

Performance Measure Summary - Baton Rouge LA

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 Baton Rouge LA

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	635	635	635	640	640	635
Rank	66	66	66	65	65	65
Commuters (1000s)	344	344	344	347	345	342
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,627	6,315	5,870	5,711	5,743	5,503
Arterial Streets	7,123	7,994	8,472	8,514	8,715	8,673
Cost Components						
Value of Time (\$/hour)	20.17	19.14	18.71	18.12	17.91	17.69
Commercial Cost (\$/hour)	55.24	61.03	54.71	52.14	50.20	46.87
Gasoline (\$/gallon)	2.09	2.30	2.62	2.16	1.99	2.07
Diesel (\$/gallon)	2.57	2.72	2.99	2.32	2.13	2.35
System Performance	2020	2019	2018	2017	2016	2015
Congested Travel (% of peak VMT)	--	--	--	24.6	--	--
Congested System (% of lane-miles)	--	--	--	14.8	--	--
Congested Time (number of "Rush Hours")	--	--	--	3.4	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	4,892	12,196	11,889	11,679	11,551	11,398
Rank	59	50	50	50	50	50
Fuel per Peak Auto Commuter (gallons)	11	26	26	25	25	25
Rank	51	16	16	20	16	15
Annual Delay						
Total Delay (1000s of person-hours)	10,151	25,307	25,113	24,362	23,924	23,403
Rank	67	54	53	54	54	54
Delay per Auto Commuter (pers-hrs)	24	61	60	58	56	55
Rank	63	22	23	24	27	24
Travel Time Index	1.05	1.22	1.22	1.23	1.23	1.23
Rank	85	34	34	30	29	29
Commuter Stress Index	1.06	1.27	1.27	1.26	--	--
Rank	91	35	32	32	--	--
Freeway Planning Time Index (95th Pctile)	--	1.78	1.83	1.84	--	--
Rank	--	27	23	22	--	--
Congestion Cost						
Total Cost (\$ millions)	238	591	576	548	528	507
Rank	65	52	52	53	53	52
Cost per Auto Commuter (\$)	512	1,270	1,238	1,168	1,155	1,123
Rank	59	22	25	28	26	25
Truck Congestion						
Annual Person-Hours of Delay (000)	805	2,049	1,955	1,891	1,858	1,816
Rank	50	40	41	41	41	41
Annual Gallons of Wasted Fuel (000)	1,376	3,503	3,402	3,288	3,253	3,208
Rank	50	39	42	41	40	40
Annual Congestion Cost (\$ million)	43	121	107	99	94	87
Rank	50	37	42	41	41	41
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	49,911	124,432	--	--	--	--
Rank	59	50	--	--	--	--
Due to All Travel (tons)	1,202,458	2,997,801	--	--	--	--
Rank	73	58	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	15,041	38,297	--	--	--	--
Rank	50	39	--	--	--	--
Due to Truck Travel (tons)	336,787	857,527	--	--	--	--
Rank	70	50	--	--	--	--

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

Mobility Data for Baton Rouge LA

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	630	615	610	605	600	595
Rank	65	67	67	68	68	68
Commuters (1000s)	338	323	320	317	313	309
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,108	4,922	4,745	4,858	4,714	4,500
Arterial Streets	8,229	8,388	8,300	8,012	7,973	7,800
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)	3.14	3.34	3.35	3.28	2.61	2.17
Diesel (\$/gallon)	3.48	3.75	3.74	3.56	2.84	2.46
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)	11,144	10,619	10,104	9,877	9,824	9,284
Rank	50	51	52	52	52	52
Fuel per Peak Auto Commuter (gallons)	25	23	22	21	22	19
Rank	15	17	21	25	20	27
Annual Delay						
Total Delay (1000s of person-hours)	22,483	21,045	19,663	19,222	18,768	17,405
Rank	54	55	57	57	56	57
Delay per Auto Commuter (pers-hrs)	52	50	48	47	46	43
Rank	28	28	29	28	26	31
Travel Time Index	1.22	1.22	1.21	1.21	1.21	1.20
Rank	33	31	34	33	33	36
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	497	457	421	411	382	345
Rank	52	54	55	54	55	55
Cost per Auto Commuter (\$)	1,073	1,013	958	968	975	920
Rank	25	30	31	30	29	29
Truck Congestion						
Annual Person-Hours of Delay (000)	1,745	1,634	1,526	1,492	1,458	1,351
Rank	41	41	42	42	42	44
Annual Gallons of Wasted Fuel (000)	3,138	2,990	2,844	2,780	2,766	2,614
Rank	40	41	41	41	41	41
Annual Congestion Cost (\$ million)	84	74	67	72	66	59
Rank	41	42	42	42	42	43
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 Baton Rouge LA

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	590	585	570	495	485	475
Rank	68	67	67	71	71	72
Commuters (1000s)	306	301	292	252	245	239
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,350	4,280	4,190	4,055	3,830	3,710
Arterial Streets	7,700	7,675	7,505	7,345	7,160	6,800
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)	3.35	2.92	2.56	2.23	1.87	1.46
Diesel (\$/gallon)	4.04	3.28	2.74	2.40	1.85	1.44
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)	9,316	8,923	8,444	6,621	6,073	5,840
Rank	52	52	54	60	64	63
Fuel per Peak Auto Commuter (gallons)	20	20	23	15	13	13
Rank	31	28	14	64	80	74
Annual Delay						
Total Delay (1000s of person-hours)	16,633	15,932	15,076	11,821	10,844	10,426
Rank	57	58	58	66	72	71
Delay per Auto Commuter (pers-hrs)	40	39	38	35	32	32
Rank	38	44	45	59	73	69
Travel Time Index	1.20	1.20	1.19	1.17	1.16	1.16
Rank	38	38	39	49	55	52
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	344	313	285	215	188	174
Rank	56	58	58	65	69	70
Cost per Auto Commuter (\$)	871	866	843	680	648	639
Rank	36	41	43	66	70	71
Truck Congestion						
Annual Person-Hours of Delay (000)	1,291	1,237	1,170	918	842	810
Rank	43	44	44	47	51	51
Annual Gallons of Wasted Fuel (000)	2,623	2,512	2,377	1,864	1,710	1,644
Rank	43	43	43	50	52	53
Annual Congestion Cost (\$ million)	60	54	48	36	31	28
Rank	43	44	44	47	51	51
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 Baton Rouge LA

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	465	460	455	445	430	420
Rank	72	71	71	70	71	71
Commuters (1000s)	231	226	220	213	203	196
Daily Vehicle-Miles of Travel (1000s)						
Freeway	3,600	3,460	3,325	3,210	3,100	3,000
Arterial Streets	6,520	6,350	6,100	5,850	5,660	5,495
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)	1.33	1.43	1.49	1.08	1.04	1.17
Diesel (\$/gallon)	1.31	1.44	1.43	1.07	1.12	1.23
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)	5,507	5,253	5,056	4,815	4,489	4,164
Rank	66	66	66	64	63	64
Fuel per Peak Auto Commuter (gallons)	12	11	11	11	10	10
Rank	78	78	74	72	73	66
Annual Delay						
Total Delay (1000s of person-hours)	9,831	9,379	9,027	8,597	8,015	7,434
Rank	71	71	71	71	70	70
Delay per Auto Commuter (pers-hrs)	31	30	29	29	29	28
Rank	72	71	71	67	64	63
Travel Time Index	1.16	1.15	1.15	1.15	1.14	1.14
Rank	50	55	53	50	53	46
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	159	150	140	128	117	107
Rank	69	70	70	69	69	69
Cost per Auto Commuter (\$)	616	598	591	580	554	520
Rank	73	73	72	71	71	70
Truck Congestion						
Annual Person-Hours of Delay (000)	764	729	700	667	622	578
Rank	51	51	50	50	50	50
Annual Gallons of Wasted Fuel (000)	1,550	1,479	1,424	1,355	1,264	1,172
Rank	54	52	52	52	53	51
Annual Congestion Cost (\$ million)	25	23	22	20	18	17
Rank	51	51	50	49	50	50
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 Baton Rouge LA

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	415	410	405	395	380	370
Rank	71	71	71	71	72	72
Commuters (1000s)	191	187	182	175	167	160
Daily Vehicle-Miles of Travel (1000s)						
Freeway	2,890	2,750	2,635	2,520	2,400	2,365
Arterial Streets	5,300	5,110	4,980	4,800	4,550	4,315
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)	1.22	1.16	1.06	1.12	1.12	1.12
Diesel (\$/gallon)	1.29	1.23	1.13	1.18	1.20	1.21
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)	3,855	3,628	3,389	3,119	2,850	2,681
Rank	65	65	65	64	64	63
Fuel per Peak Auto Commuter (gallons)	9	9	8	8	6	7
Rank	69	59	65	58	69	57
Annual Delay						
Total Delay (1000s of person-hours)	6,883	6,477	6,051	5,569	5,089	4,787
Rank	70	70	70	70	70	68
Delay per Auto Commuter (pers-hrs)	26	25	24	23	22	21
Rank	67	65	65	64	62	61
Travel Time Index	1.13	1.12	1.12	1.11	1.11	1.10
Rank	50	57	50	52	49	51
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	97	89	81	73	65	60
Rank	70	69	69	69	68	66
Cost per Auto Commuter (\$)	495	478	459	434	411	396
Rank	70	70	69	70	67	67
Truck Congestion						
Annual Person-Hours of Delay (000)	535	503	470	432	395	372
Rank	50	50	50	50	51	49
Annual Gallons of Wasted Fuel (000)	1,085	1,021	954	878	802	755
Rank	53	53	53	53	53	53
Annual Congestion Cost (\$ million)	15	14	13	12	11	10
Rank	51	50	48	49	49	49
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 Baton Rouge LA

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	350	350	350	350	350	350
Rank	73	73	72	72	72	71
Commuters (1000s)	150	148	147	146	145	144
Daily Vehicle-Miles of Travel (1000s)						
Freeway	2,305	2,125	2,190	2,165	2,120	2,085
Arterial Streets	4,095	3,985	3,730	3,635	3,590	3,740
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)	1.08	1.09	1.01	1.10	0.98	1.29
Diesel (\$/gallon)	1.08	1.00	0.92	0.92	0.90	1.18
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)	2,461	2,412	2,330	2,166	2,073	1,898
Rank	62	61	60	60	60	58
Fuel per Peak Auto Commuter (gallons)	5	5	5	5	5	5
Rank	72	63	58	48	40	32
Annual Delay						
Total Delay (1000s of person-hours)	4,394	4,308	4,160	3,866	3,701	3,390
Rank	67	66	64	64	62	62
Delay per Auto Commuter (pers-hrs)	21	20	20	18	18	16
Rank	52	48	44	48	42	45
Travel Time Index	1.10	1.10	1.10	1.09	1.09	1.08
Rank	47	44	41	41	39	40
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	53	49	46	41	38	35
Rank	66	65	61	61	61	61
Cost per Auto Commuter (\$)	380	398	406	391	387	361
Rank	67	60	56	55	51	49
Truck Congestion						
Annual Person-Hours of Delay (000)	341	335	322	300	287	264
Rank	48	45	45	45	45	45
Annual Gallons of Wasted Fuel (000)	692	679	656	609	583	535
Rank	50	46	46	44	44	44
Annual Congestion Cost (\$ million)	9	9	8	8	7	7
Rank	48	43	45	42	43	41
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 Baton Rouge LA

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	350	350	350
Rank	70	69	68
Commuters (1000s)	143	142	140
Daily Vehicle-Miles of Travel (1000s)			
Freeway	2,050	2,015	2,000
Arterial Streets	3,630	3,505	3,450
Cost Components			
Value of Time (\$/hour)	7.75	7.43	7.20
Commercial Cost (\$/hour)	23.94	23.63	23.31
Gasoline (\$/gallon)	1.30	1.33	1.39
Diesel (\$/gallon)	1.19	1.22	1.28
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)	1,653	1,385	1,371
Rank	58	61	59
Fuel per Peak Auto Commuter (gallons)	5	3	3
Rank	27	46	34
Annual Delay			
Total Delay (1000s of person-hours)	2,951	2,473	2,447
Rank	62	63	63
Delay per Auto Commuter (pers-hrs)	14	12	12
Rank	48	51	47
Travel Time Index	1.07	1.06	1.06
Rank	42	45	42
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost (\$ millions)	30	24	23
Rank	60	63	60
Cost per Auto Commuter (\$)	324	292	288
Rank	52	56	50
Truck Congestion			
Annual Person-Hours of Delay (000)	229	192	191
Rank	45	46	45
Annual Gallons of Wasted Fuel (000)	465	390	385
Rank	45	46	45
Annual Congestion Cost (\$ million)	6	5	5
Rank	42	45	40
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.