

Performance Measure Summary - 101 Area Average

There are several inventory and performance measures listed in the pages of this Urban Area Report for the years from 1982 to 2020. There is no single performance measure that experts agree "says it all". A few key points should be recognized by users of the Urban Mobility Scorecard data.

Use the trends - The multi-year performance measures are better indicators, in most cases, than any single year. Examining a few measures over many years reduces the chance that data variations or the estimating procedures may have caused a "spike" in any single year. (5 years is 5 times better than 1 year.)

Use several measures - Each performance measure illustrates a different element of congestion. (The view is more interesting from atop several measures.)

Compare to similar regions - Congestion analyses that compare areas with similar characteristics (for example, population, growth rate, road and public transportation system design) are usually more insightful than comparisons of different regions. (Los Angeles is not Peoria.)

Compare ranking changes and performance measure values - In some performance measures, a small change in the value may cause a significant change in rank from one year to the next. This is the case when there are several regions with nearly the same value. (15 hours is only 1 hour more than 14 hours.)

Consider the scope of improvement options - Any improvement project in a corridor within most of the regions will only have a modest effect on the regional congestion level. (To have an effect on areawide congestion, there must be significant change in the system or service.)

Performance Measures and Definition of Terms

Travel Time Index - A measure of congestion that focuses on each trip and each mile of travel. It is calculated as the ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates that a 20-minute free-flow trip takes 26 minutes in the peak.

Planning Time Index - A travel time reliability measure that represents the total travel time that should be planned for a trip. Computed with the 95th percentile travel time it represents the amount of time that should be planned for a commute trip to be late for only 1 day a month. If it is computed with the 80th percentile travel time it represents the amount of time that should be planned for a trip to be late for only 1 day a week. A PTI of 2.00 means that for a 20-minute trip in light traffic, 40 minutes should be planned.

Peak Commuters - Number of travelers who begin a trip during the morning or evening peak travel periods (6 to 10 a.m. and 3 to 7 p.m.). "Commuters" are private vehicle users unless specifically noted.

Annual Delay per Commuter - A yearly sum of all the per-trip delays for those persons who travel in the peak period (6 to 10 a.m. and 3 to 7 p.m.). This measure illustrates the effect of traffic slowdowns as well as the length of each trip.

Total Delay - The overall size of the congestion problem. Measured by the total travel time above that needed to complete a trip at free-flow speeds. The ranking of total delay usually follows the population ranking (larger regions usually have more delay).

Free-Flow Speeds - These values are derived from time periods with lighter traffic volumes in the INRIX speed database. They are used as the national comparison thresholds. Other speed thresholds may be appropriate for urban project evaluations or sub-region studies.

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

Congestion Cost - Value of travel delay for 2020 (estimated at \$20.17 per hour of person travel and \$55.24 per hour of truck time) and excess fuel consumption estimated using state average cost per gallon.

Urban Area - The developed area (population density more than 1,000 persons per square mile) within a metropolitan region. The urban area boundaries change frequently (every year for most growing areas), so increases include both new growth and development that was previously in areas designated as rural.

Number of Rush Hours - Time when the road system might have congestion.

Annual Greenhouse Gases (CO₂) Produced - Tons of CO₂ produced from all vehicle travel.

Excess Greenhouse Gases (CO₂) Produced due to Congestion - Tons of CO₂ produced due to congested portion of travel. The excess CO₂ is a subset of the total CO₂ produced.

Mobility Data for 101 Area Average

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	1,798	1,798	1,790	1,780	1,769	1,758
Rank	--	--	--	--	--	--
Commuters (1000s)	825	825	822	817	803	796
Daily Vehicle-Miles of Travel (1000s)						
Freeway	13,822	16,920	16,827	16,725	16,503	16,003
Arterial Streets	12,757	15,570	15,549	15,466	15,320	15,014
Cost Components						
Value of Time (\$/hour)	20.17	19.14	18.71	18.12	17.91	17.69
Commercial Cost (\$/hour)	55.24	53.33	54.71	52.14	50.20	46.87
Gasoline (\$/gallon)	2.53	2.81	3.00	2.45	2.28	2.46
Diesel (\$/gallon)	2.98	3.13	3.36	2.62	2.39	2.63
System Performance	2020	2019	2018	2017	2016	2015
Congested Travel (% of peak VMT)	--	--	--	27.0	--	--
Congested System (% of lane-miles)	--	--	--	17.0	--	--
Congested Time (number of "Rush Hours")	--	--	--	3.8	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	14,845	29,611	28,963	28,455	28,077	27,749
Rank	--	--	--	--	--	--
Fuel per Peak Auto Commuter (gallons)	13	27	26	26	25	25
Rank	--	--	--	--	--	--
Annual Delay						
Total Delay (1000s of person-hours)	37,249	74,787	73,702	72,864	71,050	69,361
Rank	--	--	--	--	--	--
Delay per Auto Commuter (pers-hrs)	33	67	66	66	64	62
Rank	--	--	--	--	--	--
Travel Time Index						
	1.11	1.28	1.28	1.28	1.27	1.27
Rank	--	--	--	--	--	--
Commuter Stress Index						
	1.12	1.34	1.33	1.33	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
	--	1.80	1.80	1.86	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	841	1,627	1,609	1,559	1,495	1,441
Rank	--	--	--	--	--	--
Cost per Auto Commuter (\$)	742	1,441	1,432	1,395	1,364	1,325
Rank	--	--	--	--	--	--
Truck Congestion						
Annual Person-Hours of Delay (000)	1,778	3,270	3,169	3,101	3,022	2,945
Rank	--	--	--	--	--	--
Annual Gallons of Wasted Fuel (000)	3,017	5,534	5,413	5,368	5,303	5,241
Rank	--	--	--	--	--	--
Annual Congestion Cost (\$ million)	95	172	176	165	154	143
Rank	--	--	--	--	--	--
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	148,755	296,752	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	3,397,640	6,542,494	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	38,454	72,957	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	856,611	1,471,984	--	--	--	--
Rank	--	--	--	--	--	--

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for 101 Area Average

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	1,749	1,734	1,719	1,703	1,689	1,670
Rank	--	--	--	--	--	--
Commuters (1000s)	791	793	788	783	777	766
Daily Vehicle-Miles of Travel (1000s)						
Freeway	15,422	15,055	14,850	15,378	15,143	14,894
Arterial Streets	14,862	14,708	14,623	14,869	14,735	14,687
Cost Components						
Value of Time (\$/hour)	17.67	17.39	17.14	16.79	16.28	16.01
Commercial Cost (\$/hour)	44.82	41.23	39.66	44.62	42.50	41.83
Gasoline (\$/gallon)	3.35	3.61	3.58	3.40	2.79	2.34
Diesel (\$/gallon)	3.67	3.96	3.97	3.76	3.04	2.64
System Performance	2014	2013	2012	2011	2010	2009
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	27,427	27,132	26,691	26,140	25,665	25,187
Rank	--	--	--	--	--	--
Fuel per Peak Auto Commuter (gallons)	24	24	23	23	22	21
Rank	--	--	--	--	--	--
Annual Delay						
Total Delay (1000s of person-hours)	67,501	65,864	63,860	61,424	59,435	57,270
Rank	--	--	--	--	--	--
Delay per Auto Commuter (pers-hrs)	60	59	57	56	54	53
Rank	--	--	--	--	--	--
Travel Time Index						
Rank	1.27	1.27	1.26	1.26	1.25	1.25
Commuter Stress Index						
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	1,423	1,370	1,309	1,245	1,154	1,084
Rank	--	--	--	--	--	--
Cost per Auto Commuter (\$)	1,278	1,261	1,239	1,230	1,228	1,207
Rank	--	--	--	--	--	--
Truck Congestion						
Annual Person-Hours of Delay (000)	2,860	2,788	2,698	2,594	2,509	2,417
Rank	--	--	--	--	--	--
Annual Gallons of Wasted Fuel (000)	5,180	5,123	5,039	4,928	4,832	4,740
Rank	--	--	--	--	--	--
Annual Congestion Cost (\$ million)	139	128	120	127	114	107
Rank	--	--	--	--	--	--
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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Mobility Data for 101 Area Average

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	1,653	1,636	1,617	1,601	1,584	1,565
Rank	--	--	--	--	--	--
Commuters (1000s)	756	748	736	725	713	700
Daily Vehicle-Miles of Travel (1000s)						
Freeway	14,749	15,029	14,898	14,717	14,470	14,042
Arterial Streets	14,679	14,882	14,826	14,649	14,401	14,053
Cost Components						
Value of Time (\$/hour)	16.07	15.47	15.06	14.58	14.10	13.73
Commercial Cost (\$/hour)	40.77	39.30	37.88	36.51	35.19	33.92
Gasoline (\$/gallon)	3.51	3.07	2.70	2.36	2.01	1.57
Diesel (\$/gallon)	4.23	3.47	2.92	2.60	2.04	1.58
System Performance	2008	2007	2006	2005	2004	2003
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	25,982	25,970	25,558	24,875	24,112	23,179
Rank	--	--	--	--	--	--
Fuel per Peak Auto Commuter (gallons)	22	22	22	22	21	21
Rank	--	--	--	--	--	--
Annual Delay						
Total Delay (1000s of person-hours)	56,414	56,365	55,503	53,997	52,327	50,295
Rank	--	--	--	--	--	--
Delay per Auto Commuter (pers-hrs)	52	52	52	52	51	50
Rank	--	--	--	--	--	--
Travel Time Index						
Rank	1.26	1.26	1.26	1.26	1.25	1.25
Commuter Stress Index						
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	1,106	1,054	1,001	936	869	803
Rank	--	--	--	--	--	--
Cost per Auto Commuter (\$)	1,179	1,228	1,246	1,257	1,263	1,250
Rank	--	--	--	--	--	--
Truck Congestion						
Annual Person-Hours of Delay (000)	2,380	2,376	2,337	2,273	2,202	2,117
Rank	--	--	--	--	--	--
Annual Gallons of Wasted Fuel (000)	4,903	4,897	4,814	4,681	4,533	4,353
Rank	--	--	--	--	--	--
Annual Congestion Cost (\$ million)	112	105	97	90	82	74
Rank	--	--	--	--	--	--
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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Mobility Data for 101 Area Average

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	1,543	1,520	1,498	1,473	1,454	1,431
Rank	--	--	--	--	--	--
Commuters (1000s)	682	661	641	621	603	585
Daily Vehicle-Miles of Travel (1000s)						
Freeway	13,573	13,192	12,816	12,467	12,096	11,708
Arterial Streets	13,719	13,377	13,078	12,787	12,464	12,235
Cost Components						
Value of Time (\$/hour)	13.43	13.22	12.85	12.43	12.17	11.98
Commercial Cost (\$/hour)	32.69	31.51	30.38	29.28	28.89	28.50
Gasoline (\$/gallon)	1.45	1.61	1.59	1.23	1.13	1.24
Diesel (\$/gallon)	1.43	1.61	1.56	1.23	1.22	1.33
System Performance	2002	2001	2000	1999	1998	1997
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	22,253	21,252	20,258	19,282	18,291	17,354
Rank	--	--	--	--	--	--
Fuel per Peak Auto Commuter (gallons)	20	19	18	18	17	16
Rank	--	--	--	--	--	--
Annual Delay						
Total Delay (1000s of person-hours)	48,269	46,091	43,938	41,823	39,681	37,675
Rank	--	--	--	--	--	--
Delay per Auto Commuter (pers-hrs)	49	48	47	46	45	44
Rank	--	--	--	--	--	--
Travel Time Index						
Rank	1.24	1.24	1.23	1.23	1.22	1.21
Commuter Stress Index						
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	751	709	657	598	555	521
Rank	--	--	--	--	--	--
Cost per Auto Commuter (\$)	1,230	1,195	1,176	1,162	1,135	1,099
Rank	--	--	--	--	--	--
Truck Congestion						
Annual Person-Hours of Delay (000)	2,032	1,941	1,850	1,762	1,671	1,587
Rank	--	--	--	--	--	--
Annual Gallons of Wasted Fuel (000)	4,178	3,991	3,803	3,620	3,432	3,258
Rank	--	--	--	--	--	--
Annual Congestion Cost (\$ million)	68	64	59	53	49	47
Rank	--	--	--	--	--	--
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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Mobility Data for 101 Area Average

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	1,411	1,390	1,370	1,353	1,334	1,318
Rank	--	--	--	--	--	--
Commuters (1000s)	568	550	534	519	504	490
Daily Vehicle-Miles of Travel (1000s)						
Freeway	11,383	11,029	10,644	10,282	9,901	9,511
Arterial Streets	11,945	11,633	11,297	10,927	10,582	10,223
Cost Components						
Value of Time (\$/hour)	11.71	11.37	11.06	10.78	10.47	10.17
Commercial Cost (\$/hour)	28.12	27.75	27.38	27.02	26.66	26.30
Gasoline (\$/gallon)	1.28	1.21	1.10	1.15	1.17	1.14
Diesel (\$/gallon)	1.35	1.27	1.15	1.21	1.20	1.26
System Performance	1996	1995	1994	1993	1992	1991
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	16,422	15,483	14,579	13,678	12,861	12,139
Rank	--	--	--	--	--	--
Fuel per Peak Auto Commuter (gallons)	15	14	14	13	12	11
Rank	--	--	--	--	--	--
Annual Delay						
Total Delay (1000s of person-hours)	35,685	33,648	31,715	29,780	28,044	26,515
Rank	--	--	--	--	--	--
Delay per Auto Commuter (pers-hrs)	42	41	40	38	37	36
Rank	--	--	--	--	--	--
Travel Time Index						
Rank	1.21	1.20	1.20	1.19	1.18	1.17
Commuter Stress Index						
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	484	443	405	373	342	314
Rank	--	--	--	--	--	--
Cost per Auto Commuter (\$)	1,071	1,047	1,023	989	965	947
Rank	--	--	--	--	--	--
Truck Congestion						
Annual Person-Hours of Delay (000)	1,503	1,418	1,336	1,254	1,181	1,116
Rank	--	--	--	--	--	--
Annual Gallons of Wasted Fuel (000)	3,083	2,906	2,737	2,568	2,416	2,281
Rank	--	--	--	--	--	--
Annual Congestion Cost (\$ million)	44	40	37	35	32	30
Rank	--	--	--	--	--	--
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for 101 Area Average

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	1,296	1,278	1,261	1,239	1,221	1,202
Rank	--	--	--	--	--	--
Commuters (1000s)	474	464	453	441	431	420
Daily Vehicle-Miles of Travel (1000s)						
Freeway	9,278	8,928	8,505	8,077	7,610	7,184
Arterial Streets	9,960	9,688	9,455	9,114	8,926	8,633
Cost Components						
Value of Time (\$/hour)	9.75	9.25	8.83	8.48	8.18	8.03
Commercial Cost (\$/hour)	25.95	25.60	25.26	24.93	24.60	24.27
Gasoline (\$/gallon)	1.10	1.12	1.03	1.04	1.01	1.32
Diesel (\$/gallon)	1.13	1.08	1.00	1.01	0.98	1.28
System Performance	1990	1989	1988	1987	1986	1985
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	11,406	10,771	10,174	9,535	8,952	8,450
Rank	--	--	--	--	--	--
Fuel per Peak Auto Commuter (gallons)	11	10	10	9	8	8
Rank	--	--	--	--	--	--
Annual Delay						
Total Delay (1000s of person-hours)	24,906	23,533	22,244	20,851	19,590	18,503
Rank	--	--	--	--	--	--
Delay per Auto Commuter (pers-hrs)	34	33	32	31	29	28
Rank	--	--	--	--	--	--
Travel Time Index						
Rank	1.17	1.16	1.16	1.15	1.14	1.14
Commuter Stress Index						
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	284	256	231	209	190	179
Rank	--	--	--	--	--	--
Cost per Auto Commuter (\$)	930	933	930	911	890	857
Rank	--	--	--	--	--	--
Truck Congestion						
Annual Person-Hours of Delay (000)	1,048	990	936	879	826	780
Rank	--	--	--	--	--	--
Annual Gallons of Wasted Fuel (000)	2,143	2,022	1,911	1,793	1,686	1,592
Rank	--	--	--	--	--	--
Annual Congestion Cost (\$ million)	28	26	24	22	21	20
Rank	--	--	--	--	--	--
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for 101 Area Average

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	1,181	1,169	1,160
Rank	--	--	--
Commuters (1000s)	409	402	394
Daily Vehicle-Miles of Travel (1000s)			
Freeway	6,820	6,449	6,115
Arterial Streets	8,346	8,129	7,898
Cost Components			
Value of Time (\$/hour)	7.75	7.43	7.20
Commercial Cost (\$/hour)	23.94	23.63	23.31
Gasoline (\$/gallon)	1.33	1.36	1.43
Diesel (\$/gallon)	1.29	1.32	1.38
System Performance	1984	1983	1982
Congested Travel (% of peak VMT)	--	--	--
Congested System (% of lane-miles)	--	--	--
Congested Time (number of "Rush Hours")	--	--	--
Annual Excess Fuel Consumed			
Total Fuel (1000 gallons)	7,872	7,336	6,836
Rank	--	--	--
Fuel per Peak Auto Commuter (gallons)	7	7	6
Rank	--	--	--
Annual Delay			
Total Delay (1000s of person-hours)	17,235	16,065	14,965
Rank	--	--	--
Delay per Auto Commuter (pers-hrs)	27	26	25
Rank	--	--	--
Travel Time Index			
	1.13	1.13	1.12
Rank	--	--	--
Commuter Stress Index			
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)			
Rank	--	--	--
Congestion Cost			
Total Cost (\$ millions)	162	146	133
Rank	--	--	--
Cost per Auto Commuter (\$)	822	806	781
Rank	--	--	--
Truck Congestion			
Annual Person-Hours of Delay (000)	727	677	631
Rank	--	--	--
Annual Gallons of Wasted Fuel (000)	1,487	1,384	1,300
Rank	--	--	--
Annual Congestion Cost (\$ million)	18	17	15
Rank	--	--	--
Annual Greenhouse Gases (CO2) Produced			
Excess Due to Congestion (tons)	--	--	--
Rank	--	--	--
Due to All Travel (tons)	--	--	--
Rank	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced			
Excess Due to Truck Congestion (tons)	--	--	--
Rank	--	--	--
Due to Truck Travel (tons)	--	--	--
Rank	--	--	--

* Note: Zeroes in the table reflect values less than 0.5.