Performance Measure Summary - El Paso TX-NM

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 El Paso TX-NM

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	820	820	820	825	825	820
Rank	54	54	54	54	54	54
Commuters (1000s)	419	419	419	422	422	419
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,905	7,219	7,178	6,786	6,505	6,314
Arterial Streets	5,672	6,934	6,743	6,731	6,555	6,474
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 ($/gallon)	2.05	2.37	2.63	2.17	1.97	2.11
Diesel ($/gallon)	2.51	2.73	2.99	2.31	2.10	2.36
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	2.2	--	--
Congested System (% of lane-miles)	--	--	--	13.1	--	--
Congested Time (number of "Rush Hours")	--	--	--	2.3	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	7,681	10,965	9,767	9,238	9,213	9,114
Rank	45	54	55	55	55	55
Fuel per Peak Auto Commuter (gallons)	14	20	18	17	17	16
Rank	17	52	64	68	68	73
Annual Delay						
Total Delay (1000s of person-hours)	17,490	24,967	23,743	22,711	22,216	21,604
Rank	44	55	56	57	57	57
Delay per Auto Commuter (pers-hrs)	32	45	43	41	40	39
Rank	21	60	65	70	72	71
Travel Time Index	1.13	1.16	1.16	1.16	1.16	1.16
Rank	6	59	57	59	58	57
Commuter Stress Index	1.16	1.20	1.19	1.18	--	--
Rank	6	49	51	56	--	--
Freeway Planning Time Index (95th Pctile)	--	1.26	1.27	1.35	--	--
Rank	--	77	72	64	--	--
Congestion Cost						
Total Cost ($ millions)	394	554	519	483	465	446
Rank	44	55	56	57	57	57
Cost per Auto Commuter ($)	688	965	904	838	823	796
Rank	20	46	53	57	57	57
Truck Congestion						
Annual Person-Hours of Delay (000)	888	1,233	1,126	954	933	907
Rank	44	52	53	58	57	57
Annual Gallons of Wasted Fuel (000)	1,582	2,197	2,074	1,958	1,953	1,932
Rank	43	51	52	53	53	53
Annual Congestion Cost ($ million)	47	73	62	51	48	44
Rank	44	49	53	57	56	57
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	76,676	109,457	--	--	--	--
Rank	46	55	--	--	--	--
Due to All Travel (tons)	2,262,902	3,230,358	--	--	--	--
Rank	45	56	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	18,607	25,835	--	--	--	--
Rank	43	51	--	--	--	--
Due to Truck Travel (tons)	549,140	762,442	--	--	--	--
Rank	47	55	--	--	--	--

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

Mobility Data for El Paso TX-NM

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	820	805	790	775	750	725
Rank	54	54	54	55	55	56
Commuters (1000s)	419	418	411	402	388	373
Daily Vehicle-Miles of Travel (1000s)						
Freeway	6,141	5,806	5,800	5,684	5,569	5,522
Arterial Streets	5,550	5,667	6,225	6,314	6,186	6,045
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 ($/gallon)	3.12	3.37	3.33	3.29	2.56	2.13
Diesel ($/gallon)	3.47	3.76	3.75	3.56	2.83	2.43
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)	9,022	8,939	8,864	8,648	8,536	8,454
Rank	55	55	55	56	55	56
Fuel per Peak Auto Commuter (gallons)	16	16	16	16	15	15
Rank	70	71	69	67	73	62
Annual Delay						
Total Delay (1000s of person-hours)	21,018	20,459	20,106	19,262	18,665	18,140
Rank	57	57	56	56	57	55
Delay per Auto Commuter (pers-hrs)	38	37	38	36	36	37
Rank	71	71	65	69	64	57
Travel Time Index	1.16	1.16	1.17	1.17	1.17	1.17
Rank	58	55	47	43	41	43
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	442	425	411	391	361	343
Rank	57	57	57	57	57	56
Cost per Auto Commuter ($)	770	757	755	746	746	736
Rank	57	57	57	57	57	58
Truck Congestion						
Annual Person-Hours of Delay (000)	883	859	844	809	784	762
Rank	57	57	57	57	57	56
Annual Gallons of Wasted Fuel (000)	1,913	1,895	1,879	1,833	1,810	1,792
Rank	53	53	52	54	52	53
Annual Congestion Cost ($ million)	44	40	38	40	36	34
Rank	56	57	57	57	56	56
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 El Paso TX-NM

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	710	700	685	680	675	670
Rank	57	58	58	58	58	58
Commuters (1000s)	364	357	348	343	338	334
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,495	5,505	5,695	5,350	5,100	4,800
Arterial Streets	6,015	6,090	5,925	6,100	5,910	5,705
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 ($/gallon)	3.36	2.92	2.55	2.23	1.83	1.45
Diesel ($/gallon)	4.07	3.30	2.73	2.40	1.85	1.43
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)	8,464	8,535	8,330	8,150	8,140	8,002
Rank	57	55	55	53	53	53
Fuel per Peak Auto Commuter (gallons)	15	15	15	15	15	15
Rank	75	73	73	64	65	58
Annual Delay						
Total Delay (1000s of person-hours)	17,296	17,441	17,022	16,655	16,634	16,352
Rank	56	56	56	55	53	53
Delay per Auto Commuter (pers-hrs)	36	37	37	37	37	37
Rank	61	54	52	48	47	45
Travel Time Index	1.18	1.18	1.18	1.18	1.18	1.18
Rank	43	43	42	41	38	38
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	340	326	307	289	276	261
Rank	57	56	55	54	53	53
Cost per Auto Commuter ($)	695	730	731	740	764	770
Rank	61	60	60	56	52	50
Truck Congestion						
Annual Person-Hours of Delay (000)	726	733	715	700	699	687
Rank	57	57	57	56	55	55
Annual Gallons of Wasted Fuel (000)	1,794	1,809	1,766	1,728	1,726	1,696
Rank	55	53	53	52	51	50
Annual Congestion Cost ($ million)	35	33	30	28	26	24
Rank	57	56	56	55	54	54
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 El Paso TX-NM

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	665	660	655	650	640	610
Rank	56	58	57	57	57	59
Commuters (1000s)	328	321	314	308	300	282
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,550	4,350	4,100	3,900	3,650	3,460
Arterial Streets	5,435	5,300	5,205	5,110	5,025	4,950
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 ($/gallon)	1.32	1.46	1.47	1.07	1.01	1.12
Diesel ($/gallon)	1.29	1.48	1.42	1.07	1.10	1.19
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)	7,372	7,084	6,673	6,500	6,004	5,521
Rank	53	53	54	54	55	54
Fuel per Peak Auto Commuter (gallons)	14	14	12	13	12	11
Rank	61	54	68	51	53	54
Annual Delay						
Total Delay (1000s of person-hours)	15,064	14,477	13,636	13,283	12,270	11,283
Rank	55	55	56	54	54	54
Delay per Auto Commuter (pers-hrs)	34	33	32	32	30	29
Rank	54	58	61	57	61	60
Travel Time Index	1.17	1.17	1.16	1.16	1.15	1.14
Rank	40	38	43	39	43	46
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	234	222	203	189	171	156
Rank	55	55	55	55	55	54
Cost per Auto Commuter ($)	725	707	684	691	654	608
Rank	52	51	55	52	54	57
Truck Congestion						
Annual Person-Hours of Delay (000)	633	608	573	558	515	474
Rank	57	57	58	57	56	55
Annual Gallons of Wasted Fuel (000)	1,563	1,502	1,415	1,378	1,273	1,171
Rank	52	51	53	51	50	52
Annual Congestion Cost ($ million)	21	20	18	17	15	14
Rank	57	55	58	54	55	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 El Paso TX-NM

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	605	590	580	570	565	560
Rank	59	60	60	59	58	56
Commuters (1000s)	276	266	258	251	245	240
Daily Vehicle-Miles of Travel (1000s)						
Freeway	3,400	3,430	3,410	3,255	3,030	2,830
Arterial Streets	4,805	4,690	4,550	4,460	4,115	3,960
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 ($/gallon)	1.21	1.14	1.03	1.10	1.09	1.12
Diesel ($/gallon)	1.29	1.21	1.09	1.17	1.17	1.20
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)	5,201	4,879	4,617	4,330	4,106	3,683
Rank	55	55	55	55	54	53
Fuel per Peak Auto Commuter (gallons)	10	10	9	8	8	8
Rank	57	52	56	58	53	45
Annual Delay						
Total Delay (1000s of person-hours)	10,629	9,971	9,436	8,849	8,391	7,525
Rank	54	54	53	53	52	52
Delay per Auto Commuter (pers-hrs)	28	27	26	25	24	22
Rank	59	57	55	53	53	53
Travel Time Index	1.14	1.13	1.13	1.12	1.12	1.11
Rank	45	47	43	45	41	46
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	144	131	121	111	102	89
Rank	54	54	53	53	52	52
Cost per Auto Commuter ($)	585	569	553	533	518	478
Rank	54	50	48	48	47	49
Truck Congestion						
Annual Person-Hours of Delay (000)	446	419	396	372	352	316
Rank	55	54	54	54	53	53
Annual Gallons of Wasted Fuel (000)	1,103	1,034	979	918	871	781
Rank	51	51	52	52	51	50
Annual Congestion Cost ($ million)	13	12	11	10	10	9
Rank	54	54	54	54	52	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	--	--	--	--	--	--

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

Mobility Data for El Paso TX-NM

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	540	520	510	500	480	455
Rank	57	59	60	59	61	63
Commuters (1000s)	229	218	213	206	197	185
Daily Vehicle-Miles of Travel (1000s)						
Freeway	2,650	2,420	2,620	2,510	2,680	2,386
Arterial Streets	3,725	3,620	3,490	3,265	3,195	3,105
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 ($/gallon)	1.04	1.07	0.99	0.99	0.97	1.27
Diesel ($/gallon)	1.07	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)	3,216	2,643	2,371	1,976	1,727	1,483
Rank	54	58	59	62	63	65
Fuel per Peak Auto Commuter (gallons)	7	6	5	5	3	3
Rank	50	53	58	48	74	66
Annual Delay						
Total Delay (1000s of person-hours)	6,571	5,401	4,845	4,039	3,530	3,030
Rank	52	57	59	62	64	65
Delay per Auto Commuter (pers-hrs)	20	18	16	14	13	11
Rank	59	59	61	64	64	72
Travel Time Index	1.09	1.08	1.07	1.06	1.05	1.05
Rank	56	55	59	65	74	64
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	75	59	50	41	34	29
Rank	52	56	59	61	64	65
Cost per Auto Commuter ($)	438	380	363	311	288	251
Rank	54	63	61	65	67	69
Truck Congestion						
Annual Person-Hours of Delay (000)	276	227	203	170	148	127
Rank	55	58	59	63	65	66
Annual Gallons of Wasted Fuel (000)	682	560	503	419	366	314
Rank	51	54	53	57	58	58
Annual Congestion Cost ($ million)	7	6	5	4	4	3
Rank	54	55	59	61	58	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 El Paso TX-NM

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	450	450	450
Rank	63	61	60
Commuters (1000s)	182	180	178
Daily Vehicle-Miles of Travel (1000s)			
Freeway	2,190	1,995	1,980
Arterial Streets	3,075	2,960	2,910
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.28	1.31	1.37
Diesel ($/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)	1,359	1,202	1,081
Rank	64	65	66
Fuel per Peak Auto Commuter (gallons)	2	2	2
Rank	79	69	55
Annual Delay			
Total Delay (1000s of person-hours)	2,777	2,457	2,209
Rank	64	65	66
Delay per Auto Commuter (pers-hrs)	11	9	9
Rank	64	70	65
Travel Time Index	1.04	1.03	1.03
Rank	75	80	76
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	26	22	20
Rank	64	65	64
Cost per Auto Commuter ($)	241	218	199
Rank	68	75	77
Truck Congestion			
Annual Person-Hours of Delay (000)	117	103	93
Rank	66	67	67
Annual Gallons of Wasted Fuel (000)	288	255	229
Rank	59	60	60
Annual Congestion Cost ($ million)	3	3	2
Rank	58	54	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.