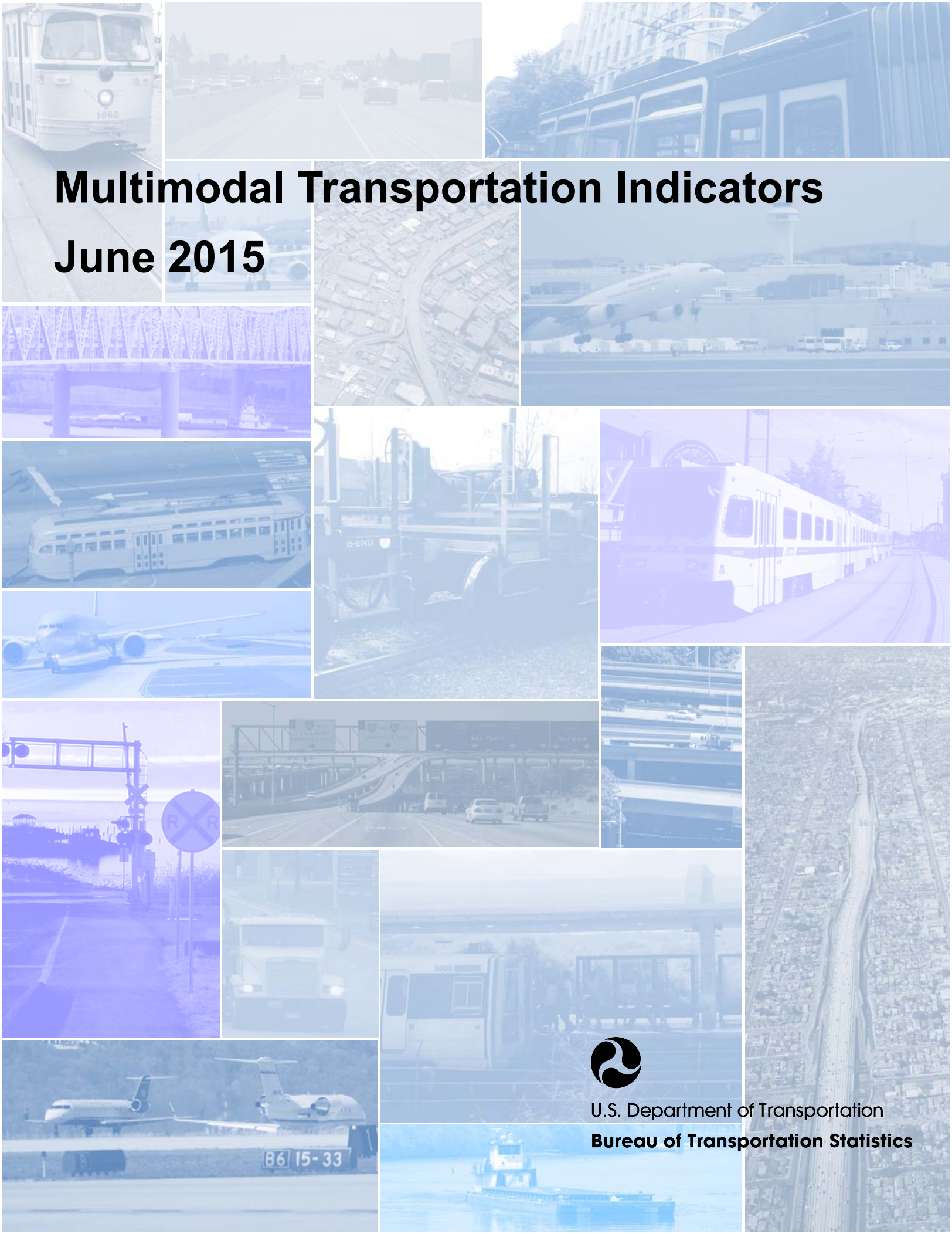
Multimodal Transportation Indicators

June 2015



U.S. Department of Transportation

Bureau of Transportation Statistics

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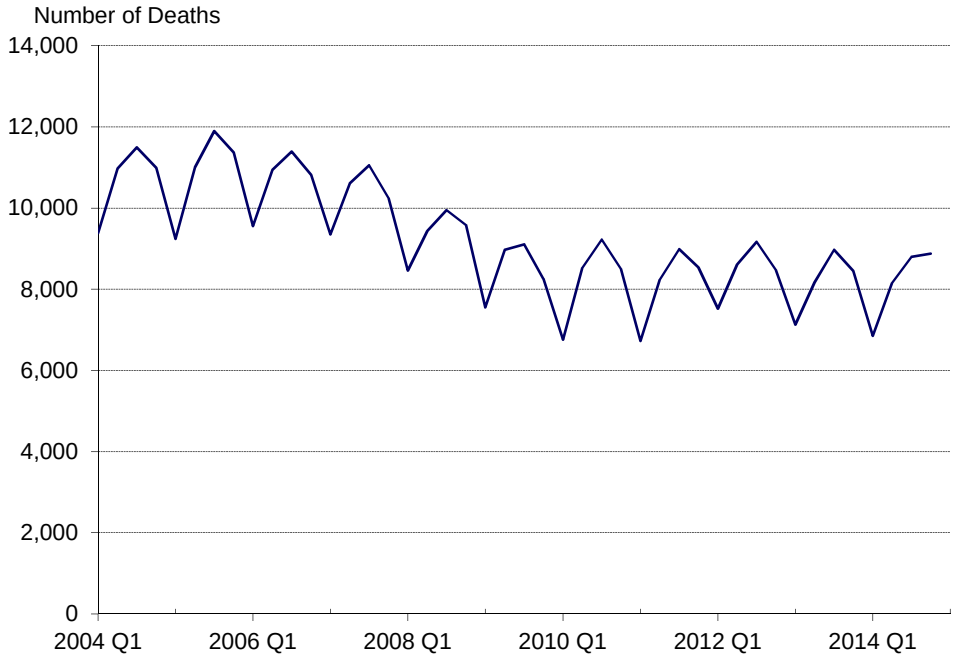
Highway Fatalities

Quarterly data



Improved safety is the foremost goal of the U.S. Department of Transportation, and highway fatalities accounted for 94% of all transportation fatalities in 2011. (BTS, National Transportation Statistics) Motor vehicle fatalities were the leading cause of death for every age from 16 to 25 in 2011, causing 23% of those deaths. (CDC, WISQARS) The trend of highway fatalities has been downward in recent years, and the number of deaths in 2011 was the lowest since 1949. (NHTSA)

Highway Fatalities	2013 Quarter 4	2014 Quarter 4
Number of Highway-Related Deaths	8,454	8,875
Percent change from same quarter previous year	- 0.3%	+ 5.0%

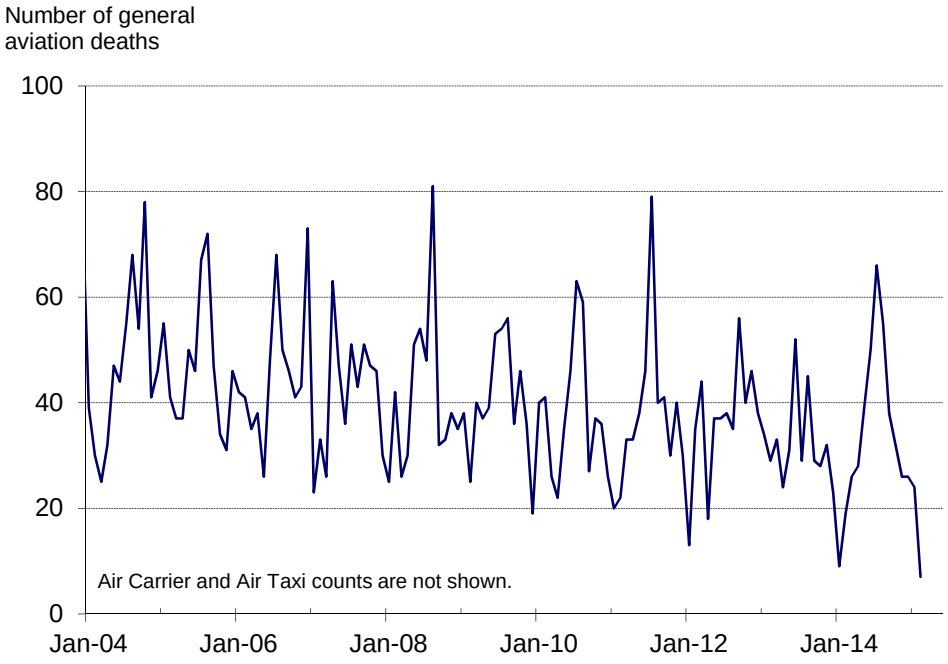
NOTES: Total highway fatalities includes vehicles at rail crossings and transit vehicles operating over the road.

Data for the most recent year that does not have an annual FARS dataset (2014) are estimated by NHTSA and not final.

SOURCES: **1998-2012** — U.S. Department of Transportation, National Highway Traffic Safety Administration, *Fatality Analysis Reporting System* , available at http://www.nhtsa.gov/FARS, as of April 2015. **2013 and 2014** — U.S. Department of Transportation, National Highway Traffic Safety Administration, "Early Estimate of Motor Vehicle Traffic Fatalities in 2014," June 2015.

Air Fatalities

Monthly data, not seasonally adjusted



Improved safety is the foremost goal of the United States Department of Transportation. The Federal Aviation Administration regulates safety, and the National Transportation Safety Board (independent of the U.S. DOT) leads accident investigations.

The number of air fatalities has decreased. There were 633 fatalities in general aviation in 2003, and 389 in 2013. Mass fatalities for air carriers and air taxis have become rarer, and there have been no more than 50 fatalities in any single domestic accident since November 2001. In contrast, from 1991 to 2000, there were six accidents involving more than 50 fatalities.

Air Fatalities	Feb-14	Feb-15
General Aviation Fatalities	19	7
Percent change from same month previous year	- 34.5%	- 63.2%
Air Carrier and Air Taxi (FAR Parts 121 and 135) Fatalities	5	0

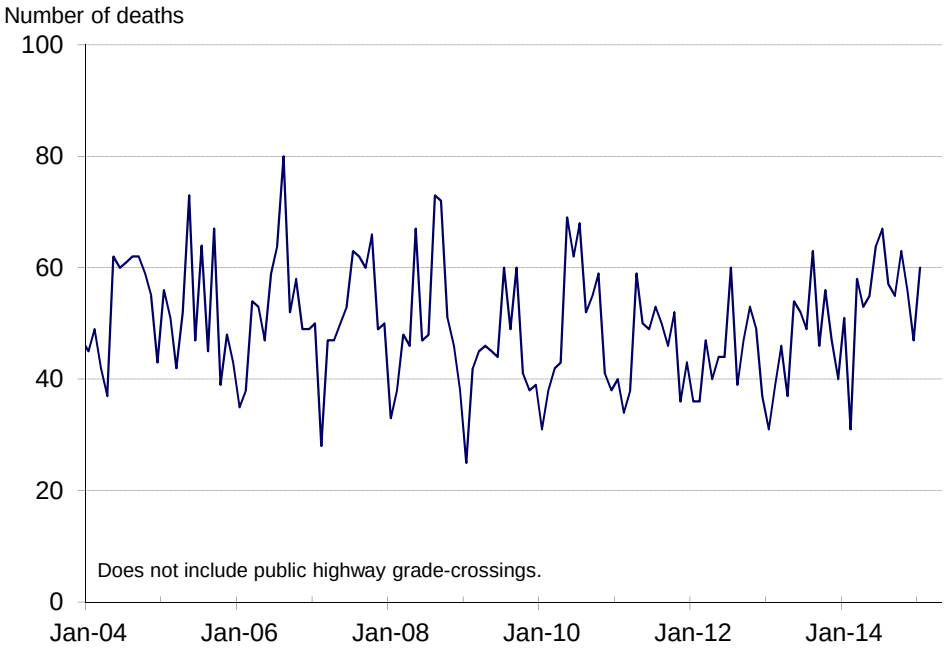
NOTES: General Aviation data for September 2006 does not display 154 persons killed aboard a foreign-registered aircraft operated by Gol Airlines in a collision with a U.S.-registered general aviation aircraft over Brazil. This incident is recorded as 154 fatalities for U.S. general aviation in the source database.

General Aviation excludes FAR Part 121, 129, and 135 operations, as well as "Non-U.S., Commercial" (NUSC) and "Public Use" (PUBU). Air Carriers are Part 121, and Air Taxis are Part 135.

SOURCE: National Transportation Safety Board, *Aviation: Accident Database & Synopses* , available at http://www.ntsb.gov/aviationquery/index.aspx as of June 2015.

Rail Fatalities

Monthly data, not seasonally adjusted



Improving safety is the top priority of the United States Department of Transportation. The number of railroad deaths (excluding public highway crossings) continues a downward trend. For the five-year period of 2003-2007 there was an average of 52 deaths per month, and the five-year period of 2008-2012 had an average of 47 deaths per month. Likewise, over the same period, efforts to improve safety and build grade separations have helped decrease fatalities at public highway grade-crossings from 21 per month in the 2003-2007 period to 13 per month in the 2008-2012 period.

Over the ten-year period of 2003-2012, 73% of all rail-related fatalities (including public highway crossings) were trespassers.

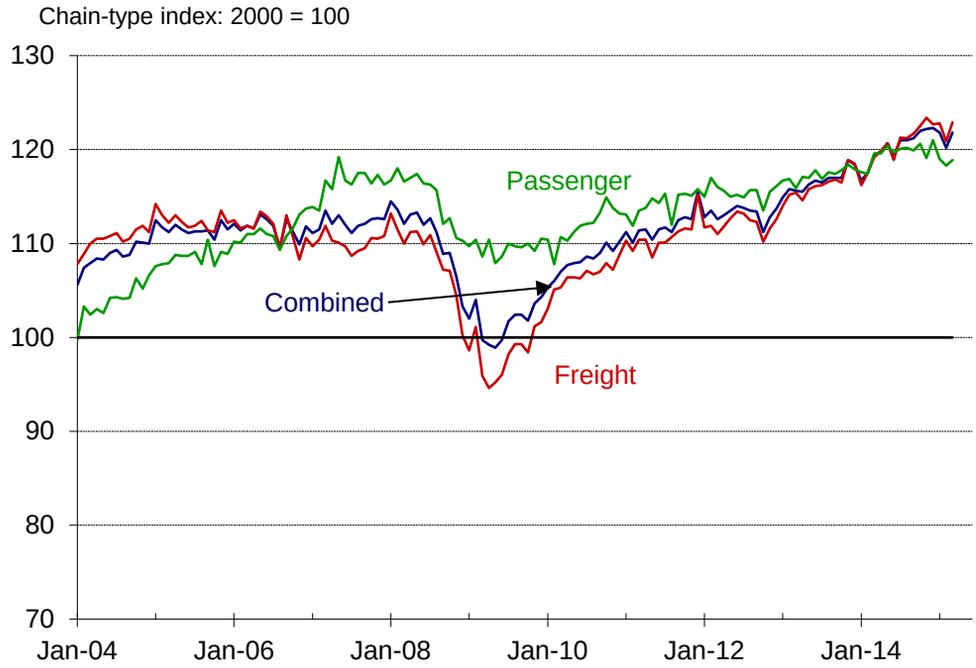
Rail Fatalities	Jan-14	Jan-15
Rail Fatalities (excluding highway vehicles at public crossings)	51	60
Percent change from same month previous year	+ 64.5%	+ 17.6%

NOTE: Unless otherwise noted, rail fatalities excludes occupants of highway motor vehicles killed at public highway-rail grade crossings. Rail-highway fatalities are counted under highway fatailities in order to eliminate double-counting.

SOURCES: U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, *Operational Data Tables* , Accident Data and Table 4.06, available at http://safetydata.fra.dot.gov/OfficeofSafety/ as of June 2015.

Transportation Services Index

Monthly data, seasonally adjusted



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

Transportation Services Index	Feb-15	Mar-15
Combined (Index: 2000 = 100)	120.2	121.8
Percent change from previous month	- 1.3%	+ 1.3%
Freight (Index: 2000 = 100)	120.9	122.9
Percent change from previous month	- 1.5%	+ 1.7%
Passenger (Index: 2000 = 100)	118.3	118.9
Percent change from previous month	- 0.6%	+ 0.5%

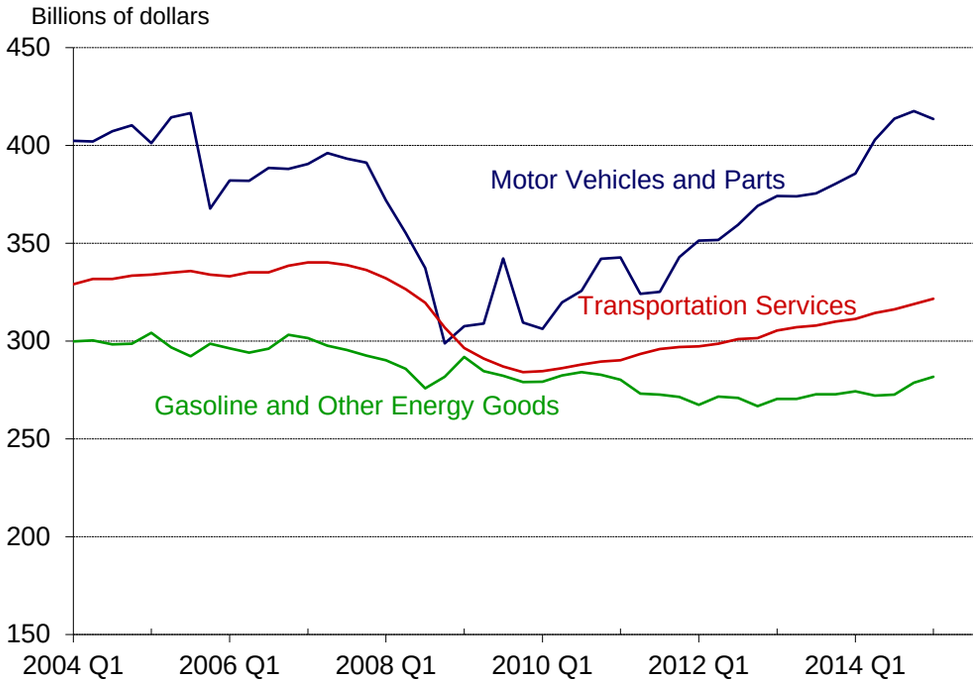
NOTES: TSI is updated monthly with the index numbers for the latest four months considered to be preliminary.

With the April 2013 release of the TSI, BTS improved procedures and refined the TSI methodology. As a result, data back through January 2000 have been revised. Documentation will be made available in the near future.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Transportation Services Index,* available at http://www.bts.gov/ as of June 2015.

Personal Spending on Transportation

Quarterly data, seasonally adjusted annual rate



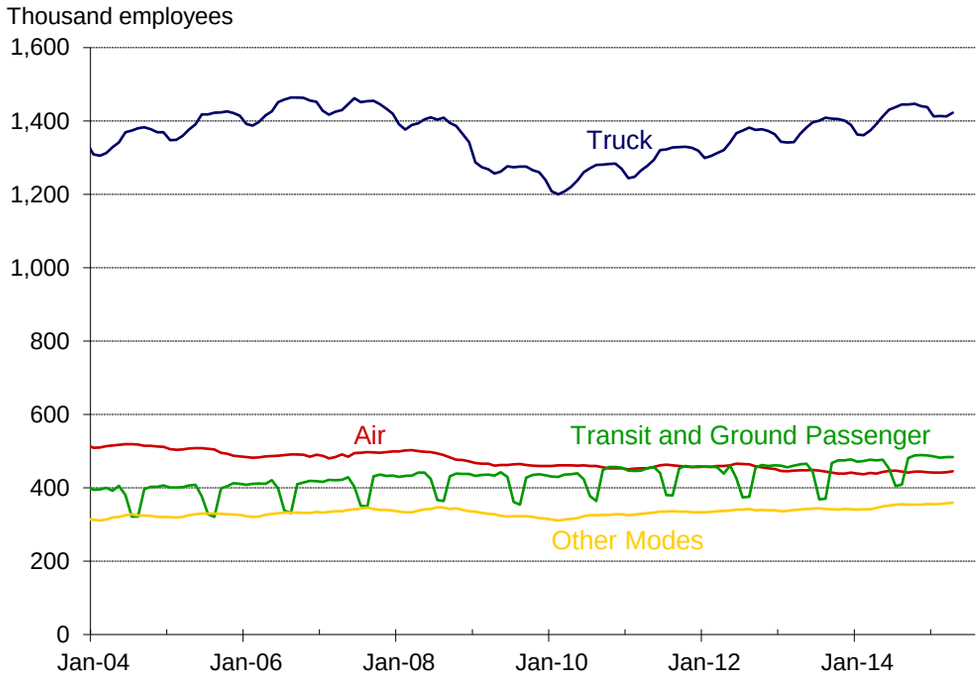
Personal spending on transportation measures consumption of transportation by households. It is also a component of gross domestic product. The historic series is a signal of long-term structural changes.

Personal Spending on Transportation	2014 Quarter 4	2015 Quarter 1
Spending on Motor Vehicles and Parts (billions of chained 2009 dollars)	417.6	413.5
Percent change from previous quarter	+ 0.9%	- 1.0%
Spending on Gasoline and Other Energy Goods (billions of chained 2009 dollars)	278.7	281.7
Percent change from previous quarter	+ 2.2%	+ 1.1%
Spending on Transportation Services (billions of chained 2009 dollars)	318.9	321.7
Percent change from previous quarter	+ 0.8%	+ 0.9%

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, *National Income and Product Accounts* , available at http://www.bea.gov/ as of June 2015.

Transportation Employment

Monthly data, not seasonally adjusted



Employment in for-hire transportation industries is a signal of demand in the economy. In the May 2013 edition of *Occupational Employment Statistics*, 69 percent of employees in for-hire transportation industries are in transportation and material moving positions (Standard Occupational Classification 53). That share is 77 percent for truck transportation, but only 50 percent for air transportation.

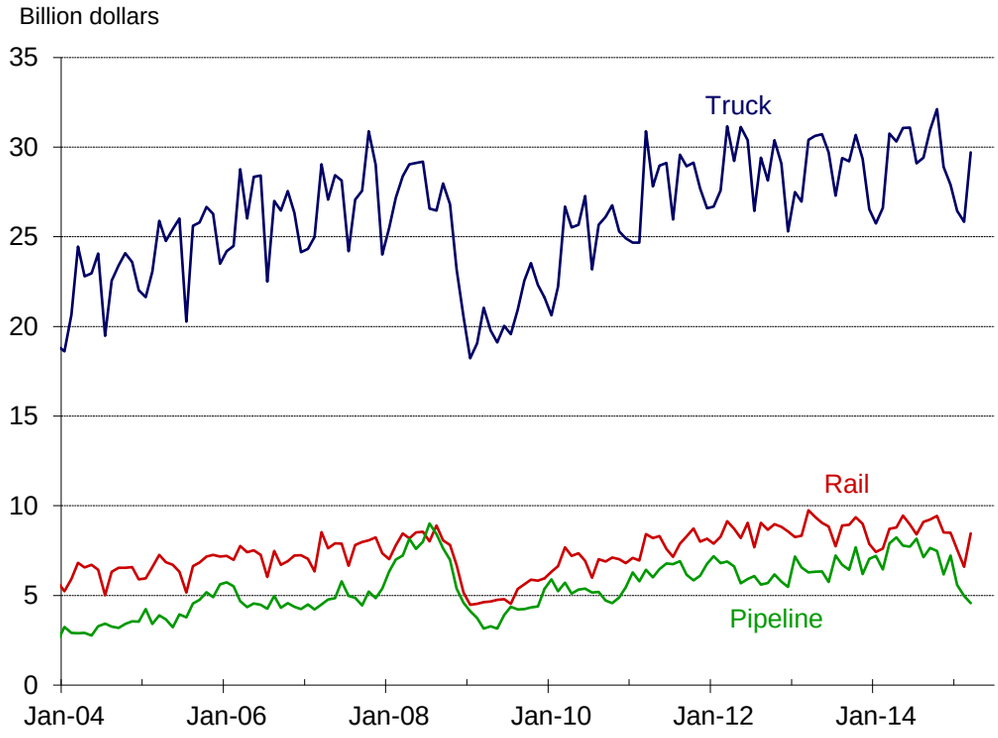
Transportation Employment	Apr-14	Apr-15
Truck Transportation Employees (thousands)	1,392.2	1,423.0
Percent change from same month previous year	+ 2.0%	+ 2.2%
Transit and Ground Passenger Transportation Employees (thousands)	475.0	484.2
Percent change from same month previous year	+ 2.4%	+ 1.9%
Air Transportation Employees (thousands)	439.1	445.4
Percent change from same month previous year	- 1.9%	+ 1.4%
Other Transportation Modes Employees (thousands)	345.3	359.7
Percent change from same month previous year	+ 1.3%	+ 4.2%

NOTES: Other Transportation Modes includes rail, water, and pipeline transportation. Data do not include the sightseeing, support activity, courier, or warehousing industries.

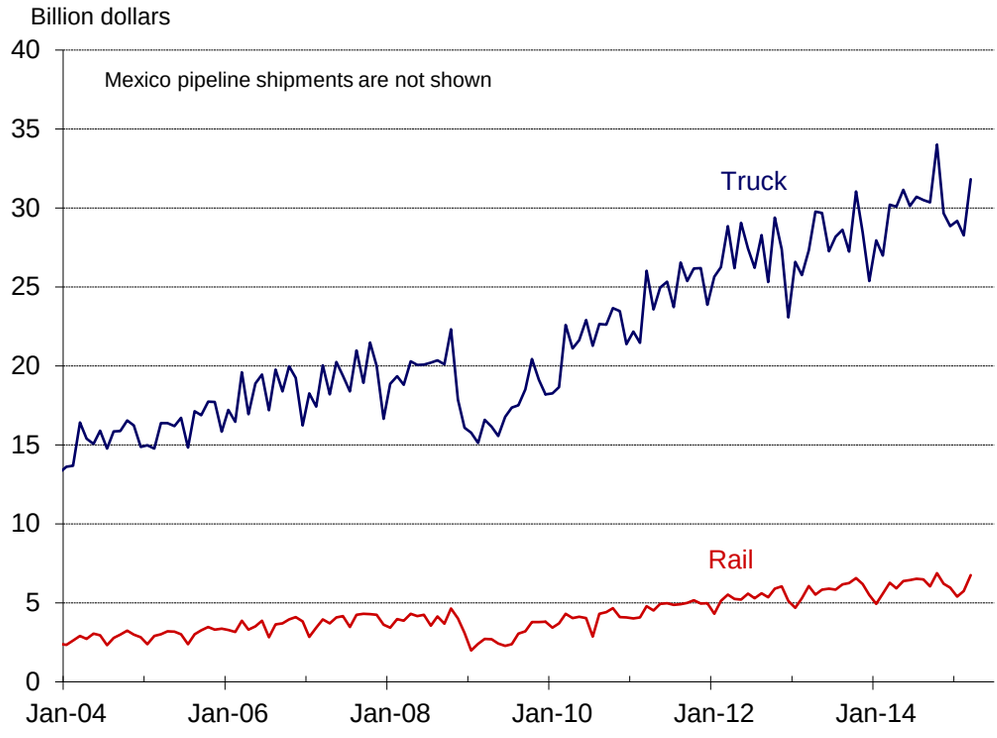
SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, *Current Employment Statistics*, available at http://www.bls.gov/ as of June 2015.

U.S. Surface Trade with Canada and Mexico

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



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



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

U.S. - Canada Trade	Mar-14	Mar-15
Truck (billions of dollars)	30.75	29.70
Percent change from same month previous year	+ 1.1%	- 3.4%
Rail (billions of dollars)	8.71	8.46
Percent change from same month previous year	- 10.7%	- 2.9%
Pipeline (billions of dollars)	7.91	4.58
Percent change from same month previous year	+ 25.7%	- 42.1%

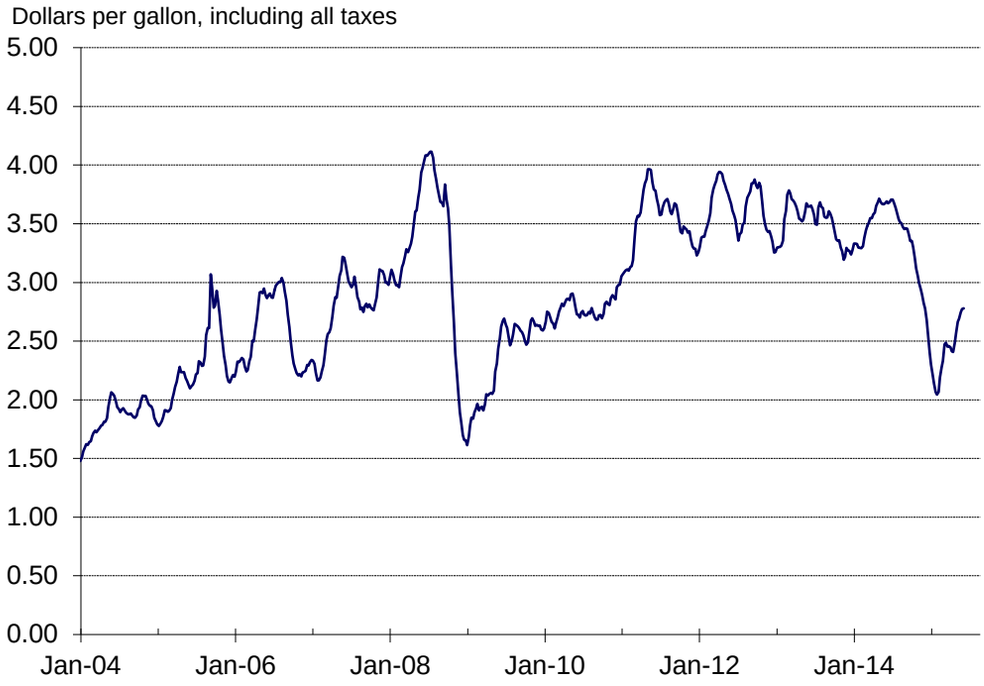
U.S. - Mexico Trade	Mar-14	Mar-15
Truck (billions of dollars)	30.21	31.82
Percent change from same month previous year	+ 10.6%	+ 5.3%
Rail (billions of dollars)	6.28	6.75
Percent change from same month previous year	+ 3.6%	+ 7.5%
Pipeline (billions of dollars)	0.43	0.29
Percent change from same month previous year	+ 25.7%	- 32.1%

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

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *TransBorder Freight Data,* available at http://transborder.bts.gov/programs/international/transborder/ as of June 2015.

Motor Fuel Prices: Retail Gasoline Prices

Weekly data, not seasonally adjusted



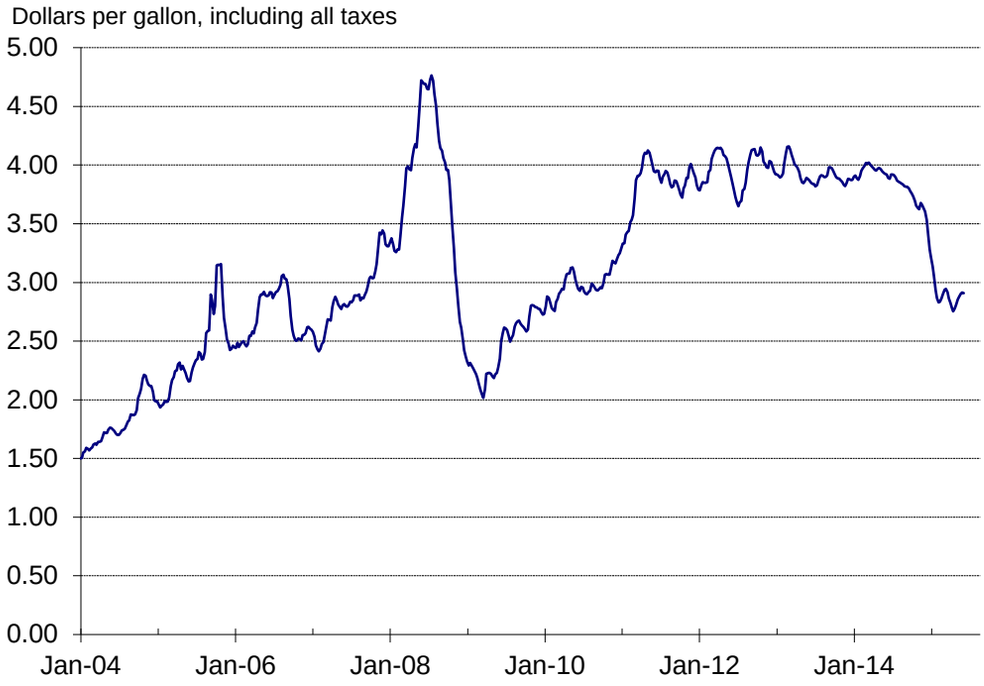
Gasoline prices are an important cost component of highway transportation. Changes in gasoline prices affect the demand for highway transportation, especially as can be seen in vehicle-miles traveled. In the United States, motor gasoline prices follow world crude oil prices more closely than motor diesel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

Retail Gasoline Prices (Regular Grade)	05/25/15	06/01/15
Average regular grade, all formulations (Current dollars per gallon, including all taxes)	2.77	2.78
Percent change from previous week	+ 1.1%	+ 0.2%

SOURCE: U.S. Department of Energy, Energy Information Administration, *Weekly Retail Gasoline Prices* , available at http://eia.doe.gov/ as of June 2015.

Motor Fuel Prices: Retail Diesel Prices

Weekly data, not seasonally adjusted



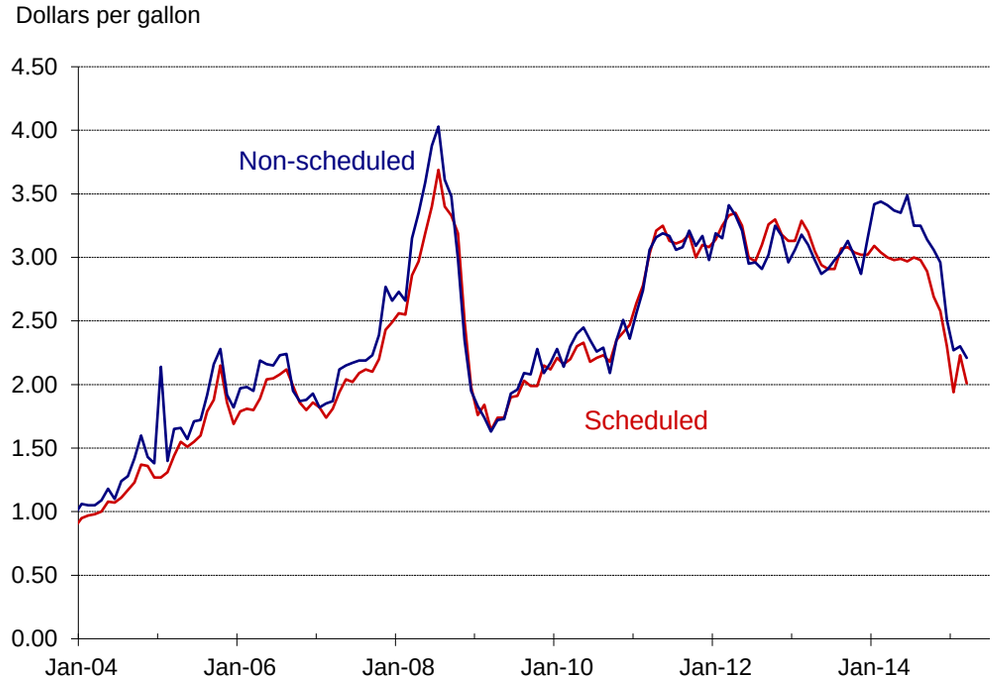
Diesel prices are an important cost component of freight trucking transportation. Changes in diesel prices impact the behavior of producers and consumers, modal mix, and ultimately the overall demand for transportation. Changes in diesel prices affect the profit margins of motor carriers, particularly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

Retail On-Highway Diesel Prices (Average All Types)	05/25/15	06/01/15
Retail on-highway diesel prices (Current dollars per gallon, including all taxes)	2.91	2.91
Percent change from previous week	+ 0.3%	- 0.2%

SOURCE: U.S. Department of Energy, Energy Information Administration, *Weekly On-Highway Diesel Prices* , available at http://eia.doe.gov/ as of June 2015.

Domestic Airline Jet Fuel Prices

Monthly data, not seasonally adjusted



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

Average Jet Fuel Price by Type of Service	Mar-14	Mar-15
For Domestic Non-scheduled Airline Service (Current dollars per gallon)	3.41	2.21
Percent change from same month previous year	+ 10.0%	- 35.2%
For Domestic Scheduled Airline Service (Current dollars per gallon)	3.00	2.01
Percent change from same month previous year	- 6.3%	- 33.0%

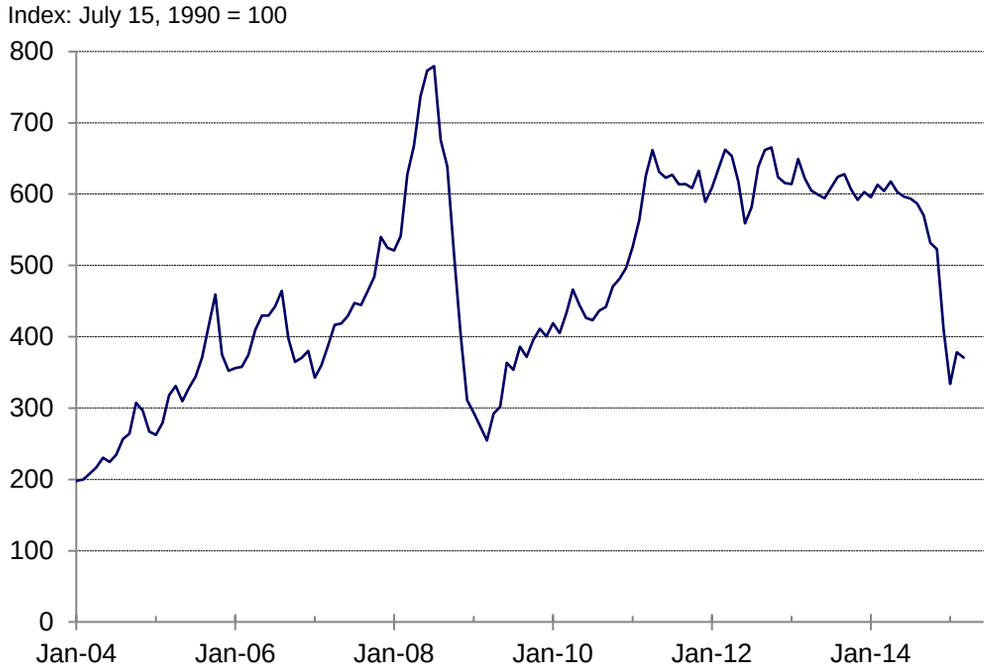
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

January - March 2015 data are preliminary.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, *Airline Fuel Cost and Consumption* , available at http://www.bts.gov/programs/airline_information/ as of June 2015.

Index of Railroad Fuel Prices

Monthly data, not seasonally adjusted



Fuel prices affect the prices charged to rail customers, as well as rail company profitability. 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.

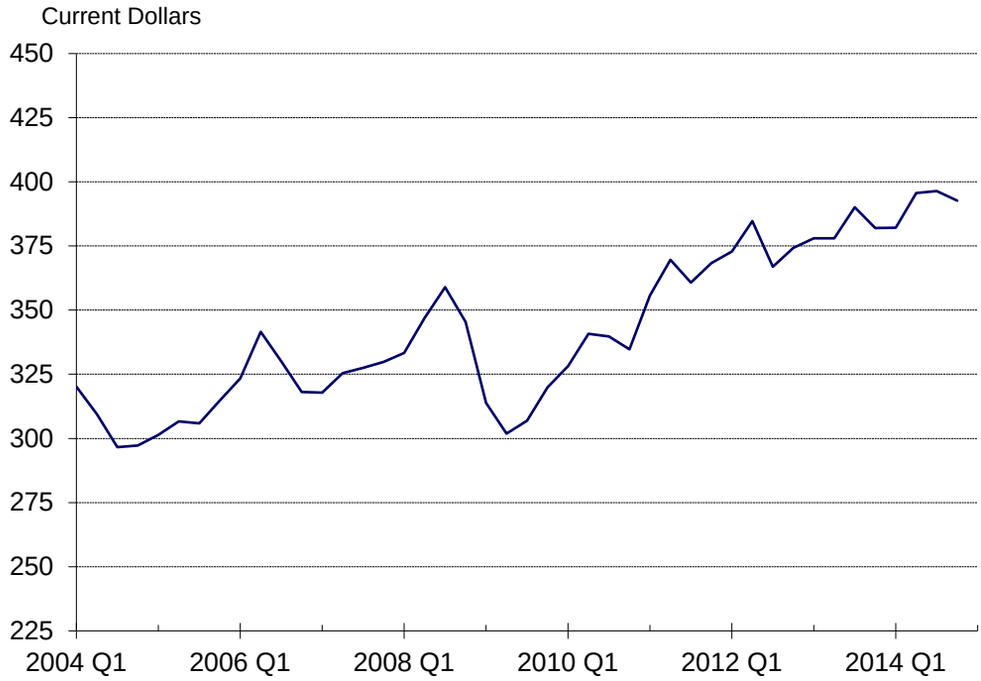
Index of Railroad Fuel Prices	Mar-14	Mar-15
Railroad Fuel Prices (Index: July 15, 1990 = 100)	604.2	371.0
Percent change from same month previous year	- 2.8%	- 38.6%

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 June 2015.

Average Domestic Air Fares

Quarterly data, not seasonally adjusted



The U.S. air transportation network connects commerce across the country and helps enable personal travel and the tourism industry. Ticket prices reflect costs such as labor, capital, and fuel prices, as well as market factors.

BTS reports average fares based on domestic itinerary fares, consisting of round-trip fares unless the customer does not purchase a return trip, in which case the one-way fare is used. Fares are based on the total ticket value which consists of the price charged by the airlines plus any additional taxes and fees levied by an outside entity at the time of purchase. Fares do not include other fees paid at the airport or onboard the aircraft. Averages do not include frequent-flyer or “zero fares” or abnormally high reported fares.

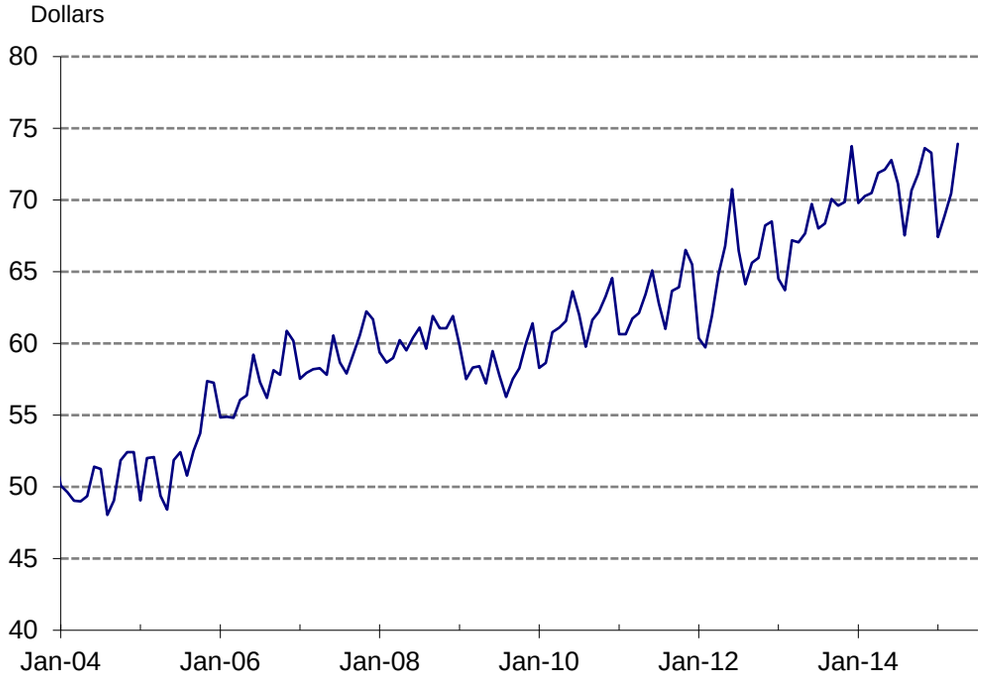
Average Domestic Air Fares	2013 Quarter 4	2014 Quarter 4
Average Fare (dollars)	382.04	392.66
Percent change from same quarter previous year	+ 2.1%	+ 2.8%

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

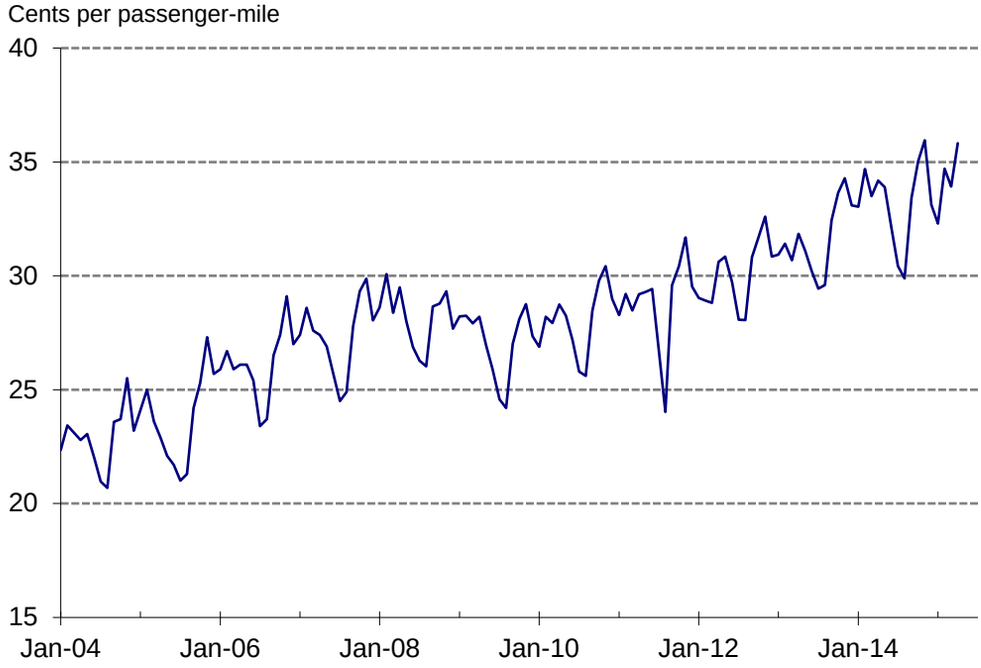
SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, *Air Fares* , available at http://www.bts.gov/ as of June 2015.

Amtrak Ticket Prices and Yields

Average Amtrak ticket prices (monthly data, not seasonally adjusted)



Amtrak ticket yield (monthly data, not seasonally adjusted)



Ticket yield is a normalized measure of revenue, based on the amount of service provided.

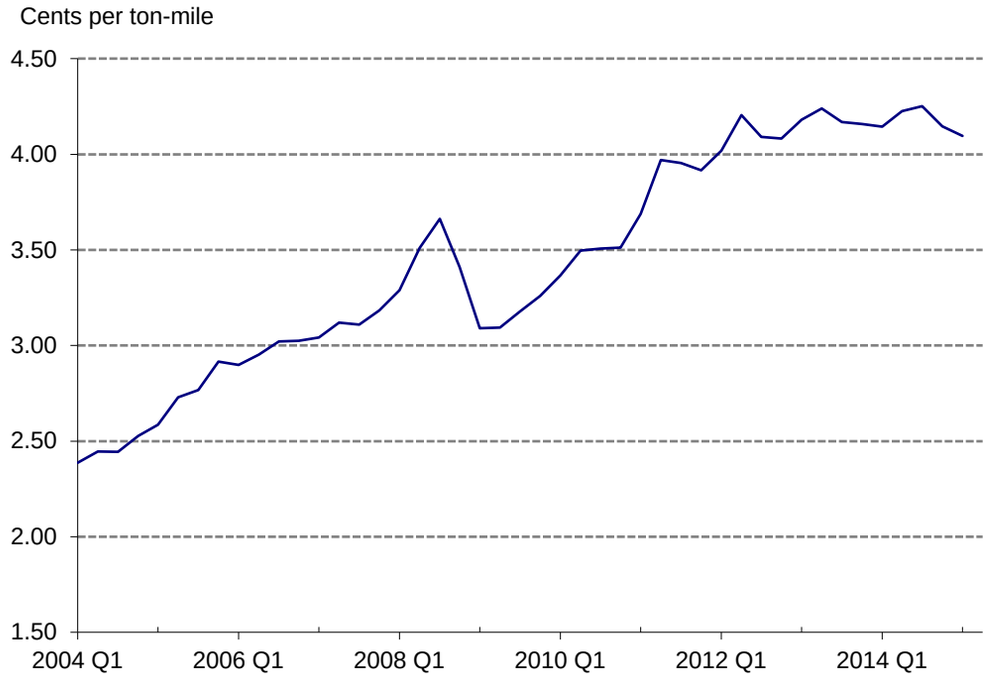
Amtrak Ticket Prices and Yields	Apr-14	Apr-15
Average Amtrak ticket prices (dollars)	71.90	73.93
Percent change from same month previous year	+ 7.2%	+ 2.8%
Amtrak ticket yield (cents per passenger-mile)	34.2	35.8
Percent change from same month previous year	+ 7.3%	+ 4.8%

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

SOURCE: National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports* , available at http://www.amtrak.com/ as of June 2015.

Freight Rail Yields

Operating Yield (quarterly data, not seasonally adjusted)



For freight, revenue per ton-mile is a measure of operating yield. This is a way of showing the average price paid by freight rail users. Yields break down into costs (such as fuel and labor) and profits associated with rail operations, which may vary by commodity hauled and geography.

Freight Rail Operating Yields (Class I only)	2014 Quarter 1	2015 Quarter 1
Operating Yield (cents per ton-mile)	4.14	4.10
Percent change from same quarter previous year	- 0.9%	- 1.2%

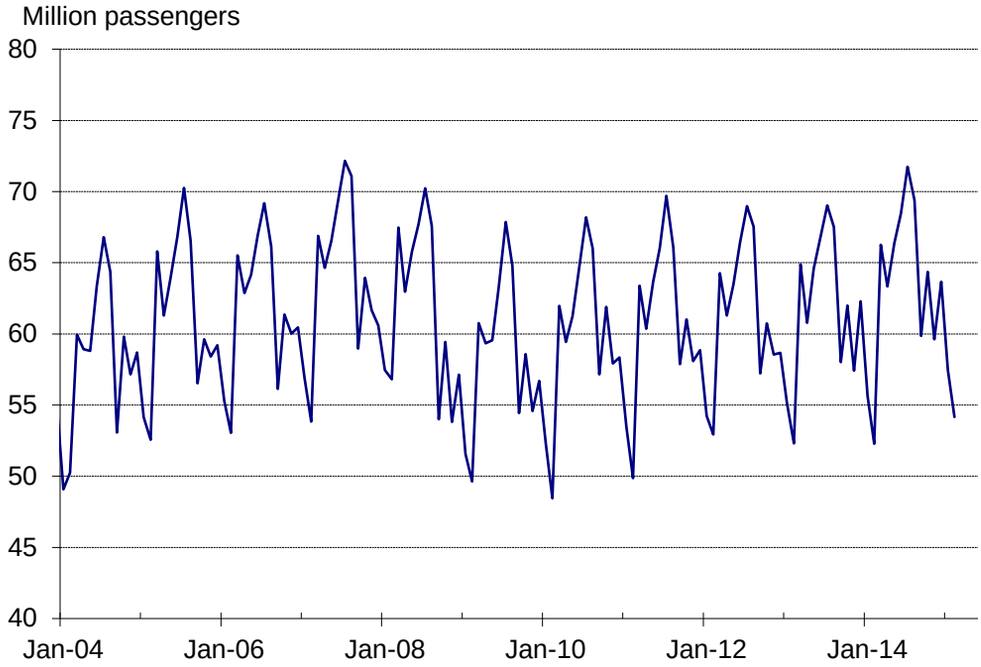
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

Data only include Class I railroads.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, calculations based upon Surface Transportation Board, Office of Economics, Environmental Analysis, and Administration, *Quarterly Selected Earnings* , available at http://www.stb.dot.gov/ as of June 2015.

U.S. Airline Passengers

Monthly data, not seasonally adjusted



In 2013, airlines based in the United States originated 741 million passengers. Eighty-seven percent of passengers had a destination in the United States, and 13 percent had an international destination. For international air travel trips originating in the U.S., domestic carriers originated 53 percent of the passengers.

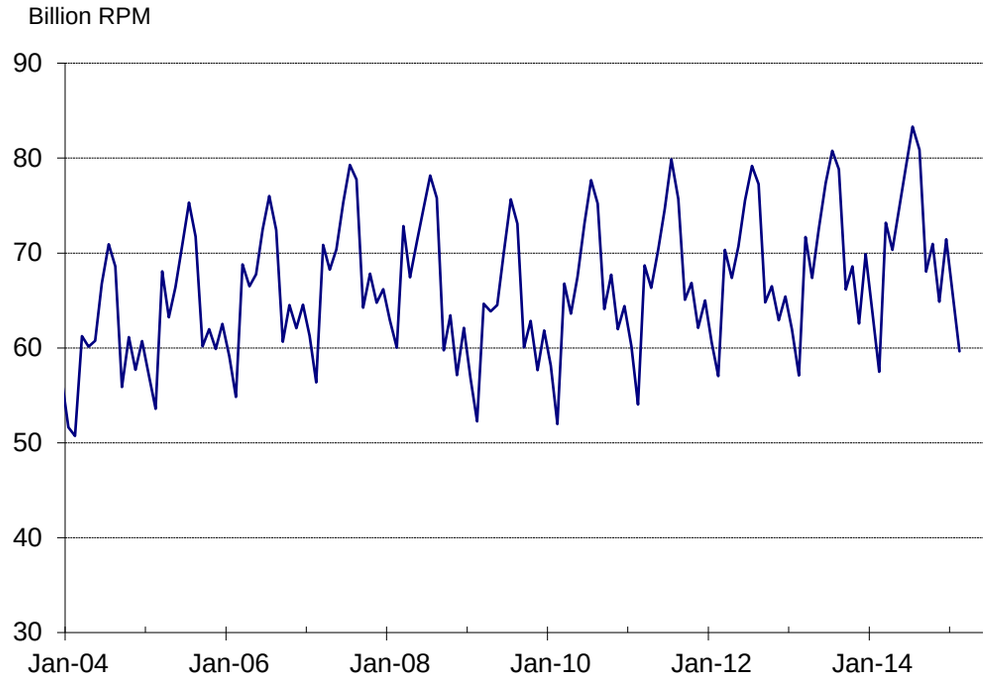
U.S. Airline Passengers	Feb-14	Feb-15
Scheduled System (Domestic and International) U.S. Airlines Total Passengers	52,283,230	54,153,600
Percent change from same month previous year	- 0.0%	+ 3.6%

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

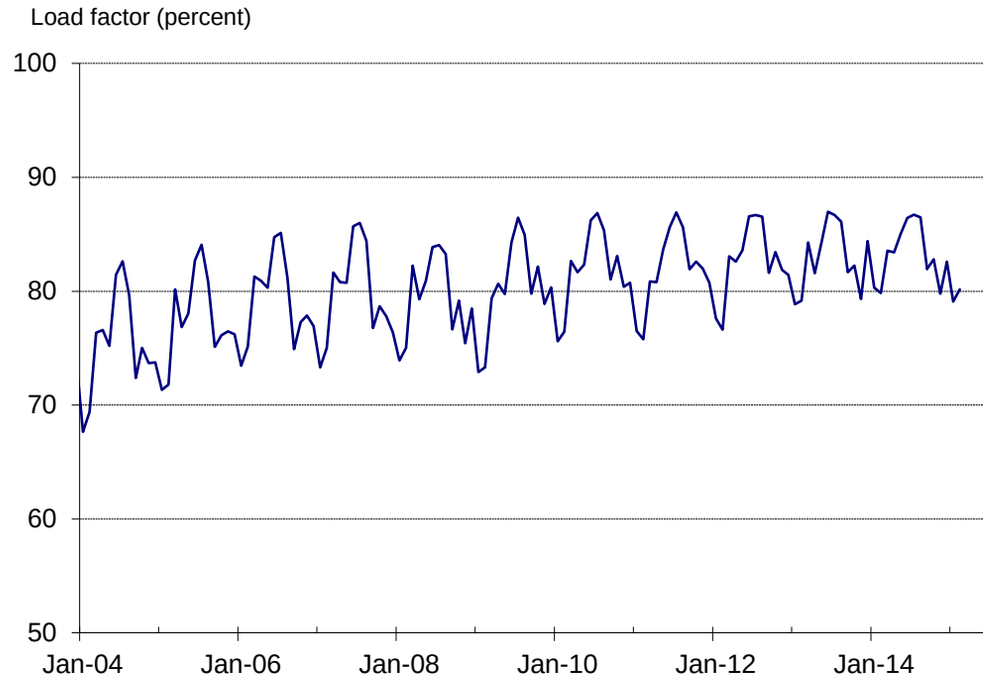
SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, available at http://www.bts.gov/programs/airline_information/ as of June 2015.

U.S. Airline Revenue Passenger-Miles and Load Factor

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



Load Factor (monthly data, not seasonally adjusted)



Airline revenue passenger-miles (RPM) are a measure of intensity of use of the air travel system. In 2013, the 741 million passengers traveling on U.S.-based airlines collectively traveled 835 billion miles. On average, a passenger traveling domestically traveled 895 miles. An international passenger traveling on a U.S.-based airline traveled an average of 2,699 miles to the first destination outside the U.S.

In 2013, capacity utilization for domestic carriers was 83.5 percent of available seat-miles (ASM) occupied by passengers for domestic flights, and 82.4 percent of ASM occupied for international flights. Foreign airlines that originated flights in the U.S. had a load factor of 81.9 percent.

U.S. Airline Revenue Passenger-Miles and Load Factor	Feb-14	Feb-15
Scheduled System (Domestic and International) U.S. Airlines Total RPM (billions)	57.48	59.64
Percent change from same month previous year	+ 0.7%	+ 3.8%
Scheduled System (Domestic and International) U.S. Airlines Load Factor (percent)	79.85	80.17
Difference from same month previous year*	+ 0.7%	+ 0.3%

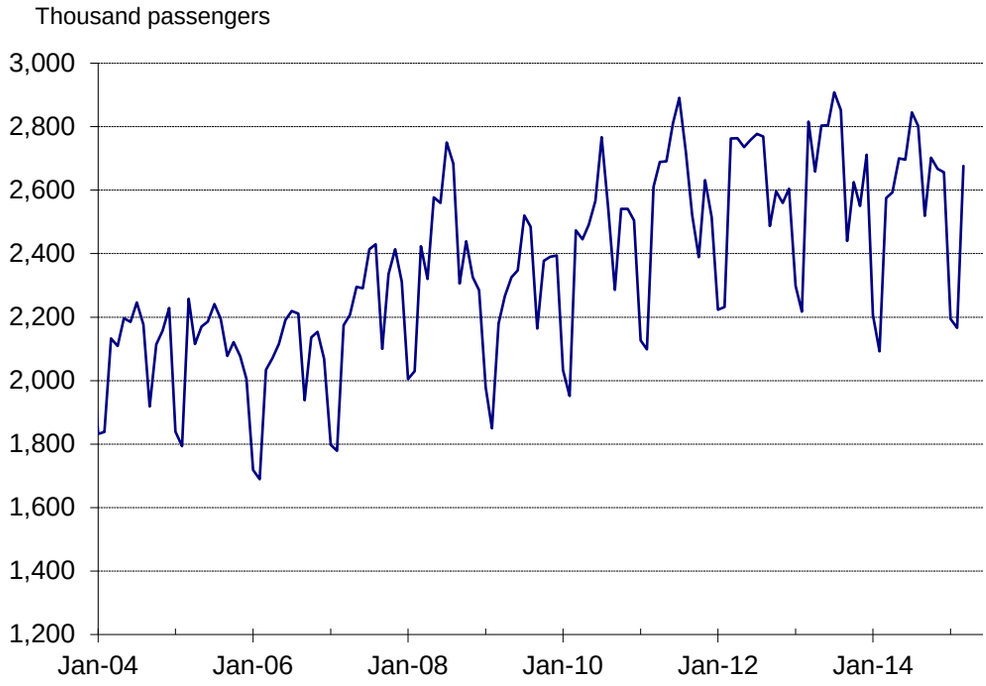
* Current month minus same month previous year. This is generally used in the case of bound numbers, such as proportions that cannot exceed 100%.

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

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, available at http://www.bts.gov/programs/airline_information/ as of June 2015.

Amtrak Ridership

Monthly data, not seasonally adjusted



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

Amtrak Ridership	Mar-14	Mar-15
Amtrak Ridership	2,575,951	2,676,170
Percent change from same month previous year	- 8.5%	+ 3.9%

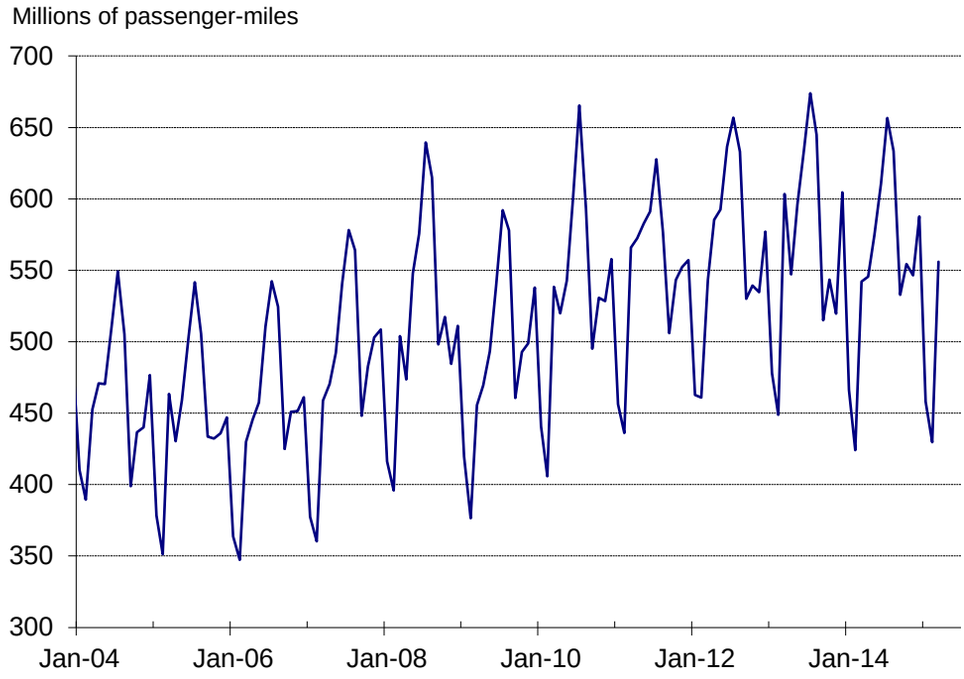
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

Starting with October 2013, Amtrak began counting actual lifted ridership for multi-ride tickets, rather than estimating multi-ride ridership. One result is that adjusted ridership for earlier periods is generally two to three percent lower than under the new standard. More information is available in Amtrak's *Monthly Performance Reports* , available at http://www.amtrak.com.

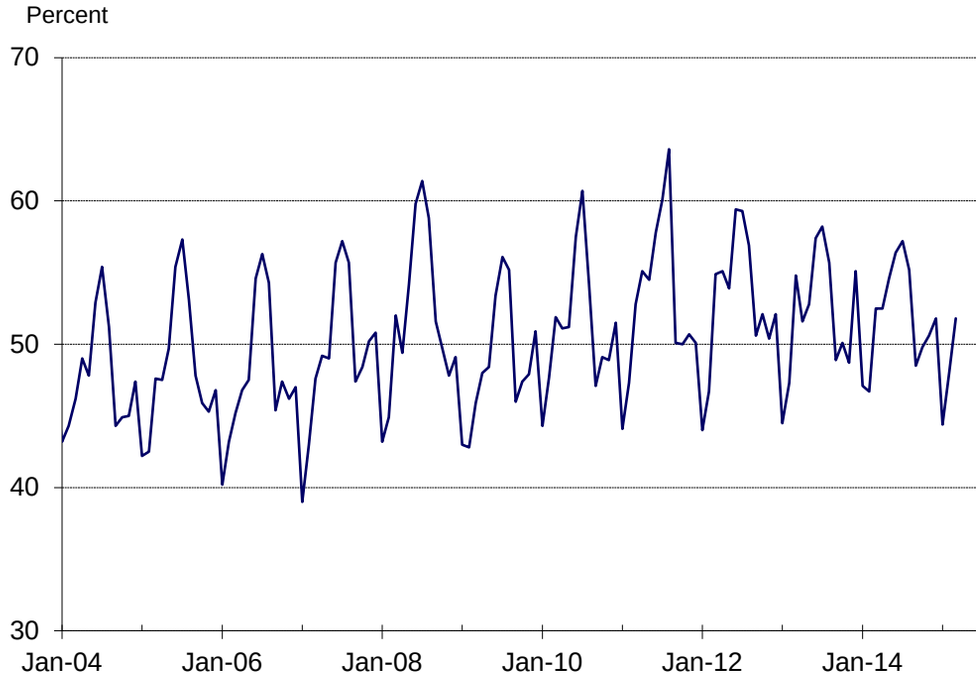
SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, *Operational Data Tables* , Table 1.02, available at http://safetydata.fra.dot.gov/OfficeofSafety/ as of June 2015.

Amtrak Revenue Passenger-Miles and Load Factor

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



Load Factor (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). Data are available beginning in January 2003.

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

Amtrak Revenue Passenger-Miles and Load Factor	Mar-14	Mar-15
Amtrak revenue passenger-miles (millions)	542.0	555.9
Percent change from same month previous year	- 10.2%	+ 2.6%
Passenger load factor (percent)	52.5	51.8
Difference from same month previous year*	- 2.3%	- 0.7%

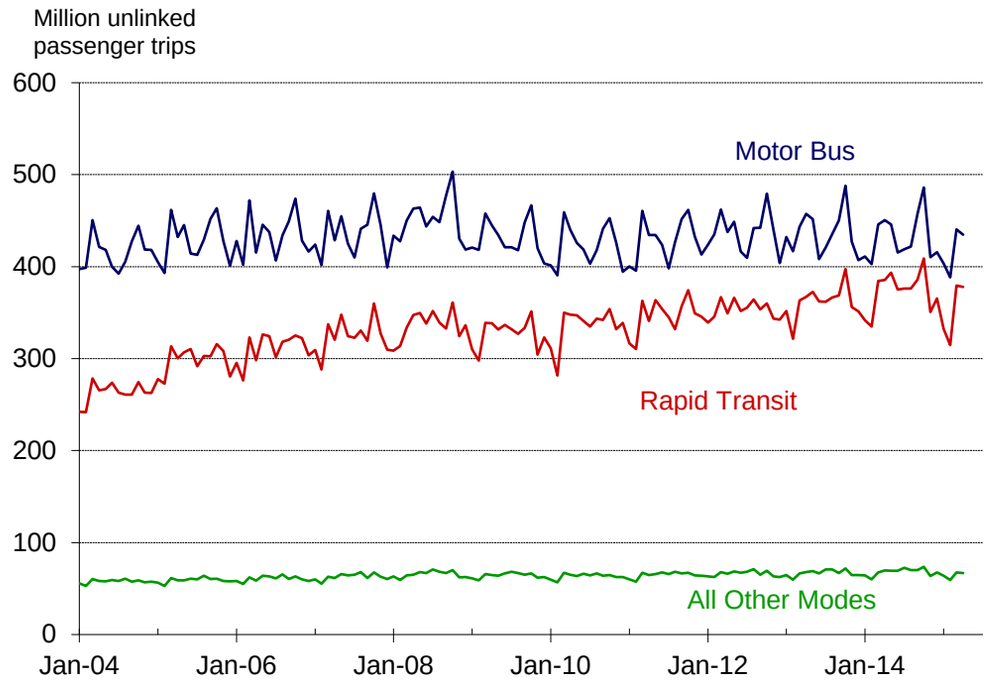
* Current month minus same month previous year. This is generally used in the case of bound numbers, such as proportions that cannot exceed 100%.

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

SOURCES: **Revenue Passenger-Miles** — U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, *Operational Data Tables,* Table 1.02, available at http://safetydata.fra.dot.gov/OfficeofSafety/ as of June 2015.
Load Factor — National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports* , available at http://www.amtrak.com/ as of June 2015.

Transit Ridership

Monthly data, not seasonally adjusted



According to National Transportation Statistics, in 2011, 6% of workers used public transit as their principal means of getting to their place of work. A higher proportion of workers in urban areas use transit to get to work.

Transit riders in the United States took 10.4 billion unlinked passenger trips in 2013. Approximately 50% of these trips occurred on motor bus, 37% on heavy rail, and four and a half percent on both light rail and commuter rail.

Transit Ridership	Apr-14	Apr-15
Motor Bus Ridership (million unlinked passenger trips)	450.5	434.9
Percent change from same month previous year	- 1.5%	- 3.5%
Rapid Transit Ridership (million unlinked passenger trips)	385.6	378.1
Percent change from same month previous year	+ 5.0%	- 1.9%
All Other Modes Ridership (million unlinked passenger trips)	69.7	66.9
Percent change from same month previous year	+ 2.7%	- 4.1%

NOTES: Motor Bus includes local motor bus, commuter bus, and bus rapid transit. Rapid Transit includes heavy rail, light rail, and streetcar rail. All Other Modes includes commuter rail, demand response and demand response taxi, trolley bus, van pool, ferry boat, monorail and automated guideway, cable car, and inclined plane.

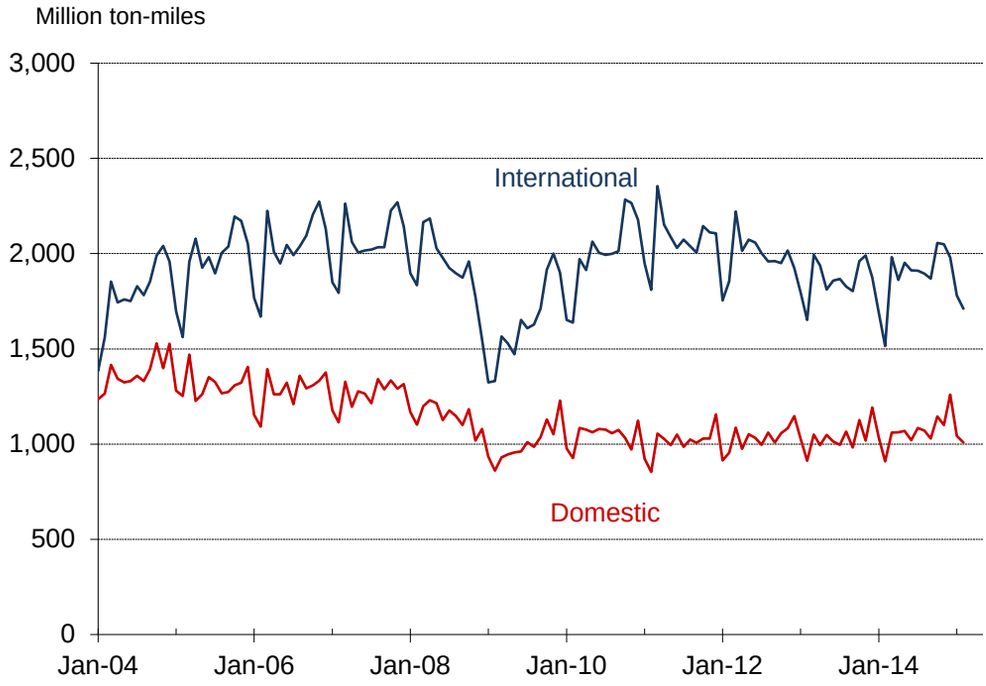
Starting in January 2012, data for Small System Waiver agencies that do not have a mode are reported under Motor Bus. Data reported under the hybrid rail mode are reported under their classifications prior to January 2012.

Data for the most recent two months are estimated for agencies that have yet to report.

SOURCE: U.S. Department of Transportation, Federal Transit Administration, *National Transit Database* , available at http://www.ntdprogram.gov/ as of June 2015.

U.S. Air Carrier Cargo Revenue Ton-Miles

Monthly data, not seasonally adjusted



The air mode is generally used for shipments that are time-sensitive and high-value. BTS collects data for air freight and mail that moves on U.S. carriers' domestic and international operating entities.

U.S. Air Carrier Cargo Revenue Ton-Miles	Feb-14	Feb-15
International Cargo Revenue Ton-Miles (millions)	1,515	1,710
Percent change from same month previous year	- 8.2%	+ 12.9%
Domestic Cargo Revenue Ton-Miles (millions)	910	1,008
Percent change from same month previous year	- 0.3%	+ 10.8%

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

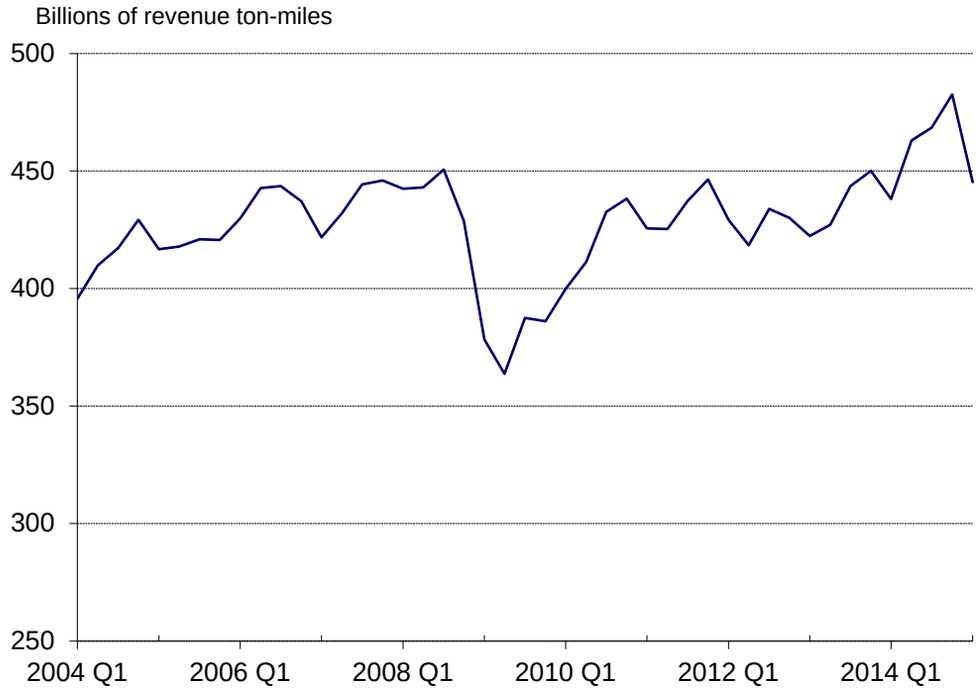
International data in this file cover all non-domestic operating entities of U.S. air carriers. The non-domestic operating entity categories include "Atlantic," "Latin America," "Pacific," and "International." The "International" operating entity classification covers operations for carriers that do not classify certain operations as being conducted by the other three operating entities.

Data for September 2002 and earlier are not strictly comparable to more recent data due to a change in reporting requirements. More carriers became required to report starting October 2002.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, available at http://www.transtats.bts.gov/ as of June 2015.

Rail Freight Revenue Ton-Miles

Quarterly data, not seasonally adjusted



Freight carried by rail accounts for a very large share of transportation activity in the U.S. In the 2012 Commodity Flow Survey, rail acounted for 47% of national ton-miles. Coal accounted for just under half of this activity, and agricultural commodities and chemical-related commodities also contributed large shares.

Rail Freight Revenue Ton-Miles (Class I only)	2014 Quarter 1	2015 Quarter 1
Rail Freight Revenue Ton-Miles (billions)	438.1	445.2
Percent change from same quarter previous year	+ 3.7%	+ 1.6%

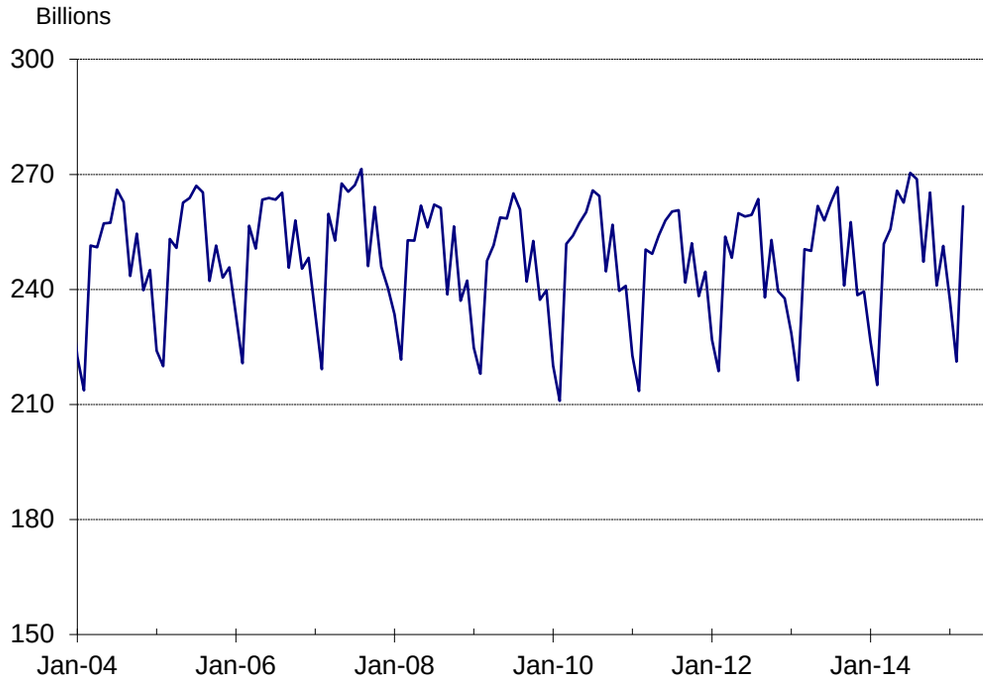
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

Data only include Class I railroads.

SOURCE: Surface Transportation Board; Office of Economics, Environmental Analysis, and Administration; *Quarterly Earnings Reports* ; available at http://www.stb.dot.gov/ as of June 2015.

U.S. Highway Vehicle-Miles Traveled

Monthly data, not seasonally adjusted



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

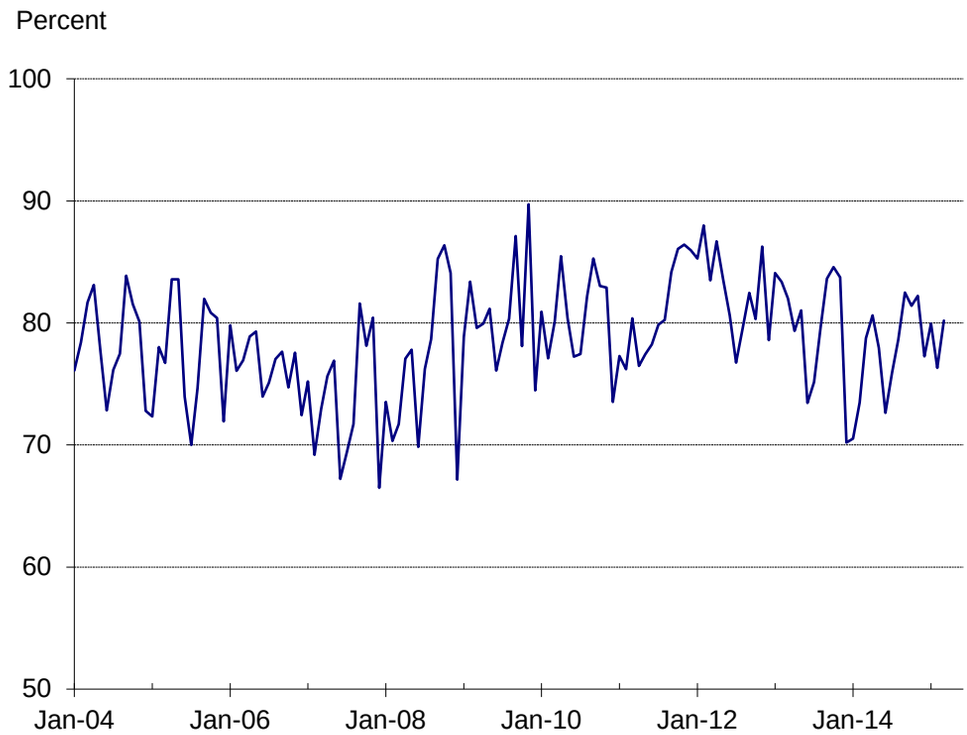
Vehicle-Miles Traveled	Mar-14	Mar-15
Highway vehicle-miles (millions)	251,870	261,672
Percent change from same month previous year	+ 0.5%	+ 3.9%

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 June 2015.

U.S. Major Air Carriers On-time Performance

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



The share of flights arriving on time is a measure of service quality. Not only is this indicator strongly seasonal, but the data also reflect the effects of weather. For the ten-year period ending 2013, 20.0% of flights were delayed, 1.3% were cancelled, and 0.2% were diverted. These data only cover major airlines, which are required to report delays.

Flight On-Time Performance	Mar-14	Mar-15
Number of scheduled flights	306,616	321,772
Percent change from same month previous year	+ 1.6%	+ 4.9%
Percentage of flights arriving on-time	78.76	80.18
Difference from same month previous year*	- 3.2%	+ 1.4%

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

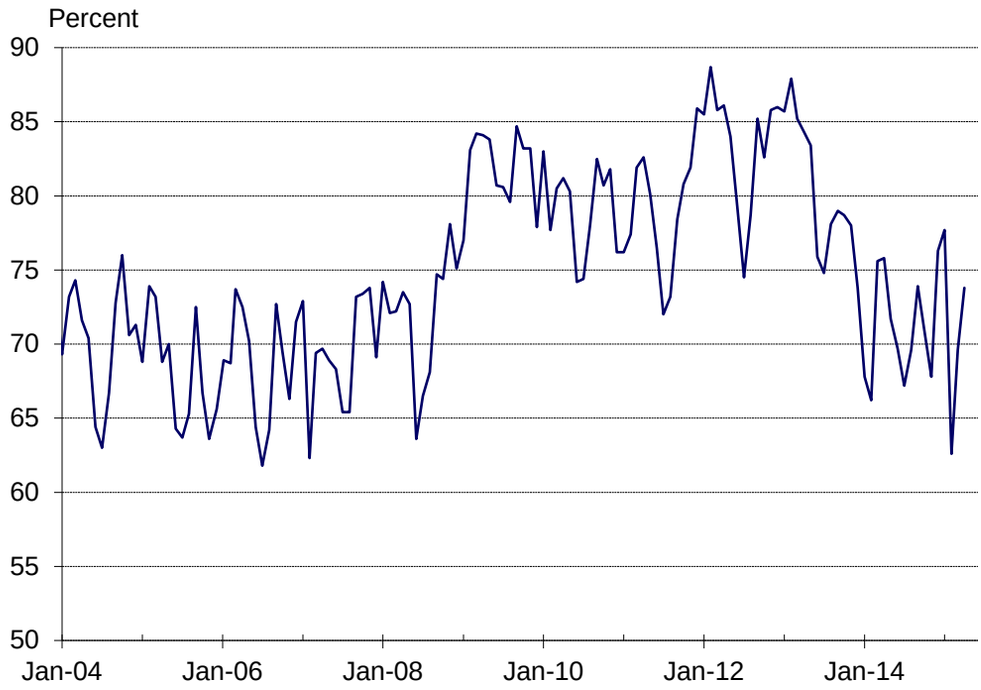
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality. Data are available for those carriers that had at least 1% of domestic enplanements in the previous year. The last 25 months of data include only carriers that reported in each of the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

A scheduled operation consists of any nonstop segment of a flight. The term "late" is defined as 15 minutes after the scheduled departure or arrival time. A “cancelled” flight is a flight that was not operated but was in the carrier's computer reservation system within 7 days of the scheduled departure. A “diverted” flight is a flight which is operated from the scheduled origin point to a point other than the scheduled destination point in the carrier's published schedule.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Office of Airline Information, *Flight Delays at-a-Glance* , available at http://www.bts.gov/programs/airline_information/ as of June 2015.

Amtrak On-Time Performance

Monthly data, not seasonally adjusted



On-time performance is a measure of service quality and system reliability as Amtrak operates principally over host railroad tracks.

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

Amtrak On-Time Performance	Apr-14	Apr-15
On-time performance (percent on-time)	75.8	73.8
Difference from same month previous year*	- 8.5%	- 2.0%

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

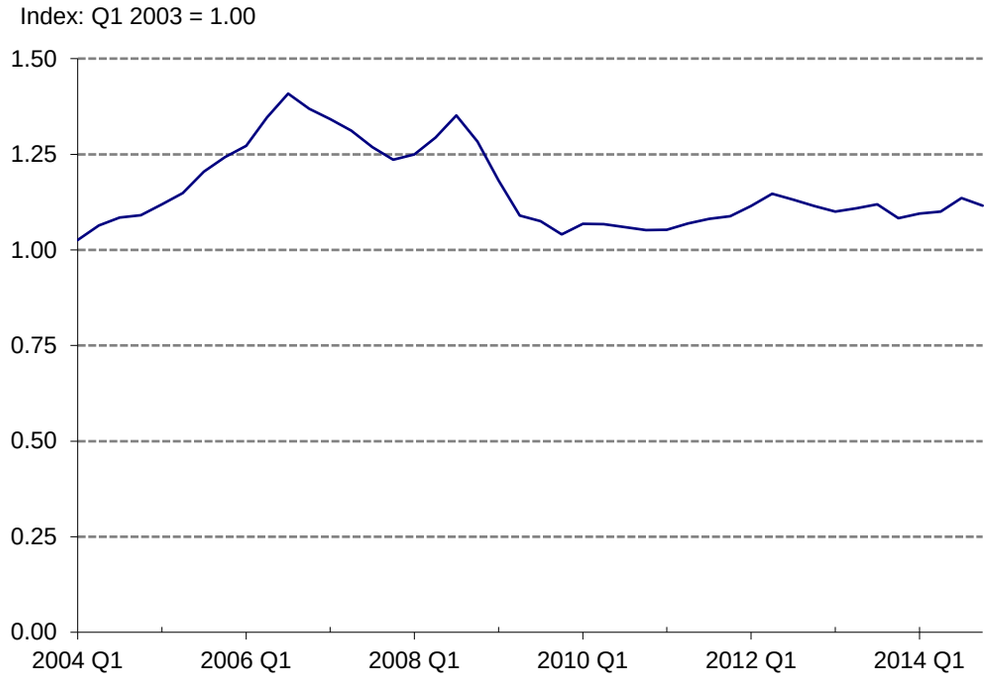
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

Data are for endpoint arrival delays.

SOURCE: National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports* , available at http://www.amtrak.com/ as of June 2015.

National Highway Construction Cost Index

Quarterly data, not seasonally adjusted



The National Highway Construction Cost Index (NHCCI) is a price index that tracks price changes associated with highway construction costs.

National Highway Construction Cost Index	2013 Quarter 4	2014 Quarter 4
National Highway Construction Cost Index (Index: Q1 2003 = 1.00)	1.08	1.12
Percent change from same quarter previous year	- 2.9%	+ 3.1%

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

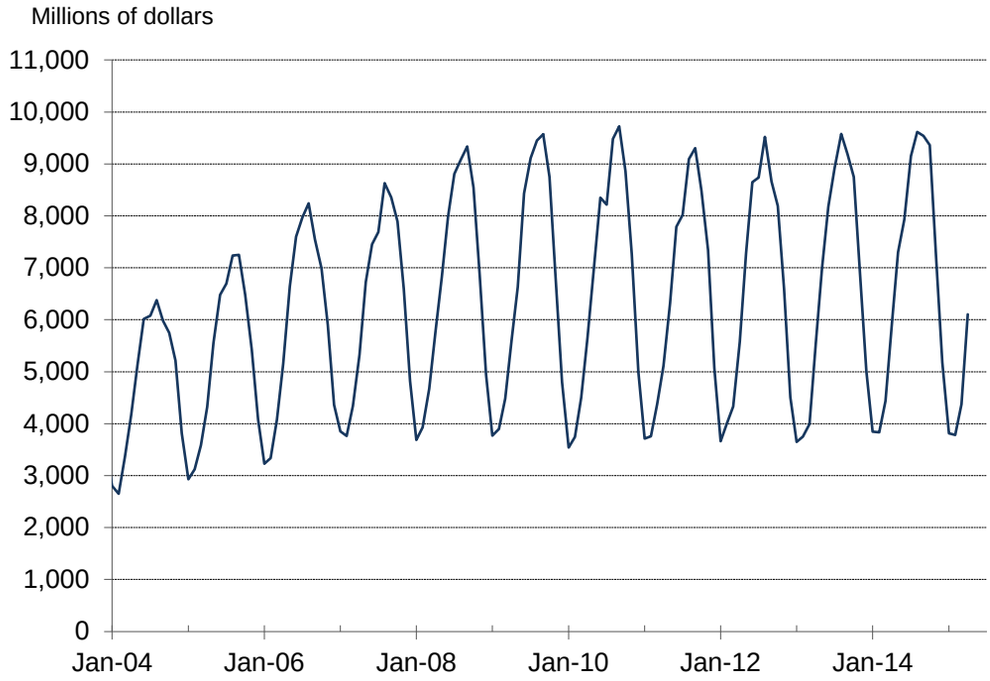
The NHCCI is updated quarterly and has a base period of the First Quarter of 2003. The data series began with 45 states in 2003 and currently includes 48 states; Alaska and Hawaii are excluded due to unique cost issues.

The NHCCI does not have the exact same coverage as the C30 (Value of Construction Put in Place) dataset from the Census Bureau. The C30 data only covers the value of new construction, and the NHCCI tracks materials and services purchased by states.

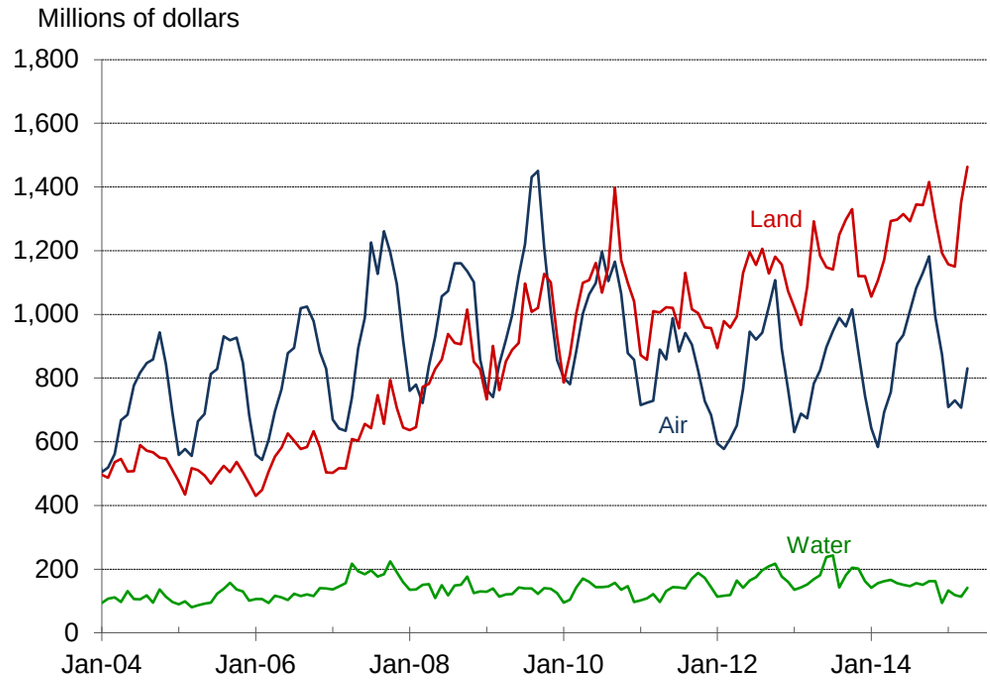
SOURCE: U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, National Highway Construction Cost Index, available at http://www.fhwa.dot.gov/policyinformation/nhcci/pt1.cfm as of June 2015.

State and Local Government Transportation Construction Value

Highway and Street Construction (monthly data, not seasonally adjusted)



Air, Land, and Water Transportation Construction (monthly data, not seasonally adjusted)



The value of transportation construction shows the investment in new and rebuilt infrastructure. In the near-term, this construction creates jobs. The long-term effect of improved transportation infrastructure is a lowered cost of transportation, which helps enable growth in the economy.

Transportation construction includes new infrastructure put in place, as well as conversions, expansions, reconstructions, and rehabilitations of existing transportation infrastructure; it does not include maintenance or land acquisition. State and local governments spent $106.6 billion on transportation infrastructure construction in 2013, a 2.0% increase from 2012. Federal expenditures on highway and other transportation construction were $3.2 billion in 2013, as most of the revenues collected at the federal level are redistributed to the states.

State and Local Transportation Construction Value	Apr-14	Apr-15
Highway and Street Construction (millions of dollars)	5,896	6,102
Percent change from same month previous year	+ 6.3%	+ 3.5%
Land Transportation Construction (millions of dollars)	1,293	1,464
Percent change from same month previous year	+ 0.1%	+ 13.2%
Air Transportation Construction (millions of dollars)	756	831
Percent change from same month previous year	- 3.4%	+ 9.9%
Water Transportation Construction (millions of dollars)	166	142
Percent change from same month previous year	- 1.2%	- 14.5%

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

Air transportation includes terminals, runways, towers, and other facilities. Land transportation includes terminals, transit facilities, railroad track and bridges, and other facilities. Water transportation includes docks, wharves, marinas, and other terminals, but does not include levees, locks, jetties, or sea walls.

SOURCE: U.S. Department of Commerce, Census Bureau, *Construction Spending* , available at http://www.census.gov/construction/c30/c30index.html as of June 2015.