

Performance Measure Summary - Very Large Area Average (15 areas)

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 Very Large Area Average (15 areas)

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	6,417	6,417	6,387	6,352	6,317	6,282
Rank	--	--	--	--	--	--
Commuters (1000s)	2,684	2,684	2,675	2,663	2,591	2,571
Daily Vehicle-Miles of Travel (1000s)						
Freeway	46,070	57,788	57,477	57,346	56,797	55,438
Arterial Streets	42,357	53,124	53,039	52,680	52,156	51,045
Cost Components						
Value of Time (\$/hour)	20.17	19.14	18.71	18.12	17.91	17.69
Commercial Cost (\$/hour)	55.24	52.23	54.71	52.14	50.20	46.87
Gasoline (\$/gallon)	2.63	2.90	3.07	2.51	2.34	2.53
Diesel (\$/gallon)	3.06	3.21	3.41	2.65	2.41	2.66
System Performance	2020	2019	2018	2017	2016	2015
Congested Travel (% of peak VMT)	--	--	--	32.6	--	--
Congested System (% of lane-miles)	--	--	--	21.2	--	--
Congested Time (number of "Rush Hours")	--	--	--	4.8	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	59,751	121,765	119,567	117,818	116,457	115,514
Rank	--	--	--	--	--	--
Fuel per Peak Auto Commuter (gallons)	16	33	32	32	31	30
Rank	--	--	--	--	--	--
Annual Delay						
Total Delay (1000s of person-hours)	152,347	312,680	309,393	306,248	298,920	292,969
Rank	--	--	--	--	--	--
Delay per Auto Commuter (pers-hrs)	41	84	84	83	81	79
Rank	--	--	--	--	--	--
Travel Time Index						
	1.13	1.35	1.35	1.34	1.34	1.34
Rank	--	--	--	--	--	--
Commuter Stress Index						
	1.15	1.44	1.42	1.42	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
	--	2.03	2.06	2.13	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	3,431	6,784	6,743	6,542	6,282	6,084
Rank	--	--	--	--	--	--
Cost per Auto Commuter (\$)	948	1,880	1,877	1,830	1,794	1,749
Rank	--	--	--	--	--	--
Truck Congestion						
Annual Person-Hours of Delay (000)	6,943	13,213	12,884	12,673	12,387	12,143
Rank	--	--	--	--	--	--
Annual Gallons of Wasted Fuel (000)	11,571	21,924	21,562	21,514	21,326	21,154
Rank	--	--	--	--	--	--
Annual Congestion Cost (\$ million)	372	685	714	672	630	587
Rank	--	--	--	--	--	--
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	598,402	1,219,913	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	11,072,077	22,020,177	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	161,200	321,259	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	2,525,033	4,581,083	--	--	--	--
Rank	--	--	--	--	--	--

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

Mobility Data for Very Large Area Average (15 areas)

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	6,252	6,213	6,167	6,118	6,073	6,019
Rank	--	--	--	--	--	--
Commuters (1000s)	2,557	2,572	2,567	2,558	2,548	2,521
Daily Vehicle-Miles of Travel (1000s)						
Freeway	53,371	52,523	51,878	53,682	52,679	52,039
Arterial Streets	50,882	50,558	50,358	51,376	50,987	50,979
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)	3.37	3.66	3.64	3.45	2.82	2.37
Diesel (\$/gallon)	3.66	3.99	4.01	3.81	3.06	2.66
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)	114,465	113,377	111,754	109,656	107,856	106,548
Rank	--	--	--	--	--	--
Fuel per Peak Auto Commuter (gallons)	29	29	28	28	27	25
Rank	--	--	--	--	--	--
Annual Delay						
Total Delay (1000s of person-hours)	285,481	278,936	271,043	261,167	252,942	245,243
Rank	--	--	--	--	--	--
Delay per Auto Commuter (pers-hrs)	76	74	72	70	68	66
Rank	--	--	--	--	--	--
Travel Time Index						
Rank	1.33	1.33	1.32	1.32	1.31	1.31
Commuter Stress Index						
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	6,007	5,794	5,550	5,289	4,905	4,639
Rank	--	--	--	--	--	--
Cost per Auto Commuter (\$)	1,685	1,665	1,637	1,627	1,623	1,603
Rank	--	--	--	--	--	--
Truck Congestion						
Annual Person-Hours of Delay (000)	11,836	11,567	11,237	10,823	10,481	10,161
Rank	--	--	--	--	--	--
Annual Gallons of Wasted Fuel (000)	20,962	20,757	20,456	20,033	19,666	19,427
Rank	--	--	--	--	--	--
Annual Congestion Cost (\$ million)	572	529	499	528	476	448
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 Very Large Area Average (15 areas)

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	5,961	5,908	5,855	5,808	5,754	5,700
Rank	--	--	--	--	--	--
Commuters (1000s)	2,494	2,480	2,454	2,424	2,388	2,351
Daily Vehicle-Miles of Travel (1000s)						
Freeway	51,766	52,709	52,519	52,193	51,638	50,365
Arterial Streets	50,831	51,646	51,613	51,073	50,347	49,147
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)	3.55	3.10	2.73	2.39	2.04	1.58
Diesel (\$/gallon)	4.28	3.50	2.94	2.64	2.07	1.63
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)	109,804	110,530	109,518	106,879	103,728	100,039
Rank	--	--	--	--	--	--
Fuel per Peak Auto Commuter (gallons)	26	27	27	26	26	25
Rank	--	--	--	--	--	--
Annual Delay						
Total Delay (1000s of person-hours)	241,319	242,623	240,526	234,639	227,750	219,645
Rank	--	--	--	--	--	--
Delay per Auto Commuter (pers-hrs)	65	65	65	64	63	62
Rank	--	--	--	--	--	--
Travel Time Index						
Rank	1.32	1.33	1.32	1.32	1.31	1.30
Commuter Stress Index						
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	4,728	4,533	4,334	4,065	3,781	3,504
Rank	--	--	--	--	--	--
Cost per Auto Commuter (\$)	1,564	1,634	1,667	1,683	1,694	1,681
Rank	--	--	--	--	--	--
Truck Congestion						
Annual Person-Hours of Delay (000)	9,996	10,057	9,965	9,723	9,436	9,099
Rank	--	--	--	--	--	--
Annual Gallons of Wasted Fuel (000)	20,076	20,222	20,021	19,527	18,934	18,252
Rank	--	--	--	--	--	--
Annual Congestion Cost (\$ million)	468	441	412	383	349	317
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 Very Large Area Average (15 areas)

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	5,633	5,561	5,492	5,408	5,343	5,252
Rank	--	--	--	--	--	--
Commuters (1000s)	2,298	2,233	2,170	2,104	2,045	1,978
Daily Vehicle-Miles of Travel (1000s)						
Freeway	48,744	47,475	46,168	44,943	43,637	42,274
Arterial Streets	48,212	47,070	46,093	45,081	43,955	43,335
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)	1.47	1.65	1.61	1.25	1.13	1.25
Diesel (\$/gallon)	1.45	1.64	1.58	1.26	1.24	1.34
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)	96,352	92,161	88,285	84,434	80,654	76,849
Rank	--	--	--	--	--	--
Fuel per Peak Auto Commuter (gallons)	24	23	22	21	21	19
Rank	--	--	--	--	--	--
Annual Delay						
Total Delay (1000s of person-hours)	211,527	202,420	193,987	185,607	177,381	169,195
Rank	--	--	--	--	--	--
Delay per Auto Commuter (pers-hrs)	61	60	58	57	56	55
Rank	--	--	--	--	--	--
Travel Time Index						
Rank	1.30	1.29	1.29	1.28	1.27	1.27
Commuter Stress Index						
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	3,288	3,113	2,897	2,655	2,478	2,339
Rank	--	--	--	--	--	--
Cost per Auto Commuter (\$)	1,658	1,614	1,594	1,584	1,560	1,518
Rank	--	--	--	--	--	--
Truck Congestion						
Annual Person-Hours of Delay (000)	8,764	8,389	8,040	7,694	7,352	7,013
Rank	--	--	--	--	--	--
Annual Gallons of Wasted Fuel (000)	17,574	16,822	16,115	15,421	14,724	14,046
Rank	--	--	--	--	--	--
Annual Congestion Cost (\$ million)	292	274	253	229	216	205
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 Very Large Area Average (15 areas)

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	5,186	5,115	5,057	5,007	4,951	4,905
Rank	--	--	--	--	--	--
Commuters (1000s)	1,921	1,863	1,812	1,767	1,719	1,676
Daily Vehicle-Miles of Travel (1000s)						
Freeway	41,285	40,141	38,882	37,786	36,731	35,588
Arterial Streets	42,417	41,416	40,352	39,083	37,864	36,620
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	1.22	1.10	1.16	1.18	1.14
Diesel (\$/gallon)	1.33	1.27	1.14	1.20	1.19	1.27
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)	73,047	69,243	65,664	62,184	58,988	56,213
Rank	--	--	--	--	--	--
Fuel per Peak Auto Commuter (gallons)	19	18	17	16	15	14
Rank	--	--	--	--	--	--
Annual Delay						
Total Delay (1000s of person-hours)	161,036	152,650	144,917	137,314	130,445	124,542
Rank	--	--	--	--	--	--
Delay per Auto Commuter (pers-hrs)	54	53	51	50	48	47
Rank	--	--	--	--	--	--
Travel Time Index						
Rank	1.26	1.26	1.25	1.24	1.24	1.23
Commuter Stress Index						
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	2,179	2,007	1,850	1,716	1,589	1,475
Rank	--	--	--	--	--	--
Cost per Auto Commuter (\$)	1,487	1,459	1,434	1,398	1,373	1,358
Rank	--	--	--	--	--	--
Truck Congestion						
Annual Person-Hours of Delay (000)	6,674	6,329	6,007	5,692	5,405	5,155
Rank	--	--	--	--	--	--
Annual Gallons of Wasted Fuel (000)	13,365	12,674	12,024	11,401	10,829	10,329
Rank	--	--	--	--	--	--
Annual Congestion Cost (\$ million)	192	180	167	157	147	139
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 Very Large Area Average (15 areas)

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	4,829	4,776	4,714	4,641	4,578	4,506
Rank	--	--	--	--	--	--
Commuters (1000s)	1,623	1,589	1,553	1,514	1,479	1,442
Daily Vehicle-Miles of Travel (1000s)						
Freeway	34,926	33,758	32,005	30,380	28,549	26,838
Arterial Streets	35,874	35,009	34,190	33,072	32,321	31,307
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	1.11	1.02	1.03	1.00	1.31
Diesel (\$/gallon)	1.14	1.07	0.99	1.01	0.97	1.27
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)	53,452	51,217	49,073	46,515	44,002	42,041
Rank	--	--	--	--	--	--
Fuel per Peak Auto Commuter (gallons)	14	13	13	13	11	11
Rank	--	--	--	--	--	--
Annual Delay						
Total Delay (1000s of person-hours)	118,379	113,441	108,689	103,014	97,519	93,204
Rank	--	--	--	--	--	--
Delay per Auto Commuter (pers-hrs)	46	45	44	43	41	40
Rank	--	--	--	--	--	--
Travel Time Index						
Rank	1.22	1.22	1.21	1.21	1.20	1.20
Commuter Stress Index						
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)						
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	1,347	1,232	1,128	1,032	945	902
Rank	--	--	--	--	--	--
Cost per Auto Commuter (\$)	1,346	1,367	1,379	1,364	1,341	1,305
Rank	--	--	--	--	--	--
Truck Congestion						
Annual Person-Hours of Delay (000)	4,902	4,696	4,501	4,270	4,041	3,861
Rank	--	--	--	--	--	--
Annual Gallons of Wasted Fuel (000)	9,826	9,411	9,023	8,566	8,116	7,764
Rank	--	--	--	--	--	--
Annual Congestion Cost (\$ million)	130	122	115	108	100	97
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 Very Large Area Average (15 areas)

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	4,420	4,384	4,352
Rank	--	--	--
Commuters (1000s)	1,399	1,374	1,348
Daily Vehicle-Miles of Travel (1000s)			
Freeway	25,491	24,195	22,940
Arterial Streets	30,414	29,709	29,048
Cost Components			
Value of Time (\$/hour)	7.75	7.43	7.20
Commercial Cost (\$/hour)	23.94	23.63	23.31
Gasoline (\$/gallon)	1.32	1.35	1.42
Diesel (\$/gallon)	1.28	1.31	1.37
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)	39,441	37,146	34,902
Rank	--	--	--
Fuel per Peak Auto Commuter (gallons)	10	10	10
Rank	--	--	--
Annual Delay			
Total Delay (1000s of person-hours)	87,390	82,299	77,255
Rank	--	--	--
Delay per Auto Commuter (pers-hrs)	39	37	36
Rank	--	--	--
Travel Time Index			
Rank	1.19	1.18	1.17
Commuter Stress Index			
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)			
Rank	--	--	--
Congestion Cost			
Total Cost (\$ millions)	820	746	684
Rank	--	--	--
Cost per Auto Commuter (\$)	1,260	1,246	1,216
Rank	--	--	--
Truck Congestion			
Annual Person-Hours of Delay (000)	3,623	3,411	3,206
Rank	--	--	--
Annual Gallons of Wasted Fuel (000)	7,300	6,870	6,462
Rank	--	--	--
Annual Congestion Cost (\$ million)	90	84	79
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.