

## Performance Measure Summary – Portland, OR-WA

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 Portland OR-WA

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	1,800	1,775	1,730	1,700	1,670	1,615
Rank	24	25	25	24	25	25
Urban Area (square miles)	540	540	540	535	530	520
Population Density (persons/sq mile)	3,333	3,287	3,204	3,178	3,151	3,106
Peak Travelers (1000s)	931	916	887	869	850	809
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	13,625	13,605	13,620	13,085	12,945	12,905
Lane-Miles	785	780	765	750	740	730
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	13,810	13,945	13,850	13,555	12,510	11,610
Lane-Miles	2,570	2,590	2,480	2,390	2,350	2,310
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	449	470	466	474	453	457
Annual Unlinked Psgr Trips (millions)	107	108	111	106	106	109
<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)	3.14	2.81	2.48	2.11	1.65	1.52
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	68	68	66	66	65	63
<b>Congested System</b> (% of lane-miles)	54	53	50	50	51	47
<b>Congested Time</b> (number of "Rush Hours")	7.4	7.4	7.6	7.4	7.4	7.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	76	91	88	75	57	42
Transit Riders or Carpoolers (millions)	22	26	26	22	16	12
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	23,969	24,498	24,395	22,820	21,361	19,959
Rank	24	24	24	25	25	25
Fuel per Peak Traveler (gallons)	26	27	27	26	25	25
Rank	31	26	27	27	25	24
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	34,418	34,971	34,498	32,567	30,656	28,438
Rank	25	25	25	25	25	25
Delay per Peak Traveler (person-hours)	37	38	39	37	36	35
Rank	34	30	30	31	31	28
Delay due to Incidents (percent)	55	55	55	55	54	53
<b>Travel Time Index</b>	1.29	1.29	1.29	1.28	1.27	1.27
Rank	20	20	21	22	21	17
<b>Congestion Cost</b>						
Total Cost (\$ millions)	712	696	659	586	526	477
Rank	24	25	25	25	25	25
Cost per Peak Traveler (\$)	765	760	743	675	619	589
Rank	34	31	31	31	32	31

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 Portland OR-WA, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	1,590	1,545	1,510	1,470	1,440
Rank	25	25	25	25	25
Urban Area (square miles)	515	505	495	490	480
Population Density (persons/sq mile)	3,087	3,059	3,051	3,000	3,000
Peak Travelers (1000s)	784	749	720	691	665
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	12,670	12,595	12,350	12,020	11,900
Lane-Miles	720	710	705	695	690
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	11,440	11,470	11,340	11,230	10,970
Lane-Miles	2,260	2,225	2,195	2,190	2,185
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	401	394	387	346	292
Annual Unlinked Psgr Trips (millions)	97	94	90	87	71
<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)	1.67	1.64	1.47	1.19	1.40
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	66	66	66	63	61
<b>Congested System</b> (% of lane-miles)	47	46	46	46	42
<b>Congested Time</b> (number of "Rush Hours")	7.4	7.4	7.4	7.4	7.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	50	63	67	65	79
Transit Riders or Carpoolers (millions)	14	18	19	18	22
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	20,593	20,007	19,254	17,590	16,977
Rank	24	24	23	23	24
Fuel per Peak Traveler (gallons)	26	27	27	25	26
Rank	18	18	15	16	12
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	28,927	28,237	26,773	24,602	23,363
Rank	23	23	23	24	24
Delay per Peak Traveler (person-hours)	37	38	37	36	35
Rank	18	20	20	18	20
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>	1.28	1.27	1.26	1.24	1.24
Rank	13	14	14	16	14
<b>Congestion Cost</b>					
Total Cost (\$ millions)	484	463	417	372	355
Rank	24	23	23	24	24
Cost per Peak Traveler (\$)	618	617	579	539	533
Rank	23	20	20	19	21

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 Portland OR-WA, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	1,355	1,330	1,305	1,275	1,245
Rank	26	26	27	27	26
Urban Area (square miles)	470	445	445	440	425
Population Density (persons/sq mile)	2,883	2,989	2,933	2,898	2,929
Peak Travelers (1000s)	617	596	574	552	532
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	11,610	11,105	10,630	10,315	9,760
Lane-Miles	690	685	685	685	660
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	10,580	10,505	10,485	10,480	10,225
Lane-Miles	2,170	2,150	2,140	2,125	2,115
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	278	276	259	248	239
Annual Unlinked Psgr Trips (millions)	73	70	64	65	65
<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)	1.37	1.28	1.24	1.26	1.26
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	58	55	50	49	46
<b>Congested System</b> (% of lane-miles)	41	41	40	40	35
<b>Congested Time</b> (number of "Rush Hours")	7.2	7.2	6.8	6.6	6.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	87	92	90	95	84
Transit Riders or Carpoolers (millions)	23	24	23	24	21
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	15,387	13,524	11,812	11,284	10,335
Rank	24	26	26	26	25
Fuel per Peak Traveler (gallons)	25	23	21	20	19
Rank	13	16	17	17	18
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	21,635	18,998	16,859	16,401	14,946
Rank	25	25	25	26	26
Delay per Peak Traveler (person-hours)	35	32	29	30	28
Rank	18	22	27	20	20
Delay due to Incidents (percent)	53	53	54	54	55
<b>Travel Time Index</b>	1.22	1.20	1.18	1.17	1.16
Rank	16	18	20	22	25
<b>Congestion Cost</b>					
Total Cost (\$ millions)	322	273	235	224	199
Rank	25	25	25	26	26
Cost per Peak Traveler (\$)	522	459	410	406	374
Rank	20	24	27	23	23

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 Portland OR-WA, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	1,220	1,190	1,180	1,170	1,160
Rank	27	27	27	26	26
Urban Area (square miles)	425	420	410	410	410
Population Density (persons/sq mile)	2,871	2,833	2,878	2,854	2,829
Peak Travelers (1000s)	512	491	483	475	466
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	9,000	8,605	8,385	7,905	7,530
Lane-Miles	630	610	600	590	590
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	10,115	9,810	9,690	9,705	9,670
Lane-Miles	2,050	2,010	1,955	1,905	1,860
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	238	215	216	212	200
Annual Unlinked Psgr Trips (millions)	62	59	56	57	54
<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)	1.48	1.16	1.32	1.22	1.22
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	42	41	37	34	30
<b>Congested System</b> (% of lane-miles)	35	35	30	30	27
<b>Congested Time</b> (number of "Rush Hours")	6.2	6.0	6.0	5.8	5.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	73	72	74	62	59
Transit Riders or Carpoolers (millions)	18	17	18	15	14
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	8,335	7,727	6,817	5,808	5,003
Rank	26	27	27	27	29
Fuel per Peak Traveler (gallons)	16	16	14	12	11
Rank	24	22	24	28	33
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	11,880	11,117	9,758	8,409	7,628
Rank	28	28	28	28	28
Delay per Peak Traveler (person-hours)	23	23	20	18	16
Rank	31	31	31	33	35
Delay due to Incidents (percent)	55	55	55	55	55
<b>Travel Time Index</b>	1.13	1.13	1.12	1.10	1.09
Rank	29	27	25	35	35
<b>Congestion Cost</b>					
Total Cost (\$ millions)	155	137	116	95	83
Rank	27	28	28	29	28
Cost per Peak Traveler (\$)	303	280	240	201	178
Rank	32	32	31	36	35

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

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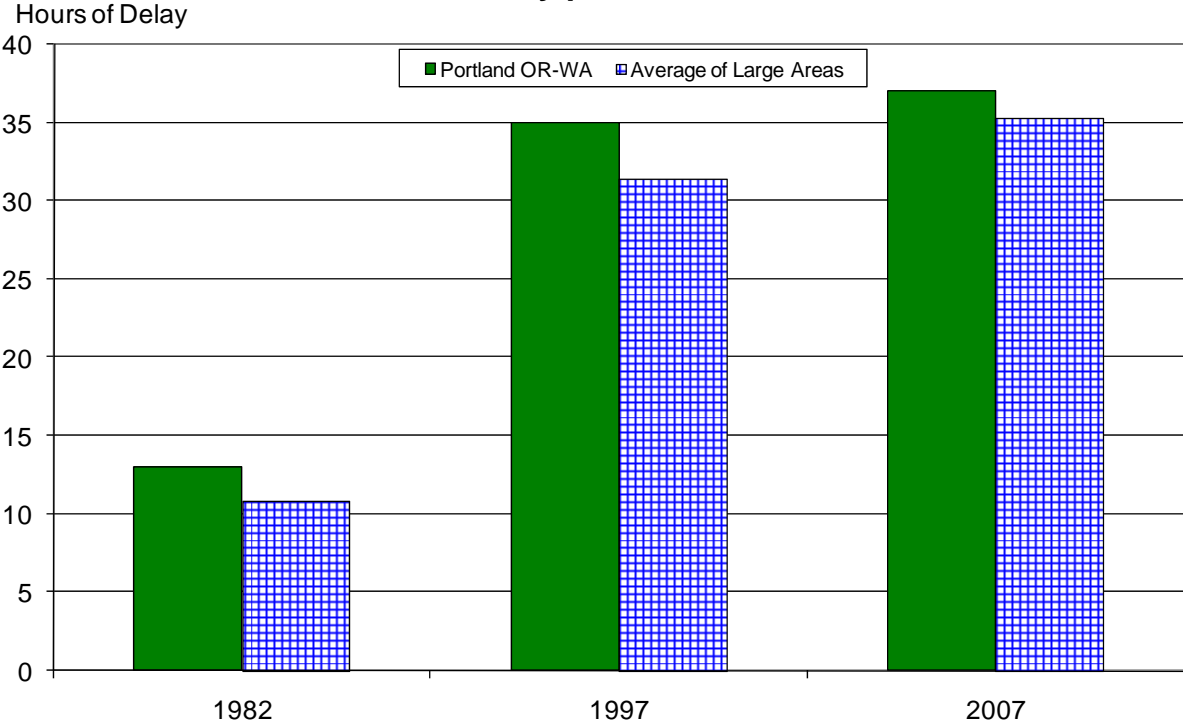
## The Mobility Data for Portland OR-WA, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	1,155	1,150	1,140	1,130	1,130
Rank	26	26	26	25	25
Urban Area (square miles)	400	380	350	350	350
Population Density (persons/sq mile)	2,888	3,026	3,257	3,229	3,229
Peak Travelers (1000s)	460	454	446	438	434
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	7,060	6,470	5,955	5,725	5,500
Lane-Miles	590	580	580	570	570
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	9,655	9,635	9,705	9,865	9,760
Lane-Miles	1,835	1,805	1,750	1,705	1,680
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	190	194	225	225	225
Annual Unlinked Psgr Trips (millions)	53	58	52	52	52
<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)	1.19	1.56	1.58	1.61	1.69
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	27	24	22	21	21
<b>Congested System</b> (% of lane-miles)	26	25	24	22	22
<b>Congested Time</b> (number of "Rush Hours")	5.2	5.0	4.8	4.8	4.8
<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)	4,438	3,895	3,445	3,465	3,432
Rank	28	28	29	26	26
Fuel per Peak Traveler (gallons)	10	9	8	8	8
Rank	33	35	34	31	24
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	6,839	6,130	5,571	5,712	5,724
Rank	28	29	29	26	26
Delay per Peak Traveler (person-hours)	15	13	12	13	13
Rank	35	37	37	30	27
Delay due to Incidents (percent)	55	54	54	54	54
<b>Travel Time Index</b>	1.08	1.07	1.07	1.07	1.07
Rank	37	39	34	32	26
<b>Congestion Cost</b>					
Total Cost (\$ millions)	72	66	58	57	56
Rank	28	28	29	26	26
Cost per Peak Traveler (\$)	156	144	129	130	129
Rank	37	37	37	31	26

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

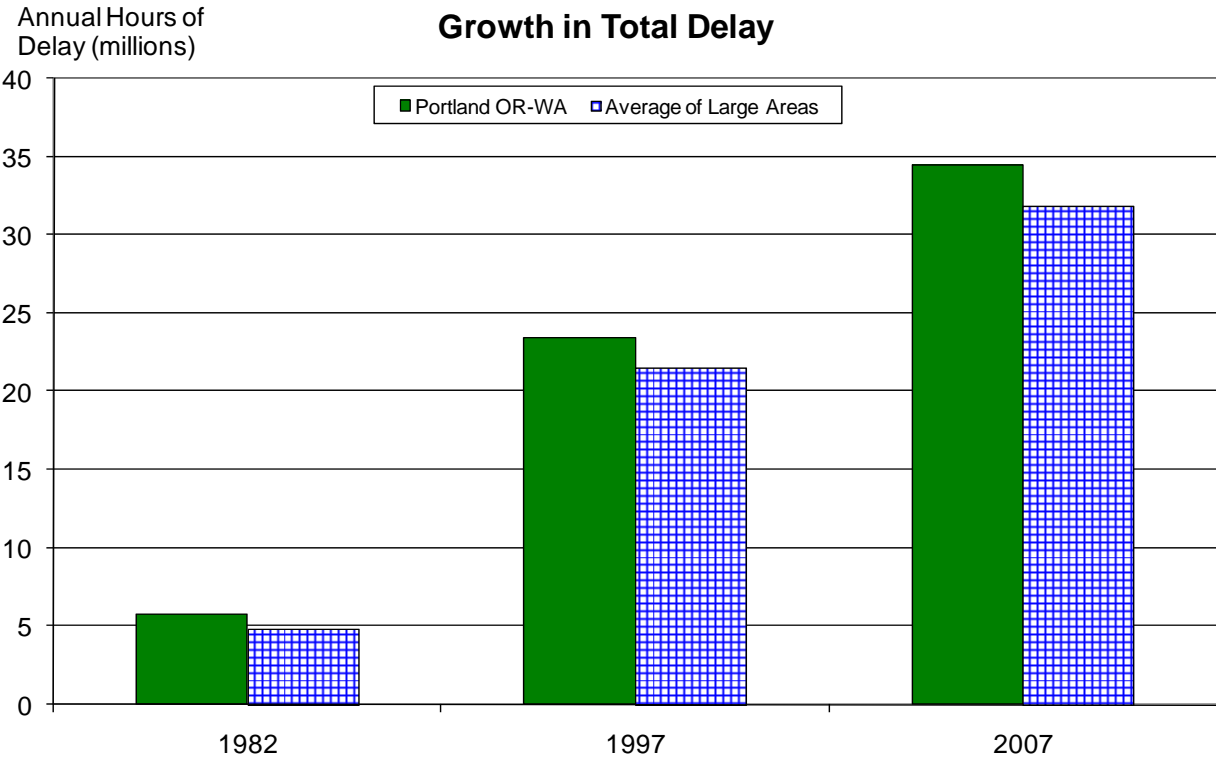
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### Growth in Delay per Peak Traveler



Note: Large areas have populations between 1 and 3 million

### Growth in Total Delay



Note: Large areas have populations between 1 and 3 million

**Benefits from Public Transportation Service and Operations Strategies in  
Portland OR-WA**

<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	70	71	72	73
Annual Delay Reduction (1000 hours)	616	732	614	559
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	66	67	68	56
<b>Service Patrols</b>				
Percent of Roadway Miles	80	80	80	68
Annual Delay Reduction (1000 hours)	1,805	1,782	1,519	1,086
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	54	46	48	38
Annual Delay Reduction (1000 hours)	117	117	93	71
<b>Arterial Access Management</b>				
Percent of Roadway Miles	18	15	15	16
Annual Delay Reduction (1000 hours)	285	259	228	221
<b>HOV Lanes</b>				
Daily Passenger-miles of travel (1000s)	105	105	102	100
HOV User Delay Savings	99	103	108	93
<b>Total Effect of Operations Treatments</b>				
Annual Delay Reduction (1000 hours)	2,922	2,993	2,561	2,030
Annual Delay Saved per Peak Traveler (hours)	3	3	3	2
Annual Congestion Cost Savings (\$million)	61.6	61.0	49.8	37.4
Travel Time Index with Strategies	1.287	1.293	1.293	1.281
Travel Time Index (Base)	1.310	1.317	1.314	1.298
<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)	449	470	466	474
Unlinked Passenger Trips (million)	107	108	111	106
Travel Time Index (combined road and transit)	1.296	1.302	1.299	1.283
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.334	1.346	1.343	1.324
Annual Increase				
Delay (1000 hours)	4,771	5,571	5,633	5,013
Delay per Peak Traveler (hours)	5	6	6	6
Congestion Cost (\$million)	98.0	110.5	106.9	89.7

**Benefits from Public Transportation Service and Operations Strategies in  
Portland OR-WA, 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	55	55	51	46
Annual Delay Reduction (1000 hours)	526	518	452	357
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	45	44	39	35
<b>Service Patrols</b>				
Percent of Roadway Miles	66	67	68	68
Annual Delay Reduction (1000 hours)	924	817	854	761
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	32	28	25	26
Annual Delay Reduction (1000 hours)	83	71	46	40
<b>Arterial Access Management</b>				
Percent of Roadway Miles	16	17	17	17
Annual Delay Reduction (1000 hours)	204	288	241	432
<b>HOV Lanes</b>				
Daily Passenger-miles of travel (1000s)	98	93	96	90
HOV User Delay Savings	82	63	77	64
<b>Total Effect of Operations Treatments</b>				
Annual Delay Reduction (1000 hours)	1,819	1,758	1,669	1,653
Annual Delay Saved per Peak Traveler (hours)	2	2	2	2
Annual Congestion Cost Savings (\$million)	31.8	29.9	28.4	27.3
Travel Time Index with Strategies	1.275	1.265	1.280	1.271
Travel Time Index (Base)	1.291	1.281	1.296	1.287
<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)	453	456	401	393
Unlinked Passenger Trips (million)	106	109	97	94
Travel Time Index (combined road and transit)	1.276	1.266	1.282	1.273
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.315	1.308	1.322	1.311
Annual Increase				
Delay (1000 hours)	4,558	4,663	4,289	4,063
Delay per Peak Traveler (hours)	5	6	5	5
Congestion Cost (\$million)	77.8	77.7	71.2	66.1

**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-
<b>Portland, OR-WA</b>	<b>0</b>	<b>H</b>	<b>0</b>	<b>0</b>	<b>F</b>
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