Performance Measure Summary - Washington DC-VA-MD

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 Washington DC-VA-MD

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	5,060	5,060	5,040	5,020	4,980	4,950
Rank	9	9	8	8	8	8
Commuters (1000s)	1,903	1,903	1,896	1,888	1,868	1,853
Daily Vehicle-Miles of Travel (1000s)						
Freeway	34,873	45,408	46,147	46,139	45,230	44,530
Arterial Streets	33,496	43,614	43,683	43,718	42,939	41,800
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 ($/gallon)	2.52	2.66	3.02	2.57	2.37	2.49
Diesel ($/gallon)	3.02	3.08	3.25	2.66	2.42	2.74
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	38.4	--	--
Congested System (% of lane-miles)	--	--	--	26.4	--	--
Congested Time (number of "Rush Hours")	--	--	--	5.0	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	38,932	98,110	94,072	89,885	89,317	88,713
Rank	11	7	7	8	8	8
Fuel per Peak Auto Commuter (gallons)	16	41	40	38	37	36
Rank	5	1	1	2	1	2
Annual Delay						
Total Delay (1000s of person-hours)	101,775	256,476	250,274	247,811	242,340	234,531
Rank	10	6	7	6	7	7
Delay per Auto Commuter (pers-hrs)	42	105	103	102	99	96
Rank	6	2	2	3	3	3
Travel Time Index	1.12	1.36	1.35	1.35	1.35	1.35
Rank	10	6	7	6	6	7
Commuter Stress Index	1.14	1.44	1.42	1.41	--	--
Rank	10	10	11	11	--	--
Freeway Planning Time Index (95th Pctile)	--	2.11	2.08	2.27	--	--
Rank	--	8	11	9	--	--
Congestion Cost						
Total Cost ($ millions)	2,263	5,480	5,420	5,273	5,072	4,848
Rank	11	7	7	6	6	7
Cost per Auto Commuter ($)	905	2,191	2,176	2,125	2,093	2,015
Rank	7	3	3	3	3	3
Truck Congestion						
Annual Person-Hours of Delay (000)	3,839	9,809	9,940	10,008	9,787	9,471
Rank	12	9	8	7	8	8
Annual Gallons of Wasted Fuel (000)	6,191	15,821	15,988	16,046	15,944	15,836
Rank	12	9	9	9	9	9
Annual Congestion Cost ($ million)	205	480	545	528	495	457
Rank	12	9	8	7	8	8
Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Congestion (tons)	386,951	975,130	--	--	--	--
Rank	11	7	--	--	--	--
Due to All Travel (tons)	7,132,475	17,974,063	--	--	--	--
Rank	12	8	--	--	--	--
Truck Annual Greenhouse Gases (CO_2) Produced						
Excess Due to Truck Congestion (tons)	67,766	173,168	--	--	--	--
Rank	13	10	--	--	--	--
Due to Truck Travel (tons)	1,318,011	3,368,011	--	--	--	--
Rank	18	10	--	--	--	--

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

Mobility Data for Washington DC-VA-MD

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	4,920	4,825	4,740	4,650	4,560	4,470
Rank	8	8	8	8	8	8
Commuters (1000s)	1,838	1,827	1,795	1,757	1,717	1,679
Daily Vehicle-Miles of Travel (1000s)						
Freeway	38,074	37,786	37,680	40,082	39,413	38,900
Arterial Streets	44,490	44,894	45,105	49,729	48,899	48,900
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 ($/gallon)	3.20	3.79	3.66	3.58	2.86	2.36
Diesel ($/gallon)	3.52	4.05	4.08	3.74	3.11	2.86
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)	88,129	87,776	87,473	86,995	86,016	84,255
Rank	7	7	7	6	6	6
Fuel per Peak Auto Commuter (gallons)	35	35	35	35	35	35
Rank	2	1	1	1	1	1
Annual Delay						
Total Delay (1000s of person-hours)	228,900	223,912	219,081	215,867	211,442	205,159
Rank	7	6	6	5	5	5
Delay per Auto Commuter (pers-hrs)	92	90	90	90	90	89
Rank	3	3	3	3	2	2
Travel Time Index	1.34	1.34	1.34	1.35	1.35	1.35
Rank	7	7	7	6	5	5
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	4,780	4,642	4,470	4,360	4,084	3,863
Rank	7	6	6	5	5	6
Cost per Auto Commuter ($)	1,956	1,931	1,912	1,946	1,965	1,940
Rank	3	3	3	3	3	3
Truck Congestion						
Annual Person-Hours of Delay (000)	9,245	9,043	8,847	8,718	8,540	8,286
Rank	8	8	7	7	6	6
Annual Gallons of Wasted Fuel (000)	15,732	15,670	15,615	15,530	15,355	15,041
Rank	9	9	9	7	7	8
Annual Congestion Cost ($ million)	442	412	392	421	386	366
Rank	8	8	8	6	6	6
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 Washington DC-VA-MD

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	4,390	4,330	4,300	4,280	4,275	4,250
Rank	8	8	8	8	7	7
Commuters (1000s)	1,643	1,617	1,603	1,586	1,578	1,562
Daily Vehicle-Miles of Travel (1000s)						
Freeway	38,175	39,045	38,400	38,580	38,200	37,815
Arterial Streets	47,000	45,500	43,900	42,000	40,960	40,395
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 ($/gallon)	3.50	3.15	2.79	2.40	2.04	1.62
Diesel ($/gallon)	4.13	3.48	2.93	2.59	2.09	1.73
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)	82,841	80,262	78,051	75,965	73,049	70,611
Rank	6	7	7	7	7	7
Fuel per Peak Auto Commuter (gallons)	34	33	32	31	30	29
Rank	1	1	3	3	3	3
Annual Delay						
Total Delay (1000s of person-hours)	192,110	186,130	181,003	176,166	169,403	163,749
Rank	6	6	6	6	6	7
Delay per Auto Commuter (pers-hrs)	86	84	83	81	78	76
Rank	2	3	3	3	3	3
Travel Time Index	1.36	1.35	1.34	1.34	1.33	1.32
Rank	5	5	5	5	5	5
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	3,733	3,460	3,247	3,035	2,798	2,605
Rank	6	6	7	7	7	7
Cost per Auto Commuter ($)	1,802	1,813	1,810	1,822	1,812	1,800
Rank	3	4	4	4	4	4
Truck Congestion						
Annual Person-Hours of Delay (000)	7,759	7,517	7,310	7,115	6,842	6,613
Rank	7	8	8	7	7	7
Annual Gallons of Wasted Fuel (000)	14,788	14,328	13,933	13,561	13,040	12,605
Rank	9	10	10	10	10	10
Annual Congestion Cost ($ million)	357	326	299	277	252	231
Rank	7	8	8	7	7	7
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 Washington DC-VA-MD

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	4,185	4,030	3,900	3,885	3,800	3,660
Rank	7	7	8	8	9	9
Commuters (1000s)	1,541	1,487	1,442	1,439	1,408	1,359
Daily Vehicle-Miles of Travel (1000s)						
Freeway	36,200	35,770	34,535	33,975	33,930	33,340
Arterial Streets	38,385	36,000	35,395	35,165	34,965	34,370
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 ($/gallon)	1.53	1.75	1.61	1.10	1.11	1.21
Diesel ($/gallon)	1.54	1.73	1.67	1.27	1.18	1.34
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)	67,882	63,633	59,357	58,186	56,119	53,204
Rank	8	8	8	8	8	8
Fuel per Peak Auto Commuter (gallons)	29	27	24	24	23	22
Rank	3	2	6	4	5	4
Annual Delay						
Total Delay (1000s of person-hours)	157,422	147,566	137,652	134,936	130,142	123,381
Rank	7	7	8	8	8	7
Delay per Auto Commuter (pers-hrs)	75	72	70	68	68	66
Rank	3	3	3	3	3	3
Travel Time Index	1.31	1.30	1.29	1.28	1.28	1.28
Rank	5	6	6	6	5	5
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	2,442	2,266	2,048	1,915	1,810	1,697
Rank	7	7	8	8	8	8
Cost per Auto Commuter ($)	1,766	1,678	1,610	1,633	1,609	1,550
Rank	4	3	4	3	3	3
Truck Congestion						
Annual Person-Hours of Delay (000)	6,358	5,960	5,559	5,449	5,256	4,983
Rank	7	8	8	8	8	8
Annual Gallons of Wasted Fuel (000)	12,118	11,359	10,596	10,387	10,018	9,497
Rank	10	10	10	9	9	9
Annual Congestion Cost ($ million)	212	194	175	162	153	145
Rank	7	8	8	8	8	8
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 Washington DC-VA-MD

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	3,570	3,510	3,480	3,420	3,300	3,250
Rank	9	8	8	8	9	9
Commuters (1000s)	1,328	1,308	1,297	1,277	1,235	1,219
Daily Vehicle-Miles of Travel (1000s)						
Freeway	33,045	32,460	31,565	29,320	27,985	26,000
Arterial Streets	34,575	33,880	34,080	33,035	30,420	27,525
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 ($/gallon)	1.32	1.24	1.10	1.12	1.18	1.12
Diesel ($/gallon)	1.47	1.37	1.22	1.25	1.31	1.39
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)	51,535	50,059	49,027	46,234	43,127	39,525
Rank	8	8	8	7	8	8
Fuel per Peak Auto Commuter (gallons)	22	20	21	19	19	17
Rank	2	4	3	3	3	3
Annual Delay						
Total Delay (1000s of person-hours)	119,511	116,087	113,695	107,218	100,013	91,660
Rank	7	7	6	6	6	6
Delay per Auto Commuter (pers-hrs)	66	65	64	61	59	55
Rank	3	3	3	3	3	3
Travel Time Index	1.27	1.27	1.27	1.25	1.25	1.23
Rank	5	5	4	4	4	4
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	1,615	1,523	1,447	1,334	1,214	1,082
Rank	7	7	6	6	6	6
Cost per Auto Commuter ($)	1,537	1,539	1,553	1,503	1,445	1,365
Rank	3	3	3	3	3	3
Truck Congestion						
Annual Person-Hours of Delay (000)	4,826	4,689	4,591	4,330	4,040	3,702
Rank	8	7	6	6	6	6
Annual Gallons of Wasted Fuel (000)	9,199	8,936	8,752	8,254	7,699	7,055
Rank	9	8	6	6	6	8
Annual Congestion Cost ($ million)	140	133	128	119	110	100
Rank	8	7	6	6	6	6
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 Washington DC-VA-MD

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	3,100	3,080	3,040	2,980	2,920	2,860
Rank	10	10	10	10	9	9
Commuters (1000s)	1,165	1,146	1,120	1,089	1,058	1,026
Daily Vehicle-Miles of Travel (1000s)						
Freeway	25,080	24,590	23,455	22,365	21,345	19,460
Arterial Streets	25,305	24,530	24,045	23,930	22,885	21,165
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 ($/gallon)	1.08	1.10	1.02	1.02	0.99	1.30
Diesel ($/gallon)	1.26	1.20	1.11	1.11	1.08	1.42
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)	36,276	34,441	33,135	31,524	30,214	27,210
Rank	9	9	9	9	9	9
Fuel per Peak Auto Commuter (gallons)	15	15	14	14	13	12
Rank	4	5	5	5	4	5
Annual Delay						
Total Delay (1000s of person-hours)	84,125	79,870	76,842	73,105	70,068	63,101
Rank	7	6	7	7	7	9
Delay per Auto Commuter (pers-hrs)	53	51	50	49	48	45
Rank	3	3	3	3	3	4
Travel Time Index	1.22	1.21	1.21	1.20	1.20	1.19
Rank	5	5	5	5	5	6
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	954	865	796	730	677	608
Rank	7	6	6	7	7	9
Cost per Auto Commuter ($)	1,311	1,315	1,329	1,320	1,314	1,204
Rank	5	5	5	5	4	5
Truck Congestion						
Annual Person-Hours of Delay (000)	3,397	3,226	3,103	2,952	2,830	2,548
Rank	6	6	6	6	7	9
Annual Gallons of Wasted Fuel (000)	6,475	6,148	5,915	5,627	5,393	4,858
Rank	8	8	8	8	7	9
Annual Congestion Cost ($ million)	90	84	79	75	71	64
Rank	6	6	6	6	7	9
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 Washington DC-VA-MD

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	2,810	2,780	2,700
Rank	9	9	9
Commuters (1000s)	999	980	942
Daily Vehicle-Miles of Travel (1000s)			
Freeway	18,015	16,255	15,200
Arterial Streets	19,230	18,105	17,375
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)	1.43	1.46	1.53
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)	24,871	21,892	20,103
Rank	10	10	10
Fuel per Peak Auto Commuter (gallons)	11	10	8
Rank	5	4	9
Annual Delay			
Total Delay (1000s of person-hours)	57,677	50,768	46,620
Rank	10	10	10
Delay per Auto Commuter (pers-hrs)	42	37	36
Rank	4	5	4
Travel Time Index	1.17	1.16	1.15
Rank	7	7	8
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	539	458	411
Rank	10	10	10
Cost per Auto Commuter ($)	1,144	1,053	999
Rank	6	7	8
Truck Congestion			
Annual Person-Hours of Delay (000)	2,329	2,050	1,883
Rank	9	10	10
Annual Gallons of Wasted Fuel (000)	4,440	3,908	3,589
Rank	9	10	10
Annual Congestion Cost ($ million)	58	51	46
Rank	9	9	10
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.