Performance Measure Summary - Albany-Schenectady NY

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 Albany-Schenectady NY

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	610	610	610	610	610	610
Rank	71	71	70	70	69	68
Commuters (1000s)	297	297	297	297	297	297
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,288	6,569	6,505	6,470	6,405	6,416
Arterial Streets	4,381	5,442	5,464	5,523	5,525	5,546
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 ($/gallon)	2.55	2.76	3.00	2.48	2.33	2.51
Diesel ($/gallon)	3.08	3.17	3.38	2.70	2.49	2.88
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	16.0	--	--
Congested System (% of lane-miles)	--	--	--	13.8	--	--
Congested Time (number of "Rush Hours")	--	--	--	1.2	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	4,203	6,240	5,772	5,341	5,297	5,233
Rank	66	75	76	78	78	78
Fuel per Peak Auto Commuter (gallons)	15	22	22	21	21	21
Rank	9	39	37	41	37	36
Annual Delay						
Total Delay (1000s of person-hours)	10,518	15,617	14,507	14,489	14,298	14,007
Rank	64	72	75	75	75	75
Delay per Auto Commuter (pers-hrs)	33	49	48	49	48	48
Rank	17	44	43	41	39	35
Travel Time Index	1.11	1.15	1.15	1.15	1.14	1.14
Rank	20	72	72	69	79	79
Commuter Stress Index	1.11	1.17	1.18	1.18	--	--
Rank	31	67	63	56	--	--
Freeway Planning Time Index (95th Pctile)	--	1.23	1.22	1.28	--	--
Rank	--	84	86	75	--	--
Congestion Cost						
Total Cost ($ millions)	241	338	319	313	303	293
Rank	64	73	75	75	74	74
Cost per Auto Commuter ($)	555	781	774	776	772	752
Rank	46	75	78	71	70	66
Truck Congestion						
Annual Person-Hours of Delay (000)	608	732	712	735	725	710
Rank	60	65	66	65	65	65
Annual Gallons of Wasted Fuel (000)	971	1,170	1,208	1,132	1,123	1,110
Rank	63	75	71	73	73	73
Annual Congestion Cost ($ million)	32	36	39	39	37	34
Rank	60	71	66	65	65	65
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	41,701	61,915	--	--	--	--
Rank	66	75	--	--	--	--
Due to All Travel (tons)	1,469,788	2,182,270	--	--	--	--
Rank	65	74	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	10,497	12,646	--	--	--	--
Rank	63	75	--	--	--	--
Due to Truck Travel (tons)	518,985	625,195	--	--	--	--
Rank	51	64	--	--	--	--

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

Mobility Data for Albany-Schenectady NY

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	610	610	610	610	610	605
Rank	68	68	67	66	67	66
Commuters (1000s)	300	300	300	299	298	294
Daily Vehicle-Miles of Travel (1000s)						
Freeway	7,273	7,068	7,060	7,173	7,161	7,000
Arterial Streets	5,623	5,513	5,490	5,501	5,429	5,300
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 ($/gallon)	3.63	3.79	3.75	3.65	2.95	2.47
Diesel ($/gallon)	3.92	4.20	4.17	3.99	3.21	2.90
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)	5,172	5,076	4,976	4,910	4,862	4,824
Rank	77	77	77	77	77	77
Fuel per Peak Auto Commuter (gallons)	21	21	20	20	20	20
Rank	30	30	33	32	29	18
Annual Delay						
Total Delay (1000s of person-hours)	13,605	13,121	12,749	12,355	11,898	11,475
Rank	75	76	76	76	76	76
Delay per Auto Commuter (pers-hrs)	47	46	45	43	42	41
Rank	34	34	36	38	38	38
Travel Time Index	1.14	1.13	1.13	1.13	1.13	1.13
Rank	78	86	84	83	82	82
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	289	275	263	253	233	220
Rank	75	76	76	76	76	76
Cost per Auto Commuter ($)	726	707	695	695	690	679
Rank	69	69	67	66	68	67
Truck Congestion						
Annual Person-Hours of Delay (000)	690	665	646	626	603	582
Rank	64	64	64	63	63	63
Annual Gallons of Wasted Fuel (000)	1,096	1,076	1,055	1,041	1,031	1,023
Rank	73	73	73	73	72	72
Annual Congestion Cost ($ million)	33	30	28	30	27	26
Rank	64	64	64	63	63	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	--	--	--	--	--	--

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Mobility Data for Albany-Schenectady NY

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	605	600	590	575	560	545
Rank	66	65	66	66	66	67
Commuters (1000s)	293	289	283	274	265	257
Daily Vehicle-Miles of Travel (1000s)						
Freeway	6,970	7,005	6,755	6,400	6,210	6,000
Arterial Streets	5,115	5,260	5,205	4,800	4,660	4,475
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 ($/gallon)	3.55	3.19	2.82	2.40	2.14	1.62
Diesel ($/gallon)	4.52	3.71	3.03	2.66	2.14	1.73
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)	4,887	4,865	4,731	4,568	4,103	3,799
Rank	78	78	77	76	77	77
Fuel per Peak Auto Commuter (gallons)	20	21	20	21	18	17
Rank	31	23	28	20	38	45
Annual Delay						
Total Delay (1000s of person-hours)	11,179	11,129	10,823	10,448	9,386	8,690
Rank	76	76	75	73	73	73
Delay per Auto Commuter (pers-hrs)	40	41	41	40	37	36
Rank	38	36	34	38	47	50
Travel Time Index	1.13	1.13	1.13	1.13	1.12	1.12
Rank	84	84	81	81	83	81
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	221	210	197	182	157	140
Rank	76	76	74	73	73	73
Cost per Auto Commuter ($)	654	676	676	673	628	595
Rank	70	69	67	67	79	80
Truck Congestion						
Annual Person-Hours of Delay (000)	567	564	549	530	476	441
Rank	63	63	63	63	66	70
Annual Gallons of Wasted Fuel (000)	1,036	1,032	1,003	968	870	805
Rank	74	74	72	71	73	73
Annual Congestion Cost ($ million)	26	25	22	21	17	15
Rank	63	63	64	63	67	71
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 Albany-Schenectady NY

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	530	520	515	510	505	500
Rank	68	68	68	68	68	67
Commuters (1000s)	247	239	234	229	224	218
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,820	5,730	5,500	5,330	5,150	4,975
Arterial Streets	4,450	4,400	4,375	4,350	4,280	4,100
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 ($/gallon)	1.49	1.72	1.64	1.19	1.15	1.31
Diesel ($/gallon)	1.51	1.70	1.65	1.24	1.29	1.39
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)	3,338	3,090	2,896	2,586	2,442	2,138
Rank	77	78	78	81	81	81
Fuel per Peak Auto Commuter (gallons)	15	14	13	12	11	10
Rank	53	54	56	64	65	66
Annual Delay						
Total Delay (1000s of person-hours)	7,635	7,068	6,624	5,915	5,586	4,892
Rank	75	75	76	77	76	78
Delay per Auto Commuter (pers-hrs)	32	31	29	27	26	23
Rank	67	68	71	74	72	77
Travel Time Index	1.11	1.10	1.10	1.09	1.08	1.07
Rank	83	87	85	86	89	93
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	120	110	100	85	79	68
Rank	75	75	76	77	76	78
Cost per Auto Commuter ($)	537	503	483	448	429	382
Rank	84	85	83	84	83	86
Truck Congestion						
Annual Person-Hours of Delay (000)	387	358	336	300	283	248
Rank	72	73	73	75	75	76
Annual Gallons of Wasted Fuel (000)	708	655	614	549	517	453
Rank	74	74	75	79	78	79
Annual Congestion Cost ($ million)	13	12	11	9	8	7
Rank	71	71	71	73	75	75
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 Albany-Schenectady NY

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	495	495	495	490	490	490
Rank	66	66	65	65	64	64
Commuters (1000s)	214	211	208	204	201	199
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,850	4,625	4,605	4,520	4,405	4,260
Arterial Streets	3,950	3,900	3,800	3,750	3,700	3,500
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 ($/gallon)	1.37	1.27	1.15	1.21	1.24	1.21
Diesel ($/gallon)	1.28	1.19	1.07	1.13	1.00	1.35
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)	2,014	1,895	1,812	1,646	1,596	1,502
Rank	81	81	80	81	80	80
Fuel per Peak Auto Commuter (gallons)	8	8	8	7	6	6
Rank	76	72	65	67	69	67
Annual Delay						
Total Delay (1000s of person-hours)	4,606	4,336	4,145	3,765	3,651	3,435
Rank	78	76	76	77	76	76
Delay per Auto Commuter (pers-hrs)	22	21	20	19	18	17
Rank	79	78	80	78	80	78
Travel Time Index	1.07	1.07	1.07	1.06	1.06	1.06
Rank	90	87	87	89	88	88
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	63	58	53	47	45	41
Rank	78	77	77	77	76	76
Cost per Auto Commuter ($)	370	360	352	327	328	320
Rank	84	84	84	84	81	81
Truck Congestion						
Annual Person-Hours of Delay (000)	234	220	210	191	185	174
Rank	76	76	76	77	76	75
Annual Gallons of Wasted Fuel (000)	427	402	384	349	338	319
Rank	80	79	78	79	78	77
Annual Congestion Cost ($ million)	7	6	6	5	5	5
Rank	75	76	74	76	73	70
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 Albany-Schenectady NY

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	490	490	485	480	480	475
Rank	64	63	64	64	61	60
Commuters (1000s)	196	194	191	187	186	183
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,160	3,990	3,800	3,645	3,270	3,040
Arterial Streets	3,300	3,105	3,000	2,980	2,950	2,920
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 ($/gallon)	1.07	1.13	1.04	1.05	1.02	1.34
Diesel ($/gallon)	1.09	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)	1,422	1,165	1,083	923	835	782
Rank	79	82	81	82	82	81
Fuel per Peak Auto Commuter (gallons)	7	5	5	4	3	4
Rank	50	63	58	61	74	50
Annual Delay						
Total Delay (1000s of person-hours)	3,254	2,664	2,477	2,109	1,911	1,789
Rank	75	78	78	79	79	78
Delay per Auto Commuter (pers-hrs)	17	14	13	11	10	10
Rank	70	80	80	82	83	80
Travel Time Index	1.05	1.04	1.04	1.03	1.03	1.03
Rank	89	92	91	92	91	89
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	37	29	26	21	19	18
Rank	75	79	78	80	80	78
Cost per Auto Commuter ($)	314	276	266	238	227	214
Rank	79	80	81	83	81	82
Truck Congestion						
Annual Person-Hours of Delay (000)	165	135	126	107	97	91
Rank	72	76	75	77	78	77
Annual Gallons of Wasted Fuel (000)	302	247	230	196	177	166
Rank	77	81	80	80	80	79
Annual Congestion Cost ($ million)	4	3	3	3	2	2
Rank	71	76	71	68	76	73
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 Albany-Schenectady NY

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	475	495	500
Rank	59	57	54
Commuters (1000s)	181	188	187
Daily Vehicle-Miles of Travel (1000s)			
Freeway	2,740	2,495	2,450
Arterial Streets	2,900	2,840	2,750
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.35	1.38	1.44
Diesel ($/gallon)	1.25	1.28	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)	644	605	581
Rank	82	82	79
Fuel per Peak Auto Commuter (gallons)	3	2	1
Rank	61	69	82
Annual Delay			
Total Delay (1000s of person-hours)	1,582	1,385	1,329
Rank	78	77	74
Delay per Auto Commuter (pers-hrs)	8	7	7
Rank	83	85	82
Travel Time Index	1.02	1.02	1.00
Rank	95	89	100
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	15	13	12
Rank	79	76	74
Cost per Auto Commuter ($)	188	179	180
Rank	83	82	81
Truck Congestion			
Annual Person-Hours of Delay (000)	75	70	67
Rank	78	75	75
Annual Gallons of Wasted Fuel (000)	137	128	123
Rank	80	77	75
Annual Congestion Cost ($ million)	2	2	2
Rank	71	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.