



U.S. Department  
of Transportation

**Research and  
Innovative Technology  
Administration**



Bureau of  
Transportation Statistics

# **White House Economic Statistics Briefing Room Transportation November 2006**



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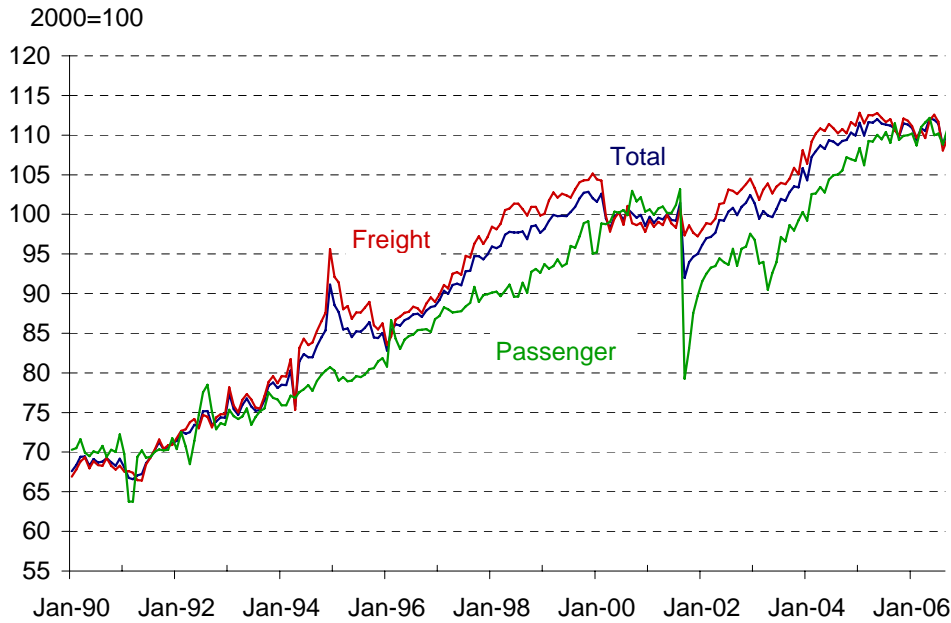
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## Economic Indexes: Transportation Services Index

### Transportation Services Index (monthly data, seasonally adjusted)



The Transportation Services Index (TSI) is a measure of the month-to-month change 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.

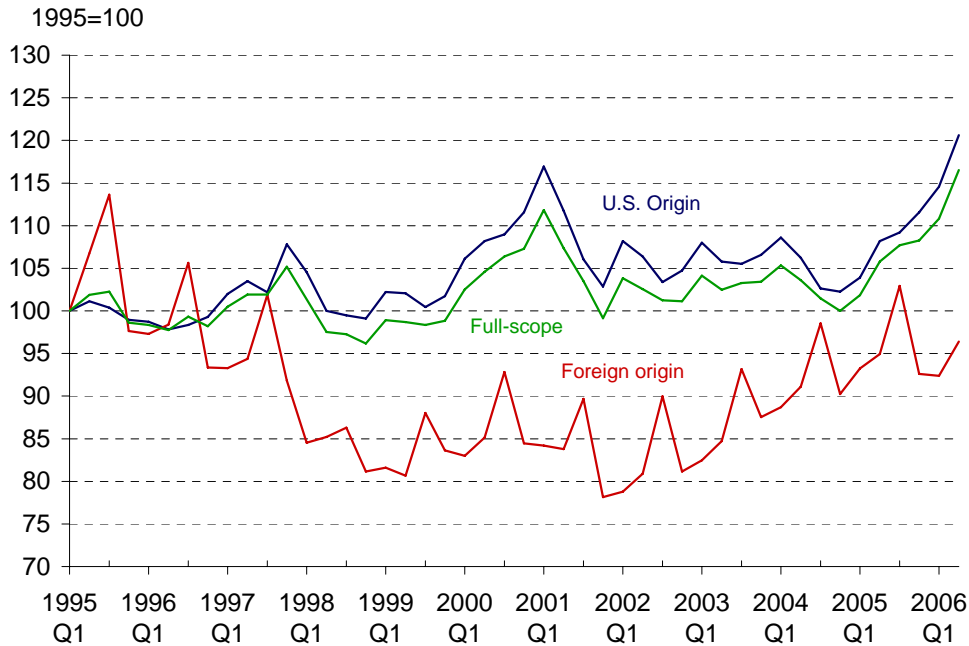
<b>Transportation Services Index</b>	<b>Aug-06</b>	<b>Sep-06</b>
Total Transportation Services Index (2000=100)	108.7	110.3
Freight Transportation Services Index (2000=100)	108.1	109.5
Passenger Transportation Services Index (2000=100)	108.8	110.7

NOTE: The index numbers for the latest three months are considered to be preliminary. BTS releases the preliminary number for the latest month and replaces the number for the oldest preliminary month with a revised number.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Services Index data, available at <http://www.bts.gov/>, as of November 2006.

## Economic Indexes: Air Travel Price Index

### Air Travel Price Index (quarterly data)



The U.S.-Origin 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.

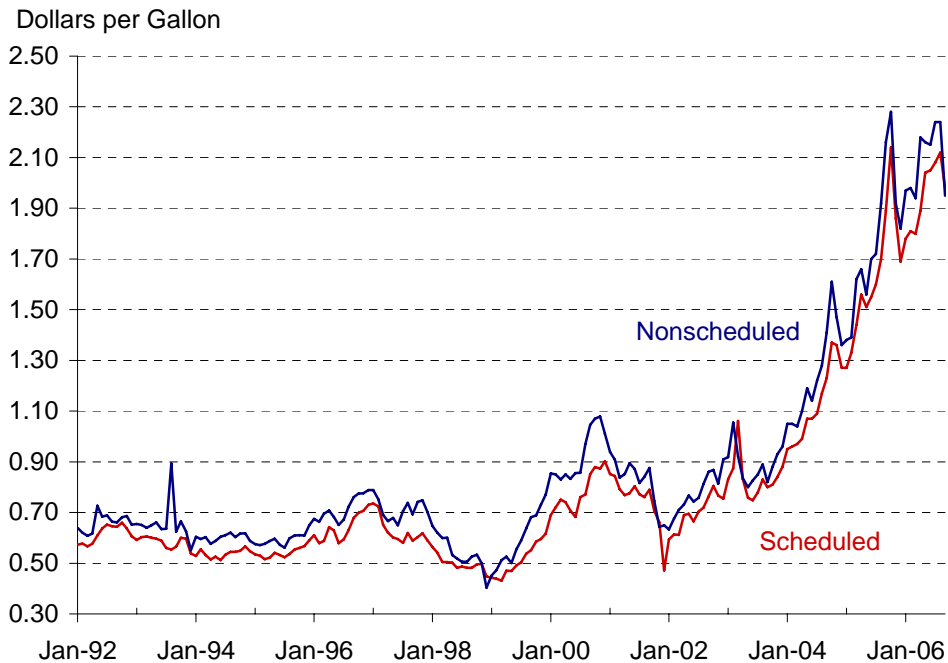
<b>Air Travel Price Index</b>	<b>2005 Quarter 2</b>	<b>2006 Quarter 2</b>
U.S. - Origin Air Travel Price Index (1995=100)	108.20	120.61
Foreign - Origin Air Travel Price Index (1995=100)	94.93	96.41
Full - Scope Air Travel Price Index (1995=100)	105.77	116.53

NOTES: 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 Travel Price Index data, available at <http://www.bts.gov/>, as of November 2006.

## Jet Fuel Prices

### Domestic Airline Jet Fuel Prices by Type of Service (monthly data)



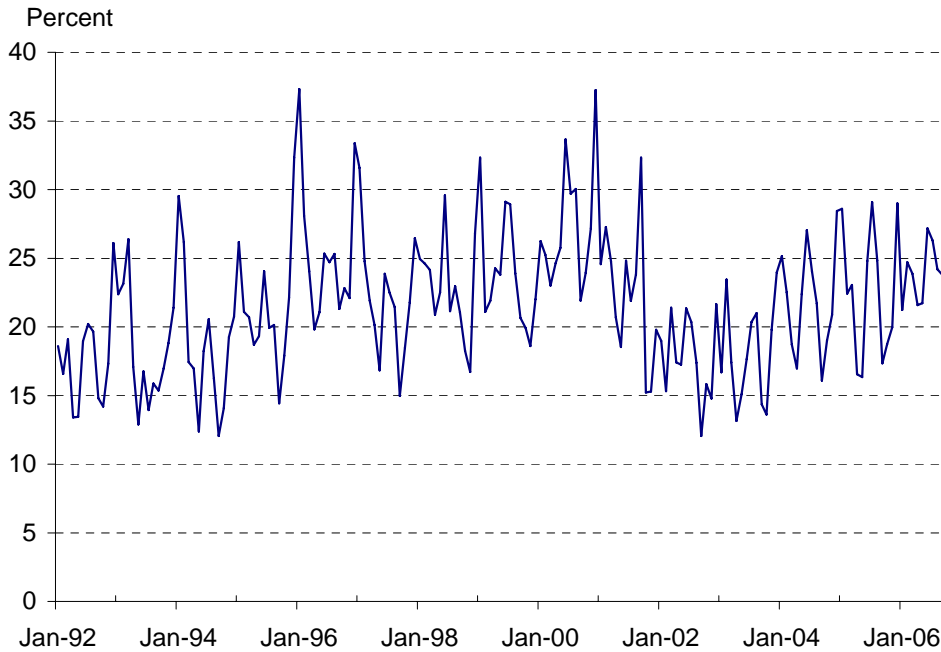
Jet fuel prices reported to the Bureau of Transportation Statistics differ from producer prices. Reports to BTS show the cost per gallon of fuel used by an airline during the month rather than the price charged by a producer on a single day. Fuel costs for scheduled airline services reflect contractual and storage advantages available to large buyers, while fuel costs for nonscheduled 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 similar refining requirements to heating oil.

<b>Jet Fuel Price by Type of Service</b>	<b>Sep-05</b>	<b>Sep-06</b>
Nonscheduled airlines (dollars per gallon)	2.16	1.95
Percent change from same month previous year	53.19	-9.72
Scheduled airlines (dollars per gallon)	1.89	1.98
Percent change from same month previous year	53.66	4.76

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

SOURCE: Bureau of Transportation Statistics, Office of Airline Information, available at <http://www.bts.gov/>, as of November 2006.

## Major U.S. Air Carriers On-time Performance Flights Not Arriving On-Time (monthly data)



The number of flights arriving on time is a measure of service quality. This indicator is strongly seasonal and is affected by weather and heavy demand in winter and summer months, respectively. The data cover those airlines that enplaned at least 1% of domestic passengers in the previous year, and have also reported for at least two consecutive years. A scheduled operation consists of any nonstop segment of a flight. An on time flight arrives within 15 minutes of the scheduled arrival time.

<b>On-Time Performance</b>	<b>Sep-05</b>	<b>Sep-06</b>
Flights not arriving on time (percent)	17.34	23.78
Percent change from same month previous year	7.77	37.14

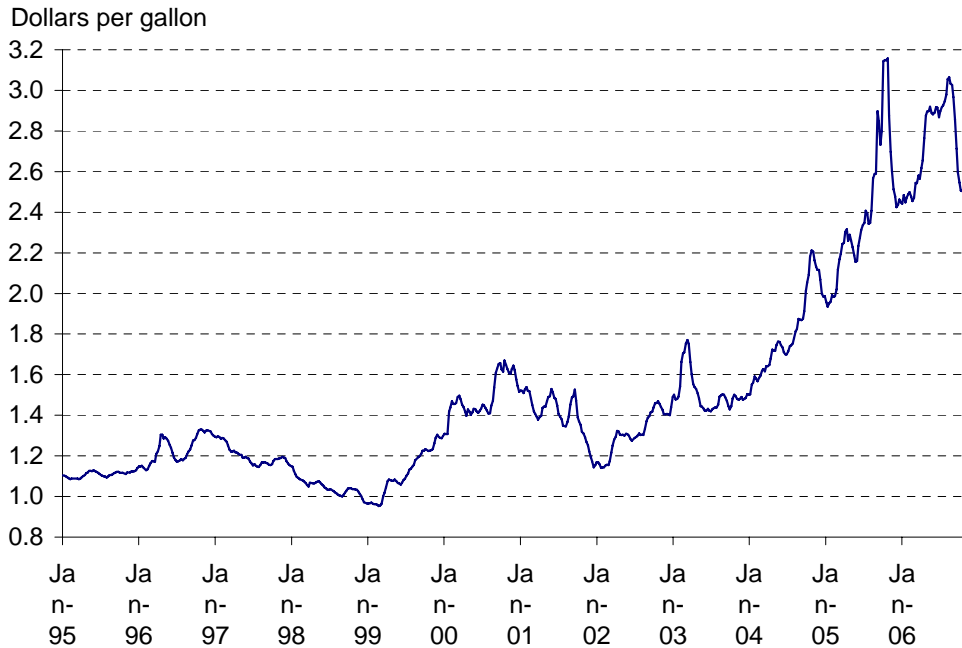
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

The information is based on data submitted by reporting carriers. The number of reporting carriers varies as follows: 10 from 1997 to 1999, 11 in 2000, 12 in 2001, 10 in 2002, 18 in 2003, 19 in 2004, 20 in 2005, and 19 in 2006. Major Carriers 1997-Present refers to the 9 major carriers that reported for all those years. They are Alaska Airlines, America West Airlines (1997-2005), American Airlines, Continental Airlines, Delta Air Lines, Northwest Airlines, Southwest Airlines, United Airlines, and US Airways. American Eagle Airlines and ATA Airlines are not included because they did not report for the full period.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Airline Service Quality Performance data, November 2006.



## Motor Fuel Prices: Retail Diesel Prices Retail On-Highway Diesel Prices (weekly data)



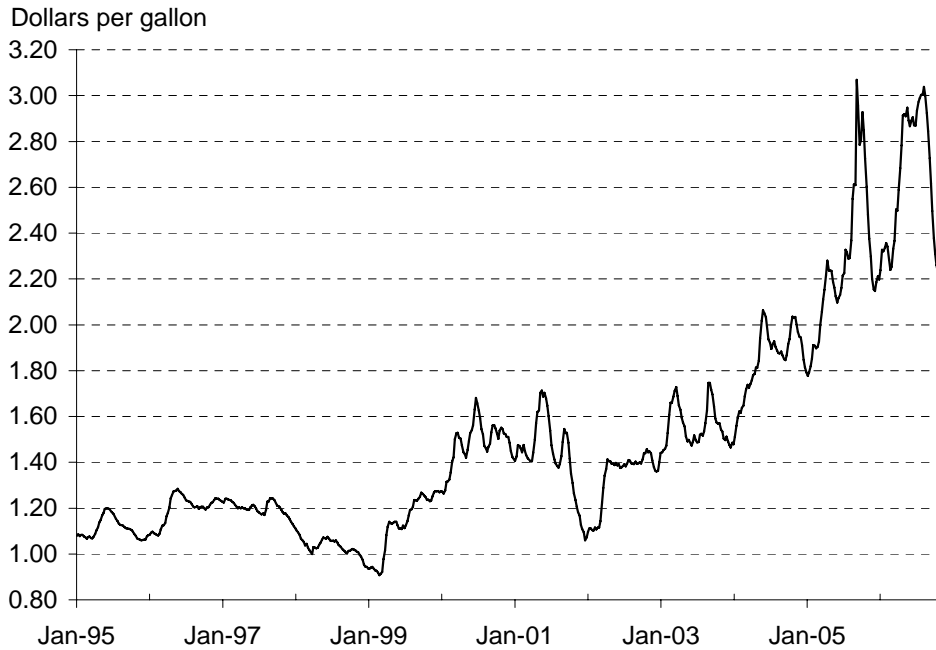
Motor fuel prices are an important cost component of highway transportation. Changes in motor fuel prices impact the behavior of both producers and consumers, and affect the demand for transportation in terms of level and modal mix. In the United States, motor gasoline prices follow world crude oil prices more closely than motor diesel prices. Changes in motor fuel prices affect the profit margin of transportation firms, particularly trucking firms.

<b>Retail On-Highway Diesel Prices</b>	<b>13-Nov-06</b>	<b>20-Nov-06</b>
Retail on-highway diesel prices (dollars per gallon)	2.55	2.55
Percent change from previous week	1.84	0.04

SOURCE: U.S. Department of Energy, Energy Information Administration, Weekly On-Highway Diesel Prices, available at <http://eia.doe.gov/>, as of November 22, 2006.

## Motor Fuel Prices: Retail Gasoline

### Retail Gasoline Prices (weekly data)



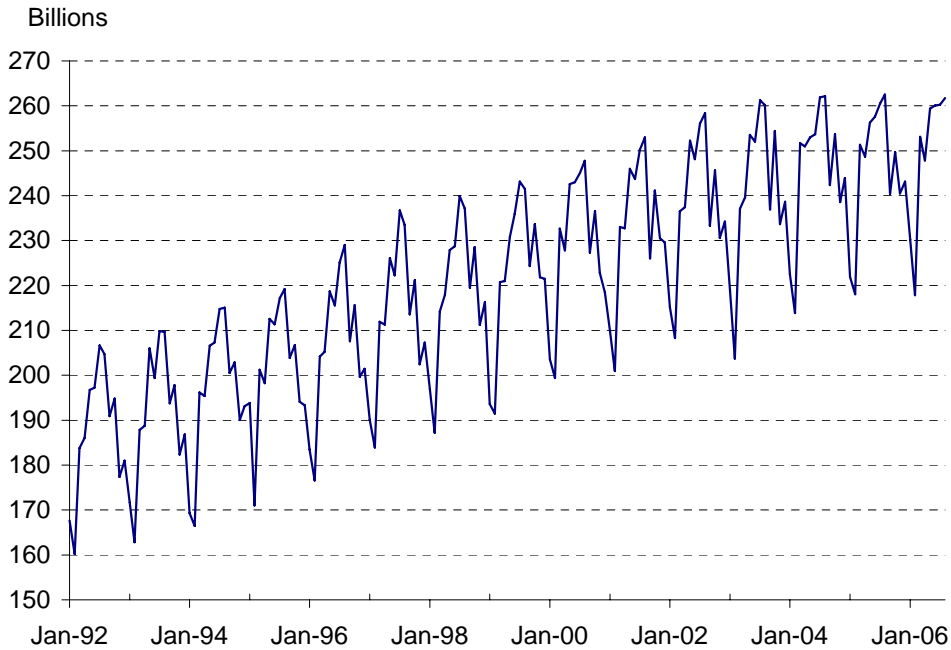
Motor fuel prices are an important cost component of highway transportation. Changes in motor fuel prices impact the behavior of both producers and consumers, and affect the demand for transportation in terms of level and modal mix. In the United States, motor gasoline prices follow world crude oil prices more closely than motor diesel prices. Changes in motor fuel prices affect the profit margin of transportation firms, particularly trucking firms.

<b>Retail Gasoline Prices</b>	<b>13-Nov-06</b>	<b>20-Nov-06</b>
Average regular grade, all formulations (dollars per gallon)	2.24	2.25
Percent change from previous week	1.73	0.71

SOURCE: U.S. Department of Energy, Energy Information Administration, Weekly Retail Gasoline Prices, available at <http://eia.doe.gov/>, as of November 22, 2006.

## U.S. Highway Vehicle Miles Traveled

Highway Vehicle Miles Traveled (monthly data, not seasonally adjusted)



Vehicle miles of travel (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.

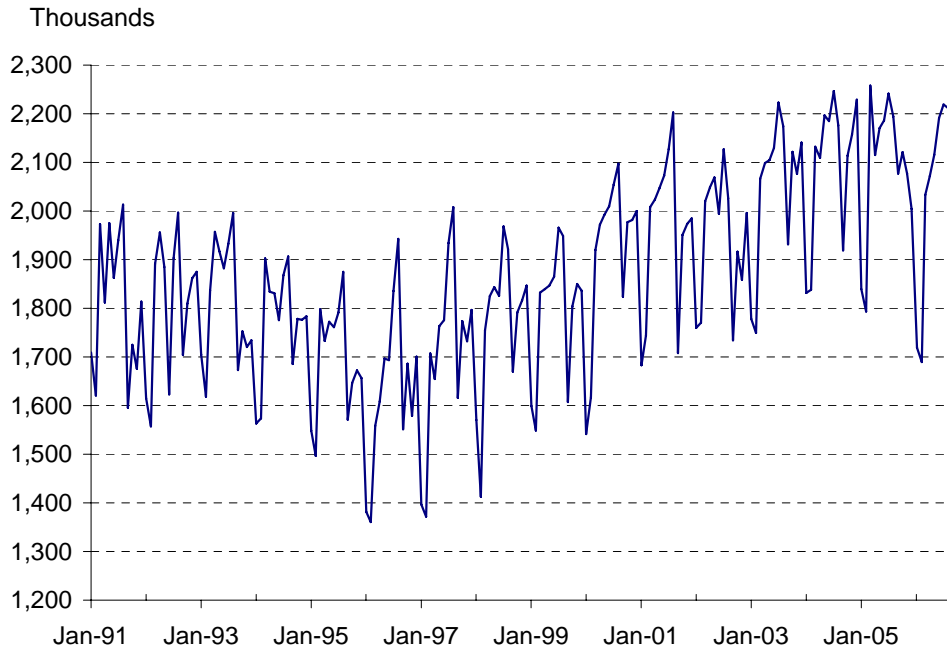
<b>Vehicle Miles Traveled</b>	<b>Aug-05</b>	<b>Aug-06</b>
Highway miles (millions)	262,514	261,746
Percent change from same month previous year	0.15	-0.29

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 November 2006.

## Amtrak Ridership

### Number of Passengers (monthly data)



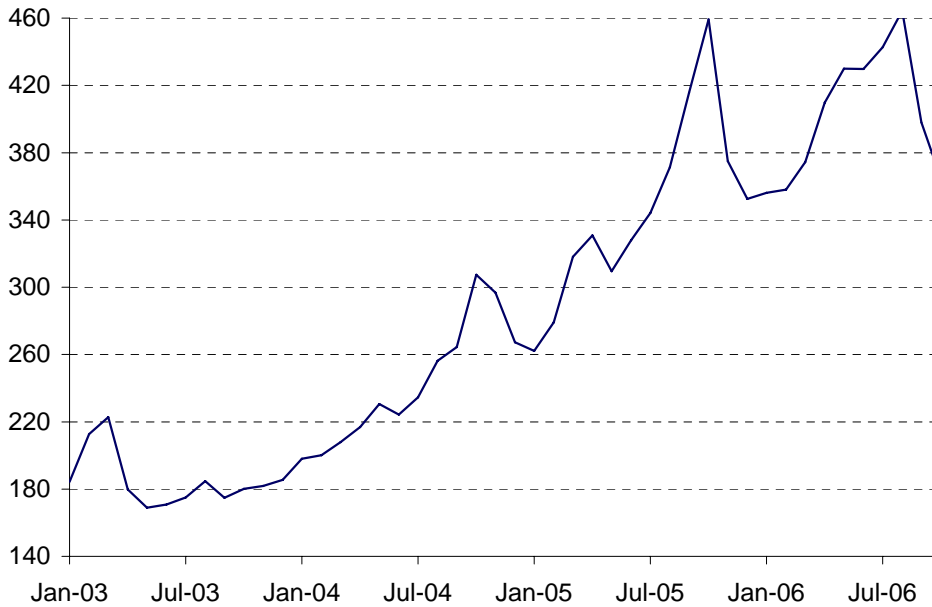
Amtrak officially began service in May 1971. Amtrak serves more than 500 stations in 46 states and operates over more than 22,000 route miles. Ridership data is highly seasonal, with July and August being very high seasonal months. In 2000, Amtrak introduced a high-speed rail service in the northeast U.S., which helped increase ridership.

<b>Amtrak Ridership</b>	<b>Aug-05</b>	<b>Aug-06</b>
Amtrak Ridership	2,193,906	2,211,471
Percent change from same month previous year	0.81	0.80

SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, available at <http://safetydata.fra.dot.gov/OfficeofSafety/>, as of November 2006.

## Index of Railroad Fuel Prices Level (monthly data)

July 15, 1990=100



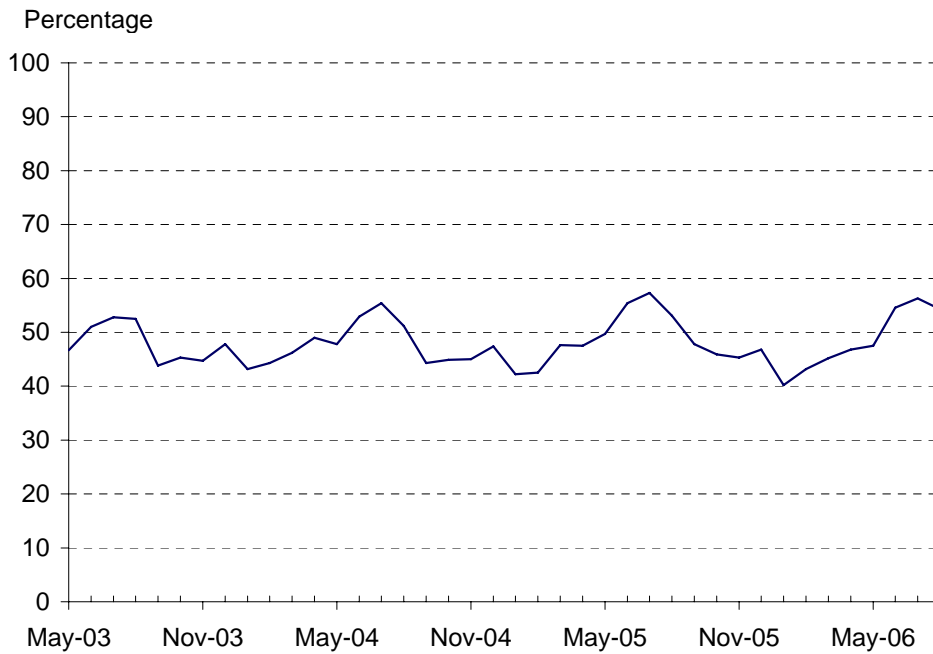
The price data, which include federal excise taxes, transportation, and handling expenses, represent the average monthly price for gallons purchased by freight railroads during each month

<b>Index of Railroad Fuel Prices</b>	<b>Oct-05</b>	<b>Oct-06</b>
Index of Railroad Fuel Prices	459.3	364.7
Percent change from same month previous year	49.41	-20.60

NOTES: 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 November 2006.

## Rail Capacity Utilization: Rail Passenger Load Factor Amtrak Passenger Load Factor (monthly data)



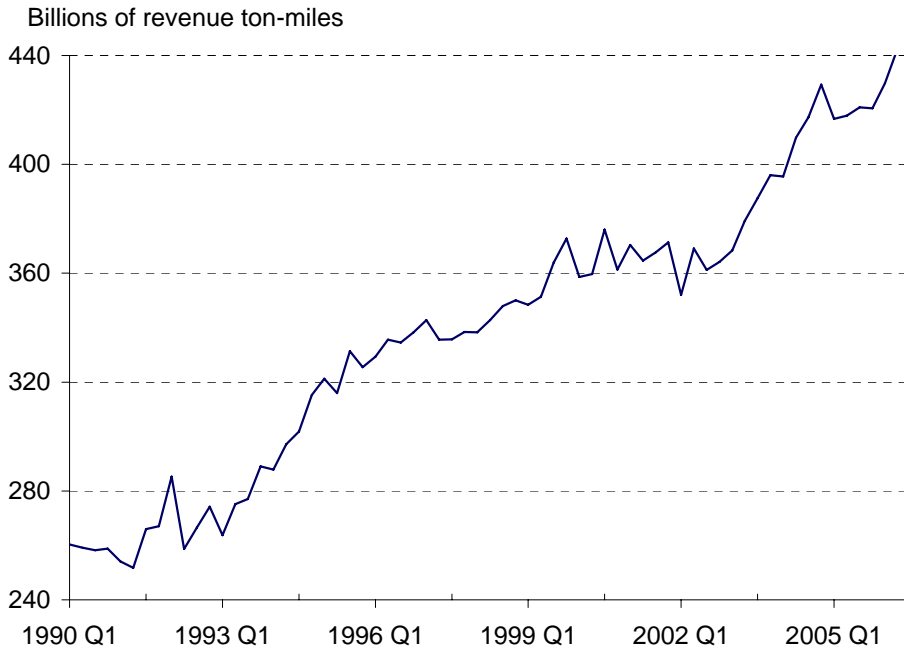
Load factor is related to the potential capacity of a system relative to its actual performance.

<b>Rail Passenger Load Factor</b>	<b>Aug-05</b>	<b>Aug-06</b>
Passenger load factor (percent)	53.1	54.3
Percent change from same month previous year	3.71	2.26

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

SOURCE: Amtrak, "Monthly Performance Reports", available at <http://www.amtrak.com/>, as of November 2006.

**Rail Freight: Revenue Ton-Miles**  
**Rail Carloadings, Revenue Ton-Miles (quarterly data)**



The top commodity in U.S. rail carloadings is coal (Association of American Railroads, Weekly Railroad Traffic).

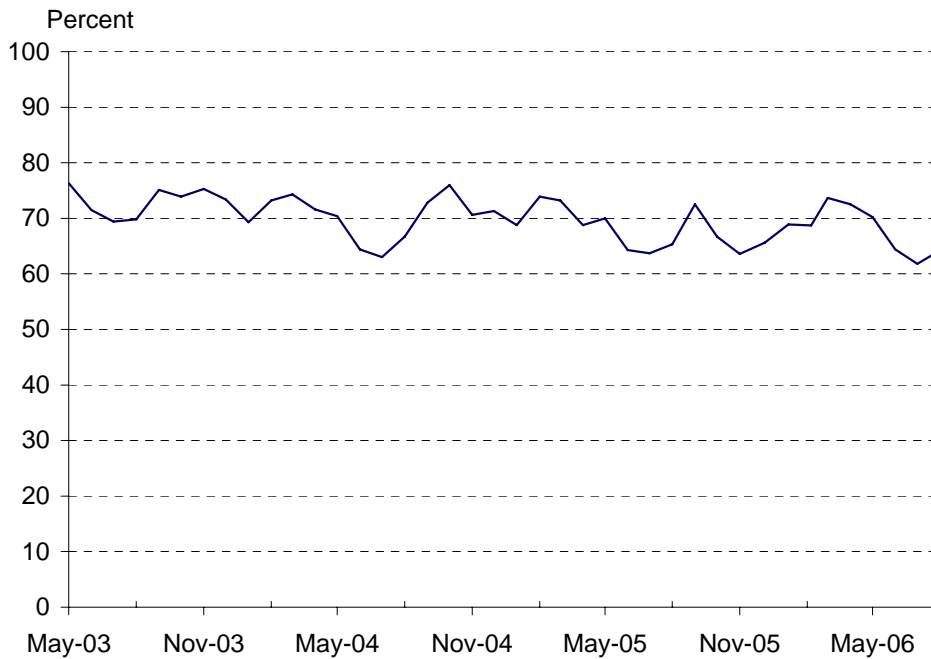
<b>Rail Freight Revenue Ton Miles</b>	<b>2005 Quarter 3</b>	<b>2006 Quarter 3</b>
Total (billions)	421	444
Percent change from same quarter previous year	0.88	5.37

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

SOURCES: Association of American Railroads, *Railroad Revenues, Expenses, and Income. Class 1 Railroads in the United States*, R&E Series, and Surface Transportation Board, Office of Economics, Environmental Analysis and Administration, available at <http://www.stb.dot.gov/>, as of November 2006.

## Rail On-Time Performance

### Amtrak Rail On-Time Performance (monthly data)



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.

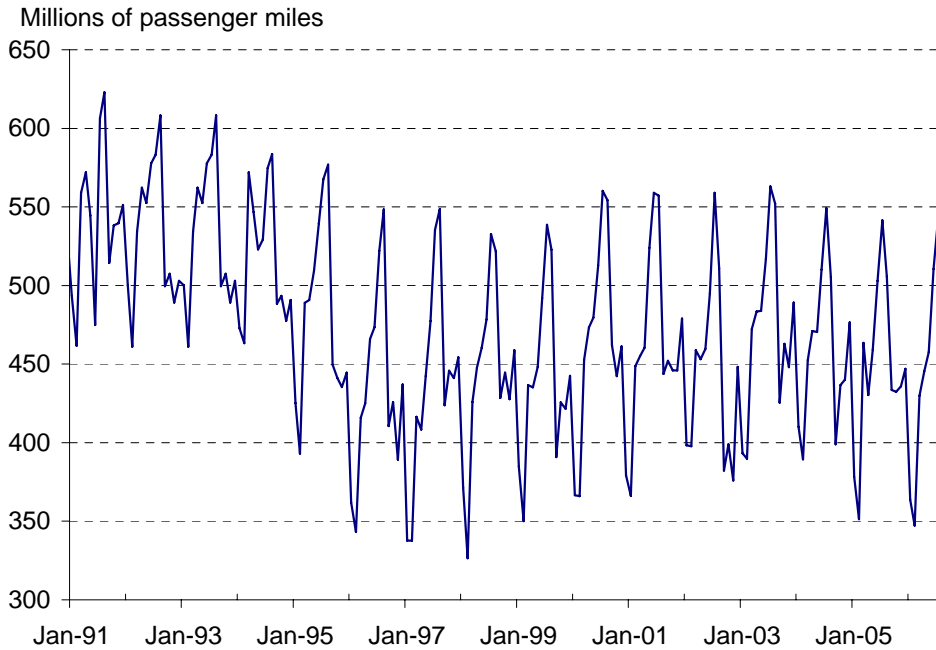
<b>Passenger Rail On-Time Performance</b>	<b>Aug-05</b>	<b>Aug-06</b>
On-time performance (percentage on-time)	65.3	64.2
Percent change from same month previous year	-2.10	-1.68

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

SOURCE: Amtrak, "Monthly Performance Reports", available at <http://www.amtrak.com/>, as of November 2006.



## Use of Passenger Rail: Revenue Passenger Miles Amtrak Revenue Passenger Miles (monthly data)



Amtrak officially began service in May 1971. Amtrak offers services in 46 states on a 22,000 mile route system. Ridership data are highly seasonal, with July and August being very high seasonal months. In 2000, Amtrak introduced a high-speed rail service in the northeast U.S., which helped increase ridership.

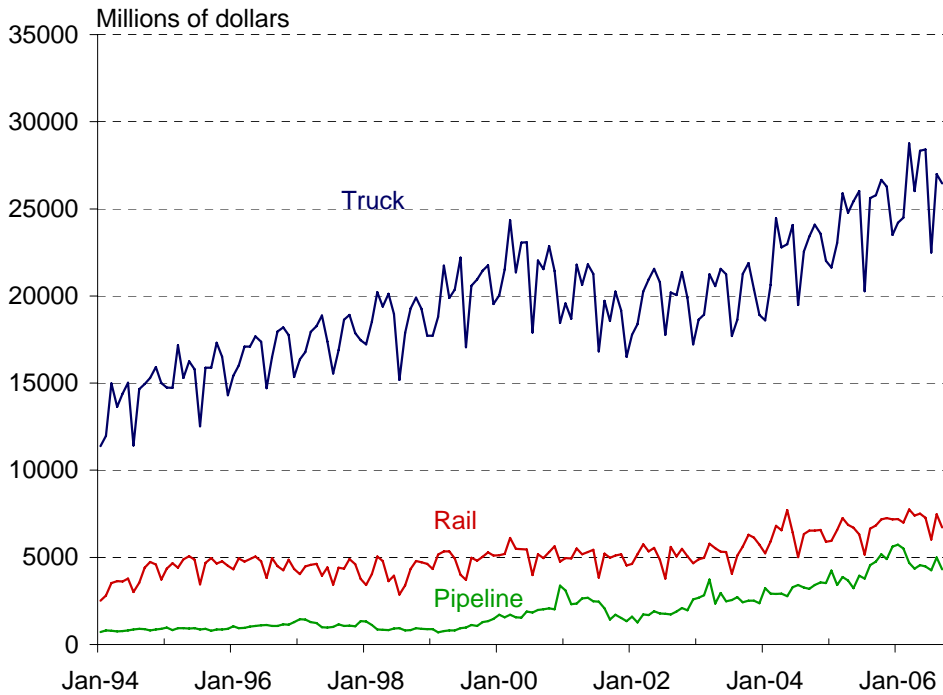
<b>Amtrak Revenue Passenger Miles</b>	<b>Aug-05</b>	<b>Aug-06</b>
Amtrak revenue passenger miles (thousands)	505,646	524,611
Percent change from same month previous year	0.05	3.75

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

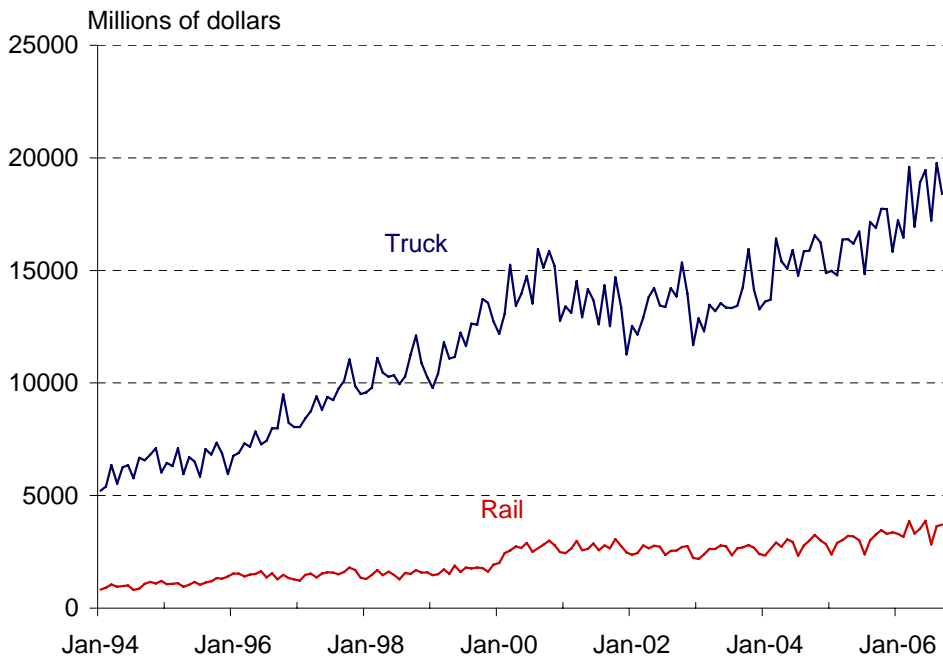
SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, available at <http://safetydata.fra.dot.gov/OfficeofSafety/>, as of November 2006.

## U.S. Surface Trade: U.S.-Canada and U.S.-Mexico

### Value of U.S.-Canada Trade (monthly data)



### Value of U.S.-Mexico Trade (monthly data)



Surface freight 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, while Mexico now ranks second. Surface modes include not only truck, rail, and pipeline (shown here), but also government mail and other miscellaneous modes.

<b>U.S. - Canada Trade</b>	<b>Sep-05</b>	<b>Sep-06</b>
Truck (millions of dollars)	25,790	26,463
Percent change from same month previous year	10.19	2.61
Rail (millions of dollars)	6,837	6,717
Percent change from same month previous year	4.62	-1.75
Pipeline (millions of dollars)	4,763	4,320
Percent change from same month previous year	49.17	-9.30

<b>U.S. - Mexico Trade</b>	<b>Sep-05</b>	<b>Sep-06</b>
Truck (millions of dollars)	16,883	18,386
Percent change from same month previous year	6.33	8.90
Rail (millions of dollars)	3,273	3,711
Percent change from same month previous year	9.39	13.40
Pipeline (millions of dollars)	70	68
Percent change from same month previous year	249.44	-3.07

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 Surface Freight Dataset, available at <http://www.bts.gov/>, as of November 2006.