Performance Measure Summary - Salt Lake City-West Valley City UT

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 Salt Lake City-West Valley City UT

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	1,130	1,130	1,125	1,115	1,110	1,105
Rank	42	42	42	42	42	42
Commuters (1000s)	544	544	542	537	535	532
Daily Vehicle-Miles of Travel (1000s)						
Freeway	8,865	9,938	9,796	9,521	9,453	9,069
Arterial Streets	9,022	10,114	9,924	9,755	9,480	8,958
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 ($/gallon)	2.51	2.77	3.05	2.47	2.28	2.69
Diesel ($/gallon)	2.83	2.92	3.42	2.69	2.43	2.54
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	24.2	--	--
Congested System (% of lane-miles)	--	--	--	14.8	--	--
Congested Time (number of "Rush Hours")	--	--	--	3.2	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	8,638	14,916	14,896	15,023	14,875	14,592
Rank	42	45	44	44	44	43
Fuel per Peak Auto Commuter (gallons)	14	24	25	25	24	23
Rank	17	27	20	20	23	25
Annual Delay						
Total Delay (1000s of person-hours)	17,124	29,571	29,280	28,739	28,251	27,472
Rank	45	49	49	48	48	48
Delay per Auto Commuter (pers-hrs)	26	46	45	45	45	43
Rank	47	57	54	55	52	55
Travel Time Index	1.06	1.17	1.18	1.18	1.18	1.18
Rank	75	49	41	43	43	41
Commuter Stress Index	1.07	1.19	1.20	1.21	--	--
Rank	75	54	47	41	--	--
Freeway Planning Time Index (95th Pctile)	--	1.49	1.53	1.57	--	--
Rank	--	43	40	42	--	--
Congestion Cost						
Total Cost ($ millions)	392	651	651	625	604	583
Rank	45	49	49	48	48	48
Cost per Auto Commuter ($)	544	903	907	879	870	840
Rank	52	56	51	51	49	49
Truck Congestion						
Annual Person-Hours of Delay (000)	875	1,470	1,300	1,249	1,228	1,194
Rank	47	50	49	50	50	50
Annual Gallons of Wasted Fuel (000)	1,509	2,535	2,448	2,396	2,372	2,327
Rank	46	48	48	48	48	49
Annual Congestion Cost ($ million)	47	72	73	67	63	58
Rank	44	51	49	50	50	50
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	88,488	152,806	--	--	--	--
Rank	41	45	--	--	--	--
Due to All Travel (tons)	2,568,093	4,434,741	--	--	--	--
Rank	40	42	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	16,467	27,661	--	--	--	--
Rank	46	48	--	--	--	--
Due to Truck Travel (tons)	408,322	685,887	--	--	--	--
Rank	63	58	--	--	--	--

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

Mobility Data for Salt Lake City-West Valley City UT

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	1,100	1,075	1,050	1,025	1,010	990
Rank	42	42	43	43	44	44
Commuters (1000s)	530	518	496	503	496	490
Daily Vehicle-Miles of Travel (1000s)						
Freeway	8,742	8,527	8,290	8,444	8,312	8,000
Arterial Streets	8,616	8,258	8,310	8,403	8,272	7,957
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 ($/gallon)	3.51	3.61	3.24	3.33	2.80	2.15
Diesel ($/gallon)	3.73	3.89	3.91	3.69	3.07	2.56
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)	14,407	14,264	13,928	13,207	12,746	12,501
Rank	44	44	44	45	46	45
Fuel per Peak Auto Commuter (gallons)	22	22	22	21	19	19
Rank	24	24	21	25	40	27
Annual Delay						
Total Delay (1000s of person-hours)	26,886	26,146	25,303	23,557	22,524	21,679
Rank	48	48	48	50	50	50
Delay per Auto Commuter (pers-hrs)	42	40	41	38	36	36
Rank	55	60	50	63	64	61
Travel Time Index	1.18	1.18	1.18	1.17	1.17	1.17
Rank	39	39	38	43	41	43
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	582	557	527	489	447	416
Rank	47	47	48	49	50	50
Cost per Auto Commuter ($)	819	803	787	755	746	731
Rank	49	49	49	55	57	59
Truck Congestion						
Annual Person-Hours of Delay (000)	1,169	1,136	1,100	1,024	979	942
Rank	50	49	49	50	52	52
Annual Gallons of Wasted Fuel (000)	2,298	2,275	2,222	2,106	2,033	1,994
Rank	49	49	49	49	50	51
Annual Congestion Cost ($ million)	58	53	50	50	45	42
Rank	49	49	48	49	51	51
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 Salt Lake City-West Valley City UT

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	975	975	975	970	945	930
Rank	45	44	44	44	45	44
Commuters (1000s)	481	478	476	470	455	445
Daily Vehicle-Miles of Travel (1000s)						
Freeway	7,810	7,945	7,815	7,650	7,540	7,300
Arterial Streets	8,100	8,240	7,940	7,900	7,850	7,790
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 ($/gallon)	3.35	3.23	2.58	2.32	1.98	1.61
Diesel ($/gallon)	4.13	3.70	2.91	2.69	2.11	1.56
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)	12,774	12,952	12,564	12,140	11,800	11,458
Rank	46	44	44	44	44	44
Fuel per Peak Auto Commuter (gallons)	19	20	20	19	19	18
Rank	37	28	28	34	27	30
Annual Delay						
Total Delay (1000s of person-hours)	21,098	21,391	20,749	20,048	19,489	18,923
Rank	50	50	50	49	50	50
Delay per Auto Commuter (pers-hrs)	35	36	35	34	34	34
Rank	66	59	62	67	60	58
Travel Time Index	1.17	1.18	1.17	1.17	1.17	1.17
Rank	51	43	51	49	46	44
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	423	413	382	355	330	307
Rank	50	47	49	49	49	50
Cost per Auto Commuter ($)	704	742	740	738	743	739
Rank	59	58	58	57	56	54
Truck Congestion						
Annual Person-Hours of Delay (000)	917	930	902	871	847	822
Rank	52	49	49	51	50	50
Annual Gallons of Wasted Fuel (000)	2,038	2,065	2,003	1,936	1,882	1,828
Rank	51	50	50	49	48	48
Annual Congestion Cost ($ million)	43	42	38	35	32	29
Rank	52	48	48	50	48	47
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 Salt Lake City-West Valley City UT

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	925	920	900	895	890	875
Rank	42	42	42	41	41	41
Commuters (1000s)	438	430	415	408	401	389
Daily Vehicle-Miles of Travel (1000s)						
Freeway	7,200	7,100	7,000	6,470	6,500	6,630
Arterial Streets	7,690	7,610	7,555	7,460	7,385	7,300
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 ($/gallon)	1.41	1.60	1.54	1.26	1.14	1.31
Diesel ($/gallon)	1.41	1.61	1.50	1.25	1.22	1.42
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)	10,727	9,901	9,067	7,954	7,423	6,613
Rank	44	45	46	50	50	50
Fuel per Peak Auto Commuter (gallons)	17	16	16	13	12	11
Rank	34	36	32	51	53	54
Annual Delay						
Total Delay (1000s of person-hours)	17,716	16,351	14,974	13,136	12,257	10,921
Rank	50	51	52	55	55	56
Delay per Auto Commuter (pers-hrs)	32	30	28	25	24	22
Rank	67	71	76	82	81	83
Travel Time Index	1.16	1.15	1.14	1.12	1.12	1.11
Rank	50	55	62	76	71	71
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	279	256	227	191	174	154
Rank	50	51	52	54	54	55
Cost per Auto Commuter ($)	708	661	623	567	540	488
Rank	56	60	62	74	74	74
Truck Congestion						
Annual Person-Hours of Delay (000)	770	711	651	571	533	475
Rank	50	52	53	55	54	54
Annual Gallons of Wasted Fuel (000)	1,710	1,579	1,446	1,269	1,183	1,055
Rank	49	49	50	56	56	57
Annual Congestion Cost ($ million)	26	23	21	17	16	14
Rank	50	51	51	54	52	53
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 Salt Lake City-West Valley City UT

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	855	835	825	810	810	805
Rank	41	42	42	43	43	42
Commuters (1000s)	375	362	353	342	338	332
Daily Vehicle-Miles of Travel (1000s)						
Freeway	6,900	6,710	6,440	6,010	5,775	5,685
Arterial Streets	7,180	7,090	6,980	6,570	6,270	5,675
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 ($/gallon)	1.29	1.15	1.11	1.15	1.16	1.15
Diesel ($/gallon)	1.37	1.22	1.17	1.22	1.20	1.22
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)	6,273	5,551	4,856	4,588	4,340	4,100
Rank	48	50	54	53	52	50
Fuel per Peak Auto Commuter (gallons)	10	9	7	7	6	6
Rank	57	59	73	67	69	67
Annual Delay						
Total Delay (1000s of person-hours)	10,360	9,167	8,019	7,577	7,168	6,772
Rank	56	56	58	56	56	54
Delay per Auto Commuter (pers-hrs)	21	19	17	17	16	15
Rank	84	85	87	85	85	86
Travel Time Index	1.11	1.10	1.09	1.08	1.08	1.08
Rank	71	72	75	77	75	68
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	143	122	104	96	89	82
Rank	55	56	58	56	55	53
Cost per Auto Commuter ($)	474	434	389	377	368	361
Rank	73	77	77	77	75	73
Truck Congestion						
Annual Person-Hours of Delay (000)	450	398	349	329	311	294
Rank	53	56	59	56	56	55
Annual Gallons of Wasted Fuel (000)	1,000	885	774	731	692	654
Rank	56	56	57	56	56	56
Annual Congestion Cost ($ million)	13	11	10	9	9	8
Rank	54	55	55	55	54	54
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 Salt Lake City-West Valley City UT

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	800	785	785	765	760	750
Rank	42	42	41	41	41	41
Commuters (1000s)	325	316	314	304	300	294
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,330	5,080	4,740	4,460	4,090	3,890
Arterial Streets	5,465	5,210	5,205	5,135	5,035	4,695
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 ($/gallon)	1.05	1.20	1.11	1.11	1.08	1.42
Diesel ($/gallon)	1.07	1.18	1.09	1.09	1.07	1.40
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)	3,860	3,772	3,487	3,262	3,110	2,918
Rank	49	47	47	44	43	43
Fuel per Peak Auto Commuter (gallons)	6	6	5	5	5	5
Rank	60	53	58	48	40	32
Annual Delay						
Total Delay (1000s of person-hours)	6,374	6,229	5,759	5,389	5,136	4,819
Rank	53	52	52	51	50	49
Delay per Auto Commuter (pers-hrs)	15	15	14	13	13	12
Rank	84	77	75	75	64	63
Travel Time Index	1.07	1.07	1.07	1.07	1.06	1.06
Rank	74	65	59	54	56	53
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	74	69	61	55	51	48
Rank	53	52	52	51	48	46
Cost per Auto Commuter ($)	352	364	358	346	344	325
Rank	72	64	63	62	60	59
Truck Congestion						
Annual Person-Hours of Delay (000)	277	271	250	234	223	209
Rank	54	54	52	50	49	48
Annual Gallons of Wasted Fuel (000)	616	601	556	520	496	465
Rank	55	51	51	50	48	48
Annual Congestion Cost ($ million)	7	7	6	6	6	5
Rank	54	51	52	48	46	46
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 Salt Lake City-West Valley City UT

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	720	700	680
Rank	41	42	42
Commuters (1000s)	279	270	259
Daily Vehicle-Miles of Travel (1000s)			
Freeway	3,575	3,550	3,390
Arterial Streets	4,525	4,300	4,050
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.43	1.47	1.53
Diesel ($/gallon)	1.41	1.44	1.51
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)	2,454	2,156	1,934
Rank	46	47	47
Fuel per Peak Auto Commuter (gallons)	5	3	3
Rank	27	46	34
Annual Delay			
Total Delay (1000s of person-hours)	4,052	3,560	3,194
Rank	50	51	52
Delay per Auto Commuter (pers-hrs)	11	10	9
Rank	64	64	65
Travel Time Index	1.05	1.05	1.05
Rank	57	55	51
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	39	33	29
Rank	50	50	51
Cost per Auto Commuter ($)	284	267	241
Rank	61	60	62
Truck Congestion			
Annual Person-Hours of Delay (000)	176	155	139
Rank	50	50	51
Annual Gallons of Wasted Fuel (000)	391	344	308
Rank	49	50	50
Annual Congestion Cost ($ million)	4	4	3
Rank	50	47	50
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.