

National Congestion Tables

Table 1. What Congestion Means to You, 2007

Urban Area	Annual Delay per Traveler		Travel Time Index		Wasted Fuel per Traveler	
	Hours	Rank	Value	Rank	Gallons	Rank
Very Large Average (14 areas)	51		1.37		35	
Los Angeles-Long Beach-Santa Ana CA	70	1	1.49	1	53	1
Washington DC-VA-MD	62	2	1.39	4	42	2
Atlanta GA	57	3	1.35	10	40	3
Houston TX	56	4	1.33	11	40	3
San Francisco-Oakland CA	55	5	1.42	3	40	3
Dallas-Fort Worth-Arlington TX	53	6	1.32	12	36	8
Detroit MI	52	9	1.29	20	34	11
Miami FL	47	11	1.37	5	33	12
New York-Newark NY-NJ-CT	44	14	1.37	5	28	20
Phoenix AZ	44	14	1.30	17	31	14
Seattle WA	43	19	1.29	20	30	15
Boston MA-NH-RI	43	19	1.26	25	29	19
Chicago IL-IN	41	21	1.43	2	28	20
Philadelphia PA-NJ-DE-MD	38	29	1.28	24	24	34
Large Average (29 areas)	35		1.23		24	
San Jose CA	53	6	1.36	8	37	7
Orlando FL	53	6	1.30	17	35	9
San Diego CA	52	9	1.37	5	40	3
Tampa-St. Petersburg FL	47	11	1.31	14	30	15
Denver-Aurora CO	45	13	1.31	14	30	15
Riverside-San Bernardino CA	44	14	1.36	8	35	9
Baltimore MD	44	14	1.31	14	32	13
Las Vegas NV	44	14	1.30	17	30	15
Charlotte NC-SC	40	23	1.25	26	27	23
Sacramento CA	39	24	1.32	12	28	20
Austin TX	39	24	1.29	20	27	23
Minneapolis-St. Paul MN	39	24	1.24	28	27	23
Jacksonville FL	39	24	1.23	32	27	23
Indianapolis IN	39	24	1.21	34	27	23
San Antonio TX	38	29	1.23	32	27	23
Portland OR-WA	37	34	1.29	20	26	31
Raleigh-Durham NC	34	36	1.17	43	22	37
Columbus OH	30	40	1.18	39	21	39
Virginia Beach VA	29	41	1.18	39	19	41
Providence RI-MA	29	41	1.17	43	18	42
St. Louis MO-IL	26	47	1.13	52	17	46
Cincinnati OH-KY-IN	25	51	1.18	39	18	42
Memphis TN-MS-AR	25	51	1.12	57	15	52
New Orleans LA	20	61	1.17	43	12	65
Milwaukee WI	18	67	1.13	52	13	60
Pittsburgh PA	15	70	1.09	70	9	71
Kansas City MO-KS	15	70	1.07	80	9	71
Cleveland OH	12	76	1.08	77	8	74
Buffalo NY	11	79	1.07	80	7	77
90 Area Average	41		1.29		28	
Remaining Areas						
48 Urban Areas Over 250,000 Popn	24		1.16		15	
301 Urban Areas Under 250,000 Popn	18		1.10		10	
All 439 Urban Areas	36		1.25		24	

Very Large Urban Areas—over 3 million population. Large Urban Areas—over 1 million and less than 3 million population.

Annual Delay per Traveler – Extra travel time for peak-period travel during the year 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.). Free-flow speeds (60 mph on freeways and 35 mph on principal arterials) are used as the comparison threshold.

Travel Time Index – The ratio of travel time in the peak period to the travel time at free-flow conditions. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined.

Also note: The best congestion comparisons use multi-year trends and are made between similar urban areas.

Table 1. What Congestion Means to You, 2007, Continued

Urban Area	Annual Delay per Traveler		Travel Time Index		Wasted Fuel per Traveler	
	Hours	Rank	Value	Rank	Gallons	Rank
Medium Average (31 areas)	23		1.14		15	
Tucson AZ	41	21	1.24	28	26	31
Oxnard-Ventura CA	38	29	1.24	28	27	23
Louisville KY-IN	38	29	1.20	35	26	31
Nashville-Davidson TN	37	34	1.15	48	23	35
Albuquerque NM	34	36	1.18	39	22	37
Bridgeport-Stamford CT-NY	33	38	1.25	26	27	23
Birmingham AL	32	39	1.15	48	21	39
Salt Lake City UT	27	45	1.19	37	18	42
Oklahoma City OK	27	45	1.12	57	17	46
Honolulu HI	26	47	1.24	28	18	42
Omaha NE-IA	26	47	1.16	47	17	46
Sarasota-Bradenton FL	25	51	1.19	37	15	52
Colorado Springs CO	23	54	1.13	52	14	56
Allentown-Bethlehem PA-NJ	22	55	1.14	50	14	56
Grand Rapids MI	22	55	1.10	64	13	60
Tulsa OK	22	55	1.10	64	13	60
Hartford CT	21	60	1.12	57	15	52
Fresno CA	20	61	1.13	52	13	60
Richmond VA	20	61	1.09	70	13	60
El Paso TX-NM	19	64	1.12	57	12	65
New Haven CT	19	64	1.11	63	14	56
Albany-Schenectady NY	19	64	1.10	64	12	65
Poughkeepsie-Newburgh NY	17	68	1.09	70	10	68
Dayton OH	14	73	1.09	70	10	68
Toledo OH-MI	14	73	1.08	77	9	71
Indio-Cathedral City-Palm Springs CA	13	75	1.14	50	8	74
Bakersfield CA	12	76	1.09	70	7	77
Springfield MA-CT	11	79	1.06	85	7	77
Rochester NY	10	83	1.06	85	6	83
Akron OH	9	85	1.07	80	6	83
Lancaster-Palmdale CA	6	89	1.10	64	3	89
Small Average (16 areas)	19		1.10		11	
Charleston-North Charleston SC	38	29	1.20	35	23	35
Cape Coral FL	29	41	1.17	43	17	46
Pensacola FL-AL	28	44	1.13	52	16	50
Knoxville TN	26	47	1.12	57	16	50
Columbia SC	22	55	1.10	64	14	56
Little Rock AR	22	55	1.09	70	15	52
Salem OR	16	69	1.10	64	10	68
Laredo TX	15	70	1.12	57	8	74
Boulder CO	12	76	1.09	70	7	77
Eugene OR	11	79	1.08	77	7	77
Beaumont TX	11	79	1.05	87	7	77
Anchorage AK	10	83	1.07	80	6	83
Corpus Christi TX	9	85	1.05	87	5	86
Spokane WA	9	85	1.05	87	5	86
Brownsville TX	8	88	1.07	80	5	86
Wichita KS	6	89	1.02	90	3	89
90 Area Average	41		1.29		28	
Remaining Areas						
48 Urban Areas Over 250,000 Popn	24		1.16		15	
301 Urban Areas Under 250,000 Popn	18		1.10		10	
All 439 Urban Areas	36		1.25		24	

Medium Urban Areas—over 500,000 and less than 1 million population.

Small Urban Areas—less than 500,000 population.

Annual Delay per Traveler – Extra travel time for peak-period travel during the year 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.). Free-flow speeds (60 mph on freeways and 35 mph on principal arterials) are used as the comparison threshold.

Travel Time Index – The ratio of travel time in the peak period to the travel time at free-flow conditions. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined.

Also note: The best congestion comparisons use multi-year trends and are made between similar urban areas.

Table 2. What Congestion Means to Your Town, 2007 Urban Area Totals

Urban Area	Travel Delay		Excess Fuel Consumed		Congestion Cost	
	(1000 Hours)	Rank	(1000 Gallons)	Rank	(\$ million)	Rank
Very Large Average (14 areas)	166,900		115,654		3,549	
Los Angeles-Long Beach-Santa Ana CA	485,022	1	366,969	1	10,328	1
New York-Newark NY-NJ-CT	379,328	2	238,934	2	8,180	2
Chicago IL-IN	189,201	3	129,365	3	4,207	3
Atlanta GA	135,335	6	95,936	6	2,981	4
Miami FL	145,608	4	101,727	4	2,955	5
Dallas-Fort Worth-Arlington TX	140,744	5	96,477	5	2,849	6
Washington DC-VA-MD	133,862	7	90,801	8	2,762	7
San Francisco-Oakland CA	129,393	8	94,295	7	2,675	8
Houston TX	123,915	9	88,239	9	2,482	9
Detroit MI	116,981	10	76,425	10	2,472	10
Philadelphia PA-NJ-DE-MD	112,074	11	71,262	11	2,316	11
Boston MA-NH-RI	91,052	12	60,986	13	1,996	12
Phoenix AZ	80,456	14	57,200	14	1,891	13
Seattle WA	73,636	15	50,541	15	1,591	15
Large Average (29 areas)	31,778		22,024		661	
San Diego CA	85,392	13	65,734	12	1,786	14
Baltimore MD	56,964	18	41,777	16	1,276	16
Denver-Aurora CO	61,345	16	40,492	17	1,240	17
Tampa-St. Petersburg FL	61,018	17	39,612	18	1,205	18
Minneapolis-St. Paul MN	55,287	19	38,534	20	1,148	19
Riverside-San Bernardino CA	48,135	21	38,537	19	1,083	20
San Jose CA	51,070	20	35,630	21	1,013	21
Orlando FL	41,791	22	27,842	23	850	22
Sacramento CA	39,197	23	28,358	22	806	23
Portland OR-WA	34,418	25	23,969	24	712	24
Las Vegas NV	34,521	24	23,425	25	705	25
St. Louis MO-IL	32,863	26	20,660	27	697	26
San Antonio TX	31,026	27	21,973	26	621	27
Charlotte NC-SC	24,237	29	16,046	31	525	28
Indianapolis IN	23,505	31	16,135	30	522	29
Cincinnati OH-KY-IN	23,832	30	17,307	28	508	30
Virginia Beach VA	24,665	28	16,324	29	501	31
Austin TX	22,777	32	15,578	33	471	32
Jacksonville FL	22,491	33	15,711	32	457	33
Columbus OH	20,428	34	14,519	34	424	35
Raleigh-Durham NC	19,588	37	12,716	37	421	36
Providence RI-MA	19,937	36	12,114	39	386	39
Memphis TN-MS-AR	14,633	43	8,975	44	311	41
Milwaukee WI	14,860	42	10,651	41	307	42
Pittsburgh PA	15,334	41	8,753	45	304	43
Kansas City MO-KS	12,703	47	8,085	49	267	47
New Orleans LA	11,327	50	7,147	51	244	49
Cleveland OH	12,037	49	8,166	48	241	51
Buffalo NY	6,185	66	3,929	67	134	65
90 Area Total	3,592,338		2,473,532		75,761	
90 Areas Average	39,915		27,484		842	
Remaining Areas						
48 Areas Over 250,000 - Total	247,046		161,607		5,387	
48 Areas Over 250,000 - Average	5,147		3,367		112	
301 Areas Under 250,000 - Total	319,331		179,223		6,074	
301 Areas Under 250,000 - Average	1,061		595		20	
All 439 Areas Total	4,158,715		2,814,363		87,222	
All 439 Areas Average	9,473		6,411		199	

Very Large Urban Areas—over 3 million population. Large Urban Areas—over 1 million and less than 3 million population.

Travel Delay – Travel time above that needed to complete a trip at free-flow speeds.

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

Congestion Cost – Value of travel time delay (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).

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Urban Area	Travel Delay		Excess Fuel Consumed		Congestion Cost	
	(1000 Hours)	Rank	(1000 Gallons)	Rank	(\$ million)	Rank
Medium Average (31 areas)	9,002		5,879		186	
Nashville-Davidson TN	20,215	35	12,487	38	426	34
Louisville KY-IN	19,015	38	13,024	35	409	37
Tucson AZ	17,321	39	10,883	40	393	38
Bridgeport-Stamford CT-NY	16,077	40	12,759	36	350	40
Oxnard-Ventura CA	14,258	45	10,017	42	298	44
Salt Lake City UT	14,557	44	9,468	43	287	45
Birmingham AL	12,605	48	8,395	46	267	46
Oklahoma City OK	12,826	46	8,262	47	257	48
Albuquerque NM	11,095	51	7,070	52	244	49
Hartford CT	10,147	53	7,201	50	203	53
Richmond VA	10,212	52	6,557	54	202	54
Honolulu HI	10,076	54	7,051	53	199	55
Tulsa OK	9,826	56	5,589	57	192	56
Omaha NE-IA	9,298	57	5,864	56	184	57
Sarasota-Bradenton FL	9,030	58	5,418	58	176	58
Allentown-Bethlehem PA-NJ	7,571	59	4,664	60	154	59
Fresno CA	7,032	64	4,436	61	151	61
Grand Rapids MI	7,324	61	4,335	63	148	62
El Paso TX-NM	7,185	62	4,691	59	147	63
Albany-Schenectady NY	6,082	67	3,842	69	131	66
Colorado Springs CO	6,457	65	3,860	68	129	67
Dayton OH	5,800	68	4,000	66	120	69
New Haven CT	5,728	69	4,225	65	117	70
Poughkeepsie-Newburgh NY	4,739	72	2,886	73	95	73
Toledo OH-MI	3,916	77	2,480	74	83	74
Indio-Cathedral City-Palm Springs CA	4,049	74	2,338	77	82	75
Rochester NY	4,038	75	2,441	75	81	76
Springfield MA-CT	3,989	76	2,422	76	77	77
Bakersfield CA	3,359	78	2,091	79	73	78
Akron OH	3,031	79	2,172	78	63	79
Lancaster-Palmdale CA	2,208	80	1,314	80	44	80
Small Average (16 areas)	3,444		2,090		71	
Charleston-North Charleston SC	9,944	55	6,090	55	207	52
Cape Coral FL	7,451	60	4,347	62	152	60
Knoxville TN	7,166	63	4,295	64	147	64
Columbia SC	5,478	70	3,516	70	121	68
Pensacola FL-AL	5,469	71	3,122	72	106	71
Little Rock AR	4,652	73	3,298	71	97	72
Salem OR	2,069	81	1,224	81	41	81
Laredo TX	1,806	82	1,005	83	37	82
Spokane WA	1,714	83	1,056	82	36	83
Corpus Christi TX	1,629	84	970	84	32	84
Anchorage AK	1,616	85	903	85	32	85
Eugene OR	1,481	86	903	85	30	86
Beaumont TX	1,425	87	866	87	28	87
Wichita KS	1,404	88	793	88	27	88
Boulder CO	953	89	562	89	18	89
Brownsville TX	841	90	486	90	17	89
90 Area Total	3,592,338		2,473,532		75,761	
90 Areas Average	39,915		27,484		842	
Remaining Areas						
48 Areas Over 250,000 - Total	247,046		161,607		5,387	
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Table 3. Solutions to Congestion Problems, 2007

Urban Area	Operational Treatment Savings			Public Transportation Savings			
	Treatments	Delay (1000 Hours)	Rank	Cost (\$ Million)	Delay (1000 Hours)	Rank	Cost (\$ Million)
Very Large Average (14 areas)		15,413		324.6	39,784		848.2
Los Angeles-Long Beach-Santa Ana CA	r,i,s,a,h	60,576	1	1,286.1	32,348	3	588.8
New York-Newark NY-NJ-CT	r,i,s,a,h	40,466	2	863.7	319,247	1	6,929.2
San Francisco-Oakland CA	r,i,s,a,h	17,675	3	360.8	31,835	4	658.9
Houston TX	r,i,s,a,h	15,201	4	300.8	5,902	13	103.0
Miami FL	i,s,a,h	13,443	5	269.2	10,026	10	191.1
Dallas-Fort Worth-Arlington TX	r,i,s,a,h	11,186	6	221.8	5,486	14	111.1
Washington DC-VA-MD	r,i,s,a,h	10,517	7	216.1	26,285	5	521.1
Atlanta GA	r,i,s,a,h	9,426	8	215.0	10,474	9	224.8
Chicago IL-IN	r,i,s,a	8,038	10	179.5	48,751	2	1,121.1
Philadelphia PA-NJ-DE-MD	r,i,s,a	7,856	11	165.1	22,538	7	472.6
Seattle WA	r,i,s,a,h	6,802	12	145.6	12,521	8	261.4
Phoenix AZ	r,i,s,a,h	5,359	15	121.4	2,566	21	59.8
Boston MA-NH-RI	i,s,a	4,929	16	106.7	26,266	6	573.8
Detroit MI	r,i,s,a	4,313	19	92.9	2,732	19	57.4
Large Average (29 areas)		2,149		44.6	2,029		42.3
San Diego CA	r,i,s,a	8,309	9	170.0	7,832	12	161.7
Riverside-San Bernardino CA	r,i,s,a,h	5,505	13	123.5	1,397	30	27.7
Minneapolis-St. Paul MN	r,i,s,a,h	5,457	14	109.6	3,900	17	79.4
San Jose CA	r,i,s,a	4,396	17	86.4	2,375	22	46.9
Tampa-St. Petersburg FL	i,s,a	4,378	18	86.5	1,250	32	24.3
Sacramento CA	r,i,s,a,h	3,877	20	80.7	1,865	25	37.0
Baltimore MD	i,s,a	3,568	21	79.8	9,474	11	216.0
Denver-Aurora CO	r,i,s,a,h	3,554	22	71.3	5,033	15	101.6
Portland OR-WA	r,i,s,a,h	2,922	23	61.6	4,771	16	98.0
Orlando FL	i,s,a	2,613	24	53.0	1,572	27	31.7
Virginia Beach VA	i,s,a,h	1,947	25	39.5	913	38	18.6
Las Vegas NV	i,s,a	1,661	26	33.0	1,723	26	35.4
Jacksonville FL	i,s,a	1,475	27	30.1	511	43	10.4
San Antonio TX	i,s,a	1,386	28	27.8	1,455	29	29.0
St. Louis MO-IL	i,s,a	1,323	29	27.9	2,031	23	43.2
Milwaukee WI	r,i,s,a	1,296	30	26.7	1,071	35	22.1
Austin TX	i,s,a	1,209	31	25.1	1,472	28	30.6
Columbus OH	r,i,s,a	1,002	32	21.8	451	45	9.5
Memphis TN-MS-AR	i,s,a	965	34	21.2	372	50	7.9
Charlotte NC-SC	i,s,a	910	35	19.8	946	37	20.4
Cincinnati OH-KY-IN	r,i,s,a	793	37	17.1	1,328	31	28.4
Indianapolis IN	i,s,a	697	42	15.5	431	48	9.5
New Orleans LA	i,s,a	675	44	14.6	1,075	34	23.4
Cleveland OH	i,s,a	505	49	10.3	1,227	33	24.6
Raleigh-Durham NC	i,s,a	491	50	10.9	723	39	15.5
Kansas City MO-KS	i,s,a	486	51	10.1	240	55	5.0
Pittsburgh PA	i,s,a	431	55	8.7	1,957	24	39.1
Providence RI-MA	i,s,a	324	57	6.5	989	36	19.1
Buffalo NY	i,s,a	160	65	3.6	451	45	9.8
90 Area Total		290,824		6,105.3	630,149		13,390.7
90 Area Average		3,231		68.0	7,002		149.0
Remaining Areas							
48 Areas Over 250,000 - Total		8,165		178.9	6,891		150.9
48 Areas Over 250,000 - Average		170		3.7	144		3.1
301 Areas Under 250,000 - Total		9,239		179.6	8,874		187.9
301 Areas Under 250,000 - Average		31		0.6	29		0.6
All 439 Areas Total		308,319		6,463.8	645,914		13,729.5
All 439 Areas Average		702		14.7	1,471		31.3

Very Large Urban Areas—over 3 million population.

Large Urban Areas—over 1 million and less than 3 million population.

Operational Treatments – Freeway incident management (i), freeway ramp metering (r), arterial street signal coordination (s), arterial street access management (a) and high-occupancy vehicle lanes (h).

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

Delay savings are affected by the amount of treatment or service in each area, as well as the amount of congestion and the urban area population.

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Also note: The best congestion comparisons use multi-year trends and are made between similar urban areas.

Table 3. Solutions to Congestion Problems, 2007, Continued

Urban Area	Operational Treatment Savings				Public Transportation Savings		
	Treatments	Delay (1000 Hours)	Rank	Cost (\$ Million)	Delay (1000 Hours)	Rank	Cost (\$ Million)
Medium Average (31 areas)		354		7.4	414		8.4
Tucson AZ	i,s,a	994	33	22.3	571	41	12.9
Nashville-Davidson TN	i,s,a	893	36	19.6	407	49	8.6
Omaha NE-IA	i,s,a	765	38	15.2	161	67	3.2
Bridgeport-Stamford CT-NY	i,s,a	744	39	16.4	248	53	5.4
Albuquerque NM	i,s,a	734	40	15.8	237	56	5.2
Birmingham AL	i,s,a	723	41	16.6	160	68	3.4
Louisville KY-IN	i,s,a	682	43	14.9	501	44	10.9
Sarasota-Bradenton FL	i,s,a	564	45	10.9	135	73	2.6
Fresno CA	r,i,s,a	529	46	11.3	224	58	4.7
El Paso TX-NM	i,s,a	515	47	10.3	546	42	11.1
Salt Lake City UT	r,i,s,a	513	48	10.5	2,672	20	52.9
Oxnard-Ventura CA	i,s,a	468	52	9.3	257	52	5.3
Hartford CT	i,s,a	440	54	8.9	670	40	13.4
Richmond VA	i,s,a	274	58	5.4	435	47	8.6
Honolulu HI	i,s,a	245	59	4.8	3,045	18	59.2
Allentown-Bethlehem PA-NJ	r,i,s,a	204	61	4.3	202	60	4.1
Colorado Springs CO	i,s,a	197	62	3.8	222	59	4.4
New Haven CT	i,s,a	197	62	4.0	138	71	2.8
Grand Rapids MI	s,a	188	64	3.7	245	54	5.0
Albany-Schenectady NY	i,s,a	145	66	3.2	271	51	5.8
Indio-Cathedral City-Palm Springs CA	i,s,a	145	66	3.0	118	76	2.4
Bakersfield CA	i,s,a	144	68	3.0	175	63	3.8
Oklahoma City OK	i,s,a	131	69	2.7	95	79	1.9
Rochester NY	i,s,a	113	72	2.3	146	69	2.9
Dayton OH	s,a	85	74	1.6	169	65	3.6
Poughkeepsie-Newburgh NY	s,a	82	75	1.6	199	61	4.0
Tulsa OK	i,s,a	78	76	1.6	51	86	1.0
Lancaster-Palmdale CA	s,a	64	78	1.3	190	62	3.7
Springfield MA-CT	i,s,a	64	78	1.3	119	75	2.3
Akron OH	i,s,a	24	86	0.5	73	82	1.5
Toledo OH-MI	i,s,a	23	87	0.5	141	70	3.0
Small Average (16 areas)		110		2.3	95		2.0
Cape Coral FL	i,s,a	456	53	9.3	137	72	2.8
Knoxville TN	i,s,a	373	56	8.0	48	87	1.0
Little Rock AR	i,s,a	213	60	4.7	12	90	0.2
Charleston-North Charleston SC	i,s,a	122	70	2.7	117	77	2.4
Pensacola FL-AL	s,a	114	71	2.2	57	84	1.2
Columbia SC	i,s,a	98	73	2.4	170	64	3.9
Spokane WA	i,s,a	75	77	1.6	168	66	3.6
Salem OR	s,a	54	80	1.0	111	78	2.3
Eugene OR	i,s,a	52	81	1.1	230	57	4.7
Anchorage AK	s,a	50	82	1.0	120	74	2.4
Laredo TX	i,s,a	36	83	0.8	94	80	1.9
Wichita KS	i,s,a	32	84	0.6	45	88	0.9
Boulder CO	s,a	26	85	0.5	52	85	1.0
Corpus Christi TX	s,a	23	87	0.5	65	83	1.3
Brownsville TX	s,a	18	89	0.4	75	81	1.5
Beaumont TX	s,a	13	90	0.2	15	89	0.3
90 Area Total		290,824		6,105.3	630,149		13,390.7
90 Area Average		3,231		68.0	7,002		149.0
Remaining Areas							
48 Areas Over 250,000 - Total		8,165		178.9	6,891		150.9
48 Areas Over 250,000 - Average		170		3.7	144		3.1
301 Areas Under 250,000 - Total		9,239		179.6	8,874		187.9
301 Areas Under 250,000 - Average		31		0.6	29		0.6
All 439 Areas Total		308,319		6463.8	645,914		13,729.5
All 439 Areas Average		702		14.7	1,471		31.3

Medium Urban Areas—over 500,000 and less than 1 million population.

Small Urban Areas—less than 500,000 population.

Operational Treatments – Freeway incident management (i), freeway ramp metering (r) arterial street signal coordination (s), arterial street access management (a) and high-occupancy vehicle lanes (h).

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

Delay savings are affected by the amount of treatment or service in each area, as well as the amount of congestion and the urban area population.

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined.

Also note: The best congestion comparisons use multi-year trends and are made between similar urban areas.

Table 4. Congestion Trends – Wasted Hours (Annual Delay per Traveler, 1982 to 2007)

Urban Area	Annual Hours of Delay per Traveler				Long-Term Change 1982 to 2007	
	2007	2006	1997	1982	Hours	Rank
Very Large Average (14 areas)	51	52	43	21	30	
Washington DC-VA-MD	62	59	52	16	46	1
Dallas-Fort Worth-Arlington TX	53	55	34	10	43	2
Atlanta GA	57	59	56	19	38	5
Miami FL	47	48	35	15	32	11
New York-Newark NY-NJ-CT	44	45	32	12	32	11
San Francisco-Oakland CA	55	58	47	23	32	11
Boston MA-NH-RI	43	44	32	12	31	15
Seattle WA	43	45	52	12	31	15
Detroit MI	52	53	48	24	28	21
Houston TX	56	56	39	29	27	22
Chicago IL-IN	41	43	35	15	26	23
Los Angeles-Long Beach-Santa Ana CA	70	72	69	44	26	23
Philadelphia PA-NJ-DE-MD	38	38	28	16	22	36
Phoenix AZ	44	45	35	35	9	70
Large Average (29 areas)	35	36	31	11	24	
San Diego CA	52	54	36	12	40	3
Riverside-San Bernardino CA	44	45	26	5	39	4
Orlando FL	53	55	59	18	35	6
Las Vegas NV	44	43	34	10	34	7
Baltimore MD	44	44	32	11	33	9
Minneapolis-St. Paul MN	39	40	38	6	33	9
San Antonio TX	38	40	24	6	32	11
Charlotte NC-SC	40	39	25	10	30	17
San Jose CA	53	55	44	23	30	17
Austin TX	39	39	32	10	29	19
Denver-Aurora CO	45	48	41	16	29	19
Columbus OH	30	32	31	4	26	23
Providence RI-MA	29	26	15	3	26	23
Raleigh-Durham NC	34	32	31	8	26	23
Portland OR-WA	37	38	35	13	24	28
Sacramento CA	39	42	35	15	24	28
Tampa-St. Petersburg FL	47	48	37	24	23	32
Jacksonville FL	39	38	39	17	22	36
Cincinnati OH-KY-IN	25	26	29	5	20	40
Indianapolis IN	39	42	56	19	20	40
Memphis TN-MS-AR	25	28	23	6	19	44
Virginia Beach VA	29	30	31	14	15	56
St. Louis MO-IL	26	30	39	12	14	57
Kansas City MO-KS	15	17	19	3	12	64
Milwaukee WI	18	18	19	7	11	67
Cleveland OH	12	13	18	3	9	70
Buffalo NY	11	12	7	3	8	72
Pittsburgh PA	15	15	18	11	4	82
New Orleans LA	20	20	21	17	3	87
90 Area Average	41	42	36	16	25	
Remaining Areas						
48 Urban Areas Over 250,000 Popn	24	23	19	7	17	
301 Urban Areas Under 250,000 Popn	18	18	16	5	13	
All 439 Urban Areas	36	37	32	14	22	

Very Large Urban Areas—over 3 million population.

Large Urban Areas—over 1 million and less than 3 million population.

Annual Delay per Traveler – Extra travel time for peak-period travel during the year 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.). Free-flow speeds (60 mph on freeways and 35 mph on principal arterials) are used as the comparison threshold.

Data for all years include effects of operational treatments.

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined.

Also note: The best congestion comparisons use multi-year trends and are made between similar urban areas.

Table 4. Congestion Trends – Wasted Hours (Annual Delay per Traveler, 1982 to 2007), Continued

Urban Area	Annual Hours of Delay per Traveler				Long-Term Change 1982 to 2007	
	2007	2006	1997	1982	Hours	Rank
Medium Average (31 areas)	23	24	20	8	15	
Oxnard-Ventura CA	38	36	21	4	34	7
Birmingham AL	32	33	24	8	24	28
Bridgeport-Stamford CT-NY	33	33	24	9	24	28
Albuquerque NM	34	33	33	11	23	32
Oklahoma City OK	27	24	20	5	22	36
Omaha NE-IA	26	28	19	5	21	39
Louisville KY-IN	38	40	39	18	20	40
Colorado Springs CO	23	26	16	4	19	44
Salt Lake City UT	27	26	28	8	19	44
Hartford CT	21	21	15	4	17	49
Nashville-Davidson TN	37	38	36	20	17	49
Tucson AZ	41	43	29	24	17	49
Albany-Schenectady NY	19	17	9	3	16	52
El Paso TX-NM	19	21	10	3	16	52
Grand Rapids MI	22	23	21	6	16	52
New Haven CT	19	19	15	5	14	57
Richmond VA	20	20	21	6	14	57
Tulsa OK	22	22	18	8	14	57
Allentown-Bethlehem PA-NJ	22	21	25	9	13	61
Honolulu HI	26	24	22	14	12	64
Toledo OH-MI	14	15	14	2	12	64
Sarasota-Bradenton FL	25	27	22	14	11	67
Bakersfield CA	12	13	7	2	10	69
Fresno CA	20	20	18	12	8	72
Akron OH	9	11	13	2	7	74
Poughkeepsie-Newburgh NY	17	18	14	10	7	74
Rochester NY	10	9	8	3	7	74
Dayton OH	14	17	22	10	4	82
Springfield MA-CT	11	12	10	7	4	82
Lancaster-Palmdale CA	6	5	6	12	-6	89
Indio-Cathedral City-Palm Springs CA	13	15	15	20	-7	90
Small Average (16 areas)	19	18	15	6	13	
Charleston-North Charleston SC	38	35	27	15	23	32
Pensacola FL-AL	28	28	22	5	23	32
Cape Coral FL	29	28	26	9	20	40
Columbia SC	22	19	12	4	18	47
Little Rock AR	22	19	10	4	18	47
Knoxville TN	26	25	39	10	16	52
Laredo TX	15	12	9	2	13	61
Salem OR	16	17	12	3	13	61
Beaumont TX	11	12	6	4	7	74
Boulder CO	12	14	14	6	6	78
Brownsville TX	8	7	4	2	6	78
Spokane WA	9	8	10	3	6	78
Eugene OR	11	11	9	6	5	81
Corpus Christi TX	9	8	7	5	4	82
Wichita KS	6	5	5	2	4	82
Anchorage AK	10	10	9	10	0	88
90 Area Average Remaining Areas	41	42	36	16	25	
48 Urban Areas Over 250,000 Popn	24	23	19	7	17	
301 Urban Areas Under 250,000 Popn	18	18	16	5	13	
All 439 Urban Areas	36	37	32	14	22	

Medium Urban Areas—over 500,000 and less than 1 million population. Small Urban Areas—less than 500,000 population.
 Annual Delay per Traveler – Extra travel time for peak-period travel during the year 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.). Free-flow speeds (60 mph on freeways and 35 mph on principal arterials) are used as the comparison threshold.

Data for all years include effects of operational treatments.

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined.

Also note: The best congestion comparisons use multi-year trends and are made between similar urban areas.

Table 5. Congestion Trends – Wasted Time (Travel Time Index, 1982 to 2007)

Urban Area	Travel Time Index				Point Change in Peak-Period Time Penalty	
	2007	2006	1997	1982	Points	Rank
Very Large Average (14 areas)	1.37	1.38	1.30	1.14	23	
Chicago IL-IN	1.43	1.45	1.33	1.12	31	2
San Francisco-Oakland CA	1.42	1.44	1.30	1.14	28	4
Washington DC-VA-MD	1.39	1.37	1.32	1.11	28	4
New York-Newark NY-NJ-CT	1.37	1.38	1.26	1.10	27	6
Dallas-Fort Worth-Arlington TX	1.32	1.33	1.17	1.05	27	6
Miami FL	1.37	1.37	1.26	1.11	26	8
Los Angeles-Long Beach-Santa Ana CA	1.49	1.51	1.45	1.24	25	10
Atlanta GA	1.35	1.34	1.27	1.10	25	10
Seattle WA	1.29	1.30	1.31	1.07	22	15
Boston MA-NH-RI	1.26	1.27	1.20	1.08	18	24
Philadelphia PA-NJ-DE-MD	1.28	1.27	1.20	1.11	17	26
Detroit MI	1.29	1.29	1.27	1.13	16	27
Phoenix AZ	1.30	1.29	1.21	1.15	15	29
Houston TX	1.33	1.34	1.23	1.19	14	31
Large Average (29 areas)	1.23	1.24	1.19	1.07	16	
Riverside-San Bernardino CA	1.36	1.36	1.18	1.03	33	1
San Diego CA	1.37	1.38	1.23	1.07	30	3
Sacramento CA	1.32	1.33	1.21	1.06	26	8
Baltimore MD	1.31	1.31	1.20	1.07	24	12
Las Vegas NV	1.30	1.30	1.23	1.06	24	12
San Jose CA	1.36	1.37	1.23	1.13	23	14
Denver-Aurora CO	1.31	1.31	1.26	1.09	22	15
Austin TX	1.29	1.29	1.22	1.07	22	15
Portland OR-WA	1.29	1.29	1.24	1.07	22	15
Orlando FL	1.30	1.31	1.30	1.10	20	20
Minneapolis-St. Paul MN	1.24	1.25	1.21	1.04	20	20
San Antonio TX	1.23	1.23	1.13	1.04	19	22
Charlotte NC-SC	1.25	1.24	1.16	1.07	18	24
Jacksonville FL	1.23	1.22	1.18	1.07	16	27
Columbus OH	1.18	1.19	1.16	1.03	15	29
Cincinnati OH-KY-IN	1.18	1.18	1.18	1.04	14	31
Providence RI-MA	1.17	1.15	1.10	1.03	14	31
Indianapolis IN	1.21	1.21	1.25	1.08	13	36
Raleigh-Durham NC	1.17	1.16	1.12	1.04	13	36
Tampa-St. Petersburg FL	1.31	1.30	1.26	1.20	11	42
Virginia Beach VA	1.18	1.18	1.18	1.07	11	42
Milwaukee WI	1.13	1.12	1.12	1.05	8	54
Memphis TN-MS-AR	1.12	1.13	1.12	1.04	8	54
New Orleans LA	1.17	1.17	1.15	1.11	6	67
St. Louis MO-IL	1.13	1.16	1.19	1.07	6	67
Cleveland OH	1.08	1.09	1.13	1.03	5	72
Kansas City MO-KS	1.07	1.08	1.08	1.02	5	72
Buffalo NY	1.07	1.08	1.04	1.03	4	79
Pittsburgh PA	1.09	1.09	1.09	1.06	3	83
90 Area Average	1.29	1.29	1.23	1.10	19	
Remaining Areas						
48 Urban Areas Over 250,000 Popn	1.16	1.15	1.11	1.05	11	
301 Urban Areas Under 250,000 Popn	1.10	1.11	1.09	1.03	7	
All 439 Urban Areas	1.25	1.25	1.20	1.09	16	

Very Large Urban Areas—over 3 million population.

Large Urban Areas—over 1 million and less than 3 million population.

Travel Time Index – The ratio of travel time in the peak period to the travel time at free-flow conditions. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak. Free-flow speeds (60 mph on freeways and 35 mph on principal arterials) are used as the comparison threshold.

Data for all years include the effects of operational treatments.

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined.

Also note: The best congestion comparisons use multi-year trends and are made between similar urban areas.

Table 5. Congestion Trends – Wasted Time (Travel Time Index, 1982 to 2007), Continued

Urban Area	Travel Time Index				Point Change in Peak-Period Time Penalty	
	2007	2006	1997	1982	Points	Rank
Medium Average (31 areas)	1.14	1.14	1.11	1.05	9	
Oxnard-Ventura CA	1.24	1.23	1.12	1.03	21	19
Bridgeport-Stamford CT-NY	1.25	1.25	1.17	1.06	19	22
Tucson AZ	1.24	1.25	1.16	1.10	14	31
Salt Lake City UT	1.19	1.18	1.18	1.05	14	31
Honolulu HI	1.24	1.23	1.19	1.11	13	36
Albuquerque NM	1.18	1.17	1.18	1.05	13	36
Omaha NE-IA	1.16	1.17	1.11	1.04	12	40
Birmingham AL	1.15	1.15	1.10	1.04	11	42
Colorado Springs CO	1.13	1.14	1.09	1.02	11	42
El Paso TX-NM	1.12	1.13	1.07	1.02	10	46
Oklahoma City OK	1.12	1.10	1.08	1.02	10	46
Louisville KY-IN	1.20	1.22	1.19	1.11	9	51
Sarasota-Bradenton FL	1.19	1.20	1.18	1.10	9	51
Hartford CT	1.12	1.12	1.09	1.03	9	51
Allentown-Bethlehem PA-NJ	1.14	1.13	1.16	1.06	8	54
Fresno CA	1.13	1.13	1.11	1.05	8	54
New Haven CT	1.11	1.11	1.09	1.03	8	54
Albany-Schenectady NY	1.10	1.09	1.04	1.02	8	54
Bakersfield CA	1.09	1.09	1.04	1.01	8	54
Tulsa OK	1.10	1.10	1.09	1.03	7	63
Grand Rapids MI	1.10	1.10	1.10	1.03	7	63
Nashville-Davidson TN	1.15	1.16	1.14	1.09	6	67
Indio-Cathedral City-Palm Springs CA	1.14	1.16	1.12	1.08	6	67
Toledo OH-MI	1.08	1.09	1.08	1.02	6	67
Richmond VA	1.09	1.09	1.08	1.04	5	72
Poughkeepsie-Newburgh NY	1.09	1.09	1.07	1.04	5	72
Akron OH	1.07	1.08	1.08	1.02	5	72
Lancaster-Palmdale CA	1.10	1.10	1.06	1.06	4	79
Rochester NY	1.06	1.07	1.06	1.02	4	79
Dayton OH	1.09	1.10	1.12	1.07	2	86
Springfield MA-CT	1.06	1.07	1.05	1.04	2	86
Small Average (16 areas)	1.10	1.09	1.08	1.03	7	
Charleston-North Charleston SC	1.20	1.18	1.14	1.08	12	40
Cape Coral FL	1.17	1.15	1.14	1.07	10	46
Pensacola FL-AL	1.13	1.13	1.10	1.03	10	46
Laredo TX	1.12	1.10	1.07	1.02	10	46
Salem OR	1.10	1.10	1.07	1.02	8	54
Columbia SC	1.10	1.08	1.05	1.02	8	54
Knoxville TN	1.12	1.11	1.14	1.05	7	63
Little Rock AR	1.09	1.08	1.04	1.02	7	63
Boulder CO	1.09	1.11	1.10	1.04	5	72
Brownsville TX	1.07	1.07	1.05	1.02	5	72
Eugene OR	1.08	1.08	1.05	1.04	4	79
Beaumont TX	1.05	1.05	1.03	1.02	3	83
Spokane WA	1.05	1.04	1.05	1.02	3	83
Corpus Christi TX	1.05	1.05	1.04	1.03	2	86
Anchorage AK	1.07	1.07	1.06	1.06	1	89
Wichita KS	1.02	1.02	1.02	1.01	1	89
90 Area Average	1.29	1.29	1.23	1.10	19	
Remaining Areas						
48 Urban Areas Over 250,000 Popn	1.16	1.15	1.11	1.05	11	
301 Urban Areas Under 250,000 Popn	1.10	1.11	1.09	1.03	7	
All 439 Urban Areas	1.25	1.25	1.20	1.09	16	

Medium Urban Areas—over 500,000 and less than 1 million population.

Small Urban Areas—less than 500,000 population.

Travel Time Index – The ratio of travel time in the peak period to the travel time at free-flow conditions. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak. Free-flow speeds (60 mph on freeways and 35 mph on principal arterials) are used as the comparison threshold.

Data for all years include the effects of operational treatments.

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined.

Also note: The best congestion comparisons use multi-year trends and are made between similar urban areas.

Table 6. Summary of Congestion Measures and Trends

Urban Area	Congestion Levels in 2007			Congestion Increase 1982 to 2007	
	Delay per Traveler (Hours)	Travel Time Index	Total Delay (1000 Hours)	Delay per Traveler (Hours)	Total Delay (1000 Hours)
Very Large Average (14 areas)	51	1.37	166,900	30	129,322
New York-Newark NY-NJ-CT	-	0	++	0	F+
Los Angeles-Long Beach-Santa Ana CA	++	++	++	S	F+
Chicago IL-IN	L-	+	+	S	F+
Miami FL	-	0	-	0	S
Philadelphia PA-NJ-DE-MD	--	--	--	S-	S-
San Francisco-Oakland CA	+	+	-	0	S-
Dallas-Fort Worth-Arlington TX	0	-	-	F+	0
Atlanta GA	+	0	-	F+	S
Washington DC-VA-MD	++	0	-	F+	S-
Boston MA-NH-RI	--	--	--	0	S-
Detroit MI	0	--	--	0	S-
Houston TX	+	-	-	S	S-
Phoenix AZ	-	-	--	S-	S-
Seattle WA	--	--	--	0	S-
Large Average (29 areas)	35	1.23	31,778	24	26,944
San Diego CA	++	++	++	F+	F+
Minneapolis-St. Paul MN	+	0	++	F+	F+
Baltimore MD	++	++	++	F+	F+
Tampa-St. Petersburg FL	++	++	++	0	F+
St. Louis MO-IL	--	--	0	S-	S
Denver-Aurora CO	++	++	++	F	F+
Riverside-San Bernardino CA	++	++	++	F+	F+
Sacramento CA	+	++	+	0	F+
Pittsburgh PA	--	--	--	S-	S-
Portland OR-WA	0	+	0	0	F
Cleveland OH	--	--	--	S-	S-
San Jose CA	++	++	++	F	F+
Cincinnati OH-KY-IN	--	-	-	S	S-
Virginia Beach VA	-	-	-	S-	S-
Kansas City MO-KS	--	--	--	S-	S-
Milwaukee WI	--	--	--	S-	S-
San Antonio TX	+	0	0	F+	F
Las Vegas NV	++	+	0	F+	F+
Orlando FL	++	+	+	F+	F+
Providence RI-MA	-	-	-	0	S-
Columbus OH	-	-	-	0	S-
Buffalo NY	--	--	--	S-	S-
New Orleans LA	--	-	--	S-	S-
Charlotte NC-SC	+	0	-	F	S-
Indianapolis IN	+	0	-	S	S-
Jacksonville FL	+	0	-	0	S-
Austin TX	+	+	-	F	S-
Memphis TN-MS-AR	--	--	--	S	S-
Raleigh-Durham NC	0	-	--	0	S-
Interval Values – Very Large and Large	5 hours	5 index points	(5 hours x average popn. for group)	5 hours	(5 hours x average popn. for group)

0 – Average congestion levels or average congestion growth (within 1 interval)

(Note: Interval – If the difference in values is less than this, it may not indicate a difference in congestion level).

Between 1 and 2 intervals above or below the average

+ Higher congestion; F Faster congestion growth;

- Lower congestion; S Slower congestion growth;

More than 2 intervals above or below the average

++ Much higher congestion; F+ Much faster growth

-- Much lower congestion; S- Much slower growth

Table 6. Summary of Congestion Measures and Trends, Continued

Urban Area	Congestion Levels in 2007			Congestion Increase 1982 to 2007	
	Delay per Traveler (Hours)	Travel Time Index	Total Delay (1000 Hours)	Delay per Traveler (Hours)	Total Delay (1000 Hours)
Medium Average (31 areas)	23	1.14	9,002	15	7,295
Nashville-Davidson TN	++	0	++	F	F+
Salt Lake City UT	+	++	++	F	F+
Richmond VA	-	--	+	0	F+
Louisville KY-IN	++	++	++	F+	F+
Hartford CT	-	-	+	F	F+
Bridgeport-Stamford CT-NY	++	++	++	F+	F+
Oklahoma City OK	+	-	++	F+	F+
Tulsa OK	0	-	0	0	F
Tucson AZ	++	++	++	F	F+
Dayton OH	--	--	--	S-	S-
Rochester NY	--	--	--	S-	S-
Birmingham AL	++	0	++	F+	F+
Lancaster-Palmdale CA	--	-	--	S-	S-
Honolulu HI	+	++	+	S	S
El Paso TX-NM	-	-	-	0	S
Oxnard-Ventura CA	++	++	++	F+	F+
Sarasota-Bradenton FL	+	++	0	S-	0
Springfield MA-CT	--	--	--	S-	S-
Omaha NE-IA	+	+	0	F+	F
Fresno CA	-	0	-	S-	S-
Allentown-Bethlehem PA-NJ	0	0	-	S	S-
Akron OH	--	--	--	S-	S-
Grand Rapids MI	0	-	-	0	S
Albany-Schenectady NY	-	-	-	0	S-
Albuquerque NM	++	+	+	F+	F+
New Haven CT	-	-	--	0	S-
Indio-Cathedral City-Palm Springs CA	--	0	--	S-	S-
Toledo OH-MI	--	--	--	S	S-
Poughkeepsie-Newburgh NY	--	--	--	S-	S-
Bakersfield CA	--	--	--	S-	S-
Colorado Springs CO	0	0	-	F	S-
Small Average (16 areas)	19	1.10	3,444	13	2,881
Knoxville TN	++	+	++	F	F+
Charleston-North Charleston SC	++	++	++	F+	F+
Cape Coral FL	++	++	++	F+	F+
Columbia SC	+	0	++	F+	F+
Wichita KS	--	--	--	S-	S-
Little Rock AR	+	0	+	F+	F+
Spokane WA	--	--	--	S-	S-
Pensacola FL-AL	++	+	++	F+	F+
Corpus Christi TX	--	--	--	S-	S-
Anchorage AK	--	-	--	S-	S-
Eugene OR	--	-	--	S-	S-
Salem OR	-	0	-	0	S-
Beaumont TX	--	--	--	S-	S-
Laredo TX	-	+	--	0	S-
Brownsville TX	--	-	--	S-	S-
Boulder CO	--	0	--	S-	S-
Interval Values – Medium and Small	5 hours	5 index points	(5 hours x average popn. for group)	5 hours	(5 hours x average popn. for group)

0 – Average congestion levels or average congestion growth (within 1 interval)

(Note: Interval – If the difference in values is less than this, it may not indicate a difference in congestion level).

Between 1 and 2 intervals above or below the average

+ Higher congestion; F Faster congestion growth;

- Lower congestion; S Slower congestion growth;

More than 2 intervals above or below the average

++ Much higher congestion; F+ Much faster growth

-- Much lower congestion; S- Much slower growth

Table 7. Urban Area Demand and Roadway Growth Trends

Less Than 15% Faster (9)	15% to 35% Faster (44)	More Than 35% Faster (37)
Anchorage AK	Allentown-Bethlehem PA-NJ	Akron OH
Dayton OH	Bakersfield CA	Albany-Schenectady NY
Indio-Cathedral City-Palm Springs CA	Beaumont TX	Albuquerque NM
Lancaster-Palmdale CA	Boulder, CO	Atlanta GA
New Orleans LA	Boston MA-NH-RI	Austin TX
Pittsburgh PA	Brownsville TX	Baltimore MD
Poughkeepsie-Newburgh NY	Buffalo NY	Birmingham AL
St. Louis MO-IL	Charleston-North Charleston SC	Bridgeport-Stamford CT-NY
Wichita KS	Charlotte NC-SC	Cape Coral, FL
	Cleveland OH	Chicago IL-IN
	Corpus Christi TX	Cincinnati OH-KY-IN
	Denver-Aurora CO	Colorado Springs CO
	Detroit MI	Columbia SC
	El Paso TX-NM	Columbus, OH
	Eugene OR	Dallas-Fort Worth-Arlington TX
	Fresno CA	Hartford CT
	Grand Rapids MI	Jacksonville FL
	Honolulu HI	Laredo TX
	Houston TX	Las Vegas NV
	Indianapolis IN	Little Rock AR
	Kansas City MO-KS	Los Angeles-L Bch-Santa Ana CA
	Knoxville TN	Miami FL
	Louisville KY-IN	Minneapolis-St. Paul MN
	Memphis TN-MS-AR	New Haven CT
	Milwaukee WI	New York-Newark NY-NJ-CT
	Nashville-Davidson TN	Orlando FL
	Oklahoma City OK	Oxnard-Ventura CA
	Omaha NE-IA	Pensacola FL-AL
	Philadelphia PA-NJ-DE-MD	Providence RI-MA
	Phoenix AZ	Raleigh-Durham NC
	Portland OR-WA	Riverside-San Bernardino CA
	Richmond VA	Sacramento CA
	Rochester NY	San Antonio TX
	Salem OR	San Diego CA
	Salt Lake City UT	San Francisco-Oakland CA
	San Jose CA	Sarasota-Bradenton FL
	Seattle WA	Washington DC-VA-MD
	Spokane WA	
	Springfield MA-CT	
	Tampa-St. Petersburg FL	
	Toledo OH-MI	
	Tucson AZ	
	Tulsa, OK	
	Virginia Beach VA	

Note: See Exhibit 12 for comparison of growth in demand, road supply and congestion.