



U.S. Department  
of Transportation

**Research and  
Innovative Technology  
Administration**

# **Key Transportation Indicators August 2009**



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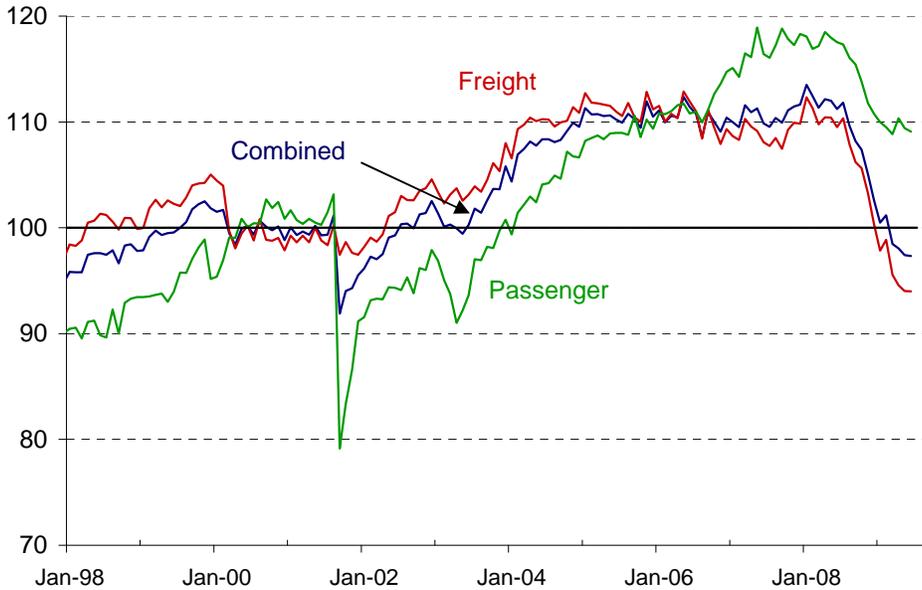
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## Transportation Services Index

Monthly data, seasonally adjusted

Chain-type index: 2000 = 100



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

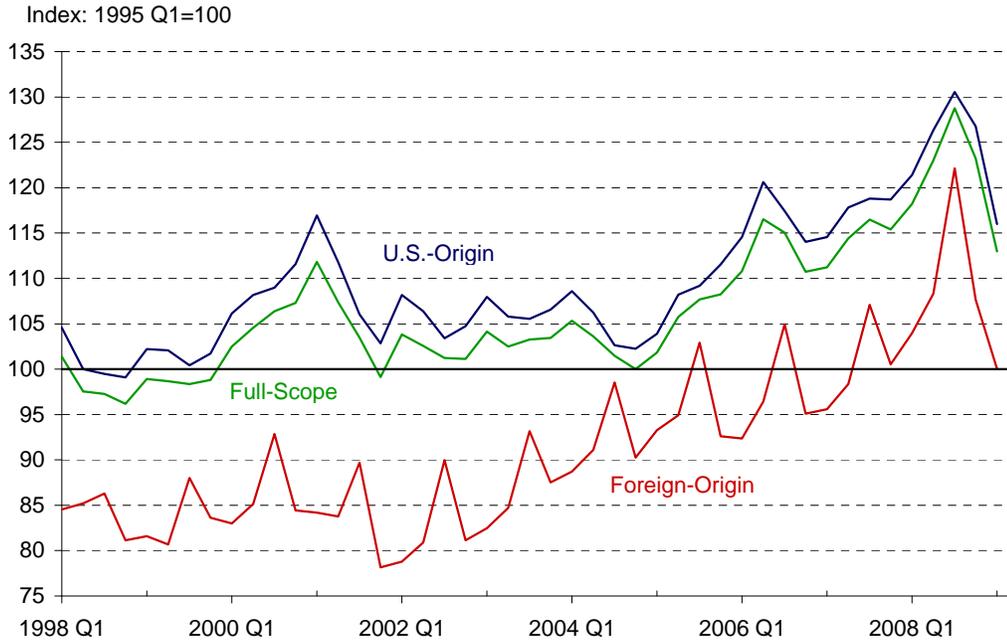
<b>Transportation Services Index</b>	<b>May-09</b>	<b>Jun-09</b>
Combined (Index: 2000 = 100)	97.42	97.33
Percent change from previous month	-0.66	-0.09
Freight (Index: 2000 = 100)	94.01	93.99
Percent change from previous month	-0.59	-0.02
Passenger (Index: 2000 = 100)	109.40	109.08
Percent change from previous month	-0.85	-0.30

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

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *Transportation Services Index*, available at <http://www.bts.gov/> as of August 2009.

## Air Travel Price Index

Quarterly data, not seasonally adjusted



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

Air Travel Price Index	2008 Quarter 1	2009 Quarter 1	Average Annual % Growth Rate (1999-2009)
U.S. - Origin Air Travel Price (Index: 1995 Q1 = 100)	121.4	116.0	1.27
Foreign - Origin Air Travel Price (Index: 1995 Q1 = 100)	104.0	100.1	2.06
Full - Scope Air Travel Price (Index: 1995 Q1 = 100)	118.2	113.0	1.34

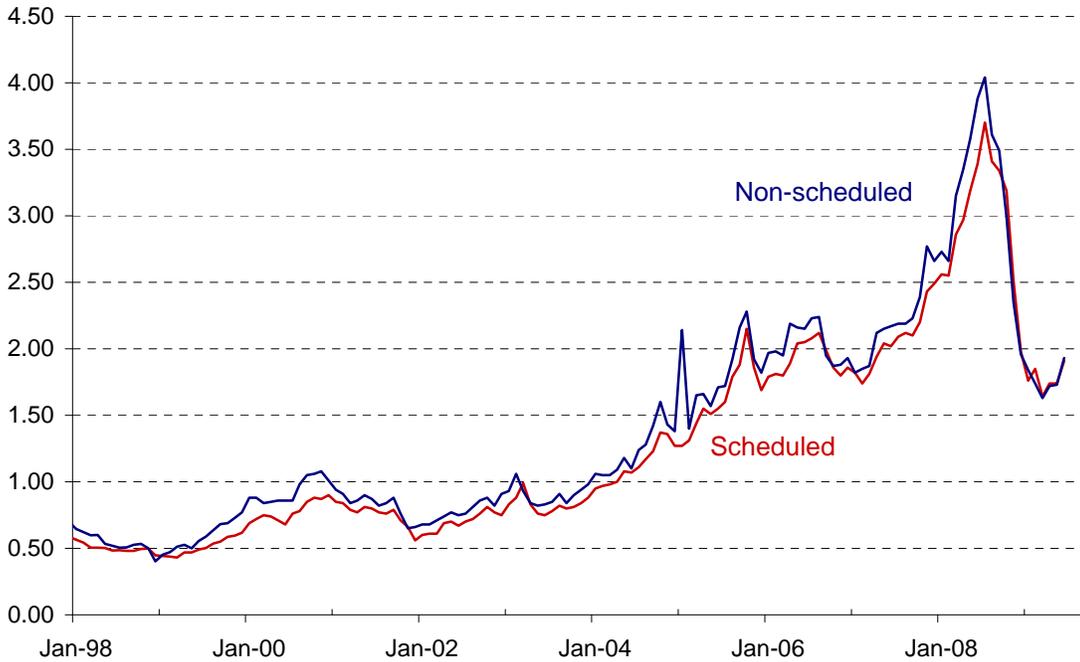
**NOTE:** The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *Air Travel Price Index*, available at <http://www.bts.gov/> as of August 2009.

## Domestic Airline Jet Fuel

Monthly data, not seasonally adjusted

Dollars per gallon



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

<b>Average Jet Fuel Price by Type of Service</b>	<b>Jun-08</b>	<b>Jun-09</b>
For Non-scheduled Airlines (Current dollars per gallon)	3.88	1.93
Percent change from same month previous year	78.80	-50.26
For Scheduled Airlines (Current dollars per gallon)	3.39	1.91
Percent change from same month previous year	67.82	-43.66

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

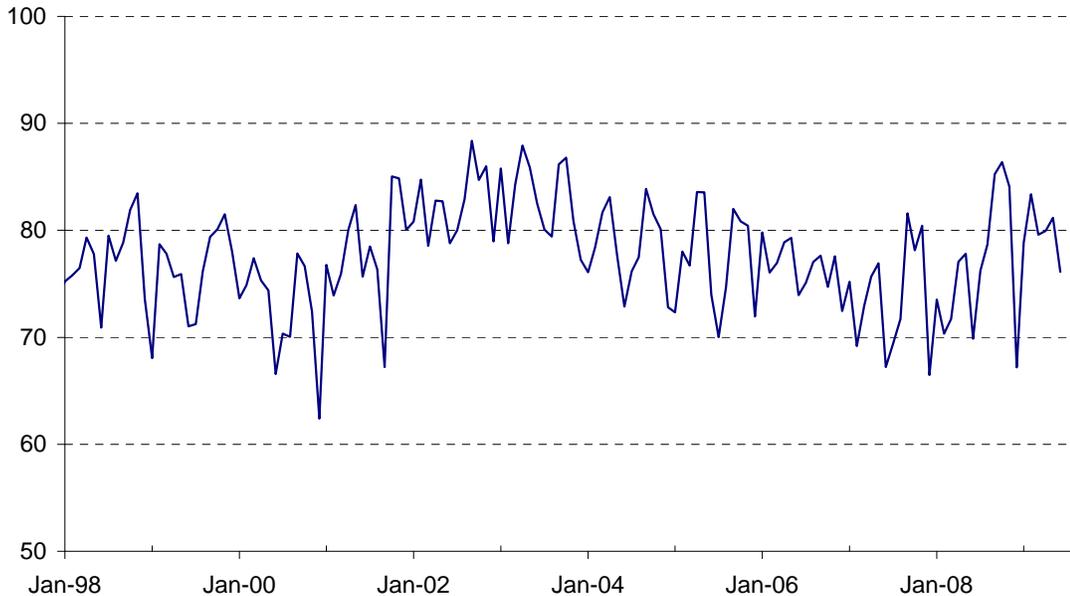
Data for April 2009 to June 2009 are preliminary due to late reports by carriers.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, available at [http://www.bts.gov/programs/airline\\_information/](http://www.bts.gov/programs/airline_information/) as of August 2009.

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

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

Percent



The share of flights arriving on time is a measure of service quality. Not only is this indicator strongly seasonal, but the data also reflect the effects of weather. From 1998 to 2008, 20.3% of flights were delayed, 2.1% were cancelled, and 0.2% were diverted. These data only cover major airlines, which are required to report delays.

<b>Flight On-Time Performance</b>	<b>Jun-08</b>	<b>Jun-09</b>
Number of scheduled flights	339,969	307,388
Percent change from same month previous year	-2.36	-9.58
Percentage of flights arriving on-time	69.86	76.11
Difference from same month previous year*	2.63	6.26

\* Current month minus same month previous year.

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

A scheduled operation consists of any nonstop segment of a flight. The term "late" is defined as 15 minutes after the scheduled departure or arrival time. A cancelled flight is one that was not operated but was listed in a carrier's computer reservation system within seven calendar days of the scheduled departure. A diverted flight is one that left from the scheduled departure airport but flew to a destination point other than the scheduled destination point.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *Flight Delays at a Glance* as of August 2009.

## Motor Fuel Prices: Retail Diesel Prices

Weekly data, not seasonally adjusted

Dollars per gallon, including all taxes



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

<b>Retail On-Highway Diesel Prices (Average All Types)</b>	<b>10-Aug-09</b>	<b>17-Aug-09</b>
Retail on-highway diesel prices (Current dollars per gallon, including all taxes)	2.63	2.65
Percent change from previous week	2.94	1.03

**SOURCE:** U.S. Department of Energy, Energy Information Administration, *Weekly On-Highway Diesel Prices*, available at <http://eia.doe.gov/> as of August 2009.

## Motor Fuel Prices: Retail Gasoline Prices

Weekly data, not seasonally adjusted

Dollars per gallon, including all taxes



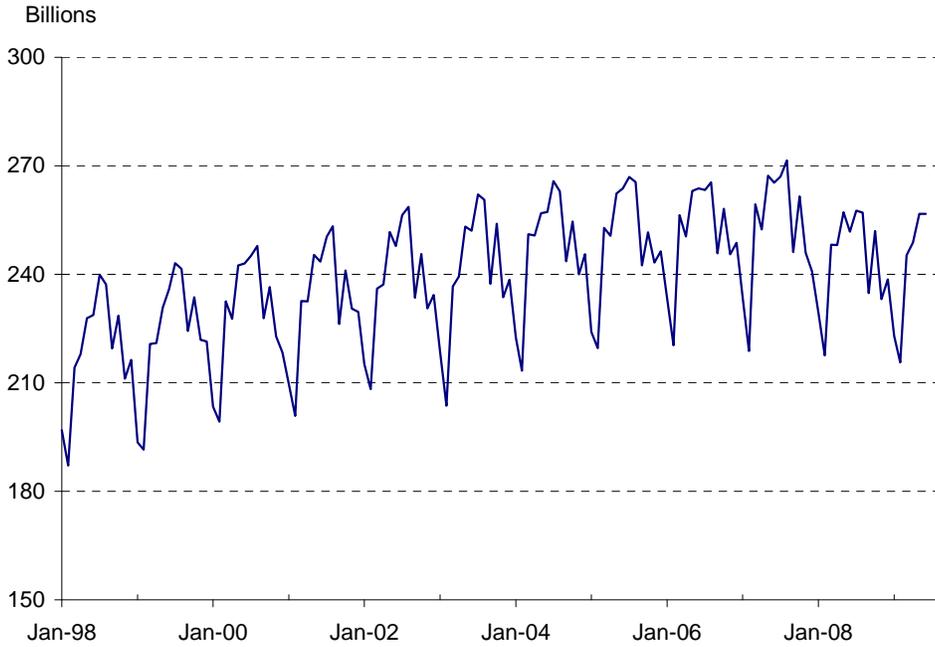
Gasoline prices are an important cost component of highway transportation. Changes in gasoline prices affect the demand for highway transportation, especially as can be seen in vehicle-miles traveled. In the United States, motor gasoline prices follow world crude oil prices more closely than motor diesel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

<b>Retail Gasoline Prices (Regular Grade)</b>	<b>10-Aug-09</b>	<b>17-Aug-09</b>
Average regular grade, all formulations (Current dollars per gallon, including all taxes)	2.65	2.64
Percent change from previous week	3.52	-0.38

**SOURCE:** U.S. Department of Energy, Energy Information Administration, *Weekly Retail Gasoline Prices*, available at <http://eia.doe.gov/> as of August 2009.

## U.S. Highway Vehicle-Miles Traveled

Monthly data, not seasonally adjusted



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

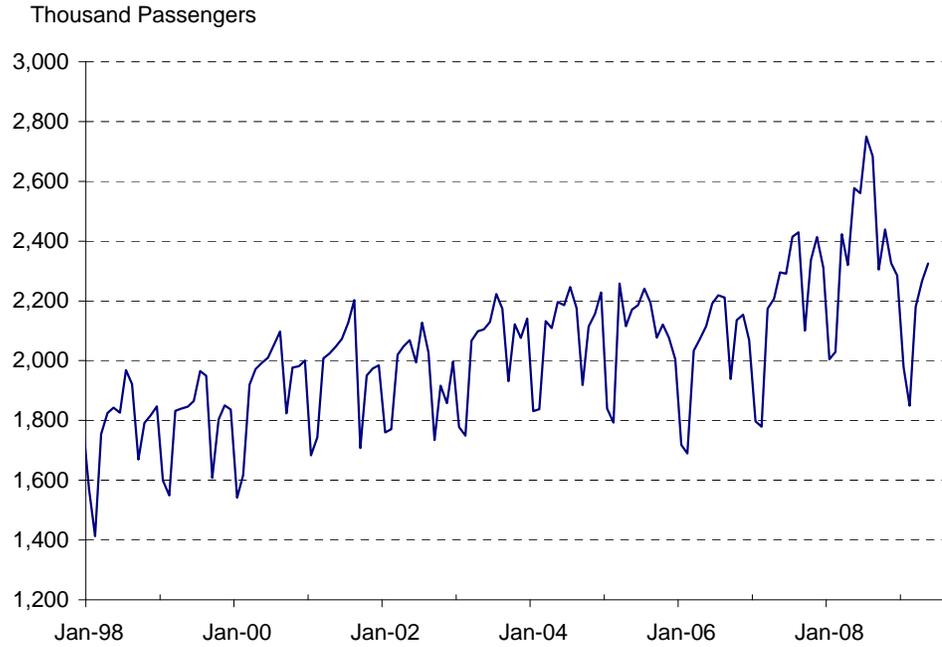
<b>Vehicle-Miles Traveled</b>	<b>Jun-08</b>	<b>Jun-09</b>
Highway miles (millions)	251,767	256,686
Percent change from same month previous year	-5.12	1.95

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

**SOURCE:** U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, *Traffic Volume Trends*, available at <http://www.fhwa.dot.gov/> as of August 2009.

## Amtrak Ridership

Monthly data, not seasonally adjusted



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

<b>Amtrak Ridership</b>	<b>May-08</b>	<b>May-09</b>
Amtrak Ridership	2,577,189	2,325,658
Percent change from same month previous year	12.27	-9.76

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

**SOURCE:** U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, *Operational Data Tables*, Table 1.02, available at <http://safetydata.fra.dot.gov/OfficeofSafety/> as of August 2009.

## Index of Railroad Fuel Prices

Monthly data, not seasonally adjusted

Index: July 15, 1990 = 100



This data series represents the average monthly price for fuels purchased by freight railroads during a month, which includes federal excise taxes, transportation and handling expenses.

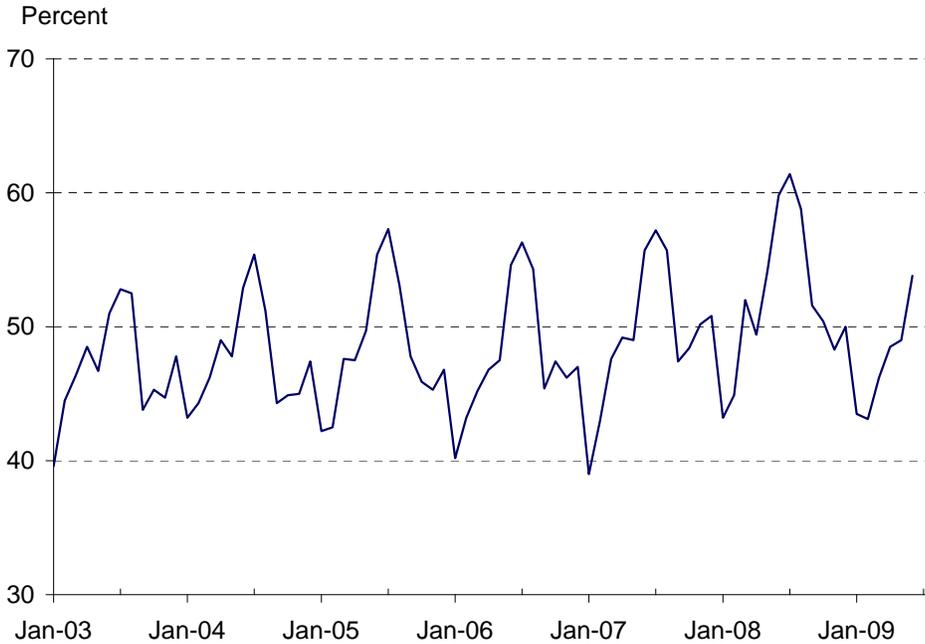
Index of Railroad Fuel Prices	Jun-08	Jun-09
Railroad Fuel Prices (Index: July 15, 1990 = 100)	773.0	363.6
Percent change from same month previous year	80.02	-52.96

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

**SOURCE:** Association of American Railroads, *Monthly Railroad Fuel Price Indexes*, available at <http://www.aar.org/> as of August 2009.

## Amtrak Capacity Utilization

Monthly data, not seasonally adjusted



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

<b>Average Rail Passenger Load Factor</b>	<b>Jun-08</b>	<b>Jun-09</b>
Passenger load factor (percent)	59.8	53.8
Percent change from same month previous year	7.36	-10.03

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

**SOURCE:** National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports*, available at <http://www.amtrak.com/> as of August 2009.

## Rail Freight Revenue Ton-Miles

Quarterly data, not seasonally adjusted



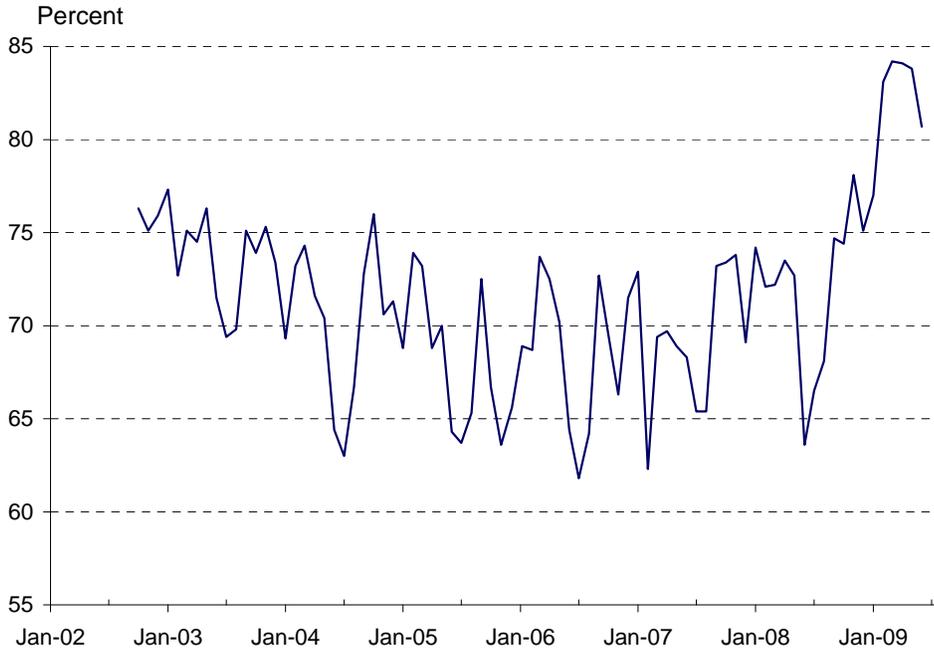
<b>Rail Freight Revenue Ton-Miles (Class I only)</b>	<b>2008</b>	<b>2009</b>
	<b>Quarter 2</b>	<b>Quarter 2</b>
Rail Freight Revenue Ton-Miles (billions)	443.0	363.7
Percent change from same quarter previous year	2.55	-17.91

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

**SOURCE:** Surface Transportation Board, Office of Economics, Environmental Analysis, and Administration, *Quarterly Earnings Reports*, available at <http://www.stb.dot.gov/> as of August 2009.

## Amtrak On-Time Performance

Monthly data, not seasonally adjusted



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

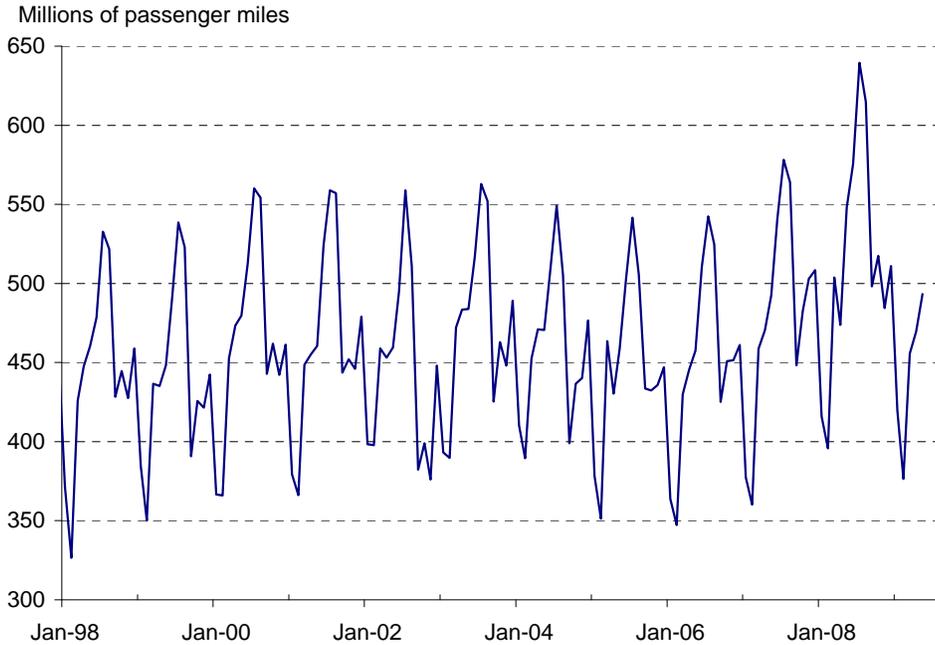
<b>Passenger Rail On-Time Performance</b>	<b>Jun-08</b>	<b>Jun-09</b>
On-time performance (percent on-time)	63.6	80.7
Percent change from same month previous year	-6.88	26.89

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

**SOURCE:** National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports*, available at <http://www.amtrak.com/> as of August 2009.

## Amtrak Revenue Passenger Miles

Monthly data, not seasonally adjusted



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

<b>Amtrak Revenue Passenger Miles</b>	<b>May-08</b>	<b>May-09</b>
Amtrak revenue passenger miles (millions)	547.9	493.3
Percent change from same month previous year	11.27	-9.98

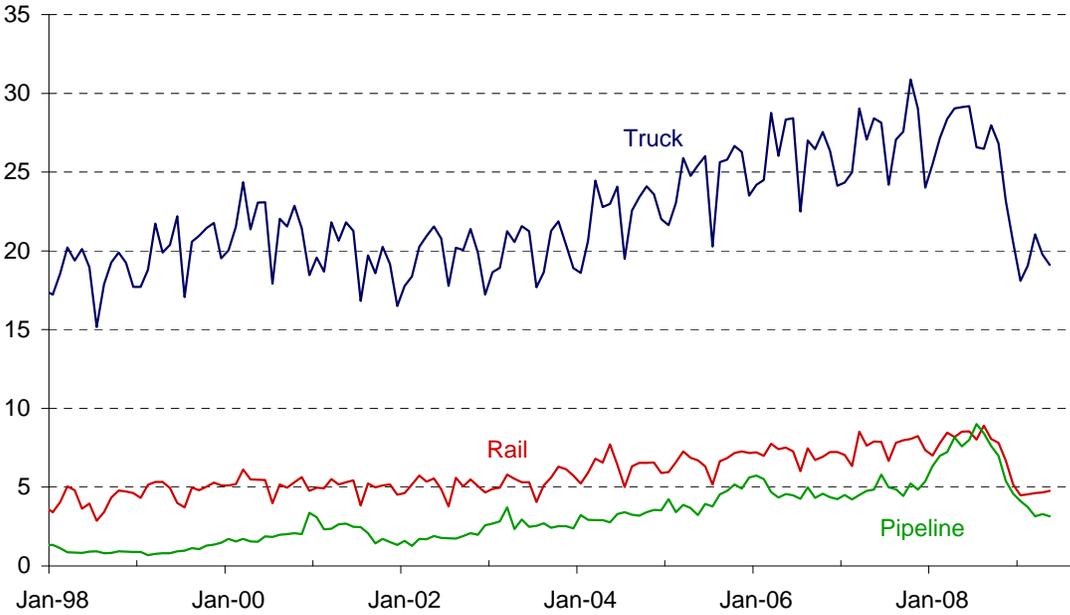
**NOTE:** The current value is compared to the value from the same period in the previous year to account for seasonality.

**SOURCE:** U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, *Operational Data Tables*, Table 1.02, available at <http://safetydata.fra.dot.gov/OfficeofSafety/> as of August 2009.

## U.S. Surface Trade with Canada and Mexico

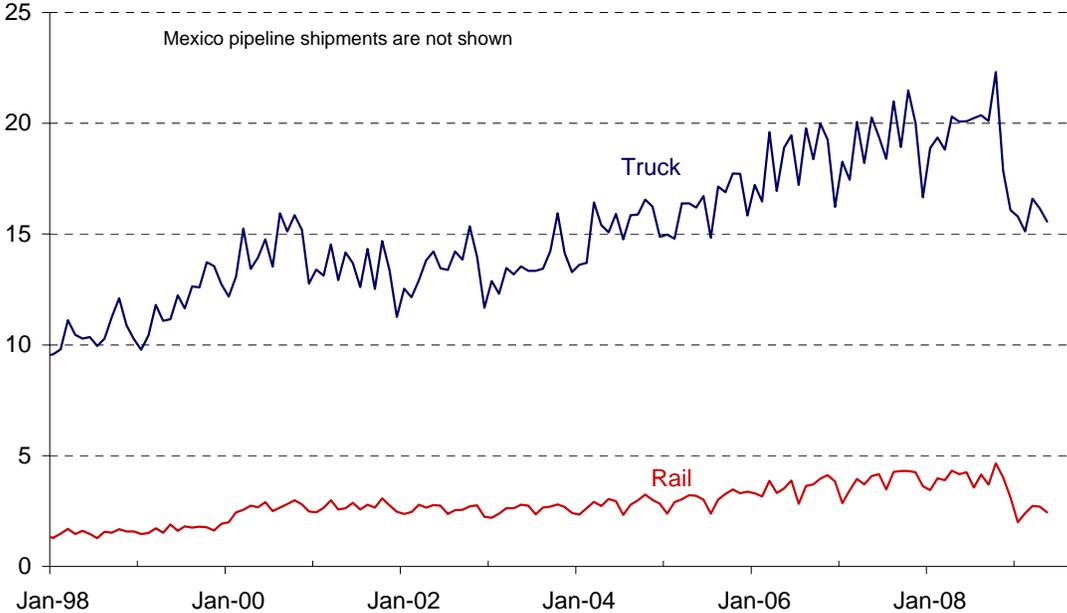
Value of U.S. - Canada trade (monthly data, not seasonally adjusted)

Billion dollars



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

Billion dollars



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

<b>U.S. - Canada Trade</b>	<b>May-08</b>	<b>May-09</b>
Truck (billions of dollars)	29.12	19.11
Percent change from same month previous year	2.45	-34.37
Rail (billions of dollars)	8.52	4.76
Percent change from same month previous year	7.79	-44.16
Pipeline (billions of dollars)	7.58	3.15
Percent change from same month previous year	56.66	-58.46

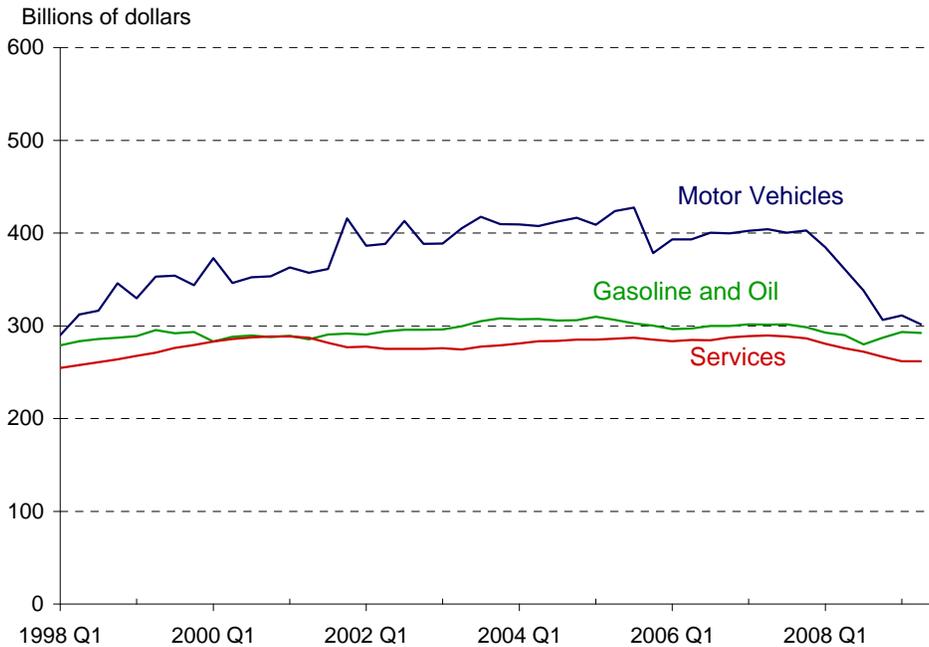
<b>U.S. - Mexico Trade</b>	<b>May-08</b>	<b>May-09</b>
Truck (billions of dollars)	20.08	15.57
Percent change from same month previous year	-0.93	-22.47
Rail (billions of dollars)	4.16	2.44
Percent change from same month previous year	2.06	-41.40
Pipeline (billions of dollars)	0.16	0.06
Percent change from same month previous year	177.70	-64.49

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

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *TransBorder Freight Data*, available at <http://www.bts.gov/ntda/tbscd/prod.html> as of August 2009.

## Personal Spending on Transportation

Quarterly data, seasonally adjusted annual rate



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

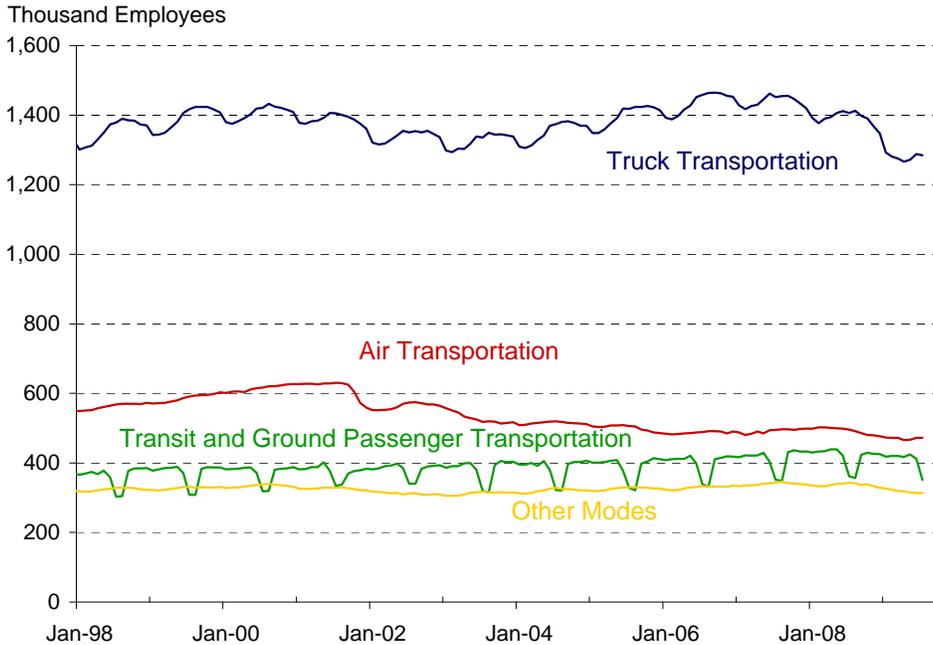
<b>Personal Spending on Transportation</b>	<b>2009 Q1</b>	<b>2009 Q2</b>
Spending on Motor Vehicles (billions of chained 2005 dollars)	311.2	301.5
Percent change from previous quarter	1.63	-3.12
Spending on Transportation Services (billions of chained 2005 dollars)	261.9	261.9
Percent change from previous quarter	-1.80	0.00
Spending on Gasoline and Oil (billions of chained 2005 dollars)	293.2	292.2
Percent change from previous quarter	2.09	-0.34

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

**SOURCE:** U.S. Department of Commerce, Bureau of Economic Analysis, *National Income and Product Accounts*, available at <http://www.bls.gov/> as of August 2009.

## Transportation Employment

Monthly data, not seasonally adjusted



Employment in for-hire transportation industries is a signal of demand in the economy. In the May 2007 edition of Occupational Employment Statistics, 64 percent of employees in for-hire transportation industries are in transportation and material moving positions (Standard Occupational Classification Group 53). That share is 77 percent for truck transportation, but only 25 percent for air transportation.

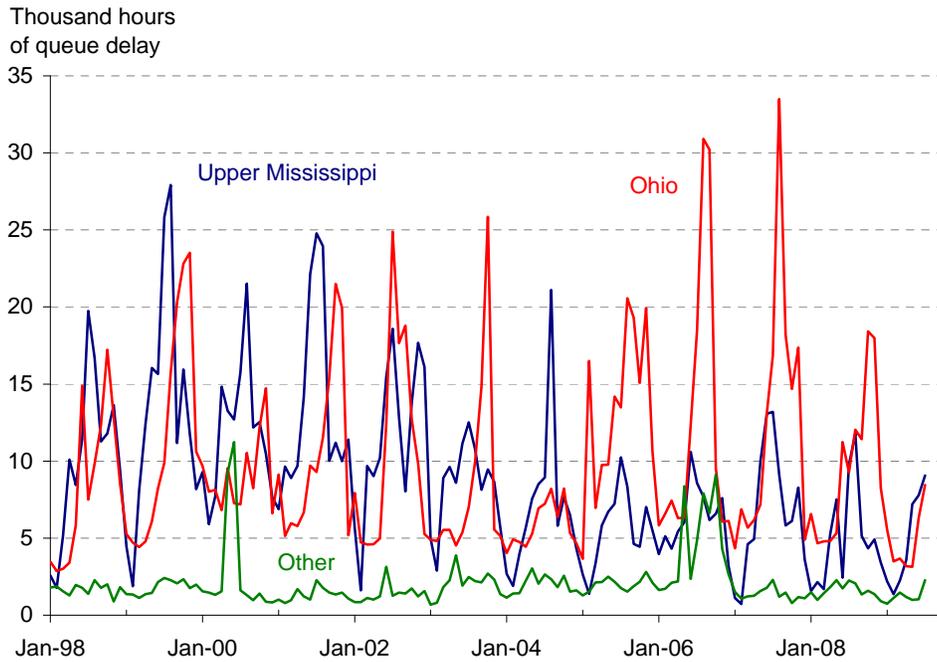
<b>Transportation Employment</b>	<b>Jul-08</b>	<b>Jul-09</b>
Truck Transportation Employees (thousands)	1,406.1	1,284.8
Percent change from same month previous year	-3.15	-8.63
Air Transportation Employees (thousands)	495.8	472.4
Percent change from same month previous year	0.14	-4.72
Transit and Ground Passenger Transportation Employees (thousands)	361.2	350.9
Percent change from same month previous year	2.76	-2.85
Other Transportation Modes Employees (thousands)	343.3	313.0
Percent change from same month previous year	-0.09	-8.83

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

**SOURCE:** U.S. Department of Labor, Bureau of Labor Statistics, *Current Employment Statistics*, available at <http://www.bls.gov/> as of August 2009.

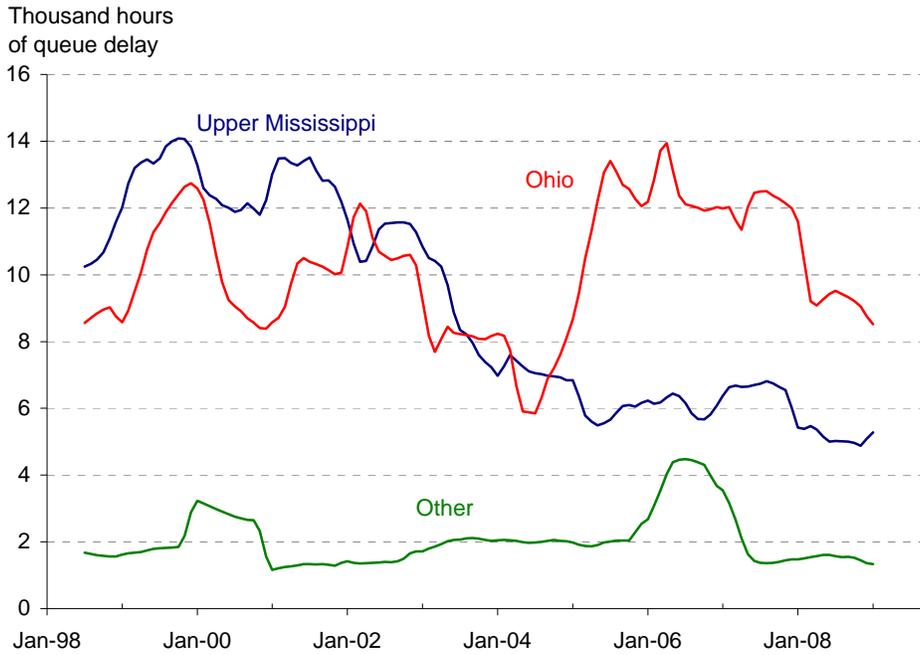
## Inland Waterway Commercial Vessel and Tow Delay

Monthly data, not seasonally adjusted



For reporting rivers, inland commercial traffic in 2008 spent 238,997 hours in lockage and 193,964 hours waiting for lockage. The greatest total delay in 2008 was at Lock 52 on the Ohio River, with 32,137 hours; this lock will be replaced by the currently under-construction Olmsted Lock. Tonnage at Mississippi River locks has decreased from 708 megatons in 1998 to 442 megatons in 2008, while locked tonnage at the Ohio River locks has remained relatively steady, with 1,025 megatons in 1998 and 1,033 megatons in 2008.

Monthly data, 12-month centered moving average



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

<b>Commercial Vessel and Tow Delay</b>	<b>Jul-08</b>	<b>Jul-09</b>
Total Ohio River System Hours of Delay	9,265	8,446
Percent change from same month previous year	-45.04	-8.83
Total Upper Mississippi River System Hours of Delay	9,775	9,055
Percent change from same month previous year	-25.88	-7.36
Total Other Waterway System Hours of Delay	2,254	2,270
Percent change from same month previous year	-1.44	0.71

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

**SOURCE:** U.S. Army Corps of Engineers, Navigation Information Connection, *Operations and Maintenance of Navigation Installations Report 10W*, available at <http://www2.mvr.usace.army.mil/nic2/default.cfm> as of August 2009.