

# Performance Measure Summary - Raleigh NC

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 (CO<sub>2</sub>) Produced** - Tons of CO<sub>2</sub> produced from all vehicle travel.

**Excess Greenhouse Gases (CO<sub>2</sub>) Produced due to Congestion** - Tons of CO<sub>2</sub> produced due to congested portion of travel. The excess CO<sub>2</sub> is a subset of the total CO<sub>2</sub> produced.

# Mobility Data for Raleigh NC

Inventory Measures	2020	2019	2018	2017	2016	2015
<b>Urban Area Information</b>						
Population (1000s)	1,070	1,070	1,050	1,030	1,005	980
Rank	45	45	45	45	46	47
Commuters (1000s)	541	541	531	521	508	495
<b>Daily Vehicle-Miles of Travel (1000s)</b>						
Freeway	9,287	11,003	10,682	10,593	10,229	9,908
Arterial Streets	10,979	13,008	12,626	12,468	12,630	12,182
<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	61.03	54.71	52.14	50.20	46.87
Gasoline (\$/gallon)	2.19	2.43	2.71	2.20	2.10	2.15
Diesel (\$/gallon)	2.70	2.88	3.10	2.45	2.23	2.47
System Performance	2020	2019	2018	2017	2016	2015
<b>Congested Travel (% of peak VMT)</b>	--	--	--	19.2	--	--
<b>Congested System (% of lane-miles)</b>	--	--	--	11.5	--	--
<b>Congested Time (number of "Rush Hours")</b>	--	--	--	2.7	--	--
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	4,087	9,615	9,386	9,067	8,992	8,844
Rank	68	56	56	57	58	58
Fuel per Peak Auto Commuter (gallons)	7	16	16	16	15	14
Rank	90	81	79	77	83	87
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	11,144	26,220	25,705	26,243	26,577	25,692
Rank	60	53	52	52	51	51
Delay per Auto Commuter (pers-hrs)	17	40	40	42	41	39
Rank	92	78	77	67	68	71
<b>Travel Time Index</b>						
Rank	1.05	1.17	1.17	1.17	1.17	1.17
<b>Commuter Stress Index</b>						
Rank	85	49	48	47	46	46
<b>Freeway Planning Time Index (95th Pctile)</b>						
Rank	1.05	1.19	1.19	1.17	--	--
<b>Congestion Cost</b>						
Total Cost (\$ millions)	99	54	51	66	--	--
Rank	246	568	552	551	548	522
Cost per Auto Commuter (\$)	61	54	53	52	51	51
Rank	361	832	824	838	823	792
Rank	89	66	64	57	57	59
<b>Truck Congestion</b>						
Annual Person-Hours of Delay (000)	432	1,027	988	944	921	890
Rank	73	57	58	59	58	58
Annual Gallons of Wasted Fuel (000)	653	1,550	1,497	1,422	1,410	1,387
Rank	77	62	62	64	64	64
Annual Congestion Cost (\$ million)	23	60	54	49	46	42
Rank	73	54	59	60	58	58
<b>Annual Greenhouse Gases (CO2) Produced</b>						
Excess Due to Congestion (tons)	40,753	95,885	--	--	--	--
Rank	68	56	--	--	--	--
Due to All Travel (tons)	1,778,875	4,185,421	--	--	--	--
Rank	59	45	--	--	--	--
<b>Truck Annual Greenhouse Gases (CO2) Produced</b>						
Excess Due to Truck Congestion (tons)	7,109	16,886	--	--	--	--
Rank	77	62	--	--	--	--
Due to Truck Travel (tons)	267,211	634,679	--	--	--	--
Rank	76	62	--	--	--	--

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

# Mobility Data for Raleigh NC

Inventory Measures	2014	2013	2012	2011	2010	2009
<b>Urban Area Information</b>						
Population (1000s)	965	950	935	920	910	900
Rank	48	49	49	50	50	49
Commuters (1000s)	487	489	482	473	466	459
<b>Daily Vehicle-Miles of Travel (1000s)</b>						
Freeway	9,464	8,486	8,150	8,080	7,550	7,450
Arterial Streets	11,489	9,852	9,530	9,440	9,100	9,000
<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)	3.20	3.44	3.49	3.32	2.70	2.24
Diesel (\$/gallon)	3.58	3.89	3.89	3.64	2.93	2.53
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)	8,684	8,479	8,078	8,045	7,998	7,547
Rank	58	58	60	60	59	60
Fuel per Peak Auto Commuter (gallons)	13	14	13	13	14	12
Rank	88	85	87	84	80	83
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	24,789	23,775	22,446	21,948	21,618	20,017
Rank	51	51	51	51	51	52
Delay per Auto Commuter (pers-hrs)	37	37	35	35	34	34
Rank	77	71	78	74	76	74
<b>Travel Time Index</b>	1.17	1.16	1.16	1.16	1.16	1.16
Rank	49	55	57	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)	512	484	451	435	411	371
Rank	51	51	52	52	51	52
Cost per Auto Commuter (\$)	759	736	705	711	722	680
Rank	59	62	64	64	64	66
<b>Truck Congestion</b>						
Annual Person-Hours of Delay (000)	859	824	778	761	749	694
Rank	58	58	60	59	58	59
Annual Gallons of Wasted Fuel (000)	1,362	1,330	1,267	1,262	1,255	1,184
Rank	64	64	64	64	62	64
Annual Congestion Cost (\$ million)	41	37	34	36	33	30
Rank	58	58	60	60	59	59
<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 Raleigh NC

Inventory Measures	2008	2007	2006	2005	2004	2003
<b>Urban Area Information</b>						
Population (1000s)	880	860	860	840	820	810
Rank	50	51	50	51	51	51
Commuters (1000s)	448	434	431	418	406	399
<b>Daily Vehicle-Miles of Travel (1000s)</b>						
Freeway	7,360	6,800	6,300	5,900	5,630	5,265
Arterial Streets	8,900	8,800	8,400	8,000	7,200	6,900
<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)	3.42	2.95	2.62	2.27	1.89	1.46
Diesel (\$/gallon)	4.11	3.33	2.80	2.44	1.90	1.47
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)	7,682	7,504	7,372	7,134	6,922	6,713
Rank	60	59	58	56	56	56
Fuel per Peak Auto Commuter (gallons)	12	12	12	11	11	12
Rank	90	90	86	88	88	83
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	19,404	18,956	18,621	18,022	17,485	16,958
Rank	52	53	52	52	52	52
Delay per Auto Commuter (pers-hrs)	33	33	32	32	32	31
Rank	73	73	77	75	73	75
<b>Travel Time Index</b>	1.16	1.16	1.16	1.16	1.16	1.16
Rank	61	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)	371	346	329	306	285	266
Rank	53	53	53	52	52	52
Cost per Auto Commuter (\$)	654	661	670	670	672	669
Rank	70	73	70	68	67	68
<b>Truck Congestion</b>						
Annual Person-Hours of Delay (000)	673	657	645	625	606	588
Rank	59	59	59	59	59	59
Annual Gallons of Wasted Fuel (000)	1,204	1,177	1,156	1,119	1,085	1,053
Rank	64	65	66	66	66	65
Annual Congestion Cost (\$ million)	31	28	26	24	22	20
Rank	59	59	59	59	59	59
<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 Raleigh NC

Inventory Measures	2002	2001	2000	1999	1998	1997
<b>Urban Area Information</b>						
Population (1000s)	790	770	750	710	690	650
Rank	51	51	51	51	53	54
Commuters (1000s)	383	367	352	328	314	291
<b>Daily Vehicle-Miles of Travel (1000s)</b>						
Freeway	5,125	4,925	4,500	4,065	4,025	3,810
Arterial Streets	6,500	6,200	5,700	5,600	5,400	5,320
<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)	1.33	1.43	1.46	1.05	1.02	1.14
Diesel (\$/gallon)	1.32	1.47	1.44	1.06	1.12	1.20
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)	6,379	5,936	5,453	4,811	4,378	4,015
Rank	56	56	60	65	66	66
Fuel per Peak Auto Commuter (gallons)	11	10	10	9	8	7
Rank	84	85	80	85	83	86
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	16,115	14,995	13,776	12,153	11,060	10,142
Rank	52	53	55	56	57	58
Delay per Auto Commuter (pers-hrs)	31	30	28	27	26	26
Rank	72	71	76	74	72	69
<b>Travel Time Index</b>	1.16	1.15	1.14	1.13	1.13	1.13
Rank	50	55	62	70	63	60
<b>Commuter Stress Index</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Freeway Planning Time Index (95th Pctile)</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Congestion Cost</b>						
Total Cost (\$ millions)	246	226	202	171	152	138
Rank	52	53	56	56	57	58
Cost per Auto Commuter (\$)	649	613	577	527	489	458
Rank	69	70	76	78	79	79
<b>Truck Congestion</b>						
Annual Person-Hours of Delay (000)	559	520	478	421	384	352
Rank	59	59	61	65	66	66
Annual Gallons of Wasted Fuel (000)	1,000	931	855	755	687	630
Rank	65	66	67	70	71	72
Annual Congestion Cost (\$ million)	18	17	15	12	11	10
Rank	59	59	60	65	64	66
<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 Raleigh NC

Inventory Measures	1996	1995	1994	1993	1992	1991
<b>Urban Area Information</b>						
Population (1000s)	630	610	590	565	550	520
Rank	56	58	58	60	60	61
Commuters (1000s)	277	264	252	237	227	211
<b>Daily Vehicle-Miles of Travel (1000s)</b>						
Freeway	3,650	3,610	3,330	3,100	2,800	2,430
Arterial Streets	5,290	5,265	4,630	4,475	4,260	4,140
<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)	1.21	1.13	1.02	1.07	1.08	1.12
Diesel (\$/gallon)	1.28	1.19	1.08	1.13	1.15	1.21
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)	3,683	3,438	3,125	2,796	2,542	2,382
Rank	68	67	69	70	69	67
Fuel per Peak Auto Commuter (gallons)	6	6	6	4	4	4
Rank	85	85	84	89	87	85
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	9,304	8,684	7,895	7,063	6,421	6,018
Rank	59	60	60	62	62	62
Delay per Auto Commuter (pers-hrs)	24	24	23	21	20	20
Rank	73	70	69	71	67	65
<b>Travel Time Index</b>	1.12	1.12	1.11	1.10	1.10	1.10
Rank	65	57	60	64	58	51
<b>Commuter Stress Index</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Freeway Planning Time Index (95th Pctile)</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Congestion Cost</b>						
Total Cost (\$ millions)	124	112	99	87	77	70
Rank	59	60	61	62	62	62
Cost per Auto Commuter (\$)	429	412	386	354	334	323
Rank	78	78	78	78	80	79
<b>Truck Congestion</b>						
Annual Person-Hours of Delay (000)	323	301	274	245	223	209
Rank	66	68	69	69	69	69
Annual Gallons of Wasted Fuel (000)	578	539	491	439	399	374
Rank	72	72	72	72	74	74
Annual Congestion Cost (\$ million)	9	8	7	7	6	6
Rank	67	69	69	66	67	65
<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 Raleigh NC

Inventory Measures	1990	1989	1988	1987	1986	1985
<b>Urban Area Information</b>						
Population (1000s)	500	490	465	455	430	410
Rank	63	63	65	65	66	66
Commuters (1000s)	200	194	183	178	166	158
<b>Daily Vehicle-Miles of Travel (1000s)</b>						
Freeway	2,100	1,930	1,825	1,710	1,500	1,380
Arterial Streets	4,100	3,800	3,600	3,450	3,320	3,200
<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)	1.08	1.08	1.00	1.00	0.98	1.28
Diesel (\$/gallon)	1.07	0.98	0.91	0.91	0.89	1.16
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)	2,245	1,925	1,551	1,403	1,139	1,003
Rank	67	67	72	71	75	77
Fuel per Peak Auto Commuter (gallons)	5	4	2	2	2	3
Rank	72	76	87	86	84	66
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	5,670	4,862	3,919	3,543	2,877	2,534
Rank	61	62	66	66	69	69
Delay per Auto Commuter (pers-hrs)	20	18	15	14	12	11
Rank	59	59	67	64	74	72
<b>Travel Time Index</b>	1.10	1.09	1.07	1.07	1.06	1.06
Rank	47	49	59	54	56	53
<b>Commuter Stress Index</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Freeway Planning Time Index (95th Pctile)</b>	--	--	--	--	--	--
Rank	--	--	--	--	--	--
<b>Congestion Cost</b>						
Total Cost (\$ millions)	64	52	40	35	27	24
Rank	61	63	66	66	69	69
Cost per Auto Commuter (\$)	320	288	242	231	190	171
Rank	77	78	84	85	86	87
<b>Truck Congestion</b>						
Annual Person-Hours of Delay (000)	196	168	136	123	100	87
Rank	68	68	71	73	76	78
Annual Gallons of Wasted Fuel (000)	352	302	243	220	178	158
Rank	72	73	78	78	79	81
Annual Congestion Cost (\$ million)	5	4	3	3	2	2
Rank	67	68	71	68	76	73
<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 Raleigh NC

Inventory Measures	1984	1983	1982
<b>Urban Area Information</b>			
Population (1000s)	390	380	365
Rank	66	66	67
Commuters (1000s)	149	144	137
<b>Daily Vehicle-Miles of Travel (1000s)</b>			
Freeway	1,270	1,120	1,000
Arterial Streets	3,160	3,120	3,000
<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)	1.29	1.32	1.38
Diesel (\$/gallon)	1.17	1.20	1.26
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)	774	625	516
Rank	78	80	82
Fuel per Peak Auto Commuter (gallons)	1	1	1
Rank	87	86	82
<b>Annual Delay</b>			
Total Delay (1000s of person-hours)	1,955	1,579	1,304
Rank	73	74	77
Delay per Auto Commuter (pers-hrs)	9	8	7
Rank	78	76	82
<b>Travel Time Index</b>	1.04	1.04	1.03
Rank	75	68	76
<b>Commuter Stress Index</b>	--	--	--
Rank	--	--	--
<b>Freeway Planning Time Index (95th Pctile)</b>	--	--	--
Rank	--	--	--
<b>Congestion Cost</b>			
Total Cost (\$ millions)	18	14	11
Rank	73	74	78
Cost per Auto Commuter (\$)	145	118	97
Rank	91	95	94
<b>Truck Congestion</b>			
Annual Person-Hours of Delay (000)	68	54	45
Rank	81	81	81
Annual Gallons of Wasted Fuel (000)	121	98	81
Rank	82	85	85
Annual Congestion Cost (\$ million)	2	1	1
Rank	71	79	78
<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.