

## Performance Measure Summary – Boston, MA-NH-RI

There are several inventory and performance measures listed in the pages of this Urban Area Report for the years from 1982 to 2007. There is no single performance measure that experts agree “says it all.” The best comparison of congestion levels and trends is done between regions of similar size, over several years, and with a few measures of congestion. 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. A few key points should be recognized by users of the Urban Mobility Report data.

**Use the Trends** – The multi-year performance measures are better indicators, in most cases, than 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 the top of a few 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. The ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak.

**Peak Travelers** – Number of travelers (using any travel mode) who begin a trip during the morning or evening peak travel periods (6 to 9 a.m. and 4 to 7 p.m.).

**Annual Delay per Traveler** – A yearly sum of all the per-trip delays. This measure illustrates the effect of the per-mile congestion as well as the length of each trip. The extra time required to travel in the peak period is divided by the number of travelers who begin a trip during the peak period (6 to 9 a.m. and 4 to 7 p.m.).

**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** (60 mph on freeways and 35 mph on arterials) – These values are used as the national comparison thresholds. Other speed values may be appropriate for urban areas or sub-regions.

**Excess Fuel Consumed** – Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

**Public Transportation** – Regular route service from all public transportation providers in an urban area.

**Operations Treatments** – Freeway incident management, freeway ramp metering, arterial street signal coordination and arterial street access management.

**Congestion Cost** – Value of travel delay for 2007 (estimated at \$15.47 per hour of person travel and \$102.12 per hour of truck time) and excess fuel consumption (estimated using state average cost per gallon).

**Annual Increase Needed to Maintain Constant Congestion Level** – Number of lane-miles that must be added to the road system each year – or – the number of new transit riders or carpoolers that must be added to keep congestion levels the same as the previous year.

**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). The annual change in miles traveled, therefore, includes both new travel due to growth and travel that previously occurred in areas designated as rural.

**Number of Rush Hours** – Time when system might have congestion.

## The Mobility Data for Boston MA-NH-RI

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	4,200	4,200	4,120	4,050	4,000	3,970
Rank	10	10	10	10	11	11
Urban Area (square miles)	2,255	2,255	2,240	2,150	2,100	2,040
Population Density (persons/sq mile)	1,863	1,863	1,839	1,884	1,905	1,946
Peak Travelers (1000s)	2,113	2,108	2,056	2,013	1,984	1,965
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	40,000	40,300	40,875	38,585	37,300	36,000
Lane-Miles	2,550	2,550	2,550	2,410	2,370	2,300
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	35,515	35,580	35,540	34,600	34,000	32,865
Lane-Miles	7,200	7,200	7,200	6,900	6,600	6,240
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	1,765	1,796	1,768	1,889	1,902	1,852
Annual Unlinked Psgr Trips (millions)	364	387	402	396	395	396
<b>Cost Components</b>						
Value of Time (\$/hour)	15.47	15.06	14.58	14.10	13.73	13.43
Commercial Cost (\$/hour)	102.12	98.77	94.06	86.24	82.38	79.96
Fuel Cost (\$/gallon)	2.98	2.67	2.28	2.02	1.53	1.40
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	58	58	59	59	56	59
<b>Congested System</b> (% of lane-miles)	40	40	40	40	39	40
<b>Congested Time</b> (number of "Rush Hours")	7.0	7.0	7.2	7.2	7.2	7.2
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	181	225	287	235	239	235
Transit Riders or Carpoolers (millions)	49	61	78	64	66	66
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	60,986	62,385	62,860	60,887	54,239	53,607
Rank	13	13	13	13	13	13
Fuel per Peak Traveler (gallons)	29	30	31	30	27	27
Rank	19	18	17	14	23	18
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	91,052	93,770	94,227	90,576	81,694	78,443
Rank	12	12	12	12	12	13
Delay per Peak Traveler (person-hours)	43	44	46	45	41	40
Rank	19	18	15	14	17	17
Delay due to Incidents (percent)	57	57	57	57	57	56
<b>Travel Time Index</b>	1.26	1.27	1.27	1.27	1.25	1.25
Rank	25	24	25	23	25	23
<b>Congestion Cost</b>						
Total Cost (\$ millions)	1,996	1,987	1,916	1,747	1,502	1,405
Rank	12	12	12	12	12	12
Cost per Peak Traveler (\$)	945	942	932	868	757	715
Rank	16	16	14	12	17	16

Note: System Performance statistics for 2000 through 2007 data reflect the effects of operational treatments.

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

## The Mobility Data for Boston MA-NH-RI, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	3,940	3,900	3,875	3,880	3,760
Rank	10	9	10	8	8
Urban Area (square miles)	1,950	1,900	1,870	1,820	1,790
Population Density (persons/sq mile)	2,021	2,053	2,072	2,132	2,101
Peak Travelers (1000s)	1,946	1,919	1,903	1,897	1,831
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	35,200	34,100	33,000	32,000	30,600
Lane-Miles	2,240	2,190	2,140	2,090	2,040
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	32,500	32,000	31,600	30,500	29,500
Lane-Miles	6,000	5,800	5,650	5,500	5,300
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	1,820	1,680	1,749	1,553	1,393
Annual Unlinked Psgr Trips (millions)	365	355	355	340	324
<b>Cost Components</b>					
Value of Time (\$/hour)	13.22	12.85	12.43	12.17	11.98
Commercial Cost (\$/hour)	80.88	80.75	74.23	72.61	74.32
Fuel Cost (\$/gallon)	1.70	1.58	1.13	1.08	1.28
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	59	59	59	58	55
<b>Congested System</b> (% of lane-miles)	40	40	40	41	39
<b>Congested Time</b> (number of "Rush Hours")	7.2	7.2	7.2	7.0	7.0
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	254	244	252	225	162
Transit Riders or Carpoolers (millions)	72	70	73	64	46
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	48,158	46,006	43,048	42,527	38,761
Rank	13	13	14	13	13
Fuel per Peak Traveler (gallons)	25	24	23	22	21
Rank	19	23	23	24	29
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	71,195	68,472	63,692	62,845	58,217
Rank	13	12	13	13	13
Delay per Peak Traveler (person-hours)	37	36	33	33	32
Rank	18	22	28	26	28
Delay due to Incidents (percent)	55	55	55	55	55
<b>Travel Time Index</b>	1.23	1.22	1.21	1.22	1.20
Rank	25	25	25	19	23
<b>Congestion Cost</b>					
Total Cost (\$ millions)	1,279	1,198	1,048	1,012	940
Rank	12	12	13	13	13
Cost per Peak Traveler (\$)	657	624	551	533	513
Rank	18	19	26	21	27

Note: System Performance statistics for 2000 through 2007 data reflect the effects of operational treatments.

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

## The Mobility Data for Boston MA-NH-RI, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	3,700	3,680	3,655	3,640	3,630
Rank	8	8	8	8	8
Urban Area (square miles)	1,760	1,735	1,730	1,730	1,705
Population Density (persons/sq mile)	2,102	2,121	2,113	2,104	2,129
Peak Travelers (1000s)	1,798	1,781	1,762	1,751	1,739
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	29,875	29,860	29,495	29,500	29,865
Lane-Miles	2,015	2,015	2,015	2,015	2,010
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	28,300	27,000	25,600	24,500	24,000
Lane-Miles	5,175	5,000	4,800	4,640	4,550
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	1,386	1,388	1,368	1,288	1,217
Annual Unlinked Psgr Trips (millions)	319	322	333	337	324
<b>Cost Components</b>					
Value of Time (\$/hour)	11.71	11.37	11.06	10.78	10.47
Commercial Cost (\$/hour)	74.17	71.54	69.53	67.77	66.19
Fuel Cost (\$/gallon)	1.31	1.22	1.07	1.15	1.14
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	54	54	53	53	50
<b>Congested System</b> (% of lane-miles)	39	39	39	40	38
<b>Congested Time</b> (number of "Rush Hours")	6.8	6.8	6.6	6.6	6.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	137	118	74	110	151
Transit Riders or Carpoolers (millions)	38	33	21	31	43
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	35,449	34,034	33,777	32,770	31,992
Rank	13	12	11	11	10
Fuel per Peak Traveler (gallons)	20	19	19	19	18
Rank	29	30	26	23	22
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	53,394	50,910	50,886	49,210	49,103
Rank	13	12	12	12	11
Delay per Peak Traveler (person-hours)	30	29	29	28	28
Rank	29	29	27	24	20
Delay due to Incidents (percent)	55	55	56	56	57
<b>Travel Time Index</b>	1.19	1.19	1.19	1.19	1.19
Rank	24	21	18	17	14
<b>Congestion Cost</b>					
Total Cost (\$ millions)	851	790	767	730	687
Rank	12	12	10	10	11
Cost per Peak Traveler (\$)	473	443	435	417	395
Rank	26	27	24	20	18

Note: System Performance statistics for 2000 through 2007 data reflect the effects of operational treatments.

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

## The Mobility Data for Boston MA-NH-RI, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	3,620	3,610	3,600	3,560	3,530
Rank	8	8	8	8	7
Urban Area (square miles)	1,690	1,675	1,655	1,640	1,620
Population Density (persons/sq mile)	2,142	2,155	2,175	2,171	2,179
Peak Travelers (1000s)	1,730	1,718	1,699	1,663	1,634
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	29,340	29,300	29,685	28,000	26,845
Lane-Miles	2,010	2,005	2,005	2,005	2,005
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	23,600	23,000	22,500	21,750	21,220
Lane-Miles	4,480	4,360	4,280	4,200	4,120
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	1,215	1,191	1,097	900	900
Annual Unlinked Psgr Trips (millions)	317	324	303	286	267
<b>Cost Components</b>					
Value of Time (\$/hour)	10.17	9.75	9.25	8.83	8.48
Commercial Cost (\$/hour)	64.55	62.47	59.16	56.03	54.62
Fuel Cost (\$/gallon)	1.23	1.04	1.06	0.98	0.98
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	49	49	47	42	38
<b>Congested System</b> (% of lane-miles)	38	38	38	37	35
<b>Congested Time</b> (number of "Rush Hours")	6.6	6.6	6.6	6.2	5.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	188	196	236	206	201
Transit Riders or Carpoolers (millions)	53	56	68	57	55
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	28,827	28,073	28,526	26,477	20,959
Rank	10	11	9	10	11
Fuel per Peak Traveler (gallons)	17	16	17	16	13
Rank	21	22	19	18	23
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	42,486	41,661	42,888	41,680	32,507
Rank	13	11	10	10	11
Delay per Peak Traveler (person-hours)	25	24	25	25	20
Rank	25	27	19	18	25
Delay due to Incidents (percent)	57	57	58	59	57
<b>Travel Time Index</b>	1.17	1.17	1.17	1.17	1.13
Rank	18	17	17	14	17
<b>Congestion Cost</b>					
Total Cost (\$ millions)	586	549	541	499	368
Rank	10	11	9	10	10
Cost per Peak Traveler (\$)	338	320	318	300	225
Rank	24	22	18	17	25

Note: System Performance statistics for 2000 through 2007 data reflect the effects of operational treatments.

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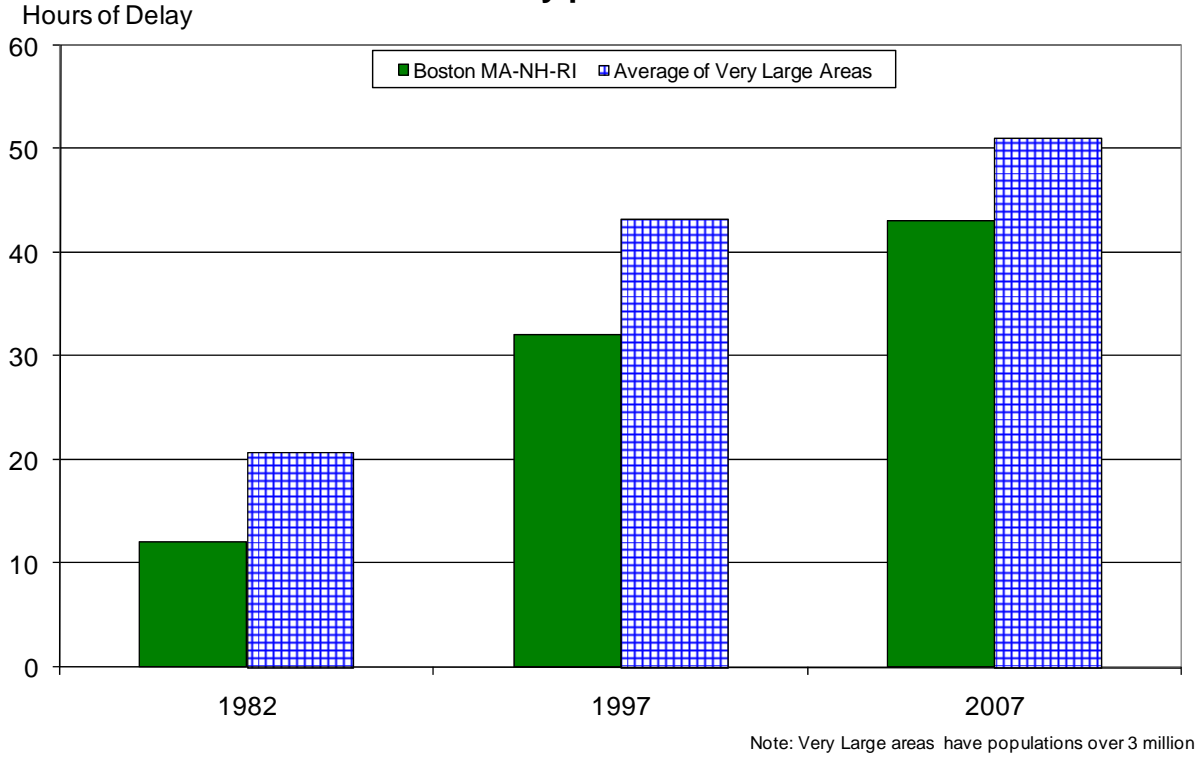
## The Mobility Data for Boston MA-NH-RI, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	3,510	3,500	3,485	3,475	3,450
Rank	7	7	7	6	6
Urban Area (square miles)	1,605	1,585	1,570	1,555	1,540
Population Density (persons/sq mile)	2,187	2,208	2,220	2,235	2,240
Peak Travelers (1000s)	1,611	1,593	1,572	1,553	1,528
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	25,000	23,980	22,750	21,775	20,670
Lane-Miles	2,000	2,000	2,000	2,000	2,000
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	20,905	20,960	20,640	20,485	20,240
Lane-Miles	4,060	4,050	4,050	4,040	4,040
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	1,006	997	919	919	919
Annual Unlinked Psgr Trips (millions)	279	291	272	272	272
<b>Cost Components</b>					
Value of Time (\$/hour)	8.18	8.03	7.75	7.43	7.20
Commercial Cost (\$/hour)	52.63	55.80	54.65	52.70	52.13
Fuel Cost (\$/gallon)	0.96	1.25	1.27	1.30	1.35
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	32	31	27	24	23
<b>Congested System</b> (% of lane-miles)	30	30	28	27	27
<b>Congested Time</b> (number of "Rush Hours")	5.4	5.0	4.6	4.2	3.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	--	--	--	--	--
Transit Riders or Carpoolers (millions)	--	--	--	--	--
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	16,895	16,031	13,459	11,607	10,784
Rank	11	10	10	10	11
Fuel per Peak Traveler (gallons)	10	10	9	7	7
Rank	33	30	27	33	30
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	26,610	25,542	21,583	18,538	17,712
Rank	11	10	10	11	11
Delay per Peak Traveler (person-hours)	17	16	14	12	12
Rank	30	32	31	33	28
Delay due to Incidents (percent)	58	57	56	56	56
<b>Travel Time Index</b>	1.11	1.11	1.09	1.08	1.08
Rank	20	19	23	26	22
<b>Congestion Cost</b>					
Total Cost (\$ millions)	289	282	231	192	177
Rank	11	10	10	11	11
Cost per Peak Traveler (\$)	180	177	147	123	116
Rank	30	30	32	34	32

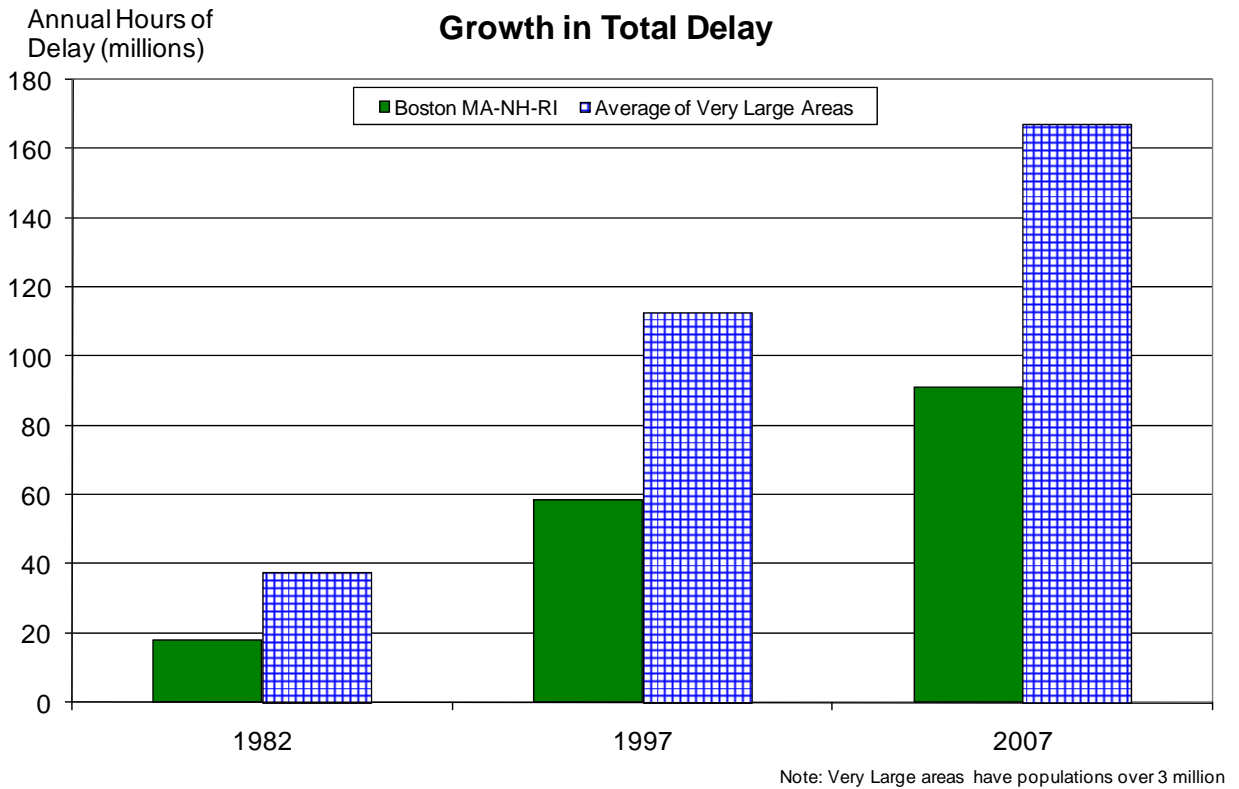
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### Growth in Delay per Peak Traveler



### Growth in Total Delay



**Benefits from Public Transportation Service and Operations Strategies in  
Boston MA-NH-RI**

<b>Operations Strategies</b>	<b>2007</b>	<b>2006</b>	<b>2005</b>	<b>2004</b>
<b>Freeway Ramp Metering</b>				
Percent of Roadway Miles	--	--	--	--
Annual Delay Reduction (1000 hours)	--	--	--	--
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	18	18	18	20
<b>Service Patrols</b>				
Percent of Roadway Miles	77	77	77	82
Annual Delay Reduction (1000 hours)	3,824	3,993	4,081	4,110
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	19	19	19	20
Annual Delay Reduction (1000 hours)	57	59	62	46
<b>Arterial Access Management</b>				
Percent of Roadway Miles	6	6	6	6
Annual Delay Reduction (1000 hours)	1,048	793	779	734
<b>HOV Lanes</b>				
Daily Passenger-miles of travel (1000s)	--	--	--	--
HOV User Delay Savings	--	--	--	--
<b>Total Effect of Operations Treatments</b>				
Annual Delay Reduction (1000 hours)	4,929	4,845	4,921	4,889
Annual Delay Saved per Peak Traveler (hours)	2	2	2	2
Annual Congestion Cost Savings (\$million)	106.7	101.7	99.2	93.6
Travel Time Index with Strategies	1.264	1.269	1.269	1.273
Travel Time Index (Base)	1.276	1.281	1.281	1.285
<b>Public Transportation Service</b>	<b>2007</b>	<b>2006</b>	<b>2005</b>	<b>2004</b>
<b>Existing Service</b>				
Annual Passenger-miles of travel (million)	1,765	1,796	1,768	1,889
Unlinked Passenger Trips (million)	364	387	402	396
Travel Time Index (combined road and transit)	1.254	1.259	1.259	1.261
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.324	1.327	1.324	1.335
Annual Increase				
Delay (1000 hours)	26,266	25,674	24,572	26,594
Delay per Peak Traveler (hours)	12	12	12	13
Congestion Cost (\$million)	573.8	543.4	498.6	512.1

**Benefits from Public Transportation Service and Operations Strategies in  
Boston MA-NH-RI, Continued**

<b>Operations Strategies</b>	<b>2003</b>	<b>2002</b>	<b>2001</b>	<b>2000</b>
<b>Freeway Ramp Metering</b>				
Percent of Roadway Miles	--	--	--	--
Annual Delay Reduction (1000 hours)	--	--	--	--
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	21	23	23	23
<b>Service Patrols</b>				
Percent of Roadway Miles	83	85	87	90
Annual Delay Reduction (1000 hours)	3,280	2,980	2,453	2,311
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	21	16	17	17
Annual Delay Reduction (1000 hours)	44	48	83	6
<b>Arterial Access Management</b>				
Percent of Roadway Miles	6	7	7	7
Annual Delay Reduction (1000 hours)	723	725	1,092	1,188
<b>HOV Lanes</b>				
Daily Passenger-miles of travel (1000s)	--	--	--	--
HOV User Delay Savings	--	--	--	--
<b>Total Effect of Operations Treatments</b>				
Annual Delay Reduction (1000 hours)	4,047	3,753	3,627	3,505
Annual Delay Saved per Peak Traveler (hours)	2	2	2	2
Annual Congestion Cost Savings (\$million)	74.2	67.2	65.2	61.4
Travel Time Index with Strategies	1.246	1.253	1.228	1.223
Travel Time Index (Base)	1.257	1.264	1.239	1.234
<b>Public Transportation Service</b>	<b>2003</b>	<b>2002</b>	<b>2001</b>	<b>2000</b>
<b>Existing Service</b>				
Annual Passenger-miles of travel (million)	1,902	1,852	1,820	1,680
Unlinked Passenger Trips (million)	395	396	365	355
Travel Time Index (combined road and transit)	1.235	1.241	1.218	1.214
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.302	1.315	1.283	1.273
Annual Increase				
Delay (1000 hours)	25,399	25,700	19,398	17,375
Delay per Peak Traveler (hours)	13	13	10	9
Congestion Cost (\$million)	466.5	460.4	351.4	306.9

**Comparison of Several Key Mobility Performance Measures  
Very Large Group – over 3 million population urban areas**

Urban Area	Delay per Traveler	Travel Time Index	Total Delay	1982 to 2007	
				Delay per Traveler	Total Delay
New York-Newark, NY-NJ-CT	L	0	H+	0	F+
Los Angeles-Long Beach-Santa Ana, CA	H+	H+	H+	S	F+
Chicago, IL-IN	L-	H	H	S	F+
Miami FL	L	0	L	0	S
Philadelphia, PA-NJ-DE-MD	L-	L-	L-	S-	S-
San Francisco-Oakland, CA	H	H	L	0	S-
Dallas-Fort Worth-Arlington, TX	0	L	L	F+	0
Atlanta, GA	H	0	L	F+	S
Washington, DC-VA-MD	H+	0	L	F+	S-
<b>Boston, MA-NH-RI</b>	<b>L-</b>	<b>L-</b>	<b>L-</b>	<b>0</b>	<b>S-</b>
Detroit, MI	0	L-	L-	0	S-
Houston, TX	H	L	L	S	S-
Phoenix, AZ	L	L	L-	S-	S-
Seattle, WA	L-	L-	L-	0	S-

0 – Average congestion levels or average congestion growth

H Higher congestion; H+ Much higher congestion; F Faster congestion growth; F+ Much faster growth

L Lower congestion; L- Much lower congestion; S Slower congestion growth; S- Much slower growth

**Key Mobility Performance Measure Labels**

Note: Designation of an urban area congestion problem as “Much higher”, “Much faster growth”, etc. is determined using a general indicator of the accuracy of the congestion estimates. For regions with the same indicator label, there may be no difference in congestion levels. Different values are used for the indicators in regions over 1 million population and below 1 million population.

Measures	Differences Within These Values May Not Indicate a Difference in Congestion Level	
	Above 1M Population	Below 1M Population
<b>2007 Values</b> Delay per Traveler - Travel Time Index - Total Delay -	Above 1M Population 5 Hours 5 Index Points 5 Hours x Average Population	Below 1M Population 3 Hours 3 Index Points 3 Hours x Average Population
<b>1982 to 2007 Trends</b> Delay per Traveler - Total Delay -	5 Hours 5 Hours x Average Population	3 Hours 3 Hours x Average Population