APPENDIX 2

Freight Flows by State and Mode

INBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (millions of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
01-Alabama	42-Pennsylvania	1-Truck	880.296	1176.465	1536.765	33.6%	74.6%	$2,268.915	$3,311.508	$4,478.682	46.0%	97.4%
01-Alabama	42-Pennsylvania	2-Rail	179.982	265.128	398.854	47.3%	121.6%	$61.936	$83.870	$118.009	35.4%	90.5%
01-Alabama	42-Pennsylvania	3-Water	12.382	27.312	39.224	120.6%	216.8%	$9.260	$22.885	$33.342	147.1%	260.1%
01-Alabama	42-Pennsylvania	4-Air (include truck-air)	3.977	5.962	8.474	49.9%	113.1%	$181.649	$341.535	$479.047	88.0%	163.7%
01-Alabama	42-Pennsylvania	5-Multiple modes & mail	545.848	877.721	1155.792	60.8%	111.7%	$393.745	$652.518	$959.282	65.7%	143.6%
02-Alaska	42-Pennsylvania	1-Truck	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
02-Alaska	42-Pennsylvania	3-Water	0.000	0.038	0.047	N/A	N/A	$0.000	$0.037	$0.050	N/A	N/A
02-Alaska	42-Pennsylvania	4-Air (include truck-air)	0.956	0.869	1.309	-9.1%	36.8%	$148.520	$114.498	$177.343	-22.9%	19.4%
02-Alaska	42-Pennsylvania	5-Multiple modes & mail	1.176	2.479	3.320	110.9%	182.4%	$12.262	$21.983	$33.976	79.3%	177.1%
02-Alaska	42-Pennsylvania	7-Other and unknown	0.000	0.012	0.020	N/A	N/A	$0.000	$0.035	$0.055	N/A	N/A
04-Arizona	42-Pennsylvania	1-Truck	142.748	154.643	202.818	8.3%	42.1%	$1,001.882	$1,108.993	$1,674.752	10.7%	67.2%
04-Arizona	42-Pennsylvania	2-Rail	3.966	0.970	1.372	-75.5%	-65.4%	$9.631	$3.627	$5.149	-62.3%	-46.5%
04-Arizona	42-Pennsylvania	4-Air (include truck-air)	0.750	2.136	3.246	184.8%	332.8%	$62.274	$361.461	$542.364	480.4%	770.9%
04-Arizona	42-Pennsylvania	5-Multiple modes & mail	41.460	89.678	148.016	116.3%	257.0%	$659.920	$1,273.885	$2,076.760	93.0%	214.7%
04-Arizona	42-Pennsylvania	7-Other and unknown	0.000	0.000	0.000	-100.0%	-100.0%	$0.013	$0.000	$0.000	-100.0%	-100.0%
05-Arkansas	42-Pennsylvania	1-Truck	569.713	731.884	973.193	28.5%	70.8%	$1,655.834	$2,237.058	$3,020.140	35.1%	82.4%
05-Arkansas	42-Pennsylvania	2-Rail	19.057	21.464	26.329	12.6%	38.2%	$6.141	$6.754	$8.228	10.0%	34.0%
05-Arkansas	42-Pennsylvania	3-Water	0.097	0.979	1.325	912.4%	1270.2%	$0.231	$1.954	$2.630	747.7%	1040.9%
05-Arkansas	42-Pennsylvania	4-Air (include truck-air)	0.139	0.222	0.298	60.3%	115.3%	$11.499	$17.887	$24.493	55.6%	113.0%
05-Arkansas	42-Pennsylvania	5-Multiple modes & mail	191.940	266.488	366.008	38.8%	90.7%	$334.906	$464.462	$635.596	38.7%	89.8%
05-Arkansas	42-Pennsylvania	6-Pipeline	0.861	1.367	1.123	58.8%	30.4%	$0.278	$0.441	$0.362	58.7%	30.3%
05-Arkansas	42-Pennsylvania	7-Other and unknown	0.000	1.819	2.863	N/A	N/A	$0.000	$5.147	$8.099	N/A	N/A
06-California	42-Pennsylvania	1-Truck	1607.595	2296.095	3110.926	42.8%	93.5%	$11,312.781	$16,730.222	$24,548.836	47.9%	117.0%
06-California	42-Pennsylvania	2-Rail	92.552	123.209	159.462	33.1%	72.3%	$138.840	$335.472	$487.653	141.6%	251.2%
06-California	42-Pennsylvania	3-Water	0.000	15.095	12.802	N/A	N/A	$0.000	$18.737	$15.796	N/A	N/A
06-California	42-Pennsylvania	4-Air (include truck-air)	11.789	24.983	37.948	111.9%	221.9%	$1,199.101	$1,676.679	$2,378.960	39.8%	98.4%
06-California	42-Pennsylvania	5-Multiple modes & mail	843.595	1029.689	1449.163	22.1%	71.8%	$11,567.587	$17,209.343	$25,446.003	48.8%	120.0%
06-California	42-Pennsylvania	7-Other and unknown	0.002	0.091	0.125	5966.7%	8246.7%	$0.009	$2.014	$2.775	22277.8%	30728.9%
08-Colorado	42-Pennsylvania	1-Truck	246.498	336.019	415.934	36.3%	68.7%	$929.612	$1,340.455	$1,855.265	44.2%	99.6%
08-Colorado	42-Pennsylvania	2-Rail	30.368	0.167	0.276	-99.5%	-99.1%	$79.620	$0.880	$1.458	-98.9%	-98.2%
08-Colorado	42-Pennsylvania	4-Air (include truck-air)	3.666	6.074	8.455	65.7%	130.6%	$144.767	$242.965	$347.631	67.8%	140.1%
08-Colorado	42-Pennsylvania	5-Multiple modes & mail	59.932	96.409	134.582	60.9%	124.6%	$341.369	$601.956	$916.362	76.3%	168.4%
09-Connecticut	42-Pennsylvania	1-Truck	1923.415	2307.617	3024.737	20.0%	57.3%	$4,093.964	$5,522.030	$7,367.330	34.9%	80.0%
09-Connecticut	42-Pennsylvania	2-Rail	31.566	18.077	26.687	-42.7%	-15.5%	$24.199	$17.055	$24.739	-29.5%	2.2%
09-Connecticut	42-Pennsylvania	3-Water	0.000	0.028	0.036	N/A	N/A	$0.000	$0.100	$0.125	N/A	N/A
09-Connecticut	42-Pennsylvania	4-Air (include truck-air)	0.153	0.198	0.314	29.8%	105.8%	$0.479	$0.686	$1.069	43.1%	123.0%
09-Connecticut	42-Pennsylvania	5-Multiple modes & mail	27.604	34.575	48.814	25.3%	76.8%	$764.363	$1,121.586	$1,636.553	46.7%	114.1%
10-Delaware	42-Pennsylvania	1-Truck	3309.245	4224.345	5228.093	27.7%	58.0%	$5,387.269	$7,593.394	$10,241.595	41.0%	90.1%
10-Delaware	42-Pennsylvania	2-Rail	188.954	415.932	535.882	120.1%	183.6%	$115.629	$179.052	$248.992	54.9%	115.3%
10-Delaware	42-Pennsylvania	3-Water	86.400	518.029	333.709	499.6%	286.2%	$498.912	$167.101	$107.645	-66.5%	-78.4%
10-Delaware	42-Pennsylvania	4-Air (include truck-air)	0.000	0.000	0.000	N/A	N/A	$0.000	$0.002	$0.003	N/A	N/A

INBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (millions of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
10-Delaware	42-Pennsylvania	5-Multiple modes & mail	261.410	485.589	854.699	85.8%	227.0%	$2,453.468	$4,159.806	$6,777.966	69.5%	176.3%
10-Delaware	42-Pennsylvania	6-Pipeline	2804.591	2711.095	2479.672	-3.3%	-11.6%	$1,327.706	$1,275.435	$1,162.889	-3.9%	-12.4%
10-Delaware	42-Pennsylvania	7-Other and unknown	0.000	1.851	2.913	N/A	N/A	$0.000	$5.237	$8.241	N/A	N/A
11-Washington DC	42-Pennsylvania	1-Truck	138.569	102.994	185.143	-25.7%	33.6%	$2,880.153	$847.021	$1,256.807	-70.6%	-56.4%
11-Washington DC	42-Pennsylvania	2-Rail	0.158	0.733	1.088	363.9%	588.9%	$0.185	$2.616	$3.743	1311.8%	1919.9%
11-Washington DC	42-Pennsylvania	5-Multiple modes & mail	0.413	1.389	2.100	236.2%	408.3%	$6.071	$10.560	$15.462	73.9%	154.7%
11-Washington DC	42-Pennsylvania	7-Other and unknown	0.000	0.233	0.330	N/A	N/A	$0.000	$1.123	$1.642	N/A	N/A
12-Florida	42-Pennsylvania	1-Truck	1660.166	2292.462	3249.275	38.1%	95.7%	$3,258.637	$5,061.343	$7,146.731	55.3%	119.3%
12-Florida	42-Pennsylvania	2-Rail	176.960	120.581	145.492	-31.9%	-17.8%	$143.968	$107.580	$138.223	-25.3%	-4.0%
12-Florida	42-Pennsylvania	3-Water	29.721	43.050	37.640	44.8%	26.6%	$26.021	$26.040	$31.478	0.1%	21.0%
12-Florida	42-Pennsylvania	4-Air (include truck-air)	5.347	8.447	12.452	58.0%	132.9%	$360.801	$459.332	$728.062	27.3%	101.8%
12-Florida	42-Pennsylvania	5-Multiple modes & mail	522.850	572.915	719.927	9.6%	37.7%	$2,228.741	$3,701.011	$5,765.682	66.1%	158.7%
12-Florida	42-Pennsylvania	7-Other and unknown	0.116	0.016	0.022	-86.3%	-81.5%	$5.747	$0.332	$0.457	-94.2%	-92.0%
13-Georgia	42-Pennsylvania	1-Truck	1618.777	2158.739	3048.639	33.4%	88.3%	$4,963.607	$7,380.131	$10,811.327	48.7%	117.8%
13-Georgia	42-Pennsylvania	2-Rail	398.520	365.078	517.558	-8.4%	29.9%	$307.129	$433.584	$638.205	41.2%	107.8%
13-Georgia	42-Pennsylvania	3-Water	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
13-Georgia	42-Pennsylvania	4-Air (include truck-air)	1.859	3.261	4.829	75.4%	159.7%	$164.432	$584.277	$896.894	255.3%	445.5%
13-Georgia	42-Pennsylvania	5-Multiple modes & mail	309.177	388.156	523.373	25.5%	69.3%	$1,713.389	$2,626.860	$4,066.812	53.3%	137.4%
13-Georgia	42-Pennsylvania	7-Other and unknown	0.012	0.018	0.023	53.8%	93.2%	$0.186	$0.093	$0.128	-50.0%	-31.5%
15-Hawaii	42-Pennsylvania	3-Water	1.337	0.481	0.670	-64.0%	-49.9%	$0.082	$1.664	$2.425	1926.8%	2854.1%
15-Hawaii	42-Pennsylvania	4-Air (include truck-air)	1.621	1.229	1.171	-24.2%	-27.8%	$31.714	$36.694	$42.676	15.7%	34.6%
15-Hawaii	42-Pennsylvania	5-Multiple modes & mail	15.979	16.495	18.214	3.2%	14.0%	$16.670	$23.140	$30.076	38.8%	80.4%
15-Hawaii	42-Pennsylvania	7-Other and unknown	0.000	0.035	0.054	N/A	N/A	$0.000	$0.098	$0.154	N/A	N/A
16-Idaho	42-Pennsylvania	1-Truck	171.559	142.620	149.554	-16.9%	-12.8%	$346.261	$344.317	$379.223	-0.6%	9.5%
16-Idaho	42-Pennsylvania	2-Rail	90.086	92.949	111.045	3.2%	23.3%	$46.401	$56.302	$67.599	21.3%	45.7%
16-Idaho	42-Pennsylvania	4-Air (include truck-air)	0.126	0.351	0.543	179.2%	331.7%	$6.930	$128.378	$189.863	1752.6%	2639.8%
16-Idaho	42-Pennsylvania	5-Multiple modes & mail	29.507	26.741	27.437	-9.4%	-7.0%	$176.743	$319.175	$532.807	80.6%	201.5%
16-Idaho	42-Pennsylvania	7-Other and unknown	0.000	0.016	0.022	N/A	N/A	$0.000	$0.045	$0.063	N/A	N/A
17-Illinois	42-Pennsylvania	1-Truck	3567.959	4391.975	5647.513	23.1%	58.3%	$8,733.886	$12,008.859	$16,358.930	37.5%	87.3%
17-Illinois	42-Pennsylvania	2-Rail	409.812	882.381	1058.486	115.3%	158.3%	$182.463	$286.178	$407.867	56.8%	123.5%
17-Illinois	42-Pennsylvania	3-Water	19.989	73.036	113.137	265.4%	466.0%	$54.592	$59.836	$83.766	9.6%	53.4%
17-Illinois	42-Pennsylvania	4-Air (include truck-air)	12.693	23.850	35.106	87.9%	176.6%	$1,938.399	$3,439.286	$5,166.249	77.4%	166.5%
17-Illinois	42-Pennsylvania	5-Multiple modes & mail	1497.217	1996.244	2335.715	33.3%	56.0%	$3,520.555	$5,022.441	$6,866.642	42.7%	95.0%
17-Illinois	42-Pennsylvania	6-Pipeline	5.648	7.377	5.744	30.6%	1.7%	$1.780	$2.325	$1.810	30.6%	1.7%
17-Illinois	42-Pennsylvania	7-Other and unknown	0.015	0.044	0.061	195.3%	306.7%	$0.776	$1.162	$1.579	49.7%	103.5%
18-Indiana	42-Pennsylvania	1-Truck	2465.604	3407.356	4511.971	38.2%	83.0%	$6,112.727	$8,690.661	$12,158.015	42.2%	98.9%
18-Indiana	42-Pennsylvania	2-Rail	591.758	713.023	890.974	20.5%	50.6%	$333.503	$357.753	$447.155	7.3%	34.1%
18-Indiana	42-Pennsylvania	3-Water	342.719	236.259	232.475	-31.1%	-32.2%	$306.667	$74.678	$120.487	-75.6%	-60.7%
18-Indiana	42-Pennsylvania	4-Air (include truck-air)	1.383	3.096	4.743	123.8%	242.9%	$263.864	$608.188	$977.478	130.5%	270.4%
18-Indiana	42-Pennsylvania	5-Multiple modes & mail	554.814	784.162	938.670	41.3%	69.2%	$2,227.487	$3,239.759	$4,414.643	45.4%	98.2%
18-Indiana	42-Pennsylvania	6-Pipeline	1.261	1.372	1.131	8.8%	-10.4%	$0.398	$0.432	$0.356	8.7%	-10.4%

INBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (millions of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
18-Indiana	42-Pennsylvania	7-Other and unknown	0.000	40.866	64.309	N/A	N/A	$0.000	$115.607	$181.925	N/A	N/A
19-Iowa	42-Pennsylvania	1-Truck	790.927	960.395	1334.440	21.4%	68.7%	$3,012.541	$4,422.663	$6,233.648	46.8%	106.9%
19-Iowa	42-Pennsylvania	2-Rail	993.873	1794.074	2333.392	80.5%	134.8%	$429.450	$756.623	$988.175	76.2%	130.1%
19-Iowa	42-Pennsylvania	3-Water	1.520	0.015	0.026	-99.0%	-98.3%	$3.630	$0.216	$0.375	-94.0%	-89.7%
19-Iowa	42-Pennsylvania	4-Air (include truck-air)	0.557	1.199	1.841	115.3%	230.7%	$48.139	$109.209	$171.837	126.9%	257.0%
19-Iowa	42-Pennsylvania	5-Multiple modes & mail	1543.069	1843.646	2350.959	19.5%	52.4%	$1,095.276	$1,555.749	$2,146.167	42.0%	95.9%
20-Kansas	42-Pennsylvania	1-Truck	648.421	889.154	1216.059	37.1%	87.5%	$2,059.204	$2,586.252	$3,453.918	25.6%	67.7%
20-Kansas	42-Pennsylvania	2-Rail	86.543	220.715	313.221	155.0%	261.9%	$20.067	$45.243	$64.942	125.5%	223.6%
20-Kansas	42-Pennsylvania	4-Air (include truck-air)	0.334	0.394	0.597	18.1%	78.9%	$24.444	$58.151	$93.035	137.9%	280.6%
20-Kansas	42-Pennsylvania	5-Multiple modes & mail	236.230	366.239	525.162	55.0%	122.3%	$587.719	$910.372	$1,320.760	54.9%	124.7%
20-Kansas	42-Pennsylvania	6-Pipeline	23.455	28.388	23.398	21.0%	-0.2%	$7.393	$8.948	$7.375	21.0%	-0.2%
20-Kansas	42-Pennsylvania	7-Other and unknown	0.000	4.816	7.579	N/A	N/A	$0.000	$13.624	$21.439	N/A	N/A
21-Kentucky	42-Pennsylvania	1-Truck	1877.677	2306.665	3212.452	22.8%	71.1%	$4,240.586	$5,390.014	$7,431.035	27.1%	75.2%
21-Kentucky	42-Pennsylvania	2-Rail	468.534	325.440	289.273	-30.5%	-38.3%	$134.340	$176.402	$246.056	31.3%	83.2%
21-Kentucky	42-Pennsylvania	3-Water	2.455	0.879	1.308	-64.2%	-46.7%	$5.864	$2.795	$4.276	-52.3%	-27.1%
21-Kentucky	42-Pennsylvania	4-Air (include truck-air)	8.998	13.163	19.857	46.3%	120.7%	$1,449.757	$1,106.881	$1,704.060	-23.7%	17.5%
21-Kentucky	42-Pennsylvania	5-Multiple modes & mail	368.719	497.138	635.141	34.8%	72.3%	$2,601.492	$3,940.901	$4,898.689	51.5%	88.3%
21-Kentucky	42-Pennsylvania	6-Pipeline	2.683	3.060	3.998	14.1%	49.0%	$5.473	$8.766	$14.579	60.2%	166.4%
22-Louisiana	42-Pennsylvania	1-Truck	392.021	664.719	1026.405	69.6%	161.8%	$1,682.694	$2,607.516	$4,425.163	55.0%	163.0%
22-Louisiana	42-Pennsylvania	2-Rail	438.941	431.171	641.001	-1.8%	46.0%	$255.855	$330.193	$494.485	29.1%	93.3%
22-Louisiana	42-Pennsylvania	3-Water	390.544	408.953	564.106	4.7%	44.4%	$107.792	$152.192	$224.394	41.2%	108.2%
22-Louisiana	42-Pennsylvania	4-Air (include truck-air)	1.163	0.473	0.660	-59.3%	-43.3%	$17.099	$40.087	$63.968	134.4%	274.1%
22-Louisiana	42-Pennsylvania	5-Multiple modes & mail	570.464	920.856	1375.944	61.4%	141.2%	$500.857	$827.354	$1,221.355	65.2%	143.9%
22-Louisiana	42-Pennsylvania	6-Pipeline	990.746	1465.792	1397.186	47.9%	41.0%	$473.051	$709.065	$677.997	49.9%	43.3%
23-Maine	42-Pennsylvania	1-Truck	1526.818	2333.810	2961.053	52.9%	93.9%	$1,249.943	$1,818.238	$2,437.490	45.5%	95.0%
23-Maine	42-Pennsylvania	2-Rail	58.159	38.668	52.029	-33.5%	-10.5%	$28.063	$18.370	$24.826	-34.5%	-11.5%
23-Maine	42-Pennsylvania	4-Air (include truck-air)	0.164	0.167	0.250	2.0%	52.8%	$11.703	$17.607	$26.835	50.4%	129.3%
23-Maine	42-Pennsylvania	5-Multiple modes & mail	100.783	217.595	249.338	115.9%	147.4%	$388.224	$523.650	$712.330	34.9%	83.5%
23-Maine	42-Pennsylvania	7-Other and unknown	0.000	1.742	2.742	N/A	N/A	$0.000	$4.929	$7.756	N/A	N/A
24-Maryland	42-Pennsylvania	1-Truck	12151.297	14190.471	19493.309	16.8%	60.4%	$15,593.157	$23,743.442	$34,209.944	52.3%	119.4%
24-Maryland	42-Pennsylvania	2-Rail	441.256	333.354	484.115	-24.5%	9.7%	$404.667	$294.494	$436.167	-27.2%	7.8%
24-Maryland	42-Pennsylvania	3-Water	0.000	0.005	0.006	N/A	N/A	$0.000	$0.013	$0.016	N/A	N/A
24-Maryland	42-Pennsylvania	4-Air (include truck-air)	0.207	0.327	0.463	58.0%	123.7%	$26.244	$42.388	$58.780	61.5%	124.0%
24-Maryland	42-Pennsylvania	5-Multiple modes & mail	74.529	112.938	162.457	51.5%	118.0%	$1,281.472	$1,929.144	$2,833.303	50.5%	121.1%
24-Maryland	42-Pennsylvania	7-Other and unknown	0.000	0.001	0.001	N/A	N/A	$0.000	$0.127	$0.186	N/A	N/A
25-Massachusetts	42-Pennsylvania	1-Truck	1426.214	1708.294	2405.100	19.8%	68.6%	$3,858.754	$5,055.401	$7,068.250	31.0%	83.2%
25-Massachusetts	42-Pennsylvania	2-Rail	10.905	5.024	7.266	-53.9%	-33.4%	$21.082	$13.467	$19.778	-36.1%	-6.2%
25-Massachusetts	42-Pennsylvania	4-Air (include truck-air)	3.182	4.095	6.029	28.7%	89.5%	$323.609	$578.144	$842.210	78.7%	160.3%
25-Massachusetts	42-Pennsylvania	5-Multiple modes & mail	491.921	492.541	547.204	0.1%	11.2%	$1,818.840	$2,878.034	$4,149.563	58.2%	128.1%
25-Massachusetts	42-Pennsylvania	7-Other and unknown	0.006	0.005	0.008	-20.6%	20.6%	$0.165	$0.258	$0.424	56.5%	157.1%
26-Michigan	42-Pennsylvania	1-Truck	2852.674	3164.434	3820.616	10.9%	33.9%	$7,649.486	$9,138.718	$11,240.440	19.5%	46.9%

INBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (millions of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
26-Michigan	42-Pennsylvania	2-Rail	428.602	448.710	594.512	4.7%	38.7%	$315.855	$286.681	$376.944	-9.2%	19.3%
26-Michigan	42-Pennsylvania	3-Water	338.768	369.457	407.075	9.1%	20.2%	$84.936	$92.662	$102.105	9.1%	20.2%
26-Michigan	42-Pennsylvania	4-Air (include truck-air)	0.770	2.453	3.749	218.7%	387.1%	$49.419	$161.682	$235.806	227.2%	377.2%
26-Michigan	42-Pennsylvania	5-Multiple modes & mail	311.808	340.745	399.602	9.3%	28.2%	$2,066.779	$2,965.142	$3,986.009	43.5%	92.9%
26-Michigan	42-Pennsylvania	6-Pipeline	8.997	4.599	3.814	-48.9%	-57.6%	$1.095	$1.450	$1.202	32.5%	9.8%
27-Minnesota	42-Pennsylvania	1-Truck	568.784	739.938	957.614	30.1%	68.4%	$2,439.985	$3,502.120	$4,714.101	43.5%	93.2%
27-Minnesota	42-Pennsylvania	2-Rail	637.802	256.304	290.698	-59.8%	-54.4%	$242.699	$89.623	$103.774	-63.1%	-57.2%
27-Minnesota	42-Pennsylvania	4-Air (include truck-air)	7.011	4.000	5.878	-42.9%	-16.2%	$319.454	$496.076	$703.777	55.3%	120.3%
27-Minnesota	42-Pennsylvania	5-Multiple modes & mail	3491.660	3010.315	2709.783	-13.8%	-22.4%	$1,382.091	$1,906.494	$2,506.166	37.9%	81.3%
27-Minnesota	42-Pennsylvania	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
28-Mississippi	42-Pennsylvania	1-Truck	256.250	398.244	547.989	55.4%	113.8%	$2,917.570	$4,874.848	$7,682.237	67.1%	163.3%
28-Mississippi	42-Pennsylvania	2-Rail	108.755	162.475	236.637	49.4%	117.6%	$53.881	$83.351	$118.380	54.7%	119.7%
28-Mississippi	42-Pennsylvania	3-Water	0.088	13.681	18.843	15411.3%	21263.9%	$0.737	$12.483	$18.047	1594.0%	2349.0%
28-Mississippi	42-Pennsylvania	4-Air (include truck-air)	0.083	0.206	0.292	148.8%	252.8%	$10.256	$24.703	$35.739	140.9%	248.5%
28-Mississippi	42-Pennsylvania	5-Multiple modes & mail	139.784	219.389	307.646	56.9%	120.1%	$496.504	$758.759	$1,121.783	52.8%	125.9%
28-Mississippi	42-Pennsylvania	6-Pipeline	9.323	10.631	8.762	14.0%	-6.0%	$3.007	$3.429	$2.826	14.0%	-6.0%
29-Missouri	42-Pennsylvania	1-Truck	1320.681	1808.922	2406.316	37.0%	82.2%	$9,170.068	$11,959.262	$18,860.915	30.4%	105.7%
29-Missouri	42-Pennsylvania	2-Rail	32.277	41.466	56.391	28.5%	74.7%	$21.826	$32.674	$45.739	49.7%	109.6%
29-Missouri	42-Pennsylvania	3-Water	10.650	3.705	5.318	-65.2%	-50.1%	$22.515	$34.184	$49.506	51.8%	119.9%
29-Missouri	42-Pennsylvania	4-Air (include truck-air)	0.340	0.992	1.430	191.5%	320.1%	$33.123	$76.632	$114.726	131.4%	246.4%
29-Missouri	42-Pennsylvania	5-Multiple modes & mail	312.026	435.966	600.608	39.7%	92.5%	$1,482.041	$2,226.530	$3,070.355	50.2%	107.2%
29-Missouri	42-Pennsylvania	6-Pipeline	0.056	0.090	0.074	62.2%	34.1%	$0.018	$0.028	$0.024	60.0%	34.3%
29-Missouri	42-Pennsylvania	7-Other and unknown	0.000	0.007	0.010	N/A	N/A	$0.000	$6.585	$8.662	N/A	N/A
30-Montana	42-Pennsylvania	1-Truck	16.321	20.451	27.216	25.3%	66.8%	$150.058	$221.170	$321.285	47.4%	114.1%
30-Montana	42-Pennsylvania	2-Rail	75.596	19.406	24.482	-74.3%	-67.6%	$31.937	$11.592	$15.234	-63.7%	-52.3%
30-Montana	42-Pennsylvania	4-Air (include truck-air)	0.083	0.103	0.149	23.9%	79.1%	$25.323	$30.511	$49.915	20.5%	97.1%
30-Montana	42-Pennsylvania	5-Multiple modes & mail	8.790	10.336	12.213	17.6%	38.9%	$31.599	$57.959	$76.548	83.4%	142.3%
30-Montana	42-Pennsylvania	7-Other and unknown	0.000	0.295	0.463	N/A	N/A	$0.000	$0.834	$1.308	N/A	N/A
31-Nebraska	42-Pennsylvania	1-Truck	228.749	287.239	387.341	25.6%	69.3%	$884.871	$1,117.522	$1,442.099	26.3%	63.0%
31-Nebraska	42-Pennsylvania	2-Rail	34.811	34.118	39.111	-2.0%	12.4%	$30.377	$25.186	$29.446	-17.1%	-3.1%
31-Nebraska	42-Pennsylvania	4-Air (include truck-air)	0.103	0.088	0.125	-14.4%	22.0%	$6.711	$13.128	$17.631	95.6%	162.7%
31-Nebraska	42-Pennsylvania	5-Multiple modes & mail	53.644	65.374	91.852	21.9%	71.2%	$223.885	$333.134	$482.198	48.8%	115.4%
31-Nebraska	42-Pennsylvania	6-Pipeline	1.374	1.749	1.442	27.3%	4.9%	$0.433	$0.551	$0.454	27.3%	4.9%
31-Nebraska	42-Pennsylvania	7-Other and unknown	0.000	3.216	5.061	N/A	N/A	$0.000	$9.098	$14.317	N/A	N/A
32-Nevada	42-Pennsylvania	1-Truck	71.386	117.002	156.030	63.9%	118.6%	$435.385	$655.978	$885.014	50.7%	103.3%
32-Nevada	42-Pennsylvania	2-Rail	29.032	66.003	50.382	127.3%	73.5%	$8.029	$44.816	$61.863	458.2%	670.5%
32-Nevada	42-Pennsylvania	4-Air (include truck-air)	0.234	3.033	3.973	1194.5%	1595.6%	$21.993	$58.215	$84.269	164.7%	283.2%
32-Nevada	42-Pennsylvania	5-Multiple modes & mail	5.287	8.806	13.168	66.6%	149.1%	$274.951	$464.825	$695.317	69.1%	152.9%
33-New Hampshire	42-Pennsylvania	1-Truck	255.637	300.088	391.550	17.4%	53.2%	$755.383	$1,027.503	$1,349.677	36.0%	78.7%
33-New Hampshire	42-Pennsylvania	2-Rail	0.508	0.569	0.935	11.9%	83.9%	$1.254	$4.067	$6.557	224.4%	423.0%
33-New Hampshire	42-Pennsylvania	4-Air (include truck-air)	0.453	4.743	7.331	948.2%	1520.0%	$80.078	$251.372	$374.708	213.9%	367.9%

INBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (millions of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
33-New Hampshire	42-Pennsylvania	5-Multiple modes & mail	6.619	7.122	10.276	7.6%	55.3%	$284.993	$426.024	$568.071	49.5%	99.3%
33-New Hampshire	42-Pennsylvania	7-Other and unknown	0.005	0.000	0.000	-100.0%	-100.0%	$0.344	$0.000	$0.000	-100.0%	-100.0%
34-New Jersey	42-Pennsylvania	1-Truck	25940.892	31423.736	40424.530	21.1%	55.8%	$49,848.051	$66,588.821	$95,548.536	33.6%	91.7%
34-New Jersey	42-Pennsylvania	2-Rail	565.377	252.051	369.718	-55.4%	-34.6%	$947.261	$524.329	$771.755	-44.6%	-18.5%
34-New Jersey	42-Pennsylvania	3-Water	449.150	659.528	809.693	46.8%	80.3%	$138.902	$188.134	$232.937	35.4%	67.7%
34-New Jersey	42-Pennsylvania	4-Air (include truck-air)	3.271	3.434	5.140	5.0%	57.1%	$348.670	$244.164	$360.199	-30.0%	3.3%
34-New Jersey	42-Pennsylvania	5-Multiple modes & mail	1466.912	1370.341	1622.778	-6.6%	10.6%	$14,785.405	$20,754.644	$34,142.755	40.4%	130.9%
34-New Jersey	42-Pennsylvania	6-Pipeline	2943.234	2491.557	2072.589	-15.3%	-29.6%	$1,345.241	$1,138.797	$947.302	-15.3%	-29.6%
34-New Jersey	42-Pennsylvania	7-Other and unknown	0.000	0.008	0.013	N/A	N/A	$0.000	$0.303	$0.450	N/A	N/A
35-New Mexico	42-Pennsylvania	1-Truck	62.266	115.332	167.082	85.2%	168.3%	$206.121	$273.103	$397.093	32.5%	92.6%
35-New Mexico	42-Pennsylvania	2-Rail	28.320	39.184	63.174	38.4%	123.1%	$3.387	$4.686	$7.555	38.4%	123.1%
35-New Mexico	42-Pennsylvania	4-Air (include truck-air)	0.025	0.064	0.091	159.1%	270.0%	$3.966	$9.873	$12.906	148.9%	225.4%
35-New Mexico	42-Pennsylvania	5-Multiple modes & mail	18.596	25.449	26.434	36.8%	42.1%	$30.330	$42.359	$62.480	39.7%	106.0%
35-New Mexico	42-Pennsylvania	6-Pipeline	70.758	40.953	33.753	-42.1%	-52.3%	$22.824	$13.210	$10.888	-42.1%	-52.3%
35-New Mexico	42-Pennsylvania	7-Other and unknown	0.000	0.164	0.238	N/A	N/A	$0.000	$0.487	$0.695	N/A	N/A
36-New York	42-Pennsylvania	1-Truck	24886.917	29271.603	37014.161	17.6%	48.7%	$50,654.109	$59,071.813	$85,534.512	16.6%	68.9%
36-New York	42-Pennsylvania	2-Rail	1772.552	2794.891	3579.232	57.7%	101.9%	$847.654	$1,469.154	$2,041.736	73.3%	140.9%
36-New York	42-Pennsylvania	3-Water	59.898	28.663	45.540	-52.1%	-24.0%	$126.245	$170.299	$258.663	34.9%	104.9%
36-New York	42-Pennsylvania	4-Air (include truck-air)	8.096	20.758	31.690	156.4%	291.4%	$3,422.624	$2,086.175	$3,209.134	-39.0%	-6.2%
36-New York	42-Pennsylvania	5-Multiple modes & mail	331.161	450.409	607.594	36.0%	83.5%	$7,342.162	$9,378.550	$14,212.826	27.7%	93.6%
36-New York	42-Pennsylvania	6-Pipeline	3922.973	3760.658	4645.332	-4.1%	18.4%	$1,126.650	$989.501	$1,194.346	-12.2%	6.0%
36-New York	42-Pennsylvania	7-Other and unknown	0.005	1.214	1.185	25729.8%	25106.4%	$0.018	$4.036	$5.528	22574.2%	30957.9%
37-North Carolina	42-Pennsylvania	1-Truck	2736.893	3849.406	5232.351	40.6%	91.2%	$10,145.766	$14,116.712	$19,713.315	39.1%	94.3%
37-North Carolina	42-Pennsylvania	2-Rail	64.651	74.213	97.082	14.8%	50.2%	$45.524	$96.375	$136.069	111.7%	198.9%
37-North Carolina	42-Pennsylvania	3-Water	0.000	0.003	0.004	N/A	N/A	$0.000	$0.023	$0.029	N/A	N/A
37-North Carolina	42-Pennsylvania	4-Air (include truck-air)	1.963	3.519	5.450	79.3%	177.7%	$200.150	$250.814	$350.897	25.3%	75.3%
37-North Carolina	42-Pennsylvania	5-Multiple modes & mail	346.093	462.171	612.926	33.5%	77.1%	$1,585.127	$2,523.059	$3,635.877	59.2%	129.4%
37-North Carolina	42-Pennsylvania	7-Other and unknown	0.000	0.006	0.007	N/A	N/A	$0.000	$0.033	$0.046	N/A	N/A
38-North Dakota	42-Pennsylvania	1-Truck	212.029	205.322	265.419	-3.2%	25.2%	$456.903	$568.376	$797.280	24.4%	74.5%
38-North Dakota	42-Pennsylvania	2-Rail	2881.287	3152.054	3075.580	9.4%	6.7%	$999.744	$1,265.076	$1,348.693	26.5%	34.9%
38-North Dakota	42-Pennsylvania	4-Air (include truck-air)	0.376	0.773	1.260	105.5%	234.9%	$21.337	$46.831	$79.286	119.5%	271.6%
38-North Dakota	42-Pennsylvania	5-Multiple modes & mail	132.851	154.950	168.028	16.6%	26.5%	$118.928	$164.963	$207.544	38.7%	74.5%
38-North Dakota	42-Pennsylvania	6-Pipeline	334.347	304.276	250.786	-9.0%	-25.0%	$109.206	$95.904	$79.045	-12.2%	-27.6%
38-North Dakota	42-Pennsylvania	7-Other and unknown	0.000	0.657	1.033	N/A	N/A	$0.000	$1.857	$2.923	N/A	N/A
39-Ohio	42-Pennsylvania	1-Truck	13835.574	18837.650	25058.364	36.2%	81.1%	$27,548.223	$38,962.003	$53,024.725	41.4%	92.5%
39-Ohio	42-Pennsylvania	2-Rail	196.700	218.915	267.945	11.3%	36.2%	$225.523	$365.593	$538.265	62.1%	138.7%
39-Ohio	42-Pennsylvania	3-Water	1369.996	910.373	200.597	-33.5%	-85.4%	$54.147	$38.806	$13.914	-28.3%	-74.3%
39-Ohio	42-Pennsylvania	4-Air (include truck-air)	2.309	5.671	8.418	145.6%	264.5%	$73.769	$196.431	$300.521	166.3%	307.4%
39-Ohio	42-Pennsylvania	5-Multiple modes & mail	615.920	855.702	1229.270	38.9%	99.6%	$2,869.119	$4,556.133	$6,443.431	58.8%	124.6%
39-Ohio	42-Pennsylvania	6-Pipeline	402.230	415.249	294.206	3.2%	-26.9%	$167.695	$173.162	$122.659	3.3%	-26.9%
39-Ohio	42-Pennsylvania	7-Other and unknown	0.000	0.005	0.006	1566.7%	1733.3%	$0.020	$0.022	$0.026	10.0%	30.0%

INBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (millions of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
40-Oklahoma	42-Pennsylvania	1-Truck	368.611	483.225	652.761	31.1%	77.1%	$1,073.159	$1,666.839	$2,308.754	55.3%	115.1%
40-Oklahoma	42-Pennsylvania	2-Rail	83.844	134.237	205.090	60.1%	144.6%	$42.176	$63.779	$96.449	51.2%	128.7%
40-Oklahoma	42-Pennsylvania	3-Water	0.019	0.131	0.215	608.1%	1060.5%	$0.046	$0.359	$0.570	682.1%	1141.6%
40-Oklahoma	42-Pennsylvania	4-Air (include truck-air)	0.268	0.246	0.360	-8.2%	34.3%	$38.174	$42.602	$57.133	11.6%	49.7%
40-Oklahoma	42-Pennsylvania	5-Multiple modes & mail	28.799	48.355	68.883	67.9%	139.2%	$408.218	$650.125	$910.636	59.3%	123.1%
40-Oklahoma	42-Pennsylvania	6-Pipeline	113.057	93.241	71.801	-17.5%	-36.5%	$35.634	$29.388	$22.631	-17.5%	-36.5%
40-Oklahoma	42-Pennsylvania	7-Other and unknown	0.000	0.050	0.077	N/A	N/A	$0.000	$8.755	$13.306	N/A	N/A
41-Oregon	42-Pennsylvania	1-Truck	227.317	273.611	366.046	20.4%	61.0%	$665.697	$968.426	$1,389.625	45.5%	108.7%
41-Oregon	42-Pennsylvania	2-Rail	43.729	58.006	83.138	32.6%	90.1%	$32.950	$43.308	$60.736	31.4%	84.3%
41-Oregon	42-Pennsylvania	4-Air (include truck-air)	0.261	0.682	1.029	161.5%	294.7%	$27.453	$94.352	$134.268	243.7%	389.1%
41-Oregon	42-Pennsylvania	5-Multiple modes & mail	140.919	185.774	253.866	31.8%	80.2%	$438.522	$624.670	$901.329	42.4%	105.5%
41-Oregon	42-Pennsylvania	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	42-Pennsylvania	1-Truck	301245.373	353590.547	446974.013	17.4%	48.4%	$229,654.795	$310,294.044	$431,390.868	35.1%	87.8%
42-Pennsylvania	42-Pennsylvania	2-Rail	13322.860	10334.034	10015.949	-22.4%	-24.8%	$5,023.603	$4,815.555	$6,745.951	-4.1%	34.3%
42-Pennsylvania	42-Pennsylvania	3-Water	3520.808	4197.273	4836.305	19.2%	37.4%	$2,532.455	$2,750.092	$3,559.129	8.6%	40.5%
42-Pennsylvania	42-Pennsylvania	4-Air (include truck-air)	52.320	7.552	11.259	-85.6%	-78.5%	$1,481.477	$2,422.185	$3,540.486	63.5%	139.0%
42-Pennsylvania	42-Pennsylvania	5-Multiple modes & mail	1360.403	2087.065	2682.769	53.4%	97.2%	$26,502.369	$41,213.607	$64,058.157	55.5%	141.7%
42-Pennsylvania	42-Pennsylvania	6-Pipeline	55817.185	48023.859	52004.797	-14.0%	-6.8%	$16,265.928	$15,009.939	$15,192.854	-7.7%	-6.6%
42-Pennsylvania	42-Pennsylvania	7-Other and unknown	487.039	519.025	680.318	6.6%	39.7%	$199.153	$79.148	$108.634	-60.3%	-45.5%
42-Pennsylvania	42-Pennsylvania	8-No domestic mode	492.251	14775.875	11452.545	2901.7%	2226.6%	$1,702.998	$4,766.253	$3,694.246	179.9%	116.9%
44-Rhode Island	42-Pennsylvania	1-Truck	340.903	182.883	247.629	-46.4%	-27.4%	$666.005	$897.314	$1,177.425	34.7%	76.8%
44-Rhode Island	42-Pennsylvania	2-Rail	5.886	1.069	1.650	-81.8%	-72.0%	$15.337	$5.309	$7.976	-65.4%	-48.0%
44-Rhode Island	42-Pennsylvania	4-Air (include truck-air)	0.019	0.030	0.042	61.3%	123.1%	$6.427	$10.575	$14.534	64.6%	126.2%
44-Rhode Island	42-Pennsylvania	5-Multiple modes & mail	7.329	9.118	10.826	24.4%	47.7%	$233.124	$280.169	$337.672	20.2%	44.8%
44-Rhode Island	42-Pennsylvania	7-Other and unknown	0.000	0.800	1.259	N/A	N/A	$0.000	$2.263	$3.562	N/A	N/A
45-South Carolina	42-Pennsylvania	1-Truck	1119.374	1705.471	2475.661	52.4%	121.2%	$2,998.163	$4,716.506	$6,852.120	57.3%	128.5%
45-South Carolina	42-Pennsylvania	2-Rail	181.964	247.461	358.180	36.0%	96.8%	$659.227	$1,249.993	$1,760.091	89.6%	167.0%
45-South Carolina	42-Pennsylvania	4-Air (include truck-air)	5.845	11.454	17.921	96.0%	206.6%	$52.884	$79.864	$118.693	51.0%	124.4%
45-South Carolina	42-Pennsylvania	5-Multiple modes & mail	623.787	1018.379	1519.519	63.3%	143.6%	$813.831	$1,288.803	$1,908.367	58.4%	134.5%
45-South Carolina	42-Pennsylvania	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
46-South Dakota	42-Pennsylvania	1-Truck	106.897	144.236	199.554	34.9%	86.7%	$345.689	$472.098	$660.653	36.6%	91.1%
46-South Dakota	42-Pennsylvania	2-Rail	70.308	90.282	113.756	28.4%	61.8%	$47.393	$56.299	$70.579	18.8%	48.9%
46-South Dakota	42-Pennsylvania	4-Air (include truck-air)	0.004	0.099	0.166	2438.5%	4143.6%	$1.879	$5.549	$8.470	195.3%	350.7%
46-South Dakota	42-Pennsylvania	5-Multiple modes & mail	113.690	84.303	80.785	-25.8%	-28.9%	$53.544	$68.292	$87.623	27.5%	63.6%
46-South Dakota	42-Pennsylvania	7-Other and unknown	0.000	0.373	0.587	N/A	N/A	$0.000	$1.055	$1.660	N/A	N/A
47-Tennessee	42-Pennsylvania	1-Truck	1476.954	1993.192	2761.281	35.0%	87.0%	$5,544.463	$7,806.248	$11,080.137	40.8%	99.8%
47-Tennessee	42-Pennsylvania	2-Rail	14.431	22.304	33.785	54.6%	134.1%	$17.006	$29.771	$47.956	75.1%	182.0%
47-Tennessee	42-Pennsylvania	3-Water	12.512	21.307	28.817	70.3%	130.3%	$10.750	$12.743	$17.699	18.5%	64.6%
47-Tennessee	42-Pennsylvania	4-Air (include truck-air)	4.749	14.841	22.097	212.5%	365.3%	$833.594	$1,611.228	$2,472.014	93.3%	196.5%
47-Tennessee	42-Pennsylvania	5-Multiple modes & mail	582.277	744.055	997.314	27.8%	71.3%	$2,880.241	$4,521.366	$6,642.132	57.0%	130.6%
48-Texas	42-Pennsylvania	1-Truck	3326.786	4064.033	5556.391	22.2%	67.0%	$9,180.558	$15,738.278	$23,473.777	71.4%	155.7%

INBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (millions of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
48-Texas	42-Pennsylvania	2-Rail	1647.993	2332.584	3512.537	41.5%	113.1%	$1,540.605	$2,315.210	$3,498.771	50.3%	127.1%
48-Texas	42-Pennsylvania	3-Water	1138.036	1171.597	1132.536	2.9%	-0.5%	$405.471	$429.779	$440.426	6.0%	8.6%
48-Texas	42-Pennsylvania	4-Air (include truck-air)	5.969	10.437	15.023	74.8%	151.7%	$908.483	$1,112.601	$1,517.325	22.5%	67.0%
48-Texas	42-Pennsylvania	5-Multiple modes & mail	1726.129	2916.842	4504.953	69.0%	161.0%	$4,327.881	$7,018.611	$10,708.551	62.2%	147.4%
48-Texas	42-Pennsylvania	6-Pipeline	268.838	249.659	205.563	-7.1%	-23.5%	$86.719	$80.533	$66.308	-7.1%	-23.5%
48-Texas	42-Pennsylvania	7-Other and unknown	0.032	0.035	0.055	8.0%	70.7%	$0.587	$4.978	$8.280	748.8%	1311.7%
49-Utah	42-Pennsylvania	1-Truck	196.671	269.045	379.191	36.8%	92.8%	$1,052.808	$1,701.042	$2,615.004	61.6%	148.4%
49-Utah	42-Pennsylvania	2-Rail	8.152	8.427	9.056	3.4%	11.1%	$41.119	$48.038	$51.627	16.8%	25.6%
49-Utah	42-Pennsylvania	4-Air (include truck-air)	0.382	1.191	1.712	211.5%	347.9%	$61.862	$134.662	$211.005	117.7%	241.1%
49-Utah	42-Pennsylvania	5-Multiple modes & mail	68.987	160.659	192.668	132.9%	179.3%	$659.396	$1,190.111	$1,832.579	80.5%	177.9%
50-Vermont	42-Pennsylvania	1-Truck	322.111	397.755	482.096	23.5%	49.7%	$1,012.018	$1,219.079	$1,510.919	20.5%	49.3%
50-Vermont	42-Pennsylvania	2-Rail	3.939	1.300	1.576	-67.0%	-60.0%	$1.734	$0.597	$0.710	-65.6%	-59.0%
50-Vermont	42-Pennsylvania	4-Air (include truck-air)	0.110	0.104	0.151	-5.2%	37.8%	$9.096	$7.949	$11.539	-12.6%	26.9%
50-Vermont	42-Pennsylvania	5-Multiple modes & mail	199.493	161.568	157.613	-19.0%	-21.0%	$104.971	$167.224	$241.491	59.3%	130.1%
50-Vermont	42-Pennsylvania	7-Other and unknown	0.000	1.499	2.359	N/A	N/A	$0.000	$4.241	$6.673	N/A	N/A
51-Virginia	42-Pennsylvania	1-Truck	6759.910	8056.315	11125.218	19.2%	64.6%	$11,265.672	$15,343.281	$21,958.258	36.2%	94.9%
51-Virginia	42-Pennsylvania	2-Rail	238.581	248.351	277.552	4.1%	16.3%	$120.501	$129.567	$150.549	7.5%	24.9%
51-Virginia	42-Pennsylvania	3-Water	111.094	41.480	61.816	-62.7%	-44.4%	$254.695	$245.538	$368.982	-3.6%	44.9%
51-Virginia	42-Pennsylvania	4-Air (include truck-air)	0.039	0.177	0.257	359.7%	567.3%	$7.856	$22.246	$32.442	183.2%	313.0%
51-Virginia	42-Pennsylvania	5-Multiple modes & mail	166.862	196.410	292.348	17.7%	75.2%	$1,238.768	$1,903.698	$2,980.529	53.7%	140.6%
51-Virginia	42-Pennsylvania	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.001	$0.000	$0.000	-100.0%	-100.0%
53-Washington	42-Pennsylvania	1-Truck	319.541	462.321	611.881	44.7%	91.5%	$1,498.191	$2,089.250	$3,091.117	39.5%	106.3%
53-Washington	42-Pennsylvania	2-Rail	152.443	209.739	255.477	37.6%	67.6%	$135.035	$202.088	$261.918	49.7%	94.0%
53-Washington	42-Pennsylvania	4-Air (include truck-air)	0.832	1.581	2.395	90.0%	187.9%	$120.588	$203.241	$316.243	68.5%	162.3%
53-Washington	42-Pennsylvania	5-Multiple modes & mail	220.581	283.555	434.245	28.5%	96.9%	$1,254.811	$2,152.867	$3,487.169	71.6%	177.9%
53-Washington	42-Pennsylvania	7-Other and unknown	0.000	0.006	0.009	N/A	N/A	$0.000	$0.079	$0.121	N/A	N/A
54-West Virginia	42-Pennsylvania	1-Truck	4391.716	5842.893	7393.996	33.0%	68.4%	$4,172.734	$5,542.835	$7,566.422	32.8%	81.3%
54-West Virginia	42-Pennsylvania	2-Rail	7972.788	3404.013	914.318	-57.3%	-88.5%	$366.580	$170.966	$67.163	-53.4%	-81.7%
54-West Virginia	42-Pennsylvania	3-Water	13181.427	5724.049	1305.974	-56.6%	-90.1%	$592.520	$441.206	$397.194	-25.5%	-33.0%
54-West Virginia	42-Pennsylvania	4-Air (include truck-air)	0.195	4.672	7.542	2298.4%	3771.7%	$2.752	$45.727	$68.397	1561.7%	2385.4%
54-West Virginia	42-Pennsylvania	5-Multiple modes & mail	195.012	165.911	186.761	-14.9%	-4.2%	$115.173	$170.776	$226.264	48.3%	96.5%
54-West Virginia	42-Pennsylvania	6-Pipeline	10492.674	10461.655	14932.233	-0.3%	42.3%	$1,789.364	$1,784.074	$2,546.462	-0.3%	42.3%
54-West Virginia	42-Pennsylvania	7-Other and unknown	0.000	1.214	1.905	N/A	N/A	$0.000	$3.433	$5.390	N/A	N/A
55-Wisconsin	42-Pennsylvania	1-Truck	1637.261	1944.631	2361.501	18.8%	44.2%	$7,141.546	$9,054.338	$11,137.223	26.8%	55.9%
55-Wisconsin	42-Pennsylvania	2-Rail	294.120	401.548	494.800	36.5%	68.2%	$108.340	$173.738	$258.296	60.4%	138.4%
55-Wisconsin	42-Pennsylvania	3-Water	0.000	0.206	0.260	N/A	N/A	$0.000	$0.487	$0.610	N/A	N/A
55-Wisconsin	42-Pennsylvania	4-Air (include truck-air)	0.943	3.440	5.246	264.6%	456.1%	$55.291	$112.081	$162.126	102.7%	193.2%
55-Wisconsin	42-Pennsylvania	5-Multiple modes & mail	389.364	511.549	684.605	31.4%	75.8%	$1,409.308	$2,067.553	$2,863.461	46.7%	103.2%
56-Wyoming	42-Pennsylvania	1-Truck	231.763	429.301	747.287	85.2%	222.4%	$120.086	$215.292	$373.690	79.3%	211.2%
56-Wyoming	42-Pennsylvania	2-Rail	509.847	517.878	652.724	1.6%	28.0%	$136.466	$119.817	$132.198	-12.2%	-3.1%
56-Wyoming	42-Pennsylvania	4-Air (include truck-air)	0.025	0.026	0.037	5.3%	48.6%	$1.137	$1.859	$2.624	63.5%	130.7%

INBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (millions of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
56-Wyoming	42-Pennsylvania	5-Multiple modes & mail	305.291	564.973	983.640	85.1%	222.2%	$53.581	$97.050	$163.603	81.1%	205.3%
56-Wyoming	42-Pennsylvania	7-Other and unknown	0.001	0.175	0.276	13361.5%	21138.5%	$0.026	$0.502	$0.789	1868.6%	2993.3%

OUTBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (thousands of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
42-Pennsylvania	01-Alabama	1-Truck	781.532	993.297	1440.112	27.1%	84.3%	$1,938.322	$2,660.075	$3,501.478	37.2%	80.6%
42-Pennsylvania	01-Alabama	2-Rail	22.474	600.699	986.243	2572.9%	4288.4%	$18.581	$53.779	$77.890	189.4%	319.2%
42-Pennsylvania	01-Alabama	3-Water	0.493	509.750	831.110	103297.6%	168482.1%	$1.369	$21.780	$28.297	1490.7%	1966.7%
42-Pennsylvania	01-Alabama	4-Air (include truck-air)	1.079	0.963	1.371	-10.8%	27.1%	$213.464	$354.455	$532.229	66.0%	149.3%
42-Pennsylvania	01-Alabama	5-Multiple modes & mail	227.441	342.395	519.341	50.5%	128.3%	$525.633	$826.769	$1,222.662	57.3%	132.6%
42-Pennsylvania	01-Alabama	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.003	$0.004	$0.007	37.9%	144.8%
42-Pennsylvania	02-Alaska	1-Truck	0.062	0.012	0.000	-80.6%	-100.0%	$0.116	$0.000	$0.000	-100.0%	-100.0%
42-Pennsylvania	02-Alaska	4-Air (include truck-air)	6.652	6.982	11.863	5.0%	78.3%	$380.929	$334.436	$480.240	-12.2%	26.1%
42-Pennsylvania	02-Alaska	5-Multiple modes & mail	11.736	9.482	13.331	-19.2%	13.6%	$962.182	$1,182.697	$1,607.094	22.9%	67.0%
42-Pennsylvania	04-Arizona	1-Truck	228.031	315.812	514.004	38.5%	125.4%	$1,504.446	$2,173.127	$2,990.265	44.4%	98.8%
42-Pennsylvania	04-Arizona	2-Rail	3.099	26.260	47.280	747.4%	1425.7%	$4.785	$14.080	$21.935	194.3%	358.4%
42-Pennsylvania	04-Arizona	4-Air (include truck-air)	1.417	2.303	4.696	62.5%	231.4%	$25.701	$45.404	$69.030	76.7%	168.6%
42-Pennsylvania	04-Arizona	5-Multiple modes & mail	72.297	104.213	145.999	44.1%	101.9%	$1,883.797	$2,816.041	$4,405.572	49.5%	133.9%
42-Pennsylvania	04-Arizona	7-Other and unknown	0.003	0.001	0.000	-66.7%	-100.0%	$0.054	$0.000	$0.000	-100.0%	-100.0%
42-Pennsylvania	05-Arkansas	1-Truck	341.446	410.384	565.520	20.2%	65.6%	$1,076.762	$1,453.469	$1,899.589	35.0%	76.4%
42-Pennsylvania	05-Arkansas	2-Rail	0.185	0.041	0.010	-77.8%	-94.6%	$0.424	$0.055	$0.091	-87.0%	-78.5%
42-Pennsylvania	05-Arkansas	3-Water	0.136	0.704	1.249	417.6%	818.5%	$0.857	$1.617	$2.347	88.8%	174.0%
42-Pennsylvania	05-Arkansas	4-Air (include truck-air)	0.046	0.082	0.138	78.3%	200.2%	$3.891	$8.684	$13.796	123.2%	254.5%
42-Pennsylvania	05-Arkansas	5-Multiple modes & mail	103.612	124.166	118.187	19.8%	14.1%	$449.759	$680.218	$986.775	51.2%	119.4%
42-Pennsylvania	06-California	1-Truck	1421.505	1749.864	2668.541	23.1%	87.7%	$9,440.557	$13,014.855	$18,495.651	37.9%	95.9%
42-Pennsylvania	06-California	2-Rail	278.754	316.171	473.874	13.4%	70.0%	$432.052	$1,074.574	$1,488.148	148.7%	244.4%
42-Pennsylvania	06-California	3-Water	0.000	0.036	0.060	N/A	N/A	$0.000	$0.094	$0.118	N/A	N/A
42-Pennsylvania	06-California	4-Air (include truck-air)	6.848	7.843	12.523	14.5%	82.9%	$598.397	$689.263	$968.897	15.2%	61.9%
42-Pennsylvania	06-California	5-Multiple modes & mail	769.567	922.891	1531.536	19.9%	99.0%	$6,005.566	$9,216.629	$13,427.288	53.5%	123.6%
42-Pennsylvania	06-California	7-Other and unknown	0.000	79.103	169.513	N/A	N/A	$0.000	$310.345	$479.769	N/A	N/A
42-Pennsylvania	08-Colorado	1-Truck	294.655	380.136	601.856	29.0%	104.3%	$1,934.979	$2,754.122	$3,719.971	42.3%	92.2%
42-Pennsylvania	08-Colorado	2-Rail	1.722	0.694	0.689	-59.7%	-60.0%	$10.269	$2.076	$2.991	-79.8%	-70.9%
42-Pennsylvania	08-Colorado	4-Air (include truck-air)	1.335	2.742	4.292	105.4%	221.5%	$20.488	$153.027	$222.595	646.9%	986.5%
42-Pennsylvania	08-Colorado	5-Multiple modes & mail	71.967	56.955	85.383	-20.9%	18.6%	$2,678.313	$3,737.263	$6,276.906	39.5%	134.4%
42-Pennsylvania	08-Colorado	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	09-Connecticut	1-Truck	2468.837	2970.031	4377.891	20.3%	77.3%	$6,350.105	$8,772.954	$11,610.616	38.2%	82.8%
42-Pennsylvania	09-Connecticut	2-Rail	8.345	24.612	44.086	194.9%	428.3%	$22.894	$50.427	$70.843	120.3%	209.4%
42-Pennsylvania	09-Connecticut	4-Air (include truck-air)	0.067	0.080	0.112	19.4%	66.7%	$2.776	$3.949	$4.626	42.3%	66.7%
42-Pennsylvania	09-Connecticut	5-Multiple modes & mail	63.636	103.963	171.185	63.4%	169.0%	$1,467.466	$2,340.780	$3,517.101	59.5%	139.7%
42-Pennsylvania	10-Delaware	1-Truck	5157.336	5832.673	8937.710	13.1%	73.3%	$4,544.606	$8,034.565	$11,164.602	76.8%	145.7%
42-Pennsylvania	10-Delaware	2-Rail	52.148	37.759	59.077	-27.6%	13.3%	$98.899	$80.684	$129.719	-18.4%	31.2%
42-Pennsylvania	10-Delaware	3-Water	29.221	32.238	27.835	10.3%	-4.7%	$8.738	$10.177	$8.323	16.5%	-4.7%
42-Pennsylvania	10-Delaware	4-Air (include truck-air)	0.889	0.178	0.000	-80.0%	-100.0%	$31.080	$0.000	$0.000	-100.0%	-100.0%
42-Pennsylvania	10-Delaware	5-Multiple modes & mail	39.876	41.890	68.972	5.1%	73.0%	$1,086.378	$1,582.092	$2,530.492	45.6%	132.9%
42-Pennsylvania	10-Delaware	6-Pipeline	2187.716	1812.944	2280.263	-17.1%	4.2%	$411.743	$333.142	$429.161	-19.1%	4.2%
42-Pennsylvania	10-Delaware	7-Other and unknown	0.168	0.156	0.239	-7.1%	42.2%	$5.506	$28.741	$40.981	422.0%	644.3%

OUTBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (thousands of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
42-Pennsylvania	11-Washington DC	1-Truck	152.034	180.666	266.213	18.8%	75.1%	$996.058	$1,702.450	$2,497.972	70.9%	150.8%
42-Pennsylvania	11-Washington DC	2-Rail	0.398	0.800	1.304	101.0%	227.6%	$1.733	$10.811	$14.501	523.7%	736.6%
42-Pennsylvania	11-Washington DC	5-Multiple modes & mail	22.507	30.266	51.822	34.5%	130.2%	$669.436	$971.994	$1,490.493	45.2%	122.6%
42-Pennsylvania	11-Washington DC	7-Other and unknown	0.000	6.051	13.270	N/A	N/A	$0.000	$23.896	$37.604	N/A	N/A
42-Pennsylvania	12-Florida	1-Truck	2193.302	2488.708	3566.834	13.5%	62.6%	$7,582.088	$10,272.509	$13,816.231	35.5%	82.2%
42-Pennsylvania	12-Florida	2-Rail	364.190	1161.525	1949.862	218.9%	435.4%	$626.836	$841.359	$1,119.294	34.2%	78.6%
42-Pennsylvania	12-Florida	3-Water	141.253	637.140	1088.711	351.1%	670.8%	$218.081	$399.719	$526.678	83.3%	141.5%
42-Pennsylvania	12-Florida	4-Air (include truck-air)	6.946	8.335	13.498	20.0%	94.3%	$602.370	$717.421	$1,005.642	19.1%	66.9%
42-Pennsylvania	12-Florida	5-Multiple modes & mail	282.532	330.366	505.426	16.9%	78.9%	$3,928.541	$5,789.635	$8,518.094	47.4%	116.8%
42-Pennsylvania	12-Florida	7-Other and unknown	0.001	2.110	4.672	210900.0%	467140.0%	$0.063	$12.161	$18.255	19111.7%	28739.3%
42-Pennsylvania	13-Georgia	1-Truck	2816.245	3236.208	4753.770	14.9%	68.8%	$6,100.331	$9,533.132	$13,866.661	56.3%	127.3%
42-Pennsylvania	13-Georgia	2-Rail	50.690	74.129	105.493	46.2%	108.1%	$62.140	$140.916	$206.102	126.8%	231.7%
42-Pennsylvania	13-Georgia	4-Air (include truck-air)	9.124	3.805	3.253	-58.3%	-64.4%	$294.706	$105.725	$154.429	-64.1%	-47.6%
42-Pennsylvania	13-Georgia	5-Multiple modes & mail	316.416	392.637	564.960	24.1%	78.5%	$2,708.977	$4,304.108	$6,437.973	58.9%	137.7%
42-Pennsylvania	13-Georgia	7-Other and unknown	0.004	0.002	0.002	-50.0%	-60.0%	$0.198	$0.103	$0.163	-48.0%	-17.8%
42-Pennsylvania	15-Hawaii	3-Water	0.000	0.017	0.038	N/A	N/A	$0.000	$0.498	$0.799	N/A	N/A
42-Pennsylvania	15-Hawaii	4-Air (include truck-air)	4.750	7.384	13.677	55.5%	187.9%	$127.555	$230.336	$340.708	80.6%	167.1%
42-Pennsylvania	15-Hawaii	5-Multiple modes & mail	18.749	15.780	23.576	-15.8%	25.7%	$275.430	$383.036	$602.029	39.1%	118.6%
42-Pennsylvania	16-Idaho	1-Truck	108.487	139.142	245.929	28.3%	126.7%	$203.584	$261.099	$378.820	28.3%	86.1%
42-Pennsylvania	16-Idaho	2-Rail	51.471	69.500	129.767	35.0%	152.1%	$13.539	$21.616	$34.045	59.7%	151.4%
42-Pennsylvania	16-Idaho	4-Air (include truck-air)	0.018	0.017	0.026	-5.6%	42.2%	$0.173	$0.218	$0.322	26.4%	86.7%
42-Pennsylvania	16-Idaho	5-Multiple modes & mail	3.584	4.731	7.759	32.0%	116.5%	$558.366	$794.688	$1,229.339	42.3%	120.2%
42-Pennsylvania	16-Idaho	7-Other and unknown	0.000	0.402	0.778	N/A	N/A	$0.000	$0.109	$0.155	N/A	N/A
42-Pennsylvania	17-Illinois	1-Truck	2992.283	3780.076	5831.348	26.3%	94.9%	$8,874.725	$12,612.914	$17,215.341	42.1%	94.0%
42-Pennsylvania	17-Illinois	2-Rail	120.271	536.469	1052.975	346.1%	775.5%	$236.238	$507.167	$712.912	114.7%	201.8%
42-Pennsylvania	17-Illinois	3-Water	25.474	42.228	59.428	65.8%	133.3%	$57.314	$60.006	$71.164	4.7%	24.2%
42-Pennsylvania	17-Illinois	4-Air (include truck-air)	10.412	12.388	20.133	19.0%	93.4%	$831.711	$933.178	$1,374.866	12.2%	65.3%
42-Pennsylvania	17-Illinois	5-Multiple modes & mail	410.139	509.293	844.966	24.2%	106.0%	$3,434.512	$5,221.129	$8,109.548	52.0%	136.1%
42-Pennsylvania	17-Illinois	7-Other and unknown	0.000	8.483	17.758	N/A	N/A	$0.000	$33.065	$50.235	N/A	N/A
42-Pennsylvania	18-Indiana	1-Truck	3431.936	4153.606	6233.800	21.0%	81.6%	$7,978.097	$11,539.894	$16,155.711	44.6%	102.5%
42-Pennsylvania	18-Indiana	2-Rail	230.812	244.177	266.756	5.8%	15.6%	$157.354	$147.172	$165.804	-6.5%	5.4%
42-Pennsylvania	18-Indiana	3-Water	34.172	60.210	107.017	76.2%	213.2%	$140.981	$88.338	$128.621	-37.3%	-8.8%
42-Pennsylvania	18-Indiana	4-Air (include truck-air)	0.267	0.301	0.510	12.7%	90.9%	$58.005	$151.451	$224.573	161.1%	287.2%
42-Pennsylvania	18-Indiana	5-Multiple modes & mail	367.995	440.998	726.903	19.8%	97.5%	$1,795.308	$2,623.680	$3,870.290	46.1%	115.6%
42-Pennsylvania	18-Indiana	7-Other and unknown	0.000	0.233	0.478	N/A	N/A	$0.000	$0.267	$0.398	N/A	N/A
42-Pennsylvania	19-Iowa	1-Truck	499.918	606.998	899.543	21.4%	79.9%	$1,817.401	$2,635.007	$3,592.282	45.0%	97.7%
42-Pennsylvania	19-Iowa	2-Rail	24.621	17.421	15.176	-29.2%	-38.4%	$18.144	$10.835	$11.184	-40.3%	-38.4%
42-Pennsylvania	19-Iowa	4-Air (include truck-air)	0.019	0.091	0.178	378.9%	837.4%	$17.540	$33.268	$56.986	89.7%	224.9%
42-Pennsylvania	19-Iowa	5-Multiple modes & mail	48.952	59.561	92.593	21.7%	89.2%	$569.996	$1,008.876	$1,501.185	77.0%	163.4%
42-Pennsylvania	20-Kansas	1-Truck	346.329	456.180	733.173	31.7%	111.7%	$1,324.649	$2,021.077	$2,845.541	52.6%	114.8%
42-Pennsylvania	20-Kansas	2-Rail	17.836	42.553	94.196	138.6%	428.1%	$77.421	$86.763	$146.556	12.1%	89.3%

OUTBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (thousands of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
42-Pennsylvania	20-Kansas	4-Air (include truck-air)	0.021	0.016	0.024	-23.8%	11.9%	$1.834	$4.760	$6.498	159.6%	254.4%
42-Pennsylvania	20-Kansas	5-Multiple modes & mail	149.054	174.971	232.546	17.4%	56.0%	$557.017	$792.904	$1,082.548	42.3%	94.3%
42-Pennsylvania	20-Kansas	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	21-Kentucky	1-Truck	914.364	1108.757	1642.651	21.3%	79.6%	$3,634.367	$5,056.286	$7,336.931	39.1%	101.9%
42-Pennsylvania	21-Kentucky	2-Rail	1.186	0.875	0.805	-26.2%	-32.1%	$1.286	$0.737	$0.745	-42.7%	-42.1%
42-Pennsylvania	21-Kentucky	3-Water	309.806	244.147	257.882	-21.2%	-16.8%	$236.328	$175.490	$203.689	-25.7%	-13.8%
42-Pennsylvania	21-Kentucky	4-Air (include truck-air)	18.320	13.378	18.770	-27.0%	2.5%	$1,035.244	$1,170.317	$1,606.586	13.0%	55.2%
42-Pennsylvania	21-Kentucky	5-Multiple modes & mail	91.788	114.600	174.087	24.9%	89.7%	$1,608.657	$2,366.259	$3,570.364	47.1%	121.9%
42-Pennsylvania	21-Kentucky	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	22-Louisiana	1-Truck	144.262	175.166	278.328	21.4%	92.9%	$932.556	$1,395.101	$1,943.016	49.6%	108.4%
42-Pennsylvania	22-Louisiana	2-Rail	46.994	26.823	37.534	-42.9%	-20.1%	$8.851	$10.524	$17.407	18.9%	96.7%
42-Pennsylvania	22-Louisiana	3-Water	1.269	47.735	98.424	3661.6%	7656.0%	$1.827	$31.291	$48.827	1613.0%	2573.0%
42-Pennsylvania	22-Louisiana	4-Air (include truck-air)	0.600	0.442	0.586	-26.3%	-2.4%	$11.947	$13.202	$17.485	10.5%	46.3%
42-Pennsylvania	22-Louisiana	5-Multiple modes & mail	26.336	36.291	55.517	37.8%	110.8%	$579.035	$907.336	$1,268.574	56.7%	119.1%
42-Pennsylvania	22-Louisiana	7-Other and unknown	0.000	0.063	0.140	N/A	N/A	$0.000	$0.275	$0.435	N/A	N/A
42-Pennsylvania	23-Maine	1-Truck	411.125	517.247	869.586	25.8%	111.5%	$1,696.850	$2,536.229	$3,636.978	49.5%	114.3%
42-Pennsylvania	23-Maine	2-Rail	2.005	1.544	2.064	-23.0%	2.9%	$2.068	$3.316	$4.087	60.3%	97.6%
42-Pennsylvania	23-Maine	4-Air (include truck-air)	0.115	0.107	0.181	-7.0%	57.4%	$14.619	$14.445	$22.829	-1.2%	56.2%
42-Pennsylvania	23-Maine	5-Multiple modes & mail	42.173	54.583	99.577	29.4%	136.1%	$3,226.704	$4,433.268	$8,015.107	37.4%	148.4%
42-Pennsylvania	24-Maryland	1-Truck	20335.436	18690.384	24561.030	-8.1%	20.8%	$18,323.564	$26,056.330	$36,320.685	42.2%	98.2%
42-Pennsylvania	24-Maryland	2-Rail	6059.617	2822.641	1722.775	-53.4%	-71.6%	$513.756	$427.164	$465.136	-16.9%	-9.5%
42-Pennsylvania	24-Maryland	3-Water	0.002	0.002	0.006	0.0%	175.0%	$0.000	$0.000	$0.001	-100.0%	200.0%
42-Pennsylvania	24-Maryland	4-Air (include truck-air)	0.001	0.001	0.001	0.0%	-40.0%	$0.817	$0.749	$0.810	-8.4%	-0.9%
42-Pennsylvania	24-Maryland	5-Multiple modes & mail	288.831	382.356	567.026	32.4%	96.3%	$4,546.444	$6,841.657	$10,779.727	50.5%	137.1%
42-Pennsylvania	24-Maryland	6-Pipeline	17978.945	14493.226	15340.519	-19.4%	-14.7%	$3,383.756	$2,579.600	$2,887.187	-23.8%	-14.7%
42-Pennsylvania	24-Maryland	7-Other and unknown	0.001	0.001	0.001	0.0%	-10.0%	$0.031	$0.034	$0.050	8.3%	59.9%
42-Pennsylvania	25-Massachusetts	1-Truck	2544.511	2955.690	4404.911	16.2%	73.1%	$7,509.542	$9,888.766	$13,614.085	31.7%	81.3%
42-Pennsylvania	25-Massachusetts	2-Rail	57.631	38.786	50.277	-32.7%	-12.8%	$94.694	$10.127	$15.614	-89.3%	-83.5%
42-Pennsylvania	25-Massachusetts	4-Air (include truck-air)	2.061	3.353	6.018	62.7%	192.0%	$555.495	$877.749	$1,459.856	58.0%	162.8%
42-Pennsylvania	25-Massachusetts	5-Multiple modes & mail	456.856	535.841	730.503	17.3%	59.9%	$5,256.556	$7,427.931	$12,307.920	41.3%	134.1%
42-Pennsylvania	25-Massachusetts	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	26-Michigan	1-Truck	2762.166	3537.439	5534.353	28.1%	100.4%	$9,429.095	$11,379.142	$15,828.372	20.7%	67.9%
42-Pennsylvania	26-Michigan	2-Rail	209.308	154.797	224.252	-26.0%	7.1%	$119.970	$161.158	$236.064	34.3%	96.8%
42-Pennsylvania	26-Michigan	3-Water	0.000	0.013	0.022	N/A	N/A	$0.000	$0.103	$0.129	N/A	N/A
42-Pennsylvania	26-Michigan	4-Air (include truck-air)	1.237	1.628	2.680	31.6%	116.6%	$54.253	$77.900	$106.665	43.6%	96.6%
42-Pennsylvania	26-Michigan	5-Multiple modes & mail	122.381	199.449	331.170	63.0%	170.6%	$2,002.182	$2,905.406	$4,474.564	45.1%	123.5%
42-Pennsylvania	26-Michigan	6-Pipeline	114.008	51.506	46.418	-54.8%	-59.3%	$29.846	$16.372	$20.180	-45.1%	-32.4%
42-Pennsylvania	26-Michigan	7-Other and unknown	0.000	0.001	0.003	N/A	N/A	$0.002	$0.066	$0.101	4025.0%	6218.8%
42-Pennsylvania	27-Minnesota	1-Truck	517.666	657.552	1049.459	27.0%	102.7%	$1,578.815	$2,300.292	$3,271.651	45.7%	107.2%
42-Pennsylvania	27-Minnesota	2-Rail	123.355	24.671	0.000	-80.0%	-100.0%	$47.599	$0.000	$0.000	-100.0%	-100.0%
42-Pennsylvania	27-Minnesota	4-Air (include truck-air)	0.733	0.578	0.889	-21.1%	21.3%	$45.277	$97.838	$157.643	116.1%	248.2%

OUTBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (thousands of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
42-Pennsylvania	27-Minnesota	5-Multiple modes & mail	45.207	52.739	88.889	16.7%	96.6%	$897.174	$1,361.979	$2,042.313	51.8%	127.6%
42-Pennsylvania	27-Minnesota	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	28-Mississippi	1-Truck	284.663	369.644	578.409	29.9%	103.2%	$4,789.333	$6,798.864	$9,633.999	42.0%	101.2%
42-Pennsylvania	28-Mississippi	2-Rail	0.332	0.799	1.478	140.7%	345.2%	$0.947	$1.558	$2.401	64.5%	153.4%
42-Pennsylvania	28-Mississippi	3-Water	0.188	1.848	3.716	883.0%	1876.5%	$0.885	$4.389	$6.750	395.8%	662.6%
42-Pennsylvania	28-Mississippi	4-Air (include truck-air)	0.264	0.264	0.466	0.0%	76.3%	$414.925	$620.162	$990.281	49.5%	138.7%
42-Pennsylvania	28-Mississippi	5-Multiple modes & mail	118.206	171.536	325.433	45.1%	175.3%	$567.634	$919.567	$1,410.962	62.0%	148.6%
42-Pennsylvania	29-Missouri	1-Truck	770.848	944.923	1376.464	22.6%	78.6%	$4,011.649	$6,015.739	$8,376.679	50.0%	108.8%
42-Pennsylvania	29-Missouri	2-Rail	253.246	268.441	535.180	6.0%	111.3%	$13.378	$16.280	$22.960	21.7%	71.6%
42-Pennsylvania	29-Missouri	3-Water	16.158	22.103	31.452	36.8%	94.7%	$43.414	$47.998	$62.409	10.6%	43.8%
42-Pennsylvania	29-Missouri	4-Air (include truck-air)	0.196	0.245	0.396	25.0%	102.1%	$45.406	$42.321	$60.717	-6.8%	33.7%
42-Pennsylvania	29-Missouri	5-Multiple modes & mail	62.335	63.864	104.906	2.5%	68.3%	$1,149.379	$1,716.105	$2,618.833	49.3%	127.8%
42-Pennsylvania	29-Missouri	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	30-Montana	1-Truck	59.937	71.014	120.435	18.5%	100.9%	$262.428	$395.231	$566.313	50.6%	115.8%
42-Pennsylvania	30-Montana	2-Rail	0.476	0.957	1.646	101.1%	245.8%	$0.417	$0.785	$1.113	88.5%	167.3%
42-Pennsylvania	30-Montana	4-Air (include truck-air)	0.136	0.096	0.120	-29.4%	-12.1%	$14.615	$27.474	$35.825	88.0%	145.1%
42-Pennsylvania	30-Montana	5-Multiple modes & mail	5.755	7.278	11.362	26.5%	97.4%	$152.571	$244.348	$358.125	60.2%	134.7%
42-Pennsylvania	31-Nebraska	1-Truck	169.626	208.270	301.659	22.8%	77.8%	$804.456	$1,119.665	$1,539.451	39.2%	91.4%
42-Pennsylvania	31-Nebraska	2-Rail	36.223	8.198	1.693	-77.4%	-95.3%	$121.896	$38.342	$50.797	-68.5%	-58.3%
42-Pennsylvania	31-Nebraska	4-Air (include truck-air)	0.229	0.341	0.565	48.9%	146.6%	$2.729	$5.853	$8.110	114.5%	197.2%
42-Pennsylvania	31-Nebraska	5-Multiple modes & mail	52.373	56.222	66.404	7.3%	26.8%	$331.901	$470.607	$703.043	41.8%	111.8%
42-Pennsylvania	32-Nevada	1-Truck	143.942	192.696	307.844	33.9%	113.9%	$678.180	$995.264	$1,373.828	46.8%	102.6%
42-Pennsylvania	32-Nevada	2-Rail	3.629	1.105	0.805	-69.6%	-77.8%	$15.642	$7.084	$10.933	-54.7%	-30.1%
42-Pennsylvania	32-Nevada	4-Air (include truck-air)	2.973	3.561	4.978	19.8%	67.4%	$79.323	$108.065	$141.493	36.2%	78.4%
42-Pennsylvania	32-Nevada	5-Multiple modes & mail	9.897	12.899	17.536	30.3%	77.2%	$341.680	$464.957	$620.922	36.1%	81.7%
42-Pennsylvania	32-Nevada	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	33-New Hampshire	1-Truck	499.184	646.863	1017.366	29.6%	103.8%	$1,655.269	$2,591.351	$3,680.723	56.6%	122.4%
42-Pennsylvania	33-New Hampshire	2-Rail	7.870	2.303	1.415	-70.7%	-82.0%	$8.356	$68.540	$105.166	720.3%	1158.6%
42-Pennsylvania	33-New Hampshire	4-Air (include truck-air)	1.623	1.184	1.584	-27.0%	-2.4%	$136.462	$155.437	$235.039	13.9%	72.2%
42-Pennsylvania	33-New Hampshire	5-Multiple modes & mail	23.029	31.088	49.110	35.0%	113.3%	$782.932	$1,219.749	$1,828.364	55.8%	133.5%
42-Pennsylvania	34-New Jersey	1-Truck	29638.487	33331.408	49126.921	12.5%	65.8%	$58,474.478	$76,622.260	$115,006.003	31.0%	96.7%
42-Pennsylvania	34-New Jersey	2-Rail	275.032	180.959	229.490	-34.2%	-16.6%	$176.852	$122.594	$167.319	-30.7%	-5.4%
42-Pennsylvania	34-New Jersey	3-Water	1808.124	5336.315	3830.880	195.1%	111.9%	$2,750.536	$2,067.013	$1,454.116	-24.9%	-47.1%
42-Pennsylvania	34-New Jersey	4-Air (include truck-air)	6.748	2.912	2.820	-56.8%	-58.2%	$405.719	$200.778	$271.152	-50.5%	-33.2%
42-Pennsylvania	34-New Jersey	5-Multiple modes & mail	1216.744	1365.417	1730.629	12.2%	42.2%	$7,414.508	$10,678.091	$16,858.391	44.0%	127.4%
42-Pennsylvania	34-New Jersey	6-Pipeline	55215.321	50986.858	57091.754	-7.7%	3.4%	$11,776.424	$11,572.950	$12,611.668	-1.7%	7.1%
42-Pennsylvania	34-New Jersey	7-Other and unknown	0.000	0.001	0.001	N/A	N/A	$0.000	$0.012	$0.017	N/A	N/A
42-Pennsylvania	35-New Mexico	1-Truck	77.035	106.378	195.409	38.1%	153.7%	$189.687	$284.445	$431.856	50.0%	127.7%
42-Pennsylvania	35-New Mexico	2-Rail	0.060	0.012	0.000	-80.0%	-100.0%	$0.086	$0.000	$0.000	-100.0%	-100.0%
42-Pennsylvania	35-New Mexico	4-Air (include truck-air)	0.208	0.279	0.423	34.1%	103.3%	$38.902	$57.286	$84.822	47.3%	118.0%
42-Pennsylvania	35-New Mexico	5-Multiple modes & mail	3.506	4.907	8.885	40.0%	153.4%	$170.252	$273.299	$394.438	60.5%	131.7%

OUTBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (thousands of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
42-Pennsylvania	35-New Mexico	7-Other and unknown	0.000	0.001	0.003	N/A	N/A	$0.000	$0.027	$0.042	N/A	N/A
42-Pennsylvania	36-New York	1-Truck	23204.311	25789.638	39102.641	11.1%	68.5%	$52,730.897	$71,668.485	$105,794.758	35.9%	100.6%
42-Pennsylvania	36-New York	2-Rail	968.071	1573.406	2995.505	62.5%	209.4%	$186.888	$482.409	$688.152	158.1%	268.2%
42-Pennsylvania	36-New York	3-Water	84.538	174.468	283.021	106.4%	234.8%	$136.128	$401.067	$539.558	194.6%	296.4%
42-Pennsylvania	36-New York	4-Air (include truck-air)	7.190	14.236	25.668	98.0%	257.0%	$1,260.794	$1,343.118	$1,882.232	6.5%	49.3%
42-Pennsylvania	36-New York	5-Multiple modes & mail	1065.392	893.239	1147.863	-16.2%	7.7%	$14,033.313	$20,806.061	$33,752.691	48.3%	140.5%
42-Pennsylvania	36-New York	6-Pipeline	43886.248	35787.582	38301.270	-18.5%	-12.7%	$8,292.599	$6,119.927	$6,750.119	-26.2%	-18.6%
42-Pennsylvania	36-New York	7-Other and unknown	0.000	9.676	19.730	N/A	N/A	$0.000	$105.863	$150.239	N/A	N/A
42-Pennsylvania	37-North Carolina	1-Truck	2252.716	2703.467	4097.101	20.0%	81.9%	$9,778.657	$13,861.850	$20,825.804	41.8%	113.0%
42-Pennsylvania	37-North Carolina	2-Rail	2797.324	1965.217	1172.798	-29.7%	-58.1%	$466.387	$270.806	$341.113	-41.9%	-26.9%
42-Pennsylvania	37-North Carolina	4-Air (include truck-air)	0.975	1.236	1.907	26.8%	95.6%	$82.181	$167.093	$238.333	103.3%	190.0%
42-Pennsylvania	37-North Carolina	5-Multiple modes & mail	241.416	231.965	392.502	-3.9%	62.6%	$3,945.198	$5,740.930	$9,114.551	45.5%	131.0%
42-Pennsylvania	37-North Carolina	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	38-North Dakota	1-Truck	244.785	249.605	408.139	2.0%	66.7%	$941.779	$1,129.894	$1,679.706	20.0%	78.4%
42-Pennsylvania	38-North Dakota	2-Rail	205.924	182.738	289.031	-11.3%	40.4%	$39.433	$96.717	$146.237	145.3%	270.8%
42-Pennsylvania	38-North Dakota	4-Air (include truck-air)	0.096	0.036	0.033	-62.5%	-65.9%	$2.040	$2.087	$2.832	2.3%	38.8%
42-Pennsylvania	38-North Dakota	5-Multiple modes & mail	2.747	3.526	5.555	28.4%	102.2%	$63.495	$99.924	$146.178	57.4%	130.2%
42-Pennsylvania	38-North Dakota	6-Pipeline	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	39-Ohio	1-Truck	17869.081	19654.838	27920.017	10.0%	56.2%	$27,727.511	$38,518.199	$55,147.841	38.9%	98.9%
42-Pennsylvania	39-Ohio	2-Rail	533.887	618.955	1002.071	15.9%	87.7%	$192.691	$237.566	$361.295	23.3%	87.5%
42-Pennsylvania	39-Ohio	3-Water	5.232	56.897	110.369	987.5%	2009.5%	$5.513	$5.548	$8.001	0.6%	45.1%
42-Pennsylvania	39-Ohio	4-Air (include truck-air)	1.020	1.402	2.334	37.5%	128.8%	$62.926	$194.379	$267.368	208.9%	324.9%
42-Pennsylvania	39-Ohio	5-Multiple modes & mail	767.682	958.685	1371.443	24.9%	78.6%	$8,915.604	$13,597.117	$21,099.127	52.5%	136.7%
42-Pennsylvania	39-Ohio	6-Pipeline	10224.022	7832.589	7748.471	-23.4%	-24.2%	$1,924.228	$1,345.439	$1,458.313	-30.1%	-24.2%
42-Pennsylvania	39-Ohio	7-Other and unknown	0.001	16.228	42.753	N/A	N/A	$0.028	$30.900	$54.698	109474.5%	193865.6%
42-Pennsylvania	40-Oklahoma	1-Truck	344.883	422.773	621.715	22.6%	80.3%	$1,833.699	$2,670.554	$4,115.086	45.6%	124.4%
42-Pennsylvania	40-Oklahoma	2-Rail	0.604	0.399	0.481	-33.9%	-20.3%	$1.213	$1.614	$2.368	33.1%	95.3%
42-Pennsylvania	40-Oklahoma	3-Water	0.091	0.198	0.308	117.6%	238.6%	$0.276	$0.982	$1.435	256.2%	420.6%
42-Pennsylvania	40-Oklahoma	4-Air (include truck-air)	0.084	0.138	0.267	64.3%	217.6%	$12.282	$24.476	$39.180	99.3%	219.0%
42-Pennsylvania	40-Oklahoma	5-Multiple modes & mail	27.471	33.323	45.878	21.3%	67.0%	$476.965	$712.066	$1,041.382	49.3%	118.3%
42-Pennsylvania	40-Oklahoma	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	41-Oregon	1-Truck	185.643	228.208	336.889	22.9%	81.5%	$872.310	$1,226.110	$1,716.885	40.6%	96.8%
42-Pennsylvania	41-Oregon	2-Rail	10.046	15.968	26.845	58.9%	167.2%	$27.876	$44.763	$66.311	60.6%	137.9%
42-Pennsylvania	41-Oregon	4-Air (include truck-air)	0.409	0.393	0.514	-3.9%	25.6%	$23.205	$25.931	$33.714	11.7%	45.3%
42-Pennsylvania	41-Oregon	5-Multiple modes & mail	34.809	63.587	105.114	82.7%	202.0%	$674.249	$1,045.374	$1,568.068	55.0%	132.6%
42-Pennsylvania	42-Pennsylvania	1-Truck	301245.373	332210.429	446974.013	10.3%	48.4%	$229,654.795	$310,294.044	$431,390.868	35.1%	87.8%
42-Pennsylvania	42-Pennsylvania	2-Rail	13322.860	11530.819	10015.949	-13.5%	-24.8%	$5,023.603	$4,815.555	$6,745.951	-4.1%	34.3%
42-Pennsylvania	42-Pennsylvania	3-Water	3520.808	3994.687	4836.305	13.5%	37.4%	$2,532.455	$2,750.092	$3,559.129	8.6%	40.5%
42-Pennsylvania	42-Pennsylvania	4-Air (include truck-air)	52.320	15.958	11.259	-69.5%	-78.5%	$1,481.477	$2,422.185	$3,540.486	63.5%	139.0%
42-Pennsylvania	42-Pennsylvania	5-Multiple modes & mail	1360.403	1833.721	2682.769	34.8%	97.2%	$26,502.369	$41,213.607	$64,058.157	55.5%	141.7%
42-Pennsylvania	42-Pennsylvania	6-Pipeline	55817.185	49265.244	52004.797	-11.7%	-6.8%	$16,265.928	$15,009.939	$15,192.854	-7.7%	-6.6%

OUTBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (thousands of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
42-Pennsylvania	42-Pennsylvania	7-Other and unknown	487.039	500.144	680.318	2.7%	39.7%	$199.153	$79.148	$108.634	-60.3%	-45.5%
42-Pennsylvania	42-Pennsylvania	8-No domestic mode	492.251	12772.950	11452.545	2494.8%	2226.6%	$1,702.998	$4,766.253	$3,694.246	179.9%	116.9%
42-Pennsylvania	44-Rhode Island	1-Truck	312.051	398.346	626.271	27.7%	100.7%	$768.063	$1,150.834	$1,640.566	49.8%	113.6%
42-Pennsylvania	44-Rhode Island	2-Rail	116.830	24.465	2.099	-79.1%	-98.2%	$788.701	$8.388	$12.372	-98.9%	-98.4%
42-Pennsylvania	44-Rhode Island	4-Air (include truck-air)	0.006	0.011	0.019	83.3%	220.0%	$1.321	$1.464	$1.767	10.9%	33.8%
42-Pennsylvania	44-Rhode Island	5-Multiple modes & mail	26.742	30.965	53.255	15.8%	99.1%	$455.470	$625.196	$1,025.517	37.3%	125.2%
42-Pennsylvania	45-South Carolina	1-Truck	1123.442	1305.375	1796.430	16.2%	59.9%	$4,168.130	$5,695.776	$7,892.823	36.7%	89.4%
42-Pennsylvania	45-South Carolina	2-Rail	1441.407	1214.285	1148.268	-15.8%	-20.3%	$533.089	$370.952	$437.420	-30.4%	-17.9%
42-Pennsylvania	45-South Carolina	4-Air (include truck-air)	0.738	1.024	1.659	38.8%	124.7%	$18.900	$175.205	$244.683	827.0%	1194.7%
42-Pennsylvania	45-South Carolina	5-Multiple modes & mail	609.439	480.499	558.217	-21.2%	-8.4%	$3,876.911	$5,251.142	$8,674.208	35.4%	123.7%
42-Pennsylvania	45-South Carolina	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.007	$0.000	$0.000	-100.0%	-100.0%
42-Pennsylvania	46-South Dakota	1-Truck	25.562	34.553	57.128	35.2%	123.5%	$304.288	$499.297	$717.832	64.1%	135.9%
42-Pennsylvania	46-South Dakota	2-Rail	29.922	15.302	13.510	-48.9%	-54.9%	$194.617	$140.407	$159.202	-27.9%	-18.2%
42-Pennsylvania	46-South Dakota	4-Air (include truck-air)	0.093	0.089	0.143	-4.3%	54.1%	$16.872	$21.987	$34.559	30.3%	104.8%
42-Pennsylvania	46-South Dakota	5-Multiple modes & mail	4.655	6.275	9.308	34.8%	99.9%	$119.993	$178.736	$261.052	49.0%	117.6%
42-Pennsylvania	46-South Dakota	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	47-Tennessee	1-Truck	1251.654	1532.340	2176.087	22.4%	73.9%	$3,413.023	$4,902.747	$6,584.229	43.6%	92.9%
42-Pennsylvania	47-Tennessee	2-Rail	12.999	8.386	7.420	-35.5%	-42.9%	$13.785	$6.405	$6.799	-53.5%	-50.7%
42-Pennsylvania	47-Tennessee	3-Water	80.102	52.218	29.287	-34.8%	-63.4%	$71.087	$36.695	$44.717	-48.4%	-37.1%
42-Pennsylvania	47-Tennessee	4-Air (include truck-air)	6.413	5.638	9.354	-12.1%	45.9%	$1,036.019	$974.458	$1,444.839	-5.9%	39.5%
42-Pennsylvania	47-Tennessee	5-Multiple modes & mail	105.942	124.795	181.431	17.8%	71.3%	$1,236.376	$1,887.356	$2,820.122	52.7%	128.1%
42-Pennsylvania	47-Tennessee	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	48-Texas	1-Truck	2898.994	4135.714	6785.399	42.7%	134.1%	$11,346.633	$17,089.742	$24,223.376	50.6%	113.5%
42-Pennsylvania	48-Texas	2-Rail	584.272	778.426	1107.935	33.2%	89.6%	$710.631	$1,039.847	$1,406.783	46.3%	98.0%
42-Pennsylvania	48-Texas	3-Water	1.581	74.008	99.124	4581.1%	6169.7%	$5.414	$49.667	$62.300	817.4%	1050.8%
42-Pennsylvania	48-Texas	4-Air (include truck-air)	4.852	7.448	11.140	53.5%	129.6%	$464.111	$560.334	$771.547	20.7%	66.2%
42-Pennsylvania	48-Texas	5-Multiple modes & mail	416.901	777.361	1133.898	86.5%	172.0%	$4,530.810	$6,731.244	$9,865.800	48.6%	117.7%
42-Pennsylvania	48-Texas	7-Other and unknown	0.000	0.022	0.046	N/A	N/A	$0.000	$0.091	$0.141	N/A	N/A
42-Pennsylvania	49-Utah	1-Truck	302.221	344.531	494.690	14.0%	63.7%	$1,590.808	$2,020.252	$2,662.614	27.0%	67.4%
42-Pennsylvania	49-Utah	2-Rail	0.170	0.034	0.000	-80.0%	-100.0%	$1.107	$0.000	$0.000	-100.0%	-100.0%
42-Pennsylvania	49-Utah	4-Air (include truck-air)	0.246	0.292	0.366	18.7%	48.8%	$29.338	$45.949	$74.334	56.6%	153.4%
42-Pennsylvania	49-Utah	5-Multiple modes & mail	19.992	20.974	30.318	4.9%	51.6%	$1,038.645	$1,567.354	$2,606.173	50.9%	150.9%
42-Pennsylvania	49-Utah	7-Other and unknown	0.000	0.000	0.001	N/A	N/A	$0.000	$0.021	$0.034	N/A	N/A
42-Pennsylvania	50-Vermont	1-Truck	302.858	400.547	606.990	32.3%	100.4%	$896.128	$1,380.878	$1,874.242	54.1%	109.1%
42-Pennsylvania	50-Vermont	2-Rail	1.008	0.314	0.174	-68.8%	-82.8%	$1.066	$0.069	$0.090	-93.5%	-91.6%
42-Pennsylvania	50-Vermont	4-Air (include truck-air)	0.396	0.106	0.055	-73.2%	-86.2%	$12.291	$9.482	$15.880	-22.9%	29.2%
42-Pennsylvania	50-Vermont	5-Multiple modes & mail	4.687	6.170	10.036	31.6%	114.1%	$366.435	$546.887	$861.994	49.2%	135.2%
42-Pennsylvania	50-Vermont	6-Pipeline	21.229	4.246	0.000	-80.0%	-100.0%	$2.920	$0.000	$0.000	-100.0%	-100.0%
42-Pennsylvania	51-Virginia	1-Truck	5253.885	6368.439	9340.914	21.2%	77.8%	$13,133.137	$18,100.355	$24,799.760	37.8%	88.8%
42-Pennsylvania	51-Virginia	2-Rail	802.143	6452.622	6629.618	704.4%	726.5%	$183.748	$337.461	$342.303	83.7%	86.3%
42-Pennsylvania	51-Virginia	3-Water	744.601	1874.125	2029.635	151.7%	172.6%	$206.000	$862.727	$1,053.908	318.8%	411.6%

OUTBOUND FREIGHT FLOWS by STATE and MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (thousands of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
42-Pennsylvania	51-Virginia	4-Air (include truck-air)	0.114	0.194	0.356	70.2%	211.9%	$18.213	$34.653	$58.097	90.3%	219.0%
42-Pennsylvania	51-Virginia	5-Multiple modes & mail	667.859	1737.452	2036.777	160.2%	205.0%	$3,612.881	$5,556.998	$8,146.696	53.8%	125.5%
42-Pennsylvania	51-Virginia	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	53-Washington	1-Truck	270.255	315.375	462.564	16.7%	71.2%	$1,769.719	$2,374.651	$3,155.224	34.2%	78.3%
42-Pennsylvania	53-Washington	2-Rail	33.789	47.354	79.774	40.1%	136.1%	$80.560	$98.160	$141.482	21.8%	75.6%
42-Pennsylvania	53-Washington	3-Water	0.000	0.001	0.001	N/A	N/A	$0.000	$0.004	$0.006	N/A	N/A
42-Pennsylvania	53-Washington	4-Air (include truck-air)	1.189	1.800	2.727	51.4%	129.4%	$256.469	$414.566	$530.646	61.6%	106.9%
42-Pennsylvania	53-Washington	5-Multiple modes & mail	61.300	139.318	239.876	127.3%	291.3%	$1,255.816	$2,034.411	$2,958.769	62.0%	135.6%
42-Pennsylvania	53-Washington	7-Other and unknown	0.053	1.129	2.006	2030.2%	3684.9%	$1.738	$0.292	$0.391	-83.2%	-77.5%
42-Pennsylvania	54-West Virginia	1-Truck	4339.145	4828.328	6755.806	11.3%	55.7%	$5,532.180	$7,749.897	$10,933.778	40.1%	97.6%
42-Pennsylvania	54-West Virginia	2-Rail	0.002	0.000	0.000	-100.0%	-100.0%	$0.002	$0.000	$0.000	-100.0%	-100.0%
42-Pennsylvania	54-West Virginia	3-Water	23.167	15.977	20.632	-31.0%	-10.9%	$68.657	$89.183	$117.798	29.9%	71.6%
42-Pennsylvania	54-West Virginia	4-Air (include truck-air)	0.044	0.379	0.648	761.4%	1373.4%	$10.322	$77.036	$102.989	646.3%	897.7%
42-Pennsylvania	54-West Virginia	5-Multiple modes & mail	242.429	291.574	402.588	20.3%	66.1%	$6,138.358	$8,692.989	$11,878.381	41.6%	93.5%
42-Pennsylvania	54-West Virginia	6-Pipeline	9995.325	8788.116	10902.198	-12.1%	9.1%	$1,881.186	$1,646.676	$2,051.866	-12.5%	9.1%
42-Pennsylvania	54-West Virginia	7-Other and unknown	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	55-Wisconsin	1-Truck	999.827	1210.662	1789.854	21.1%	79.0%	$2,794.228	$3,986.595	$5,436.198	42.7%	94.6%
42-Pennsylvania	55-Wisconsin	2-Rail	56.021	65.027	114.794	16.1%	104.9%	$55.973	$83.889	$124.873	49.9%	123.1%
42-Pennsylvania	55-Wisconsin	4-Air (include truck-air)	0.452	0.521	0.808	15.3%	78.7%	$13.989	$19.836	$31.114	41.8%	122.4%
42-Pennsylvania	55-Wisconsin	5-Multiple modes & mail	101.987	136.236	250.813	33.6%	145.9%	$1,247.405	$1,902.394	$2,821.697	52.5%	126.2%
42-Pennsylvania	55-Wisconsin	7-Other and unknown	0.001	0.003	0.006	200.0%	530.0%	$0.019	$0.098	$0.134	426.9%	621.5%
42-Pennsylvania	56-Wyoming	1-Truck	37.435	44.636	66.020	19.2%	76.4%	$221.104	$303.125	$413.775	37.1%	87.1%
42-Pennsylvania	56-Wyoming	2-Rail	0.000	0.000	0.000	N/A	N/A	$0.000	$0.000	$0.000	N/A	N/A
42-Pennsylvania	56-Wyoming	4-Air (include truck-air)	0.065	0.056	0.079	-13.8%	21.7%	$6.191	$8.136	$11.216	31.4%	81.2%
42-Pennsylvania	56-Wyoming	5-Multiple modes & mail	2.889	4.152	7.281	43.7%	152.0%	$136.269	$223.081	$336.861	63.7%	147.2%

TOTAL FREIGHT FLOWS by MODE, 2024-2050

Source: USDOT/BTS Freight Analysis Framework ver. 5.7.1

Origin (State)	Destination (State)	Transport Mode	Tonnage (thousands of tons)			Pct. Change		Value (millions of dollars)			Pct. Change	
			2024	*2034*	*2050*	*to 2034*	*to 2050*	*2024*	*2034*	*2050*	*to 2034*	*to 2050*
External + PA	42-Pennsylvania	1-Truck	432,432	517,156	662,124	19.6%	53.1%	$524,296	$707,602	$994,654	35.0%	89.7%
External + PA	42-Pennsylvania	2-Rail	36,119	31,740	33,669	-12.1%	-6.8%	$14,806	$17,233	$23,684	16.4%	60.0%
External + PA	42-Pennsylvania	3-Water	21,080	14,466	10,190	-31.4%	-51.7%	$5,236	$4,945	$6,087	-5.6%	16.2%
External + PA	42-Pennsylvania	4-Air (include truck-air)	156	207	309	32.5%	97.8%	$14,641	$19,818	$29,510	35.4%	101.6%
External + PA	42-Pennsylvania	5-Multiple modes & mail	21,659	27,675	36,035	27.8%	66.4%	$108,159	$162,987	$246,018	50.7%	127.5%
External + PA	42-Pennsylvania	6-Pipeline	78,214	70,077	78,437	-10.4%	0.3%	$22,770	$21,325	$22,052	-6.3%	-3.2%
External + PA	42-Pennsylvania	7-Other and unknown	487	580	776	19.1%	59.3%	$207	$278	$417	34.0%	101.5%
External + PA	42-Pennsylvania	8-No domestic mode	492	14,776	11,453	2901.7%	2226.6%	$1,703	$4,766	$3,694	179.9%	116.9%
TOTALS			**590,639**	**676,676**	**832,993**	**14.6%**	**41.0%**	**$691,819**	**$938,954**	**$1,326,117**	**35.7%**	**91.7%**
42-Pennsylvania	External + PA	1-Truck	444,971	530,289	683,420	19.2%	53.6%	$545,114	$747,500	$1,057,317	37.1%	94.0%
42-Pennsylvania	External + PA	2-Rail	29,221	31,183	32,642	6.7%	11.7%	$11,408	$11,946	$16,285	4.7%	42.7%
42-Pennsylvania	External + PA	3-Water	6,826	14,387	13,747	110.8%	101.4%	$6,486	$7,104	$7,929	9.5%	22.3%
42-Pennsylvania	External + PA	4-Air (include truck-air)	162	136	196	-16.0%	21.0%	$10,875	$13,758	$19,981	26.5%	83.7%
42-Pennsylvania	External + PA	5-Multiple modes & mail	11,310	16,203	20,730	43.3%	83.3%	$137,211	$204,916	$317,104	49.3%	131.1%
42-Pennsylvania	External + PA	6-Pipeline	195,440	163,888	183,716	-16.1%	-6.0%	$43,969	$38,624	$41,401	-12.2%	-5.8%
42-Pennsylvania	External + PA	7-Other and unknown	487	691	952	41.9%	95.5%	$207	$626	$942	202.7%	355.5%
42-Pennsylvania	External + PA	8-No domestic mode	492	14,776	11,453	2903.3%	2227.8%	$1,703	$4,766	$3,694	179.9%	116.9%
TOTALS			**688,909**	**771,553**	**946,856**	**12.0%**	**37.4%**	**$756,973**	**$1,029,240**	**$1,464,653**	**36.0%**	**93.5%**
42-Pennsylvania	42-Pennsylvania	1-Truck	301,245	353,591	446,974	17.4%	48.4%	$229,655	$310,294	$431,391	35.1%	87.8%
42-Pennsylvania	42-Pennsylvania	2-Rail	13,323	10,334	10,016	-22.4%	-24.8%	$5,024	$4,816	$6,746	-4.1%	34.3%
42-Pennsylvania	42-Pennsylvania	3-Water	3,521	4,197	4,836	19.2%	37.3%	$2,532	$2,750	$3,559	8.6%	40.6%
42-Pennsylvania	42-Pennsylvania	4-Air (include truck-air)	52	8	11	-84.6%	-78.8%	$1,481	$2,422	$3,540	63.5%	139.0%
42-Pennsylvania	42-Pennsylvania	5-Multiple modes & mail	1,360	2,087	2,683	53.5%	97.3%	$26,502	$41,214	$64,058	55.5%	141.7%
42-Pennsylvania	42-Pennsylvania	6-Pipeline	55,817	48,024	52,005	-14.0%	-6.8%	$16,266	$15,010	$15,193	-7.7%	-6.6%
42-Pennsylvania	42-Pennsylvania	7-Other and unknown	487	519	680	6.6%	39.6%	$199	$79	$109	-60.3%	-45.2%
42-Pennsylvania	42-Pennsylvania	8-No domestic mode	492	14,776	11,453	2903.3%	2227.8%	$1,703	$4,766	$3,694	179.9%	116.9%
TOTALS			**376,297**	**433,536**	**528,658**	**15.2%**	**40.5%**	**$283,362**	**$381,351**	**$528,290**	**34.6%**	**86.4%**