2019.

5-4 U.S. Major Airport Delays by Cause: 2018

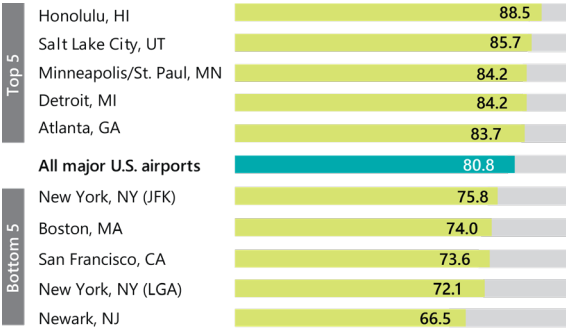
percent of delayed time



[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.
Key: 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.
Note: Percents may not add to 100 due to rounding.
Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *Airline On-Time Performance*, available at transtats.bts.gov as of March 2019.

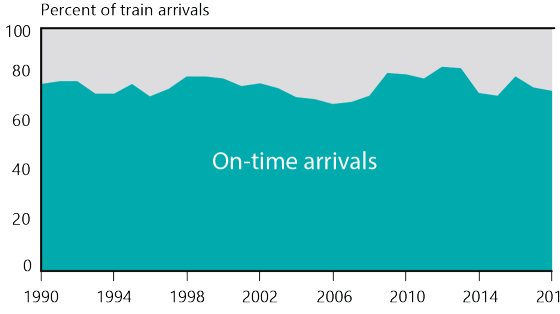
5-5 U.S. Major Airport Performance Rankings: 2018

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 May 2019.

5-6 Amtrak On-time Performance: FY1990–FY2018



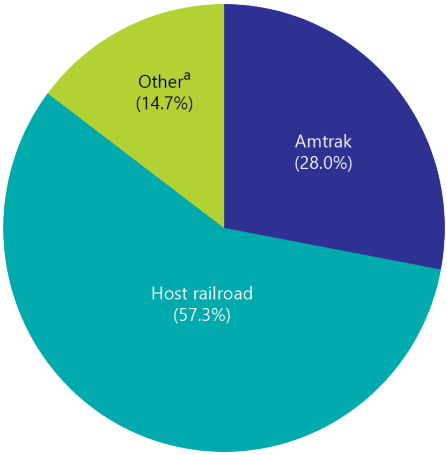
Note: On-time performance is a percentage measure of train performance. A train is considered on-time if it arrives at the final destination, or end-point, within an allowed number of minutes, or tolerance, of its scheduled arrival time. Trains are allowed a certain tolerance at the end-point based on 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: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-73, available at transtats.bts.gov as of May 2019.

5-7 Amtrak Delays by Cause: FY2018

percent of delayed time



[a]Delays not attributable to Amtrak or other host railroads, such as customs and immigration, law enforcement action, weather, or waiting for scheduled departure time.

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

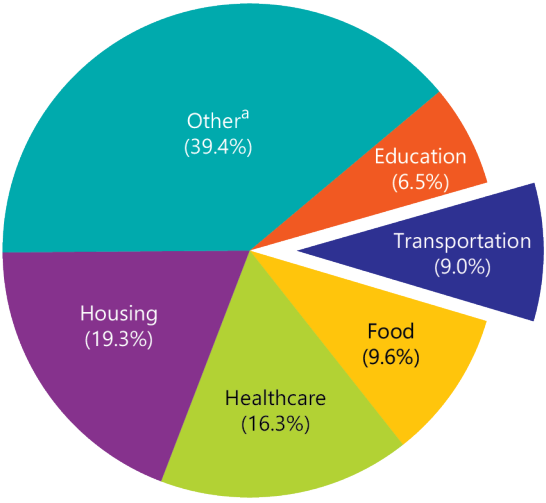
Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-73, available at www.bts.gov/nts as of May 2019.

6 Economy

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

6-1 U.S. GDP by Spending Category: 2018

percent of GDP



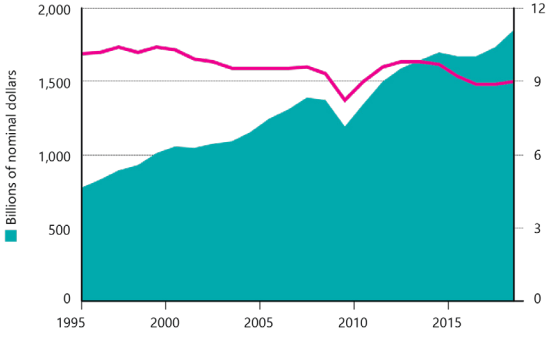
[a]Includes all other categories (e.g., entertainment, personal care products and services, and payments to pension plans).

Key: GDP = gross domestic product.

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

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 3-9, available at www.bts.gov/nts as of October 2019.

6-2 U.S. Transportation Spending: 1995–2018



Key: GDP = gross domestic product.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 3-9, available at www.bts.gov/nts as of October 2019.

6-3 Transportation-Related Final Demand

billions of chained 2012 dollars

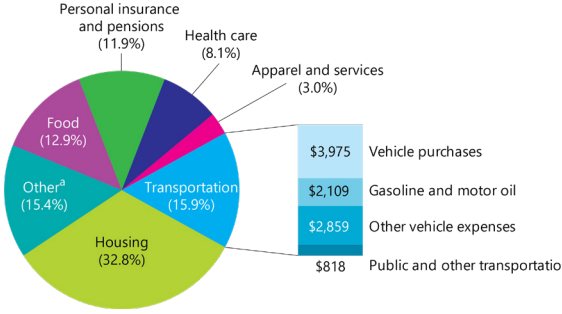
Category	2008	2018
Personal consumption of transportation	**1,124**	**1,386**
Motor vehicles and parts	373	533
Motor vehicle fuels, lubricants, and fluids	406	421
Transportation services	344	432
Gross private domestic investment	**166**	**295**
Transportation structures	11	15
Transportation equipment	155	280
Government transportation-related purchases	**317**	**320**
Federal purchases	37	40
State and local purchases	258	267
Defense-related purchases	22	14
Exports (+)	**296**	**367**
Imports (-)	**383**	**542**
Total transportation-related final demand	**1,506**	**1,849**
U.S. GDP	**15,605**	**18,638**

Notes: 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.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 3-4, available at www.bts.gov/nts as of October 2019.

6-4 Household Expenses by Category: 2018

percent of average annual household expenses

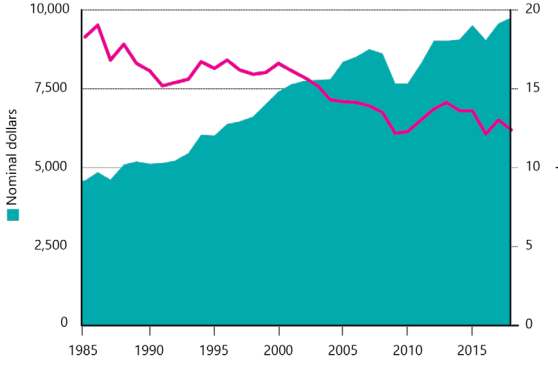


[a] Includes alcoholic beverages, cash contributions, education, entertainment, personal care products and services, reading, tobacco products and smoking supplies, and other miscellaneous items.

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

Source: U.S. Department of Labor, Bureau of Labor Statistics, *Consumer Expenditure Survey*, available at www.bls.gov/cex as of November 2018.

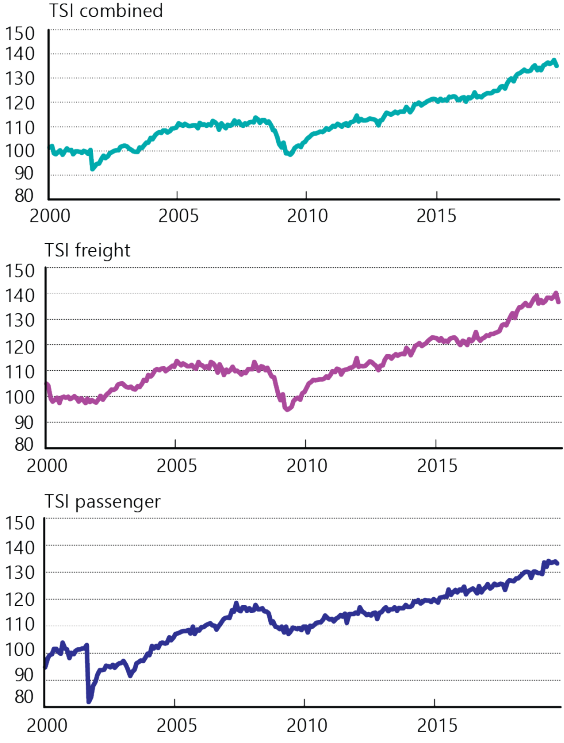
6-5 Household Transportation Expenses: 1985–2018



Source: U.S. Department of Labor, Bureau of Labor Statistics, *Consumer Expenditure Survey*, available at www.bls.gov/cex as of October 2019.

6-6 Transportation Services Index: Jan. 2000–Sept. 2019

chain-type index: 2000 = 100, seasonally adjusted



Notes: 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 www.bts.gov as of November 2019.

6-7 Employment in Transportation-Related Industries

thousands

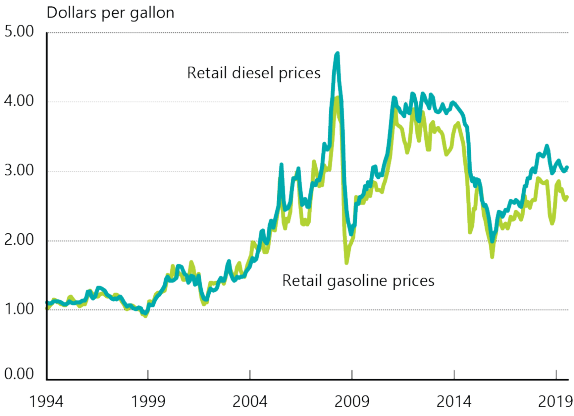
Category	2008	2018
For-hire transportation and warehousing	**4,513**	**5,419**
Air	491	501
Rail	231	214
Water	67	65
Truck	1,389	1,492
Transit and ground passenger	423	488
Pipeline	42	49
Scenic and sightseeing	28	34
Support activities	592	712
Couriers and messengers	573	725
Warehousing and storage	677	1,140
Transportation-related manufacturing[a]	**1,938**	**2,001**
Other transportation-related industries	**5,112**	**5,614**
Postal service	**747**	**609**
Government employment[b]	**895**	**865**
Total transportation-related labor force	**13,233**	**14,508**
U.S. labor force	**137,241**	**149,074**

[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.

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

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 3-23, available at www.bts.gov/nts as of August 2019.

6-8 Motor Vehicle Fuel Prices: Apr. 1994 – Oct. 2019



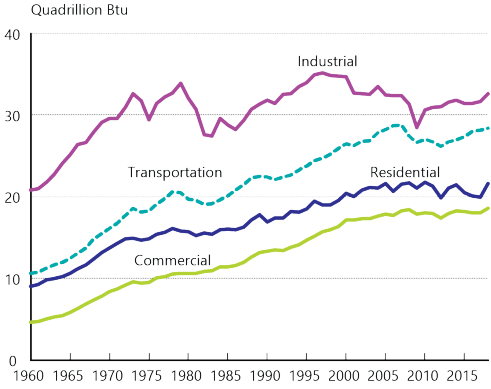
Notes: Retail gasoline prices include average nominal monthly prices of U.S. regular all formulations retail gasoline. Retail diesel prices include average nominal monthly prices of U.S. No. 2 retail diesel prices.

Source: U.S. Department of Energy, Energy Information Administration, available at www.eia.doe.gov as of November 2019.

7 Environment

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

7-1 Energy Consumption by Sector: 1960–2018



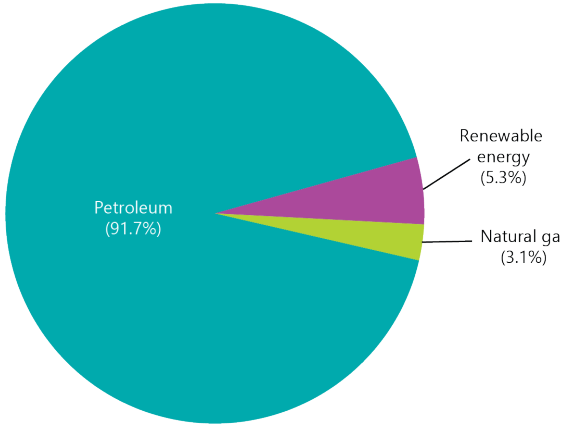
Key: Btu = British thermal unit.

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

Source: U.S. Department of Energy, U.S. Energy Information Administration, *Monthly Energy Review*, available at www.eia.gov/totalenergy/data/monthly as of October 2019.

7-2 Transportation Energy Consumption by Source: 2018

percent of Btu consumed

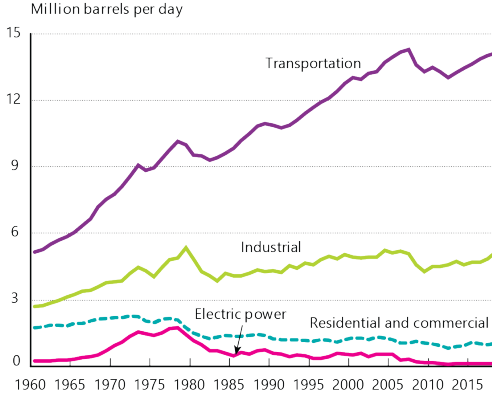


Key: Btu = British thermal unit.

Notes: Includes primary energy consumed. Excludes electricity retail sales and electrical system energy losses. Percents may not add to 100 due to rounding.

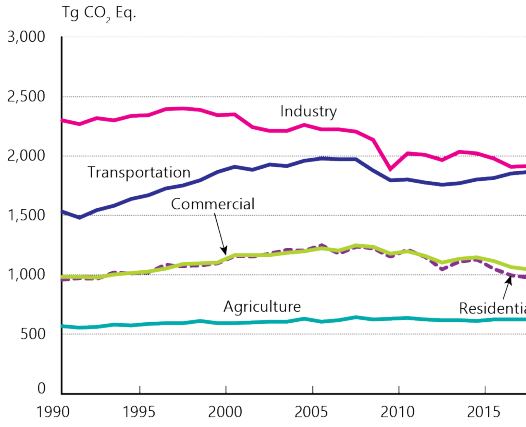
Source: U.S. Department of Energy, U.S. Energy Information Administration, *Monthly Energy Review*, available at www.eia.gov/totalenergy/data/monthly as of October 2019.

7-3 Petroleum Consumption by Sector: 1960–2018



Source: U.S. Department of Energy, U.S. Energy Information Administration, *Monthly Energy Review*, available at www.eia.gov/totalenergy/data/monthly as of October 2019.

7-4 Greenhouse Gas Emissions by Sector: 1990–2017



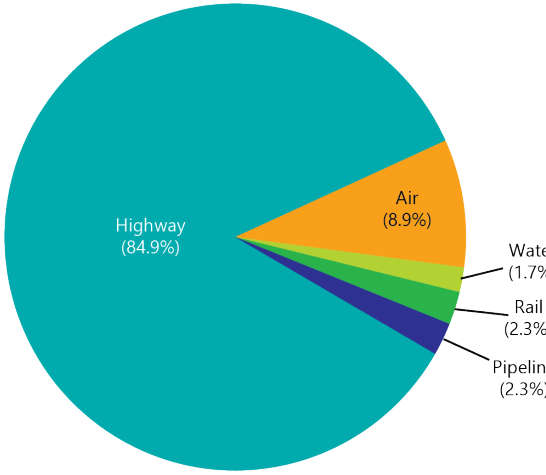
Key: Tg CO_2 Eq. = teragrams of carbon dioxide equivalent. Teragram = 1 million metric tons.

Notes: Electric power sector emissions are distributed across sectors. Emissions include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6.

Source: U.S. Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2017 Report* Tables, www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2017 as of October 2019.

7-5 Greenhouse Gas Emissions by Transportation Mode: 2017

Percent of Tg CO_2 Eq.

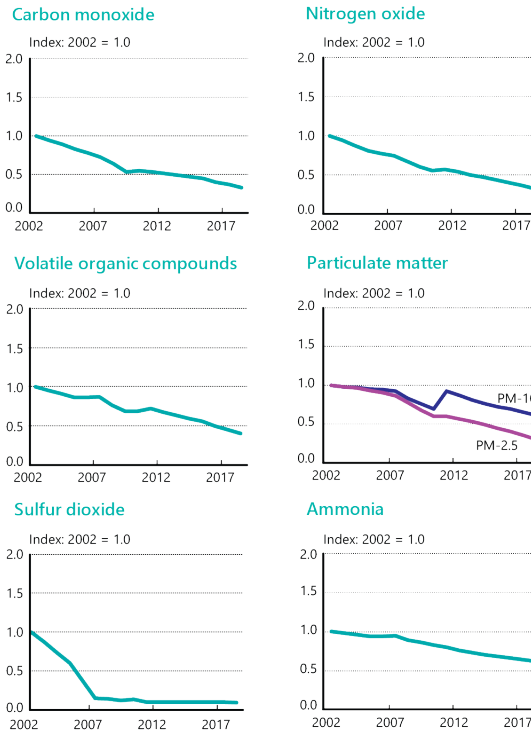


Key: Tg CO_2 Eq. = teragrams of carbon dioxide equivalent. Teragram = 1 million metric tons.

Notes: Percents may not add to 100 due to rounding. Does not include international bunker fuels.

Source: U.S. Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2017 Report Tables*, available at www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2017 as of October 2019.

7-6 Highway Vehicle Air Pollutant Emissions: 2002–2018

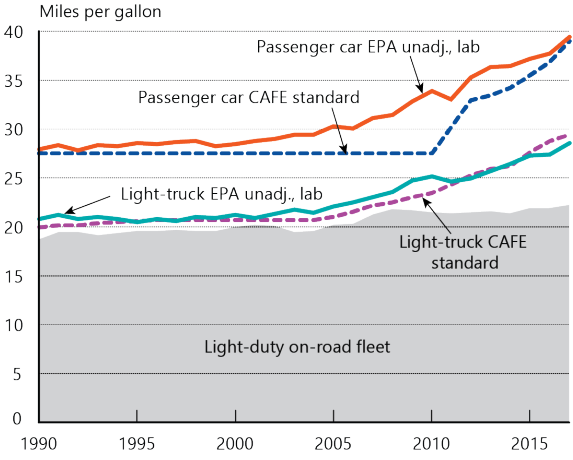


Key: PM-10 = airborne particulates of less than 10 microns; PM-2.5 = airborne particulates of less than 2.5 microns.

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

Sources: 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 October 2019.

7-7 Fuel Economy of Light-Duty Vehicles: 1990–2017

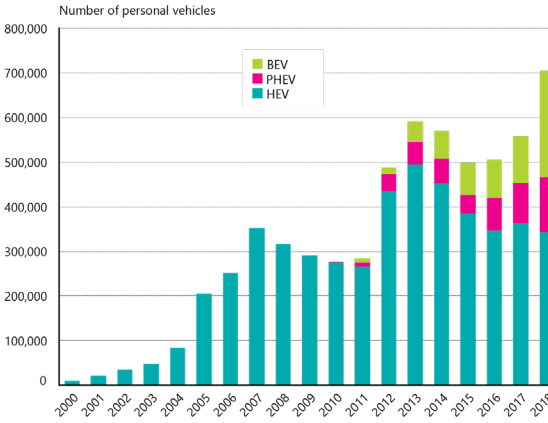


Key: CAFE = Corporate Average Fuel Economy; EPA = Environmental Protection Agency.

Notes: 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. 2017 EPA unadjusted lab data are preliminary.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 4-23, available at www.bts.gov/nts as of October 2019.

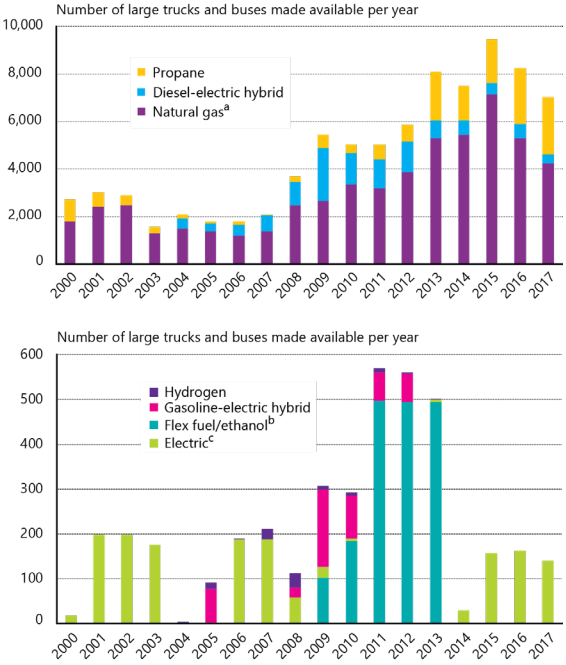
7-8 Sales of Hybrid, Plug-in Hybrid, and Battery Electric Vehicles: 2000–2018



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

Source: Oak Ridge National Laboratory, *Transportation Energy Data Book*, Annual Issues, available at tedb.ornl.gov as of November 2019.

7-9 Alternative Fuel Vehicles by Fuel Type, Large Trucks and Buses: 2000–2017



Notes: [a]Includes compressed natural gas (CNG) and liquified natural gas (LNG). Includes the total number of heavy duty vehicles that were manufactured or converted by vehicle suppliers (companies or organizations) in the associated calendar year. [b]Flex fuel/ethanol vehicles are capable of running on E85, unblended gasoline, or any ethanol-gasoline blends in between. [c]Excludes gasoline-electric and diesel-electric hybrids.

Source: U.S. Department of Energy, Energy Information Administration, Alternative Fuel Vehicle Data, Supplier Database, available at www.eia.gov/renewable/afv/ as of June 2019.

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.

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 is 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, one 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 one ton over one 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, that 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.

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