RITA *Bureau of Transportation Statistics*

Key Transportation Indicators
June 2010

U.S. Department of Transportation

Research and Innovative Technology Administration

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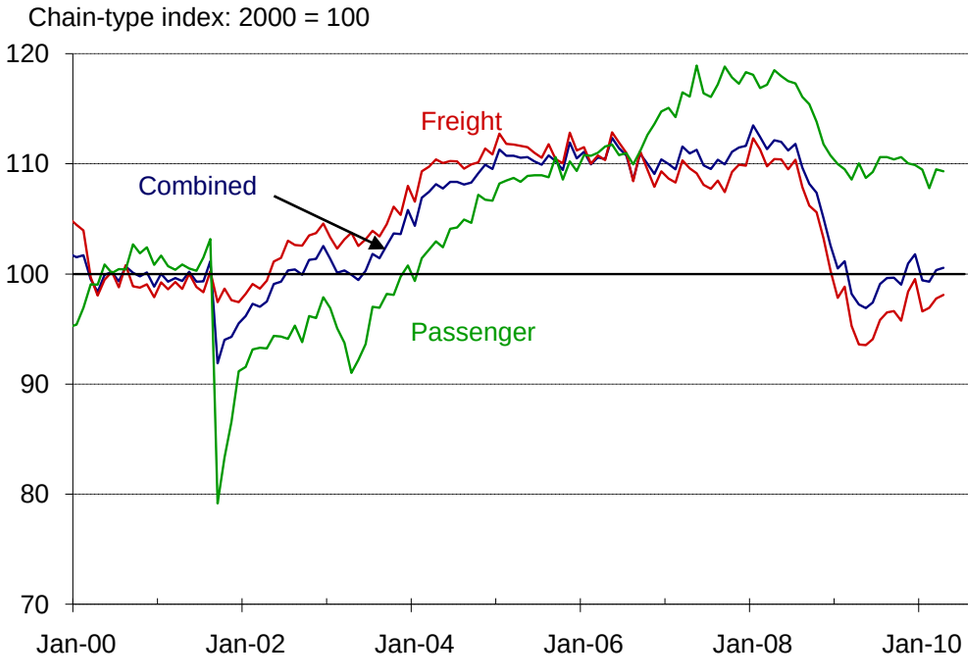
Transportation Services Index

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.

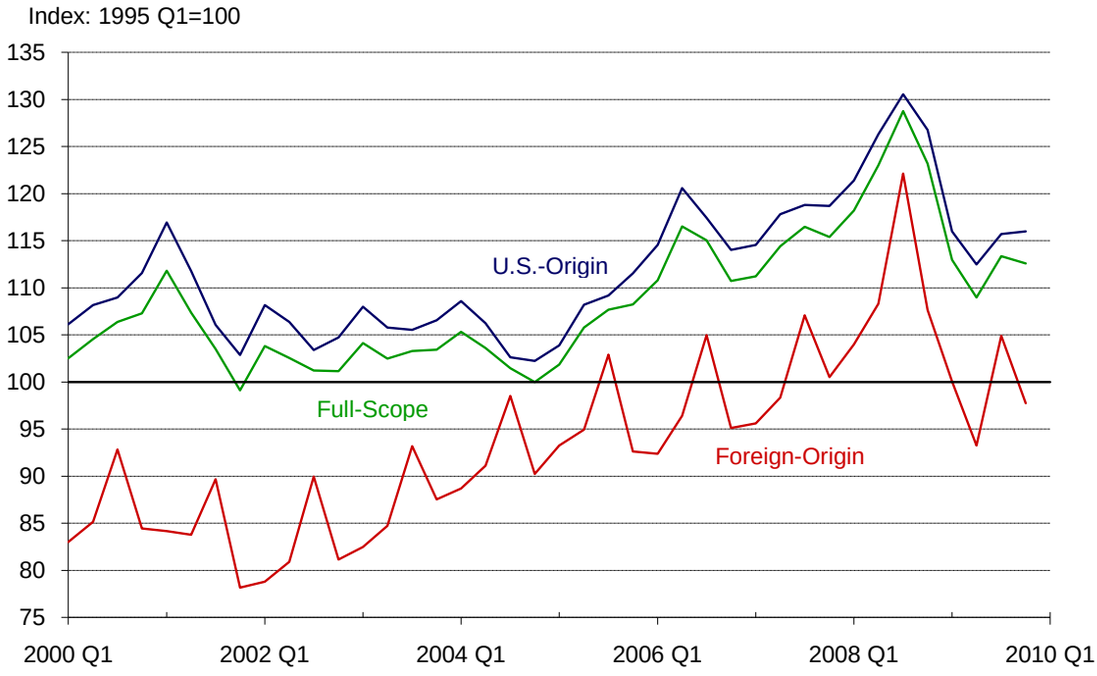
Transportation Services Index	Mar-10	Apr-10
Combined (Index: 2000 = 100)	100.36	100.57
Percent change from previous month	1.06	0.21
Freight (Index: 2000 = 100)	97.78	98.10
Percent change from previous month	0.89	0.33
Passenger (Index: 2000 = 100)	109.51	109.33
Percent change from previous month	1.59	-0.17

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 June 2010.

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.

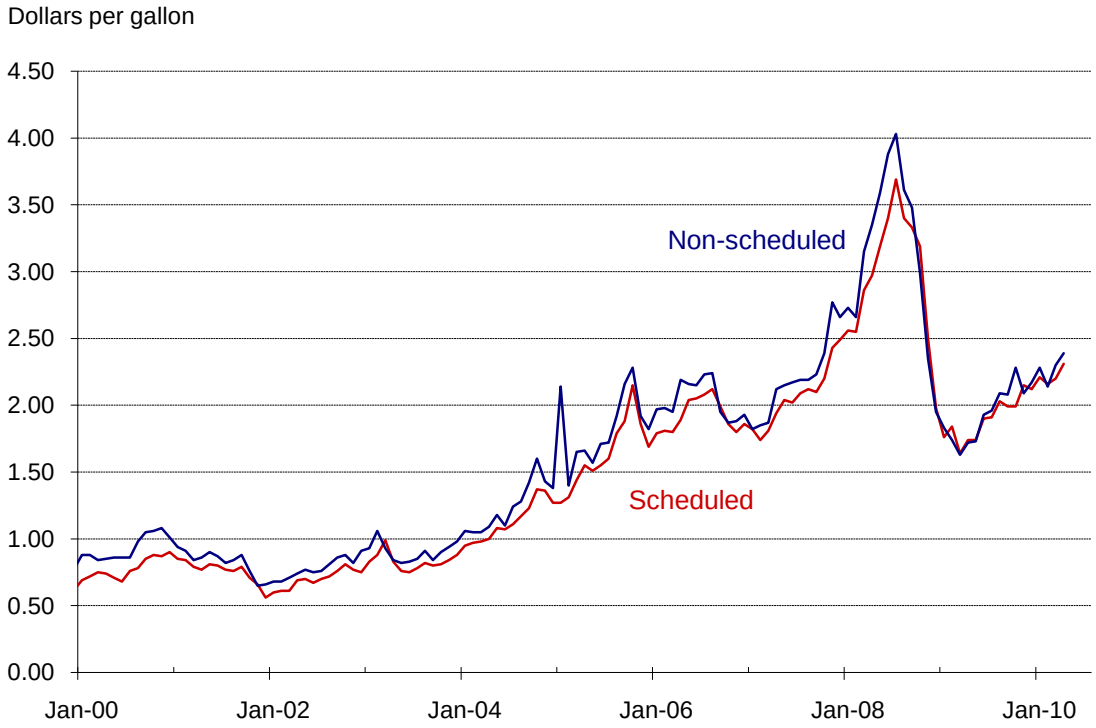
Air Travel Price Index	2008 Quarter 4	2009 Quarter 4	Average Annual % Growth Rate (1999-2009)
U.S. - Origin Air Travel Price (Index: 1995 Q1 = 100)	126.8	116.0	1.32
Foreign - Origin Air Travel Price (Index: 1995 Q1 = 100)	107.6	97.8	1.57
Full - Scope Air Travel Price (Index: 1995 Q1 = 100)	123.2	112.6	1.31

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 June 2010.

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.

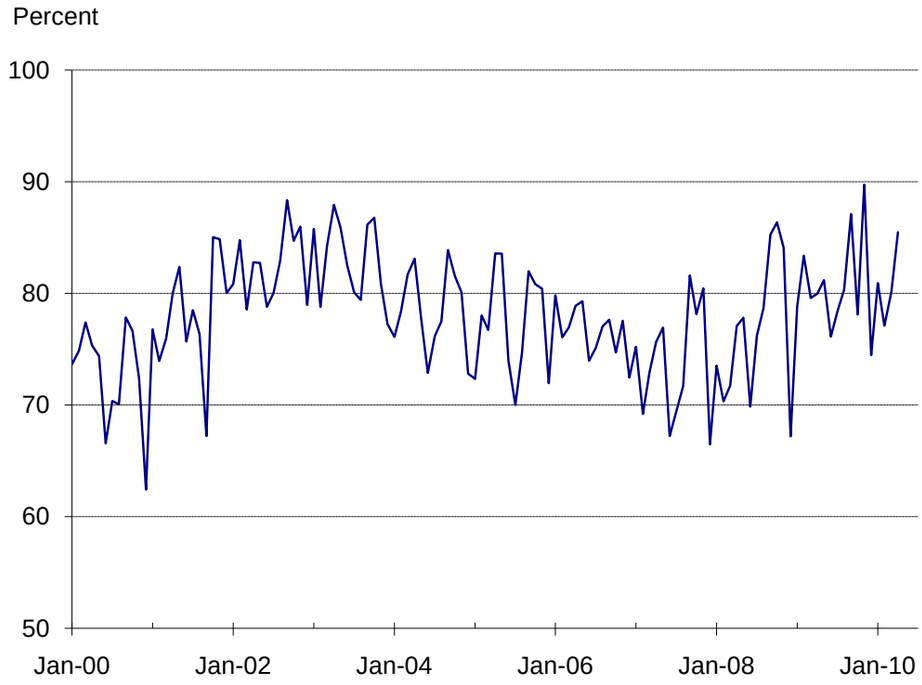
Average Jet Fuel Price by Type of Service	Apr-09	Apr-10
For Domestic Non-scheduled Airline Service (Current dollars per gallon)	1.72	2.39
Percent change from same month previous year	-48.66	38.95
For Domestic Scheduled Airline Service (Current dollars per gallon)	1.74	2.31
Percent change from same month previous year	-41.41	32.76

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality. Data for January 2010 to April 2010 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, *Airline Fuel Cost and Consumption*, available at http://www.bts.gov/programs/airline_information/ as of June 2010.

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. 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.

Flight On-Time Performance	Apr-09	Apr-10
Number of scheduled flights	301,517	289,535
Percent change from same month previous year	-10.17	-3.97
Percentage of flights arriving on-time	79.96	85.48
Difference from same month previous year*	2.88	5.52

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

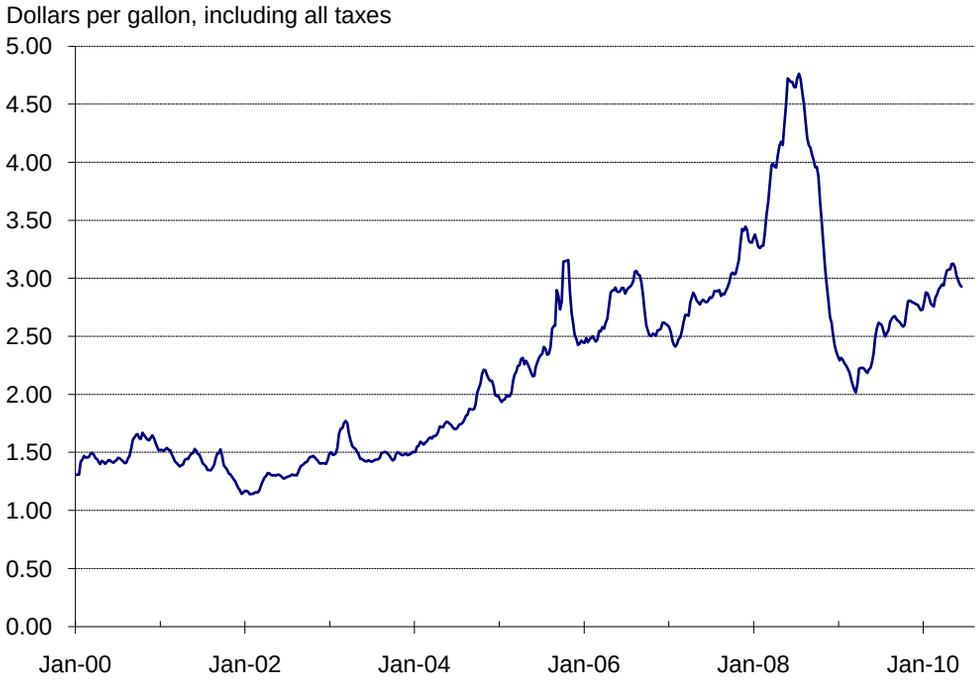
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality. Data are available for those carriers that had at least 1% of domestic enplanements in the previous year. The last 25 months of data include only carriers that reported in each of the 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, Research and Innovative Technology Administration, 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 2010.

Motor Fuel Prices: Retail Diesel Prices

Weekly data, not seasonally adjusted



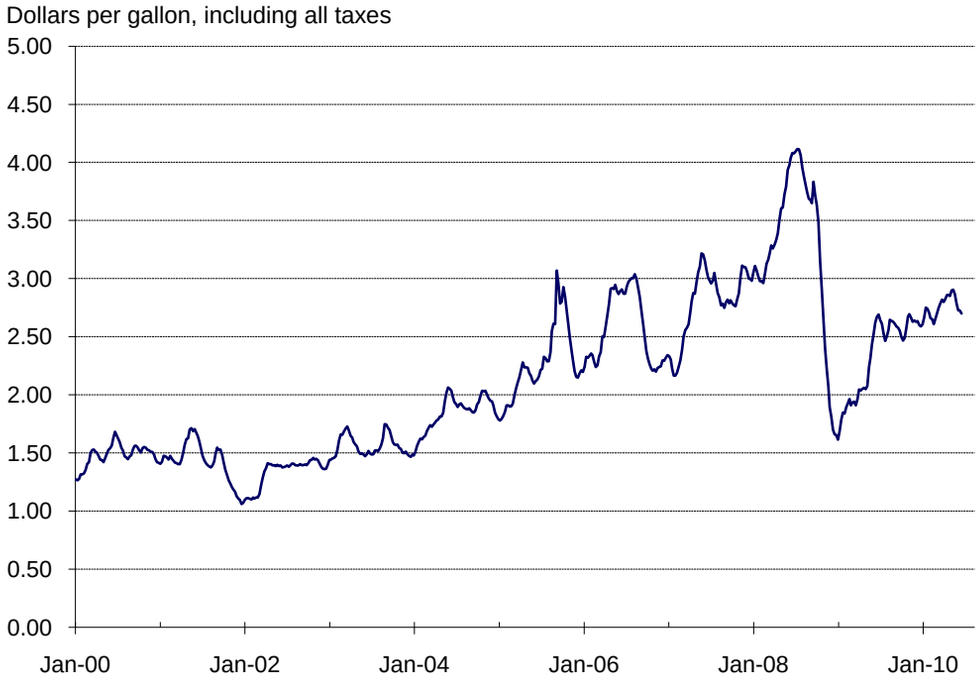
Diesel prices are an important cost component of freight trucking transportation. Changes in diesel prices impact the behavior of producers and consumers, modal mix, and ultimately the overall demand for transportation. Changes in diesel prices affect the profit margins of motor carriers, particularly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

Retail On-Highway Diesel Prices (Average All Types)	7-Jun-10	14-Jun-10
Retail on-highway diesel prices (Current dollars per gallon, including all taxes)	2.95	2.93
Percent change from previous week	-1.14	-0.61

SOURCE: U.S. Department of Energy, Energy Information Administration, *Weekly On-Highway Diesel Prices*, available at http://eia.doe.gov/ as of June 2010.

Motor Fuel Prices: Retail Gasoline Prices

Weekly data, not seasonally adjusted



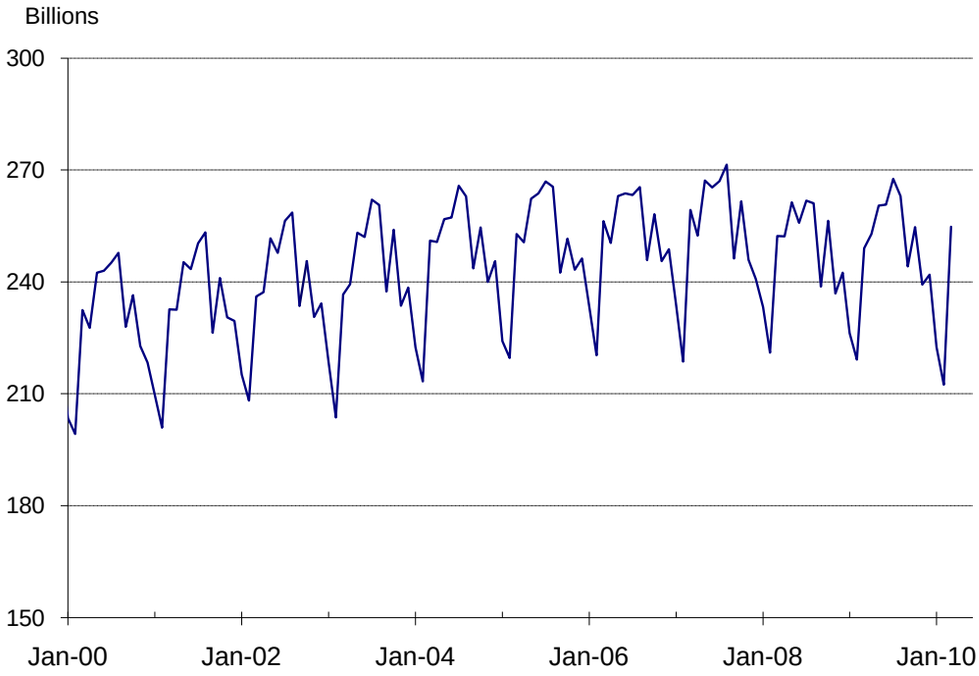
Gasoline prices are an important cost component of highway transportation. Changes in gasoline prices affect the demand for highway transportation, especially as can be seen in vehicle-miles traveled. In the United States, motor gasoline prices follow world crude oil prices more closely than motor diesel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

Retail Gasoline Prices (Regular Grade)	7-Jun-10	14-Jun-10
Average regular grade, all formulations (Current dollars per gallon, including all taxes)	2.73	2.70
Percent change from previous week	-0.11	-0.88

SOURCE: U.S. Department of Energy, Energy Information Administration, *Weekly Retail Gasoline Prices*, available at http://eia.doe.gov/ as of June 2010.

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.

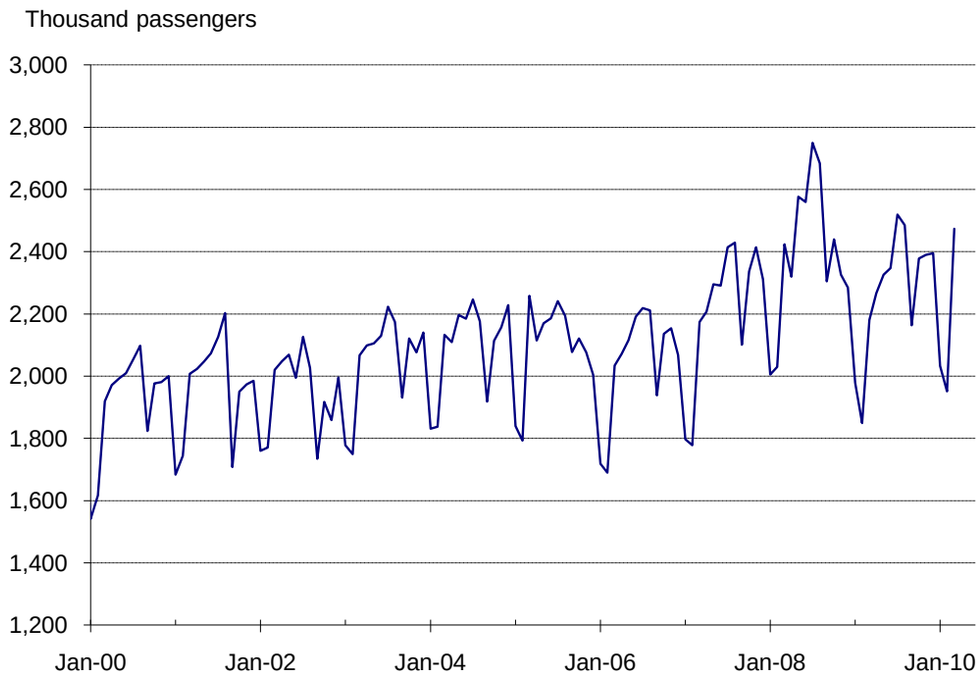
Vehicle-Miles Traveled	Mar-09	Mar-10
Highway miles (millions)	249,019	254,788
Percent change from same month previous year	-1.30	2.32

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 2010.

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.

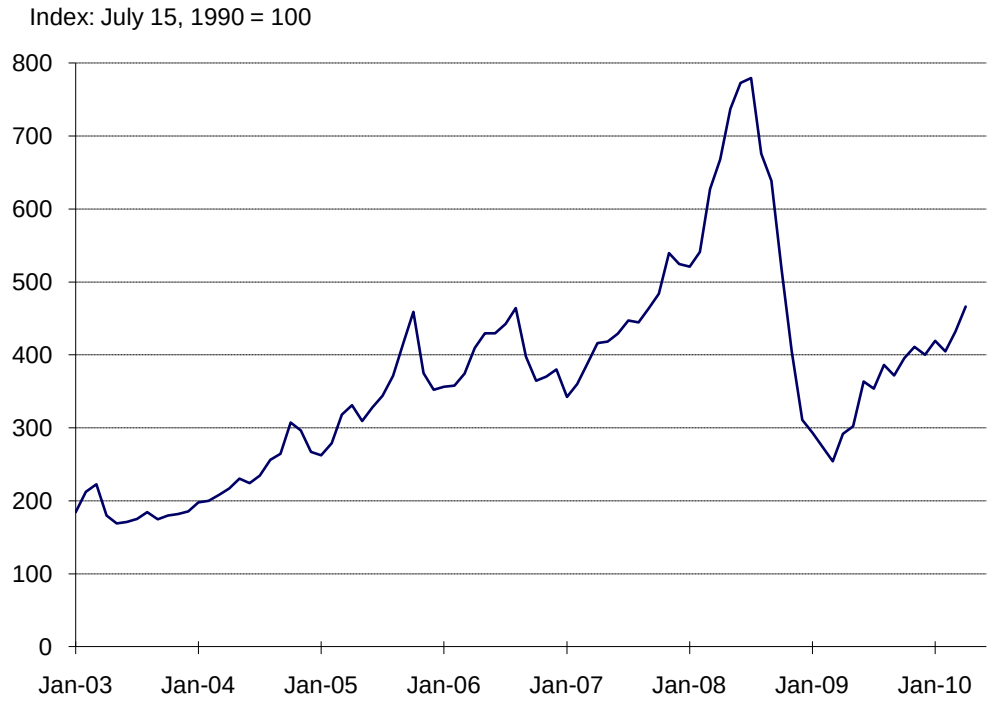
Amtrak Ridership	Mar-09	Mar-10
Amtrak Ridership	2,180,182	2,473,551
Percent change from same month previous year	-10.04	13.46

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 June 2010.

Index of Railroad Fuel Prices

Monthly data, not seasonally adjusted



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.

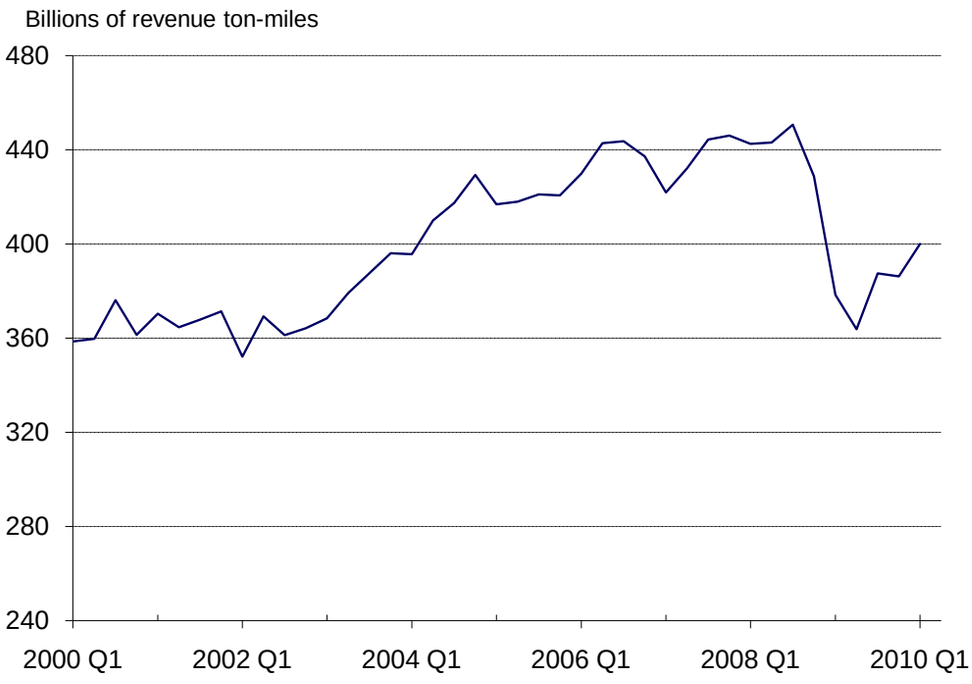
Index of Railroad Fuel Prices	Apr-09	Apr-10
Railroad Fuel Prices (Index: July 15, 1990 = 100)	292.1	466.4
Percent change from same month previous year	-56.27	59.67

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 2010.

Rail Freight Revenue Ton-Miles

Quarterly data, not seasonally adjusted



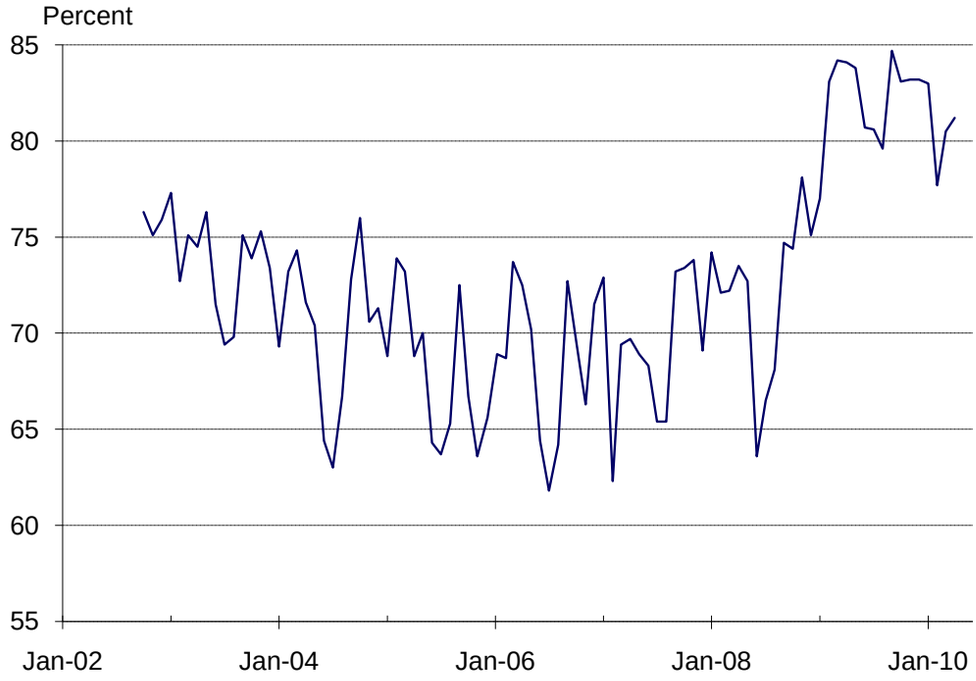
Rail Freight Revenue Ton-Miles (Class I only)	2009 Quarter 1	2010 Quarter 1
Rail Freight Revenue Ton-Miles (billions)	378.3	399.9
Percent change from same quarter previous year	-14.51	5.71

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; *Quarter Earnings Reports*; available at http://www.stb.dot.gov/ as of June 2010.

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.

Amtrak On-Time Performance	Apr-09	Apr-10
On-time performance (percent on-time)	84.1	81.2
Difference from same month previous year*	10.6	-2.9

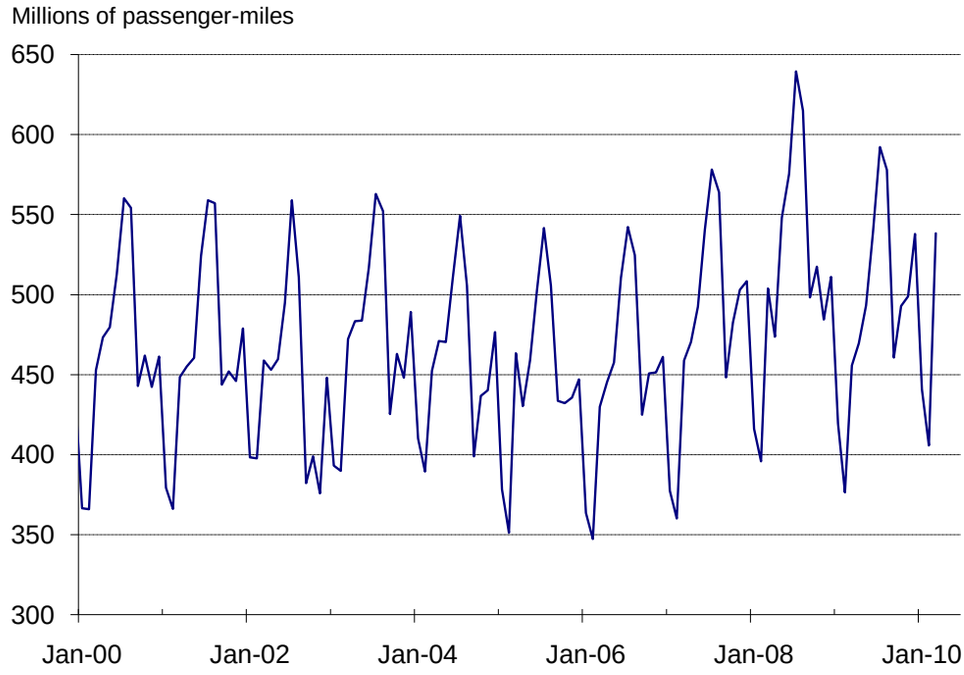
* Current month minus same month previous year. This is generally used in the case of bound numbers, such as proportions that cannot exceed 100%.

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

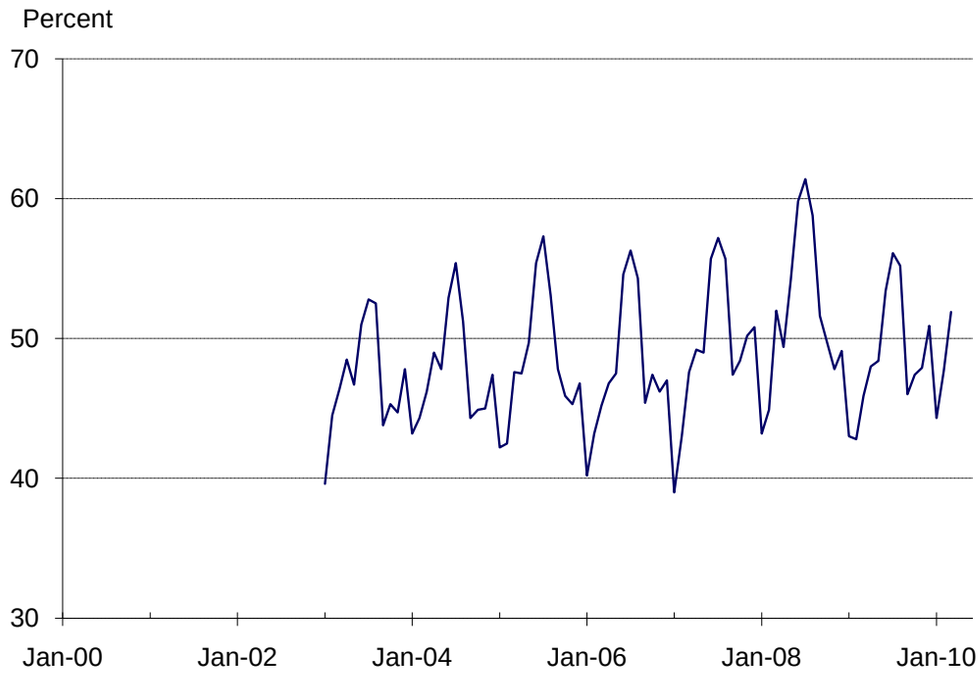
SOURCE: National Railroad Passenger Corporation (Amtrak), *Monthly Performance Reports*, available at http://www.amtrak.com/ as of June 2010.

Amtrak Revenue Passenger-Miles and Load Factor

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



Load Factor (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.
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 is available beginning in January 2003.

Amtrak Revenue Passenger-Miles and Load Factor	Mar-09	Mar-10
Amtrak revenue passenger-miles (millions)	455.7	538.4
Percent change from same month previous year	-9.55	18.14
Passenger load factor (percent)	45.9	51.9
Difference from same month previous year*	-6.1	6.0

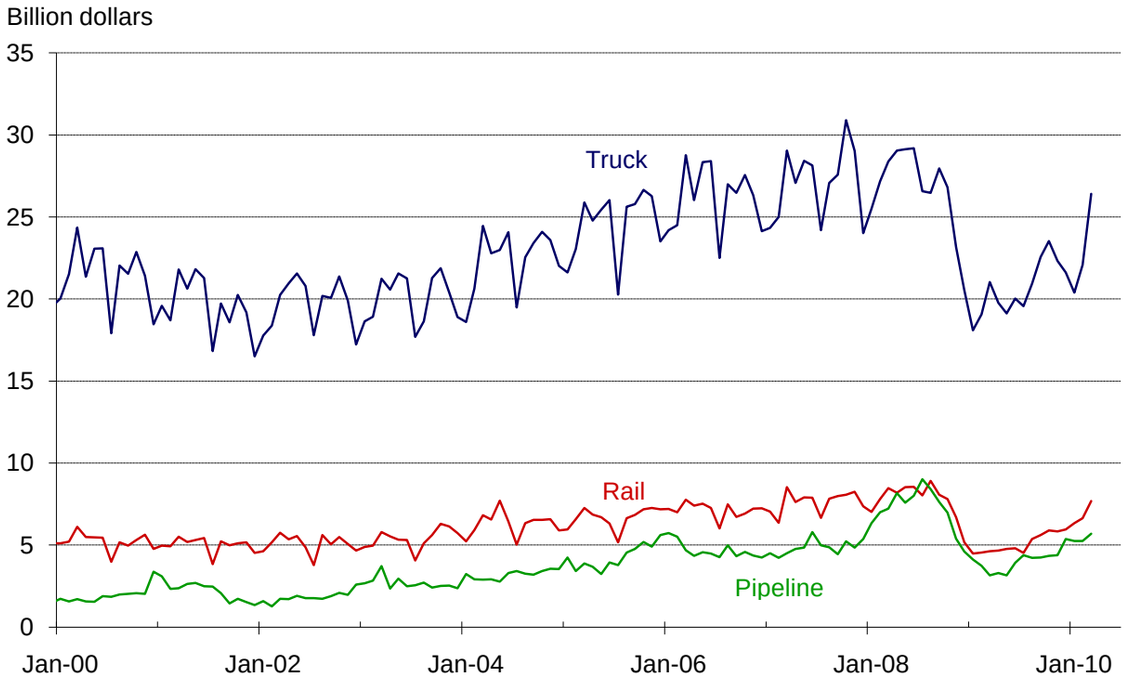
* Current month minus same month previous year. This is generally used in the case of bound numbers, such as proportions that cannot exceed 100%.

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

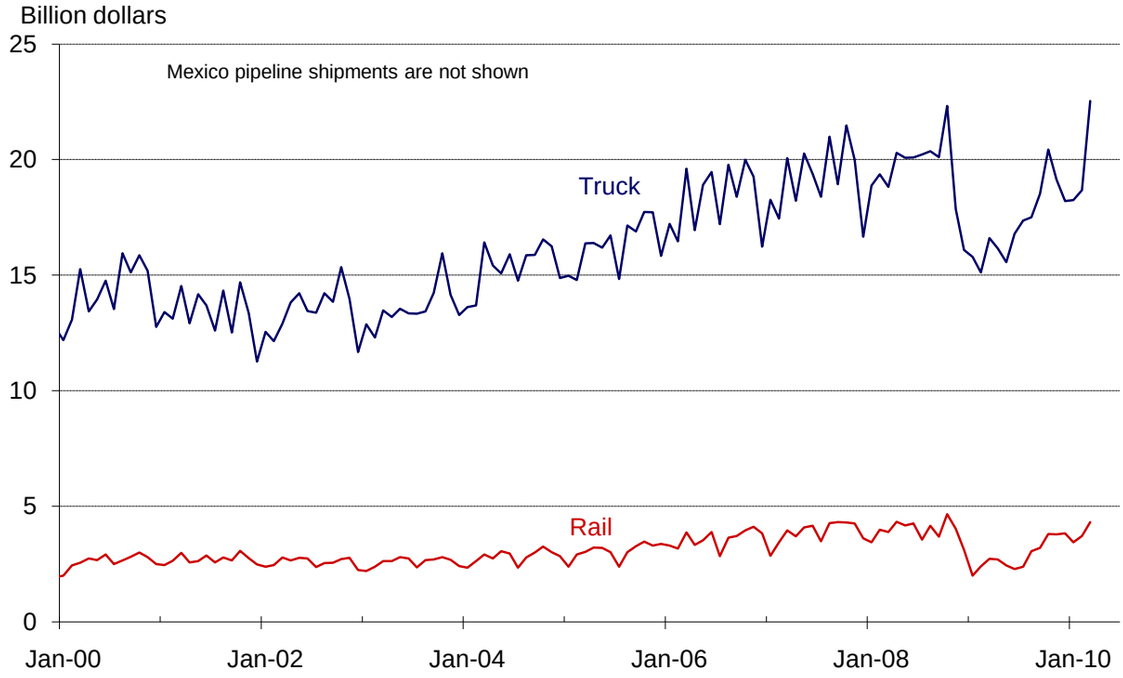
SOURCES: **Revenue Passenger-Miles** — U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, *Operational Data Tables,* Table 1.02, available at http://safetydata.fra.dot.gov/OfficeofSafety/ as of June 2010. **Load Factor** — National Railroad Passenger Corporation (Amtrak), Monthly Performance Reports, available at http://www.amtrak.com/ as of June 2010.

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)



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.

U.S. - Canada Trade	Mar-09	Mar-10
Truck (billions of dollars)	21.04	26.41
Percent change from same month previous year	-25.85	25.53
Rail (billions of dollars)	4.63	7.68
Percent change from same month previous year	-45.28	65.91
Pipeline (billions of dollars)	3.15	5.68
Percent change from same month previous year	-56.47	80.52

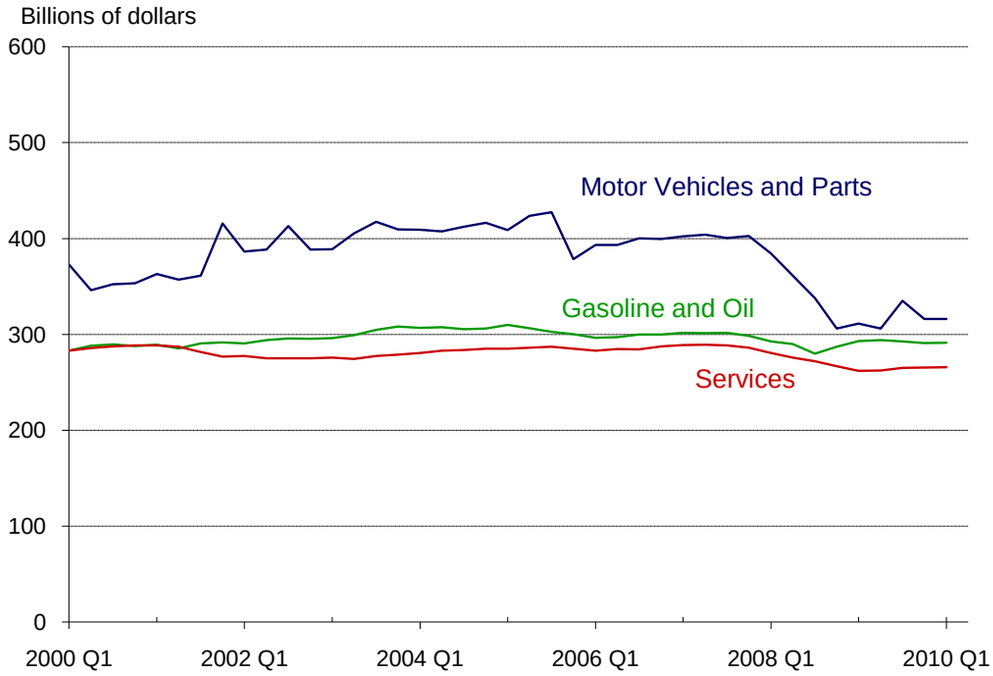
U.S. - Mexico Trade	Mar-09	Mar-10
Truck (billions of dollars)	16.60	22.54
Percent change from same month previous year	-11.77	35.80
Rail (billions of dollars)	2.73	4.32
Percent change from same month previous year	-29.75	58.18
Pipeline (billions of dollars)	0.05	0.14
Percent change from same month previous year	-53.77	205.81

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 June 2010.

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.

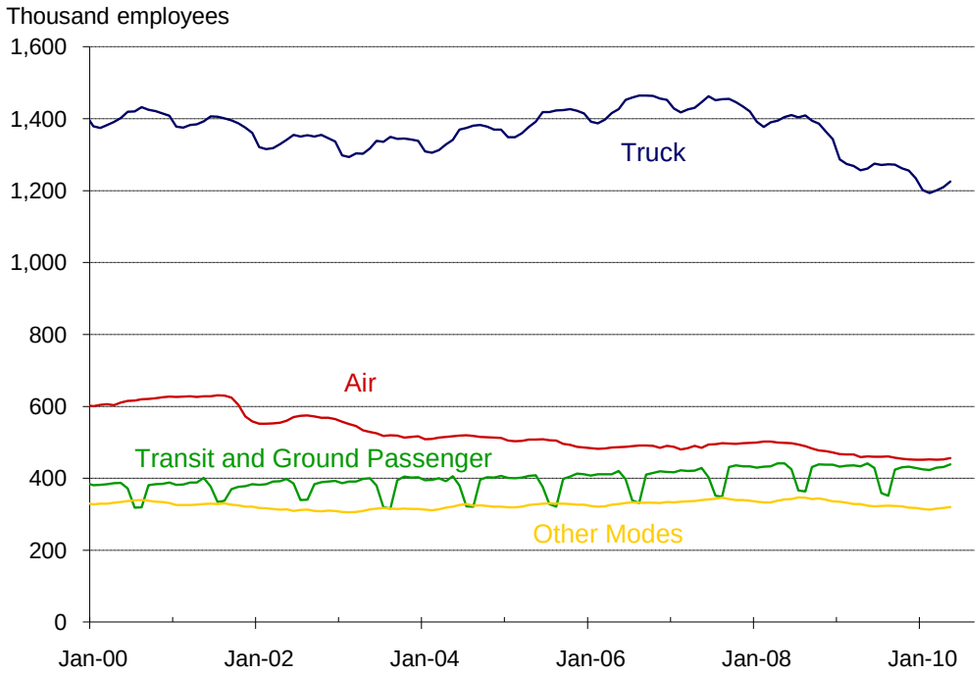
Personal Spending on Transportation	2009 Q4	2010 Q1
Spending on Motor Vehicles and Parts (billions of chained 2005 dollars)	316.3	316.0
Percent change from previous quarter	-5.64	-0.09
Spending on Transportation Services (billions of chained 2005 dollars)	265.5	265.9
Percent change from previous quarter	0.19	0.15
Spending on Gasoline and Oil (billions of chained 2005 dollars)	291.0	291.3
Percent change from previous quarter	-0.58	0.10

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 combined total.

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, *National Income and Product Accounts*, available at http://www.bea.gov/ as of June 2010.

Transportation Employment

Monthly data, not seasonally adjusted



Employment in for-hire transportation industries is a signal of demand in the economy. In the May 2008 edition of *Occupational Employment Statistics*, 63 percent of employees in for-hire transportation industries are in transportation and material moving positions (Standard Occupational Classification 53). That share is 76 percent for truck transportation, but only 25 percent for air transportation.

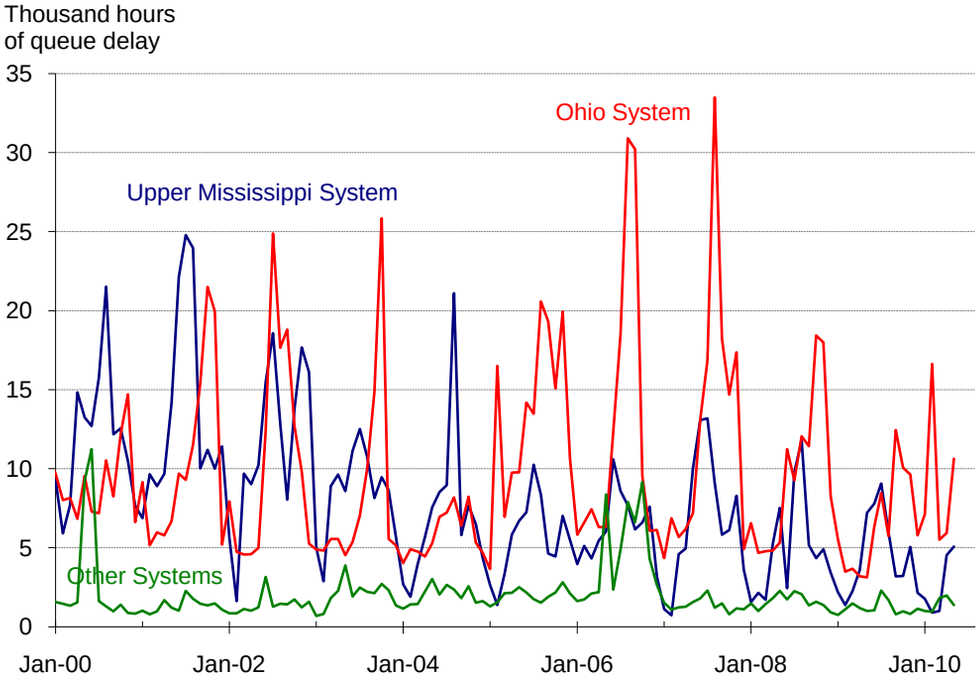
Transportation Employment	May-09	May-10
Truck Transportation Employees (thousands)	1,261.3	1,225.2
Percent change from same month previous year	-10.21	-2.86
Air Transportation Employees (thousands)	460.5	456.3
Percent change from same month previous year	-7.60	-0.91
Transit and Ground Passenger Transportation Employees (thousands)	441.3	439.0
Percent change from same month previous year	-0.14	-0.52
Other Transportation Modes Employees (thousands)	324.1	319.8
Percent change from same month previous year	-5.01	-1.33

NOTES: Other Transportation 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 June 2010.

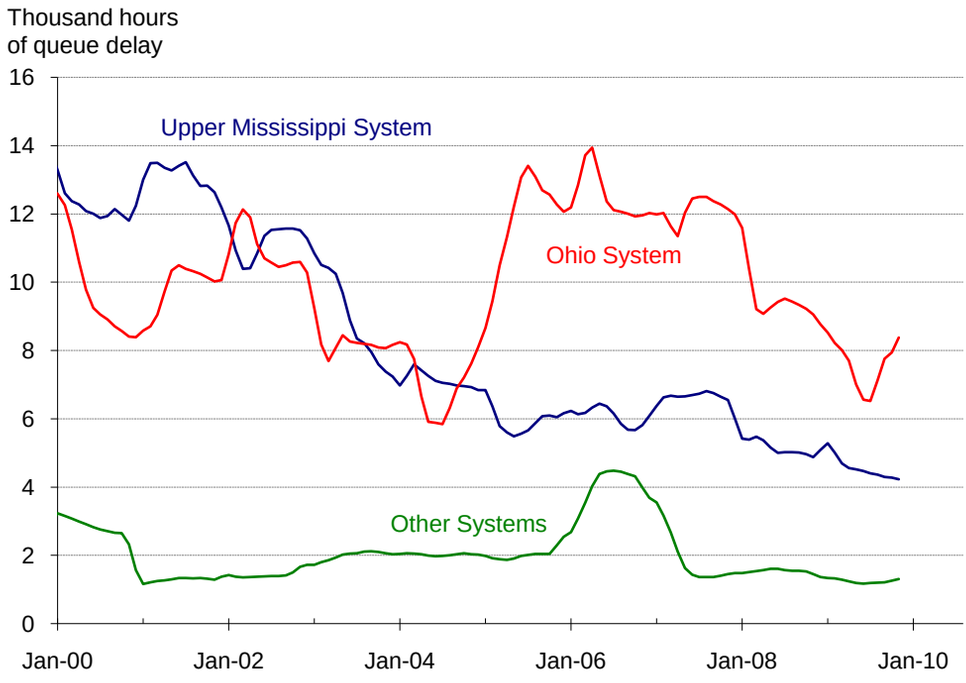
Inland Waterway Commercial Vessel and Tow Delay

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.

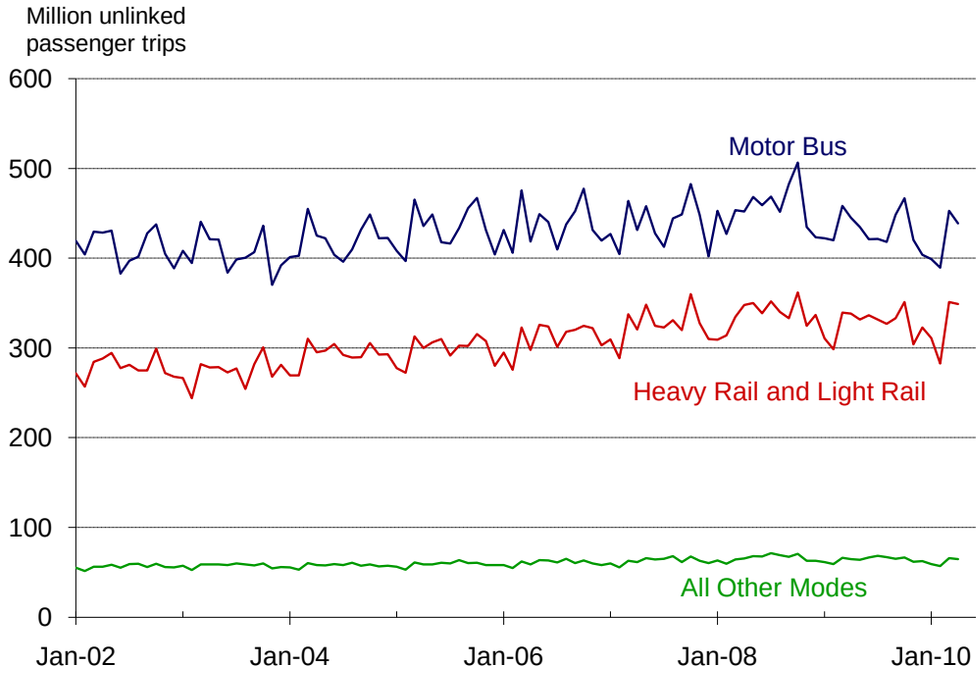
Commercial Vessel and Tow Delay	May-09	May-10
Total Ohio River System Hours of Delay	3,135	10,631
Percent change from same month previous year	-41.19	239.14
Total Upper Mississippi River System Hours of Delay	7,204	5,063
Percent change from same month previous year	-4.09	-29.72
Total Other Waterway Systems Hours of Delay	987	1,372
Percent change from same month previous year	-56.51	38.98

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 June 2010.

Transit Ridership

Monthly data, not seasonally adjusted



Transit riders in the United States took 10.3 billion unlinked passenger trips in 2008. Approximately 53% of these trips occurred on motor bus, 35% on heavy rail, and roughly four-and-a-half percent for each commuter rail and light rail.

Transit Ridership	Apr-09	Apr-10
Motor Bus Ridership (million unlinked passenger trips)	445.0	438.7
Percent change from same month previous year	-1.56	-1.42
Heavy Rail and Light Rail Ridership (million unlinked passenger trips)	338.1	349.0
Percent change from same month previous year	-2.85	3.23
All Other Modes Ridership (million unlinked passenger trips)	64.7	64.6
Percent change from same month previous year	-0.86	-0.18

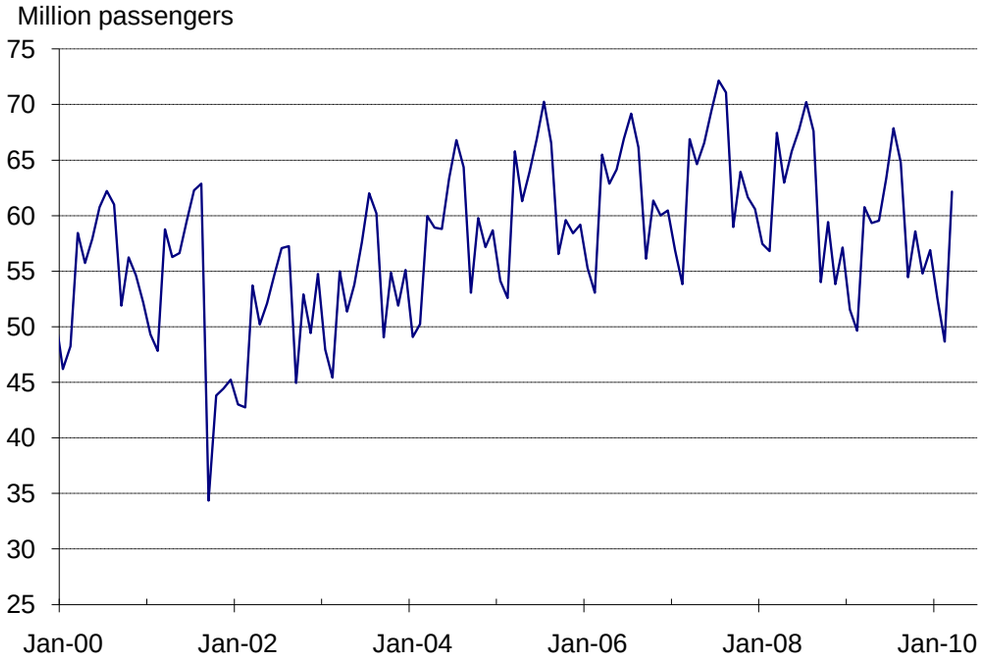
NOTES: All other modes includes commuter rail, monorail, cable car, automated guideway, inclined plane, demand response, trolley bus, van pool, and ferry boat.

Data for the most recent two months is 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 2010.

U.S. Airline Passengers

Monthly data, not seasonally adjusted



In 2008, airlines based in the United States originated nearly 740 million passengers. Eighty-eight percent of passengers had a destination in the United States, and 12 percent had an international destination. For international air travel trips originating in the U.S., domestic carriers originated 56 percent of the passengers.

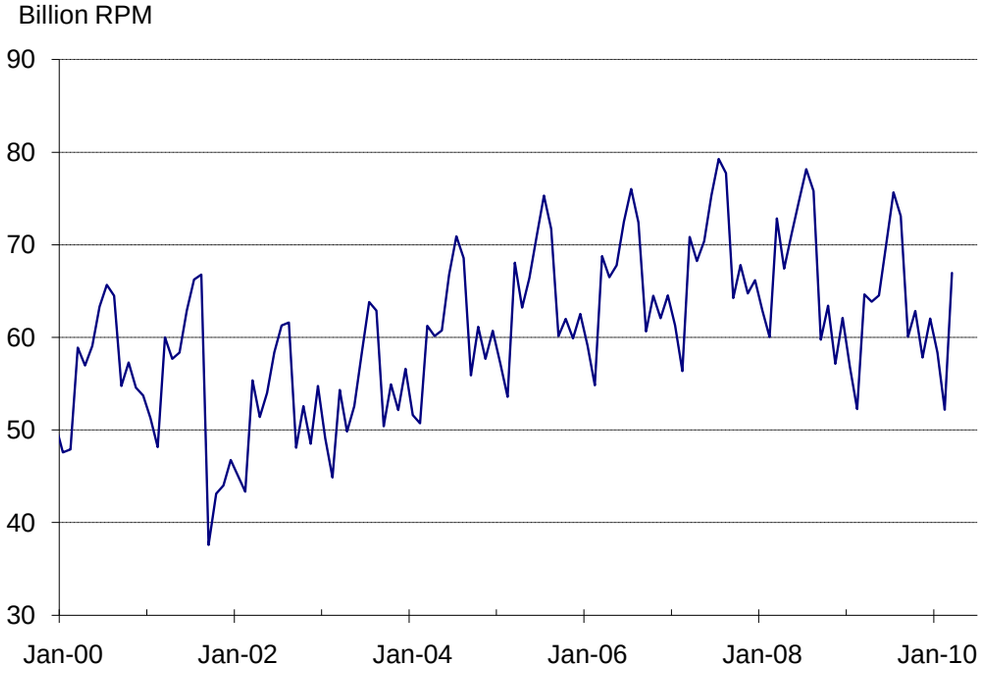
U.S. Airline Passengers	Mar-09	Mar-10
Scheduled System (Domestic and International) U.S. Airlines Total Passengers	60,751,978	62,152,494
Percent change from same month previous year	-9.96	2.31

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

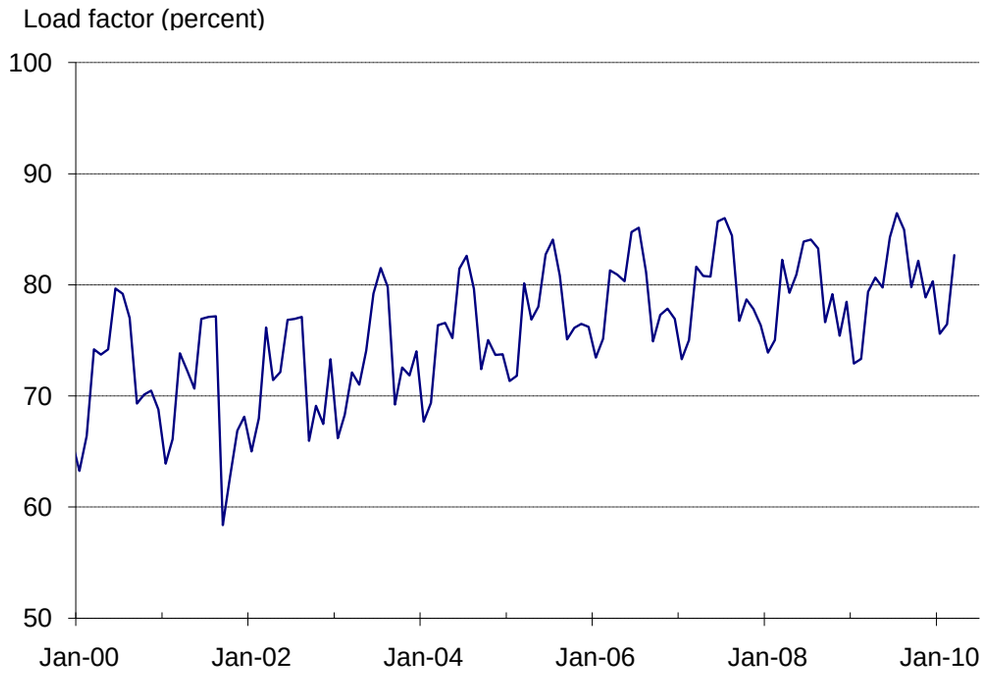
SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, available at http://www.bts.gov/programs/airline_information/ as of June 2010.

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 2008, the 740 million passengers traveling on U.S.-based airlines collectively traveled 806 billion miles. On average, a passenger traveling domestically went 872 miles for each flight. An international passenger traveling on a U.S.-based airline traveled an average of 2,674 miles to the first destination outside the U.S.
In 2008, airlines operating in the United States had 79.5 percent of their available seat-miles (ASM) occupied by passengers. Capacity utilization for domestic carriers was very similar for domestic and international segments, with 79.8 percent of ASM occupied for domestic flights, and 79.0 percent of ASM occupied for international flights. Foreign airlines that originated flights in the U.S. had a load factor of 76.0 percent.

U.S. Airline Revenue Passenger-Miles and Load Factor	Mar-09	Mar-10
Scheduled System (Domestic and International) U.S. Airlines Total RPM (billions)	64.64	66.97
Percent change from same month previous year	-11.24	3.59
Scheduled System (Domestic and International) U.S. Airlines' Load Factor (percent)	79.37	82.66
Difference from same month previous year*	-2.89	3.29

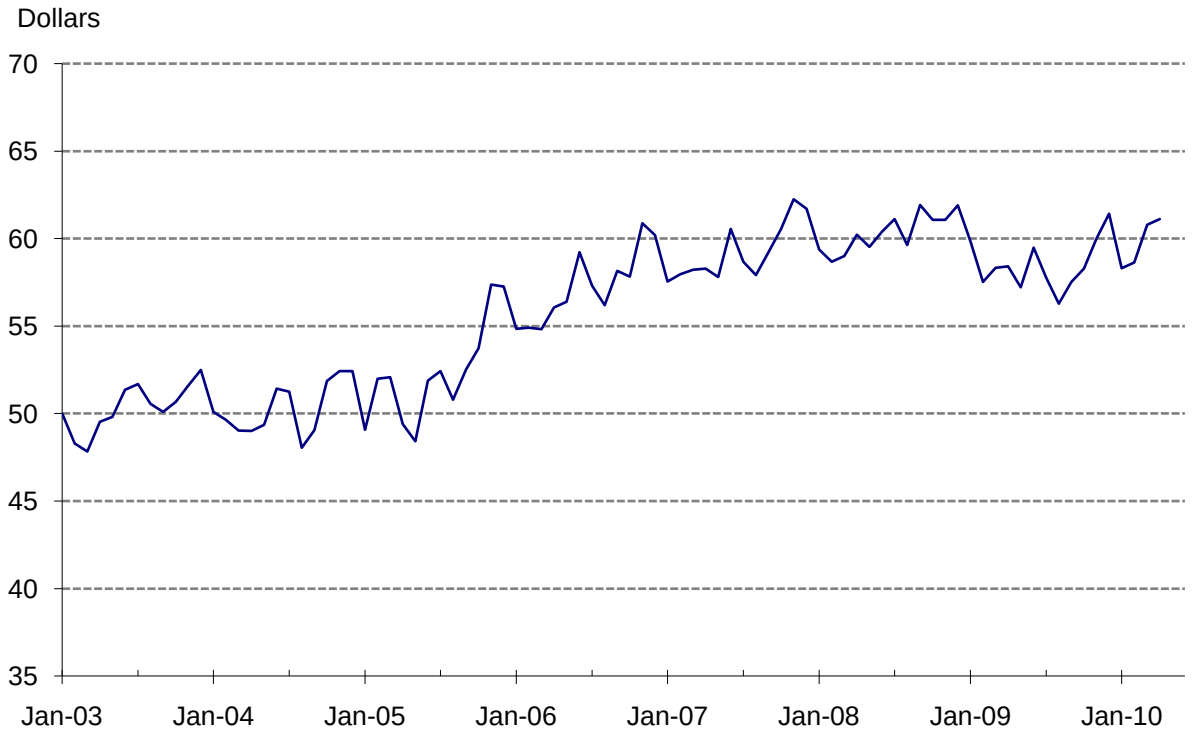
* Current month minus same month previous year. This is generally used in the case of bound numbers, such as proportions that cannot exceed 100%.

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

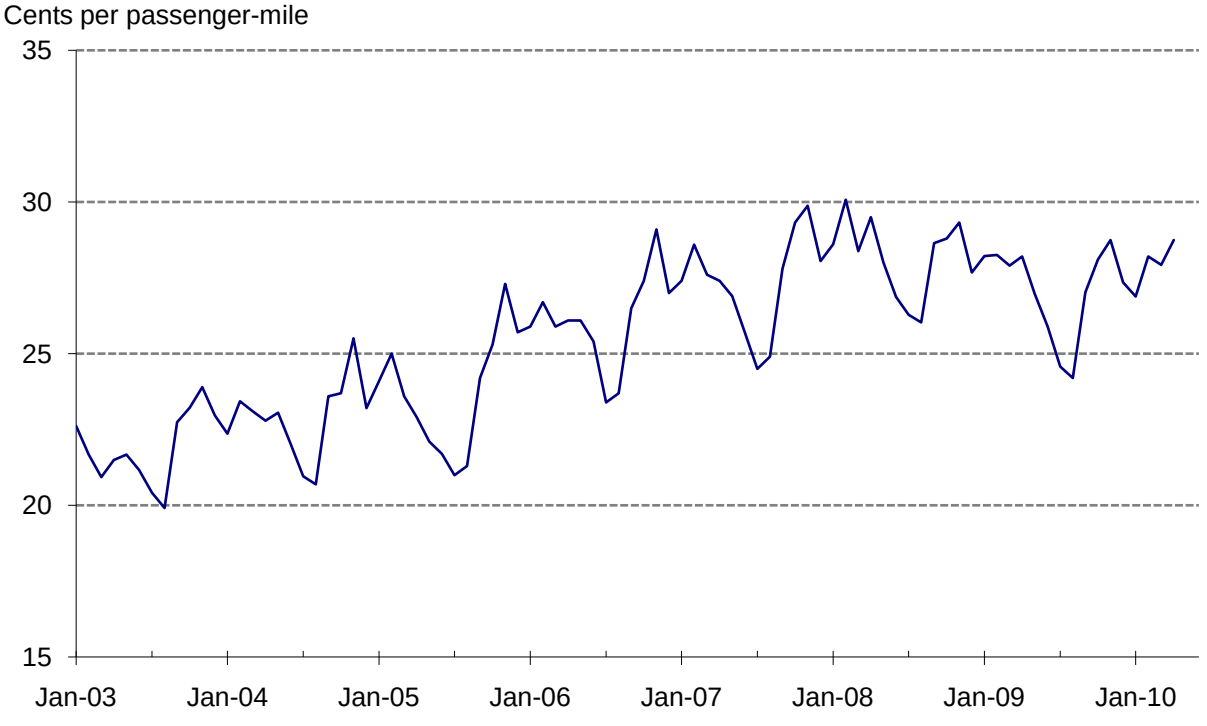
SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, available at http://www.bts.gov/programs/airline_information/ as of June 2010.

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.

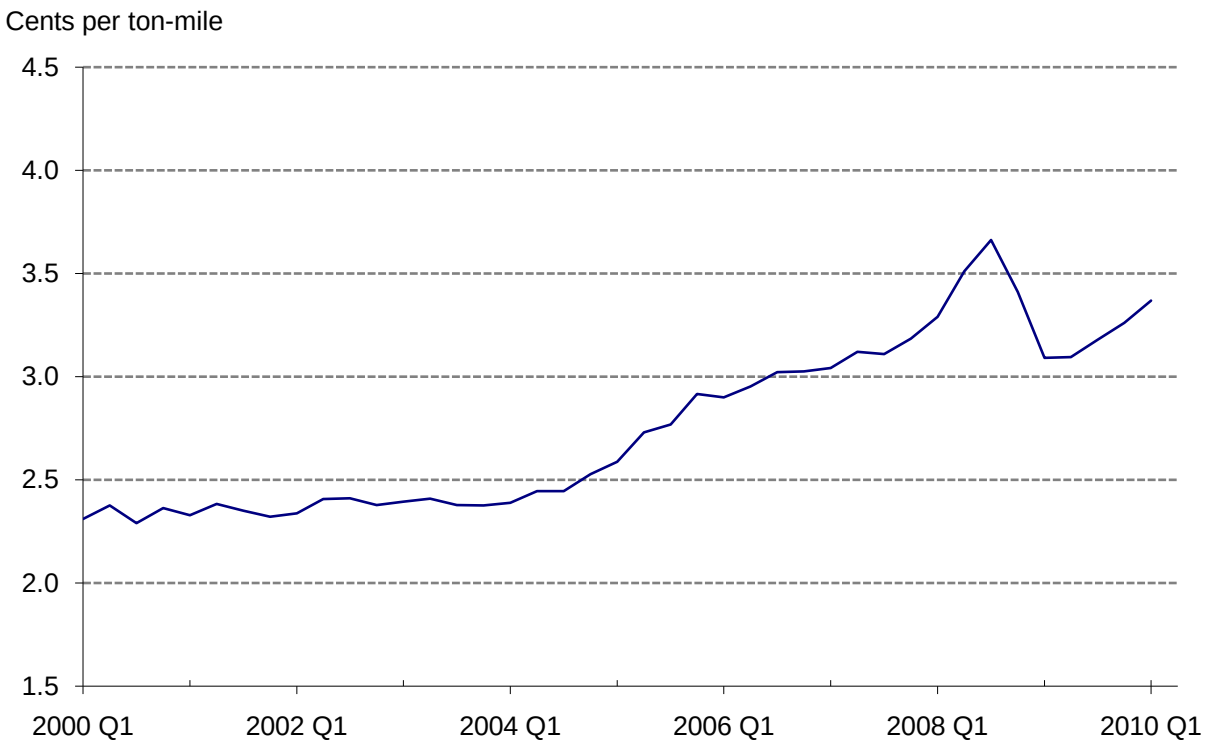
Amtrak Ticket Prices and Yields	Apr-09	Apr-10
Average Amtrak ticket prices (dollars)	58.41	61.11
Percent change from same month previous year	-3.02	4.62
Amtrak ticket yield (cents per passenger-mile)	28.20	28.74
Percent change from same month previous year	-4.41	1.91

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 2010.

Freight Rail Yields

Operating Yield (quarterly data, not seasonally adjusted)



For freight, operating yield is a measure of revenue per ton-mile. 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)	2009 Quarter 1	2010 Quarter 1
Operating Yield (cents per ton-mile)	3.09	3.37
Percent change from same quarter previous year	-6.05	8.95

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, Research and Innovative Technology Administration, Bureau of Transportation Statistics, calculations based upon Surface Transportation Board, Office of Economics, Environmental Analysis, and Administration, *Quarterly Earnings Reports*, available at http://www.stb.dot.gov/ as of June 2010.