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Final Report

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Accessibility is the ease of reaching valued destinations. It can be measured for a wide array of transportation modes, to different types of destinations, and at different times of day. There are a variety of ways to define accessibility, but the number of destinations reachable within a given travel time is the most comprehensible and transparent as well as the most directly comparable across cities.

This study estimates the accessibility to jobs by auto for each of the 11 million U.S. census blocks and analyzes these data in the 50 largest (by population) metropolitan areas for 2023. Travel times are calculated using a detailed road network and speed data that reflect typical conditions for an 8 a.m. Wednesday morning departure. Additionally, the accessibility results for 8 a.m. are compared with accessibility results for 2 a.m. to estimate the impact of road and highway congestion on job accessibility.

Rankings are determined by a weighted average of accessibility, with a higher weight given to closer, easier-to-access jobs. Jobs reachable within 10 minutes are weighted most heavily, and jobs are given decreasing weights as travel time increases up to 60 minutes.

This report presents detailed accessibility values for each metropolitan area, as well as block-level maps which illustrate the spatial patterns of accessibility within each area. Year-over-year changes in accessibility, and in congestion impacts on accessibility, are provided for each area. The 2023 reporting year reflects the evolution in local travel behavior after the subsidence of the COVID-19 pandemic, including return of congestion in many areas resulting in more limited access by auto.

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Access Across America: Auto 2023

Prepared by the

Accessibility Observatory at the University of Minnesota

May 8, 2025



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Authors

Andrew Owen
Lead Researcher

Shirley Shiqin Liu
Researcher

Saumya Jain
Researcher

Eric Lind
Director

Accessibility Observatory
Center for Transportation Studies
University of Minnesota

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Executive Summary

Accessibility is the ease of reaching valued destinations. Accessibility, or access to opportunity, is reported here as the number of jobs (a particular destination) reachable within a given travel time, from a given place, starting at 8 AM on a typical weekday.

This study estimates the accessibility to jobs by *auto* for each of the United States' 11 million census blocks, and analyzes these data in the 50 largest (by population) metropolitan areas. Travel times by auto are calculated using a detailed road network and speed data that reflect typical conditions for an 8 AM Wednesday morning departure. Additionally, the accessibility results for each location at 8 AM are compared with results across the 24-hour period to estimate the impact of road and highway congestion on job accessibility.

Rankings in this report are determined by a weighted average of accessibility, with a higher weight given to closer, easier to access jobs. Jobs reachable within ten minutes are weighted most heavily, and jobs are given decreasing weights as travel time increases up to 60 minutes. Based on this measure, the 10 metropolitan areas with the greatest accessibility to jobs by auto in 2023 are:

1. Los Angeles
2. New York
3. Dallas
4. San Jose
5. Chicago
6. Phoenix
7. Minneapolis
8. Detroit
9. Houston
10. Denver

A similar weighting approach is applied to calculate an average congestion impact for each metropolitan area. Based on this measure, the 10 metropolitan areas where congestion causes the greatest percentage reduction in job accessibility are:

1. Riverside
2. Los Angeles
3. New York
4. San Francisco
5. Miami
6. Boston
7. Atlanta
8. Chicago
9. Washington
10. Houston

Additionally, rankings based on 1-year changes in both weighted average accessibility, and weighted average congestion impact, are also provided, comparing the results of *Access Across America: Auto 2022* with the results of the 2023 study. The 10 metropolitan areas with the greatest 1-year relative gains in accessibility to jobs by auto are:

1. Las Vegas
2. Jacksonville
3. Buffalo
4. Indianapolis
5. Oklahoma City
6. Salt Lake City
7. Memphis
8. Phoenix
9. Raleigh
10. Columbus

The 10 metropolitan areas with the greatest 1-year relative increase in congestion impact are:

1. San Jose
2. Charlotte
3. San Francisco
4. Washington
5. Minneapolis
6. Seattle
7. Boston
8. Baltimore
9. Detroit
10. Austin

This report presents detailed accessibility and congestion impact values for each metropolitan area, as well as block-level maps that illustrate the spatial patterns of accessibility within each area, and a census tract-level map that shows accessibility patterns at a national scale. A separate publication, *Access Across America: 2023 Methodology*, describes the data and methodology used in this evaluation.

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1 Introduction

Accessibility is the ease and feasibility of reaching valuable destinations. It combines the simpler metric of mobility with the understanding that travel is driven by a desire to reach destinations. Accessibility can be measured for a wide range of transportation modes, to different types of destinations, and at different times of day. There are a variety of ways to define accessibility, but the number of destinations reachable within a given travel time is the most comprehensible and transparent—as well as the most directly comparable across cities. This report focuses on accessibility to jobs. Jobs are a significant destination, stand in for many types of opportunities (a restaurant is a job site and a place to eat), and job accessibility is an important consideration in the attractiveness and usefulness of a place or area.

This report summarizes national job accessibility by *auto*. Cars, trucks, and other private motor vehicles have long been the dominant mode of commuting trips in the United States, averaging an estimated 82% of all commutes.[1] Even during the COVID-19 outbreak and subsequent increases in telework for some jobs, the majority of Americans traveled to work in an auto (76%) versus worked from home (18%).[2]

Accessibility is not a new idea.[3] Historically, however, implementations of accessibility evaluation have typically focused on individual cities or metropolitan areas. Recent work has demonstrated the feasibility and value of systematically evaluating accessibility across multiple metropolitan areas by auto[4] and by transit.[5]

This study estimates the accessibility to jobs by auto for each of the United States' 11 million census blocks, and analyzes these data in the 50 largest (by population) metropolitan areas. Table 1 lists the included metropolitan areas, ordered by the total employment within each. Travel times by auto are calculated using a detailed road network and speed data that reflect typical conditions for an 8 AM Wednesday morning departure. Additionally, the accessibility results for 8 AM are compared with off-peak accessibility results to estimate the impact of road and highway congestion on job accessibility.

Section 2 presents the accessibility values for the included metropolitan areas and ranks metropolitan areas by accessibility, as well as an overview of accessibility to jobs nationally in Figure 1. Section 3 presents the congestion impact analysis results. Section 5 discusses these results and their implications, and Section 6 provides data and maps describing patterns of accessibility in individual metropolitan areas. A separate document, *Access Across America: 2023 Methodology*, describes the data and detailed methodology used in the evaluation.

[1] American Community Survey 2021 5-year estimates
[2] American Community Survey 2021 1-year estimates
[3] See Hansen (1959) for its origins, and Geurs and Van Eck (2001) and Handy and Niemeier (1997) for reviews.
[4] Levinson (2013), Levine et al. (2012)
[5] Ramsey and Bell (2014), Tomer et al. (2011)

Table 1: Metropolitan Areas Ranked by Total Employment

Rank	Area	Total Employment
1	New York	8,410,529
2	Los Angeles	5,616,694
3	Chicago	4,155,704
4	Dallas	3,538,947
5	Houston	2,936,537
6	Philadelphia	2,781,193
7	Washington	2,716,380
8	Atlanta	2,632,989
9	Miami	2,478,051
10	Boston	2,374,391
11	Phoenix	2,115,071
12	San Francisco	2,104,929
13	Riverside	1,831,482
14	Detroit	1,813,158
15	Seattle	1,799,031
16	Minneapolis	1,795,044
17	Denver	1,396,585
18	San Diego	1,395,105
19	Tampa	1,356,558
20	St. Louis	1,296,261
21	Baltimore	1,229,425
22	Charlotte	1,207,605
23	Orlando	1,147,768
24	Portland	1,134,976
25	Pittsburgh	1,088,549
26	Austin	1,061,276
27	San Antonio	1,054,574
28	Cincinnati	1,029,717
29	Kansas City	1,028,537
30	Sacramento	998,088
31	Columbus	985,427
32	Indianapolis	982,039
33	Cleveland	959,078
34	Las Vegas	926,679
35	San Jose	924,305
36	Nashville	917,148
37	Providence	751,082
38	Milwaukee	748,932
39	Jacksonville	697,696
40	Virginia Beach	689,627
41	Raleigh	658,762
42	Salt Lake City	622,744
43	Louisville	605,943
44	Richmond	597,817
45	Oklahoma City	568,968
46	Grand Rapids	512,952
47	Buffalo	504,471
48	Birmingham	488,859
49	Memphis	485,618
50	Fresno	433,479

Employment totals are based on LEHD estimates and may not match other sources.

2 Accessibility to Jobs by Auto

2.1 National Accessibility by Auto

The scope of this report is national, following previous reports in the *Access Across America: Auto* series. Calculations were performed for every census block in the country, providing a complete, connected picture of accessibility to jobs by auto in every state, metropolitan area, or rural community. A national map of accessibility to jobs by auto follows, and utilizes the same scale and color intensities as the maps contained in Section 6.

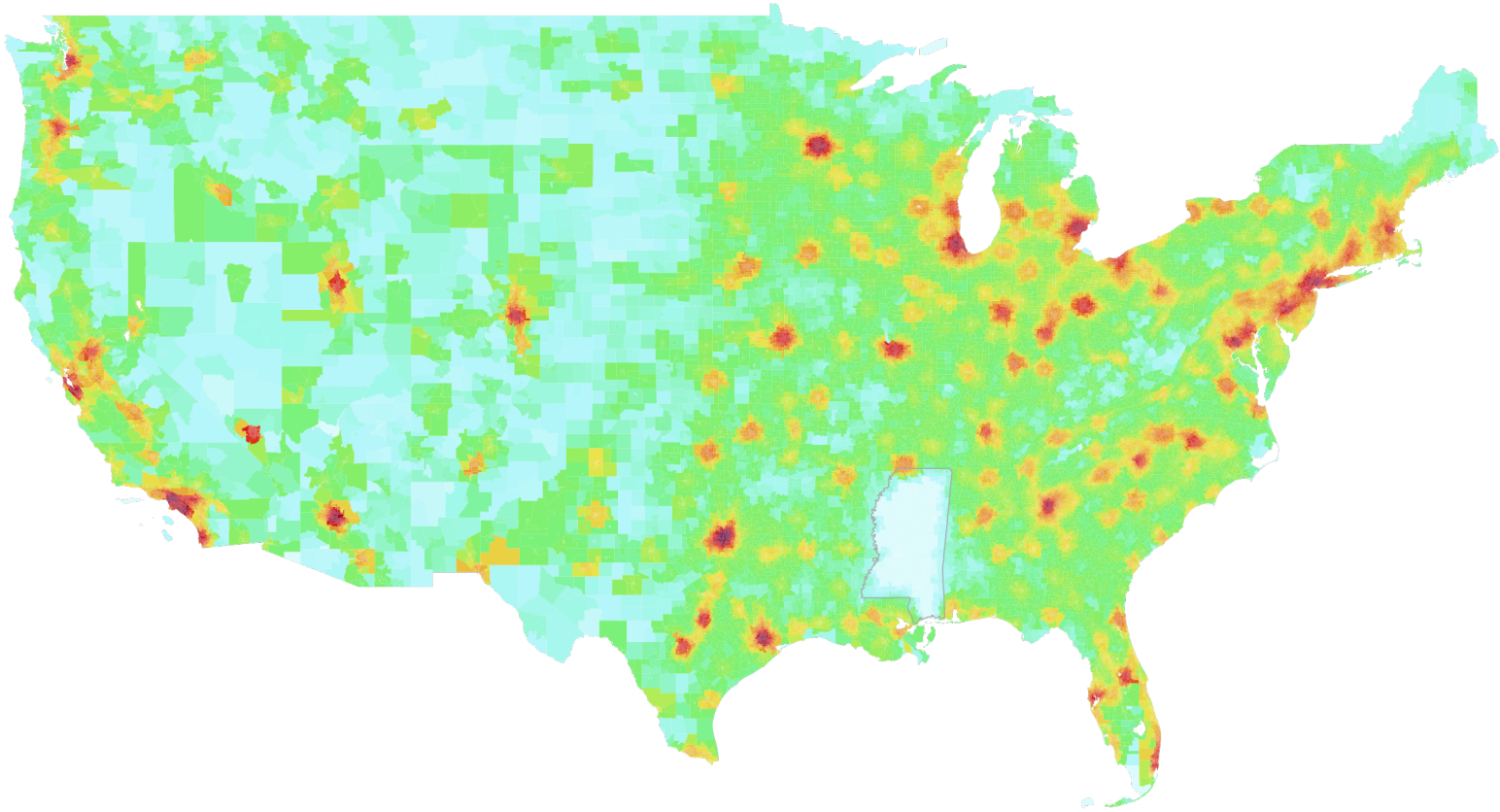


Figure 1: Continental U.S. map of access to jobs by auto in 30 minutes at 8am on a typical weekday, population-weighted average by census tract. Darker (red) areas highlight high job accessibility, pale (blue and green) areas are areas of lower job accessibility. Mississippi (outlined in gray) did not report jobs data to the national dataset used for the 2023 report; see Section 4.

2.2 Metropolitan Area Accessibility Evaluation Results

Table 2 gives the accessibility values for each metropolitan area, in alphabetical order. The columns indicate the number of jobs that a typical worker residing in the city can reach within 10, 20, 30, 40, 50, and 60 minutes of travel, departing at 8 AM on a typical Wednesday.

2.3 Metropolitan Area Accessibility Rankings

The rankings of accessibility across U.S. cities for 2023 are shown in Table 3. The first column provides a weighted average, where the jobs reachable within each threshold are given a decreasing weight as travel time increases. A job reachable within 10 minutes counts more toward the ranking than a job reachable within 20, and so on. Overall ranks are given by the order of Table 3. Within the specific time thresholds, the rankings vary.

The ranked *change* in accessibility from 2022 to 2023 is shown in Table 4. This table captures increases due to land use and transportation network changes year over year, but also reflects changes in congestion due to travel behavior during the COVID-19 pandemic, namely the reduction in congestion (increase in accessibility from higher travel speeds at 8am weekdays).

Additional details about each metropolitan area, including block-level maps of accessibility, are presented in Section 6.

Table 2: Number of Jobs Reachable by Travel Time

Area	10 min	20 min	30 min	40 min	50 min	60 min
Atlanta	39,862	239,741	610,837	1,088,361	1,620,024	2,131,426
Austin	63,922	319,824	636,365	899,684	1,102,039	1,277,951
Baltimore	42,502	264,720	648,144	1,055,143	1,476,666	2,067,117
Birmingham	26,149	141,534	282,388	398,028	511,657	623,328
Boston	51,165	273,120	673,884	1,193,955	1,808,672	2,484,773
Buffalo	47,332	235,380	398,883	479,709	524,790	578,858
Charlotte	36,166	191,549	460,065	772,845	1,062,329	1,318,243
Chicago	70,719	375,843	943,395	1,706,669	2,568,781	3,359,788
Cincinnati	40,450	253,125	576,574	863,260	1,095,770	1,276,769
Cleveland	43,411	265,622	599,317	932,678	1,188,133	1,402,436
Columbus	65,846	408,782	707,011	894,513	1,033,834	1,181,362
Dallas	76,999	510,458	1,296,396	2,202,169	2,942,668	3,383,802
Denver	74,836	411,749	936,035	1,363,341	1,597,068	1,771,754
Detroit	72,481	437,533	965,929	1,445,458	1,800,610	2,076,368
Fresno	47,180	196,101	304,482	393,307	493,408	566,897
Grand Rapids	50,001	215,277	355,986	507,961	642,553	790,819
Houston	53,603	341,305	875,094	1,537,982	2,159,751	2,593,292
Indianapolis	46,703	274,571	611,360	872,909	1,046,375	1,206,628
Jacksonville	32,297	182,897	375,289	524,826	637,957	719,712
Kansas City	58,975	344,912	696,294	912,623	1,028,958	1,135,411
Las Vegas	73,861	467,374	828,610	889,636	893,904	897,742
Los Angeles	109,147	598,925	1,452,254	2,530,425	3,743,828	4,971,805
Louisville	43,113	251,605	443,777	552,180	649,451	741,773
Memphis	47,603	233,890	395,309	457,923	492,191	525,027
Miami	48,881	268,433	639,489	1,045,211	1,444,304	1,826,909
Milwaukee	85,261	378,829	648,257	848,838	1,040,683	1,289,907
Minneapolis	79,865	504,418	1,041,375	1,410,237	1,633,017	1,781,512
Nashville	32,089	157,712	340,727	561,664	784,097	961,303
New York	84,865	477,919	1,249,772	2,394,927	3,859,450	5,356,579
Oklahoma City	39,795	226,839	412,216	522,856	586,872	631,565
Orlando	38,385	256,039	633,821	961,056	1,223,698	1,493,023
Philadelphia	48,352	277,007	725,149	1,366,624	2,116,265	2,893,209
Phoenix	82,409	457,570	1,022,905	1,508,786	1,840,629	2,008,721
Pittsburgh	25,614	144,256	344,882	581,941	818,790	1,027,767
Portland	59,548	291,825	628,124	906,376	1,102,638	1,230,908
Providence	36,366	179,373	384,598	659,177	998,923	1,385,199
Raleigh	50,372	285,680	590,390	841,173	1,040,242	1,225,811
Richmond	45,365	233,499	433,349	553,788	635,709	748,416
Riverside	36,554	200,939	485,663	829,411	1,274,366	1,918,653
Sacramento	55,124	291,947	600,197	857,497	1,039,532	1,209,833
Salt Lake City	99,068	487,117	793,483	1,043,822	1,190,614	1,244,167
San Antonio	54,792	326,290	632,551	825,504	963,538	1,070,472
San Diego	61,229	347,922	716,620	1,043,757	1,303,969	1,553,778
San Francisco	75,965	326,475	772,423	1,375,073	2,040,461	2,744,380
San Jose	109,101	579,922	1,023,455	1,467,578	1,982,934	2,657,501
Seattle	66,105	321,665	693,910	1,039,614	1,344,703	1,601,195
St. Louis	51,820	313,878	676,105	959,205	1,138,339	1,248,311
Tampa	45,874	223,868	532,403	892,411	1,222,283	1,495,110
Virginia Beach	37,958	189,887	341,219	475,423	583,108	678,947
Washington	55,326	304,992	746,907	1,397,291	2,159,926	2,851,598

Table 3: Metropolitan Areas Ranked by Job Accessibility

Rank	Weighted Average	10 min	20 min	30 min	40 min	50 min	60 min
1	**Los Angeles**	Los Angeles	Los Angeles	Los Angeles	Los Angeles	New York	New York
2	**New York**	San Jose	San Jose	Dallas	New York	Los Angeles	Los Angeles
3	**Dallas**	Salt Lake City	Dallas	New York	Dallas	Dallas	Dallas
4	**San Jose**	Milwaukee	Minneapolis	Minneapolis	Chicago	Chicago	Chicago
5	**Chicago**	New York	Salt Lake City	San Jose	Houston	Washington	Philadelphia
6	**Phoenix**	Phoenix	New York	Phoenix	Phoenix	Houston	Washington
7	**Minneapolis**	Minneapolis	Las Vegas	Detroit	San Jose	Philadelphia	San Francisco
8	**Detroit**	Dallas	Phoenix	Chicago	Detroit	San Francisco	San Jose
9	**Houston**	San Francisco	Detroit	Denver	Minneapolis	San Jose	Houston
10	**Denver**	Denver	Denver	Houston	Washington	Phoenix	Boston
11	**San Francisco**	Las Vegas	Columbus	Las Vegas	San Francisco	Boston	Atlanta
12	**Salt Lake City**	Detroit	Milwaukee	Salt Lake City	Philadelphia	Detroit	Detroit
13	**Washington**	Chicago	Chicago	San Francisco	Denver	Minneapolis	Baltimore
14	**Philadelphia**	Seattle	San Diego	Washington	Boston	Atlanta	Phoenix
15	**Las Vegas**	Columbus	Kansas City	Philadelphia	Atlanta	Denver	Riverside
16	**Boston**	Austin	Houston	San Diego	Baltimore	Baltimore	Miami
17	**San Diego**	San Diego	San Francisco	Columbus	Miami	Miami	Minneapolis
18	**Columbus**	Portland	San Antonio	Kansas City	Salt Lake City	Seattle	Denver
19	**Seattle**	Kansas City	Seattle	Seattle	San Diego	San Diego	Seattle
20	**Milwaukee**	Washington	Austin	St. Louis	Seattle	Riverside	San Diego
21	**Kansas City**	Sacramento	St. Louis	Boston	Orlando	Orlando	Tampa
22	**Baltimore**	San Antonio	Washington	Milwaukee	St. Louis	Tampa	Orlando
23	**Miami**	Houston	Sacramento	Baltimore	Cleveland	Salt Lake City	Cleveland
24	**Atlanta**	St. Louis	Portland	Miami	Kansas City	Cleveland	Providence
25	**Austin**	Boston	Raleigh	Austin	Portland	St. Louis	Charlotte
26	**St. Louis**	Raleigh	Philadelphia	Orlando	Austin	Portland	Milwaukee
27	**Portland**	Grand Rapids	Indianapolis	San Antonio	Columbus	Austin	Austin
28	**San Antonio**	Miami	Boston	Portland	Tampa	Cincinnati	Cincinnati
29	**Orlando**	Philadelphia	Miami	Indianapolis	Las Vegas	Charlotte	St. Louis
30	**Sacramento**	Memphis	Cleveland	Atlanta	Indianapolis	Indianapolis	Salt Lake City
31	**Cleveland**	Buffalo	Baltimore	Sacramento	Cincinnati	Milwaukee	Portland
32	**Raleigh**	Fresno	Orlando	Cleveland	Sacramento	Raleigh	Raleigh
33	**Indianapolis**	Indianapolis	Cincinnati	Raleigh	Milwaukee	Sacramento	Sacramento
34	**Cincinnati**	Tampa	Louisville	Cincinnati	Raleigh	Columbus	Indianapolis
35	**Tampa**	Richmond	Atlanta	Tampa	Riverside	Kansas City	Columbus
36	**Riverside**	Cleveland	Buffalo	Riverside	San Antonio	Providence	Kansas City
37	**Charlotte**	Louisville	Memphis	Charlotte	Charlotte	San Antonio	San Antonio
38	**Louisville**	Baltimore	Richmond	Louisville	Providence	Las Vegas	Pittsburgh
39	**Providence**	Cincinnati	Oklahoma City	Richmond	Pittsburgh	Pittsburgh	Nashville
40	**Richmond**	Atlanta	Tampa	Oklahoma City	Nashville	Nashville	Las Vegas
41	**Buffalo**	Oklahoma City	Grand Rapids	Buffalo	Richmond	Louisville	Grand Rapids
42	**Oklahoma City**	Orlando	Riverside	Memphis	Louisville	Grand Rapids	Richmond
43	**Grand Rapids**	Virginia Beach	Fresno	Providence	Jacksonville	Jacksonville	Louisville
44	**Memphis**	Riverside	Charlotte	Jacksonville	Oklahoma City	Richmond	Jacksonville
45	**Jacksonville**	Providence	Virginia Beach	Grand Rapids	Grand Rapids	Oklahoma City	Virginia Beach
46	**Nashville**	Charlotte	Jacksonville	Pittsburgh	Buffalo	Virginia Beach	Oklahoma City
47	**Virginia Beach**	Jacksonville	Providence	Virginia Beach	Virginia Beach	Buffalo	Birmingham
48	**Pittsburgh**	Nashville	Nashville	Nashville	Memphis	Birmingham	Buffalo
49	**Fresno**	Birmingham	Pittsburgh	Fresno	Birmingham	Fresno	Fresno
50	**Birmingham**	Pittsburgh	Birmingham	Birmingham	Fresno	Memphis	Memphis

Table 4: 1-Year Change in Weighted Accessibility

Rank	Area	1-Year Change in Weighted Accessibility
1	**Las Vegas**	+1.49%
2	**Jacksonville**	+1.25%
3	**Buffalo**	+0.59%
4	**Indianapolis**	+0.52%
5	**Oklahoma City**	+0.32%
6	**Salt Lake City**	+0.24%
7	**Memphis**	-0.18%
8	**Phoenix**	-0.18%
9	**Raleigh**	-1.63%
10	**Columbus**	-1.84%
11	**Grand Rapids**	-1.85%
12	**Kansas City**	-2.16%
13	**San Antonio**	-2.51%
14	**Birmingham**	-2.61%
15	**Tampa**	-2.84%
16	**Cincinnati**	-3.03%
17	**Dallas**	-3.42%
18	**Richmond**	-3.49%
19	**Providence**	-3.62%
20	**Riverside**	-3.72%
21	**St. Louis**	-3.86%
22	**Virginia Beach**	-4.15%
23	**Nashville**	-4.33%
24	**Detroit**	-4.64%
25	**Cleveland**	-4.73%
26	**Austin**	-4.82%
27	**Orlando**	-5.02%
28	**Milwaukee**	-5.11%
29	**Sacramento**	-5.27%
30	**Miami**	-5.39%
31	**Pittsburgh**	-5.55%
32	**Fresno**	-5.95%
33	**New York**	-6.22%
34	**San Diego**	-6.55%
35	**Chicago**	-6.82%
36	**Philadelphia**	-6.90%
37	**Denver**	-6.91%
38	**Portland**	-6.95%
39	**Los Angeles**	-7.14%
40	**Atlanta**	-8.18%
41	**Minneapolis**	-8.49%
42	**Louisville**	-9.06%
43	**Charlotte**	-9.14%
44	**Houston**	-10.32%
45	**Seattle**	-10.36%
46	**Boston**	-10.83%
47	**Baltimore**	-11.58%
48	**Washington**	-12.80%
49	**San Jose**	-13.85%
50	**San Francisco**	-15.02%

3 Congestion Impacts

To estimate the impact that congestion has on job accessibility, accessibility calculations are performed for hourly departure times from midnight to 11 PM; accessibility results representing the morning commute peak (8 AM) are then compared to the average maximum accessibility achieved across the 24-hour period. The difference in job accessibility between these two times is interpreted as the number of jobs that a traveler could reach (within a given travel time threshold) in free-flow conditions, but could not reach in congested conditions due to lower speeds. This can be expressed both as an absolute number of jobs and as a percentage change in accessibility. Expressing this metric as a percentage allows the degree of congestion impact to be compared across regions that have different absolute levels of accessibility. For example, a congestion impact of 9% at the 30 minutes travel time threshold indicates that the average worker can reach 9% fewer jobs during congested periods than during free-flow periods. The following sections present the results of this analysis for the top 50 US metropolitan areas.

3.1 Metropolitan Area Congestion Impact Results

Table 5 gives the congestion impact values for each metropolitan area, in alphabetical order. The columns indicate the percentage reduction in job access that is caused by road and highway congestion, relative to free-flow speeds. For example, a congestion impact of 9% at the 30 minutes travel time threshold indicates that the average worker can reach 9% fewer jobs within 30 minutes during the AM peak period compared to free-flow periods.

3.2 Metropolitan Area Congestion Rankings

The rankings of congestion impacts across U.S. metropolitan areas for 2023 are shown in Table 6. The first column provides a weighted average, where the congestion impacts for each threshold are given a decreasing weight as travel time increases. Congestion effects at 10 minutes count more toward the ranking than congestion effects at 20 minutes, and so on. Overall ranks are given by the order of Table 6. Within the specific time thresholds, the rankings vary.

The ranked *change* in congestion impact from 2022 to 2023 is shown in Table 7. This table captures changes in congestion including those due to travel behavior during the COVID-19 pandemic. The metropolitan areas highest on this list saw the smallest impact of COVID on reduction in congestion.

Additional details about each metropolitan area, including block-level maps of congestion impacts, are presented in Section 6.

Table 5: Congestion Impact by Travel Time

Area	10 min	20 min	30 min	40 min	50 min	60 min
Atlanta	53.21%	55.01%	50.70%	42.76%	32.06%	21.27%
Austin	51.37%	44.06%	29.49%	16.85%	11.61%	11.54%
Baltimore	42.92%	41.90%	34.92%	38.69%	43.93%	41.26%
Birmingham	43.03%	31.80%	17.06%	10.10%	8.87%	7.18%
Boston	59.06%	58.30%	51.11%	43.74%	34.85%	23.57%
Buffalo	32.56%	17.99%	6.90%	3.24%	2.15%	6.49%
Charlotte	45.55%	45.80%	36.45%	24.23%	15.44%	11.36%
Chicago	53.16%	55.77%	50.67%	41.78%	29.59%	17.67%
Cincinnati	37.11%	29.86%	19.79%	11.82%	7.20%	5.37%
Cleveland	35.13%	23.96%	14.25%	8.33%	5.38%	4.30%
Columbus	39.32%	21.09%	9.03%	5.60%	4.72%	5.40%
Dallas	51.26%	50.03%	40.04%	26.61%	14.00%	6.40%
Denver	51.43%	50.12%	30.57%	12.32%	7.06%	5.80%
Detroit	33.21%	27.87%	20.34%	12.46%	8.25%	5.12%
Fresno	43.99%	16.52%	9.33%	10.11%	6.89%	5.26%
Grand Rapids	30.21%	13.17%	9.05%	7.30%	6.00%	6.04%
Houston	57.02%	56.12%	47.73%	33.39%	19.45%	9.79%
Indianapolis	36.71%	29.22%	17.21%	8.62%	6.13%	6.15%
Jacksonville	47.16%	36.24%	21.58%	13.83%	7.90%	6.21%
Kansas City	32.34%	21.89%	11.00%	4.49%	3.07%	2.45%
Las Vegas	43.20%	31.51%	6.01%	0.25%	0.14%	0.23%
Los Angeles	64.55%	67.43%	62.54%	53.44%	41.46%	28.98%
Louisville	37.08%	22.96%	9.60%	6.45%	5.64%	6.46%
Memphis	31.45%	21.11%	7.03%	2.91%	2.01%	2.49%
Miami	62.46%	59.35%	49.88%	40.43%	30.43%	21.43%
Milwaukee	34.29%	19.81%	9.96%	6.06%	7.02%	6.29%
Minneapolis	38.40%	27.42%	14.90%	7.18%	4.17%	2.53%
Nashville	48.51%	42.96%	36.76%	27.66%	15.86%	8.93%
New York	55.52%	64.00%	61.95%	53.25%	41.66%	31.56%
Oklahoma City	37.64%	24.76%	11.84%	5.53%	2.73%	2.42%
Orlando	52.91%	43.93%	27.69%	16.90%	13.52%	12.91%
Philadelphia	52.31%	52.20%	46.45%	37.54%	27.72%	21.72%
Phoenix	46.17%	43.87%	31.21%	18.38%	8.34%	3.06%
Pittsburgh	51.27%	41.72%	31.18%	21.51%	14.45%	9.84%
Portland	47.94%	47.03%	30.67%	17.04%	10.35%	6.76%
Providence	41.68%	29.33%	27.85%	37.64%	47.26%	48.60%
Raleigh	42.09%	33.27%	22.14%	12.71%	8.45%	7.61%
Richmond	31.86%	19.93%	9.24%	3.99%	3.95%	5.34%
Riverside	50.76%	53.04%	55.52%	62.35%	65.58%	61.29%
Sacramento	52.59%	41.25%	24.62%	13.51%	11.46%	14.84%
Salt Lake City	41.21%	22.34%	10.79%	7.20%	2.66%	0.79%
San Antonio	47.09%	38.20%	19.27%	12.36%	10.62%	14.80%
San Diego	57.82%	48.19%	32.92%	21.29%	16.82%	21.90%
San Francisco	54.26%	58.49%	55.68%	49.14%	38.34%	26.60%
San Jose	60.44%	42.26%	31.75%	34.70%	35.66%	23.29%
Seattle	49.10%	48.74%	39.77%	33.50%	26.64%	18.83%
St. Louis	37.17%	27.66%	15.83%	7.92%	4.37%	2.30%
Tampa	50.37%	45.14%	38.19%	28.71%	21.31%	17.09%
Virginia Beach	35.90%	23.21%	18.21%	12.87%	7.67%	5.85%
Washington	51.78%	51.49%	49.71%	40.10%	28.84%	20.20%

Table 6: Metropolitan Areas Ranked by Congestion Impact

Rank	Weighted Average	10 min	20 min	30 min	40 min	50 min	60 min
1	**Riverside**	Los Angeles	Los Angeles	Los Angeles	Riverside	Riverside	Riverside
2	**Los Angeles**	Miami	New York	New York	Los Angeles	Providence	Providence
3	**New York**	San Jose	Miami	San Francisco	New York	Baltimore	Baltimore
4	**San Francisco**	Boston	San Francisco	Riverside	San Francisco	New York	New York
5	**Miami**	San Diego	Boston	Boston	Boston	Los Angeles	Los Angeles
6	**Boston**	Houston	Houston	Atlanta	Atlanta	San Francisco	San Francisco
7	**Atlanta**	New York	Chicago	Chicago	Chicago	San Jose	Boston
8	**Chicago**	San Francisco	Atlanta	Miami	Miami	Boston	San Jose
9	**Washington**	Atlanta	Riverside	Washington	Washington	Atlanta	San Diego
10	**Houston**	Chicago	Philadelphia	Houston	Baltimore	Miami	Philadelphia
11	**Philadelphia**	Orlando	Washington	Philadelphia	Providence	Chicago	Miami
12	**San Jose**	Sacramento	Denver	Dallas	Philadelphia	Washington	Atlanta
13	**Seattle**	Philadelphia	Dallas	Seattle	San Jose	Philadelphia	Washington
14	**Baltimore**	Washington	Seattle	Tampa	Seattle	Seattle	Seattle
15	**San Diego**	Denver	San Diego	Nashville	Houston	Tampa	Chicago
16	**Providence**	Austin	Portland	Charlotte	Tampa	Houston	Tampa
17	**Dallas**	Pittsburgh	Charlotte	Baltimore	Nashville	San Diego	Sacramento
18	**Tampa**	Dallas	Tampa	San Diego	Dallas	Nashville	San Antonio
19	**Denver**	Riverside	Austin	San Jose	Charlotte	Charlotte	Orlando
20	**Nashville**	Tampa	Orlando	Phoenix	Pittsburgh	Pittsburgh	Austin
21	**Portland**	Seattle	Phoenix	Pittsburgh	San Diego	Dallas	Charlotte
22	**Austin**	Nashville	Nashville	Portland	Phoenix	Orlando	Pittsburgh
23	**Charlotte**	Portland	San Jose	Denver	Portland	Austin	Houston
24	**Phoenix**	Jacksonville	Baltimore	Austin	Orlando	Sacramento	Nashville
25	**Sacramento**	San Antonio	Pittsburgh	Providence	Austin	San Antonio	Raleigh
26	**Orlando**	Phoenix	Sacramento	Orlando	Jacksonville	Portland	Birmingham
27	**Pittsburgh**	Charlotte	San Antonio	Sacramento	Sacramento	Birmingham	Portland
28	**San Antonio**	Fresno	Jacksonville	Raleigh	Virginia Beach	Raleigh	Buffalo
29	**Jacksonville**	Las Vegas	Raleigh	Jacksonville	Raleigh	Phoenix	Louisville
30	**Raleigh**	Birmingham	Birmingham	Detroit	Detroit	Detroit	Dallas
31	**Birmingham**	Baltimore	Las Vegas	Cincinnati	San Antonio	Jacksonville	Milwaukee
32	**Las Vegas**	Raleigh	Cincinnati	San Antonio	Denver	Virginia Beach	Jacksonville
33	**Cincinnati**	Providence	Providence	Virginia Beach	Cincinnati	Cincinnati	Indianapolis
34	**Detroit**	Salt Lake City	Indianapolis	Indianapolis	Fresno	Denver	Grand Rapids
35	**Virginia Beach**	Columbus	Detroit	Birmingham	Birmingham	Milwaukee	Virginia Beach
36	**Indianapolis**	Minneapolis	St. Louis	St. Louis	Indianapolis	Fresno	Denver
37	**Fresno**	Oklahoma City	Minneapolis	Minneapolis	Cleveland	Indianapolis	Columbus
38	**Salt Lake City**	St. Louis	Oklahoma City	Cleveland	St. Louis	Grand Rapids	Cincinnati
39	**Minneapolis**	Cincinnati	Cleveland	Oklahoma City	Grand Rapids	Louisville	Richmond
40	**St. Louis**	Louisville	Virginia Beach	Kansas City	Salt Lake City	Cleveland	Fresno
41	**Oklahoma City**	Indianapolis	Louisville	Salt Lake City	Minneapolis	Columbus	Detroit
42	**Louisville**	Virginia Beach	Salt Lake City	Milwaukee	Louisville	St. Louis	Cleveland
43	**Columbus**	Cleveland	Kansas City	Louisville	Milwaukee	Minneapolis	Phoenix
44	**Milwaukee**	Milwaukee	Memphis	Fresno	Columbus	Richmond	Minneapolis
45	**Cleveland**	Detroit	Columbus	Richmond	Oklahoma City	Kansas City	Memphis
46	**Memphis**	Buffalo	Richmond	Grand Rapids	Kansas City	Oklahoma City	Kansas City
47	**Kansas City**	Kansas City	Milwaukee	Columbus	Richmond	Salt Lake City	Oklahoma City
48	**Richmond**	Richmond	Buffalo	Memphis	Buffalo	Buffalo	St. Louis
49	**Buffalo**	Memphis	Fresno	Buffalo	Memphis	Memphis	Salt Lake City
50	**Grand Rapids**	Grand Rapids	Grand Rapids	Las Vegas	Las Vegas	Las Vegas	Las Vegas

Table 7: 1-Year Change in Weighted Congestion Impact

Rank	Area	1-Year Change in Congestion Impact
1	**San Jose**	+8.04
2	**Charlotte**	+7.27
3	**San Francisco**	+6.38
4	**Washington**	+6.24
5	**Minneapolis**	+5.74
6	**Seattle**	+5.64
7	**Boston**	+5.55
8	**Baltimore**	+4.95
9	**Detroit**	+4.94
10	**Austin**	+4.83
11	**Philadelphia**	+4.65
12	**Atlanta**	+4.54
13	**St. Louis**	+4.51
14	**Chicago**	+4.27
15	**Denver**	+4.25
16	**San Diego**	+4.16
17	**Houston**	+4.11
18	**Raleigh**	+3.86
19	**Portland**	+3.43
20	**Providence**	+3.40
21	**Dallas**	+3.35
22	**Pittsburgh**	+2.93
23	**Cincinnati**	+2.92
24	**Nashville**	+2.89
25	**Milwaukee**	+2.85
26	**Sacramento**	+2.60
27	**Kansas City**	+2.59
28	**Columbus**	+2.31
29	**San Antonio**	+2.29
30	**Miami**	+2.16
31	**Los Angeles**	+2.15
32	**Cleveland**	+2.07
33	**Richmond**	+1.86
34	**Tampa**	+1.82
35	**Virginia Beach**	+1.65
36	**Orlando**	+1.59
37	**Salt Lake City**	+1.59
38	**Riverside**	+1.21
39	**Jacksonville**	+1.21
40	**Birmingham**	+1.10
41	**Phoenix**	+0.99
42	**Indianapolis**	+0.88
43	**Louisville**	+0.88
44	**New York**	+0.79
45	**Buffalo**	+0.77
46	**Grand Rapids**	+0.75
47	**Memphis**	+0.31
48	**Fresno**	-0.07
49	**Oklahoma City**	-0.47
50	**Las Vegas**	-1.71

4 Data Sources and Methodology

The following sections provide a brief overview of the data sources and methodology used to prepare this report. For a detailed description, please consult the Accessibility Observatory's *Access Across America: 2023 Methodology* report.

4.1 Travel Times by Auto

Travel times by car were calculated using the June 2023 version of TomTom North America, Inc.'s MultiNet and Speed Profile data products. The road network dataset includes roadways of all functional classifications, including local streets through major highways. Speed data for each roadway segment are based on measurements collected by GPS devices during the June 2021 – June 2023 period. For road segments where speed data are provided separately for different days of the week, data for Wednesday is used.

4.2 Geography

Census blocks are the fundamental unit for travel time and accessibility calculation, and block-level accessibility results are aggregated over larger areas for analysis. When calculating accessibility for an individual origin, all potential destinations within 74.6 miles (120 km) are included, even if those destinations are located in a different state. Only locations within the United States are included.

4.3 Population and Job Distribution

Data describing the distribution of labor and employment in the region are drawn from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics program (LEHD).[6] The LEHD Origin-Destination Employment Statistics (LODES) dataset, which is updated annually, provides Census block-level estimates of employee home and work locations. This analysis uses LODES data from 2021, matching a two-year lag in LODES data compared to transportation network data.

Note: The LODES dataset used in this report does not include job location data from the states of Alaska, or Mississippi. These states did not report these employment statistics to the Census for the 2021 year.[7] None of the top 50 metropolitan statistical areas reported on here lie within those states; however, Memphis (49th by total employment) borders Mississippi, and thus access to jobs from areas within Memphis is likely to be underreported given the absence of those nearby job locations in the dataset.

4.4 Accessibility Calculation

The accessibility metrics presented in this analysis are *cumulative opportunity* metrics — they reflect the total amount of opportunities (in this case, jobs) reachable within given travel time thresholds from an

[6] http://lehd.ces.census.gov/data/

[7] a detailed LODES data release notes is here: https://lehd.ces.census.gov/doc/help/onthemap/LODESTechDoc.pdf

origin location. To calculate these metrics, the travel time calculations described above are performed first to identify the travel time from one origin to all surrounding destinations. Next, the number of jobs at each destination is summed for all destinations that can be reached within a given travel time threshold, providing the accessibility value for a single origin at a single departure time.

This process provides accessibility values for individual Census blocks. To summarize this block-level data to larger areas, the accessibility values for the relevant blocks are weighted by the number of workers living in each block and then averaged. This person-weighted approach allows the summary metric to reflect the distribution of residents within the area. For example, a person-weighted accessibility value of 134,173 indicates that a typical resident within the area can reach 134,173 jobs.

Road and highways speeds vary throughout the day. The accessibility data presented in this report assume a departure time of 8 AM in order to represent job accessibility during the AM peak period.

5 Discussion

Accessibility is a function of both transportation and land-use decisions, which has important policy implications. There are two broad avenues to increasing accessibility: improving transportation systems and altering land-use patterns. Neither of these things can be easily shifted overnight, but over time they do change—through direct plans and action as well as through market forces. These changes act independently and synergystically to produce change in accessibility over time.

Since the COVID-19 pandemic substantially impacted the USA starting in March 2020, changes in travel behavior have also induced changes in accessibility.

5.1 Land-Use Effects

Land-use-based approaches to improving auto accessibility revolve around proximity and density for both origins and destinations. Density is the manifestation of the increasing value of more accessible locations. As residential areas become denser, more residents experience the local accessibility; as employment areas become denser, more jobs can be accessed through the same road and highway network. Density is not determined solely by market forces, however: land-use policies can restrict density where it would otherwise be high or encourage density where it might otherwise be low. A range of density-focused urban policies, often embedded in zoning codes, are implemented across the country and contribute to each city's accessibility performance.

5.2 Congestion Effects

Congestion is a widely-discussed aspect of urban road and highway systems. Typical investigations of congestion measure its costs in terms of "extra" time spent commuting, or relative increases in commute times compared to free-flow travel. These approaches implicitly focus on the experience of individual travelers.

This report takes a different approach to evaluating congestion by measuring access to destinations. Congestion is reflected by the decrease in the number of jobs that can be reached at congested times of day relative to free-flow times. Rather than focusing on the experiences of individual travelers, this

approach seeks to quantify the overall impact that congestion has on the potential for interaction within urban areas.

Larger, denser cities typically experience greater congestion than smaller cities. But within this overarching trend, variation in the arrangement of land uses, road network structure, traffic management practices, and the provision of alternate transportation modes allows individual cities to experience greater or lesser congestion impacts than their size would predict.

For example, Miami ranks 23rd by job accessibility by auto but 5th by congestion impact, indicating that congestion may play a relatively larger role in limiting local access to jobs than in other cities. Geography likely plays a role here: Miami is densely developed in a narrow area between the ocean and inland Everglades, which concentrates traffic, even during the COVID era. Conversely, Phoenix ranks 6th by job accessibility but 24th by congestion impact, suggesting that job accessibility was influenced less by congestion there during this time period than in other cities. This is not to suggest that drivers in Phoenix did not experience congestion—only that other factors, such as zoning, highway capacity, and density, play a relatively larger role in determining job accessibility.

The geography of congestion and how it relates to land-use patterns is evident within the spatial congestion maps in Section 6. In general, most cities exhibit a "ring of congestion" effect, where workers departing from Census blocks closer to a city center or central business district experience smaller losses in accessibility than those departing from Census blocks some distance out from the city center. However, within cities characterized by a less concentrated central business district and more uniform density across a wider area of the city, such as Atlanta or Los Angeles, this effect of reduced loss of accessibility due to congestion within the city center is mitigated, and congestion impacts appear more evenly distributed throughout the city core and surrounding area. The placement and concentration of congestion impacts changed noticeably during the COVID period in many cities.

5.3 Conclusions

This report uses an approach to accessibility evaluation which can be applied consistently across different transportation modes. The metrics presented here, as in all of the *Access Across America* reports, indicate the number of jobs that can be reached in a given travel times — a simple concept that can be understood equally well in the context of travel by auto, transit, walking, or biking. This provides new opportunities for comparisons across transportation modes.

Transportation and land-use systems are both dynamic, and this report presents only a single snapshot in time. In constantly-evolving systems like these, it is also critical to monitor changes over time. A city that adopts a goal of increasing accessibility by auto should be evaluated based on how effectively it advanced that goal relative to a baseline. The data presented in the Access Across America report series can show how accessibility in these metropolitan areas evolves in response to transportation investments and land-use decisions.

6 Metropolitan Area Data and Maps

The following pages present summary accessibility data and maps for each of the 50 included metropolitan areas. Metropolitan areas are presented in alphabetical order. The maps show 30-minute accessibility values and congestion impact values at the Census block level. On the data summary pages, different chart scales (vertical axis) are used to allow simple comparison of accessibility values across metropolitan areas while accounting for readability. All charts using the same scale are plotted in the same color.

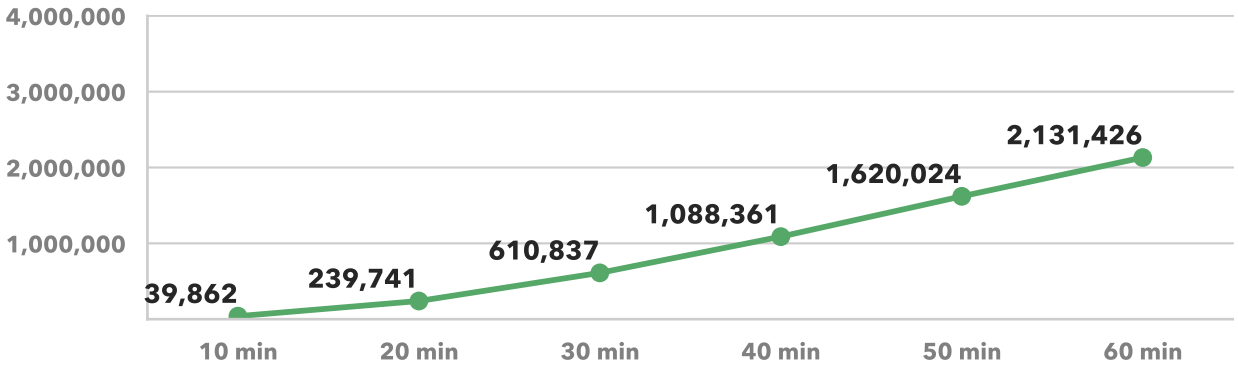
Atlanta

Atlanta-Sandy Springs-Roswell, GA

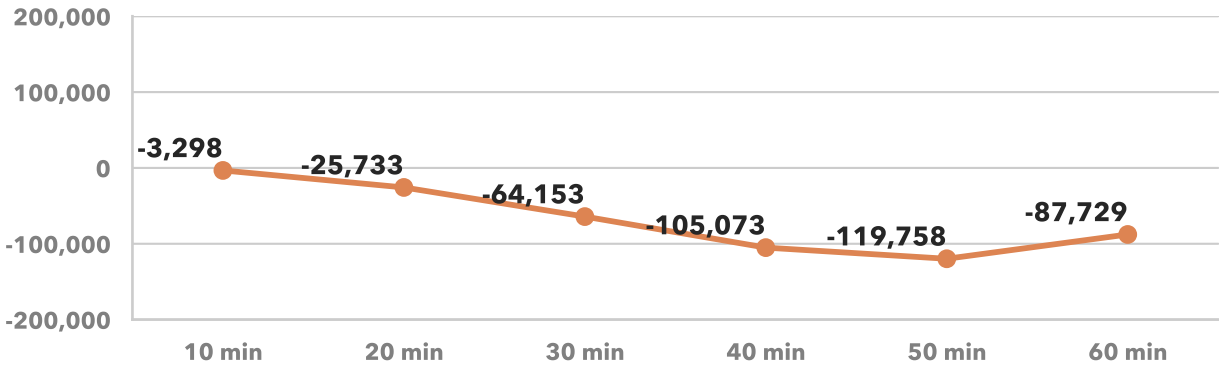
Rank by Weighted Accessibility	**24**
Rank by Weighted Congestion Impact	**7**
Rank by Total Employment	**8**
Rank by 1-Year Change in Weighted Accessibility	**40**
Rank by 1-Year Change in Weighted Congestion Impact	**12**
1-Year Change in Weighted Accessibility	**-8.18%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+4.5**
Total Jobs	**2,753,966**
Average Job Density (per mi^2)	**313**
Total Workers	**2,632,989**
Average Worker Density (per mi^2)	**299**

Job and worker totals are based on LEHD estimates and may not match other sources.

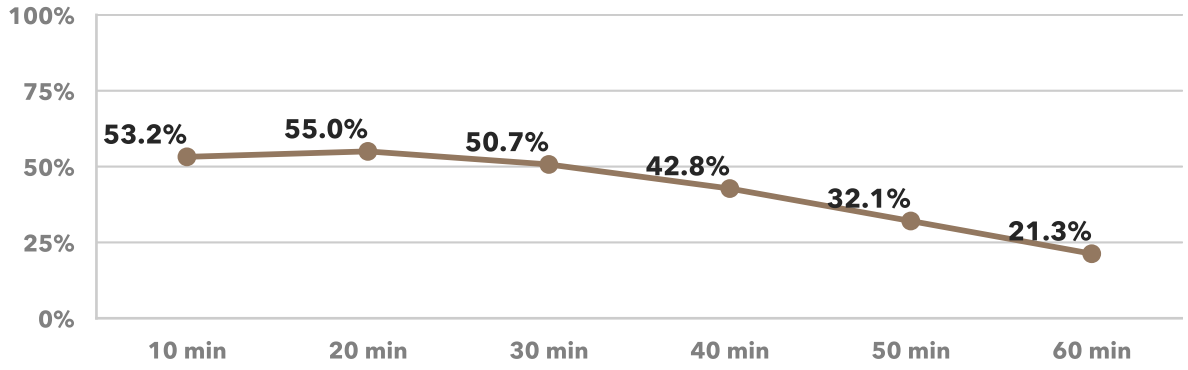
Average Job Accessibility by Travel Time Threshold (worker-weighted)



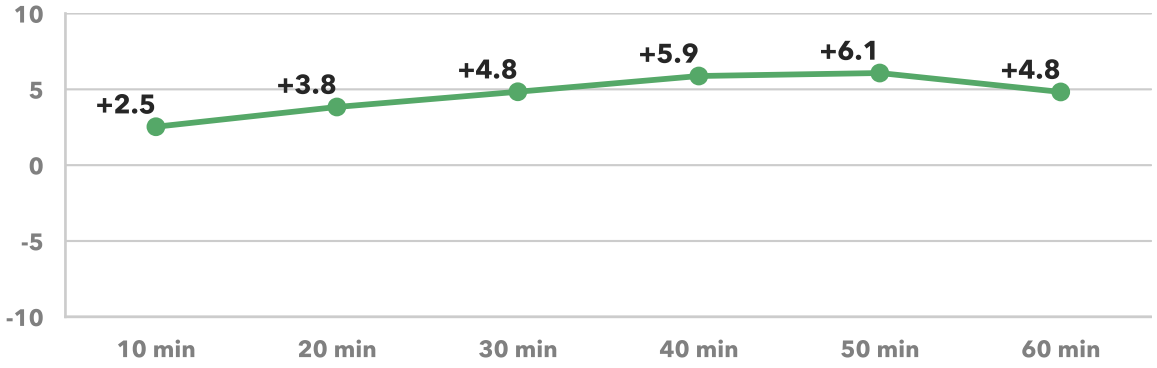
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

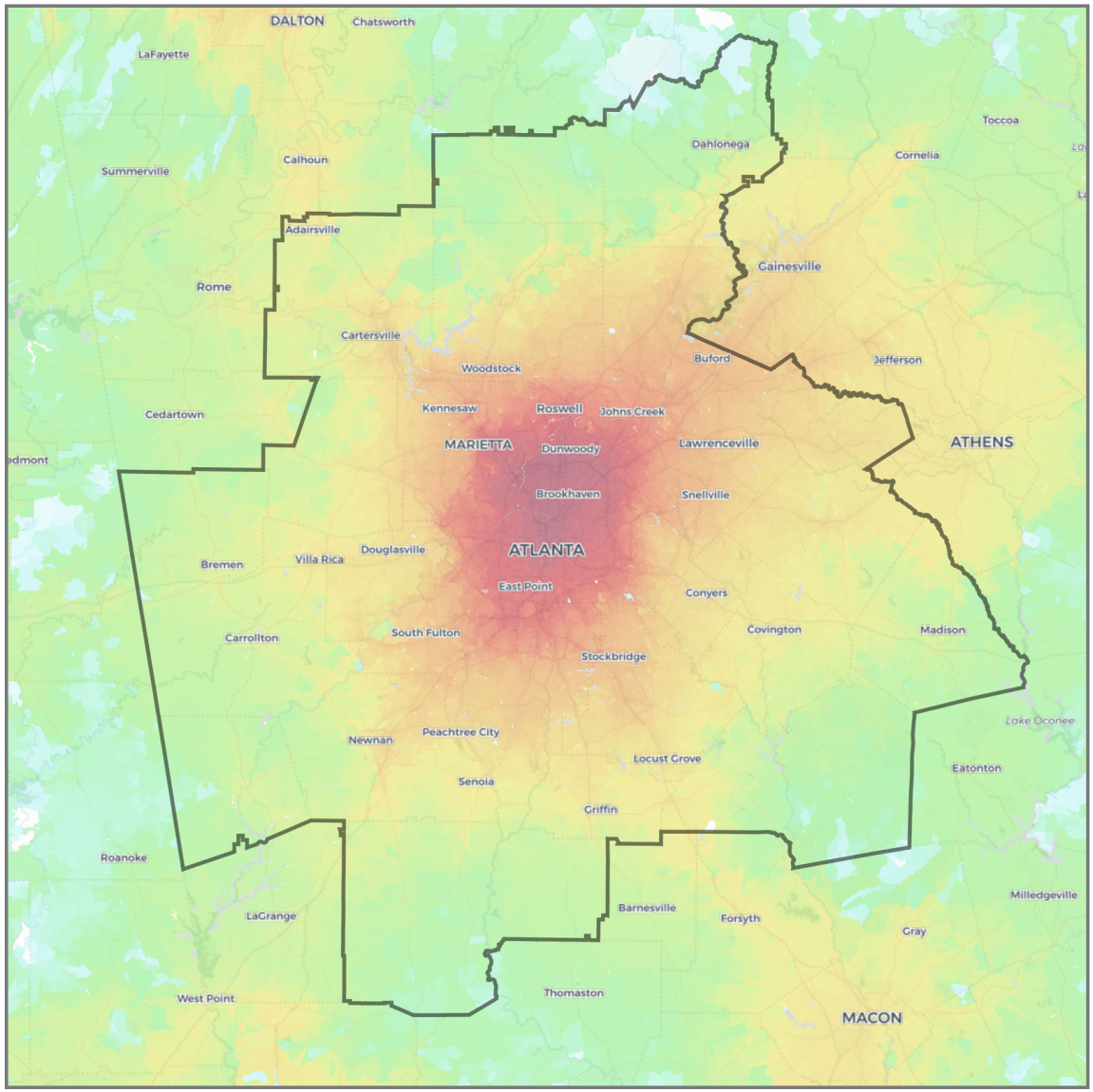


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Atlanta

Atlanta-Sandy Springs-Roswell, GA



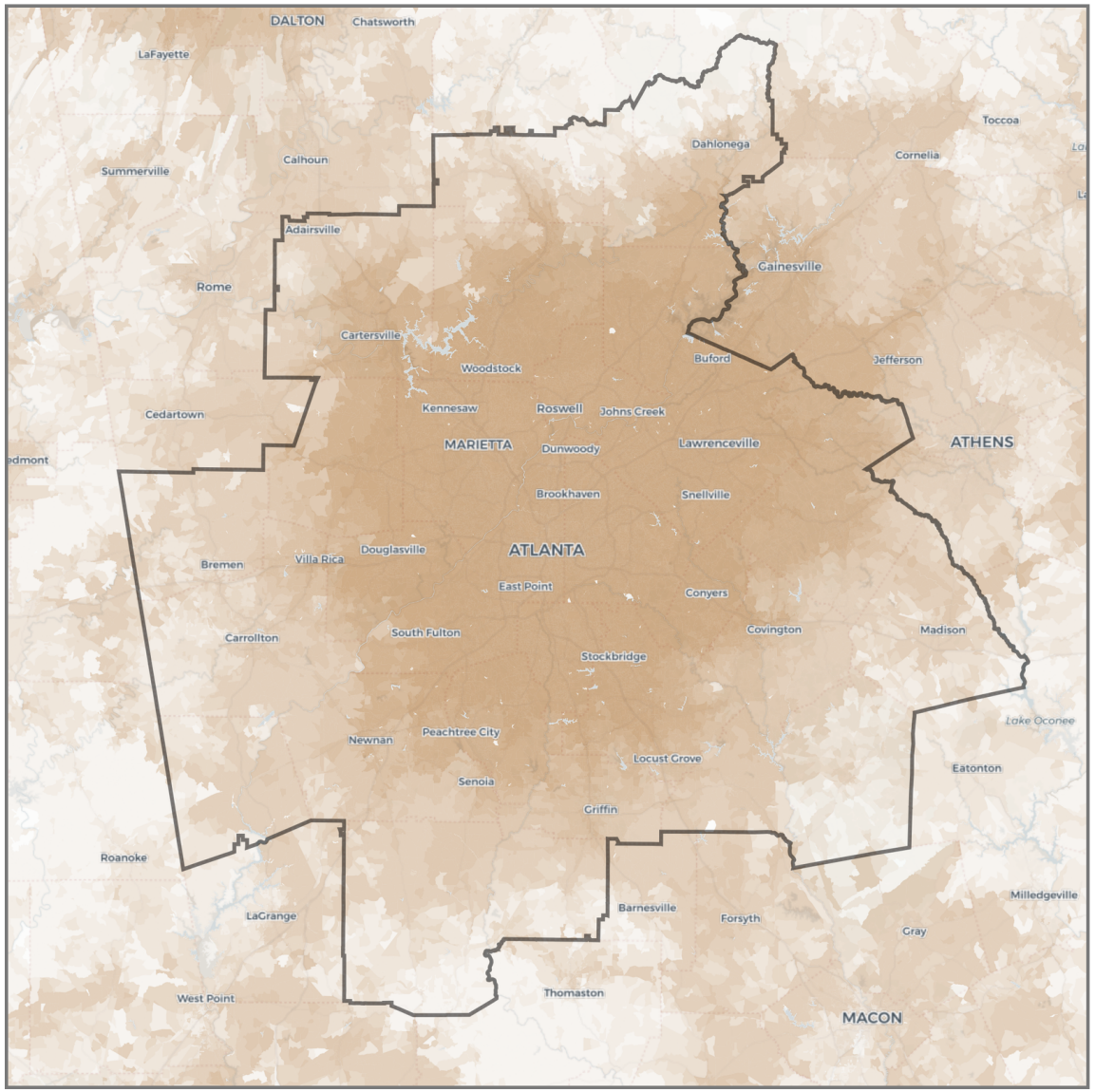
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Atlanta

Atlanta-Sandy Springs-Roswell, GA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

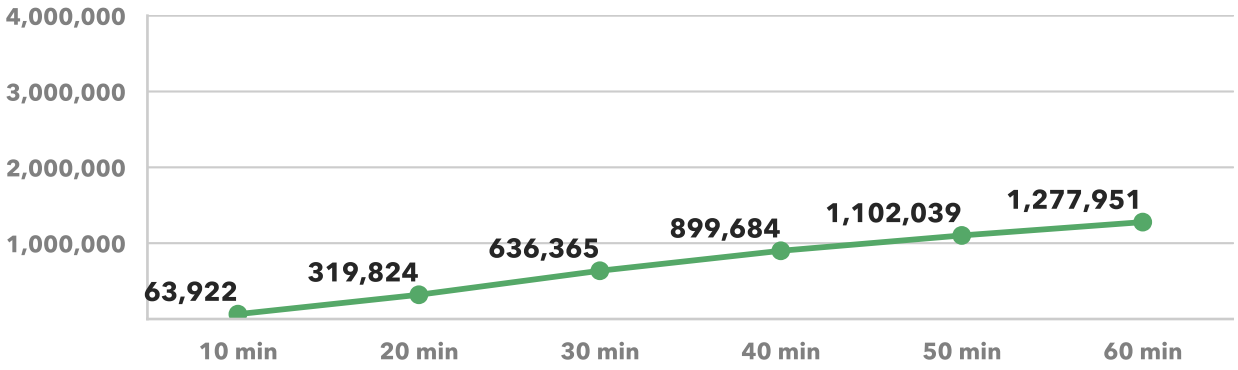
Austin

Austin-Round Rock-San Marcos, TX

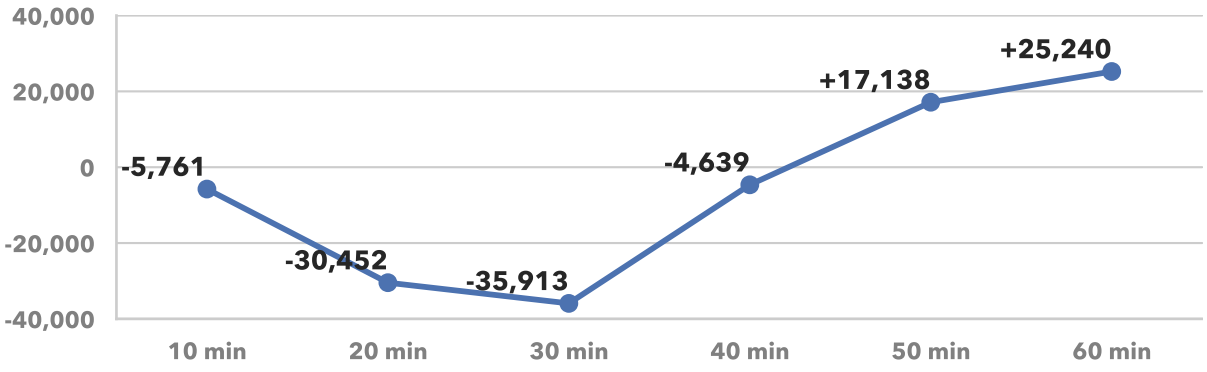
Rank by Weighted Accessibility	**25**
Rank by Weighted Congestion Impact	**22**
Rank by Total Employment	**26**
Rank by 1-Year Change in Weighted Accessibility	**26**
Rank by 1-Year Change in Weighted Congestion Impact	**10**
1-Year Change in Weighted Accessibility	**-4.82%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+4.8**
Total Jobs	**1,131,891**
Average Job Density (per mi^2)	**268**
Total Workers	**1,061,276**
Average Worker Density (per mi^2)	**251**

Job and worker totals are based on LEHD estimates and may not match other sources.

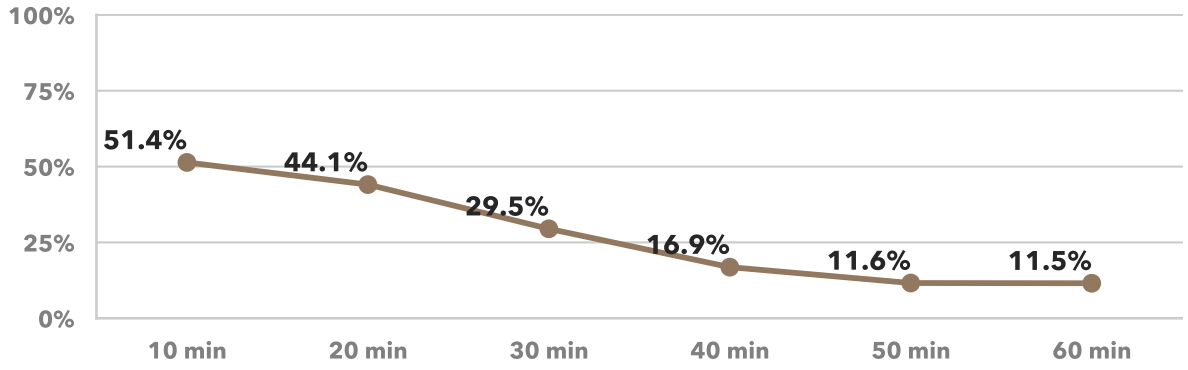
Average Job Accessibility by Travel Time Threshold (worker-weighted)



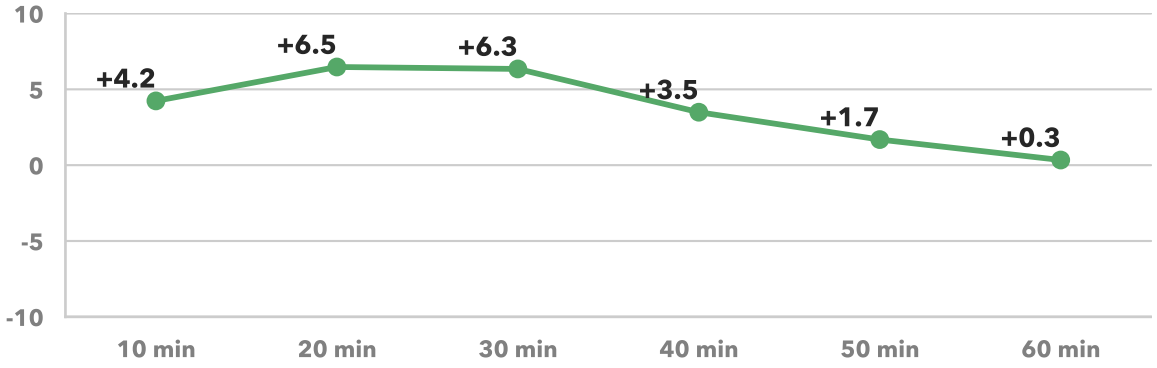
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

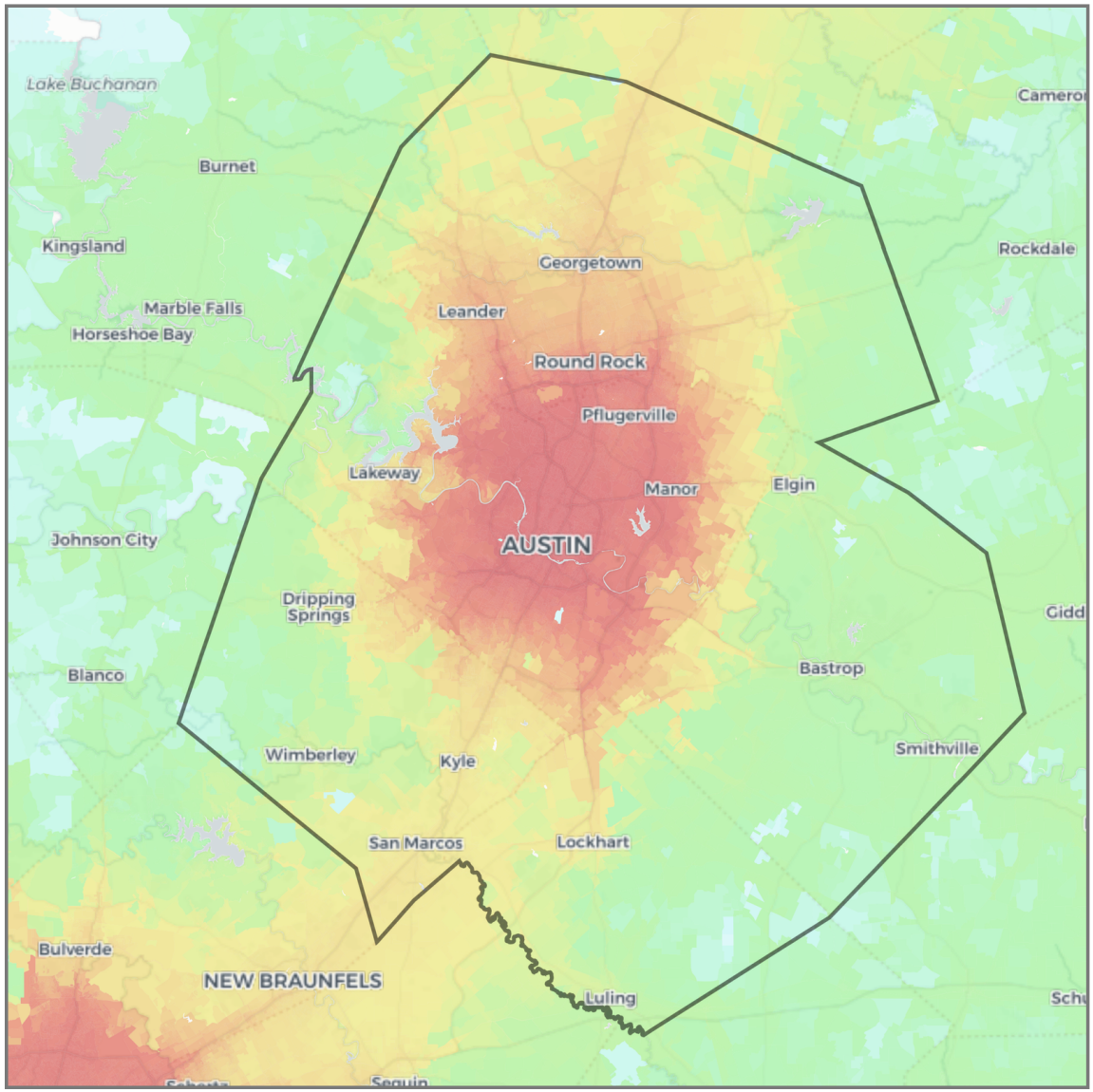


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Austin

Austin-Round Rock-San Marcos, TX



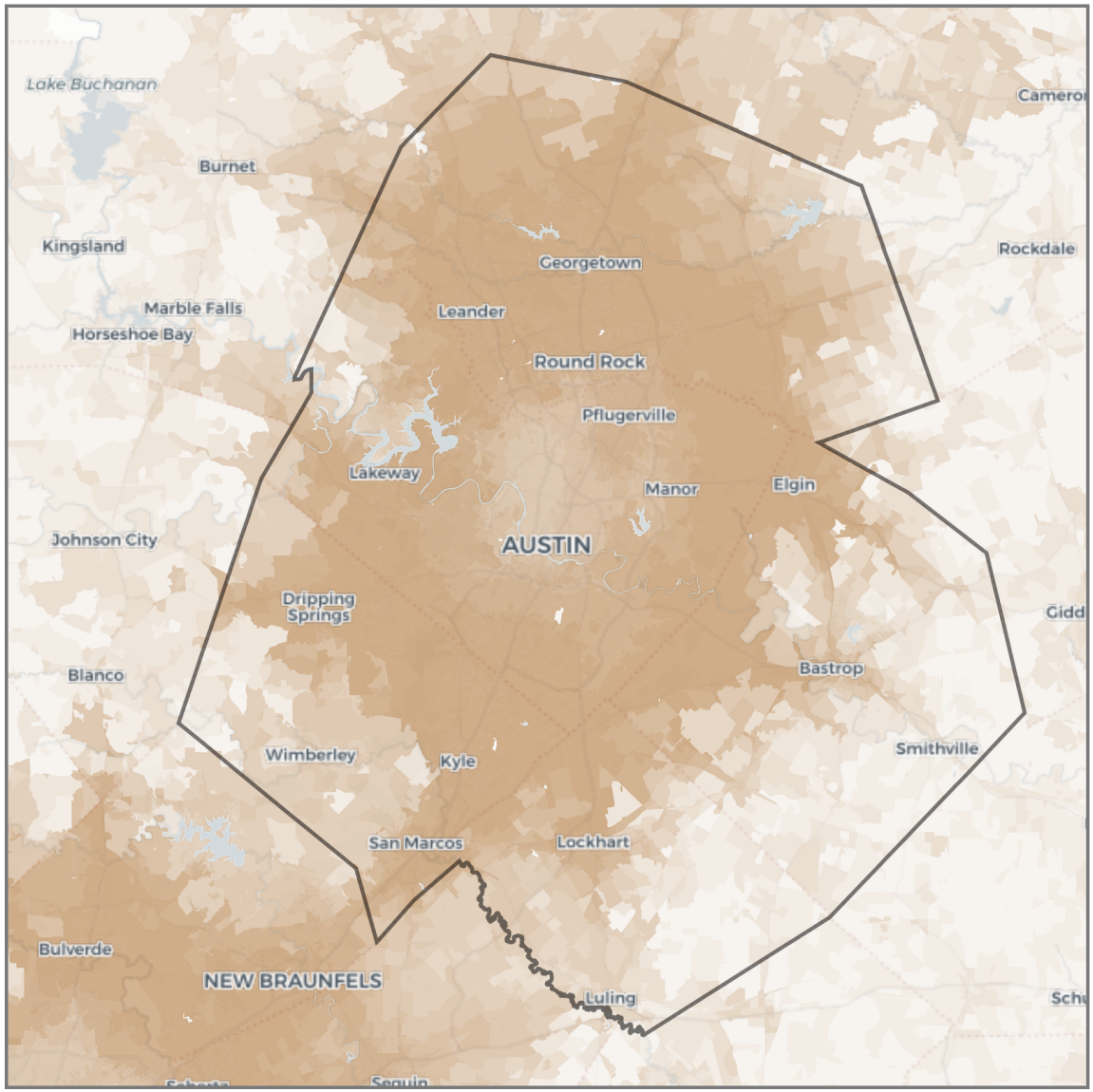
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Austin

Austin-Round Rock-San Marcos, TX



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

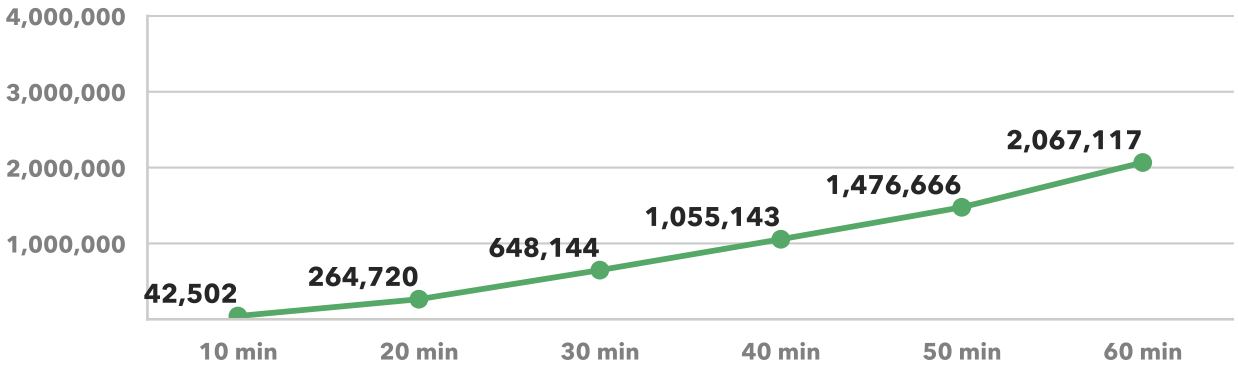
Baltimore

Baltimore-Columbia-Towson, MD

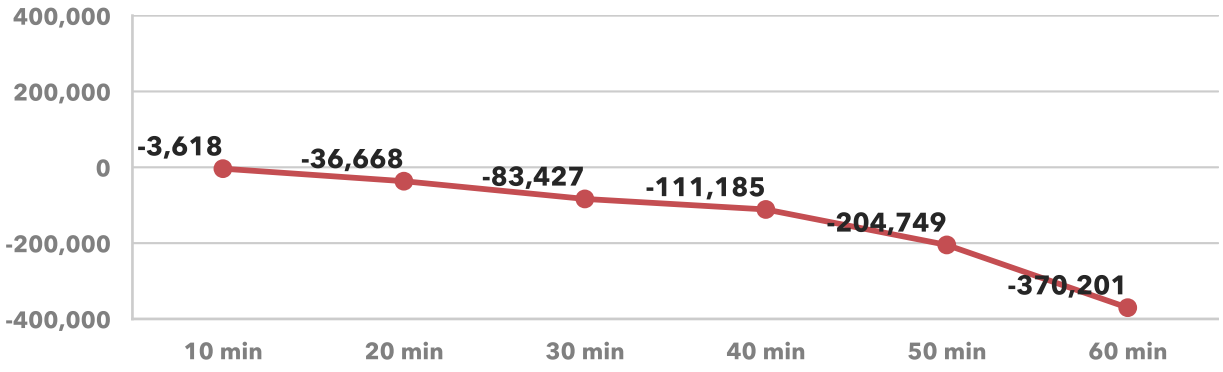
Rank by Weighted Accessibility	**22**
Rank by Weighted Congestion Impact	**14**
Rank by Total Employment	**21**
Rank by 1-Year Change in Weighted Accessibility	**47**
Rank by 1-Year Change in Weighted Congestion Impact	**8**
1-Year Change in Weighted Accessibility	**-11.58%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+5.0**
Total Jobs	**1,262,118**
Average Job Density (per mi^2)	**485**
Total Workers	**1,229,425**
Average Worker Density (per mi^2)	**472**

Job and worker totals are based on LEHD estimates and may not match other sources.

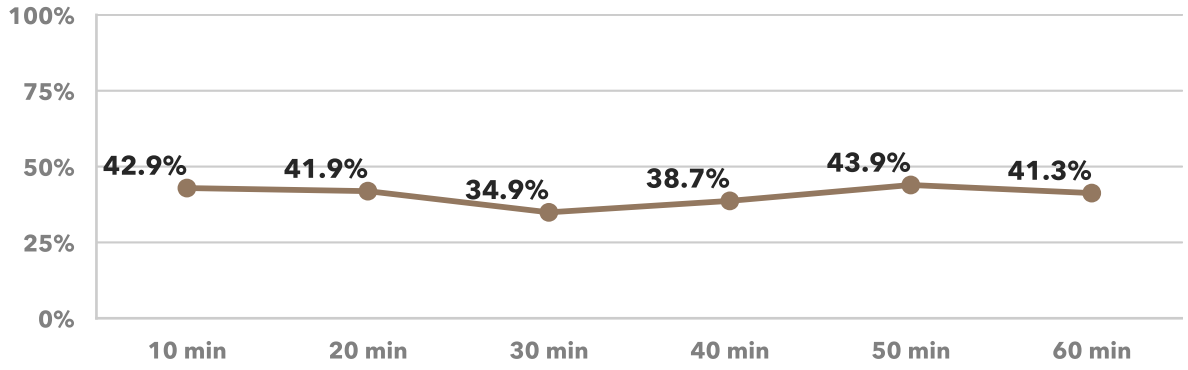
Average Job Accessibility by Travel Time Threshold (worker-weighted)



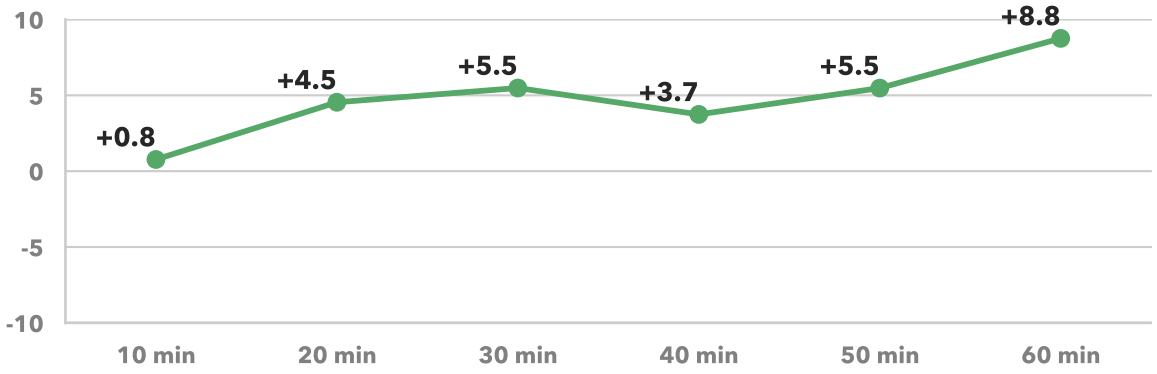
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

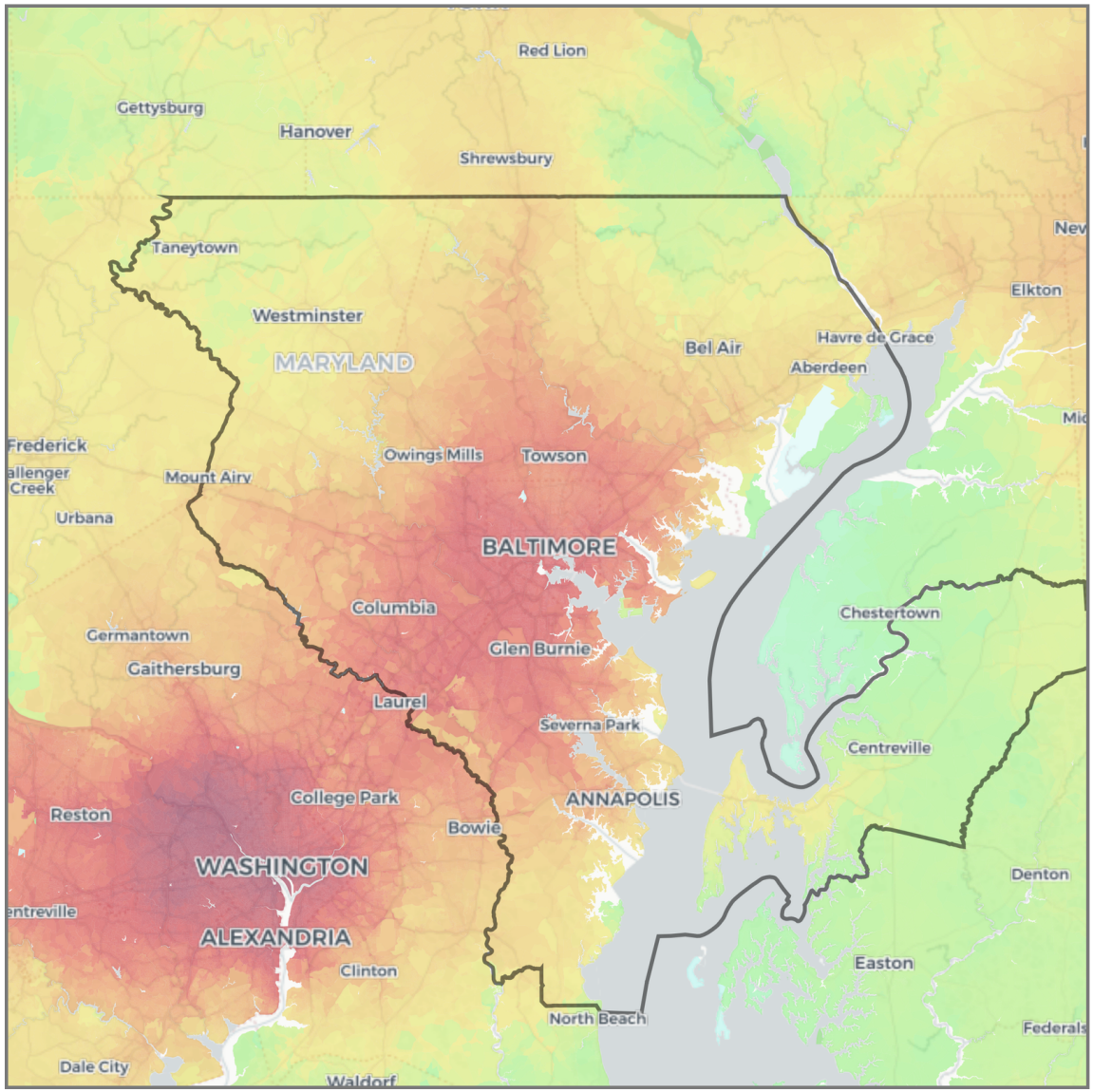


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Baltimore

Baltimore-Columbia-Towson, MD



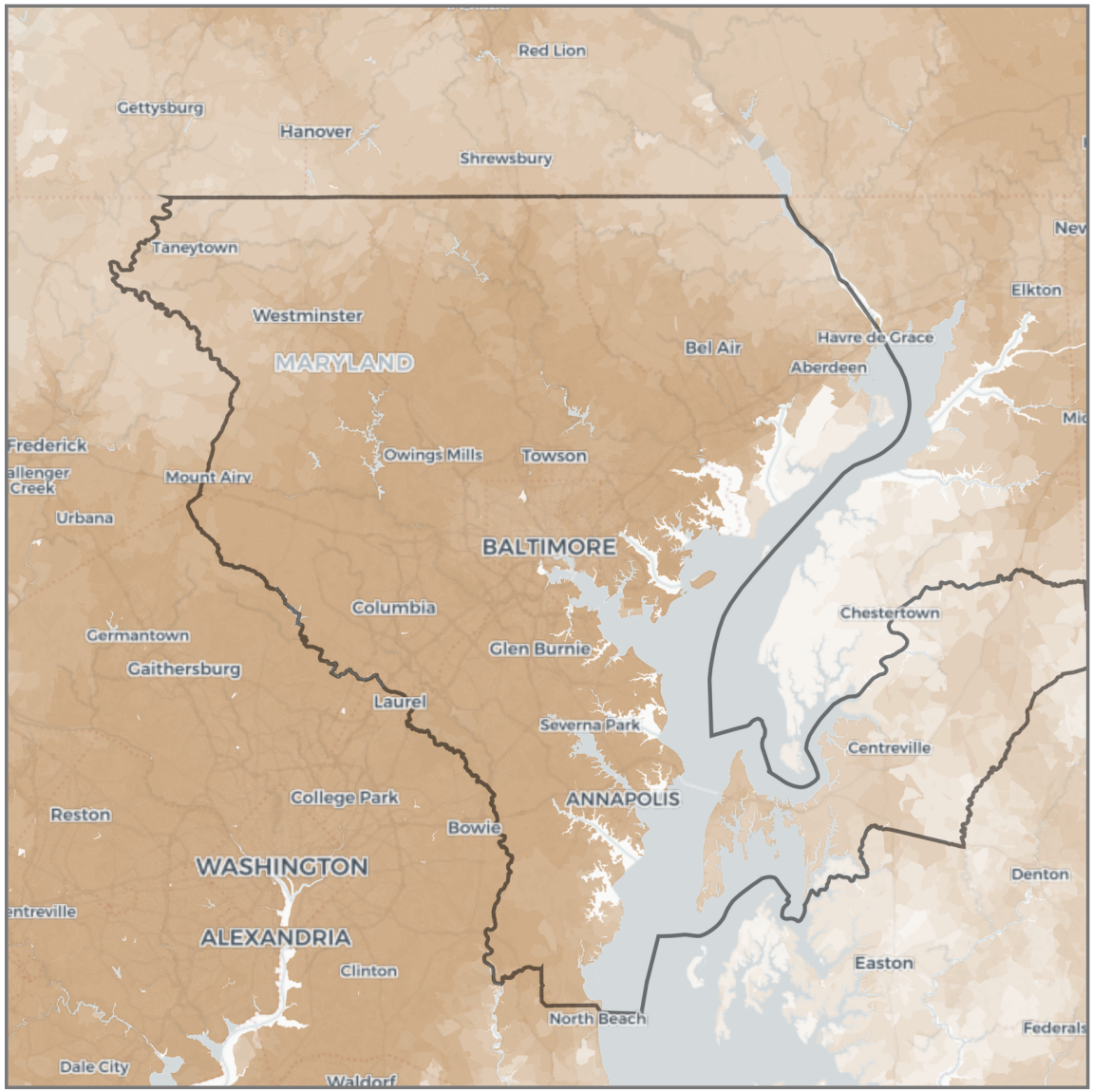
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Baltimore

Baltimore-Columbia-Towson, MD



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

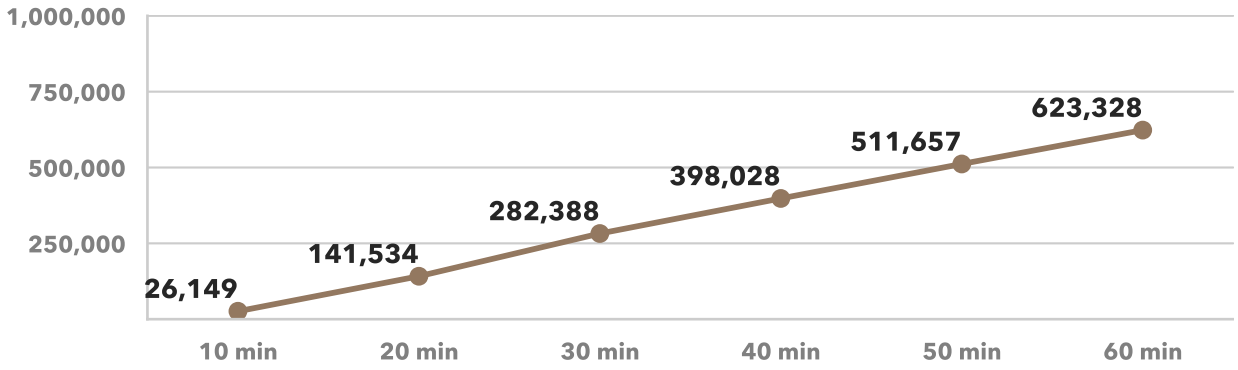
Birmingham

Birmingham, AL

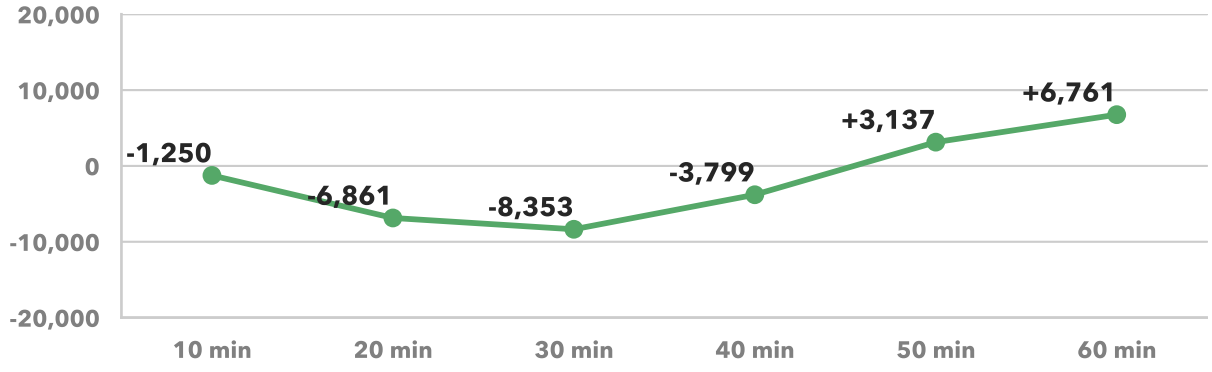
Rank by Weighted Accessibility	**50**
Rank by Weighted Congestion Impact	**31**
Rank by Total Employment	**48**
Rank by 1-Year Change in Weighted Accessibility	**14**
Rank by 1-Year Change in Weighted Congestion Impact	**40**
1-Year Change in Weighted Accessibility	**-2.61%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+1.1**
Total Jobs	**527,236**
Average Job Density (per mi^2)	**99**
Total Workers	**488,859**
Average Worker Density (per mi^2)	**92**

Job and worker totals are based on LEHD estimates and may not match other sources.

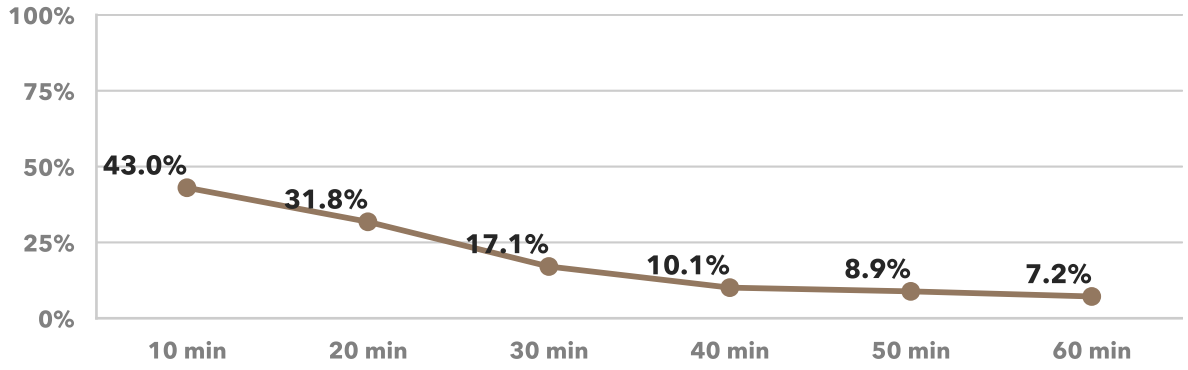
Average Job Accessibility by Travel Time Threshold (worker-weighted)



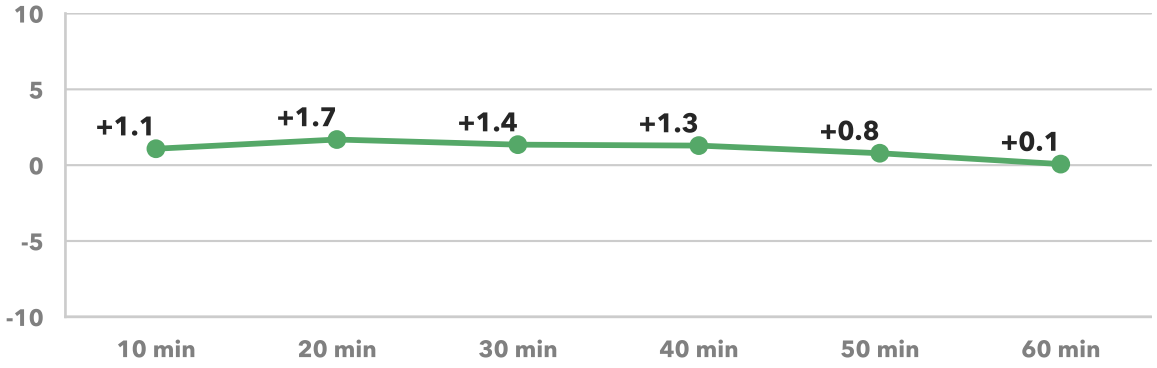
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

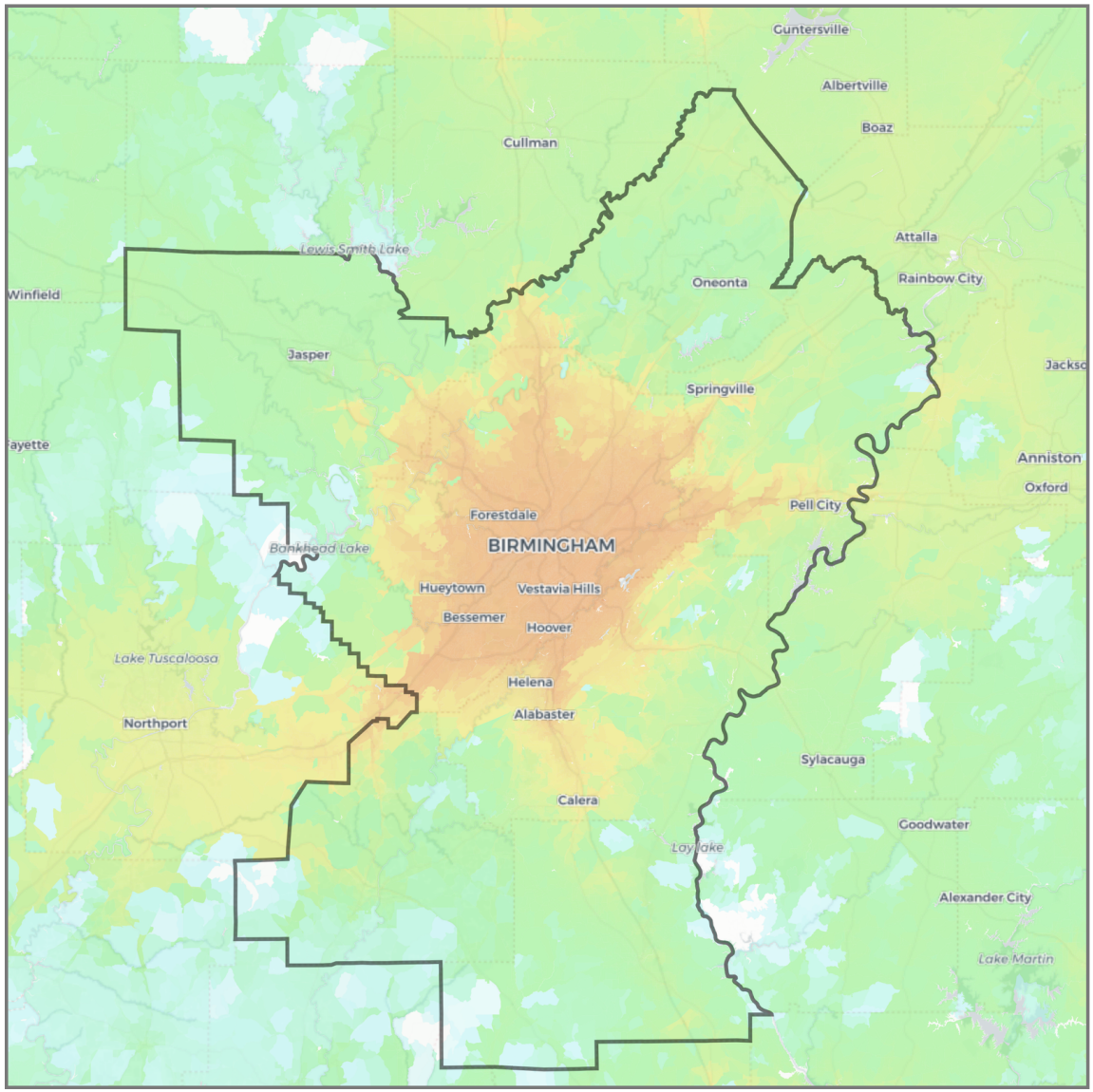


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Birmingham

Birmingham, AL



Jobs within 30 minutes

(Driving, AM peak)

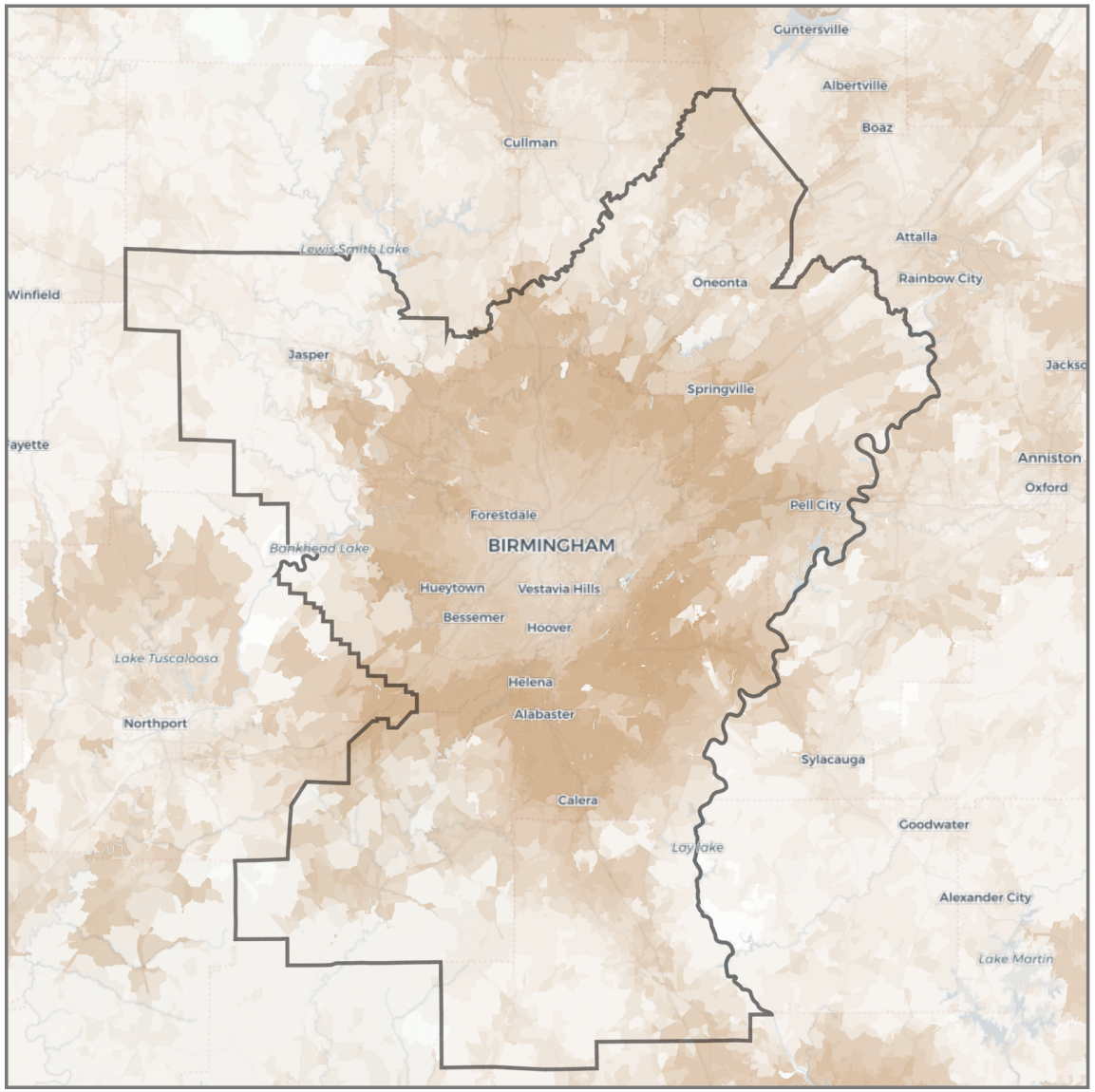
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Birmingham

Birmingham, AL



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

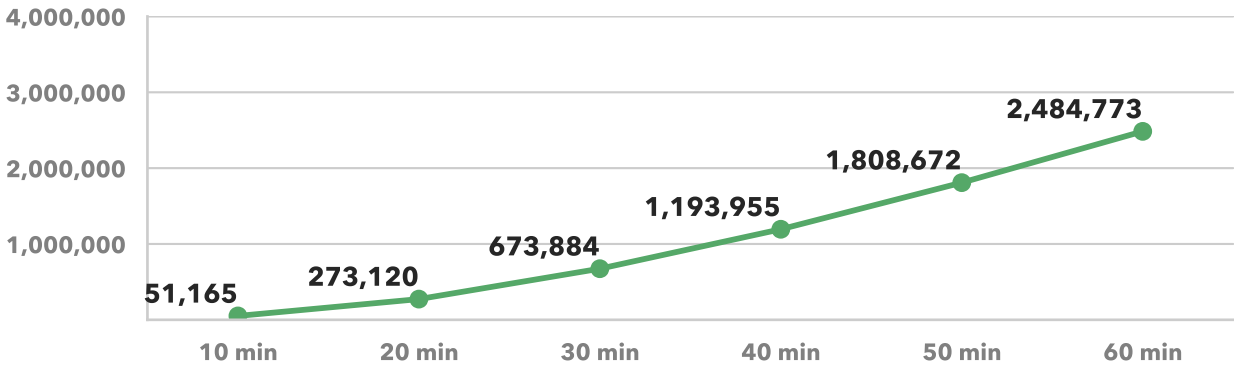
Boston

Boston-Cambridge-Newton, MA-NH

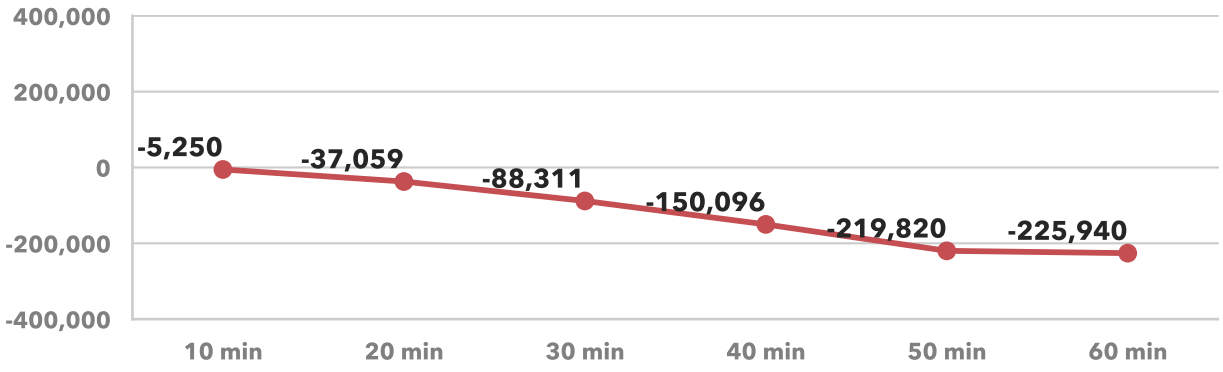
Rank by Weighted Accessibility	**16**
Rank by Weighted Congestion Impact	**6**
Rank by Total Employment	**10**
Rank by 1-Year Change in Weighted Accessibility	**46**
Rank by 1-Year Change in Weighted Congestion Impact	**7**
1-Year Change in Weighted Accessibility	**-10.83%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+5.6**
Total Jobs	**2,609,485**
Average Job Density (per mi^2)	**748**
Total Workers	**2,374,391**
Average Worker Density (per mi^2)	**681**

Job and worker totals are based on LEHD estimates and may not match other sources.

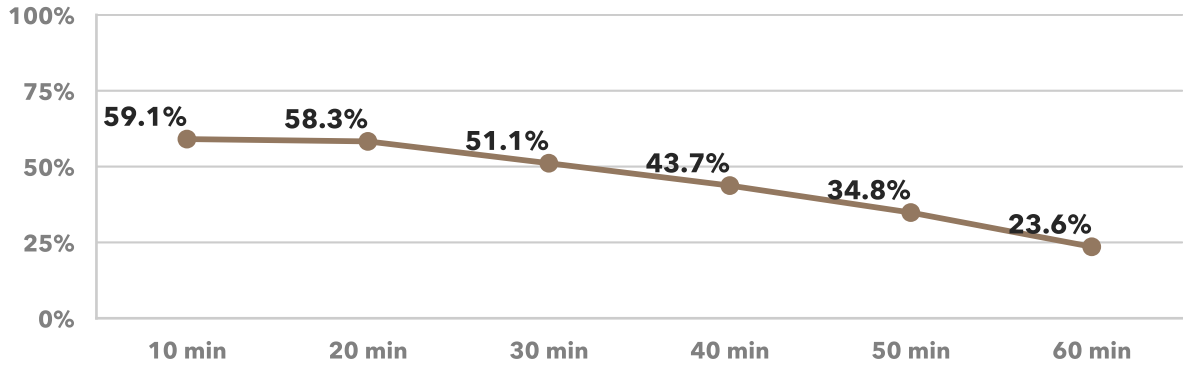
Average Job Accessibility by Travel Time Threshold (worker-weighted)



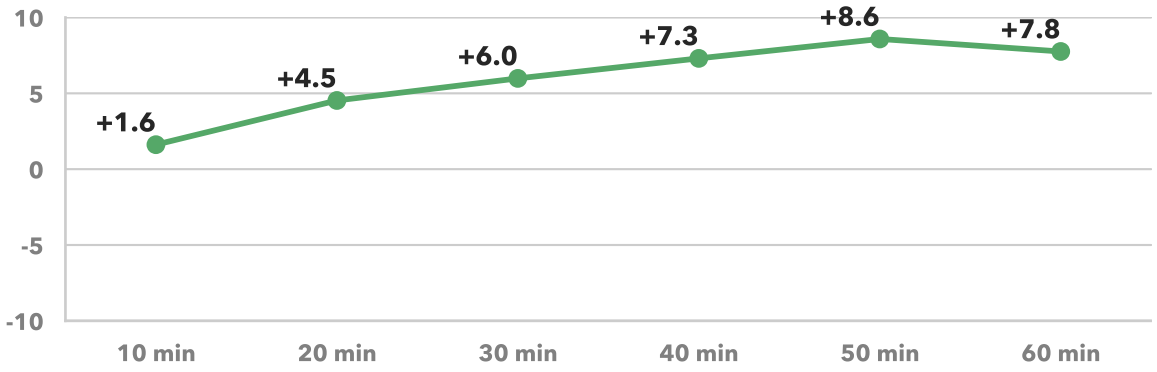
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

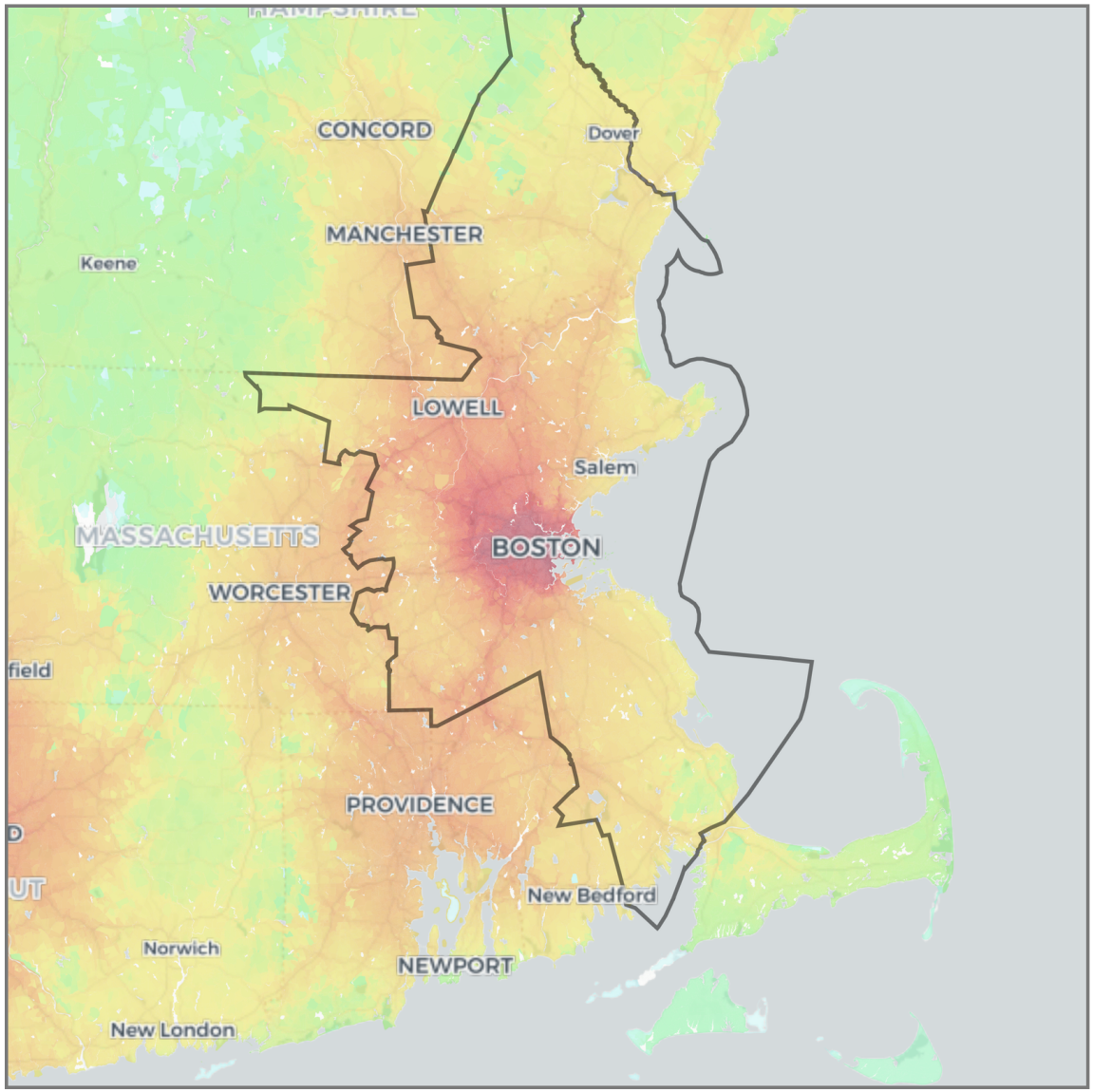


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Boston

Boston-Cambridge-Newton, MA-NH



Jobs within 30 minutes

(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Boston

Boston-Cambridge-Newton, MA-NH



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

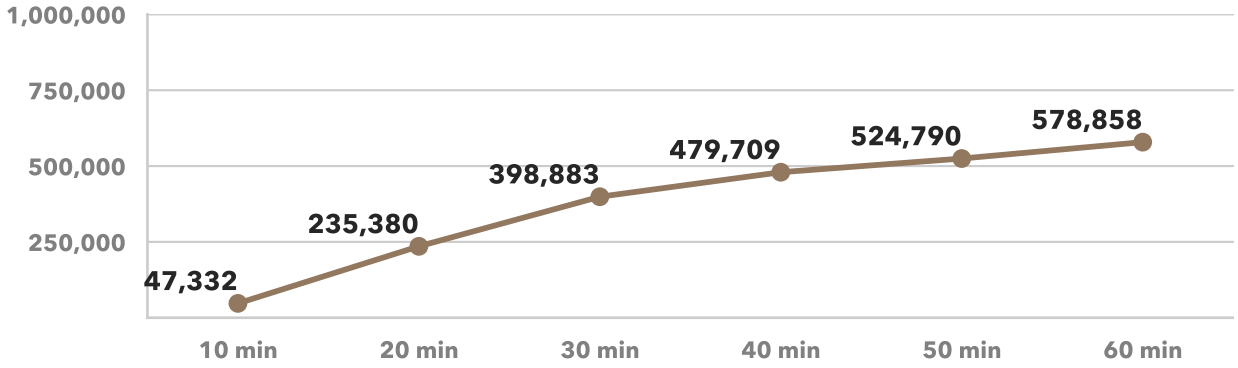
Buffalo

Buffalo-Cheektowaga, NY

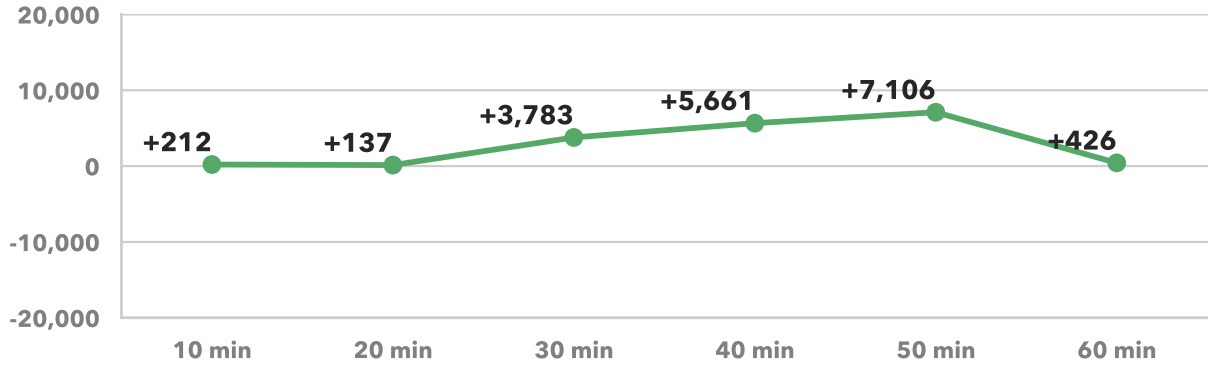
Rank by Weighted Accessibility	**41**
Rank by Weighted Congestion Impact	**49**
Rank by Total Employment	**47**
Rank by 1-Year Change in Weighted Accessibility	**3**
Rank by 1-Year Change in Weighted Congestion Impact	**45**
1-Year Change in Weighted Accessibility	**+0.59%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+0.8**
Total Jobs	**518,383**
Average Job Density (per mi^2)	**331**
Total Workers	**504,471**
Average Worker Density (per mi^2)	**322**

Job and worker totals are based on LEHD estimates and may not match other sources.

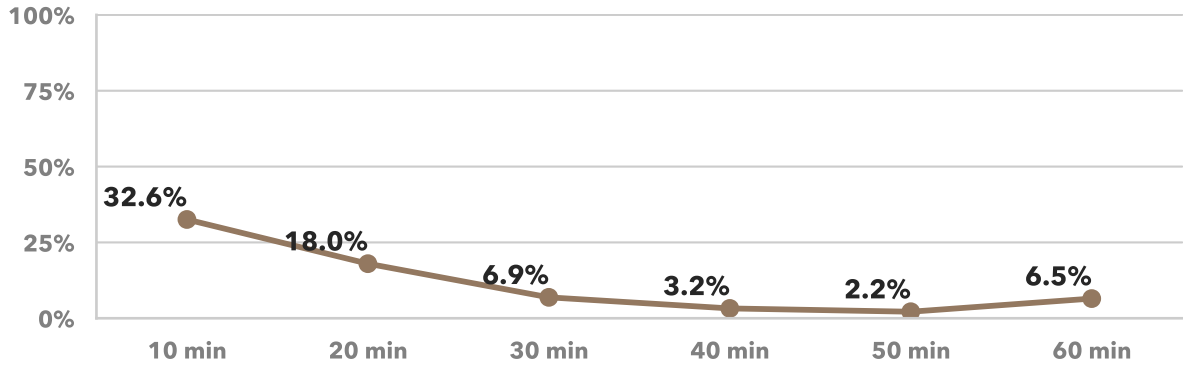
Average Job Accessibility by Travel Time Threshold (worker-weighted)



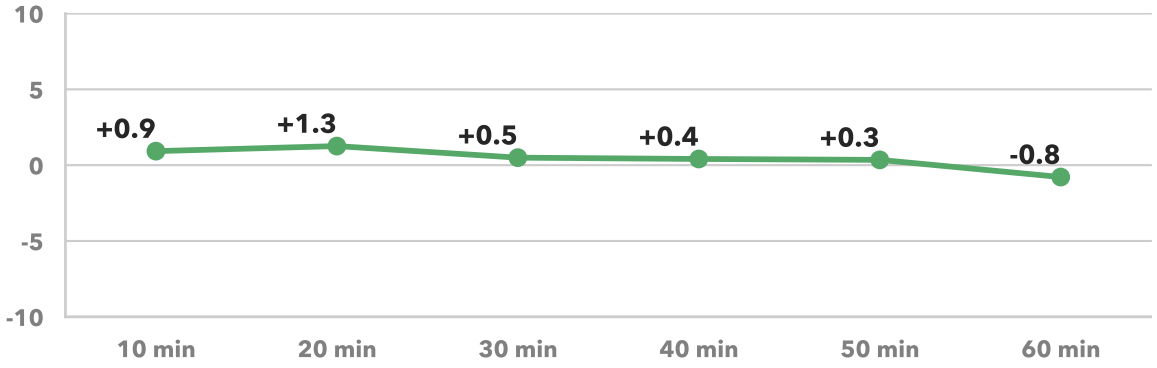
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

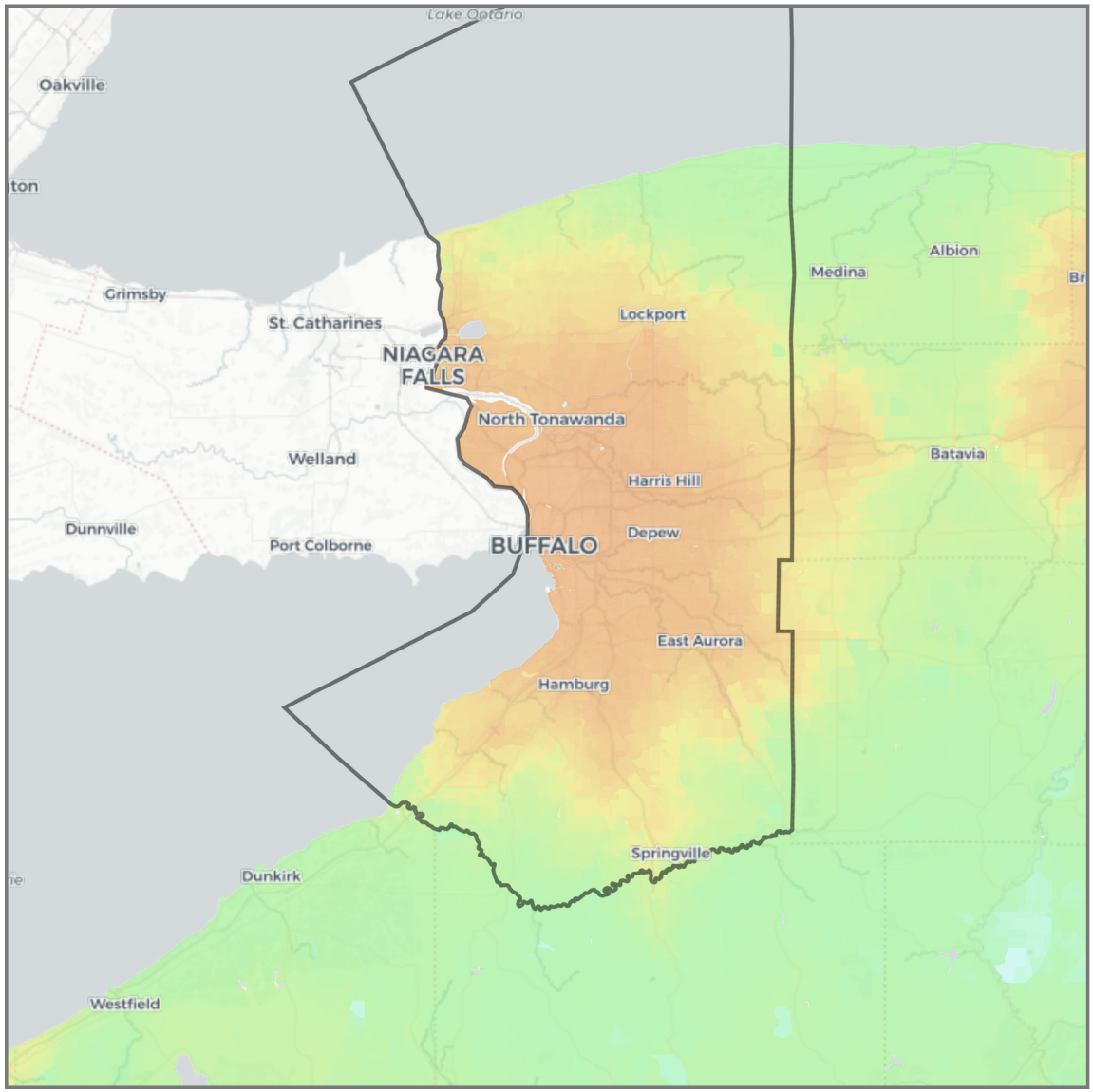


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Buffalo

Buffalo-Cheektowaga, NY



Jobs within 30 minutes

(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
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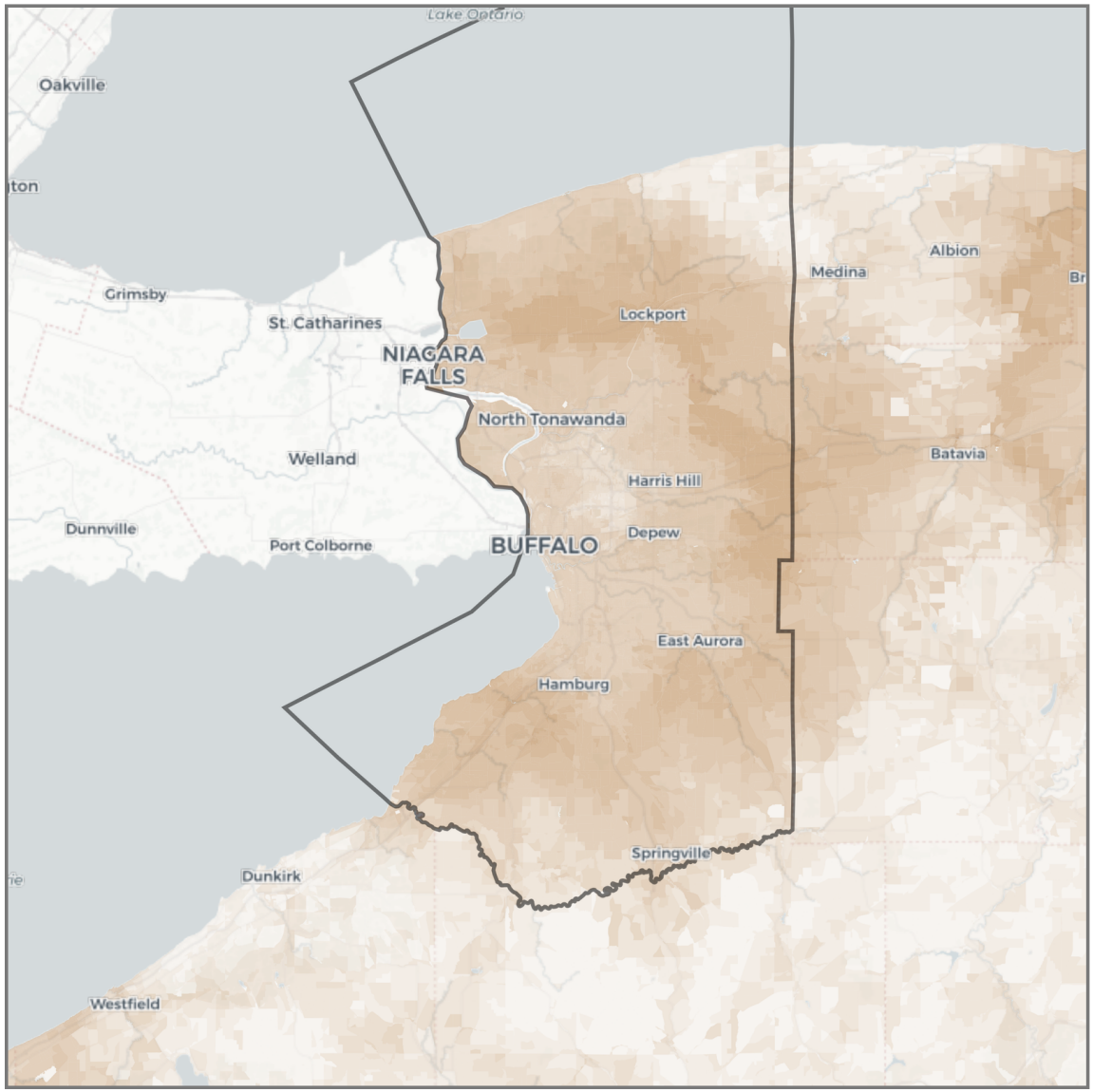
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Buffalo

Buffalo-Cheektowaga, NY



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

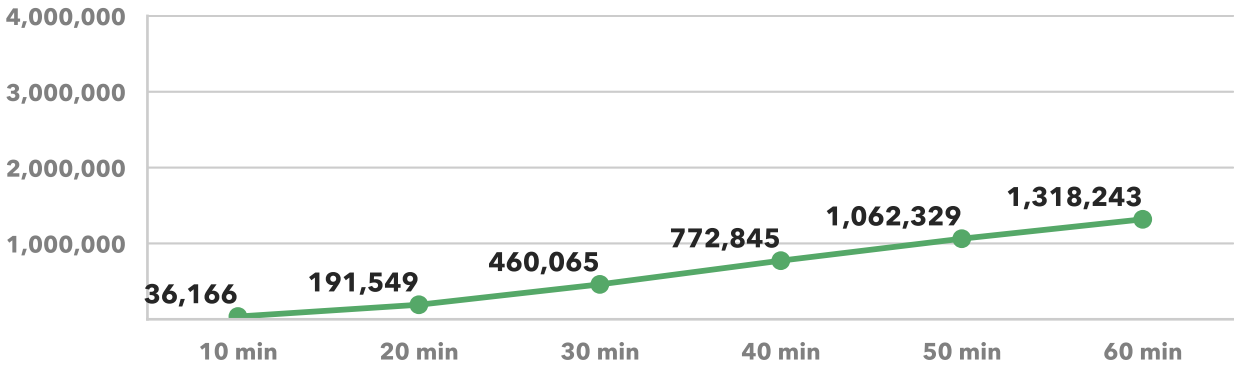
Charlotte

Charlotte-Concord-Gastonia, NC-SC

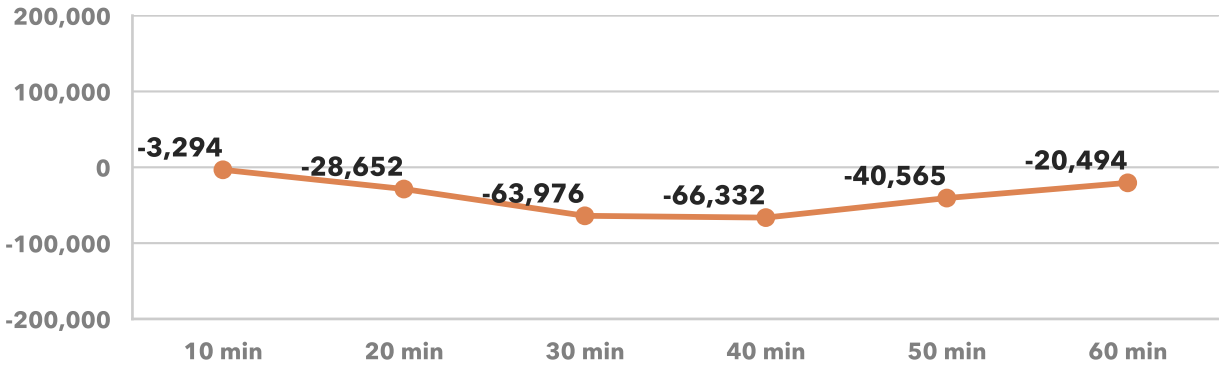
Rank by Weighted Accessibility	**37**
Rank by Weighted Congestion Impact	**23**
Rank by Total Employment	**22**
Rank by 1-Year Change in Weighted Accessibility	**43**
Rank by 1-Year Change in Weighted Congestion Impact	**2**
1-Year Change in Weighted Accessibility	**-9.14%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+7.3**
Total Jobs	**1,275,305**
Average Job Density (per mi^2)	**227**
Total Workers	**1,207,605**
Average Worker Density (per mi^2)	**215**

Job and worker totals are based on LEHD estimates and may not match other sources.

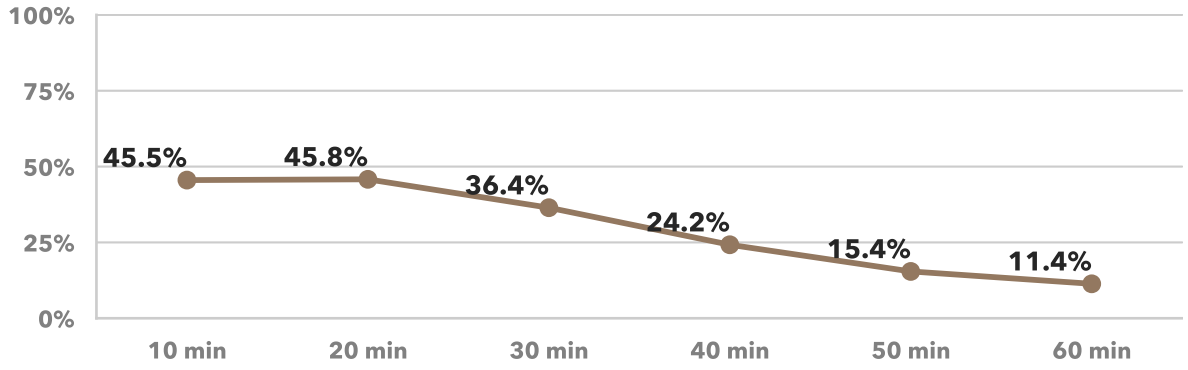
Average Job Accessibility by Travel Time Threshold (worker-weighted)



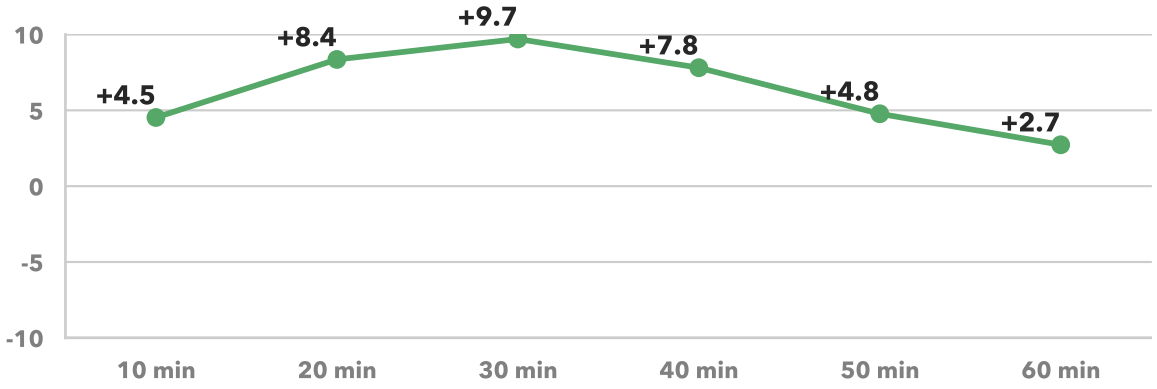
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

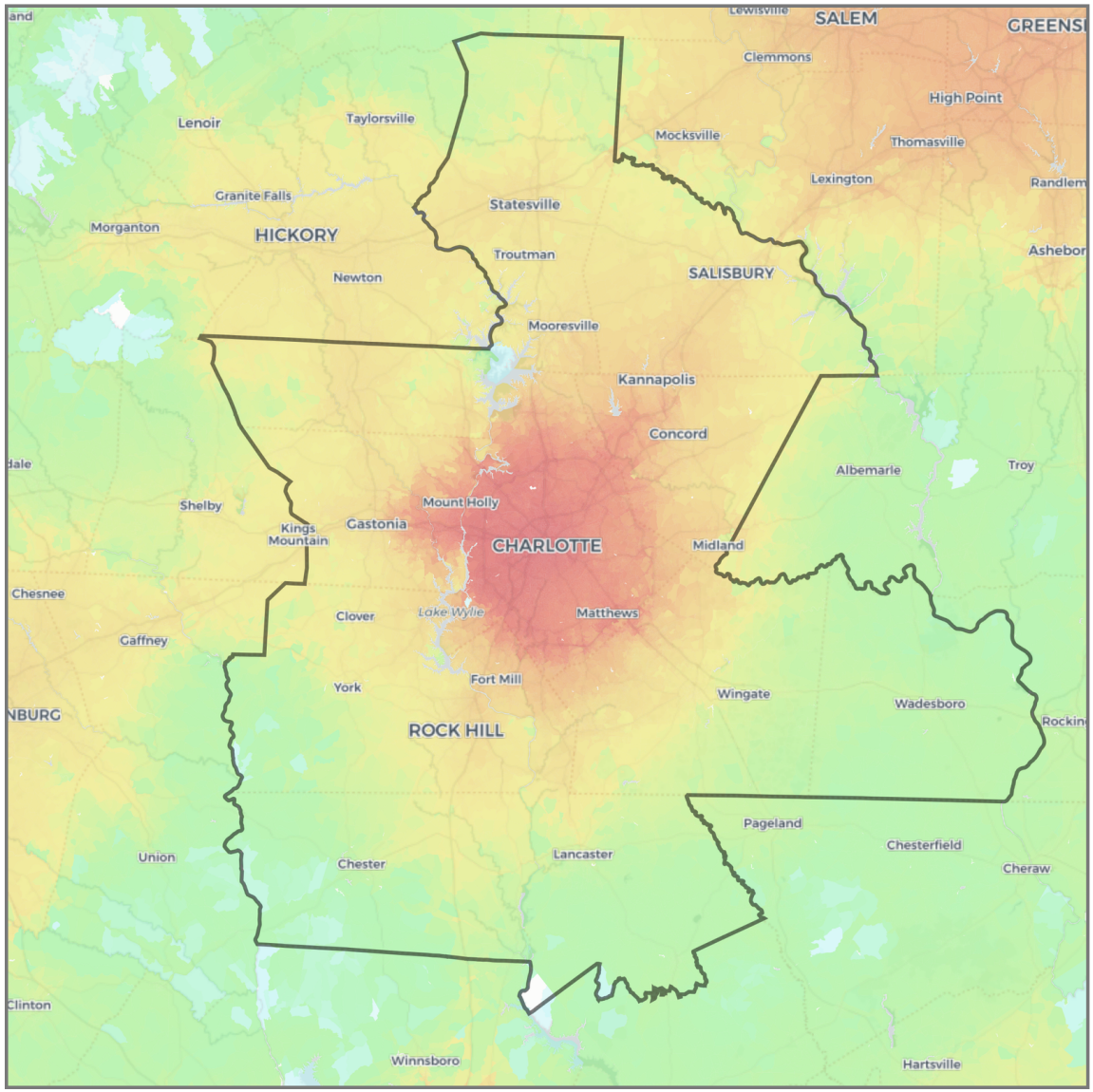


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Charlotte

Charlotte-Concord-Gastonia, NC-SC



Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
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- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
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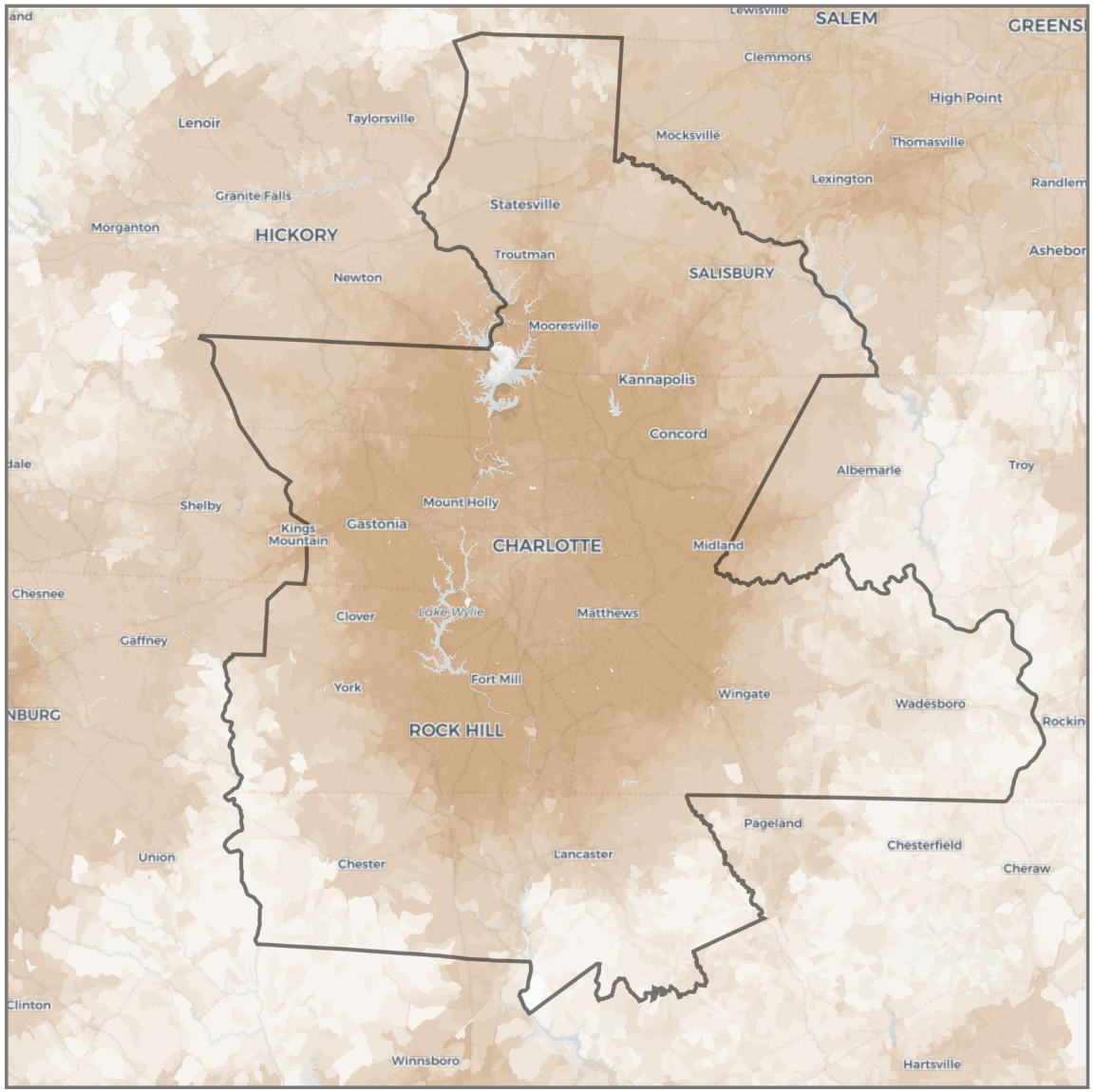
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Charlotte

Charlotte-Concord-Gastonia, NC-SC



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

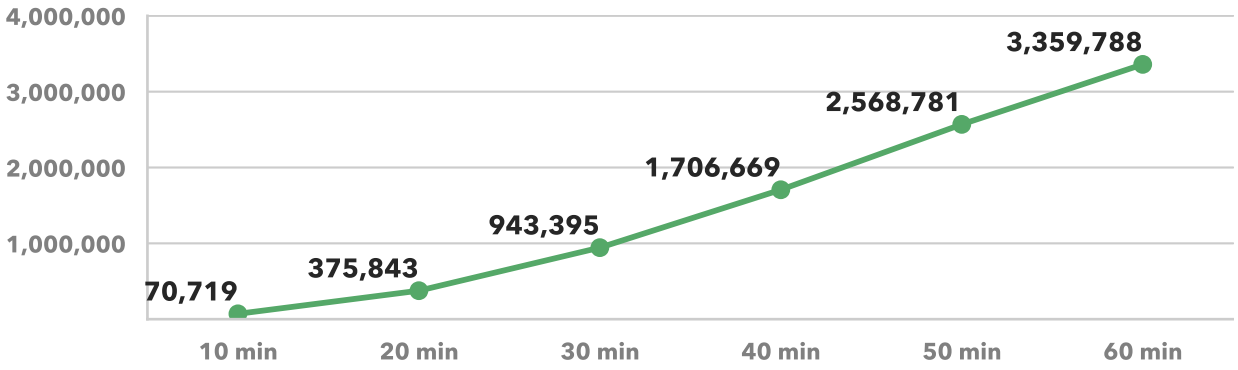
Chicago

Chicago-Naperville-Elgin, IL-IN

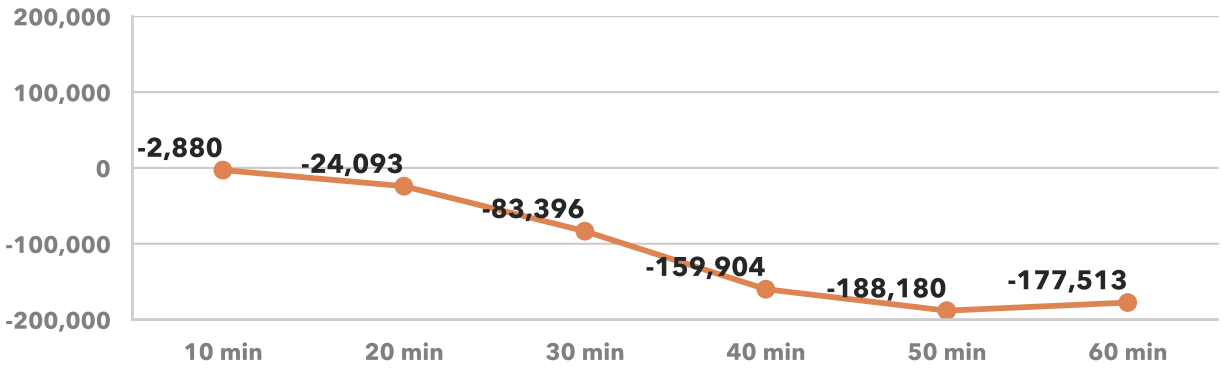
Rank by Weighted Accessibility	**5**
Rank by Weighted Congestion Impact	**8**
Rank by Total Employment	**3**
Rank by 1-Year Change in Weighted Accessibility	**35**
Rank by 1-Year Change in Weighted Congestion Impact	**14**
1-Year Change in Weighted Accessibility	**-6.82%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+4.3**
Total Jobs	**4,283,175**
Average Job Density (per mi^2)	**618**
Total Workers	**4,155,704**
Average Worker Density (per mi^2)	**600**

Job and worker totals are based on LEHD estimates and may not match other sources.

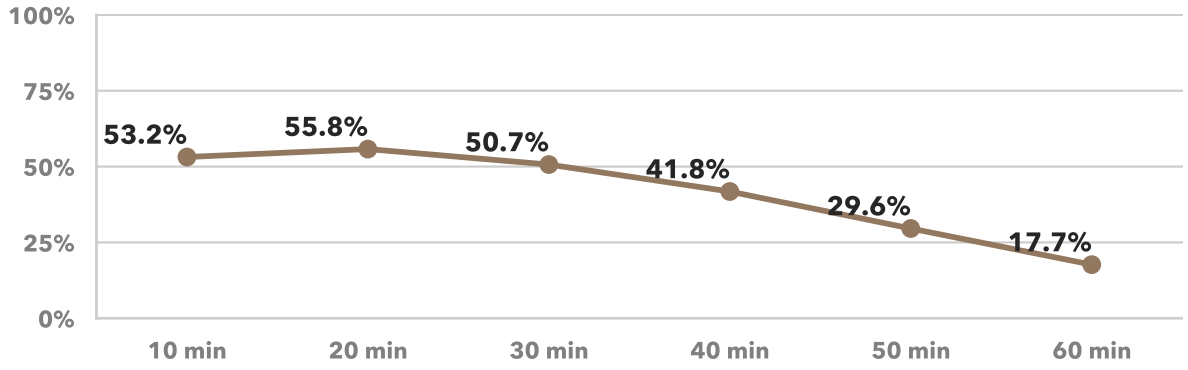
Average Job Accessibility by Travel Time Threshold (worker-weighted)



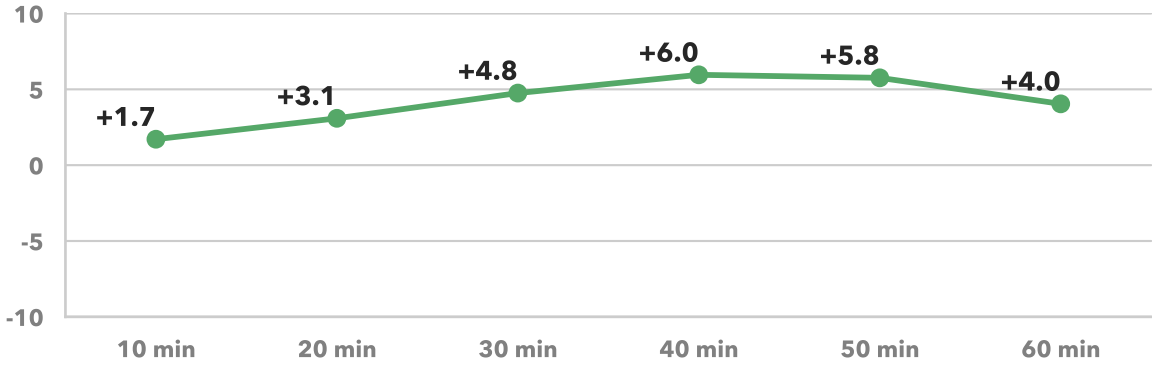
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

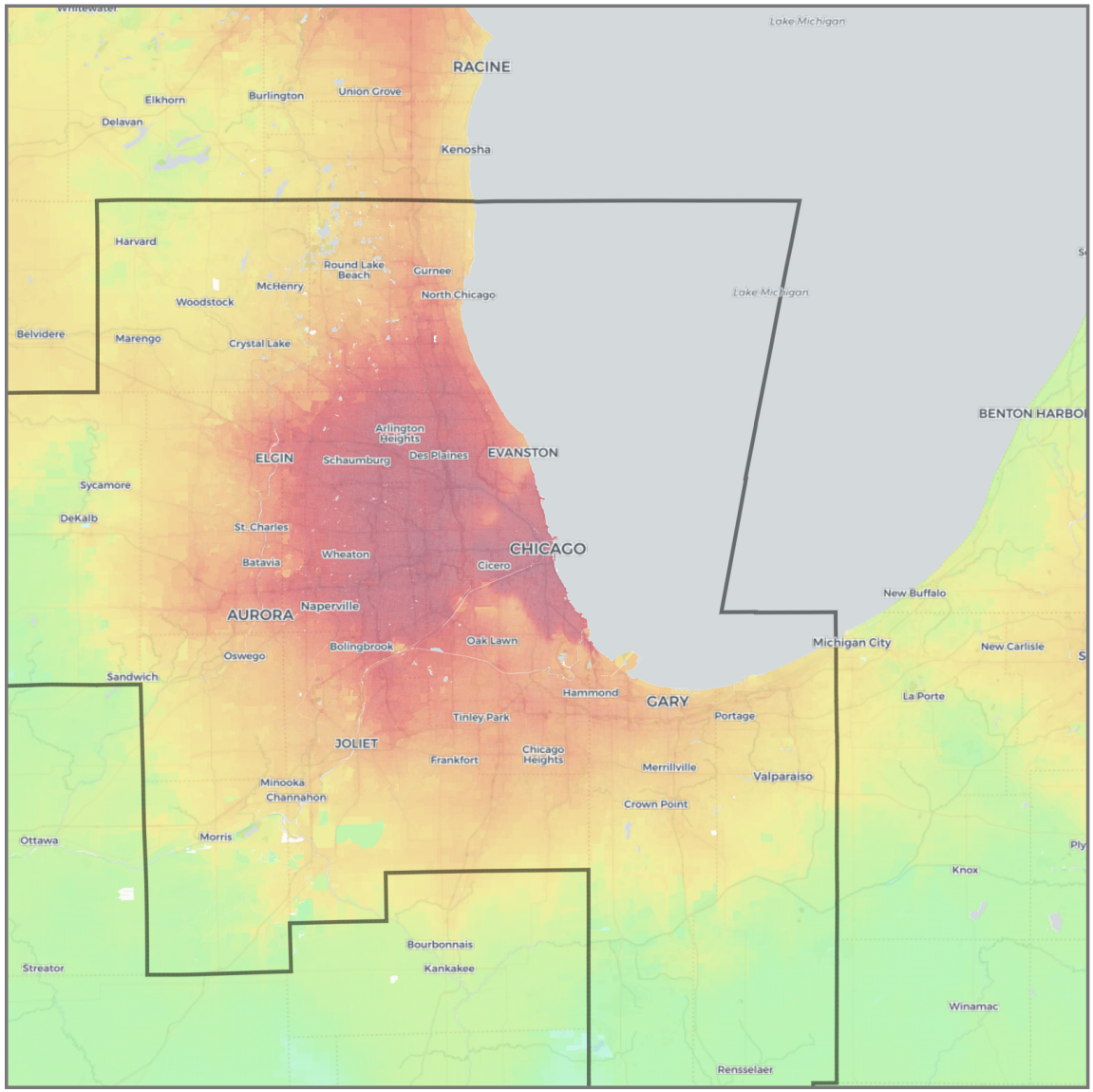


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Chicago

Chicago-Naperville-Elgin, IL-IN



Jobs within 30 minutes

(Driving, AM peak)

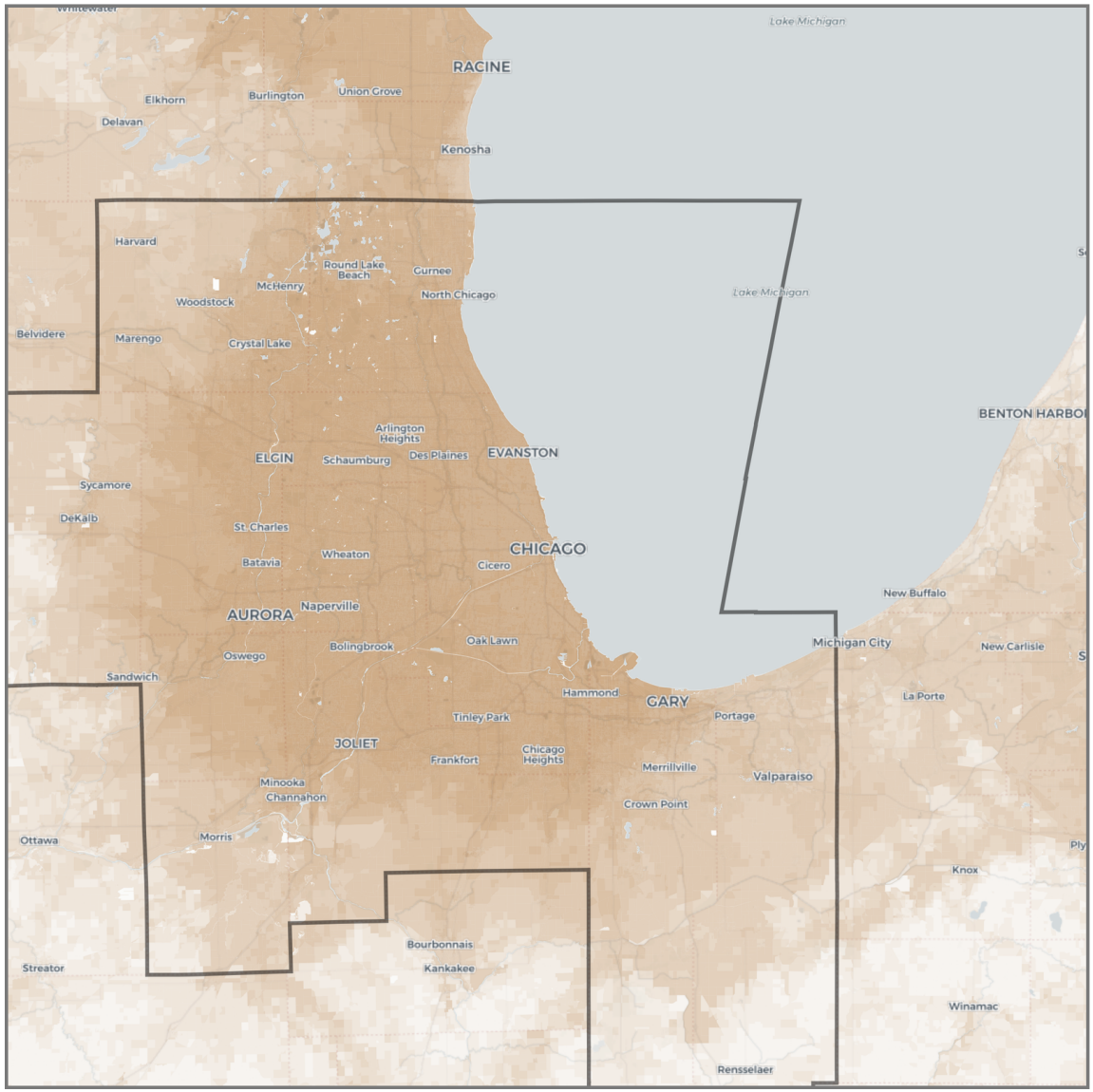
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Chicago

Chicago-Naperville-Elgin, IL-IN



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

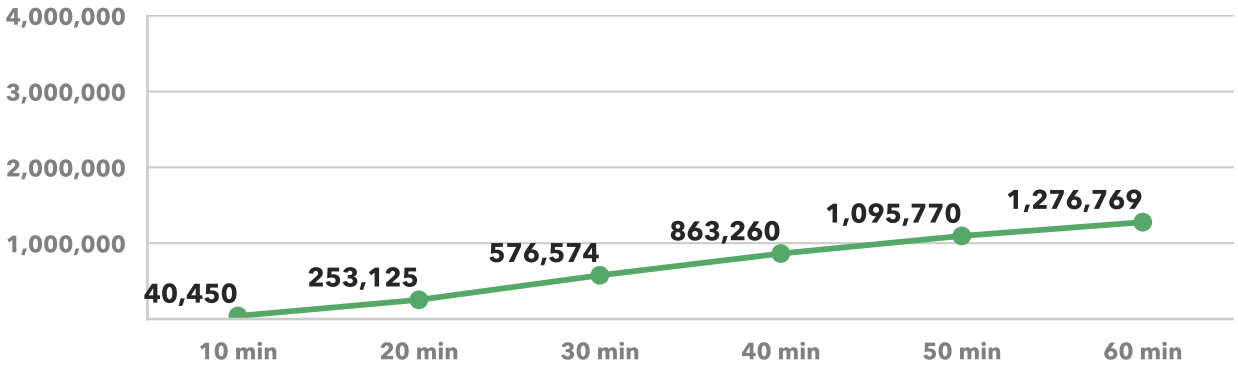
Cincinnati

Cincinnati, OH-KY-IN

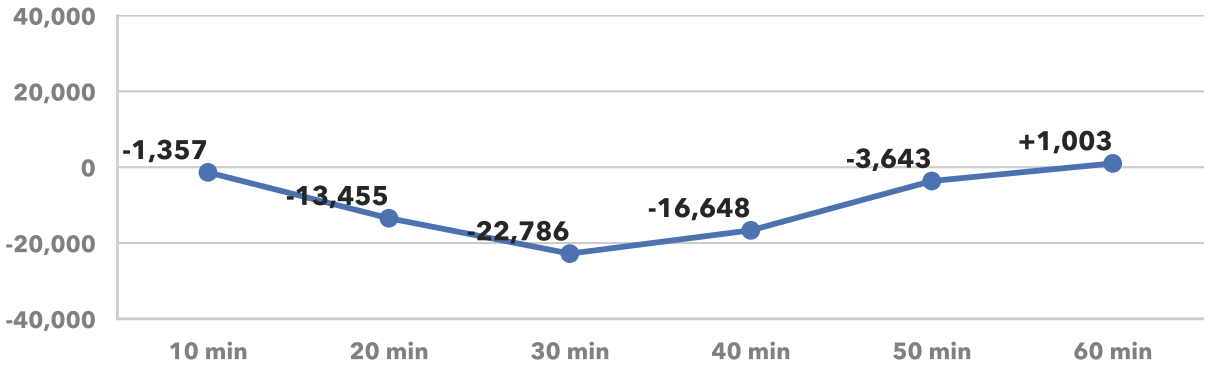
Rank by Weighted Accessibility	**34**
Rank by Weighted Congestion Impact	**33**
Rank by Total Employment	**28**
Rank by 1-Year Change in Weighted Accessibility	**16**
Rank by 1-Year Change in Weighted Congestion Impact	**23**
1-Year Change in Weighted Accessibility	**-3.03%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+2.9**
Total Jobs	**1,041,768**
Average Job Density (per mi^2)	**237**
Total Workers	**1,029,717**
Average Worker Density (per mi^2)	**234**

Job and worker totals are based on LEHD estimates and may not match other sources.

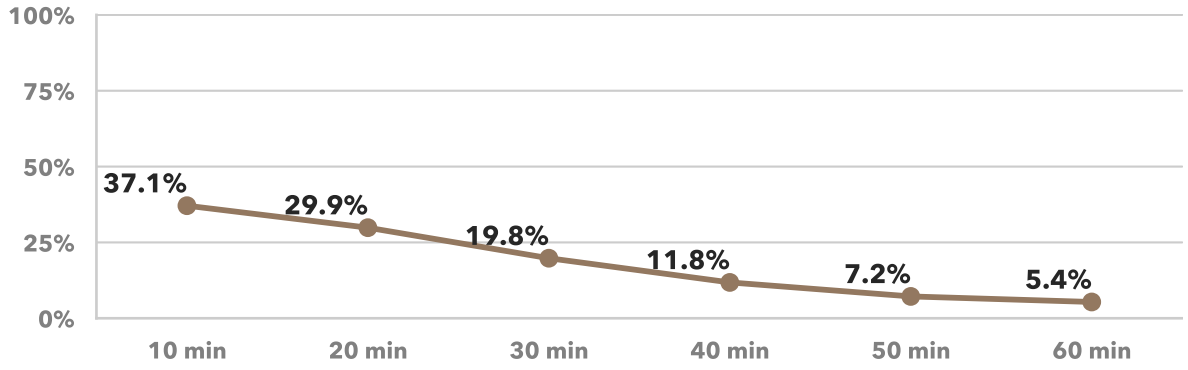
Average Job Accessibility by Travel Time Threshold (worker-weighted)



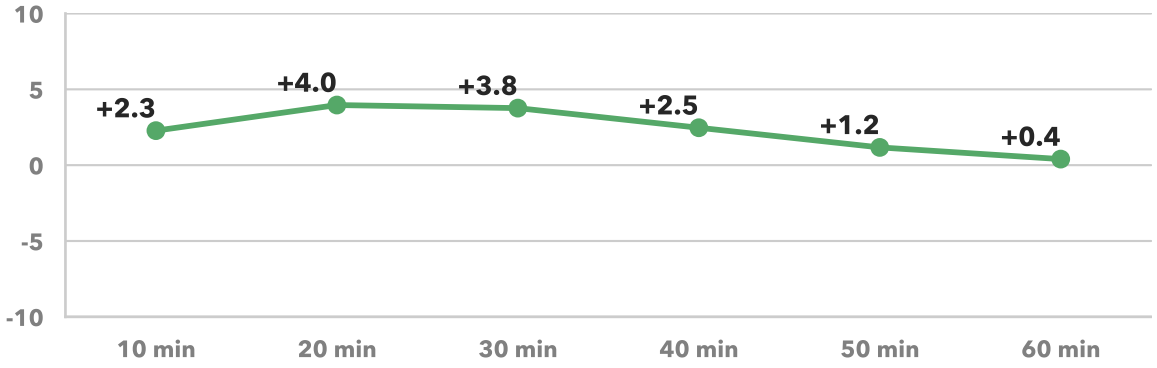
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

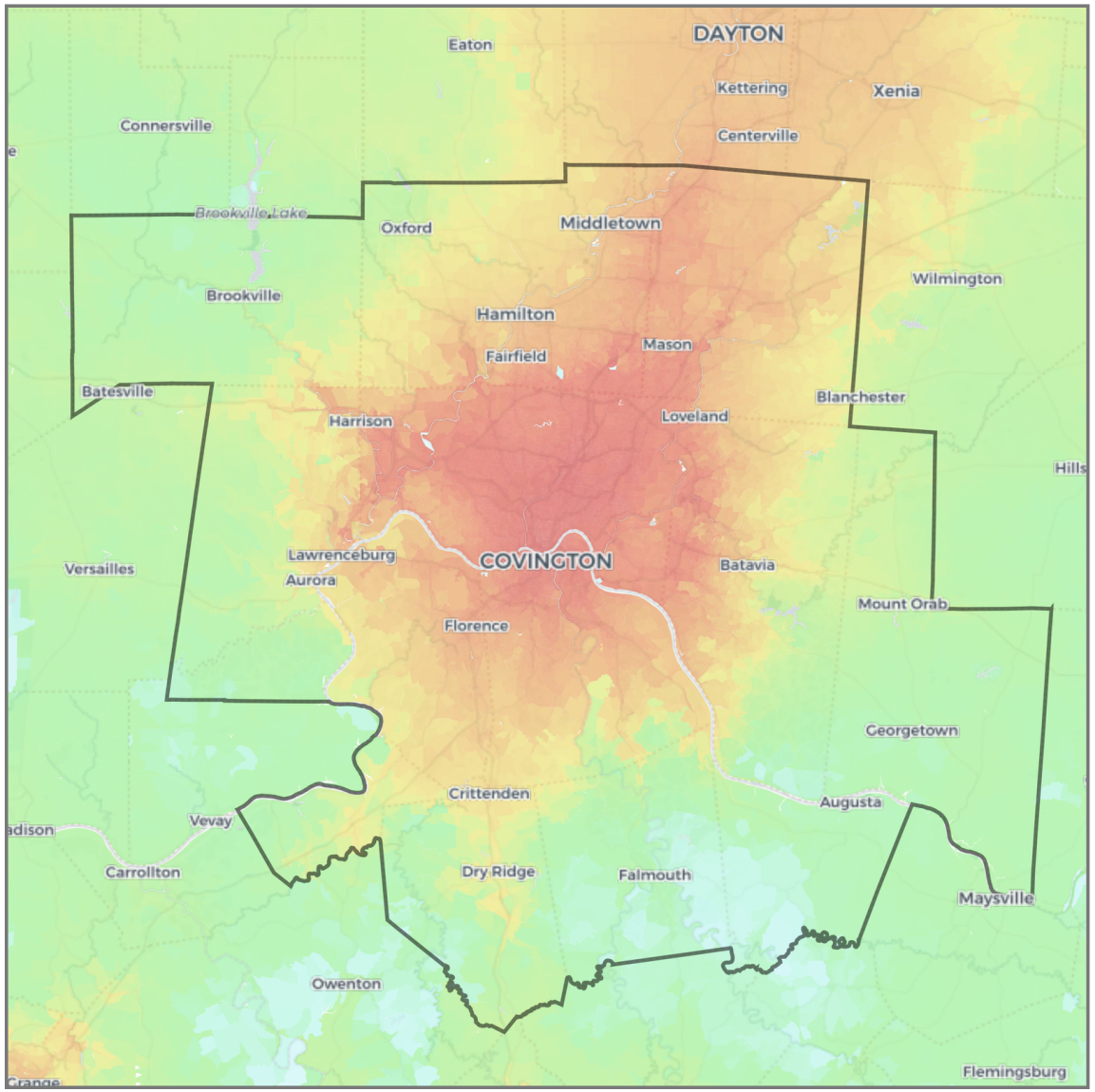


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Cincinnati

Cincinnati, OH-KY-IN



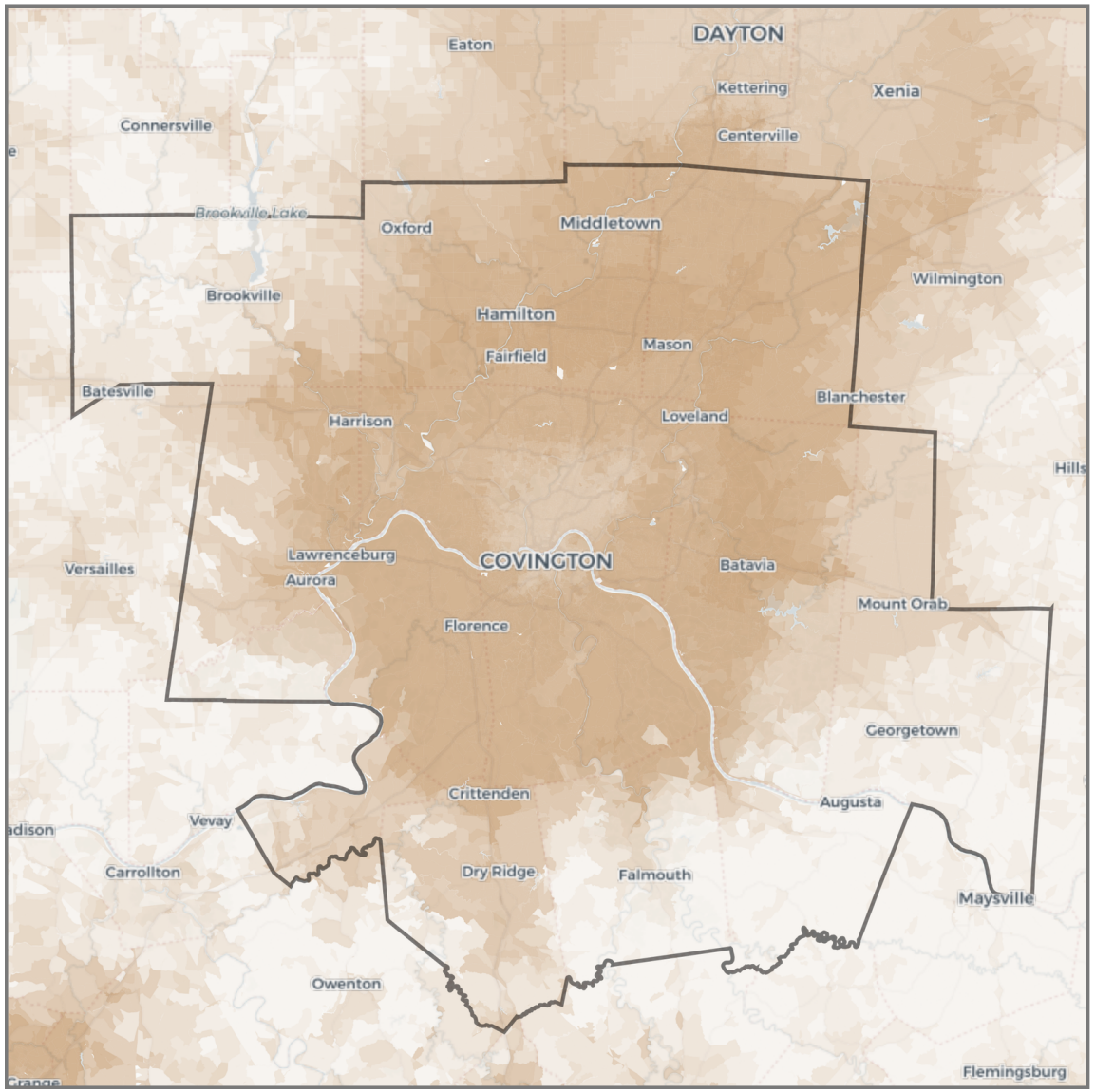
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Cincinnati

Cincinnati, OH-KY-IN



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

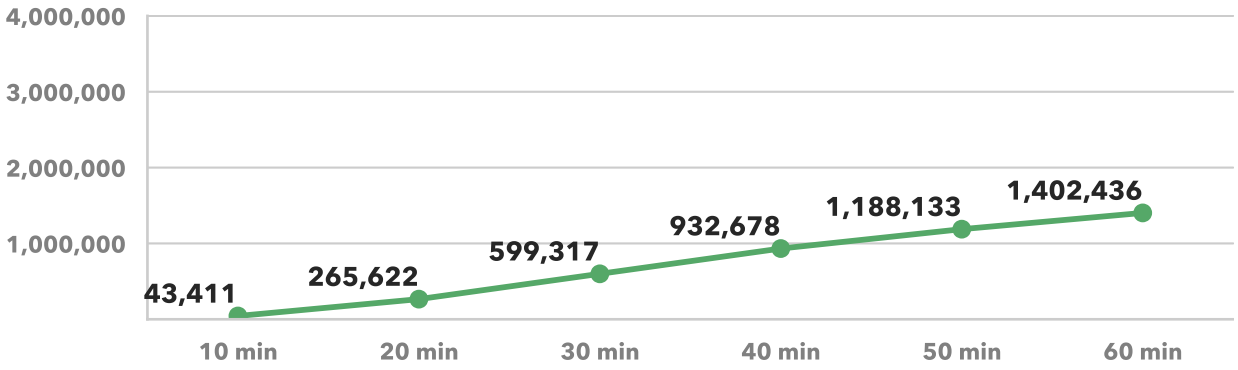
Cleveland

Cleveland, OH

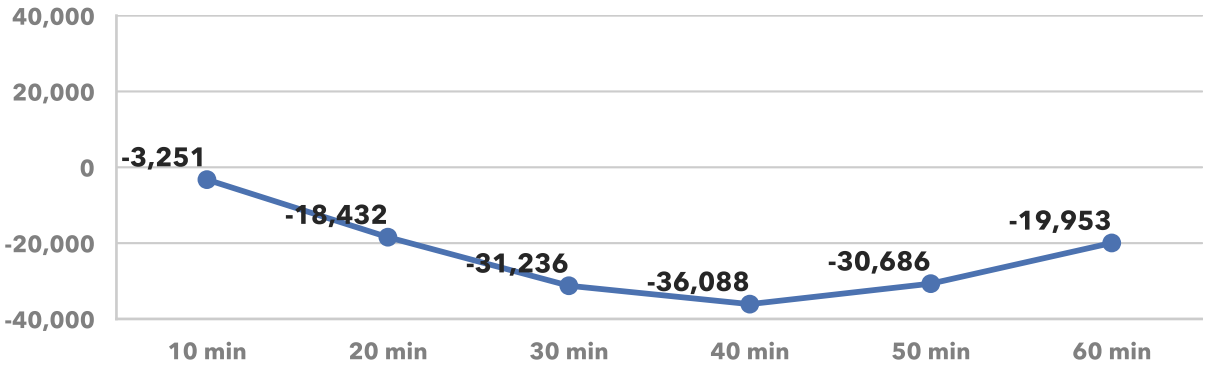
Rank by Weighted Accessibility	**31**
Rank by Weighted Congestion Impact	**45**
Rank by Total Employment	**33**
Rank by 1-Year Change in Weighted Accessibility	**25**
Rank by 1-Year Change in Weighted Congestion Impact	**32**
1-Year Change in Weighted Accessibility	**-4.73%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+2.1**
Total Jobs	**1,011,009**
Average Job Density (per mi^2)	**374**
Total Workers	**959,078**
Average Worker Density (per mi^2)	**355**

Job and worker totals are based on LEHD estimates and may not match other sources.

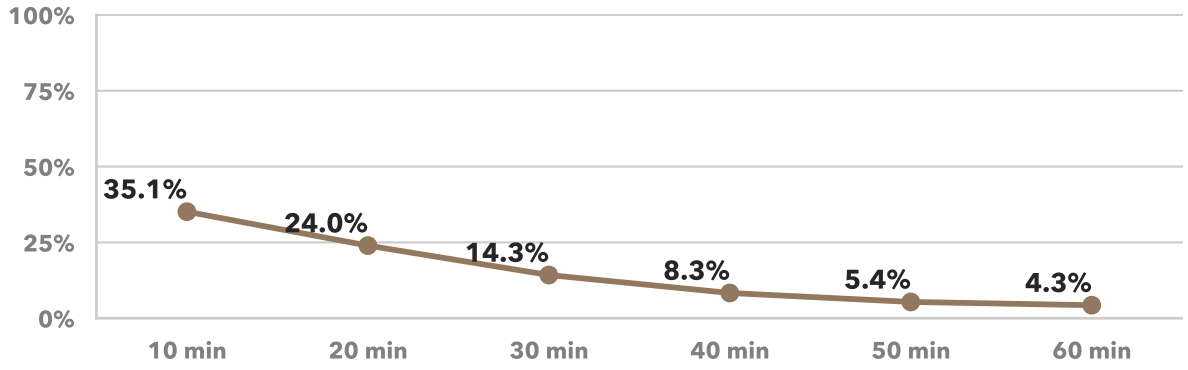
Average Job Accessibility by Travel Time Threshold (worker-weighted)



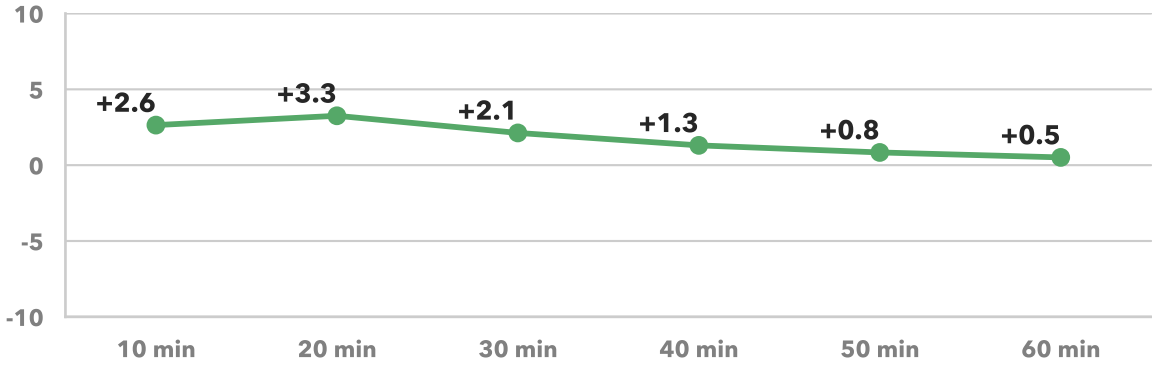
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

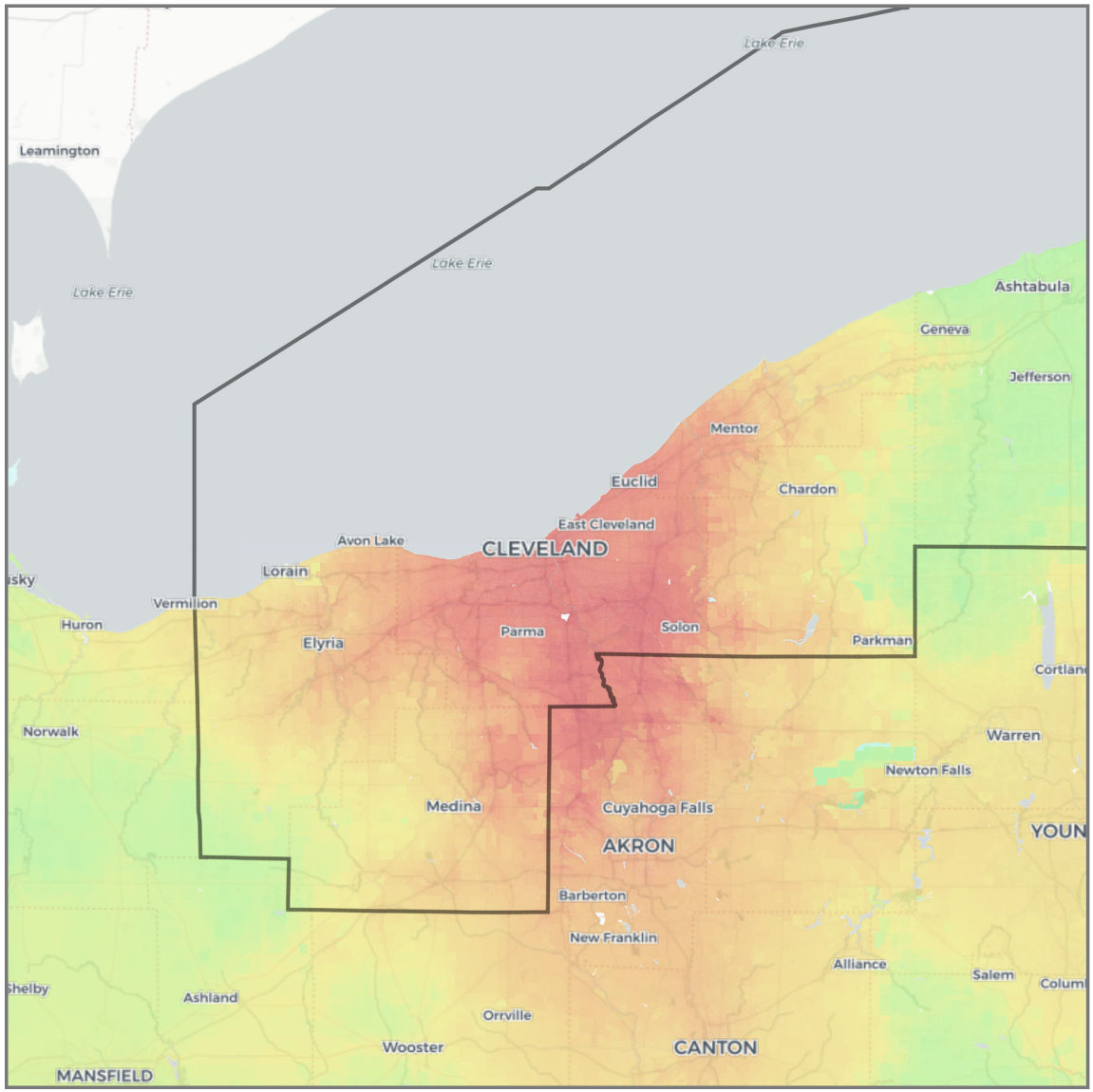


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Cleveland

Cleveland, OH



Jobs within 30 minutes

(Driving, AM peak)

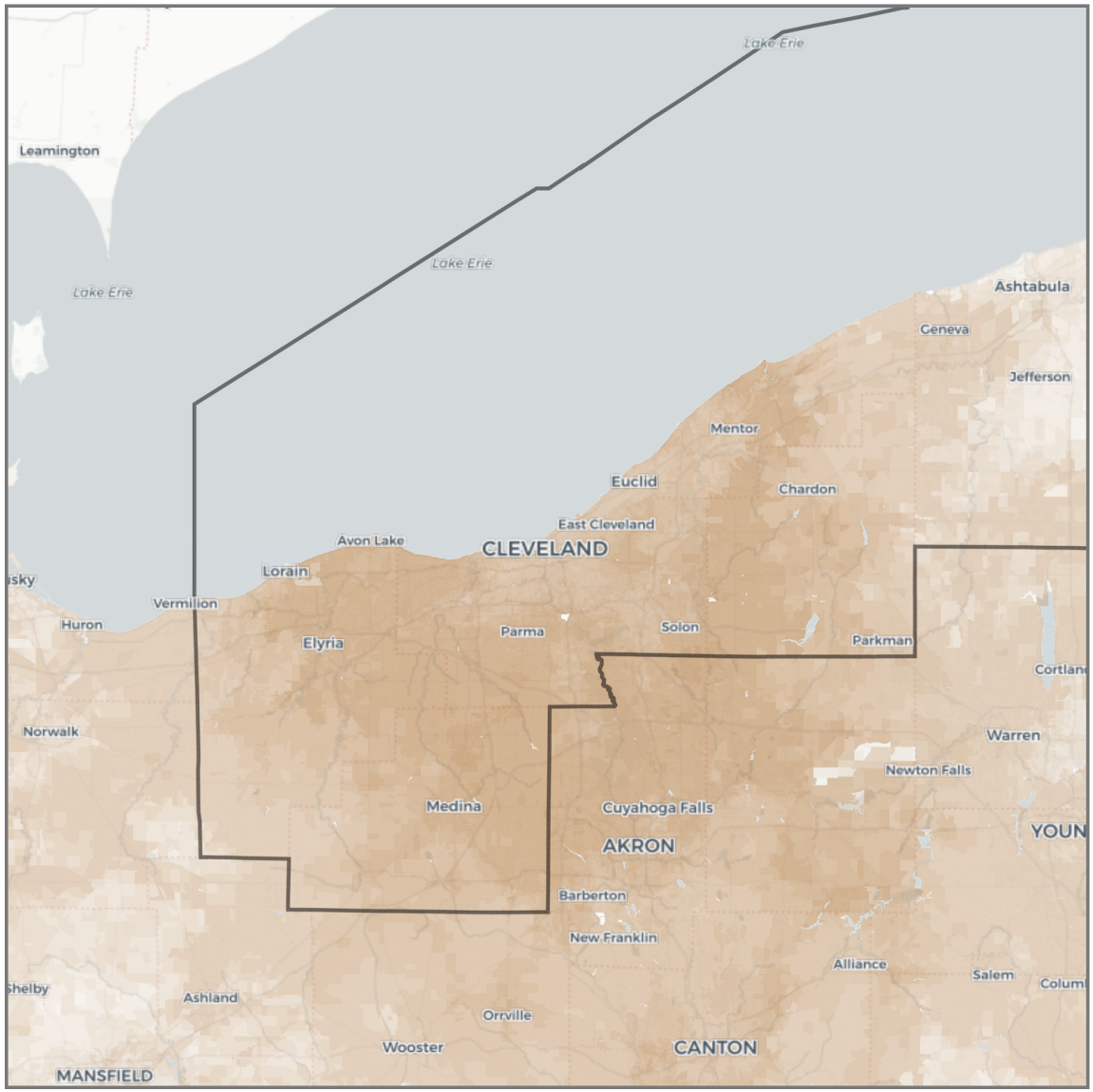
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Cleveland

Cleveland, OH



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

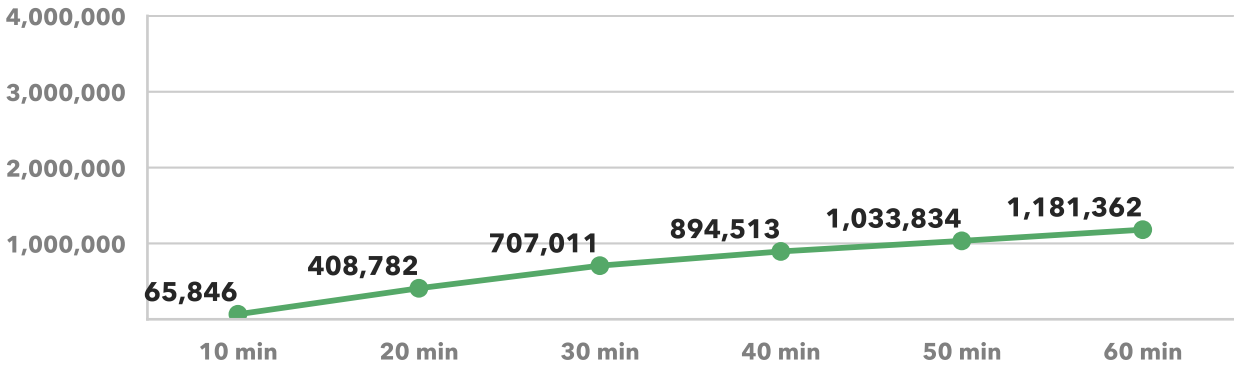
Columbus

Columbus, OH

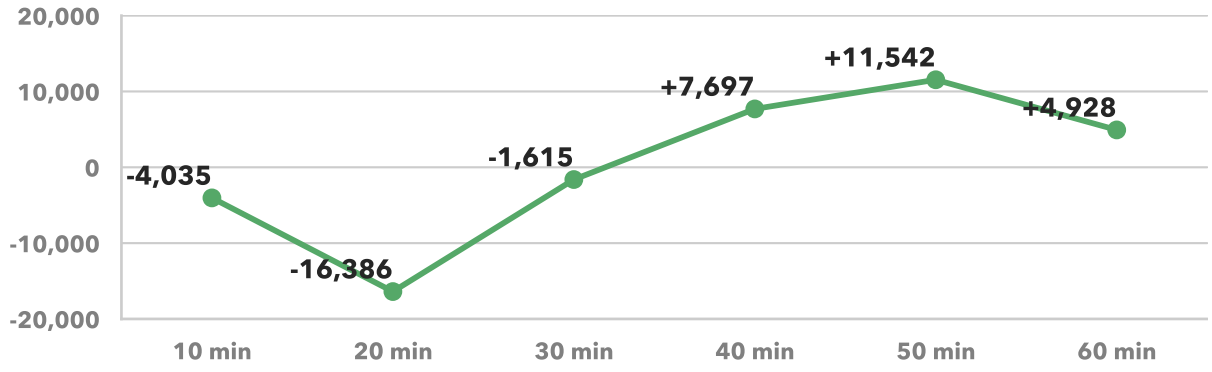
Rank by Weighted Accessibility	**18**
Rank by Weighted Congestion Impact	**43**
Rank by Total Employment	**31**
Rank by 1-Year Change in Weighted Accessibility	**10**
Rank by 1-Year Change in Weighted Congestion Impact	**28**
1-Year Change in Weighted Accessibility	**-1.84%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+2.3**
Total Jobs	**1,072,244**
Average Job Density (per mi^2)	**223**
Total Workers	**985,427**
Average Worker Density (per mi^2)	**205**

Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

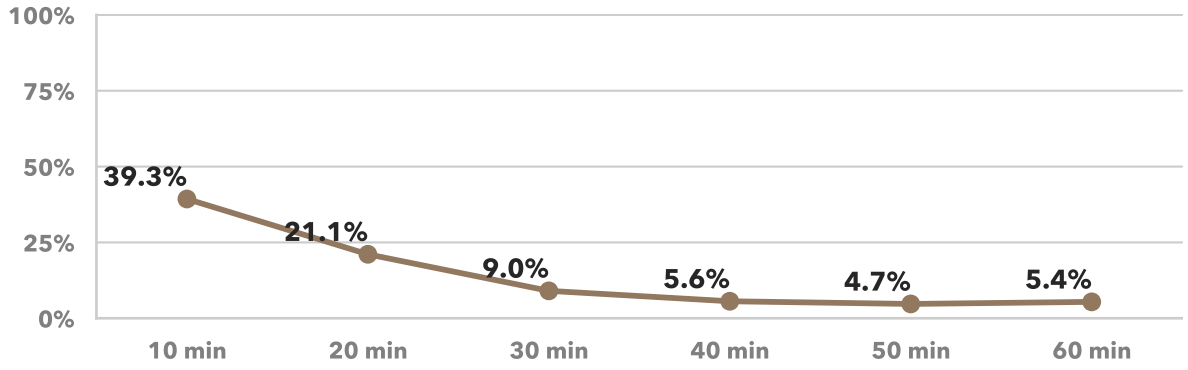


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

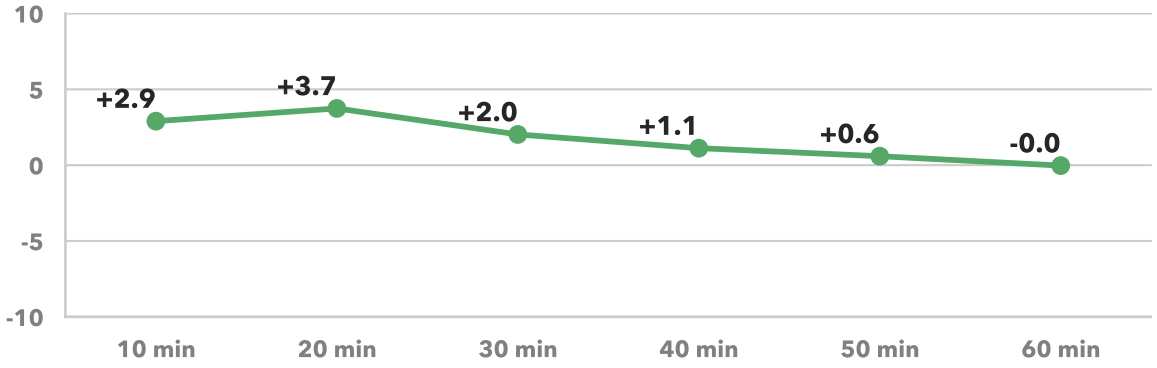


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

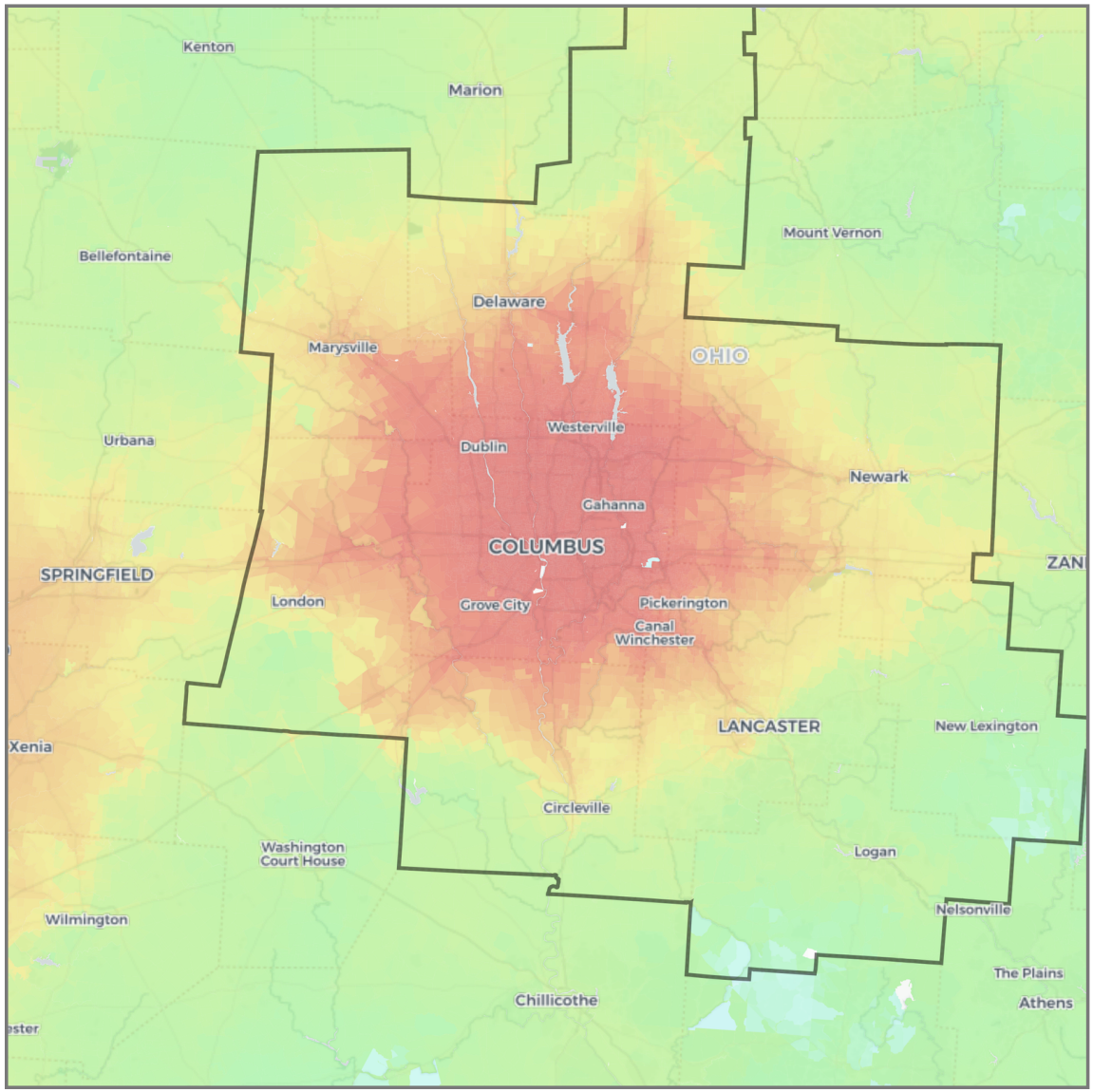


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Columbus

Columbus, OH



Jobs within 30 minutes

(Driving, AM peak)

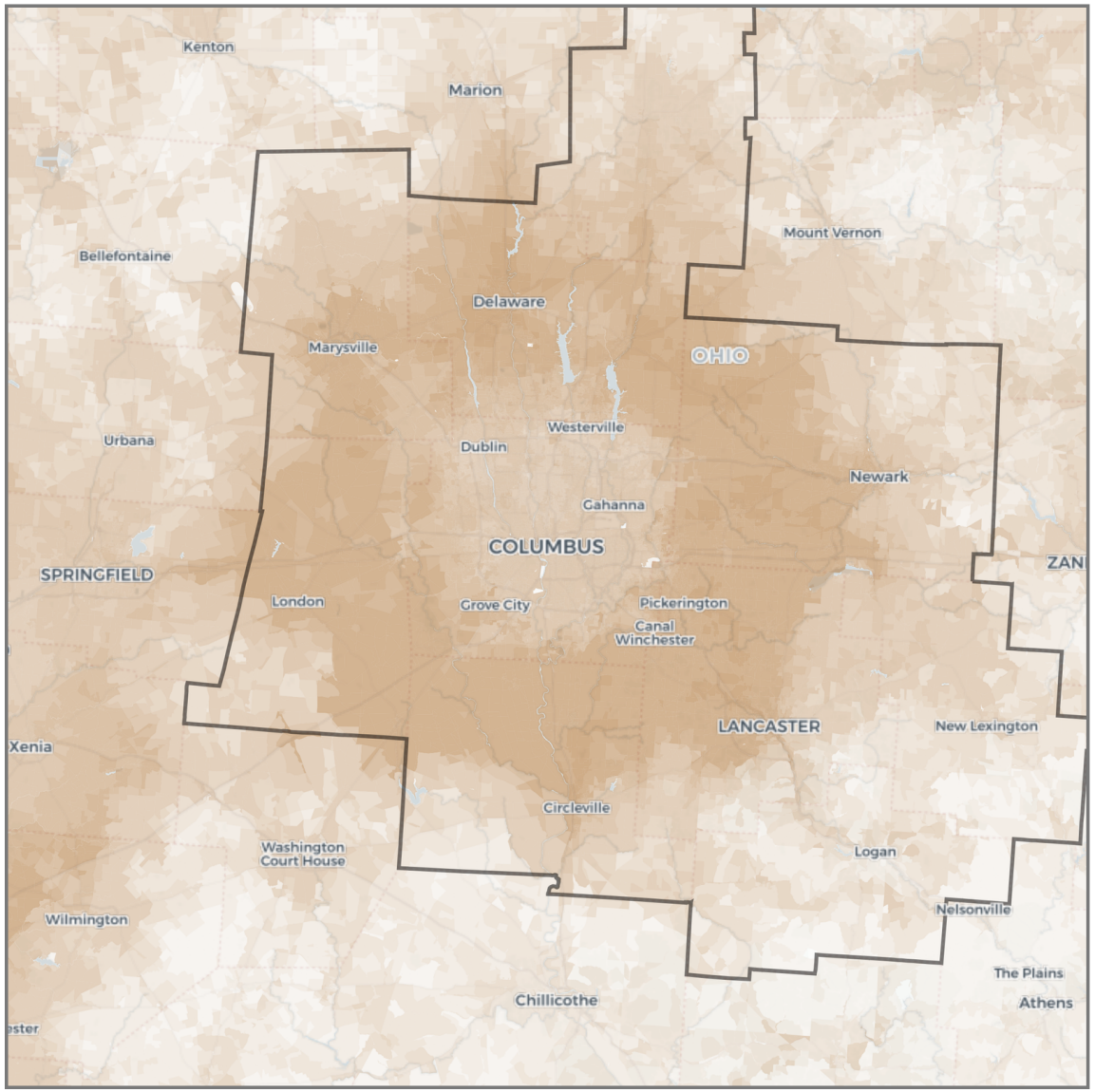
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Columbus

Columbus, OH



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

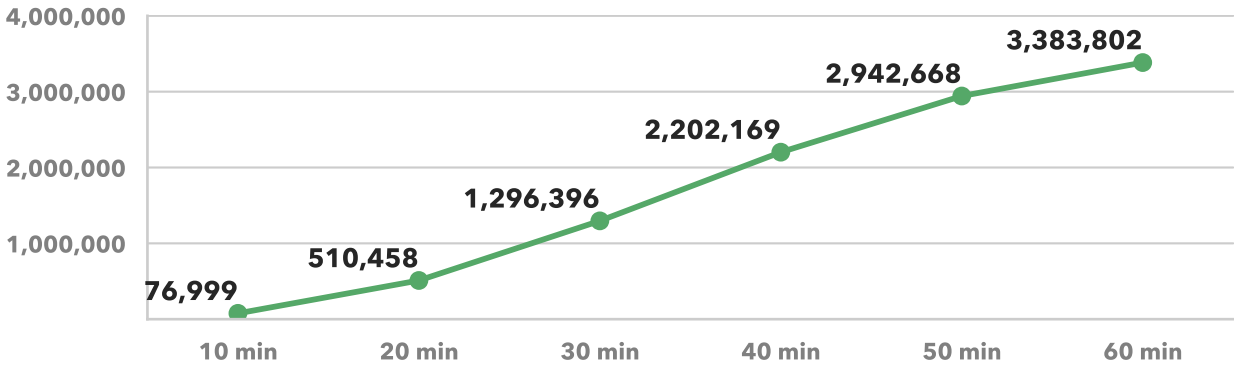
Dallas

Dallas-Fort Worth-Arlington, TX

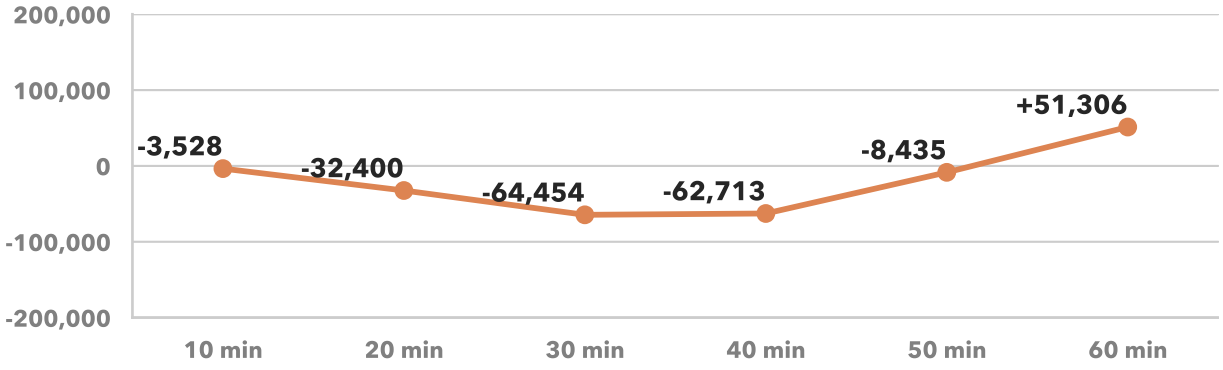
Rank by Weighted Accessibility	**3**
Rank by Weighted Congestion Impact	**17**
Rank by Total Employment	**4**
Rank by 1-Year Change in Weighted Accessibility	**17**
Rank by 1-Year Change in Weighted Congestion Impact	**21**
1-Year Change in Weighted Accessibility	**-3.42%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+3.4**
Total Jobs	**3,733,267**
Average Job Density (per mi^2)	**430**
Total Workers	**3,538,947**
Average Worker Density (per mi^2)	**407**

Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

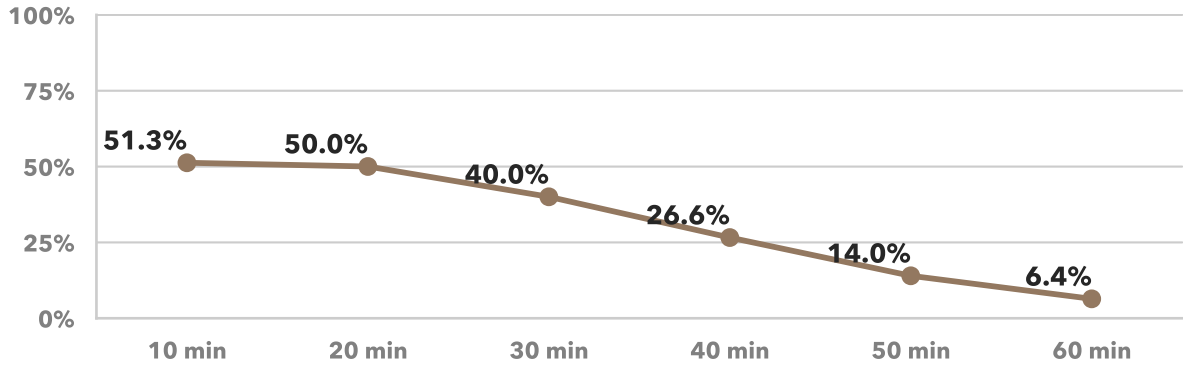


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

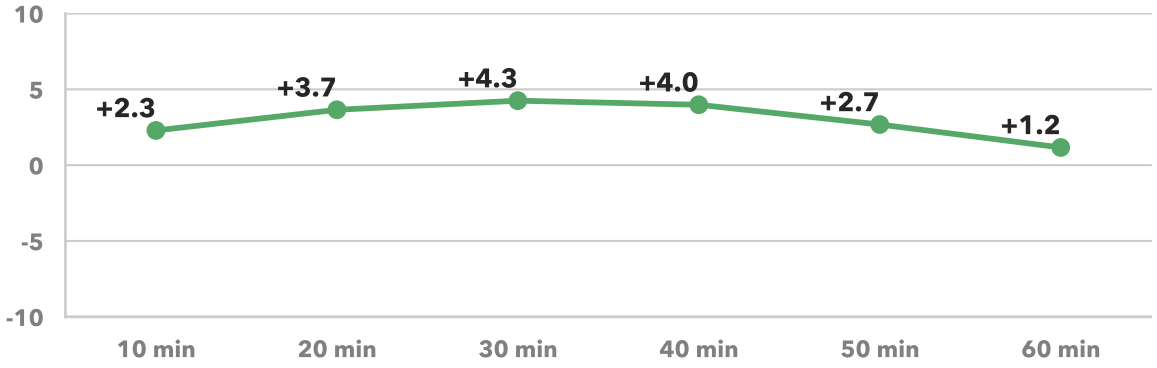


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

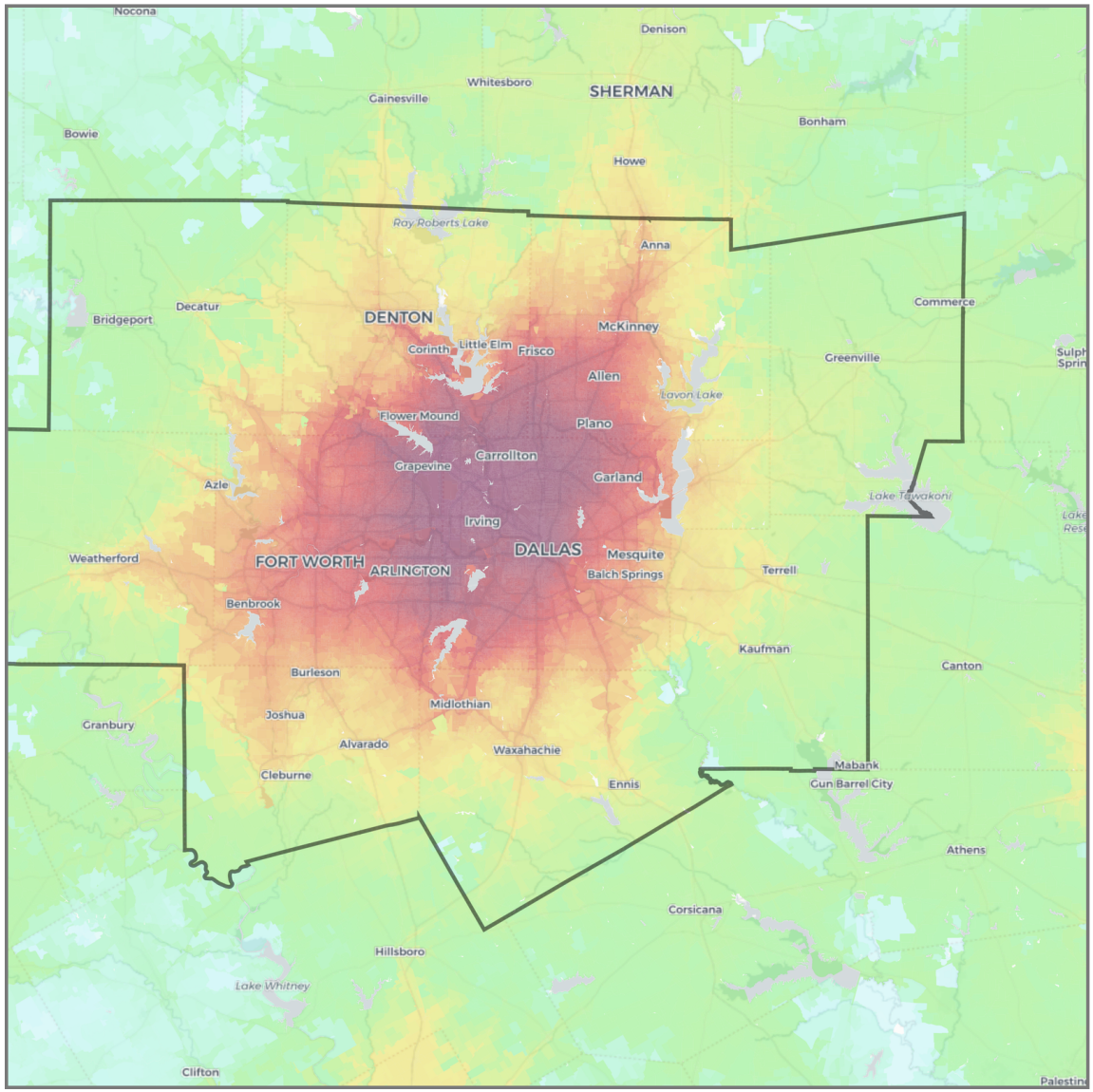


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Dallas

Dallas-Fort Worth-Arlington, TX



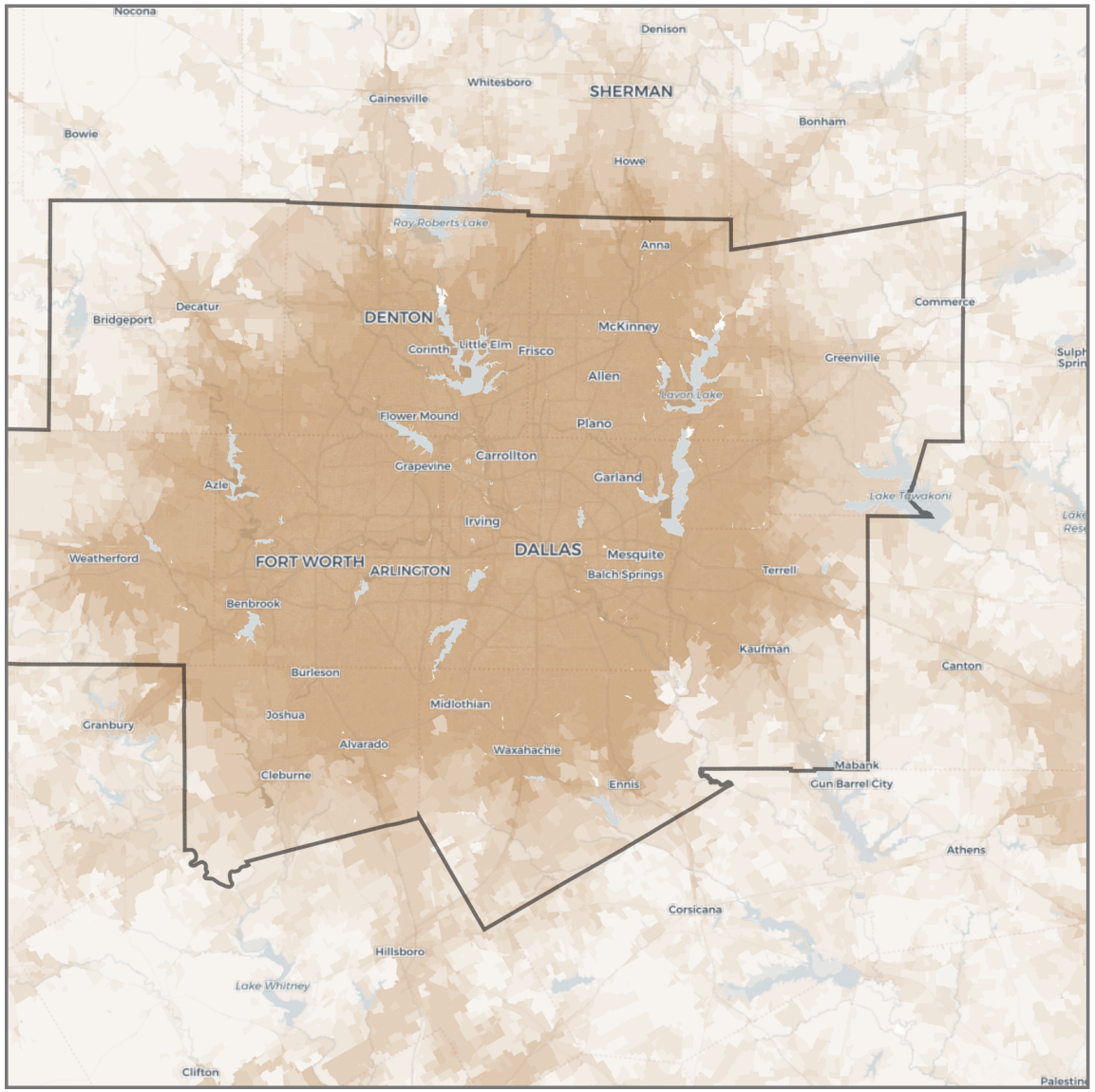
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Dallas

Dallas-Fort Worth-Arlington, TX



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

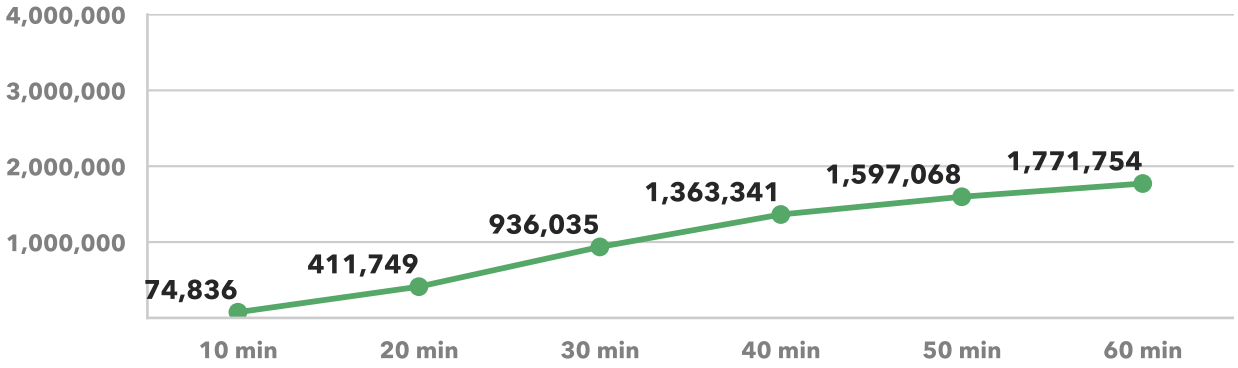
Denver

Denver-Aurora-Centennial, CO

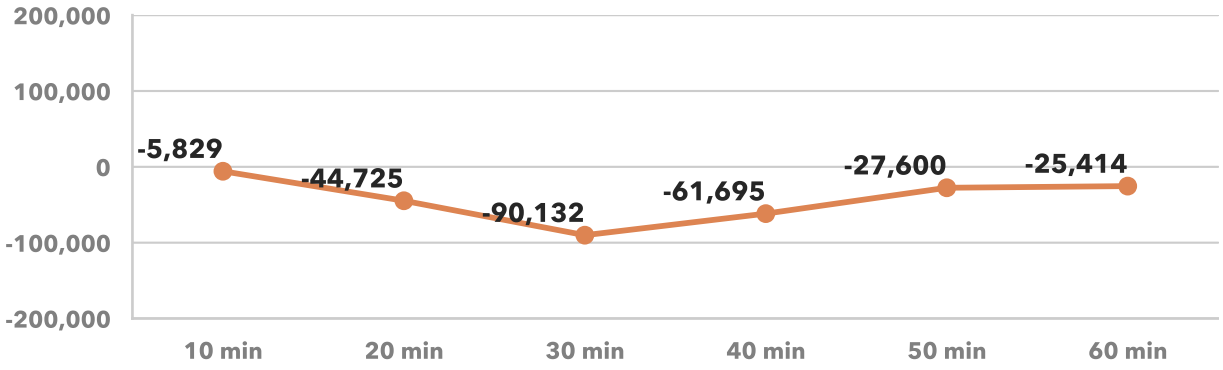
Rank by Weighted Accessibility	**10**
Rank by Weighted Congestion Impact	**19**
Rank by Total Employment	**17**
Rank by 1-Year Change in Weighted Accessibility	**37**
Rank by 1-Year Change in Weighted Congestion Impact	**15**
1-Year Change in Weighted Accessibility	**-6.91%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+4.3**
Total Jobs	**1,469,448**
Average Job Density (per mi^2)	**176**
Total Workers	**1,396,585**
Average Worker Density (per mi^2)	**167**

Job and worker totals are based on LEHD estimates and may not match other sources.

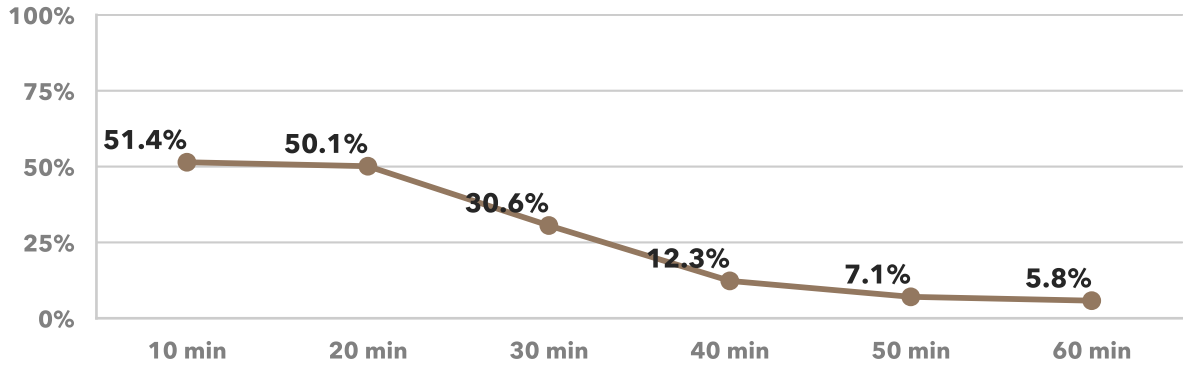
Average Job Accessibility by Travel Time Threshold (worker-weighted)



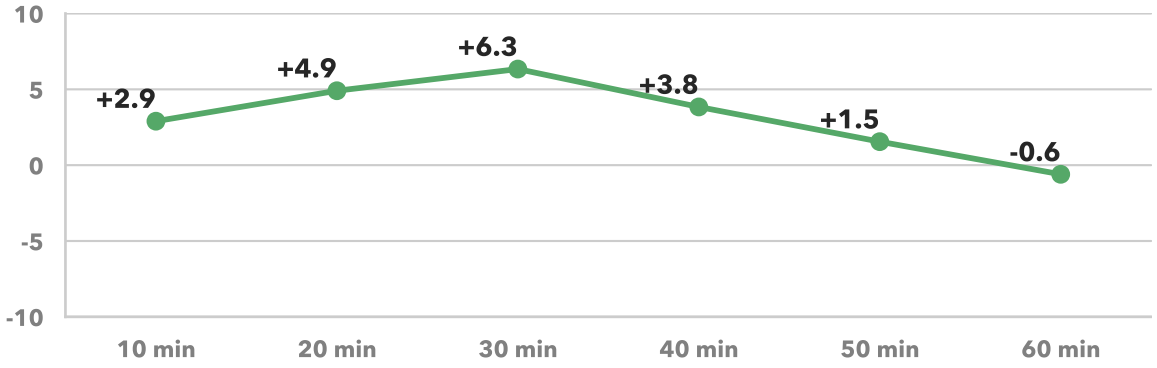
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

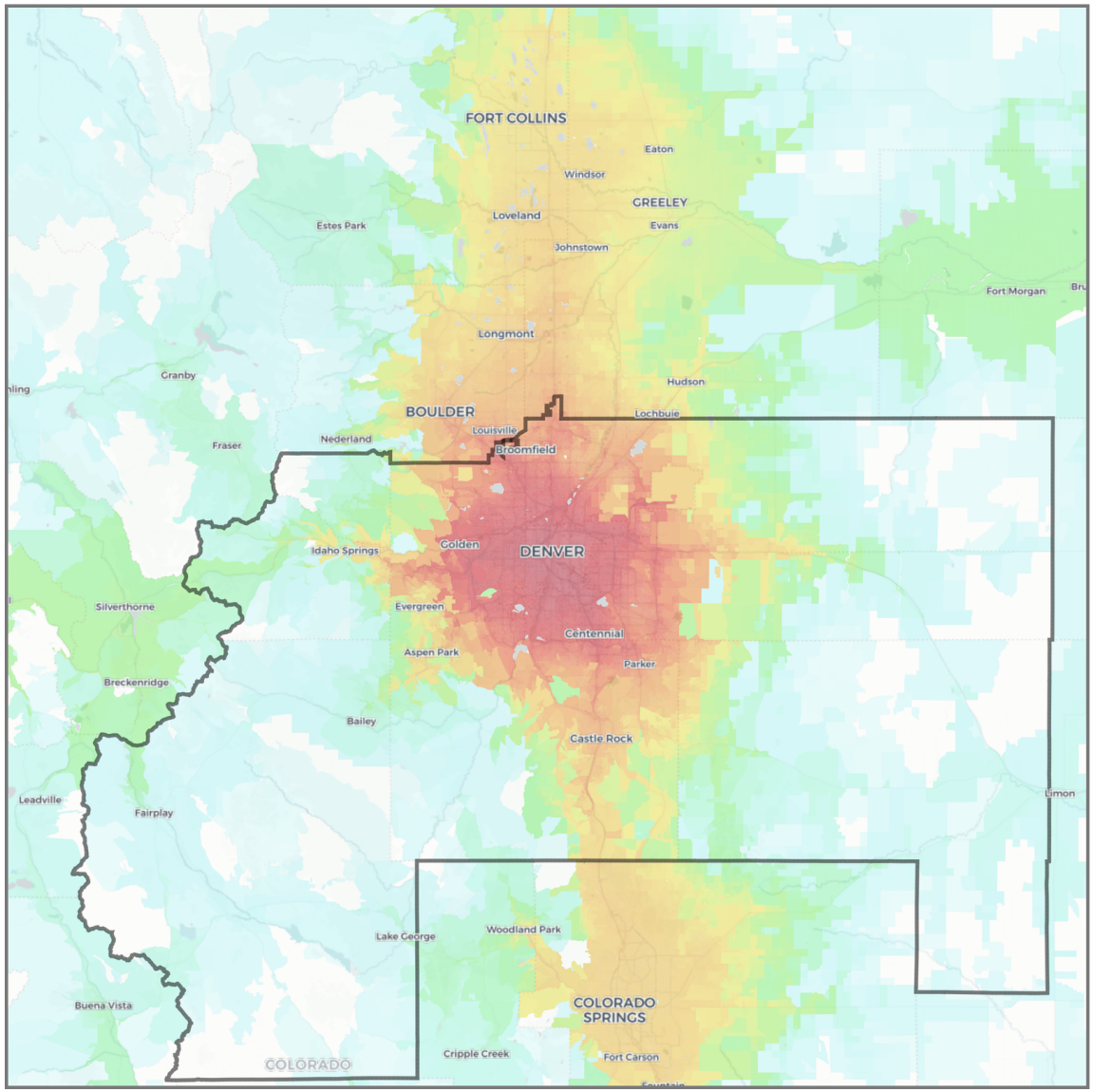


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Denver

Denver-Aurora-Centennial, CO



Jobs within 30 minutes

(Driving, AM peak)

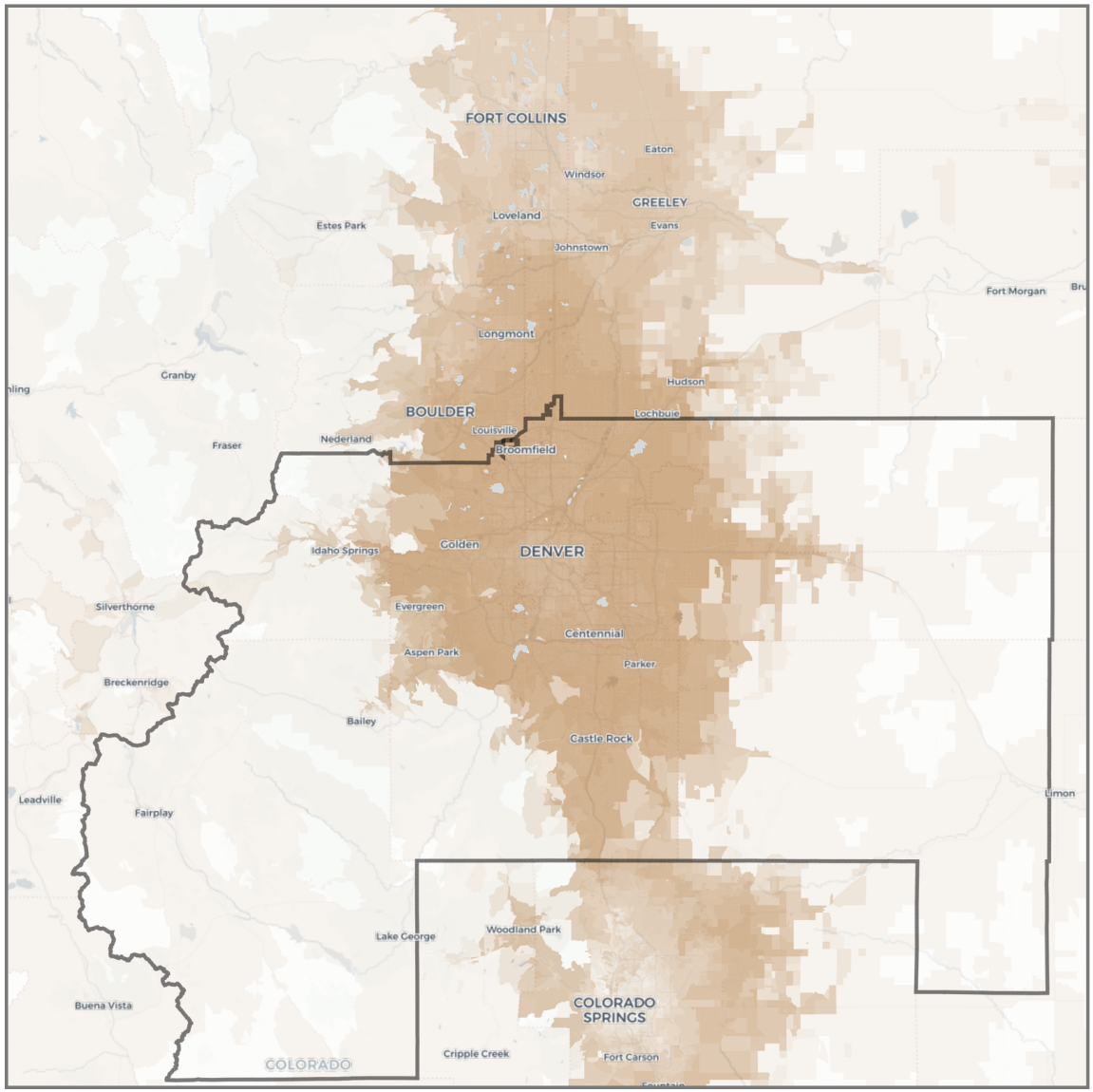
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Denver

Denver-Aurora-Centennial, CO



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

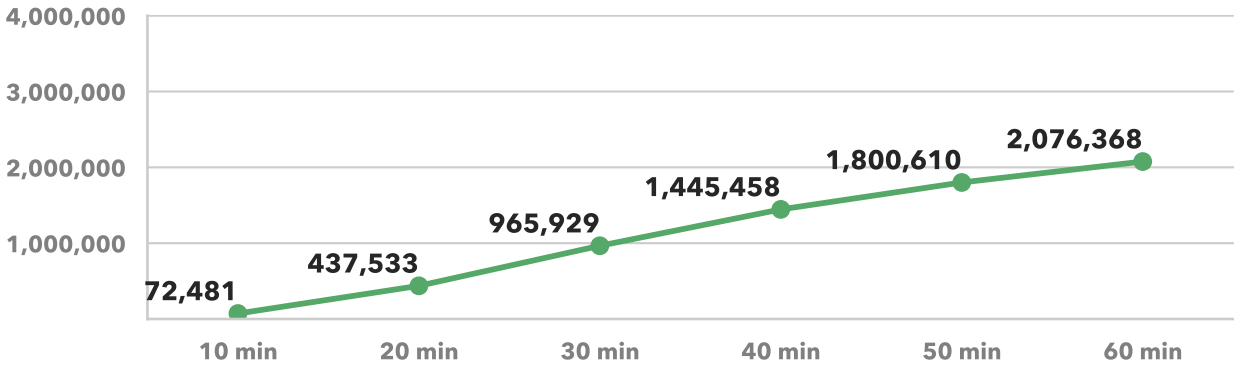
Detroit

Detroit-Warren-Dearborn, MI

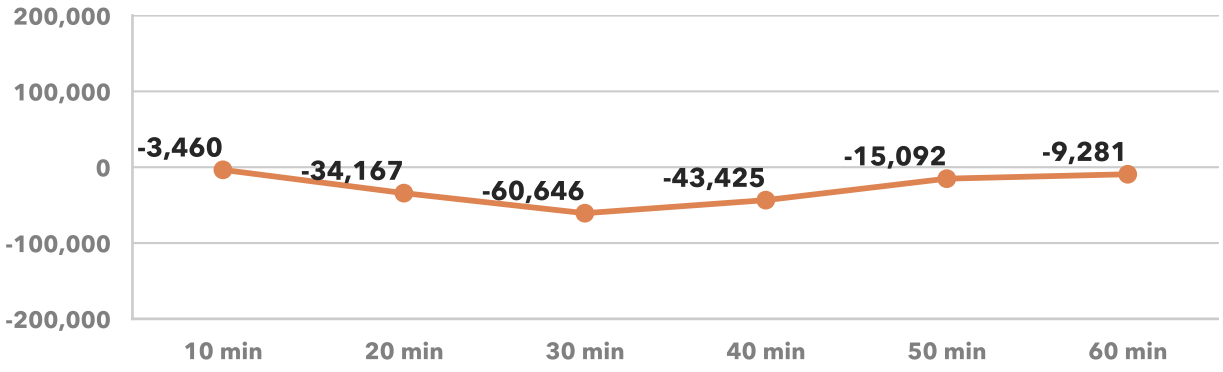
Rank by Weighted Accessibility	**8**
Rank by Weighted Congestion Impact	**34**
Rank by Total Employment	**14**
Rank by 1-Year Change in Weighted Accessibility	**24**
Rank by 1-Year Change in Weighted Congestion Impact	**9**
1-Year Change in Weighted Accessibility	**-4.64%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+4.9**
Total Jobs	**1,848,019**
Average Job Density (per mi^2)	**474**
Total Workers	**1,813,158**
Average Worker Density (per mi^2)	**465**

Job and worker totals are based on LEHD estimates and may not match other sources.

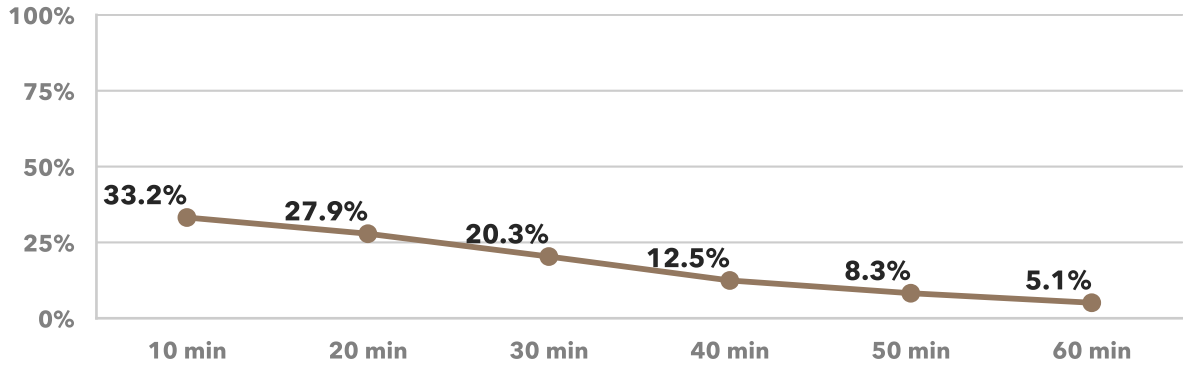
Average Job Accessibility by Travel Time Threshold (worker-weighted)



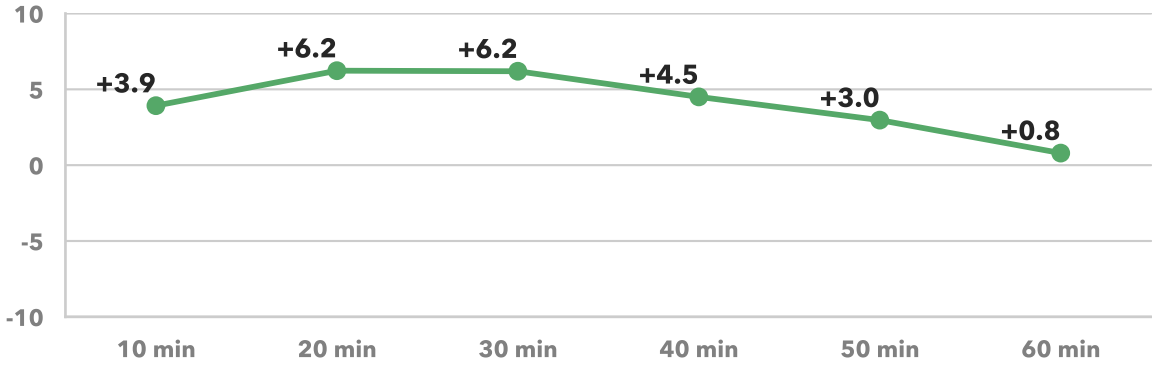
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

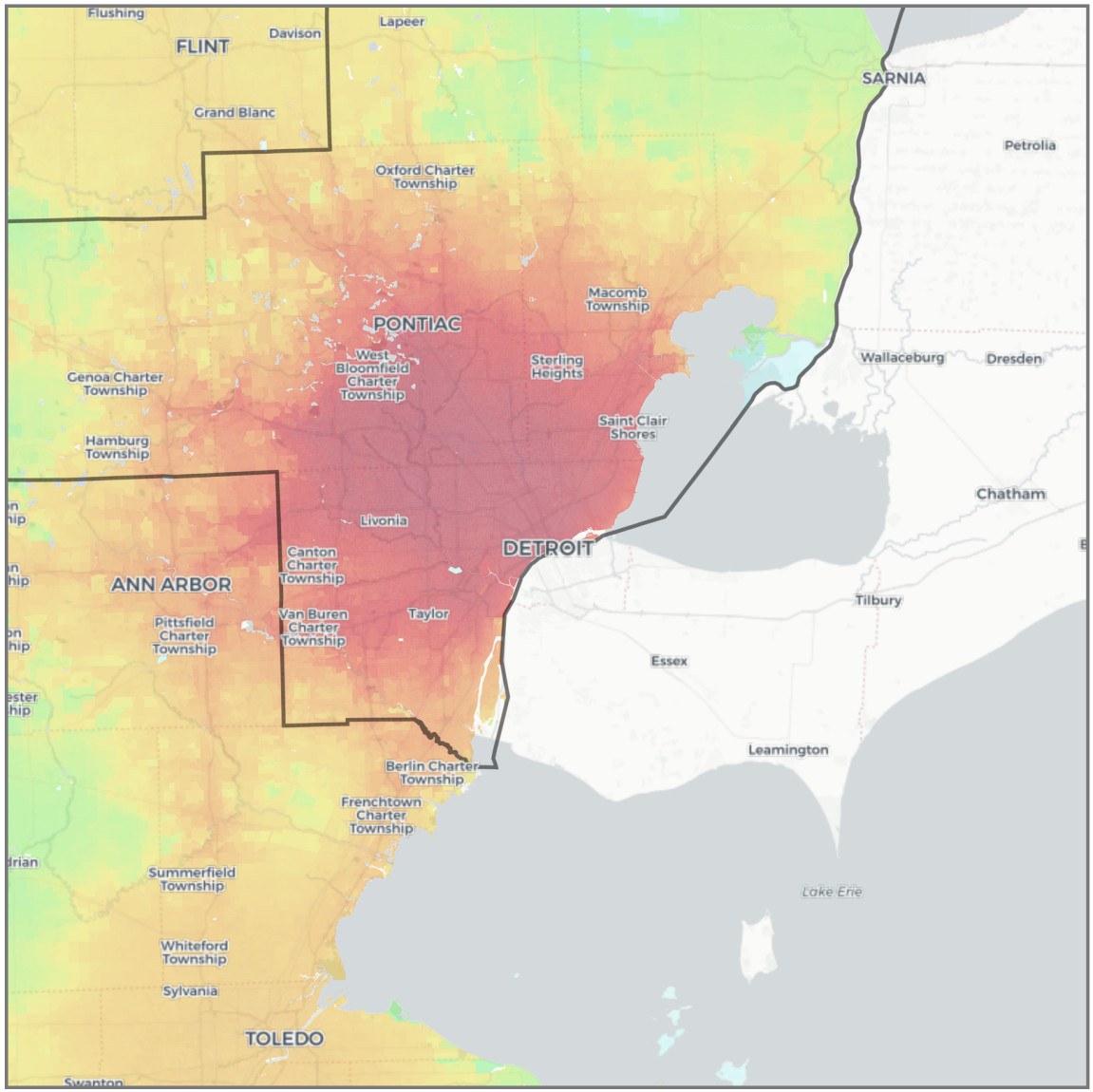


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Detroit

Detroit-Warren-Dearborn, MI



Jobs within 30 minutes

(Driving, AM peak)

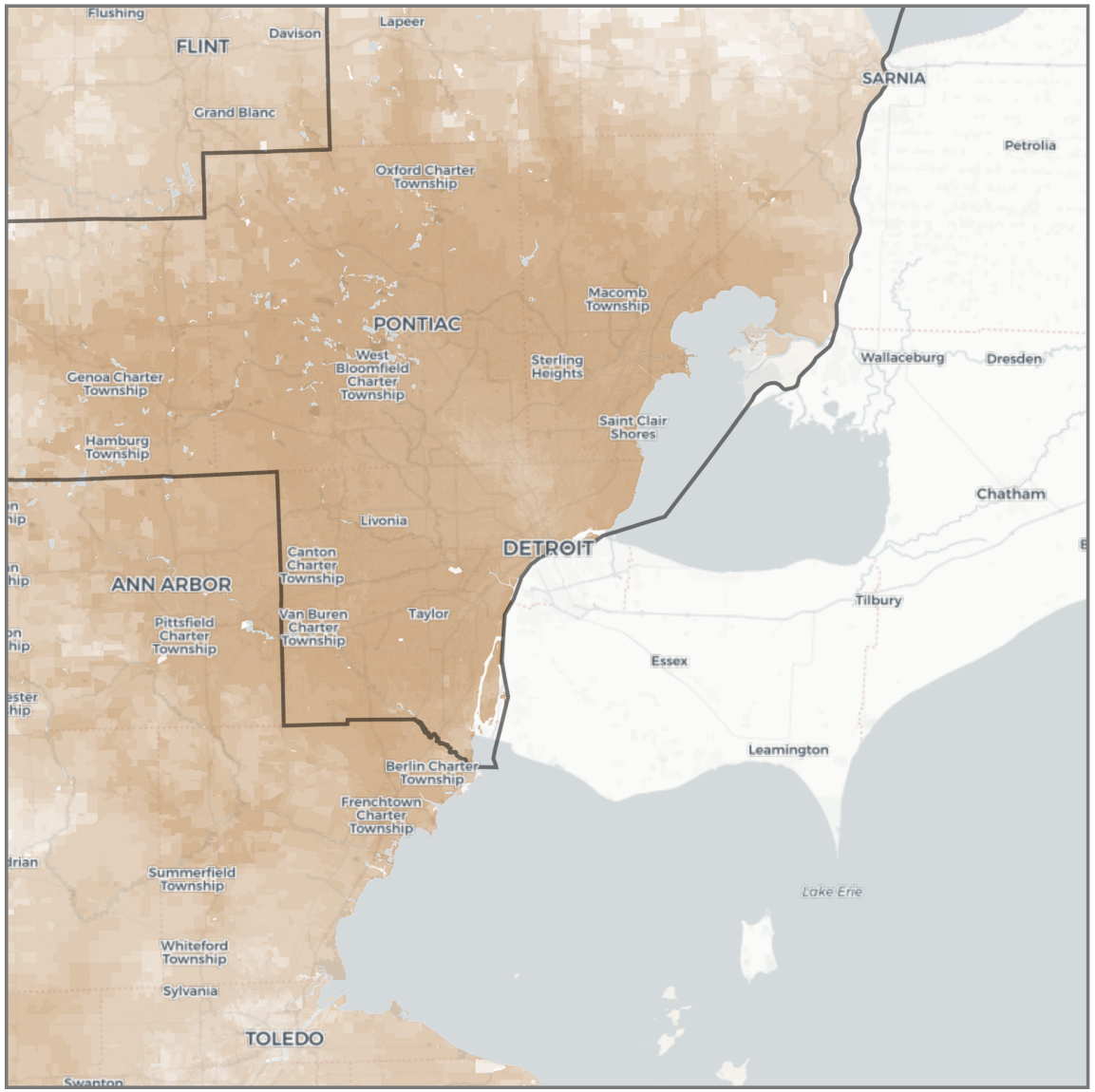
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Detroit

Detroit-Warren-Dearborn, MI



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

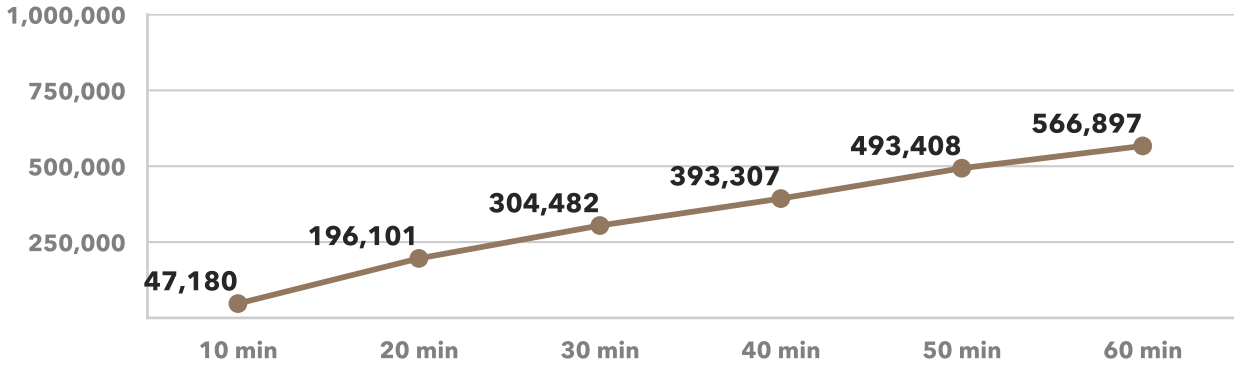
Fresno

Fresno, CA

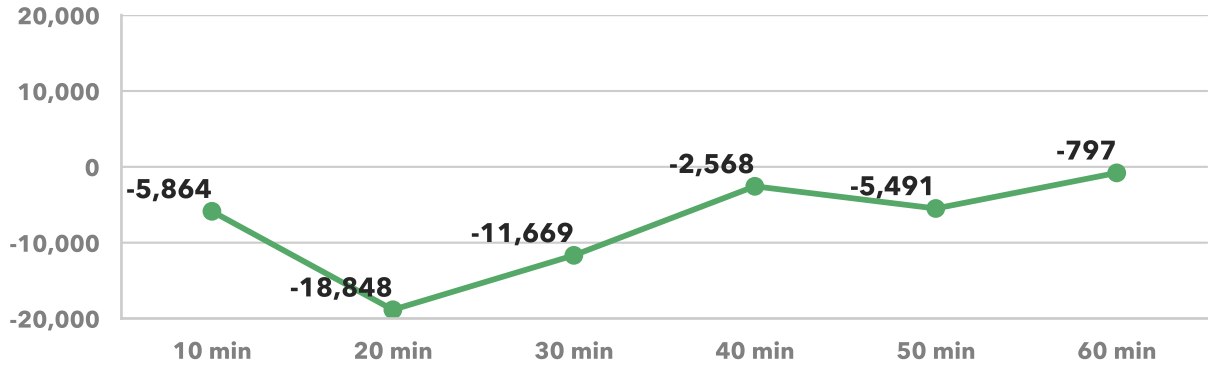
Rank by Weighted Accessibility	**49**
Rank by Weighted Congestion Impact	**37**
Rank by Total Employment	**50**
Rank by 1-Year Change in Weighted Accessibility	**32**
Rank by 1-Year Change in Weighted Congestion Impact	**48**
1-Year Change in Weighted Accessibility	**-5.95%**
1-Year Percentage Point Change in Weighted Congestion Impact	**-0.1**
Total Jobs	**431,714**
Average Job Density (per mi^2)	**53**
Total Workers	**433,479**
Average Worker Density (per mi^2)	**53**

Job and worker totals are based on LEHD estimates and may not match other sources.

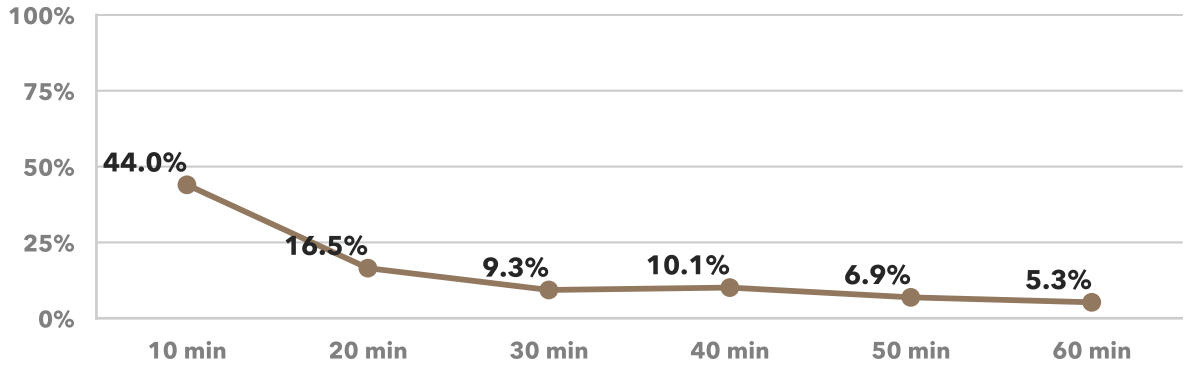
Average Job Accessibility by Travel Time Threshold (worker-weighted)



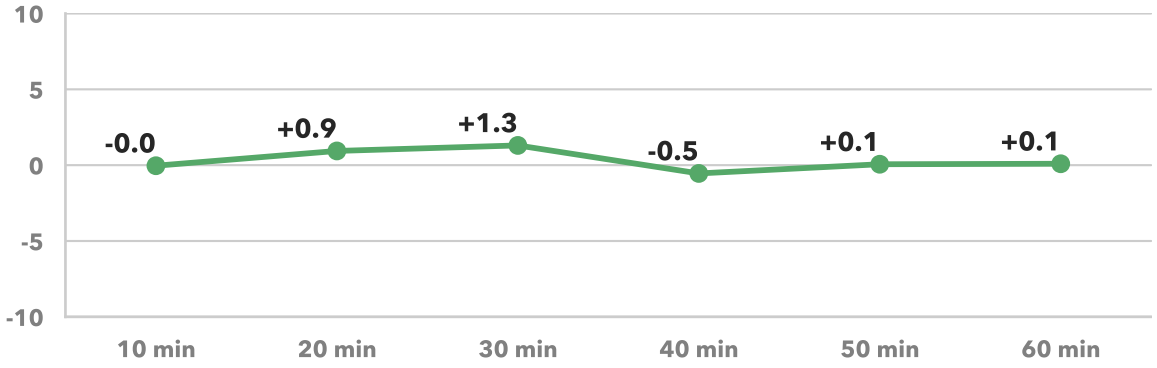
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

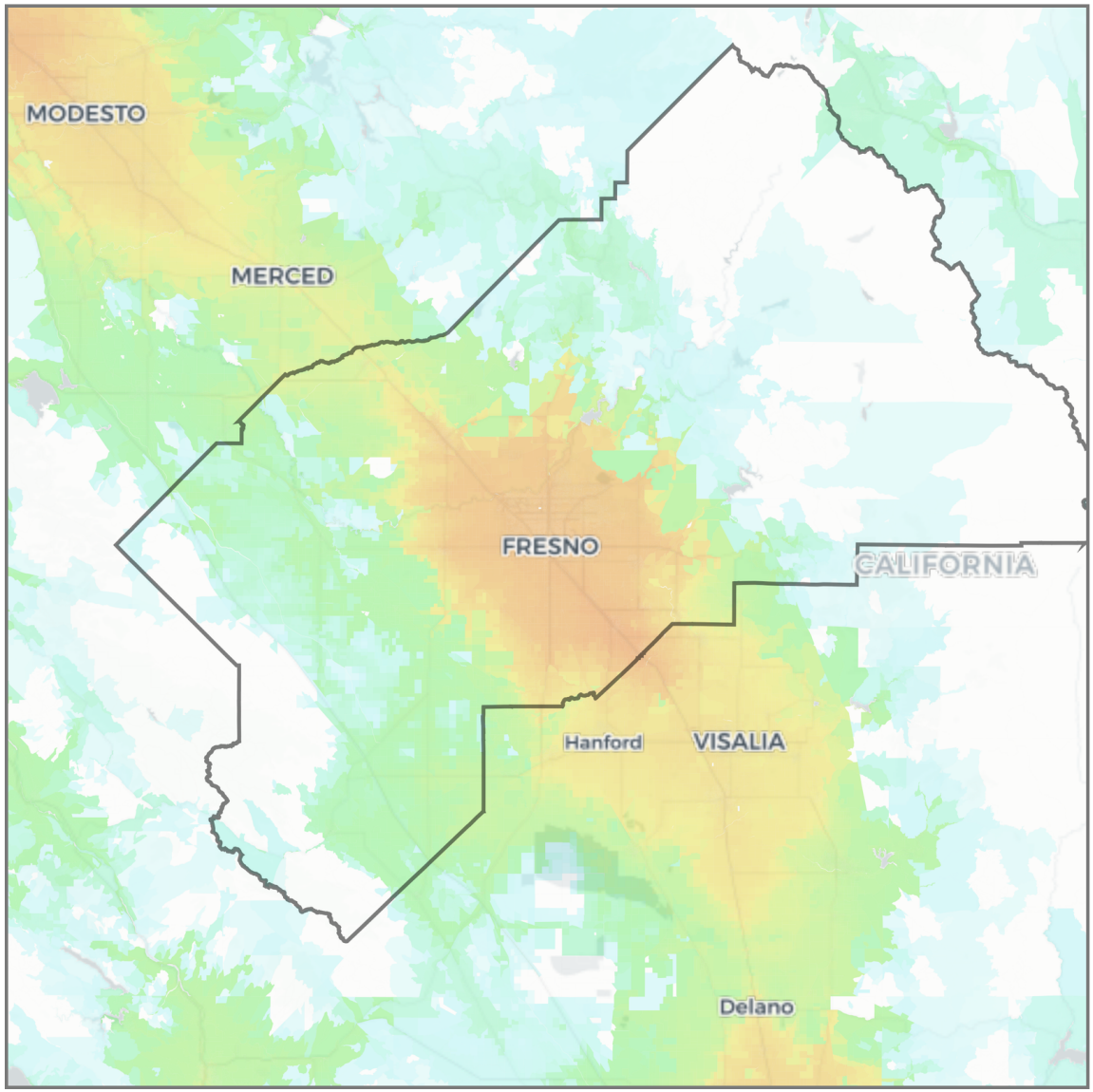


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Fresno

Fresno, CA



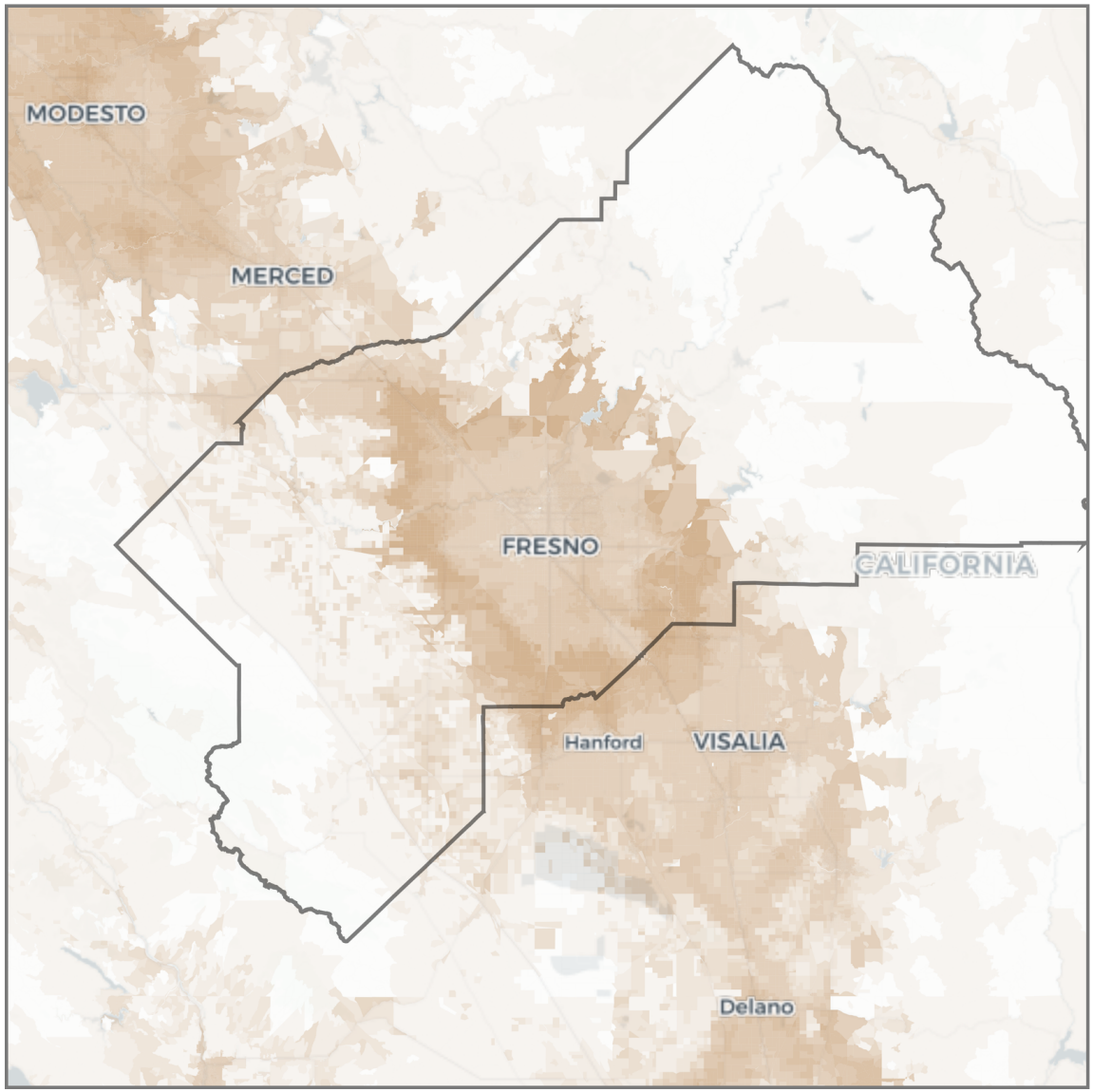
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Fresno

Fresno, CA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

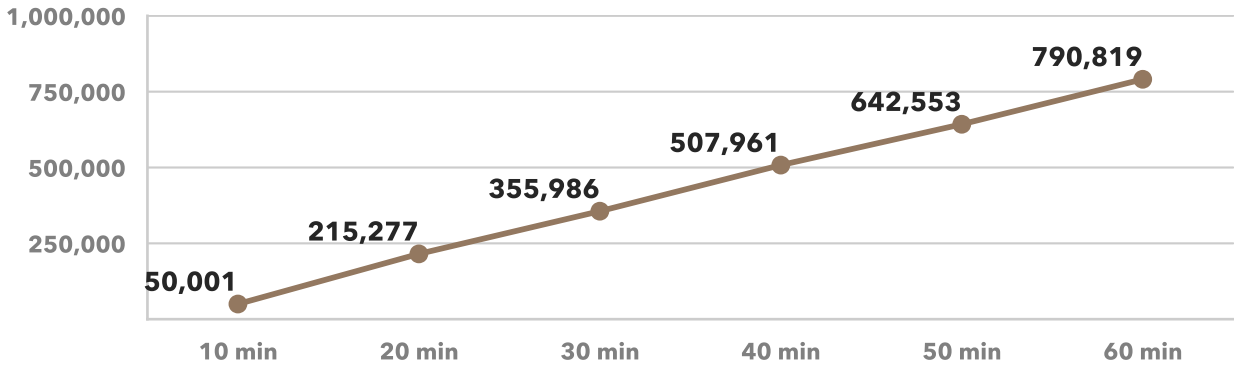
Grand Rapids

Grand Rapids-Wyoming-Kentwood, MI

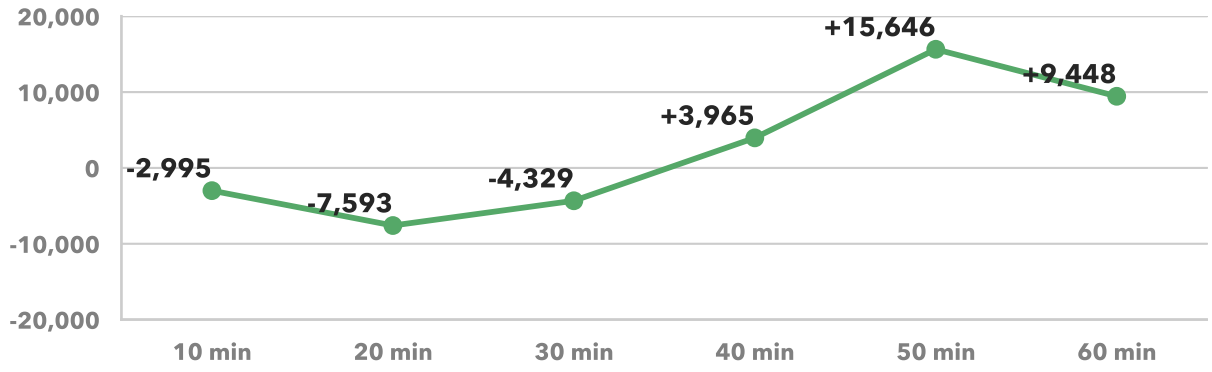
Rank by Weighted Accessibility	**43**
Rank by Weighted Congestion Impact	**50**
Rank by Total Employment	**46**
Rank by 1-Year Change in Weighted Accessibility	**11**
Rank by 1-Year Change in Weighted Congestion Impact	**46**
1-Year Change in Weighted Accessibility	**-1.85%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+0.7**
Total Jobs	**566,419**
Average Job Density (per mi^2)	**174**
Total Workers	**512,952**
Average Worker Density (per mi^2)	**158**

Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

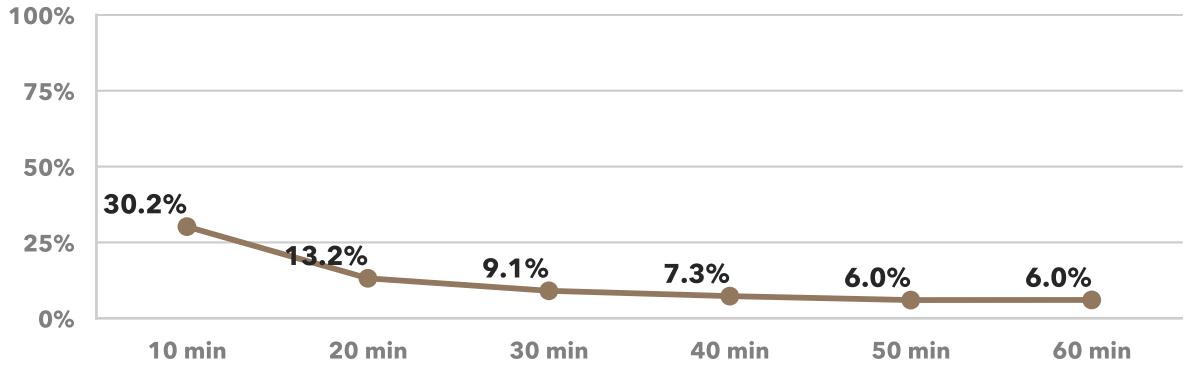


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

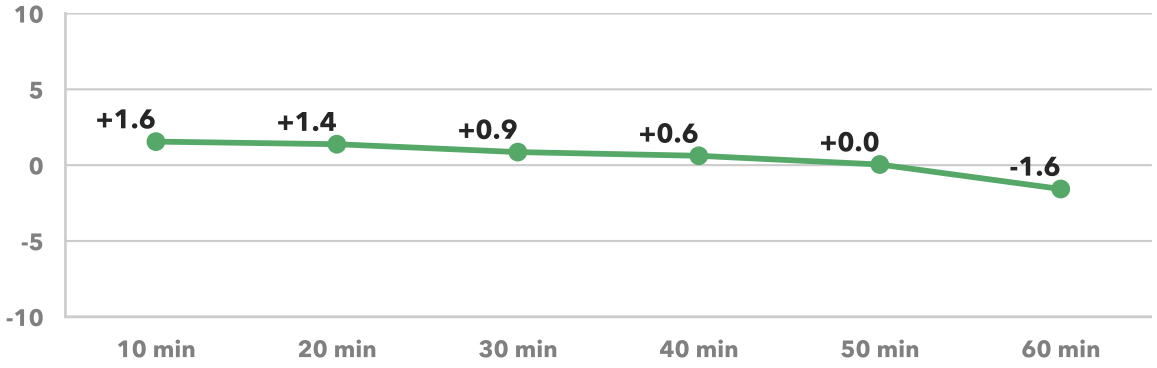


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

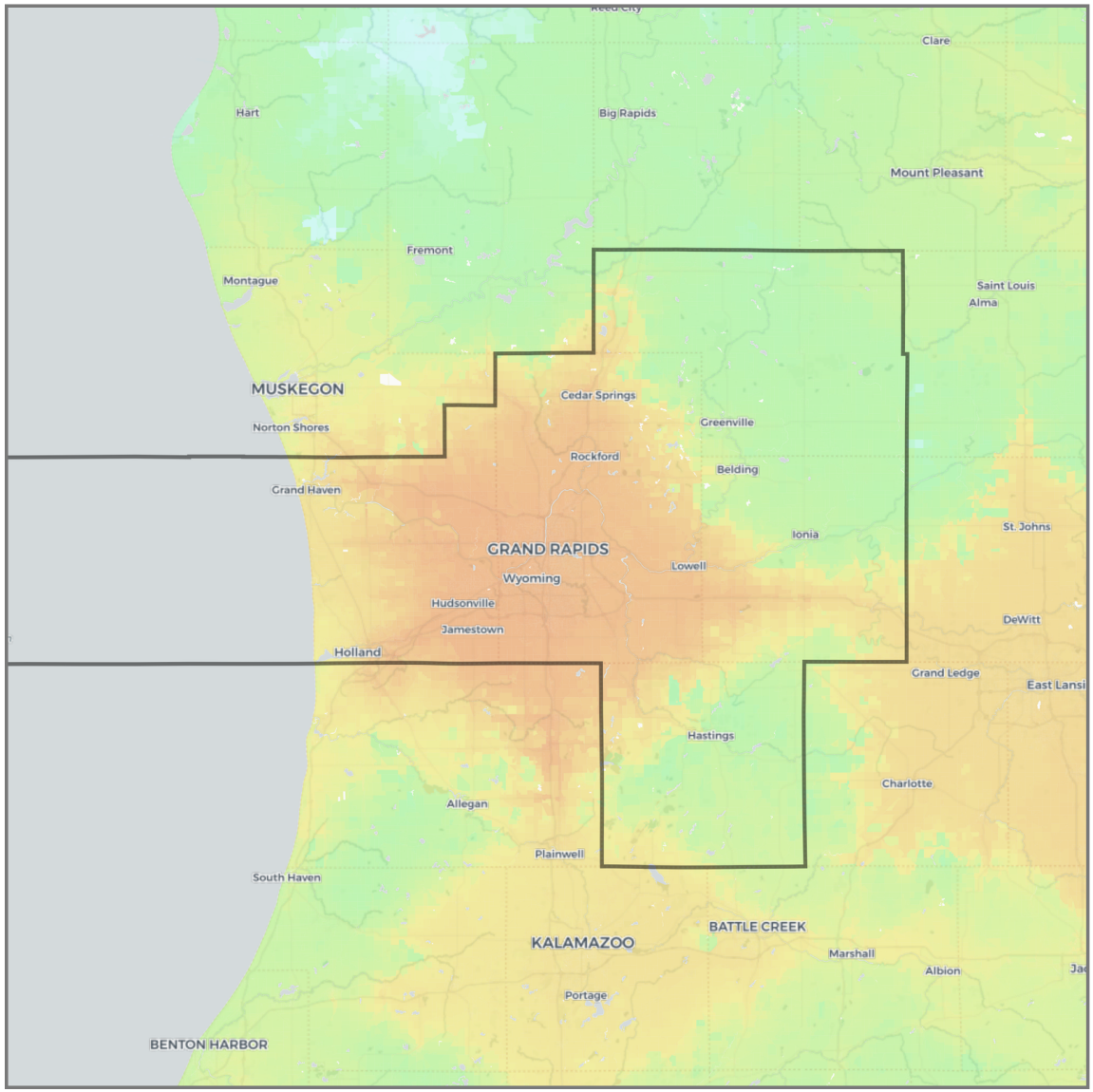


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Grand Rapids

Grand Rapids-Wyoming-Kentwood, MI



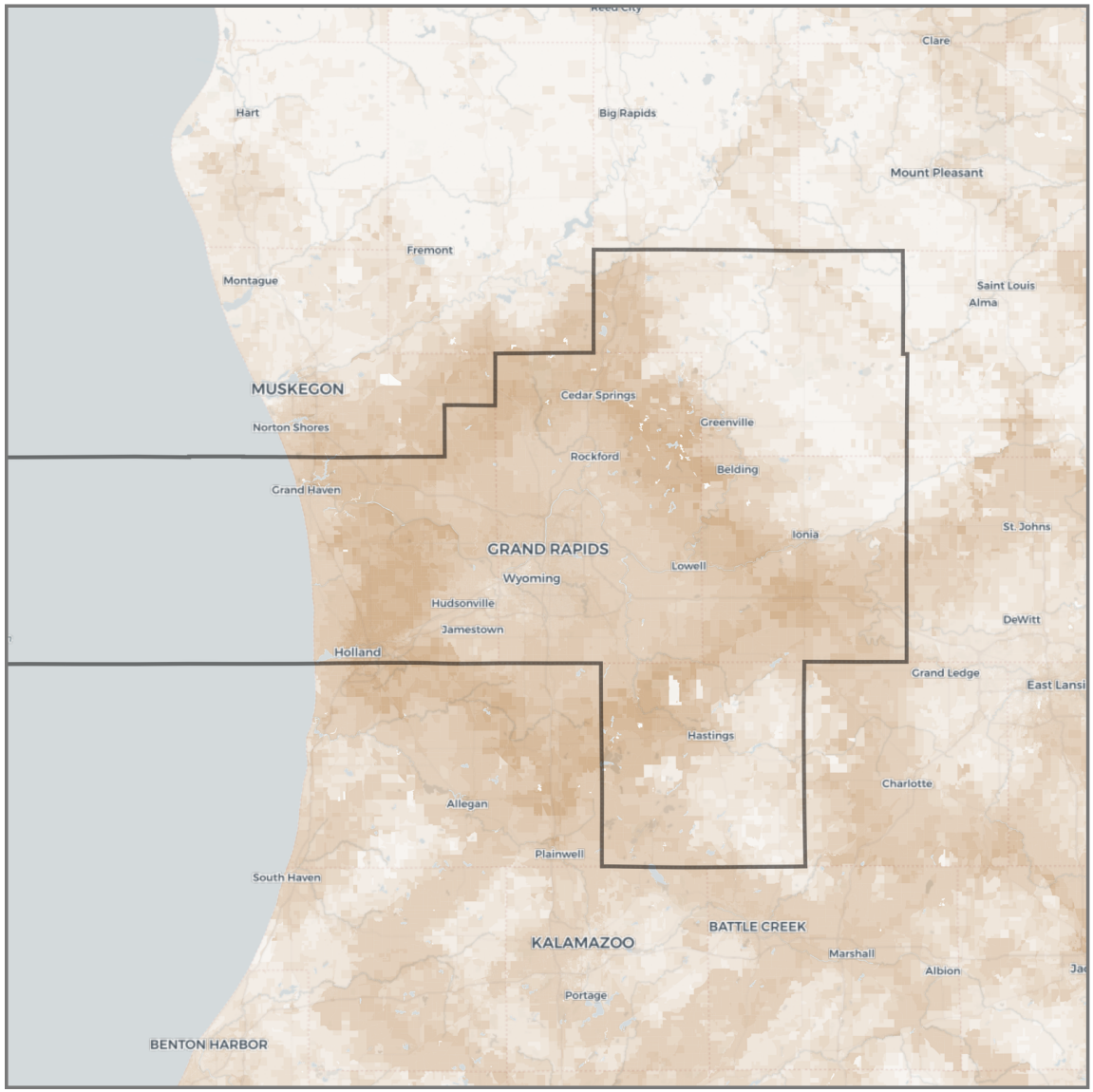
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Grand Rapids

Grand Rapids-Wyoming-Kentwood, MI



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

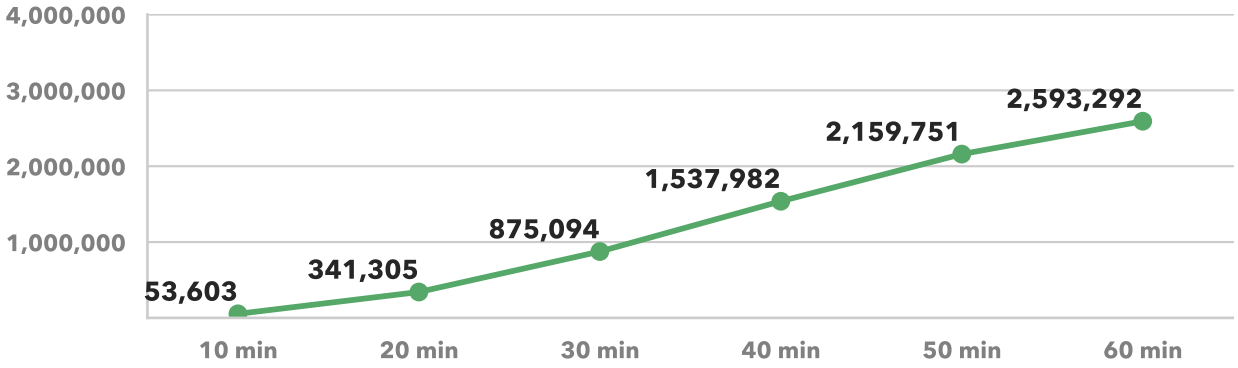
Houston

Houston-Pasadena-The Woodlands, TX

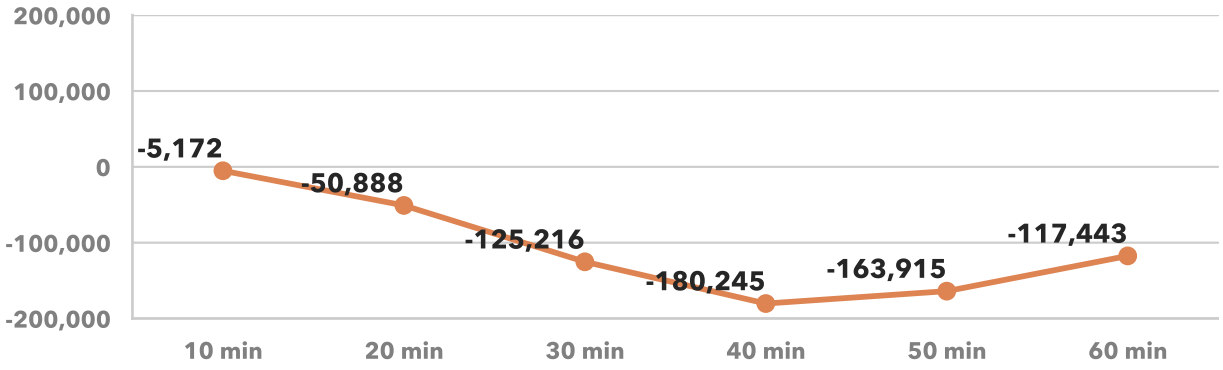
Rank by Weighted Accessibility	**9**
Rank by Weighted Congestion Impact	**10**
Rank by Total Employment	**5**
Rank by 1-Year Change in Weighted Accessibility	**44**
Rank by 1-Year Change in Weighted Congestion Impact	**17**
1-Year Change in Weighted Accessibility	**-10.32%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+4.1**
Total Jobs	**3,008,687**
Average Job Density (per mi^2)	**340**
Total Workers	**2,936,537**
Average Worker Density (per mi^2)	**332**

Job and worker totals are based on LEHD estimates and may not match other sources.

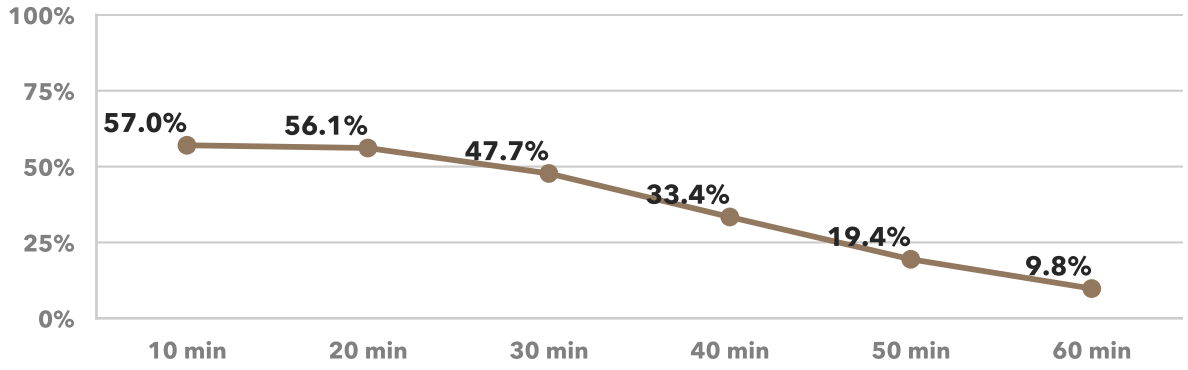
Average Job Accessibility by Travel Time Threshold (worker-weighted)



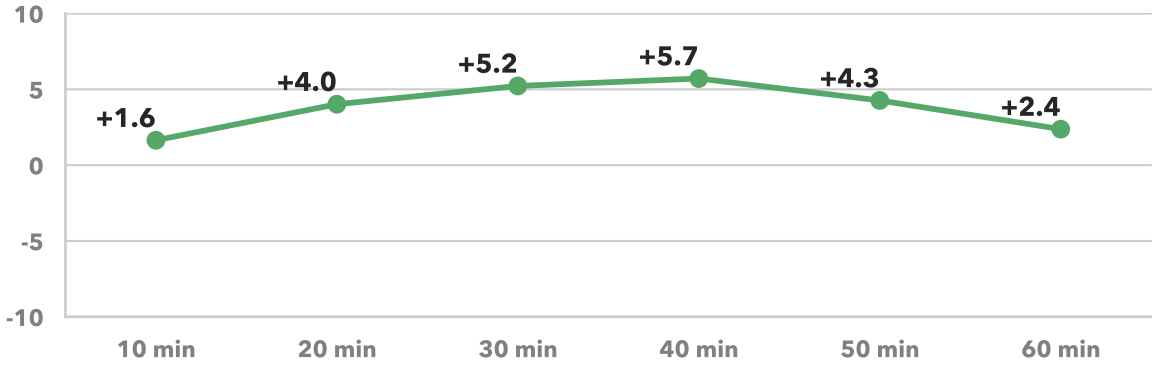
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

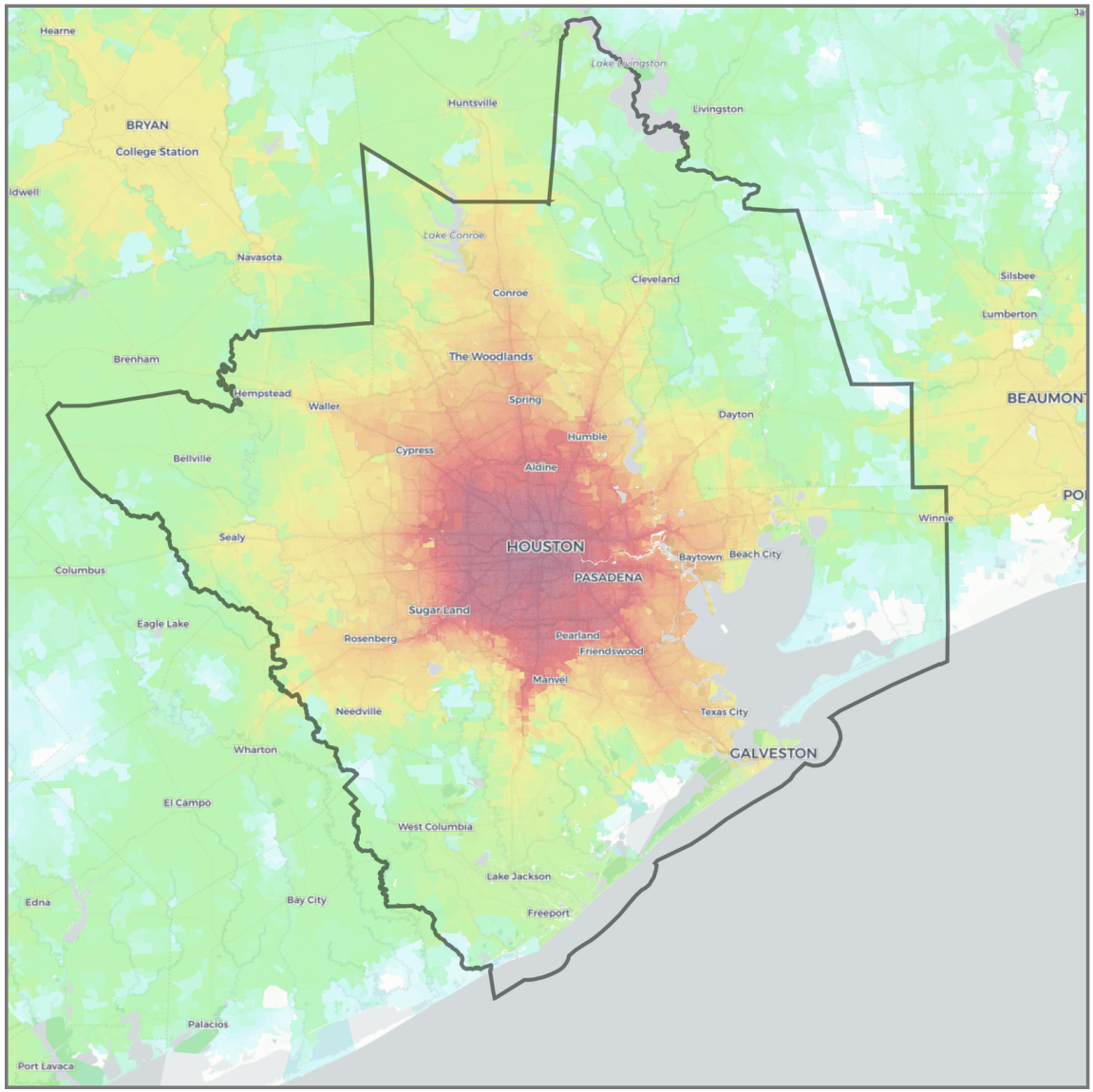


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Houston

Houston-Pasadena-The Woodlands, TX



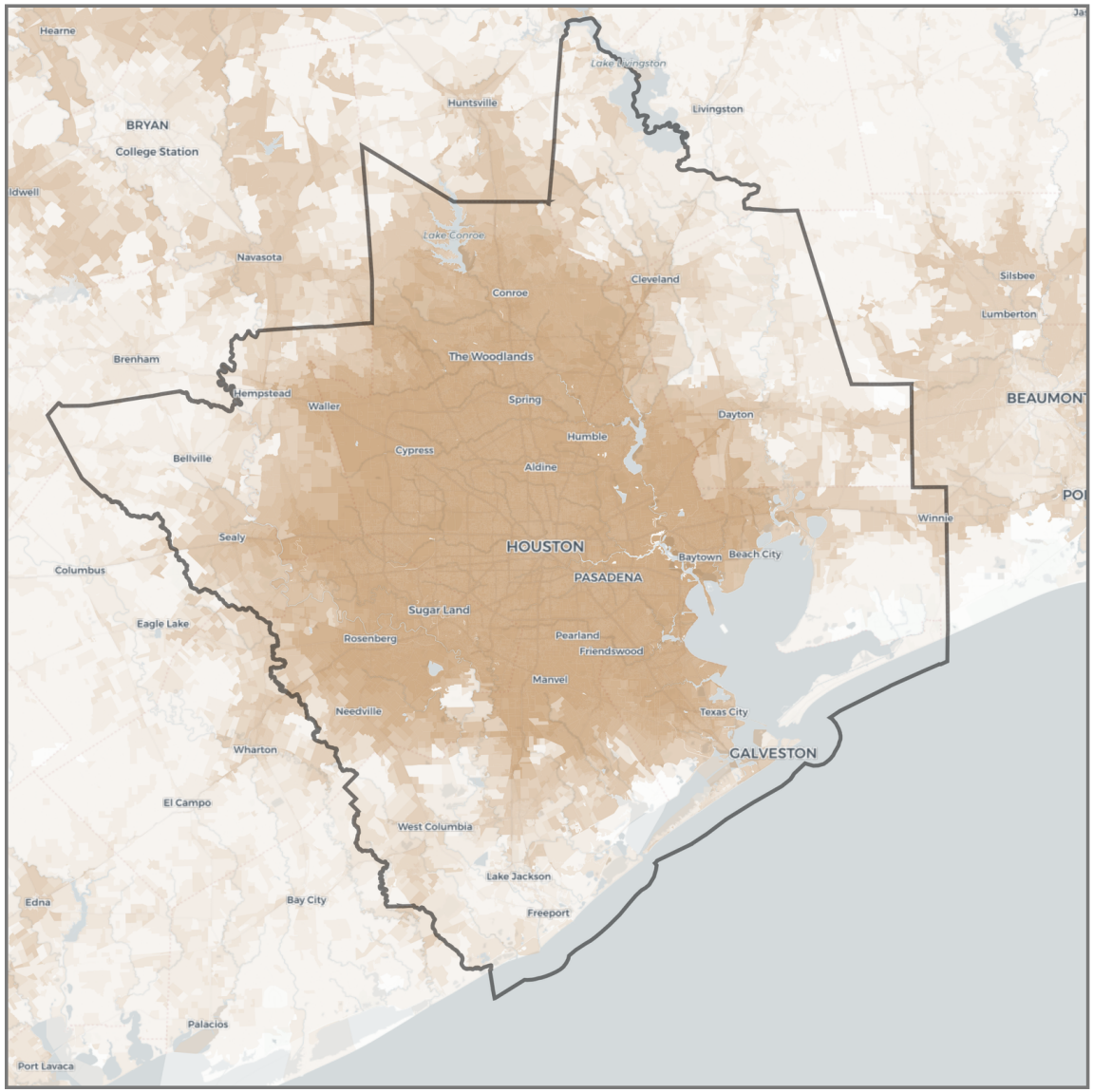
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Houston

Houston-Pasadena-The Woodlands, TX



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

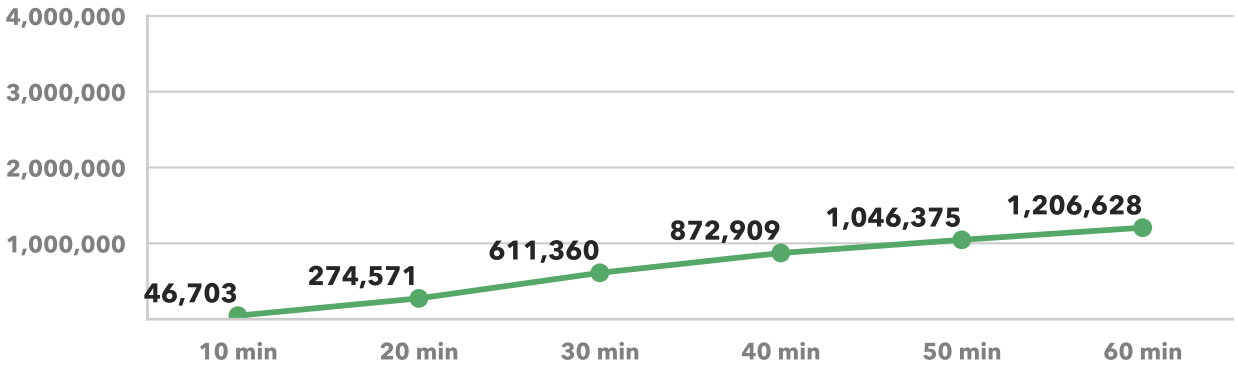
Indianapolis

Indianapolis-Carmel-Greenwood, IN

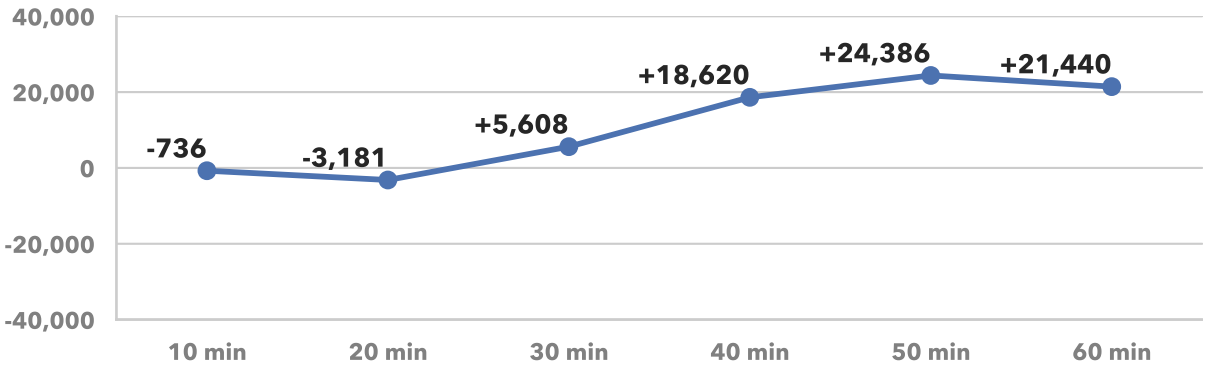
Rank by Weighted Accessibility	**33**
Rank by Weighted Congestion Impact	**36**
Rank by Total Employment	**32**
Rank by 1-Year Change in Weighted Accessibility	**4**
Rank by 1-Year Change in Weighted Congestion Impact	**42**
1-Year Change in Weighted Accessibility	**+0.52%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+0.9**
Total Jobs	**1,061,080**
Average Job Density (per mi^2)	**259**
Total Workers	**982,039**
Average Worker Density (per mi^2)	**240**

Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

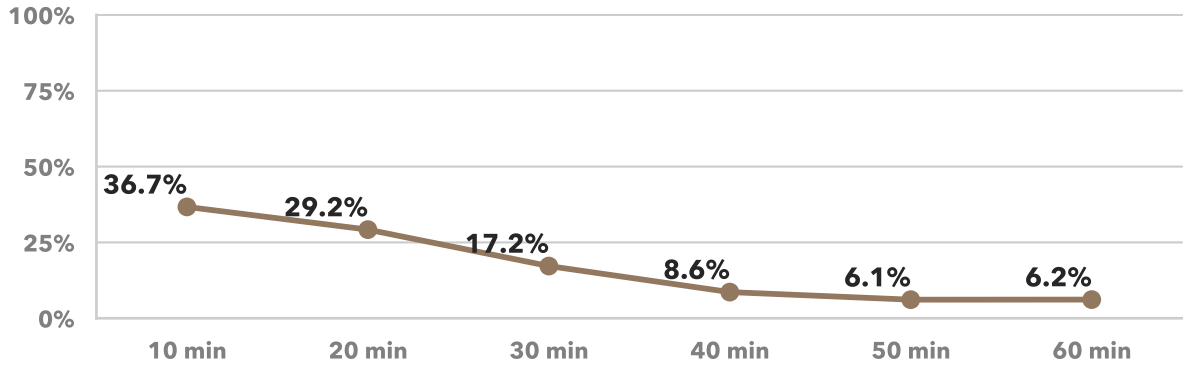


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

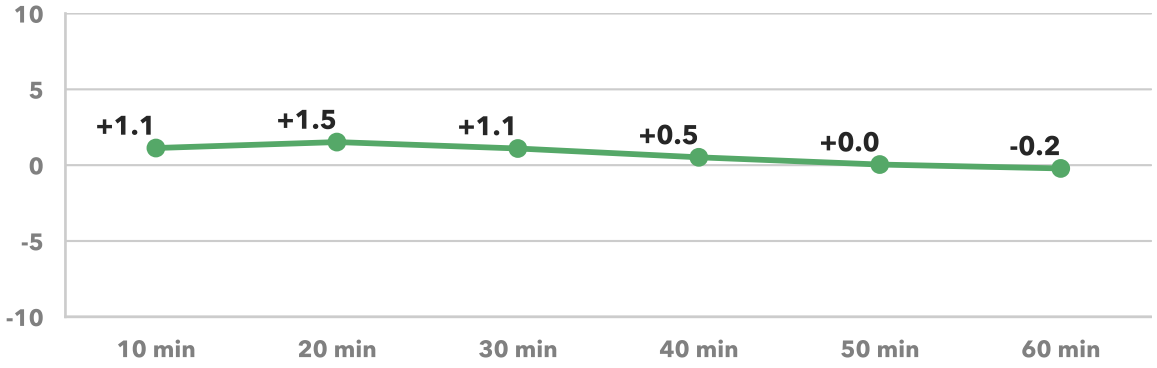


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

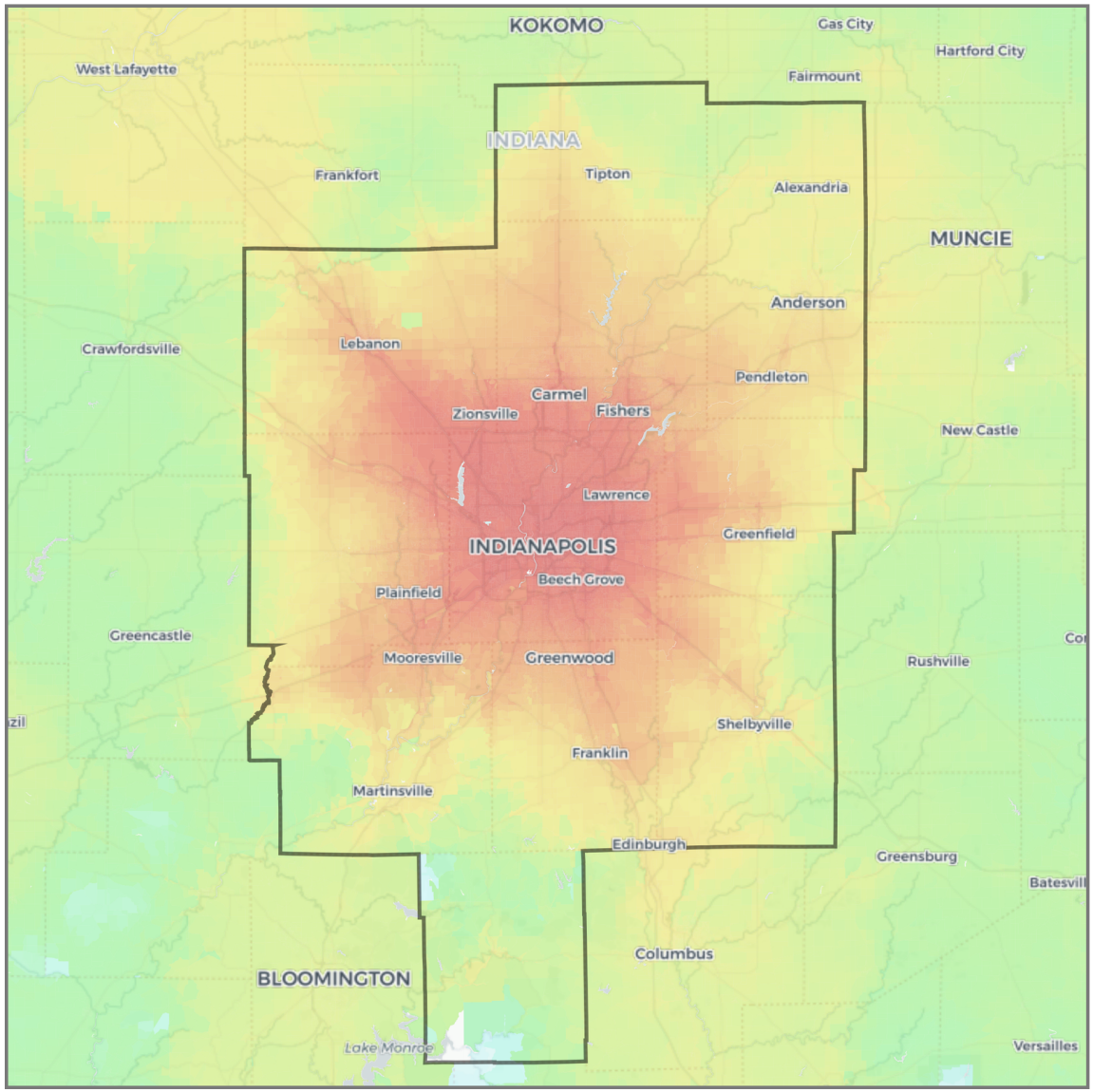


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Indianapolis

Indianapolis-Carmel-Greenwood, IN



Jobs within 30 minutes

(Driving, AM peak)

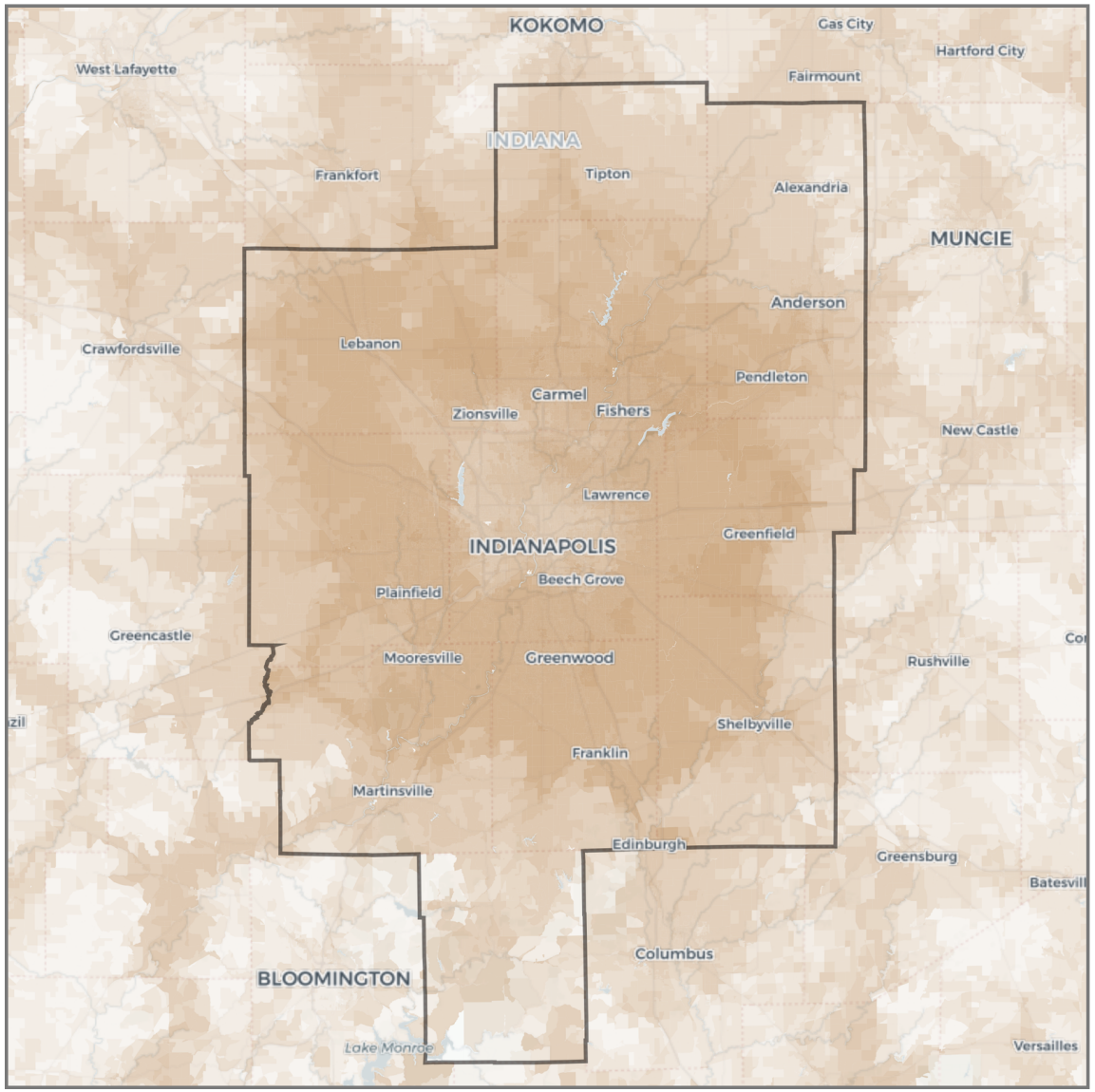
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Indianapolis

Indianapolis-Carmel-Greenwood, IN



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

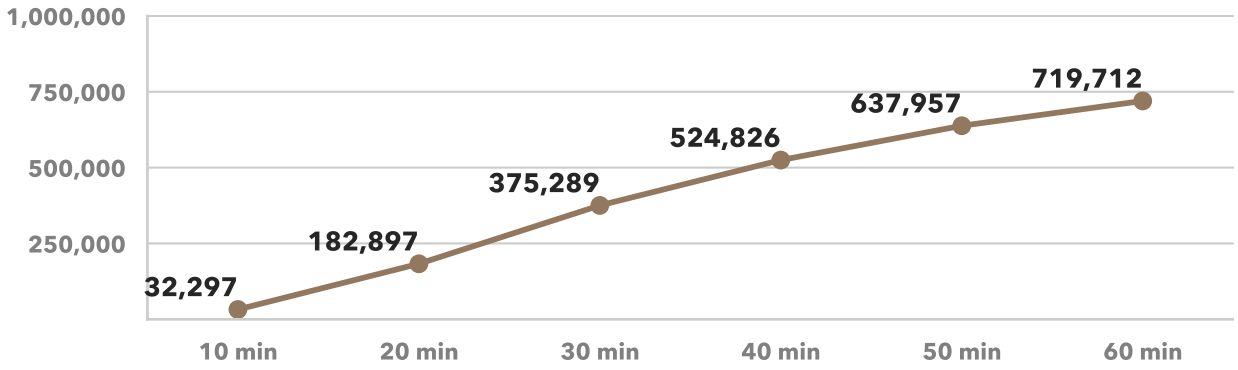
Jacksonville

Jacksonville, FL

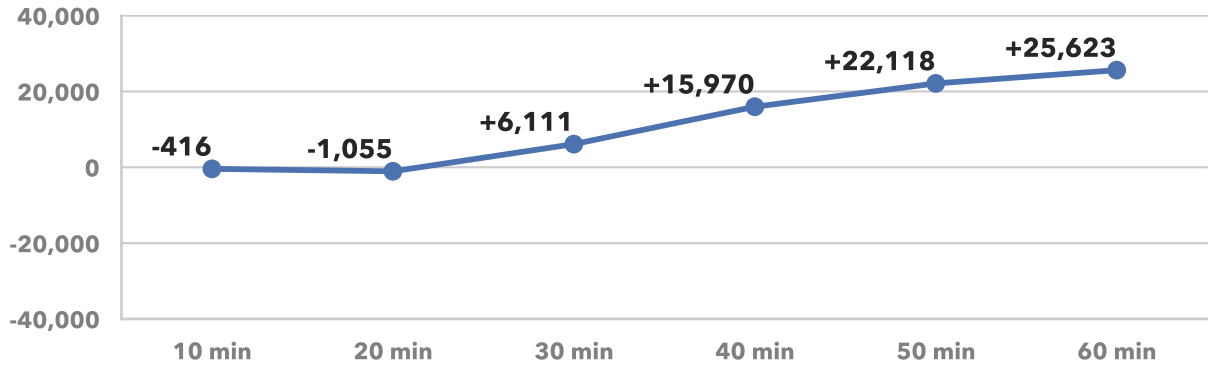
Rank by Weighted Accessibility	**45**
Rank by Weighted Congestion Impact	**29**
Rank by Total Employment	**39**
Rank by 1-Year Change in Weighted Accessibility	**2**
Rank by 1-Year Change in Weighted Congestion Impact	**39**
1-Year Change in Weighted Accessibility	**+1.25%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+1.2**
Total Jobs	**719,924**
Average Job Density (per mi^2)	**224**
Total Workers	**697,696**
Average Worker Density (per mi^2)	**217**

Job and worker totals are based on LEHD estimates and may not match other sources.

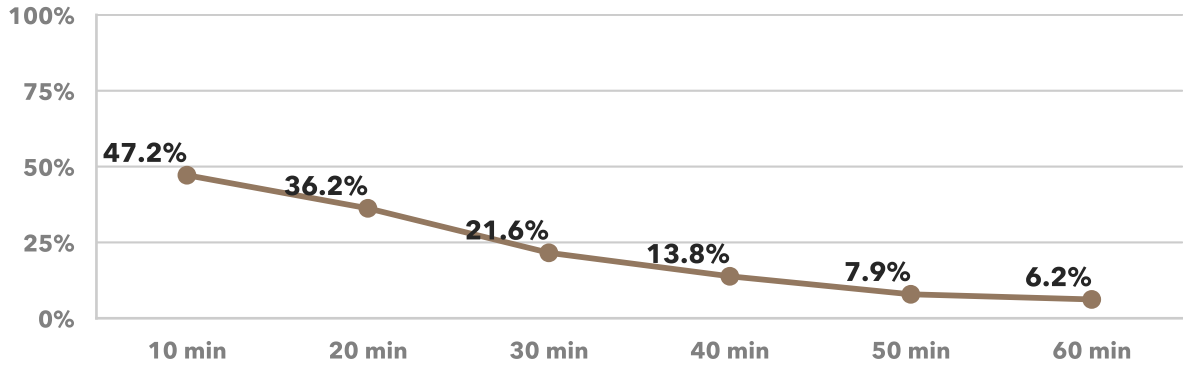
Average Job Accessibility by Travel Time Threshold (worker-weighted)



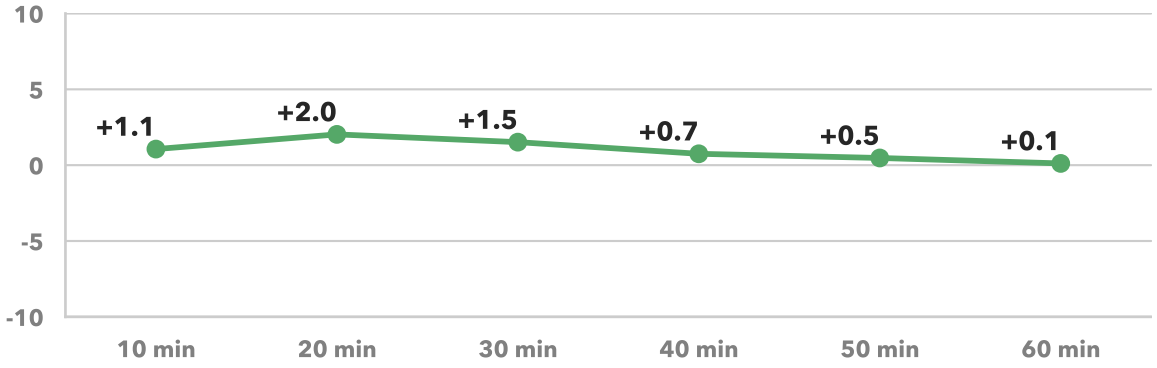
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

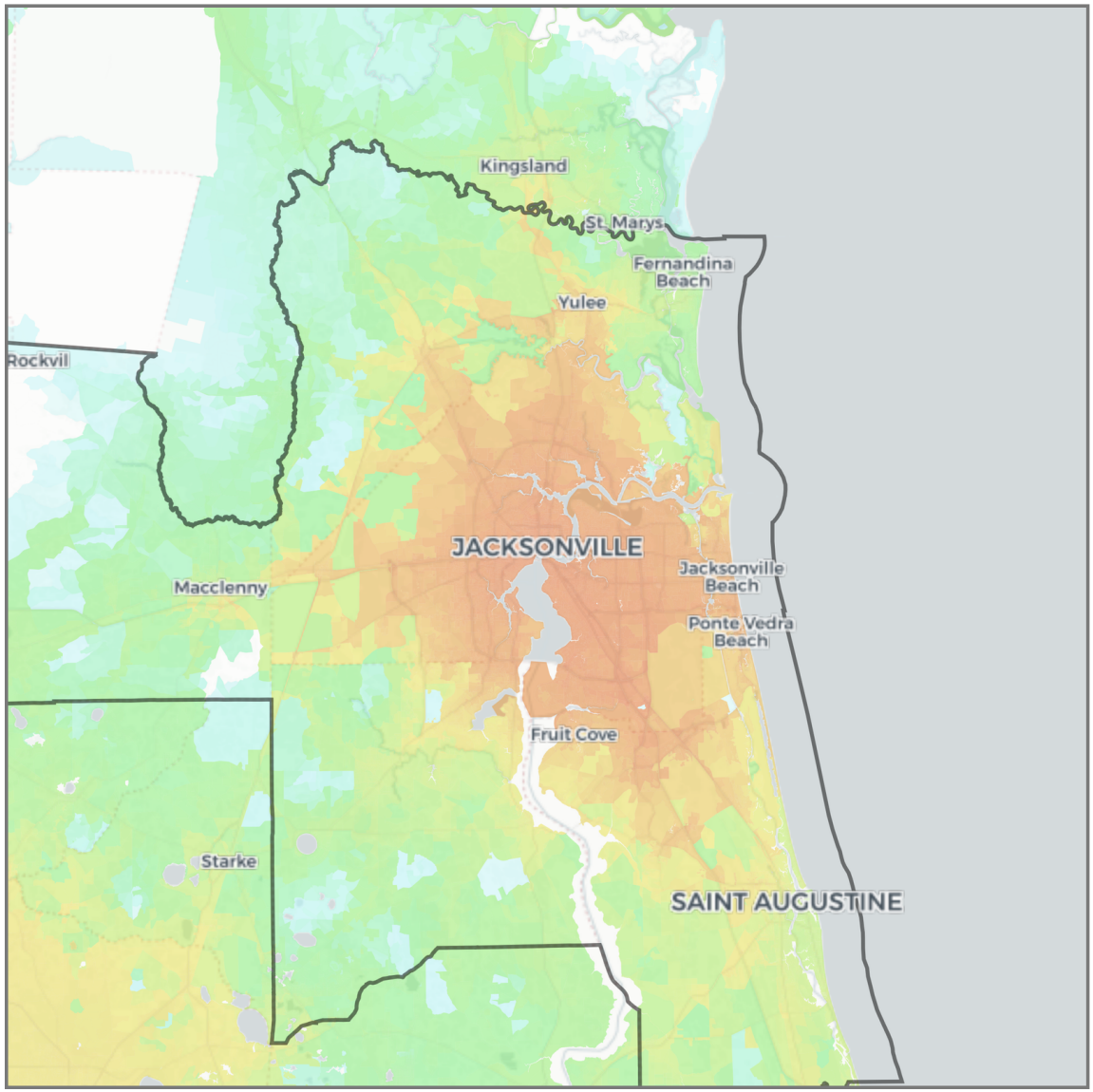


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Jacksonville

Jacksonville, FL



Jobs within 30 minutes

(Driving, AM peak)

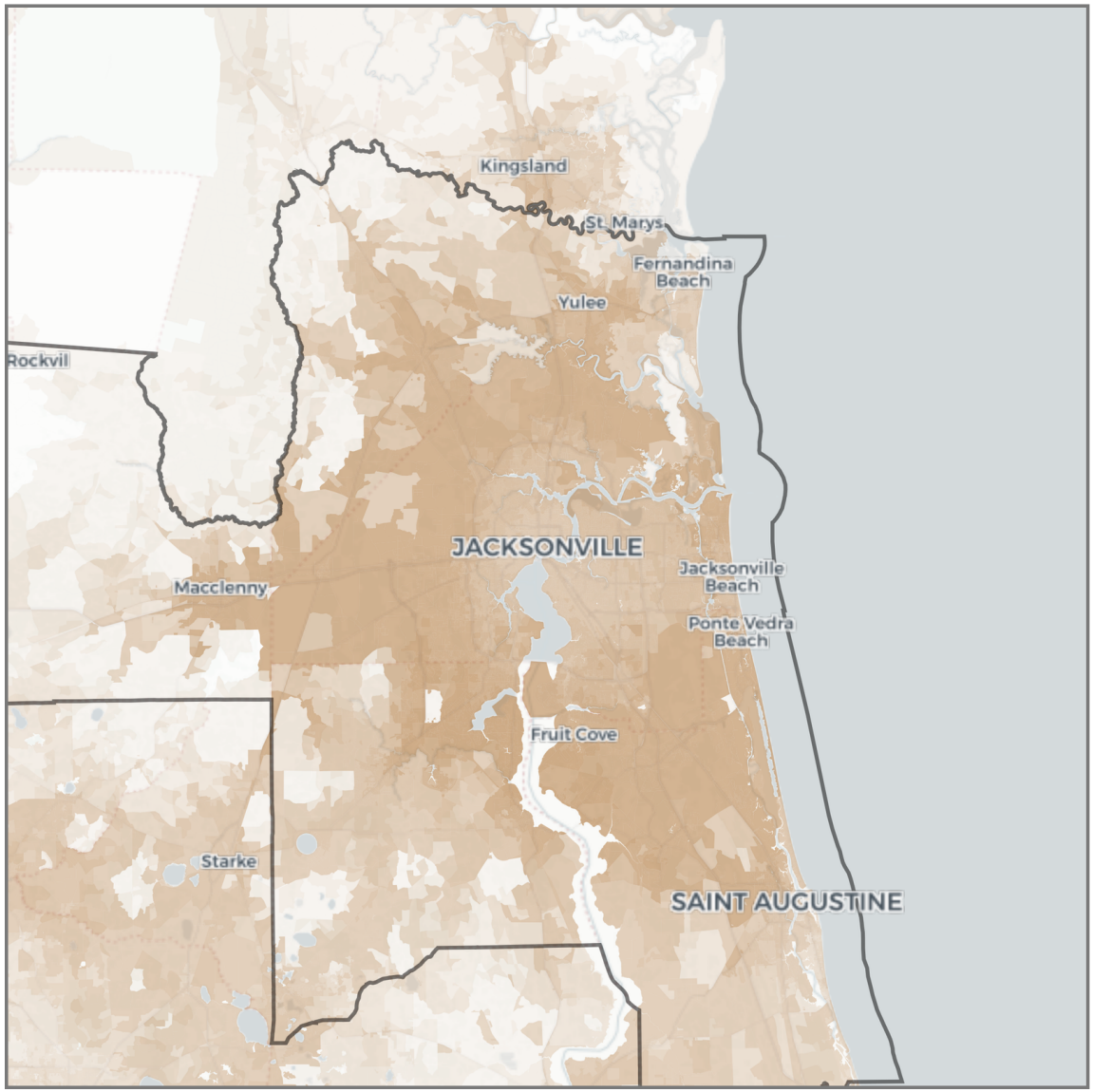
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Jacksonville

Jacksonville, FL



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

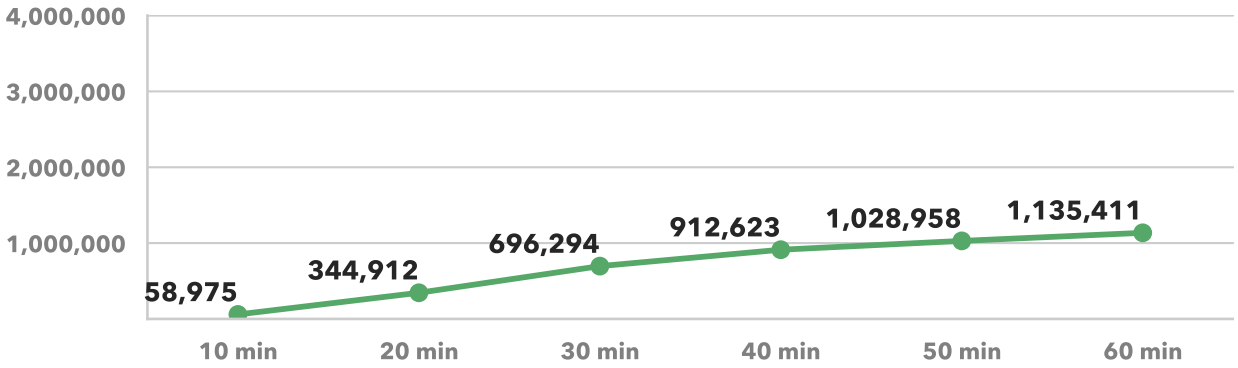
Kansas City

Kansas City, MO-KS

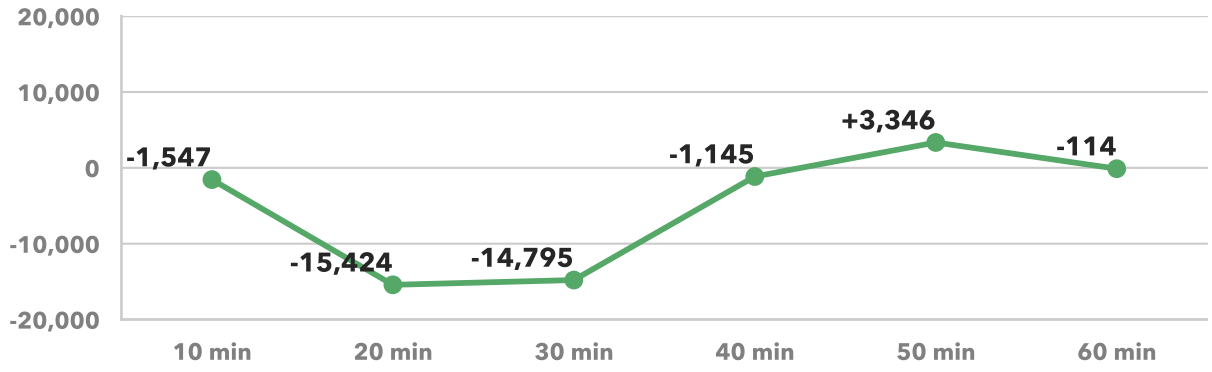
Rank by Weighted Accessibility	**21**
Rank by Weighted Congestion Impact	**47**
Rank by Total Employment	**29**
Rank by 1-Year Change in Weighted Accessibility	**12**
Rank by 1-Year Change in Weighted Congestion Impact	**27**
1-Year Change in Weighted Accessibility	**-2.16%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+2.6**
Total Jobs	**1,054,415**
Average Job Density (per mi^2)	**145**
Total Workers	**1,028,537**
Average Worker Density (per mi^2)	**141**

Job and worker totals are based on LEHD estimates and may not match other sources.

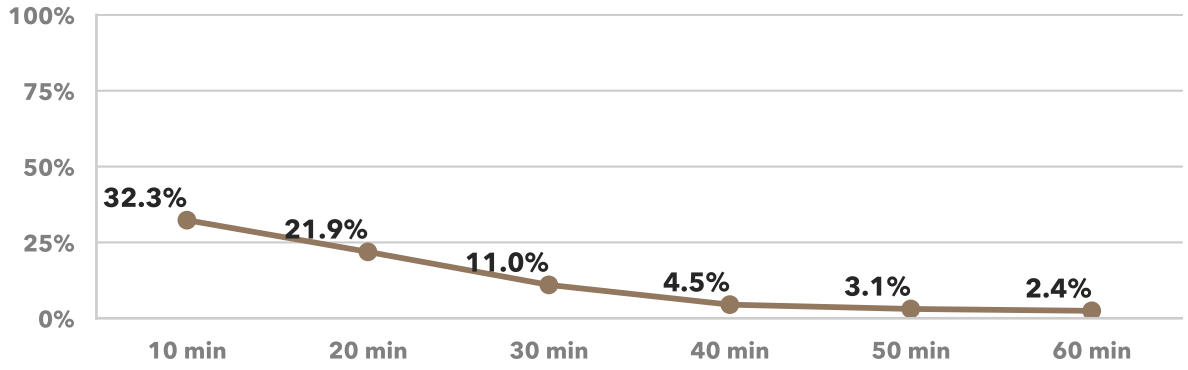
Average Job Accessibility by Travel Time Threshold (worker-weighted)



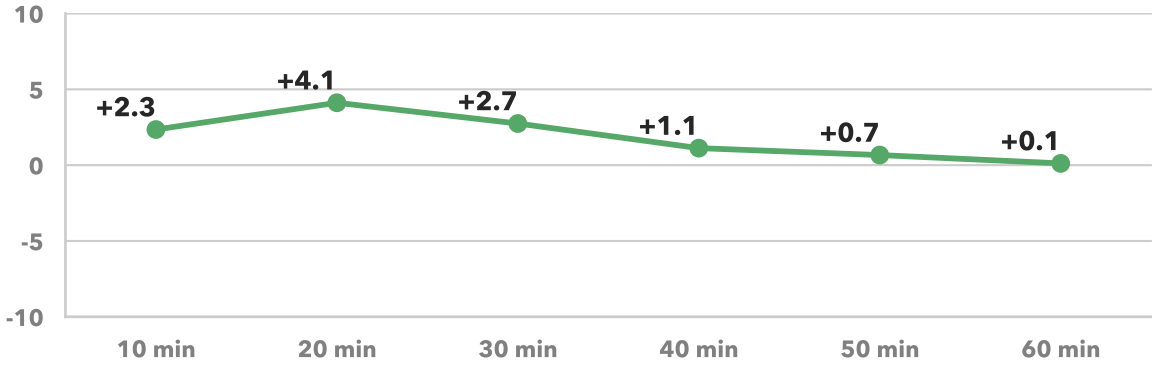
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

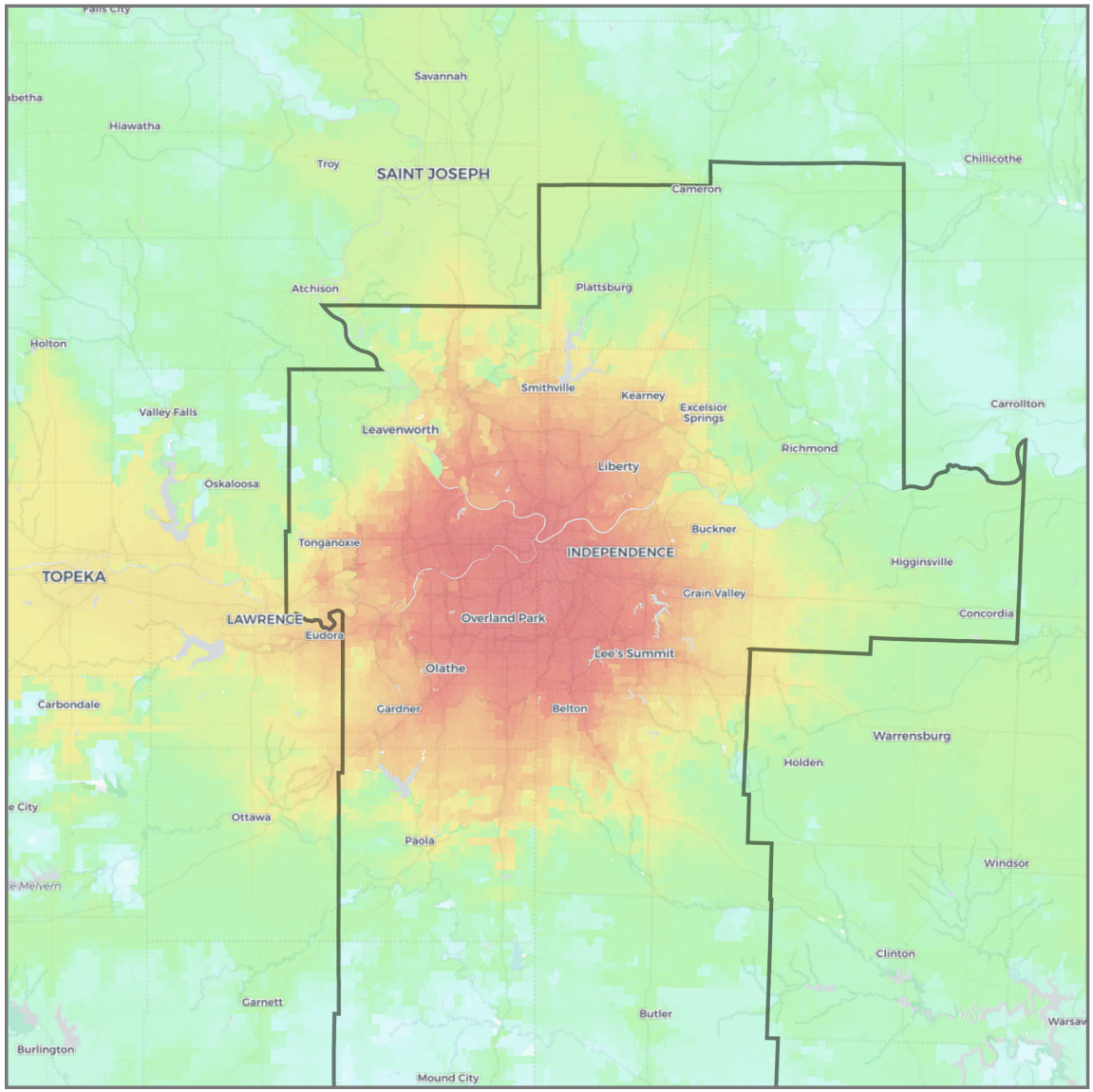


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Kansas City

Kansas City, MO-KS



Jobs within 30 minutes
(Driving, AM peak)

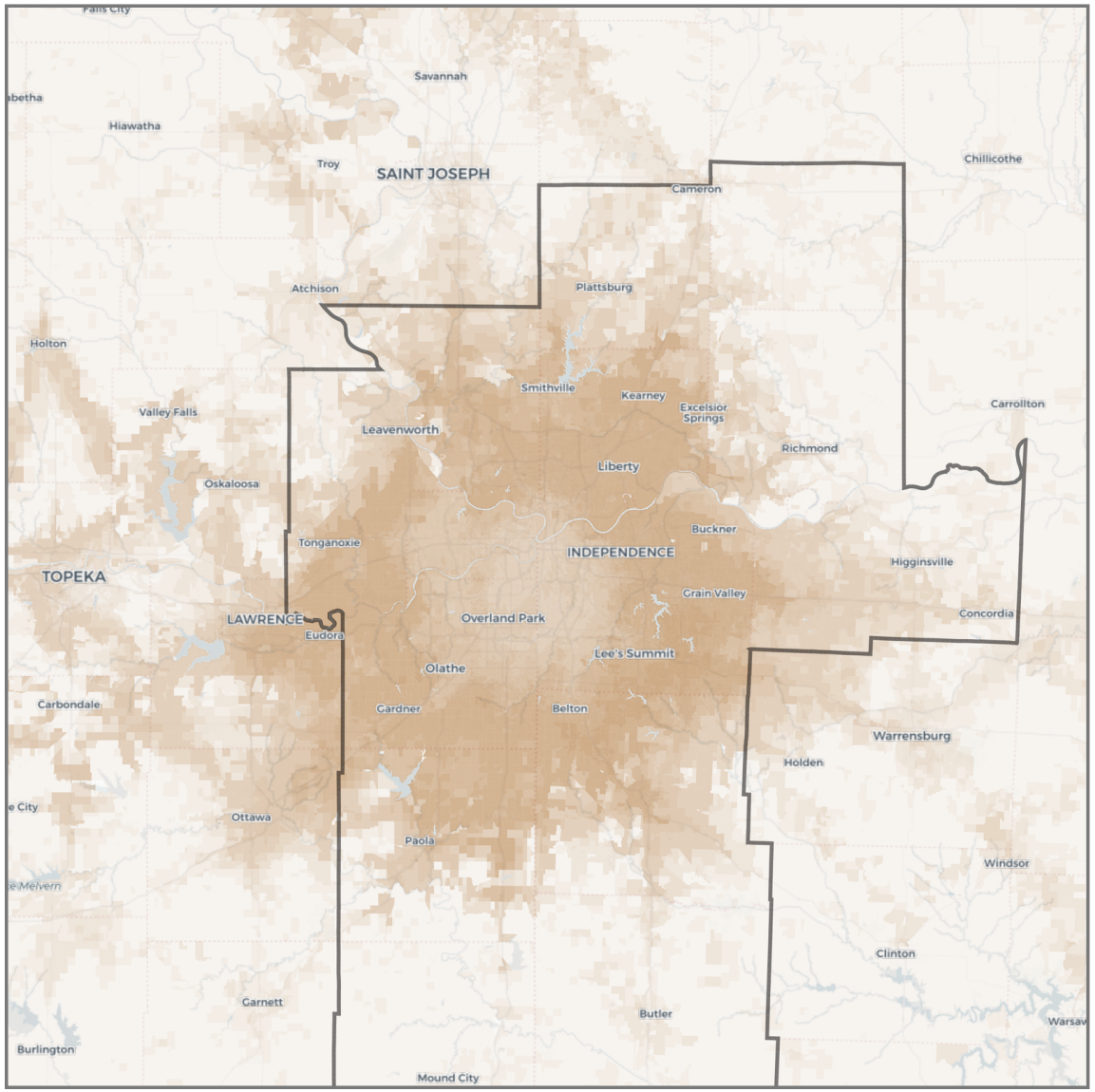
0 – 1,000	
1,000 – 2,500	
2,500 – 5,000	
5,000 – 7,500	
7,500 – 10,000	
10,000 – 25,000	
25,000 – 50,000	
50,000 – 75,000	
75,000 – 100,000	
100,000 – 250,000	
250,000 – 500,000	
500,000 – 750,000	
750,000 – 1,000,000	
1,000,000 – 2,500,000	
2,500,000 – 5,000,000	
5,000,000 – 7,500,000	
7,500,000 – 10,000,000	
10,000,000 +	

State border

CBSA boundary

Kansas City

Kansas City, MO-KS



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

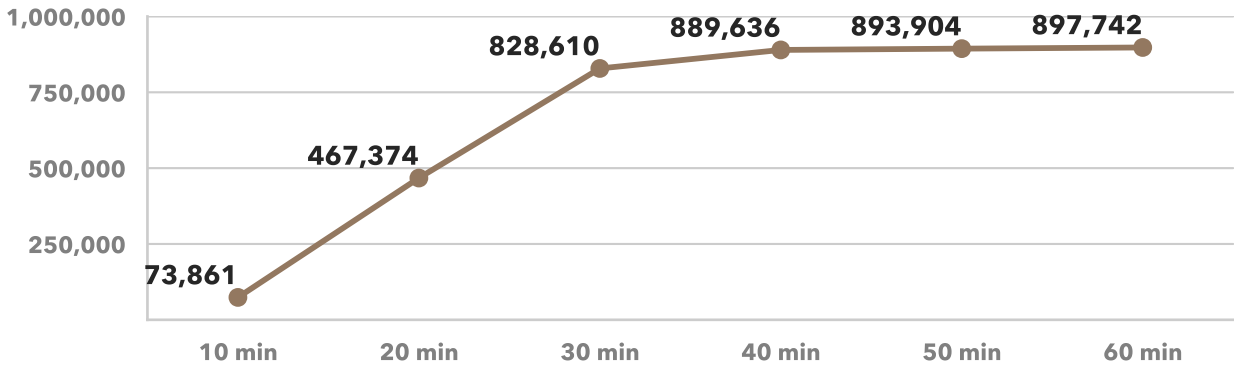
Las Vegas

Las Vegas-Henderson-North Las Vegas, NV

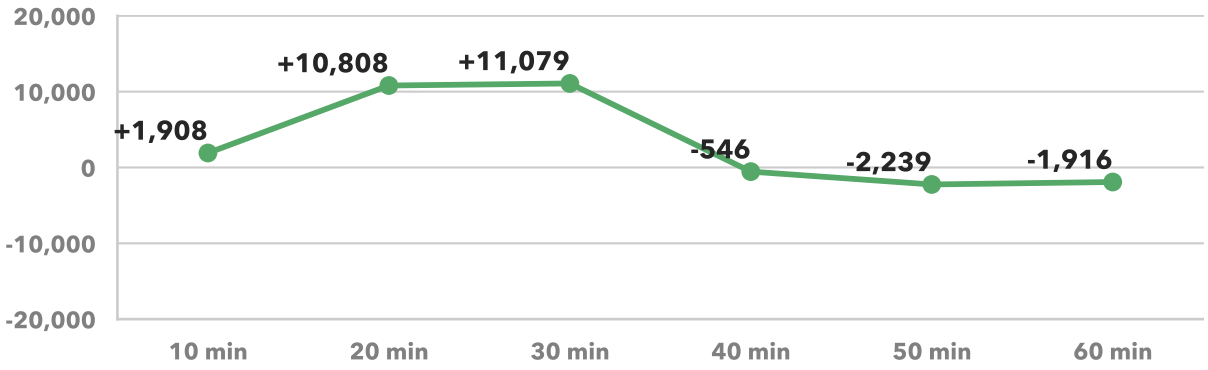
Rank by Weighted Accessibility	**15**
Rank by Weighted Congestion Impact	**32**
Rank by Total Employment	**34**
Rank by 1-Year Change in Weighted Accessibility	**1**
Rank by 1-Year Change in Weighted Congestion Impact	**50**
1-Year Change in Weighted Accessibility	**+1.49%**
1-Year Percentage Point Change in Weighted Congestion Impact	**-1.7**
Total Jobs	**937,665**
Average Job Density (per mi^2)	**118**
Total Workers	**926,679**
Average Worker Density (per mi^2)	**117**

Job and worker totals are based on LEHD estimates and may not match other sources.

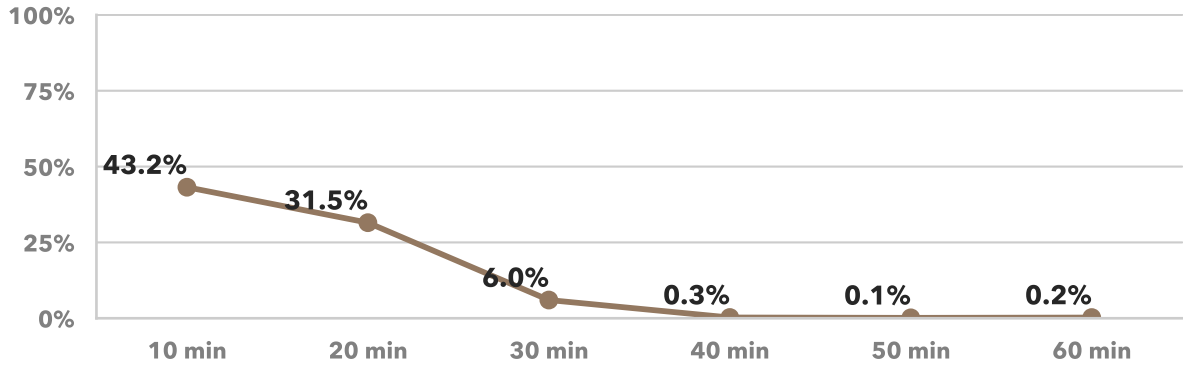
Average Job Accessibility by Travel Time Threshold (worker-weighted)



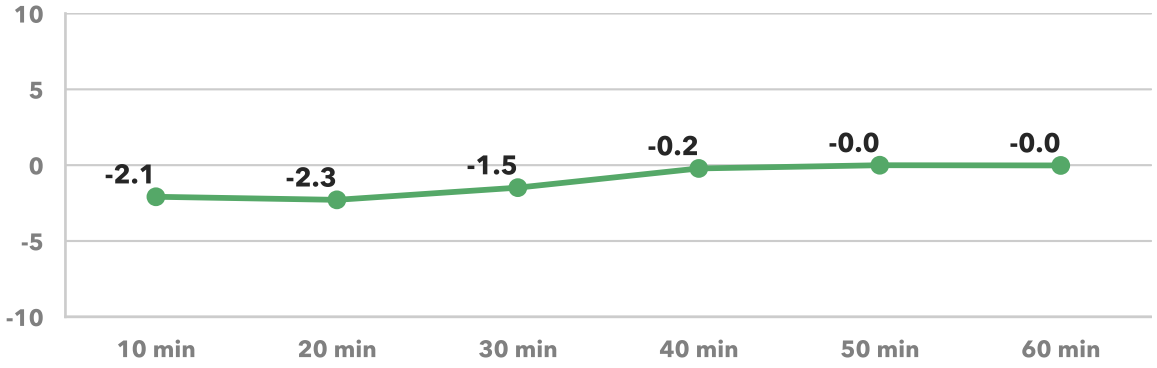
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

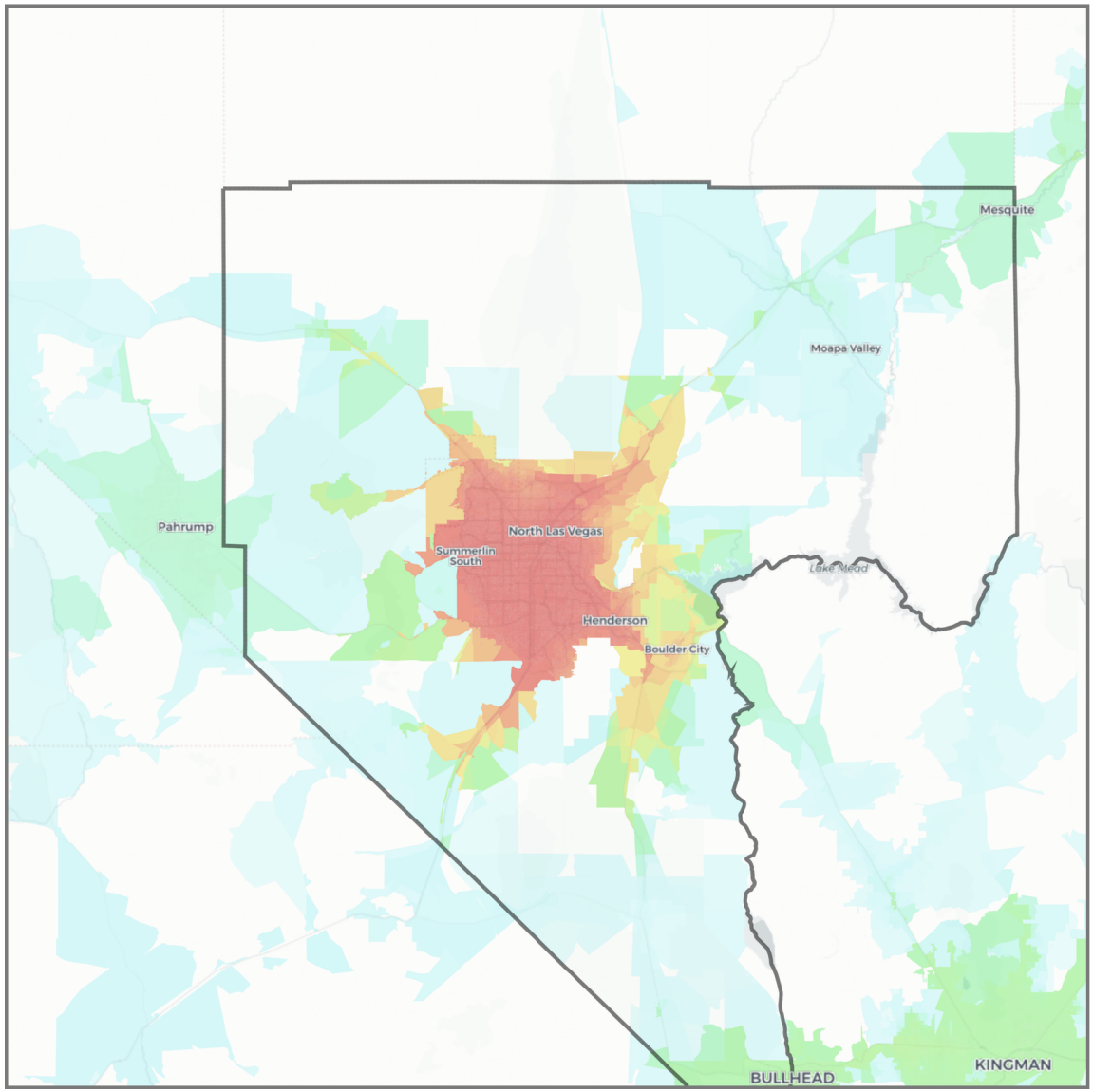


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Las Vegas

Las Vegas-Henderson-North Las Vegas, NV



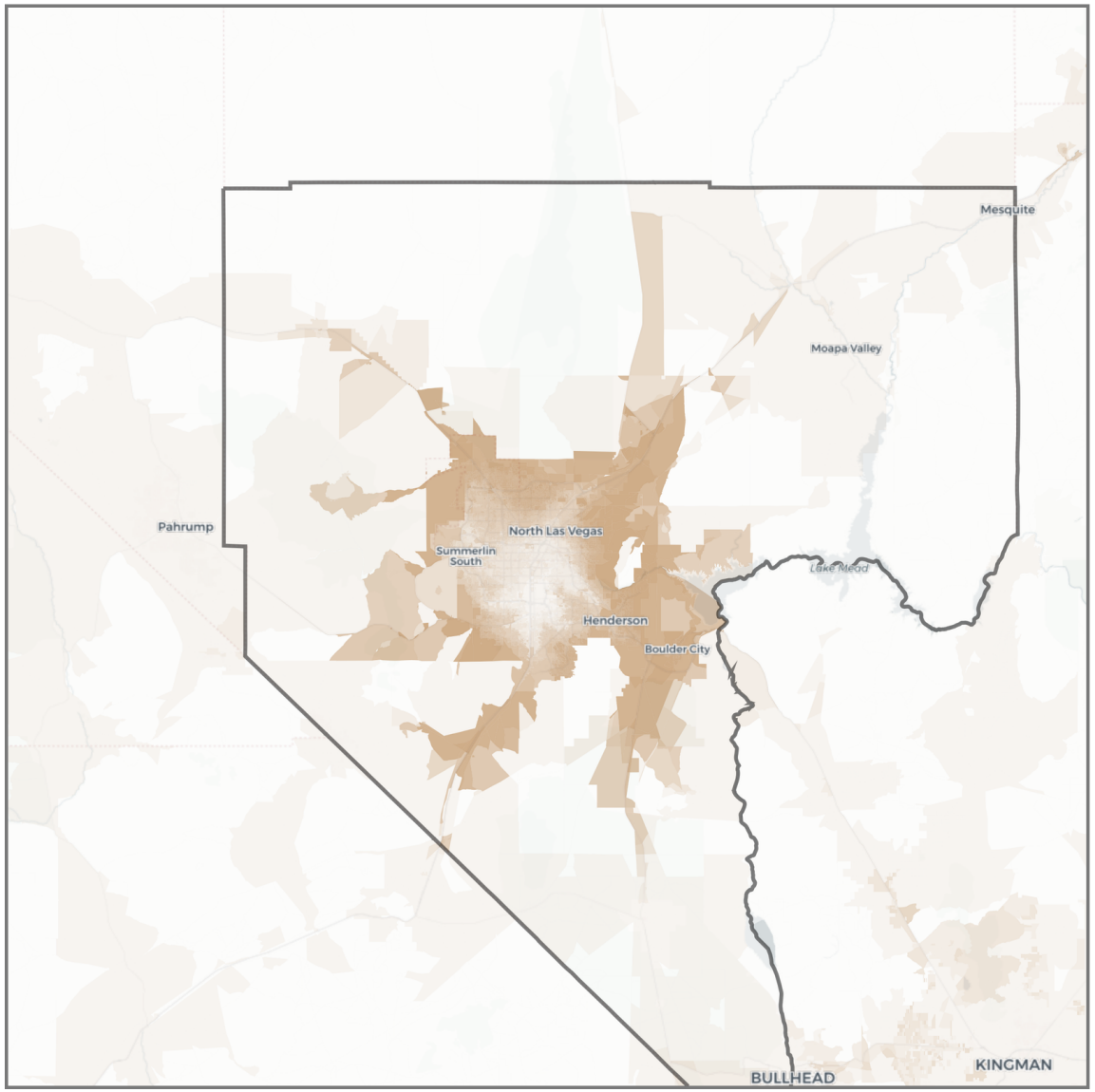
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Las Vegas

Las Vegas-Henderson-North Las Vegas, NV



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

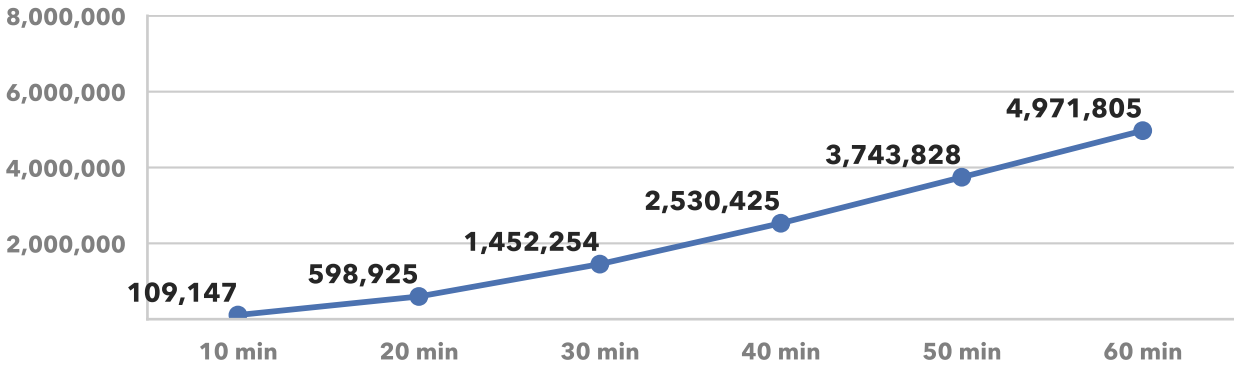
Los Angeles

Los Angeles-Long Beach-Anaheim, CA

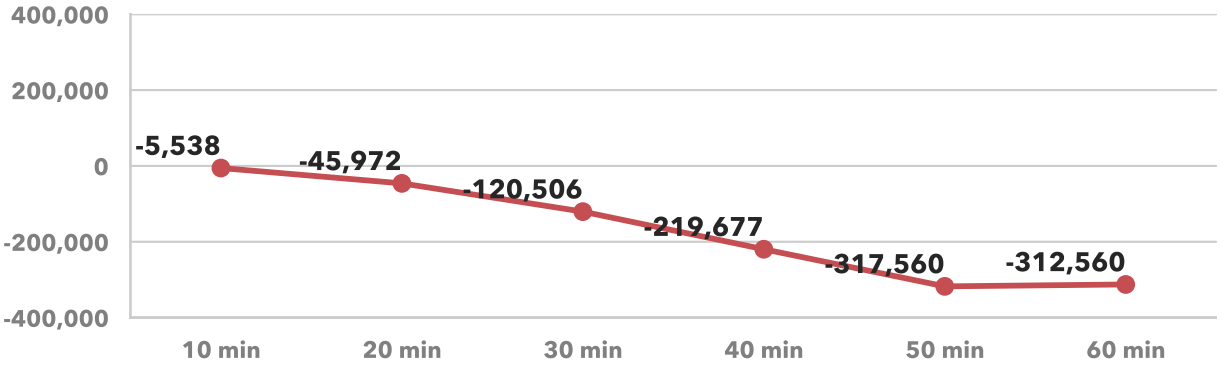
Rank by Weighted Accessibility	**1**
Rank by Weighted Congestion Impact	**2**
Rank by Total Employment	**2**
Rank by 1-Year Change in Weighted Accessibility	**39**
Rank by 1-Year Change in Weighted Congestion Impact	**31**
1-Year Change in Weighted Accessibility	**-7.14%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+2.2**
Total Jobs	**6,057,433**
Average Job Density (per mi^2)	**1,248**
Total Workers	**5,616,694**
Average Worker Density (per mi^2)	**1,157**

Job and worker totals are based on LEHD estimates and may not match other sources.

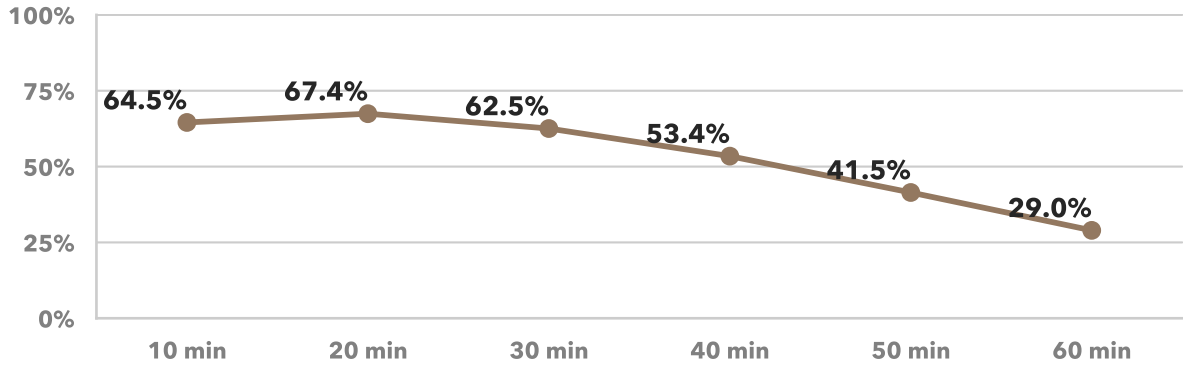
Average Job Accessibility by Travel Time Threshold (worker-weighted)



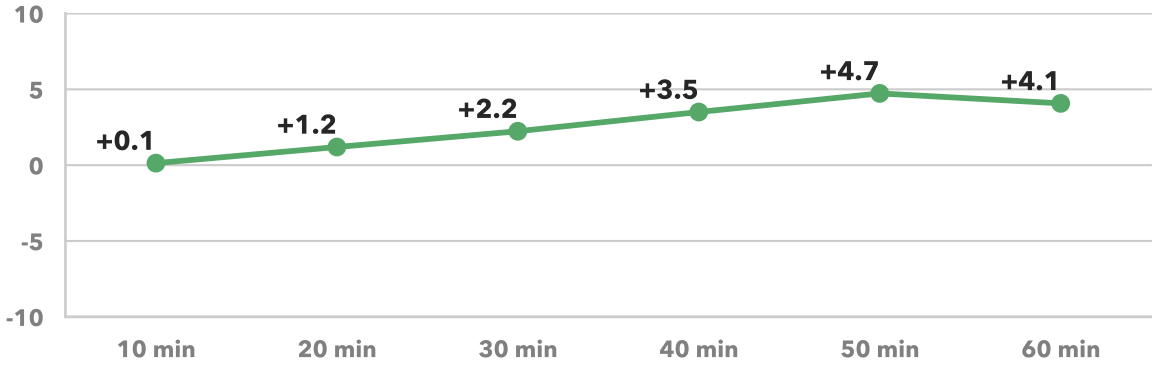
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

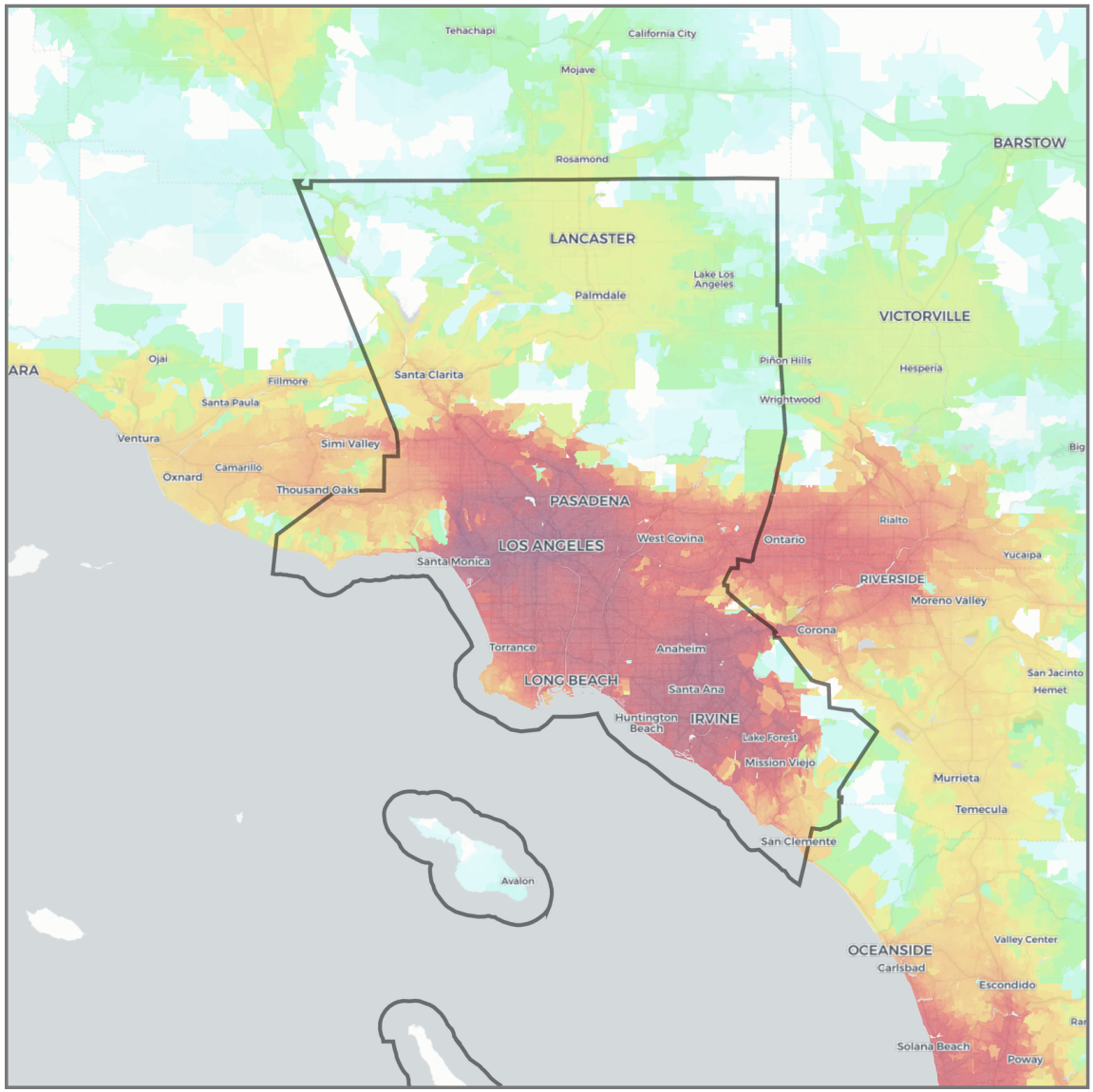


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Los Angeles

Los Angeles-Long Beach-Anaheim, CA



Jobs within 30 minutes

(Driving, AM peak)

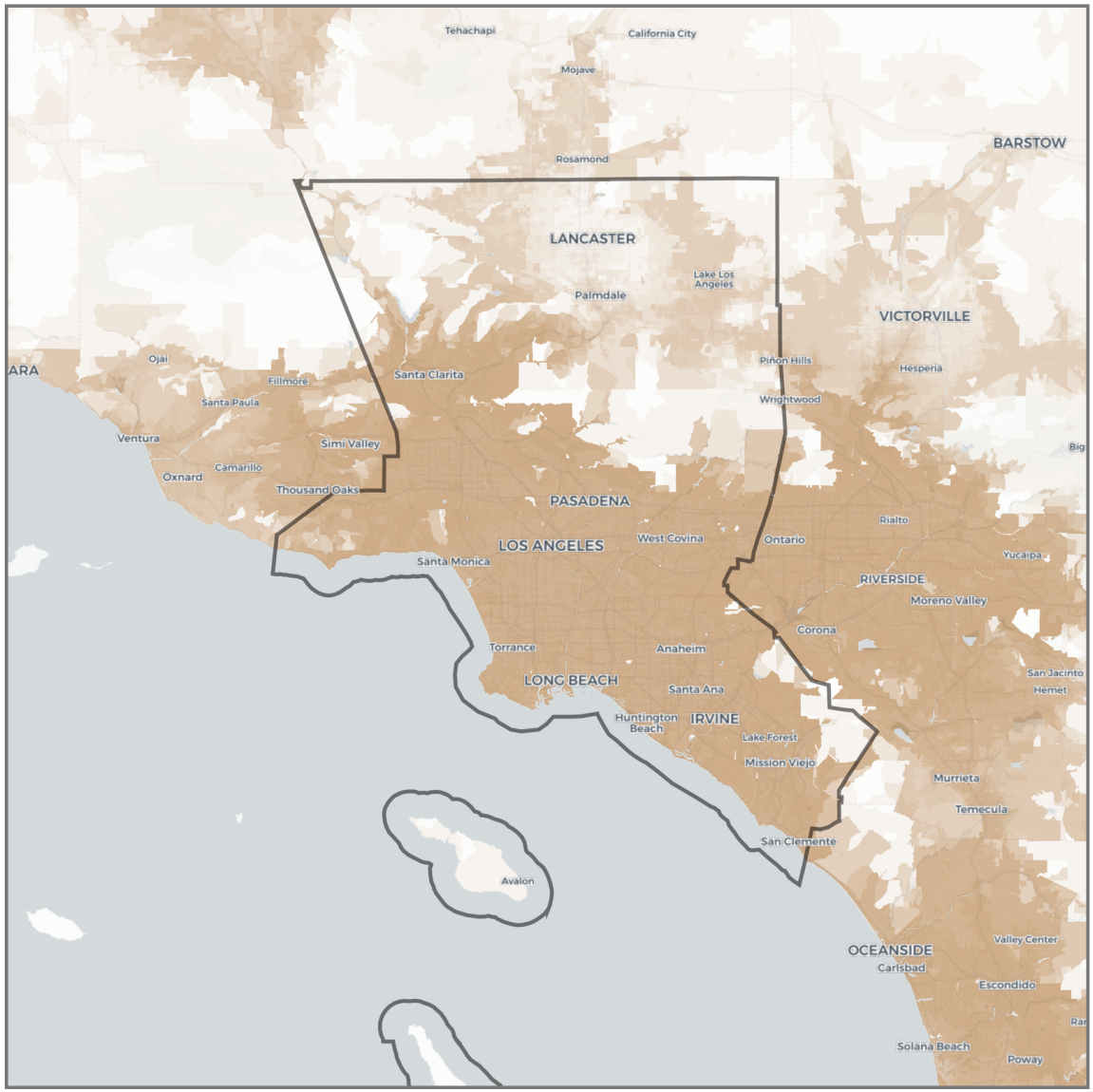
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Los Angeles

Los Angeles-Long Beach-Anaheim, CA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

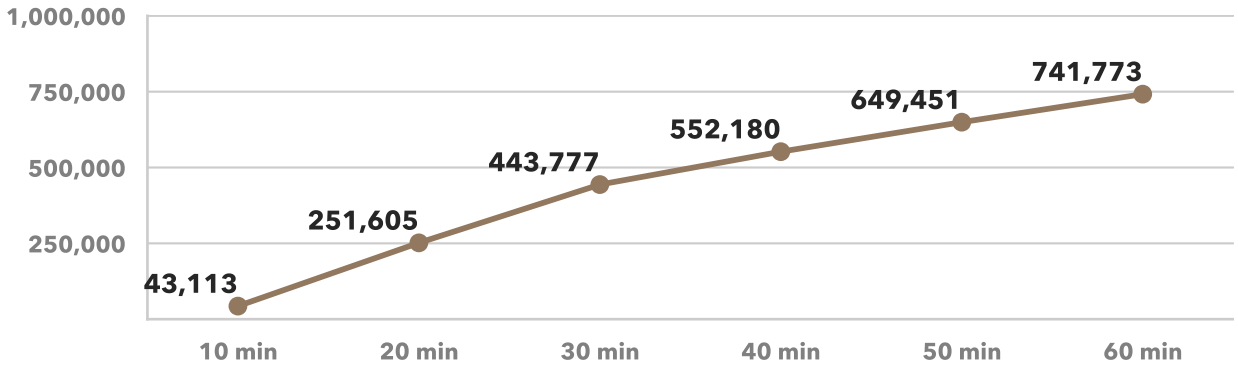
Louisville

Louisville/Jefferson County, KY-IN

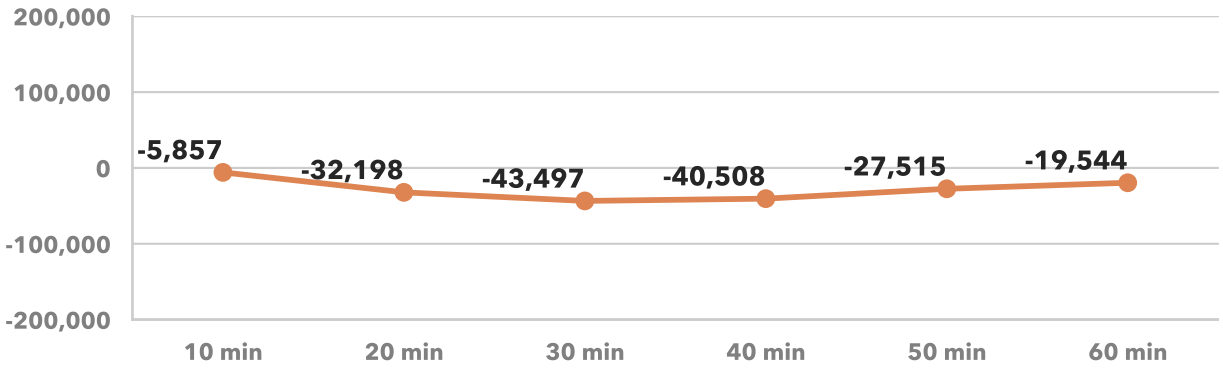
Rank by Weighted Accessibility	**38**
Rank by Weighted Congestion Impact	**42**
Rank by Total Employment	**43**
Rank by 1-Year Change in Weighted Accessibility	**42**
Rank by 1-Year Change in Weighted Congestion Impact	**43**
1-Year Change in Weighted Accessibility	**-9.06%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+0.9**
Total Jobs	**638,809**
Average Job Density (per mi^2)	**161**
Total Workers	**605,943**
Average Worker Density (per mi^2)	**152**

Job and worker totals are based on LEHD estimates and may not match other sources.

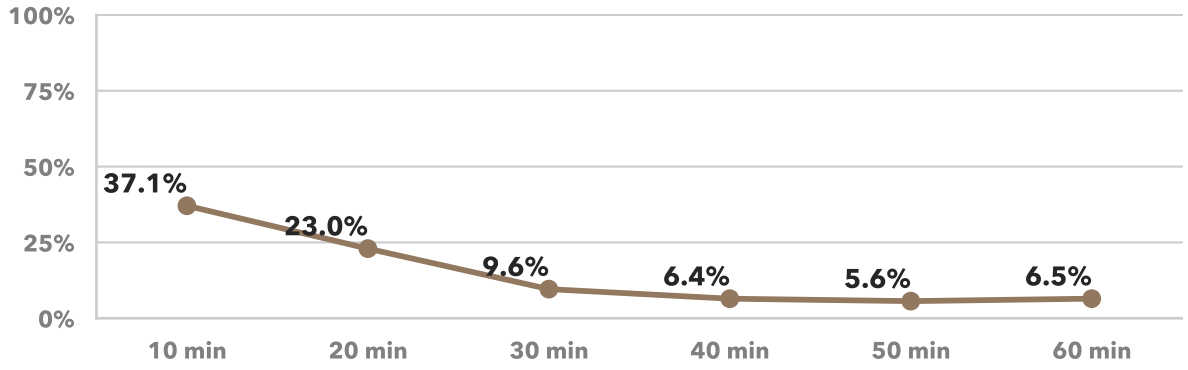
Average Job Accessibility by Travel Time Threshold (worker-weighted)



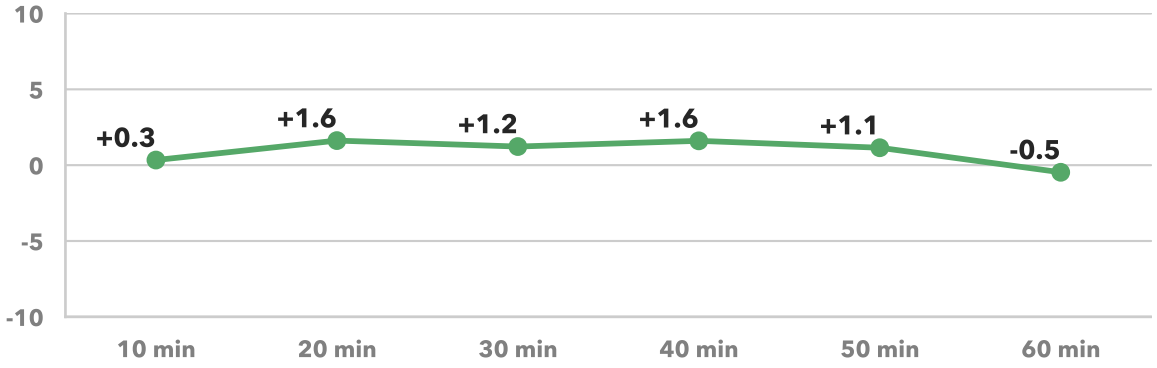
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

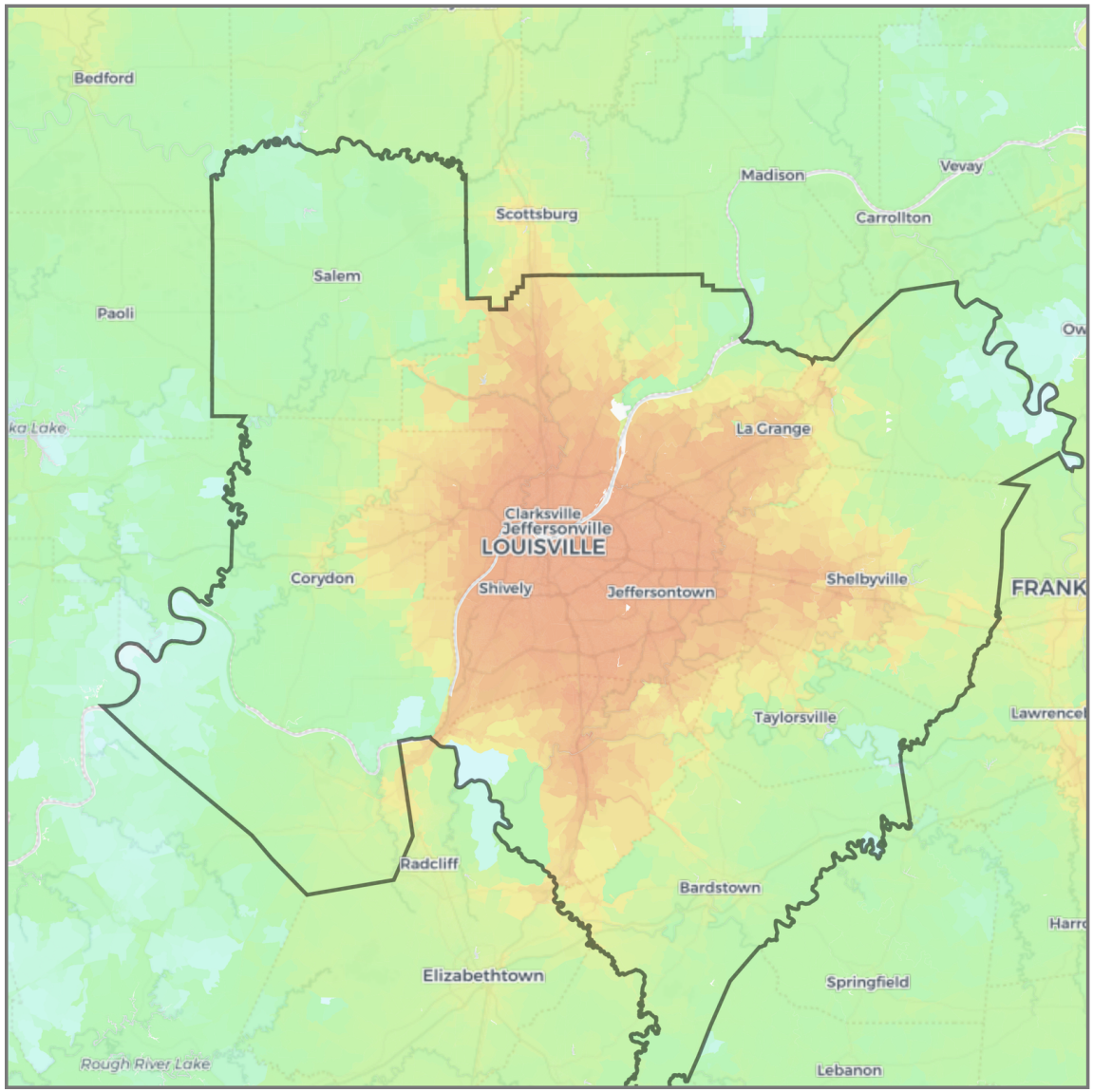


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Louisville

Louisville/Jefferson County, KY-IN



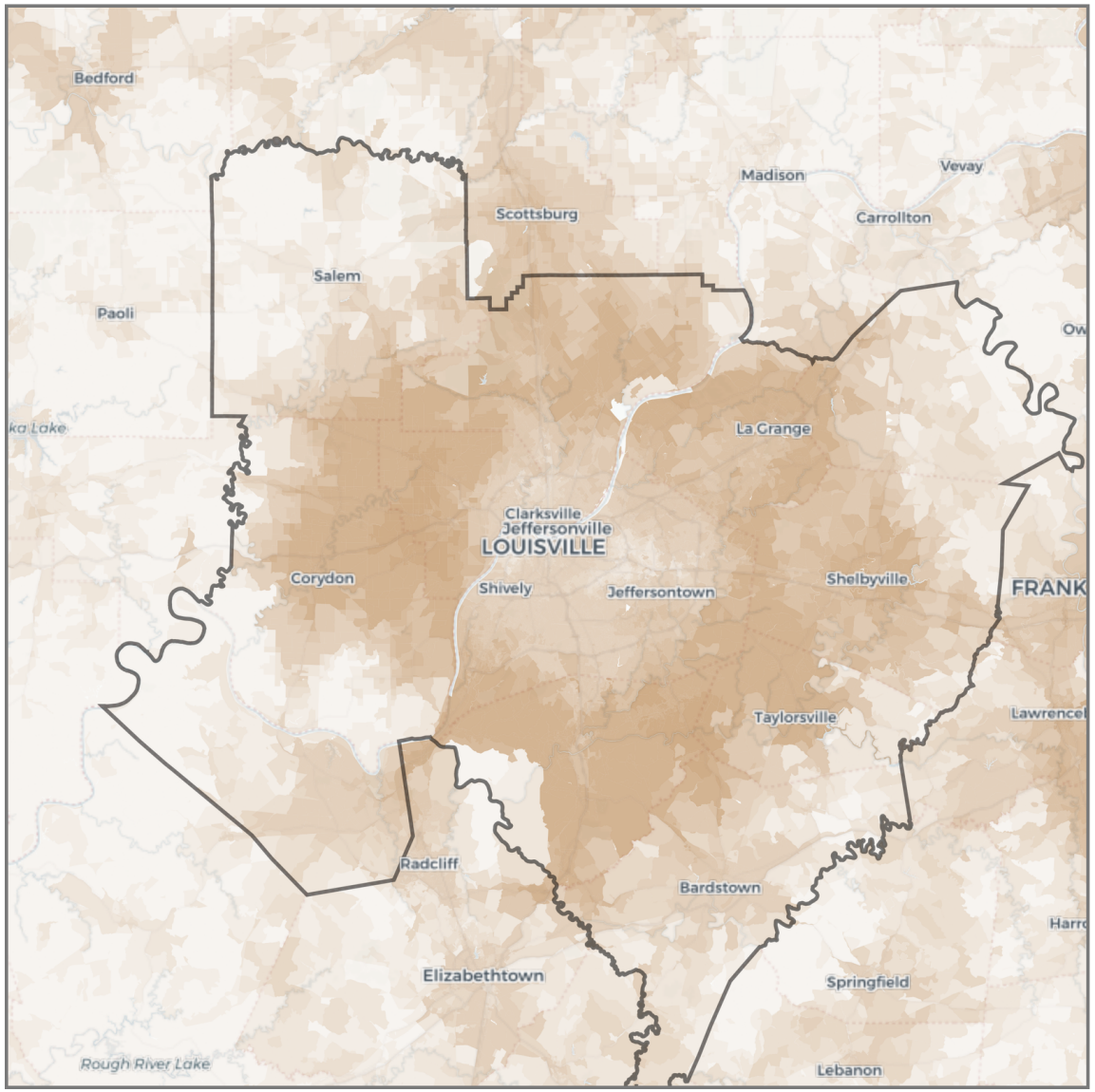
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Louisville

Louisville/Jefferson County, KY-IN



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

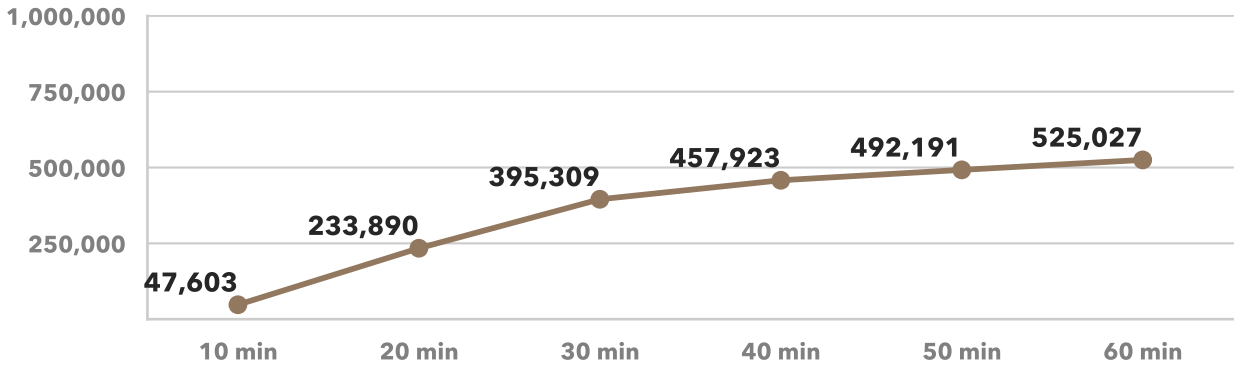
Memphis

Memphis, TN-MS-AR

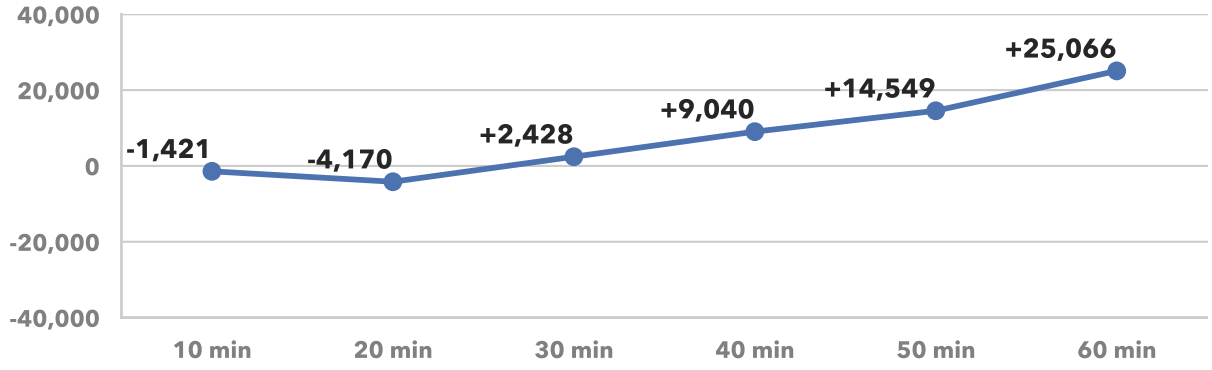
Rank by Weighted Accessibility	**44**
Rank by Weighted Congestion Impact	**46**
Rank by Total Employment	**49**
Rank by 1-Year Change in Weighted Accessibility	**7**
Rank by 1-Year Change in Weighted Congestion Impact	**47**
1-Year Change in Weighted Accessibility	**-0.18%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+0.3**
Total Jobs	**516,439**
Average Job Density (per mi^2)	**103**
Total Workers	**485,618**
Average Worker Density (per mi^2)	**97**

Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

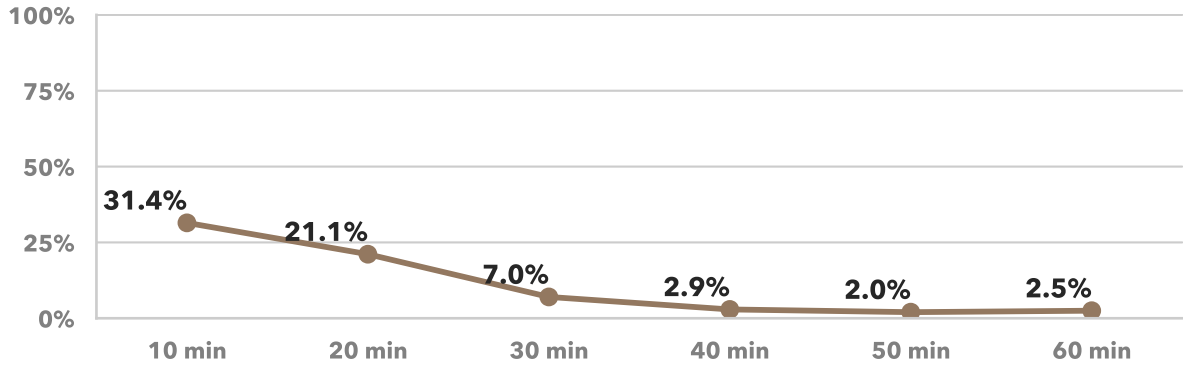


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

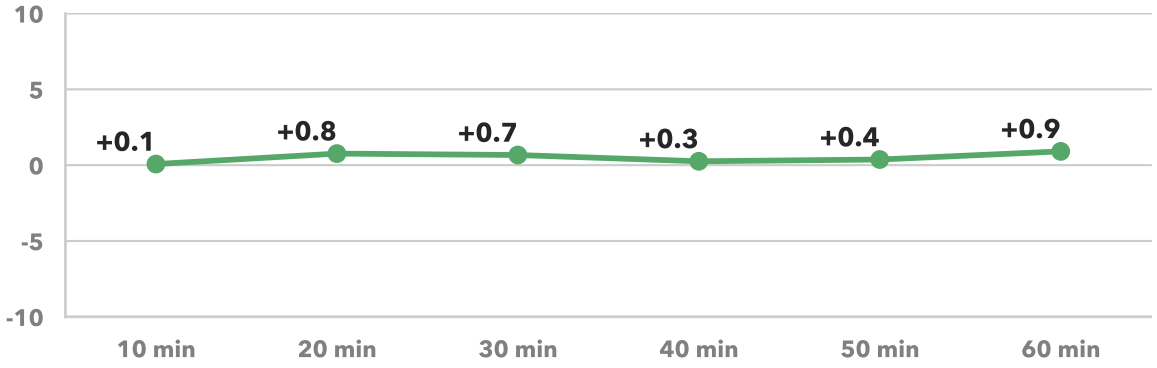


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

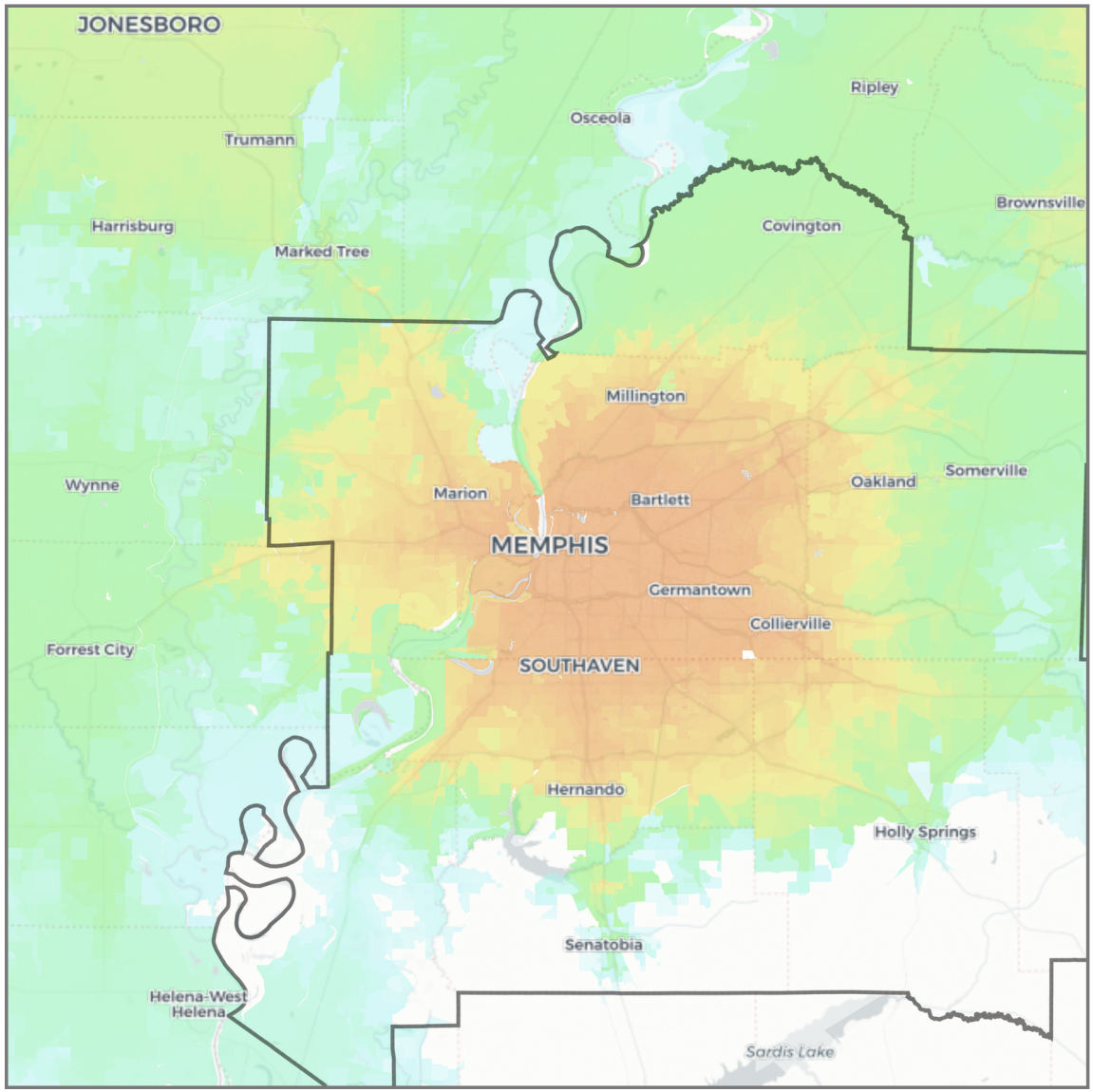


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Memphis

Memphis, TN-MS-AR



Jobs within 30 minutes

(Driving, AM peak)

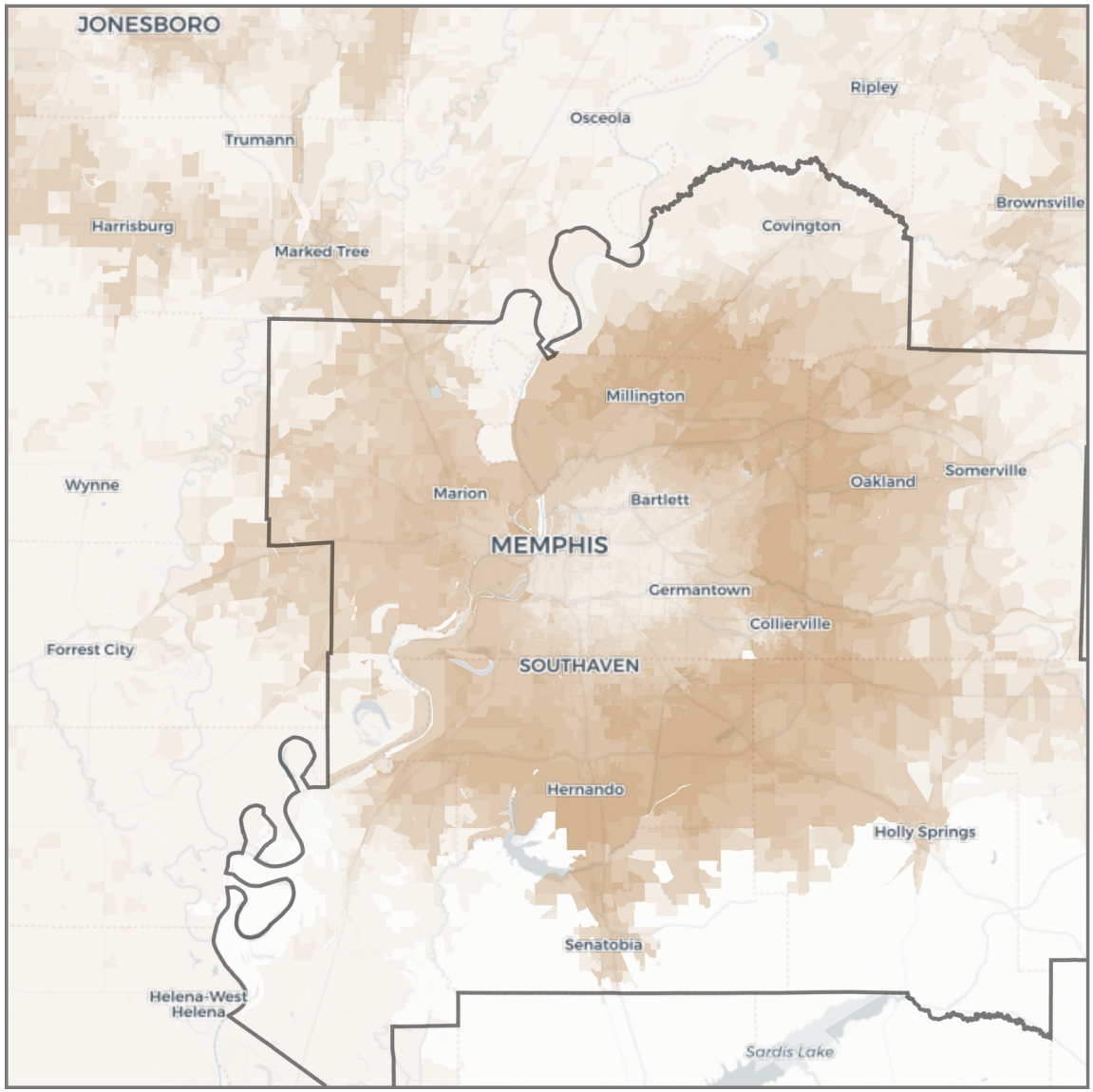
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Memphis

Memphis, TN-MS-AR



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

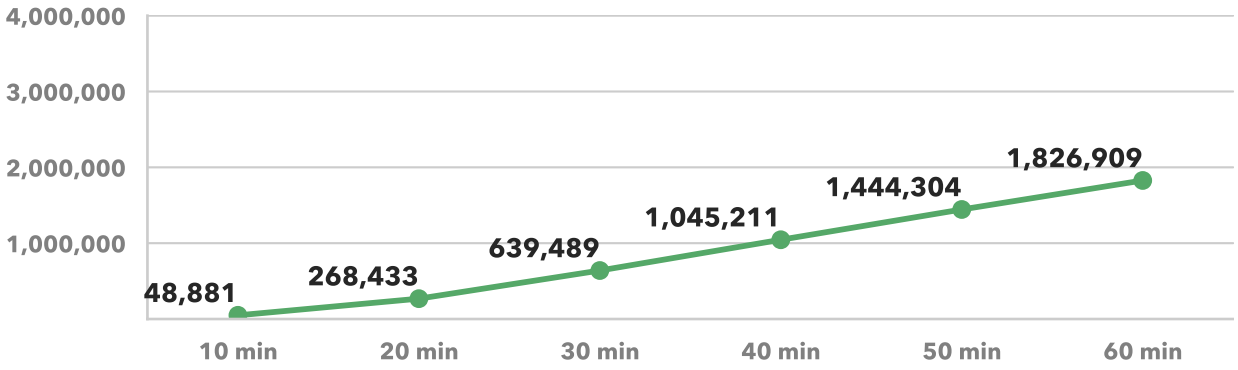
Miami

Miami-Fort Lauderdale-West Palm Beach, FL

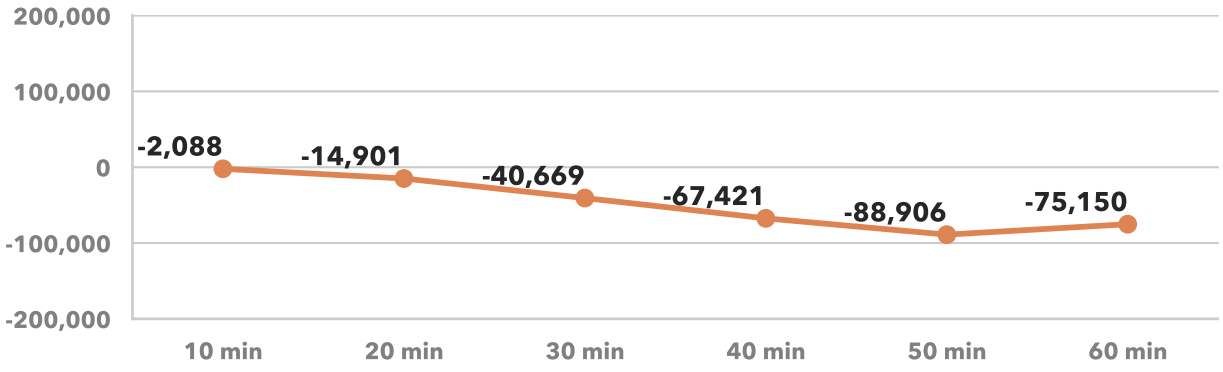
Rank by Weighted Accessibility	**23**
Rank by Weighted Congestion Impact	**5**
Rank by Total Employment	**9**
Rank by 1-Year Change in Weighted Accessibility	**30**
Rank by 1-Year Change in Weighted Congestion Impact	**30**
1-Year Change in Weighted Accessibility	**-5.39%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+2.2**
Total Jobs	**2,563,681**
Average Job Density (per mi^2)	**505**
Total Workers	**2,478,051**
Average Worker Density (per mi^2)	**489**

Job and worker totals are based on LEHD estimates and may not match other sources.

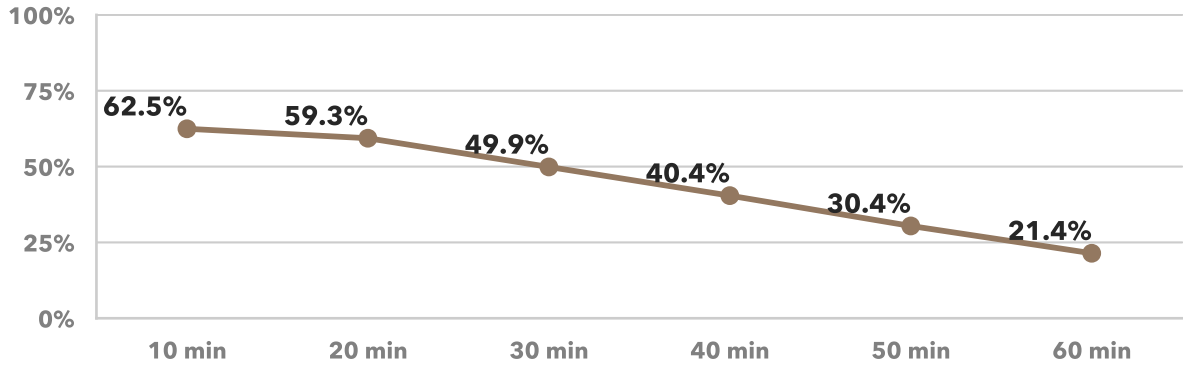
Average Job Accessibility by Travel Time Threshold (worker-weighted)



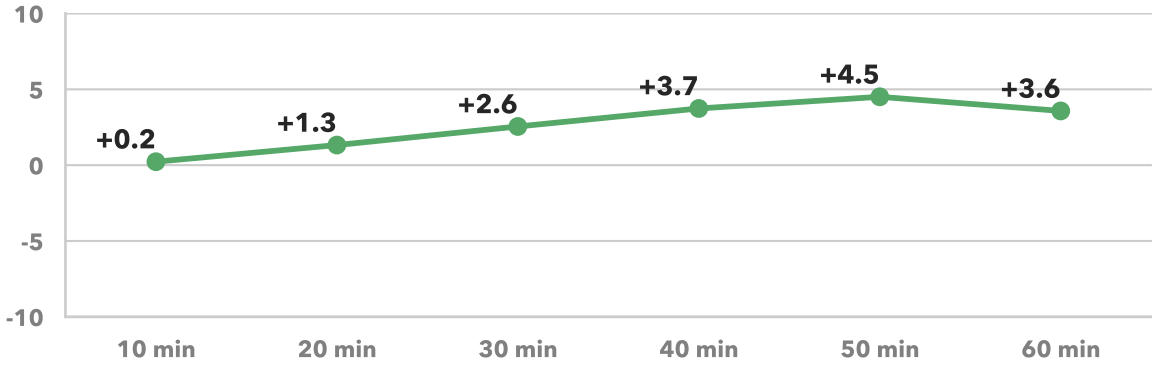
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

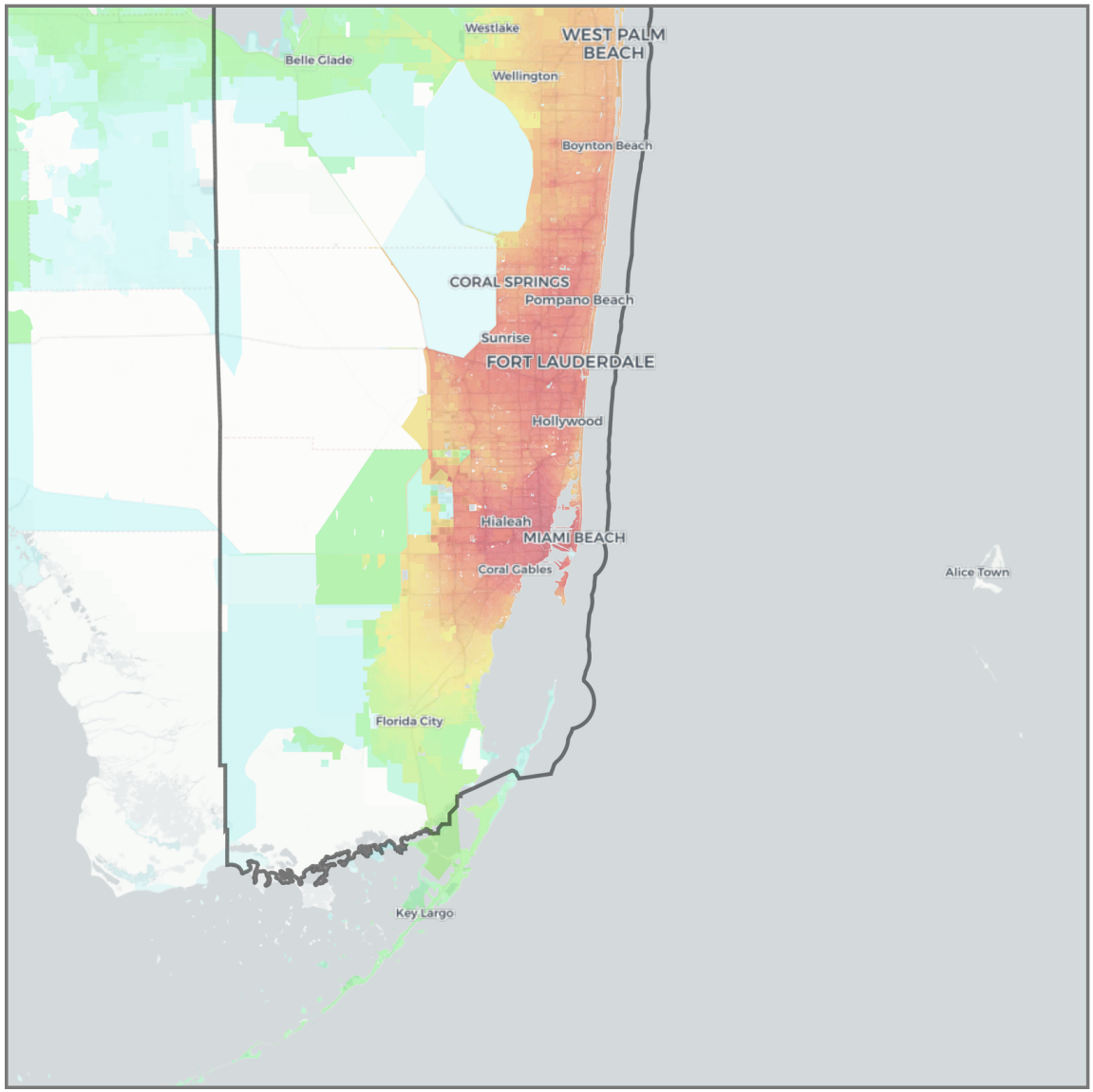


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Miami

Miami-Fort Lauderdale-West Palm Beach, FL



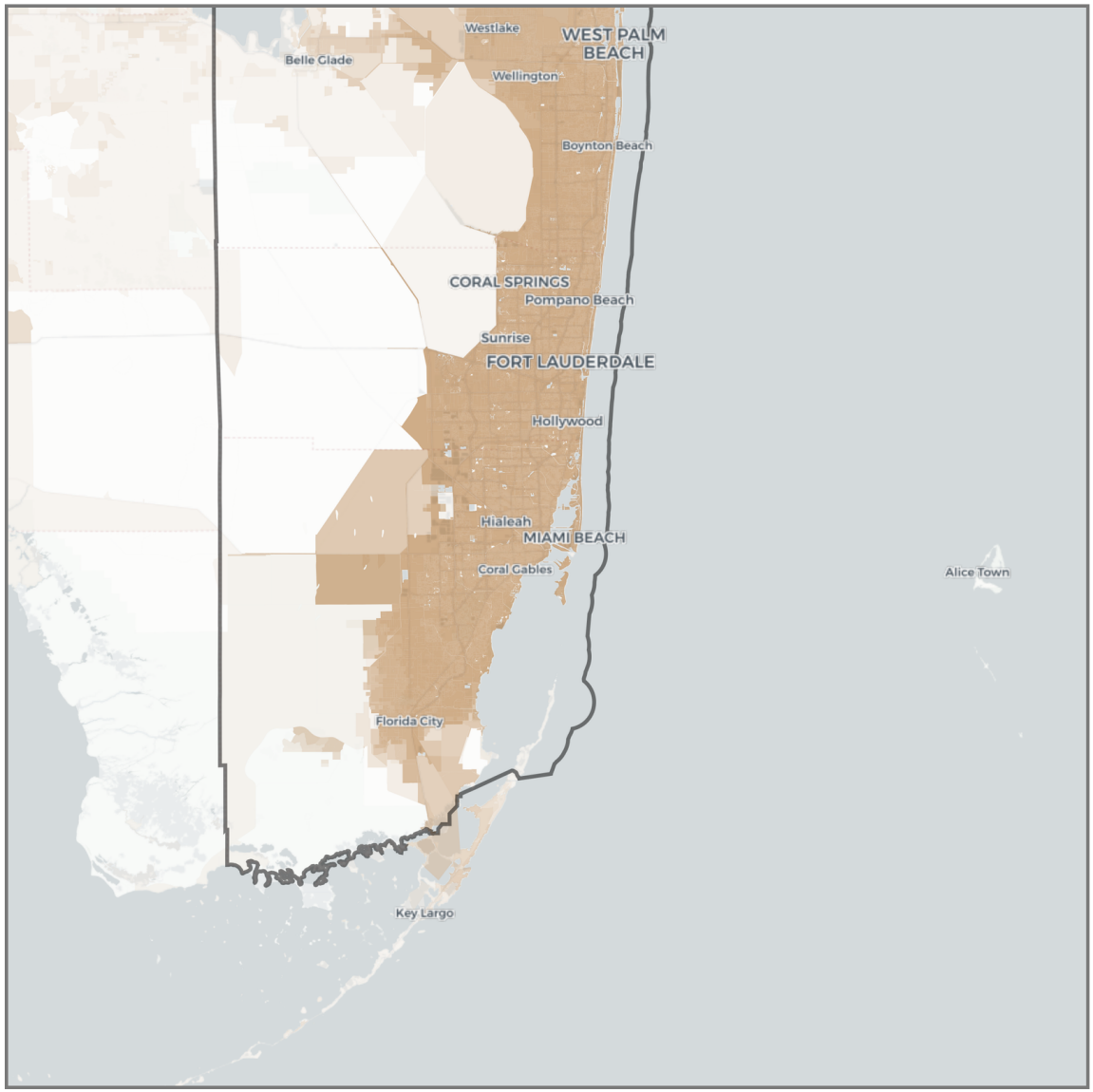
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Miami

Miami-Fort Lauderdale-West Palm Beach, FL



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

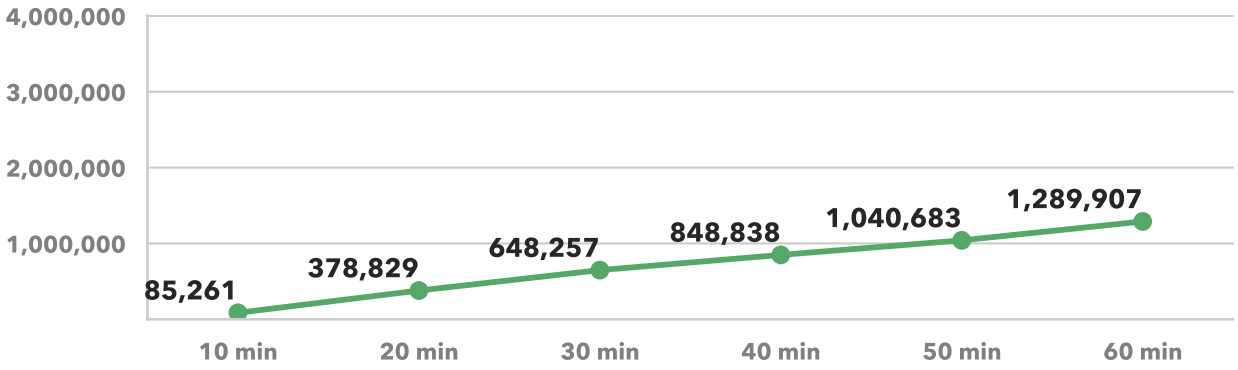
Milwaukee

Milwaukee-Waukesha, WI

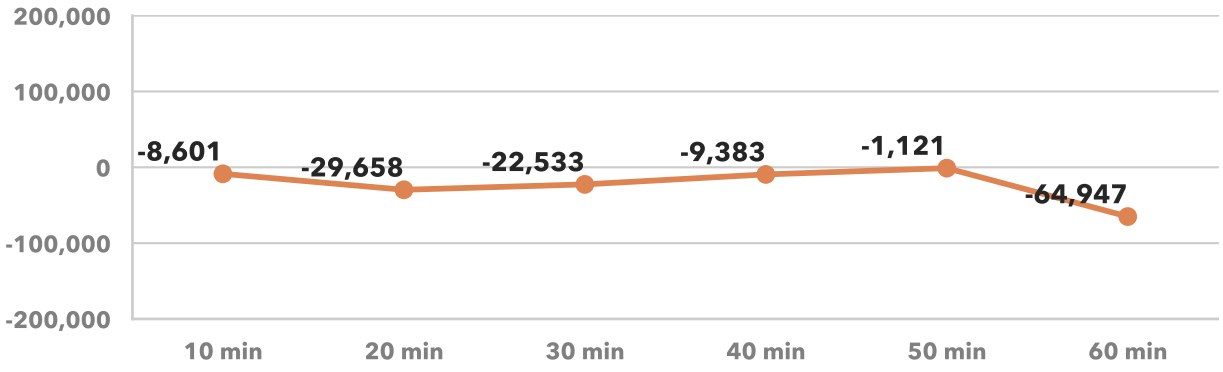
Rank by Weighted Accessibility	**20**
Rank by Weighted Congestion Impact	**44**
Rank by Total Employment	**38**
Rank by 1-Year Change in Weighted Accessibility	**28**
Rank by 1-Year Change in Weighted Congestion Impact	**25**
1-Year Change in Weighted Accessibility	**-5.11%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+2.8**
Total Jobs	**825,412**
Average Job Density (per mi^2)	**567**
Total Workers	**748,932**
Average Worker Density (per mi^2)	**514**

Job and worker totals are based on LEHD estimates and may not match other sources.

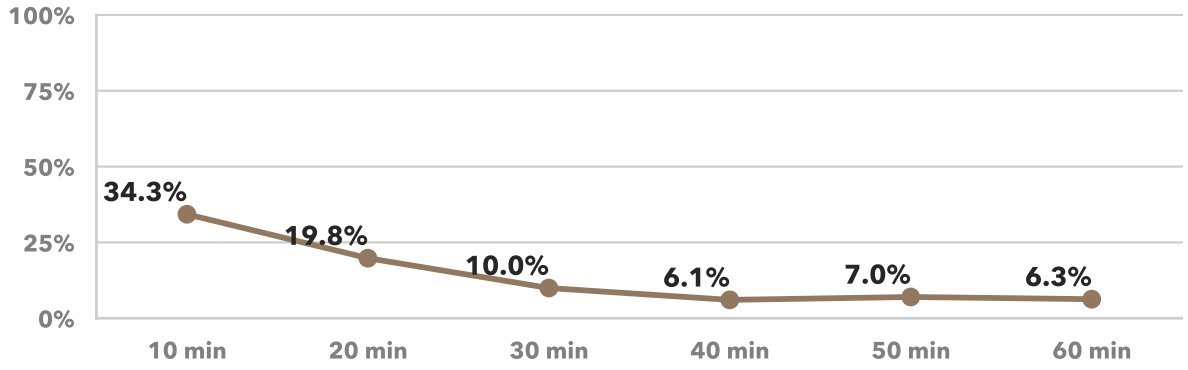
Average Job Accessibility by Travel Time Threshold (worker-weighted)



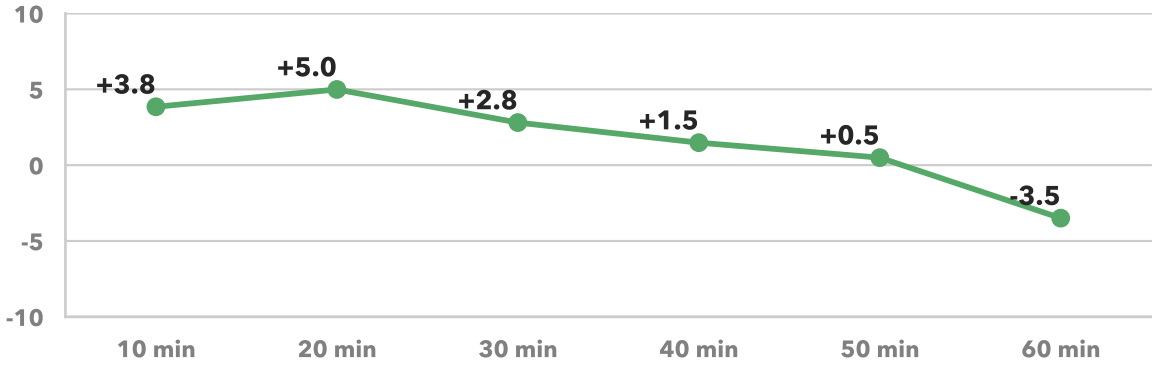
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

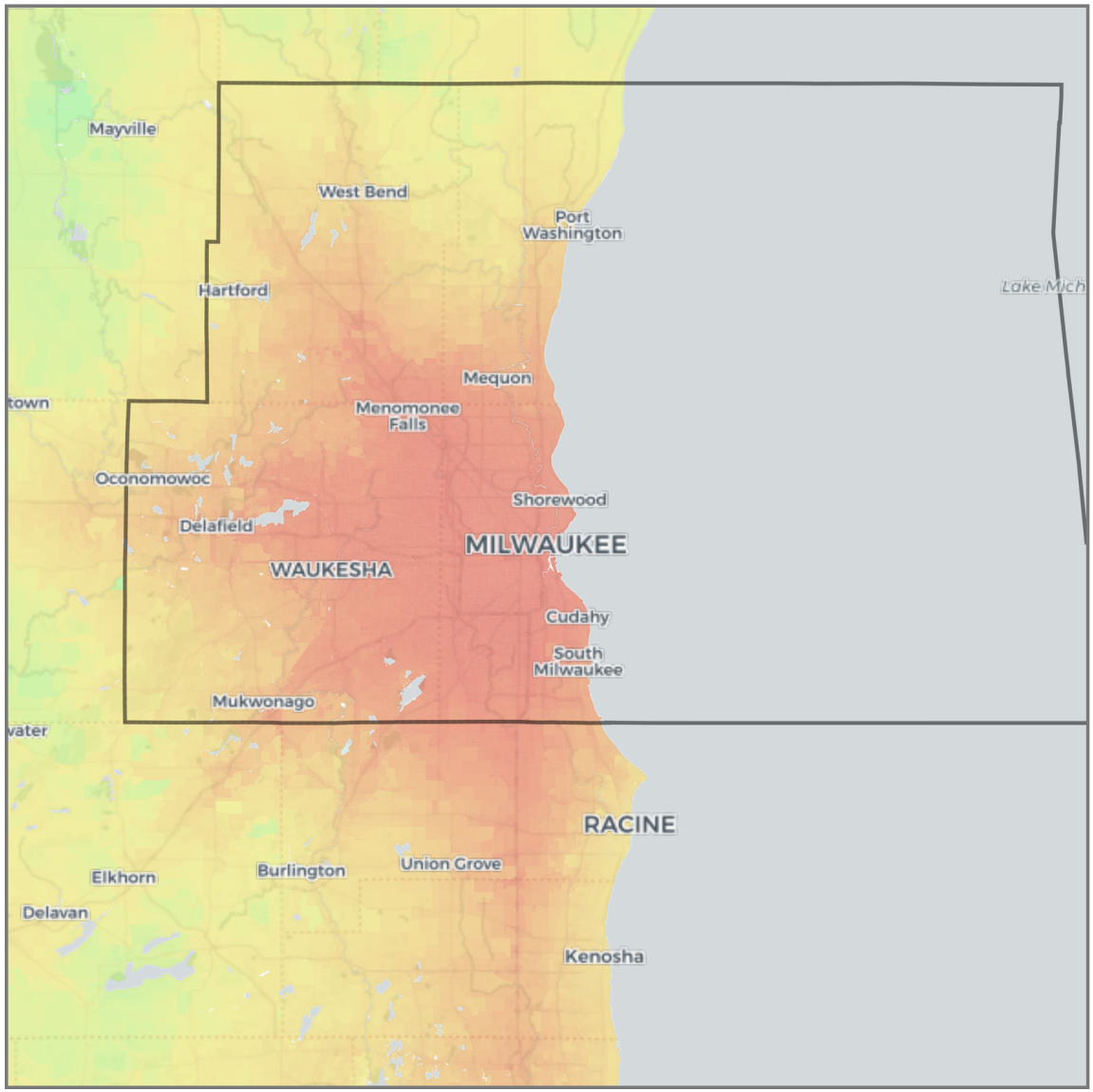


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Milwaukee

Milwaukee-Waukesha, WI



Jobs within 30 minutes

(Driving, AM peak)

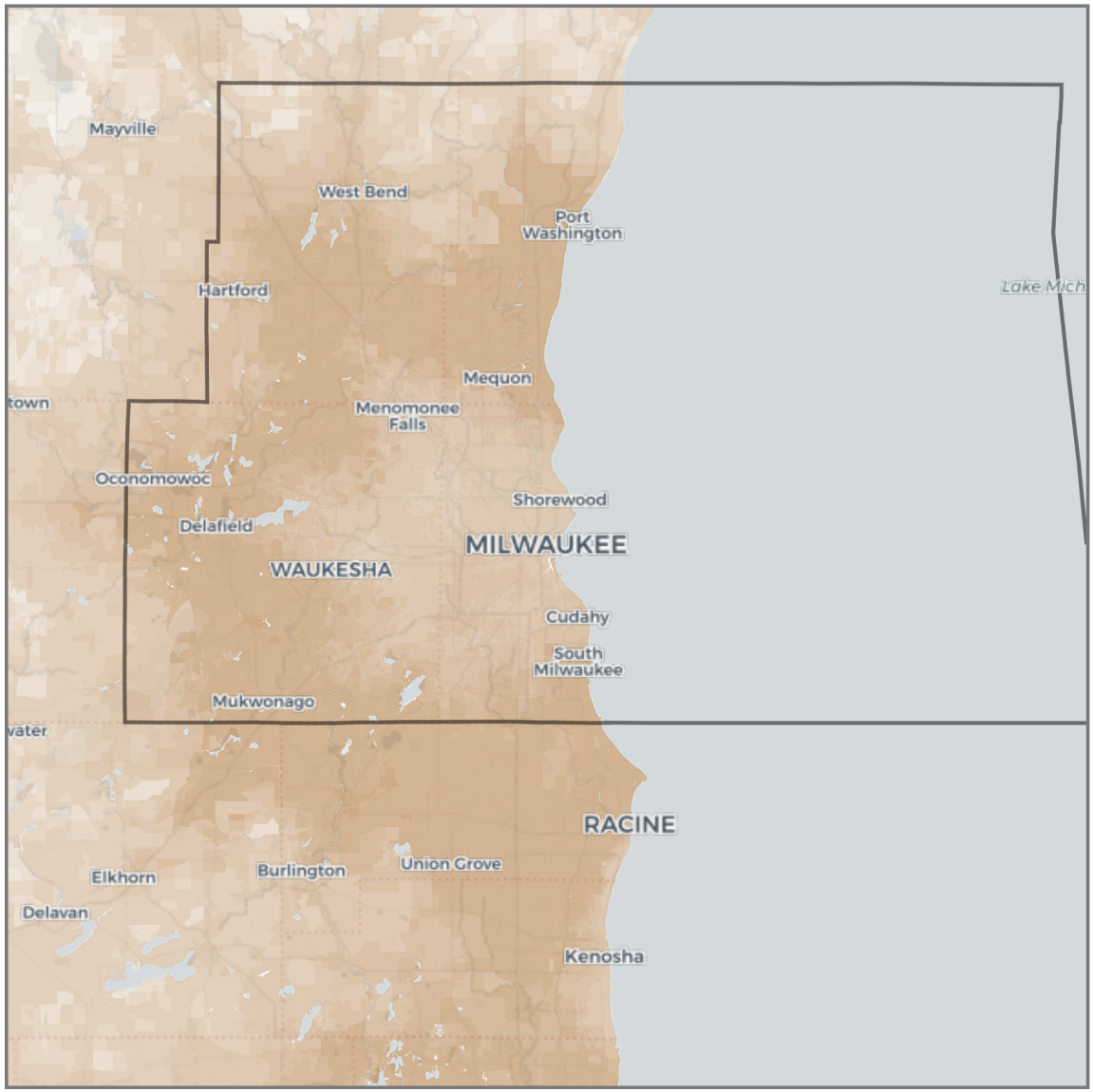
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Milwaukee

Milwaukee-Waukesha, WI



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

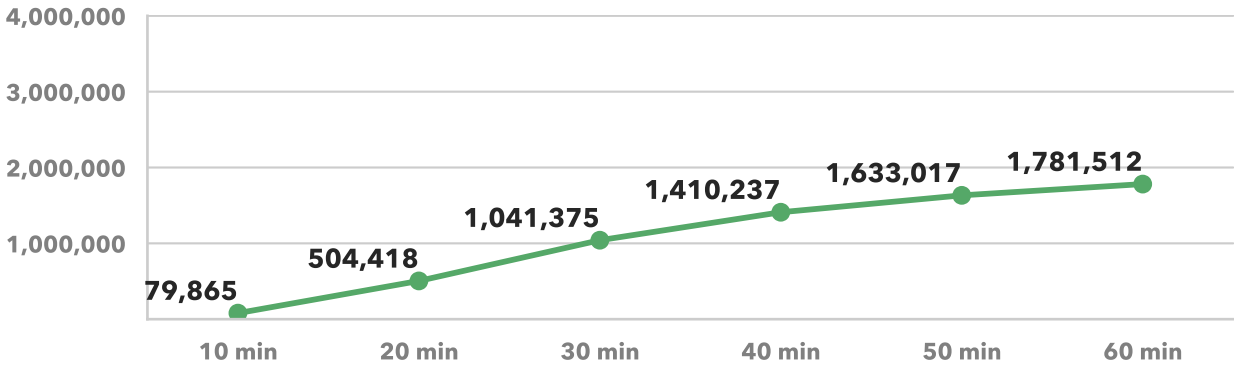
Minneapolis

Minneapolis-St. Paul-Bloomington, MN-WI

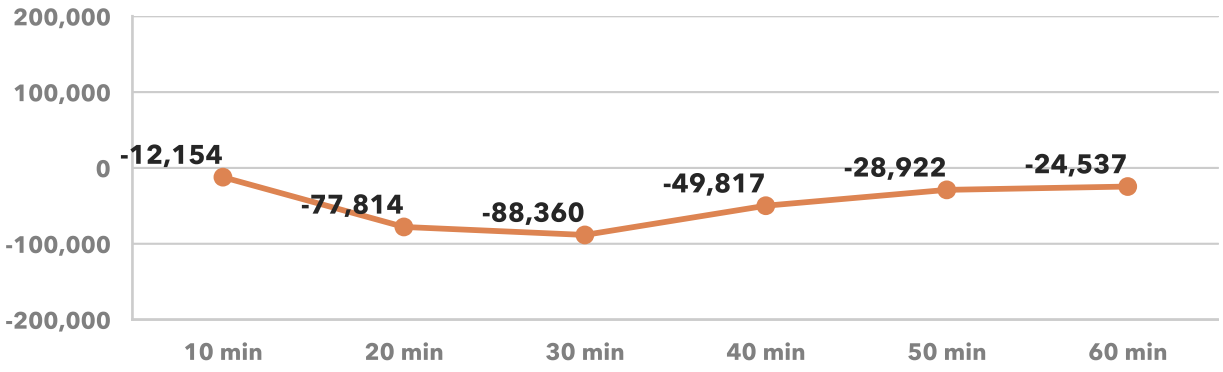
Rank by Weighted Accessibility	**7**
Rank by Weighted Congestion Impact	**39**
Rank by Total Employment	**16**
Rank by 1-Year Change in Weighted Accessibility	**41**
Rank by 1-Year Change in Weighted Congestion Impact	**5**
1-Year Change in Weighted Accessibility	**-8.49%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+5.7**
Total Jobs	**1,848,968**
Average Job Density (per mi^2)	**262**
Total Workers	**1,795,044**
Average Worker Density (per mi^2)	**254**

Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

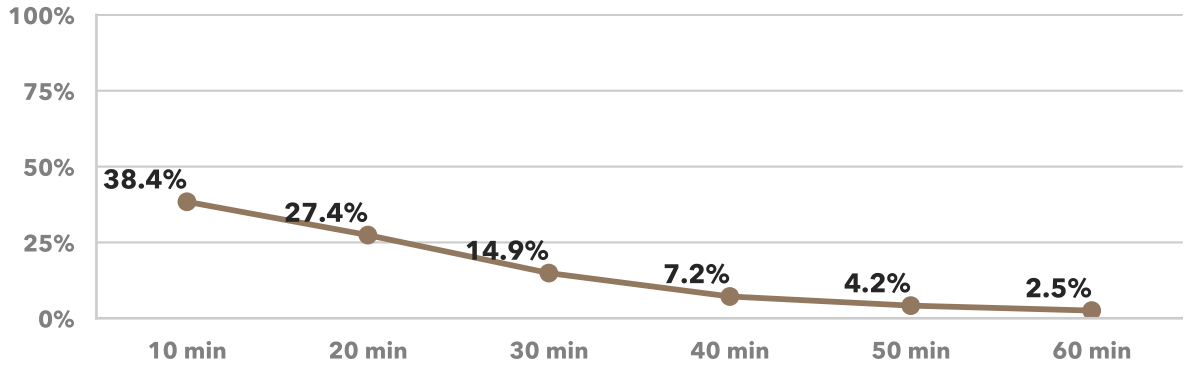


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

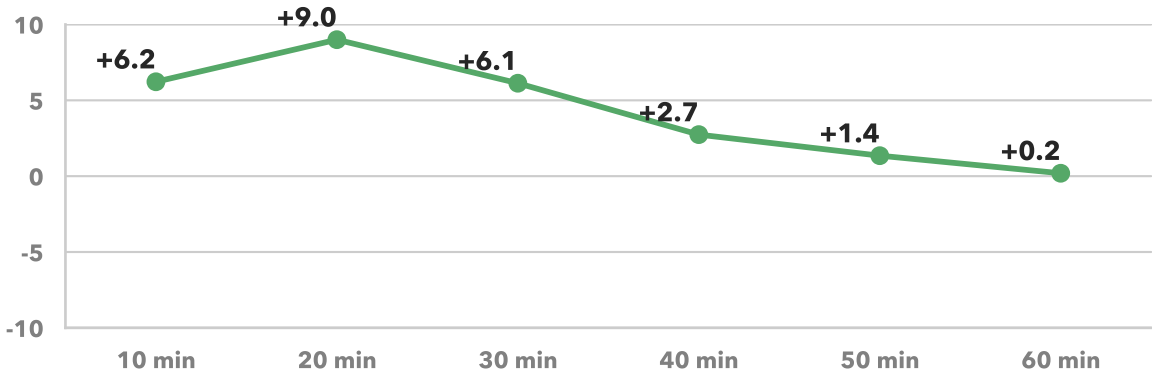


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

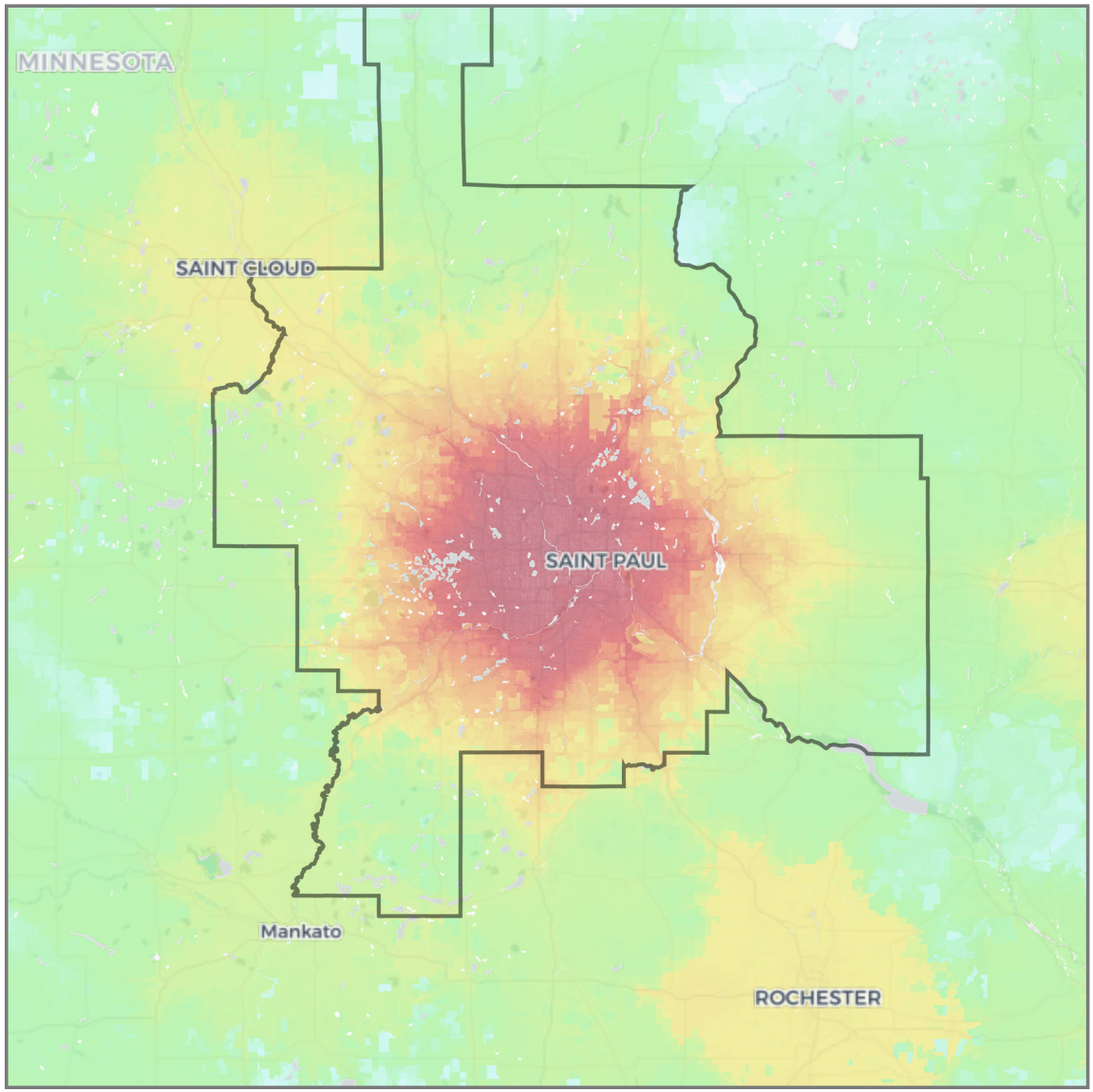


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Minneapolis

Minneapolis-St. Paul-Bloomington, MN-WI



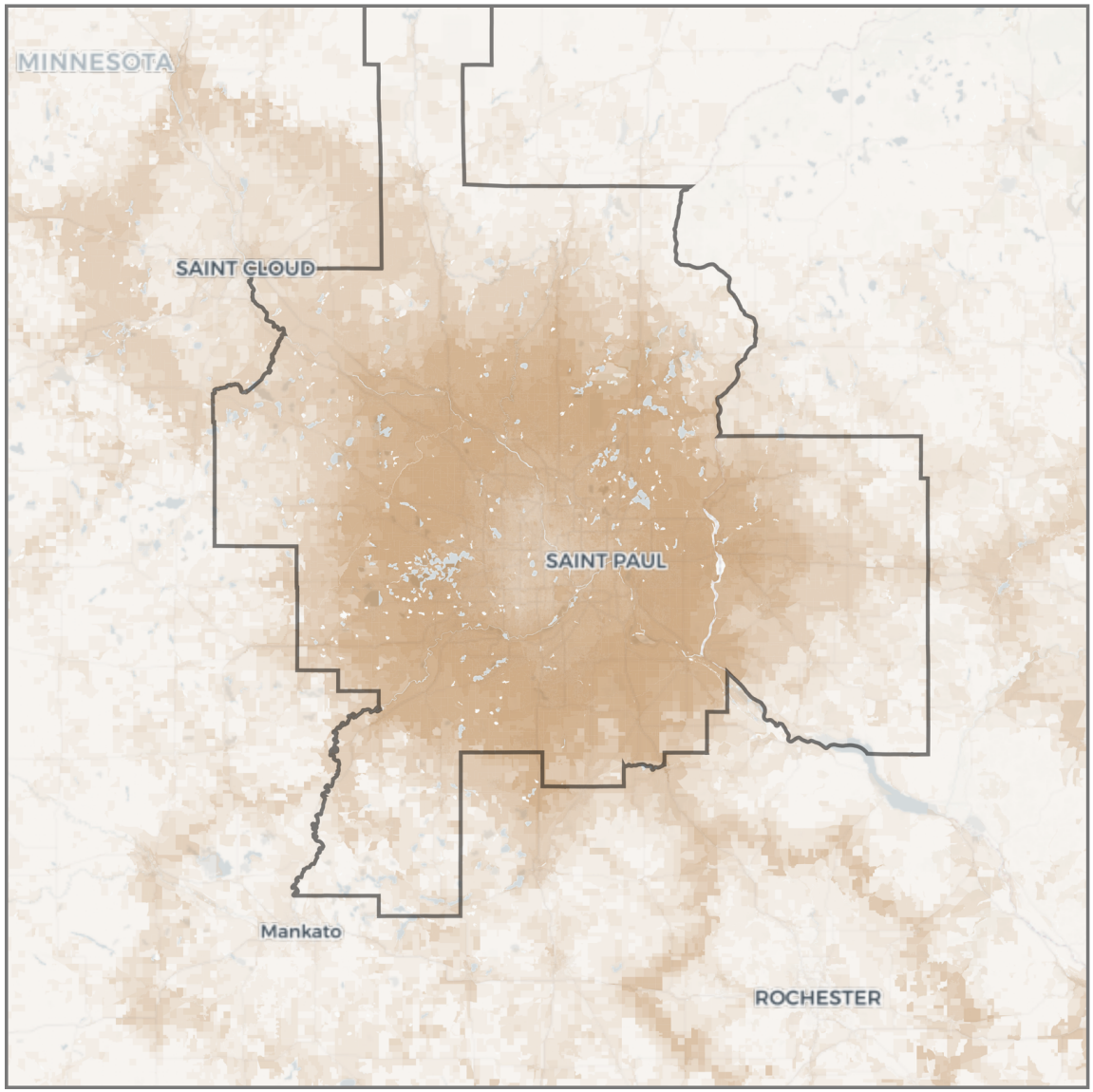
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Minneapolis

Minneapolis-St. Paul-Bloomington, MN-WI



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

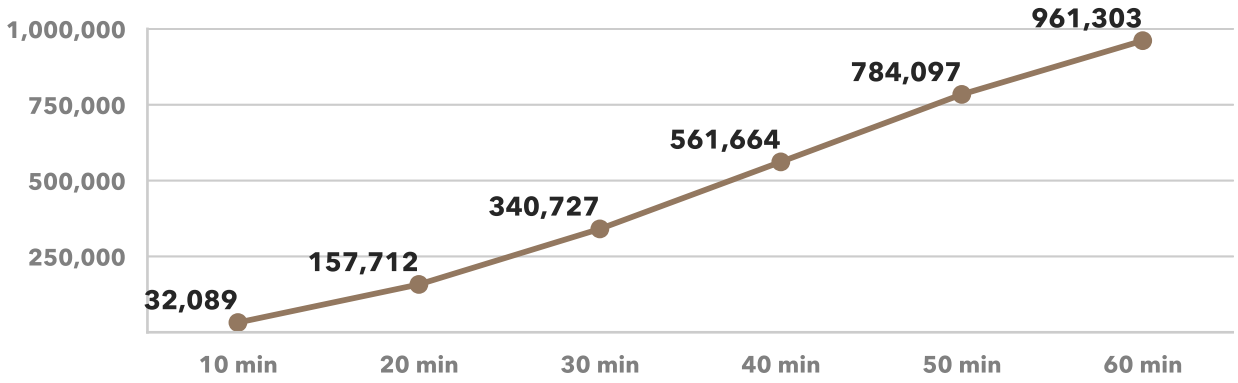
Nashville

Nashville-Davidson–Murfreesboro–Franklin, TN

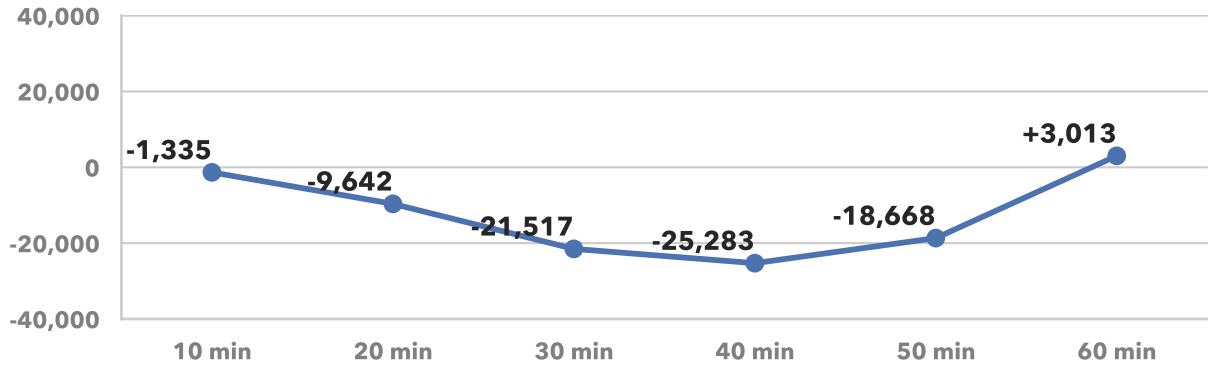
Rank by Weighted Accessibility	**46**
Rank by Weighted Congestion Impact	**20**
Rank by Total Employment	**36**
Rank by 1-Year Change in Weighted Accessibility	**23**
Rank by 1-Year Change in Weighted Congestion Impact	**24**
1-Year Change in Weighted Accessibility	**-4.33%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+2.9**
Total Jobs	**1,015,467**
Average Job Density (per mi^2)	**161**
Total Workers	**917,148**
Average Worker Density (per mi^2)	**145**

Job and worker totals are based on LEHD estimates and may not match other sources.

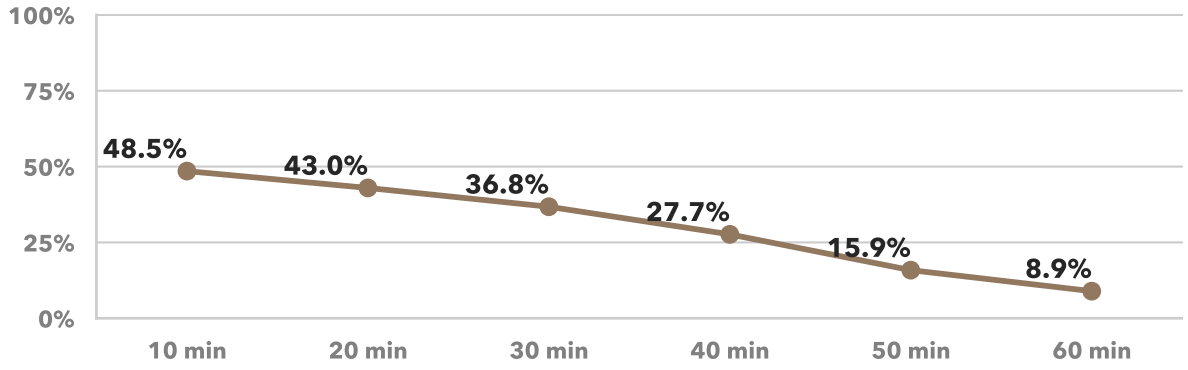
Average Job Accessibility by Travel Time Threshold (worker-weighted)



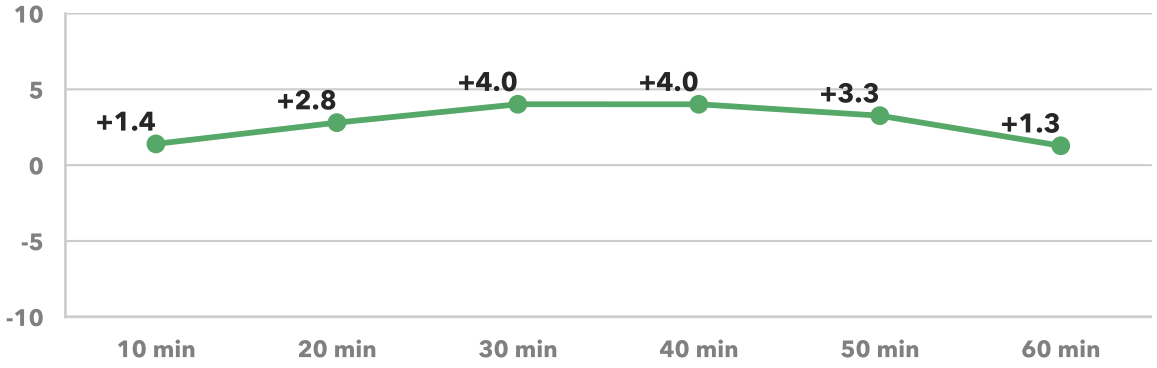
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

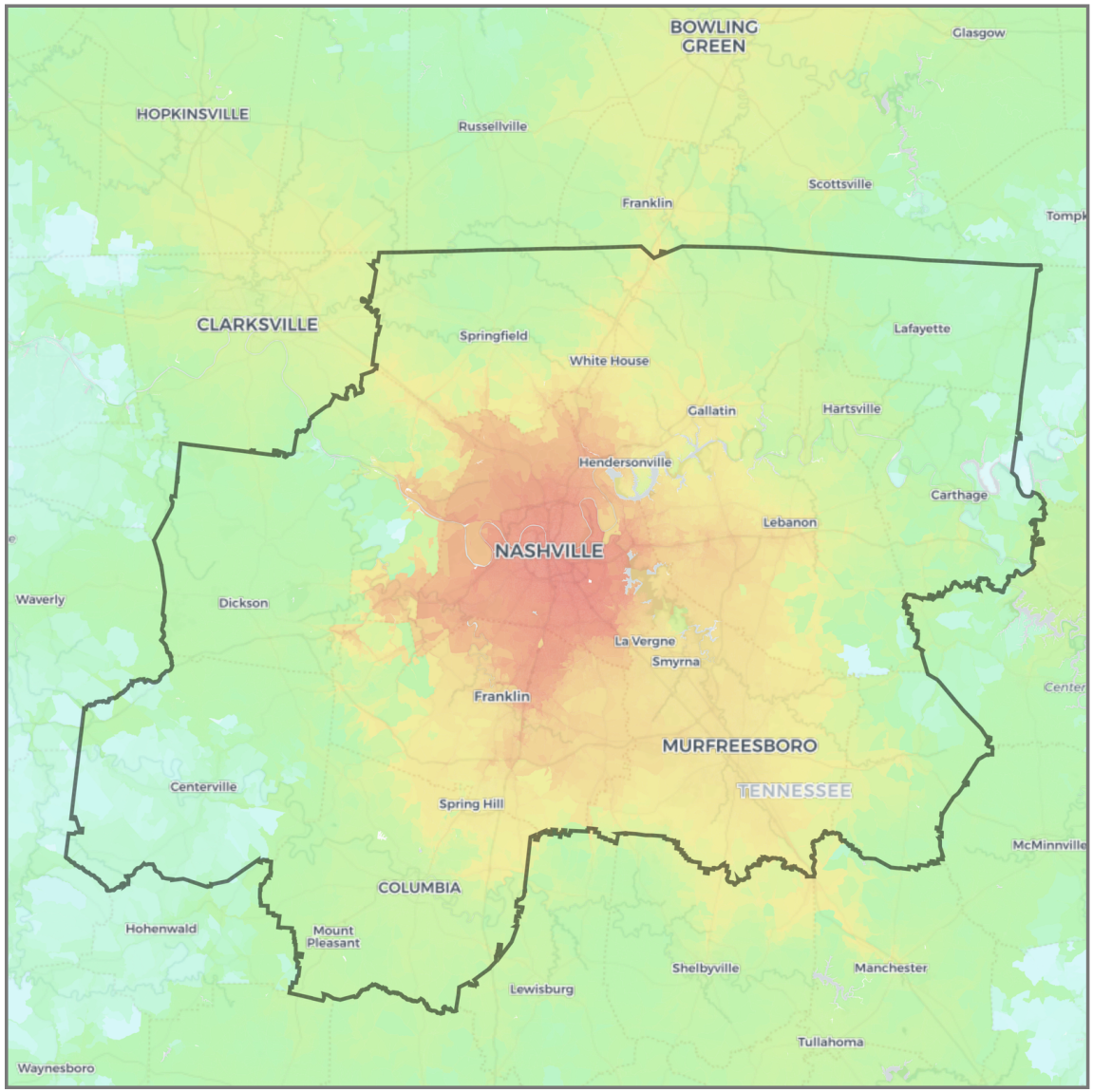


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Nashville

Nashville-Davidson--Murfreesboro--Franklin, TN



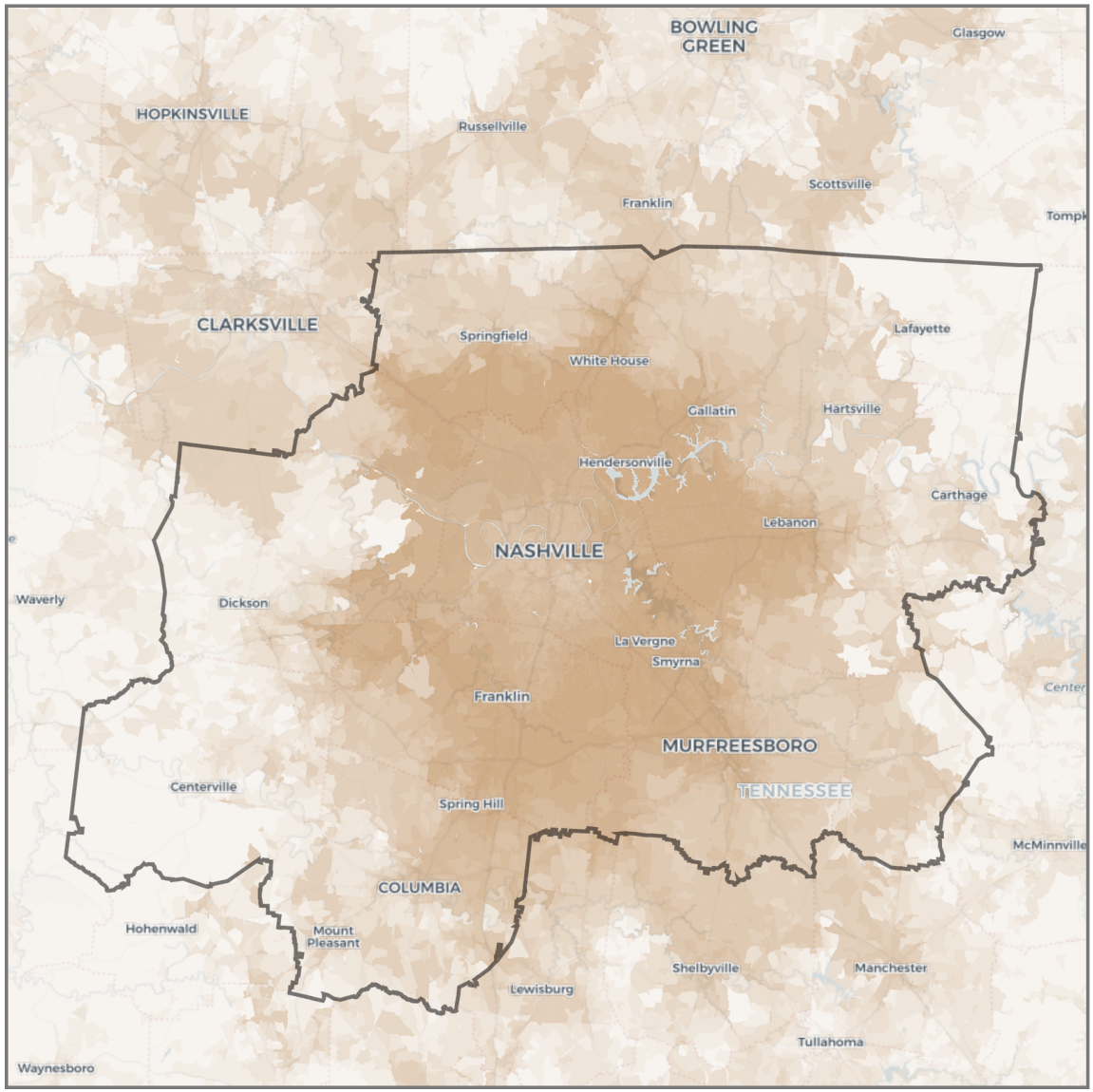
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Nashville

Nashville-Davidson--Murfreesboro--Franklin, TN



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

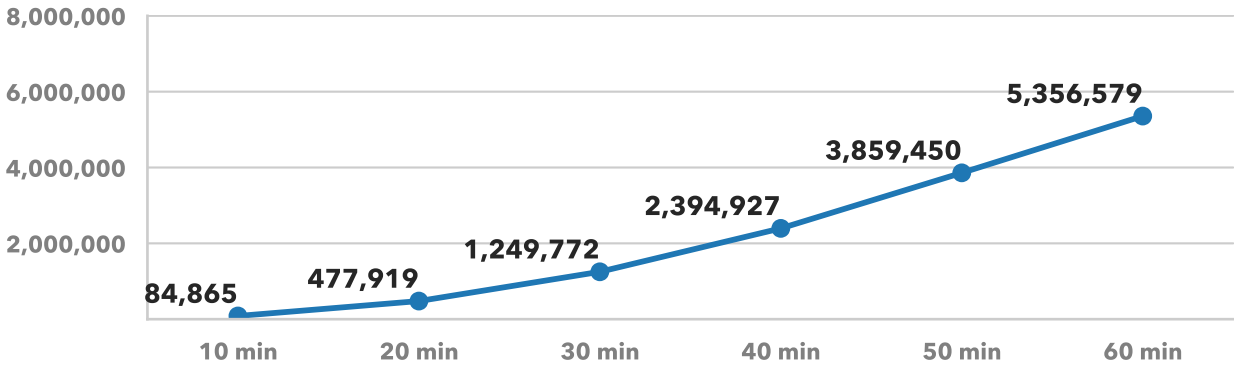
New York

New York-Newark-Jersey City, NY-NJ

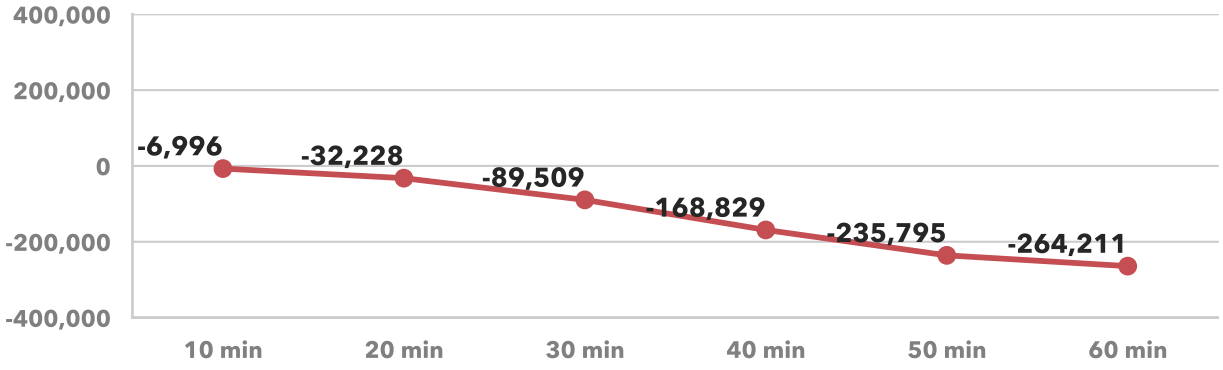
Rank by Weighted Accessibility	**2**
Rank by Weighted Congestion Impact	**3**
Rank by Total Employment	**1**
Rank by 1-Year Change in Weighted Accessibility	**33**
Rank by 1-Year Change in Weighted Congestion Impact	**44**
1-Year Change in Weighted Accessibility	**-6.22%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+0.8**
Total Jobs	**8,670,817**
Average Job Density (per mi^2)	**1,412**
Total Workers	**8,410,529**
Average Worker Density (per mi^2)	**1,369**

Job and worker totals are based on LEHD estimates and may not match other sources.

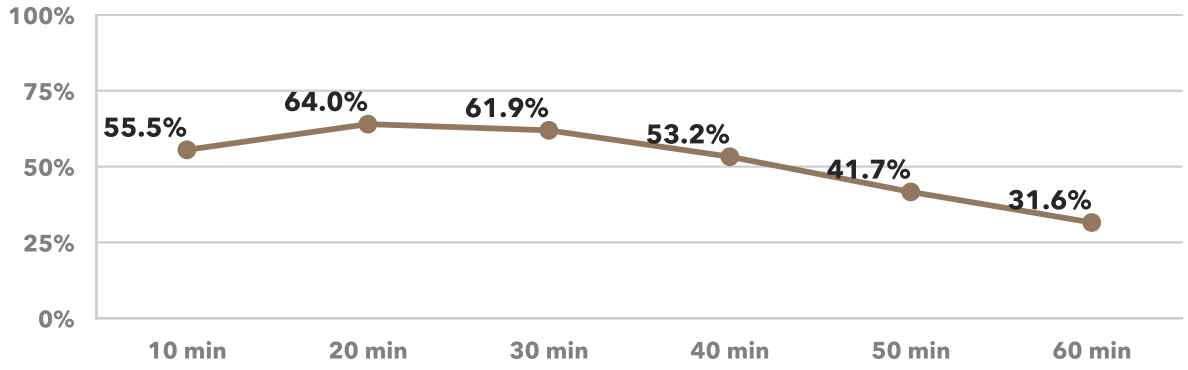
Average Job Accessibility by Travel Time Threshold (worker-weighted)



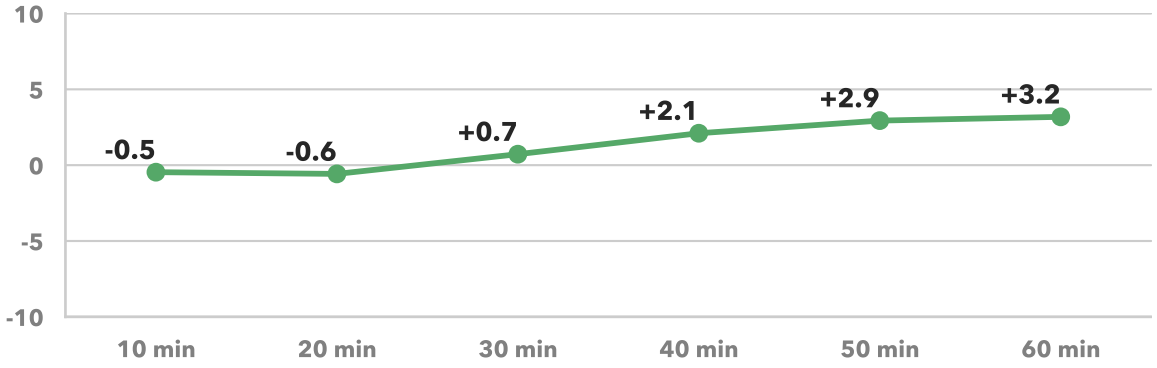
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

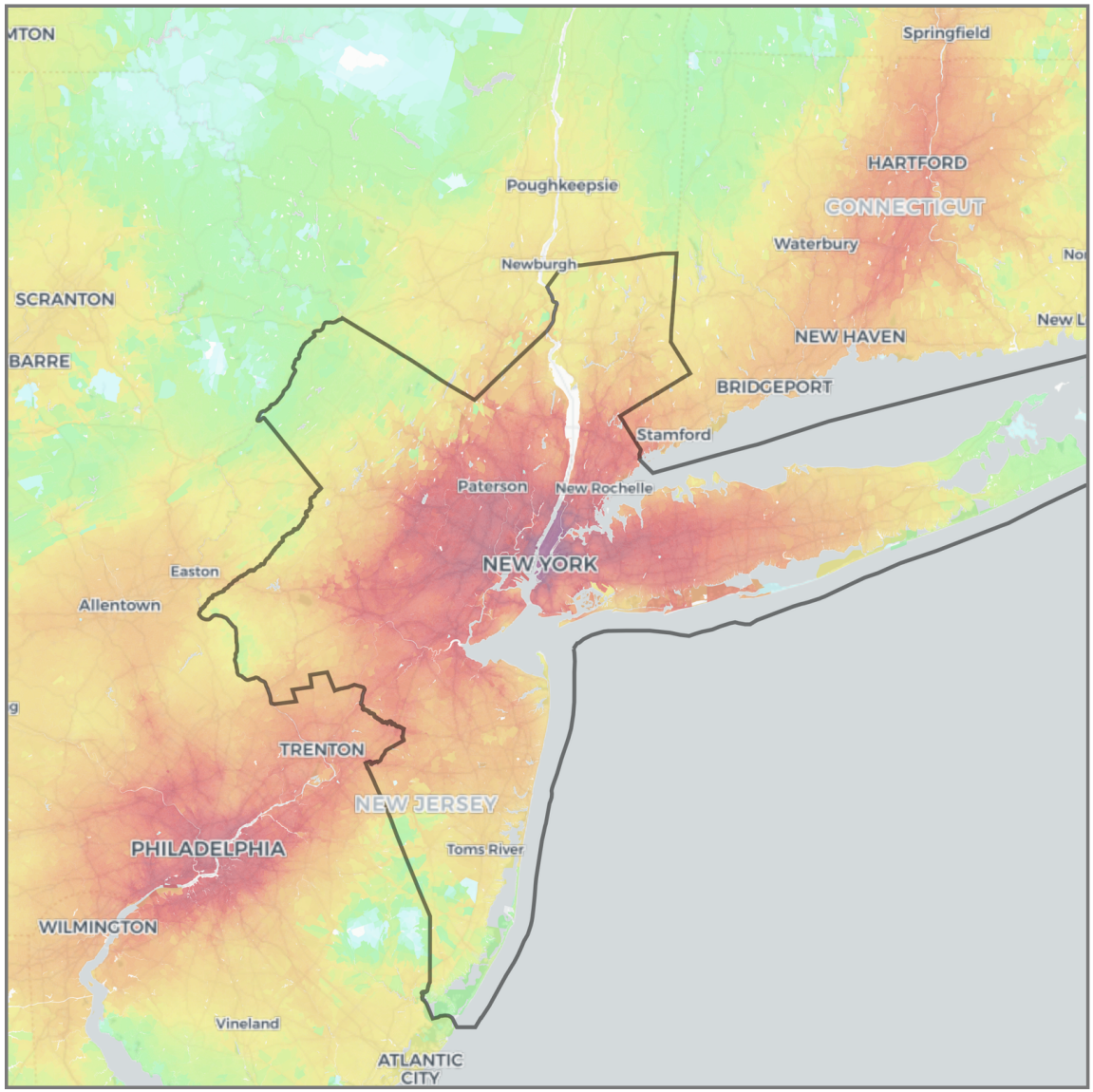


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



New York

New York-Newark-Jersey City, NY-NJ



Jobs within 30 minutes

(Driving, AM peak)

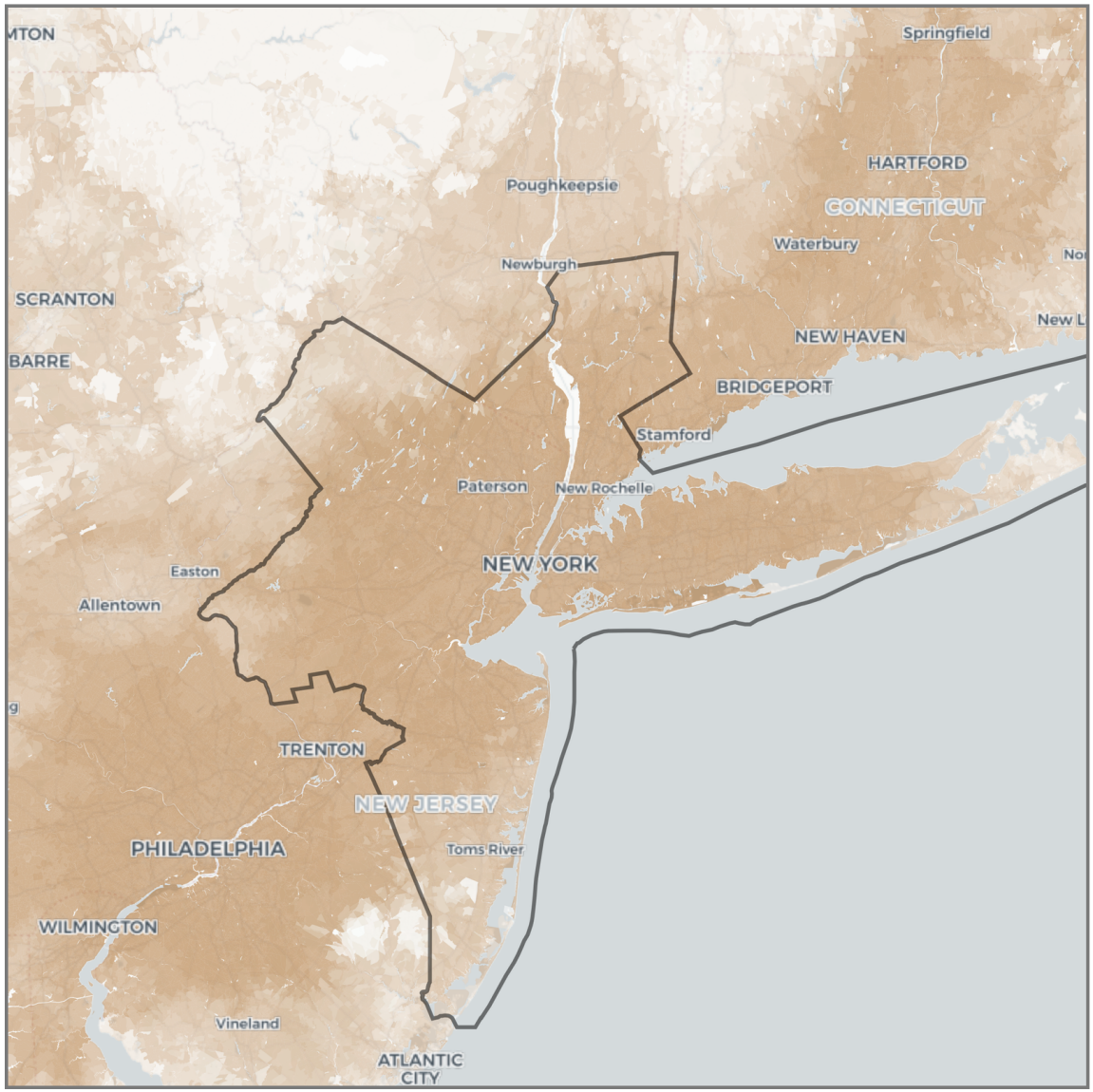
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

New York

New York-Newark-Jersey City, NY-NJ



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

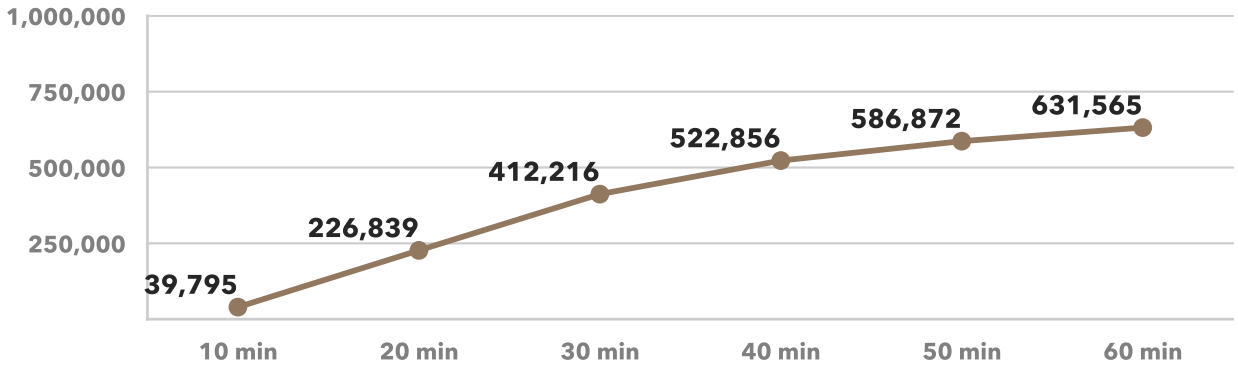
Oklahoma City

Oklahoma City, OK

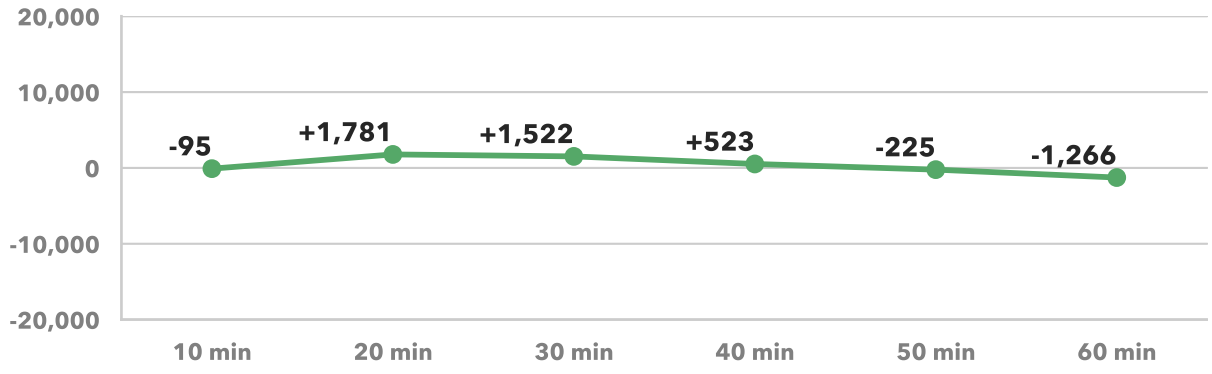
Rank by Weighted Accessibility	**42**
Rank by Weighted Congestion Impact	**41**
Rank by Total Employment	**45**
Rank by 1-Year Change in Weighted Accessibility	**5**
Rank by 1-Year Change in Weighted Congestion Impact	**49**
1-Year Change in Weighted Accessibility	**+0.32%**
1-Year Percentage Point Change in Weighted Congestion Impact	**-0.5**
Total Jobs	**604,631**
Average Job Density (per mi^2)	**109**
Total Workers	**568,968**
Average Worker Density (per mi^2)	**103**

Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

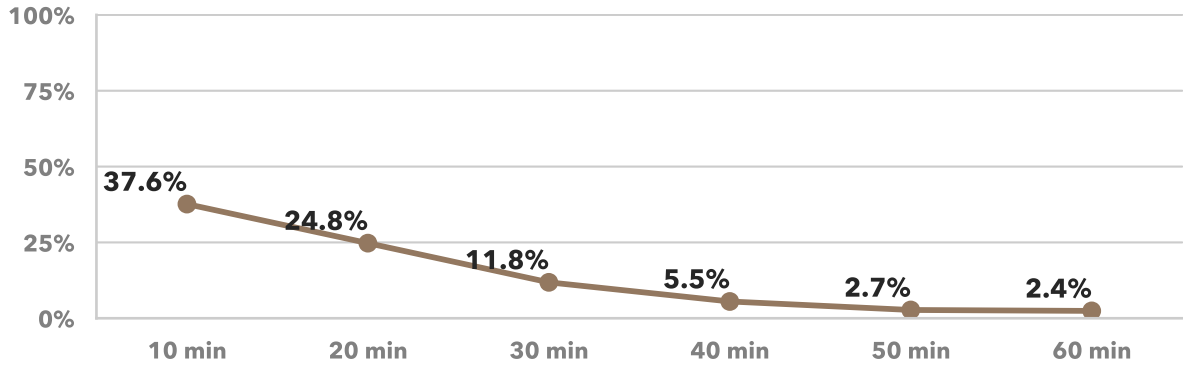


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

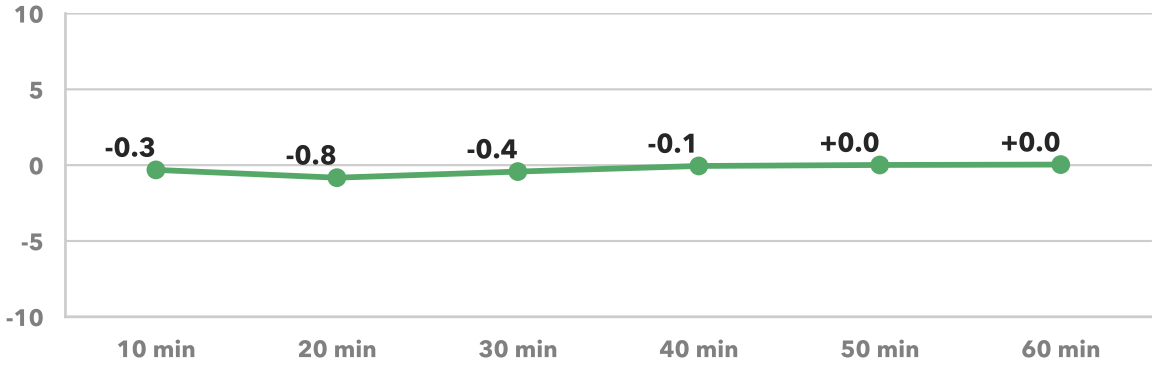


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

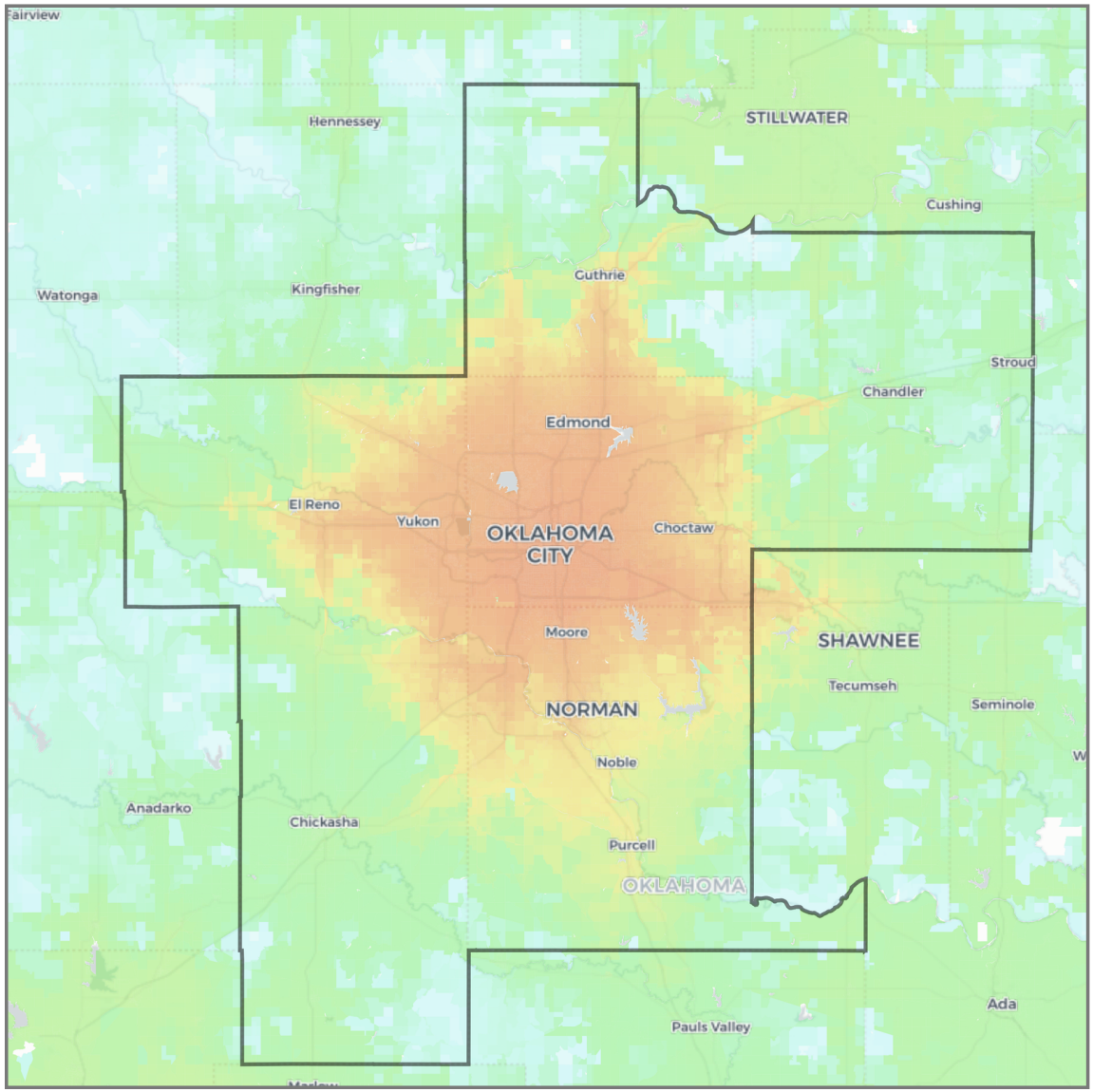


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Oklahoma City

Oklahoma City, OK



Jobs within 30 minutes

(Driving, AM peak)

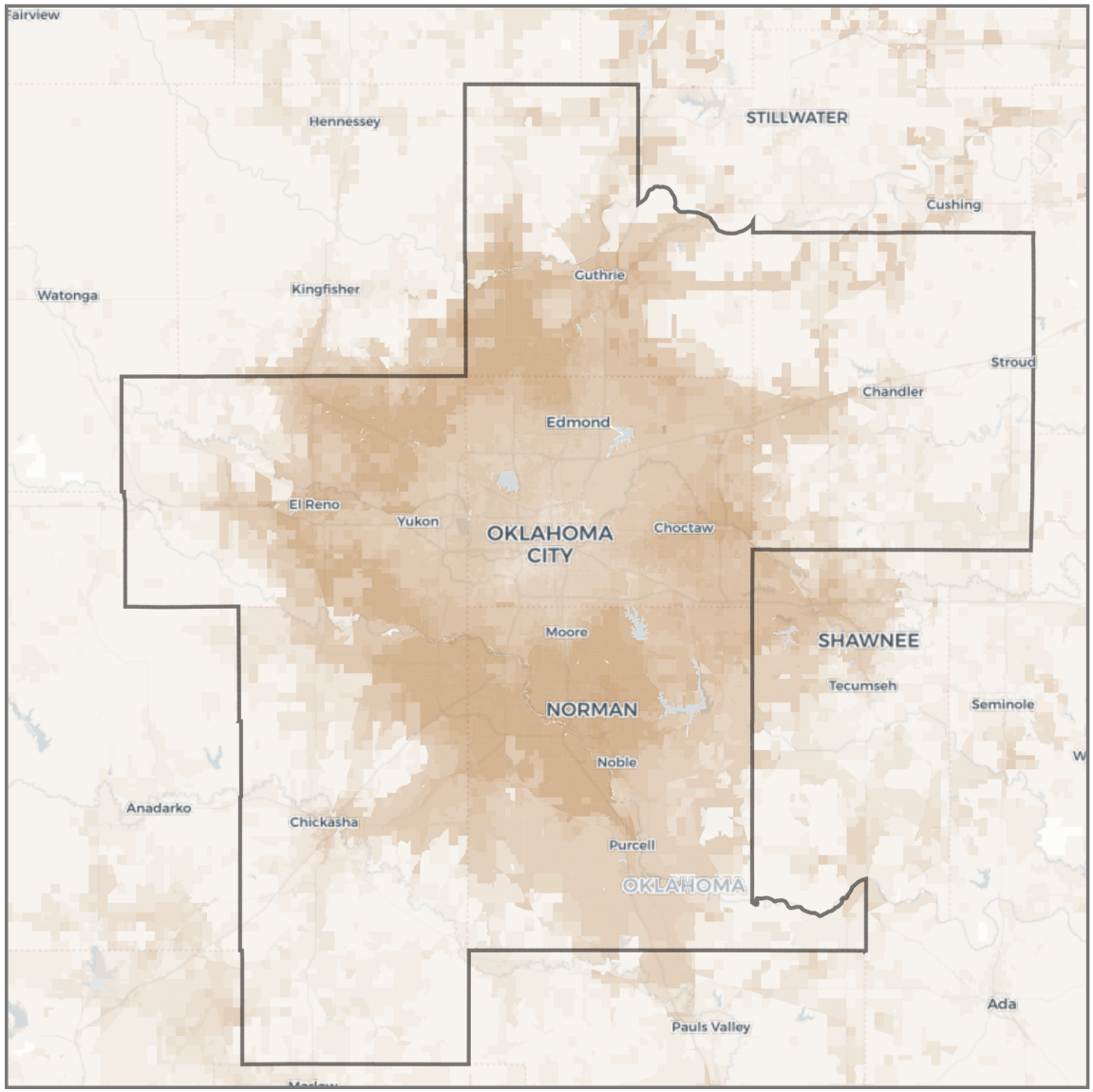
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Oklahoma City

Oklahoma City, OK



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

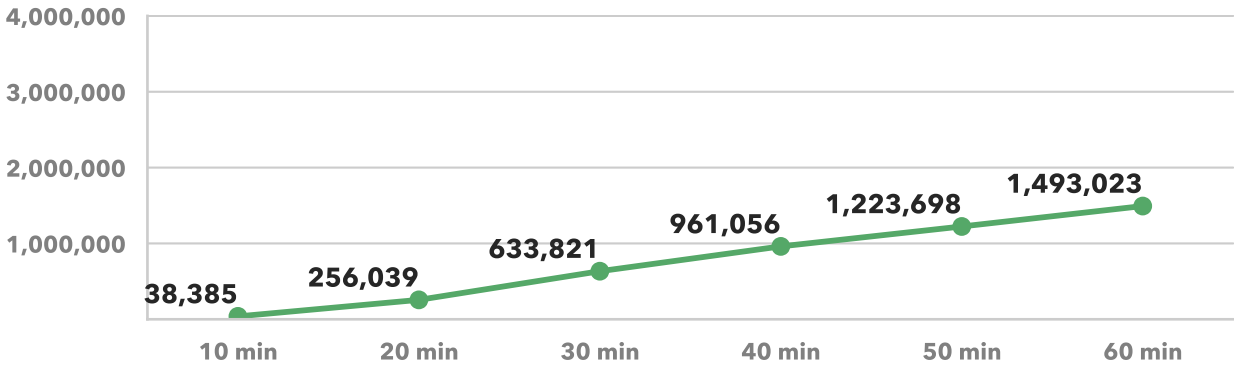
Orlando

Orlando-Kissimmee-Sanford, FL

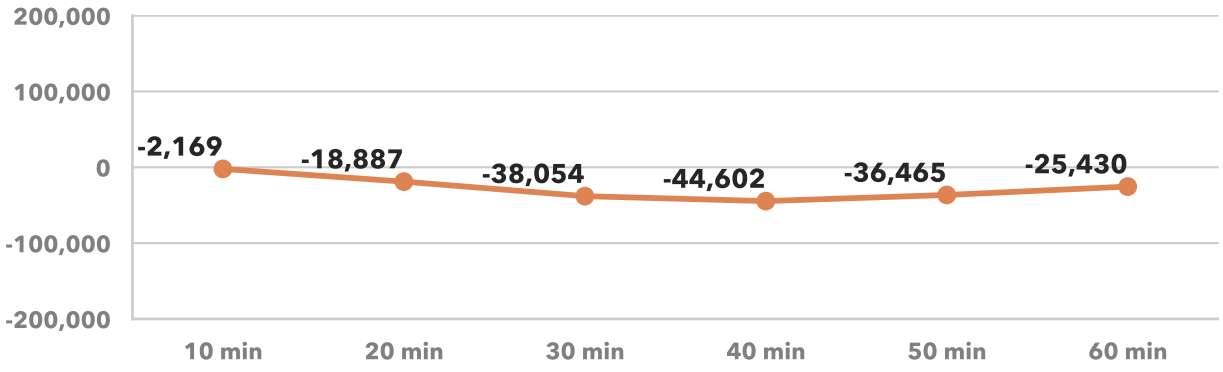
Rank by Weighted Accessibility	**29**
Rank by Weighted Congestion Impact	**26**
Rank by Total Employment	**23**
Rank by 1-Year Change in Weighted Accessibility	**27**
Rank by 1-Year Change in Weighted Congestion Impact	**36**
1-Year Change in Weighted Accessibility	**-5.02%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+1.6**
Total Jobs	**1,265,505**
Average Job Density (per mi^2)	**362**
Total Workers	**1,147,768**
Average Worker Density (per mi^2)	**328**

Job and worker totals are based on LEHD estimates and may not match other sources.

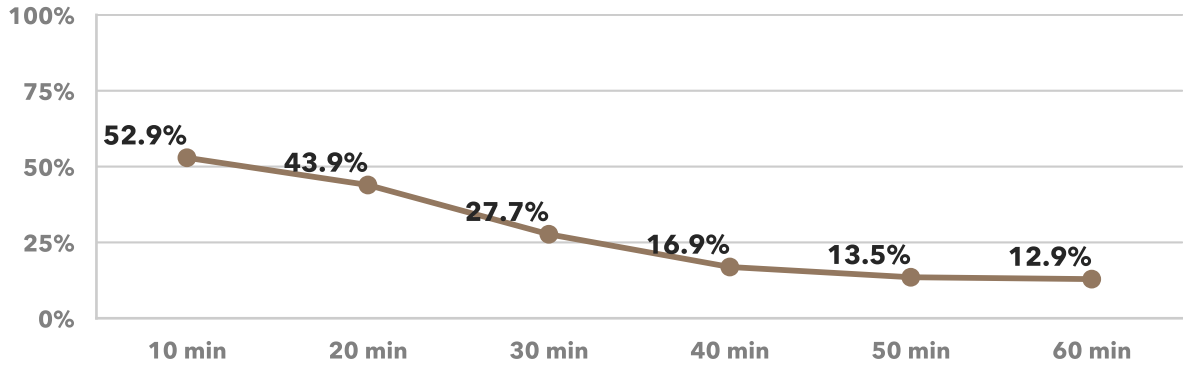
Average Job Accessibility by Travel Time Threshold (worker-weighted)



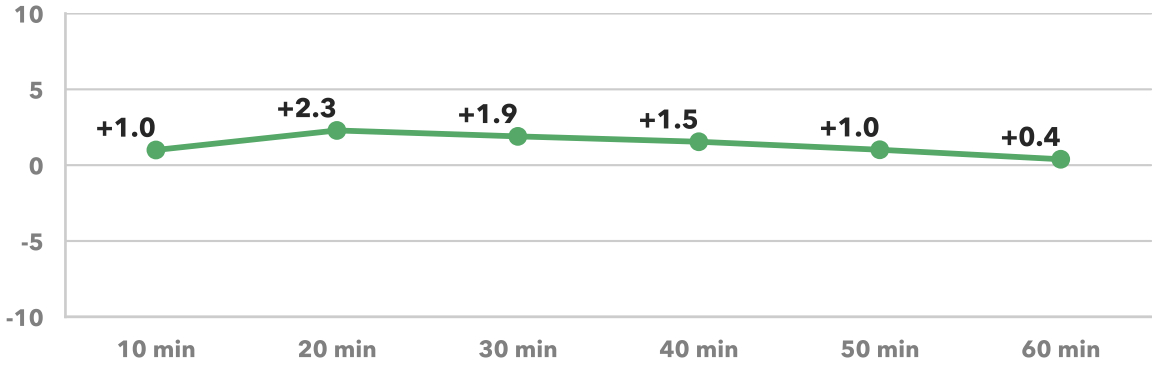
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

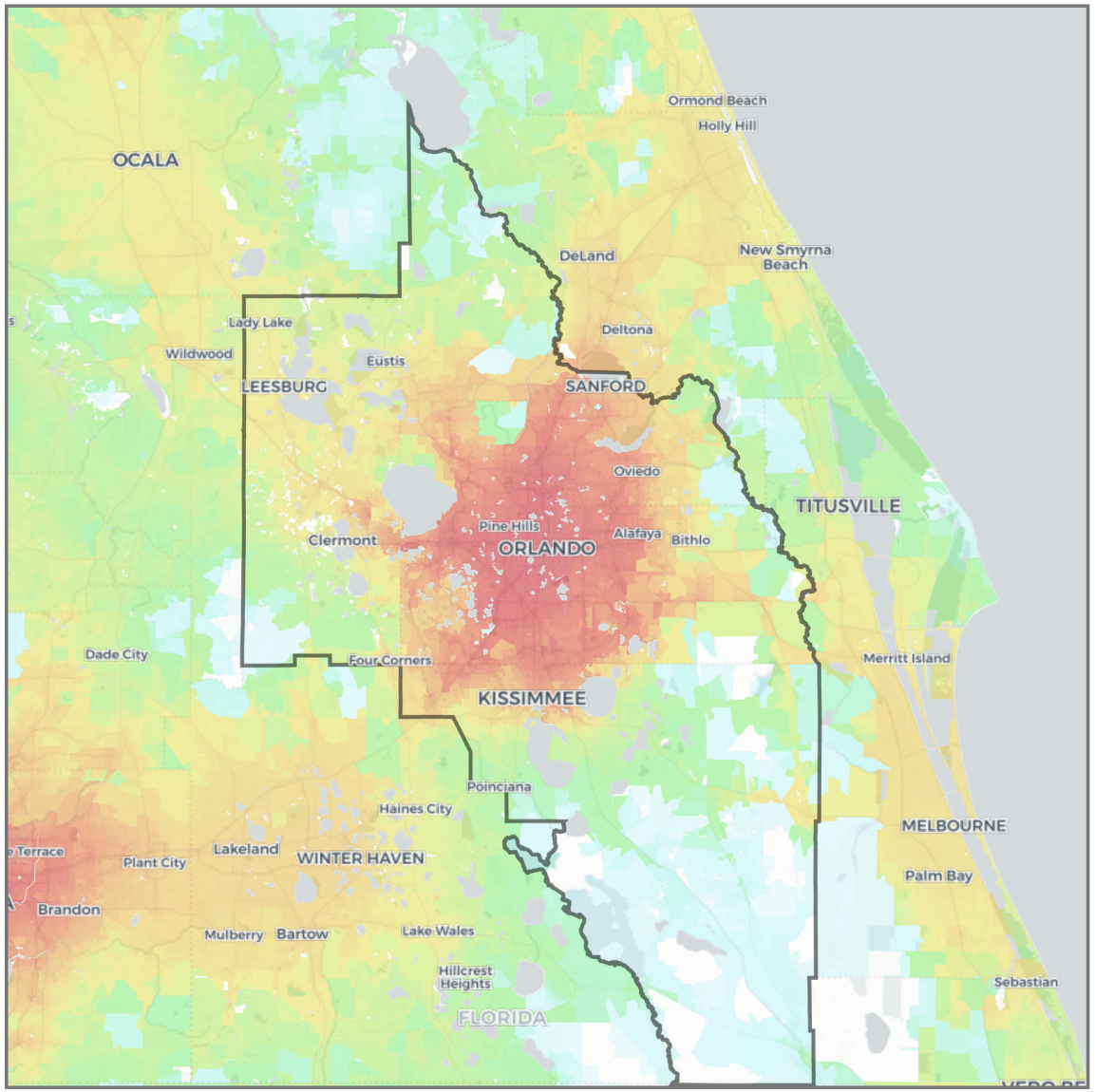


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Orlando

Orlando-Kissimmee-Sanford, FL



Jobs within 30 minutes

(Driving, AM peak)

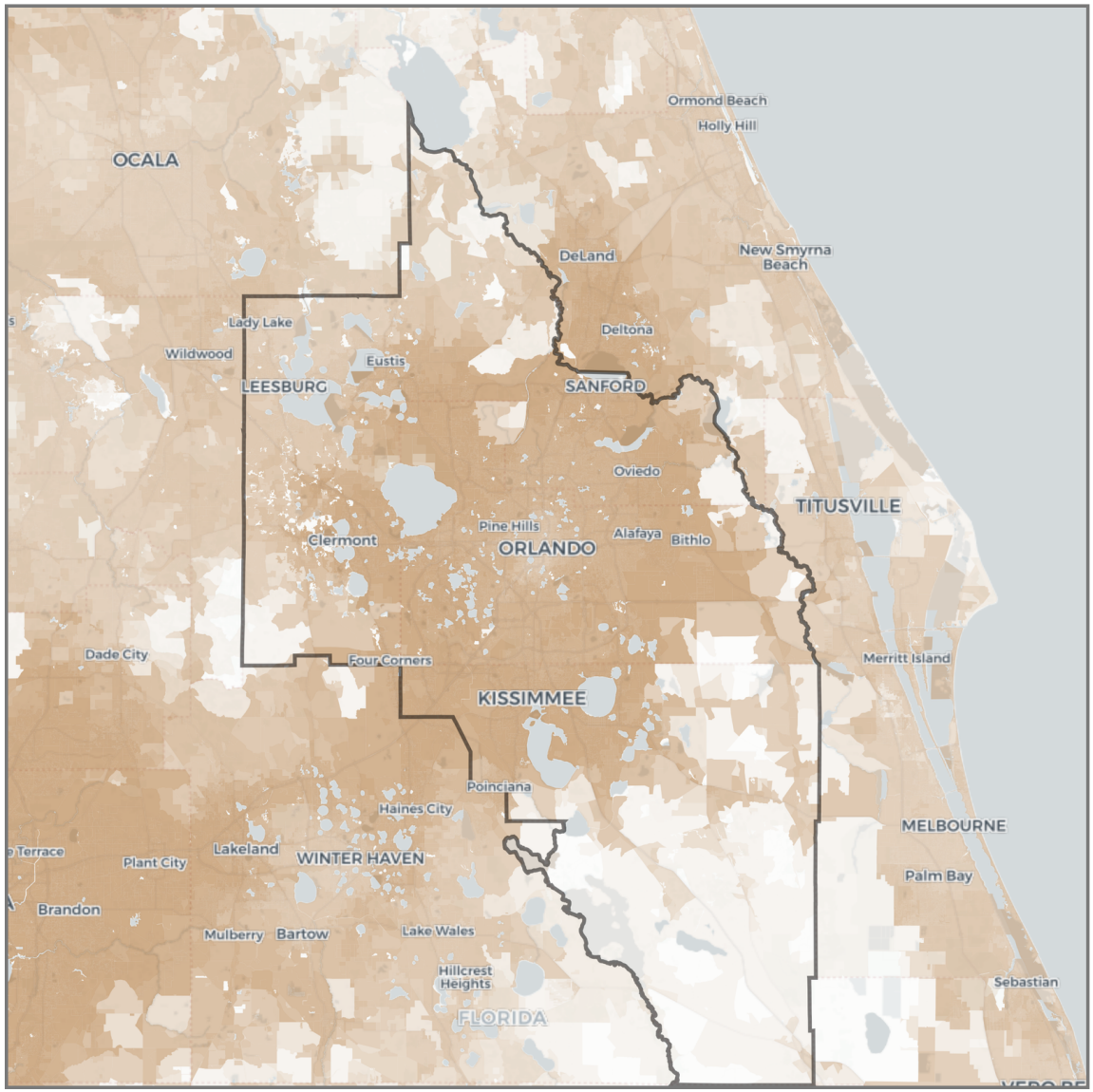
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Orlando

Orlando-Kissimmee-Sanford, FL



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

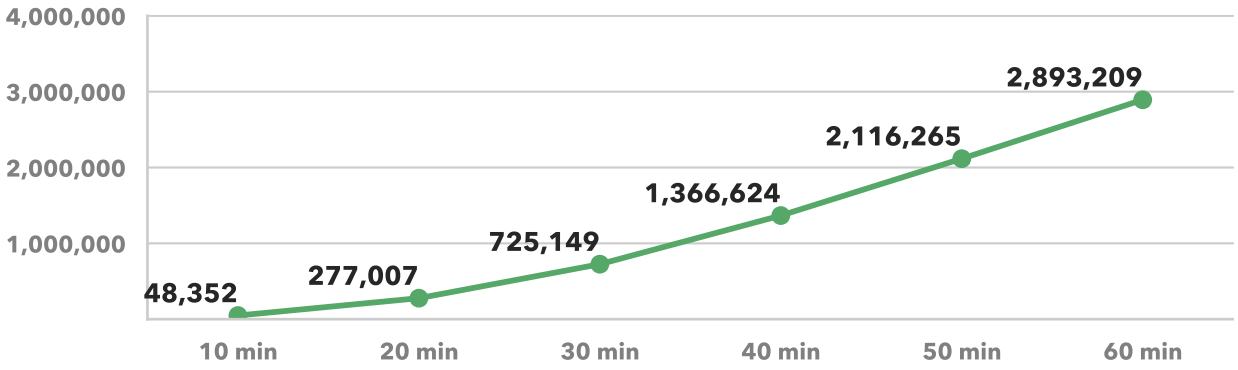
Philadelphia

Philadelphia-Camden-Wilmington, PA-NJ-DE-MD

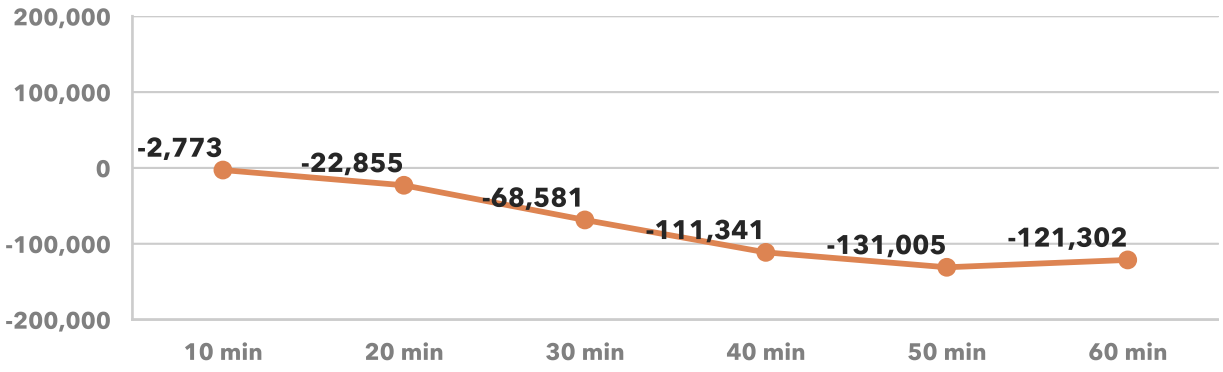
Rank by Weighted Accessibility	**14**
Rank by Weighted Congestion Impact	**11**
Rank by Total Employment	**6**
Rank by 1-Year Change in Weighted Accessibility	**36**
Rank by 1-Year Change in Weighted Congestion Impact	**11**
1-Year Change in Weighted Accessibility	**-6.90%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+4.7**
Total Jobs	**2,762,787**
Average Job Density (per mi^2)	**600**
Total Workers	**2,781,193**
Average Worker Density (per mi^2)	**604**

Job and worker totals are based on LEHD estimates and may not match other sources.

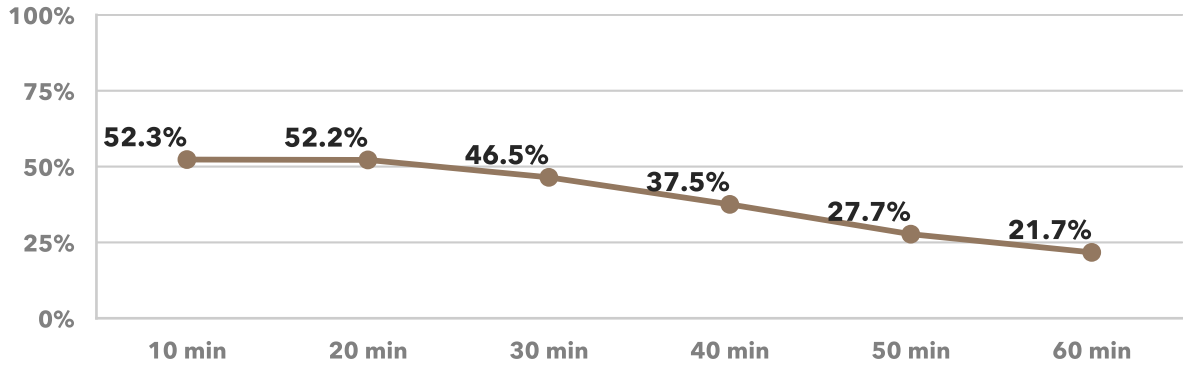
Average Job Accessibility by Travel Time Threshold (worker-weighted)



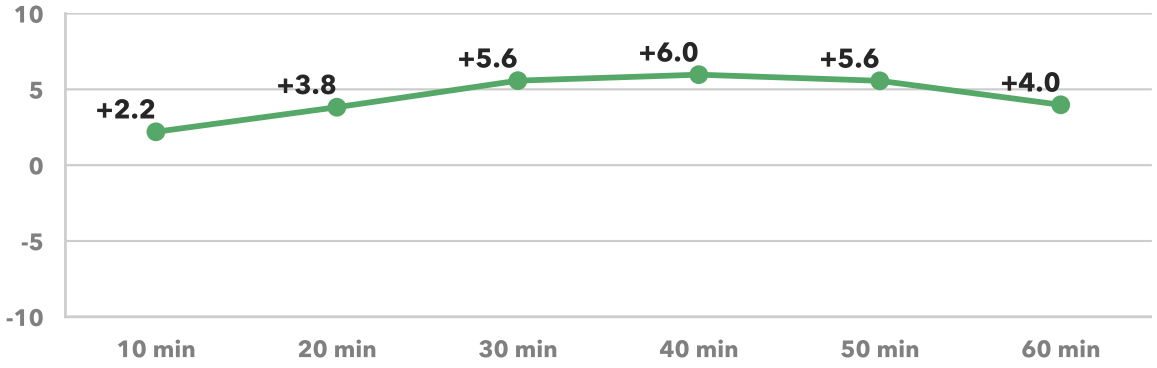
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

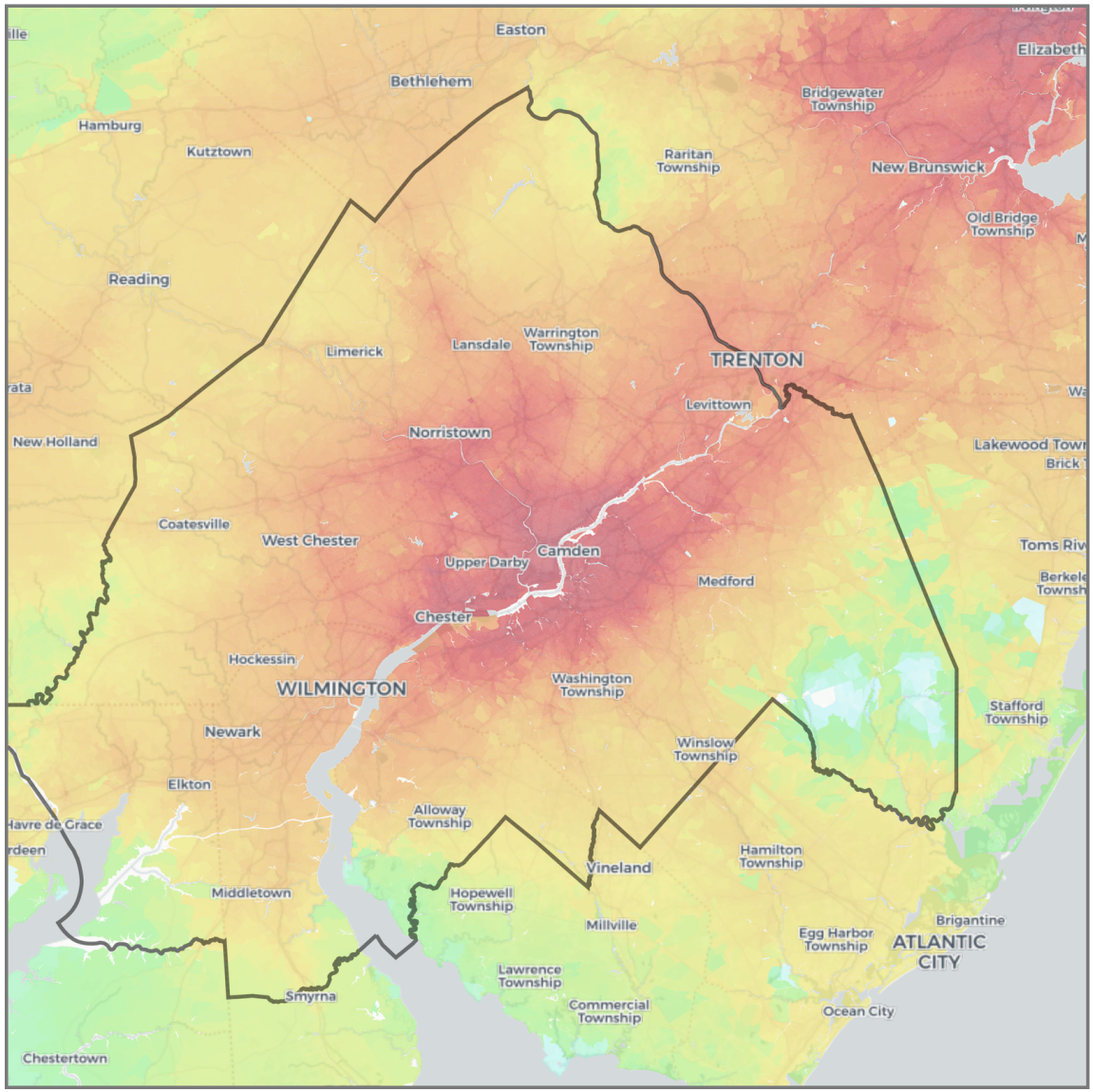


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Philadelphia

Philadelphia-Camden-Wilmington, PA-NJ-DE-MD



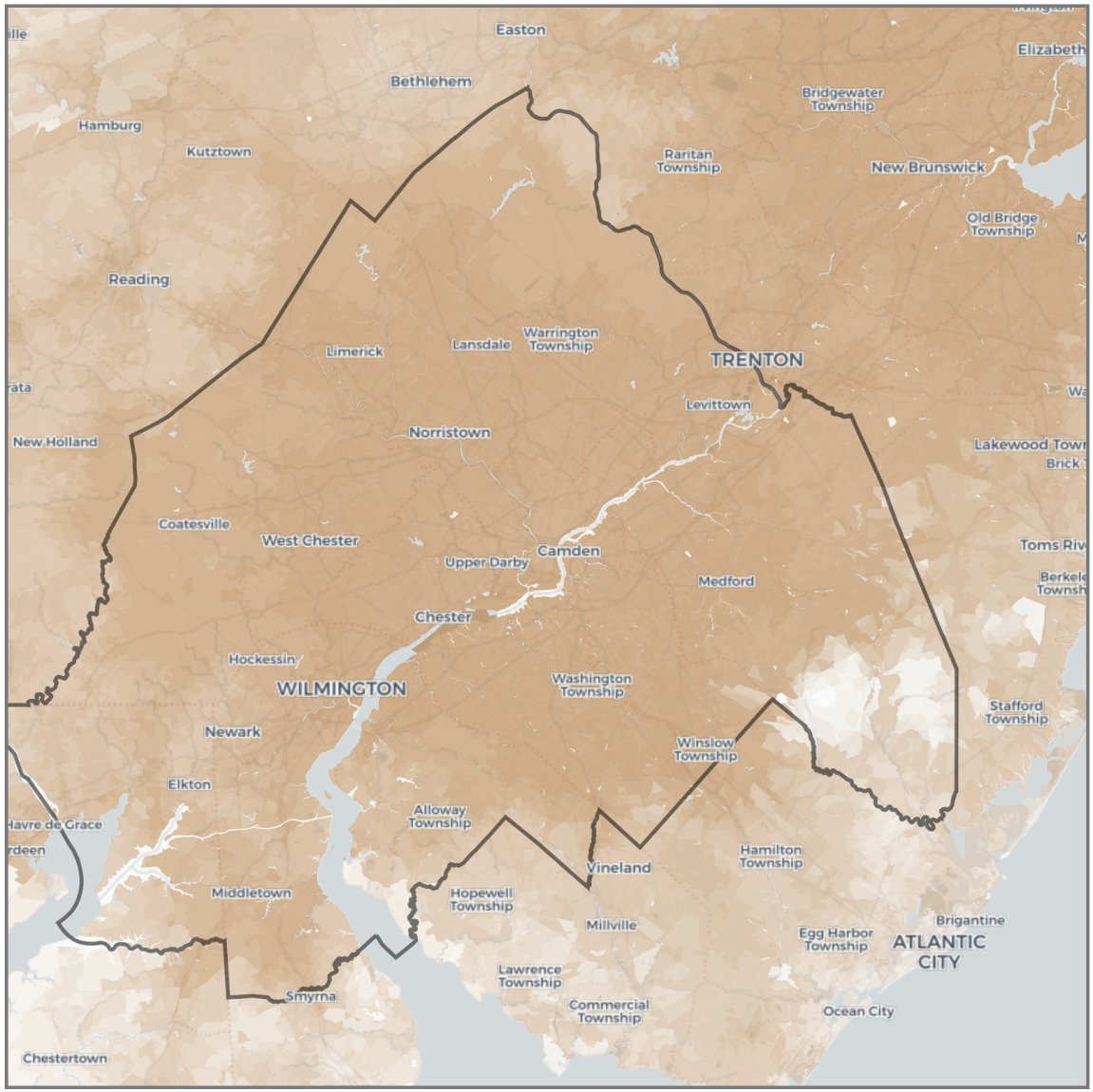
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Philadelphia

Philadelphia-Camden-Wilmington, PA-NJ-DE-MD



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

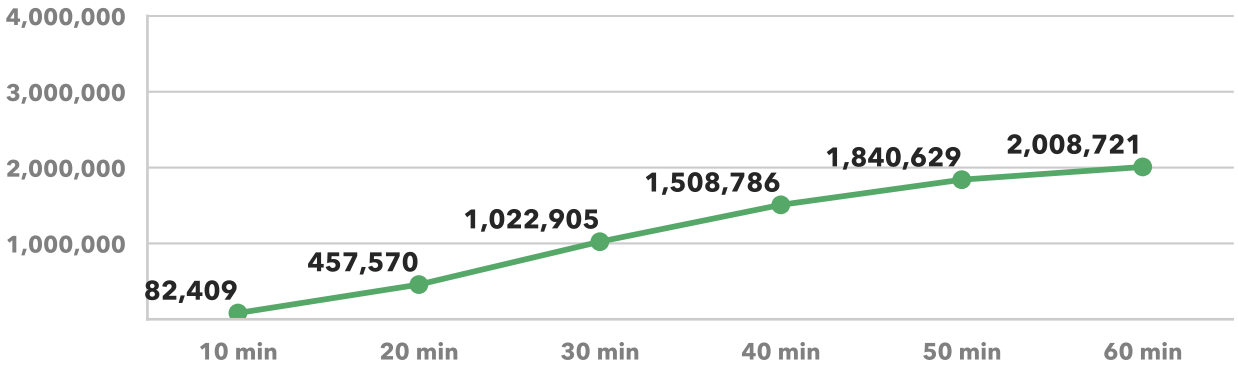
Phoenix

Phoenix-Mesa-Chandler, AZ

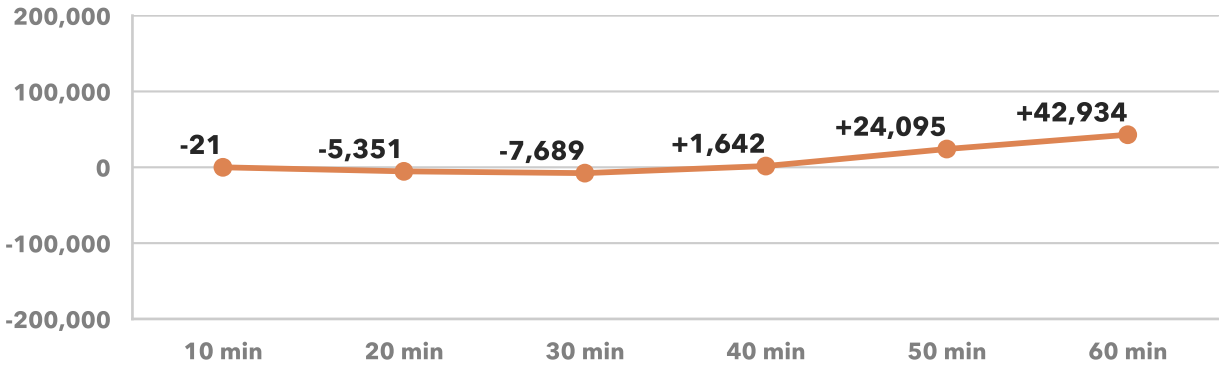
Rank by Weighted Accessibility	**6**
Rank by Weighted Congestion Impact	**24**
Rank by Total Employment	**11**
Rank by 1-Year Change in Weighted Accessibility	**8**
Rank by 1-Year Change in Weighted Congestion Impact	**41**
1-Year Change in Weighted Accessibility	**-0.18%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+1.0**
Total Jobs	**2,175,726**
Average Job Density (per mi^2)	**149**
Total Workers	**2,115,071**
Average Worker Density (per mi^2)	**145**

Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

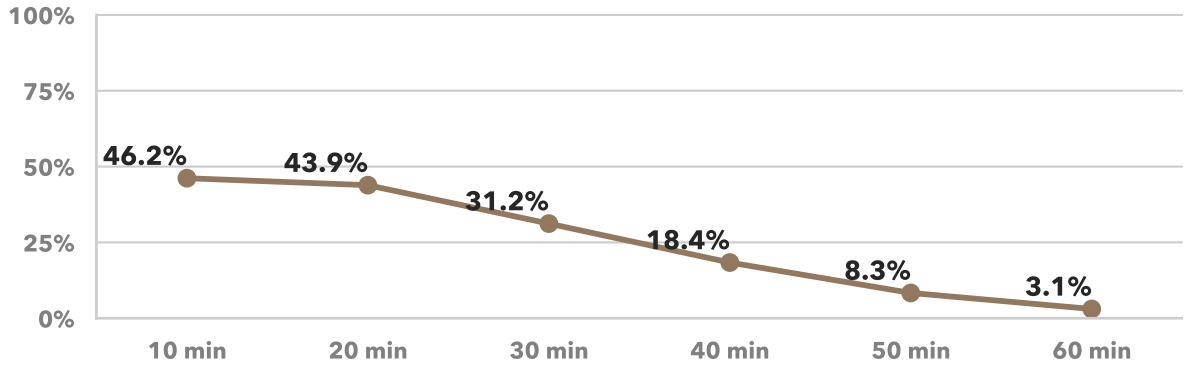


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

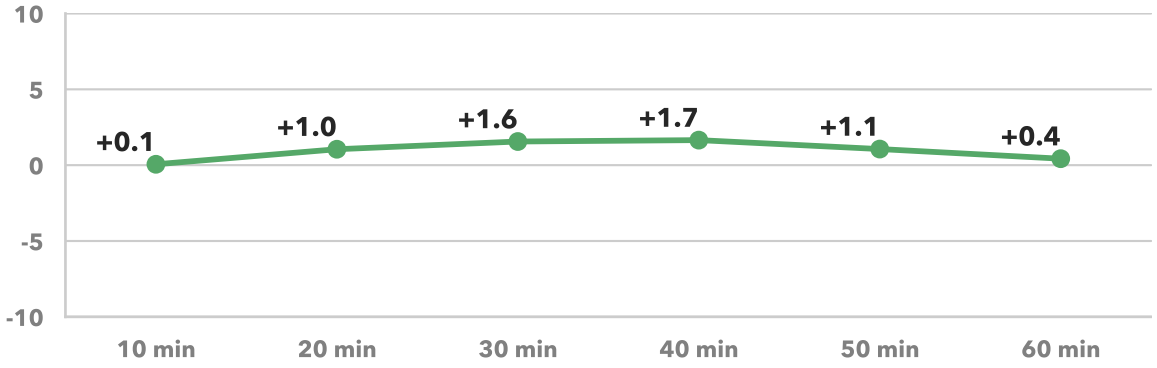


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

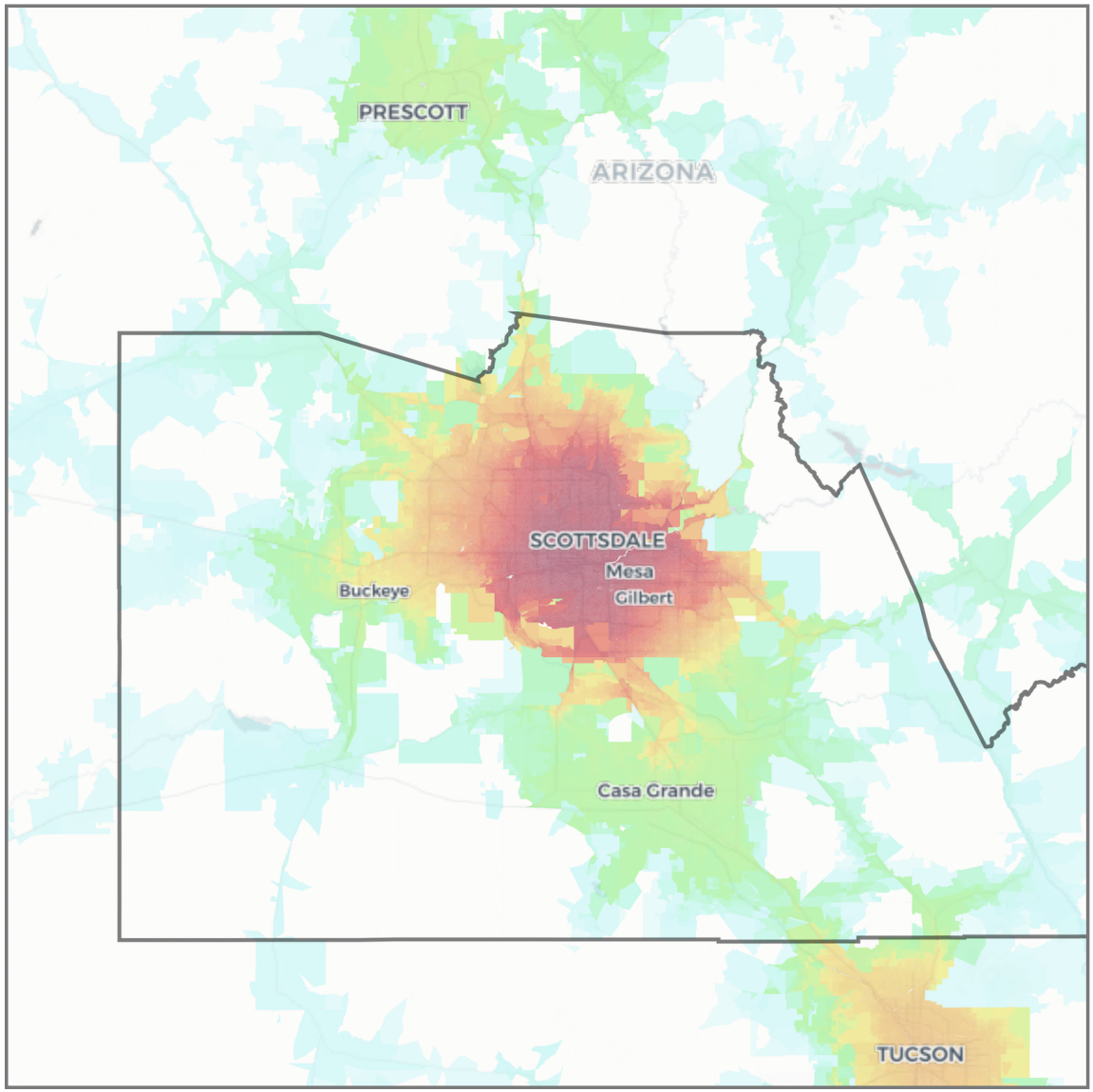


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Phoenix

Phoenix-Mesa-Chandler, AZ



Jobs within 30 minutes

(Driving, AM peak)

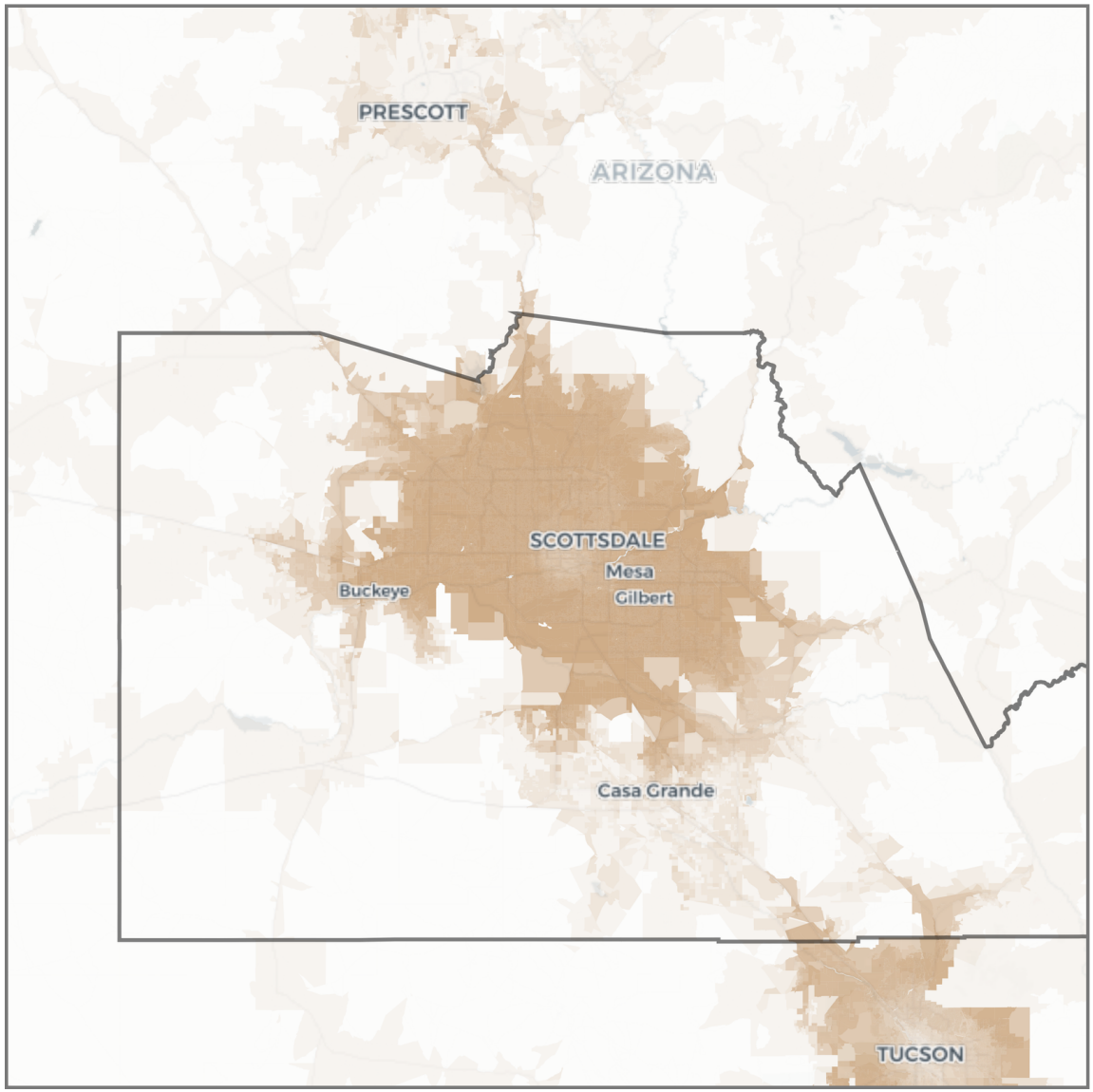
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Phoenix

Phoenix-Mesa-Chandler, AZ



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

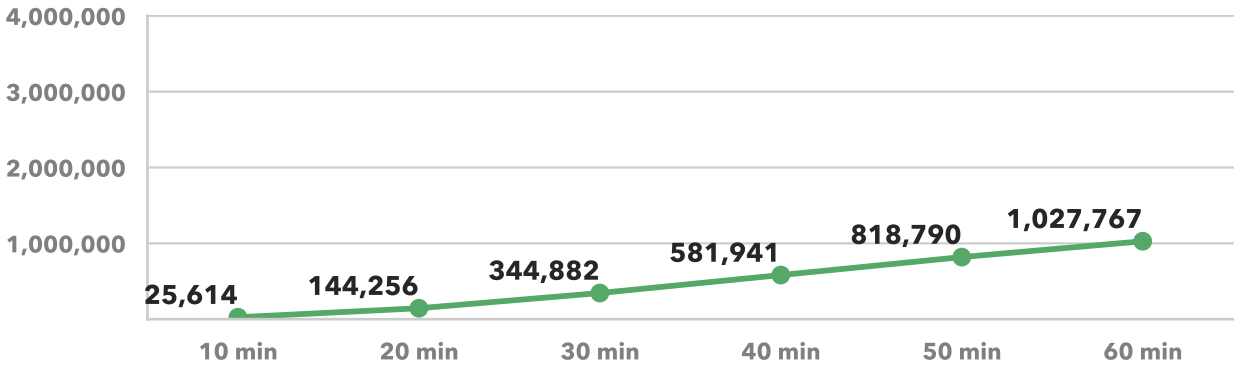
Pittsburgh

Pittsburgh, PA

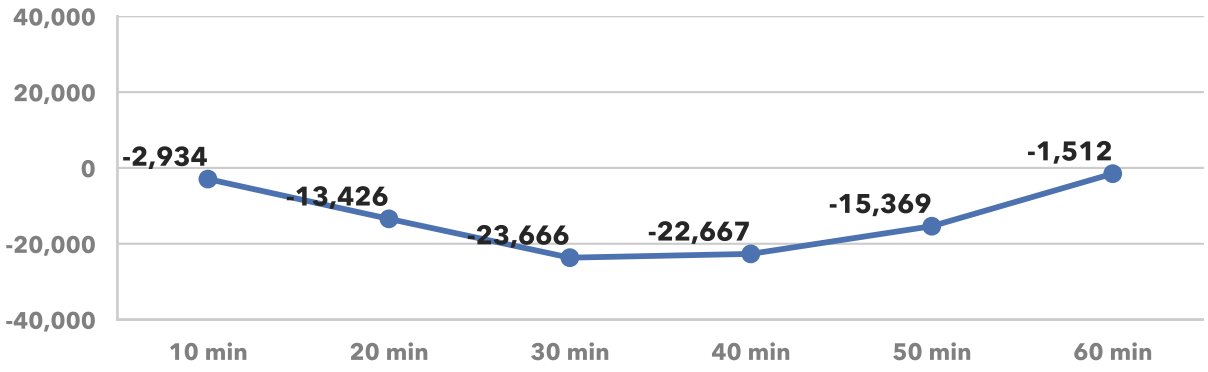
Rank by Weighted Accessibility	**48**
Rank by Weighted Congestion Impact	**27**
Rank by Total Employment	**25**
Rank by 1-Year Change in Weighted Accessibility	**31**
Rank by 1-Year Change in Weighted Congestion Impact	**22**
1-Year Change in Weighted Accessibility	**-5.55%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+2.9**
Total Jobs	**1,112,026**
Average Job Density (per mi^2)	**197**
Total Workers	**1,088,549**
Average Worker Density (per mi^2)	**192**

Job and worker totals are based on LEHD estimates and may not match other sources.

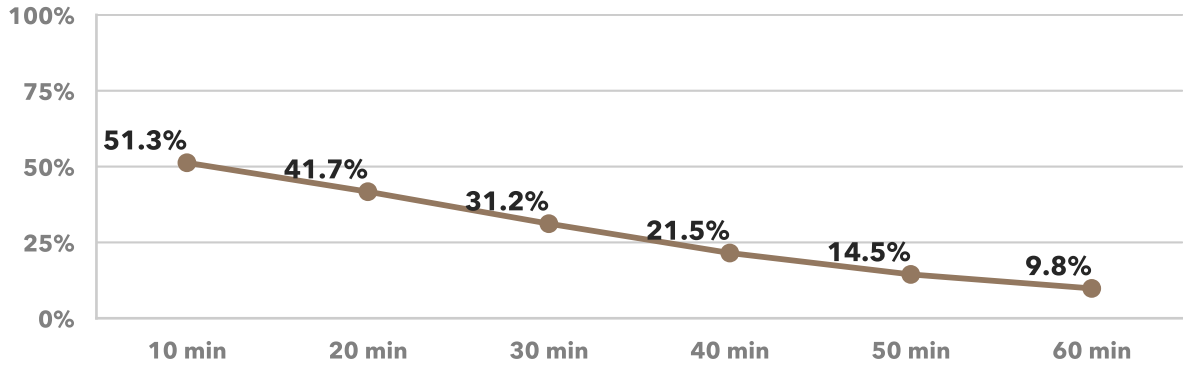
Average Job Accessibility by Travel Time Threshold (worker-weighted)



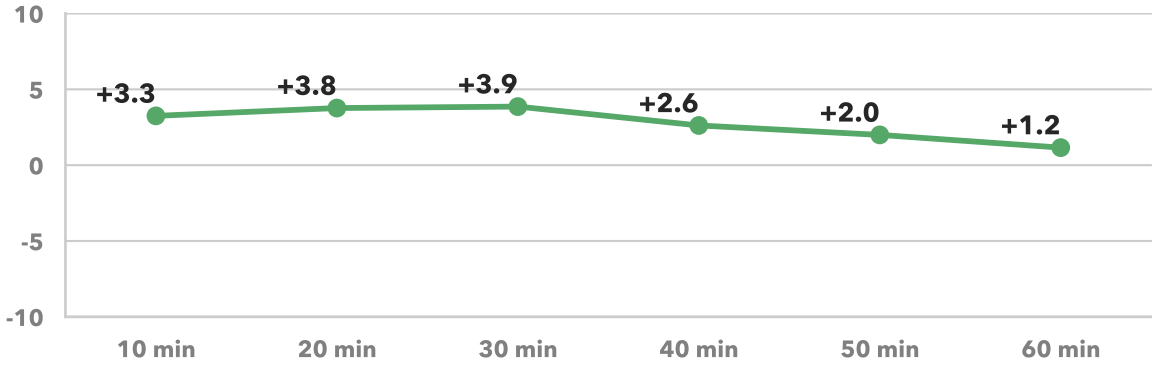
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

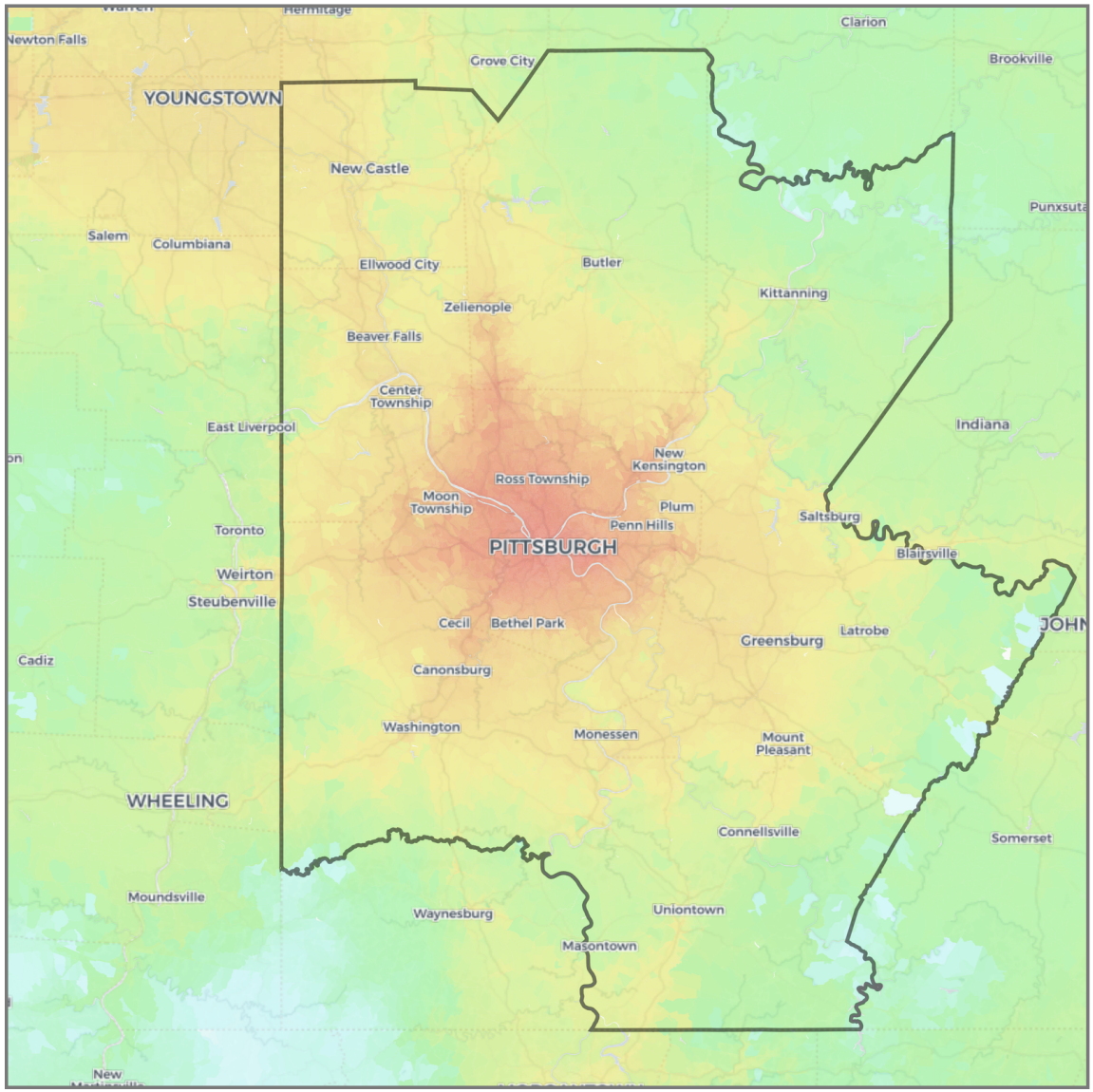


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Pittsburgh

Pittsburgh, PA



Jobs within 30 minutes

(Driving, AM peak)

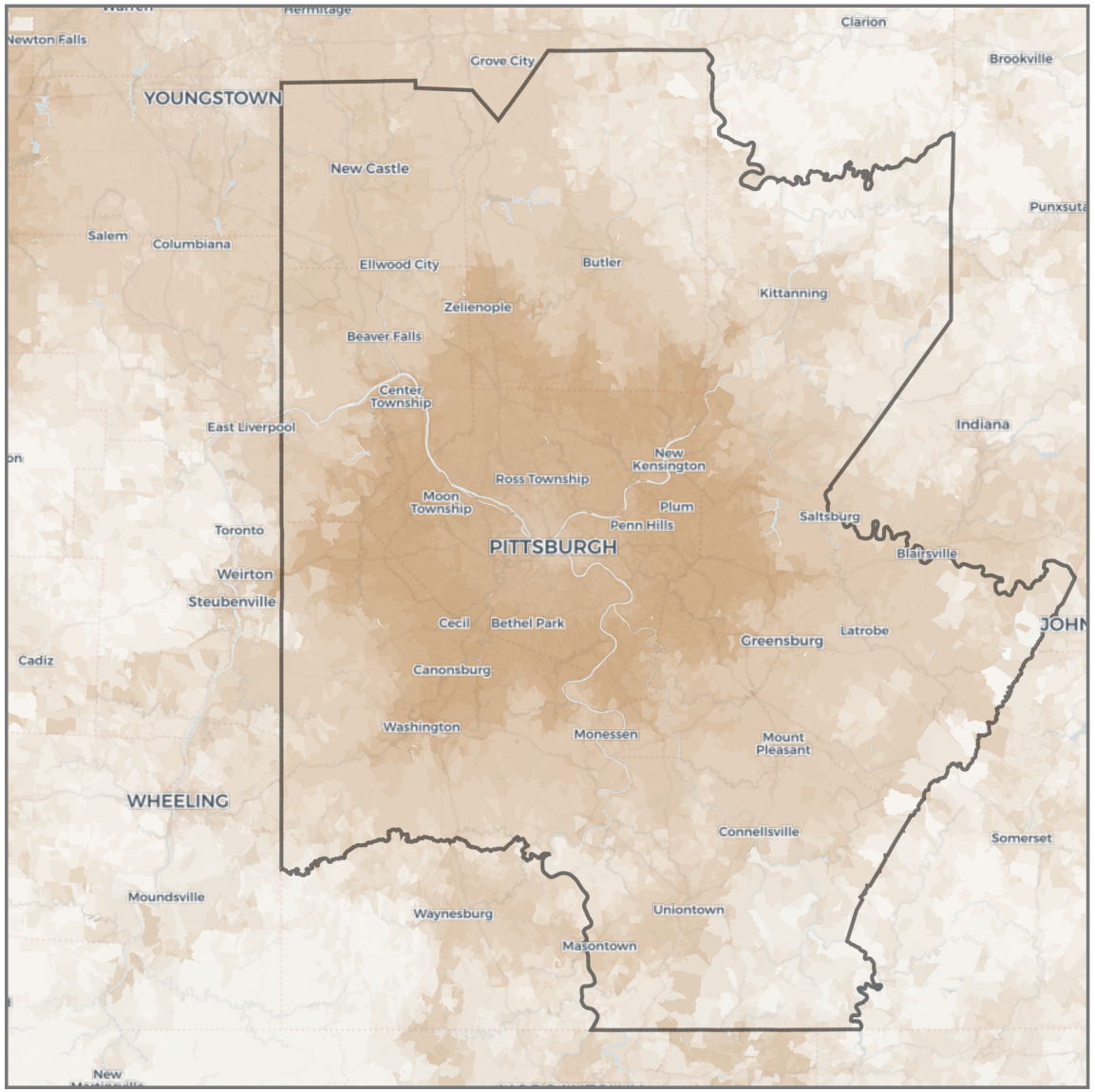
0 – 1,000	
1,000 – 2,500	
2,500 – 5,000	
5,000 – 7,500	
7,500 – 10,000	
10,000 – 25,000	
25,000 – 50,000	
50,000 – 75,000	
75,000 – 100,000	
100,000 – 250,000	
250,000 – 500,000	
500,000 – 750,000	
750,000 – 1,000,000	
1,000,000 – 2,500,000	
2,500,000 – 5,000,000	
5,000,000 – 7,500,000	
7,500,000 – 10,000,000	
10,000,000 +	

State border

CBSA boundary

Pittsburgh

Pittsburgh, PA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

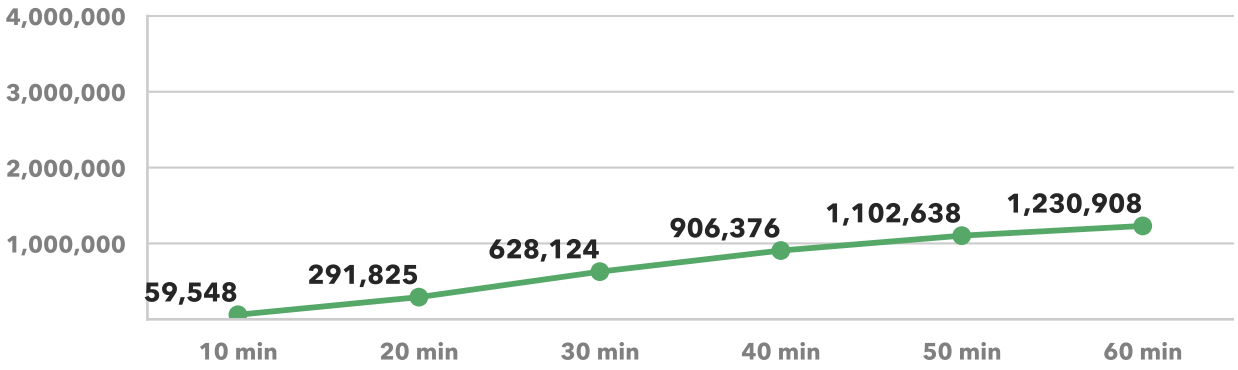
Portland

Portland-Vancouver-Hillsboro, OR-WA

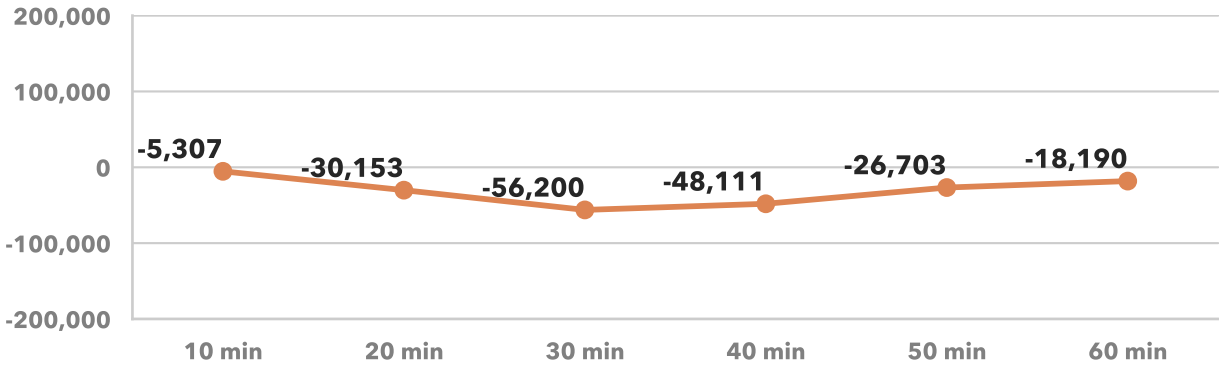
Rank by Weighted Accessibility	**27**
Rank by Weighted Congestion Impact	**21**
Rank by Total Employment	**24**
Rank by 1-Year Change in Weighted Accessibility	**38**
Rank by 1-Year Change in Weighted Congestion Impact	**19**
1-Year Change in Weighted Accessibility	**-6.95%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+3.4**
Total Jobs	**1,167,104**
Average Job Density (per mi^2)	**174**
Total Workers	**1,134,976**
Average Worker Density (per mi^2)	**169**

Job and worker totals are based on LEHD estimates and may not match other sources.

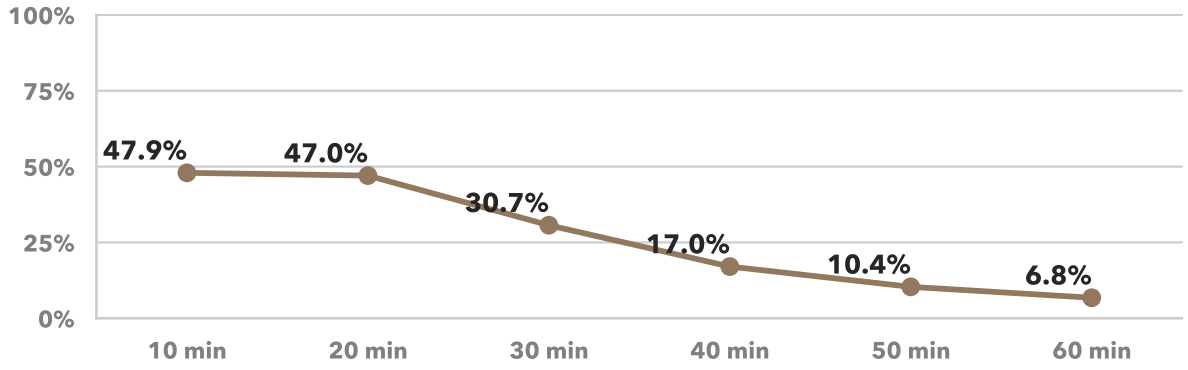
Average Job Accessibility by Travel Time Threshold (worker-weighted)



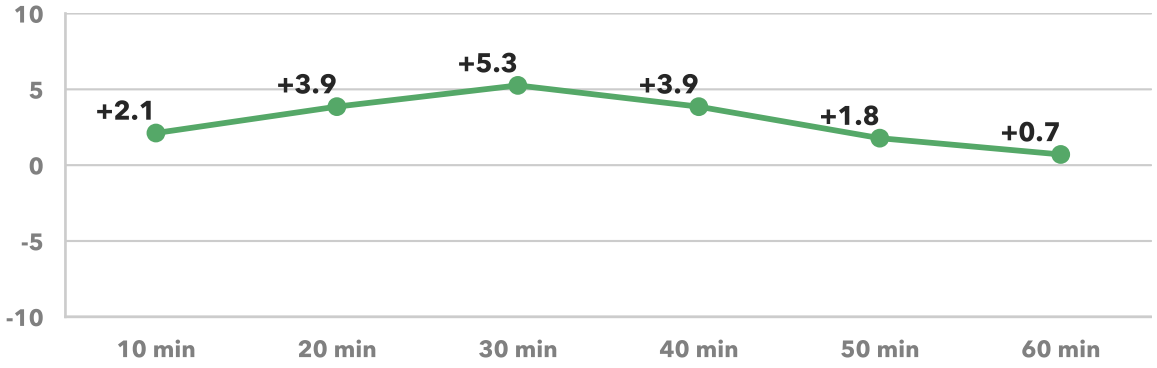
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

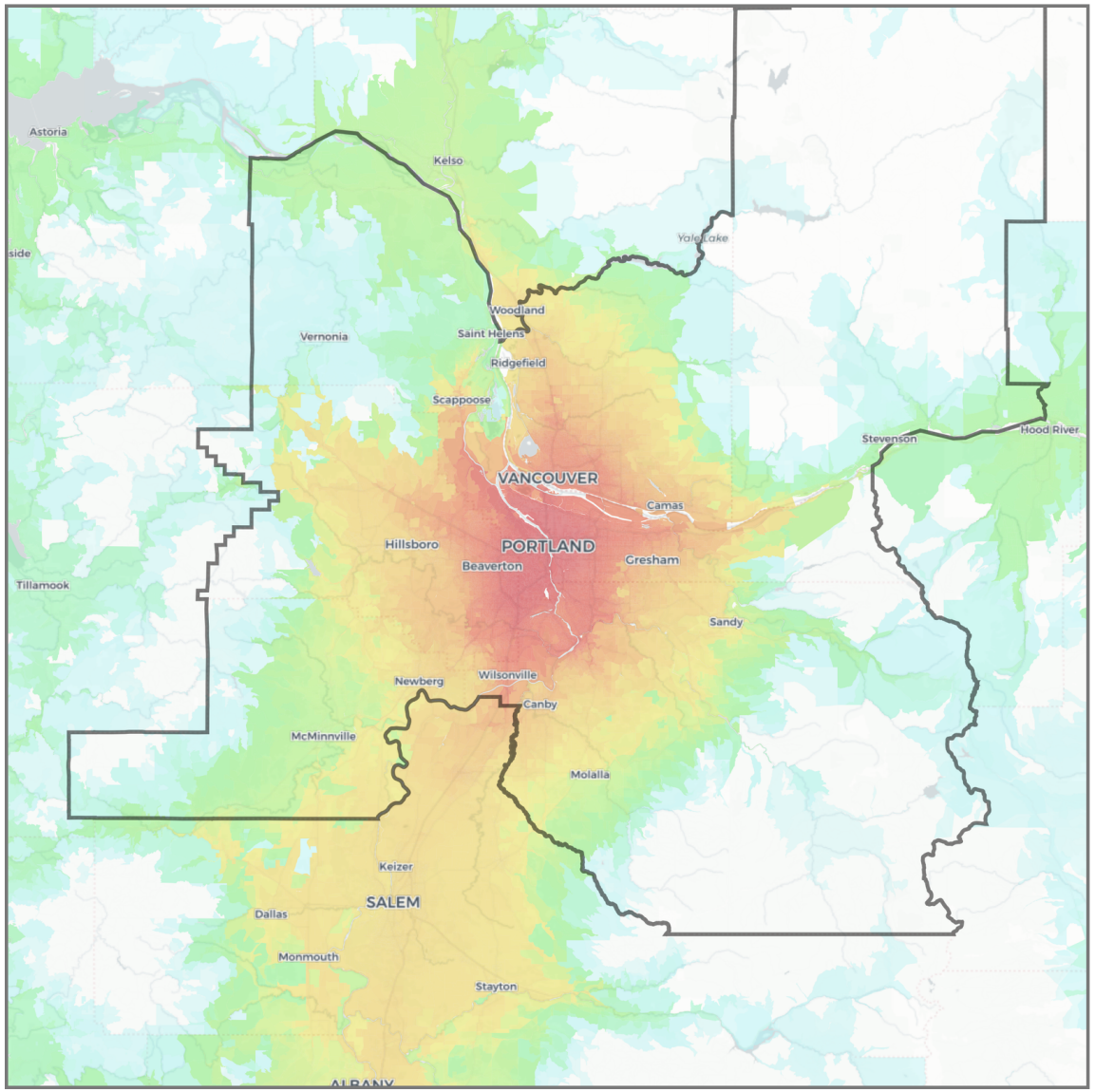


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Portland

Portland-Vancouver-Hillsboro, OR-WA



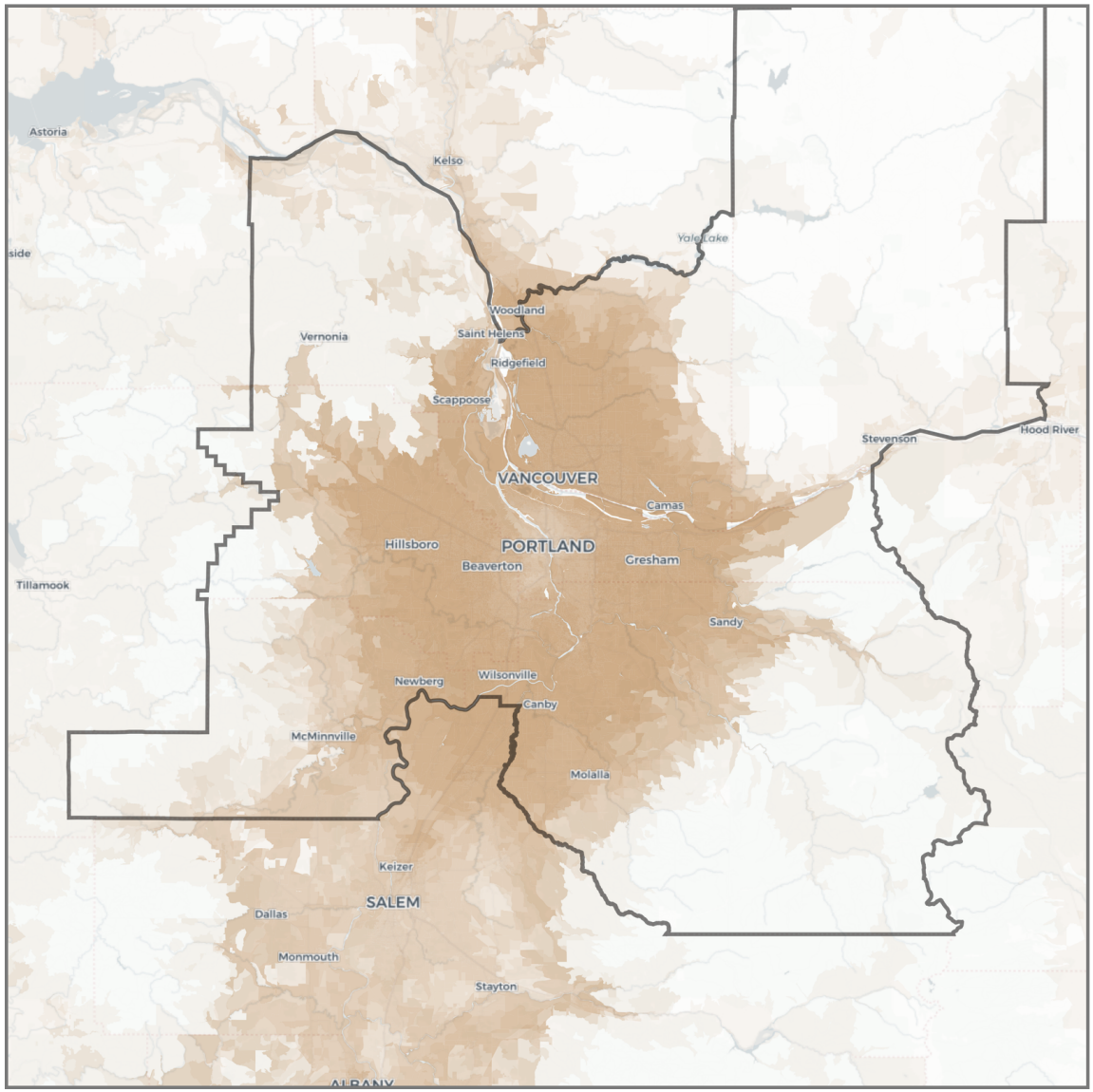
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Portland

Portland-Vancouver-Hillsboro, OR-WA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

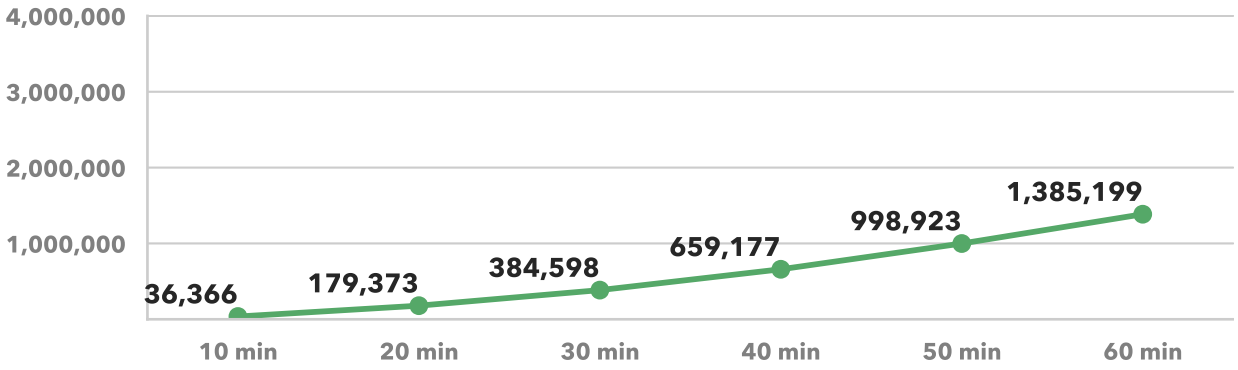
Providence

Providence-Warwick, RI-MA

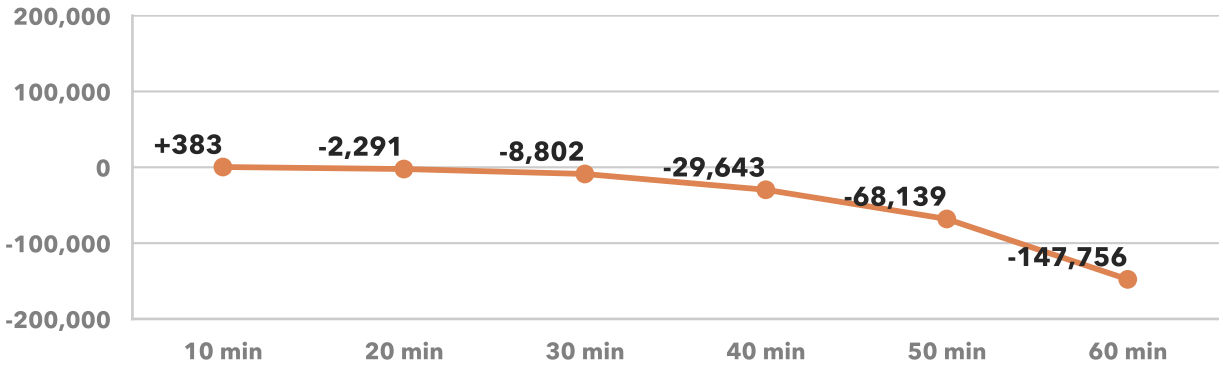
Rank by Weighted Accessibility	**39**
Rank by Weighted Congestion Impact	**16**
Rank by Total Employment	**37**
Rank by 1-Year Change in Weighted Accessibility	**19**
Rank by 1-Year Change in Weighted Congestion Impact	**20**
1-Year Change in Weighted Accessibility	**-3.62%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+3.4**
Total Jobs	**663,815**
Average Job Density (per mi^2)	**418**
Total Workers	**751,082**
Average Worker Density (per mi^2)	**473**

Job and worker totals are based on LEHD estimates and may not match other sources.

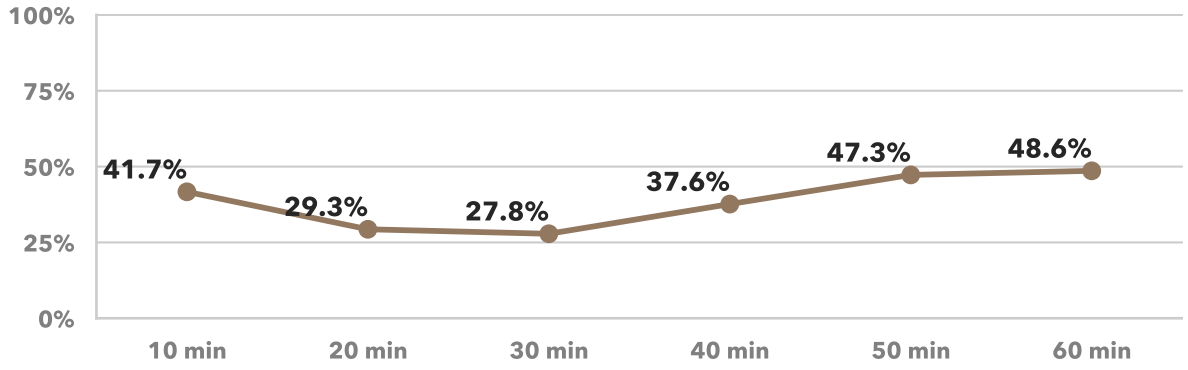
Average Job Accessibility by Travel Time Threshold (worker-weighted)



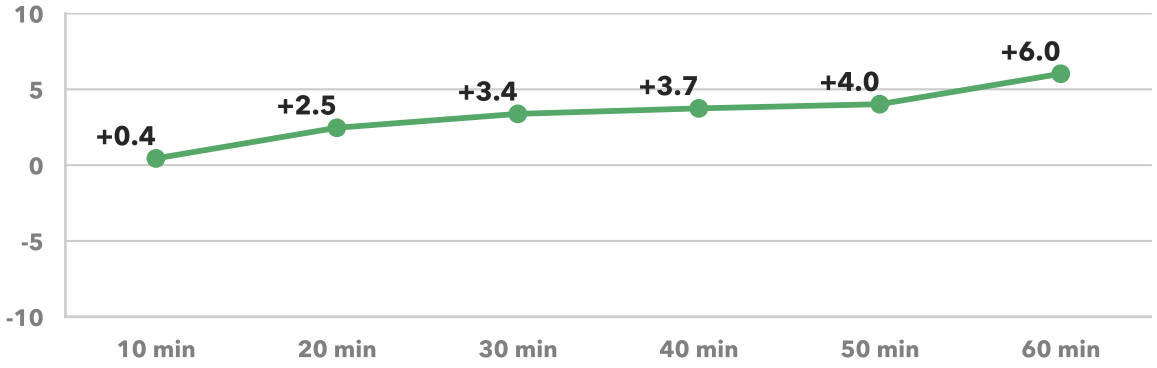
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

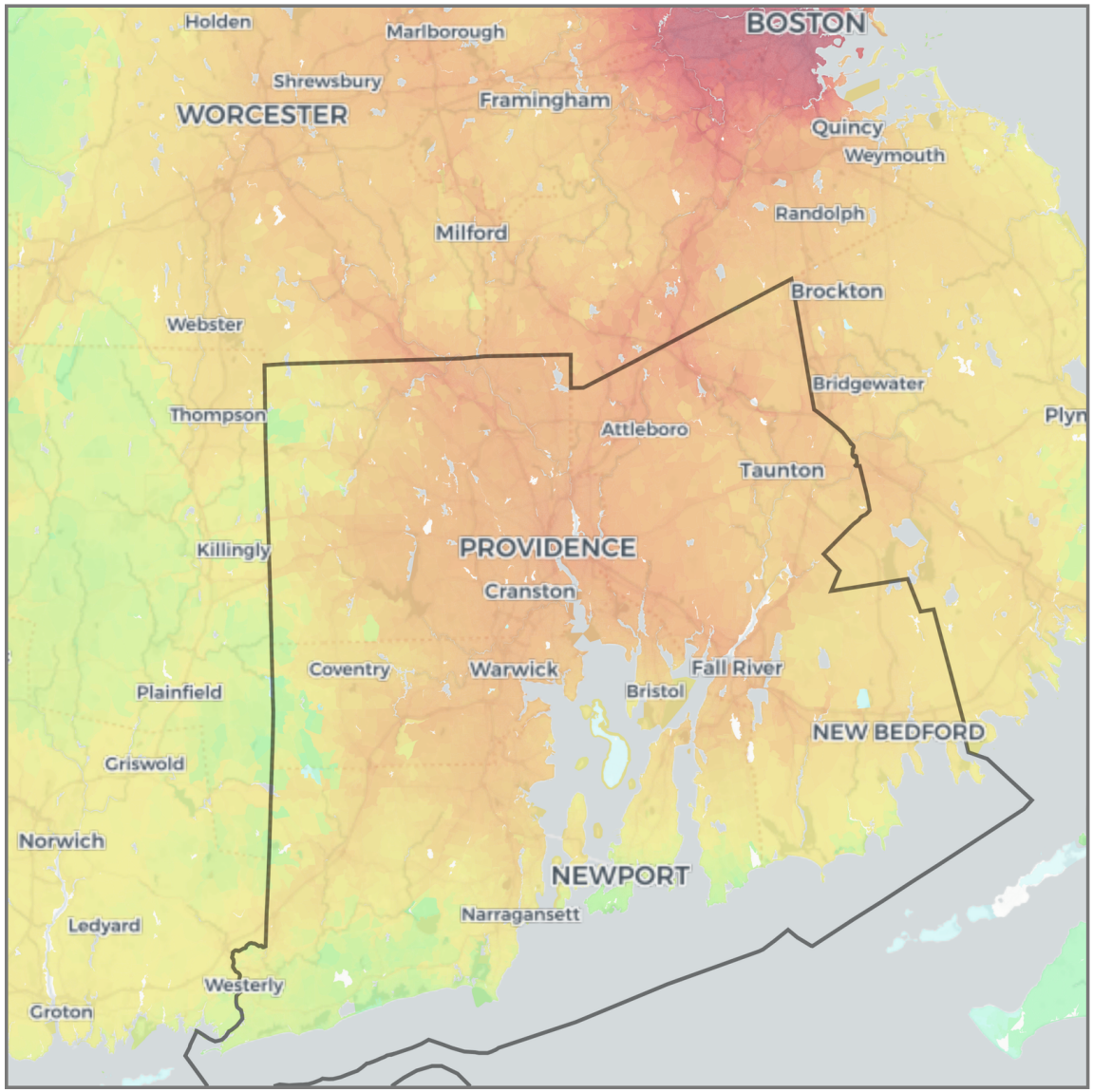


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Providence

Providence-Warwick, RI-MA



Jobs within 30 minutes

(Driving, AM peak)

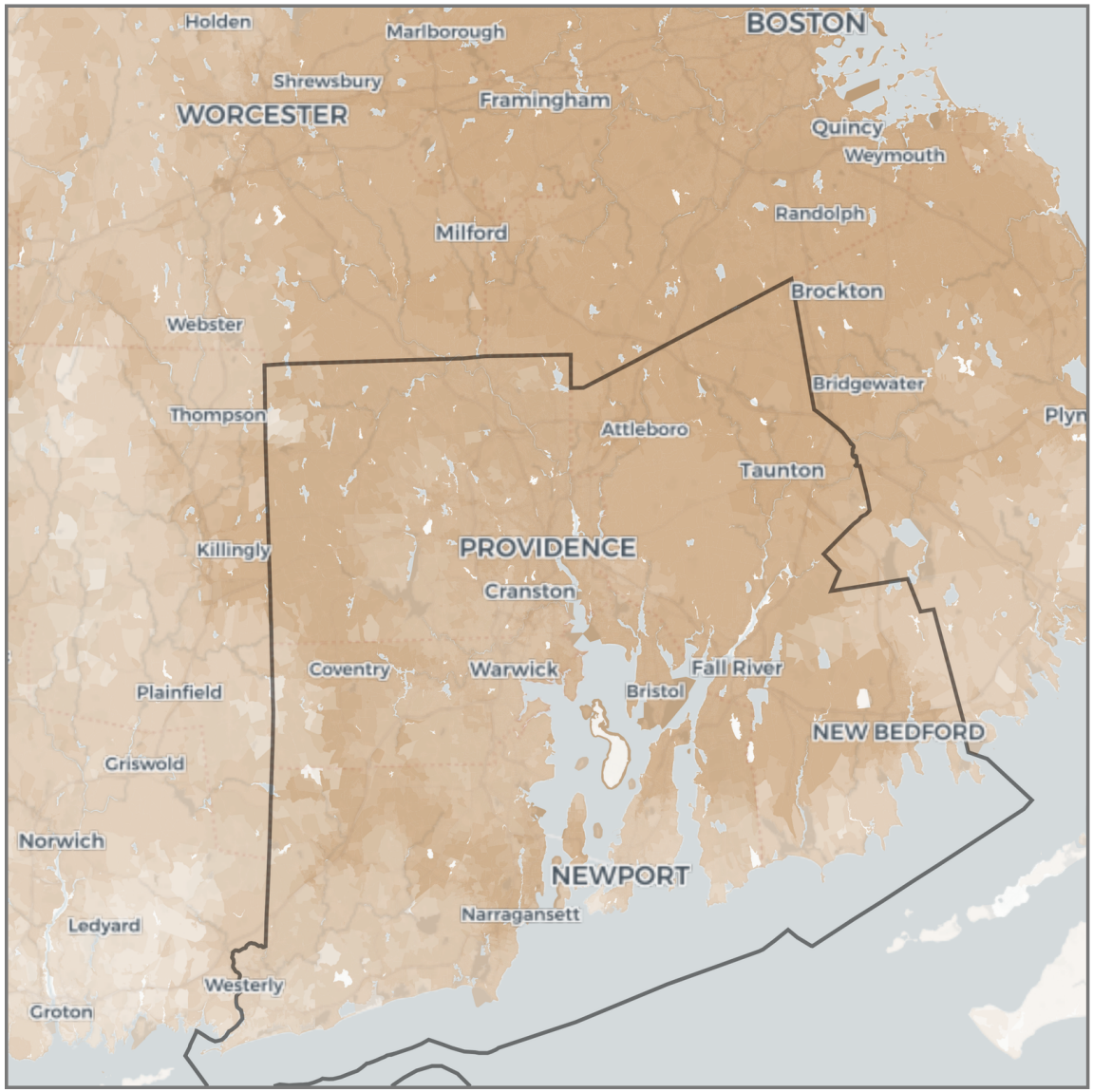
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Providence

Providence-Warwick, RI-MA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

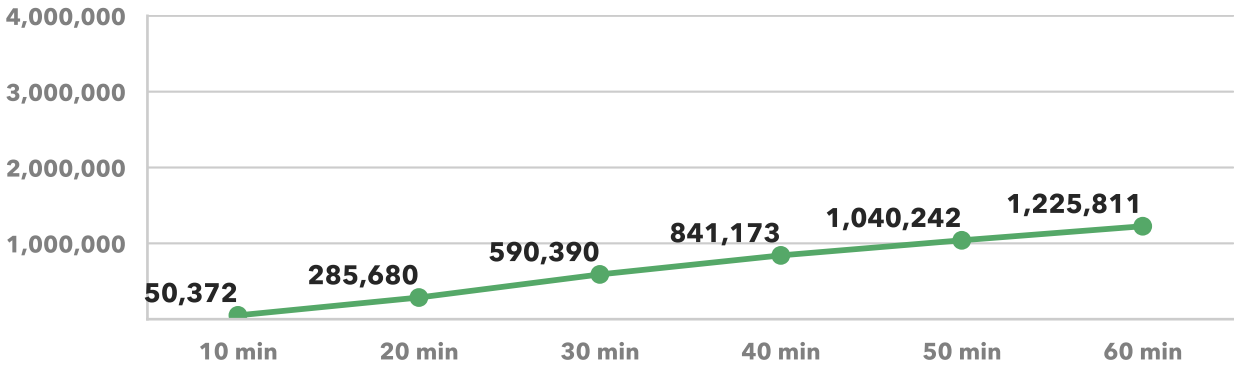
Raleigh

Raleigh-Cary, NC

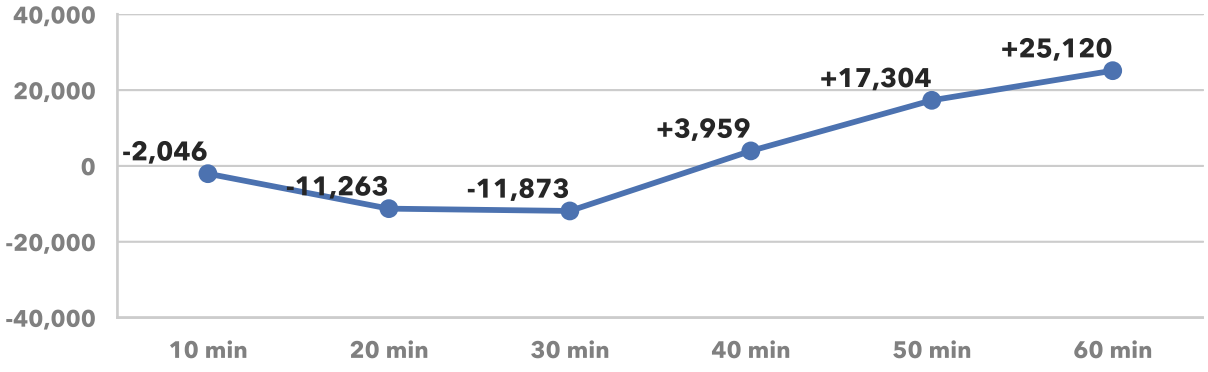
Rank by Weighted Accessibility	**32**
Rank by Weighted Congestion Impact	**30**
Rank by Total Employment	**41**
Rank by 1-Year Change in Weighted Accessibility	**9**
Rank by 1-Year Change in Weighted Congestion Impact	**18**
1-Year Change in Weighted Accessibility	**-1.63%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+3.9**
Total Jobs	**721,202**
Average Job Density (per mi^2)	**340**
Total Workers	**658,762**
Average Worker Density (per mi^2)	**311**

Job and worker totals are based on LEHD estimates and may not match other sources.

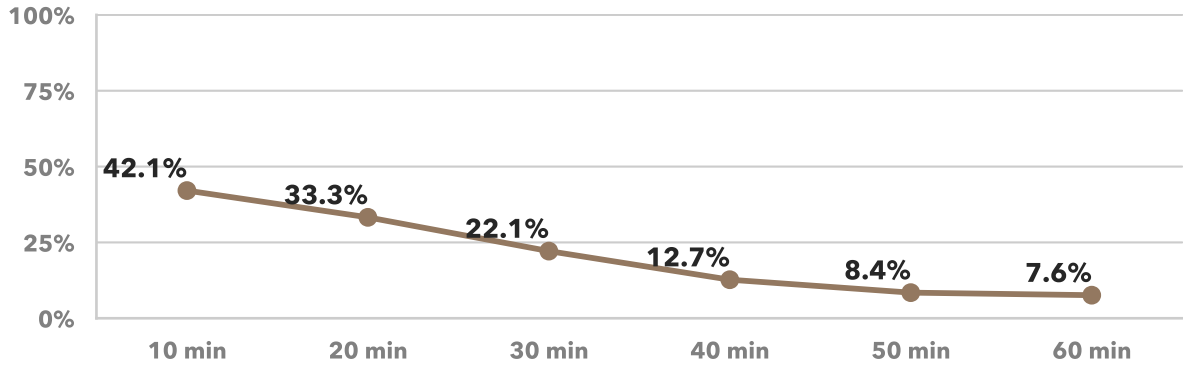
Average Job Accessibility by Travel Time Threshold (worker-weighted)



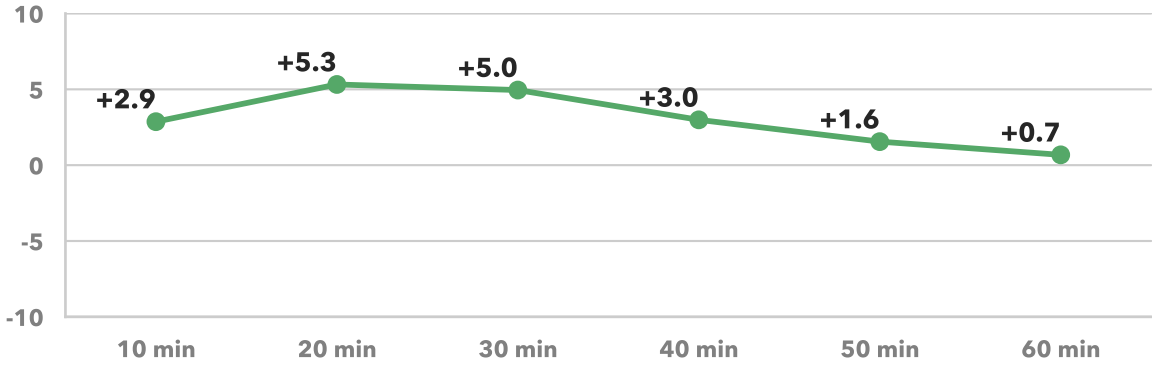
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

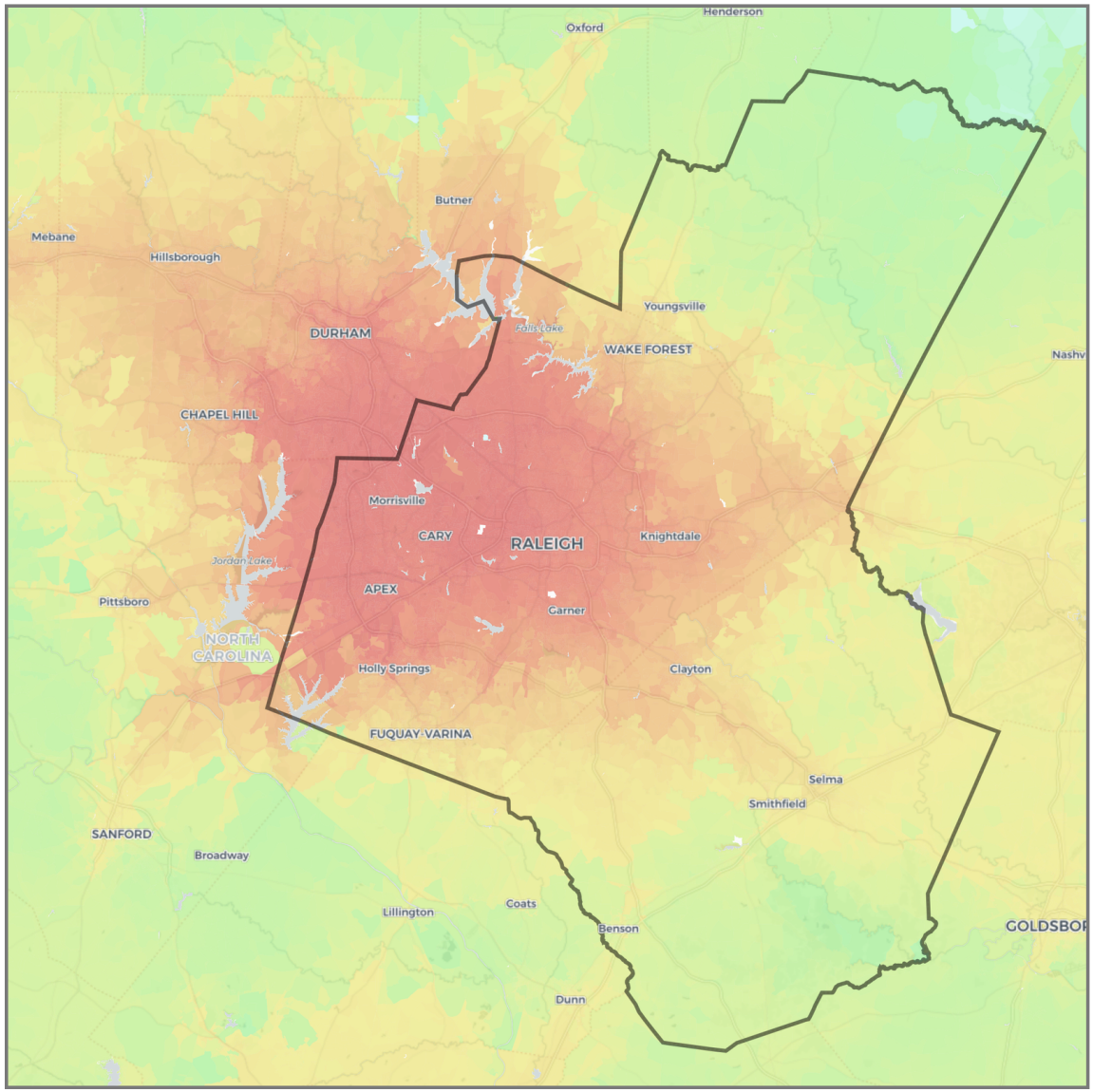


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Raleigh

Raleigh-Cary, NC



Jobs within 30 minutes

(Driving, AM peak)

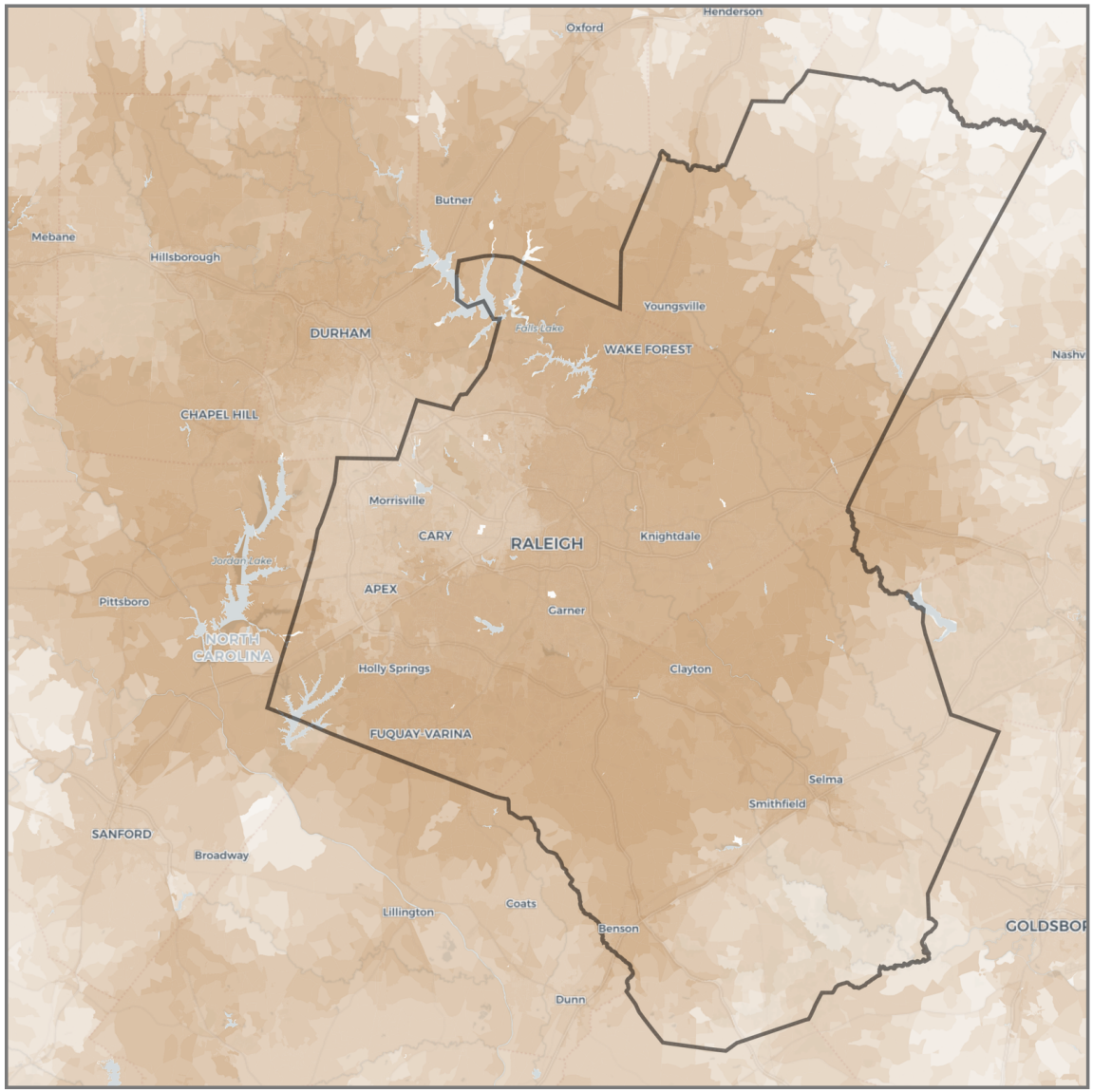
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Raleigh

Raleigh-Cary, NC



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

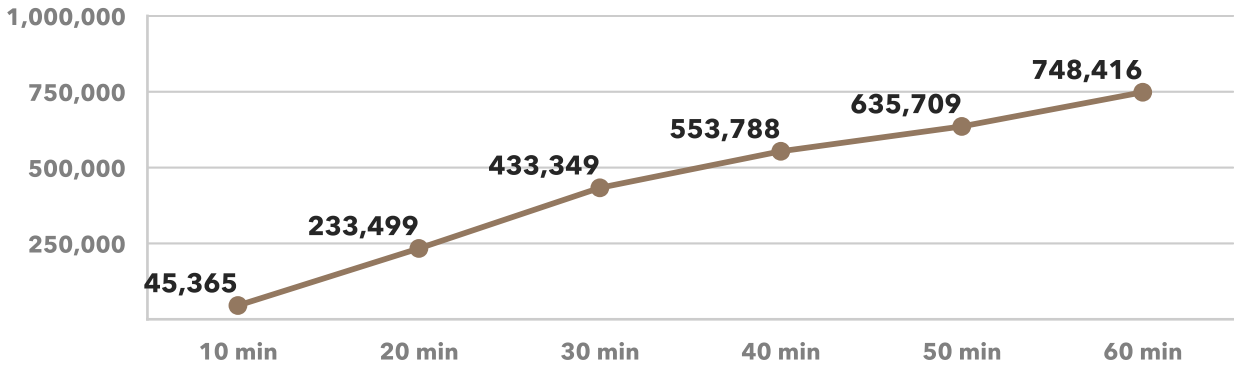
Richmond

Richmond, VA

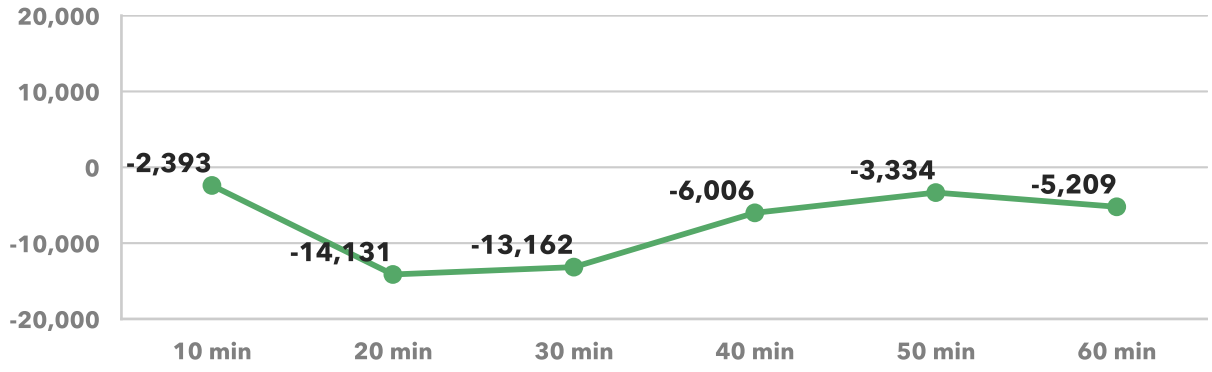
Rank by Weighted Accessibility	**40**
Rank by Weighted Congestion Impact	**48**
Rank by Total Employment	**44**
Rank by 1-Year Change in Weighted Accessibility	**18**
Rank by 1-Year Change in Weighted Congestion Impact	**33**
1-Year Change in Weighted Accessibility	**-3.49%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+1.9**
Total Jobs	**639,597**
Average Job Density (per mi^2)	**146**
Total Workers	**597,817**
Average Worker Density (per mi^2)	**136**

Job and worker totals are based on LEHD estimates and may not match other sources.

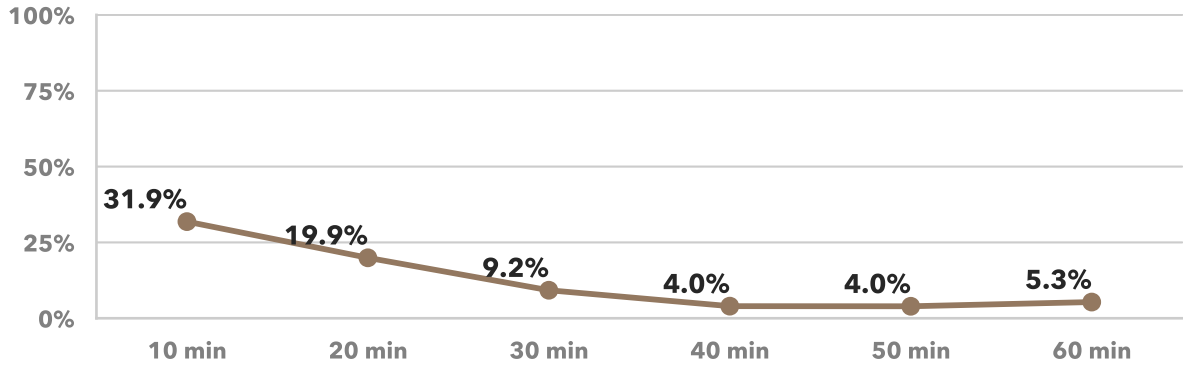
Average Job Accessibility by Travel Time Threshold (worker-weighted)



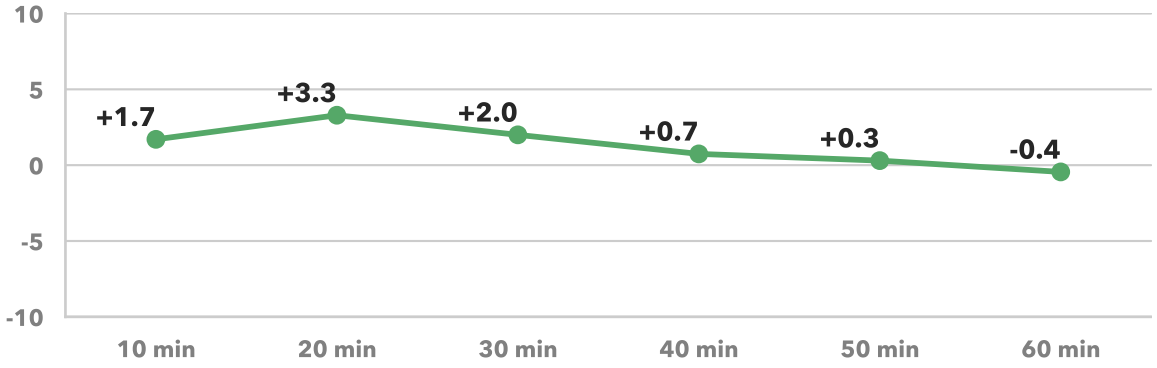
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

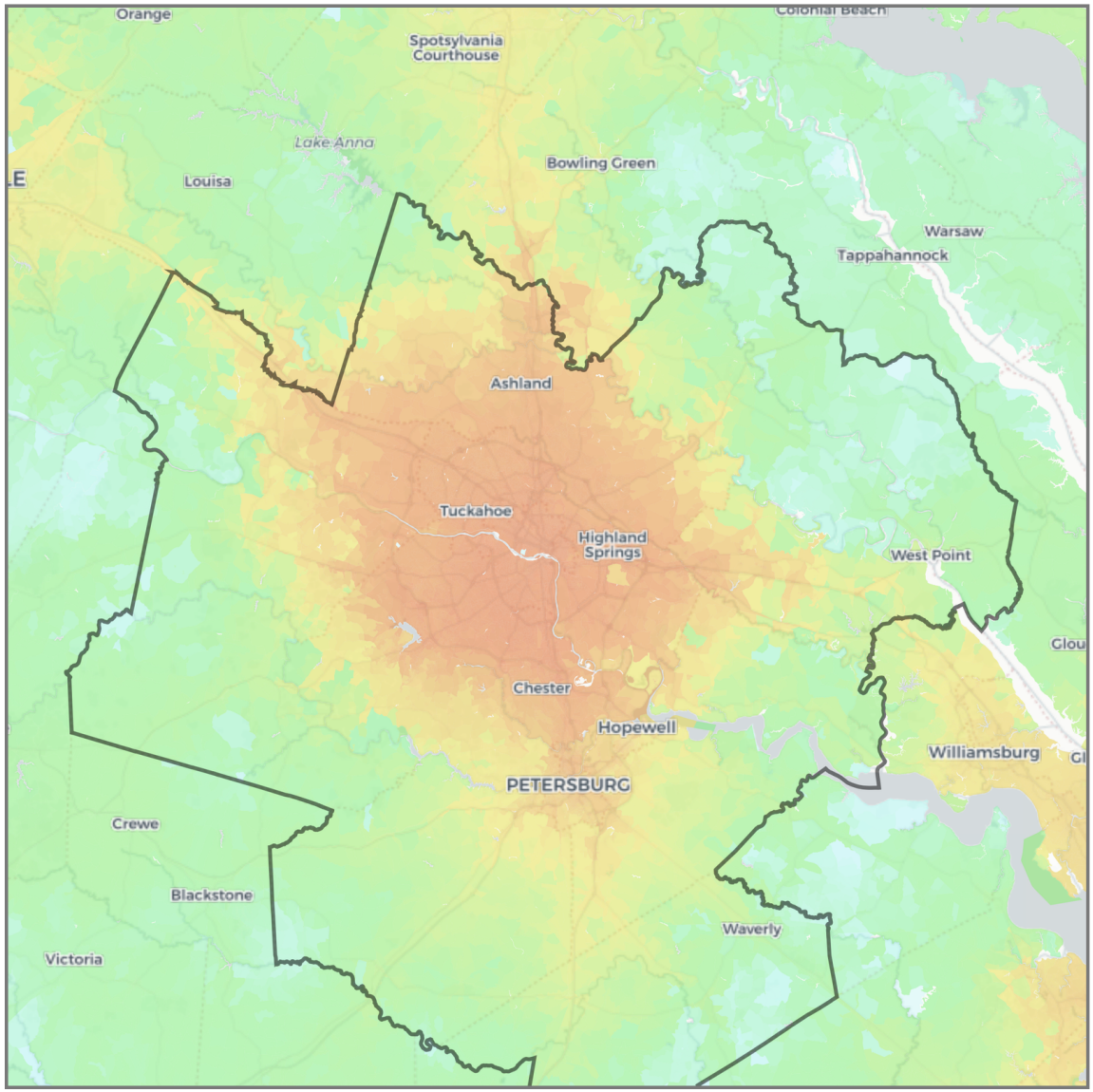


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Richmond

Richmond, VA



Jobs within 30 minutes

(Driving, AM peak)

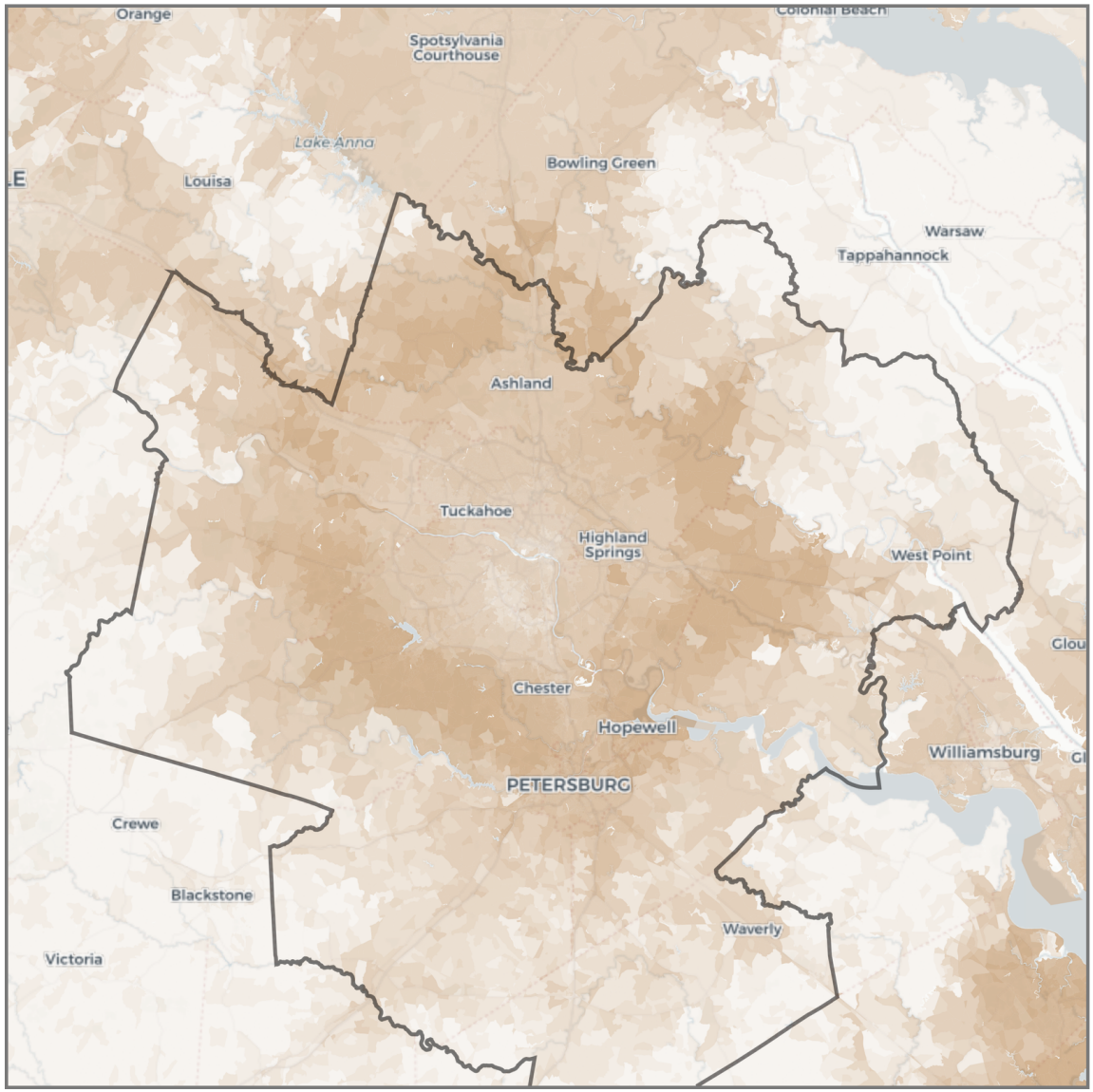
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Richmond

Richmond, VA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

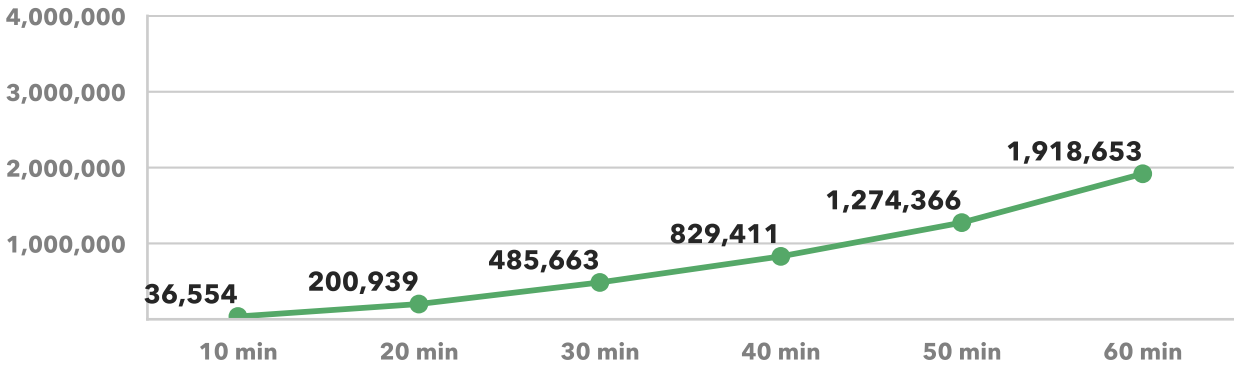
Riverside

Riverside-San Bernardino-Ontario, CA

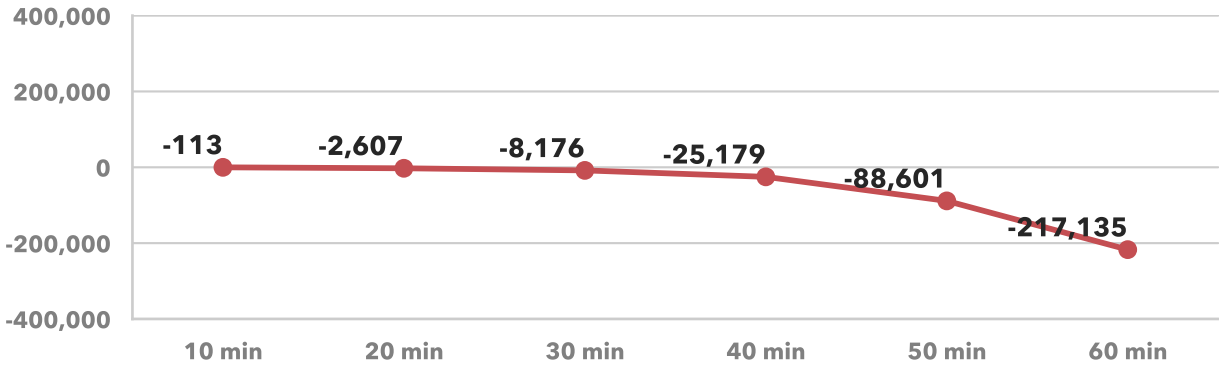
Rank by Weighted Accessibility	**36**
Rank by Weighted Congestion Impact	**1**
Rank by Total Employment	**13**
Rank by 1-Year Change in Weighted Accessibility	**20**
Rank by 1-Year Change in Weighted Congestion Impact	**38**
1-Year Change in Weighted Accessibility	**-3.72%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+1.2**
Total Jobs	**1,525,320**
Average Job Density (per mi^2)	**55**
Total Workers	**1,831,482**
Average Worker Density (per mi^2)	**67**

Job and worker totals are based on LEHD estimates and may not match other sources.

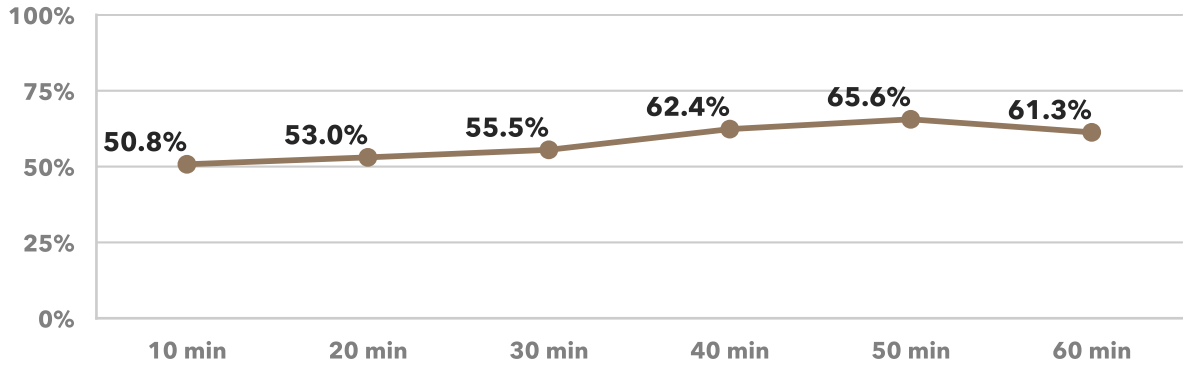
Average Job Accessibility by Travel Time Threshold (worker-weighted)



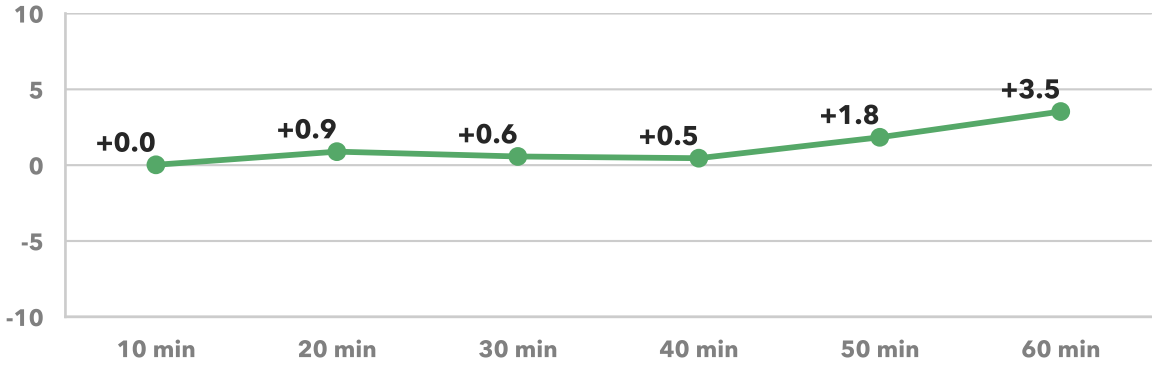
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

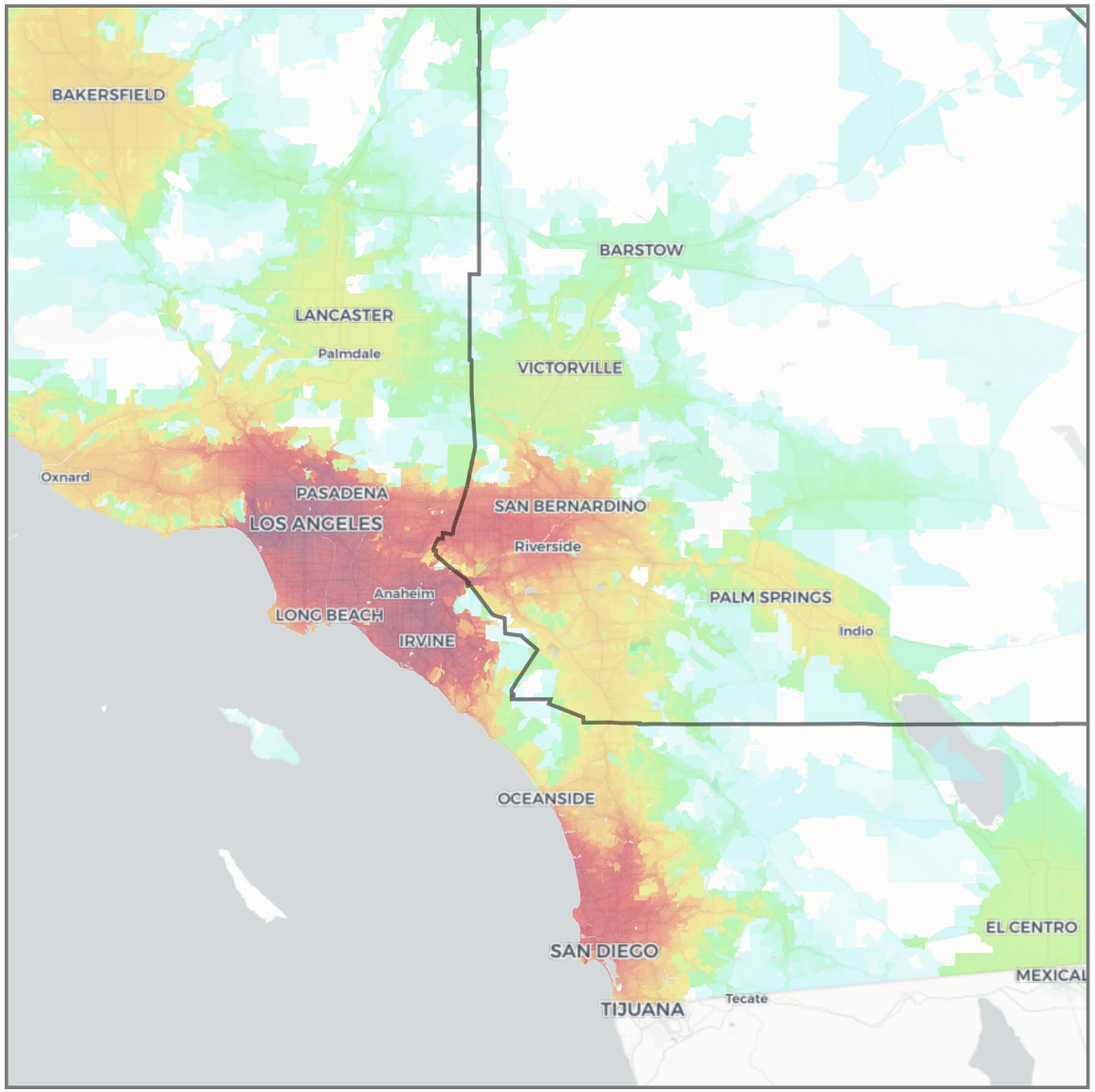


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Riverside

Riverside-San Bernardino-Ontario, CA



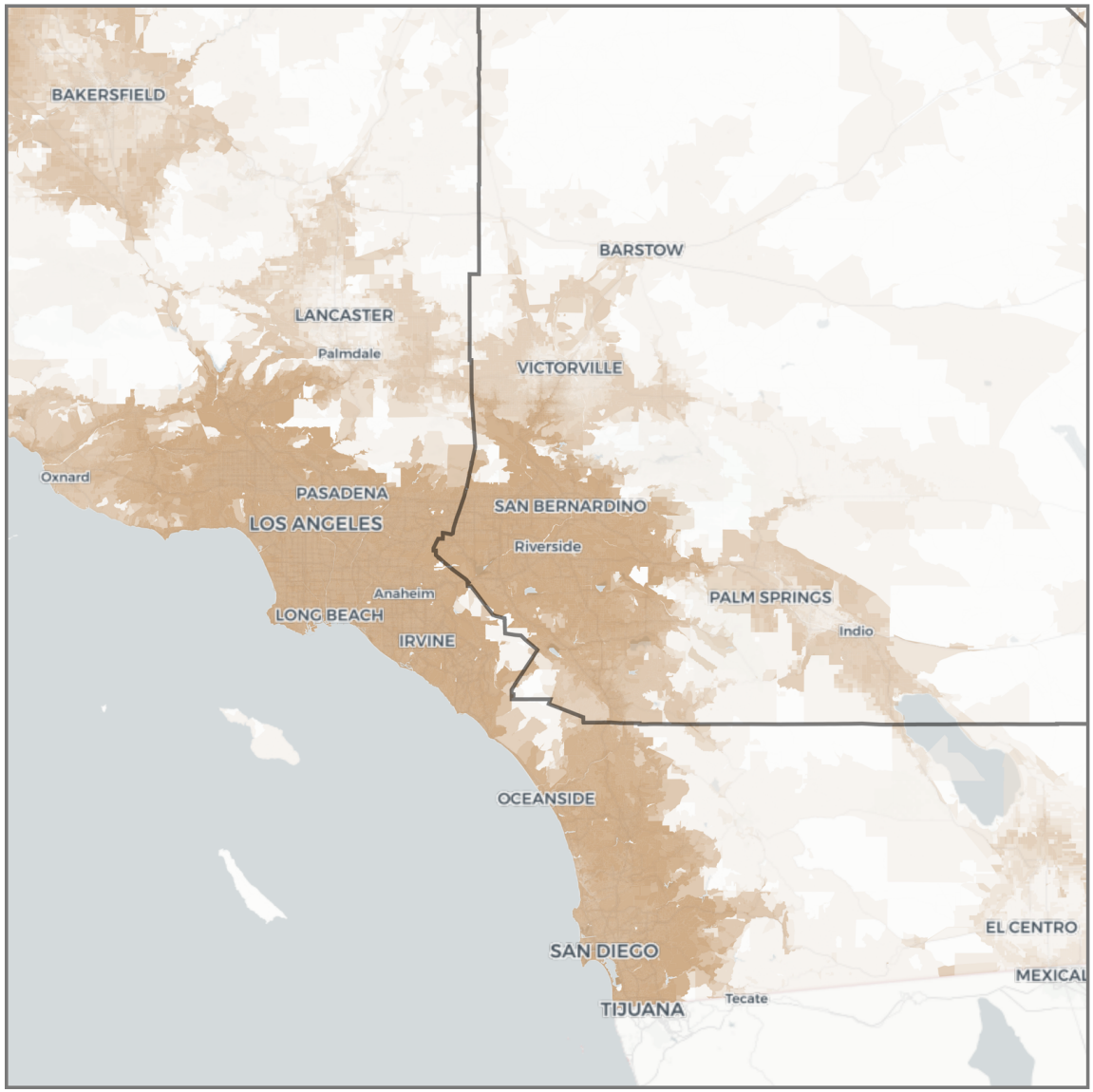
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

Riverside

Riverside-San Bernardino-Ontario, CA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

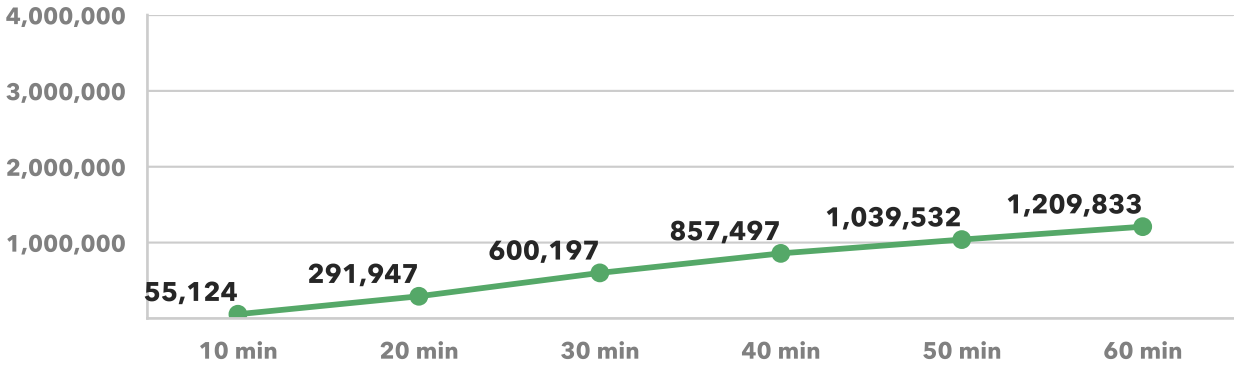
Sacramento

Sacramento-Roseville-Folsom, CA

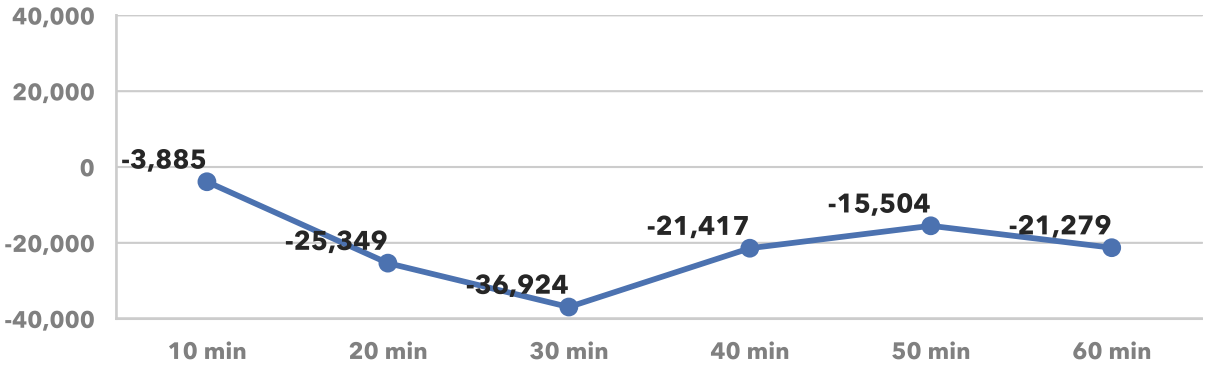
Rank by Weighted Accessibility	**30**
Rank by Weighted Congestion Impact	**25**
Rank by Total Employment	**30**
Rank by 1-Year Change in Weighted Accessibility	**29**
Rank by 1-Year Change in Weighted Congestion Impact	**26**
1-Year Change in Weighted Accessibility	**-5.27%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+2.6**
Total Jobs	**1,001,651**
Average Job Density (per mi^2)	**196**
Total Workers	**998,088**
Average Worker Density (per mi^2)	**195**

Job and worker totals are based on LEHD estimates and may not match other sources.

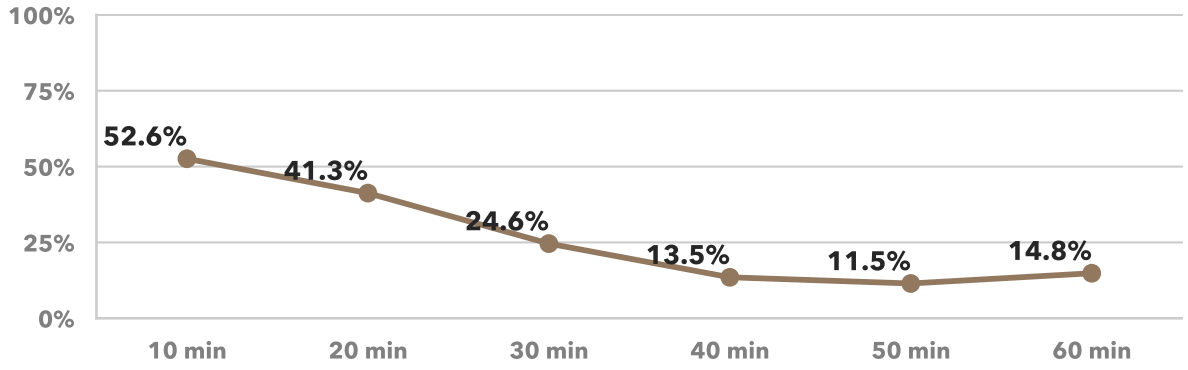
Average Job Accessibility by Travel Time Threshold (worker-weighted)



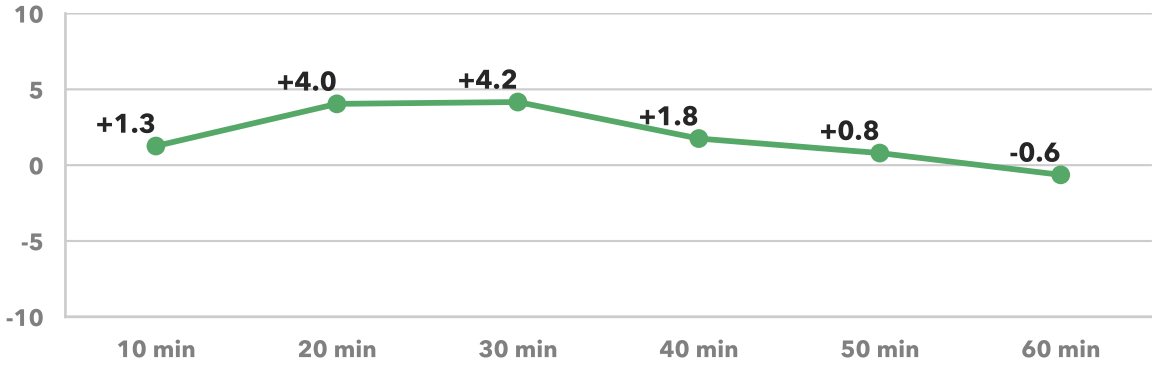
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

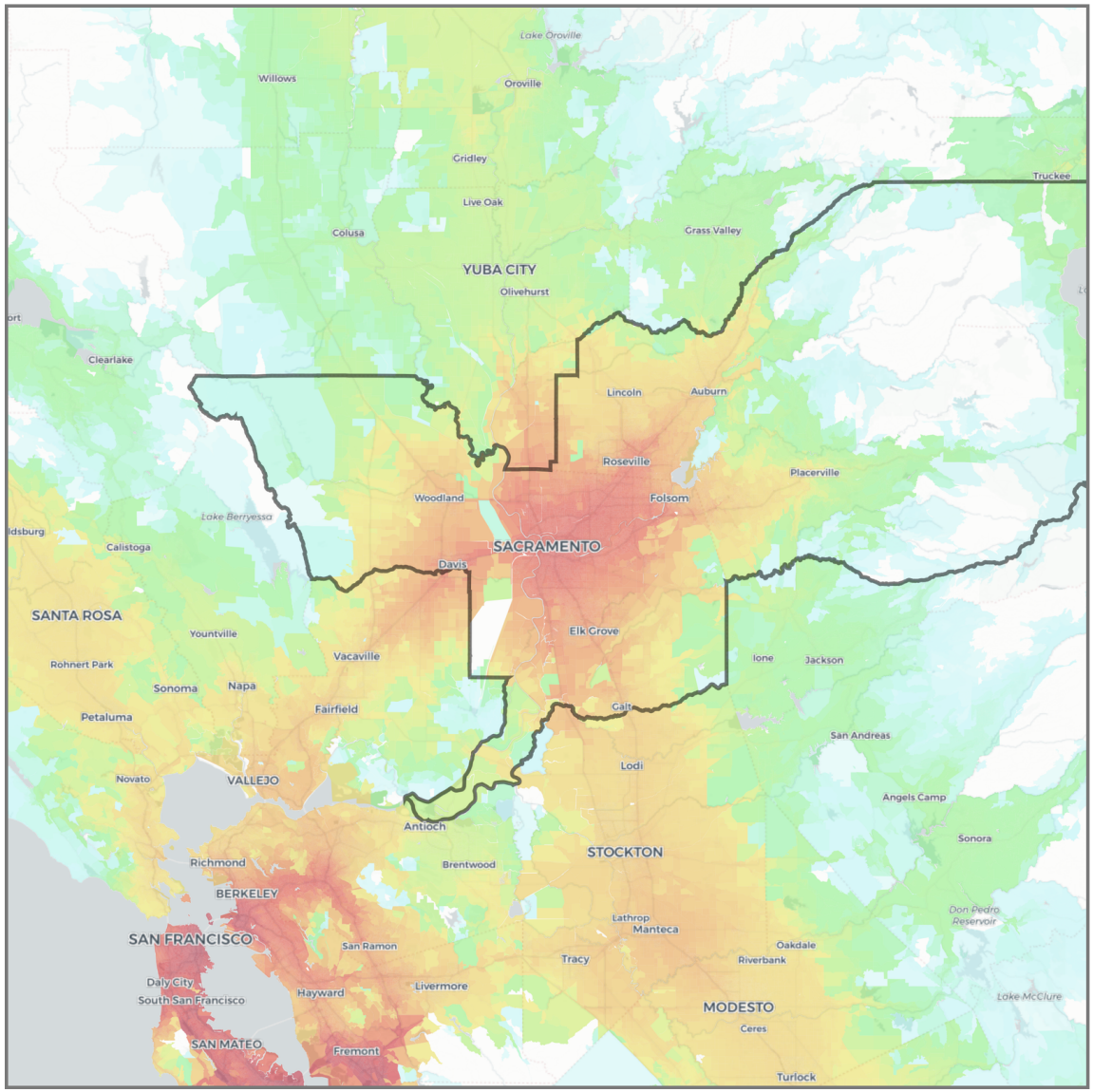


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Sacramento

Sacramento-Roseville-Folsom, CA



Jobs within 30 minutes
(Driving, AM peak)

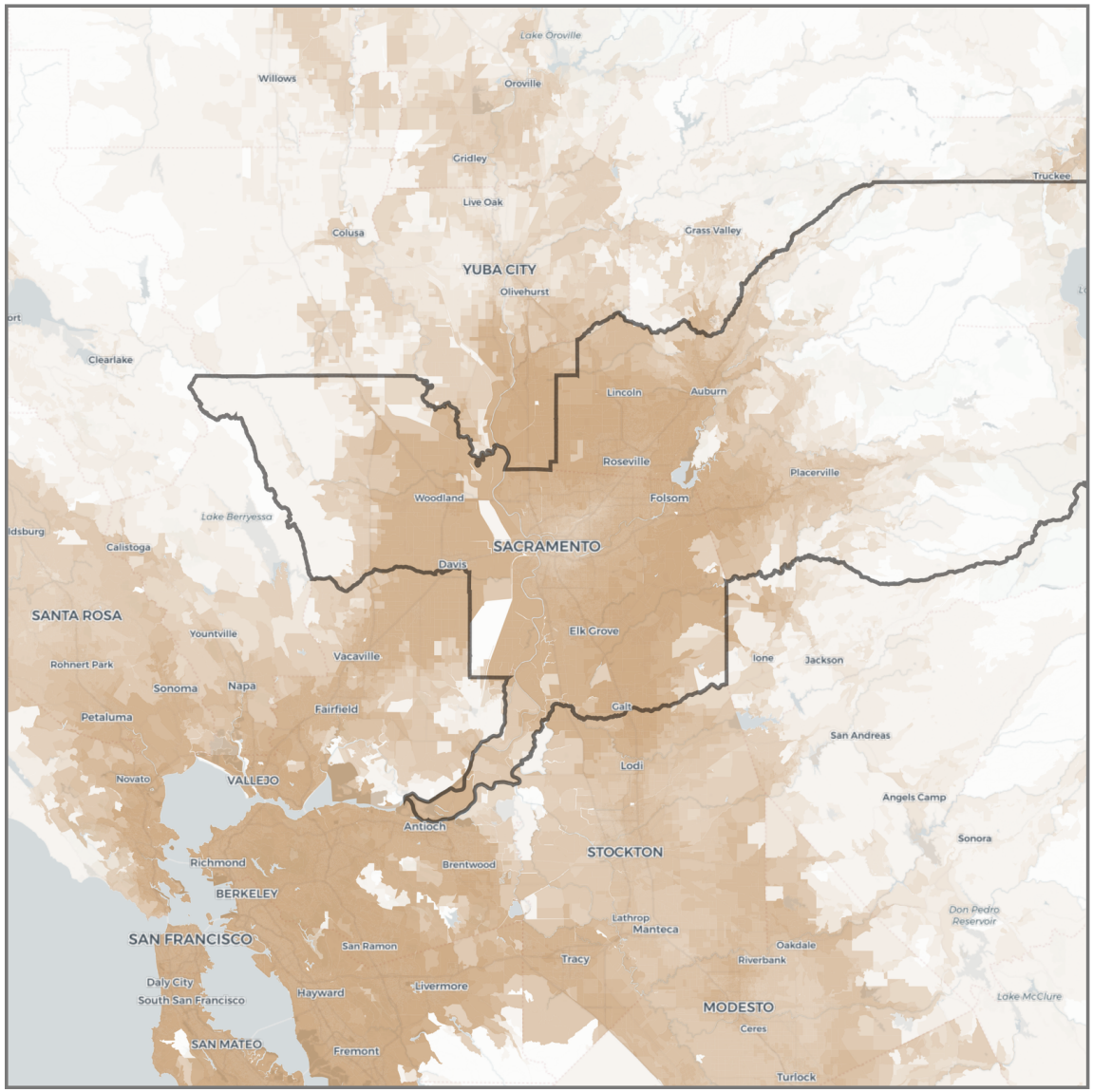
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Sacramento

Sacramento-Roseville-Folsom, CA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

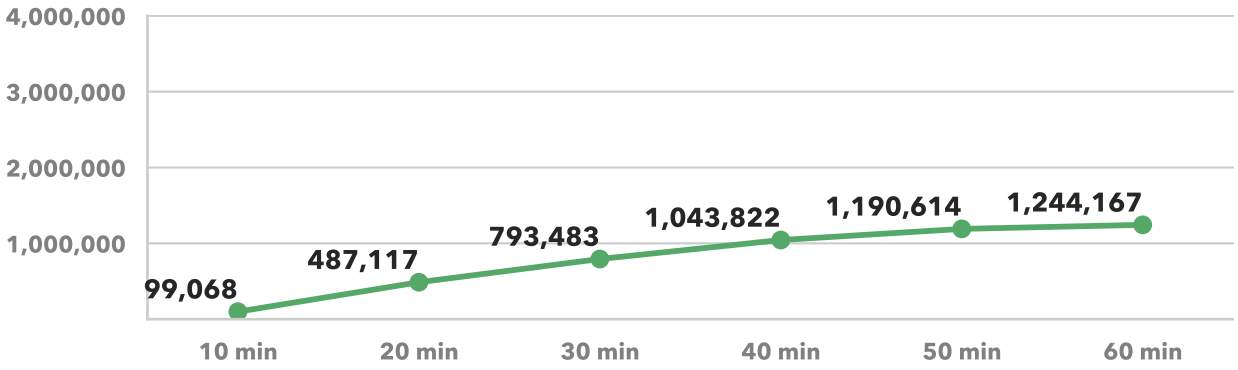
Salt Lake City

Salt Lake City-Murray, UT

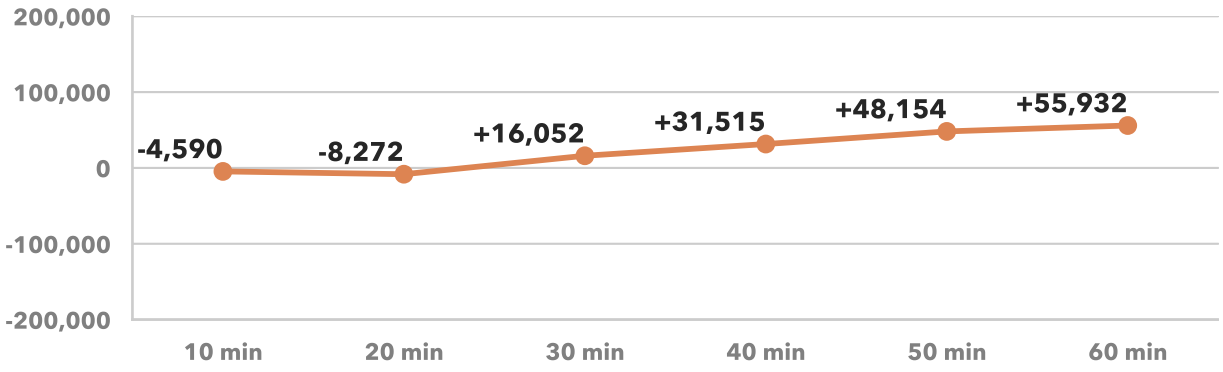
Rank by Weighted Accessibility	**12**
Rank by Weighted Congestion Impact	**38**
Rank by Total Employment	**42**
Rank by 1-Year Change in Weighted Accessibility	**6**
Rank by 1-Year Change in Weighted Congestion Impact	**37**
1-Year Change in Weighted Accessibility	**+0.24%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+1.6**
Total Jobs	**746,005**
Average Job Density (per mi^2)	**95**
Total Workers	**622,744**
Average Worker Density (per mi^2)	**79**

Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

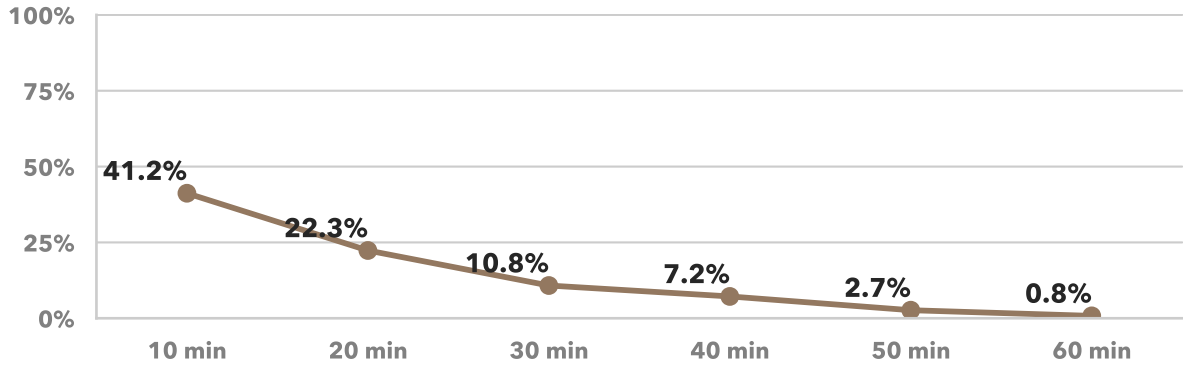


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

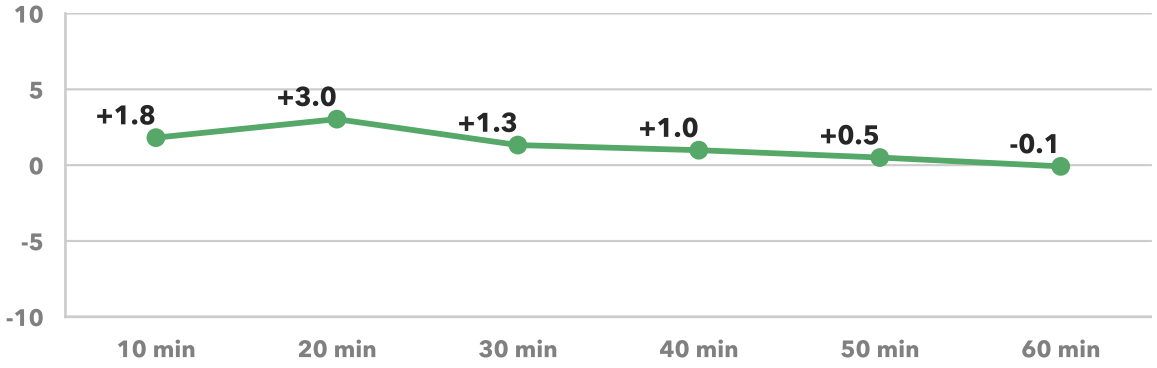


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

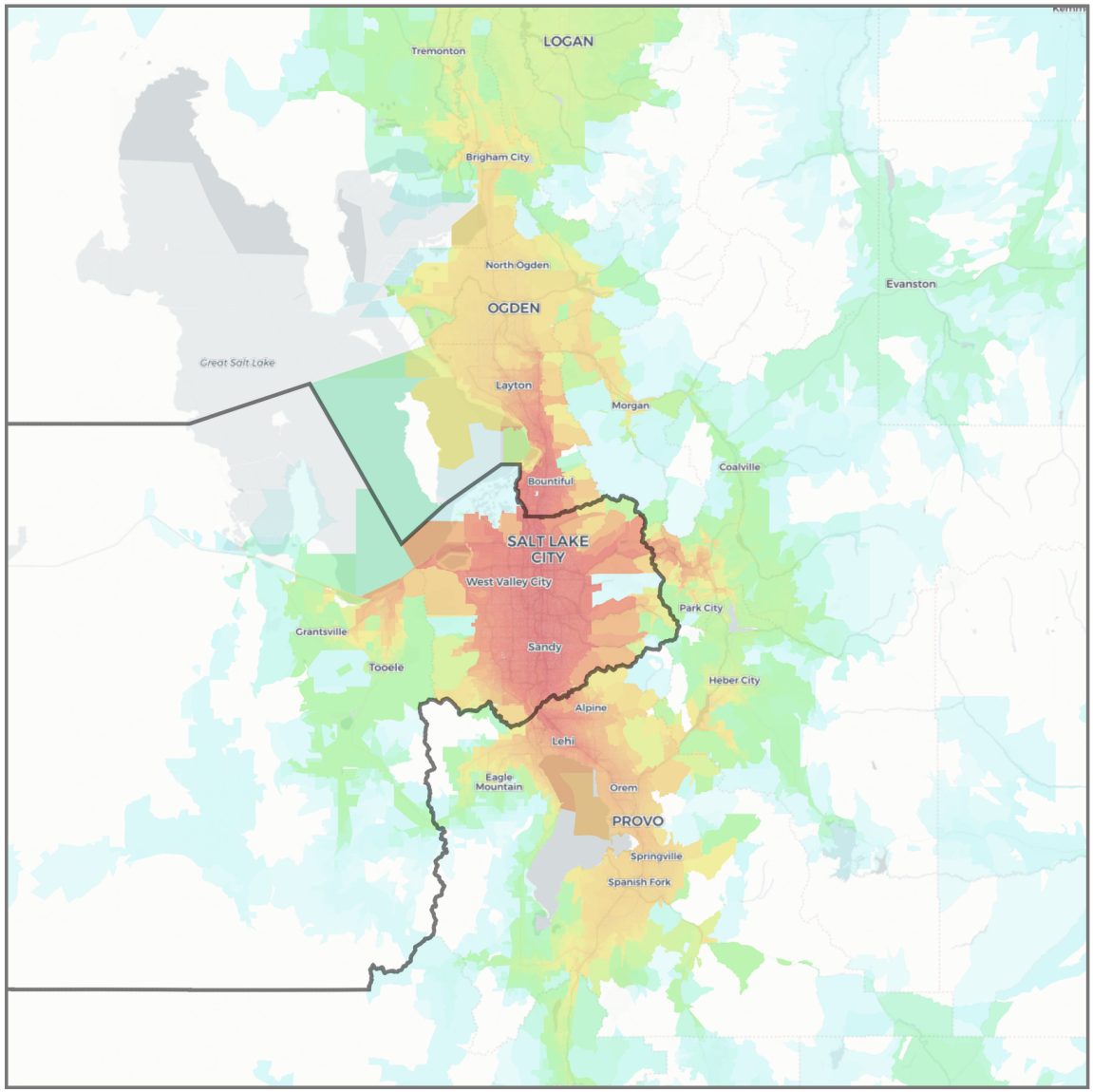


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Salt Lake City

Salt Lake City-Murray, UT



Jobs within 30 minutes

(Driving, AM peak)

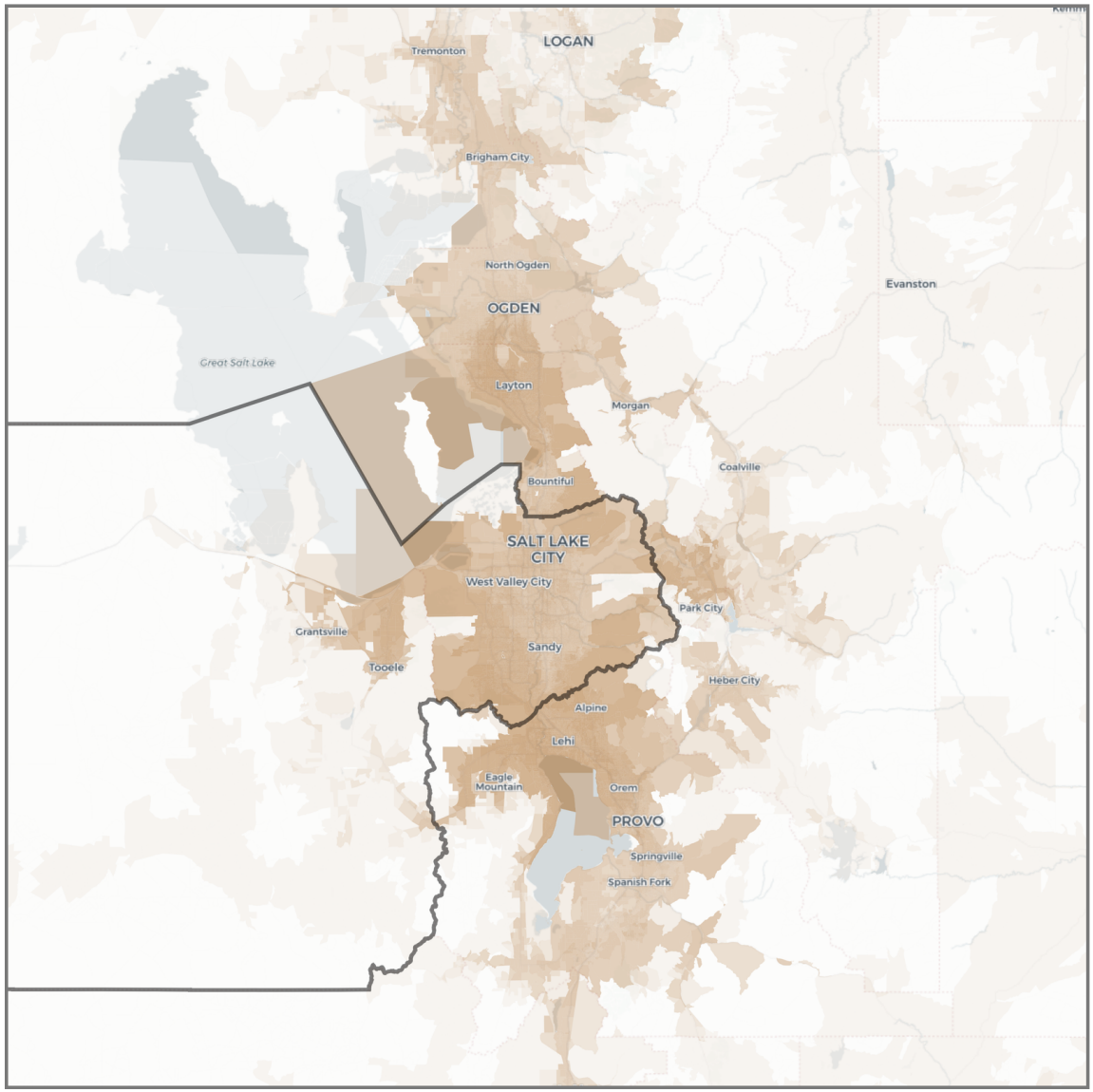
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Salt Lake City

Salt Lake City-Murray, UT



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

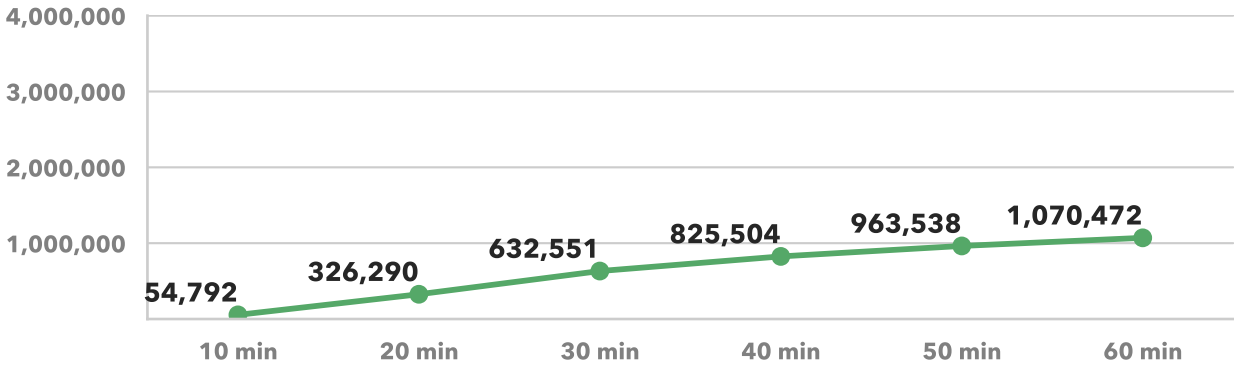
San Antonio

San Antonio-New Braunfels, TX

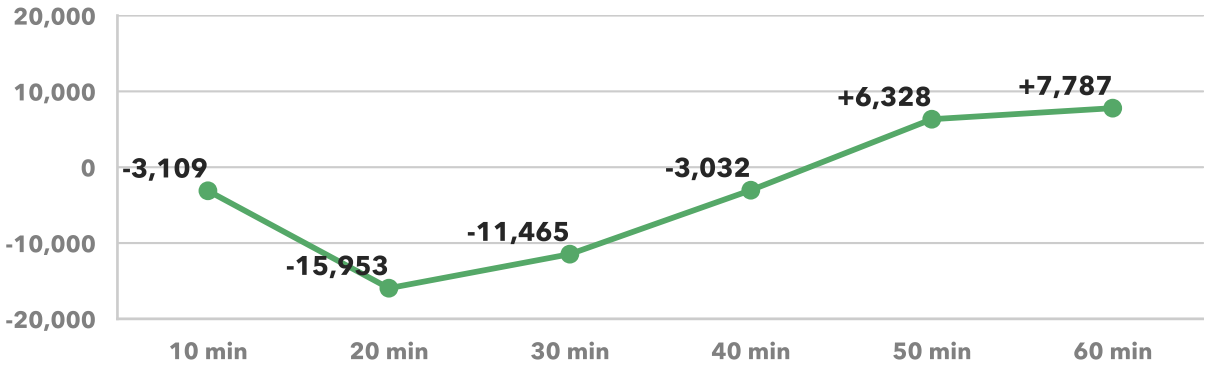
Rank by Weighted Accessibility	**28**
Rank by Weighted Congestion Impact	**28**
Rank by Total Employment	**27**
Rank by 1-Year Change in Weighted Accessibility	**13**
Rank by 1-Year Change in Weighted Congestion Impact	**29**
1-Year Change in Weighted Accessibility	**-2.51%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+2.3**
Total Jobs	**1,024,690**
Average Job Density (per mi^2)	**140**
Total Workers	**1,054,574**
Average Worker Density (per mi^2)	**144**

Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

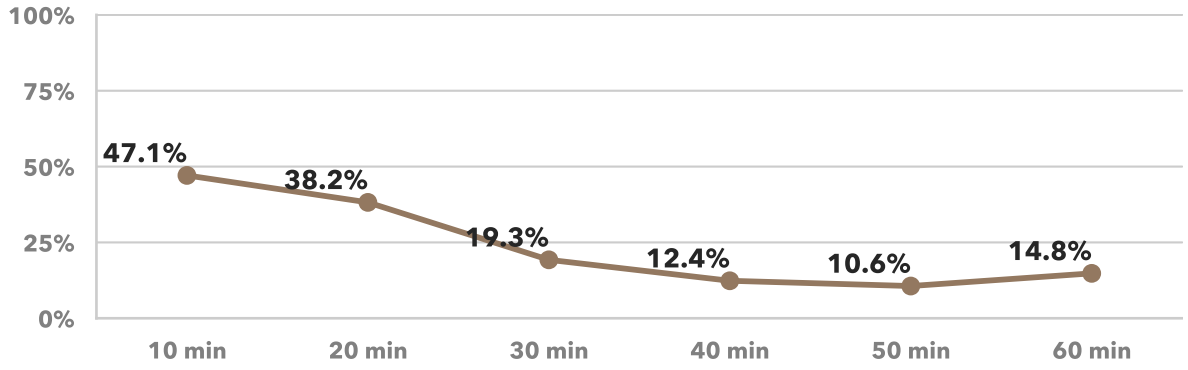


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

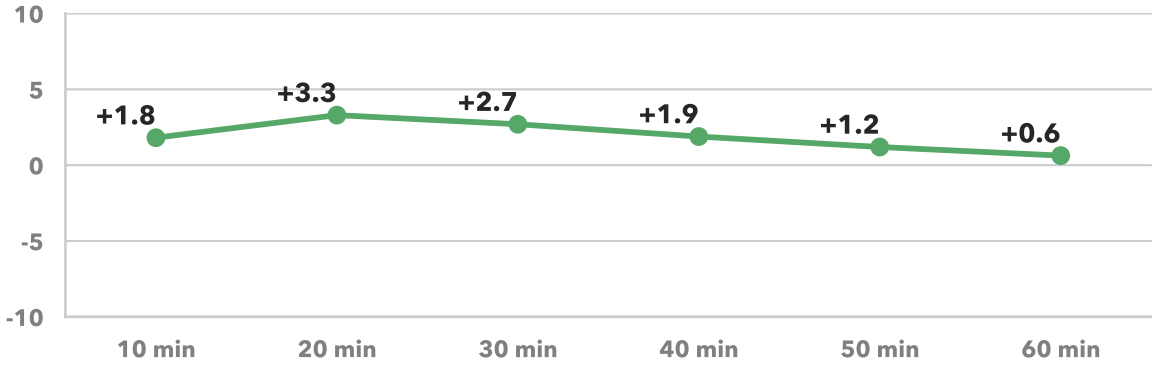


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

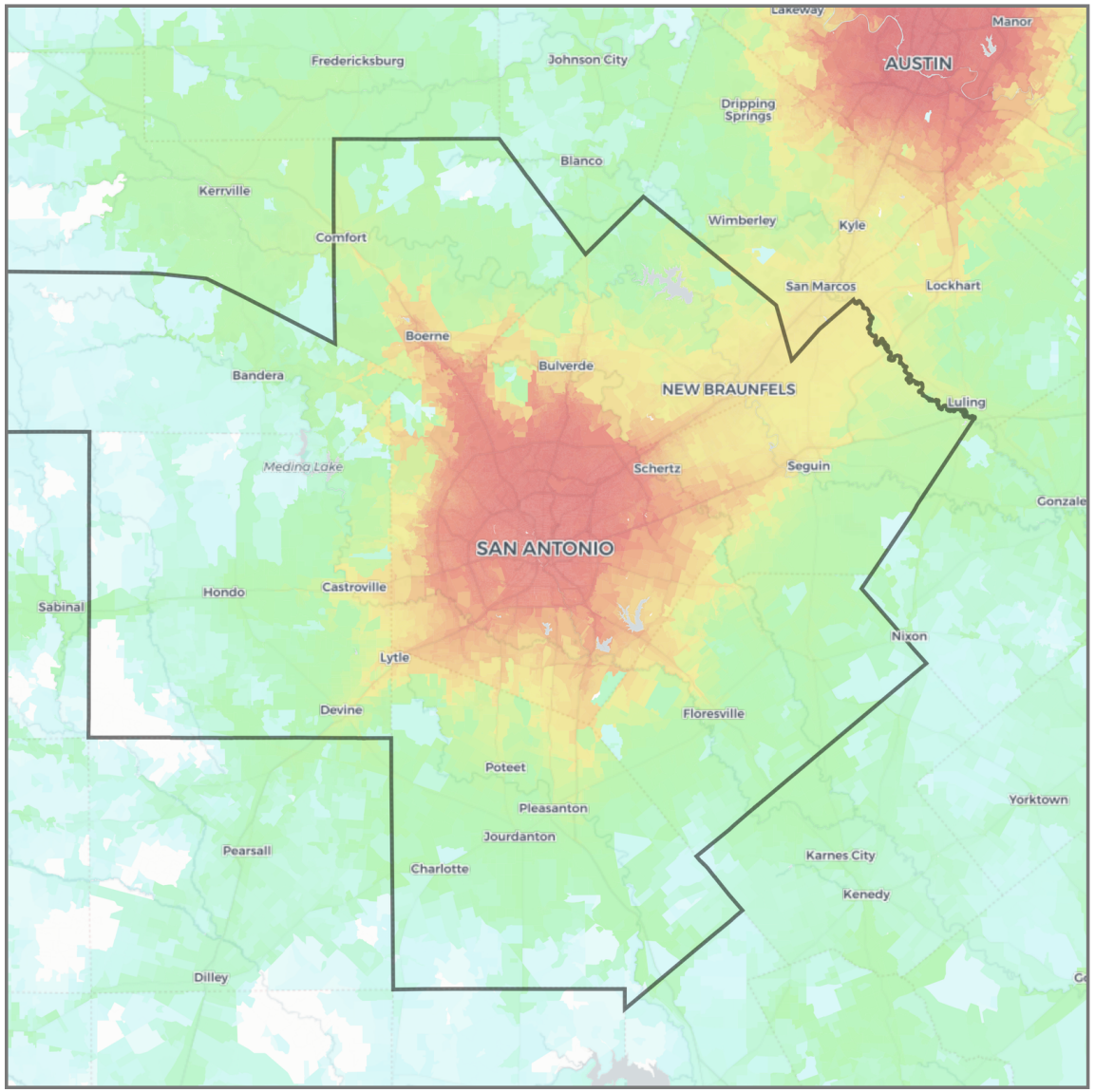


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



San Antonio

San Antonio-New Braunfels, TX



Jobs within 30 minutes

(Driving, AM peak)

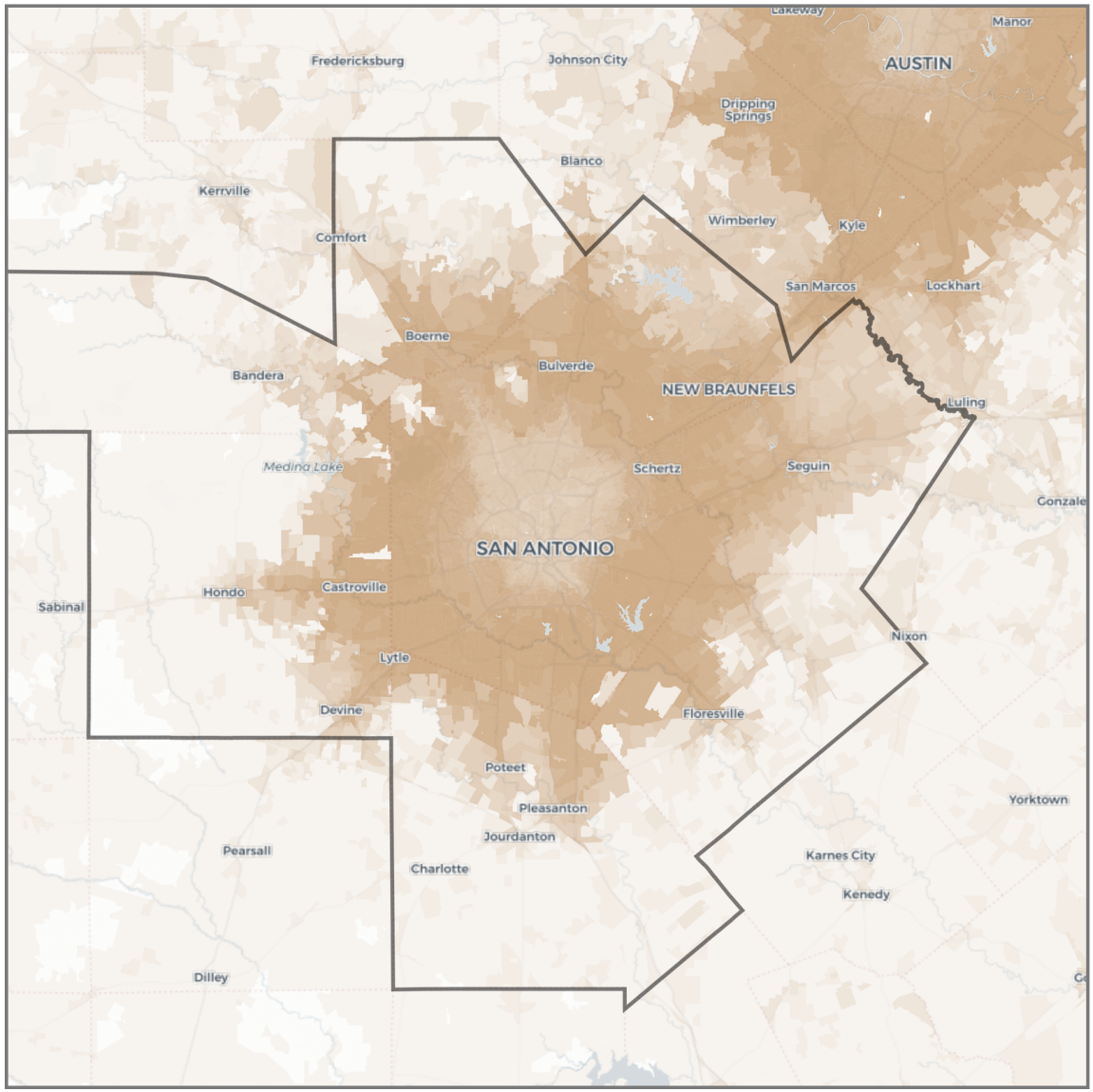
0 – 1,000	
1,000 – 2,500	
2,500 – 5,000	
5,000 – 7,500	
7,500 – 10,000	
10,000 – 25,000	
25,000 – 50,000	
50,000 – 75,000	
75,000 – 100,000	
100,000 – 250,000	
250,000 – 500,000	
500,000 – 750,000	
750,000 – 1,000,000	
1,000,000 – 2,500,000	
2,500,000 – 5,000,000	
5,000,000 – 7,500,000	
7,500,000 – 10,000,000	
10,000,000 +	

State border

CBSA boundary

San Antonio

San Antonio-New Braunfels, TX



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

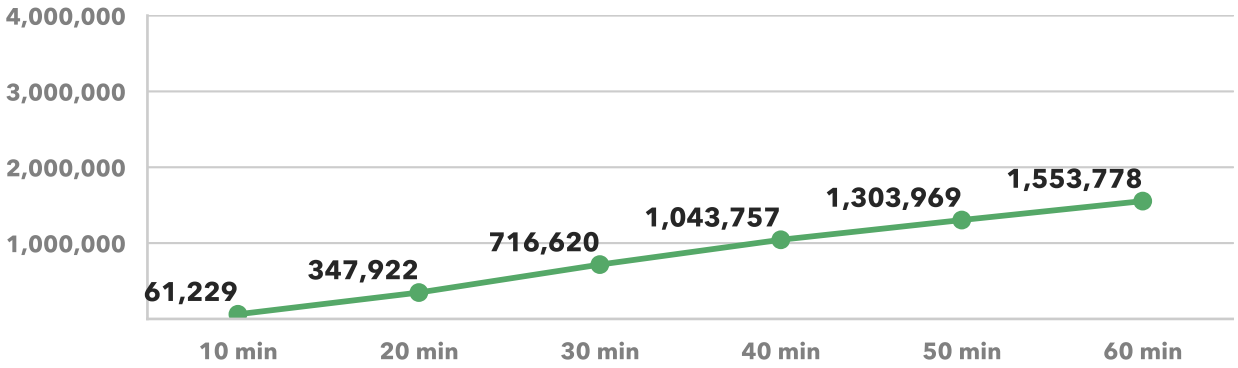
San Diego

San Diego-Chula Vista-Carlsbad, CA

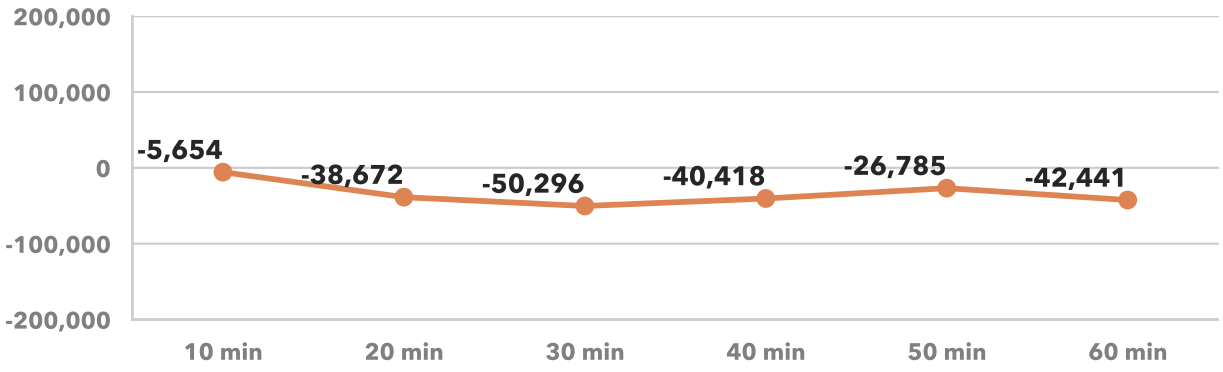
Rank by Weighted Accessibility	**17**
Rank by Weighted Congestion Impact	**15**
Rank by Total Employment	**18**
Rank by 1-Year Change in Weighted Accessibility	**34**
Rank by 1-Year Change in Weighted Congestion Impact	**16**
1-Year Change in Weighted Accessibility	**-6.55%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+4.2**
Total Jobs	**1,380,806**
Average Job Density (per mi^2)	**327**
Total Workers	**1,395,105**
Average Worker Density (per mi^2)	**331**

Job and worker totals are based on LEHD estimates and may not match other sources.

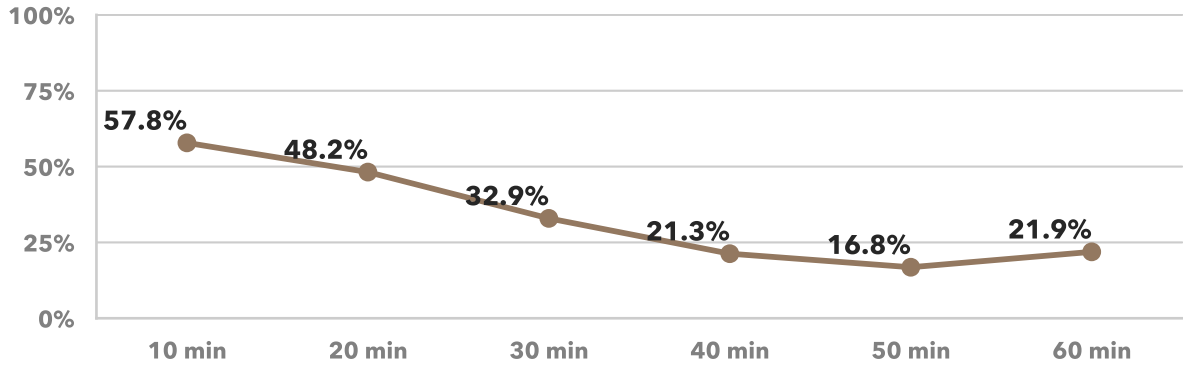
Average Job Accessibility by Travel Time Threshold (worker-weighted)



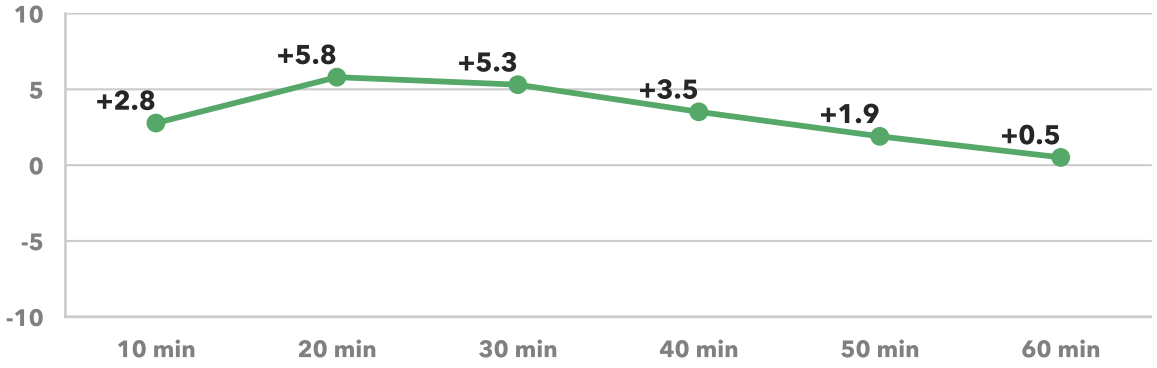
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

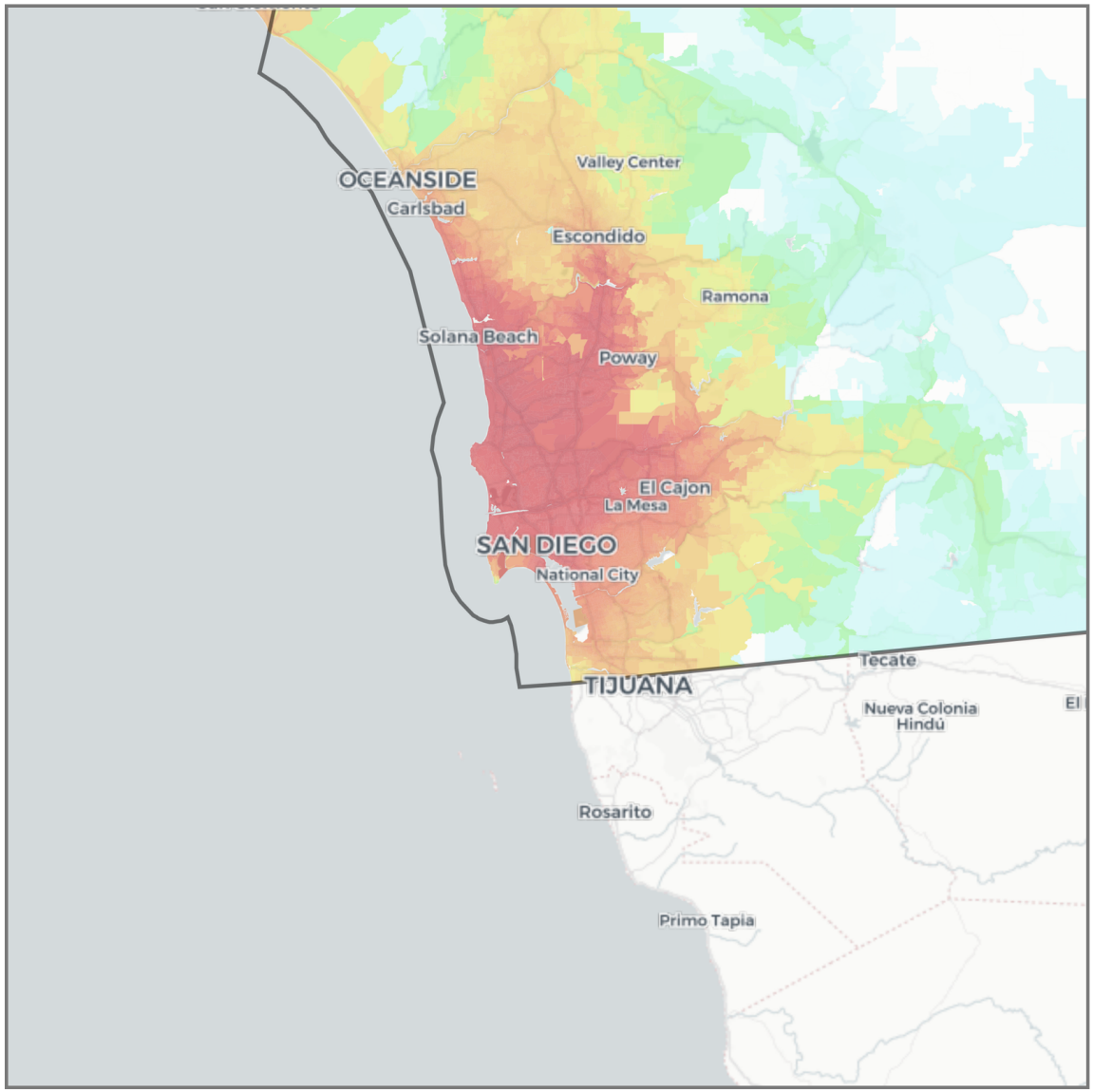


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



San Diego

San Diego-Chula Vista-Carlsbad, CA



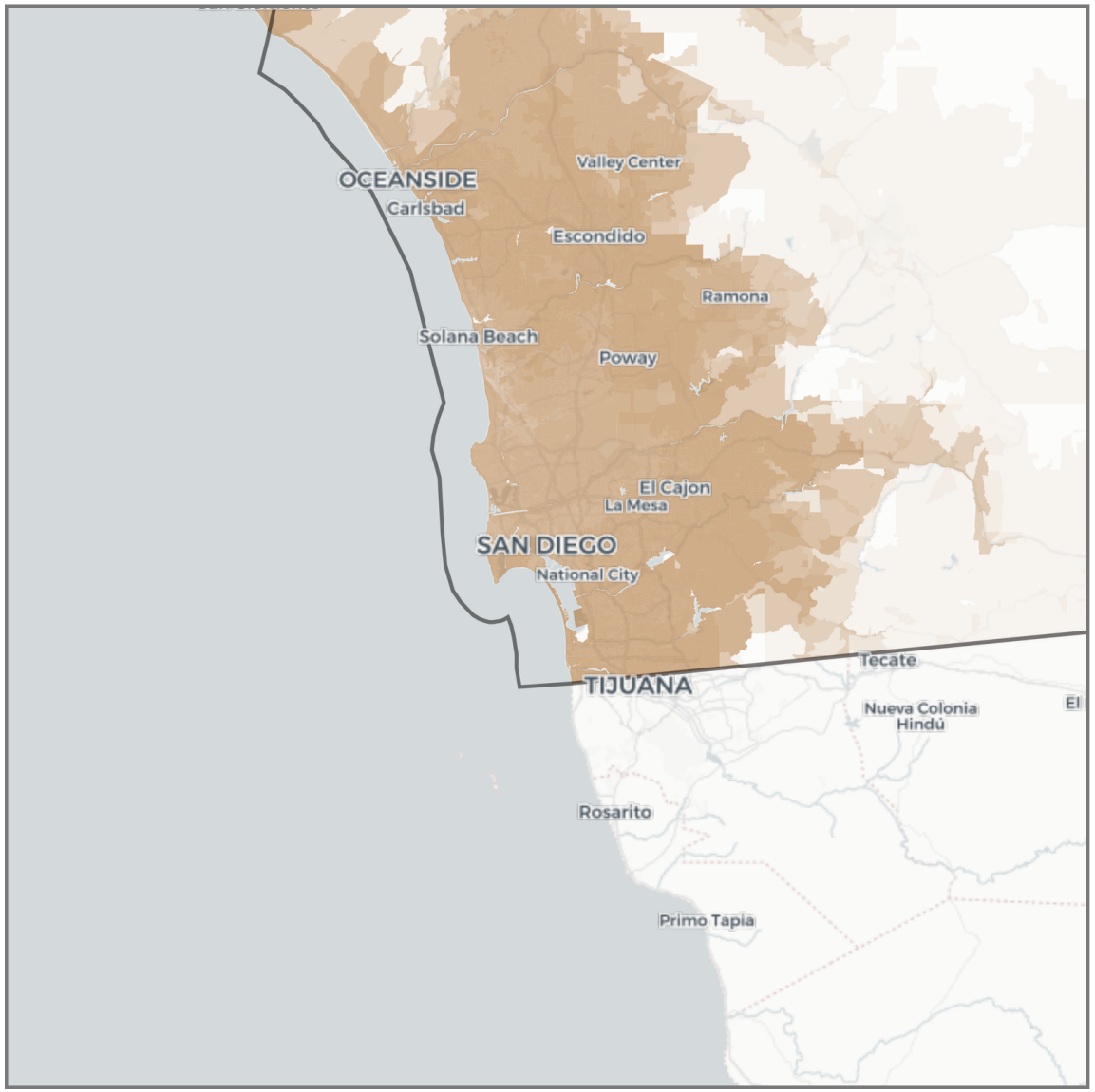
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

San Diego

San Diego-Chula Vista-Carlsbad, CA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

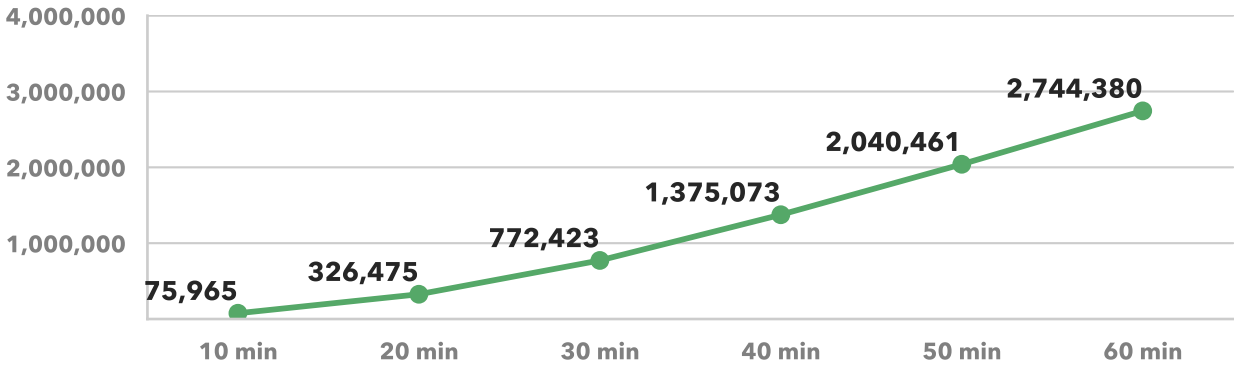
San Francisco

San Francisco-Oakland-Fremont, CA

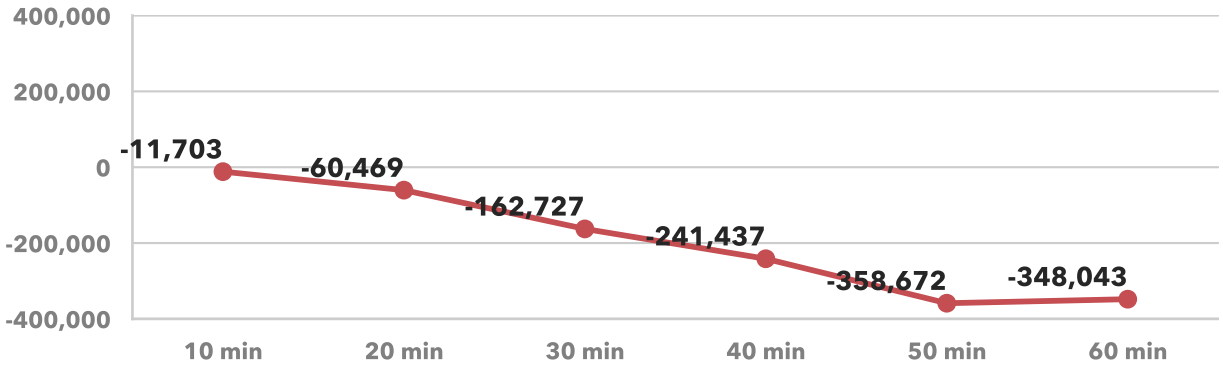
Rank by Weighted Accessibility	**11**
Rank by Weighted Congestion Impact	**4**
Rank by Total Employment	**12**
Rank by 1-Year Change in Weighted Accessibility	**50**
Rank by 1-Year Change in Weighted Congestion Impact	**3**
1-Year Change in Weighted Accessibility	**-15.02%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+6.4**
Total Jobs	**2,310,616**
Average Job Density (per mi^2)	**935**
Total Workers	**2,104,929**
Average Worker Density (per mi^2)	**852**

Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

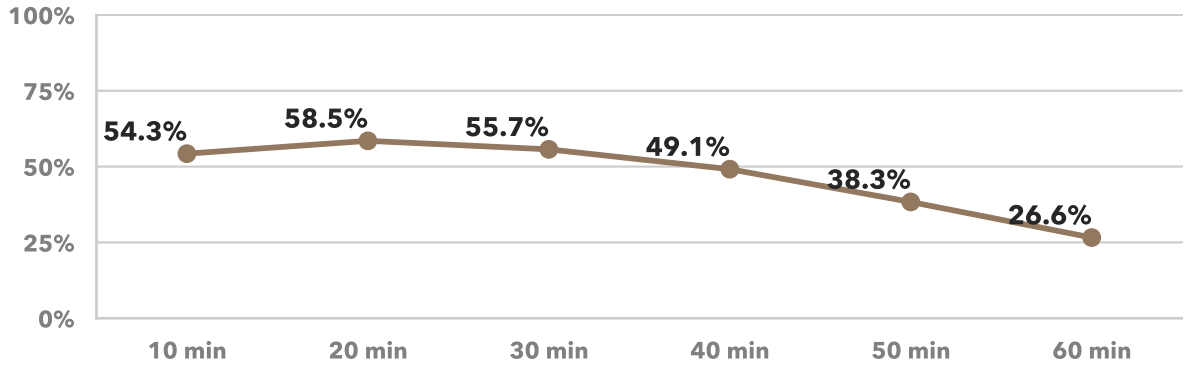


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

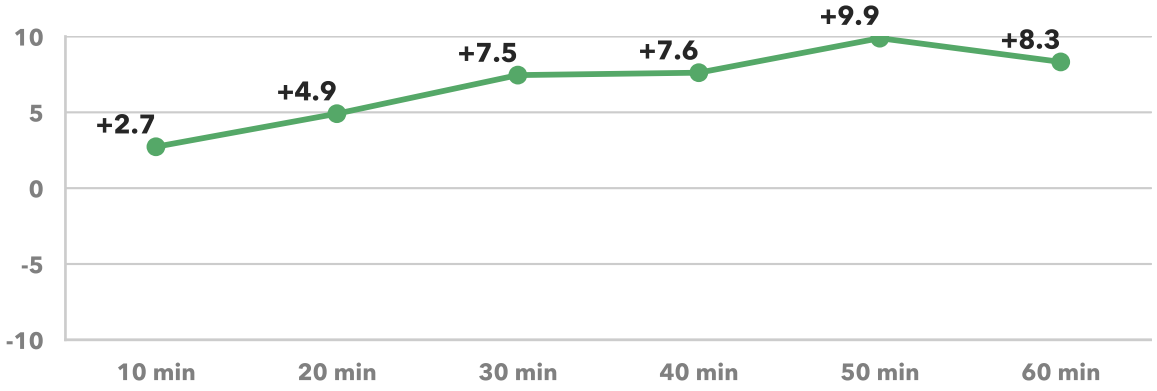


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

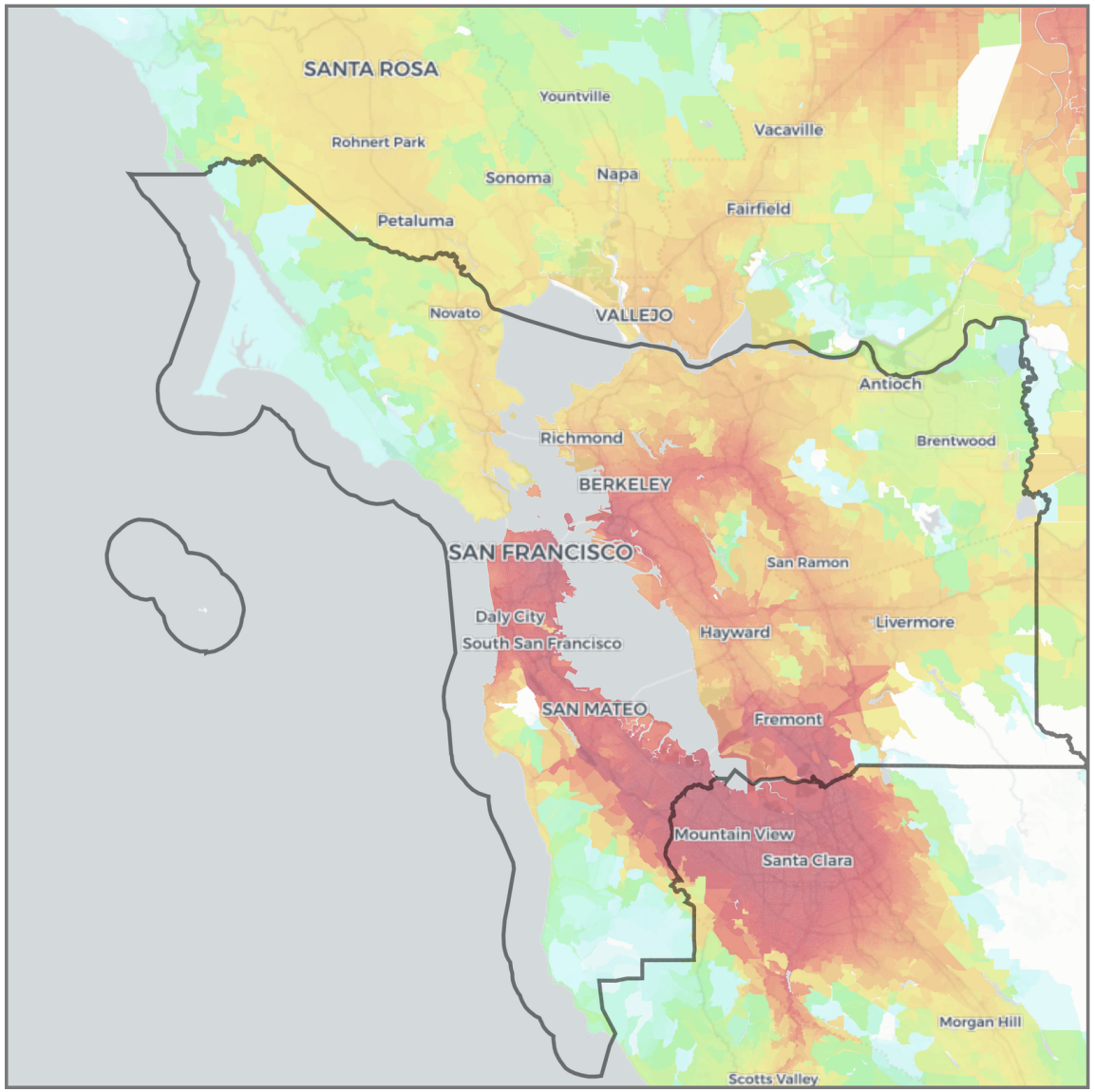


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



San Francisco

San Francisco-Oakland-Fremont, CA



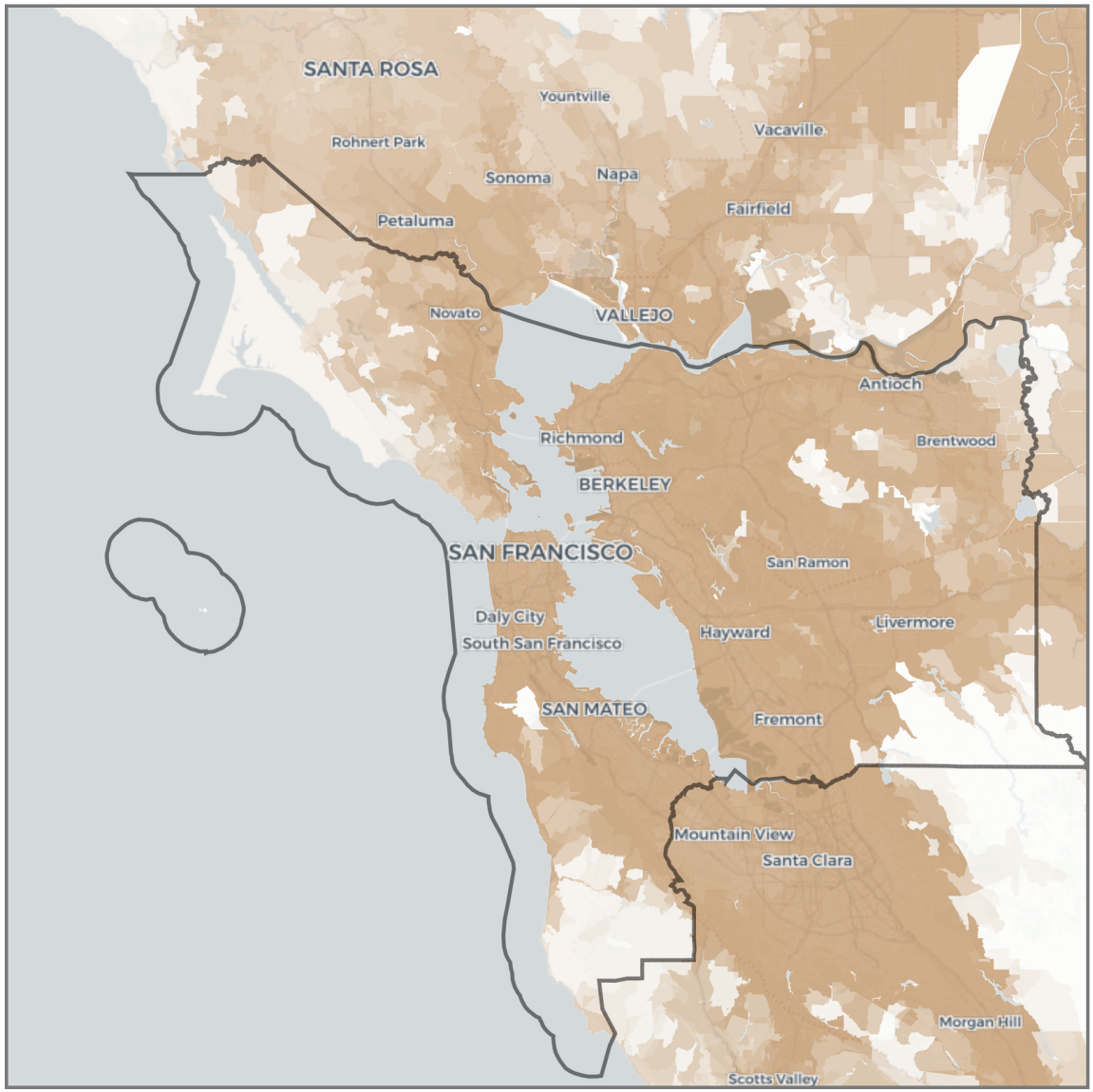
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

San Francisco

San Francisco-Oakland-Fremont, CA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

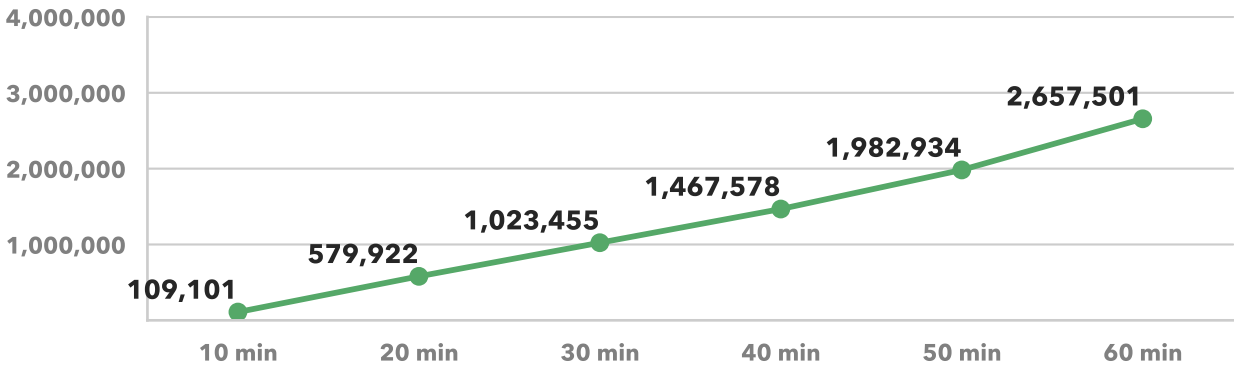
San Jose

San Jose-Sunnyvale-Santa Clara, CA

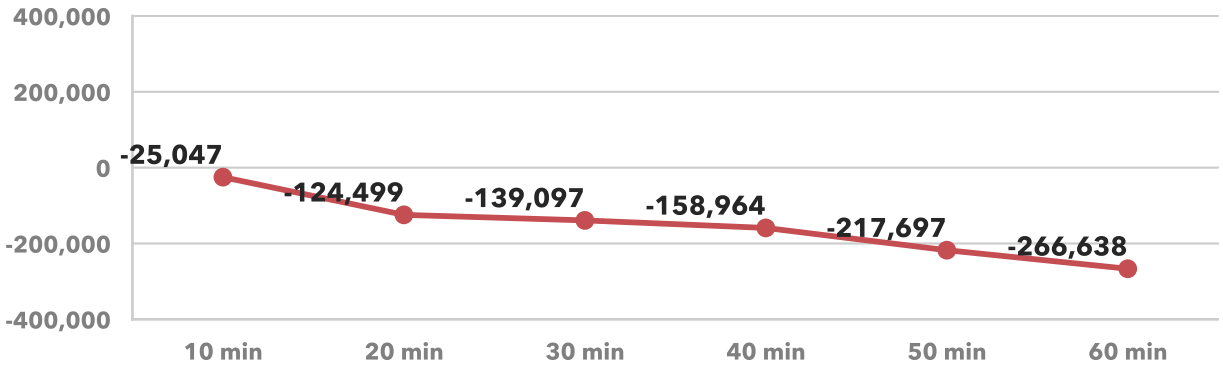
Rank by Weighted Accessibility	**4**
Rank by Weighted Congestion Impact	**12**
Rank by Total Employment	**35**
Rank by 1-Year Change in Weighted Accessibility	**49**
Rank by 1-Year Change in Weighted Congestion Impact	**1**
1-Year Change in Weighted Accessibility	**-13.85%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+8.0**
Total Jobs	**1,074,973**
Average Job Density (per mi^2)	**401**
Total Workers	**924,305**
Average Worker Density (per mi^2)	**344**

Job and worker totals are based on LEHD estimates and may not match other sources.

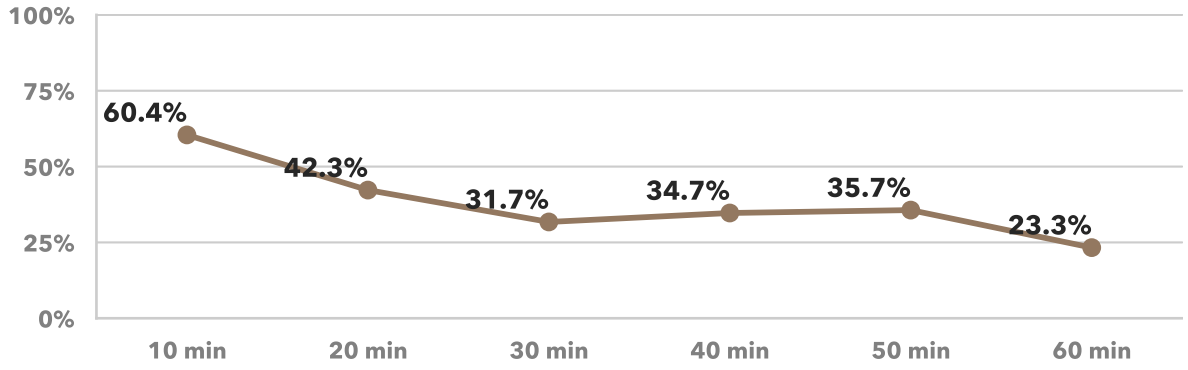
Average Job Accessibility by Travel Time Threshold (worker-weighted)



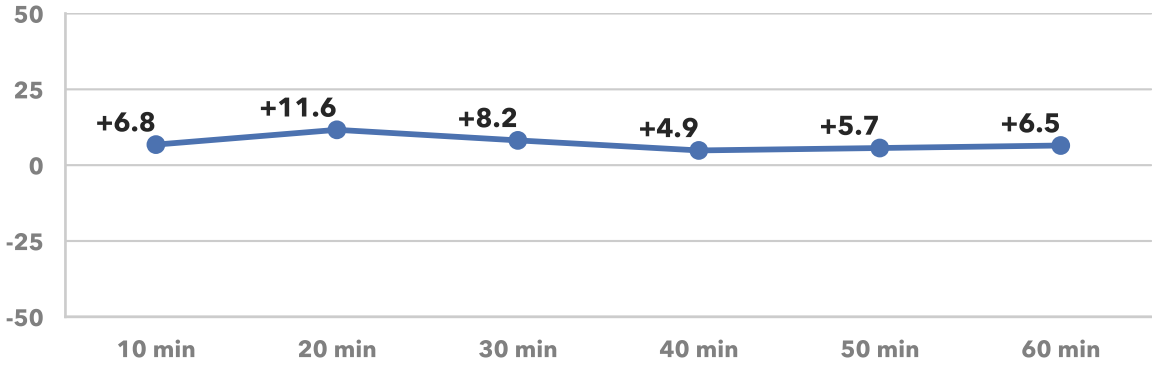
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

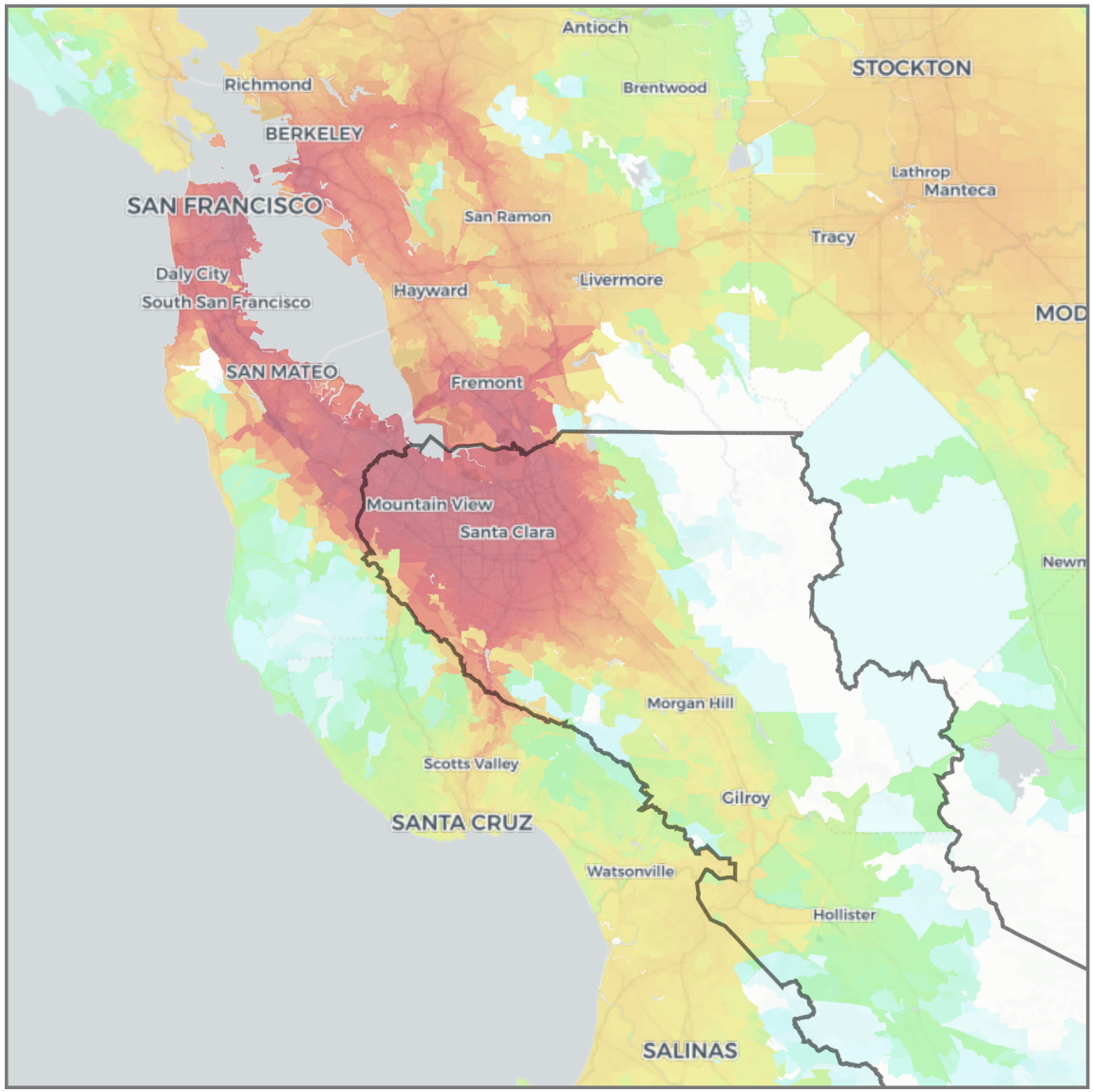


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



San Jose

San Jose-Sunnyvale-Santa Clara, CA



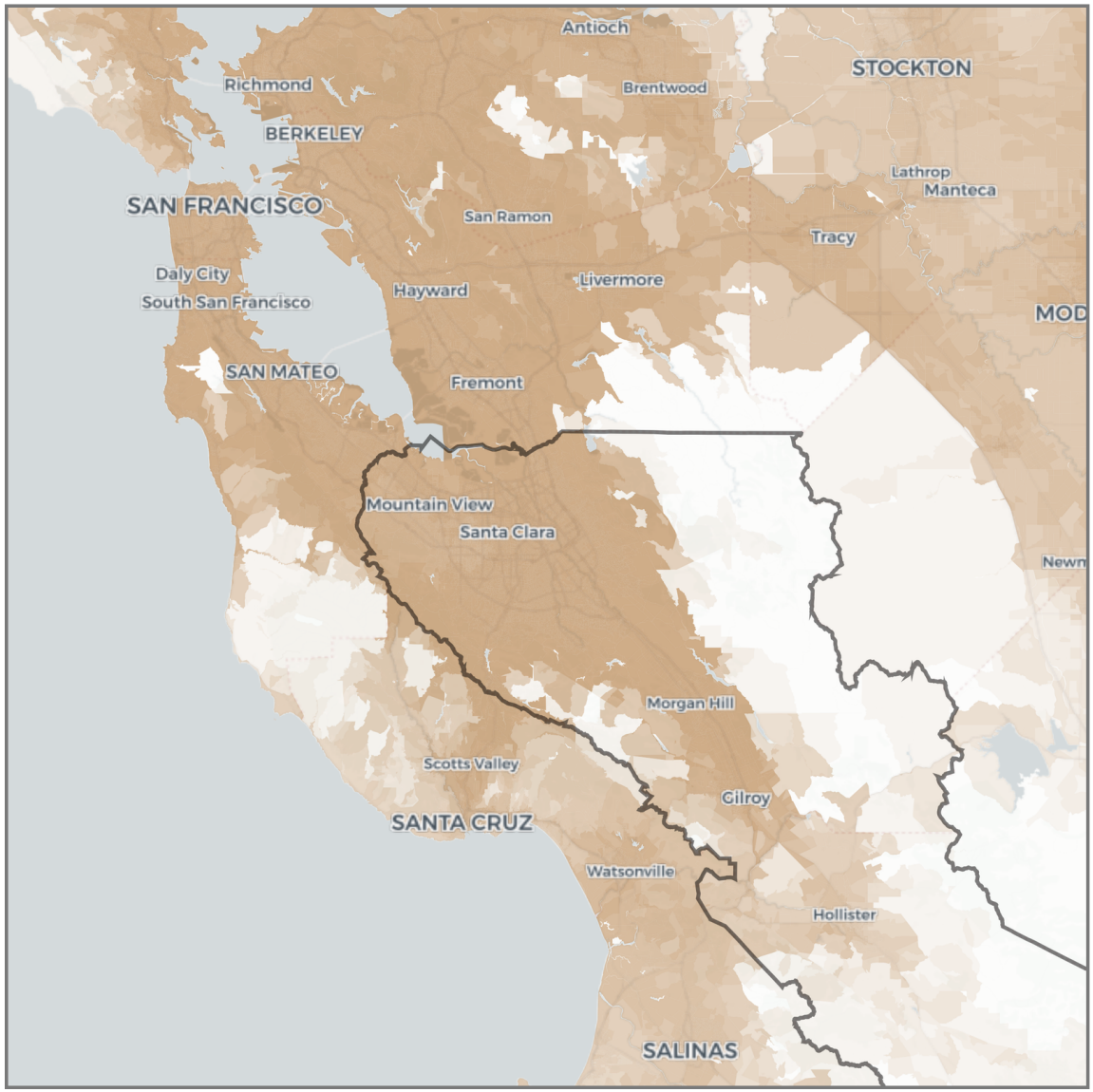
Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border
CBSA boundary

San Jose

San Jose-Sunnyvale-Santa Clara, CA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

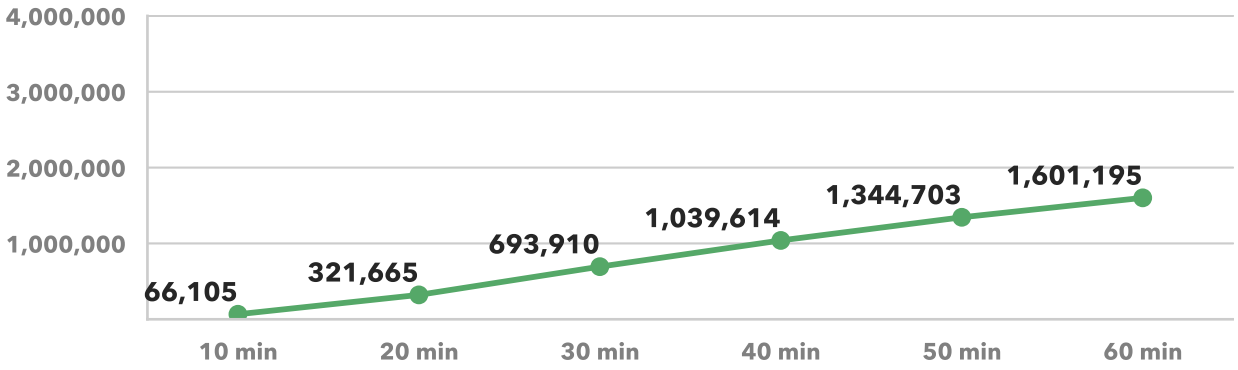
Seattle

Seattle-Tacoma-Bellevue, WA

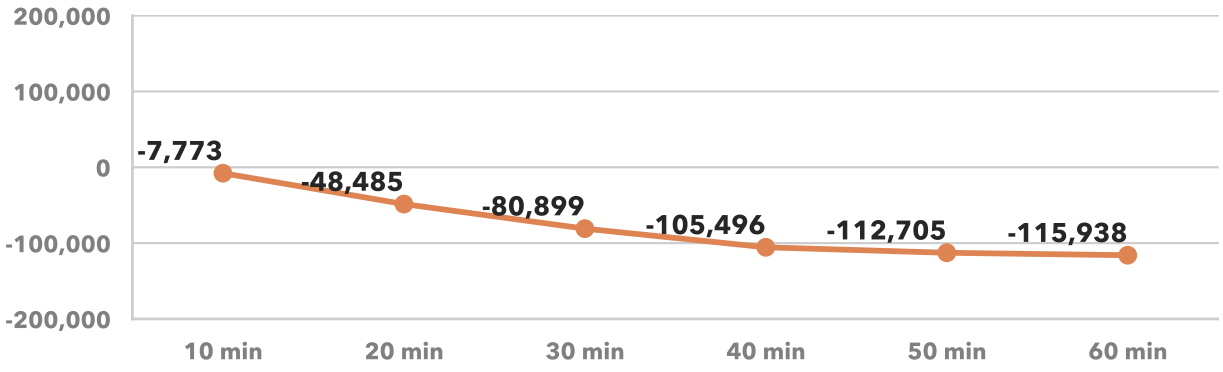
Rank by Weighted Accessibility	**19**
Rank by Weighted Congestion Impact	**13**
Rank by Total Employment	**15**
Rank by 1-Year Change in Weighted Accessibility	**45**
Rank by 1-Year Change in Weighted Congestion Impact	**6**
1-Year Change in Weighted Accessibility	**-10.36%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+5.6**
Total Jobs	**1,951,600**
Average Job Density (per mi^2)	**332**
Total Workers	**1,799,031**
Average Worker Density (per mi^2)	**306**

Job and worker totals are based on LEHD estimates and may not match other sources.

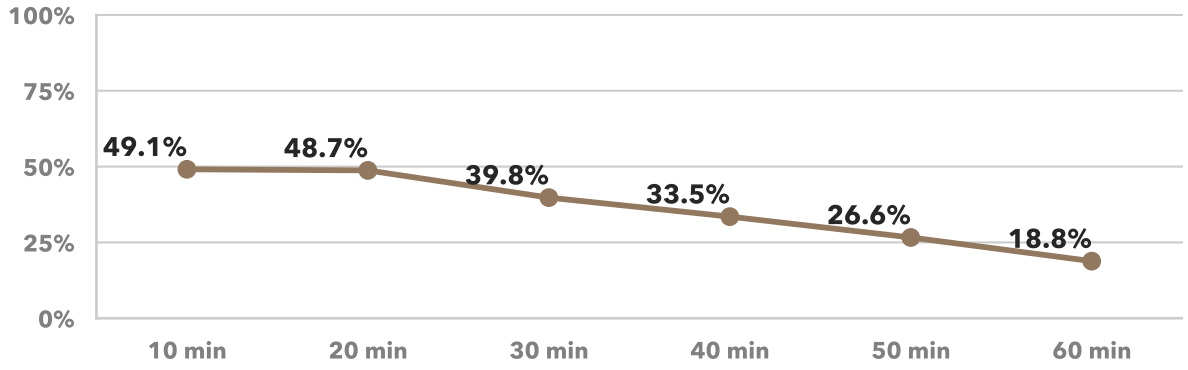
Average Job Accessibility by Travel Time Threshold (worker-weighted)



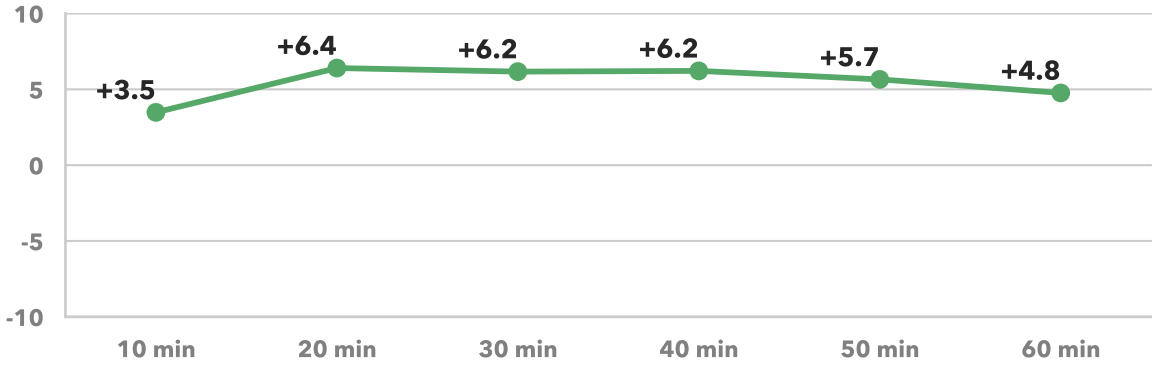
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

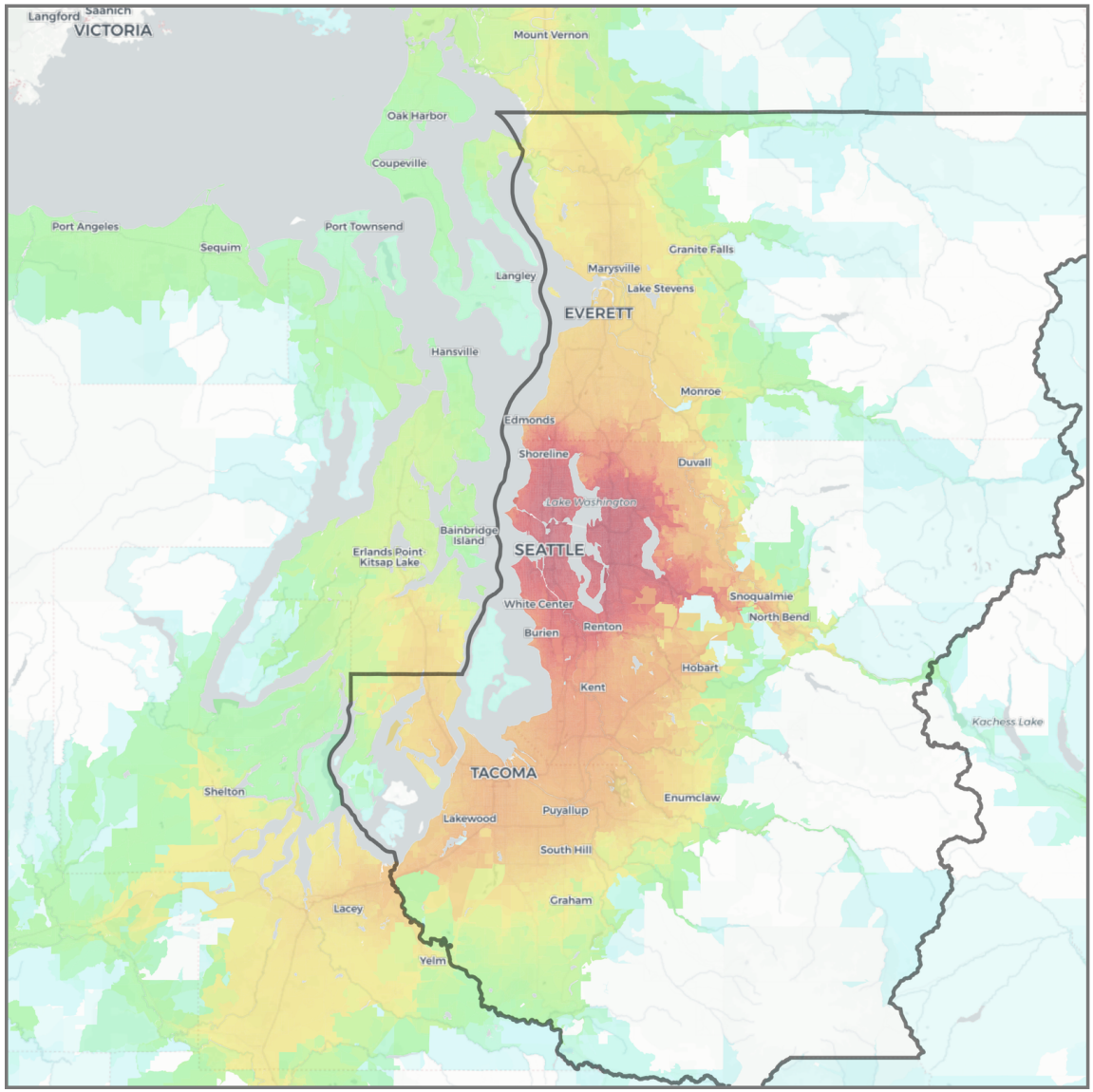


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Seattle

Seattle-Tacoma-Bellevue, WA



Jobs within 30 minutes

(Driving, AM peak)

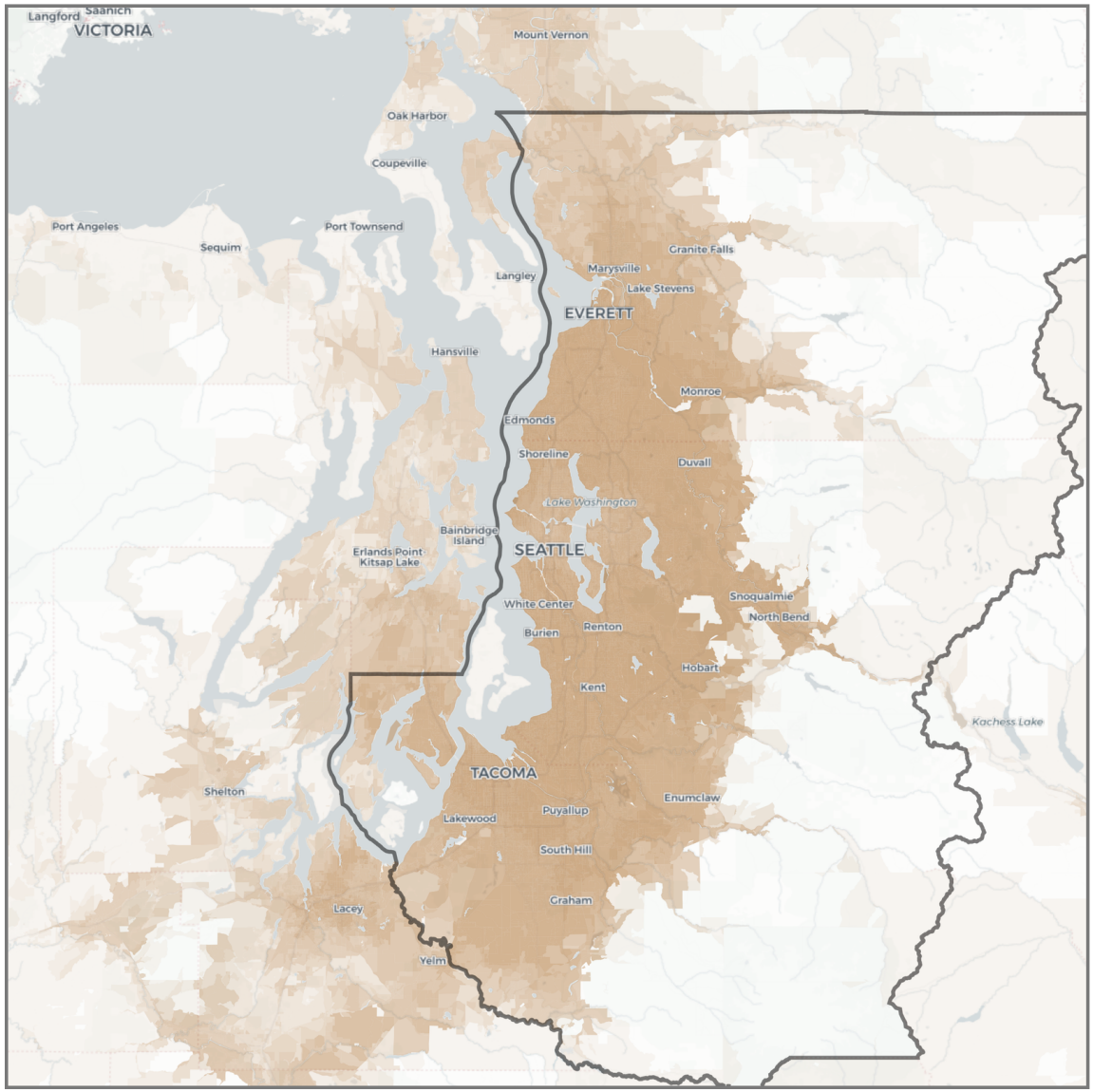
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Seattle

Seattle-Tacoma-Bellevue, WA



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

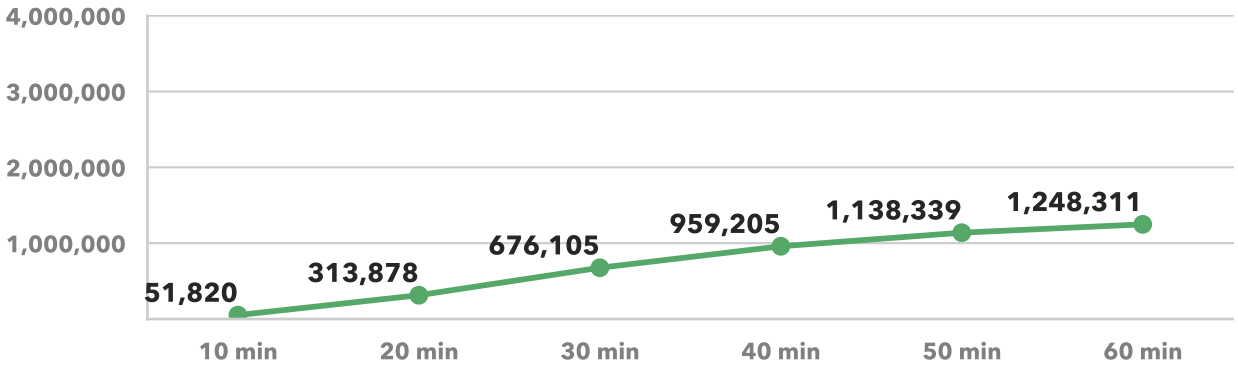
St. Louis

St. Louis, MO-IL

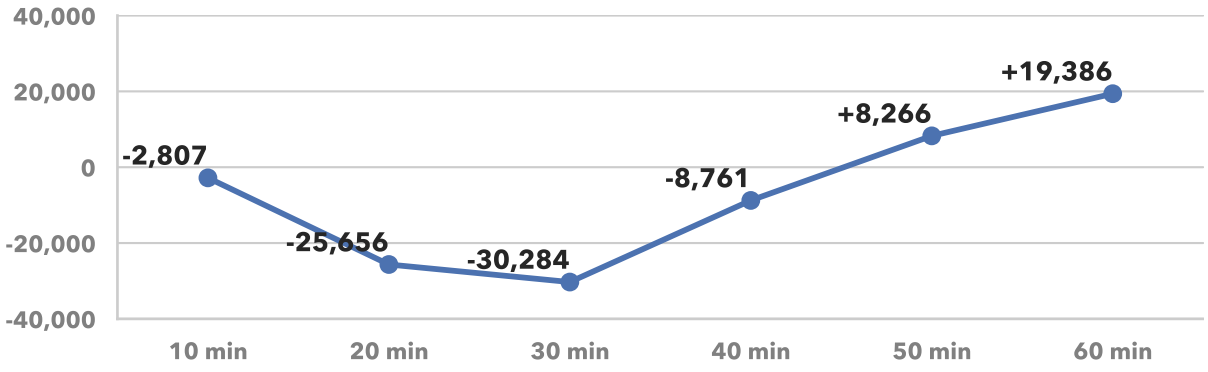
Rank by Weighted Accessibility	**26**
Rank by Weighted Congestion Impact	**40**
Rank by Total Employment	**20**
Rank by 1-Year Change in Weighted Accessibility	**21**
Rank by 1-Year Change in Weighted Congestion Impact	**13**
1-Year Change in Weighted Accessibility	**-3.86%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+4.5**
Total Jobs	**1,325,557**
Average Job Density (per mi^2)	**168**
Total Workers	**1,296,261**
Average Worker Density (per mi^2)	**164**

Job and worker totals are based on LEHD estimates and may not match other sources.

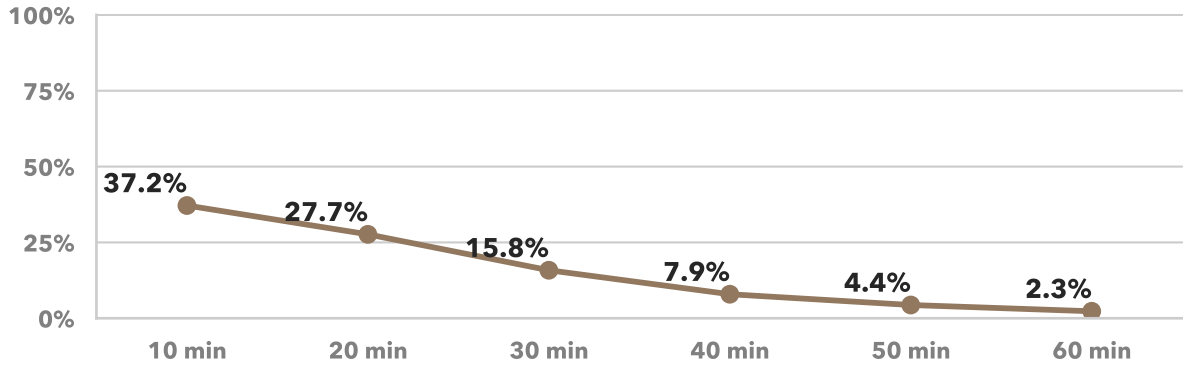
Average Job Accessibility by Travel Time Threshold (worker-weighted)



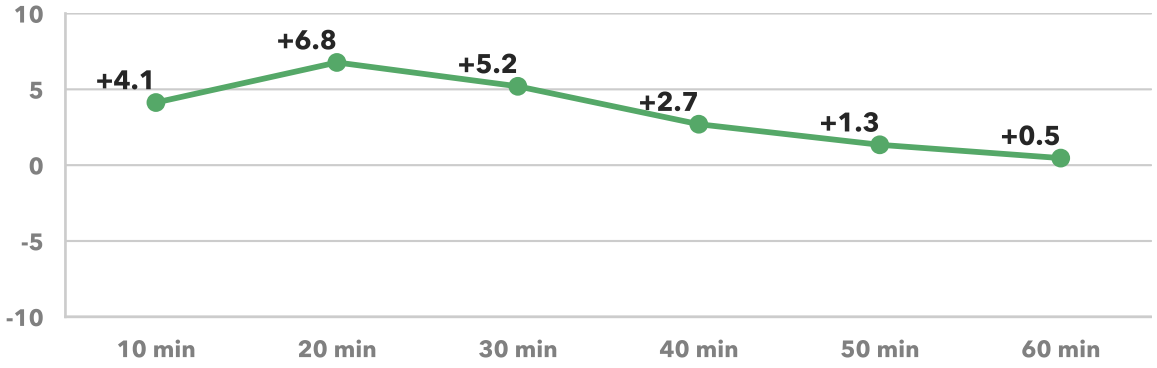
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

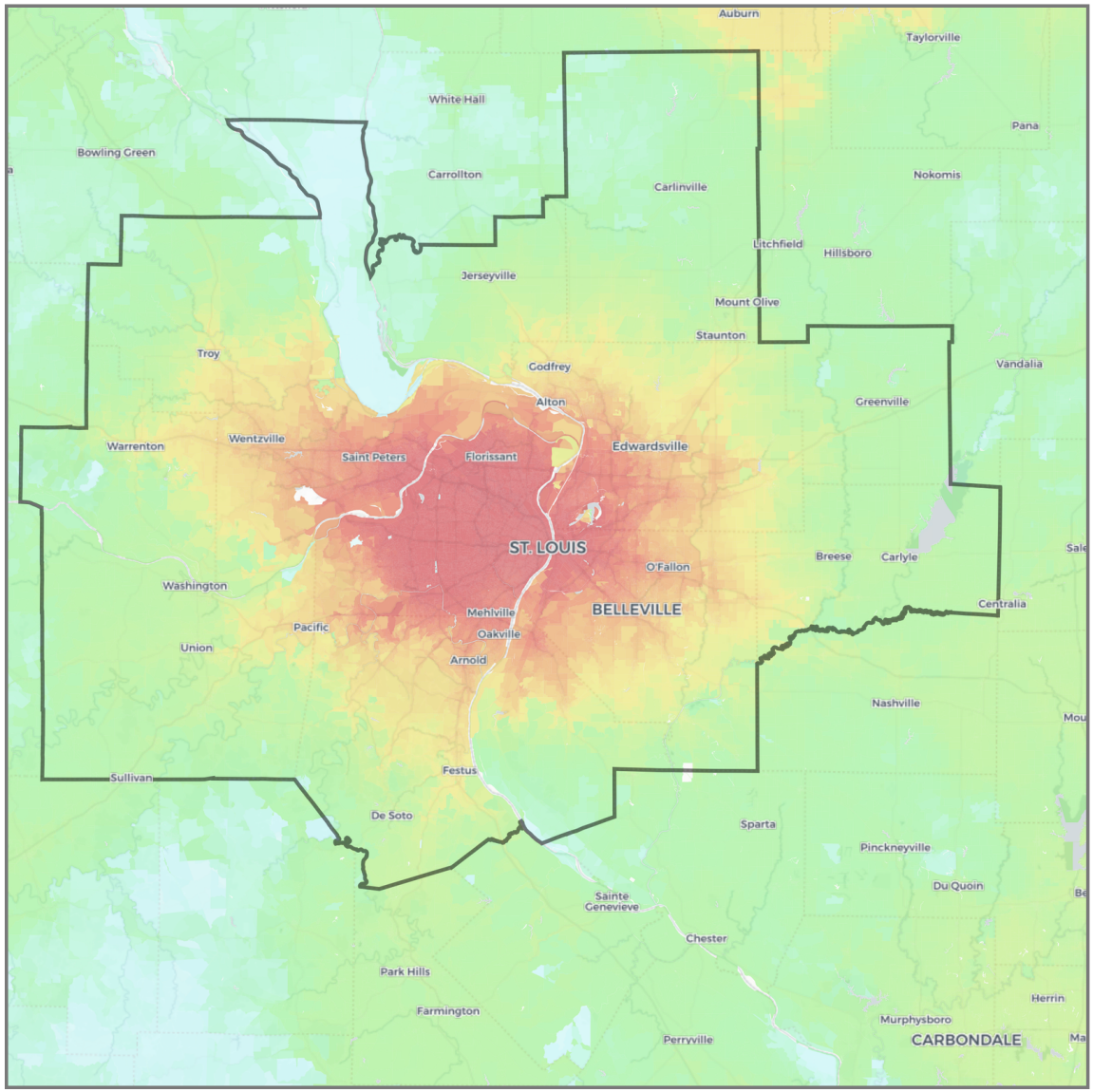


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



St. Louis

St. Louis, MO-IL



Jobs within 30 minutes

(Driving, AM peak)

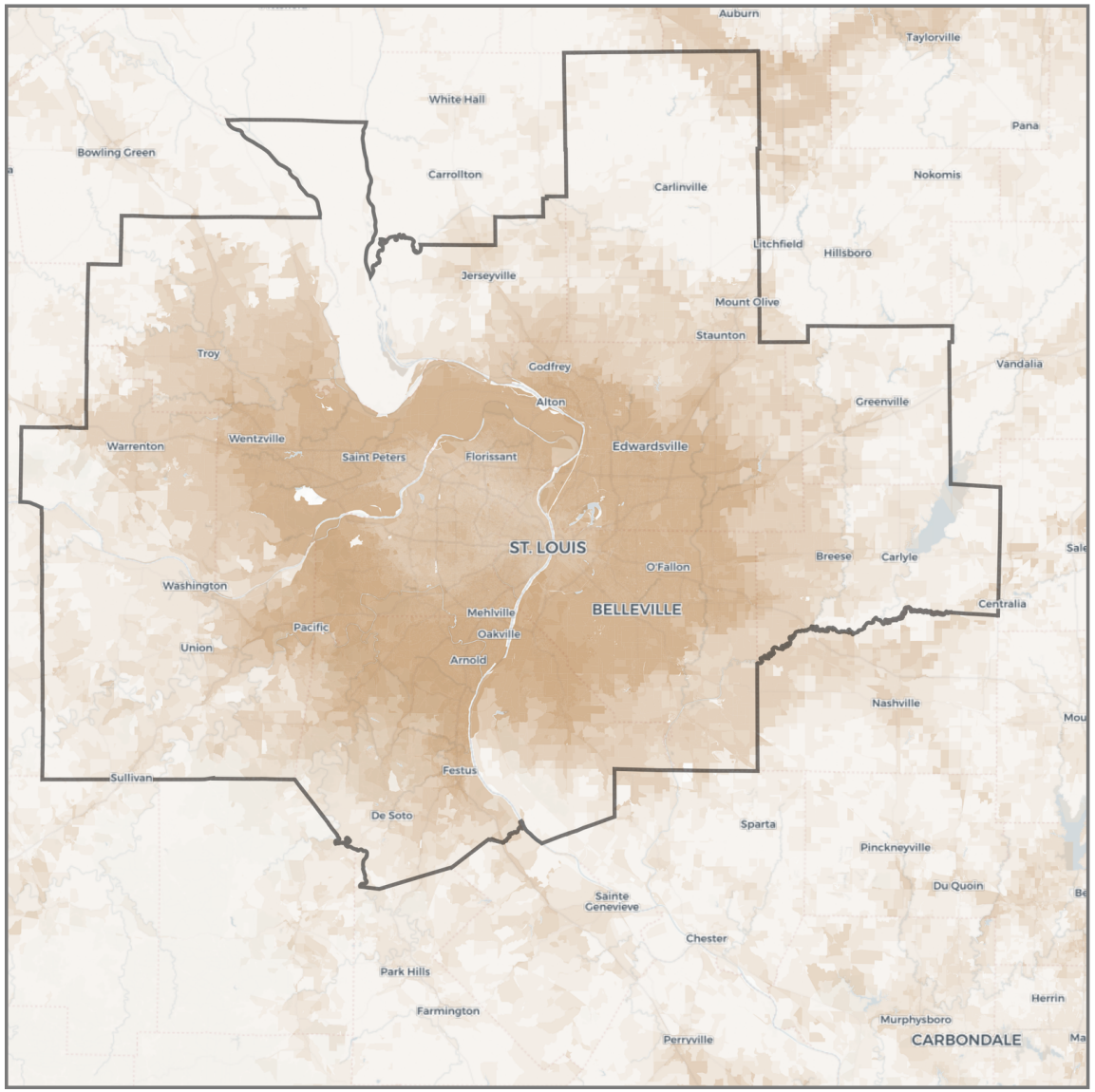
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

St. Louis

St. Louis, MO-IL



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

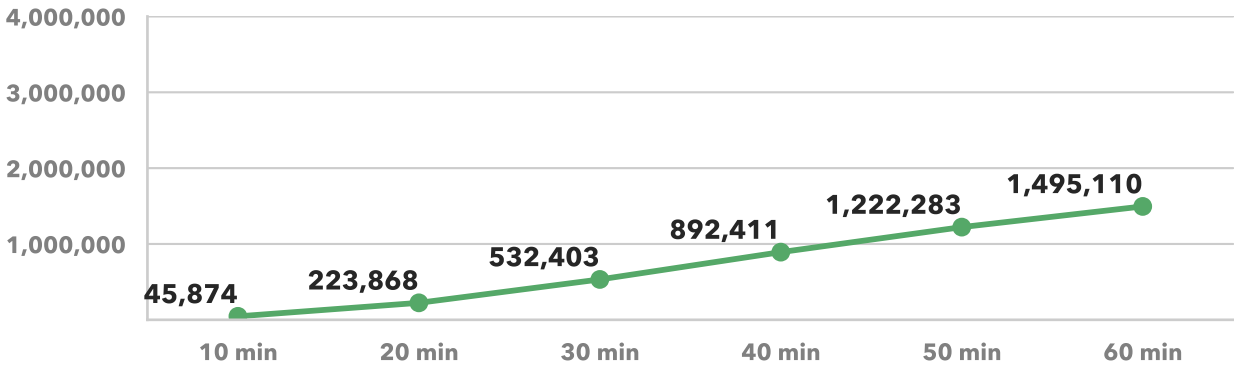
Tampa

Tampa-St. Petersburg-Clearwater, FL

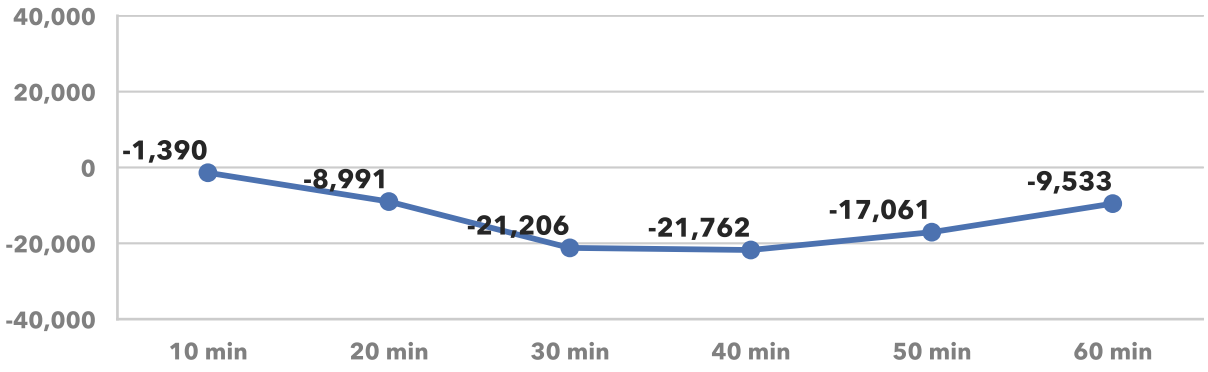
Rank by Weighted Accessibility	**35**
Rank by Weighted Congestion Impact	**18**
Rank by Total Employment	**19**
Rank by 1-Year Change in Weighted Accessibility	**15**
Rank by 1-Year Change in Weighted Congestion Impact	**34**
1-Year Change in Weighted Accessibility	**-2.84%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+1.8**
Total Jobs	**1,387,656**
Average Job Density (per mi^2)	**551**
Total Workers	**1,356,558**
Average Worker Density (per mi^2)	**539**

Job and worker totals are based on LEHD estimates and may not match other sources.

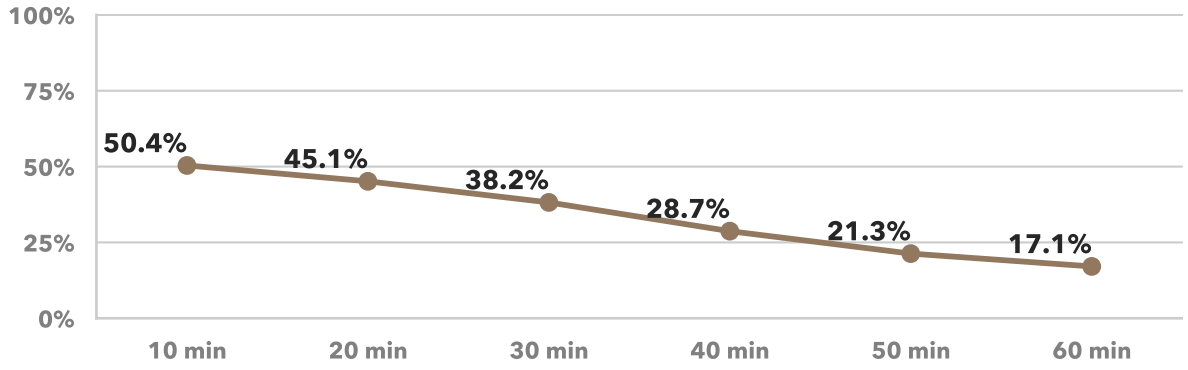
Average Job Accessibility by Travel Time Threshold (worker-weighted)



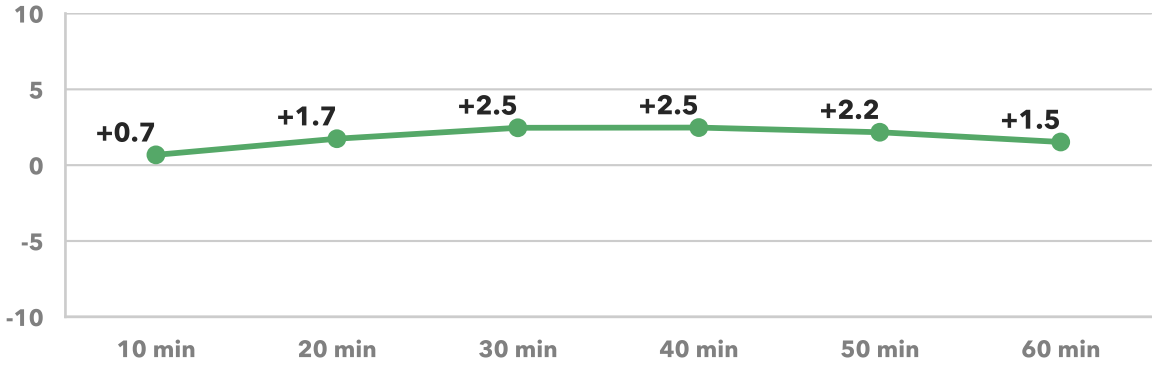
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

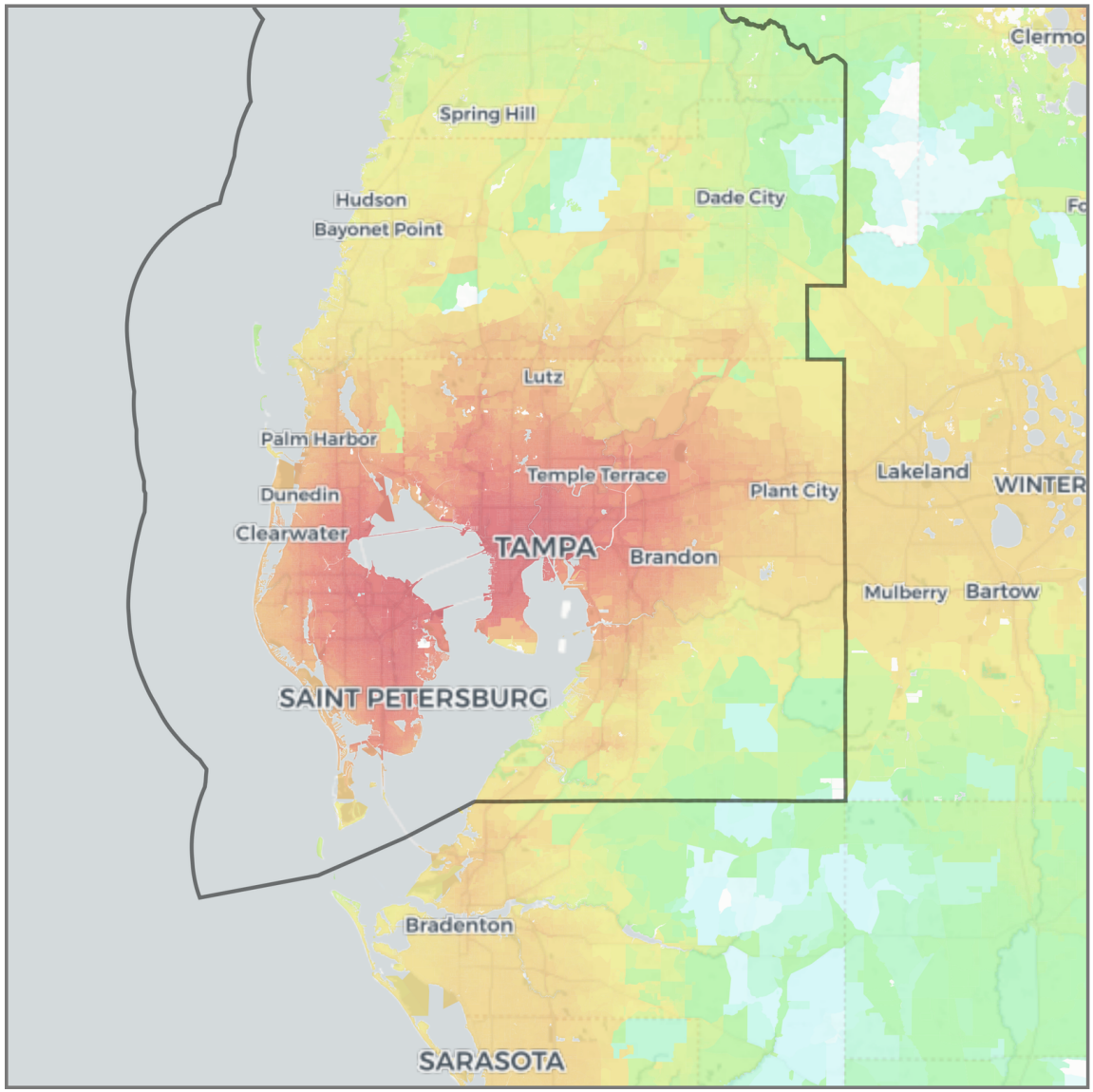


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Tampa

Tampa-St. Petersburg-Clearwater, FL



Jobs within 30 minutes

(Driving, AM peak)

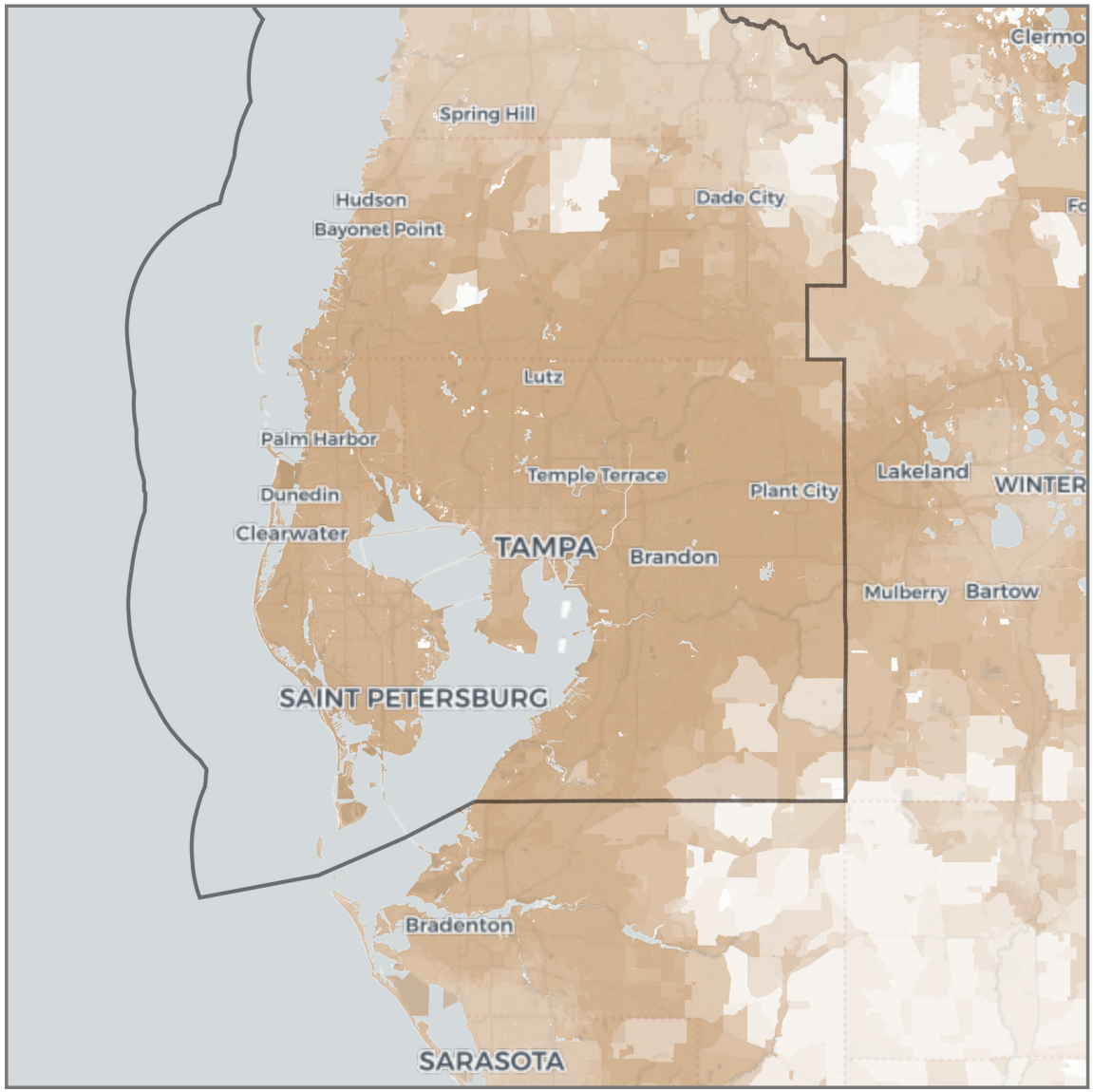
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Tampa

Tampa-St. Petersburg-Clearwater, FL



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

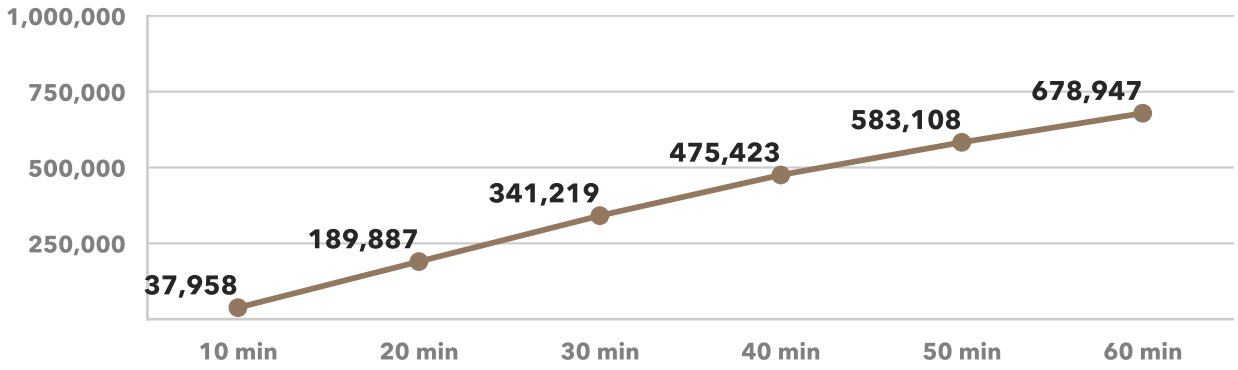
Virginia Beach

Virginia Beach-Chesapeake-Norfolk, VA-NC

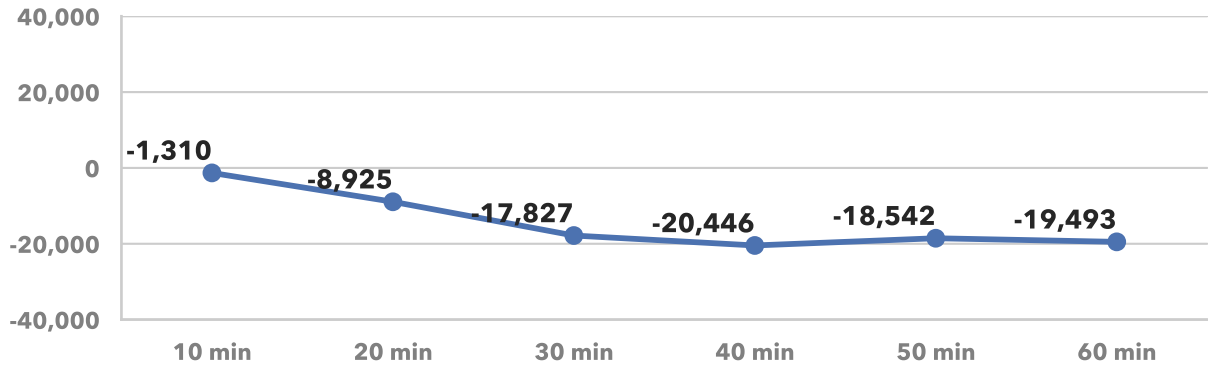
Rank by Weighted Accessibility	**47**
Rank by Weighted Congestion Impact	**35**
Rank by Total Employment	**40**
Rank by 1-Year Change in Weighted Accessibility	**22**
Rank by 1-Year Change in Weighted Congestion Impact	**35**
1-Year Change in Weighted Accessibility	**-4.15%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+1.7**
Total Jobs	**679,515**
Average Job Density (per mi^2)	**212**
Total Workers	**689,627**
Average Worker Density (per mi^2)	**215**

Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

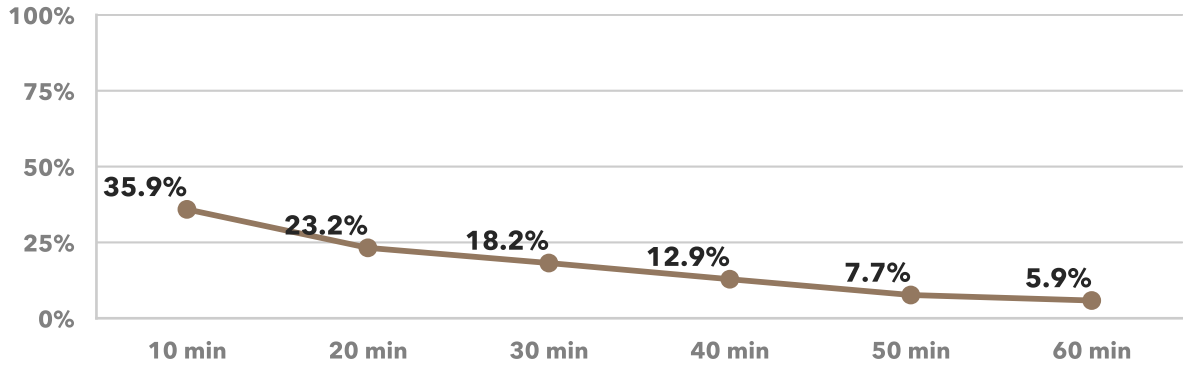


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

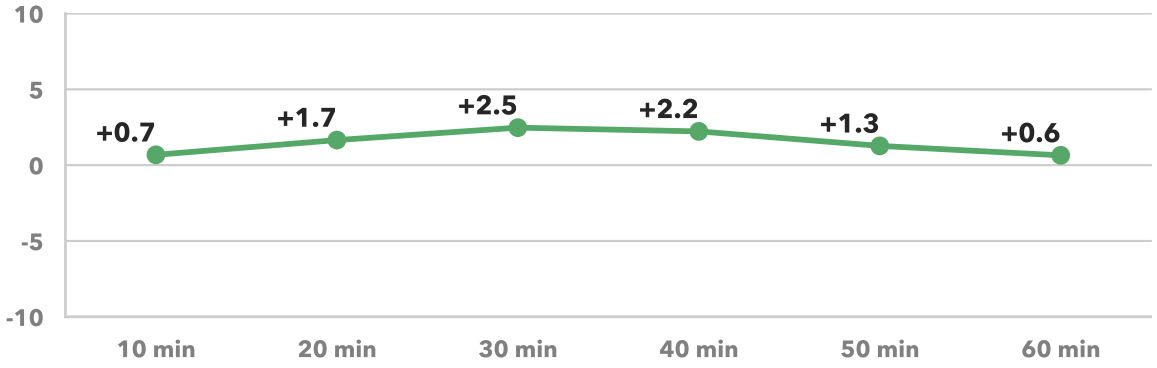


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

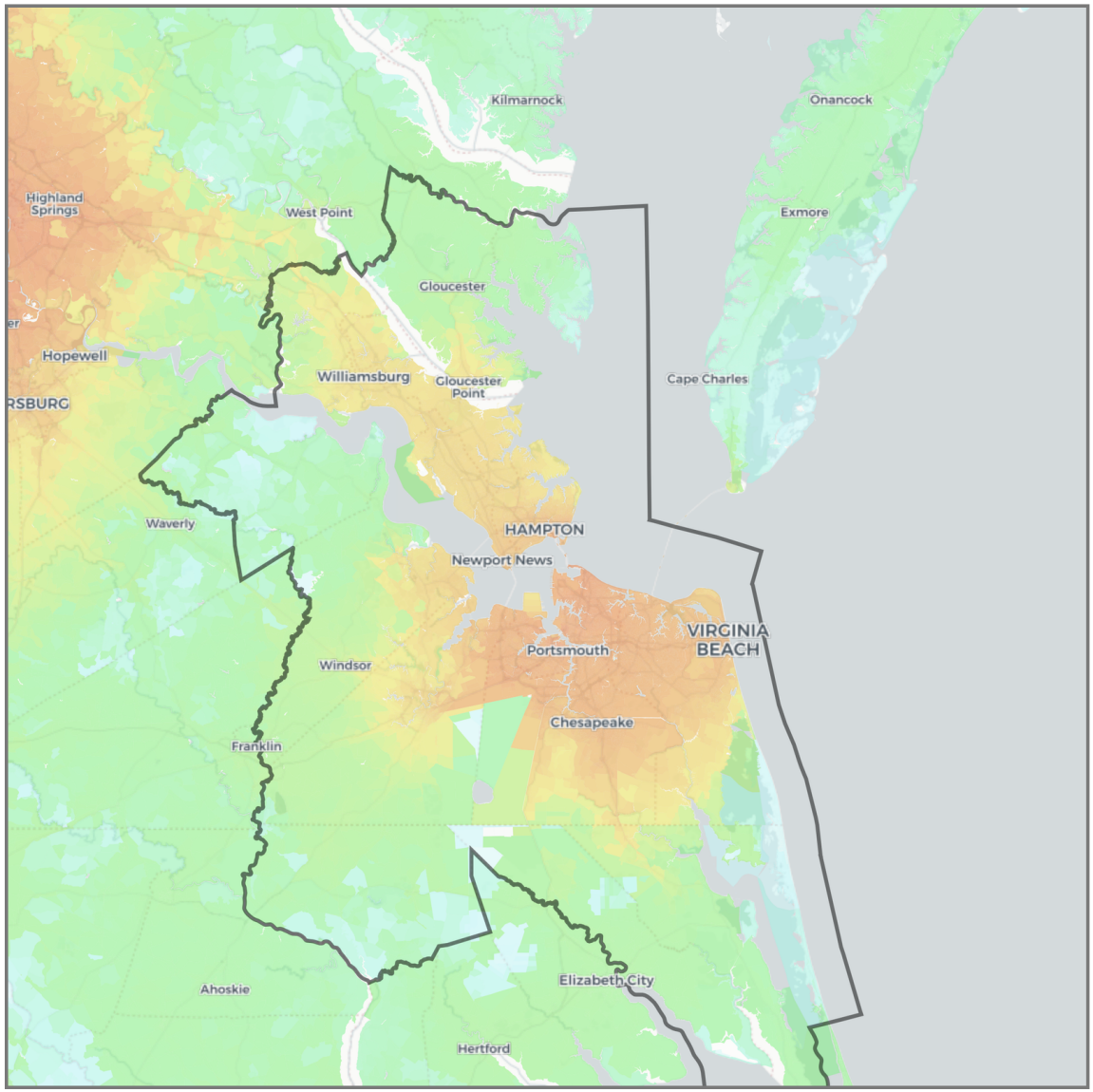


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Virginia Beach

Virginia Beach-Chesapeake-Norfolk, VA-NC



Jobs within 30 minutes

(Driving, AM peak)

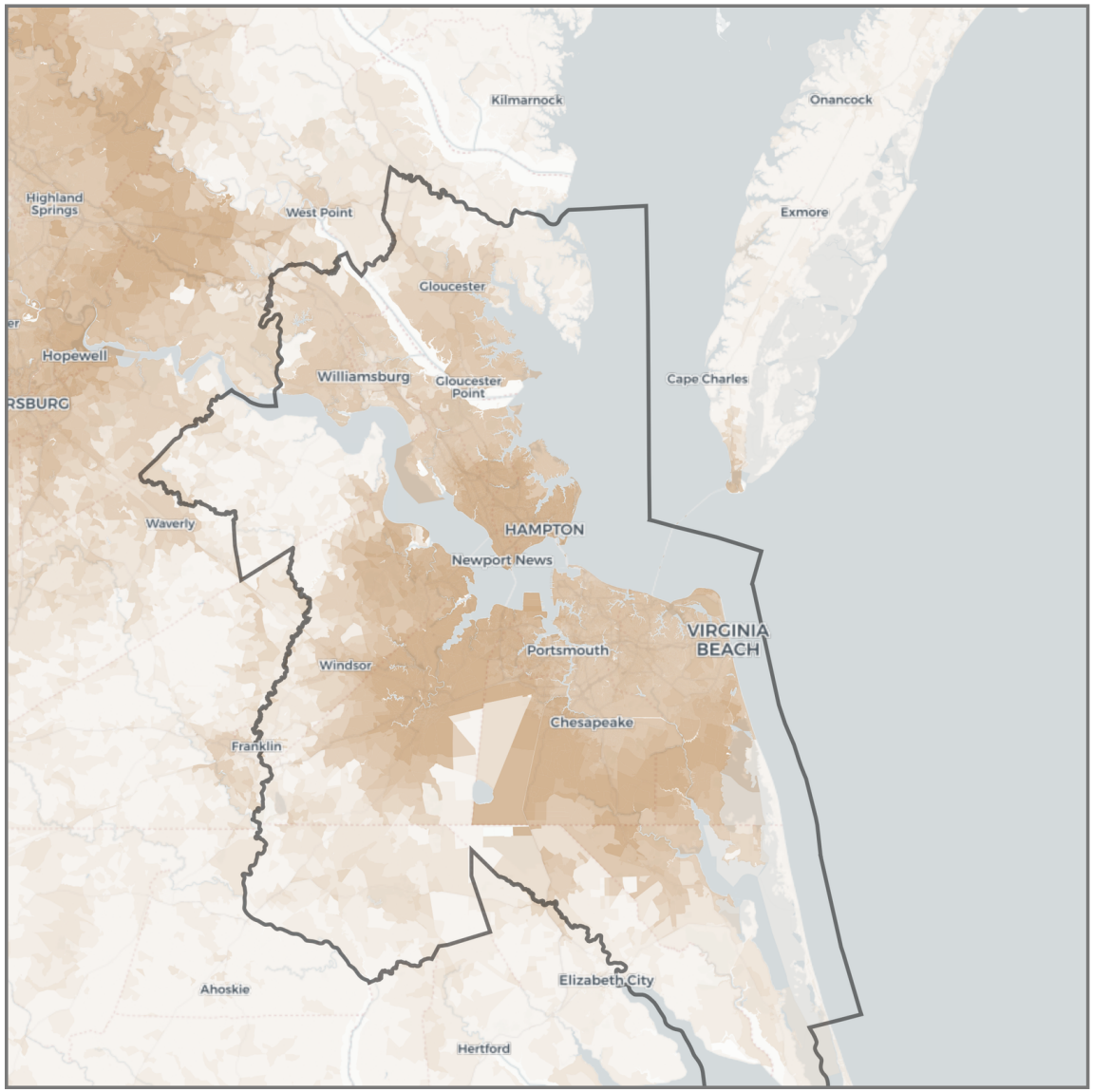
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Virginia Beach

Virginia Beach-Chesapeake-Norfolk, VA-NC



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

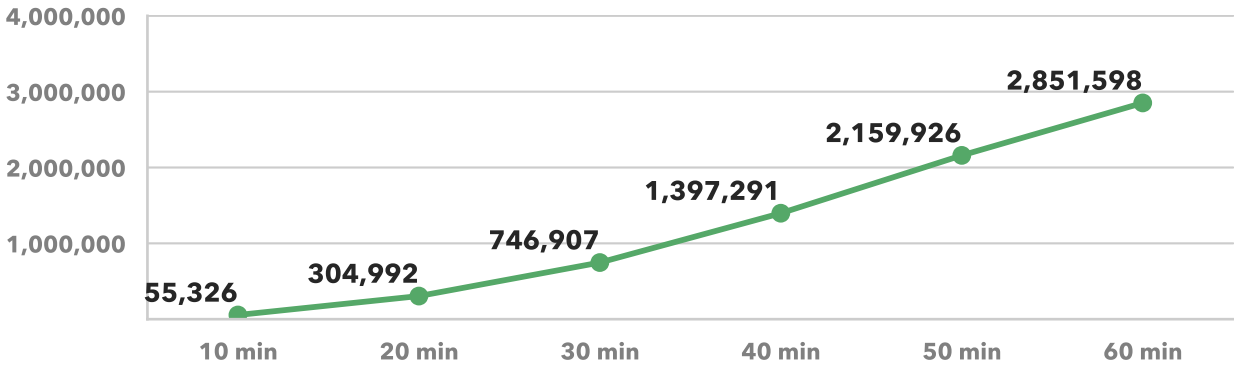
Washington

Washington-Arlington-Alexandria, DC-VA-MD-WV

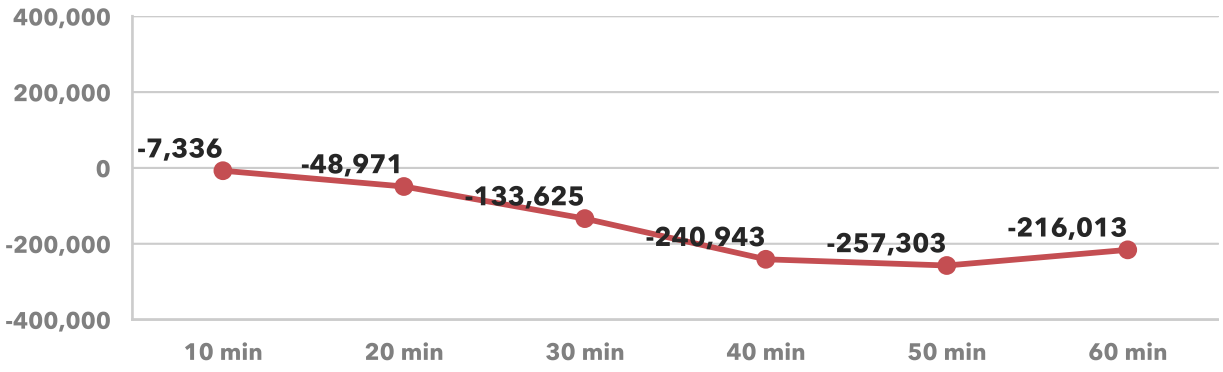
Rank by Weighted Accessibility	**13**
Rank by Weighted Congestion Impact	**9**
Rank by Total Employment	**7**
Rank by 1-Year Change in Weighted Accessibility	**48**
Rank by 1-Year Change in Weighted Congestion Impact	**4**
1-Year Change in Weighted Accessibility	**-12.80%**
1-Year Percentage Point Change in Weighted Congestion Impact	**+6.2**
Total Jobs	**2,899,223**
Average Job Density (per mi^2)	**480**
Total Workers	**2,716,380**
Average Worker Density (per mi^2)	**450**

Job and worker totals are based on LEHD estimates and may not match other sources.

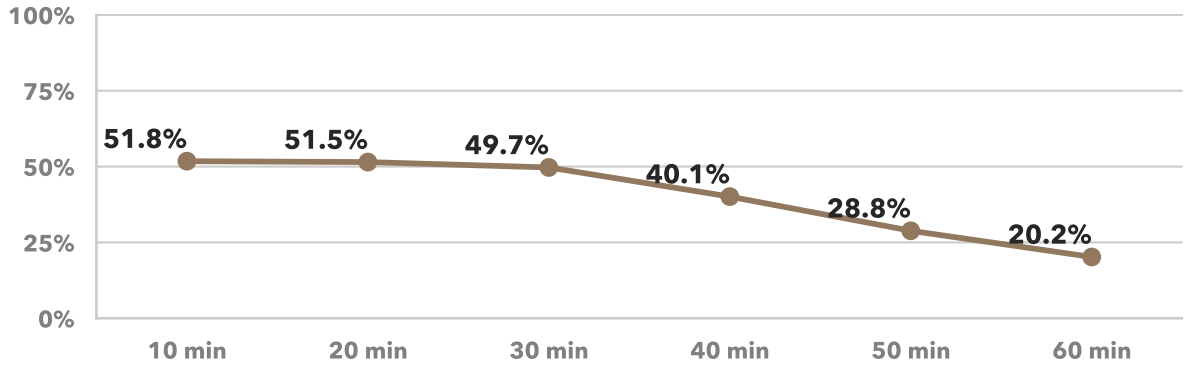
Average Job Accessibility by Travel Time Threshold (worker-weighted)



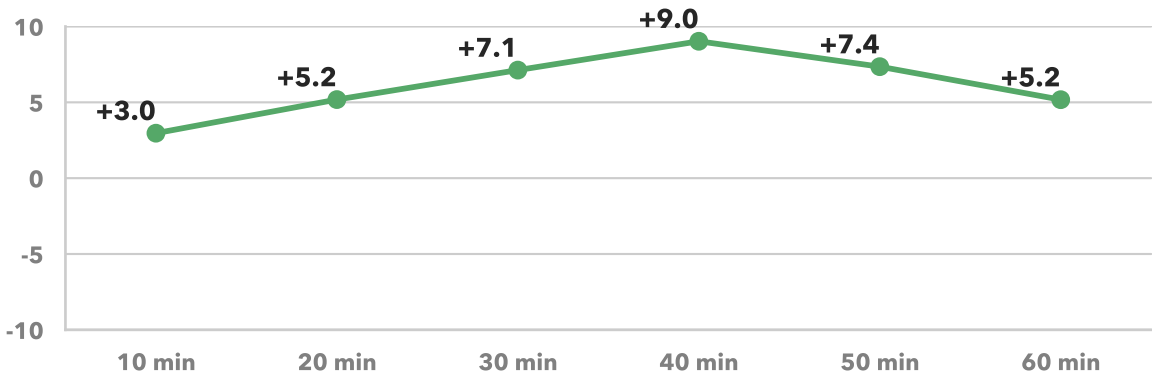
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)



Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

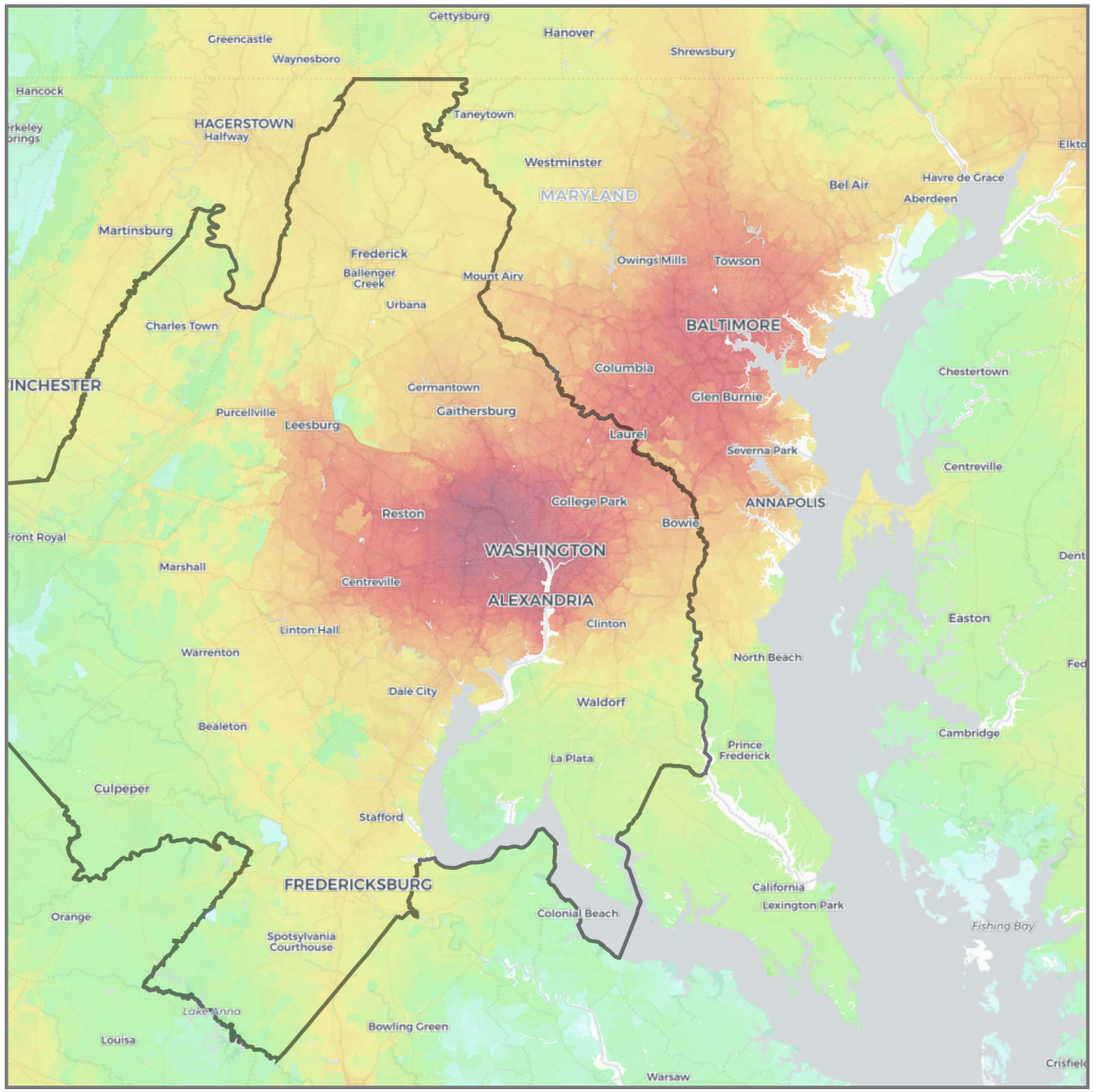


1-Year Percentage Point Change in Congestion Impact by Travel Time Threshold (worker-weighted)



Washington

Washington-Arlington-Alexandria, DC-VA-MD-WV



Jobs within 30 minutes
(Driving, AM peak)

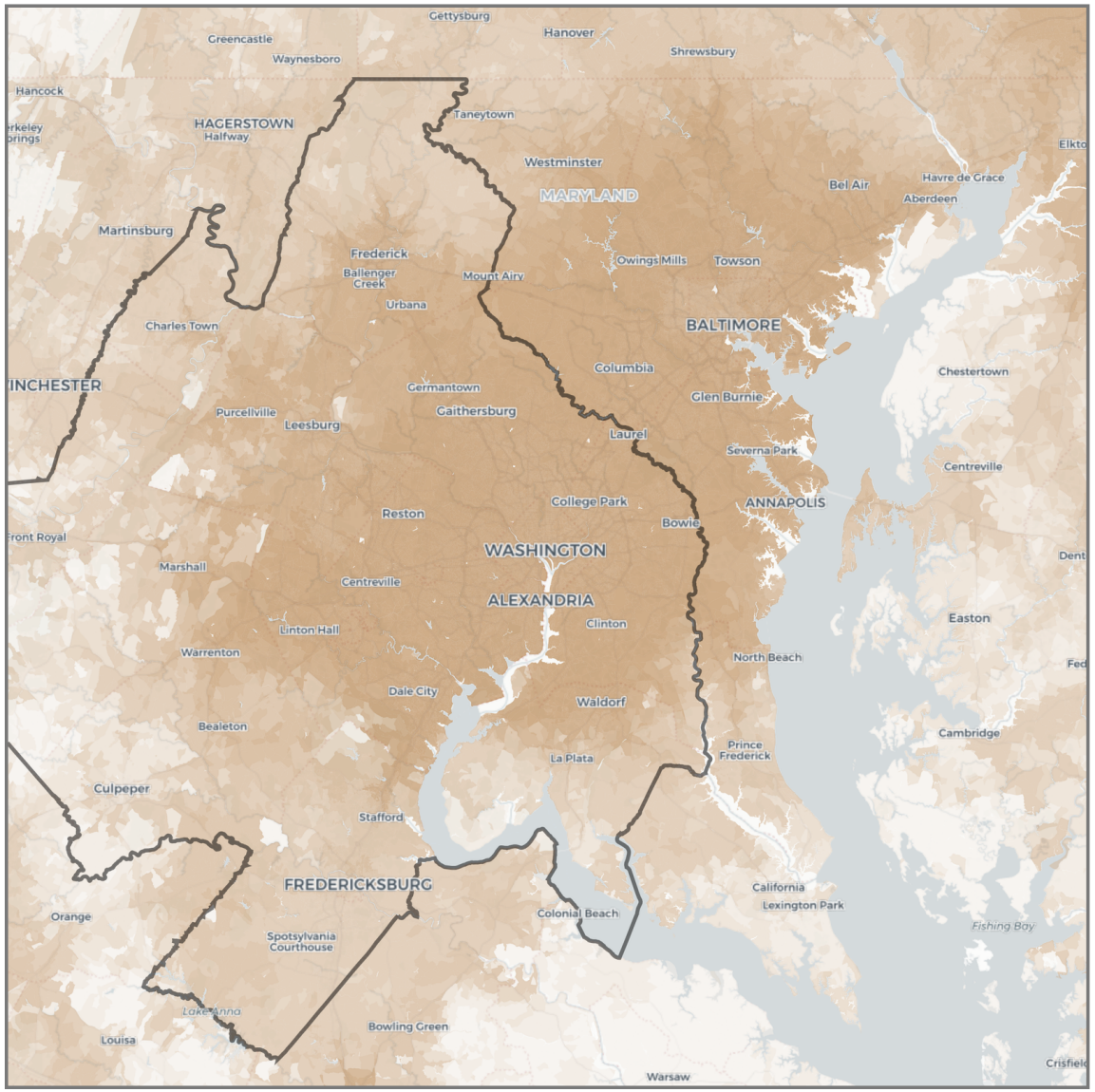
- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border

CBSA boundary

Washington

Washington-Arlington-Alexandria, DC-VA-MD-WV



Change in jobs within 30 minutes

(Driving, congestion impact)

- < -250,000
- -250,000 – -100,000
- -100,000 – -50,000
- -50,000 – -10,000
- -10,000 – -5,000
- -5,000 – 0
- 0 – +5,000
- +5,000 – +10,000
- +10,000 – +50,000
- +50,000 – + 100,000
- +100,000 – +250,000
- > +250,000

State border

CBSA boundary

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