

# Performance Measure Summary - Milwaukee WI

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 Milwaukee WI

Inventory Measures	2020	2019	2018	2017	2016	2015
<b>Urban Area Information</b>						
Population (1000s)	1,405	1,405	1,405	1,410	1,410	1,410
Rank	38	38	37	37	37	37
Commuters (1000s)	687	687	687	689	689	689
<b>Daily Vehicle-Miles of Travel (1000s)</b>						
Freeway	10,134	12,573	12,637	12,550	12,151	11,983
Arterial Streets	12,918	16,027	16,057	16,089	15,938	14,038
<b>Cost Components</b>						
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)	2.25	2.54	2.81	2.33	2.18	2.33
Diesel (\$/gallon)	2.69	2.81	3.25	2.51	2.32	2.31
System Performance	2020	2019	2018	2017	2016	2015
<b>Congested Travel (% of peak VMT)</b>	--	--	--	18.0	--	--
<b>Congested System (% of lane-miles)</b>	--	--	--	7.8	--	--
<b>Congested Time (number of "Rush Hours")</b>	--	--	--	2.8	--	--
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	11,419	18,582	18,347	18,847	18,740	18,540
Rank	32	38	38	38	38	38
Fuel per Peak Auto Commuter (gallons)	14	23	22	23	23	23
Rank	17	33	37	29	27	25
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	24,340	39,610	39,250	39,146	38,635	37,896
Rank	39	41	40	41	41	41
Delay per Auto Commuter (pers-hrs)	29	47	46	46	44	44
Rank	29	51	49	47	53	49
<b>Travel Time Index</b>	1.07	1.16	1.16	1.17	1.17	1.17
Rank	57	59	57	47	46	46
<b>Commuter Stress Index</b>	1.07	1.17	1.18	1.18	--	--
Rank	75	67	63	56	--	--
<b>Freeway Planning Time Index (95th Pctile)</b>	--	1.40	1.42	1.52	--	--
Rank	--	53	49	45	--	--
<b>Congestion Cost</b>						
Total Cost (\$ millions)	557	861	866	847	822	795
Rank	39	42	40	40	41	41
Cost per Auto Commuter (\$)	602	931	935	911	905	884
Rank	39	54	47	46	46	46
<b>Truck Congestion</b>						
Annual Person-Hours of Delay (000)	1,403	1,857	1,810	1,770	1,747	1,714
Rank	35	45	44	44	42	42
Annual Gallons of Wasted Fuel (000)	2,389	3,161	3,282	3,219	3,202	3,167
Rank	36	44	43	42	41	41
Annual Congestion Cost (\$ million)	74	91	100	94	89	82
Rank	35	46	44	43	42	42
<b>Annual Greenhouse Gases (CO2) Produced</b>						
Excess Due to Congestion (tons)	114,272	185,959	--	--	--	--
Rank	33	38	--	--	--	--
Due to All Travel (tons)	3,800,535	6,184,732	--	--	--	--
Rank	25	34	--	--	--	--
<b>Truck Annual Greenhouse Gases (CO2) Produced</b>						
Excess Due to Truck Congestion (tons)	26,196	34,665	--	--	--	--
Rank	36	44	--	--	--	--
Due to Truck Travel (tons)	1,077,634	1,426,061	--	--	--	--
Rank	22	33	--	--	--	--

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

# Mobility Data for Milwaukee WI

Inventory Measures	2014	2013	2012	2011	2010	2009
<b>Urban Area Information</b>						
Population (1000s)	1,410	1,410	1,405	1,405	1,405	1,400
Rank	37	37	37	36	35	34
Commuters (1000s)	689	699	697	695	693	688
<b>Daily Vehicle-Miles of Travel (1000s)</b>						
Freeway	11,511	11,340	11,195	11,490	11,459	11,000
Arterial Streets	13,630	13,962	14,510	15,200	15,129	14,800
<b>Cost Components</b>						
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)	3.32	3.63	3.60	3.42	2.71	2.29
Diesel (\$/gallon)	3.65	3.91	3.91	3.71	2.99	2.54
System Performance	2014	2013	2012	2011	2010	2009
<b>Congested Travel (% of peak VMT)</b>	--	--	--	--	--	--
<b>Congested System (% of lane-miles)</b>	--	--	--	--	--	--
<b>Congested Time (number of "Rush Hours")</b>	--	--	--	--	--	--
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	18,250	18,171	18,036	17,853	17,757	17,216
Rank	38	38	37	37	35	34
Fuel per Peak Auto Commuter (gallons)	22	22	22	22	22	20
Rank	24	24	21	18	20	18
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	36,660	35,860	34,959	33,974	33,479	31,853
Rank	41	41	41	41	40	40
Delay per Auto Commuter (pers-hrs)	43	41	41	40	40	38
Rank	49	52	50	49	48	54
<b>Travel Time Index</b>	1.17	1.17	1.17	1.16	1.16	1.16
Rank	49	48	47	56	54	55
<b>Commuter Stress Index</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Freeway Planning Time Index (95th Pctile)</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Congestion Cost</b>						
Total Cost (\$ millions)	786	760	731	703	660	612
Rank	41	41	41	40	40	40
Cost per Auto Commuter (\$)	849	841	829	831	845	817
Rank	46	46	46	46	46	45
<b>Truck Congestion</b>						
Annual Person-Hours of Delay (000)	1,658	1,622	1,581	1,536	1,514	1,440
Rank	42	42	41	41	39	39
Annual Gallons of Wasted Fuel (000)	3,118	3,104	3,081	3,049	3,033	2,941
Rank	41	40	39	38	36	38
Annual Congestion Cost (\$ million)	81	75	71	75	69	64
Rank	42	41	41	41	39	39
<b>Annual Greenhouse Gases (CO2) Produced</b>						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Truck Annual Greenhouse Gases (CO2) Produced</b>						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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# Mobility Data for Milwaukee WI

Inventory Measures	2008	2007	2006	2005	2004	2003
<b>Urban Area Information</b>						
Population (1000s)	1,400	1,395	1,395	1,390	1,390	1,385
Rank	34	34	33	33	33	33
Commuters (1000s)	685	682	680	674	671	664
<b>Daily Vehicle-Miles of Travel (1000s)</b>						
Freeway	10,645	11,055	10,950	10,750	10,940	10,465
Arterial Streets	14,455	14,545	14,520	14,400	14,800	14,230
<b>Cost Components</b>						
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)	3.48	3.08	2.73	2.37	1.98	1.58
Diesel (\$/gallon)	4.15	3.41	2.90	2.53	1.98	1.53
System Performance	2008	2007	2006	2005	2004	2003
<b>Congested Travel (% of peak VMT)</b>	--	--	--	--	--	--
<b>Congested System (% of lane-miles)</b>	--	--	--	--	--	--
<b>Congested Time (number of "Rush Hours")</b>	--	--	--	--	--	--
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	17,921	17,532	17,392	16,980	16,756	16,399
Rank	34	34	34	34	34	33
Fuel per Peak Auto Commuter (gallons)	21	21	22	20	20	21
Rank	24	23	18	25	21	13
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	31,579	30,894	30,647	29,920	29,524	28,896
Rank	40	39	39	39	39	38
Delay per Auto Commuter (pers-hrs)	37	37	36	36	35	35
Rank	54	54	56	53	56	53
<b>Travel Time Index</b>	1.17	1.16	1.16	1.16	1.16	1.16
Rank	51	59	58	57	55	52
<b>Commuter Stress Index</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Freeway Planning Time Index (95th Pctile)</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Congestion Cost</b>						
Total Cost (\$ millions)	633	590	564	528	498	468
Rank	40	39	39	38	38	38
Cost per Auto Commuter (\$)	803	817	833	841	858	862
Rank	45	46	44	43	41	40
<b>Truck Congestion</b>						
Annual Person-Hours of Delay (000)	1,428	1,397	1,386	1,353	1,335	1,307
Rank	40	40	39	39	39	38
Annual Gallons of Wasted Fuel (000)	3,062	2,995	2,971	2,901	2,862	2,801
Rank	37	37	37	37	37	35
Annual Congestion Cost (\$ million)	67	62	58	53	49	46
Rank	40	38	38	38	38	37
<b>Annual Greenhouse Gases (CO2) Produced</b>						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Truck Annual Greenhouse Gases (CO2) Produced</b>						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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# Mobility Data for Milwaukee WI

Inventory Measures	2002	2001	2000	1999	1998	1997
<b>Urban Area Information</b>						
Population (1000s)	1,380	1,370	1,365	1,330	1,300	1,285
Rank	33	33	33	33	32	32
Commuters (1000s)	656	646	639	618	598	587
<b>Daily Vehicle-Miles of Travel (1000s)</b>						
Freeway	10,000	9,800	9,700	9,325	8,860	8,750
Arterial Streets	13,380	13,365	13,515	13,405	13,325	13,225
<b>Cost Components</b>						
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	1.51	1.64	1.17	1.14	1.19
Diesel (\$/gallon)	1.40	1.58	1.57	1.16	1.16	1.26
System Performance	2002	2001	2000	1999	1998	1997
<b>Congested Travel (% of peak VMT)</b>	--	--	--	--	--	--
<b>Congested System (% of lane-miles)</b>	--	--	--	--	--	--
<b>Congested Time (number of "Rush Hours")</b>	--	--	--	--	--	--
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	15,897	15,624	15,042	14,628	14,558	14,187
Rank	33	33	31	30	28	28
Fuel per Peak Auto Commuter (gallons)	19	20	19	18	18	17
Rank	18	11	11	12	10	9
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	28,012	27,531	26,505	25,775	25,652	24,999
Rank	38	37	35	35	35	35
Delay per Auto Commuter (pers-hrs)	34	34	33	33	34	34
Rank	54	51	56	51	40	38
<b>Travel Time Index</b>	1.15	1.15	1.15	1.15	1.15	1.15
Rank	58	55	53	50	43	41
<b>Commuter Stress Index</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Freeway Planning Time Index (95th Pctile)</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Congestion Cost</b>						
Total Cost (\$ millions)	442	428	403	372	363	349
Rank	37	36	35	35	35	33
Cost per Auto Commuter (\$)	852	850	843	848	863	852
Rank	37	35	32	29	22	20
<b>Truck Congestion</b>						
Annual Person-Hours of Delay (000)	1,267	1,245	1,198	1,165	1,160	1,130
Rank	37	34	34	32	30	30
Annual Gallons of Wasted Fuel (000)	2,716	2,669	2,569	2,499	2,487	2,424
Rank	33	33	32	31	31	31
Annual Congestion Cost (\$ million)	42	41	38	35	34	33
Rank	37	33	32	32	30	30
<b>Annual Greenhouse Gases (CO2) Produced</b>						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Truck Annual Greenhouse Gases (CO2) Produced</b>						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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# Mobility Data for Milwaukee WI

Inventory Measures	1996	1995	1994	1993	1992	1991
<b>Urban Area Information</b>						
Population (1000s)	1,270	1,250	1,240	1,230	1,230	1,225
Rank	31	31	31	31	28	27
Commuters (1000s)	575	562	553	544	540	533
<b>Daily Vehicle-Miles of Travel (1000s)</b>						
Freeway	8,600	8,000	7,600	7,500	7,775	7,800
Arterial Streets	13,205	13,100	12,910	12,705	12,550	12,075
<b>Cost Components</b>						
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)	1.33	1.18	1.09	1.12	1.11	1.15
Diesel (\$/gallon)	1.42	1.26	1.16	1.20	1.19	1.25
System Performance	1996	1995	1994	1993	1992	1991
<b>Congested Travel (% of peak VMT)</b>	--	--	--	--	--	--
<b>Congested System (% of lane-miles)</b>	--	--	--	--	--	--
<b>Congested Time (number of "Rush Hours")</b>	--	--	--	--	--	--
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	13,919	12,972	11,877	11,369	10,950	10,509
Rank	27	28	28	27	25	25
Fuel per Peak Auto Commuter (gallons)	18	17	15	15	14	14
Rank	9	9	9	9	8	8
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	24,526	22,857	20,928	20,033	19,295	18,517
Rank	32	33	33	32	30	29
Delay per Auto Commuter (pers-hrs)	34	32	30	29	28	27
Rank	33	34	38	33	32	30
<b>Travel Time Index</b>	1.15	1.14	1.13	1.13	1.13	1.12
Rank	40	41	43	40	38	39
<b>Commuter Stress Index</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Freeway Planning Time Index (95th Pctile)</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Congestion Cost</b>						
Total Cost (\$ millions)	338	305	271	254	238	223
Rank	31	31	32	32	30	29
Cost per Auto Commuter (\$)	855	824	776	763	758	749
Rank	20	21	21	20	20	20
<b>Truck Congestion</b>						
Annual Person-Hours of Delay (000)	1,109	1,034	946	906	872	837
Rank	29	29	29	27	27	27
Annual Gallons of Wasted Fuel (000)	2,378	2,216	2,029	1,942	1,871	1,795
Rank	30	30	29	28	26	26
Annual Congestion Cost (\$ million)	32	29	26	25	24	23
Rank	29	29	29	27	27	27
<b>Annual Greenhouse Gases (CO2) Produced</b>						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Truck Annual Greenhouse Gases (CO2) Produced</b>						
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 Milwaukee WI

Inventory Measures	1990	1989	1988	1987	1986	1985
<b>Urban Area Information</b>						
Population (1000s)	1,230	1,225	1,225	1,220	1,215	1,210
Rank	27	26	26	26	25	25
Commuters (1000s)	531	524	519	512	506	500
<b>Daily Vehicle-Miles of Travel (1000s)</b>						
Freeway	7,615	7,400	7,050	6,775	6,315	6,090
Arterial Streets	11,820	11,480	11,435	10,945	10,905	10,440
<b>Cost Components</b>						
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)	1.11	1.13	1.04	1.05	1.02	1.34
Diesel (\$/gallon)	1.21	1.23	1.13	1.14	1.11	1.45
System Performance	1990	1989	1988	1987	1986	1985
<b>Congested Travel (% of peak VMT)</b>	--	--	--	--	--	--
<b>Congested System (% of lane-miles)</b>	--	--	--	--	--	--
<b>Congested Time (number of "Rush Hours")</b>	--	--	--	--	--	--
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	9,964	9,331	8,728	8,119	7,233	6,240
Rank	25	23	22	22	23	23
Fuel per Peak Auto Commuter (gallons)	13	12	12	11	10	10
Rank	8	8	8	8	9	8
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	17,556	16,441	15,378	14,308	12,746	10,995
Rank	27	25	25	26	26	27
Delay per Auto Commuter (pers-hrs)	26	24	23	21	19	17
Rank	27	29	28	31	35	38
<b>Travel Time Index</b>	1.12	1.11	1.10	1.10	1.09	1.08
Rank	35	37	41	37	39	40
<b>Commuter Stress Index</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Freeway Planning Time Index (95th Pctile)</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Congestion Cost</b>						
Total Cost (\$ millions)	203	182	163	146	126	109
Rank	26	25	26	25	26	27
Cost per Auto Commuter (\$)	742	734	724	700	649	572
Rank	19	19	18	18	18	18
<b>Truck Congestion</b>						
Annual Person-Hours of Delay (000)	794	743	695	647	576	497
Rank	27	26	26	25	25	25
Annual Gallons of Wasted Fuel (000)	1,702	1,594	1,491	1,387	1,235	1,066
Rank	26	26	26	25	25	28
Annual Congestion Cost (\$ million)	21	20	18	17	15	13
Rank	27	25	25	25	25	25
<b>Annual Greenhouse Gases (CO2) Produced</b>						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Truck Annual Greenhouse Gases (CO2) Produced</b>						
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 Milwaukee WI

Inventory Measures	1984	1983	1982
<b>Urban Area Information</b>			
Population (1000s)	1,210	1,210	1,210
Rank	25	25	25
Commuters (1000s)	494	490	486
<b>Daily Vehicle-Miles of Travel (1000s)</b>			
Freeway	5,815	5,385	5,250
Arterial Streets	9,415	9,090	9,065
<b>Cost Components</b>			
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)	1.47	1.50	1.57
System Performance	1984	1983	1982
<b>Congested Travel (% of peak VMT)</b>	--	--	--
<b>Congested System (% of lane-miles)</b>	--	--	--
<b>Congested Time (number of "Rush Hours")</b>	--	--	--
<b>Annual Excess Fuel Consumed</b>			
Total Fuel (1000 gallons)	5,158	4,774	4,551
Rank	24	23	23
Fuel per Peak Auto Commuter (gallons)	6	6	2
Rank	20	13	55
<b>Annual Delay</b>			
Total Delay (1000s of person-hours)	9,088	8,412	8,019
Rank	27	28	27
Delay per Auto Commuter (pers-hrs)	14	13	13
Rank	48	49	44
<b>Travel Time Index</b>	1.06	1.06	1.06
Rank	50	45	42
<b>Commuter Stress Index</b>	--	--	--
Rank	--	--	--
<b>Freeway Planning Time Index (95th Pctile)</b>	--	--	--
Rank	--	--	--
<b>Congestion Cost</b>			
Total Cost (\$ millions)	87	78	73
Rank	27	27	27
Cost per Auto Commuter (\$)	485	473	466
Rank	24	23	22
<b>Truck Congestion</b>			
Annual Person-Hours of Delay (000)	411	380	363
Rank	29	28	27
Annual Gallons of Wasted Fuel (000)	881	816	777
Rank	29	29	28
Annual Congestion Cost (\$ million)	10	10	9
Rank	28	26	26
<b>Annual Greenhouse Gases (CO2) Produced</b>			
Excess Due to Congestion (tons)	--	--	--
Rank	--	--	--
Due to All Travel (tons)	--	--	--
Rank	--	--	--
<b>Truck Annual Greenhouse Gases (CO2) Produced</b>			
Excess Due to Truck Congestion (tons)	--	--	--
Rank	--	--	--
Due to Truck Travel (tons)	--	--	--
Rank	--	--	--

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