Performance Measure Summary - Richmond VA

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 Richmond VA

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	1,020	1,020	1,020	1,015	1,010	1,005
Rank	46	46	46	46	45	45
Commuters (1000s)	515	515	515	512	509	506
Daily Vehicle-Miles of Travel (1000s)						
Freeway	11,426	13,411	13,267	13,280	12,918	12,480
Arterial Streets	9,175	10,769	10,637	10,264	10,405	10,024
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 ($/gallon)	2.15	2.38	2.64	2.15	2.01	2.09
Diesel ($/gallon)	2.67	2.88	3.05	2.39	2.16	2.43
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	11.0	--	--
Congested System (% of lane-miles)	--	--	--	7.3	--	--
Congested Time (number of "Rush Hours")	--	--	--	0.8	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	6,266	9,287	8,918	8,796	8,669	8,611
Rank	50	58	58	59	60	59
Fuel per Peak Auto Commuter (gallons)	12	18	17	17	16	15
Rank	39	69	74	68	76	83
Annual Delay						
Total Delay (1000s of person-hours)	15,862	23,510	23,506	23,461	23,678	23,120
Rank	50	57	57	55	55	55
Delay per Auto Commuter (pers-hrs)	24	35	35	35	33	31
Rank	63	91	89	90	91	91
Travel Time Index	1.07	1.12	1.12	1.12	1.12	1.12
Rank	57	91	91	93	93	92
Commuter Stress Index	1.08	1.13	1.13	1.13	--	--
Rank	58	93	94	90	--	--
Freeway Planning Time Index (95th Pctile)	--	1.19	1.18	1.20	--	--
Rank	--	89	91	92	--	--
Congestion Cost						
Total Cost ($ millions)	353	508	502	493	488	470
Rank	51	57	57	55	55	55
Cost per Auto Commuter ($)	482	693	686	676	659	638
Rank	67	90	89	88	89	89
Truck Congestion						
Annual Person-Hours of Delay (000)	667	840	812	827	800	782
Rank	56	64	64	62	62	61
Annual Gallons of Wasted Fuel (000)	1,139	1,435	1,414	1,501	1,479	1,469
Rank	56	63	63	62	62	61
Annual Congestion Cost ($ million)	35	50	45	44	41	38
Rank	55	59	64	62	62	61
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	62,104	92,047	--	--	--	--
Rank	50	59	--	--	--	--
Due to All Travel (tons)	2,933,238	4,347,473	--	--	--	--
Rank	35	43	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	12,478	15,720	--	--	--	--
Rank	57	63	--	--	--	--
Due to Truck Travel (tons)	966,813	1,218,050	--	--	--	--
Rank	27	40	--	--	--	--

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

Mobility Data for Richmond VA

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	1,000	995	985	975	970	955
Rank	45	45	45	46	46	46
Commuters (1000s)	503	510	505	499	494	485
Daily Vehicle-Miles of Travel (1000s)						
Freeway	11,805	11,638	11,660	11,843	11,758	11,600
Arterial Streets	9,980	9,578	9,875	9,982	9,910	9,939
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 ($/gallon)	3.09	3.37	3.39	3.29	2.63	2.18
Diesel ($/gallon)	3.48	3.77	3.78	3.60	2.88	2.50
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)	8,497	8,442	8,215	8,120	8,092	7,877
Rank	60	60	59	59	58	58
Fuel per Peak Auto Commuter (gallons)	15	14	14	13	13	13
Rank	81	85	82	84	84	80
Annual Delay						
Total Delay (1000s of person-hours)	22,416	21,878	21,100	20,474	20,216	19,309
Rank	55	54	54	54	53	54
Delay per Auto Commuter (pers-hrs)	29	28	28	28	28	27
Rank	92	92	90	88	88	88
Travel Time Index	1.13	1.13	1.12	1.12	1.12	1.12
Rank	86	86	91	91	89	89
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	463	447	425	408	385	359
Rank	55	55	54	55	54	54
Cost per Auto Commuter ($)	616	607	594	594	607	589
Rank	89	88	89	86	84	84
Truck Congestion						
Annual Person-Hours of Delay (000)	758	740	713	693	684	653
Rank	61	61	61	61	61	61
Annual Gallons of Wasted Fuel (000)	1,450	1,441	1,402	1,386	1,381	1,344
Rank	61	61	60	60	60	60
Annual Congestion Cost ($ million)	37	34	32	34	31	29
Rank	61	61	61	61	61	61
Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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Mobility Data for Richmond VA

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	945	935	925	920	920	915
Rank	46	46	46	47	47	46
Commuters (1000s)	478	471	463	457	455	450
Daily Vehicle-Miles of Travel (1000s)						
Freeway	11,560	11,960	11,860	11,680	11,510	10,830
Arterial Streets	10,080	9,925	10,030	9,760	9,730	9,895
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 ($/gallon)	3.35	2.88	2.57	2.24	1.85	1.46
Diesel ($/gallon)	4.08	3.27	2.74	2.41	1.89	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)	8,090	7,685	7,410	6,937	6,579	5,968
Rank	58	58	57	58	57	61
Fuel per Peak Auto Commuter (gallons)	14	13	13	13	12	11
Rank	80	85	81	81	83	86
Annual Delay						
Total Delay (1000s of person-hours)	18,889	17,942	17,301	16,196	15,360	13,934
Rank	54	54	54	56	57	57
Delay per Auto Commuter (pers-hrs)	27	27	26	26	25	25
Rank	86	88	90	88	88	89
Travel Time Index	1.13	1.12	1.12	1.11	1.11	1.10
Rank	84	90	88	92	91	91
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	363	329	306	276	251	219
Rank	54	54	56	57	57	57
Cost per Auto Commuter ($)	571	563	558	540	530	492
Rank	85	88	89	89	90	90
Truck Congestion						
Annual Person-Hours of Delay (000)	639	607	585	548	519	471
Rank	61	62	62	62	62	65
Annual Gallons of Wasted Fuel (000)	1,381	1,312	1,264	1,183	1,123	1,018
Rank	61	61	61	62	64	66
Annual Congestion Cost ($ million)	30	27	24	22	19	16
Rank	61	60	62	61	62	65
Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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Mobility Data for Richmond VA

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	870	830	790	755	740	730
Rank	48	48	50	50	49	48
Commuters (1000s)	423	398	374	353	342	333
Daily Vehicle-Miles of Travel (1000s)						
Freeway	9,965	9,425	9,290	8,960	9,175	9,270
Arterial Streets	9,350	8,840	8,335	8,025	7,540	7,030
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 ($/gallon)	1.32	1.47	1.49	1.05	1.02	1.13
Diesel ($/gallon)	1.31	1.46	1.45	1.06	1.09	1.18
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)	5,221	4,815	4,393	4,106	3,979	3,877
Rank	69	71	72	71	71	68
Fuel per Peak Auto Commuter (gallons)	10	9	7	7	7	6
Rank	87	89	91	90	87	88
Annual Delay						
Total Delay (1000s of person-hours)	12,190	11,242	10,256	9,587	9,289	9,053
Rank	59	64	65	65	64	61
Delay per Auto Commuter (pers-hrs)	24	24	23	23	23	23
Rank	90	90	89	87	83	77
Travel Time Index	1.09	1.09	1.09	1.09	1.09	1.08
Rank	96	94	92	86	83	87
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	187	170	151	135	128	123
Rank	59	64	66	66	65	62
Cost per Auto Commuter ($)	442	412	385	373	371	367
Rank	91	90	92	92	90	88
Truck Congestion						
Annual Person-Hours of Delay (000)	412	380	347	325	314	306
Rank	70	70	71	71	72	72
Annual Gallons of Wasted Fuel (000)	891	822	750	701	679	662
Rank	69	70	71	72	72	70
Annual Congestion Cost ($ million)	14	12	11	10	9	9
Rank	67	71	71	71	71	71
Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO_2) 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 Richmond VA

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	720	715	705	700	690	685
Rank	48	48	48	48	48	48
Commuters (1000s)	324	318	310	304	295	290
Daily Vehicle-Miles of Travel (1000s)						
Freeway	9,315	9,020	8,315	7,500	7,100	6,700
Arterial Streets	6,715	6,320	6,015	5,610	5,300	5,000
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 ($/gallon)	1.21	1.15	1.03	1.07	1.08	1.08
Diesel ($/gallon)	1.29	1.22	1.09	1.13	1.17	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)	3,849	3,838	3,613	3,174	2,989	2,756
Rank	66	62	60	63	61	61
Fuel per Peak Auto Commuter (gallons)	6	6	7	5	5	6
Rank	85	85	73	82	82	67
Annual Delay						
Total Delay (1000s of person-hours)	8,987	8,960	8,435	7,410	6,978	6,435
Rank	60	57	57	57	58	58
Delay per Auto Commuter (pers-hrs)	23	23	22	20	19	18
Rank	74	73	72	74	74	72
Travel Time Index	1.09	1.09	1.08	1.07	1.07	1.07
Rank	79	77	80	83	82	80
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	120	116	106	91	84	75
Rank	60	58	57	58	58	58
Cost per Auto Commuter ($)	373	382	370	333	326	307
Rank	83	81	80	82	82	82
Truck Congestion						
Annual Person-Hours of Delay (000)	304	303	285	250	236	217
Rank	70	67	67	68	67	67
Annual Gallons of Wasted Fuel (000)	657	655	617	542	510	470
Rank	68	65	65	66	67	67
Annual Congestion Cost ($ million)	9	9	8	7	6	6
Rank	67	64	64	66	67	65
Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO_2) 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 Richmond VA

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	680	665	650	635	630	620
Rank	47	46	47	46	46	46
Commuters (1000s)	284	275	267	259	255	249
Daily Vehicle-Miles of Travel (1000s)						
Freeway	6,300	5,800	5,025	4,645	4,415	3,520
Arterial Streets	4,985	4,905	4,790	4,720	4,520	4,120
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 ($/gallon)	1.06	1.10	1.02	1.02	0.99	1.30
Diesel ($/gallon)	1.08	1.02	0.94	0.94	0.92	1.20
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)	2,385	2,106	1,865	1,724	1,606	1,517
Rank	65	64	65	64	65	64
Fuel per Peak Auto Commuter (gallons)	5	3	3	3	3	3
Rank	72	85	81	80	74	66
Annual Delay						
Total Delay (1000s of person-hours)	5,569	4,916	4,354	4,026	3,750	3,542
Rank	62	61	61	63	61	61
Delay per Auto Commuter (pers-hrs)	16	14	13	12	12	11
Rank	81	80	80	79	74	72
Travel Time Index	1.06	1.05	1.05	1.05	1.04	1.04
Rank	85	86	83	79	85	81
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	63	53	45	40	36	34
Rank	62	61	62	64	62	62
Cost per Auto Commuter ($)	282	258	241	236	227	218
Rank	84	85	85	84	81	81
Truck Congestion						
Annual Person-Hours of Delay (000)	188	166	147	136	126	120
Rank	69	69	68	68	67	68
Annual Gallons of Wasted Fuel (000)	407	359	318	294	274	259
Rank	68	69	69	69	69	70
Annual Congestion Cost ($ million)	5	4	4	3	3	3
Rank	67	68	66	68	67	64
Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO_2) 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 Richmond VA

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	615	610	600
Rank	46	47	47
Commuters (1000s)	245	241	234
Daily Vehicle-Miles of Travel (1000s)			
Freeway	3,365	3,215	3,000
Arterial Streets	3,900	3,810	3,760
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.31	1.34	1.41
Diesel ($/gallon)	1.22	1.24	1.30
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)	1,378	1,245	1,116
Rank	63	64	65
Fuel per Peak Auto Commuter (gallons)	2	2	2
Rank	79	69	55
Annual Delay			
Total Delay (1000s of person-hours)	3,218	2,908	2,607
Rank	60	61	61
Delay per Auto Commuter (pers-hrs)	10	10	9
Rank	70	64	65
Travel Time Index	1.04	1.04	1.03
Rank	75	68	76
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	30	26	23
Rank	60	61	60
Cost per Auto Commuter ($)	201	196	185
Rank	81	78	80
Truck Congestion			
Annual Person-Hours of Delay (000)	109	98	88
Rank	67	68	68
Annual Gallons of Wasted Fuel (000)	235	213	191
Rank	69	70	68
Annual Congestion Cost ($ million)	3	2	2
Rank	58	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.