Performance Measure Summary - Chicago IL-IN

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 Chicago IL-IN

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	8,710	8,710	8,715	8,720	8,715	8,705
Rank	3	3	3	3	3	3
Commuters (1000s)	3,446	3,446	3,448	3,450	3,447	3,443
Daily Vehicle-Miles of Travel (1000s)						
Freeway	45,636	57,332	58,549	60,644	58,907	56,308
Arterial Streets	60,709	76,267	75,039	74,827	74,182	74,084
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 ($/gallon)	2.47	2.85	2.90	2.39	2.25	2.42
Diesel ($/gallon)	2.76	2.94	3.13	2.46	2.29	2.51
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	24.0	--	--
Congested System (% of lane-miles)	--	--	--	13.4	--	--
Congested Time (number of "Rush Hours")	--	--	--	3.6	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	71,348	136,878	135,265	134,987	134,498	133,644
Rank	3	3	3	3	3	3
Fuel per Peak Auto Commuter (gallons)	16	30	30	30	30	29
Rank	5	12	12	12	9	10
Annual Delay						
Total Delay (1000s of person-hours)	172,876	331,657	329,968	327,759	320,449	315,669
Rank	3	3	3	3	3	3
Delay per Auto Commuter (pers-hrs)	39	74	74	73	72	70
Rank	10	10	10	10	10	10
Travel Time Index	1.10	1.29	1.29	1.30	1.30	1.29
Rank	29	19	19	18	18	18
Commuter Stress Index	1.11	1.32	1.33	1.33	--	--
Rank	31	23	21	19	--	--
Freeway Planning Time Index (95th Pctile)	--	1.87	1.92	1.85	--	--
Rank	--	20	17	21	--	--
Congestion Cost						
Total Cost ($ millions)	3,969	7,391	7,226	7,039	6,773	6,587
Rank	3	3	3	3	3	3
Cost per Auto Commuter ($)	852	1,587	1,551	1,509	1,484	1,455
Rank	9	12	12	11	11	11
Truck Congestion						
Annual Person-Hours of Delay (000)	10,634	16,360	15,126	14,816	14,485	14,269
Rank	3	3	3	3	3	3
Annual Gallons of Wasted Fuel (000)	18,162	27,941	27,387	27,737	27,637	27,461
Rank	3	3	3	3	3	3
Annual Congestion Cost ($ million)	565	969	836	787	740	692
Rank	3	3	3	3	3	3
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	717,232	1,375,986	--	--	--	--
Rank	3	3	--	--	--	--
Due to All Travel (tons)	15,406,885	29,557,621	--	--	--	--
Rank	5	3	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	200,664	308,709	--	--	--	--
Rank	3	3	--	--	--	--
Due to Truck Travel (tons)	5,058,916	7,782,825	--	--	--	--
Rank	3	3	--	--	--	--

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

Mobility Data for Chicago IL-IN

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	8,700	8,675	8,650	8,620	8,583	8,519
Rank	3	3	3	3	3	3
Commuters (1000s)	3,445	3,573	3,638	3,673	3,705	3,670
Daily Vehicle-Miles of Travel (1000s)						
Freeway	54,912	56,433	55,380	62,791	60,800	57,500
Arterial Streets	74,764	76,300	76,250	76,100	76,000	75,800
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 ($/gallon)	3.37	3.78	3.73	3.51	2.79	2.31
Diesel ($/gallon)	3.70	3.98	3.92	3.74	3.04	2.63
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)	132,666	132,186	130,274	129,678	127,745	126,021
Rank	3	3	3	3	3	3
Fuel per Peak Auto Commuter (gallons)	29	29	29	29	28	28
Rank	8	6	5	4	5	4
Annual Delay						
Total Delay (1000s of person-hours)	310,635	306,797	297,007	290,321	280,745	271,781
Rank	3	3	3	3	3	3
Delay per Auto Commuter (pers-hrs)	70	67	63	62	59	58
Rank	8	9	10	9	9	9
Travel Time Index	1.29	1.28	1.27	1.27	1.26	1.26
Rank	18	18	19	19	19	19
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	6,592	6,435	6,138	5,938	5,485	5,174
Rank	3	3	3	3	3	3
Cost per Auto Commuter ($)	1,423	1,420	1,392	1,404	1,401	1,380
Rank	11	11	10	10	9	9
Truck Congestion						
Annual Person-Hours of Delay (000)	14,042	13,868	13,426	13,124	12,691	12,285
Rank	3	3	3	3	3	3
Annual Gallons of Wasted Fuel (000)	27,261	27,162	26,769	26,646	26,249	25,895
Rank	3	3	3	3	3	3
Annual Congestion Cost ($ million)	689	643	603	647	583	547
Rank	3	3	3	3	3	3
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 Chicago IL-IN

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	8,460	8,440	8,420	8,400	8,340	8,275
Rank	3	3	3	3	3	3
Commuters (1000s)	3,632	3,616	3,601	3,579	3,534	3,487
Daily Vehicle-Miles of Travel (1000s)						
Freeway	55,525	55,150	55,350	55,050	54,000	52,010
Arterial Streets	75,300	75,000	74,800	75,400	74,500	74,200
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 ($/gallon)	3.58	3.24	2.73	2.34	1.95	1.57
Diesel ($/gallon)	4.24	3.52	2.93	2.58	2.03	1.56
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)	128,145	133,009	130,908	128,757	125,833	118,130
Rank	3	3	3	3	3	3
Fuel per Peak Auto Commuter (gallons)	27	29	29	30	30	27
Rank	4	4	4	4	3	4
Annual Delay						
Total Delay (1000s of person-hours)	263,200	273,191	268,875	264,459	258,451	242,630
Rank	3	3	3	3	3	3
Delay per Auto Commuter (pers-hrs)	57	59	58	58	57	54
Rank	8	8	7	7	7	8
Travel Time Index	1.27	1.28	1.28	1.27	1.27	1.25
Rank	19	17	16	18	17	20
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	5,211	5,168	4,887	4,612	4,312	3,895
Rank	3	3	3	3	3	3
Cost per Auto Commuter ($)	1,324	1,428	1,443	1,467	1,483	1,430
Rank	9	7	7	7	7	8
Truck Congestion						
Annual Person-Hours of Delay (000)	11,898	12,349	12,154	11,955	11,683	10,968
Rank	3	3	3	3	3	3
Annual Gallons of Wasted Fuel (000)	26,331	27,331	26,899	26,457	25,856	24,274
Rank	3	3	3	3	3	3
Annual Congestion Cost ($ million)	567	551	509	476	436	384
Rank	3	3	3	3	3	3
Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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Mobility Data for Chicago IL-IN

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	8,210	8,150	8,090	8,075	8,060	7,950
Rank	3	3	3	3	3	3
Commuters (1000s)	3,433	3,337	3,242	3,172	3,102	2,997
Daily Vehicle-Miles of Travel (1000s)						
Freeway	51,425	49,865	49,000	48,600	48,425	46,760
Arterial Streets	74,000	73,600	73,300	73,000	72,000	70,000
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 ($/gallon)	1.46	1.50	1.70	1.17	1.15	1.21
Diesel ($/gallon)	1.43	1.62	1.60	1.17	1.21	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)	115,236	112,397	107,653	103,735	100,030	95,543
Rank	3	3	3	3	3	3
Fuel per Peak Auto Commuter (gallons)	27	26	25	24	23	22
Rank	4	4	3	4	5	4
Annual Delay						
Total Delay (1000s of person-hours)	236,687	230,857	221,112	213,064	205,453	196,239
Rank	3	3	3	3	3	3
Delay per Auto Commuter (pers-hrs)	54	53	52	51	50	49
Rank	8	8	8	9	9	8
Travel Time Index	1.25	1.25	1.25	1.24	1.23	1.23
Rank	17	17	16	15	18	13
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	3,702	3,559	3,333	3,056	2,889	2,725
Rank	3	3	3	3	3	3
Cost per Auto Commuter ($)	1,425	1,409	1,387	1,383	1,365	1,323
Rank	8	7	7	7	8	8
Truck Congestion						
Annual Person-Hours of Delay (000)	10,699	10,436	9,995	9,631	9,287	8,871
Rank	3	3	3	3	3	3
Annual Gallons of Wasted Fuel (000)	23,679	23,096	22,120	21,316	20,554	19,633
Rank	3	3	3	3	3	3
Annual Congestion Cost ($ million)	359	344	318	287	274	261
Rank	3	3	3	3	3	3
Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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Mobility Data for Chicago IL-IN

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	7,880	7,745	7,700	7,600	7,515	7,515
Rank	3	3	3	3	3	3
Commuters (1000s)	2,908	2,797	2,726	2,636	2,553	2,500
Daily Vehicle-Miles of Travel (1000s)						
Freeway	46,930	44,490	42,120	40,965	39,000	37,695
Arterial Streets	68,500	66,700	65,000	63,000	61,700	59,800
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 ($/gallon)	1.39	1.28	1.11	1.16	1.19	1.19
Diesel ($/gallon)	1.48	1.36	1.18	1.23	1.26	1.30
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)	89,857	85,283	81,384	76,760	72,699	69,391
Rank	3	3	3	3	3	3
Fuel per Peak Auto Commuter (gallons)	21	20	19	18	17	16
Rank	5	4	5	5	4	5
Annual Delay						
Total Delay (1000s of person-hours)	184,561	175,165	167,158	157,661	149,320	142,526
Rank	3	3	3	3	3	3
Delay per Auto Commuter (pers-hrs)	48	47	46	44	43	42
Rank	8	8	8	8	8	8
Travel Time Index	1.23	1.23	1.22	1.21	1.21	1.20
Rank	9	8	10	13	9	11
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	2,527	2,326	2,150	1,985	1,833	1,705
Rank	3	3	3	3	3	3
Cost per Auto Commuter ($)	1,273	1,246	1,225	1,186	1,157	1,140
Rank	8	8	8	7	7	7
Truck Congestion						
Annual Person-Hours of Delay (000)	8,343	7,918	7,556	7,127	6,750	6,443
Rank	4	4	4	4	4	4
Annual Gallons of Wasted Fuel (000)	18,464	17,524	16,723	15,773	14,938	14,259
Rank	3	3	3	3	3	3
Annual Congestion Cost ($ million)	246	228	212	199	186	176
Rank	3	4	4	4	4	4
Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO_2) 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 Chicago IL-IN

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	7,510	7,405	7,330	7,240	7,195	7,150
Rank	3	3	3	3	3	3
Commuters (1000s)	2,445	2,387	2,345	2,294	2,257	2,225
Daily Vehicle-Miles of Travel (1000s)						
Freeway	36,225	34,000	32,200	30,255	29,005	27,715
Arterial Streets	58,000	57,100	56,000	55,300	54,800	54,300
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 ($/gallon)	1.16	1.13	1.04	1.05	1.02	1.34
Diesel ($/gallon)	1.19	1.07	0.99	0.99	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)	65,392	62,005	59,759	56,971	54,450	51,781
Rank	3	3	3	3	3	3
Fuel per Peak Auto Commuter (gallons)	15	15	14	14	13	12
Rank	4	5	5	5	4	5
Annual Delay						
Total Delay (1000s of person-hours)	134,309	127,354	122,741	117,016	111,837	106,354
Rank	3	3	4	4	4	4
Delay per Auto Commuter (pers-hrs)	40	39	38	37	36	34
Rank	9	10	10	10	9	11
Travel Time Index	1.19	1.19	1.18	1.18	1.17	1.16
Rank	12	10	11	10	10	10
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	1,545	1,396	1,286	1,184	1,094	1,040
Rank	3	3	4	4	4	4
Cost per Auto Commuter ($)	1,122	1,124	1,140	1,134	1,127	1,090
Rank	7	7	7	7	7	7
Truck Congestion						
Annual Person-Hours of Delay (000)	6,071	5,757	5,548	5,290	5,055	4,808
Rank	4	4	4	4	4	4
Annual Gallons of Wasted Fuel (000)	13,437	12,741	12,279	11,707	11,189	10,640
Rank	3	3	3	3	3	3
Annual Congestion Cost ($ million)	163	151	142	134	127	122
Rank	4	4	4	4	4	4
Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO_2) 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 Chicago IL-IN

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	7,100	7,100	7,080
Rank	3	3	3
Commuters (1000s)	2,187	2,171	2,142
Daily Vehicle-Miles of Travel (1000s)			
Freeway	25,605	24,795	24,325
Arterial Streets	53,900	53,250	53,000
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)	1.28	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)	49,102	47,045	44,917
Rank	3	3	3
Fuel per Peak Auto Commuter (gallons)	11	10	10
Rank	5	4	5
Annual Delay			
Total Delay (1000s of person-hours)	100,851	96,628	92,257
Rank	3	3	3
Delay per Auto Commuter (pers-hrs)	33	32	31
Rank	11	10	10
Travel Time Index	1.16	1.15	1.15
Rank	8	10	8
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	957	886	826
Rank	3	3	3
Cost per Auto Commuter ($)	1,072	1,075	1,059
Rank	9	6	6
Truck Congestion			
Annual Person-Hours of Delay (000)	4,559	4,368	4,170
Rank	4	4	4
Annual Gallons of Wasted Fuel (000)	10,090	9,666	9,230
Rank	3	3	3
Annual Congestion Cost ($ million)	115	109	103
Rank	4	4	4
Annual Greenhouse Gases (CO_2) Produced			
Excess Due to Congestion (tons)	--	--	--
Rank	--	--	--
Due to All Travel (tons)	--	--	--
Rank	--	--	--
Truck Annual Greenhouse Gases (CO_2) 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.