

## Performance Measure Summary – Memphis, TN-MS-AR

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 Memphis TN-MS-AR

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	1,035	1,025	1,020	1,010	1,000	990
Rank	41	41	41	40	40	39
Urban Area (square miles)	560	555	555	555	550	515
Population Density (persons/sq mile)	1,848	1,847	1,838	1,820	1,818	1,922
Peak Travelers (1000s)	580	570	563	554	546	533
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	8,640	8,660	8,600	8,470	7,815	7,500
Lane-Miles	650	640	635	600	555	540
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	13,640	13,680	13,590	13,360	13,260	12,135
Lane-Miles	3,285	3,220	3,130	3,030	2,900	2,715
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	65	61	65	73	66	68
Annual Unlinked Psgr Trips (millions)	12	12	12	13	13	13
<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	2.54	2.24	1.86	1.46	1.32
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	32	34	36	39	39	38
<b>Congested System</b> (% of lane-miles)	31	31	32	32	32	32
<b>Congested Time</b> (number of "Rush Hours")	5.2	5.4	5.4	5.8	5.8	5.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	101	111	123	117	103	74
Transit Riders or Carpoolers (millions)	20	22	25	25	22	15
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	8,975	9,462	9,386	9,893	9,593	8,732
Rank	44	42	42	42	43	44
Fuel per Peak Traveler (gallons)	15	17	17	18	18	16
Rank	52	44	45	45	44	46
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	14,633	15,686	15,375	15,499	15,083	13,654
Rank	43	41	42	42	42	44
Delay per Peak Traveler (person-hours)	25	28	27	28	28	26
Rank	51	43	46	46	44	45
Delay due to Incidents (percent)	57	56	56	56	56	56
<b>Travel Time Index</b>	1.12	1.13	1.13	1.14	1.14	1.14
Rank	57	53	54	50	48	50
<b>Congestion Cost</b>						
Total Cost (\$ millions)	311	315	296	283	263	231
Rank	41	41	40	41	43	45
Cost per Peak Traveler (\$)	537	554	525	510	481	433
Rank	47	43	43	44	46	46

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 Memphis TN-MS-AR, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	980	975	975	970	960
Rank	39	39	39	39	39
Urban Area (square miles)	490	470	450	435	420
Population Density (persons/sq mile)	2,000	2,074	2,167	2,230	2,286
Peak Travelers (1000s)	518	508	499	489	476
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	7,300	6,900	6,600	6,370	5,920
Lane-Miles	530	520	510	495	465
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	12,085	12,000	12,015	11,825	11,630
Lane-Miles	2,710	2,700	2,660	2,625	2,600
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	68	64	64	65	64
Annual Unlinked Psgr Trips (millions)	13	12	12	12	13
<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)	1.45	1.47	1.07	1.03	1.13
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	37	35	33	33	34
<b>Congested System</b> (% of lane-miles)	32	32	31	31	32
<b>Congested Time</b> (number of "Rush Hours")	5.6	5.4	5.2	5.2	5.2
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	69	66	71	81	107
Transit Riders or Carpoolers (millions)	14	13	15	16	21
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	8,419	7,907	7,197	7,193	6,952
Rank	44	44	44	42	42
Fuel per Peak Traveler (gallons)	16	16	14	15	15
Rank	46	46	51	46	44
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	13,354	12,652	11,482	11,520	11,142
Rank	42	43	44	41	41
Delay per Peak Traveler (person-hours)	26	25	23	24	23
Rank	46	46	48	46	47
Delay due to Incidents (percent)	56	56	56	56	56
<b>Travel Time Index</b>	1.13	1.13	1.12	1.12	1.12
Rank	52	52	55	49	49
<b>Congestion Cost</b>					
Total Cost (\$ millions)	223	206	177	173	166
Rank	44	44	45	41	42
Cost per Peak Traveler (\$)	429	406	355	354	349
Rank	46	47	51	47	46

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 Memphis TN-MS-AR, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	950	930	905	885	880
Rank	39	39	38	38	38
Urban Area (square miles)	410	410	410	405	405
Population Density (persons/sq mile)	2,317	2,268	2,207	2,185	2,173
Peak Travelers (1000s)	464	446	428	412	403
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	5,725	5,640	5,480	5,150	5,070
Lane-Miles	450	450	450	445	440
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	11,715	11,450	11,180	10,850	9,695
Lane-Miles	2,570	2,550	2,500	2,450	2,285
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	65	62	57	58	62
Annual Unlinked Psgr Trips (millions)	12	15	13	13	13
<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)	1.24	1.11	1.03	1.07	1.08
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	34	32	30	27	24
<b>Congested System</b> (% of lane-miles)	31	31	30	29	28
<b>Congested Time</b> (number of "Rush Hours")	5.2	5.0	4.8	4.4	4.2
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	162	179	201	204	173
Transit Riders or Carpoolers (millions)	33	35	39	39	33
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	6,571	6,232	5,495	4,584	3,850
Rank	41	43	43	42	45
Fuel per Peak Traveler (gallons)	14	14	13	11	10
Rank	44	44	44	48	48
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	10,522	9,966	8,829	7,650	6,486
Rank	41	41	40	41	42
Delay per Peak Traveler (person-hours)	23	22	21	19	16
Rank	44	42	44	48	52
Delay due to Incidents (percent)	55	55	55	54	54
<b>Travel Time Index</b>	1.11	1.11	1.10	1.09	1.08
Rank	50	50	50	52	53
<b>Congestion Cost</b>					
Total Cost (\$ millions)	154	141	121	101	83
Rank	41	41	40	40	45
Cost per Peak Traveler (\$)	331	316	282	245	207
Rank	47	45	49	50	54

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 Memphis TN-MS-AR, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	865	860	850	830	815
Rank	38	37	37	37	37
Urban Area (square miles)	405	400	400	400	400
Population Density (persons/sq mile)	2,136	2,150	2,125	2,075	2,038
Peak Travelers (1000s)	389	381	374	362	353
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	4,725	4,575	4,286	3,975	3,750
Lane-Miles	420	400	390	380	380
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	8,700	8,210	7,705	7,405	7,095
Lane-Miles	2,105	1,975	1,855	1,705	1,585
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	65	67	60	61	65
Annual Unlinked Psgr Trips (millions)	14	14	14	14	14
<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)	1.11	1.08	1.12	1.03	1.04
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	25	25	22	19	17
<b>Congested System</b> (% of lane-miles)	33	32	32	26	22
<b>Congested Time</b> (number of "Rush Hours")	4.0	4.0	3.8	3.8	3.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	152	159	99	98	105
Transit Riders or Carpoolers (millions)	28	30	18	18	20
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	3,504	3,365	2,882	2,353	1,939
Rank	44	44	45	45	47
Fuel per Peak Traveler (gallons)	9	9	8	7	5
Rank	50	50	51	54	63
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	5,905	5,720	4,921	4,067	3,350
Rank	43	42	44	44	47
Delay per Peak Traveler (person-hours)	15	15	13	11	9
Rank	50	51	52	56	61
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>	1.08	1.08	1.07	1.06	1.05
Rank	52	52	53	55	58
<b>Congestion Cost</b>					
Total Cost (\$ millions)	74	68	56	44	35
Rank	43	44	43	44	47
Cost per Peak Traveler (\$)	189	179	149	120	99
Rank	51	52	53	59	60

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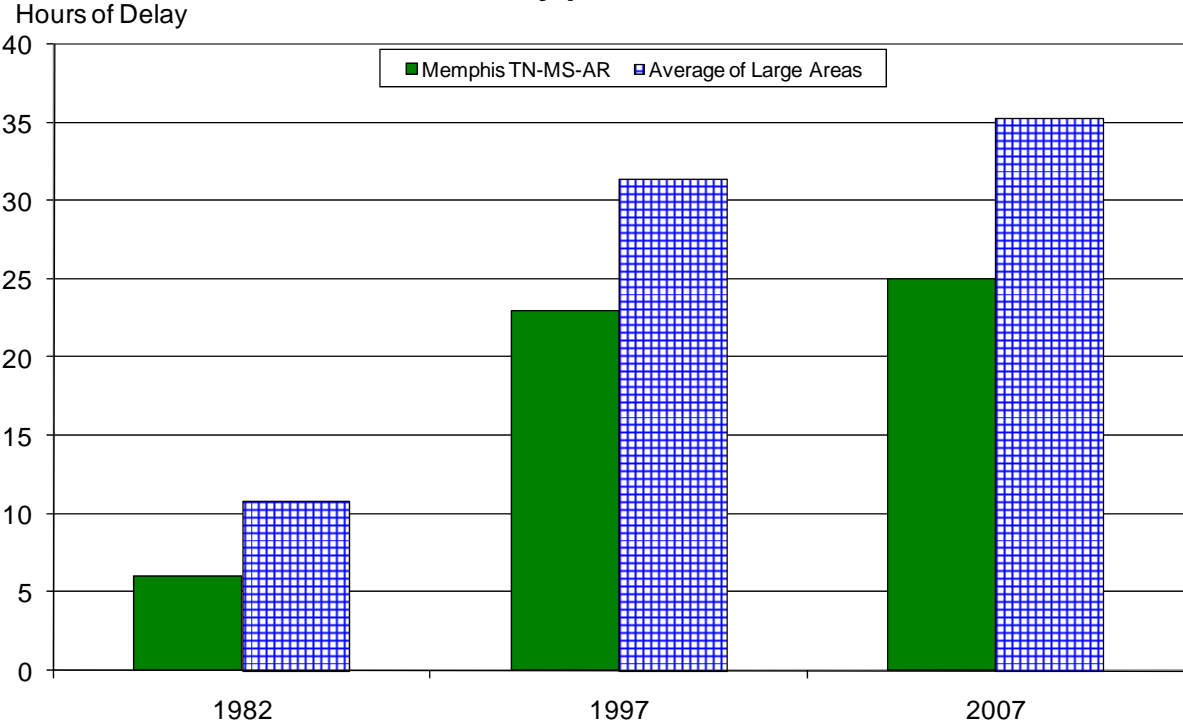
## The Mobility Data for Memphis TN-MS-AR, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	800	775	770	770	760
Rank	37	39	39	39	39
Urban Area (square miles)	380	360	350	350	350
Population Density (persons/sq mile)	2,105	2,153	2,200	2,200	2,171
Peak Travelers (1000s)	343	330	326	323	315
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	3,270	3,050	3,035	3,240	3,200
Lane-Miles	365	365	350	330	315
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	6,755	6,195	6,630	5,820	5,150
Lane-Miles	1,575	1,505	1,455	1,405	1,355
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	72	58	42	42	42
Annual Unlinked Psgr Trips (millions)	14	15	15	15	15
<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)	1.01	1.32	1.34	1.37	1.43
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	13	12	14	13	13
<b>Congested System</b> (% of lane-miles)	17	17	17	17	17
<b>Congested Time</b> (number of "Rush Hours")	3.0	2.9	3.0	3.2	3.0
<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)	1,405	1,217	1,427	1,318	1,086
Rank	56	55	46	44	47
Fuel per Peak Traveler (gallons)	4	4	4	4	3
Rank	65	60	58	55	58
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	2,463	2,137	2,533	2,337	1,871
Rank	55	54	44	42	46
Delay per Peak Traveler (person-hours)	7	6	8	7	6
Rank	64	67	54	55	55
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>	1.04	1.04	1.04	1.04	1.04
Rank	65	59	55	53	50
<b>Congestion Cost</b>					
Total Cost (\$ millions)	25	22	25	22	18
Rank	54	53	45	42	45
Cost per Peak Traveler (\$)	72	66	76	69	56
Rank	66	68	58	55	60

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.

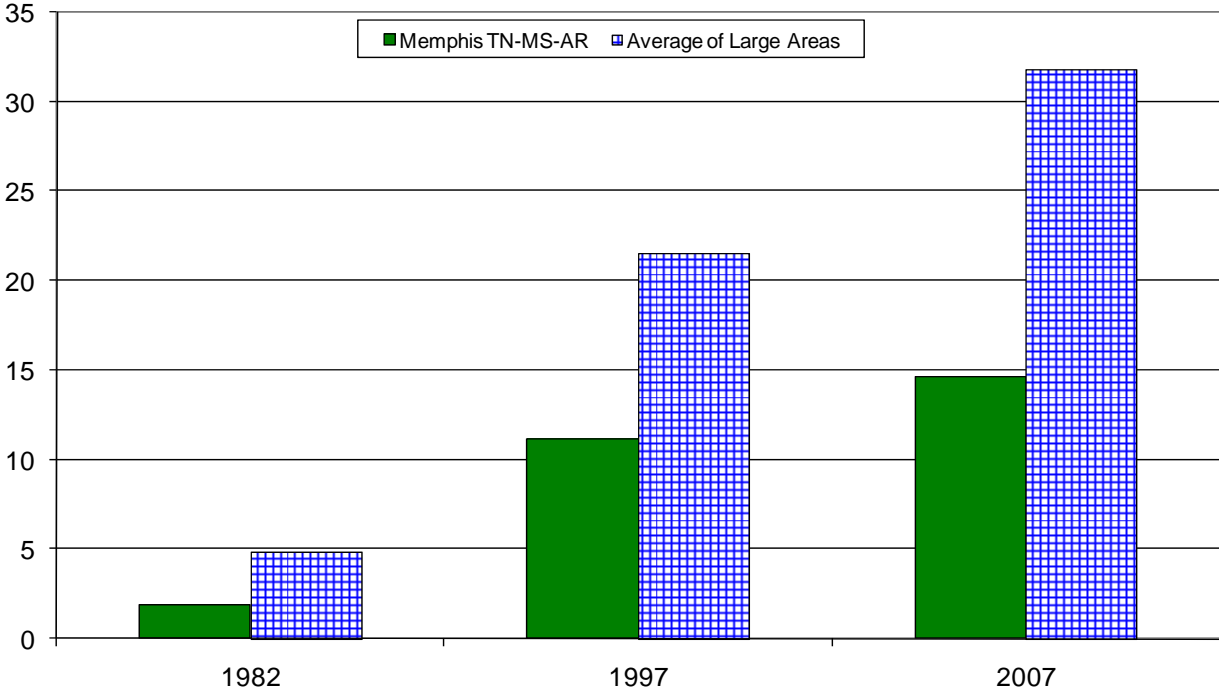
### Growth in Delay per Peak Traveler



Note: Large areas have populations between 1 and 3 million

Annual Hours of Delay (millions)

### Growth in Total Delay



Note: Large areas have populations between 1 and 3 million

**Benefits from Public Transportation Service and Operations Strategies in  
Memphis TN-MS-AR**

<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	36	--	--	--
<b>Service Patrols</b>				
Percent of Roadway Miles	71	72	71	70
Annual Delay Reduction (1000 hours)	753	671	490	466
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	36	36	36	37
Annual Delay Reduction (1000 hours)	49	53	68	57
<b>Arterial Access Management</b>				
Percent of Roadway Miles	20	9	10	10
Annual Delay Reduction (1000 hours)	163	109	54	36
<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)	965	834	612	559
Annual Delay Saved per Peak Traveler (hours)	2	1	1	1
Annual Congestion Cost Savings (\$million)	21.2	17.6	12.5	10.9
Travel Time Index with Strategies	1.125	1.131	1.131	1.141
Travel Time Index (Base)	1.130	1.136	1.135	1.145
<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)	65	61	65	72
Unlinked Passenger Trips (million)	12	12	12	13
Travel Time Index (combined road and transit)	1.129	1.135	1.133	1.144
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.132	1.137	1.137	1.148
Annual Increase				
Delay (1000 hours)	372	408	488	536
Delay per Peak Traveler (hours)	1	1	1	1
Congestion Cost (\$million)	7.9	8.3	9.5	9.9

**Benefits from Public Transportation Service and Operations Strategies in  
Memphis TN-MS-AR, 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	--	--	--	--
<b>Service Patrols</b>				
Percent of Roadway Miles	66	67	67	68
Annual Delay Reduction (1000 hours)	389	335	330	320
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	32	28	23	19
Annual Delay Reduction (1000 hours)	57	50	45	33
<b>Arterial Access Management</b>				
Percent of Roadway Miles	10	7	7	7
Annual Delay Reduction (1000 hours)	27	23	15	30
<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)	473	408	389	384
Annual Delay Saved per Peak Traveler (hours)	1	1	1	1
Annual Congestion Cost Savings (\$million)	8.8	7.4	7.0	6.8
Travel Time Index with Strategies	1.141	1.138	1.134	1.129
Travel Time Index (Base)	1.145	1.141	1.138	1.132
<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)	66	68	68	64
Unlinked Passenger Trips (million)	13	13	13	12
Travel Time Index (combined road and transit)	1.144	1.140	1.136	1.131
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.148	1.143	1.141	1.134
Annual Increase				
Delay (1000 hours)	504	434	516	403
Delay per Peak Traveler (hours)	1	1	1	1
Congestion Cost (\$million)	8.9	7.5	8.8	6.7

**Comparison of Several Key Mobility Performance Measures  
Large Group – 1 million to 3 million population urban areas**

Urban Area	Delay per Traveler	Travel Time Index	Total Delay	1982 to 2007	
				Delay per Traveler	Total Delay
San Diego, CA	H+	H+	H+	F+	F+
Minneapolis-St., Paul MN	H	0	H+	F+	F+
Baltimore, MD	H+	H+	H+	F+	F+
Tampa-St. Petersburg, FL	H+	H+	H+	0	F+
St. Louis, MO-IL	L-	L-	0	S-	S
Denver-Aurora, CO	H+	H+	H+	F	F+
Riverside-San Bernardino, CA	H+	H+	H+	F+	F+
Sacramento, CA	H	H+	H	0	F+
Pittsburgh, PA	L-	L-	L-	S-	S-
Portland, OR-WA	0	H	0	0	F
Cleveland, OH	L-	L-	L-	S-	S-
San Jose, CA	H+	H+	H+	F	F+
Cincinnati, OH-KY-IN	L-	L	L	S	S-
Virginia Beach, VA	L	L	L	S-	S-
Kansas City, MO-KS	L-	L-	L-	S-	S-
Milwaukee, WI	L-	L-	L-	S-	S-
San Antonio, TX	H	0	0	F+	F
Las Vegas, NV	H+	H	0	F+	F+
Orlando, FL	H+	H	H	F+	F+
Providence, RI-MA	L	L	L	0	S-
Columbus, OH	L	L	L	0	S-
Buffalo, NY	L-	L-	L-	S-	S-
New Orleans, LA	L-	L	L-	S-	S-
Charlotte, NC-SC	H	0	L	F	S-
Indianapolis, IN	H	0	L	S	S-
Jacksonville, FL	H	0	L	0	S-
Austin, TX	H	H	L	F	S-
Memphis, TN-MS-AR	L-	L-	L-	S	S-
Raleigh-Durham, NC	0	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