

## Performance Measure Summary – El Paso, Texas

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 El Paso TX-NM

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	700	685	680	675	670	665
Rank	58	58	58	57	57	57
Urban Area (square miles)	280	270	265	260	260	255
Population Density (persons/sq mile)	2,500	2,537	2,566	2,596	2,577	2,608
Peak Travelers (1000s)	385	375	369	365	360	353
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	5,505	5,695	5,350	5,100	4,800	4,550
Lane-Miles	450	445	410	380	360	345
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	6,090	5,925	6,100	5,910	5,705	5,435
Lane-Miles	1,450	1,420	1,390	1,375	1,360	1,335
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	61.7	60.2	57.7	62.2	61.8	61.7
Annual Unlinked Psgr Trips (millions)	12.0	12.4	12.6	10.7	11.1	11.2
<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)	2.92	2.55	2.23	1.83	1.45	1.32
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	34	34	36	36	36	35
<b>Congested System</b> (% of lane-miles)	32	29	28	28	28	28
<b>Congested Time</b> (number of "Rush Hours")	4.6	5.0	5.2	5.4	5.2	5.2
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	58	71	76	72	67	59
Transit Riders or Carpoolers (millions)	12	15	17	16	14	12
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	4,691	4,936	4,888	4,694	4,076	3,869
Rank	59	59	58	60	64	65
<b>Fuel per Peak Traveler</b> (gallons)	12	13	13	13	11	11
Rank	65	59	60	57	65	64
<b>Annual Delay</b>						
<b>Total Delay</b> (1000s of person-hours)	7,185	7,765	7,519	7,183	6,119	5,927
Rank	62	59	61	63	65	66
<b>Delay per Peak Traveler</b> (person-hours)	19	21	20	20	17	17
Rank	64	57	57	57	65	66
Delay due to Incidents (percent)	57	58	57	57	56	57
<b>Travel Time Index</b>	1.12	1.13	1.13	1.13	1.12	1.12
Rank	57	53	54	53	55	55
<b>Congestion Cost</b>						
Total Cost (\$ millions)	147	153	141	128	105	99
Rank	63	59	61	63	65	66
<b>Cost per Peak Traveler</b> (\$)	382	408	383	352	292	281
Rank	65	61	59	61	65	67

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 El Paso TX-NM, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	660	655	650	640	610
Rank	57	56	56	56	57
Urban Area (square miles)	250	245	240	240	235
Population Density (persons/sq mile)	2,640	2,673	2,708	2,667	2,596
Peak Travelers (1000s)	346	339	332	323	304
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	4,350	4,100	3,900	3,650	3,460
Lane-Miles	330	310	295	285	280
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	5,300	5,205	5,110	5,025	4,950
Lane-Miles	1,330	1,330	1,320	1,310	1,305
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	68.8	63.3	67.3	62.9	66.0
Annual Unlinked Psgr Trips (millions)	13.5	13.8	13.1	13.6	14.2
<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)	1.46	1.47	1.07	1.01	1.12
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	35	34	30	28	23
<b>Congested System</b> (% of lane-miles)	28	28	27	26	21
<b>Congested Time</b> (number of "Rush Hours")	5.0	5.0	5.0	4.6	4.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	55	46	40	38	52
Transit Riders or Carpoolers (millions)	11	9	8	7	10
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	3,696	3,527	3,003	2,361	2,013
Rank	65	65	65	67	67
Fuel per Peak Traveler (gallons)	11	10	9	7	7
Rank	64	67	70	74	73
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	5,710	5,303	4,420	3,504	2,993
Rank	66	66	66	69	72
Delay per Peak Traveler (person-hours)	17	16	13	11	10
Rank	65	67	72	76	75
Delay due to Incidents (percent)	56	55	55	54	55
<b>Travel Time Index</b>	1.12	1.12	1.10	1.08	1.07
Rank	55	57	63	68	72
<b>Congestion Cost</b>					
Total Cost (\$ millions)	95	87	69	53	45
Rank	66	65	66	69	70
Cost per Peak Traveler (\$)	275	256	206	165	150
Rank	67	68	73	76	77

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 El Paso TX-NM, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	605	590	580	570	565
Rank	57	58	58	57	56
Urban Area (square miles)	235	230	225	220	210
Population Density (persons/sq mile)	2,574	2,565	2,578	2,591	2,690
Peak Travelers (1000s)	298	287	278	270	264
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	3,400	3,430	3,410	3,255	3,030
Lane-Miles	280	280	275	270	255
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	4,805	4,690	4,550	4,460	4,115
Lane-Miles	1,295	1,285	1,275	1,260	1,200
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	78.8	82.0	83.8	80.2	86.0
Annual Unlinked Psgr Trips (millions)	15.8	15.8	16.3	15.2	15.6
<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)	1.21	1.14	1.03	1.10	1.09
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	24	24	25	24	22
<b>Congested System</b> (% of lane-miles)	22	22	23	23	22
<b>Congested Time</b> (number of "Rush Hours")	4.2	4.2	4.2	4.0	3.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	61	78	88	73	63
Transit Riders or Carpoolers (millions)	11	14	16	13	11
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	1,790	1,911	2,080	1,669	1,572
Rank	69	65	64	65	66
Fuel per Peak Traveler (gallons)	6	7	7	6	6
Rank	76	68	67	72	68
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	2,701	2,886	3,155	2,500	2,386
Rank	70	68	64	67	66
Delay per Peak Traveler (person-hours)	9	10	11	9	9
Rank	79	74	71	75	74
Delay due to Incidents (percent)	55	55	55	55	55
<b>Travel Time Index</b>	1.06	1.07	1.08	1.06	1.07
Rank	75	66	57	68	58
<b>Congestion Cost</b>					
Total Cost (\$ millions)	41	42	45	35	32
Rank	69	66	64	67	66
Cost per Peak Traveler (\$)	136	146	160	128	121
Rank	79	74	69	75	75

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 El Paso TX-NM, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	560	540	520	510	500
Rank	55	55	57	58	57
Urban Area (square miles)	210	210	205	205	200
Population Density (persons/sq mile)	2,667	2,571	2,537	2,488	2,500
Peak Travelers (1000s)	259	246	235	229	223
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	2,830	2,650	2,420	2,620	2,510
Lane-Miles	255	255	250	250	250
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	3,960	3,725	3,620	3,490	3,265
Lane-Miles	1,165	1,145	1,115	1,085	1,075
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	75.6	73.3	58.5	54.6	51.8
Annual Unlinked Psgr Trips (millions)	13.2	12.6	10.4	9.3	8.8
<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)	1.12	1.04	1.07	0.99	0.99
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	21	16	15	14	13
<b>Congested System</b> (% of lane-miles)	23	17	17	17	17
<b>Congested Time</b> (number of "Rush Hours")	3.2	2.9	2.8	2.9	2.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	41	43	38	57	44
Transit Riders or Carpoolers (millions)	7	7	6	9	7
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	1,262	967	845	772	693
Rank	67	70	71	70	68
Fuel per Peak Traveler (gallons)	5	4	4	3	3
Rank	71	74	73	75	75
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	1,874	1,439	1,286	1,121	996
Rank	68	72	73	73	73
Delay per Peak Traveler (person-hours)	7	6	5	5	4
Rank	77	78	81	77	79
Delay due to Incidents (percent)	55	56	55	56	56
<b>Travel Time Index</b>	1.06	1.04	1.04	1.04	1.04
Rank	56	72	71	68	65
<b>Congestion Cost</b>					
Total Cost (\$ millions)	25	18	15	13	11
Rank	67	72	73	71	73
Cost per Peak Traveler (\$)	95	73	66	56	49
Rank	78	82	81	79	78

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.

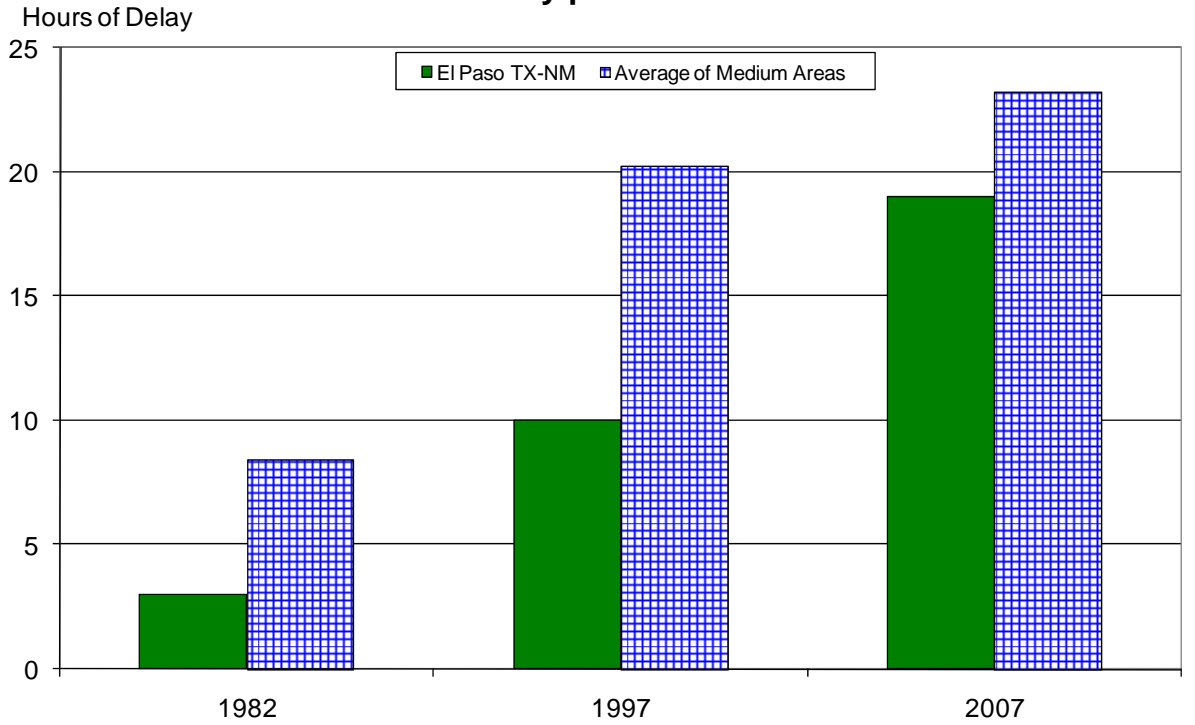
## The Mobility Data for El Paso TX-NM, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	480	455	450	450	450
Rank	59	62	62	59	58
Urban Area (square miles)	190	185	180	190	150
Population Density (persons/sq mile)	2,526	2,459	2,500	2,368	3,000
Peak Travelers (1000s)	212	200	196	194	192
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	2,680	2,386	2,190	1,995	1,980
Lane-Miles	250	245	245	245	240
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	3,195	3,105	3,075	2,960	2,910
Lane-Miles	1,065	1,060	1,050	950	935
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	56.9	51.6	50.0	50.0	50.0
Annual Unlinked Psgr Trips (millions)	9.7	9.4	9.3	9.3	9.3
<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)	0.97	1.27	1.28	1.31	1.37
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	12	11	9	9	9
<b>Congested System</b> (% of lane-miles)	12	12	11	11	11
<b>Congested Time</b> (number of "Rush Hours")	2.9	2.8	2.6	2.5	2.6
<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)	603	498	412	369	355
Rank	70	74	73	74	74
Fuel per Peak Traveler (gallons)	3	2	2	2	2
Rank	72	78	73	73	72
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	838	720	628	579	557
Rank	76	75	75	75	74
Delay per Peak Traveler (person-hours)	4	4	3	3	3
Rank	78	76	79	78	76
Delay due to Incidents (percent)	57	56	55	55	55
<b>Travel Time Index</b>	1.03	1.03	1.02	1.02	1.02
Rank	71	69	76	74	74
<b>Congestion Cost</b>					
Total Cost (\$ millions)	9	8	7	6	5
Rank	75	75	72	74	74
Cost per Peak Traveler (\$)	42	39	33	30	28
Rank	80	80	80	81	81

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

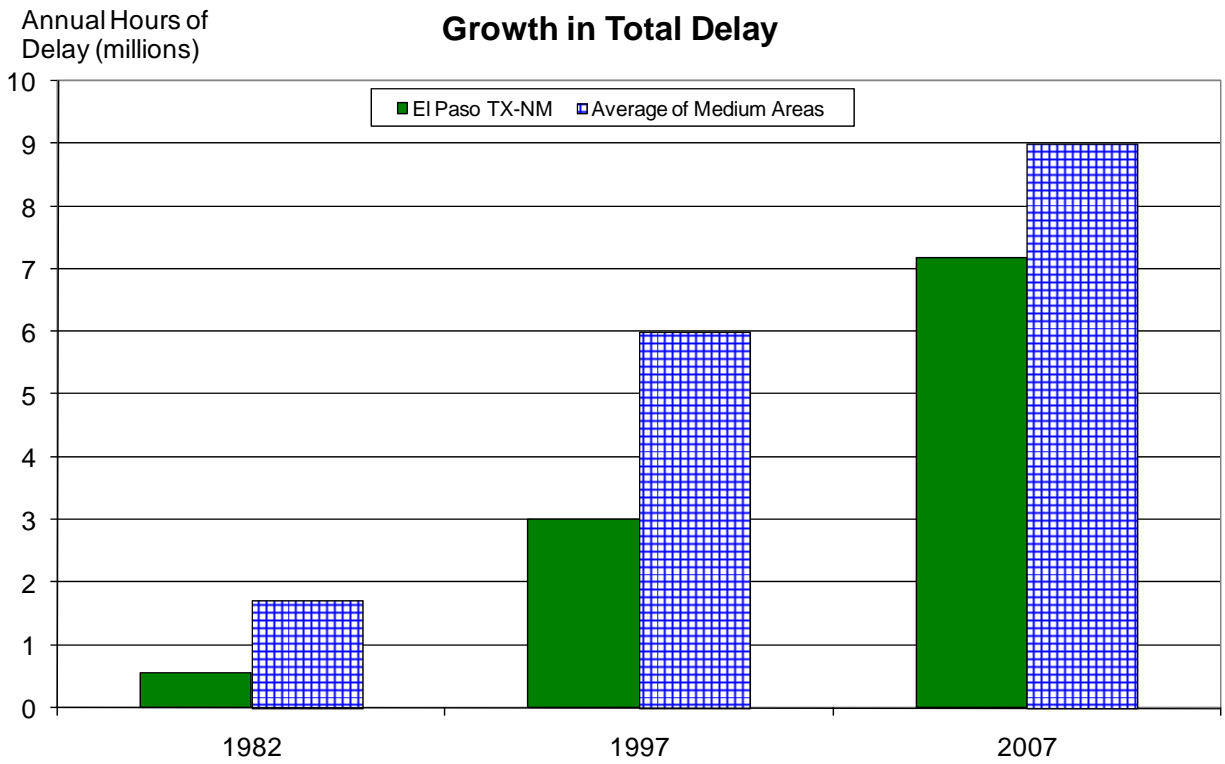
Note: Zeroes in the table reflect values less than 0.5.

### Growth in Delay per Peak Traveler



Note: Medium areas have populations between 0.5 and 1 million

### Growth in Total Delay



Note: Medium areas have populations between 0.5 and 1 million

**Benefits from Public Transportation Service and Operations Strategies in  
El Paso TX-NM**

<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	62	62	68	74
<b>Service Patrols</b>				
Percent of Roadway Miles	49	49	54	58
Annual Delay Reduction (1000 hours)	257	324	223	217
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	55	56	56	55
Annual Delay Reduction (1000 hours)	44	38	49	37
<b>Arterial Access Management</b>				
Percent of Roadway Miles	51	51	51	51
Annual Delay Reduction (1000 hours)	214	146	221	167
<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)	515	508	493	421
Annual Delay Saved per Peak Traveler (hours)	1	1	1	1
Annual Congestion Cost Savings (\$million)	10.3	9.7	9.1	7.4
Travel Time Index with Strategies	1.125	1.132	1.132	1.132
Travel Time Index (Base)	1.132	1.138	1.139	1.138
<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)	61.7	60.2	57.7	62.2
Unlinked Passenger Trips (million)	12.0	12.4	12.6	10.7
Travel Time Index (combined road and transit)	1.129	1.136	1.137	1.136
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.138	1.142	1.143	1.142
Annual Increase				
Delay (1000 hours)	546	422	439	415
Delay per Peak Traveler (hours)	1	1	1	1
Congestion Cost (\$million)	11.1	8.2	8.1	7.3

**Benefits from Public Transportation Service and Operations Strategies in  
El Paso TX-NM, 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	4	4	4	4
Annual Delay Reduction (1000 hours)	1	1	1	1
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	69	72	67	61
<b>Service Patrols</b>				
Percent of Roadway Miles	61	64	67	71
Annual Delay Reduction (1000 hours)	167	184	170	145
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	55	56	49	49
Annual Delay Reduction (1000 hours)	41	41	26	27
<b>Arterial Access Management</b>				
Percent of Roadway Miles	49	49	46	47
Annual Delay Reduction (1000 hours)	154	122	141	112
<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)	363	347	338	284
Annual Delay Saved per Peak Traveler (hours)	1	1	1	1
Annual Congestion Cost Savings (\$million)	6.2	5.8	5.6	4.6
Travel Time Index with Strategies	1.119	1.119	1.118	1.117
Travel Time Index (Base)	1.125	1.125	1.123	1.122
<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)	61.8	61.7	68.8	63.3
Unlinked Passenger Trips (million)	11.1	11.2	13.5	13.8
Travel Time Index (combined road and transit)	1.123	1.123	1.121	1.119
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.130	1.130	1.128	1.127
Annual Increase				
Delay (1000 hours)	373	447	442	387
Delay per Peak Traveler (hours)	1	1	1	1
Congestion Cost (\$million)	6.4	7.4	7.3	6.3

**Comparison of Several Key Mobility Performance Measures  
Medium Group – 500,000 to 1 million population urban areas**

Urban Area	Delay per Traveler	Travel Time Index	Total Delay	1982 to 2007	
				Delay per Traveler	Total Delay
Nashville-Davidson, TN	H+	0	H+	F	F+
Salt Lake City, UT	H	H+	H+	F	F+
Richmond, VA	L	L-	H	0	F+
Louisville, KY-IN	H+	H+	H+	F+	F+
Hartford, CT	L	L	H	F	F+
Bridgeport-Stamford, CT-NY	H+	H+	H+	F+	F+
Oklahoma City, OK	H	L	H+	F+	F+
Tulsa, OK	0	L	0	0	F
Tucson, AZ	H+	H+	H+	F	F+
Dayton, OH	L-	L-	L-	S-	S-
Rochester, NY	L-	L-	L-	S-	S-
Birmingham, AL	H+	0	H+	F+	F+
Lancaster-Palmdale, CA	L-	L	L-	S-	S-
Honolulu, HI	H	H+	H	S	S
<b>El Paso, TX-NM</b>	<b>L</b>	<b>L</b>	<b>L</b>	<b>0</b>	<b>S</b>
Oxnard-Ventura, CA	H+	H+	H+	F+	F+
Sarasota-Bradenton, FL	H	H+	0	S-	0
Springfield, MA-CT	L-	L-	L-	S-	S-
Omaha, NE-IA	H	H	0	F+	F
Fresno, CA	L	0	L	S-	S-
Allentown-Bethlehem, PA-NJ	0	0	L	S	S-
Akron, OH	L-	L-	L-	S-	S-
Grand Rapids, MI	0	L	L	0	S
Albany-Schenectady, NY	L	L	L	0	S-
Albuquerque, NM	H+	H	H	F+	F+
New Haven, CT	L	L	L-	0	S-
Indio-Cathedral City-Palm Springs, CA	L-	0	L-	S-	S-
Toledo, OH-MI	L-	L-	L-	S	S-
Poughkeepsie-Newburgh, NY	L-	L-	L-	S-	S-
Bakersfield, CA	L-	L-	L-	S-	S-
Colorado Springs, CO	0	0	L	F	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