Performance Measure Summary - New Orleans LA

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 New Orleans LA

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	980	980	980	985	980	975
Rank	48	48	48	48	48	48
Commuters (1000s)	515	515	515	518	513	508
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,735	5,468	7,135	7,024	6,886	6,648
Arterial Streets	6,167	7,121	9,376	9,349	9,048	9,004
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 ($/gallon)	2.09	2.30	2.62	2.16	1.99	2.07
Diesel ($/gallon)	2.57	2.72	2.99	2.32	2.13	2.35
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	36.1	--	--
Congested System (% of lane-miles)	--	--	--	18.9	--	--
Congested Time (number of "Rush Hours")	--	--	--	4.8	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	11,121	23,123	22,878	23,206	22,741	22,652
Rank	34	33	33	32	32	32
Fuel per Peak Auto Commuter (gallons)	13	26	26	26	24	25
Rank	28	16	16	15	23	15
Annual Delay						
Total Delay (1000s of person-hours)	24,668	51,289	53,833	55,833	54,196	53,514
Rank	38	35	32	31	31	31
Delay per Auto Commuter (pers-hrs)	26	54	56	58	57	56
Rank	47	31	30	24	22	23
Travel Time Index	1.11	1.33	1.34	1.35	1.35	1.34
Rank	20	13	10	6	6	9
Commuter Stress Index	1.11	1.36	1.38	1.37	--	--
Rank	31	17	13	15	--	--
Freeway Planning Time Index (95th Pctile)	--	2.11	2.08	2.18	--	--
Rank	--	8	11	10	--	--
Congestion Cost						
Total Cost ($ millions)	571	1,171	1,208	1,224	1,167	1,133
Rank	36	33	32	30	31	30
Cost per Auto Commuter ($)	597	1,225	1,263	1,274	1,245	1,223
Rank	40	26	22	21	22	21
Truck Congestion						
Annual Person-Hours of Delay (000)	1,729	3,499	3,526	3,545	3,441	3,398
Rank	29	26	25	25	24	24
Annual Gallons of Wasted Fuel (000)	2,635	5,331	5,251	5,220	5,121	5,101
Rank	33	29	28	28	28	27
Annual Congestion Cost ($ million)	91	204	190	184	171	160
Rank	30	24	25	25	24	24
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	113,389	235,750	--	--	--	--
Rank	34	32	--	--	--	--
Due to All Travel (tons)	1,942,902	4,039,546	--	--	--	--
Rank	52	47	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	28,789	58,248	--	--	--	--
Rank	33	29	--	--	--	--
Due to Truck Travel (tons)	462,249	935,264	--	--	--	--
Rank	58	48	--	--	--	--

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

Mobility Data for New Orleans LA

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	975	955	940	935	930	925
Rank	47	48	48	48	47	47
Commuters (1000s)	506	497	489	486	481	478
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,914	5,384	4,950	4,763	4,696	4,776
Arterial Streets	8,188	8,182	7,735	7,670	7,562	7,861
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 ($/gallon)	3.14	3.34	3.35	3.28	2.61	2.17
Diesel ($/gallon)	3.48	3.75	3.74	3.56	2.84	2.46
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)	21,865	21,713	21,728	21,686	21,291	20,381
Rank	32	32	31	29	30	31
Fuel per Peak Auto Commuter (gallons)	23	22	21	20	21	20
Rank	19	24	28	32	24	18
Annual Delay						
Total Delay (1000s of person-hours)	51,201	50,397	49,530	48,536	47,211	44,348
Rank	31	31	30	30	29	29
Delay per Auto Commuter (pers-hrs)	54	51	49	47	45	42
Rank	23	25	28	28	30	35
Travel Time Index	1.33	1.32	1.33	1.32	1.32	1.31
Rank	11	12	9	9	8	9
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	1,103	1,066	1,033	1,009	937	858
Rank	30	30	30	29	29	29
Cost per Auto Commuter ($)	1,162	1,156	1,150	1,162	1,166	1,115
Rank	22	20	19	18	16	16
Truck Congestion						
Annual Person-Hours of Delay (000)	3,250	3,200	3,144	3,081	2,998	2,816
Rank	24	24	24	23	22	23
Annual Gallons of Wasted Fuel (000)	4,923	4,889	4,893	4,883	4,795	4,590
Rank	27	27	27	27	27	28
Annual Congestion Cost ($ million)	153	141	135	146	132	121
Rank	24	24	24	24	24	23
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 New Orleans LA

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	925	910	900	1,050	1,060	1,070
Rank	47	47	47	40	39	39
Commuters (1000s)	475	469	461	534	536	539
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,800	5,300	5,400	5,700	5,700	5,750
Arterial Streets	7,900	8,100	8,165	8,200	8,230	8,290
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 ($/gallon)	3.35	2.92	2.56	2.23	1.87	1.46
Diesel ($/gallon)	4.04	3.28	2.74	2.40	1.85	1.44
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)	19,870	17,173	15,684	17,645	18,731	18,245
Rank	31	35	38	32	31	31
Fuel per Peak Auto Commuter (gallons)	21	18	12	15	17	18
Rank	24	49	86	64	46	30
Annual Delay						
Total Delay (1000s of person-hours)	41,177	35,588	32,503	36,567	38,817	37,811
Rank	31	35	36	32	31	30
Delay per Auto Commuter (pers-hrs)	38	36	33	32	34	33
Rank	47	59	73	75	60	65
Travel Time Index	1.30	1.27	1.24	1.23	1.25	1.24
Rank	12	19	27	28	23	25
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	826	680	599	647	658	616
Rank	31	33	35	31	31	30
Cost per Auto Commuter ($)	1,025	953	865	1,006	1,105	1,104
Rank	18	29	41	25	18	17
Truck Congestion						
Annual Person-Hours of Delay (000)	2,614	2,260	2,064	2,322	2,464	2,401
Rank	23	24	24	24	23	22
Annual Gallons of Wasted Fuel (000)	4,474	3,868	3,532	3,974	4,218	4,109
Rank	28	29	31	28	28	28
Annual Congestion Cost ($ million)	118	96	83	89	88	82
Rank	24	24	26	24	23	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	--	--	--	--	--	--

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Mobility Data for New Orleans LA

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	1,080	1,095	1,090	1,090	1,090	1,085
Rank	38	38	38	37	36	36
Commuters (1000s)	541	538	529	528	524	518
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,700	5,585	5,615	5,750	5,745	5,470
Arterial Streets	8,280	8,170	8,190	8,210	8,035	7,980
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 ($/gallon)	1.33	1.43	1.49	1.08	1.04	1.17
Diesel ($/gallon)	1.31	1.44	1.43	1.07	1.12	1.23
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)	17,658	17,383	16,970	16,632	16,335	15,947
Rank	29	28	28	26	25	25
Fuel per Peak Auto Commuter (gallons)	16	16	15	15	15	14
Rank	42	36	40	32	25	26
Annual Delay						
Total Delay (1000s of person-hours)	36,593	36,023	35,168	34,468	33,852	33,048
Rank	31	30	29	29	25	25
Delay per Auto Commuter (pers-hrs)	32	30	30	29	29	28
Rank	67	71	68	67	64	63
Travel Time Index	1.23	1.23	1.22	1.22	1.22	1.21
Rank	26	24	24	24	23	23
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	580	563	536	501	483	466
Rank	29	30	29	28	24	24
Cost per Auto Commuter ($)	1,093	1,091	1,094	1,109	1,114	1,104
Rank	15	14	14	12	12	11
Truck Congestion						
Annual Person-Hours of Delay (000)	2,324	2,287	2,233	2,189	2,150	2,098
Rank	22	22	22	21	19	19
Annual Gallons of Wasted Fuel (000)	3,976	3,914	3,822	3,745	3,678	3,591
Rank	27	26	25	25	24	23
Annual Congestion Cost ($ million)	76	73	69	64	62	60
Rank	22	22	22	21	19	19
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 New Orleans LA

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	1,085	1,085	1,085	1,080	1,075	1,060
Rank	35	35	34	34	34	35
Commuters (1000s)	522	520	514	502	496	481
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,400	5,590	5,555	5,105	5,000	4,900
Arterial Streets	7,835	7,780	7,745	7,725	7,710	7,600
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 ($/gallon)	1.22	1.16	1.06	1.12	1.12	1.12
Diesel ($/gallon)	1.29	1.23	1.13	1.18	1.20	1.21
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)	15,652	15,180	14,645	13,477	12,814	12,191
Rank	23	23	23	22	22	20
Fuel per Peak Auto Commuter (gallons)	14	15	14	13	12	12
Rank	18	11	13	12	13	12
Annual Delay						
Total Delay (1000s of person-hours)	32,436	31,459	30,350	27,929	26,555	25,265
Rank	24	24	24	23	22	22
Delay per Auto Commuter (pers-hrs)	28	27	26	24	23	22
Rank	59	57	55	58	58	53
Travel Time Index	1.21	1.20	1.20	1.18	1.18	1.17
Rank	19	21	18	20	18	18
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	449	423	397	358	332	308
Rank	24	24	23	23	22	22
Cost per Auto Commuter ($)	1,108	1,108	1,102	1,039	1,020	1,001
Rank	9	9	9	10	10	8
Truck Congestion						
Annual Person-Hours of Delay (000)	2,059	1,997	1,927	1,773	1,686	1,604
Rank	17	17	17	17	17	17
Annual Gallons of Wasted Fuel (000)	3,524	3,418	3,298	3,035	2,886	2,746
Rank	23	23	22	21	21	21
Annual Congestion Cost ($ million)	58	56	53	48	45	43
Rank	18	17	17	17	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	--	--	--	--	--	--

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

Mobility Data for New Orleans LA

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	1,050	1,045	1,040	1,035	1,035	1,030
Rank	35	35	35	34	32	31
Commuters (1000s)	478	471	465	461	455	449
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,750	4,600	4,450	4,360	4,435	4,490
Arterial Streets	7,545	7,400	7,205	7,215	7,300	7,305
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 ($/gallon)	1.08	1.09	1.01	1.10	0.98	1.29
Diesel ($/gallon)	1.08	1.00	0.92	0.92	0.90	1.18
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)	11,346	10,667	10,094	10,062	9,715	9,285
Rank	20	19	19	18	17	16
Fuel per Peak Auto Commuter (gallons)	11	10	9	9	9	9
Rank	13	11	13	13	11	10
Annual Delay						
Total Delay (1000s of person-hours)	23,513	22,105	20,918	20,852	20,132	19,241
Rank	22	22	22	19	20	19
Delay per Auto Commuter (pers-hrs)	22	21	20	20	19	19
Rank	46	45	44	36	35	30
Travel Time Index	1.16	1.15	1.15	1.15	1.14	1.14
Rank	19	20	18	18	18	18
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	275	247	224	216	202	192
Rank	22	22	22	19	19	19
Cost per Auto Commuter ($)	973	969	963	1,002	1,004	975
Rank	8	8	8	8	8	9
Truck Congestion						
Annual Person-Hours of Delay (000)	1,494	1,403	1,329	1,324	1,279	1,221
Rank	17	17	17	15	15	15
Annual Gallons of Wasted Fuel (000)	2,555	2,402	2,273	2,266	2,187	2,090
Rank	19	19	19	17	17	16
Annual Congestion Cost ($ million)	39	36	33	33	31	30
Rank	17	17	17	15	15	15
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 New Orleans LA

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	1,030	1,025	1,020
Rank	31	32	32
Commuters (1000s)	448	440	434
Daily Vehicle-Miles of Travel (1000s)			
Freeway	4,335	4,125	4,035
Arterial Streets	7,125	7,275	6,730
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.30	1.33	1.39
Diesel ($/gallon)	1.19	1.22	1.28
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)	10,179	9,177	7,731
Rank	15	15	15
Fuel per Peak Auto Commuter (gallons)	10	10	9
Rank	9	4	7
Annual Delay			
Total Delay (1000s of person-hours)	21,094	19,018	16,022
Rank	16	16	17
Delay per Auto Commuter (pers-hrs)	20	19	16
Rank	23	21	28
Travel Time Index	1.15	1.14	1.12
Rank	13	14	16
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	205	179	147
Rank	15	16	16
Cost per Auto Commuter ($)	1,109	1,050	912
Rank	7	8	9
Truck Congestion			
Annual Person-Hours of Delay (000)	1,339	1,208	1,017
Rank	15	15	15
Annual Gallons of Wasted Fuel (000)	2,292	2,067	1,741
Rank	15	15	16
Annual Congestion Cost ($ million)	33	29	24
Rank	15	15	15
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.