# Measuring Delay and Congestion Annual Report

## Congestion Report Dashboard of Indicators

| 2011 Congestion Report Dashboard of Indicators | 2006 | 2007 | 2008[7] | 2009 | 2010 | Difference 2009 vs. 2010 | Difference 2008 vs. 2010 |
|---|---|---|---|---|---|---|---|
| **Demographic and economic indicators** | | | | | | | |
| State population (millions) | 6.4 | 6.5 | 6.6 | 6.7 | 6.7 | 0.8% | 1.5% |
| Average gas price per gallon (July) | $3.08 | $3.05 | $4.36 | $2.81 | $3.06 | 8.2% | -29.8% |
| Washington unemployment rate (annual) | 5.0% | 4.6% | 5.5% | 9.3% | 9.6% | 0.3% | 4.1% |
| Washington rate of annual economic growth[1] | 4.1% | 5.2% | 1.0% | -2.4% | 1.6% | 1.6% | -0.8% |
| Washington real personal income (billions)[2] | $245.3 | $258.2 | $263.2 | $261.5 | $263.9 | 0.9% | 0.3% |
| **Systemwide congestion indicators** | | | | | | | |
| **Vehicle miles traveled** | | | | | | | |
| All public roads vehicle miles traveled (VMT), in billions | 56.5 | 57.0 | 55.4 | 56.5 | 57.2 | 1.3% | 3.1% |
| All public roads per capita VMT, in miles | 8,867 | 8,780 | 8,440 | 8,467 | 8,505 | 0.4% | 0.8% |
| State highways vehicle miles traveled (VMT), in billions | 31.8 | 32.0 | 30.7 | 31.5 | 31.8 | 1.0% | 3.3% |
| State highways per capita VMT, in miles | 4,982 | 4,928 | 4,667 | 4,717 | 4,724 | 0.1% | 1.2% |
| **System congestion** | | | | | | | |
| Lane miles of state highway system congested[3] | 1,030 | 1,010 | 930 | 950 | 994 | 4.6% | 6.9% |
| Percent of state highway system congested[3] | 5.7% | 5.6% | 5.2% | 5.2% | 5.5% | 0.3% | 0.3% |
| **Delay on state highways** | | | | | | | |
| Total vehicle hours of delay, in millions of hours[4] | 39.6 | 35.1 | 34.8 | 28.1 | 31.7 | 13% | -9% |
| Annual hours of per capita delay on state highways[4] | 6.2 | 5.4 | 4.9 | 4.2 | 4.7 | 12% | -4% |
| **Cost of delay on state highways (2010 dollars in millions)** | | | | | | | |
| Measured at maximum throughput speeds[4,5] | $1,027 | $885 | $846 | $685 | $759 | 11% | -10% |
| Measured at posted speeds[5] | $1,449 | $1,294 | $1,215 | $1,062 | $1,108 | 4% | -9% |
| **Corridor-specific congestion indicators** | | | | | | | |
| **Congestion on 52 commute routes in the central Puget Sound region** | | | | | | | |
| Annual Maximum Throughput Travel Time Index ($MT^3I$)[6] | 1.50 | 1.45 | 1.25[7] | 1.31 | 1.37 | 4.6% | 9.6% |
| Number of commute routes with $MT^3I > 1$[6] | 46 | 46 | 41[7] | 44 | 45 | N/A | N/A |
| **WSDOT congestion relief projects** | | | | | | | |
| Number of completed Nickel and TPA mobility projects as of December 31st of each year (cumulative) | 14 | 33 | 43 | 65 | 73 | 8 | 30 |
| Cumulative project value (dollars in millions) | $206 | $898 | $1,245 | $2,128 | $2,524 | $396 | $1,279 |

Data sources include: WSDOT, Office of Financial Management; Economic and Revenue Forecast Council; Bureau of Economic Analysis, U.S. Department of Energy - Energy Information Administration; Bureau of Labor Statistics – Consumer Price Index.

Notes: Analysis in the Congestion Report examines 2008 and 2010 annual data, five years of data is provided here for information only. 1 The rate of annual economic growth is measured through Washington Real Gross Domestic Product as reported in chained 2005 dollars. Values shown in the Difference 2009 vs. 2010 and Difference 2008 vs. 2010 column reflect the difference in Gross Domestic Product instead of the difference in growth rates. 2 Washington real personal income is measured in chained 2005 dollars. 3 Based on below 70% of posted speed. 4 Based on maximum throughput speed thresholds (85% of posted speed). 5 Inflation adjusted using the Consumer Price Index (CPI). 6 MT3I is the ratio of average peak travel time compared to maximum throughput speed travel time. $MT^3I$ greater than one means the commute route experiences congestion. 7 2008 data not available for four of the 52 routes. This lack of data might be a reason for lower average $MT^3I$ and number of commute routes with MT3I >1. For more information see gray box on page 15 of the 2009 Annual Congestion Report.