



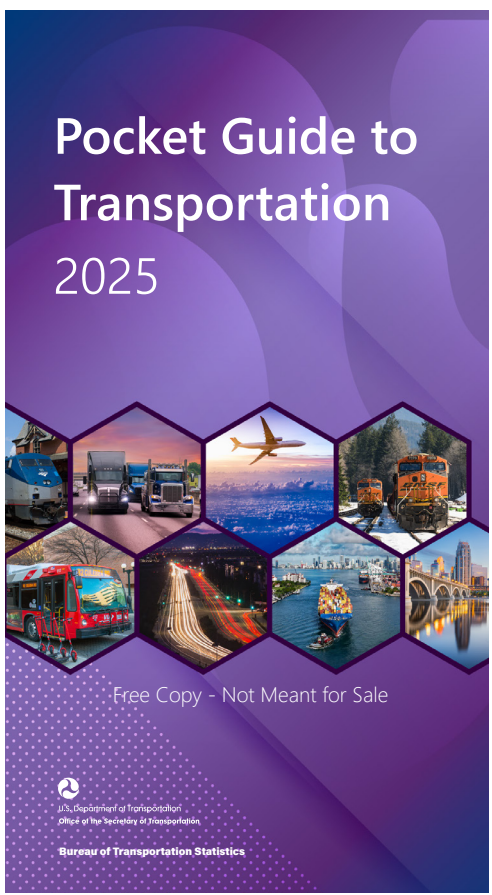
**SELECT TRANSPORTATION INFRASTRUCTURE OF THE UNITED STATES OF AMERICA AND ITS TERRITORIES**

1,000,000 or more persons	<b>LOS ANGELES</b>	Interstate	American Indian, Alaska Native, and Native Hawaiian Areas
500,000 - 999,999	<b>PORTLAND</b>	U.S. Route	National Park or Preserve
250,000 - 499,999	<b>MINNEAPOLIS</b>	State Route	National Forest or Grassland
100,000 - 249,999	<b>CHATTANOOGA</b>	Other Route	Urbanized Area
50,000 - 99,999	<b>EDMOND</b>	Amtrak Rail Route	Swamp or Marsh
10,000 - 49,999	<b>BIRMINGHAM</b>	Class 1 Railway (Main)	Airport
Fewer than 10,000 persons	<b>INDIANAPOLIS</b>	Navigable Waterway	Port
National capital	<b>WASHINGTON, D.C.</b>	Ferry Route	Spaceport
State or territory capital	<b>BOSTON</b>		Port of Entry

0 50 100 200 MILES  
0 50 100 200 KILOMETERS

Albers Equal Area Projection  
SCALE 1:4,400,000  
Density of detail requires displacement of some symbols.





The *Pocket Guide to Transportation* is a quick reference guide that provides transportation statistics at your fingertips. It delivers key information and highlights major trends on the U.S. transportation system. Use the QR code to access your copy today.



**ABOUT BTS**

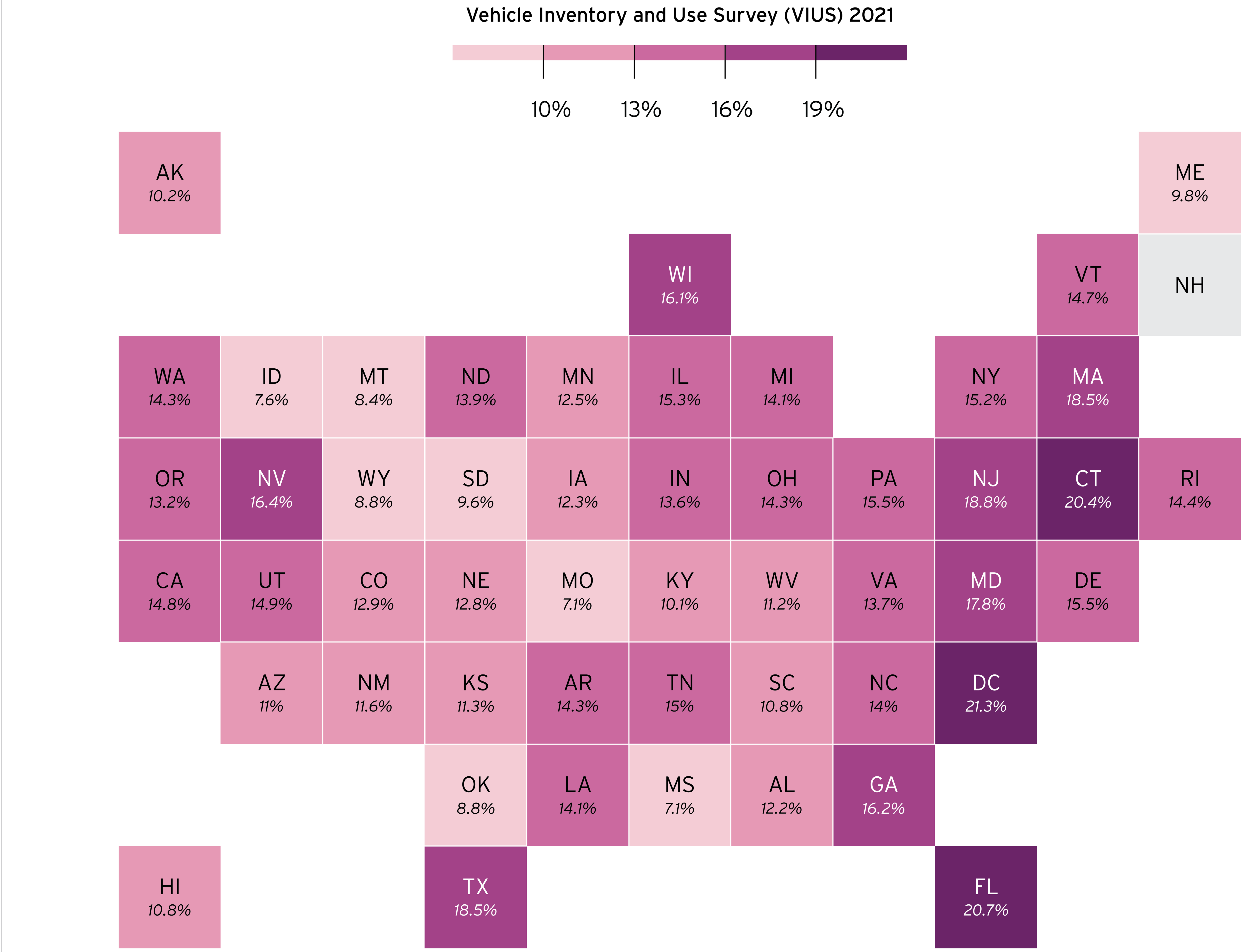
As the independent statistical agency within the U.S. Department of Transportation, the **Bureau of Transportation Statistics** (BTS) is a politically objective supplier of trusted and statistically sound baseline, contextual, and trend information that is used to shape transportation policy, investments, and research across the United States and abroad.

BTS is a leading source of timely, accurate, and reliable information on the U.S. transportation systems used for moving people and goods, and on their impacts on the economy, society and the environment.

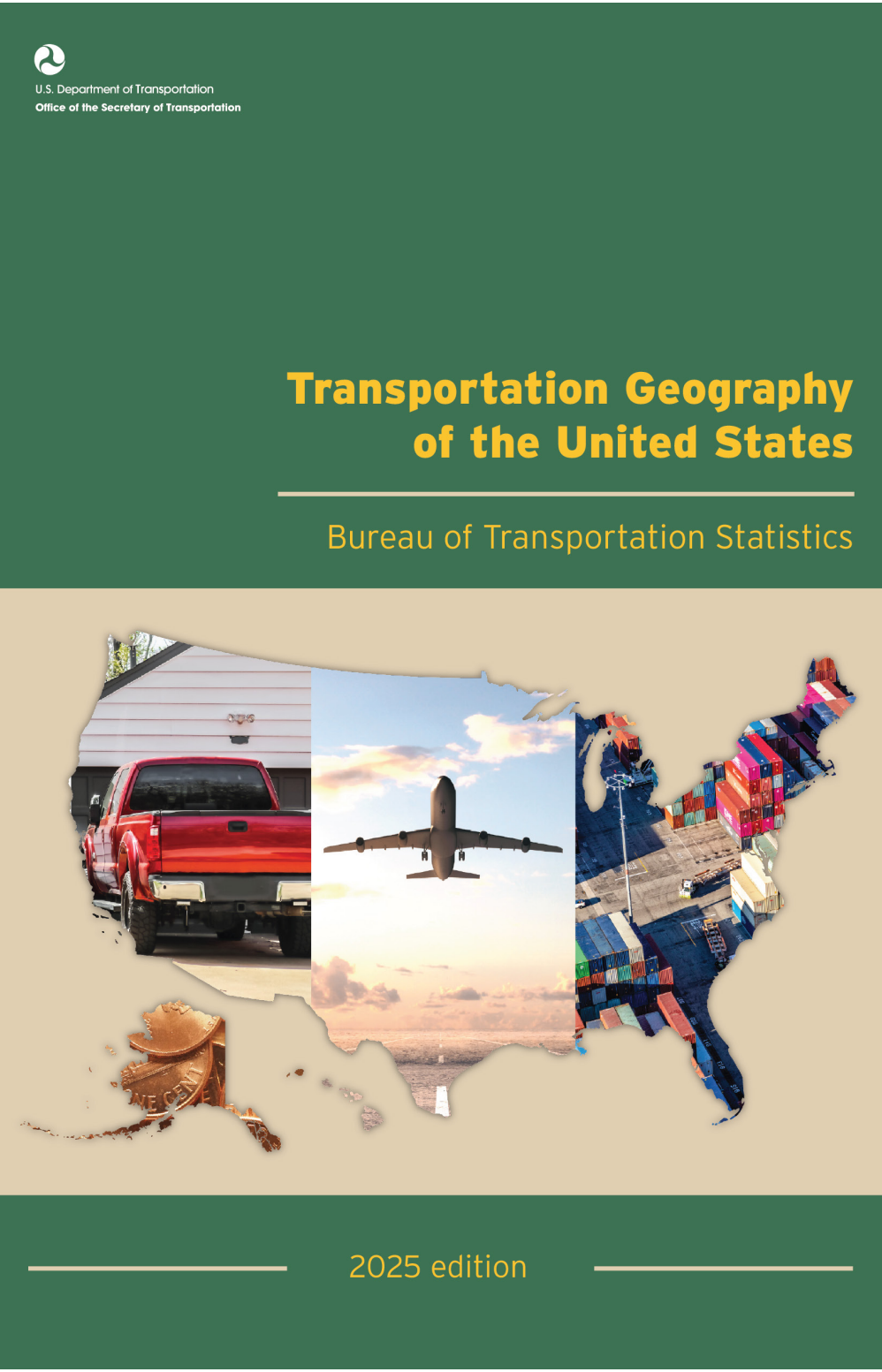
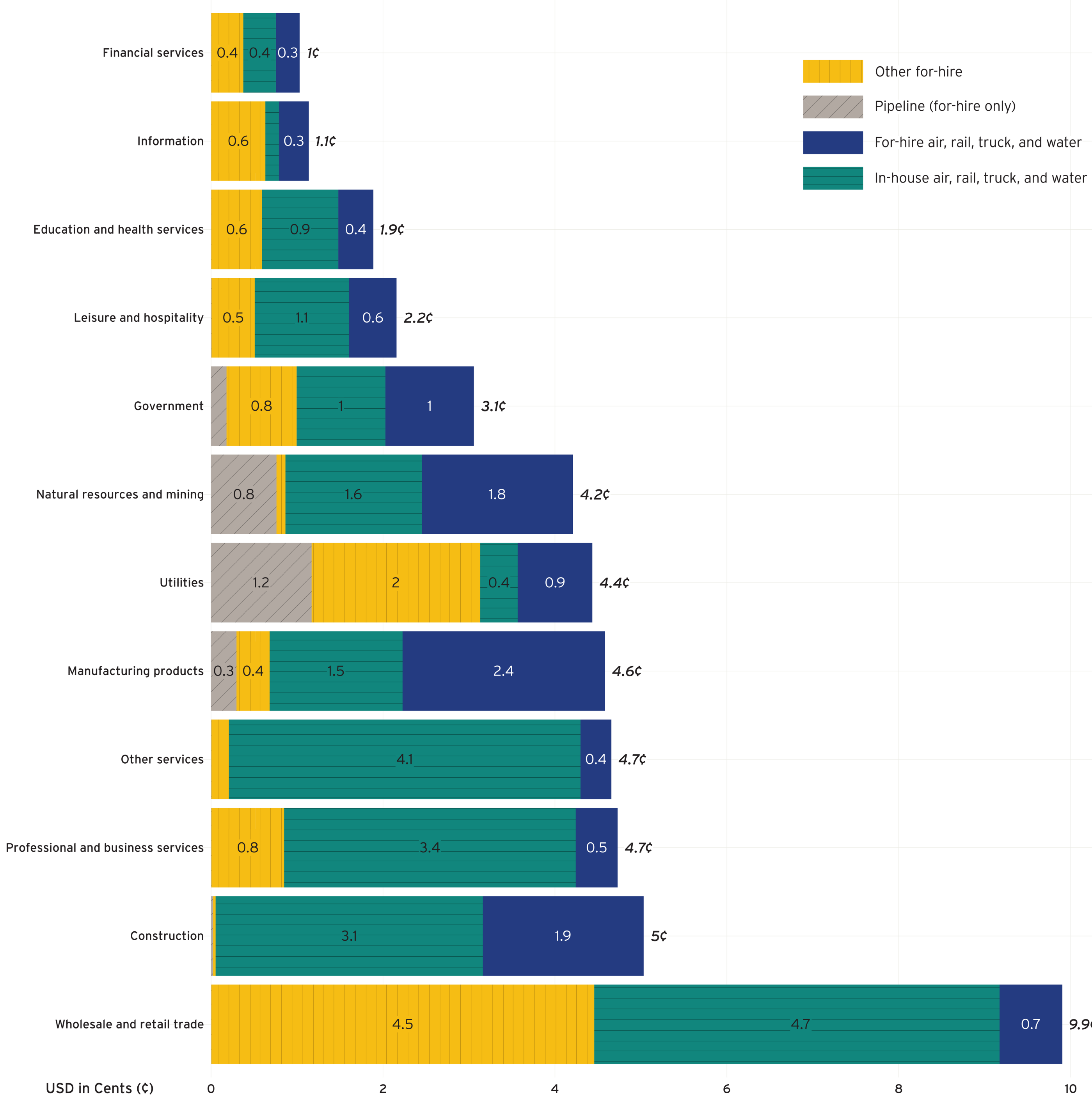
The Bureau's **Office of Spatial Analysis and Visualization** develops maps, geospatial information, and visualization tools, conducts spatial and network analyses, coordinates the transportation layer of the National Spatial Data Infrastructure, and publishes the **National Transportation Atlas Database** (NTAD). The NTAD is a collection of 70+ nationwide geospatial databases of transportation facilities, networks, and associated infrastructure that is used by government, industry and the public to support research, analysis, and decision-making across all modes of transportation. To learn more about BTS' geospatial efforts, visit us at [www.bts.gov/maps](http://www.bts.gov/maps).

For the most up-to-date happenings in transportation statistics, follow [@TransportStats](https://twitter.com/TransportStats) on Twitter or visit us at [www.bts.gov](http://www.bts.gov).

**Percentage of Trucks with Automatic Emergency Braking**



**Transportation Required per Dollar of Output by Industry or Sector (cents), 2022**

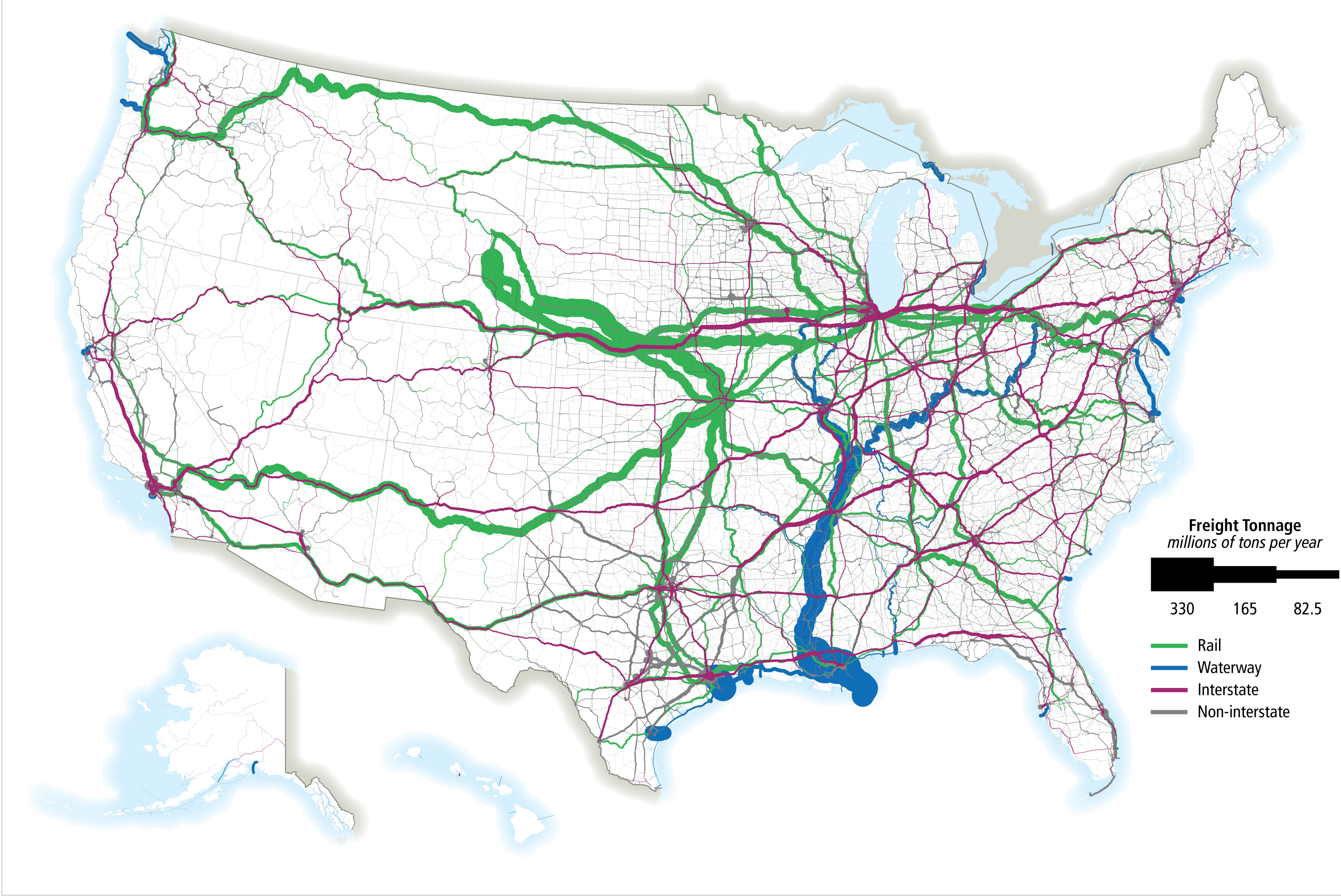


**Geospatial at the Bureau of Transportation Statistics**



Text **USDOT BTSMAP** to **468311** to access the digital version of this map or visit us at [www.bts.gov/maps](http://www.bts.gov/maps).

**Freight Flows by Highway, Railway, and Waterway**



**Notes & Sources:**

**Select Transportation Infrastructure of the United States and Its Territories (front)**  
Note: Major airports include only airports with 1 million enplanements or more in 2023. Border crossings are shown for all passenger ports of entry with a road border crossing. Density of detail requires minor displacement of some symbols. This map should not be used for navigational purposes.  
Source: U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Database, 2021; United States Geological Survey Domestic Names and Geographic Information System (GNIS), 2021.

**Percentage of Trucks with Automatic Emergency Braking: Vehicle Inventory and Use Survey (VIUS) 2021 (back)**

Note: The 2021 VIUS is a survey of 67,952 gross vehicle weight rating (GVWR) class 1 through 8 vehicles including vehicle body types, such as pickups, SUVs, minivans, light vans, straight trucks, and truck tractors.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics; and, U.S. Department of Commerce, U.S. Census Bureau, In-use Vehicles by Registration State, Vehicle Type, and Trailer Configuration: 2021 [VIUS2021], 2021 Vehicle Inventory and Use Survey, U.S. Department of Transportation, Bureau of Transportation Statistics; U.S. Department of Commerce, U.S. Census Bureau; U.S. Department of Transportation, Federal Highway Administration; U.S. Department of Energy, 2021.

**Transportation Required per Dollar of Output by Industry or Sector (cents), 2022 (back)**

Note: "Other" for-hire transportation includes: transit and passenger ground transportation (excluding state and local government passenger transit); sightseeing transportation and transportation support; parcel delivery, courier, and messenger services (excluding U.S. Postal Service); warehousing and storage; and other transportation and support activities.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, 2023.

**Freight Flows by Highway, Railway, and Waterway (back)**

Note: Highway - U.S. Department of Transportation, Bureau of Transportation Statistics and Federal Highway Administration, Freight Analysis Framework, version 5.4, 2022; Rail - Based on Surface Transportation Board, Annual Carload Waybill Sample and rail freight flow assignment done by Federal Railroad Administration, 2019; Inland Waterways - U.S. Army Corps of Engineers, Institute of Water Resources, Annual Vessel Operating Activity and Lock Performance Monitoring System data, 2022.

**Monthly Major Airport Delays by Cause (back)**

Note: Major airports include the top twenty-five airports by flight counts. Causes of delay: Air carrier delay - the cause of the cancellation or delay was due to circumstances within the airline's control (e.g. maintenance or crew problems, etc.). Extreme weather delay - significant meteorological conditions (actual or forecasted) that, in the judgment of the carrier, delays or prevents the operation of a flight. National aviation system delay - delays and cancellations attributable to the national aviation system refer to a broad set of conditions-non-extreme weather conditions, airport operations, heavy traffic volume, air traffic control, etc. Security delay - delays caused by evacuation of terminal or concourse, re-boarding of aircraft because of security breach, inoperative screening equipment and long lines more than 29 minutes at screening areas. Late arriving aircraft delay - previous flight with same aircraft arrived late which caused the present flight to depart late.

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, TransStats T-100 Domestic Segment (all carriers), 2023.

**Monthly Major Airport Delays by Cause**

