Performance Measure Summary - Bridgeport-Stamford CT-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 Bridgeport-Stamford CT-NY

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	960	960	960	960	960	955
Rank	49	49	49	49	49	49
Commuters (1000s)	484	484	484	484	483	480
Daily Vehicle-Miles of Travel (1000s)						
Freeway	8,312	10,562	10,662	10,497	10,650	10,703
Arterial Streets	4,699	5,971	5,953	5,956	6,019	6,038
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 ($/gallon)	2.50	2.71	3.04	2.48	2.29	2.48
Diesel ($/gallon)	3.04	3.16	3.36	2.66	2.50	2.87
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	31.6	--	--
Congested System (% of lane-miles)	--	--	--	18.2	--	--
Congested Time (number of "Rush Hours")	--	--	--	5.0	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	11,374	16,449	16,311	15,746	15,460	15,173
Rank	33	40	40	41	42	42
Fuel per Peak Auto Commuter (gallons)	16	23	23	22	22	22
Rank	5	33	31	32	33	29
Annual Delay						
Total Delay (1000s of person-hours)	27,235	39,387	38,646	38,789	37,908	36,570
Rank	32	42	42	42	42	42
Delay per Auto Commuter (pers-hrs)	40	58	57	57	57	54
Rank	8	27	28	28	22	28
Travel Time Index	1.15	1.30	1.30	1.31	1.31	1.31
Rank	4	17	18	16	15	15
Commuter Stress Index	1.18	1.33	1.32	1.35	--	--
Rank	3	21	24	17	--	--
Freeway Planning Time Index (95th Pctile)	--	1.92	1.85	1.99	--	--
Rank	--	18	21	16	--	--
Congestion Cost						
Total Cost ($ millions)	633	892	864	845	812	773
Rank	32	40	41	41	42	42
Cost per Auto Commuter ($)	782	1,103	1,068	1,045	1,030	987
Rank	13	37	34	33	33	35
Truck Congestion						
Annual Person-Hours of Delay (000)	1,881	2,365	2,217	2,129	2,081	2,007
Rank	25	34	36	37	35	35
Annual Gallons of Wasted Fuel (000)	3,014	3,790	3,560	3,426	3,364	3,301
Rank	28	37	38	39	39	39
Annual Congestion Cost ($ million)	100	140	122	112	106	97
Rank	25	31	36	37	35	35
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	114,940	166,225	--	--	--	--
Rank	32	40	--	--	--	--
Due to All Travel (tons)	2,397,260	3,466,891	--	--	--	--
Rank	42	52	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	33,216	41,767	--	--	--	--
Rank	28	37	--	--	--	--
Due to Truck Travel (tons)	585,708	736,504	--	--	--	--
Rank	44	57	--	--	--	--

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

Mobility Data for Bridgeport-Stamford CT-NY

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	955	950	935	930	925	920
Rank	49	49	49	49	48	48
Commuters (1000s)	479	468	461	457	453	449
Daily Vehicle-Miles of Travel (1000s)						
Freeway	10,417	10,214	10,410	10,873	10,692	10,125
Arterial Streets	6,033	5,794	5,980	5,974	5,929	5,902
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 ($/gallon)	3.65	3.82	3.75	3.59	2.91	2.41
Diesel ($/gallon)	3.87	4.20	4.17	3.90	3.20	2.88
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)	14,794	14,618	14,246	13,939	13,727	13,554
Rank	42	42	42	42	42	42
Fuel per Peak Auto Commuter (gallons)	21	21	20	19	19	18
Rank	30	30	33	40	40	34
Annual Delay						
Total Delay (1000s of person-hours)	35,036	34,008	32,544	31,552	30,783	29,826
Rank	42	43	43	43	43	43
Delay per Auto Commuter (pers-hrs)	53	52	50	49	48	47
Rank	26	23	23	22	22	23
Travel Time Index	1.31	1.31	1.32	1.32	1.32	1.32
Rank	15	15	10	9	8	7
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	755	721	679	653	609	575
Rank	42	42	43	43	42	42
Cost per Auto Commuter ($)	941	923	893	896	900	888
Rank	36	38	38	37	37	34
Truck Congestion						
Annual Person-Hours of Delay (000)	1,923	1,866	1,787	1,732	1,690	1,638
Rank	36	36	37	36	35	34
Annual Gallons of Wasted Fuel (000)	3,219	3,181	3,099	3,033	2,987	2,949
Rank	39	39	38	39	39	36
Annual Congestion Cost ($ million)	93	85	79	84	77	72
Rank	36	36	36	36	36	35
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 Bridgeport-Stamford CT-NY

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	910	900	895	885	870	860
Rank	48	48	48	49	49	49
Commuters (1000s)	443	436	431	423	413	406
Daily Vehicle-Miles of Travel (1000s)						
Freeway	10,335	10,550	10,490	10,380	10,200	10,000
Arterial Streets	6,085	6,230	6,190	6,180	6,185	6,200
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 ($/gallon)	3.55	3.23	2.83	2.35	2.08	1.60
Diesel ($/gallon)	4.46	3.66	2.99	2.65	2.11	1.68
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)	14,451	14,056	13,716	13,542	13,155	12,657
Rank	39	40	41	40	41	41
Fuel per Peak Auto Commuter (gallons)	21	19	19	20	19	18
Rank	24	40	36	25	27	30
Annual Delay						
Total Delay (1000s of person-hours)	30,286	29,457	28,746	28,382	27,570	26,527
Rank	42	42	43	42	42	41
Delay per Auto Commuter (pers-hrs)	49	48	47	47	47	46
Rank	18	19	24	22	22	20
Travel Time Index	1.33	1.33	1.33	1.33	1.33	1.32
Rank	7	8	7	6	5	5
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	605	562	528	500	466	430
Rank	41	42	42	40	41	41
Cost per Auto Commuter ($)	892	902	903	924	928	917
Rank	31	34	33	35	34	33
Truck Congestion						
Annual Person-Hours of Delay (000)	1,662	1,617	1,577	1,558	1,513	1,456
Rank	34	34	33	33	33	32
Annual Gallons of Wasted Fuel (000)	3,144	3,058	2,984	2,947	2,863	2,754
Rank	36	36	36	36	36	36
Annual Congestion Cost ($ million)	78	71	65	61	56	51
Rank	35	35	34	34	33	32
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 Bridgeport-Stamford CT-NY

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	850	820	800	785	775	760
Rank	49	49	48	47	47	47
Commuters (1000s)	397	378	364	353	344	333
Daily Vehicle-Miles of Travel (1000s)						
Freeway	10,170	9,700	9,300	9,000	8,700	8,400
Arterial Streets	6,090	5,860	5,620	5,430	5,210	5,005
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 ($/gallon)	1.46	1.77	1.70	1.24	1.22	1.39
Diesel ($/gallon)	1.42	1.60	1.58	1.16	1.19	1.30
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)	11,850	11,111	10,428	9,816	9,346	8,654
Rank	41	41	41	41	41	42
Fuel per Peak Auto Commuter (gallons)	17	16	15	14	14	14
Rank	34	36	40	42	31	26
Annual Delay						
Total Delay (1000s of person-hours)	24,835	23,285	21,855	20,574	19,586	18,137
Rank	42	42	42	40	41	41
Delay per Auto Commuter (pers-hrs)	44	43	42	41	40	38
Rank	24	24	22	21	19	19
Travel Time Index	1.30	1.30	1.29	1.28	1.27	1.26
Rank	8	6	6	6	7	7
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	392	364	332	298	278	255
Rank	42	42	40	40	41	41
Cost per Auto Commuter ($)	876	833	804	784	763	717
Rank	36	37	36	38	33	37
Truck Congestion						
Annual Person-Hours of Delay (000)	1,363	1,278	1,200	1,129	1,076	996
Rank	32	33	33	34	33	34
Annual Gallons of Wasted Fuel (000)	2,579	2,418	2,269	2,136	2,033	1,883
Rank	37	37	37	37	36	36
Annual Congestion Cost ($ million)	45	41	38	33	31	29
Rank	32	33	32	34	33	34
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 Bridgeport-Stamford CT-NY

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	750	735	725	720	715	715
Rank	47	47	47	46	46	45
Commuters (1000s)	325	314	306	300	294	291
Daily Vehicle-Miles of Travel (1000s)						
Freeway	8,100	7,985	7,700	7,480	7,455	7,150
Arterial Streets	4,860	4,750	4,610	4,505	4,430	4,345
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 ($/gallon)	1.47	1.34	1.18	1.23	1.26	1.23
Diesel ($/gallon)	1.41	1.29	1.13	1.18	1.25	1.38
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)	7,983	7,328	6,971	6,471	5,971	5,599
Rank	41	40	40	40	40	38
Fuel per Peak Auto Commuter (gallons)	13	12	11	10	10	8
Rank	29	35	37	38	24	45
Annual Delay						
Total Delay (1000s of person-hours)	16,731	15,359	14,609	13,561	12,515	11,734
Rank	41	40	39	40	39	39
Delay per Auto Commuter (pers-hrs)	36	34	33	31	29	27
Rank	20	24	22	26	28	30
Travel Time Index	1.25	1.23	1.23	1.21	1.20	1.19
Rank	7	8	6	13	14	14
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	231	206	190	173	156	142
Rank	40	40	38	40	39	38
Cost per Auto Commuter ($)	674	641	629	599	566	549
Rank	36	39	36	35	40	34
Truck Congestion						
Annual Person-Hours of Delay (000)	919	843	802	745	687	644
Rank	34	34	34	34	34	33
Annual Gallons of Wasted Fuel (000)	1,737	1,595	1,517	1,408	1,300	1,219
Rank	36	36	36	36	36	36
Annual Congestion Cost ($ million)	26	24	22	20	19	17
Rank	34	34	34	34	33	34
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 Bridgeport-Stamford CT-NY

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	715	715	715	715	710	710
Rank	44	43	43	43	42	42
Commuters (1000s)	287	284	283	280	276	274
Daily Vehicle-Miles of Travel (1000s)						
Freeway	7,300	7,400	7,370	7,125	6,700	6,500
Arterial Streets	4,300	4,255	4,210	4,195	4,160	4,100
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 ($/gallon)	1.12	1.21	1.12	1.12	1.09	1.43
Diesel ($/gallon)	1.20	1.23	1.14	1.14	1.11	1.45
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)	5,381	5,150	4,643	4,433	4,262	3,995
Rank	38	38	38	38	37	35
Fuel per Peak Auto Commuter (gallons)	8	9	7	6	6	7
Rank	35	19	27	32	28	15
Annual Delay						
Total Delay (1000s of person-hours)	11,278	10,794	9,730	9,290	8,932	8,372
Rank	38	38	38	38	37	35
Delay per Auto Commuter (pers-hrs)	26	25	23	22	21	20
Rank	27	26	28	28	26	25
Travel Time Index	1.18	1.17	1.16	1.16	1.15	1.15
Rank	15	15	16	16	17	15
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	131	120	104	96	89	83
Rank	38	37	38	38	35	34
Cost per Auto Commuter ($)	552	556	530	528	531	501
Rank	30	28	29	25	25	25
Truck Congestion						
Annual Person-Hours of Delay (000)	619	592	535	510	490	460
Rank	33	33	31	30	29	28
Annual Gallons of Wasted Fuel (000)	1,170	1,121	1,010	964	927	869
Rank	35	34	34	33	32	31
Annual Congestion Cost ($ million)	16	15	14	13	12	12
Rank	33	33	31	29	29	26
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 Bridgeport-Stamford CT-NY

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	710	705	705
Rank	42	41	41
Commuters (1000s)	272	268	265
Daily Vehicle-Miles of Travel (1000s)			
Freeway	6,040	5,575	5,470
Arterial Streets	4,040	4,010	3,975
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.44	1.48	1.55
Diesel ($/gallon)	1.47	1.50	1.57
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)	3,595	2,986	2,884
Rank	34	38	38
Fuel per Peak Auto Commuter (gallons)	6	4	3
Rank	20	35	34
Annual Delay			
Total Delay (1000s of person-hours)	7,536	6,257	6,044
Rank	33	38	37
Delay per Auto Commuter (pers-hrs)	18	15	15
Rank	30	40	33
Travel Time Index	1.13	1.11	1.11
Rank	17	18	17
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	73	59	55
Rank	33	37	35
Cost per Auto Commuter ($)	467	404	405
Rank	25	31	27
Truck Congestion			
Annual Person-Hours of Delay (000)	413	344	332
Rank	28	29	29
Annual Gallons of Wasted Fuel (000)	783	650	628
Rank	30	33	32
Annual Congestion Cost ($ million)	10	9	8
Rank	28	29	29
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.