Performance Measure Summary - San Jose CA

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 San Jose CA

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	1,945	1,945	1,955	1,965	1,960	1,955
Rank	26	26	26	26	26	25
Commuters (1000s)	1,014	1,014	1,019	1,024	1,020	1,017
Daily Vehicle-Miles of Travel (1000s)						
Freeway	13,046	18,094	18,525	18,250	18,250	18,228
Arterial Streets	9,927	13,768	14,177	14,127	14,572	14,537
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 ($/gallon)	3.43	3.70	3.72	2.96	2.78	3.18
Diesel ($/gallon)	3.80	3.95	4.03	2.95	2.68	2.86
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	45.6	--	--
Congested System (% of lane-miles)	--	--	--	3.2	--	--
Congested Time (number of "Rush Hours")	--	--	--	5.9	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	16,277	41,655	41,802	41,956	41,108	40,285
Rank	22	16	16	16	16	16
Fuel per Peak Auto Commuter (gallons)	13	32	32	32	31	30
Rank	28	8	7	6	7	7
Annual Delay						
Total Delay (1000s of person-hours)	46,377	118,687	119,275	121,774	118,721	114,375
Rank	20	16	16	16	16	16
Delay per Auto Commuter (pers-hrs)	31	80	80	81	80	78
Rank	24	6	6	5	5	5
Travel Time Index	1.12	1.44	1.44	1.45	1.44	1.43
Rank	10	3	3	3	3	3
Commuter Stress Index	1.12	1.55	1.54	1.57	--	--
Rank	24	3	3	3	--	--
Freeway Planning Time Index (95th Pctile)	--	2.32	2.41	2.60	--	--
Rank	--	3	3	3	--	--
Congestion Cost						
Total Cost ($ millions)	1,066	2,591	2,628	2,620	2,512	2,395
Rank	19	16	16	16	16	16
Cost per Auto Commuter ($)	712	1,731	1,747	1,733	1,701	1,630
Rank	15	7	6	6	6	6
Truck Congestion						
Annual Person-Hours of Delay (000)	2,581	5,443	5,514	5,552	5,412	5,214
Rank	17	15	15	15	15	15
Annual Gallons of Wasted Fuel (000)	4,354	9,180	9,416	9,521	9,338	9,151
Rank	18	16	16	15	16	16
Annual Congestion Cost ($ million)	142	276	312	297	278	254
Rank	16	15	15	15	15	15
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	164,012	419,733	--	--	--	--
Rank	22	16	--	--	--	--
Due to All Travel (tons)	3,084,529	7,893,781	--	--	--	--
Rank	30	24	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	47,799	100,787	--	--	--	--
Rank	19	16	--	--	--	--
Due to Truck Travel (tons)	756,417	1,594,945	--	--	--	--
Rank	34	31	--	--	--	--

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

Mobility Data for San Jose CA

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	1,950	1,920	1,865	1,820	1,815	1,770
Rank	25	25	26	26	24	27
Commuters (1000s)	1,013	989	954	930	924	898
Daily Vehicle-Miles of Travel (1000s)						
Freeway	18,222	17,039	17,070	17,146	16,922	16,600
Arterial Streets	15,644	17,462	15,720	16,563	16,347	16,610
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 ($/gallon)	3.63	3.89	3.89	3.51	3.05	2.61
Diesel ($/gallon)	3.85	4.12	4.20	4.02	3.20	2.71
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)	39,679	39,178	37,698	36,513	33,308	30,727
Rank	16	16	16	16	16	17
Fuel per Peak Auto Commuter (gallons)	29	28	27	27	25	20
Rank	8	11	11	8	11	18
Annual Delay						
Total Delay (1000s of person-hours)	110,710	107,394	101,495	96,515	87,229	78,965
Rank	16	16	16	16	18	19
Delay per Auto Commuter (pers-hrs)	76	73	72	69	63	59
Rank	5	5	5	5	7	7
Travel Time Index	1.41	1.39	1.38	1.37	1.34	1.32
Rank	3	3	3	4	6	7
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	2,333	2,230	2,079	1,953	1,694	1,497
Rank	16	16	16	16	18	18
Cost per Auto Commuter ($)	1,570	1,539	1,471	1,446	1,347	1,239
Rank	6	6	8	7	10	11
Truck Congestion						
Annual Person-Hours of Delay (000)	5,047	4,896	4,627	4,400	3,977	3,600
Rank	15	15	16	16	16	17
Annual Gallons of Wasted Fuel (000)	9,013	8,900	8,564	8,294	7,566	6,980
Rank	16	16	16	16	16	16
Annual Congestion Cost ($ million)	246	225	208	217	182	159
Rank	15	15	15	15	16	16
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 San Jose CA

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	1,740	1,705	1,690	1,675	1,675	1,675
Rank	28	28	27	27	27	25
Commuters (1000s)	879	856	842	828	824	819
Daily Vehicle-Miles of Travel (1000s)						
Freeway	16,350	16,680	16,800	16,820	16,600	16,565
Arterial Streets	16,795	17,105	17,055	16,400	16,800	17,950
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 ($/gallon)	3.84	3.24	2.88	2.62	2.28	1.78
Diesel ($/gallon)	4.39	3.60	3.17	2.93	2.27	1.79
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)	32,200	31,283	30,150	28,749	27,651	27,154
Rank	17	17	19	19	19	18
Fuel per Peak Auto Commuter (gallons)	23	22	22	21	19	20
Rank	13	19	18	20	27	17
Annual Delay						
Total Delay (1000s of person-hours)	78,810	76,565	73,793	70,364	67,675	66,461
Rank	19	19	19	20	20	19
Delay per Auto Commuter (pers-hrs)	60	60	58	56	54	53
Rank	7	7	7	10	9	9
Travel Time Index	1.34	1.34	1.33	1.32	1.31	1.31
Rank	6	6	7	8	9	8
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	1,545	1,429	1,330	1,223	1,128	1,065
Rank	19	19	19	19	20	19
Cost per Auto Commuter ($)	1,227	1,238	1,228	1,209	1,203	1,213
Rank	11	12	15	14	13	13
Truck Congestion						
Annual Person-Hours of Delay (000)	3,593	3,491	3,365	3,208	3,085	3,030
Rank	17	17	18	18	18	16
Annual Gallons of Wasted Fuel (000)	7,315	7,106	6,849	6,531	6,281	6,168
Rank	16	16	17	16	17	16
Annual Congestion Cost ($ million)	169	154	141	129	115	107
Rank	17	18	18	18	18	16
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 San Jose CA

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	1,675	1,675	1,675	1,670	1,650	1,620
Rank	25	24	24	24	24	24
Commuters (1000s)	807	794	782	766	745	720
Daily Vehicle-Miles of Travel (1000s)						
Freeway	16,760	16,775	16,530	18,635	17,650	17,170
Arterial Streets	17,575	17,455	16,775	16,710	16,630	16,600
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 ($/gallon)	1.66	1.93	1.72	1.59	1.27	1.40
Diesel ($/gallon)	1.58	1.78	1.68	1.50	1.39	1.51
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)	26,272	25,597	24,117	22,187	20,523	19,338
Rank	18	18	18	19	20	20
Fuel per Peak Auto Commuter (gallons)	18	18	17	16	15	14
Rank	27	23	24	27	25	26
Annual Delay						
Total Delay (1000s of person-hours)	64,303	62,648	59,026	54,301	50,229	47,332
Rank	18	18	17	17	17	17
Delay per Auto Commuter (pers-hrs)	52	51	49	46	43	42
Rank	10	10	10	11	14	14
Travel Time Index	1.30	1.30	1.28	1.26	1.25	1.24
Rank	8	6	9	9	9	9
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	1,004	968	883	783	705	657
Rank	18	18	17	17	17	17
Cost per Auto Commuter ($)	1,197	1,184	1,147	1,090	1,033	987
Rank	13	13	12	13	15	16
Truck Congestion						
Annual Person-Hours of Delay (000)	2,932	2,856	2,691	2,475	2,290	2,158
Rank	16	16	16	18	18	18
Annual Gallons of Wasted Fuel (000)	5,968	5,814	5,478	5,040	4,662	4,393
Rank	16	16	16	18	19	19
Annual Congestion Cost ($ million)	99	94	85	75	68	64
Rank	16	16	16	16	17	17
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 San Jose CA

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	1,595	1,550	1,540	1,525	1,505	1,500
Rank	24	24	24	24	24	24
Commuters (1000s)	697	667	653	635	618	605
Daily Vehicle-Miles of Travel (1000s)						
Freeway	17,050	17,000	16,660	16,555	16,575	16,520
Arterial Streets	16,510	16,165	14,870	12,785	13,130	12,980
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 ($/gallon)	1.21	1.27	1.16	1.23	1.28	1.11
Diesel ($/gallon)	1.24	1.31	1.19	1.26	1.25	1.25
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)	18,221	17,321	16,525	15,532	15,221	14,900
Rank	20	19	19	17	16	16
Fuel per Peak Auto Commuter (gallons)	13	13	12	11	10	11
Rank	29	19	21	22	24	13
Annual Delay						
Total Delay (1000s of person-hours)	44,596	42,395	40,447	38,015	37,253	36,468
Rank	17	18	18	18	16	16
Delay per Auto Commuter (pers-hrs)	41	40	39	38	38	37
Rank	12	13	13	13	13	12
Travel Time Index	1.23	1.23	1.23	1.22	1.22	1.22
Rank	9	8	6	6	6	6
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	602	558	517	476	455	432
Rank	17	18	18	18	16	16
Cost per Auto Commuter ($)	953	932	917	885	893	903
Rank	16	15	14	14	13	12
Truck Congestion						
Annual Person-Hours of Delay (000)	2,033	1,933	1,844	1,733	1,698	1,663
Rank	18	18	18	18	16	16
Annual Gallons of Wasted Fuel (000)	4,139	3,935	3,754	3,528	3,458	3,385
Rank	17	17	17	17	15	15
Annual Congestion Cost ($ million)	58	55	51	48	46	45
Rank	18	18	18	17	16	15
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 San Jose CA

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	1,410	1,390	1,370	1,355	1,340	1,325
Rank	24	24	24	24	24	24
Commuters (1000s)	560	548	535	526	515	506
Daily Vehicle-Miles of Travel (1000s)						
Freeway	15,780	15,540	14,980	14,410	13,530	12,930
Arterial Streets	13,190	13,185	13,075	12,040	11,530	10,385
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 ($/gallon)	1.14	1.14	1.05	1.05	1.03	1.35
Diesel ($/gallon)	1.19	1.09	1.01	1.01	0.99	1.29
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)	13,577	12,997	12,279	11,210	9,910	8,786
Rank	16	16	16	15	16	20
Fuel per Peak Auto Commuter (gallons)	9	10	9	9	8	7
Rank	23	11	13	13	14	15
Annual Delay						
Total Delay (1000s of person-hours)	33,232	31,810	30,052	27,438	24,256	21,503
Rank	16	16	16	16	16	16
Delay per Auto Commuter (pers-hrs)	37	36	35	32	29	26
Rank	12	12	12	12	12	13
Travel Time Index	1.21	1.21	1.20	1.18	1.17	1.15
Rank	7	5	7	10	10	15
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	379	346	313	275	236	208
Rank	16	16	16	16	16	16
Cost per Auto Commuter ($)	859	870	866	822	755	680
Rank	12	11	13	14	15	16
Truck Congestion						
Annual Person-Hours of Delay (000)	1,515	1,450	1,370	1,251	1,106	980
Rank	16	15	15	16	17	17
Annual Gallons of Wasted Fuel (000)	3,084	2,952	2,789	2,547	2,251	1,996
Rank	15	15	15	15	16	17
Annual Congestion Cost ($ million)	40	38	35	32	28	25
Rank	16	15	15	16	16	17
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 San Jose CA

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	1,310	1,300	1,300
Rank	24	24	24
Commuters (1000s)	497	489	483
Daily Vehicle-Miles of Travel (1000s)			
Freeway	12,240	11,455	11,040
Arterial Streets	9,900	9,410	9,235
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.36	1.39	1.46
Diesel ($/gallon)	1.31	1.34	1.40
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)	7,654	6,946	6,111
Rank	20	19	19
Fuel per Peak Auto Commuter (gallons)	6	6	4
Rank	20	13	19
Annual Delay			
Total Delay (1000s of person-hours)	18,733	17,002	14,957
Rank	18	18	19
Delay per Auto Commuter (pers-hrs)	23	21	19
Rank	13	14	17
Travel Time Index	1.13	1.12	1.11
Rank	17	17	17
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	176	154	132
Rank	17	17	19
Cost per Auto Commuter ($)	616	585	532
Rank	16	16	16
Truck Congestion			
Annual Person-Hours of Delay (000)	854	775	682
Rank	17	18	18
Annual Gallons of Wasted Fuel (000)	1,739	1,578	1,388
Rank	19	18	18
Annual Congestion Cost ($ million)	21	19	17
Rank	17	17	17
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.