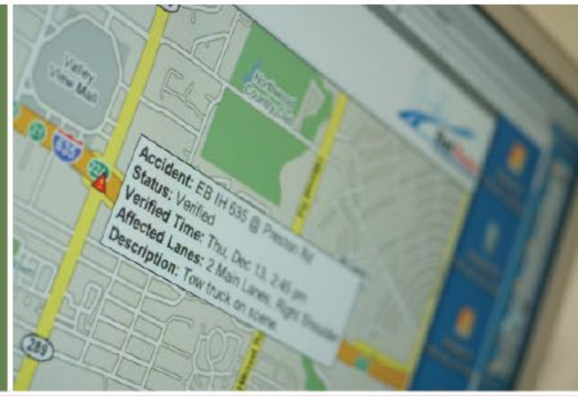


2025 Urban Mobility REPORT

Texas A&M Transportation Institute
INRIX
Texas Department of Transportation

2025 Urban Mobility Report

Published by The Texas A&M Transportation Institute
with cooperation from INRIX

David Schrank
Senior Research Scientist

Luke Albert
Research Engineer

Kartikeya Jha
Assistant Research Scientist

Bill Eisele
Senior Research Engineer

Sponsored by
Texas Department of Transportation

August 2025

DISCLAIMER

The contents of this report reflect the views of the authors, who are responsible for the facts and the accuracy of the information presented herein.

Sponsorship

The authors would like to thank the Texas Department of Transportation for sponsorship of the *2025 Urban Mobility Report.*

The authors would like to thank INRIX for providing detailed national travel speed and trips data used for this report.

Acknowledgments

Shawn Turner, Brianne Glover, and Phil Lasley — Concept and Methodology Development
Phil Lasley, L.D. White, Smruti Parab — Website Tableau Visualization
Kristi Holstead — Report Preparation
Lauren Geng — Geographic Information Dataset Conflation
Travis Ward and Tobey Lindsey — Web Page Creation and Maintenance
Jack Wenzel, Gracie McMahan, and Karen Bigley — Media Relations
Vicky Nelson and Leah Liu — Cover Artwork and Graphics
Eric Ontiveros — Printing and Distribution
Joe Strube and Terri Johnson of INRIX — Data Technical Support

TABLE OF CONTENTS

Executive Summary **1**

The State of Congestion in 2024 .... **4**

Travel Pattern Changes **8**

Are the Rush Hours Back? 8
The Freeways 8
The Streets 11
Delay Across the Week Has Stayed Flatter Too 14
Peak Period Congestion 15

The Trouble with Planning Your Trip **17**

Delivering the Goods **20**

Observed Access and Urban Mobility **22**

Why Is the UMR Adding a Chapter on Access? 22
What Is Access and Why Does It Matter? 22
Concepts 22
What Is the Difference Between Traditional and Observed Access? 22
What Are We Measuring? 23
The Measures 25
How to Use the Measures 27
Future Directions 28
The Results 29
How to Compare Urban Areas 29
How to Read and Interpret the Lists 29
Very Large Urban Areas 30
Large Urban Areas 32
East Coast and Central Plains Medium and Small Urban Areas 33
West Coast and Mountain Medium and Small Urban Areas 34

Mobility Strategies and Solutions **37**

Looking Ahead **40**

What Changed from the 2023 UMR to the 2025 UMR **42**

References **43**

Comparison Tables—Congestion in 2023 and 2024 .... **44**

Appendix A *2025 UMR* Methodology (https://mobility.tamu.edu/umr/report/#methodology)

Appendix B *2025 UMR* Vehicle Occupancy (https://mobility.tamu.edu/umr/report/#appx-b)

Appendix C *2025 UMR* Value of Time (https://mobility.tamu.edu/umr/report/#appx-c)

Appendix D *2025 UMR* Observed Access (https://mobility.tamu.edu/umr/report/#appx-d)

LIST OF EXHIBITS

Exhibit 1. Major Findings of the 2025 UMR (494 U.S. Urban Areas) 2
Exhibit 2. Urban Area-Level Total Delay (101 U.S. Urban Areas) 1
Exhibit 3. Congestion Growth Trend—Hours of Delay per Auto Commuter 4
Exhibit 4. Index of Rate of Growth of Delay versus Rate of Growth of Travel 5
Exhibit 5. Congestion Growth Trend—Delay per VMT 6
Exhibit 6. Change in Delay per VMT (2019–2024)—All 101 Areas 7
Exhibit 7. Percent of Freeway Delay for Hours of Day—2019, 2021, and 2024 9
Exhibit 8. Freeway Delay Shift from Traditional Peak Periods to Midday Between 2019 and 2024 10
Exhibit 9. Percentage of Weekday Delay on Freeways by Hour of Day—2019 and 2024 10
Exhibit 10. Percentage of Weekday Delay on Freeways During Different Times of Day—2019 and 2024 11
Exhibit 11. Percent of Street Delay for Hours of Day—2019, 2021, and 2024 12
Exhibit 12. Percentage of Weekday Delay on Arterial Streets by Hour of Day—2019 and 2024 13
Exhibit 13. Percentage of Weekday Delay on Arterial Streets During Different Times of Day—2019 and 2024 13
Exhibit 14. Portion of Traffic on Each Day of Week in 2019 and 2024 14
Exhibit 15. Percent of Delay for Each Day of Week in 2019 and 2024 15
Exhibit 16. Peak Period Congestion in 2024 16
Exhibit 17. Extra Time to Make Important Trips (2019 to 2024) 18
Exhibit 18. Range of Congestion in Each Urban Area Size 19
Exhibit 19. Percentage of National Delay and Congestion Cost from Trucks—2014 to 2024 20
Exhibit 20. Destination Access 22
Exhibit 21. Observed Access Concepts 23
Exhibit 22. Coverage 23
Exhibit 23. Range 24
Exhibit 24. Total Urban Coverage 25
Exhibit 25. Area Range 26
Exhibit 26. Very Large Urban Areas—TUC, Range, and Area 31
Exhibit 27. Large Urban Areas—TUC, Range, and Area 32
Exhibit 28. East Coast and Central Plains Medium and Small Urban Areas—TUC, Range, and Area 33
Exhibit 29. West Coast and Mountain Medium and Small Urban Areas—TUC, Range, and Area 35

LIST OF TABLES

Table 1. What Congestion Means to You 45
Table 2. Annual Extra Travel Time for Each Urban Area and Auto Commuter 49
Table 3. Extra Travel Time and Vehicle Travel, 2023 and 2024 53
Table 4. Excess Fuel Consumption Due to Congestion 57
Table 5. Annual Congestion Cost 61
Table 6. Excess Truck Travel Time and Congestion Cost 65

Table 7. Excess Travel Time and Congestion Cost per Auto Commuter 69
Table 8. Urban Area Excess Travel Time and Congestion Cost 82
Table 9. Observed Access—Very Large Areas 95
Table 10. Observed Access—Large Areas 96
Table 11. Observed Access—East Coast and Central Plains Medium and Small Areas 97
Table 12. Observed Access—West Coast and Mountain Medium and Small Areas 98

EXECUTIVE SUMMARY

During and soon after the ebbing of the COVID-19 pandemic, the world underwent an unprecedented change in work from office requirements, culture, and how, when, and where people traveled for work. There was no global precedent for a sudden, massive, and sustained shift away from traditional office work like what occurred during this time frame.

But people's desire to travel and get to places of interest has only gotten stronger since, resulting in steadily increasing travel. At the same time, data show that a lot of this increase in travel is being absorbed by more hours of the day and more days of the week than before. The delay caused by vehicle congestion is back on the rise, but the rise has not been as dramatic as in the past. However, there are regions where delay has not returned as rapidly despite increases in travel.

The trends from 1982 to 2024 (see Exhibit 1) show that congestion was a persistently growing problem until 2020, when the growth relaxed due to declining peak period commuter travel. Post-pandemic America has seen a comeback of traffic congestion—now exceeding 2019 levels at the individual commuter level—but the nature of congestion and its timing of occurrence have seen a shift too.

The following are some key findings of this report:

- Congestion levels are returning to historical levels in many regions, but the overall patterns associated with the congestion seem to be slightly different in many regions.
    - Work trip changes—motorists are commuting at different times and not all days of the week.
    - E-commerce and additional commercial traffic are affecting both passenger and truck trips.
- While total delay hours are rebounding to or exceeding historical levels in many areas, the patterns of congestion are different. Midday, midweek, and weekend slowdowns now account for a larger share of total delay.
- The variability of mobility levels shown by the Planning Time Index is increasing in areas of all sizes, which may point to changes in trip patterns (time and location). The variability of when and where people are commuting and traveling makes it harder to plan a trip, which can lead to added traveler frustrations.
- At the overall system level, higher variability in travel times and the shifting of traffic to other hours of the day and days of the week may point to the benefit of using more operational strategies or using them differently to manage congestion.
- As this report highlights, the newly developed measures of observed destination access provide a complementary approach to the longstanding Urban Mobility Report (UMR) measures for analyzing urban transportation area-wide performance.

Exhibit 1. Major Findings of the 2025 UMR (494 U.S. Urban Areas)

Measures of…	1982	2000	2019	2023	2024	5-Yr Change
…Individual Congestion						
Yearly delay per auto commuter (hours)	20	38	54	61	63	+17%
Travel Time Index	1.10	1.19	1.23	1.24	1.26	+3 points
Planning Time Index (freeway only)	–	–	1.62	1.61	1.70	+8 points
"Wasted" fuel per auto commuter (gallons)[a] *(see footnote)*	5	15	21	18	18	−14%
Congestion cost per auto commuter (in 2024 $)	$763	$1,148	$1,260	$1,419	$1,480	+18%
…The Nation's Congestion Problem						
Travel delay (billion hours)	1.8	5.1	8.9	9.2	9.8	+10%
"Wasted" fuel (billion gallons)[a] *(see footnote)*	0.8	2.4	3.4	2.7	2.8	−18%
Truck congestion cost (billions of 2024 $)	$2.2	$8.3	$25.1	$33.2	$35.8	+43%
Congestion cost (billions of 2024 $)	$19	$92	$233	$257	$269	+16%
Travel volume (billion miles traveled)	670	1,160	1,600	1,595	1,665	+4%

Note:

Yearly Delay per Auto Commuter—The extra time spent during the year traveling at congested speeds rather than free-flow speeds by private vehicle drivers and passengers who typically travel in the peak periods.

Travel Time Index—The ratio of travel time in the peak period to travel time at free-flow conditions. A travel time index of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak period.

Planning Time Index (freeway only)—The ratio of travel time on the worst day of the month to travel time in free-flow conditions.

Excess Fuel—The amount beyond what would have been expected at free-flow speeds.

Congestion Cost—The yearly value of delay time and wasted fuel by all vehicles.

Travel Volume—Miles traveled by all vehicles during the year.

The UMR uses very detailed traffic speed data from INRIX *(1)* and vehicle and person-volume estimates from the Federal Highway Administration's Highway Performance Monitoring System dataset *(2)*. These two datasets were combined to get estimates of the extra travel time (travel delay) to make a trip.

Exhibit 2 shows a national map for total travel delay in the 101 urban areas intensively studied in the UMR. The size of the circle represents the magnitude of travel delay at an area-wide level. More detailed comparisons across urban area sizes are provided in the comparison tables at the end of this report.

[a] The *Texas A&M Transportation Institute (TTI) uses the Environmental Protection Agency's (EPA's) Motor Vehicle Emission Simulator (MOVES) model to calculate the fuel usage in the UMR. For the 2025 UMR, TTI began using a newer version of the MOVES model that included improvements in fuel efficiency and change in fleet composition including hybrids. This shift resulted in about a 27 percent decrease in the amount of wasted fuel consumed at the national level. This percentage will change from region to region since the mix of vehicles and operating speeds will result in differing benefit levels.*
Numbers for area-wide excess fuel and ranks for all 101 urban areas can be found at the end of this report. More information on the methodology for calculations can be found in UMR Appendix A (Methodology).

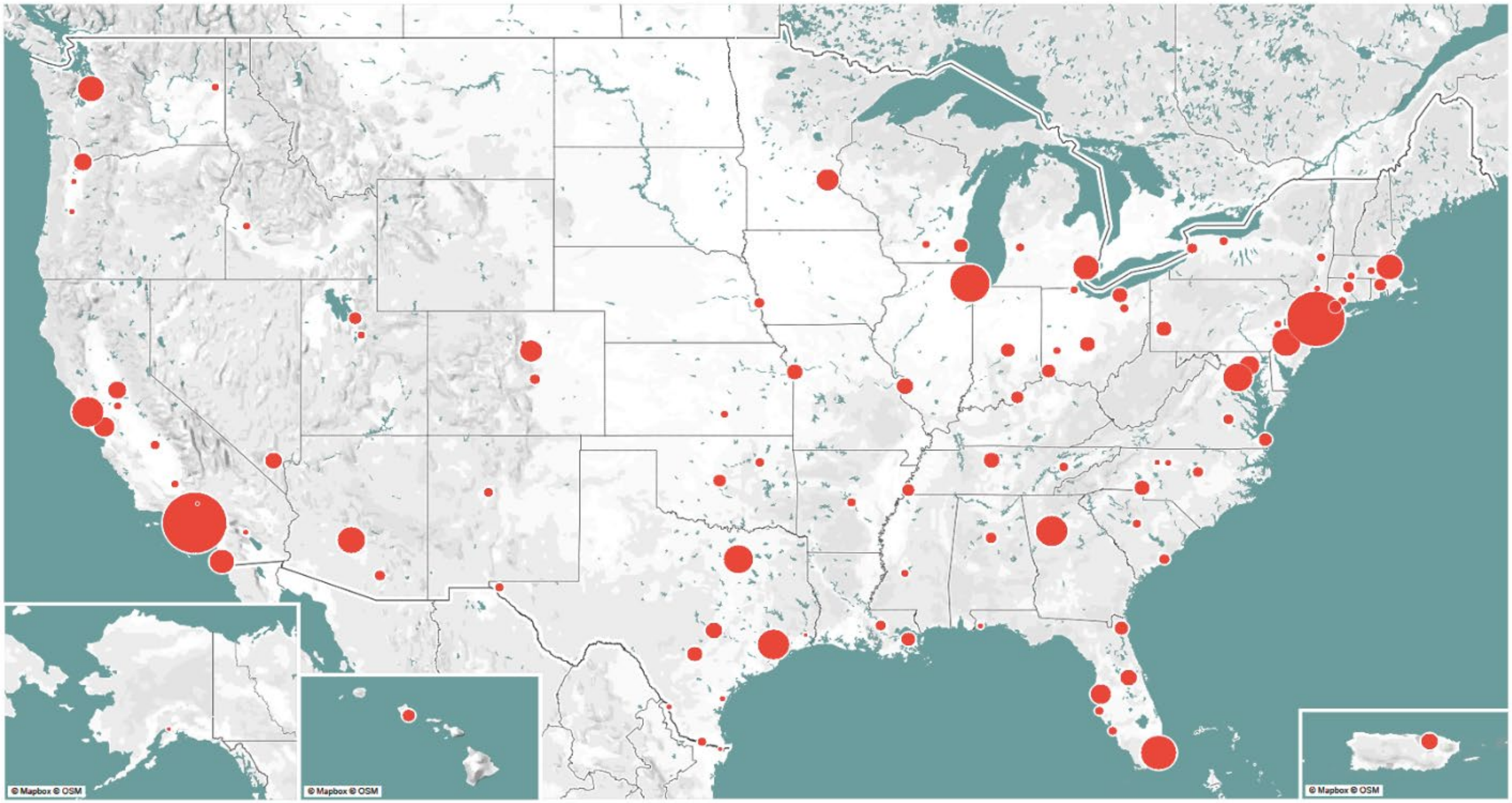


Exhibit 2. Urban Area-Level Total Delay (101 U.S. Urban Areas)

THE STATE OF CONGESTION IN 2024

The national trend of increasing congestion continues. Urban areas of all sizes are experiencing the continuing historical challenges of travel growth and therefore increasing congestion. At an individual traveler level, the total congestion problem is larger than ever before, with the average commuter wasting the most time ever (63 hours a year)—the equivalent of almost eight days of vacation time.

National level congestion has more than recovered from the pandemic times and has settled back into a growth pattern. The myriad possible solutions need to be reviewed for what makes the best sense locally—more and expanded roadways, better public transportation, efficient traffic operations, more travel options, new land development styles, and advanced technologies need to be deployed more systemically in all places to help slow the mobility degradation across the nation.

Congestion has been growing in areas of every size. The UMR shows consistent congestion growth across all urban area sizes. The hours of delay per commuter in 2023 and 2024 once again display the steady growth that has been seen in the time series throughout the UMR releases (Exhibit 3). The average annual delay per commuter has exceeded historical levels in urban areas of all population sizes.

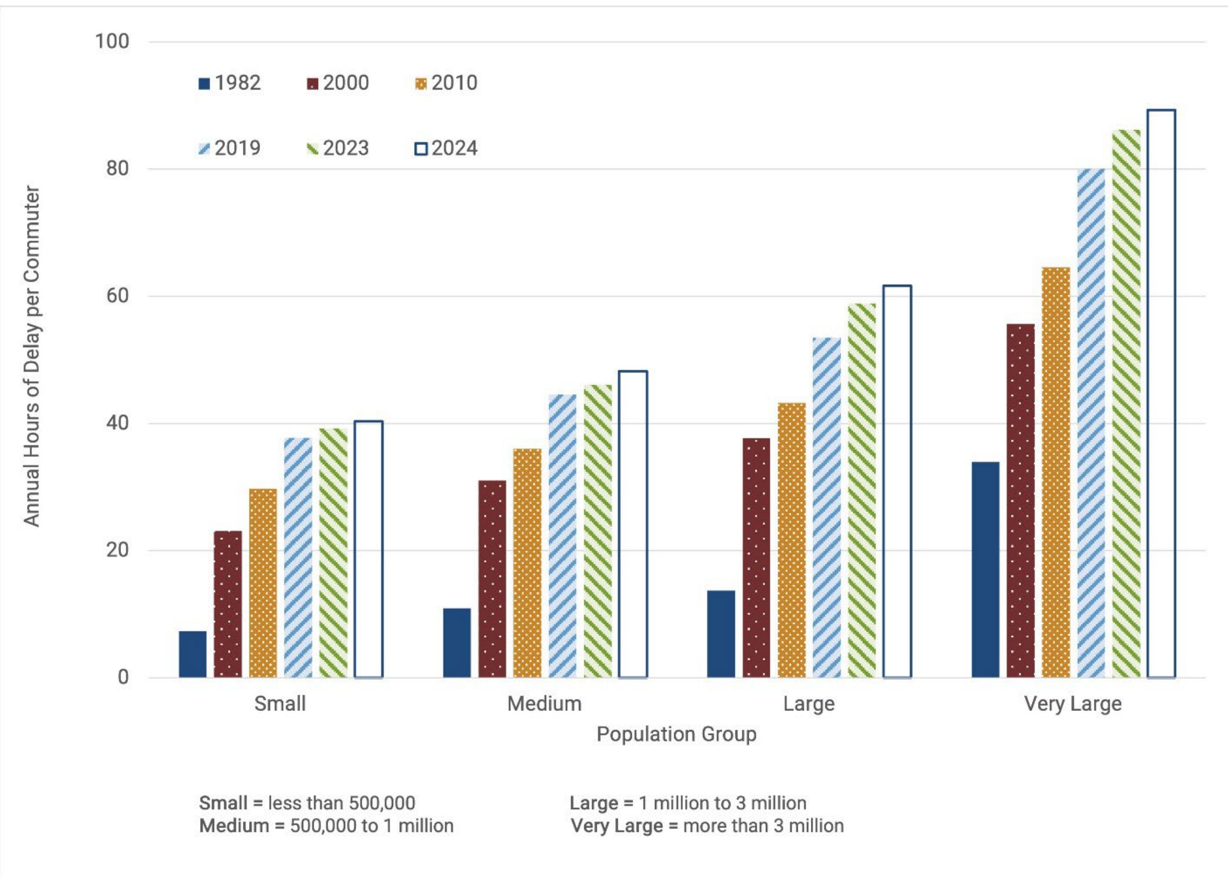


Exhibit 3. Congestion Growth Trend—Hours of Delay per Auto Commuter

Congestion numbers have inched back up again toward the long-term trend of increasing congestion and an uptrend in jobs numbers (*3,4*). As steady as these increases in delay have been over several decades, there is an emerging trend which highlights the changes in travel patterns that can be attributed to a higher acceptance of remote work and hybrid work schedules.

One way of looking at delay and travel changes is to combine the two metrics to look at growth in delay versus growth in vehicle travel together. When more vehicles drive on the roads, congestion usually gets worse because the roads can only accommodate so many vehicles. If delays do not increase as fast as the travel, the roads and transportation system are doing a better job keeping the traffic moving. Traditionally, this has not been the case since delay has increased faster than travel in the majority of areas. Between 2014 and 2024, motorists nationwide drove 13 percent more miles, but traffic delays went up by 22 percent. This shows that delay tends to grow at a faster rate than travel itself.

This difference in rate of growth of delay and travel can be quantified in the form of an index. Exhibit 4 compares the index of rate of growth in area-wide delay versus rate of growth in travel (vehicle-miles traveled [VMT]) for the four urban area groups. This comparison has been done for two 10-year periods: 2003–2012 and 2013–2024 (excluding years 2020 and 2021 for a more characteristic representation). Although the overall trend of steady increases in delay with increase in VMT still holds firm (e.g., all numbers in Exhibit 4 are greater than 1, indicating a higher increase in delay for any increase in travel), the rate of this change, as captured in the relatively lower values of indices during the 2013–2024 period for all urban area sizes, points to the idea that the transportation systems are handling new travel more efficiently. This may be due to the travel being spread out by time and location through the system.

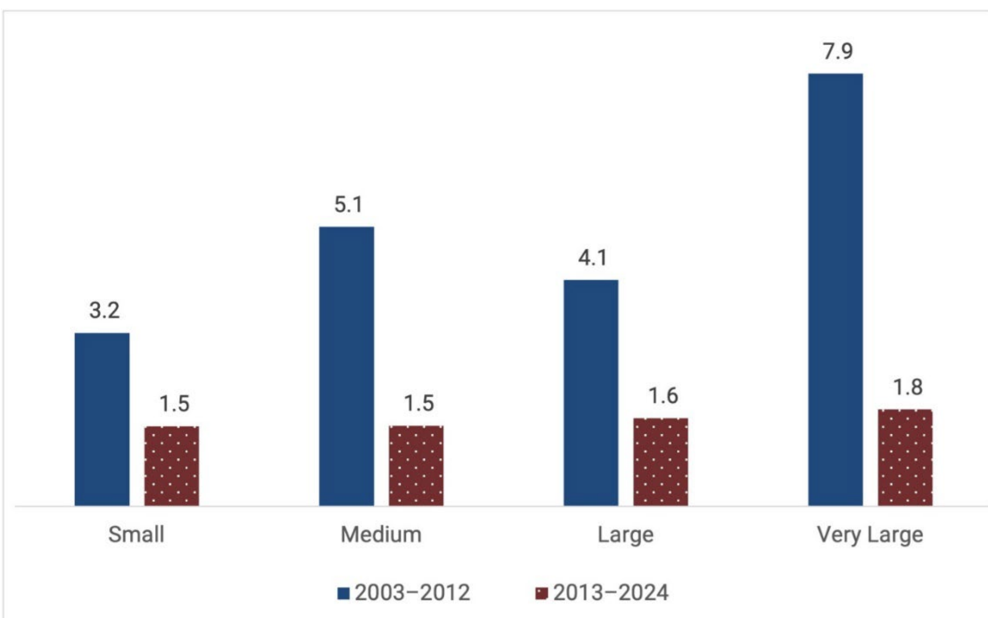


Exhibit 4. Index of Rate of Growth of Delay versus Rate of Growth of Travel

Assuming that transportation investments have taken place at comparable levels during the two 10-year periods across urban areas of similar sizes, this observation can be attributed to a portion of those increased travels (higher VMT) taking place during previously lesser-used periods of the day (midday periods as opposed to peak periods) and previously lesser-used days of the week (midweek as opposed to Monday and Friday), facilitated by an increased hybrid work utilization.

Exhibit 5 demonstrates the same pattern more perceptively. The solid line is for the 2003–2012 period, and the dashed line is for the 2013–2024 period. Although delay per VMT still shows an increasing trend overall, the rate of growth has slowed, causing a relative flattening of the lines for the latter 10-year period in Exhibit 5.

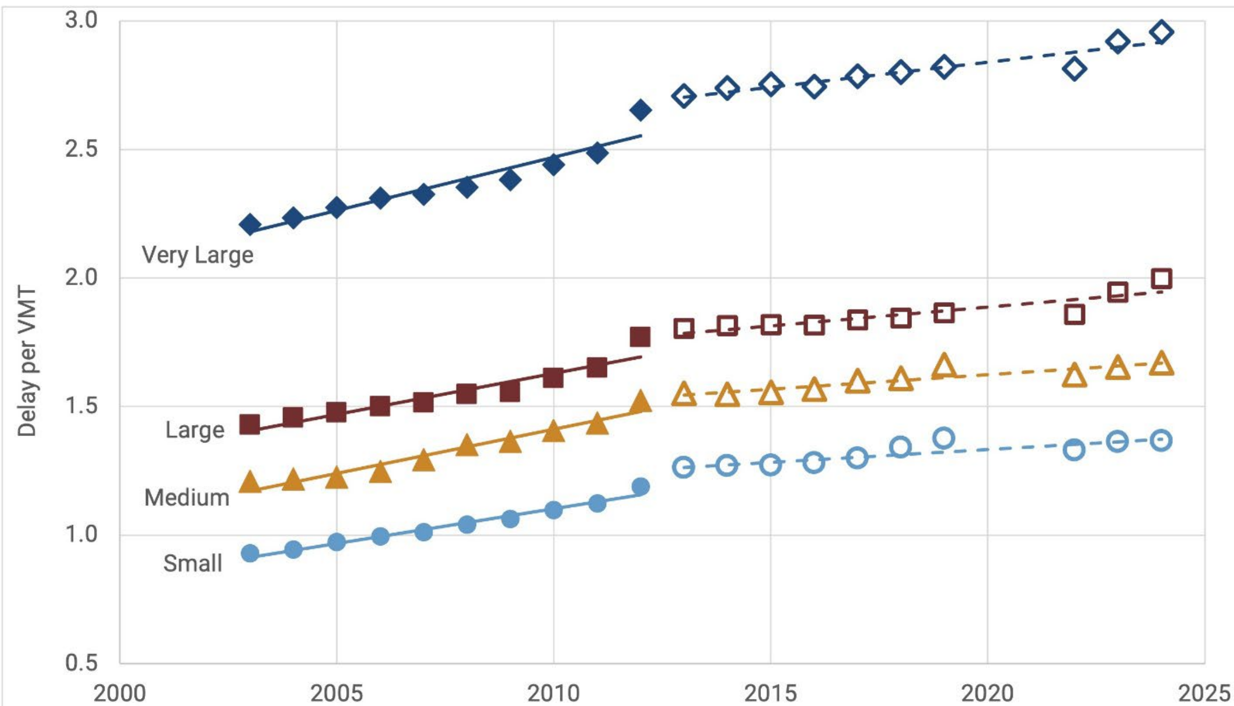


Exhibit 5. Congestion Growth Trend—Delay per VMT

Exhibit 6 presents information on change in delay per VMT for the four urban area groups from 2019–2024. Chicago, New York, and Los Angeles are excluded from the graph because of high populations which place them way to the right of the others in the graphic and affects readability. The dashed horizontal line parallel to the x-axis represents baseline (no change in delay from 2019–2024). The further away an observation is above this line, the worse off an area is in terms of a disproportionately high increase in delay compared with the change in VMT. The further away an observation is below this line, the better off an area is in terms of a disproportionately low increase in delay compared with the change in VMT. The larger urban areas (shown by maroon square and blue diamond symbols) generally show a higher increase in delay per VMT between 2019–2024 than smaller size areas.

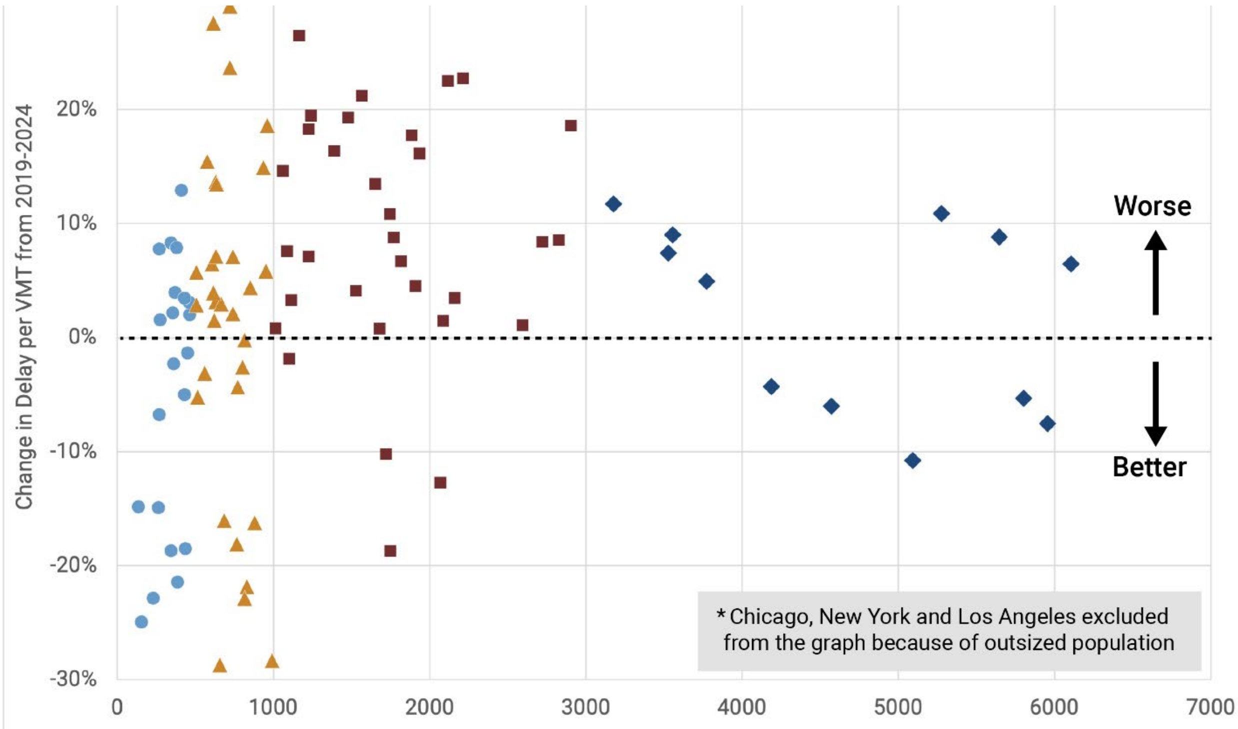


Exhibit 6. Change in Delay per VMT (2019–2024)—All 101 Areas

TRAVEL PATTERN CHANGES

Are the Rush Hours Back?

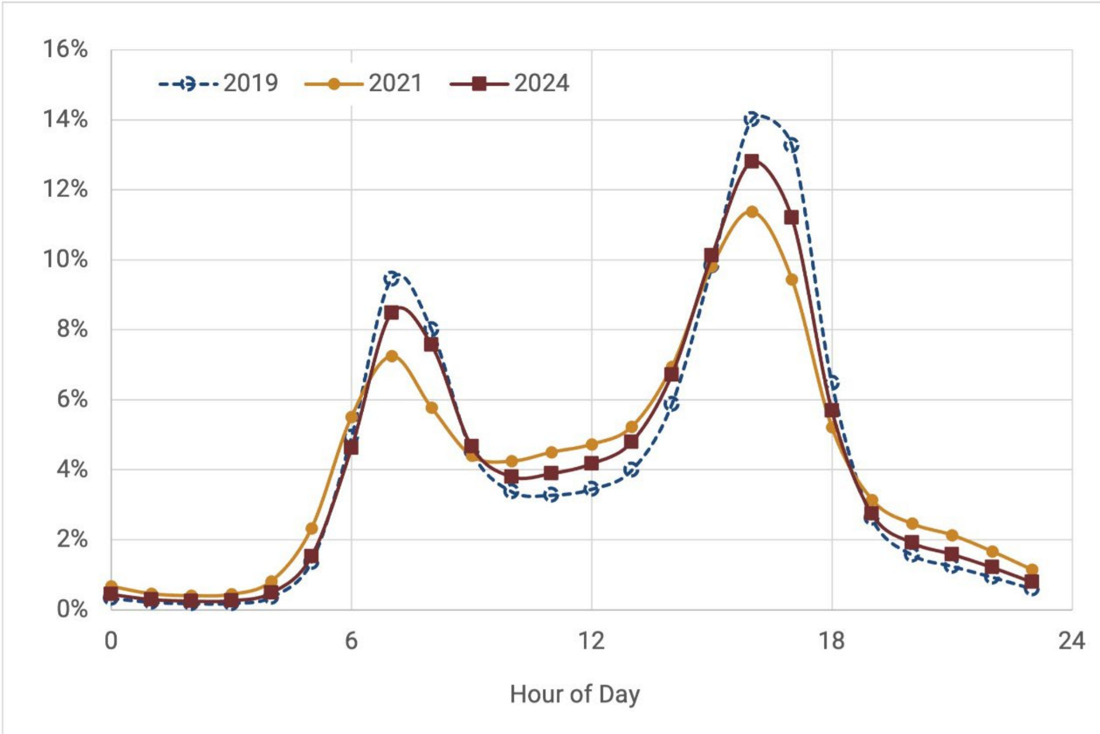
Commuting and overall travel patterns appear to have shifted in recent years. Hybrid and remote work schedules have altered when, where, and how people travel. The familiar pattern of morning rush hours followed by less delay in the midday hours and then several hours of evening congestion seems to be making a comeback—but in a new manner. Although there is an increasing resemblance between 2019 and 2024 for increasing daily congestion, there are differences too. Coming out of the pandemic, there has been a noticeable rise in midday congestion. In addition, weekends are experiencing higher levels of travel, but the added delay associated with that travel is spread out across the day compared to the pre-pandemic period when it was more concentrated around the middle of the day.

The Freeways

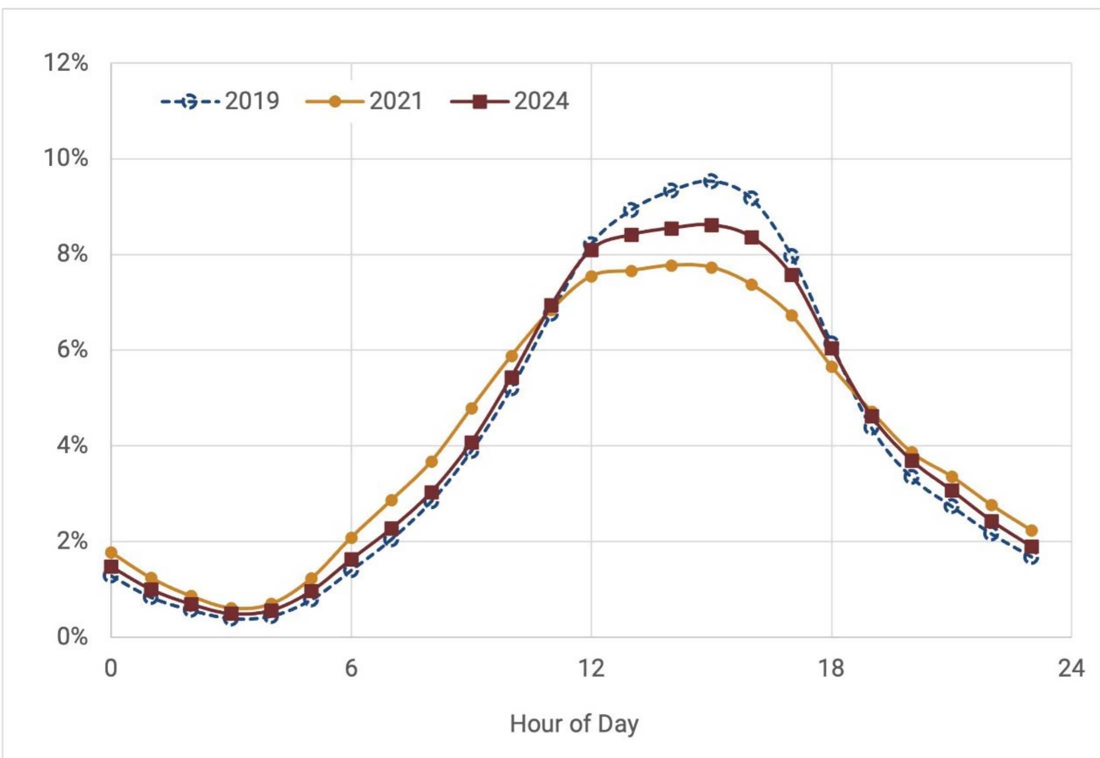
Congestion is more "spread out" throughout the day than in the past. Exhibit 7 shows that the percentage of delay during the morning and evening peak traffic periods was lower in 2024 compared to 2019 but has rebounded significantly from 2021. Compared to 2019, delay has shifted to midday hours and later in the day.

While these differences appear fairly modest, each of these hourly percentage points accounts for tens of millions of hours of delay across the United States. For perspective, Exhibit 8 and Exhibit 9 show that if the daily peak period patterns on freeways for 2024 matched the one for 2019, it would result in about an additional 300 million hours of freeway delay during the morning and evening peak periods combined. In other words, there were an additional 300 million hours of delay in the peak periods in 2019 than we currently are experiencing. The midday period (10:00 a.m. to 3:00 p.m.) is up almost 200 million hours, which accounts for about 65 percent of this difference in the peak periods. The remaining 100 million hours of delay has shifted to other times of the day.

When the different hours of the day are combined, as shown in Exhibit 10, the shift of travel delay from traditional peak periods to midday and other times of the day is quantified. The total delay in 2024 is 10 percent higher than the total delay in 2019 (Exhibit 1)—so each hour of the day has higher delay in 2024 than it did in 2019—but this total delay has a different distribution throughout the different periods of the day. Over 5 percent of the total delay has shifted out of the peak periods on the freeways, with most of it moving to the midday period.



(a) Weekday Only



(b) Weekend Only

Exhibit 7. Percent of Freeway Delay for Hours of Day—2019, 2021, and 2024

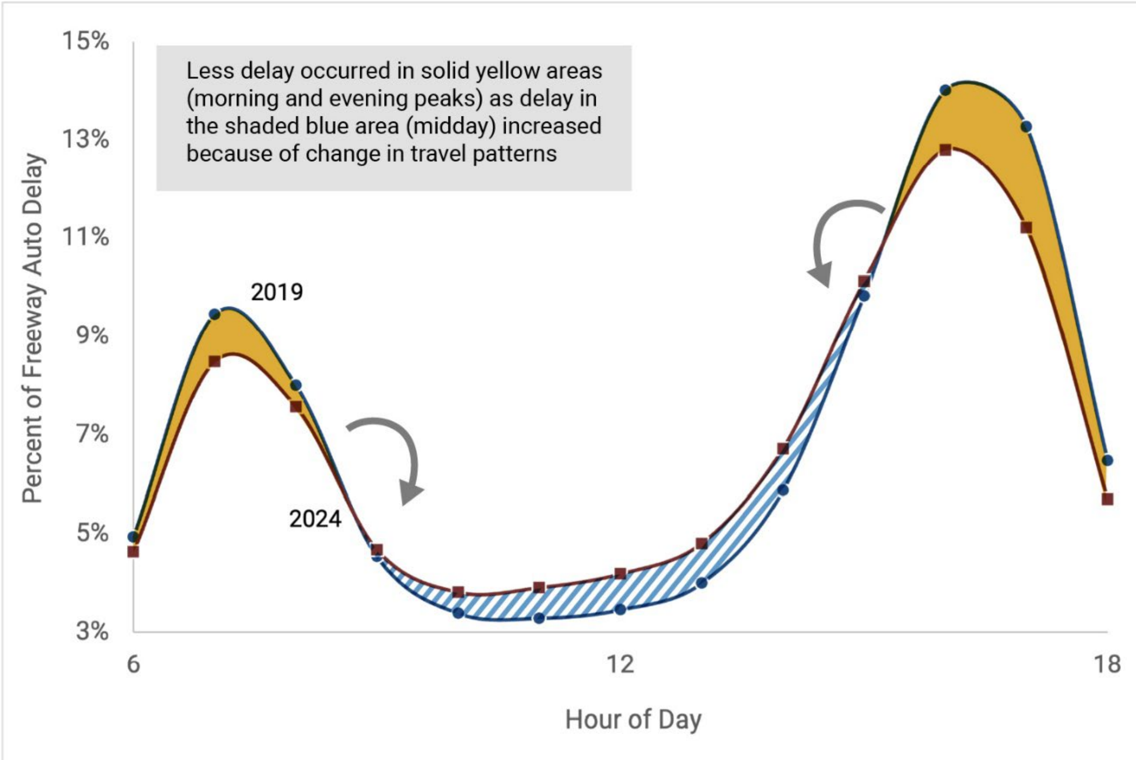


Exhibit 8. Freeway Delay Shift from Traditional Peak Periods to Midday Between 2019 and 2024

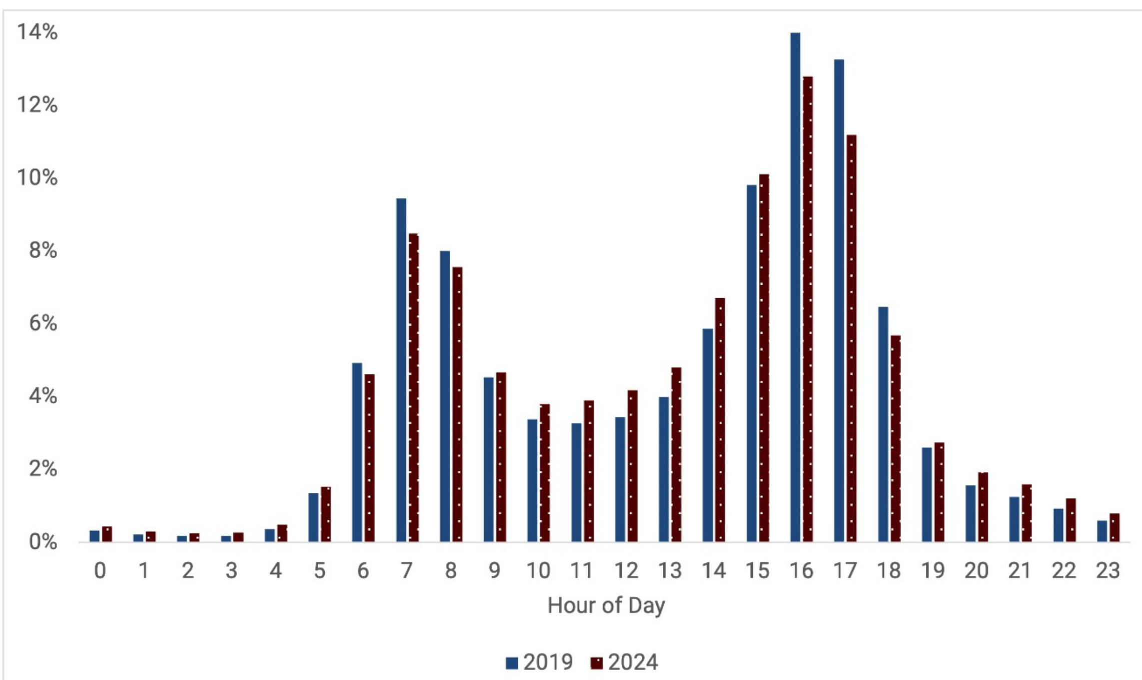


Exhibit 9. Percentage of Weekday Delay on Freeways by Hour of Day—2019 and 2024

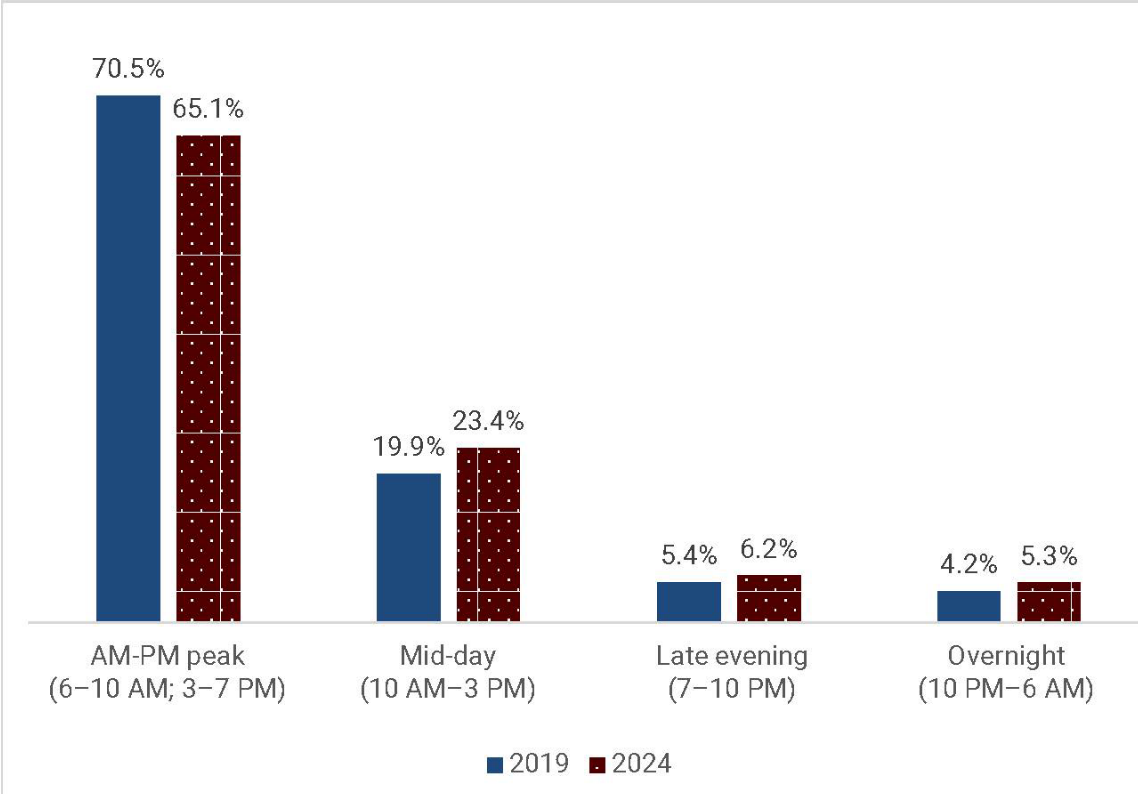
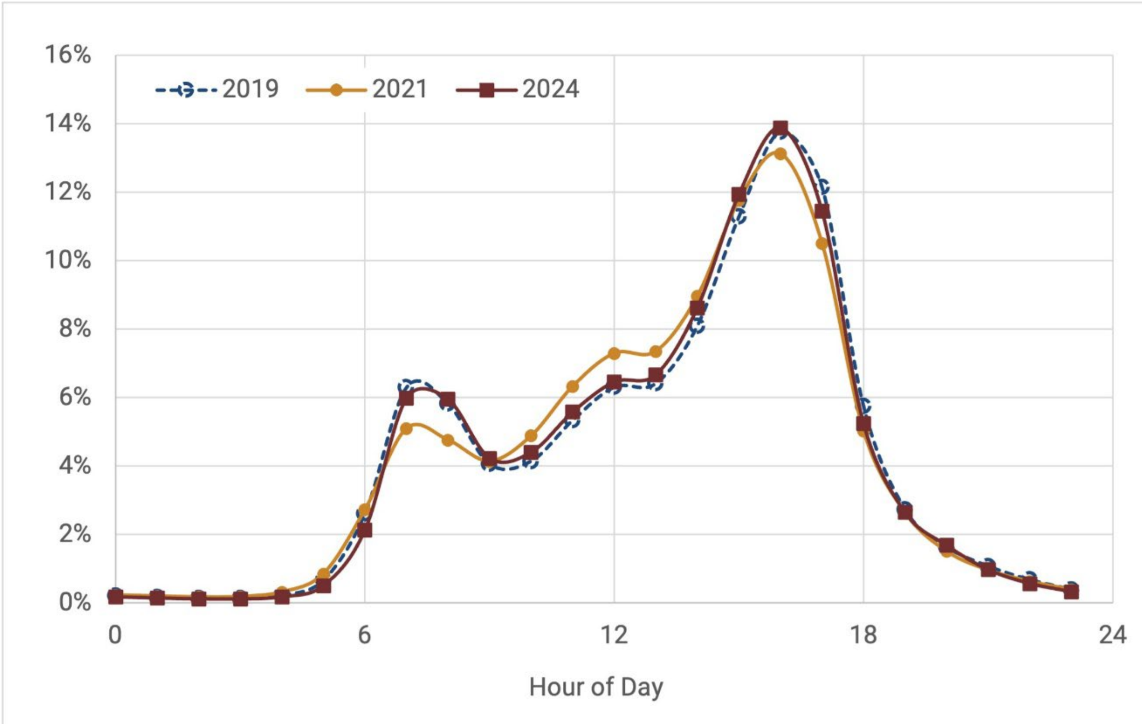


Exhibit 10. Percentage of Weekday Delay on Freeways During Different Times of Day—2019 and 2024

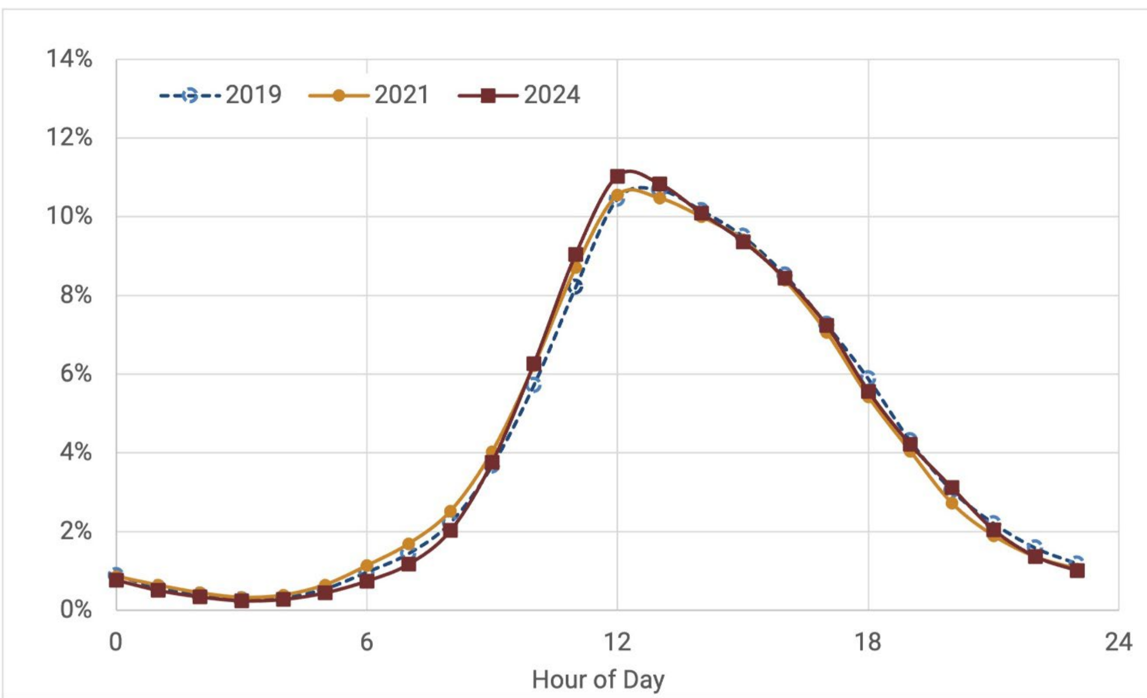
The Streets

Similar observations are made on arterial streets, but the changes are not as pronounced (Exhibit 11). The traffic patterns are different on streets compared to freeways. The 2024 delay distribution throughout a weekday on arterial streets follows the 2019 distribution more closely than on freeways, and it is not too different from 2019 for weekends too. As Exhibit 12 shows, the 2024 percentage of delay by hour on arterials on weekdays tracks fairly close to 2019 levels—the change is not as drastic as on freeways.

When different periods of the day are combined, as shown in Exhibit 13, there is about the same amount of peak period delay on arterial streets in 2024 as there was in 2019. Only about 1 percent of the peak period delay has shifted to other times of the day on the streets as opposed to over 5 percent in the case of freeway delay.



(a) Weekday Only



(b) Weekend Only

Exhibit 11. Percent of Street Delay for Hours of Day—2019, 2021, and 2024

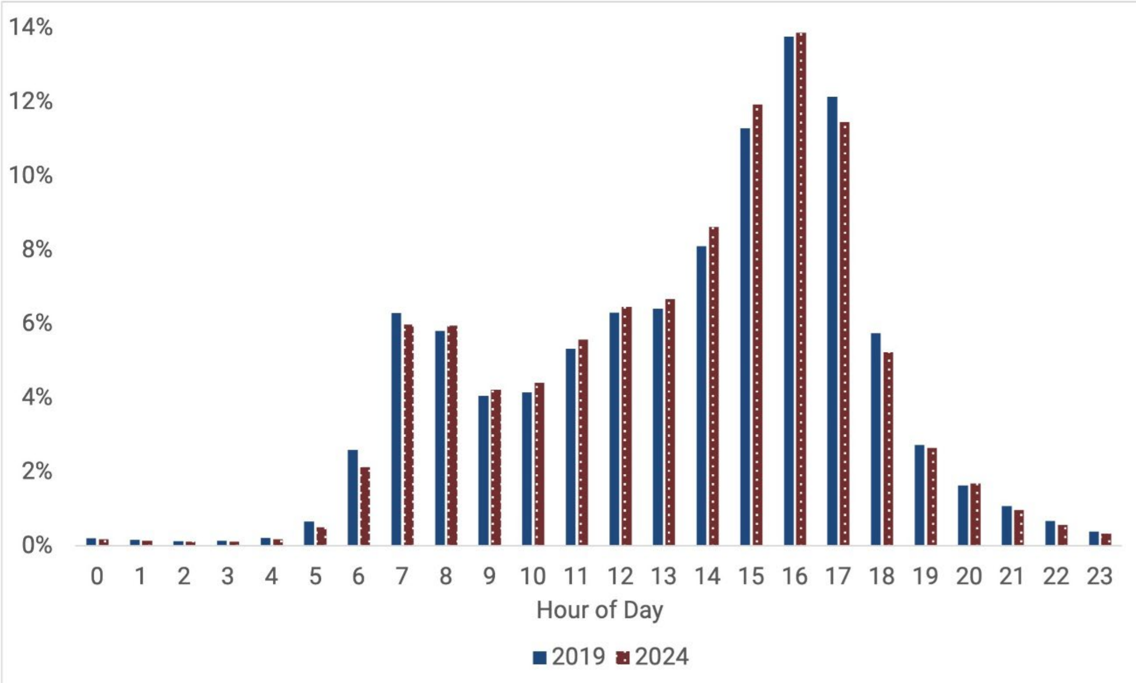


Exhibit 12. Percentage of Weekday Delay on Arterial Streets by Hour of Day—2019 and 2024

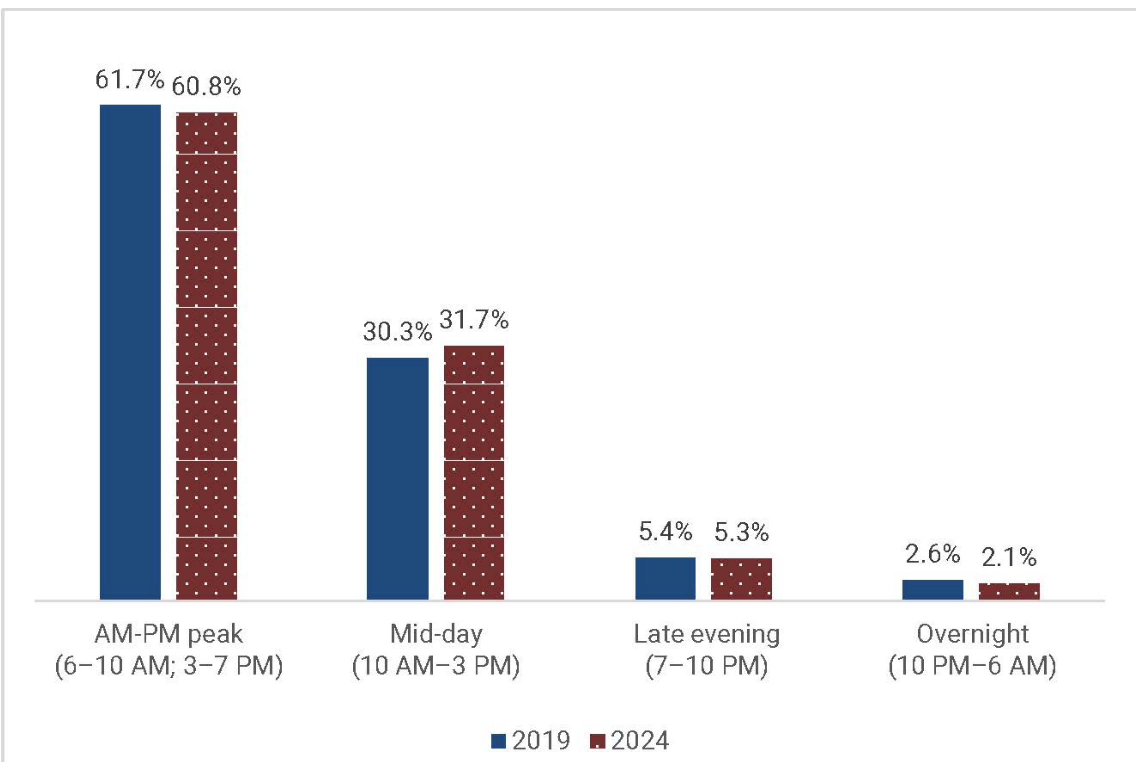


Exhibit 13. Percentage of Weekday Delay on Arterial Streets During Different Times of Day—2019 and 2024

Delay Across the Week Has Stayed Flatter Too

Exhibit 14 shows the amount of relative travel by day of the week. This graphic uses the annual average daily traffic on a road, which takes into account weekdays and weekends, and applies a factor to that traffic count to generate a day-of-week adjustment to account for the different traffic levels each day. Friday has always been the heaviest traffic day of the week, but Thursday is now close behind in 2024. This information is discussed in more detail in UMR Appendix A (Methodology) *(5)* and Appendix B (Vehicle Occupancy) *(6)*. In historical times, Monday through Thursday had about even amounts of traffic. More recently, the amount of traffic on the roads builds as the weekdays progress toward Friday. However, as Exhibit 15 shows, Thursday now carries the highest share of weekly delay instead of Friday. This can be because some of the Friday travel is not associated with commuting, whereas Thursday has more of a typical commute pattern. This is similar to what we see on the weekends—weekends have a lower share of weekly delay than they have of actual weekly traffic. To summarize, even though Friday still carries the highest share of weekly traffic (Exhibit 14), the delay is now the highest on Thursday (Exhibit 15).

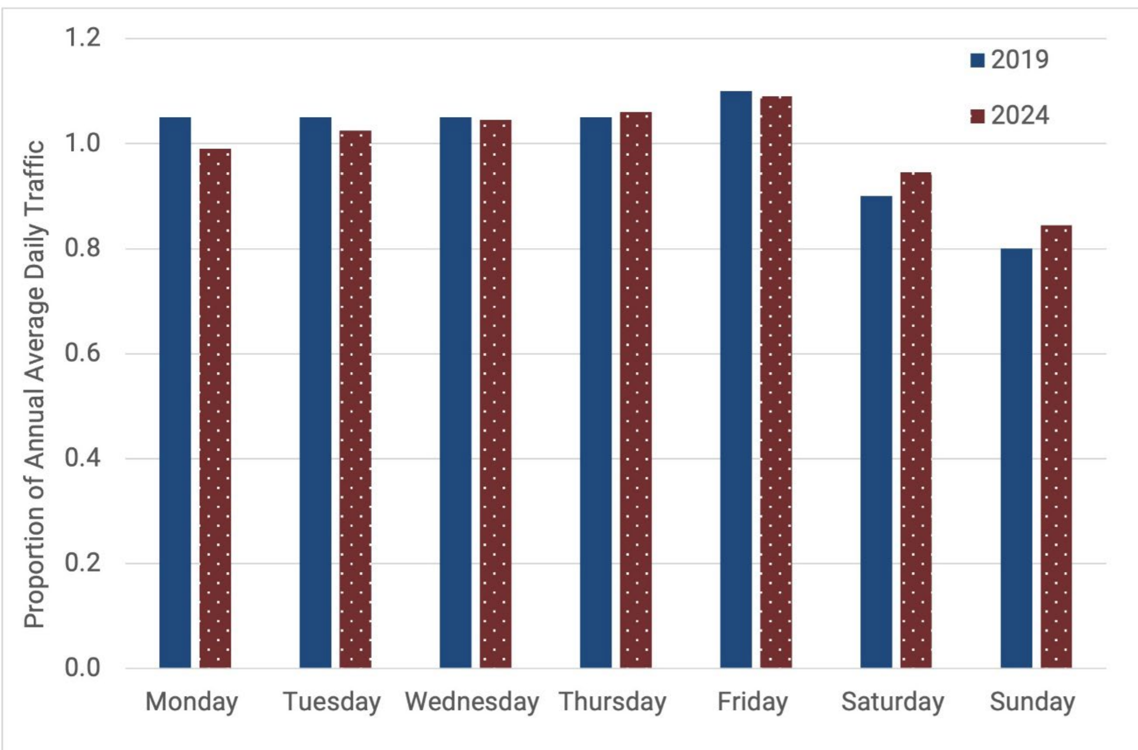


Exhibit 14. Portion of Traffic on Each Day of Week in 2019 and 2024

Exhibit 15 shows congestion builds throughout the week from Monday to Friday. Although this pattern still generally holds, the dominance of Friday in weekly traffic delay is now shared, if not replaced, by Thursday. Monday and Friday carried a lesser share of the weekly traffic delay in 2024 than they did in 2019. The midweek days

(Tuesday through Thursday) observed similar levels of delay as 2019. There was a slight decline in delay percentage on each 2024 weekday compared to 2019, except Wednesday and Thursday, whose contributions increased marginally. Weekends had a higher share of delay in 2024 than in 2019. Monday now has the lowest amount of weekday delay.

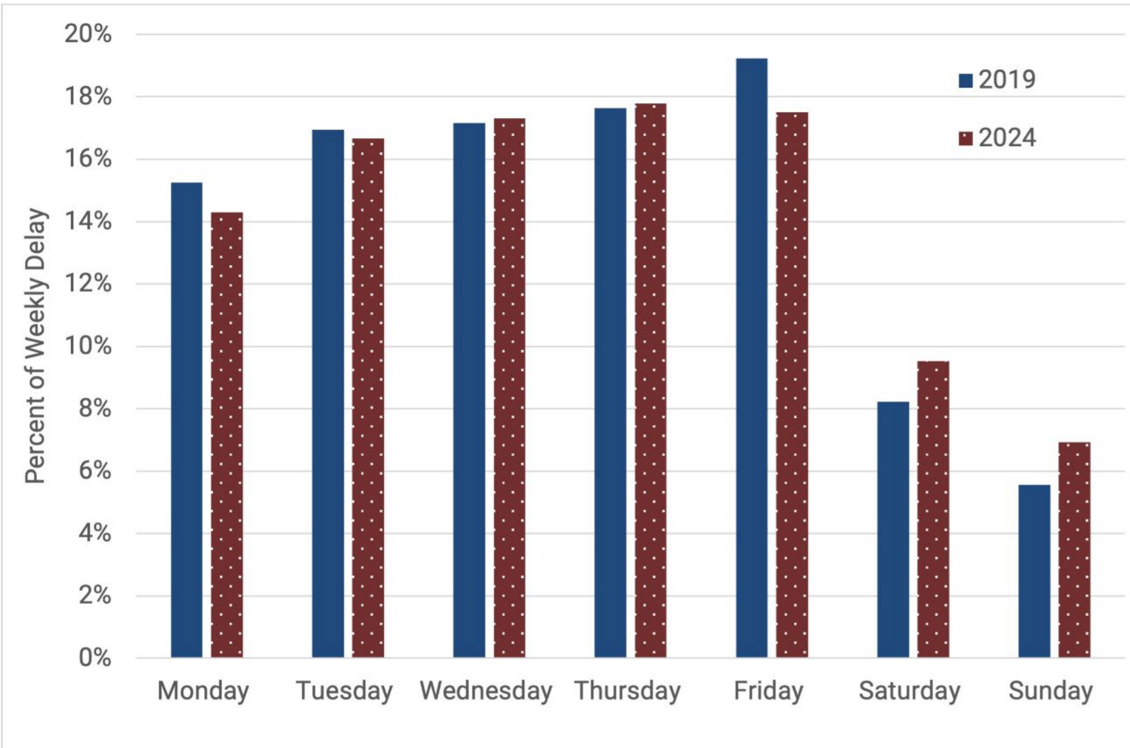
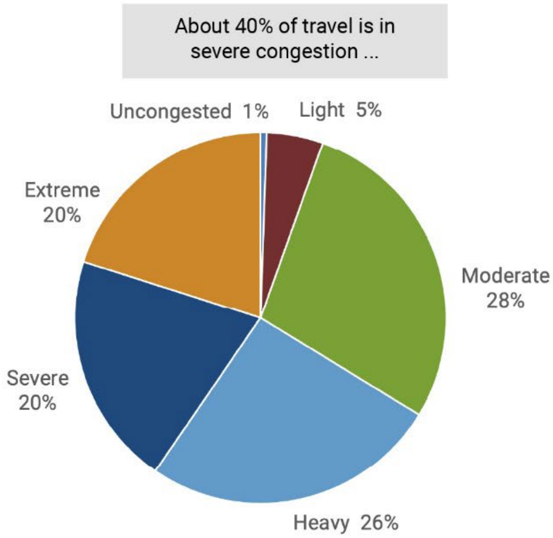


Exhibit 15. Percent of Delay for Each Day of Week in 2019 and 2024

Peak Period Congestion

Travel during peak periods (durations of high demand) varies from travel during off-peak periods due to differences in vehicle operating speeds. The following are a few observations to highlight key aspects of these differences in 2024:

- Severe and extreme congestion levels affected well over one-third of the peak period travel in 2024.
- The most congested travels account for 64 percent of peak period delays but have only 40 percent of the travel (Exhibit 16).
- Exhibit 16 also demonstrates that delay accumulates much quicker at the slower speeds and thus there is more travel percentage-wise in the light and moderate categories than hours of delay. One-third of the travel occurs in light and moderate congested locations, but only 14 percent of the delay happens there. The inverse is true when you get to the more congested locations. Relatively smaller amounts of travel have a much larger percentage of the delay.



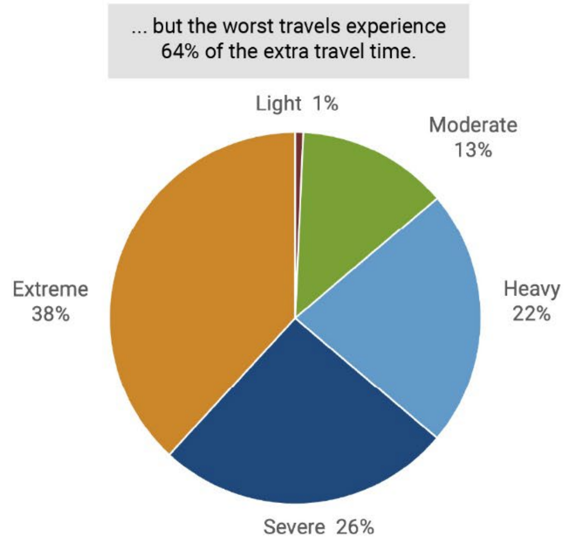
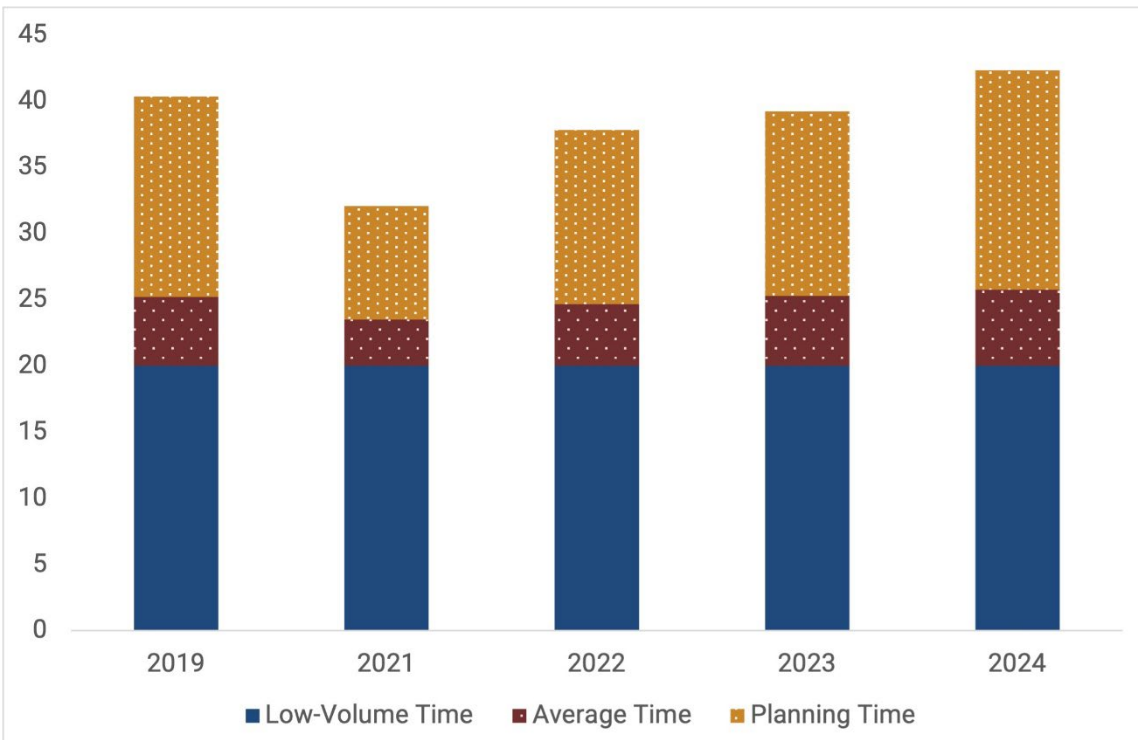


Exhibit 16. Peak Period Congestion in 2024

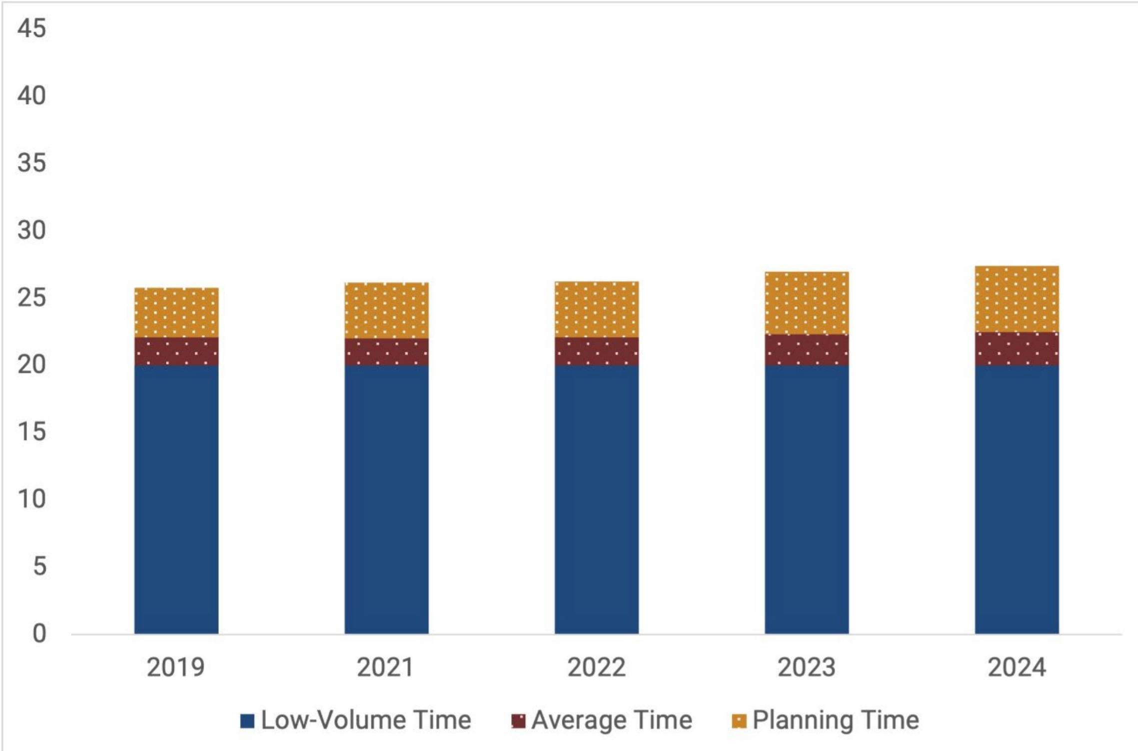
THE TROUBLE WITH PLANNING YOUR TRIP

The variation in congestion is often more difficult to handle for commuters and freight shippers than the regular, predictable backups. In 2024, to reliably arrive on time for important freeway trips, travelers had to allow 34 minutes to make a trip that takes 20 minutes in light traffic. This is a national average, and there are regional variations within each urban area size category, but generally, commuters in larger urban areas need to factor in a larger buffer to ensure on-time arrivals than those in smaller urban areas.

Areas with more than 1 million in population experienced a larger drop during the pandemic in the extra travel time needed due to unreliable conditions and a faster uptick since the pandemic than areas with less than 1 million in population (Exhibit 17).



(a) More Than 1 Million Population



(b) Less Than 1 Million Population

Exhibit 17. Extra Time to Make Important Trips (2019 to 2024)

Congestion is not "returning" the same way everywhere. The 2024 data show many urban areas with more rapid changes than what is expected in typical conditions—urban areas have experienced differing levels at which congestion is returning. This applies to urban areas of all sizes. Travel delays in the 101 intensively studied urban areas were between 50 percent higher and 30 percent lower in 2024 than in 2019. Compared with the typical annual changes of a few percentage points up or down seen over the previous 40 years of the UMR, this is a relatively wide range of changes. This highlights the wide spectrum and range of impacts that a combination of change in travel patterns, system improvements, and other factors together have had on travel conditions in urban areas of different population sizes across the United States.

Congestion levels vary in cities of the same size. Exhibit 18 shows the wide range in hours of delay per commuter in each of the four urban size groups. In all four groups, there is a difference of at least 35 hours of delay per traveler between the most and least congested regions.

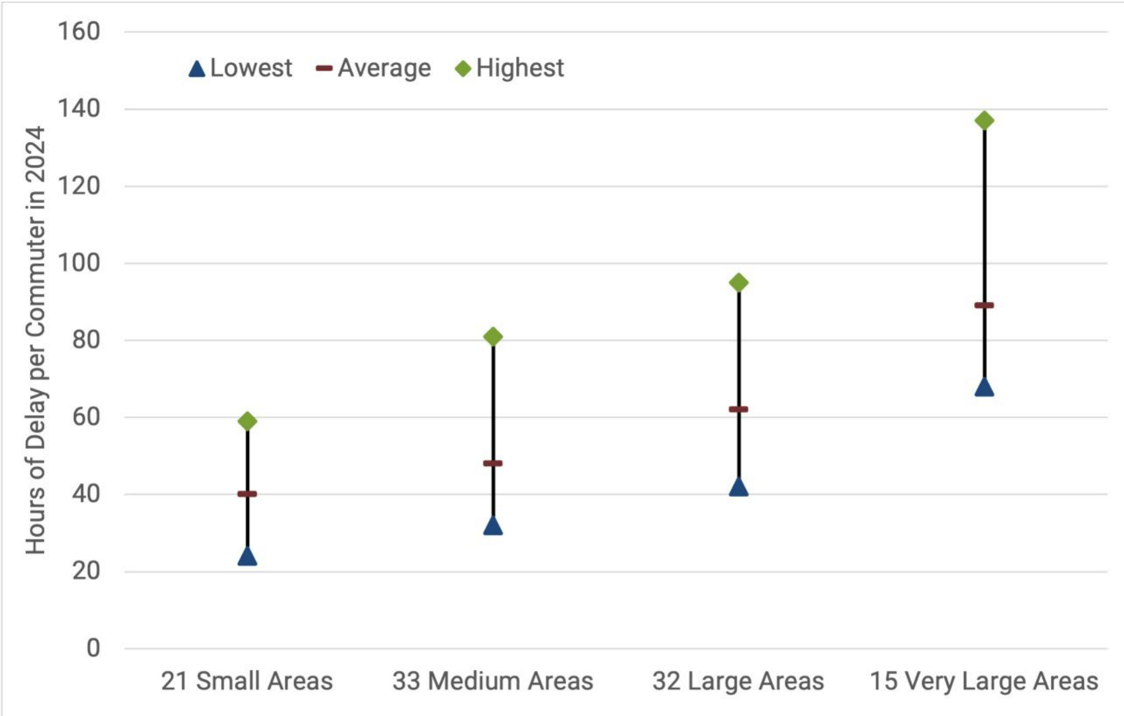


Exhibit 18. Range of Congestion in Each Urban Area Size

Data indicate that between 2019 and 2024, the "average" travel conditions have not worsened too much in smaller urban areas but the worst travel conditions have. For larger urban areas, average conditions have worsened too, and the worst travel conditions remain "reliably worse." To state it differently, the unpredictability in travel has grown more in smaller urban areas (worst travel conditions have got even worse than before), while for larger areas the worst travels remain as bad as they were before.

A combination of changed travel patterns, adjusted trip start and end times, and possibly shifting trip purposes has resulted in more complexity when it comes to planning a trip. Because more travel is taking place now during the times of day which traditionally had less travel, and possibly on different days of the week, travelers are needing to plan in more time to counter any unpredictable congestion that might arise when making important trips.

DELIVERING THE GOODS

Even more so in recent years, the importance of freight to everyday mobility and economic performance is growing. With e-commerce, logistics, and supply chain shifts becoming part of everyday life, their impacts on urban congestion can be felt more than ever.

In 2024, the price tag for truck congestion was about $36 billion in wasted time and fuel. Truck congestion was 13 percent of the total congestion cost. About 46 percent of the $36 billion truck congestion cost is in the largest 15 urban areas. This share of the total truck congestion cost for the largest areas has been in consistent decline over several years, illustrating that the effect of truck congestion is a growing problem in all urban areas. Trucks account for 13 percent of the urban "congestion invoice," although they only represent 5 percent of urban delay hours. The share of truck cost to the total congestion cost has gone up from 10 percent in 2014 to 11 percent in 2019 to 13 percent in 2024. A major contributor to the truck congestion cost increase has been the value of time associated with truck travel, which has gone up noticeably over this period. The costs in Exhibit 19 do not include the extra costs borne by private companies who build additional distribution centers, buy more trucks, and build more satellite office centers to allow them to overcome the problems caused by a congested and unreliable transportation network.

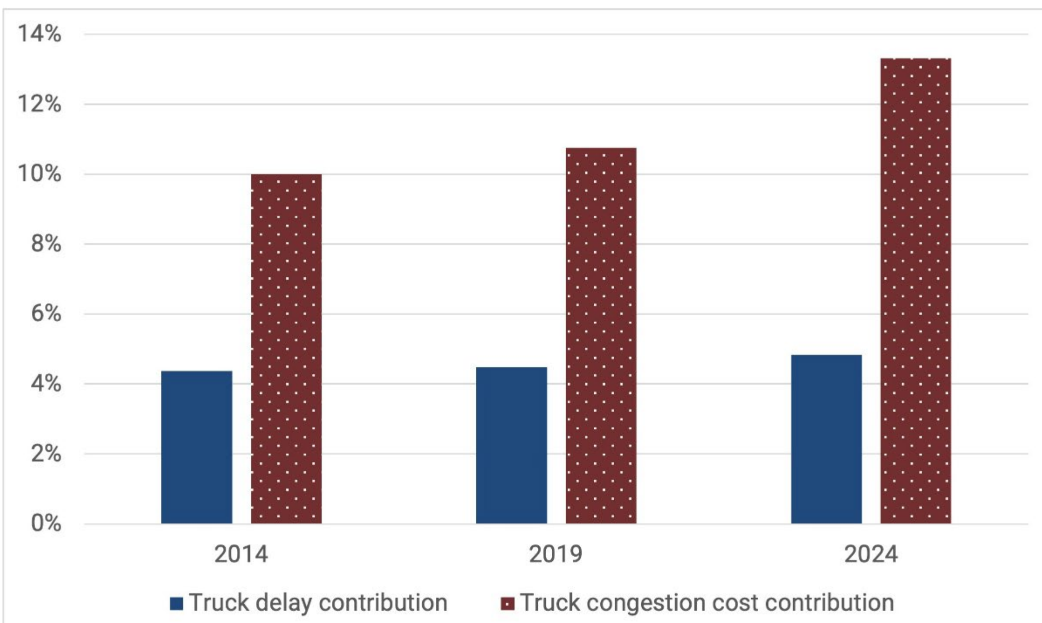


Exhibit 19. Percentage of National Delay and Congestion Cost from Trucks—2014 to 2024

While truck traffic shifted to the traditional off-peak periods to supply the entire United States with essential goods in 2020 and 2021, data show that truck delay is coming back to the typical peak periods in 2024. A few 2024 trucking highlights include:

- Over half (57 percent) of the truck delay in 2024 occurred in the peak periods—coming closer to the 60 percent in 2019.
- In areas over 1 million in population, the largest percentage of truck delay (43 percent) occurred in the freeway peak periods, considering all truck travel (peak or off-peak on freeways or arterials).
- About 17 percent of truck delay occurred on weekends in 2024, up from 15 percent in 2019 in all areas.
- While Thursday carried the highest share of overall vehicular traffic delay in 2024 (see Exhibit 15), it also carried the highest share of truck-only traffic delay in 2024, particularly in larger areas with large port facilities.
- Very large port cities known for their freight traffic topped the list for in-person hours of truck delay and truck delay congestion cost, including:
    - Los Angeles-Long Beach-Anaheim CA (#1).
    - New York-Newark NH-NJ-CT (#2).
    - Chicago IL-IN (#3).
    - Miami FL (#5).
    - Houston TX (#6).

The connection between freight mobility, system resilience, and economic vitality is more intricate and stronger than ever. As consumer expectations shift and supply chains grow more complex, freight movement is under more pressure than ever. A 15-minute delay at a freight bottleneck does not just affect one driver—it impacts supply chains, delaying goods, increasing costs, and reducing delivery reliability. In high-volume corridors, even small improvements can save millions. A resilient freight network supports not just mobility but economic competitiveness. By identifying where delays are most severe and what is driving them, agencies can prioritize improvements that benefit both commuters and commerce.

Trucking infrastructure investments are critically important (e.g., adding capacity to roadways and improvements to last-mile connectors to ports, intermodal facilities, and airports). In dense urban settings, curb management to effectively balance curb use by numerous users is vital. Incorporating all solutions to facilitate goods movement is imperative, particularly given the rise in e-commerce, which only increased following the pandemic and looks to be at “new normal” levels.

OBSERVED ACCESS AND URBAN MOBILITY

Why Is the UMR Adding a Chapter on Access?

This year's UMR includes newly developed measures of observed destination access, a concept that adds to the UMR suite of measures. This new chapter provides an alternative method of measuring urban transportation performance. These measures are not meant to replace the longstanding measures in the UMR but are to be used in tandem with those measures to add context and additional information when reviewing area-wide performance. These are new measures, and TTI welcomes and encourages feedback from users of the UMR.

What Is Access and Why Does It Matter?

Destination access measures where people and goods can or do travel within a given time frame. Destination access considers more traditional congestion and mobility measures and adds travel choice options (mode) and proximity, or travel distance (Exhibit 20). Looking at these three together equals destination access—the ease of reaching key destinations.

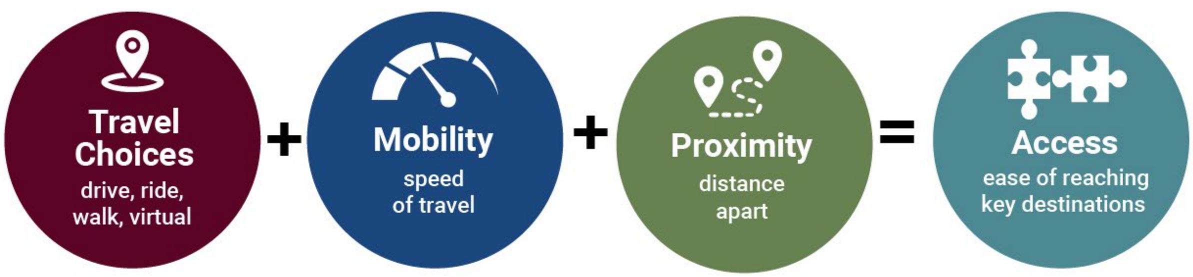


Exhibit 20. Destination Access

Stepping back to fundamentals, transportation's purpose is to connect people and goods to destinations that matter to them. Looking at how—and how easily—people are traveling to reach these destinations can offer a window into how effectively the transportation network, broad transportation policies, and our cities' land use patterns are performing. Destination access measurement is viewed as a next evolution in transportation performance measurement, and now for the first time, data are available to measure observed access for auto modes.

Concepts

What Is the Difference Between Traditional and Observed Access?

Traditional destination access measures ***potential*** travel, describing the ease with which a traveler ***could reach*** valued destinations such as jobs, schools, grocery stores, or other services. Observed destination access uses ***observed*** travel from auto trip origin-destination data to describe and measure where people are traveling. It describes the destinations that travelers and goods ***reach*** within a region and how a road segment, the larger network, or area-wide transportation policies may impact that access. For observed access, destinations are (currently) represented as an area or geography reached instead of jobs, schools, or grocery stores that traditional destination access measures are now reporting.

What Are We Measuring?

Observed destination access can be broken down into a set of three concepts (Exhibit 21) to examine where actual travel is occurring at two geographic scales (as reported in the UMR): urban areas and neighborhood/zones. These concepts can also be presented at a segment or corridor scale.

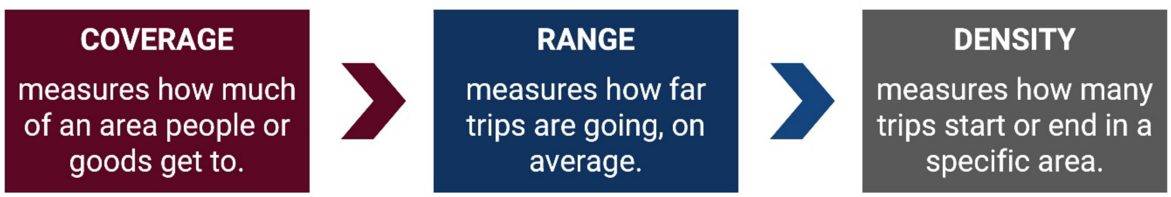


Exhibit 21. Observed Access Concepts

The following three concepts are used to examine observed access:

- Coverage—Coverage measures how much of an area people or goods get to in a given time constraint. How much of an area is reachable from an origin? It measures if an area is traveled to or through. Coverage most closely mimics the most common traditional access measure used today: access to destinations in a given time constraint. Exhibit 22 depicts Coverage using Home as an origin.

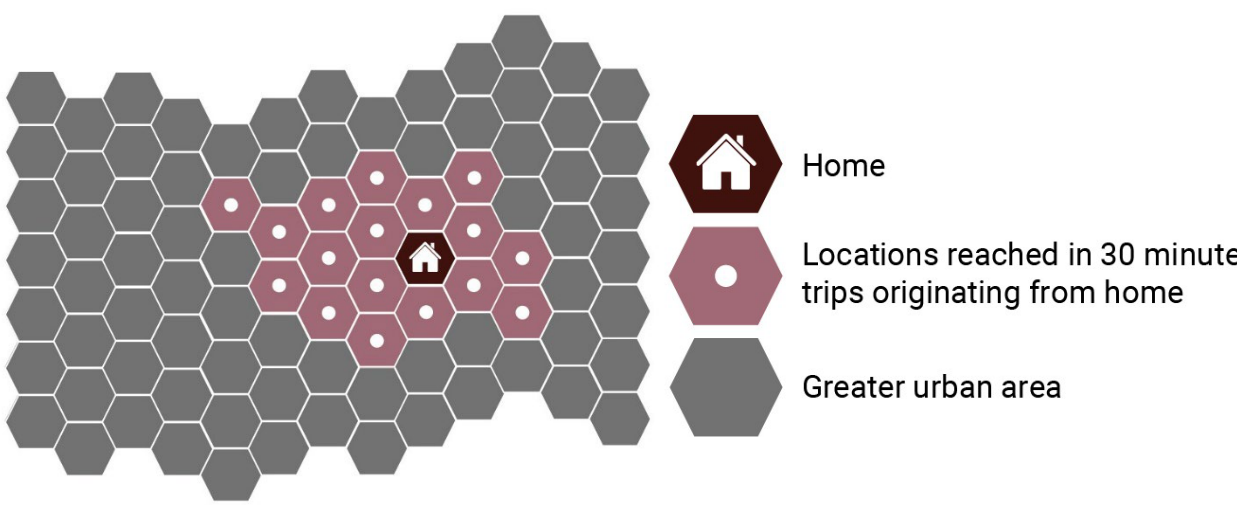


Exhibit 22. Coverage

- Range—Range measures how far trips are going on average. It looks at trip length originating in zones of an urban area to produce an average trip distance. Exhibit 23 depicts Range using Sue's house as an origin and example destinations from Sue's house.

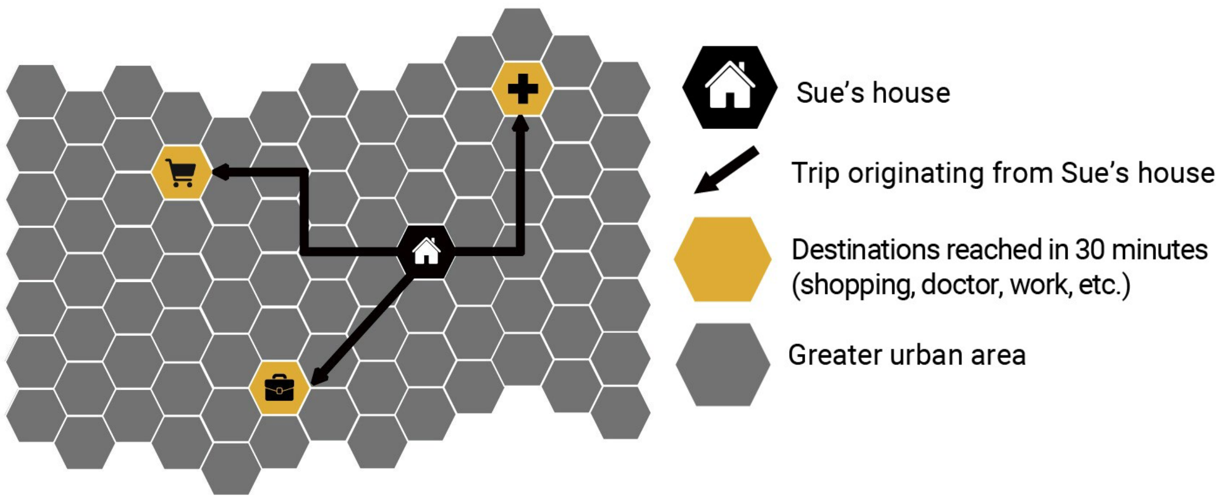


Exhibit 23. Range

- Density—Density measures how many trips start or end in a specific area, neighborhood, or an entire city. While coverage measures **if** an area can be reached, density measures **how intense** the travel is, or how many trips went to different areas reachable throughout a city.

Origin vs. Destination Perspective

All of these concepts can be looked at from the origin (where trips are starting) or destination (where trips are ending) perspective; however, depending on the measure used, either the origin or destination perspective tends to be more intuitive and likely more useful in most transportation analyses. Coverage and Range are more intuitive from the origin perspective—how much of an area can people reach or how far trips are going from an origin. Density is more intuitive from the destination perspective, measuring how many trips end in a specific area. Both perspectives have implications for transportation and land use planning strategies.

Access measures from the origin perspective examine the availability of economic opportunities for people. Access measures from the destination perspective—understanding how easily specific destinations can be accessed from a range of origins—can be used to guide and optimize location choices of public facilities, activity opportunities, and businesses.

Urban Area and Zonal Perspective

These concepts can be examined from an urban area perspective or from a smaller level of geography—a neighborhood or zonal perspective. Neighborhood and zone/zonal will be used interchangeably when only one is mentioned.

Calculation procedures for the measures introduced above are described in detail in Appendix D: Observed Access Methodology *(8)*.

The Measures

Different measures have been created for each of the three concepts. These measures can be used on their own or in combination with one another to provide more impactful information; however, there is no one panacea in transportation performance measurement.

- Coverage: At the neighborhood or zonal level, the Area Coverage Ratio for origins (ACR) represents the percentage of an urban area that is reached from certain origins in a given time constraint.
  For an urban area, the Total Urban Coverage (TUC) aggregates all ACR values in an urban area into a single value that represents a region's overall coverage. The TUC value then represents the average area that is reached at any given point in a city in a certain amount of time. Exhibit 24 depicts Total Urban Coverage using Ana's house and Bob's house as origins.

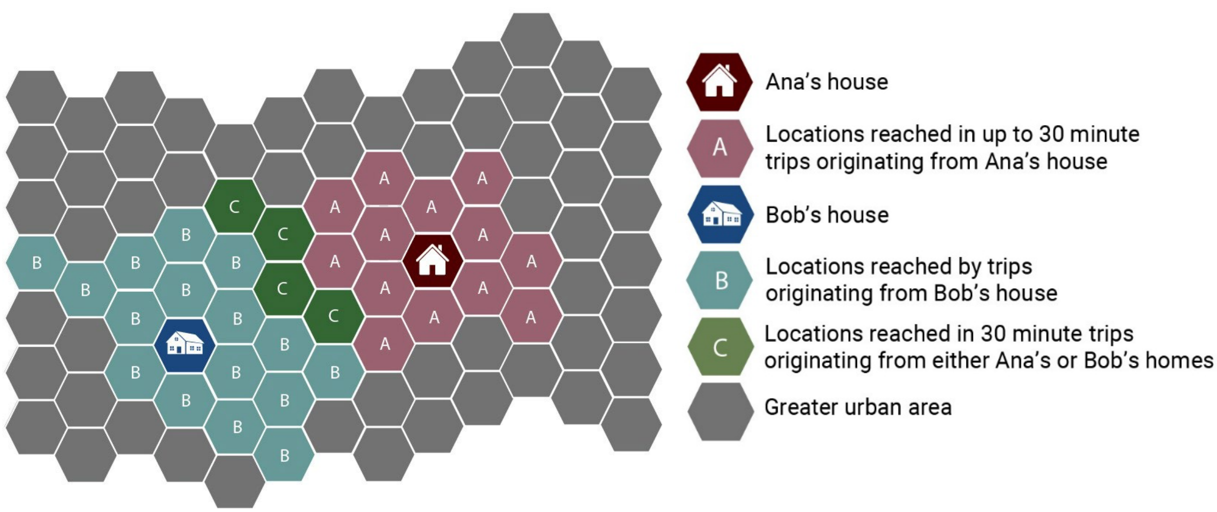


Exhibit 24. Total Urban Coverage

- Range: At the neighborhood or zonal level, average zonal trip distance for origins is based on the average trip distances beginning in a zone.
  For an urban area, Area Range for origins represents the entire region's trip path distance aggregated to a normalized value. Both measures are conveyed in miles; the lower the value, the shorter the distance—and more direct a path—travelers are moving to reach their destinations. Exhibit 25 depicts Area Range using Sue's house and Joe's house as origins.

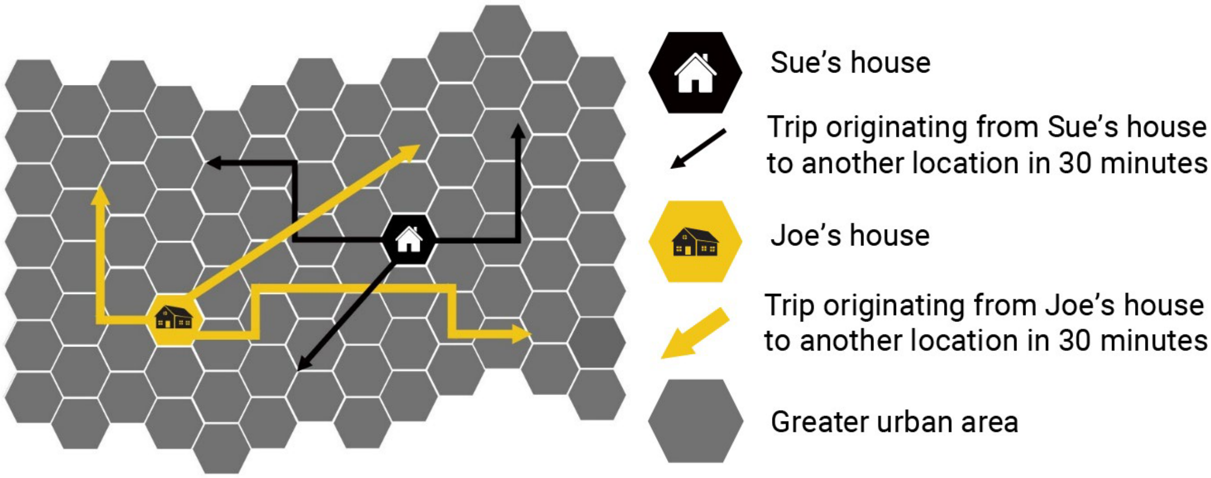


Exhibit 25. Area Range

- Density: At the neighborhood or zonal level, Trip Density for destinations measures the number of trips ending in a zone as a percentage of the total number of trips in an urban area. For an urban area, like Trip Density, Area Density for destinations measures the number of trips ending in an urban area, but as a percentage of the total number of zones in an urban area.

Observed access results for the UMR's 101 Urban Areas are listed in the comparison tables at the end of this report and visually in the tableau dashboard online (*https://mobility.tamu.edu/umr/congestion-data/*).

A unique aspect of these measures is that they are inherently ***policy neutral***. Rather than implying only moving in one direction is improvement, policies for these measures can be set based on the desires of those using them. Whether higher or lower values are better depends on the goals of the community. Some cities or metropolitan planning organizations (MPOs) may want to pursue higher coverage values, indicating people and goods are reaching more parts of the city within a given time constraint, while others may target a lower value, indicating that the places people need to go to the most are close by—reducing the burden on the transportation network.

The values of each measure are neutral and rely heavily on context, goals, and policies to provide relevancy. Areas that developed with more suburban areas or less-contained development patterns could find it desirable for travelers to be able to go further within any given travel time constraint, which would require higher coverage or range values. Areas with more compact development might be satisfied with or aim for a lower coverage number, especially if they know people are reaching the destinations that matter to them. If a state or city desires a more compact urban form, or has a VMT reduction goal, it may target a reduction in its coverage and/or range value. A city may have a goal to increase the relative density of trips to areas like a central business district, areas of redevelopment, and other activity centers.

How to Use the Measures

Observed access measures can be used by state departments of transportation (DOTs), MPOs, and cities alike in several new ways for land use and transportation planning and policy. Examples of these uses are organized into four categories and are not exhaustive. New uses are being created regularly.

- **Planning**—The planning uses for these measures are numerous. Statewide or by region, long-range transportation plans could consider additional *policy goals* based on coverage, range, and/or density. Where do people want to be going that they are not currently going? Is it because they cannot in a reasonable time constraint?
  Observed access measures could be used in network and connectivity analyses. Areas of a region with *high destination density* should receive attention in the planning process to ensure all areas within a reasonable distance can reach such a destination. For example, if some origins are not traveling to a high-density destination, is it due to transportation system or other constraints? Opportunities for observed access measures exist in regional and corridor planning, and facility utilization studies as well.
- **Project Selection and Prioritization**—The Coverage measure could be included in project selection criteria. Lower or higher coverage areas/corridors could be higher scoring candidates for improvements depending on the policy goals. A project goal could be to make a corridor more efficient so an economic center could be accessed by more people. The Density measure, which shows how critical different areas of a city/region are based on trips taken, could be included in project selection criteria. Areas with higher density could be candidates for (multimodal) improvements generally, perhaps more so if congestion is an issue for the region.
- **Project or Program Evaluation**—After a construction project or intervention is completed, a DOT could evaluate the change in coverage, range, or density due to this known event. This is especially important if a project goal was to make a certain area or region accessible to more people within certain time frames. A DOT could also use these measures to evaluate construction impacts. This can include the effect on coverage, range, and density for trips traveling through the construction zone, as well as the alternate routes travelers choose during construction and the efficiency of these alternate routes. These impacts could eventually be translated into economic impacts of projects based on access granted by the facility or by the change.
  Another use would be to evaluate programs. At the city or zonal level, these measures could be used to evaluate broad transportation strategies that are not tied to a specific corridor, such as city-wide trip reduction programs. They could also be used to evaluate efforts in providing more multimodal options to encourage mode shift and VMT reduction. Though these measures are currently

only available for auto modes, successful mode shift away from auto should be revealed through VMT reduction.

- **Performance Monitoring**—Tracking coverage, range, and/or density measures would report progress on the policy goals from statewide transportation plans. Preferred direction and/or targets could be set and outcomes reported annually and tracked over time. Analysis of these measures and monitoring performance could also lead to strategy adjustments. Results could reveal that optimizing the system could be a better investment than expansion. Comparison to peer urban areas may also be useful for performance monitoring and strategy adjustment.

Future Directions

Observed access, as a concept, holds great opportunity for advancing in several directions that would provide tremendous value to transportation planners and other policymakers. While some improvements may develop rapidly, others might be dependent on data becoming more widely available.

- **Including non-auto trips**—In the somewhat near term, there is potential to include micromobility trips in select cities that have micromobility programs. Unfortunately, comparable transit data availability is not on the foreseeable horizon, though someday it might be.
- **Connecting observed with the potential and capturing synergies**—Connecting Observed and Traditional destination access data has the potential to reveal opportunities for improved investment policy and project options/prioritization. Preliminary examination of these data for one metro area reveals areas of mismatch, for example, locations where traditional destination access results show high access to jobs, but the coverage measures reveal much lower levels of observed access. Investigating the underlying causes may reveal opportunities for improved investment policy, project alternatives, and project prioritization.
- **Inputting specific destinations or trip purposes into the analysis**—The current analysis uses broad geography to convey access (i.e., while access to an area is measured, the analysis does not know specifically the place traveled to or for what purpose). Future research and improvements could eventually include the number of jobs, specific destinations, or trip purposes to each measure.
- **Utilizing other products**—There are several other products in various stages of development that use these measures. These observed access measures can be applied at a corridor or segment level and be useful in corridor studies. These measures also allow an examination of access to the economy (e.g., percent of gross domestic product) or the local economy that people can reach in given timeframes. Finally, there some freight and supply chain analysis applications where these measures could be utilized.

The Results

The new observed access measures have been calculated for the 101 urban areas of the UMR for motor vehicle trips in 2024 using trips data provided by INRIX *(9)*. Since this is the first publication of these measures, feedback is welcome to refine their presentation and suggested use for future editions of the UMR.

How to Compare Urban Areas

Similar to past performance measures in the UMR, it is inappropriate to compare an urban area with all others. To address this issue, the UMR clusters urban areas by population size so that when comparisons are made, they are made with more appropriate peer areas.

Results for observed access for the 101 urban areas are not grouped by population but into new clusters statistically based on more appropriate factors for auto access, such as lane miles, population density, number of households, and percent auto commuters. Access concepts are more dependent on these other factors, along with land use development patterns and density, as well as population. *This means that a given urban area might be in one category for the observed access metrics but in a different size category for the rest of the mobility metrics reported in the UMR.* Additional details on the cluster analysis and calculation of the measures presented are available in UMR Appendix D: Observed Access Methodology *(8)*.

Areas within a cluster are comparable because they share characteristics based on factors most relevant to access. They fall into four clusters, though there may be sub-groups within each cluster, for example cities with robust transit networks and high transit use. The groupings likely reflect when and how these cities developed over time, including pre- and post-interstate development, land use policies, and the surrounding geography.

The four clusters can be generally described as:

- Very large urban areas.
- Large urban areas.
- East Coast and Central Plains medium and small urban areas.
- West Coast and Mountain medium and small urban areas.

How to Read and Interpret the Lists

Observed access measures can be presented using several different factors that create different scenarios. These factors include things like the maximum length of trips, if they are freight vehicles only or all vehicles, and at what time of day (or periods) the trips take place. For the UMR, observed access measures are reported under the following scenarios:

- Trips lasting 30 minutes or less.
- All vehicles.
- Trips occurring at all times of day.

While some urban areas may have much longer or shorter trips, 30 minutes has been chosen to serve as a reasonable and easy-to-understand length for national comparison. Additionally, many cities' average auto trip times range from just over 8 minutes to 13 minutes.

Other calculated options for these variables generally include trip times of 15, 45, 60, and 90 minutes, and times of day including peak periods, non-peak periods, weekend, and overnight.

Coverage is represented by the origin-based **TUC_O** value, which reports the **percentage of an urban area that can be reached**, in this case, **in 30 minutes**. For example, a random trip in San Diego could reach, on average, about 18 percent of the urban area within 30 minutes.

Range measures **how far trips are going on average, within 30 minutes**. For example, the average distance of trips taken in Miami within 30 minutes is about 3.9 miles, which may not represent the most optimal route. This includes all trips that end in 30 minutes *or less*.

Since urban areas are different sizes, the area in square miles of each urban area has been included for additional context when examining these measure results. For example, 32 percent of Houston, Texas, represents a different area accessed than 32 percent of Tulsa, Oklahoma.

Tables in the next section are presented by cluster and sorted by TUC, high to low. It is important to re-emphasize that *these measures are inherently policy neutral, and whether higher or lower values are desirable depends on the goals of the community.* When interpreting the results for an urban area, the following criteria are recommended for comparison:

- Best: Same city over time with clear policy goal.
- Good: Same city over time with no clear policy goal OR multiple cities within a cluster.
- Not recommended: Cities in different clusters with no clear policy goal.

Very Large Urban Areas

This cluster tends to consist of large and very large areas from all areas of the country. Large and very large areas would be expected to have much lower coverage values due to their size, development patterns, and transit use (Exhibit 26). These areas also generally contain multiple cores (downtowns or major activity centers) that may contribute to a reduction in coverage.

Exhibit 26. Very Large Urban Areas—TUC, Range, and Area

Rank	Urban Area	TUC_O	Range (Miles)	Area (Miles^2)
1	Denver-Aurora CO	25.3%	4.1	656
2	San Diego CA	17.9%	4.2	689
3	Phoenix-Mesa AZ	16.5%	4.4	1,114
4	San Francisco-Oakland CA	16.2%	3.7	526
5	Minneapolis-St. Paul MN-WI	13.0%	4.5	1,082
6	Detroit MI	12.8%	4.7	1,318
7	Miami FL	12.2%	3.9	1,332
8	Tampa-St. Petersburg FL	11.3%	3.9	1,049
9	Los Angeles-Long Beach-Anaheim CA	11.1%	3.9	1,655
10	Dallas-Fort Worth-Arlington TX	11.0%	4.4	1,772
11	Houston TX	10.7%	4.2	1,778
12	Seattle WA	9.1%	4.1	1,041
13	Washington DC-VA-MD	8.8%	4.0	1,321
14	Chicago IL-IN	5.9%	4.0	2,377
15	Philadelphia PA-NJ-DE-MD	5.6%	3.9	1,950
16	Boston MA-NH-RI	5.1%	4.0	1,728
17	Atlanta GA	4.2%	4.3	2,592
18	New York-Newark NY-NJ-CT	3.8%	3.9	3,460

TUC values span from a high of 25.3 percent for Denver to a low of 3.8 percent for New York-Newark. The Range values span from 3.7 miles to 4.7 miles, with a median value of 4.0 or 4.1 miles.

Three subcategories emerged within the Very Large Areas cluster:

- **Areas with the lowest coverage values are areas with robust transit networks and ridership** like New York, Boston, Philadelphia, and Chicago. Atlanta, while not a major transit city, has low coverage numbers likely due to traffic congestion and size.
- **Areas toward the middle** of the list, such as Miami, Los Angeles, and Dallas, **have well built-out freeway networks,** which could explain their relatively high coverage values along with their relatively large size (square miles of area).
- **Areas with the highest coverage values are generally also regions with smaller geographical areas**, making more of the metro area easier to get to. This is apparent with the three of the first four on this list: Denver, San Diego, and San Francisco. Phoenix, while larger, has a well built-out roadway network, which could explain its high coverage value.
- Minneapolis-St. Paul and Chicago have very different TUC and Range values. But with Chicago's urban area over twice the size of Minneapolis-St. Paul, applying the TUC value to square miles reveals that for a random trip, travelers in these two cities can reach, on average, about the same geographic area in either city.

Large Urban Areas

This cluster tends to be mostly large cities from all areas of the country (Exhibit 27). The TUC values for this group are, as expected, generally higher than for the Very Large Areas group.

Exhibit 27. Large Urban Areas—TUC, Range, and Area

Rank	Urban Area	TUC_O	Range (Miles)	Area (Miles^2)
1	Salt Lake City-West Valley City UT	51.5%	4.1	301
2	San Jose CA	47.7%	3.9	286
3	Omaha NE-IA	47.6%	4.2	276
4	Las Vegas-Henderson NV	44.0%	4.2	436
5	Oklahoma City OK	34.3%	4.4	429
6	San Antonio TX	28.5%	4.5	617
7	Columbus OH	28.1%	4.2	524
8	Austin TX	26.2%	4.1	624
9	Sacramento CA	24.7%	4.2	473
10	Memphis TN-MS-AR	23.0%	4.4	495
11	Kansas City MO-KS	21.3%	4.5	722
12	Louisville/Jefferson County KY-IN	21.3%	4.5	409
13	Milwaukee WI	21.0%	4.3	474
14	Portland OR-WA	20.1%	4.0	530
15	Orlando FL	19.1%	3.9	710
16	Riverside-San Bernardino CA	18.8%	3.9	611
17	Indianapolis IN	18.2%	4.2	733
18	Nashville-Davidson TN	16.5%	4.1	590
19	Virginia Beach VA	16.4%	4.2	558
20	Jacksonville FL	16.3%	4.3	648
21	Baltimore MD	15.6%	4.2	676
22	Cleveland OH	14.7%	4.2	718
23	Cincinnati OH-KY-IN	14.2%	4.2	761
24	St. Louis MO-IL	13.3%	4.5	923
25	Charlotte NC-SC	13.2%	4.2	668

TUC values span from a high of 51.5 percent for Salt Lake City to a low of 13.2 percent for Charlotte. The Range values span from 3.9 miles to 4.5 miles, with a median value of 4.2 miles.

Some highlights from the Large Areas cluster include:

- The large cities with the highest TUC values tend to be West Coast and Mountain cities. These cities are generally newer and have a different development pattern than cities further east.

- Salt Lake City and San Jose have been pursuing more compact development, and this may be reflected in their lower Range values of 4.1 and 3.9, respectively. Salt Lake City is also constrained by geography.
- The next four on the Large Areas list—Omaha, Las Vegas, Oklahoma City, and San Antonio—have relatively flat geography and well built-out freeway networks that could explain their high TUC values.
- Further down the list there are more eastern cities and much older cities, like St. Louis, which have different development patterns than newer, western cities.

An observed access difference between East Coast and Central Plains cities, and West Coast and Mountain cities will become more apparent in the next two city lists.

East Coast and Central Plains Medium and Small Urban Areas

This cluster tends to be East Coast and Central Plains medium- and small-sized areas (Exhibit 28). These are likely clustered together since they were largely developed before the freeway era and tend to have lower population densities and lower lane miles of roadway.

Exhibit 28. East Coast and Central Plains Medium and Small Urban Areas—TUC, Range, and Area

Rank	Urban Area	TUC_O	Range (Miles)	Area (Miles^2)
1	Corpus Christi TX	55.6%	4.0	131
2	Beaumont TX	54.6%	3.6	98
3	Wichita KS	53.8%	4.3	232
4	Toledo OH-MI	38.8%	4.1	249
5	Greensboro NC	37.1%	4.1	171
6	Tulsa OK	36.3%	4.5	344
7	Grand Rapids MI	35.4%	4.3	280
8	Pensacola FL-AL	32.0%	4.0	271
9	Rochester NY	30.3%	4.3	298
10	Jackson MS	29.7%	4.2	240
11	McAllen TX	29.6%	4.0	327
12	Little Rock AR	29.3%	4.2	271
13	Albany-Schenectady NY	27.5%	4.2	277
14	Dayton OH	27.4%	4.2	323
15	Buffalo NY	26.7%	4.3	344
16	Akron OH	24.3%	3.9	306
17	Charleston-North Charleston SC	24.2%	3.9	346
18	Baton Rouge LA	24.1%	4.1	401
19	Cape Coral FL	23.7%	3.9	371
20	Allentown PA-NJ	21.0%	4.0	265
21	Sarasota-Bradenton FL	20.5%	3.5	444
22	Richmond VA	20.4%	4.5	523
23	Winston-Salem NC	20.3%	4.3	313

Rank	Urban Area	TUC_O	Range (Miles)	Area (Miles^2)
24	Columbia SC	20.3%	4.3	375
25	New Haven CT	20.0%	3.9	308
26	Raleigh NC	17.8%	4.2	560
27	Birmingham AL	17.8%	4.6	513
28	Springfield MA-CT	17.6%	3.9	208
29	Knoxville TN	17.2%	4.3	436
30	Worcester MA-CT	16.9%	4.0	272
31	Bridgeport-Stamford CT-NY	16.1%	3.6	408
32	Hartford CT	15.3%	4.0	545
33	Providence RI-MA	13.7%	4.0	578
34	Poughkeepsie-Newburgh NY-NJ	13.3%	3.8	213
35	Pittsburgh PA	9.0%	4.0	923
36	San Juan PR	4.2%	3.9	773

TUC values span from a high of 55.6 percent for Corpus Christi to a low of 9 percent for Pittsburgh (and 4.2 percent for San Juan, which is an outlier, likely due to the differing planning and development style found in Puerto Rico). The Range values span from 3.5 miles to 4.6 miles, with a median value of 4.0 or 4.1 miles.

Some highlights from the Eastern Areas cluster include:

- Sarasota-Bradenton and Rochester have very different TUC and Range numbers (20.5 percent and 30.3 percent, and 3.5 and 4.3, respectively), but with Sarasota nearly 1.5 times bigger in area, applying the TUC value to square miles reveals for a random trip travelers in these two cities can reach, on average, about the same geographic area in either city.
- Charleston-North Charleston, Hartford, and Pittsburgh vary dramatically with TUC values (24.2 percent, 15.3 percent, and 9 percent, respectively), but applying these to their square miles reveals that for a random trip travelers in these three cities can reach, on average, about the same geographic area in any of the three cities.

West Coast and Mountain Medium and Small Urban Areas

These areas are likely clustered together because they were developed later, have higher population densities, and some have a fair amount of geographic constraint (Exhibit 29). Higher lane miles may make it easier to access a larger percentage of the urban area in a more efficient way by car; this could explain the generally higher coverage values compared to the Eastern Areas cluster.

Exhibit 29. West Coast and Mountain Medium and Small Urban Areas—TUC, Range, and Area

Rank	Urban Area	TUC_O	Range (Miles)	Area ($Miles^2$)
1	Boulder CO	81.9%	2.4	26
2	Laredo TX*	81.8%	3.0	65
3	Salem OR	62.7%	3.2	73
4	Bakersfield CA	60.8%	3.7	133
5	Boise City ID	59.6%	3.7	141
6	Brownsville TX	59.4%	3.4	65
7	Fresno CA	59.2%	3.8	160
8	Eugene OR	58.4%	3.6	74
9	Stockton CA	55.9%	3.6	95
10	Anchorage AK	54.2%	3.5	93
11	Colorado Springs CO	53.2%	3.9	201
12	Oxnard CA	52.1%	3.3	78
13	Indio-Cathedral City CA	51.9%	3.5	153
14	Lancaster-Palmdale CA	45.7%	3.5	85
15	Albuquerque NM	44.9%	4.3	266
16	Madison WI	41.9%	3.8	151
17	Provo-Orem UT	40.1%	3.7	161
18	Spokane WA	39.4%	3.8	174
19	El Paso TX-NM	36.6%	4.3	257
20	New Orleans LA	33.5%	3.8	293
21	Tucson AZ	31.5%	4.3	358
22	Urban Honolulu HI	30.3%	3.7	148

*Note: Laredo's high rank is partially due to cross-border traffic that skews the data and results.

TUC values span from a high of 89.1 percent for Boulder to a low of 30.3 percent for Honolulu. The Range values span from 2.4 miles to 4.3 miles, with a median value of 3.7 miles. This TUC span is generally higher than other groups, and the area of the cities is generally smaller than those found in the Eastern Areas grouping.

Some highlights from the Western Areas cluster include:

- Boulder, with an 82 percent coverage value and low range of 2.4 miles, indicates relative self-containment, with most trips going to nearby locations.
- Albuquerque and Tucson have fairly different TUC values (44.9 percent and 31.5 percent, respectively) but identical Range values of 4.3 miles. Applying the TUC values to the different square miles for each reveals that for a random trip travelers in these two cities can reach, on average, pretty close to the same geographic area in either city.
- Provo-Orem and Spokane have similar TUC values (40.1 percent and 39.4 percent, respectively), similar Range values (3.8 miles and 3.7 miles, respectively), and similar square areas, which could indicate these two cities share some parallels in their development patterns and limitations.

The newly developed measures of observed destination access provide a complementary approach to the longstanding UMR measures for analyzing urban transportation area-wide performance. The fundamental purpose of transportation is to connect people and goods to destinations that matter. Examining how easily people are able to reach these destinations can offer insight into how well the transportation network and policies are performing.

The results for the 101 UMR urban areas are presented in groupings based on factors important to destination access. A unique aspect of these measures is their policy neutrality. Rather than implying only moving in one direction is improvement, whether higher or lower values are better depends on the goals of the community using them.

Observed access measures can be used by state DOTs, MPOs, and cities alike in several ways for land use and transportation planning and policy. While these measures are currently only available for auto modes, there is potential and desire to add other modes as data become available.

TTI welcomes feedback from users of the UMR on these new measures for refinement to their presentation and suggested use in future editions of the UMR.

MOBILITY STRATEGIES AND SOLUTIONS

We still recommend a ***balanced and diversified approach*** to reduce congestion—one that focuses on more of everything: policies, programs, projects, flexibility, options, and understanding. The massive drop in 2020 congestion has been evidently followed by a return of congestion problems during the following few years. Through 2019, investments in solutions did not keep pace with the growing problem. On the hopeful side, transportation providers as well as transportation consumers are seeing the strength of telework programs, bike and walk modes, as well as the social benefits of providing workers with more job location flexibility.

The right solution to a mobility issue, however, is not the same everywhere all the time. Every solution is targeted to accomplish a specific goal, but every solution is not right for every location, opportunity, or problem. Context is the important starting point for identifying mobility solutions. ***Anyone who says there is a single solution that can solve congestion, be supported, and be implemented everywhere (or even in most locations) is exaggerating the effect of their idea.***

Some solutions need more congestion before they are fully effective, and some can be very useful in mitigating congestion before it becomes a big problem. There is almost always a role for providing more travel options and operating the system more efficiently. The effects of these solutions are important but, especially in growing regions, are not usually enough to meet community mobility goals. The private sector, economy, and government regulations all play a role. Some cities have growth near downtowns that provide good home and work options but rarely determine regional growth trends. Governments have been streamlining regulations to make near-downtown development as easy to accomplish as suburban development.

More information on the possible solutions, places they have been implemented, and their effects can be found on the UMR website (https://mobility.tamu.edu/project/mobility-improvement-strategies/).

None of these ideas are the entire mobility solution, but they can all play a role.

Get as much as possible from what we have—"Get the best bang for the buck" is the theme here. Many low-cost improvements have broad public support and can be rapidly deployed. Operations improvement programs require innovation, new monitoring technologies and staffing plans, constant attention, and adjustment, but they pay dividends in faster, safer, and more reliable travel. Rapidly removing crashed vehicles, timing the traffic signals so that more vehicles see green lights, and improving road and intersection designs are relatively simple actions. More complex changes such as traffic signals that rapidly adapt to different traffic patterns, systems that smooth traffic flow and reduce traffic collisions, and communication technologies that assist travelers (in all modes) also play a role. As recent data show, managing the existing system with Transportation Systems Management and Operations (TSMO) strategies is as important as adding system capacity.

Provide choices—"Customize your trip" might involve different travel routes, departure times, travel modes, or lanes that require a toll for high-speed and reliable service. These options allow travelers and shippers to make trips when, where, and in a form that best suits their needs and wants. There are many sources of travel information involving displays of existing travel times, locations of roadwork or crashes, transit ridership and arrival information, and a variety of trip planner resources. The solutions also involve changes in the way employers and travelers conduct business to avoid traveling in the traditional rush hours. The COVID-19 pandemic response demonstrated that flexible work hours and good internet connections allow employees to choose work schedules that meet family needs *and* the needs of their jobs.

Technology advances—While we are not yet at the "meet George Jetson" level of technology, the technology disruptors coming to market every week will alter the urban mobility landscape. The depth and breadth of the detailed crowdsourced data from INRIX, for example, has improved this report, and an increasingly connected world will offer more opportunities to understand and improve the movement of people and goods. Connected vehicles "talking" to each other as well as traffic signals and other systems—and providing this information to decision-makers—will provide unprecedented data and insights to identify and fix mobility problems. Newer vehicles sense and adjust to their surroundings, increasing safety and efficient movement of goods and people. Other technologies, such as the Internet of Things (connected devices), 3D printers, blockchain, and artificial intelligence will affect transportation systems of the future. Will the mobility improvements of these technologies offset induced trips or other unforeseen mobility consequences? In many cases, it will. Again, *context* is the key, and the jury is still out on the evolving impacts.

Add capacity in critical corridors—We just need "more" in some places. Increases in freight and person movement often require new or expanded facilities. Important corridors or growing regions can benefit from more street and highway lanes, new or expanded public transportation facilities, and larger bus and rail fleets. Some of the "more" will be better paths and routes for bicyclists and pedestrians. Some of the "more" will also be in the form of advancements in connected and autonomous vehicles that reduce crashes and congestion—cars, trucks, buses, and trains that communicate with each other and with the transportation network.

Diversify the development patterns—"Everyone doesn't want to live in <fill in the blank>" is a discussion in most urban regions. It is always true because there is no one-size-fits-all home type. The market is diverse for the same reasons the U.S. culture, economy, and society are varied. The "real market" includes denser developments with a mix of jobs, shops, and homes (so that more people can walk, bike, or take transit to more and closer destinations). Also, urban residential patterns of moderate density single-family and multi-family buildings, and suburban residential and commercial developments are popular. Sustaining a good quality of life and gaining economic opportunity without the typical increment of congestion in each of these sub-regions appears to be part, but not all, of the mobility solution. Recognizing that many home and job location choices are the result of choices about family needs, education preferences, and entertainment and cultural sites allows planners to adjust projects and policies to meet these varied markets.

Realistic expectations—Large urban areas will be congested. Some locations near key activity centers in smaller urban areas will also be congested. Identifying solutions and funding sources that are equitable and meet a variety of community goals is challenging enough without attempting to always eliminate congestion in all locations. Congestion, however, does not have to be an all-day event. In many cases, improving travel time awareness and predictability can be a positive first step toward improving urban mobility.

Case studies, analytical methods, and data—and now the experience with adjustments to the COVID-19 pandemic—are available to support development of these strategies and monitor the effectiveness of deployments. There are also many good state and regional mobility reports that provide ideas for communicating the findings of the data analysis.

LOOKING AHEAD

The year 2024 has underscored a "new normal," where congestion has exceeded pre-pandemic congestion levels in some measure. Although this comeback of congestion has some resemblances to past patterns, some things have changed markedly too. With the 2024 national total congestion cost surpassing the 2019 level, the "congestion recovery" is complete, but it also seems clear that some aspects of the problem and the solutions may have changed and are here to stay.

It is evident that the transition from full-time remote work to a hybrid model has impacted commuter travel behavior and the overall transportation landscape. This flexible work schedule gives employees the freedom to manage their time more efficiently and avoid peak-hour rushes, resulting in some reduced pressure on the transportation system during traditional rush hours. With employees commuting on different days and at varying times, the predictable peak hours may become less pronounced, and there may be a redistribution of travel demand throughout the day, which can introduce additional unpredictability.

Consistently growing indicators over the four years following the initial pandemic shock point to the following changes in congestion dynamics:

- **Congestion is more "spread out" throughout the day**—The middle-of-the-day traffic is contributing a higher proportion of total delay in 2024 than in 2019. This phenomenon is more noticeable on freeways than on arterial streets.
- **Congestion is more "spread out" throughout the week**—Friday used to carry the highest share of the weekly traffic delay until 2021. Now it is Thursday, although Friday is a close second. Monday and Friday carried a lesser share of the weekly traffic delay in 2024 than they used to in 2019 and even 2021. The midweek (Tue–Thu) carried a higher share than in 2021 and had close to its 2019 share. Weekends carried a higher share than in 2019.
- **Planning your trip is more challenging**—The extra planning time needed to make important trips on time has been on the rise since 2019, especially in smaller and medium-size urban areas. Large areas are relatively "reliably worse."
- **Truck-related congestion is up everywhere**—This indicates a sustained growth in e-commerce and consumer preferences for home delivery of a wide range of goods. The nation is still adjusting to evolving supply chain challenges.
- **More truck delay occurred during peak periods**—Over half (57 percent) of the truck delay occurred in the peak period in 2024, in comparison to 51 percent in 2021, 57 percent in 2022, and 60 percent in 2019.

The long-term mobility trends identified in this report can help in highlighting key risks, future opportunities, and questions agencies should consider in upcoming planning efforts. There are still some unknowns in this new regime of operations as different industry types try to look for an optimum balance between worker satisfaction, productivity, and cost competitiveness:

- To what extent will office workers continue to work from home or in a hybrid arrangement?
- How does the type of jobs in the travel corridor affect the congestion patterns, and which mobility solutions will work best for that job mix?
- Will trip departure times remain similar—fewer auto trips in the normal rush hours than before, and more travel in the midday and early evening?
- Will public transportation ridership (especially for commuter travel) continue to rebound?
- What are the effects of transportation and land use changes given where people choose to work, live, shop, go to school, and relax?
- How will the shift in where businesses and people locate affect how, where, and when goods are moved?

Congestion is back—there is no hiding from it. The average annual delay per commuter has exceeded 2019 levels in urban areas of all sizes. As congestion becomes more dynamic, so must our tools. Reliable data—from traffic patterns to access measures—will remain central to making the right decisions at the right time. All the potential congestion-reducing strategies should be considered, and there is a role and location for most of the strategies:

- The shift in post-pandemic work arrangements has convinced employers and workers that many more tasks can be accomplished remotely. ***This will not be the same everywhere for every job.*** Some employers might require in-person attendance. Some may allow a full-time not-in-an-office work schedule. Some will encourage telework for a few days each week or even just a few hours each day.
- Efficiently timing the traffic signals and getting reliable information to travelers so that they can plan their trip are all ways to get the "best bang for the buck" productivity out of the existing road and public transportation systems. Effective TSMO strategies, incident management, and other operational improvements become integral to maintaining a reliable and resilient transportation system.
- In growth corridors, there also may be a role for additional road and public transportation capacity to move people and freight more rapidly and reliably.
- Some areas are seeing renewed interest in higher density living in neighborhoods with a mix of residential, office, shopping, and other developments. These places can promote shorter trips that are more amenable to walking, cycling, or public transportation modes.

WHAT CHANGED FROM THE 2023 UMR TO THE 2025 UMR

First published in 1987, the UMR has analyzed more than 40 years of roadway travel data and reported on mobility performance in U.S. urban areas for decades. The following is a snapshot of the more significant changes between the last version of the report (2023 UMR) and the current edition. More details about these changes are discussed in the report in the exhibits as highlighted below:

- **Update to fuel usage calculation methodology**
  - For the 2025 UMR, TTI began using a newer version of EPA's MOVES model which included improvements in fuel efficiency and change in fleet composition including hybrids. This shift resulted in about a 27 percent decrease in the amount of excess fuel consumed at the national level.
- **Update to day-of-week travel adjustments**
  - This change was made to convert the average annual daily traffic volume to the volume for each day of the week.
- **Observed access**
  - For the first time in the UMR, this chapter introduces the concept of accessibility as a complement to traditional congestion metrics to offer a broader perspective of mobility performance. It focuses on how easily people can reach essential destinations and how those opportunities vary by community and region.
  - Exhibit 26 through Exhibit 29 and Appendix D *(8)*.
- **Sustained increase in value of truck time**
  - The value of truck travel time (commercial value of travel time) has shown a 10 percent annual rate of growth since 2019 and is estimated to be $80.16 per vehicle per hour for 2024. In comparison, the value of personal travel time (passenger cars) has shown a more modest 4.6 percent annual growth rate.
  - Exhibit 19 and Appendix C *(7)*.
- **Reported metrics**
  - Returning readers of the UMR may notice some measures you have tracked in the past might not be shown in the UMR report itself. However, these measures are likely included in the UMR database. Please check on the spreadsheet for a particular measure that is available online on the UMR webpage: (https://mobility.tamu.edu/umr/data-and-trends/)

REFERENCES

1. INRIX. National Average Speed Database, 2009 to 2024. Accessed 2025. https://inrix.com/products/speed/
2. Federal Highway Administration. Highway Performance Monitoring System (HPMS), 1982 to 2023 Data. December 2023. Accessed 2024. http://www.fhwa.dot.gov/policyinformation/hpms.cfm.
3. U.S. Census Bureau, U.S. Department of Commerce. Household Pulse Survey Data Tables. Accessed 2025. https://www.census.gov/programs-surveys/household-pulse-survey/data.html
4. U.S. Bureau of Labor Statistics, U.S. Department of Labor. Current Employment Statistics—CES (National). Accessed 2025. http://www.bls.gov/ces/home.htm
5. David Schrank, Kartikeya Jha, Luke Albert, and Bill Eisele. Appendix A: Methodology. 2025 Urban Mobility Report, Texas A&M Transportation Institute, August 2025. Accessed 2025. https://mobility.tamu.edu/umr/report/#methodology.
6. Phil Lasley and Mohammad Askariyeh. Appendix B: Change in Vehicle Occupancy Used in Mobility Monitoring Efforts. 2025 Urban Mobility Report, Texas A&M Transportation Institute, August 2025. Accessed 2025. https://mobility.tamu.edu/umr/report/#appx-b.
7. Brianne A. Glover. Appendix C: Value of Delay Time for Use in Mobility Monitoring Efforts. 2025 Urban Mobility Report, Texas A&M Transportation Institute, August 2025. Accessed 2025. https://mobility.tamu.edu/umr/report/#appx-c
8. Phil Lasley, Jack Kong, and Stuti Singh. Appendix D: Observed Access Methodology. 2025 Urban Mobility Report, Texas A&M Transportation Institute, August 2025. Accessed 2025. https://mobility.tamu.edu/umr/report/#appx-d.
9. INRIX. National Trips Database, 2024. Accessed 2025. https://inrix.com/products/trip-analytics/

COMPARISON TABLES—CONGESTION IN 2023 AND 2024

Additional Information for Urban Areas

Table 1. What Congestion Means to You

Urban Area	Annual Person-Hours of Delay per Commuter				Travel Time Index			
	2024		2023		2024		2023	
	Hours	Rank	Hours	Rank	Index	Rank	Index	Rank
Very Large Average (15 areas)	**93**		**89**		**1.39**		**1.36**	
Los Angeles-Long Beach-Anaheim CA	137	1	131	2	1.64	1	1.59	1
San Francisco-Oakland CA	134	2	132	1	1.55	2	1.53	2
New York-Newark NY-NJ-CT	99	3	97	3	1.44	5	1.40	7
Miami FL	93	6	92	5	1.45	4	1.41	6
Washington DC-VA-MD	90	7	89	6	1.31	19	1.31	15
San Diego CA	88	8	86	8	1.34	15	1.32	14
Atlanta GA	87	9	83	10	1.30	21	1.28	17
Chicago IL-IN	87	9	76	14	1.37	12	1.36	10
Seattle WA	87	9	84	9	1.40	10	1.38	9
Boston MA-NH-RI	80	14	77	13	1.26	27	1.26	21
Houston TX	77	15	73	16	1.36	13	1.26	21
Phoenix-Mesa AZ	76	17	74	15	1.24	33	1.24	28
Philadelphia PA-NJ-DE-MD	70	22	64	27	1.27	25	1.25	23
Dallas-Fort Worth-Arlington TX	69	23	67	22	1.31	19	1.23	30
Detroit MI	68	24	65	26	1.24	33	1.23	30
Large Average (32 areas)	**63**		**60**		**1.26**		**1.24**	
Riverside-San Bernardino CA	95	4	88	7	1.44	5	1.40	7
San Jose CA	94	5	93	4	1.44	5	1.43	4
Nashville-Davidson TN	83	12	82	11	1.27	25	1.27	19
Denver-Aurora CO	76	17	72	18	1.35	14	1.35	12
Minneapolis-St. Paul MN-WI	73	19	68	21	1.29	22	1.25	23
Portland OR-WA	72	20	70	19	1.40	10	1.36	10
Sacramento CA	72	20	69	20	1.32	18	1.28	17
Baltimore MD	68	24	63	28	1.25	31	1.21	41
Orlando FL	68	24	66	24	1.23	40	1.22	36
Austin TX	64	30	63	28	1.34	15	1.25	23
Charlotte NC-SC	64	30	59	33	1.23	40	1.21	41
Oklahoma City OK	64	30	63	28	1.23	40	1.23	30
San Juan PR	64	30	62	31	1.43	9	1.34	13
Tampa-St. Petersburg FL	64	30	62	31	1.29	22	1.25	23

Urban Area	Annual Person-Hours of Delay per Commuter				Travel Time Index			
	2024		2023		2024		2023	
	Hours	Rank	Hours	Rank	Index	Rank	Index	Rank
Jacksonville FL	61	35	58	35	1.24	33	1.22	36
Columbus OH	58	38	55	39	1.23	40	1.22	36
Kansas City MO-KS	58	38	55	39	1.19	54	1.18	54
Memphis TN-MS-AR	58	38	57	36	1.14	80	1.14	73
Salt Lake City-West Valley City UT	58	38	55	39	1.24	33	1.23	30
Las Vegas-Henderson NV	57	42	54	43	1.23	40	1.25	23
Milwaukee WI	57	42	53	47	1.20	50	1.20	45
St. Louis MO-IL	56	45	53	47	1.17	63	1.17	58
Louisville-Jefferson County KY-IN	54	48	54	43	1.18	57	1.18	54
Pittsburgh PA	53	50	49	53	1.19	54	1.19	49
Cleveland OH	52	52	49	53	1.16	70	1.16	65
Providence RI-MA	52	52	49	53	1.24	33	1.20	45
Cincinnati OH-KY-IN	50	57	47	61	1.18	57	1.16	65
Indianapolis IN	50	57	48	58	1.17	63	1.16	65
San Antonio TX	48	62	46	63	1.26	27	1.22	36
Virginia Beach VA	46	70	43	71	1.19	54	1.17	58
Raleigh NC	42	75	39	76	1.15	75	1.13	78
Richmond VA	42	75	38	79	1.12	88	1.12	83
Medium Average (33 areas)	**49**		**47**		**1.20**		**1.19**	
Honolulu HI	81	13	79	12	1.51	3	1.50	3
Bridgeport-Stamford CT-NY	77	15	73	16	1.44	5	1.42	5
Baton Rouge LA	68	24	67	22	1.25	31	1.23	30
Charleston-North Charleston SC	68	24	66	24	1.34	15	1.29	16
New Orleans LA	68	24	59	33	1.29	22	1.27	19
Colorado Springs CO	61	35	56	38	1.24	33	1.22	36
Birmingham AL	57	42	54	43	1.14	80	1.11	88
Hartford CT	56	45	55	39	1.17	63	1.17	58
New Haven CT	56	45	54	43	1.20	50	1.20	45
Knoxville TN	52	52	48	58	1.18	57	1.17	58
Omaha NE-IA	52	52	49	53	1.20	50	1.19	49
Tucson AZ	50	57	51	49	1.17	63	1.19	49
Fresno CA	49	60	46	63	1.23	40	1.21	41

Urban Area	Annual Person-Hours of Delay per Commuter				Travel Time Index			
	2024		2023		2024		2023	
	Hours	Rank	Hours	Rank	Index	Rank	Index	Rank
Albuquerque NM	48	62	46	63	1.21	49	1.18	54
Columbia SC	48	62	43	71	1.13	84	1.12	83
Tulsa OK	48	62	47	61	1.15	75	1.14	73
Grand Rapids MI	47	66	43	71	1.16	70	1.14	73
Buffalo NY	45	71	45	67	1.16	70	1.16	65
Albany-Schenectady NY	43	73	43	71	1.13	84	1.12	83
Cape Coral FL	43	73	44	69	1.18	57	1.17	58
Akron OH	42	75	41	75	1.20	50	1.15	70
Rochester NY	41	79	37	82	1.15	75	1.15	70
Provo-Orem UT	38	82	35	87	1.17	63	1.14	73
Wichita KS	38	82	35	87	1.17	63	1.17	58
Worcester MA-CT	38	82	37	82	1.12	88	1.11	88
Springfield MA-CT	37	85	36	84	1.11	90	1.10	92
Toledo OH-MI	37	85	36	84	1.11	90	1.11	88
Allentown PA-NJ	36	88	34	89	1.15	75	1.13	78
El Paso TX-NM	35	89	34	89	1.14	80	1.13	78
Sarasota-Bradenton FL	35	89	34	89	1.18	57	1.15	70
Bakersfield CA	34	93	34	89	1.16	70	1.18	54
Dayton OH	32	95	31	95	1.11	90	1.11	88
McAllen TX	32	95	31	95	1.17	63	1.12	83
Small Average (21 areas)	**41**		**40**		**1.15**		**1.14**	
Little Rock AR	59	37	57	36	1.14	80	1.14	73
Stockton CA	54	48	49	53	1.26	27	1.23	30
Jackson MS	53	50	51	49	1.10	94	1.10	92
Madison WI	52	52	50	51	1.22	46	1.20	45
Boulder CO	49	60	50	51	1.24	33	1.24	28
Boise ID	47	66	48	58	1.22	46	1.21	41
Eugene OR	47	66	46	63	1.16	70	1.16	65
Spokane WA	47	66	45	67	1.18	57	1.17	58
Laredo TX	44	72	44	69	1.26	27	1.19	49
Salem OR	42	75	39	76	1.13	84	1.12	83
Greensboro NC	40	80	39	76	1.08	99	1.08	98

Urban Area	Annual Person-Hours of Delay per Commuter				Travel Time Index			
	2024		2023		2024		2023	
	Hours	Rank	Hours	Rank	Index	Rank	Index	Rank
Oxnard CA	40	80	38	79	1.22	46	1.19	49
Pensacola FL-AL	37	85	38	79	1.11	90	1.10	92
Beaumont TX	35	89	36	84	1.09	96	1.09	95
Poughkeepsie-Newburgh NY-NJ	35	89	32	93	1.09	96	1.09	95
Anchorage AK	34	93	32	93	1.15	75	1.13	78
Indio-Cathedral City CA	29	97	28	98	1.08	99	1.09	95
Corpus Christi TX	28	98	29	97	1.09	96	1.08	98
Winston-Salem NC	27	99	27	99	1.07	101	1.07	101
Lancaster-Palmdale CA	25	100	24	100	1.13	84	1.13	78
Brownsville TX	24	101	23	101	1.10	94	1.08	98
101 Area Average	**75**		**71**		**1.31**		**1.29**	
Remaining Areas Average	**31**		**31**		**1.12**		**1.11**	
All 494 Area Average	**63**		**61**		**1.26**		**1.24**	

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined. The best congestion comparisons are made between similar urban areas.

Very Large Urban Areas—Over 3 million population.

Large Urban Areas—Over 1 million and less than 3 million population.

Medium Urban Areas—Over 500,000 and less than 1 million population.

Small Urban Areas—Less than 500,000 population.

Yearly Delay per Auto Commuter—Extra travel time during the year divided by the number of people who commute in private vehicles in the urban area.

Travel Time Index—The ratio of travel time in the peak period to the travel time at free-flow conditions. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak period.

Table 2. Annual Extra Travel Time for Each Urban Area and Auto Commuter

Urban Area	Annual Person-Hours of Delay per Commuter				Annual Person-Hours of Travel Delay (1,000 Hours)			
	2024		2023		2024		2023	
	Hours	Rank	Hours	Rank	Hours	Rank	Hours	Rank
Very Large Average (15 areas)	**93**		**89**		**342,393**		**321,437**	
Los Angeles-Long Beach-Anaheim CA	137	1	131	2	1,089,623	1	1,033,477	1
San Francisco-Oakland CA	134	2	132	1	267,483	6	257,367	5
New York-Newark NY-NJ-CT	99	3	97	3	893,093	2	855,153	2
Miami FL	93	6	92	5	337,583	4	321,376	4
Washington DC-VA-MD	90	7	89	6	231,916	8	224,414	8
San Diego CA	88	8	86	8	162,413	15	153,581	15
Atlanta GA	87	9	83	10	261,228	7	242,948	7
Chicago IL-IN	87	9	76	14	422,236	3	362,657	3
Seattle WA	87	9	84	9	183,879	13	174,064	13
Boston MA-NH-RI	80	14	77	13	190,653	12	179,210	12
Houston TX	77	15	73	16	268,040	5	246,149	6
Phoenix-Mesa AZ	76	17	74	15	203,239	11	191,835	11
Philadelphia PA-NJ-DE-MD	70	22	64	27	219,156	10	194,216	10
Dallas-Fort Worth-Arlington TX	69	23	67	22	231,316	9	221,365	9
Detroit MI	68	24	65	26	174,043	14	163,746	14
Large Average (32 areas)	**63**		**60**		**70,324**		**64,988**	
Riverside-San Bernardino CA	95	4	88	7	133,638	17	119,606	18
San Jose CA	94	5	93	4	118,338	19	114,061	19
Nashville-Davidson TN	83	12	82	11	67,399	29	64,543	29
Denver-Aurora CO	76	17	72	18	131,784	18	120,281	17
Minneapolis-St. Paul MN-WI	73	19	68	21	133,874	16	122,170	16
Portland OR-WA	72	20	70	19	85,991	23	81,416	23
Sacramento CA	72	20	69	20	88,748	22	81,900	22
Baltimore MD	68	24	63	28	107,302	21	96,675	21
Orlando FL	68	24	66	24	77,989	26	73,326	26
Austin TX	64	30	63	28	72,973	28	68,673	28
Charlotte NC-SC	64	30	59	33	58,631	34	52,427	34
Oklahoma City OK	64	30	63	28	46,367	42	44,389	42
San Juan PR	64	30	62	31	77,746	27	73,838	25

Urban Area	Annual Person-Hours of Delay per Commuter				Annual Person-Hours of Travel Delay (1,000 Hours)			
	2024		2023		2024		2023	
	Hours	Rank	Hours	Rank	Hours	Rank	Hours	Rank
Tampa-St. Petersburg FL	64	30	62	31	112,436	20	105,317	20
Jacksonville FL	61	35	58	35	49,835	40	45,448	40
Columbus OH	58	38	55	39	59,458	33	54,572	33
Kansas City MO-KS	58	38	55	39	64,036	30	59,219	30
Memphis TN-MS-AR	58	38	57	36	41,122	46	39,319	44
Salt Lake City-West Valley City UT	58	38	55	39	41,415	45	37,306	48
Las Vegas-Henderson NV	57	42	54	43	78,512	25	72,666	27
Milwaukee WI	57	42	53	47	51,455	38	45,945	39
St. Louis MO-IL	56	45	53	47	79,656	24	74,287	24
Louisville-Jefferson County KY-IN	54	48	54	43	39,146	48	37,845	47
Pittsburgh PA	53	50	49	53	57,560	35	52,224	35
Cleveland OH	52	52	49	53	60,701	32	55,077	32
Providence RI-MA	52	52	49	53	41,672	44	38,903	45
Cincinnati OH-KY-IN	50	57	47	61	54,612	36	50,018	37
Indianapolis IN	50	57	48	58	53,635	37	49,981	38
San Antonio TX	48	62	46	63	61,944	31	57,434	31
Virginia Beach VA	46	70	43	71	45,693	43	41,387	43
Raleigh NC	42	75	39	76	28,085	55	24,692	56
Richmond VA	42	75	38	79	28,611	53	24,679	57
Medium Average (33 areas)	**49**		**47**		**22,918**		**21,445**	
Honolulu HI	81	13	79	12	40,614	47	38,640	46
Bridgeport-Stamford CT-NY	77	15	73	16	48,673	41	44,795	41
Baton Rouge LA	68	24	67	22	29,287	51	27,541	52
Charleston-North Charleston SC	68	24	66	24	28,987	52	26,379	53
New Orleans LA	68	24	59	33	50,273	39	50,061	36
Colorado Springs CO	61	35	56	38	25,361	58	22,246	59
Birmingham AL	57	42	54	43	30,933	50	28,478	50
Hartford CT	56	45	55	39	32,972	49	31,328	49
New Haven CT	56	45	54	43	19,998	64	18,942	63
Knoxville TN	52	52	48	58	21,239	63	18,507	65
Omaha NE-IA	52	52	49	53	28,132	54	25,538	55

Urban Area	Annual Person-Hours of Delay per Commuter				Annual Person-Hours of Travel Delay (1,000 Hours)			
	2024		2023		2024		2023	
	Hours	Rank	Hours	Rank	Hours	Rank	Hours	Rank
Tucson AZ	50	57	51	49	27,932	56	27,710	51
Fresno CA	49	60	46	63	23,334	60	21,330	62
Albuquerque NM	48	62	46	63	23,163	61	21,687	61
Columbia SC	48	62	43	71	18,853	69	16,202	70
Tulsa OK	48	62	47	61	24,408	59	23,299	58
Grand Rapids MI	47	66	43	71	19,920	65	17,804	67
Buffalo NY	45	71	45	67	27,579	57	26,315	54
Albany-Schenectady NY	43	73	43	71	16,049	73	15,720	71
Cape Coral FL	43	73	44	69	17,011	70	16,760	69
Akron OH	42	75	41	75	16,202	71	15,573	72
Rochester NY	41	79	37	82	19,254	67	17,263	68
Provo-Orem UT	38	82	35	87	14,012	79	12,095	84
Wichita KS	38	82	35	87	13,584	81	12,316	82
Worcester MA-CT	38	82	37	82	12,453	85	11,923	85
Springfield MA-CT	37	85	36	84	14,757	78	14,098	76
Toledo OH-MI	37	85	36	84	12,413	86	11,817	86
Allentown PA-NJ	36	88	34	89	15,292	75	14,256	75
El Paso TX-NM	35	89	34	89	19,870	66	18,662	64
Sarasota-Bradenton FL	35	89	34	89	16,141	72	15,005	73
Bakersfield CA	34	93	34	89	12,745	83	12,519	81
Dayton OH	32	95	31	95	15,767	74	14,884	74
McAllen TX	32	95	31	95	19,071	68	17,991	66
Small Average (21 areas)	**41**		**40**		**9,498**		**8,984**	
Little Rock AR	59	37	57	36	22,233	62	22,054	60
Stockton CA	54	48	49	53	15,240	76	13,205	78
Jackson MS	53	50	51	49	13,292	82	12,611	80
Madison WI	52	52	50	51	14,806	77	13,811	77
Boulder CO	49	60	50	51	4,405	99	4,249	99
Boise ID	47	66	48	58	12,574	84	12,297	83
Eugene OR	47	66	46	63	8,046	92	7,553	92
Spokane WA	47	66	45	67	13,690	80	12,621	79
Laredo TX	44	72	44	69	8,636	91	8,444	91

Urban Area	Annual Person-Hours of Delay per Commuter				Annual Person-Hours of Travel Delay (1,000 Hours)			
	2024		2023		2024		2023	
	Hours	Rank	Hours	Rank	Hours	Rank	Hours	Rank
Salem OR	42	75	39	76	7,136	94	6,544	96
Greensboro NC	40	80	39	76	9,331	89	8,902	88
Oxnard CA	40	80	38	79	9,720	87	9,045	87
Pensacola FL-AL	37	85	38	79	8,901	90	8,745	89
Beaumont TX	35	89	36	84	3,952	101	3,774	101
Poughkeepsie-Newburgh NY-NJ	35	89	32	93	9,526	88	8,495	90
Anchorage AK	34	93	32	93	5,737	98	5,372	98
Indio-Cathedral City CA	29	97	28	98	7,000	96	6,572	95
Corpus Christi TX	28	98	29	97	7,031	95	6,974	94
Winston-Salem NC	27	99	27	99	7,910	93	7,552	93
Lancaster-Palmdale CA	25	100	24	100	6,157	97	5,908	97
Brownsville TX	24	101	23	101	4,137	100	3,943	100
101 Area Average	**75**		**71**		**82,594**		**77,203**	
Remaining Areas Average	**31**		**31**		**3,711**		**3,573**	
All 494 Area Average	**63**		**61**		**19,839**		**18,627**	

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined. The best congestion comparisons are made between similar urban areas.

Very Large Urban Areas—Over 3 million population.

Large Urban Areas—Over 1 million and less than 3 million population.

Medium Urban Areas—Over 500,000 and less than 1 million population.

Small Urban Areas—Less than 500,000 population.

Yearly Delay—Extra travel time during the year.

Yearly Delay per Auto Commuter—Extra travel time during the year divided by the number of people who commute in private vehicles in the urban area.

Table 3. Extra Travel Time and Vehicle Travel, 2023 and 2024

Urban Area	Annual Person-Hours of Delay				Daily Vehicle-Miles of Travel (Freeway & Arterial)			
	2024		2023		2024		2023	
	Hours (000)	Rank	Hours (000)	Rank	Miles (000)	Rank	Miles (000)	Rank
Very Large Average (15 areas)	**342,393**		**321,437**		**115,864**		**110,107**	
Los Angeles-Long Beach-Anaheim CA	1,089,623	1	1,033,477	1	243,840	1	230,038	1
New York-Newark NY-NJ-CT	893,093	2	855,153	2	234,473	2	222,319	2
Chicago IL-IN	422,236	3	362,657	3	139,064	3	135,028	3
Miami FL	337,583	4	321,376	4	105,943	7	101,673	7
Houston TX	268,040	5	246,149	6	121,827	5	118,856	5
San Francisco-Oakland CA	267,483	6	257,367	5	57,216	16	53,978	16
Atlanta GA	261,228	7	242,948	7	119,369	6	112,613	6
Washington DC-VA-MD	231,916	8	224,414	8	90,264	10	86,719	11
Dallas-Fort Worth-Arlington TX	231,316	9	221,365	9	137,288	4	133,289	4
Philadelphia PA-NJ-DE-MD	219,156	10	194,216	10	100,615	8	89,650	8
Phoenix-Mesa AZ	203,239	11	191,835	11	95,760	9	87,854	9
Boston MA-NH-RI	190,653	12	179,210	12	88,275	11	87,115	10
Seattle WA	183,879	13	174,064	13	58,729	15	55,405	15
Detroit MI	174,043	14	163,746	14	82,766	12	78,082	12
San Diego CA	162,413	15	153,581	15	62,528	13	58,990	14
Large Average (32 areas)	**70,324**		**64,988**		**35,235**		**33,428**	
Minneapolis-St. Paul MN-WI	133,874	16	122,170	16	60,331	14	59,095	13
Riverside-San Bernardino CA	133,638	17	119,606	18	45,775	21	43,184	21
Denver-Aurora CO	131,784	18	120,281	17	56,225	17	52,744	17
San Jose CA	118,338	19	114,061	19	30,414	38	28,694	38
Tampa-St. Petersburg FL	112,436	20	105,317	20	52,298	19	50,192	19
Baltimore MD	107,302	21	96,675	21	52,154	20	49,203	20
Sacramento CA	88,748	22	81,900	22	33,417	31	31,526	30
Portland OR-WA	85,991	23	81,416	23	32,609	33	30,413	33
St. Louis MO-IL	79,656	24	74,287	24	54,802	18	51,366	18
Las Vegas-Henderson NV	78,512	25	72,666	27	32,257	34	30,605	32

Urban Area	Annual Person-Hours of Delay				Daily Vehicle-Miles of Travel (Freeway & Arterial)			
	2024		2023		2024		2023	
	Hours (000)	Rank	Hours (000)	Rank	Miles (000)	Rank	Miles (000)	Rank
Orlando FL	77,989	26	73,326	26	37,829	25	36,305	25
San Juan PR	77,746	27	73,838	25	17,848	49	18,400	49
Austin TX	72,973	28	68,673	28	35,847	27	34,973	26
Nashville-Davidson TN	67,399	29	64,543	29	39,363	24	36,927	24
Kansas City MO-KS	64,036	30	59,219	30	42,240	23	40,317	23
San Antonio TX	61,944	31	57,434	31	43,467	22	42,614	22
Cleveland OH	60,701	32	55,077	32	34,399	29	32,637	29
Columbus OH	59,458	33	54,572	33	31,772	36	30,145	35
Charlotte NC-SC	58,631	34	52,427	34	34,025	30	31,355	31
Pittsburgh PA	57,560	35	52,224	35	33,396	32	30,305	34
Cincinnati OH-KY-IN	54,612	36	50,018	37	34,984	28	34,287	27
Indianapolis IN	53,635	37	49,981	38	37,415	26	32,927	28
Milwaukee WI	51,455	38	45,945	39	31,938	35	29,464	36
Jacksonville FL	49,835	40	45,448	40	24,996	42	23,988	41
Oklahoma City OK	46,367	42	44,389	42	22,764	45	21,476	45
Virginia Beach VA	45,693	43	41,387	43	27,663	39	25,731	39
Providence RI-MA	41,672	44	38,903	45	19,695	47	20,354	47
Salt Lake City-West Valley City UT	41,415	45	37,306	48	22,210	46	20,836	46
Memphis TN-MS-AR	41,122	46	39,319	44	30,619	37	29,084	37
Louisville-Jefferson County KY-IN	39,146	48	37,845	47	22,846	44	22,193	44
Richmond VA	28,611	53	24,679	57	25,680	41	23,887	42
Raleigh NC	28,085	55	24,692	56	26,220	40	24,459	40
Medium Average (33 areas)	**22,918**		**21,445**		**13,734**		**12,983**	
New Orleans LA	50,273	39	50,061	36	17,228	52	16,070	52
Bridgeport-Stamford CT-NY	48,673	41	44,795	41	17,226	53	16,552	50
Honolulu HI	40,614	47	38,640	46	9,970	81	9,406	81
Hartford CT	32,972	49	31,328	49	19,318	48	18,540	48
Birmingham AL	30,933	50	28,478	50	23,575	43	22,367	43
Baton Rouge LA	29,287	51	27,541	52	16,056	56	14,979	55
Charleston-North Charleston SC	28,987	52	26,379	53	13,418	64	12,731	64

Urban Area	Annual Person-Hours of Delay				Daily Vehicle-Miles of Travel (Freeway & Arterial)			
	2024		2023		2024		2023	
	Hours (000)	Rank	Hours (000)	Rank	Miles (000)	Rank	Miles (000)	Rank
Omaha NE-IA	28,132	54	25,538	55	16,938	54	13,933	63
Tucson AZ	27,932	56	27,710	51	14,728	62	14,384	58
Buffalo NY	27,579	57	26,315	54	15,962	57	14,807	56
Colorado Springs CO	25,361	58	22,246	59	12,614	67	11,832	67
Tulsa OK	24,408	59	23,299	58	16,215	55	15,299	54
Fresno CA	23,334	60	21,330	62	9,402	83	9,022	83
Albuquerque NM	23,163	61	21,687	61	15,579	58	14,214	60
Knoxville TN	21,239	63	18,507	65	17,377	50	16,301	51
New Haven CT	19,998	64	18,942	63	12,003	69	11,520	69
Grand Rapids MI	19,920	65	17,804	67	14,882	61	14,040	61
El Paso TX-NM	19,870	66	18,662	64	14,420	63	14,000	62
Rochester NY	19,254	67	17,263	68	12,402	68	11,505	70
McAllen TX	19,071	68	17,991	66	11,584	75	11,246	73
Columbia SC	18,853	69	16,202	70	15,063	60	14,291	59
Cape Coral FL	17,011	70	16,760	69	11,646	73	11,177	74
Akron OH	16,202	71	15,573	72	11,386	76	10,802	75
Sarasota-Bradenton FL	16,141	72	15,005	73	11,853	71	11,377	71
Albany-Schenectady NY	16,049	73	15,720	71	11,596	74	10,758	76
Dayton OH	15,767	74	14,884	74	15,434	59	14,643	57
Allentown PA-NJ	15,292	75	14,256	75	13,107	65	11,711	68
Springfield MA-CT	14,757	78	14,098	76	11,865	70	12,194	66
Provo-Orem UT	14,012	79	12,095	84	10,970	78	10,291	78
Wichita KS	13,584	81	12,316	82	8,350	85	7,746	86
Bakersfield CA	12,745	83	12,519	81	8,030	87	7,706	87
Worcester MA-CT	12,453	85	11,923	85	13,034	66	12,692	65
Toledo OH-MI	12,413	86	11,817	86	9,989	80	10,295	77
Small Average (21 areas)	**9,498**		**8,984**		**6,960**		**6,594**	
Little Rock AR	22,233	62	22,054	60	17,249	51	15,914	53
Stockton CA	15,240	76	13,205	78	6,319	92	6,065	92
Madison WI	14,806	77	13,811	77	8,717	84	8,041	84
Spokane WA	13,690	80	12,621	79	7,492	88	7,069	89
Jackson MS	13,292	82	12,611	80	11,789	72	11,315	72

Urban Area	Annual Person-Hours of Delay				Daily Vehicle-Miles of Travel (Freeway & Arterial)			
	2024		2023		2024		2023	
	Hours (000)	Rank	Hours (000)	Rank	Miles (000)	Rank	Miles (000)	Rank
Boise ID	12,574	84	12,297	83	7,374	89	7,154	88
Oxnard CA	9,720	87	9,045	87	4,899	94	4,702	94
Poughkeepsie-Newburgh NY-NJ	9,526	88	8,495	90	10,144	79	9,637	80
Greensboro NC	9,331	89	8,902	88	10,984	77	10,247	79
Pensacola FL-AL	8,901	90	8,745	89	8,096	86	7,765	85
Laredo TX	8,636	91	8,444	91	3,127	98	3,036	98
Eugene OR	8,046	92	7,553	92	4,304	97	4,014	97
Winston-Salem NC	7,910	93	7,552	93	9,868	82	9,206	82
Salem OR	7,136	94	6,544	96	4,628	95	4,318	96
Corpus Christi TX	7,031	95	6,974	94	6,804	91	6,605	91
Indio-Cathedral City CA	7,000	96	6,572	95	6,999	90	6,717	90
Lancaster-Palmdale CA	6,157	97	5,908	97	5,018	93	4,816	93
Anchorage AK	5,737	98	5,372	98	3,026	99	2,870	99
Boulder CO	4,405	99	4,249	99	1,999	101	1,874	101
Brownsville TX	4,137	100	3,943	100	2,859	100	2,776	100
Beaumont TX	3,952	101	3,774	101	4,463	96	4,333	95
101 Area Average	**82,594**		**77,203**		**34,305**		**32,556**	
Remaining Areas Average	**3,711**		**3,573**		**3,117**		**2,728**	
All 494 Area Average	**19,839**		**18,627**		**9,595**		**8,736**	

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined. The best congestion comparisons are made between similar urban areas.

Very Large Urban Areas—Over 3 million population.

Large Urban Areas—Over 1 million and less than 3 million population.

Medium Urban Areas—Over 500,000 and less than 1 million population.

Small Urban Areas—Less than 500,000 population.

Yearly Delay—Extra travel time during the year.

Travel Volume—Miles traveled by all vehicles during the year.

Table 4. Excess Fuel Consumption Due to Congestion

Urban Area	Excess Fuel Consumed per Commuter				Annual Excess Fuel Consumed (000)			
	2024		2023		2024		2023	
	Gallons	Rank	Gallons	Rank	Gallons	Rank	Gallons	Rank
Very Large Average (15 areas)	**27**		**26**		**92,249**		**88,604**	
Los Angeles-Long Beach-Anaheim CA	33	1	32	1	283,467	1	269,103	1
Chicago IL-IN	31	2	27	6	128,998	3	110,904	3
Miami FL	31	2	31	2	100,847	4	96,185	4
New York-Newark NY-NJ-CT	31	2	30	3	245,126	2	234,358	2
San Diego CA	30	5	29	5	41,090	15	38,817	15
San Francisco-Oakland CA	30	5	30	3	67,514	7	65,228	7
Washington DC-VA-MD	26	7	26	7	59,790	11	58,286	10
Philadelphia PA-NJ-DE-MD	25	9	23	16	63,077	9	56,353	11
Phoenix-Mesa AZ	24	13	24	10	62,205	10	58,829	9
Seattle WA	24	13	23	16	48,328	14	45,781	14
Houston TX	23	17	23	16	75,974	5	72,493	5
Boston MA-NH-RI	22	20	22	20	53,033	12	49,761	12
Dallas-Fort Worth-Arlington TX	21	28	20	29	64,391	8	60,976	8
Detroit MI	20	33	19	33	49,472	13	46,424	13
Atlanta GA	19	38	18	42	70,423	6	65,567	6
Large Average (32 areas)	**20**		**19**		**20,400**		**18,905**	
Nashville-Davidson TN	26	7	25	8	20,112	30	19,139	30
Sacramento CA	25	9	24	10	24,857	24	23,050	25
San Jose CA	25	9	25	8	29,398	20	28,335	20
Portland OR-WA	23	17	22	20	24,786	25	23,518	24
Las Vegas-Henderson NV	22	20	21	23	26,512	23	24,503	23
Memphis TN-MS-AR	22	20	21	23	14,565	40	13,770	39
Minneapolis-St. Paul MN-WI	22	20	21	23	38,368	16	34,844	16
Orlando FL	22	20	21	23	23,878	26	22,519	26
Salt Lake City-West Valley City UT	22	20	21	23	13,393	44	12,181	45
San Juan PR	22	20	21	23	20,762	29	19,362	29
Charlotte NC-SC	21	28	19	33	16,553	36	15,039	36
Riverside-San Bernardino CA	21	28	19	33	36,589	17	32,784	18
Columbus OH	20	33	19	33	17,837	32	16,492	32

Urban Area	Excess Fuel Consumed per Commuter				Annual Excess Fuel Consumed (000)			
	2024		2023		2024		2023	
	Gallons	Rank	Gallons	Rank	Gallons	Rank	Gallons	Rank
Denver-Aurora CO	20	33	19	33	34,827	18	31,969	19
Milwaukee WI	20	33	18	42	15,053	38	13,544	41
Pittsburgh PA	20	33	19	33	17,114	34	15,544	34
Louisville-Jefferson County KY-IN	19	38	20	29	12,464	46	12,142	46
Oklahoma City OK	19	38	19	33	14,394	41	13,825	38
St. Louis MO-IL	19	38	18	42	26,555	22	24,993	22
Austin TX	18	44	24	10	21,134	27	20,372	27
Baltimore MD	18	44	17	49	28,771	21	25,673	21
Jacksonville FL	18	44	18	42	14,759	39	13,647	40
Tampa-St. Petersburg FL	18	44	18	42	34,763	19	32,789	17
Kansas City MO-KS	17	52	16	54	21,014	28	19,615	28
Cincinnati OH-KY-IN	16	56	15	56	16,151	37	14,891	37
Indianapolis IN	16	56	15	56	14,150	43	12,666	43
Richmond VA	16	56	15	56	8,353	54	7,326	56
Cleveland OH	15	64	14	72	16,725	35	15,190	35
San Antonio TX	15	64	15	56	17,172	33	15,997	33
Virginia Beach VA	15	64	14	72	12,419	47	11,468	47
Providence RI-MA	14	76	13	82	11,309	48	10,557	48
Raleigh NC	14	76	13	82	8,069	55	7,220	57
Medium Average (33 areas)	**16**		**16**		**7,101**		**6,664**	
Baton Rouge LA	25	9	24	10	10,451	49	9,720	49
Honolulu HI	24	13	24	10	12,912	45	12,360	44
Toledo OH-MI	23	17	23	16	4,239	80	3,997	83
New Orleans LA	22	20	24	10	18,576	31	18,494	31
Bridgeport-Stamford CT-NY	21	28	20	29	14,331	42	12,998	42
Charleston-North Charleston SC	21	28	20	29	8,518	52	7,828	53
Colorado Springs CO	19	38	17	49	7,055	60	6,221	62
Hartford CT	19	38	19	33	10,005	50	9,475	50
Albany-Schenectady NY	18	44	18	42	4,665	76	4,479	73
Fresno CA	18	44	17	49	6,825	61	6,213	63
New Haven CT	18	44	18	42	5,837	67	5,608	66
Columbia SC	17	52	15	56	5,813	68	5,060	69

Urban Area	Excess Fuel Consumed per Commuter				Annual Excess Fuel Consumed (000)			
	2024		2023		2024		2023	
	Gallons	Rank	Gallons	Rank	Gallons	Rank	Gallons	Rank
Wichita KS	17	52	19	33	4,030	83	4,307	75
Birmingham AL	16	56	16	54	8,364	53	8,080	52
Buffalo NY	16	56	15	56	7,717	59	7,157	59
Omaha NE-IA	16	56	15	56	7,867	56	7,179	58
Rochester NY	16	56	14	72	4,911	74	4,287	77
Albuquerque NM	15	64	14	72	6,676	64	6,241	61
Knoxville TN	15	64	14	72	5,997	65	5,274	67
Tulsa OK	15	64	15	56	7,836	57	7,454	55
Akron OH	14	76	14	72	5,098	71	4,843	71
Grand Rapids MI	14	76	13	82	5,846	66	5,274	67
Tucson AZ	14	76	15	56	9,518	51	9,447	51
El Paso TX-NM	13	83	11	93	6,791	62	5,741	65
Provo-Orem UT	13	83	13	82	4,894	75	4,297	76
Springfield MA-CT	13	83	13	82	4,449	77	4,270	78
Allentown PA-NJ	12	88	12	87	4,232	81	4,034	82
Dayton OH	12	88	12	87	5,081	72	4,833	72
Worcester MA-CT	12	88	12	87	3,805	85	3,637	85
Bakersfield CA	11	92	11	93	4,158	82	4,093	80
Cape Coral FL	11	92	12	87	5,759	69	5,744	64
McAllen TX	10	94	10	95	6,692	63	6,247	60
Sarasota-Bradenton FL	10	94	10	95	5,374	70	5,027	70
Small Average (21 areas)	**14**		**13**		**2,966**		**2,820**	
Stockton CA	24	13	22	20	4,994	73	4,403	74
Spokane WA	18	44	17	49	4,009	84	3,667	84
Laredo TX	17	52	17	49	3,180	87	3,119	87
Madison WI	16	56	15	56	4,321	79	4,045	81
Anchorage AK	15	64	14	72	1,718	97	1,586	98
Eugene OR	15	64	15	56	2,447	92	2,297	93
Greensboro NC	15	64	15	56	2,906	89	2,749	89
Jackson MS	15	64	14	72	4,374	78	4,139	79
Poughkeepsie-Newburgh NY-NJ	15	64	14	72	2,791	90	2,559	90
Salem OR	15	64	15	56	2,157	96	1,999	96

Urban Area	Excess Fuel Consumed per Commuter				Annual Excess Fuel Consumed (000)			
	2024		2023		2024		2023	
	Gallons	Rank	Gallons	Rank	Gallons	Rank	Gallons	Rank
Boise ID	14	76	15	56	3,664	86	3,595	86
Pensacola FL-AL	14	76	15	56	2,985	88	3,006	88
Boulder CO	13	83	14	72	1,156	101	1,114	101
Oxnard CA	13	83	12	87	2,470	91	2,346	91
Little Rock AR	12	88	12	87	7,833	58	7,757	54
Beaumont TX	10	94	15	56	1,215	100	1,126	100
Corpus Christi TX	10	94	10	95	2,320	95	2,299	92
Winston-Salem NC	9	98	9	98	2,336	94	2,263	94
Brownsville TX	8	99	8	100	1,375	99	1,309	99
Lancaster-Palmdale CA	8	99	9	98	1,679	98	1,659	97
Indio-Cathedral City CA	7	101	7	101	2,361	93	2,173	95
101 Area Average	**22**		**22**		**23,398**		**21,912**	
Remaining Areas Average	**7**		**7**		**1,159**		**1,120**	
All 494 Area Average	**18**		**18**		**5,705**		**5,371**	

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined. The best congestion comparisons are made between similar urban areas.

Very Large Urban Areas—Over 3 million population.

Large Urban Areas—Over 1 million and less than 3 million population.

Medium Urban Areas—Over 500,000 and less than 1 million population.

Small Urban Areas—Less than 500,000 population.

Excess Fuel Consumed—Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

Excess Fuel per Auto Commuter—Extra fuel consumed during the year divided by the number of people who commute in private vehicles in the urban area.

Table 5. Annual Congestion Cost

Urban Area	Annual Congestion Cost per Commuter (2024 $)				Annual Congestion Cost (2024 $ millions)			
	2024		2023		2024		2023	
	Dollars	Rank	Dollars	Rank	Dollars	Rank	Dollars	Rank
Very Large Average (15 areas)	**2,382**		**2,278**		**9,293**		**8,618**	
Los Angeles-Long Beach-Anaheim CA	3,935	1	3,753	1	29,541	1	27,609	1
San Francisco-Oakland CA	3,326	2	3,254	2	7,138	6	6,772	5
New York-Newark NY-NJ-CT	2,662	3	2,583	3	24,180	2	22,899	2
Chicago IL-IN	2,363	4	2,067	7	11,824	3	10,033	3
Washington DC-VA-MD	2,281	5	2,251	4	6,198	9	5,903	9
Atlanta GA	2,222	6	2,116	5	7,003	7	6,443	7
San Diego CA	2,200	7	2,112	6	4,337	15	4,042	15
Miami FL	2,044	8	1,989	8	9,086	4	8,549	4
Seattle WA	2,011	9	1,943	9	5,016	13	4,688	13
Philadelphia PA-NJ-DE-MD	1,895	13	1,720	18	5,984	10	5,246	11
Boston MA-NH-RI	1,893	14	1,819	14	5,086	12	4,728	12
Houston TX	1,819	17	1,761	15	7,267	5	6,692	6
Phoenix-Mesa AZ	1,645	20	1,595	20	5,632	11	5,277	10
Dallas-Fort Worth-Arlington TX	1,618	23	1,575	21	6,424	8	6,037	8
Detroit MI	1,478	36	1,418	32	4,674	14	4,350	14
Large Average (32 areas)	**1,481**		**1,400**		**1,936**		**1,768**	
Riverside-San Bernardino CA	2,009	10	1,832	13	3,731	16	3,285	17
San Jose CA	1,976	12	1,924	11	3,138	19	2,981	19
Nashville-Davidson TN	1,882	15	1,849	12	1,844	29	1,746	29
Portland OR-WA	1,817	18	1,751	16	2,396	23	2,235	22
Denver-Aurora CO	1,718	19	1,607	19	3,532	18	3,200	18
Sacramento CA	1,642	21	1,555	23	2,420	22	2,200	23
Columbus OH	1,635	22	1,534	27	1,648	32	1,494	33
San Juan PR	1,608	24	1,550	24	2,076	27	1,951	27
Minneapolis-St. Paul MN-WI	1,598	25	1,490	28	3,710	17	3,345	16
Charlotte NC-SC	1,596	26	1,463	30	1,576	36	1,395	37
Orlando FL	1,589	27	1,539	25	2,130	26	1,980	26
Austin TX	1,544	29	1,536	26	1,980	28	1,875	28
Salt Lake City-West Valley City UT	1,524	31	1,402	35	1,224	43	1,084	45

Urban Area	Annual Congestion Cost per Commuter (2024 $)				Annual Congestion Cost (2024 $ millions)			
	2024		2023		2024		2023	
	Dollars	Rank	Dollars	Rank	Dollars	Rank	Dollars	Rank
Las Vegas-Henderson NV	1,517	32	1,439	31	2,275	25	2,076	25
Baltimore MD	1,502	34	1,371	37	2,915	21	2,584	21
Jacksonville FL	1,487	35	1,411	33	1,355	41	1,219	41
Pittsburgh PA	1,450	37	1,336	39	1,585	35	1,420	36
Tampa-St. Petersburg FL	1,443	38	1,393	36	3,056	20	2,828	20
Milwaukee WI	1,432	39	1,303	41	1,416	39	1,252	39
Kansas City MO-KS	1,410	40	1,338	38	1,833	30	1,673	30
Cleveland OH	1,345	43	1,247	44	1,614	34	1,449	34
St. Louis MO-IL	1,334	45	1,259	43	2,316	24	2,132	24
Cincinnati OH-KY-IN	1,316	47	1,232	45	1,524	38	1,378	38
Louisville-Jefferson County KY-IN	1,245	51	1,229	46	1,113	47	1,062	47
Indianapolis IN	1,243	52	1,196	52	1,538	37	1,421	35
Memphis TN-MS-AR	1,229	54	1,181	53	1,197	45	1,119	43
Oklahoma City OK	1,132	60	1,111	57	1,288	42	1,219	41
Providence RI-MA	1,083	63	1,034	63	1,108	48	1,023	48
Virginia Beach VA	1,045	66	966	69	1,200	44	1,078	46
San Antonio TX	1,042	68	999	66	1,701	31	1,563	32
Raleigh NC	987	72	894	79	748	55	652	56
Richmond VA	929	78	827	87	764	54	652	56
Medium Average (33 areas)	**1,143**		**1,092**		**645**		**595**	
Honolulu HI	1,996	11	1,940	10	1,181	46	1,112	44
Baton Rouge LA	1,840	16	1,740	17	918	50	846	50
Bridgeport-Stamford CT-NY	1,576	28	1,487	29	1,377	40	1,252	39
New Orleans LA	1,527	30	1,567	22	1,627	33	1,583	31
Charleston-North Charleston SC	1,505	33	1,410	34	778	53	701	53
Birmingham AL	1,404	41	1,305	40	852	51	767	52
Colorado Springs CO	1,343	44	1,208	49	679	58	591	60
Hartford CT	1,325	46	1,292	42	929	49	872	49
Albuquerque NM	1,281	49	1,228	47	623	62	579	62
New Haven CT	1,242	53	1,204	51	564	65	529	63
Knoxville TN	1,206	55	1,082	59	575	64	496	65
Buffalo NY	1,193	56	1,163	55	734	57	693	54

Urban Area	Annual Congestion Cost per Commuter (2024 $)				Annual Congestion Cost (2024 $ millions)			
	2024		2023		2024		2023	
	Dollars	Rank	Dollars	Rank	Dollars	Rank	Dollars	Rank
Omaha NE-IA	1,160	58	1,083	58	739	56	665	55
Fresno CA	1,150	59	1,069	61	650	60	583	61
Toledo OH-MI	1,122	61	1,071	60	363	83	339	83
Rochester NY	1,119	62	1,017	64	507	69	449	68
Columbia SC	1,056	64	939	71	510	68	434	70
Grand Rapids MI	1,010	70	924	74	538	66	477	67
El Paso TX-NM	962	73	870	84	602	63	524	64
Albany-Schenectady NY	940	76	937	72	436	75	422	72
Akron OH	933	77	909	76	454	72	428	71
Tulsa OK	928	79	904	77	675	59	637	58
Tucson AZ	915	80	934	73	793	52	784	51
Worcester MA-CT	914	81	893	80	339	85	321	86
Bakersfield CA	900	83	911	75	361	84	351	80
Springfield MA-CT	864	86	839	86	401	79	378	77
Cape Coral FL	848	87	854	85	462	70	449	68
Dayton OH	847	88	821	88	443	73	414	73
Provo-Orem UT	843	89	761	93	422	76	359	79
Allentown PA-NJ	832	90	782	90	421	77	387	76
McAllen TX	831	91	794	89	528	67	485	66
Wichita KS	774	94	737	95	366	82	335	84
Sarasota-Bradenton FL	698	96	677	97	439	74	403	74
Small Average (21 areas)	**926**		**892**		**265**		**247**	
Stockton CA	1,364	42	1,207	50	455	71	388	75
Oxnard CA	1,286	48	1,216	48	260	87	238	89
Anchorage AK	1,250	50	1,170	54	157	98	145	98
Spokane WA	1,184	57	1,123	56	385	80	350	81
Little Rock AR	1,052	65	1,059	62	649	61	632	59
Eugene OR	1,045	66	1,013	65	229	92	211	92
Madison WI	1,019	69	970	68	404	78	373	78
Jackson MS	1,009	71	961	70	371	81	347	82
Laredo TX	962	73	972	67	255	90	245	87
Salem OR	945	75	882	83	200	94	181	96

Urban Area	Annual Congestion Cost per Commuter (2024 $)				Annual Congestion Cost (2024 $ millions)			
	2024		2023		2024		2023	
	Dollars	Rank	Dollars	Rank	Dollars	Rank	Dollars	Rank
Greensboro NC	906	82	889	81	257	89	242	88
Boulder CO	871	84	897	78	114	100	110	99
Boise ID	867	85	884	82	337	86	324	85
Poughkeepsie-Newburgh NY-NJ	818	92	738	94	260	87	229	91
Beaumont TX	786	93	774	91	115	99	106	101
Pensacola FL-AL	751	95	764	92	241	91	235	90
Corpus Christi TX	692	97	707	96	196	96	193	94
Indio-Cathedral City CA	688	98	650	98	198	95	182	95
Brownsville TX	620	99	611	99	112	101	107	100
Winston-Salem NC	591	100	577	100	213	93	202	93
Lancaster-Palmdale CA	585	101	569	101	164	97	156	97
101 Area Average	**1,767**		**1,686**		**2,259**		**2,086**	
Remaining Areas Average	**519**		**515**		**103**		**98**	
All 494 Area Average	**1,419**		**1,362**		**544**		**505**	

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined. The best congestion comparisons are made between similar urban areas.

Very Large Urban Areas—Over 3 million population.

Large Urban Areas—Over 1 million and less than 3 million population.

Medium Urban Areas—Over 500,000 and less than 1 million population.

Small Urban Areas—Less than 500,000 population.

Yearly Delay per Auto Commuter—Extra travel time during the year divided by the number of people who commute in private vehicles in the urban area.

Excess Fuel Consumed—Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

Congestion Cost—The value of 2024 travel time delay (estimated at $24.01 per hour of person travel and $80.16 per hour of truck time) and excess fuel consumption (estimated using the state average cost per gallon for gasoline and diesel).

Table 6. Excess Truck Travel Time and Congestion Cost

Urban Area	Annual Person-Hours of Truck Delay				Annual Truck Congestion Cost (2024 $ millions)			
	2024		2023		2024		2023	
	Hours (000)	Rank	Hours (000)	Rank	Dollars	Rank	Dollars	Rank
Very Large Average (15 areas)	**14,531**		**13,645**		**1,096**		**985**	
Los Angeles-Long Beach-Anaheim CA	39,562	1	37,810	1	3,028	1	2,767	1
New York-Newark NY-NJ-CT	39,490	2	37,645	2	2,963	2	2,717	2
Chicago IL-IN	25,241	3	21,651	3	1,911	3	1,571	3
Dallas-Fort Worth-Arlington TX	14,118	4	12,840	5	1,048	4	907	5
Miami FL	13,153	5	12,512	6	985	5	898	6
Houston TX	12,480	6	13,414	4	927	6	948	4
Phoenix-Mesa AZ	10,704	7	10,109	7	806	7	735	7
Atlanta GA	10,426	8	9,824	8	780	8	704	8
Philadelphia PA-NJ-DE-MD	10,302	9	9,166	9	776	9	663	9
Washington DC-VA-MD	8,647	10	7,672	10	648	10	548	11
Seattle WA	8,089	11	7,624	11	611	11	553	10
San Francisco-Oakland CA	7,497	14	7,256	13	573	14	530	13
Boston MA-NH-RI	6,949	16	6,520	15	517	16	465	15
Detroit MI	6,720	17	6,276	17	509	17	456	18
San Diego CA	4,594	25	4,358	24	352	25	319	24
Large Average (32 areas)	**3,613**		**3,361**		**272**		**243**	
Minneapolis-St. Paul MN-WI	7,864	12	7,053	14	588	12	507	14
Riverside-San Bernardino CA	6,966	15	6,237	18	535	15	458	17
St. Louis MO-IL	6,713	18	6,341	16	507	18	459	16
Las Vegas-Henderson NV	5,835	19	5,503	19	443	19	402	19
Denver-Aurora CO	5,513	20	5,011	20	412	20	361	20
Baltimore MD	4,974	21	4,294	25	372	21	307	25
Tampa-St. Petersburg FL	4,921	22	4,590	21	369	22	330	22
Kansas City MO-KS	4,820	23	4,468	23	364	23	324	23
Portland OR-WA	4,793	24	4,557	22	362	24	331	21
Indianapolis IN	4,279	26	4,205	26	318	26	298	26
Salt Lake City-West Valley City UT	3,819	28	3,467	30	286	28	249	30
Orlando FL	3,659	29	3,483	29	275	29	250	29
Memphis TN-MS-AR	3,430	30	3,083	34	260	30	224	35
Sacramento CA	3,325	36	3,073	35	257	31	227	33

Urban Area	Annual Person-Hours of Truck Delay				Annual Truck Congestion Cost (2024 $ millions)			
	2024		2023		2024		2023	
	Hours (000)	Rank	Hours (000)	Rank	Dollars	Rank	Dollars	Rank
Nashville-Davidson TN	3,395	32	3,267	31	256	32	236	31
Austin TX	3,401	31	3,905	27	253	33	277	27
Columbus OH	3,327	35	3,058	36	250	35	220	36
San Antonio TX	3,369	33	3,241	32	249	36	228	32
Cincinnati OH-KY-IN	3,292	37	3,011	37	248	37	218	37
San Jose CA	2,948	40	2,816	39	225	39	206	39
Pittsburgh PA	2,949	39	2,640	41	223	40	191	41
Louisville-Jefferson County KY-IN	2,809	41	2,690	40	211	41	194	40
Milwaukee WI	2,750	42	2,508	43	207	42	180	43
Oklahoma City OK	2,734	43	2,633	42	206	43	190	42
Charlotte NC-SC	2,385	44	2,117	45	179	44	152	45
San Juan PR	2,324	45	2,207	44	177	45	162	44
Jacksonville FL	2,235	46	2,002	47	168	46	144	47
Cleveland OH	2,051	49	1,856	49	155	49	135	49
Providence RI-MA	1,455	53	1,349	53	110	53	98	52
Virginia Beach VA	1,271	58	1,163	58	95	58	84	58
Richmond VA	1,024	63	856	68	77	63	62	67
Raleigh NC	988	66	865	67	74	66	62	67
Medium Average (33 areas)	**1,471**		**1,366**		**111**		**99**	
New Orleans LA	7,655	13	7,485	12	578	13	543	12
Baton Rouge LA	3,851	27	3,590	28	290	27	259	28
Bridgeport-Stamford CT-NY	3,343	34	3,132	33	253	33	227	33
Honolulu HI	3,054	38	2,956	38	233	38	217	38
El Paso TX-NM	2,208	47	1,385	52	164	47	98	52
Hartford CT	2,162	48	2,083	46	164	47	151	46
Tucson AZ	1,792	51	1,864	48	136	51	136	48
Birmingham AL	1,749	52	1,558	51	130	52	112	51
Provo-Orem UT	1,434	54	1,256	56	108	54	91	56
Tulsa OK	1,349	55	1,299	55	102	56	94	55
New Haven CT	1,335	57	1,319	54	101	57	95	54
Fresno CA	1,129	60	1,016	60	87	59	75	59
Charleston-North Charleston SC	1,155	59	1,036	59	86	60	74	60

Urban Area	Annual Person-Hours of Truck Delay				Annual Truck Congestion Cost (2024 $ millions)			
	2024		2023		2024		2023	
	Hours (000)	Rank	Hours (000)	Rank	Dollars	Rank	Dollars	Rank
Toledo OH-MI	1,063	61	973	61	80	61	71	61
McAllen TX	1,037	62	817	70	78	62	59	70
Akron OH	1,002	65	899	63	76	64	66	63
Colorado Springs CO	1,015	64	879	66	76	64	64	66
Dayton OH	974	67	961	62	74	66	70	62
Knoxville TN	970	68	839	69	73	68	60	69
Albuquerque NM	956	69	894	65	72	69	65	64
Buffalo NY	942	70	897	64	71	70	65	64
Grand Rapids MI	817	71	754	72	62	71	55	71
Columbia SC	805	72	692	79	61	72	50	79
Allentown PA-NJ	801	75	725	76	60	75	52	76
Omaha NE-IA	787	77	720	77	59	76	52	76
Albany-Schenectady NY	719	79	702	78	54	79	51	78
Bakersfield CA	698	80	743	75	54	79	55	71
Cape Coral FL	698	80	663	81	53	81	48	81
Sarasota-Bradenton FL	690	82	637	82	52	82	46	82
Springfield MA-CT	659	83	630	83	50	83	45	83
Rochester NY	575	84	496	87	44	84	36	86
Wichita KS	563	86	620	84	43	85	45	83
Worcester MA-CT	568	85	545	85	43	85	39	85
Small Average (21 areas)	**545**		**515**		**41**		**37**	
Little Rock AR	1,907	50	1,845	50	145	50	134	50
Stockton CA	1,341	56	1,185	57	104	55	88	57
Jackson MS	804	73	749	73	61	72	54	73
Spokane WA	803	74	746	74	61	72	54	73
Laredo TX	793	76	759	71	59	76	54	73
Madison WI	726	78	685	80	55	78	49	80
Eugene OR	541	87	503	86	41	87	36	86
Greensboro NC	488	88	468	88	37	88	34	88
Boise ID	436	90	423	90	33	89	31	89
Poughkeepsie-Newburgh NY-NJ	443	89	395	91	33	89	29	91
Salem OR	411	91	376	92	31	91	27	92

Urban Area	Annual Person-Hours of Truck Delay				Annual Truck Congestion Cost (2024 $ millions)			
	2024		2023		2024		2023	
	Hours (000)	Rank	Hours (000)	Rank	Dollars	Rank	Dollars	Rank
Corpus Christi TX	409	92	444	89	30	92	31	89
Indio-Cathedral City CA	367	93	333	94	29	93	25	94
Pensacola FL-AL	354	94	363	93	27	94	26	93
Beaumont TX	341	95	280	96	25	95	20	96
Winston-Salem NC	326	96	315	95	25	95	23	95
Oxnard CA	276	97	258	97	21	97	19	97
Anchorage AK	248	98	238	98	19	98	17	98
Brownsville TX	167	99	188	99	12	99	13	99
Lancaster-Palmdale CA	158	100	155	100	12	99	11	100
Boulder CO	107	101	101	101	8	101	7	101
101 Area Average	**3,897**		**3,645**		**294**		**263**	
Remaining Areas Average	**205**		**198**		**15**		**14**	
All 494 Area Average	**959**		**903**		**72**		**65**	

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined. The best congestion comparisons are made between similar urban areas.

Very Large Urban Areas—Over 3 million population.

Large Urban Areas—Over 1 million and less than 3 million population.

Medium Urban Areas—Over 500,000 and less than 1 million population.

Small Urban Areas—Less than 500,000 population.

Yearly Delay—Extra travel time during the year.

Excess Fuel Consumed—Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

Congestion Cost—The value of 2024 travel time delay (estimated at $24.01 per hour of person travel and $80.16 per hour of truck time) and excess fuel consumption (estimated using the state average cost per gallon for gasoline and diesel).

Table 7. Excess Travel Time and Congestion Cost per Auto Commuter

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
Aberdeen-Bel Air S-Bel Air N MD	34	32	609	578
Abilene TX	21	23	428	436
Aguadilla-Isabela-San Sebastian PR	28	27	495	488
Albany GA	26	26	413	423
Albany OR	27	26	289	284
Alexandria LA	54	50	993	912
Altoona PA	25	23	424	385
Amarillo TX	29	30	523	548
Ames IA	18	20	172	187
Anderson IN	22	21	395	368
Anderson SC	23	24	373	389
Ann Arbor MI	31	31	505	510
Anniston-Oxford AL	25	27	413	442
Antioch CA	33	36	630	703
Appleton WI	30	28	513	485
Arecibo PR	44	43	782	768
Arroyo Grande-Grover Beach CA	48	48	474	476
Asheville NC	52	50	919	888
Athens-Clarke County GA	45	45	745	737
Atlantic City NJ	37	36	660	645
Auburn AL	38	38	642	640
Augusta-Richmond County GA-SC	34	33	710	674
Avondale-Goodyear AZ	67	66	1,127	1111
Bangor ME	38	37	707	676
Barnstable Town MA	35	34	634	613
Battle Creek MI	25	24	480	454
Bay City MI	23	22	382	379
Beckley WV	33	30	413	375
Bellingham WA	36	38	637	658
Beloit WI-IL	14	13	233	229
Bend OR	33	37	549	610
Benton Harbor-St. Joseph-Fair Plain MI	17	17	319	324

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
Billings MT	29	31	468	508
Binghamton NY-PA	33	31	594	563
Bismarck ND	24	23	373	371
Blacksburg VA	20	20	361	349
Bloomington IN	21	18	375	324
Bloomington-Normal IL	14	15	234	253
Bloomsburg-Berwick PA	20	19	273	256
Bonita Springs FL	32	34	567	593
Bowling Green KY	41	42	796	817
Bremerton WA	33	33	599	605
Bristol TN-VA	38	36	745	704
Brunswick GA	29	27	568	520
Burlington NC	22	23	394	413
Burlington VT	46	41	782	696
Camarillo CA	59	55	1,044	964
Canton OH	31	30	565	548
Cape Girardeau MO-IL	29	29	409	408
Carbondale IL	12	13	202	220
Carson City NV	27	26	342	319
Cartersville GA	37	36	683	674
Casa Grande AZ	19	18	231	224
Casper WY	25	23	463	438
Cedar Rapids IA	21	20	351	335
Chambersburg PA	25	25	264	254
Champaign IL	16	16	287	279
Charleston WV	36	33	855	772
Charlottesville VA	62	59	1,030	975
Chattanooga TN-GA	51	50	861	840
Cheyenne WY	35	34	656	651
Chico CA	24	21	449	389
Clarksville TN-KY	31	33	542	564
Cleveland TN	30	29	567	563

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
Coeur d'Alene ID	40	42	686	713
College Station-Bryan TX	42	43	842	862
Columbia MO	43	40	809	742
Columbus GA-AL	26	26	440	440
Columbus IN	29	28	427	408
Concord CA	79	79	1,083	1082
Concord NC	20	21	387	408
Conroe-The Woodlands TX	53	56	966	1081
Conway AR	40	37	769	714
Corvallis OR	18	18	273	275
Cumberland MD-WV-PA	50	49	774	762
Dalton GA	26	26	460	455
Danbury CT-NY	41	39	709	677
Danville IL	15	16	273	284
Daphne-Fairhope AL	38	41	450	490
Davenport IA-IL	21	22	374	395
Davis CA	50	51	903	908
DeKalb IL	11	11	203	202
Decatur AL	29	29	612	625
Decatur IL	20	18	242	217
Delano CA	22	24	325	343
Deltona FL	21	21	355	348
Denton-Lewisville TX	37	38	688	729
Des Moines IA	20	20	368	362
Dothan AL	40	43	680	741
Dover DE	30	32	501	541
Dover-Rochester NH-ME	27	28	478	501
Dubuque IA-IL	20	21	331	340
Duluth MN-WI	33	32	589	575
Durham NC	51	51	895	885
East Stoudsburg PA-NJ	65	64	467	457
Eau Claire WI	23	23	415	409

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
El Centro-Calexico CA	18	19	331	343
El Paso de Robles-Atascadero CA	58	56	1,100	1051
Elizabethtown-Radcliff KY	22	23	334	347
Elkhart IN-MI	24	24	444	441
Elmira NY	25	24	437	424
Erie PA	28	27	471	451
Evansville IN-KY	25	23	415	384
Fairbanks AK	22	22	387	388
Fairfield CA	61	62	784	790
Fajardo PR	40	40	598	607
Fargo ND-MN	18	17	305	302
Farmington NM	25	23	328	302
Fayetteville NC	34	34	569	561
Fayetteville-Springdale-Rogers AR-MO	44	44	781	780
Flagstaff AZ	32	32	602	608
Flint MI	24	23	394	372
Florence AL	35	36	594	605
Florence SC	36	38	621	660
Florida-Imbrey-Barceloneta PR	20	21	307	315
Fond du Lac WI	18	17	253	239
Fort Collins CO	37	39	616	652
Fort Smith AR-OK	42	40	729	690
Fort Walton Beach-Navarre-Wright FL	33	33	540	552
Fort Wayne IN	25	25	434	428
Frederick MD	40	41	721	740
Fredericksburg VA	51	55	790	881
Gadsden AL	37	41	700	771
Gainesville FL	37	37	609	596
Gainesville GA	35	36	619	638
Gastonia NC-SC	39	38	660	634
Gilroy-Morgan Hill CA	53	53	967	962
Glens Falls NY	37	37	598	614

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
Goldsboro NC	23	24	382	405
Grand Forks ND-MN	35	36	425	433
Grand Island NE	15	15	157	158
Grand Junction CO	22	21	363	352
Grants Pass OR	39	39	468	456
Great Falls MT	21	21	328	328
Greeley CO	37	36	702	679
Green Bay WI	30	29	512	492
Greenville NC	35	34	575	556
Greenville SC	48	47	797	774
Guayama PR	21	21	272	270
Gulfport MS	33	33	558	552
Hagerstown MD-WV-PA	28	29	514	523
Hammond LA	27	25	467	435
Hanford CA	17	18	293	305
Hanover PA	34	31	469	426
Harlingen TX	16	17	225	246
Harrisburg PA	44	41	1,164	1092
Harrisonburg VA	23	28	438	525
Hattiesburg MS	38	38	640	636
Hazleton PA	25	23	594	536
Hemet CA	11	13	238	274
Hickory NC	25	24	453	434
High Point NC	19	18	304	289
Hilton Head Island SC	42	42	573	572
Hinesville GA	20	18	263	243
Holland MI	21	20	339	332
Homosassa Spr-Beverly Hills-Citrus Spr FL	22	21	352	330
Hot Springs AR	43	41	605	582
Houma LA	26	26	471	467
Huntington WV-KY-OH	24	23	419	397
Huntsville AL	45	43	626	602

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
Idaho Falls ID	29	32	388	421
Iowa City IA	22	24	396	413
Ithaca NY	32	29	571	520
Jackson MI	22	25	407	468
Jackson TN	29	28	443	415
Jacksonville NC	24	24	359	372
Janesville WI	26	26	493	487
Jefferson City MO	47	46	723	693
Johnson City TN	29	29	454	446
Johnstown PA	21	18	403	344
Jonesboro AR	44	45	723	727
Joplin MO	27	28	512	526
Juana Díaz PR	22	21	265	249
Kahului HI	40	43	518	553
Kailua (Honolulu County)-Kaneohe HI	29	30	479	498
Kalamazoo MI	25	22	440	396
Kankakee IL	20	21	371	376
Kennewick-Pasco WA	22	22	385	389
Kenosha WI-IL	42	39	847	800
Killeen TX	18	19	302	317
Kingsport TN-VA	31	31	501	508
Kingston NY	22	22	472	479
Kissimmee FL	61	63	840	849
Kokomo IN	15	16	196	199
La Crosse WI-MN	34	32	382	351
Lady Lake-The Villages FL	14	16	237	260
Lafayette IN	23	23	435	431
Lafayette LA	51	49	1,013	960
Lafayette-Louisville-Erie CO	23	24	368	389
Lake Charles LA	66	64	1,350	1308
Lake Havasu City AZ	9	8	120	118
Lake Jackson-Angleton TX	21	22	367	390

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
Lakeland FL	31	30	507	482
Lancaster PA	38	34	658	585
Lansing MI	29	26	488	438
Las Cruces NM	30	29	482	472
Lawrence KS	18	19	262	279
Lawton OK	14	14	173	170
Lebanon PA	15	15	258	258
Leesburg-Eustis-Tavares FL	22	23	379	392
Leominster-Fitchburg MA	28	28	479	480
Lewiston ID-WA	16	16	227	225
Lewiston ME	28	27	447	437
Lexington Park-Cal-Ches Ranch Est MD	25	24	541	522
Lexington-Fayette KY	57	56	983	960
Lima OH	19	20	390	391
Lincoln NE	31	29	490	462
Livermore CA	50	54	916	993
Lodi CA	56	57	1,123	1126
Logan UT	17	16	331	318
Lompoc CA	11	11	159	146
Longmont CO	42	40	725	686
Longview TX	37	39	739	763
Longview WA-OR	32	33	623	635
Lorain-Elyria OH	19	19	338	333
Los Lunas NM	15	16	192	199
Lubbock TX	22	23	429	461
Lynchburg VA	36	36	603	601
Macon GA	35	35	554	550
Madera CA	35	32	706	648
Manchester NH	42	40	683	648
Mandeville-Covington LA	67	64	1,250	1172
Manhattan KS	23	23	303	300
Mankato MN	29	27	468	445

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
Mansfield OH	27	25	509	479
Manteca CA	54	54	1,111	1107
Marysville WA	36	37	624	650
Mauldin-Simpsonville SC	46	47	860	872
Mayaguez PR	87	84	1,555	1489
McKinney TX	57	47	1,149	966
Medford OR	30	31	511	516
Merced CA	34	36	670	715
Michigan City-La Porte IN-MI	11	12	203	206
Middletown OH	15	14	375	360
Midland MI	17	19	225	248
Midland TX	38	39	601	620
Mission Viejo-Lake Forest-San Clem CA	51	49	864	834
Missoula MT	41	40	680	656
Mobile AL	54	56	797	825
Modesto CA	40	38	729	675
Monessen-California PA	31	29	591	552
Monroe LA	41	39	882	819
Monroe MI	18	18	324	307
Montgomery AL	38	37	735	692
Morgantown WV	27	29	407	445
Morristown TN	30	28	587	546
Mount Vernon WA	36	34	750	691
Muncie IN	17	16	280	268
Murrieta-Temecula-Menifee CA	42	45	828	868
Muskegon MI	21	22	354	375
Myrtle Beach-Socastee SC-NC	48	46	860	818
Nampa ID	28	32	476	536
Napa CA	62	64	1,037	1072
Nashua NH-MA	28	27	476	465
New Bedford MA	28	28	471	477
New Bern NC	27	29	327	349

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
Newark OH	37	37	323	330
Norman OK	57	57	1,180	1177
North Port-Port Charlotte FL	20	22	376	407
Norwich-New London CT-RI	31	31	756	765
Ocala FL	38	36	712	648
Odessa TX	33	36	783	823
Ogden-Layton UT	32	33	637	642
Olympia-Lacey WA	30	32	572	607
Oshkosh WI	20	18	383	344
Owensboro KY	18	18	317	333
Palm Bay-Melbourne FL	29	29	508	496
Palm Coast-Daytona Bch-Port Orange FL	23	23	480	471
Panama City FL	34	38	580	649
Parkersburg WV-OH	22	23	304	315
Pascagoula MS	22	21	343	333
Peoria IL	20	21	348	355
Petaluma CA	54	53	740	725
Pine Bluff AR	21	22	304	308
Pittsfield MA	24	24	315	310
Pocatello ID	21	19	361	320
Ponce PR	42	41	742	714
Port Arthur TX	20	21	405	411
Port Huron MI	21	18	379	327
Port St. Lucie FL	32	33	566	574
Porterville CA	7	7	131	117
Portland ME	33	32	576	550
Portsmouth NH-ME	33	34	729	743
Pottstown PA	22	19	405	359
Prescott Valley-Prescott AZ	33	33	614	627
Pueblo CO	52	54	908	944
Racine WI	28	25	517	466
Rapid City SD	33	33	574	568

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
Reading PA	38	37	717	676
Redding CA	25	26	417	442
Reno NV-CA	52	52	1,003	990
Roanoke VA	28	28	483	468
Rochester MN	39	40	716	733
Rock Hill SC	31	32	573	579
Rockford IL	20	19	358	351
Rocky Mount NC	22	23	422	446
Rome GA	39	38	528	506
Round Lake Bch-McHenry-Grayslake IL-WI	2	2	31	35
Saginaw MI	22	22	390	383
Salinas CA	44	44	777	765
Salisbury MD-DE	26	26	472	478
San Angelo TX	22	24	319	361
San German-Cabo Rojo-Sabana Grande PR	21	22	425	430
San Luis Obispo CA	26	27	365	379
San Marcos TX	33	37	369	398
Santa Barbara CA	85	87	1,520	1536
Santa Clarita CA	38	38	774	760
Santa Cruz CA	87	87	1,074	1068
Santa Fe NM	40	43	693	737
Santa Maria CA	19	18	332	316
Santa Rosa CA	61	62	960	972
Saratoga Springs NY	28	29	501	508
Savannah GA	57	52	929	843
Scranton PA	29	28	496	480
Seaside-Monterey CA	56	56	967	958
Sebastian-Vero Bch S-Florida Ridge FL	20	20	330	325
Sebring-Avon Park FL	18	19	238	248
Sheboygan WI	15	14	262	242
Sherman TX	17	19	226	253
Shreveport LA	50	48	1,106	1047

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
Sierra Vista AZ	14	14	184	181
Simi Valley CA	28	27	509	497
Sioux City IA-NE-SD	24	22	435	402
Sioux Falls SD	25	22	418	404
Slidell LA	36	34	828	772
South Bend IN-MI	23	22	399	373
South Lyon-Howell MI	29	28	507	492
Spartanburg SC	37	39	655	697
Spring Hill FL	18	18	251	240
Springfield IL	23	24	408	406
Springfield MO	54	54	939	925
Springfield OH	15	15	262	252
St. Augustine FL	28	29	485	502
St. Cloud MN	28	29	502	509
St. George UT	31	31	529	526
St. Joseph MO-KS	25	25	447	444
State College PA	17	16	297	285
Staunton-Waynesboro VA	20	19	233	222
Sumter SC	27	25	486	458
Syracuse NY	29	27	535	497
Tallahassee FL	39	40	776	793
Temple TX	36	36	683	695
Terre Haute IN	25	27	492	543
Texarkana TX-AR	26	25	391	394
Texas City TX	36	30	561	472
Thousand Oaks CA	73	74	1,303	1314
Titusville FL	18	19	256	284
Topeka KS	33	32	556	544
Tracy CA	32	34	663	706
Trenton NJ	41	39	716	697
Turlock CA	38	39	769	782
Tuscaloosa AL	40	40	639	643

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
Twin Rivers-Highstown NJ	42	43	698	724
Tyler TX	45	47	733	770
Uniontown-Connellsville PA	25	23	443	409
Utica NY	29	29	515	513
Vacaville CA	37	37	665	664
Valdosta GA	35	34	605	582
Vallejo CA	71	72	1,114	1132
Victoria TX	28	26	556	536
Victorville-Hesperia CA	20	20	352	351
Villas NJ	33	33	491	483
Vineland NJ	15	15	247	256
Visalia CA	24	23	406	394
Waco TX	27	28	577	544
Waldorf MD	38	37	644	618
Walla Walla-WA-OR	14	14	198	202
Warner Robins GA	22	22	396	405
Waterbury CT	48	47	863	845
Waterloo IA	17	18	241	251
Watertown NY	22	23	260	274
Watsonville CA	24	25	406	418
Wausau WI	34	31	634	580
Weirton-Steubenville WV-OH-PA	37	40	707	782
Wenatchee WA	32	33	571	586
West Bend WI	15	12	269	229
Westminster-Eldersburg MD	25	24	445	425
Wheeling WV-OH	62	60	1,543	1494
Wichita Falls TX	15	15	225	226
Williamsburg VA	25	23	373	353
Williamsport PA	36	33	717	666
Wilmington NC	40	40	659	654
Winchester VA	31	32	533	548
Winter Haven FL	27	27	421	424

Urban Area	Annual Delay per Auto Commuter (Person-Hours)		Annual Congestion Cost per Auto Commuter (2024 $)	
	2024	2023	2024	2023
Woodland CA	15	14	201	174
Yakima WA	28	30	455	486
Yauco PR	17	19	248	269
York PA	37	35	646	606
Youngstown OH-PA	22	21	417	385
Yuba City CA	36	32	592	535
Yuma AZ-CA	23	23	422	416
Zephyrhills FL	30	28	570	537

Note:
Yearly Delay—Extra travel time during the year.

Yearly Delay per Auto Commuter—Extra travel time during the year divided by the number of people who commute in private vehicles in the urban area.

Congestion Cost—The value of 2024 travel time delay (estimated at $24.01 per hour of person travel and $80.16 per hour of truck time) and excess fuel consumption (estimated using the state average cost per gallon for gasoline and diesel).

Table 8. Urban Area Excess Travel Time and Congestion Cost

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
Aberdeen-Bel Air S-Bel Air N MD	5,662	5,267	158	145
Abilene TX	2,062	2,163	64	62
Aguadilla-Isabela-San Sebastian PR	5,634	5,325	151	141
Albany GA	1,727	1,740	47	47
Albany OR	1,263	1,218	37	35
Alexandria LA	3,166	2,916	100	90
Alton IL-MO	11	17	—	—
Altoona PA	1,464	1,310	39	34
Amarillo TX	4,607	4,631	128	129
Ames IA	841	904	23	24
Anderson IN	1,448	1,322	42	37
Anderson SC	1,535	1,487	41	39
Ann Arbor MI	6,644	6,564	180	176
Anniston-Oxford AL	1,488	1,588	40	42
Antioch CA	7,756	8,376	207	220
Appleton WI	4,921	4,558	136	124
Arecibo PR	3,952	3,823	107	103
Arroyo Grande-Grover Beach CA	1,879	1,851	54	53
Asheville NC	11,856	11,121	319	297
Athens-Clarke County GA	4,647	4,454	126	119
Atlantic City NJ	6,766	6,430	183	172
Auburn AL	2,666	2,479	71	65
Augusta-Richmond County GA-SC	10,053	9,244	270	245
Avondale-Goodyear AZ	12,449	11,781	365	342
Bangor ME	1,683	1,584	46	42
Barnstable Town MA	6,877	6,448	191	176
Battle Creek MI	1,412	1,370	42	39
Bay City MI	1,162	1,142	30	29
Beckley WV	1,499	1,371	45	40
Bellingham WA	3,308	3,346	89	89
Beloit WI-IL	625	613	17	17
Bend OR	2,584	2,772	73	77

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
Benton Harbor-St. Joseph-Fair Plain MI	756	733	20	20
Billings MT	2,595	2,708	70	72
Binghamton NY-PA	3,780	3,577	106	98
Bismarck ND	1,557	1,517	41	40
Blacksburg VA	1,414	1,350	39	37
Bloomington IN	1,720	1,457	48	40
Bloomington-Normal IL	1,322	1,351	36	38
Bloomsburg-Berwick PA	745	701	21	19
Bonita Springs FL	8,610	8,601	232	229
Bowling Green KY	2,908	2,871	83	81
Bremerton WA	5,227	5,134	141	137
Bristol TN-VA	2,036	1,899	63	58
Brunswick GA	1,654	1,485	45	40
Burlington NC	2,342	2,335	65	64
Burlington VT	3,918	3,417	106	92
Camarillo CA	3,302	2,989	87	78
Canton OH	6,503	6,198	184	173
Cape Girardeau MO-IL	1,174	1,141	32	31
Carbondale IL	594	632	16	18
Carson City NV	1,218	1,117	35	32
Cartersville GA	1,807	1,740	50	47
Casa Grande AZ	806	764	23	21
Casper WY	1,376	1,279	38	35
Cedar Rapids IA	2,917	2,697	79	73
Chambersburg PA	1,000	959	30	28
Champaign IL	1,758	1,673	48	46
Charleston WV	4,613	4,183	149	132
Charlottesville VA	4,593	4,255	120	110
Chattanooga TN-GA	14,375	13,677	390	367
Cheyenne WY	2,051	1,952	59	56
Chico CA	1,920	1,636	52	44
Clarksville TN-KY	4,205	4,151	115	113
Cleveland TN	1,715	1,666	47	45

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
Coeur d'Alene ID	3,432	3,510	93	93
College Station-Bryan TX	6,380	6,195	172	165
Columbia MO	4,202	3,838	125	111
Columbus GA-AL	5,038	4,953	136	132
Columbus IN	1,259	1,191	42	39
Concord CA	38,613	37,777	1,032	995
Concord NC	3,809	3,788	104	102
Conroe-The Woodlands TX	12,447	12,281	329	335
Conway AR	2,252	2,038	64	57
Corvallis OR	865	862	25	24
Cumberland MD-WV-PA	1,966	1,910	59	56
Dalton GA	1,675	1,625	45	44
Danbury CT-NY	4,920	4,618	137	127
Danville IL	565	575	18	18
Daphne-Fairhope AL	1,973	2,109	52	55
Davenport IA-IL	4,383	4,555	123	126
Davis CA	2,899	2,871	81	78
DeKalb IL	605	590	16	16
Decatur AL	1,876	1,884	52	52
Decatur IL	1,002	886	28	24
Delano CA	867	897	27	27
Deltona FL	3,133	2,979	85	80
Denton-Lewisville TX	11,831	11,469	318	316
Des Moines IA	7,625	7,302	210	199
Dothan AL	2,391	2,567	65	69
Dover DE	2,668	2,804	72	75
Dover-Rochester NH-ME	1,768	1,818	48	49
Dubuque IA-IL	1,100	1,110	30	30
Duluth MN-WI	3,032	2,899	82	78
Durham NC	14,402	13,679	380	358
East Stoudsburg PA-NJ	2,864	2,769	87	83
Eau Claire WI	1,835	1,779	51	49
El Centro-Calexico CA	1,530	1,597	42	43

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
El Paso de Robles-Atascadero CA	2,988	2,815	88	82
Elizabethtown-Radcliff KY	1,285	1,310	35	36
Elkhart IN-MI	2,515	2,433	74	71
Elmira NY	1,261	1,201	36	34
Erie PA	3,908	3,714	105	98
Evansville IN-KY	4,198	3,830	120	108
Fairbanks AK	1,093	1,061	30	28
Fairfield CA	6,564	6,469	175	170
Fajardo PR	2,229	2,196	59	59
Fargo ND-MN	2,647	2,539	69	66
Farmington NM	1,011	934	30	27
Fayetteville NC	8,155	7,866	217	208
Fayetteville-Springdale-Rogers AR-MO	11,302	10,731	309	290
Flagstaff AZ	1,892	1,875	57	56
Flint MI	5,954	5,538	160	147
Florence AL	2,110	2,142	57	57
Florence SC	2,538	2,620	70	72
Florida-Imbrey-Barceloneta PR	980	960	26	26
Fond du Lac WI	806	748	22	21
Fort Collins CO	7,934	8,045	211	213
Fort Smith AR-OK	3,923	3,639	106	97
Fort Walton Beach-Navarre-Wright FL	5,158	5,162	138	137
Fort Wayne IN	5,909	5,608	169	159
Frederick MD	4,990	4,812	138	131
Fredericksburg VA	5,624	5,974	151	163
Gadsden AL	1,815	1,949	52	56
Gainesville FL	5,381	5,178	147	139
Gainesville GA	3,936	3,806	107	102
Gastonia NC-SC	4,925	4,656	135	126
Gilroy-Morgan Hill CA	4,467	4,335	121	116
Glens Falls NY	1,786	1,787	48	48
Goldsboro NC	1,057	1,099	28	29
Grand Forks ND-MN	1,817	1,793	48	47

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
Grand Island NE	578	572	15	15
Grand Junction CO	2,205	2,064	59	55
Grants Pass OR	1,627	1,564	48	45
Great Falls MT	1,004	985	27	26
Greeley CO	3,674	3,471	98	92
Green Bay WI	4,840	4,519	133	122
Greenville NC	3,216	3,060	85	80
Greenville SC	14,808	14,045	403	378
Guayama PR	1,030	998	28	27
Gulfport MS	5,495	5,310	146	140
Hagerstown MD-WV-PA	4,135	4,088	122	119
Hammond LA	1,411	1,328	45	41
Hanford CA	1,175	1,214	34	34
Hanover PA	1,718	1,544	49	43
Harlingen TX	1,748	1,846	48	50
Harrisburg PA	15,389	14,040	443	399
Harrisonburg VA	1,245	1,477	35	40
Hattiesburg MS	2,293	2,236	62	59
Hazleton PA	1,077	964	32	28
Hemet CA	1,512	1,698	41	46
Hickory NC	4,287	4,028	119	110
High Point NC	2,449	2,274	66	60
Hilton Head Island SC	2,175	2,118	57	55
Hinesville GA	707	641	19	17
Holland MI	1,639	1,539	44	41
Homosassa Spr-Beverly Hills-Citrus Spr FL	1,525	1,395	43	38
Hot Springs AR	1,806	1,704	47	44
Houma LA	2,756	2,675	80	77
Huntington WV-KY-OH	3,458	3,256	97	89
Huntsville AL	10,615	9,930	280	257
Idaho Falls ID	2,184	2,284	58	60
Iowa City IA	2,023	2,060	57	57
Ithaca NY	1,357	1,210	37	32

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
Jackson MI	1,506	1,647	42	47
Jackson TN	1,599	1,470	44	40
Jacksonville NC	1,905	1,926	51	51
Janesville WI	1,469	1,425	41	40
Jefferson City MO	2,007	1,903	57	53
Johnson City TN	2,755	2,650	75	72
Johnstown PA	1,085	912	30	25
Jonesboro AR	2,391	2,351	65	63
Joplin MO	1,766	1,768	49	49
Juana Díaz PR	1,056	974	28	26
Kahului HI	1,777	1,853	47	49
Kailua (Honolulu County)-Kaneohe HI	2,396	2,436	69	70
Kalamazoo MI	3,864	3,418	106	93
Kankakee IL	1,247	1,239	36	35
Kennewick-Pasco WA	3,926	3,854	114	111
Kenosha WI-IL	3,897	3,614	119	109
Killeen TX	3,295	3,237	88	88
Kingsport TN-VA	2,422	2,403	66	65
Kingston NY	1,801	1,783	48	47
Kissimmee FL	16,663	15,933	454	429
Kokomo IN	747	739	20	20
La Crosse WI-MN	2,630	2,384	74	66
Lady Lake-The Villages FL	1,488	1,496	41	41
Lafayette IN	2,693	2,625	79	76
Lafayette LA	9,178	8,683	280	262
Lafayette-Louisville-Erie CO	1,604	1,633	42	42
Lake Charles LA	7,042	6,809	244	232
Lake Havasu City AZ	379	366	11	11
Lake Jackson-Angleton TX	1,389	1,421	39	40
Lakeland FL	6,596	6,163	187	172
Lancaster PA	11,242	9,832	313	269
Lansing MI	6,455	5,673	175	152
Las Cruces NM	2,973	2,822	82	77

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
Lawrence KS	1,255	1,308	33	34
Lawton OK	1,017	992	28	27
Lebanon PA	878	870	24	23
Leesburg-Eustis-Tavares FL	2,541	2,585	71	71
Leominster-Fitchburg MA	2,401	2,363	65	63
Lewiston ID-WA	633	613	17	16
Lewiston ME	1,282	1,225	34	33
Lexington Park-Cal-Ches Ranch Est MD	1,155	1,093	31	29
Lexington-Fayette KY	12,192	11,676	333	315
Lima OH	1,119	1,103	33	32
Lincoln NE	6,237	5,747	165	151
Livermore CA	6,553	6,207	176	164
Lodi CA	2,977	2,953	91	89
Logan UT	1,332	1,250	41	37
Lompoc CA	444	402	12	11
Longmont CO	3,148	2,895	83	76
Longview TX	3,190	3,156	87	87
Longview WA-OR	1,663	1,661	48	47
Lorain-Elyria OH	2,567	2,446	72	68
Los Lunas NM	696	703	19	19
Lubbock TX	4,397	4,501	124	127
Lynchburg VA	3,257	3,178	85	82
Macon GA	3,507	3,413	95	92
Madera CA	2,382	2,162	79	70
Manchester NH	4,979	4,640	139	128
Mandeville-Covington LA	5,574	5,139	164	149
Manhattan KS	1,022	987	27	26
Mankato MN	1,302	1,205	37	34
Mansfield OH	1,570	1,446	48	44
Manteca CA	3,697	3,584	109	104
Marysville WA	4,374	4,417	121	120
Mauldin-Simpsonville SC	5,126	4,910	140	133
Mayaguez PR	5,953	5,630	158	149

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
McKinney TX	12,259	8,909	326	243
Medford OR	3,759	3,766	110	108
Merced CA	3,938	4,003	123	123
Michigan City-La Porte IN-MI	599	597	17	17
Middletown OH	1,113	1,054	32	30
Midland MI	759	820	20	21
Midland TX	3,973	4,002	122	120
Mission Viejo-Lake Forest-San Clem CA	22,163	20,816	603	559
Missoula MT	2,733	2,561	73	68
Mobile AL	13,152	13,499	359	360
Modesto CA	10,837	9,961	306	275
Monessen-California PA	1,488	1,373	47	43
Monroe LA	3,636	3,352	123	111
Monroe MI	835	827	26	24
Montgomery AL	8,104	7,585	224	204
Morgantown WV	1,483	1,579	40	43
Morristown TN	1,382	1,260	38	34
Mount Vernon WA	1,829	1,671	52	46
Muncie IN	1,143	1,071	30	28
Murrieta-Temecula-Menifee CA	16,209	16,372	443	442
Muskegon MI	2,488	2,589	67	68
Myrtle Beach-Socastee SC-NC	10,004	9,179	265	241
Nampa ID	3,990	4,231	109	116
Napa CA	3,726	3,804	105	105
Nashua NH-MA	4,660	4,427	129	121
New Bedford MA	3,103	3,086	84	82
New Bern NC	988	1,036	26	27
Newark OH	2,209	2,146	59	57
Norman OK	5,004	4,780	141	133
North Port-Port Charlotte FL	3,197	3,305	87	89
Norwich-New London CT-RI	4,784	4,832	132	132
Ocala FL	5,206	4,675	152	132
Odessa TX	3,924	3,977	113	112

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
Ogden-Layton UT	13,857	13,722	431	419
Olympia-Lacey WA	4,730	4,857	131	133
Oshkosh WI	1,252	1,096	35	31
Owensboro KY	1,002	1,001	29	29
Palm Bay-Melbourne FL	10,554	9,925	292	271
Palm Coast-Daytona Bch-Port Orange FL	6,894	6,495	191	178
Panama City FL	3,939	4,198	108	113
Parkersburg WV-OH	1,130	1,148	31	31
Pascagoula MS	813	773	22	20
Peoria IL	4,024	4,027	109	108
Petaluma CA	2,647	2,555	71	68
Pine Bluff AR	862	861	25	24
Pittsfield MA	1,035	998	28	27
Pocatello ID	1,170	1,022	31	27
Ponce PR	3,709	3,550	99	94
Port Arthur TX	2,228	2,302	65	64
Port Huron MI	1,386	1,209	40	33
Port St. Lucie FL	10,247	10,091	291	282
Porterville CA	401	352	11	10
Portland ME	4,954	4,639	134	124
Portsmouth NH-ME	2,984	2,978	83	82
Pottstown PA	1,776	1,531	49	42
Prescott Valley-Prescott AZ	2,377	2,368	68	67
Pueblo CO	5,616	5,668	152	153
Racine WI	2,797	2,453	81	71
Rapid City SD	2,294	2,213	61	59
Reading PA	7,776	7,219	217	198
Redding CA	2,208	2,300	63	64
Reno NV-CA	16,285	15,766	491	469
Roanoke VA	4,296	4,093	118	111
Rochester MN	3,383	3,377	96	95
Rock Hill SC	2,815	2,742	75	72
Rockford IL	4,226	4,055	116	110

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
Rocky Mount NC	1,180	1,218	32	32
Rome GA	1,812	1,695	49	45
Round Lake Bch-McHenry-Grayslake IL-WI	388	425	10	11
Saginaw MI	2,040	1,960	54	51
Salinas CA	6,077	5,888	169	161
Salisbury MD-DE	1,928	1,917	53	52
San Angelo TX	1,739	1,887	47	51
San German-Cabo Rojo-Sabana Grande PR	1,795	1,778	48	47
San Luis Obispo CA	1,155	1,174	32	32
San Marcos TX	1,884	2,051	56	57
Santa Barbara CA	12,863	12,811	372	364
Santa Clarita CA	7,535	7,289	211	201
Santa Cruz CA	11,284	11,055	304	293
Santa Fe NM	2,805	2,920	76	78
Santa Maria CA	1,941	1,829	54	50
Santa Rosa CA	13,787	13,729	368	361
Saratoga Springs NY	1,499	1,489	41	40
Savannah GA	11,267	9,956	307	268
Scranton PA	7,915	7,499	217	204
Seaside-Monterey CA	5,091	4,959	135	130
Sebastian-Vero Bch S-Florida Ridge FL	2,497	2,418	70	67
Sebring-Avon Park FL	859	885	24	25
Sheboygan WI	835	754	23	20
Sherman TX	997	1,095	29	30
Shreveport LA	10,813	10,178	364	334
Sierra Vista AZ	536	515	15	14
Simi Valley CA	2,650	2,539	71	67
Sioux City IA-NE-SD	1,978	1,796	58	52
Sioux Falls SD	3,343	2,873	90	82
Slidell LA	2,448	2,266	87	79
South Bend IN-MI	4,643	4,270	129	117
South Lyon-Howell MI	2,691	2,513	74	69
Spartanburg SC	5,624	5,786	153	157

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
Spring Hill FL	2,392	2,176	65	58
Springfield IL	2,802	2,797	80	77
Springfield MO	11,591	11,224	322	307
Springfield OH	988	931	26	24
St. Augustine FL	1,779	1,720	47	45
St. Cloud MN	2,559	2,543	69	68
St. George UT	2,845	2,700	87	81
St. Joseph MO-KS	1,472	1,443	42	41
State College PA	1,162	1,090	31	29
Staunton-Waynesboro VA	884	829	23	21
Sumter SC	1,490	1,383	41	37
Syracuse NY	8,952	8,177	244	220
Tallahassee FL	6,956	6,951	189	187
Temple TX	2,916	2,729	80	77
Terre Haute IN	1,741	1,837	54	57
Texarkana TX-AR	1,690	1,624	46	44
Texas City TX	3,383	2,666	96	76
Thousand Oaks CA	11,755	11,660	311	304
Titusville FL	727	784	21	23
Topeka KS	3,495	3,356	96	91
Tracy CA	2,483	2,502	73	73
Trenton NJ	9,033	8,438	242	225
Turlock CA	2,958	2,958	88	86
Tuscaloosa AL	4,477	4,343	120	116
Twin Rivers-Highstown NJ	2,120	2,152	56	56
Tyler TX	4,950	5,031	140	143
Uniontown-Connellsville PA	939	848	27	24
Utica NY	2,560	2,471	69	67
Vacaville CA	2,755	2,719	76	73
Valdosta GA	2,113	1,996	57	53
Vallejo CA	9,046	9,041	251	247
Victoria TX	1,483	1,354	40	37
Victorville-Hesperia CA	5,205	5,118	144	139

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
Villas NJ	1,278	1,235	35	33
Vineland NJ	1,028	1,054	28	28
Visalia CA	4,035	3,924	114	109
Waco TX	4,090	4,034	123	111
Waldorf MD	3,415	3,211	92	85
Walla Walla-WA-OR	611	613	17	17
Warner Robins GA	2,383	2,383	65	64
Waterbury CT	6,832	6,559	192	182
Waterloo IA	1,447	1,478	40	40
Watertown NY	921	936	25	26
Watsonville CA	1,317	1,330	35	35
Wausau WI	2,005	1,811	57	51
Weirton-Steubenville WV-OH-PA	1,877	2,018	55	59
Wenatchee WA	1,774	1,764	49	48
West Bend WI	774	649	21	17
Westminster-Eldersburg MD	1,386	1,299	38	35
Wheeling WV-OH	4,567	4,359	141	132
Wichita Falls TX	1,218	1,177	34	33
Williamsburg VA	1,599	1,478	41	38
Williamsport PA	1,439	1,316	41	37
Wilmington NC	7,379	7,062	195	185
Winchester VA	1,701	1,713	49	49
Winter Haven FL	4,917	4,677	137	129
Woodland CA	666	569	19	16
Yakima WA	2,795	2,941	79	82
Yauco PR	981	1,035	26	27
York PA	6,308	5,784	180	164
Youngstown OH-PA	6,352	5,800	174	157

Urban Area	Annual Person-Hours of Delay (000)		Annual Congestion Cost (2024 $ millions)	
	2024	2023	2024	2023
Yuba City CA	3,243	2,884	89	78
Yuma AZ-CA	2,277	2,198	66	63
Zephyrhills FL	1,609	1,474	45	40

Note: A dash indicates the value rounds to zero.

Yearly Delay—Extra travel time during the year.

Yearly Delay per Auto Commuter—Extra travel time during the year divided by the number of people who commute in private vehicles in the urban area.

Congestion Cost—The value of 2024 travel time delay (estimated at $24.01 per hour of person travel and $80.16 per hour of truck time) and excess fuel consumption (estimated using the state average cost per gallon for gasoline and diesel).

Table 9. Observed Access—Very Large Areas

Rank	Urban Area	TUC_O	$Range_O$ (Miles)	$Density_D$	Avg Trip Time (min)	Total Trips	Area ($Miles^2$)	TUC converted to $Miles^2$
1	Denver-Aurora CO	25.3%	4.1	9,650	10.2	22,930,166	656	166
2	San Diego CA	17.9%	4.2	8,733	9.7	21,605,781	689	123
3	Phoenix-Mesa AZ	16.5%	4.4	8,756	10.0	32,990,561	1,114	184
4	San Francisco-Oakland CA	16.2%	3.7	9,657	9.6	18,557,048	526	85
5	Minneapolis-St. Paul MN-WI	13.0%	4.5	5,502	10.1	22,242,798	1,082	141
6	Detroit MI	12.8%	4.7	7,203	10.8	34,676,783	1,318	168
7	Miami FL	12.2%	3.9	13,826	10.1	73,855,314	1,332	163
8	Tampa-St. Petersburg FL	11.3%	3.9	7,406	10.5	30,950,109	1,049	118
9	Los Angeles-Long Beach-Anaheim CA	11.1%	3.9	16,578	9.6	93,476,367	1,655	183
10	Dallas-Fort Worth-Arlington TX	11.0%	4.4	10,297	10.1	62,634,302	1,772	194
11	Houston TX	10.7%	4.2	9,572	10.3	54,436,174	1,778	191
12	Seattle WA	9.1%	4.1	5,164	10.3	22,745,751	1,041	95
13	Washington DC-VA-MD	8.8%	4.0	7,659	10.1	39,280,012	1,321	117
14	Chicago IL-IN	5.9%	4.0	7,290	10.0	65,359,134	2,377	141
15	Philadelphia PA-NJ-DE-MD	5.6%	3.9	5,945	9.7	45,188,241	1,950	108
16	Boston MA-NH-RI	5.1%	4.0	5,167	9.8	36,256,421	1,728	88
17	Atlanta GA	4.2%	4.3	5,051	10.2	53,469,318	2,592	110
18	New York-Newark NY-NJ-CT	3.8%	3.9	11,657	9.6	154,290,379	3,460	132

Table 10. Observed Access—Large Areas

Rank	Urban Area	TUC_O	$Range_O$ (Miles)	$Density_D$	Avg Trip Time (min)	Total Trips	Area ($Miles^2$)	TUC converted to $Miles^2$
1	Salt Lake City-West Valley City UT	51.5%	4.1	8,645	10.0	8,408,800	301	155
2	San Jose CA	47.7%	3.9	12,358	9.3	12,249,031	286	136
3	Omaha NE-IA	47.6%	4.2	7,712	10.4	8,119,069	276	131
4	Las Vegas-Henderson NV	44.0%	4.2	11,519	10.2	15,713,553	436	192
5	Oklahoma City OK	34.3%	4.4	7,710	10.4	11,455,507	429	147
6	San Antonio TX	28.5%	4.5	9,049	10.5	18,316,300	617	176
7	Columbus OH	28.1%	4.2	6,517	10.2	13,032,919	524	147
8	Austin TX	26.2%	4.1	8,930	10.0	16,693,085	624	164
9	Sacramento CA	24.7%	4.2	6,020	10.0	10,503,524	473	117
10	Memphis TN-MS-AR	23.0%	4.4	4,736	10.1	9,006,713	495	114
11	Kansas City MO-KS	21.3%	4.5	6,584	10.2	16,857,842	722	154
12	Louisville/Jefferson County KY-IN	21.3%	4.5	4,451	10.5	8,882,970	409	87
13	Milwaukee WI	21.0%	4.3	4,735	10.1	9,862,807	474	99
14	Portland OR-WA	20.1%	4.0	5,998	10.2	13,078,036	530	106
15	Orlando FL	19.1%	3.9	7,886	10.4	21,397,653	710	136
16	Riverside-San Bernardino CA	18.8%	3.9	6,158	9.5	11,514,447	611	115
17	Indianapolis IN	18.2%	4.2	5,430	10.3	15,382,176	733	134
18	Nashville-Davidson TN	16.5%	4.1	5,486	10.2	12,940,280	590	97
19	Virginia Beach VA	16.4%	4.2	4,747	10.5	11,243,362	558	92
20	Jacksonville FL	16.3%	4.3	4,909	10.5	12,687,145	648	105
21	Baltimore MD	15.6%	4.2	6,085	10.1	17,323,368	676	106
22	Cleveland OH	14.7%	4.2	4,889	10.0	14,103,347	718	106
23	Cincinnati OH-KY-IN	14.2%	4.2	4,714	10.1	14,632,812	761	108
24	St. Louis MO-IL	13.3%	4.5	5,583	10.0	19,863,031	923	123
25	Charlotte NC-SC	13.2%	4.2	5,821	9.9	19,508,775	668	88

Table 11. Observed Access—East Coast and Central Plains Medium and Small Areas

Rank	Urban Area	TUC_O	$Range_O$ (Miles)	$Density_D$	Avg Trip Time (min)	Total Trips	Area ($Miles^2$)	TUC converted to $Miles^2$
1	Corpus Christi TX	55.6%	4.0	8,117	10.0	3,619,758	131	73
2	Beaumont TX	54.6%	3.6	5,187	9.5	1,861,299	98	53
3	Wichita KS	53.8%	4.3	5,610	10.2	4,511,061	232	125
4	Toledo OH-MI	38.8%	4.1	4,188	10.1	4,032,188	249	97
5	Greensboro NC	37.1%	4.1	3,625	9.4	3,046,048	171	64
6	Tulsa OK	36.3%	4.5	5,972	10.4	7,530,256	344	125
7	Grand Rapids MI	35.4%	4.3	4,191	9.9	4,668,026	280	99
8	Pensacola FL-AL	32.0%	4.0	4,544	10.3	4,443,115	271	87
9	Rochester NY	30.3%	4.3	4,363	9.9	5,338,337	298	90
10	Jackson MS	29.7%	4.2	3,735	9.9	3,755,080	240	71
11	McAllen TX	29.6%	4.0	6,929	10.2	8,038,750	327	97
12	Little Rock AR	29.3%	4.2	4,959	10.0	5,229,943	271	79
13	Albany-Schenectady NY	27.5%	4.2	4,159	10.0	4,771,232	277	76
14	Dayton OH	27.4%	4.2	4,187	10.1	5,949,675	323	89
15	Buffalo NY	26.7%	4.3	4,950	10.2	6,930,199	344	92
16	Akron OH	24.3%	3.9	3,284	9.7	4,233,292	306	74
17	Charleston-North Charleston SC	24.2%	3.9	5,041	10.5	7,046,969	346	84
18	Baton Rouge LA	24.1%	4.1	4,829	10.1	6,663,363	401	97
19	Cape Coral FL	23.7%	3.9	5,056	10.4	7,884,987	371	88
20	Allentown PA-NJ	21.0%	4.0	3,669	9.8	5,319,884	265	56
21	Sarasota-Bradenton FL	20.5%	3.5	5,150	10.0	8,244,505	444	91
22	Richmond VA	20.4%	4.5	4,114	10.4	8,581,770	523	106
23	Winston-Salem NC	20.3%	4.3	2,714	9.7	3,943,997	313	64
24	St. Louis MO-IL	13.3%	4.5	5,583	10.0	19,863,031	923	123
25	Charlotte NC-SC	13.2%	4.2	5,821	9.9	19,508,775	668	88

Table 12. Observed Access—West Coast and Mountain Medium and Small Areas

Rank	Urban Area	TUC_O	$Range_O$ (Miles)	$Density_D$	Avg Trip Time (min)	Total Trips	Area (Miles^2)	TUC converted to Miles^2
1	Boulder CO	81.9%	2.4	7,629	8.2	901,408	26	21
2	Laredo TX*	81.8%	3.0	11,016	9.8	2,505,676	65	53
3	Salem OR	62.7%	3.2	4,253	9.4	1,425,879	73	46
4	Bakersfield CA	60.8%	3.7	5,738	9.4	2,838,421	133	81
5	Boise City ID	59.6%	3.7	5,596	10.4	2,956,629	141	84
6	Brownsville TX	59.4%	3.4	7,170	10.0	2,089,432	65	38
7	Fresno CA	59.2%	3.8	6,393	9.6	3,915,179	160	95
8	Eugene OR	58.4%	3.6	4,012	9.9	1,454,342	74	43
9	Stockton CA	55.9%	3.6	4,292	9.4	1,584,520	95	53
10	Anchorage AK	54.2%	3.5	3,938	9.5	1,427,310	93	50
11	Colorado Springs CO	53.2%	3.9	6,378	10.3	4,500,000	201	107
12	Oxnard CA	52.1%	3.3	5,354	9.0	1,659,490	78	41
13	Indio-Cathedral City CA	51.9%	3.5	5,710	9.3	2,835,217	153	79
14	Lancaster-Palmdale CA	45.7%	3.5	2,960	9.3	1,224,616	85	39
15	Albuquerque NM	44.9%	4.3	6,511	10.8	5,365,240	266	119
16	Madison WI	41.9%	3.8	4,002	9.8	2,606,116	151	63
17	Provo-Orem UT	40.1%	3.7	5,001	9.7	3,231,757	161	65
18	Spokane WA	39.4%	3.8	3,706	10.1	2,602,004	174	68
19	El Paso TX-NM	36.6%	4.3	6,270	10.1	5,326,078	257	94
20	New Orleans LA	33.5%	3.8	8,488	10.2	8,081,550	293	98
21	Tucson AZ	31.5%	4.3	5,006	10.7	5,773,217	358	113
22	Urban Honolulu HI	30.3%	3.7	8,647	10.6	5,007,808	148	45

*Note: Laredo's high rank is partially due to cross-border traffic that skews the data and results.

David Schrank
Senior Research Scientist

Luke Albert
Research Engineer

Kartikeya Jha
Assistant Research Scientist

Bill Eisele
Senior Research Engineer

2025 Urban Mobility REPORT

TEXAS A&M TRANSPORTATION INSTITUTE
The Texas A&M University System

3135 TAMU
College Station, TX 77843-3135
mobility.tamu.edu/umr