Average Commute Time
In Minutes Per Day

Metropolitan Regions	1990	1999
Atlanta, GA	55.8	72.3
Austin-San Marcos, TX	46.3	54.5
Baltimore, MD	55.9	63.0
Boston, MA-NH NECMA	51.8	60.8
Denver-Boulder, CO	46.9	61.2
Houston, TX	56.8	59.5
Miami-Ft Lauderdale, FL	51.9	53.2
Minneapolis-St.Paul, MN	45.0	60.7
Norfolk-Va Beach VA	45.6	46.1
Orange, CA	54.6	54.3
Phoenix-Mesa, AZ	49.0	58.7
Pittsburgh, PA	48.4	50.3
Portland-Salem, OR-WA	45.5	55.9
Raleigh-Durham, NC	43.3	47.0
Sacramento, CA	47.3	54.1
San Diego, CA	46.4	48.7
San Francisco, CA	54.9	56.5
San Jose, CA	49.9	47.9
Seattle-Tacoma, WA	51.3	55.1
Tampa-St. Pete., FL	46.8	50.5
Washington, DC	63.0	68.1
California metro average	54.1	57.2
United States metro average	49.3	56.5

Source: *Places Rated Almanac*

Note: The afternoon commute is 20% longer than the morning commute.

The 1999 average commute time is obtained by adjusting the 1990 Average Commute time to account for the increase in roadway congestion as estimated by the Texas Transportation Institute.

Roadway Congestion Index

Metropolitan Regions	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Change
Atlanta, GA	0.98	0.97	0.99	1.05	1.13	1.13	1.17	1.24	1.28	1.27	29.6%
Austin-San Marcos, TX	0.90	0.90	0.87	0.87	0.90	0.94	0.97	1.02	1.04	1.06	17.8%
Baltimore, MD	0.95	0.95	0.97	0.97	1.00	1.03	1.03	1.05	1.06	1.07	12.6%
Boston, MA-NH NECMA	1.09	1.09	1.11	1.17	1.19	1.21	1.22	1.25	1.27	1.28	17.4%
Denver-Boulder, CO	0.92	0.93	0.97	0.99	1.02	1.07	1.12	1.14	1.18	1.20	30.4%
Houston, TX	1.05	1.00	0.99	1.02	1.00	1.00	1.03	1.07	1.10	1.10	4.8%
Miami-Ft Lauderdale, FL	1.20	1.17	1.20	1.19	1.22	1.25	1.23	1.23	1.22	1.23	2.5%
Minneapolis-St.Paul, MN	0.89	0.91	0.93	0.98	1.04	1.06	1.08	1.13	1.18	1.20	34.8%
Norfolk-Va Beach VA	0.96	0.90	0.87	0.88	0.91	0.93	0.97	0.97	0.96	0.97	1.0%
Orange, CA	1.59	1.58	1.56	1.54	1.50	1.52	1.56	1.54	1.58	1.58	-0.6%
Phoenix-Mesa, AZ	1.01	1.03	1.06	1.05	1.04	1.08	1.14	1.12	1.16	1.21	19.8%
Pittsburgh, PA	0.75	0.75	0.74	0.74	0.74	0.76	0.76	0.76	0.78	0.78	4.0%
Portland-Salem, OR-WA	1.01	1.03	1.07	1.10	1.12	1.15	1.20	1.22	1.22	1.24	22.8%
Raleigh-Durham, NC	1.05	1.04	0.98	0.94	0.93	0.95	1.01	1.07	1.09	1.14	8.6%
Sacramento, CA	1.05	1.05	1.07	1.09	1.12	1.12	1.17	1.14	1.18	1.20	14.3%
San Diego, CA	1.19	1.18	1.18	1.16	1.16	1.16	1.16	1.15	1.19	1.25	5.0%
San Francisco, CA	1.35	1.32	1.32	1.33	1.31	1.34	1.35	1.36	1.37	1.39	3.0%
San Jose, CA	1.24	1.25	1.22	1.18	1.15	1.13	1.11	1.11	1.13	1.19	-4.0%
Seattle-Tacoma, WA	1.21	1.21	1.17	1.18	1.19	1.20	1.22	1.25	1.26	1.30	7.4%
Tampa-St. Pete., FL	1.02	1.07	1.09	1.11	1.11	1.11	1.09	1.08	1.08	1.10	7.8%
Washington, DC	1.24	1.23	1.28	1.31	1.34	1.32	1.32	1.33	1.35	1.34	8.1%
California	1.14	1.14	1.13	1.12	1.12	1.13	1.15	1.14	1.17	1.20	5.7%
United States	0.91	0.92	0.93	0.94	0.95	0.97	0.99	1.01	1.03	1.04	14.6%

Source: Texas Transportation Institute, 2001 Mobility Study, Urban Mobility and Congestion Statistics.

Notes: The Roadway Congestion Index (RCI) is a ratio of daily traffic volume to the supply of roadway. The RCI compares the number of hours of daily roadway congestion in a particular area to a standard 7 hours per day of rush hour traffic (3.5 in the a.m. and 3.5 in the p.m.). IIf an area's RCI is close to 0.6, it's roadways are generally congested in the mornings and evenings during peak hour travel, but not during other parts of the day. The roads of an area with an RCI value of 1.0 are generally congested for approximately 11 hours each day.