Performance Measure Summary - Minneapolis-St. Paul MN-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 Minneapolis-St. Paul MN-WI

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	2,880	2,880	2,865	2,850	2,840	2,830
Rank	16	16	16	16	16	16
Commuters (1000s)	1,417	1,417	1,409	1,402	1,396	1,390
Daily Vehicle-Miles of Travel (1000s)						
Freeway	25,979	32,596	32,768	32,969	32,321	30,126
Arterial Streets	20,987	26,332	26,183	25,956	25,383	25,958
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 ($/gallon)	2.26	2.59	2.79	2.30	2.08	2.24
Diesel ($/gallon)	2.77	2.92	3.22	2.48	2.26	2.49
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	24.6	--	--
Congested System (% of lane-miles)	--	--	--	12.9	--	--
Congested Time (number of "Rush Hours")	--	--	--	3.7	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	22,154	40,837	36,835	33,726	33,488	33,230
Rank	15	17	19	22	20	19
Fuel per Peak Auto Commuter (gallons)	12	22	20	18	18	18
Rank	39	39	47	63	60	58
Annual Delay						
Total Delay (1000s of person-hours)	59,835	110,297	107,867	103,695	101,370	99,730
Rank	15	18	18	19	19	19
Delay per Auto Commuter (pers-hrs)	32	59	58	56	54	53
Rank	21	26	25	31	30	29
Travel Time Index	1.11	1.26	1.26	1.25	1.25	1.25
Rank	20	23	23	24	24	24
Commuter Stress Index	1.12	1.28	1.27	1.26	--	--
Rank	24	31	32	32	--	--
Freeway Planning Time Index (95th Pctile)	--	1.77	1.70	1.61	--	--
Rank	--	28	31	37	--	--
Congestion Cost						
Total Cost ($ millions)	1,322	2,384	2,302	2,180	2,096	2,035
Rank	15	18	18	19	19	19
Cost per Auto Commuter ($)	620	1,119	1,086	1,034	1,018	995
Rank	33	36	33	35	35	34
Truck Congestion						
Annual Person-Hours of Delay (000)	2,244	3,975	3,804	3,955	3,867	3,804
Rank	19	23	23	20	20	20
Annual Gallons of Wasted Fuel (000)	3,884	6,880	6,653	6,750	6,702	6,651
Rank	19	24	24	23	23	22
Annual Congestion Cost ($ million)	119	236	210	208	196	182
Rank	19	18	23	20	20	20
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	220,864	407,131	--	--	--	--
Rank	15	17	--	--	--	--
Due to All Travel (tons)	5,434,622	10,017,967	--	--	--	--
Rank	16	17	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	42,639	75,527	--	--	--	--
Rank	21	25	--	--	--	--
Due to Truck Travel (tons)	981,606	1,738,741	--	--	--	--
Rank	26	28	--	--	--	--

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

Mobility Data for Minneapolis-St. Paul MN-WI

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	2,815	2,810	2,785	2,760	2,730	2,700
Rank	16	16	16	16	16	16
Commuters (1000s)	1,383	1,383	1,371	1,356	1,337	1,317
Daily Vehicle-Miles of Travel (1000s)						
Freeway	30,126	29,550	28,765	30,383	30,085	29,300
Arterial Streets	25,959	25,831	23,875	23,919	23,685	23,741
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 ($/gallon)	3.30	3.49	3.48	3.39	2.71	2.22
Diesel ($/gallon)	3.72	3.88	3.96	3.72	3.01	2.55
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)	32,794	32,353	31,825	31,297	30,458	29,488
Rank	19	19	19	18	18	18
Fuel per Peak Auto Commuter (gallons)	17	17	17	17	18	15
Rank	65	64	61	60	46	62
Annual Delay						
Total Delay (1000s of person-hours)	96,726	93,750	90,573	87,450	84,317	80,108
Rank	19	19	19	19	19	18
Delay per Auto Commuter (pers-hrs)	52	50	50	49	47	47
Rank	28	28	23	22	24	23
Travel Time Index	1.26	1.26	1.26	1.25	1.25	1.25
Rank	22	22	21	22	21	22
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	2,004	1,912	1,822	1,742	1,608	1,491
Rank	19	19	19	19	19	19
Cost per Auto Commuter ($)	960	939	920	916	910	881
Rank	34	34	35	35	35	38
Truck Congestion						
Annual Person-Hours of Delay (000)	3,689	3,576	3,455	3,336	3,216	3,056
Rank	20	20	20	20	20	20
Annual Gallons of Wasted Fuel (000)	6,563	6,475	6,370	6,264	6,096	5,902
Rank	23	22	22	22	22	22
Annual Congestion Cost ($ million)	179	163	153	162	146	134
Rank	20	20	20	20	20	20
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 Minneapolis-St. Paul MN-WI

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	2,670	2,620	2,570	2,520	2,490	2,475
Rank	16	16	16	16	16	16
Commuters (1000s)	1,298	1,265	1,232	1,199	1,178	1,165
Daily Vehicle-Miles of Travel (1000s)						
Freeway	28,835	29,000	28,610	28,140	27,400	27,580
Arterial Streets	24,475	24,350	24,000	23,830	23,535	23,205
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 ($/gallon)	3.36	2.87	2.59	2.19	1.84	1.51
Diesel ($/gallon)	4.07	3.34	2.90	2.45	1.91	1.45
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)	31,219	31,198	30,892	30,352	29,817	29,092
Rank	18	19	17	17	17	17
Fuel per Peak Auto Commuter (gallons)	17	17	17	17	17	16
Rank	61	61	56	48	46	49
Annual Delay						
Total Delay (1000s of person-hours)	80,770	80,718	79,924	78,529	77,143	75,267
Rank	17	18	18	18	16	16
Delay per Auto Commuter (pers-hrs)	47	48	48	49	49	48
Rank	21	19	20	18	14	14
Travel Time Index	1.26	1.27	1.27	1.28	1.28	1.27
Rank	21	19	19	14	14	14
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	1,548	1,476	1,414	1,335	1,258	1,185
Rank	18	18	18	18	17	16
Cost per Auto Commuter ($)	881	915	929	944	959	961
Rank	33	33	32	32	30	29
Truck Congestion						
Annual Person-Hours of Delay (000)	3,080	3,079	3,049	2,995	2,942	2,871
Rank	20	20	20	20	20	20
Annual Gallons of Wasted Fuel (000)	6,248	6,244	6,183	6,075	5,967	5,822
Rank	21	22	22	22	21	19
Annual Congestion Cost ($ million)	143	134	126	117	108	99
Rank	20	21	20	20	20	20
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 Minneapolis-St. Paul MN-WI

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	2,440	2,430	2,390	2,370	2,320	2,290
Rank	16	16	16	16	16	16
Commuters (1000s)	1,132	1,108	1,073	1,046	1,008	979
Daily Vehicle-Miles of Travel (1000s)						
Freeway	27,300	28,185	27,095	26,165	25,505	24,485
Arterial Streets	23,105	22,450	21,825	21,445	20,735	20,610
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 ($/gallon)	1.34	1.43	1.54	1.14	1.09	1.19
Diesel ($/gallon)	1.32	1.50	1.48	1.12	1.14	1.28
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)	28,318	27,636	26,579	25,208	23,676	22,368
Rank	17	17	16	16	16	16
Fuel per Peak Auto Commuter (gallons)	16	16	16	15	14	13
Rank	42	36	32	32	31	38
Annual Delay						
Total Delay (1000s of person-hours)	73,265	71,501	68,767	65,220	61,255	57,872
Rank	16	16	16	16	16	16
Delay per Auto Commuter (pers-hrs)	48	47	47	46	45	43
Rank	13	12	12	11	11	12
Travel Time Index	1.27	1.27	1.27	1.26	1.25	1.24
Rank	13	13	10	9	9	9
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	1,123	1,081	1,013	920	846	790
Rank	16	16	16	16	16	16
Cost per Auto Commuter ($)	955	945	935	917	881	845
Rank	26	24	21	20	20	21
Truck Congestion						
Annual Person-Hours of Delay (000)	2,794	2,727	2,623	2,487	2,337	2,208
Rank	19	18	18	17	17	17
Annual Gallons of Wasted Fuel (000)	5,667	5,531	5,320	5,045	4,738	4,477
Rank	19	18	18	17	18	18
Annual Congestion Cost ($ million)	92	88	82	73	68	64
Rank	19	19	18	18	17	17
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 Minneapolis-St. Paul MN-WI

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	2,250	2,220	2,175	2,115	2,110	2,055
Rank	16	15	15	15	15	15
Commuters (1000s)	946	919	887	848	833	797
Daily Vehicle-Miles of Travel (1000s)						
Freeway	22,930	22,385	21,785	20,860	19,490	18,600
Arterial Streets	19,520	19,010	18,745	18,235	17,645	16,000
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 ($/gallon)	1.35	1.16	1.12	1.14	1.13	1.14
Diesel ($/gallon)	1.43	1.23	1.18	1.21	1.18	1.26
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)	20,426	18,523	16,932	14,982	13,312	11,815
Rank	17	17	18	20	20	22
Fuel per Peak Auto Commuter (gallons)	12	11	10	9	8	8
Rank	38	41	45	49	53	45
Annual Delay						
Total Delay (1000s of person-hours)	52,848	47,925	43,807	38,762	34,442	30,568
Rank	16	16	16	16	18	20
Delay per Auto Commuter (pers-hrs)	41	38	36	33	30	27
Rank	12	14	15	18	25	30
Travel Time Index	1.23	1.21	1.20	1.18	1.16	1.15
Rank	9	16	18	20	23	24
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	710	623	554	479	414	358
Rank	16	16	16	17	18	20
Cost per Auto Commuter ($)	788	736	695	631	577	528
Rank	22	28	30	30	35	43
Truck Congestion						
Annual Person-Hours of Delay (000)	2,016	1,828	1,671	1,478	1,314	1,166
Rank	19	19	20	20	22	22
Annual Gallons of Wasted Fuel (000)	4,088	3,707	3,389	2,998	2,664	2,365
Rank	18	19	21	22	23	23
Annual Congestion Cost ($ million)	59	52	47	41	36	32
Rank	17	19	19	20	22	22
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 Minneapolis-St. Paul MN-WI

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	2,010	1,970	1,925	1,885	1,845	1,800
Rank	15	15	16	16	17	17
Commuters (1000s)	768	747	723	704	682	661
Daily Vehicle-Miles of Travel (1000s)						
Freeway	17,790	16,860	16,420	15,620	14,560	13,685
Arterial Streets	14,960	14,265	14,570	14,110	13,605	12,670
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 ($/gallon)	1.12	1.16	1.07	1.07	1.05	1.37
Diesel ($/gallon)	1.14	1.09	1.00	1.01	0.98	1.29
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)	10,177	9,320	8,561	7,658	6,846	6,237
Rank	23	24	23	24	24	24
Fuel per Peak Auto Commuter (gallons)	7	5	6	4	4	3
Rank	50	63	45	61	54	66
Annual Delay						
Total Delay (1000s of person-hours)	26,330	24,114	22,148	19,813	17,711	16,137
Rank	20	20	19	21	22	23
Delay per Auto Commuter (pers-hrs)	24	23	22	20	18	17
Rank	39	37	32	36	42	38
Travel Time Index	1.14	1.13	1.12	1.11	1.10	1.10
Rank	26	28	28	30	33	27
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	297	259	228	196	170	154
Rank	20	20	19	21	22	23
Cost per Auto Commuter ($)	477	462	446	416	386	357
Rank	45	43	44	50	52	51
Truck Congestion						
Annual Person-Hours of Delay (000)	1,004	920	845	756	676	616
Rank	22	22	22	22	24	24
Annual Gallons of Wasted Fuel (000)	2,037	1,865	1,713	1,532	1,370	1,248
Rank	24	24	24	24	24	24
Annual Congestion Cost ($ million)	27	24	22	19	17	16
Rank	22	22	22	22	24	24
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 Minneapolis-St. Paul MN-WI

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	1,750	1,750	1,750
Rank	18	17	17
Commuters (1000s)	638	634	626
Daily Vehicle-Miles of Travel (1000s)			
Freeway	13,000	12,165	11,200
Arterial Streets	11,820	11,515	10,830
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.38	1.42	1.48
Diesel ($/gallon)	1.30	1.33	1.39
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)	5,585	4,745	4,263
Rank	23	24	24
Fuel per Peak Auto Commuter (gallons)	4	3	2
Rank	41	46	55
Annual Delay			
Total Delay (1000s of person-hours)	14,449	12,276	11,029
Rank	23	23	23
Delay per Auto Commuter (pers-hrs)	16	14	12
Rank	41	44	47
Travel Time Index	1.09	1.08	1.07
Rank	30	34	36
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	134	110	96
Rank	23	23	23
Cost per Auto Commuter ($)	332	295	275
Rank	49	55	55
Truck Congestion			
Annual Person-Hours of Delay (000)	551	469	420
Rank	24	24	24
Annual Gallons of Wasted Fuel (000)	1,118	950	853
Rank	24	26	26
Annual Congestion Cost ($ million)	14	12	10
Rank	24	24	24
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.