Performance Measure Summary - Akron OH

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 Akron OH

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	570	570	570	570	570	570
Rank	74	74	74	74	74	74
Commuters (1000s)	298	298	298	298	298	298
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,093	6,107	6,237	6,191	5,923	5,611
Arterial Streets	3,894	4,669	4,495	4,498	4,453	4,521
Cost Components						
Value of Time ($/hour)	20.17	19.14	18.71	18.12	17.91	17.69
Commercial Cost ($/hour)	55.24	49.49	54.71	52.14	50.20	46.87
Gasoline ($/gallon)	2.20	2.78	2.70	2.29	2.17	2.18
Diesel ($/gallon)	2.76	2.96	3.14	2.53	2.29	2.49
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	12.1	--	--
Congested System (% of lane-miles)	--	--	--	7.9	--	--
Congested Time (number of "Rush Hours")	--	--	--	0.9	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	4,734	6,741	6,671	6,649	6,631	6,536
Rank	60	71	71	71	69	69
Fuel per Peak Auto Commuter (gallons)	12	17	17	17	17	16
Rank	39	78	74	68	68	73
Annual Delay						
Total Delay (1000s of person-hours)	11,120	15,835	15,540	15,352	15,128	14,783
Rank	61	71	71	73	72	71
Delay per Auto Commuter (pers-hrs)	27	38	37	37	35	35
Rank	42	84	85	86	88	86
Travel Time Index	1.06	1.10	1.10	1.10	1.10	1.10
Rank	75	97	98	99	99	99
Commuter Stress Index	1.09	1.15	1.15	1.11	--	--
Rank	44	81	80	99	--	--
Freeway Planning Time Index (95th Pctile)	--	1.30	1.30	1.27	--	--
Rank	--	68	66	78	--	--
Congestion Cost						
Total Cost ($ millions)	253	344	339	329	320	307
Rank	60	71	71	73	70	71
Cost per Auto Commuter ($)	552	750	741	718	712	692
Rank	47	85	86	83	81	79
Truck Congestion						
Annual Person-Hours of Delay (000)	625	716	684	645	635	621
Rank	57	69	67	72	71	70
Annual Gallons of Wasted Fuel (000)	1,159	1,328	1,370	1,473	1,469	1,448
Rank	55	66	64	63	63	62
Annual Congestion Cost ($ million)	33	35	38	35	33	31
Rank	58	74	67	68	67	67
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	47,487	67,624	--	--	--	--
Rank	60	71	--	--	--	--
Due to All Travel (tons)	1,558,837	2,219,860	--	--	--	--
Rank	63	73	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	12,820	14,690	--	--	--	--
Rank	56	65	--	--	--	--
Due to Truck Travel (tons)	517,127	592,569	--	--	--	--
Rank	52	66	--	--	--	--

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

Mobility Data for Akron OH

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	570	570	570	570	570	570
Rank	73	73	71	70	70	69
Commuters (1000s)	298	298	298	297	296	295
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,703	5,660	5,480	5,729	5,738	5,675
Arterial Streets	4,460	4,475	4,400	4,704	4,712	4,600
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 ($/gallon)	3.16	3.48	3.58	3.25	2.64	2.19
Diesel ($/gallon)	3.67	3.91	3.87	3.69	2.96	2.58
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)	6,453	6,275	6,172	6,017	5,975	5,947
Rank	69	69	70	71	71	70
Fuel per Peak Auto Commuter (gallons)	16	15	14	14	14	13
Rank	70	82	82	79	80	80
Annual Delay						
Total Delay (1000s of person-hours)	14,470	13,825	13,358	12,906	12,467	12,059
Rank	70	71	72	72	74	72
Delay per Auto Commuter (pers-hrs)	33	32	30	28	27	26
Rank	89	85	88	88	89	89
Travel Time Index	1.11	1.11	1.11	1.11	1.11	1.11
Rank	97	96	94	93	93	92
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	307	290	276	264	244	230
Rank	70	71	71	70	72	72
Cost per Auto Commuter ($)	673	649	635	633	633	622
Rank	78	79	79	79	78	77
Truck Congestion						
Annual Person-Hours of Delay (000)	608	581	561	542	524	506
Rank	69	70	73	71	73	73
Annual Gallons of Wasted Fuel (000)	1,430	1,390	1,367	1,333	1,324	1,318
Rank	62	62	62	61	61	61
Annual Congestion Cost ($ million)	31	27	26	27	24	23
Rank	67	69	66	68	71	67
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 Akron OH

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	570	570	565	565	560	555
Rank	69	68	68	67	66	66
Commuters (1000s)	294	292	288	286	282	278
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,600	5,530	5,600	5,555	5,650	5,435
Arterial Streets	4,500	4,385	4,445	4,100	4,025	3,990
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 ($/gallon)	3.40	2.88	2.58	2.24	1.81	1.52
Diesel ($/gallon)	4.17	3.35	2.83	2.48	1.94	1.49
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)	6,468	6,659	6,521	6,375	6,250	6,074
Rank	66	63	63	63	61	60
Fuel per Peak Auto Commuter (gallons)	15	15	15	15	14	14
Rank	75	73	73	64	71	69
Annual Delay						
Total Delay (1000s of person-hours)	12,612	12,984	12,714	12,431	12,188	11,844
Rank	69	64	63	63	62	64
Delay per Auto Commuter (pers-hrs)	27	28	28	28	27	27
Rank	86	85	85	85	86	86
Travel Time Index	1.12	1.12	1.12	1.12	1.12	1.11
Rank	90	90	88	86	83	87
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	250	245	231	217	203	190
Rank	68	64	64	62	62	63
Cost per Auto Commuter ($)	644	689	694	700	710	711
Rank	76	67	63	62	61	60
Truck Congestion						
Annual Person-Hours of Delay (000)	530	545	534	522	512	497
Rank	66	65	64	65	65	64
Annual Gallons of Wasted Fuel (000)	1,433	1,475	1,445	1,413	1,385	1,346
Rank	59	59	59	59	59	59
Annual Congestion Cost ($ million)	26	25	23	21	19	18
Rank	63	63	63	63	62	63
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 Akron OH

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	555	550	550	550	545	540
Rank	66	65	64	63	63	63
Commuters (1000s)	275	269	265	262	257	251
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,335	5,350	5,320	5,245	5,210	5,100
Arterial Streets	3,990	4,005	4,005	4,050	4,040	3,995
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 ($/gallon)	1.38	1.30	1.55	1.14	1.11	1.13
Diesel ($/gallon)	1.36	1.49	1.53	1.15	1.17	1.25
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)	5,931	5,789	5,777	5,608	5,528	5,512
Rank	59	58	56	56	56	55
Fuel per Peak Auto Commuter (gallons)	13	13	13	13	13	13
Rank	71	63	56	51	42	38
Annual Delay						
Total Delay (1000s of person-hours)	11,566	11,288	11,265	10,935	10,778	10,749
Rank	64	63	59	58	58	57
Delay per Auto Commuter (pers-hrs)	26	26	26	26	26	26
Rank	86	84	81	78	72	69
Travel Time Index	1.11	1.11	1.11	1.11	1.11	1.11
Rank	83	83	79	78	77	71
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	180	173	170	157	152	149
Rank	63	63	58	58	57	57
Cost per Auto Commuter ($)	709	700	717	720	728	736
Rank	55	52	50	47	40	31
Truck Congestion						
Annual Person-Hours of Delay (000)	486	474	473	459	453	451
Rank	64	64	62	60	59	58
Annual Gallons of Wasted Fuel (000)	1,314	1,283	1,280	1,242	1,225	1,221
Rank	59	59	57	57	55	49
Annual Congestion Cost ($ million)	17	16	16	14	14	14
Rank	60	61	59	59	59	53
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 Akron OH

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	535	535	530	530	525	520
Rank	63	63	63	62	62	61
Commuters (1000s)	246	243	237	234	229	224
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,775	4,635	4,715	4,580	4,230	4,140
Arterial Streets	4,105	3,900	3,770	3,520	3,365	3,215
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 ($/gallon)	1.28	1.12	1.08	1.09	1.11	1.13
Diesel ($/gallon)	1.39	1.22	1.17	1.19	1.19	1.25
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)	5,495	5,260	5,098	4,753	4,170	3,434
Rank	53	53	51	51	53	55
Fuel per Peak Auto Commuter (gallons)	14	12	13	13	11	9
Rank	18	35	15	12	16	27
Annual Delay						
Total Delay (1000s of person-hours)	10,714	10,256	9,940	9,267	8,131	6,697
Rank	53	52	52	52	53	55
Delay per Auto Commuter (pers-hrs)	27	26	25	24	21	18
Rank	63	61	61	58	65	72
Travel Time Index	1.11	1.11	1.11	1.10	1.09	1.08
Rank	71	66	60	64	67	68
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	147	135	128	116	99	80
Rank	53	53	52	52	53	55
Cost per Auto Commuter ($)	749	740	740	710	644	547
Rank	28	27	23	24	27	36
Truck Congestion						
Annual Person-Hours of Delay (000)	450	431	417	389	341	281
Rank	53	53	53	53	54	56
Annual Gallons of Wasted Fuel (000)	1,217	1,165	1,129	1,053	924	761
Rank	49	47	46	46	48	52
Annual Congestion Cost ($ million)	14	13	12	11	9	7
Rank	52	52	52	52	54	57
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 Akron OH

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	520	520	515	515	515	515
Rank	61	59	59	57	56	55
Commuters (1000s)	221	219	216	214	212	211
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,145	4,105	3,870	3,435	3,390	3,255
Arterial Streets	3,070	2,910	2,725	2,615	2,715	2,395
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 ($/gallon)	1.06	1.08	1.00	1.00	0.98	1.28
Diesel ($/gallon)	1.10	1.05	0.97	0.97	0.95	1.24
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)	2,973	2,528	2,020	1,601	1,528	1,379
Rank	58	60	64	67	66	67
Fuel per Peak Auto Commuter (gallons)	8	8	6	4	3	3
Rank	35	26	45	61	74	66
Annual Delay						
Total Delay (1000s of person-hours)	5,797	4,929	3,938	3,121	2,980	2,689
Rank	59	60	65	69	68	68
Delay per Auto Commuter (pers-hrs)	16	13	11	9	8	7
Rank	81	84	86	88	90	92
Travel Time Index	1.07	1.06	1.05	1.04	1.04	1.03
Rank	74	79	83	88	85	89
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	66	54	41	32	30	26
Rank	59	60	65	68	66	68
Cost per Auto Commuter ($)	496	438	376	308	303	274
Rank	42	52	58	67	65	66
Truck Congestion						
Annual Person-Hours of Delay (000)	243	207	165	131	125	113
Rank	60	61	67	69	68	70
Annual Gallons of Wasted Fuel (000)	659	560	447	355	339	306
Rank	53	54	59	64	60	59
Annual Congestion Cost ($ million)	6	5	4	3	3	3
Rank	59	61	66	68	67	64
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 Akron OH

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	515	515	515
Rank	55	54	53
Commuters (1000s)	209	208	205
Daily Vehicle-Miles of Travel (1000s)			
Freeway	3,290	3,160	2,745
Arterial Streets	2,555	2,380	2,120
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.29	1.32	1.38
Diesel ($/gallon)	1.26	1.29	1.34
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)	1,336	1,045	898
Rank	65	69	71
Fuel per Peak Auto Commuter (gallons)	4	2	2
Rank	41	69	55
Annual Delay			
Total Delay (1000s of person-hours)	2,604	2,037	1,751
Rank	67	69	72
Delay per Auto Commuter (pers-hrs)	7	6	5
Rank	90	94	95
Travel Time Index	1.03	1.02	1.02
Rank	85	89	89
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	24	19	16
Rank	67	67	71
Cost per Auto Commuter ($)	283	229	210
Rank	62	68	72
Truck Congestion			
Annual Person-Hours of Delay (000)	109	86	74
Rank	67	72	72
Annual Gallons of Wasted Fuel (000)	296	231	199
Rank	58	65	66
Annual Congestion Cost ($ million)	3	2	2
Rank	58	68	65
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.