Performance Measure Summary - Honolulu HI

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 Honolulu HI

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	850	850	850	850	845	840
Rank	53	53	53	53	53	53
Commuters (1000s)	384	384	384	384	382	379
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,670	6,559	6,545	6,488	6,484	6,050
Arterial Streets	2,360	3,314	3,344	3,267	3,316	3,351
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 ($/gallon)	3.54	3.66	3.84	3.07	2.73	2.90
Diesel ($/gallon)	4.16	4.26	4.21	4.04	4.06	4.25
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	48.8	--	--
Congested System (% of lane-miles)	--	--	--	44.2	--	--
Congested Time (number of "Rush Hours")	--	--	--	5.8	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	5,645	16,276	15,819	15,689	15,114	14,475
Rank	54	41	42	43	43	44
Fuel per Peak Auto Commuter (gallons)	10	30	29	29	29	28
Rank	59	12	13	13	13	12
Annual Delay						
Total Delay (1000s of person-hours)	13,365	38,532	37,464	36,378	34,660	32,628
Rank	55	43	44	44	44	45
Delay per Auto Commuter (pers-hrs)	24	68	66	64	62	60
Rank	63	12	14	16	17	17
Travel Time Index	1.11	1.42	1.41	1.40	1.40	1.40
Rank	20	4	4	4	4	4
Commuter Stress Index	1.13	1.52	1.50	1.47	--	--
Rank	14	4	4	6	--	--
Freeway Planning Time Index (95th Pctile)	--	2.31	2.27	2.29	--	--
Rank	--	4	4	6	--	--
Congestion Cost						
Total Cost ($ millions)	308	850	833	794	742	691
Rank	55	43	42	44	44	44
Cost per Auto Commuter ($)	562	1,552	1,522	1,449	1,392	1,302
Rank	45	13	13	14	14	16
Truck Congestion						
Annual Person-Hours of Delay (000)	623	1,686	1,576	1,528	1,456	1,370
Rank	58	47	47	46	46	47
Annual Gallons of Wasted Fuel (000)	1,098	2,972	2,856	2,826	2,722	2,608
Rank	58	45	45	46	45	45
Annual Congestion Cost ($ million)	35	87	90	86	79	71
Rank	55	47	47	46	46	46
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	56,259	162,202	--	--	--	--
Rank	55	42	--	--	--	--
Due to All Travel (tons)	729,383	2,102,907	--	--	--	--
Rank	86	78	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	11,981	32,420	--	--	--	--
Rank	59	45	--	--	--	--
Due to Truck Travel (tons)	131,592	356,091	--	--	--	--
Rank	88	84	--	--	--	--

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

Mobility Data for Honolulu HI

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	840	835	820	800	780	760
Rank	53	53	53	53	53	54
Commuters (1000s)	379	381	374	364	354	344
Daily Vehicle-Miles of Travel (1000s)						
Freeway	6,066	5,959	5,855	6,265	6,213	6,200
Arterial Streets	3,252	3,139	3,125	3,148	3,110	3,100
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 ($/gallon)	4.21	4.35	4.11	3.66	3.47	2.87
Diesel ($/gallon)	4.86	4.91	4.79	4.43	4.04	3.86
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)	14,118	13,950	13,737	13,477	13,156	12,635
Rank	45	45	45	44	44	44
Fuel per Peak Auto Commuter (gallons)	26	26	25	26	25	22
Rank	14	13	13	11	11	14
Annual Delay						
Total Delay (1000s of person-hours)	31,546	30,625	29,888	28,795	27,593	26,004
Rank	45	45	45	45	46	46
Delay per Auto Commuter (pers-hrs)	59	57	56	55	55	53
Rank	16	18	16	13	11	13
Travel Time Index	1.39	1.39	1.38	1.38	1.38	1.37
Rank	4	3	3	3	3	3
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	683	653	625	592	549	504
Rank	44	44	45	44	45	46
Cost per Auto Commuter ($)	1,252	1,226	1,213	1,207	1,191	1,141
Rank	16	17	15	14	15	15
Truck Congestion						
Annual Person-Hours of Delay (000)	1,325	1,286	1,255	1,209	1,159	1,092
Rank	47	46	46	46	46	47
Annual Gallons of Wasted Fuel (000)	2,543	2,512	2,474	2,428	2,370	2,276
Rank	45	46	45	46	46	45
Annual Congestion Cost ($ million)	68	62	59	61	56	52
Rank	45	45	45	45	45	46
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 Honolulu HI

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	745	735	725	720	715	710
Rank	54	55	55	54	54	54
Commuters (1000s)	336	329	323	319	315	311
Daily Vehicle-Miles of Travel (1000s)						
Freeway	6,150	6,275	6,080	6,015	6,000	5,930
Arterial Streets	3,095	3,170	3,200	3,250	3,200	3,175
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 ($/gallon)	3.74	3.41	3.09	2.63	2.38	2.03
Diesel ($/gallon)	4.34	4.00	3.51	2.93	2.50	1.22
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)	12,954	12,766	12,375	11,972	11,104	10,599
Rank	45	45	45	45	45	46
Fuel per Peak Auto Commuter (gallons)	24	24	24	24	21	20
Rank	9	10	10	10	14	17
Annual Delay						
Total Delay (1000s of person-hours)	25,391	25,022	24,256	23,466	21,764	20,775
Rank	46	46	46	45	45	45
Delay per Auto Commuter (pers-hrs)	52	52	52	51	48	46
Rank	13	14	14	15	18	20
Travel Time Index	1.38	1.38	1.38	1.37	1.35	1.33
Rank	3	3	3	3	4	4
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	505	477	446	413	368	337
Rank	46	46	45	45	45	45
Cost per Auto Commuter ($)	1,108	1,133	1,128	1,128	1,081	1,061
Rank	16	17	17	17	19	19
Truck Congestion						
Annual Person-Hours of Delay (000)	1,066	1,051	1,019	986	914	873
Rank	47	47	47	46	46	46
Annual Gallons of Wasted Fuel (000)	2,333	2,299	2,229	2,156	2,000	1,909
Rank	46	45	47	47	47	47
Annual Congestion Cost ($ million)	51	48	44	40	35	30
Rank	46	46	45	45	45	46
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 Honolulu HI

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	700	700	695	695	700	705
Rank	54	53	53	53	51	50
Commuters (1000s)	303	299	293	289	288	286
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,775	5,740	5,625	5,715	5,725	5,720
Arterial Streets	3,155	3,135	3,115	3,100	3,080	3,100
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 ($/gallon)	1.72	2.00	1.86	1.53	1.63	1.67
Diesel ($/gallon)	2.00	2.12	2.02	1.88	1.83	1.83
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)	10,117	9,904	9,585	9,394	8,990	8,832
Rank	46	44	44	43	42	41
Fuel per Peak Auto Commuter (gallons)	18	19	17	18	16	17
Rank	27	13	24	12	18	9
Annual Delay						
Total Delay (1000s of person-hours)	19,830	19,413	18,787	18,414	17,621	17,312
Rank	45	45	45	45	45	44
Delay per Auto Commuter (pers-hrs)	45	44	44	43	41	41
Rank	21	20	16	16	17	16
Travel Time Index	1.33	1.32	1.32	1.31	1.30	1.30
Rank	4	4	4	4	4	4
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	313	304	285	268	252	245
Rank	45	45	45	45	44	43
Cost per Auto Commuter ($)	1,036	1,026	1,023	1,036	1,015	1,009
Rank	19	18	17	17	16	14
Truck Congestion						
Annual Person-Hours of Delay (000)	833	815	789	773	740	727
Rank	46	46	45	45	45	44
Annual Gallons of Wasted Fuel (000)	1,823	1,784	1,727	1,693	1,619	1,591
Rank	46	46	46	46	45	42
Annual Congestion Cost ($ million)	29	28	26	24	23	22
Rank	45	45	45	44	43	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 Honolulu HI

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	705	700	695	690	685	670
Rank	49	49	49	49	49	49
Commuters (1000s)	283	277	272	267	261	252
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,680	5,635	5,615	5,505	5,555	5,365
Arterial Streets	3,175	3,170	3,090	3,070	2,935	2,785
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 ($/gallon)	1.68	1.57	1.52	1.50	1.47	1.46
Diesel ($/gallon)	1.88	1.75	1.70	1.68	1.69	1.68
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)	8,434	8,082	7,411	7,144	6,921	6,264
Rank	39	38	38	38	37	37
Fuel per Peak Auto Commuter (gallons)	16	16	15	13	14	11
Rank	10	10	9	12	8	13
Annual Delay						
Total Delay (1000s of person-hours)	16,532	15,842	14,527	14,003	13,566	12,279
Rank	43	39	40	39	37	37
Delay per Auto Commuter (pers-hrs)	39	38	35	35	34	32
Rank	15	14	17	14	14	14
Travel Time Index	1.28	1.28	1.26	1.25	1.25	1.23
Rank	4	4	5	4	4	4
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	229	213	190	179	169	149
Rank	42	38	38	38	37	37
Cost per Auto Commuter ($)	988	974	923	909	907	850
Rank	13	13	13	12	12	13
Truck Congestion						
Annual Person-Hours of Delay (000)	694	665	610	588	570	516
Rank	44	41	41	41	38	38
Annual Gallons of Wasted Fuel (000)	1,519	1,455	1,335	1,287	1,246	1,128
Rank	42	39	40	38	37	38
Annual Congestion Cost ($ million)	21	20	18	17	16	15
Rank	42	38	38	37	37	37
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 Honolulu HI

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	665	665	660	620	595	590
Rank	48	46	46	47	49	50
Commuters (1000s)	247	245	242	225	214	211
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,225	5,155	4,940	4,540	4,105	3,965
Arterial Streets	2,700	2,690	2,615	2,600	2,555	2,555
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 ($/gallon)	1.36	1.36	1.26	1.26	1.23	1.61
Diesel ($/gallon)	1.57	1.57	1.45	1.45	1.42	1.85
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)	6,014	5,527	5,418	4,944	4,403	4,024
Rank	37	37	34	35	34	34
Fuel per Peak Auto Commuter (gallons)	12	10	11	10	9	8
Rank	9	11	9	10	11	13
Annual Delay						
Total Delay (1000s of person-hours)	11,789	10,834	10,620	9,690	8,630	7,888
Rank	37	37	37	37	38	38
Delay per Auto Commuter (pers-hrs)	31	29	29	28	26	24
Rank	15	16	16	16	15	15
Travel Time Index	1.23	1.21	1.21	1.20	1.19	1.18
Rank	4	5	5	5	7	8
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	137	120	113	99	85	78
Rank	37	37	36	37	38	37
Cost per Auto Commuter ($)	849	827	853	814	755	703
Rank	13	15	14	15	15	15
Truck Congestion						
Annual Person-Hours of Delay (000)	495	455	446	407	362	331
Rank	37	37	35	35	34	35
Annual Gallons of Wasted Fuel (000)	1,083	996	976	890	793	725
Rank	37	37	35	35	35	35
Annual Congestion Cost ($ million)	14	12	12	11	9	9
Rank	35	35	34	33	34	31
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 Honolulu HI

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	590	585	570
Rank	50	50	50
Commuters (1000s)	209	206	198
Daily Vehicle-Miles of Travel (1000s)			
Freeway	3,865	3,700	3,320
Arterial Streets	2,505	2,455	2,410
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.62	1.66	1.74
Diesel ($/gallon)	1.87	1.92	2.00
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)	3,733	3,419	3,233
Rank	33	33	31
Fuel per Peak Auto Commuter (gallons)	8	6	6
Rank	11	13	10
Annual Delay			
Total Delay (1000s of person-hours)	7,317	6,702	6,337
Rank	37	35	32
Delay per Auto Commuter (pers-hrs)	23	21	21
Rank	13	14	14
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)	71	63	58
Rank	34	33	32
Cost per Auto Commuter ($)	669	638	623
Rank	14	14	14
Truck Congestion			
Annual Person-Hours of Delay (000)	307	281	266
Rank	33	33	31
Annual Gallons of Wasted Fuel (000)	672	616	582
Rank	35	34	35
Annual Congestion Cost ($ million)	8	7	7
Rank	32	32	30
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.