



Vacation Traveler Carbon Guide

The tables below list travel options from best to worst. Try to avoid those in red!

Best Travel Options: Solo Traveler

| | 100 miles | 500 miles | 1,000+ miles |
|-------|---------------------|---------------------|---------------------|
| Best | ● Take motor coach | ● Take motor coach | ● Take motor coach |
| | ● Take train | ● Take train | ● Fly economy |
| | ● Fly economy | ● Fly economy | ● Take train |
| | ● Drive typical car | ● Drive typical car | ● Fly first class |
| Worst | ● Drive typical SUV | ● Fly first class | ● Drive typical car |
| | ● Fly first class | ● Drive typical SUV | ● Drive typical SUV |

Best Travel Options: Two Travelers

| | 100 miles | 500 miles | 1,000+ miles |
|-------|---------------------|---------------------|---------------------|
| Best | ● Take motor coach | ● Take motor coach | ● Take motor coach |
| | ● Take train | ● Take train | ● Fly economy |
| | ● Drive typical car | ● Drive typical car | ● Take train |
| | ● Drive typical SUV | ● Fly economy | ● Drive typical car |
| Worst | ● Fly economy | ● Drive typical SUV | ● Drive typical SUV |
| | ● Fly first class | ● Fly first class | ● Fly first class |

Best Travel Options: Family of Four

| | 100 miles | 500 miles | 1,000+ miles |
|-------|---------------------|---------------------|---------------------|
| Best | ● Take motor coach | ● Take motor coach | ● Take motor coach |
| | ● Drive typical car | ● Drive typical car | ● Drive typical car |
| | ● Drive typical SUV | ● Drive typical SUV | ● Drive typical SUV |
| | ● Take train | ● Take train | ● Fly economy |
| Worst | ● Fly economy | ● Fly economy | ● Take train |
| | ● Fly first class | ● Fly first class | ● Fly first class |

Notes: The red designation is a subjective assessment based on the distribution of total CO₂ emissions across modes. The analysis assumes typical car and typical SUV fuel economies of 23 mpg and 18 mpg, respectively. Train emissions reflect an average of electric and diesel operations. The analysis assumes turboprop use for 100-mile flights, regional jet use for 500-mile flights, and narrow-body jets for 1,000-mile flights, based on information from the Federal Aviation Administration. We assume that all flights are nonstop. For more on the emissions factors we used, and the magnitude emitted by each mode, see the full *Getting There Greener* report at www.ucsusa.org/gettingtheregreener.