Performance Measure Summary - Omaha NE-IA

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 Omaha NE-IA

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	790	790	790	785	780	775
Rank	57	57	57	57	56	56
Commuters (1000s)	409	409	409	406	402	399
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,604	6,817	6,655	6,571	6,255	6,117
Arterial Streets	5,459	6,641	6,622	6,500	6,353	6,048
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 ($/gallon)	2.29	2.50	2.80	2.33	2.16	2.37
Diesel ($/gallon)	2.62	2.79	3.15	2.46	2.24	2.43
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	19.0	--	--
Congested System (% of lane-miles)	--	--	--	14.4	--	--
Congested Time (number of "Rush Hours")	--	--	--	2.2	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	3,988	9,137	8,718	8,415	8,287	8,095
Rank	70	60	62	61	61	62
Fuel per Peak Auto Commuter (gallons)	8	18	18	17	17	17
Rank	82	69	64	68	68	65
Annual Delay						
Total Delay (1000s of person-hours)	9,777	22,404	21,058	19,117	18,535	17,796
Rank	68	59	60	62	62	63
Delay per Auto Commuter (pers-hrs)	19	44	42	38	37	36
Rank	82	64	69	80	81	82
Travel Time Index	1.05	1.18	1.18	1.17	1.17	1.16
Rank	85	41	41	47	46	57
Commuter Stress Index	1.07	1.20	1.19	1.18	--	--
Rank	75	49	51	56	--	--
Freeway Planning Time Index (95th Pctile)	--	1.35	1.30	1.29	--	--
Rank	--	64	66	72	--	--
Congestion Cost						
Total Cost ($ millions)	216	479	449	404	385	366
Rank	68	60	62	63	63	63
Cost per Auto Commuter ($)	377	838	786	711	695	663
Rank	84	64	73	84	84	83
Truck Congestion						
Annual Person-Hours of Delay (000)	325	612	593	603	584	561
Rank	78	78	78	77	77	77
Annual Gallons of Wasted Fuel (000)	538	1,013	980	984	969	946
Rank	81	81	80	79	79	79
Annual Congestion Cost ($ million)	17	36	32	32	29	27
Rank	78	71	78	76	77	76
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	39,573	90,676	--	--	--	--
Rank	71	61	--	--	--	--
Due to All Travel (tons)	1,051,337	2,409,031	--	--	--	--
Rank	78	69	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	5,910	11,132	--	--	--	--
Rank	81	79	--	--	--	--
Due to Truck Travel (tons)	211,797	398,976	--	--	--	--
Rank	83	77	--	--	--	--

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

Mobility Data for Omaha NE-IA

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	770	755	740	730	720	710
Rank	56	56	57	58	58	59
Commuters (1000s)	396	396	388	382	375	369
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,249	5,182	5,070	5,119	4,971	4,475
Arterial Streets	5,989	5,954	6,010	6,725	6,663	6,950
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 ($/gallon)	3.35	3.50	3.47	3.44	2.74	2.28
Diesel ($/gallon)	3.55	3.81	3.88	3.64	2.92	2.47
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)	7,906	7,867	7,820	7,339	7,267	7,063
Rank	61	61	61	61	61	61
Fuel per Peak Auto Commuter (gallons)	17	16	17	15	15	15
Rank	65	71	61	74	73	62
Annual Delay						
Total Delay (1000s of person-hours)	17,079	16,842	16,444	15,153	14,864	14,177
Rank	62	62	61	63	63	63
Delay per Auto Commuter (pers-hrs)	35	35	34	32	32	32
Rank	80	79	79	82	81	80
Travel Time Index	1.16	1.16	1.16	1.16	1.16	1.16
Rank	58	55	57	56	54	55
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	359	349	336	306	287	266
Rank	62	62	61	63	63	63
Cost per Auto Commuter ($)	633	630	623	593	599	582
Rank	83	82	80	88	85	86
Truck Congestion						
Annual Person-Hours of Delay (000)	538	531	519	478	469	447
Rank	77	77	77	78	77	77
Annual Gallons of Wasted Fuel (000)	924	920	915	858	850	826
Rank	79	79	79	79	79	79
Annual Congestion Cost ($ million)	26	24	23	23	21	19
Rank	77	77	76	78	78	79
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 Omaha NE-IA

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	705	695	685	675	665	655
Rank	59	59	58	59	60	60
Commuters (1000s)	365	358	351	343	336	329
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,260	4,340	4,300	3,900	3,750	3,600
Arterial Streets	7,235	7,025	7,110	6,705	6,795	6,740
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 ($/gallon)	3.42	3.04	2.65	2.32	1.92	1.53
Diesel ($/gallon)	4.07	3.40	2.90	2.48	1.92	1.49
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)	7,160	6,576	6,483	6,229	6,181	5,934
Rank	61	65	64	64	62	62
Fuel per Peak Auto Commuter (gallons)	16	14	15	13	14	12
Rank	68	81	73	81	71	83
Annual Delay						
Total Delay (1000s of person-hours)	13,688	12,571	12,394	11,908	11,815	11,344
Rank	63	67	65	65	65	65
Delay per Auto Commuter (pers-hrs)	30	29	29	29	29	28
Rank	81	84	84	84	83	84
Travel Time Index	1.16	1.15	1.15	1.15	1.15	1.14
Rank	61	69	69	68	64	69
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	267	234	223	205	195	180
Rank	63	67	67	67	65	66
Cost per Auto Commuter ($)	558	531	539	535	550	541
Rank	87	90	90	90	88	87
Truck Congestion						
Annual Person-Hours of Delay (000)	432	396	391	375	372	357
Rank	78	81	80	80	77	76
Annual Gallons of Wasted Fuel (000)	837	769	758	729	723	694
Rank	80	83	83	82	79	78
Annual Congestion Cost ($ million)	20	17	16	15	14	12
Rank	78	81	79	78	74	75
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 Omaha NE-IA

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	645	635	620	605	590	575
Rank	60	60	60	60	61	61
Commuters (1000s)	321	311	300	289	279	268
Daily Vehicle-Miles of Travel (1000s)						
Freeway	3,635	3,420	3,300	3,280	3,135	2,955
Arterial Streets	6,690	6,675	6,625	6,310	6,220	6,005
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 ($/gallon)	1.40	1.44	1.60	1.12	1.10	1.20
Diesel ($/gallon)	1.34	1.52	1.50	1.11	1.13	1.26
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)	5,763	5,453	5,071	4,653	4,173	3,875
Rank	61	64	65	67	68	69
Fuel per Peak Auto Commuter (gallons)	13	12	12	11	10	8
Rank	71	74	68	72	73	79
Annual Delay						
Total Delay (1000s of person-hours)	11,017	10,424	9,694	8,895	7,976	7,407
Rank	65	66	68	70	71	71
Delay per Auto Commuter (pers-hrs)	28	27	26	25	23	22
Rank	83	82	81	82	83	83
Travel Time Index	1.14	1.14	1.13	1.13	1.12	1.11
Rank	68	66	72	70	71	71
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	170	159	144	126	111	102
Rank	65	67	69	71	71	71
Cost per Auto Commuter ($)	537	515	494	468	427	403
Rank	84	83	80	81	84	82
Truck Congestion						
Annual Person-Hours of Delay (000)	348	329	306	281	252	234
Rank	76	76	76	76	77	78
Annual Gallons of Wasted Fuel (000)	674	638	593	544	488	453
Rank	77	75	76	81	80	79
Annual Congestion Cost ($ million)	11	11	10	8	7	7
Rank	75	74	74	76	77	75
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 Omaha NE-IA

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	565	555	545	540	535	535
Rank	61	61	61	61	61	60
Commuters (1000s)	260	252	245	240	234	231
Daily Vehicle-Miles of Travel (1000s)						
Freeway	2,860	2,715	2,690	2,455	2,370	2,095
Arterial Streets	6,070	5,895	5,810	5,685	5,565	5,155
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 ($/gallon)	1.30	1.16	1.14	1.15	1.17	1.14
Diesel ($/gallon)	1.35	1.21	1.18	1.19	1.21	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)	3,788	3,391	3,297	3,022	2,811	2,502
Rank	67	69	66	67	65	66
Fuel per Peak Auto Commuter (gallons)	9	7	8	6	7	5
Rank	69	77	65	76	59	79
Annual Delay						
Total Delay (1000s of person-hours)	7,242	6,481	6,303	5,778	5,374	4,783
Rank	69	69	69	69	68	69
Delay per Auto Commuter (pers-hrs)	22	20	20	19	18	16
Rank	79	82	80	78	80	83
Travel Time Index	1.11	1.10	1.10	1.10	1.09	1.08
Rank	71	72	69	64	67	68
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	98	85	80	72	65	56
Rank	69	70	70	70	68	69
Cost per Auto Commuter ($)	406	371	371	353	338	306
Rank	80	82	79	79	79	83
Truck Congestion						
Annual Person-Hours of Delay (000)	228	204	199	182	170	151
Rank	77	79	78	78	78	79
Annual Gallons of Wasted Fuel (000)	443	397	386	354	329	292
Rank	78	80	77	78	79	81
Annual Congestion Cost ($ million)	7	6	6	5	5	4
Rank	75	76	74	76	73	78
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 Omaha NE-IA

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	530	525	520	520	515	510
Rank	59	58	56	56	56	56
Commuters (1000s)	226	222	219	217	213	210
Daily Vehicle-Miles of Travel (1000s)						
Freeway	2,040	2,050	1,965	1,940	1,895	1,735
Arterial Streets	5,135	4,890	4,875	4,755	4,790	4,255
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 ($/gallon)	1.13	1.17	1.08	1.08	1.06	1.38
Diesel ($/gallon)	1.13	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)	2,283	1,939	1,840	1,672	1,634	1,540
Rank	66	66	66	66	64	63
Fuel per Peak Auto Commuter (gallons)	6	4	4	4	3	3
Rank	60	76	71	61	74	66
Annual Delay						
Total Delay (1000s of person-hours)	4,364	3,706	3,518	3,196	3,123	2,943
Rank	68	69	69	68	66	66
Delay per Auto Commuter (pers-hrs)	15	13	12	11	11	11
Rank	84	84	85	82	78	72
Travel Time Index	1.08	1.07	1.06	1.06	1.06	1.05
Rank	62	65	73	65	56	64
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	49	40	36	32	30	28
Rank	68	69	69	68	66	66
Cost per Auto Commuter ($)	297	265	262	248	255	242
Rank	81	83	82	82	76	75
Truck Congestion						
Annual Person-Hours of Delay (000)	137	117	111	101	98	93
Rank	79	81	79	80	77	76
Annual Gallons of Wasted Fuel (000)	267	227	215	195	191	180
Rank	82	82	81	81	78	77
Annual Congestion Cost ($ million)	4	3	3	3	2	2
Rank	71	76	71	68	76	73
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 Omaha NE-IA

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	510	505	500
Rank	56	56	54
Commuters (1000s)	208	204	200
Daily Vehicle-Miles of Travel (1000s)			
Freeway	1,705	1,585	1,520
Arterial Streets	1,235	4,015	3,810
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.40	1.43	1.50
Diesel ($/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)	1,385	1,273	1,193
Rank	62	63	63
Fuel per Peak Auto Commuter (gallons)	3	3	2
Rank	61	46	55
Annual Delay			
Total Delay (1000s of person-hours)	2,648	2,433	2,280
Rank	66	66	64
Delay per Auto Commuter (pers-hrs)	10	9	9
Rank	70	70	65
Travel Time Index	1.05	1.05	1.04
Rank	57	55	61
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	25	22	20
Rank	66	65	64
Cost per Auto Commuter ($)	224	219	217
Rank	75	74	70
Truck Congestion			
Annual Person-Hours of Delay (000)	83	77	72
Rank	74	74	74
Annual Gallons of Wasted Fuel (000)	162	149	140
Rank	76	75	74
Annual Congestion Cost ($ million)	2	2	2
Rank	71	68	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.