

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).

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, Continued

| 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 | |
| 48 Areas Over 250,000 - Average | 5,147 | | 3,367 | | 112 | |
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