Performance Measure Summary - Pittsburgh PA

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 Pittsburgh PA

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	1,750	1,750	1,750	1,760	1,760	1,765
Rank	30	30	29	28	28	28
Commuters (1000s)	847	847	847	852	852	854
Daily Vehicle-Miles of Travel (1000s)						
Freeway	10,841	13,417	12,381	11,593	11,529	10,886
Arterial Streets	12,304	15,228	15,244	14,523	14,702	14,991
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 ($/gallon)	2.57	2.81	3.06	2.57	2.32	2.44
Diesel ($/gallon)	3.09	3.40	3.61	2.94	2.59	2.80
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	15.7	--	--
Congested System (% of lane-miles)	--	--	--	1.7	--	--
Congested Time (number of "Rush Hours")	--	--	--	1.2	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	10,740	19,340	19,367	19,298	19,149	18,902
Rank	38	37	36	36	35	36
Fuel per Peak Auto Commuter (gallons)	12	21	21	21	21	21
Rank	39	43	42	41	37	36
Annual Delay						
Total Delay (1000s of person-hours)	24,743	44,556	44,407	45,370	44,355	43,037
Rank	37	38	38	37	37	37
Delay per Auto Commuter (pers-hrs)	25	45	45	46	46	45
Rank	55	60	54	47	47	45
Travel Time Index	1.08	1.18	1.18	1.19	1.19	1.19
Rank	44	41	41	38	38	38
Commuter Stress Index	1.09	1.19	1.19	1.20	--	--
Rank	44	54	51	47	--	--
Freeway Planning Time Index (95th Pctile)	--	1.37	1.40	1.44	--	--
Rank	--	58	53	50	--	--
Congestion Cost						
Total Cost ($ millions)	561	966	975	978	938	899
Rank	38	38	38	37	37	37
Cost per Auto Commuter ($)	552	952	961	958	943	910
Rank	47	48	46	42	41	43
Truck Congestion						
Annual Person-Hours of Delay (000)	1,166	1,880	1,881	1,958	1,914	1,857
Rank	40	43	43	39	39	39
Annual Gallons of Wasted Fuel (000)	1,766	2,848	2,811	2,939	2,916	2,879
Rank	42	47	46	44	44	43
Annual Congestion Cost ($ million)	62	92	103	104	97	89
Rank	40	44	43	39	39	39
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	107,011	192,699	--	--	--	--
Rank	39	37	--	--	--	--
Due to All Travel (tons)	3,138,289	5,651,244	--	--	--	--
Rank	29	36	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	19,296	31,120	--	--	--	--
Rank	42	47	--	--	--	--
Due to Truck Travel (tons)	828,318	1,335,865	--	--	--	--
Rank	31	38	--	--	--	--

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

Mobility Data for Pittsburgh PA

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	1,765	1,770	1,770	1,775	1,775	1,775
Rank	28	28	28	28	28	26
Commuters (1000s)	854	852	852	853	850	848
Daily Vehicle-Miles of Travel (1000s)						
Freeway	9,809	8,820	8,800	11,431	11,754	11,524
Arterial Streets	14,956	15,056	15,700	16,218	16,200	16,606
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 ($/gallon)	3.38	3.52	3.55	3.41	2.78	2.33
Diesel ($/gallon)	3.73	3.93	4.00	3.79	3.12	2.73
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)	18,772	18,682	18,453	18,053	17,603	16,880
Rank	36	35	34	36	37	37
Fuel per Peak Auto Commuter (gallons)	21	20	20	21	20	17
Rank	30	37	33	25	29	43
Annual Delay						
Total Delay (1000s of person-hours)	41,995	41,424	40,187	38,601	37,291	35,090
Rank	37	36	35	35	35	35
Delay per Auto Commuter (pers-hrs)	44	43	41	39	39	36
Rank	44	46	50	54	53	61
Travel Time Index	1.19	1.19	1.18	1.18	1.17	1.17
Rank	38	38	38	39	41	43
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	892	866	829	789	729	668
Rank	37	35	35	35	35	35
Cost per Auto Commuter ($)	882	879	864	857	853	816
Rank	42	41	41	43	45	46
Truck Congestion						
Annual Person-Hours of Delay (000)	1,812	1,787	1,734	1,666	1,609	1,514
Rank	39	38	38	38	37	38
Annual Gallons of Wasted Fuel (000)	2,859	2,845	2,810	2,750	2,681	2,571
Rank	42	42	42	42	43	43
Annual Congestion Cost ($ million)	86	80	75	80	72	66
Rank	40	39	38	38	37	38
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 Pittsburgh PA

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	1,775	1,775	1,775	1,775	1,775	1,775
Rank	25	25	24	24	24	23
Commuters (1000s)	845	844	842	839	836	832
Daily Vehicle-Miles of Travel (1000s)						
Freeway	11,880	12,405	12,155	12,330	12,500	12,210
Arterial Streets	17,120	17,360	17,420	17,760	17,985	18,070
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 ($/gallon)	3.42	2.97	2.68	2.28	1.94	1.51
Diesel ($/gallon)	4.41	3.56	2.93	2.58	2.03	1.59
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)	17,613	18,067	17,785	17,524	16,903	16,741
Rank	37	33	33	33	33	32
Fuel per Peak Auto Commuter (gallons)	19	20	19	20	18	18
Rank	37	28	36	25	38	30
Annual Delay						
Total Delay (1000s of person-hours)	34,871	35,770	35,211	34,694	33,465	33,144
Rank	36	34	34	35	35	33
Delay per Auto Commuter (pers-hrs)	36	37	36	36	34	34
Rank	61	54	56	53	60	58
Travel Time Index	1.18	1.18	1.18	1.18	1.17	1.17
Rank	43	43	42	41	46	44
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	689	673	639	604	558	531
Rank	35	35	34	35	35	32
Cost per Auto Commuter ($)	804	858	866	883	881	896
Rank	44	43	39	40	39	36
Truck Congestion						
Annual Person-Hours of Delay (000)	1,504	1,543	1,519	1,497	1,444	1,430
Rank	37	36	36	35	36	33
Annual Gallons of Wasted Fuel (000)	2,683	2,752	2,709	2,669	2,574	2,550
Rank	42	41	41	40	40	39
Annual Congestion Cost ($ million)	69	66	62	58	53	49
Rank	37	37	37	36	36	34
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 Pittsburgh PA

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	1,775	1,775	1,775	1,775	1,775	1,785
Rank	23	23	23	23	23	22
Commuters (1000s)	826	806	787	769	750	737
Daily Vehicle-Miles of Travel (1000s)						
Freeway	11,700	11,310	11,130	11,300	10,910	10,540
Arterial Streets	17,805	17,600	17,350	17,200	17,080	17,175
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 ($/gallon)	1.36	1.54	1.51	1.11	1.06	1.19
Diesel ($/gallon)	1.43	1.59	1.57	1.19	1.20	1.30
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)	16,571	16,136	15,601	14,794	14,196	13,797
Rank	32	30	30	29	30	29
Fuel per Peak Auto Commuter (gallons)	18	19	18	17	15	15
Rank	27	13	16	17	25	17
Annual Delay						
Total Delay (1000s of person-hours)	32,808	31,947	30,888	29,290	28,105	27,315
Rank	32	32	32	32	31	30
Delay per Auto Commuter (pers-hrs)	34	34	33	32	31	31
Rank	54	51	56	57	56	49
Travel Time Index	1.17	1.17	1.16	1.16	1.15	1.15
Rank	40	38	43	39	43	41
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	511	493	463	419	394	379
Rank	32	32	32	32	31	30
Cost per Auto Commuter ($)	908	896	890	873	855	845
Rank	32	30	27	25	23	21
Truck Congestion						
Annual Person-Hours of Delay (000)	1,415	1,378	1,333	1,264	1,213	1,179
Rank	30	30	30	29	29	28
Annual Gallons of Wasted Fuel (000)	2,524	2,458	2,376	2,253	2,162	2,101
Rank	39	36	35	35	34	34
Annual Congestion Cost ($ million)	47	44	41	37	35	34
Rank	30	30	30	30	29	28
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 Pittsburgh PA

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	1,780	1,775	1,770	1,770	1,770	1,775
Rank	21	21	21	20	20	20
Commuters (1000s)	716	698	679	664	648	634
Daily Vehicle-Miles of Travel (1000s)						
Freeway	10,310	10,105	9,420	9,350	9,135	8,600
Arterial Streets	17,515	17,505	17,275	17,385	17,265	17,730
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 ($/gallon)	1.26	1.19	1.04	1.09	1.14	1.16
Diesel ($/gallon)	1.39	1.32	1.15	1.21	1.28	1.29
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)	13,626	13,172	12,836	12,030	11,397	10,620
Rank	29	27	25	24	24	24
Fuel per Peak Auto Commuter (gallons)	16	14	15	14	13	13
Rank	10	15	9	10	12	9
Annual Delay						
Total Delay (1000s of person-hours)	26,976	26,078	25,413	23,817	22,563	21,025
Rank	30	28	26	25	25	25
Delay per Auto Commuter (pers-hrs)	31	31	31	29	28	27
Rank	46	41	31	33	32	30
Travel Time Index	1.15	1.15	1.15	1.14	1.14	1.13
Rank	40	36	35	36	35	34
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	368	345	326	299	276	251
Rank	29	28	26	25	25	25
Cost per Auto Commuter ($)	852	851	855	821	804	772
Rank	21	19	18	18	19	18
Truck Congestion						
Annual Person-Hours of Delay (000)	1,164	1,125	1,097	1,028	974	907
Rank	28	27	26	26	26	26
Annual Gallons of Wasted Fuel (000)	2,075	2,006	1,955	1,832	1,736	1,617
Rank	33	33	31	30	30	29
Annual Congestion Cost ($ million)	33	32	30	28	26	24
Rank	28	27	26	26	26	26
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 Pittsburgh PA

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	1,780	1,785	1,785	1,790	1,790	1,790
Rank	20	19	19	19	18	18
Commuters (1000s)	621	617	612	608	602	597
Daily Vehicle-Miles of Travel (1000s)						
Freeway	8,195	7,800	7,500	7,190	6,900	6,655
Arterial Streets	17,775	17,265	16,895	16,170	16,030	15,500
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 ($/gallon)	1.30	1.06	0.98	0.98	0.96	1.25
Diesel ($/gallon)	1.08	1.03	0.95	0.95	0.93	1.22
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)	10,003	9,235	8,546	7,286	6,594	5,819
Rank	24	25	24	25	25	25
Fuel per Peak Auto Commuter (gallons)	12	11	11	9	8	7
Rank	9	9	9	13	14	15
Annual Delay						
Total Delay (1000s of person-hours)	19,803	18,282	16,919	14,424	13,055	11,520
Rank	24	24	24	25	25	25
Delay per Auto Commuter (pers-hrs)	25	24	22	19	17	15
Rank	35	29	32	43	47	50
Travel Time Index	1.13	1.12	1.11	1.09	1.08	1.08
Rank	34	33	33	41	43	40
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	229	200	177	145	127	112
Rank	24	24	24	26	25	25
Cost per Auto Commuter ($)	756	740	722	642	605	542
Rank	18	18	19	19	19	21
Truck Congestion						
Annual Person-Hours of Delay (000)	855	788	730	622	563	497
Rank	25	25	25	26	26	25
Annual Gallons of Wasted Fuel (000)	1,523	1,407	1,301	1,110	1,004	886
Rank	28	28	28	31	31	30
Annual Congestion Cost ($ million)	22	20	18	15	14	12
Rank	25	25	25	26	26	26
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 Pittsburgh PA

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	1,795	1,800	1,810
Rank	17	15	15
Commuters (1000s)	593	590	587
Daily Vehicle-Miles of Travel (1000s)			
Freeway	6,460	6,110	5,635
Arterial Streets	15,065	14,655	14,825
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.27	1.30	1.35
Diesel ($/gallon)	1.23	1.26	1.32
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)	5,102	4,700	4,191
Rank	25	25	26
Fuel per Peak Auto Commuter (gallons)	7	6	5
Rank	12	13	16
Annual Delay			
Total Delay (1000s of person-hours)	10,102	9,305	8,299
Rank	26	26	26
Delay per Auto Commuter (pers-hrs)	13	12	11
Rank	52	51	53
Travel Time Index	1.07	1.06	1.05
Rank	42	45	51
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	95	85	74
Rank	26	26	26
Cost per Auto Commuter ($)	490	477	436
Rank	23	22	24
Truck Congestion			
Annual Person-Hours of Delay (000)	436	402	358
Rank	26	26	28
Annual Gallons of Wasted Fuel (000)	777	716	638
Rank	31	31	30
Annual Congestion Cost ($ million)	11	10	9
Rank	25	26	26
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.