National Traffic Scorecard

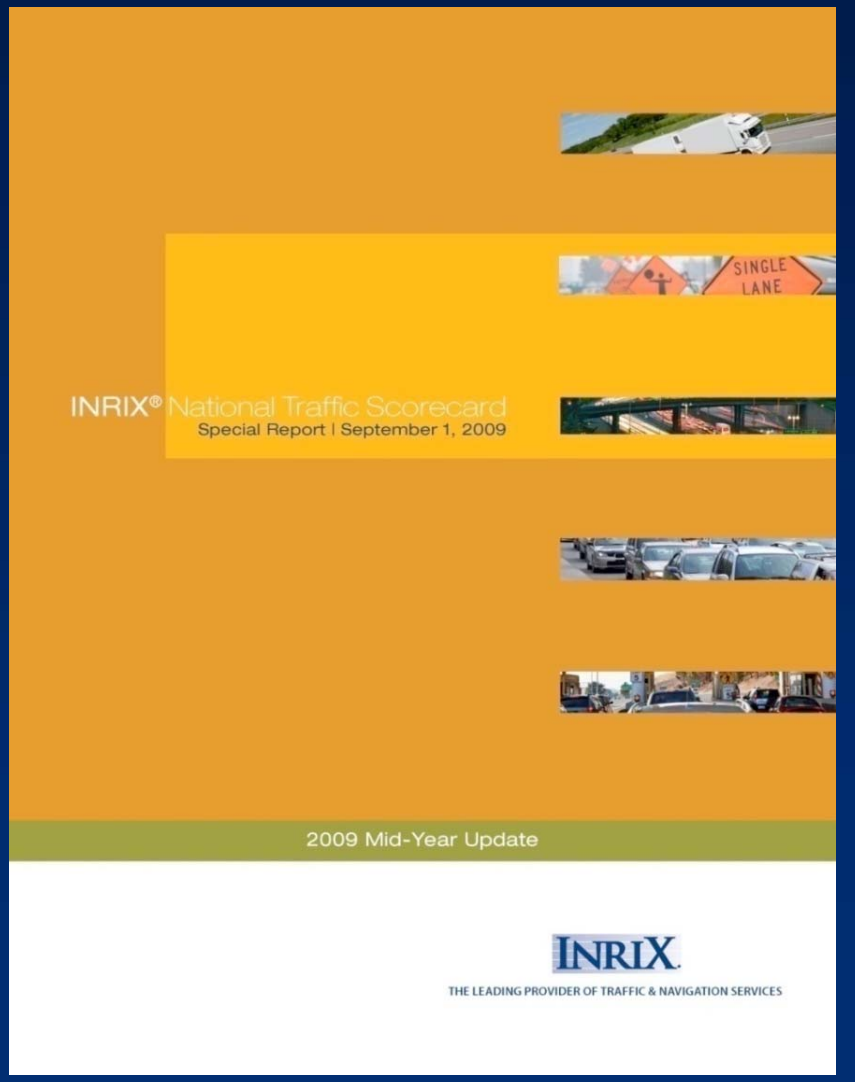
Overview

INRIX®

February 2010

Annual INRIX National Traffic Scorecard

- Major highways in top 100 metropolitan US markets
  - Covering ~200M people
- Specific road segment performance analysis
  - Hour of day, day of week
- First version released June 2008 (2007 data)
- Second version released Feb. 2009 (2008 data)
- Two special reports
  - Oct. 2008: Impact of fuel prices on traffic
  - Sept. 2009: Called bottom of 2-year decline



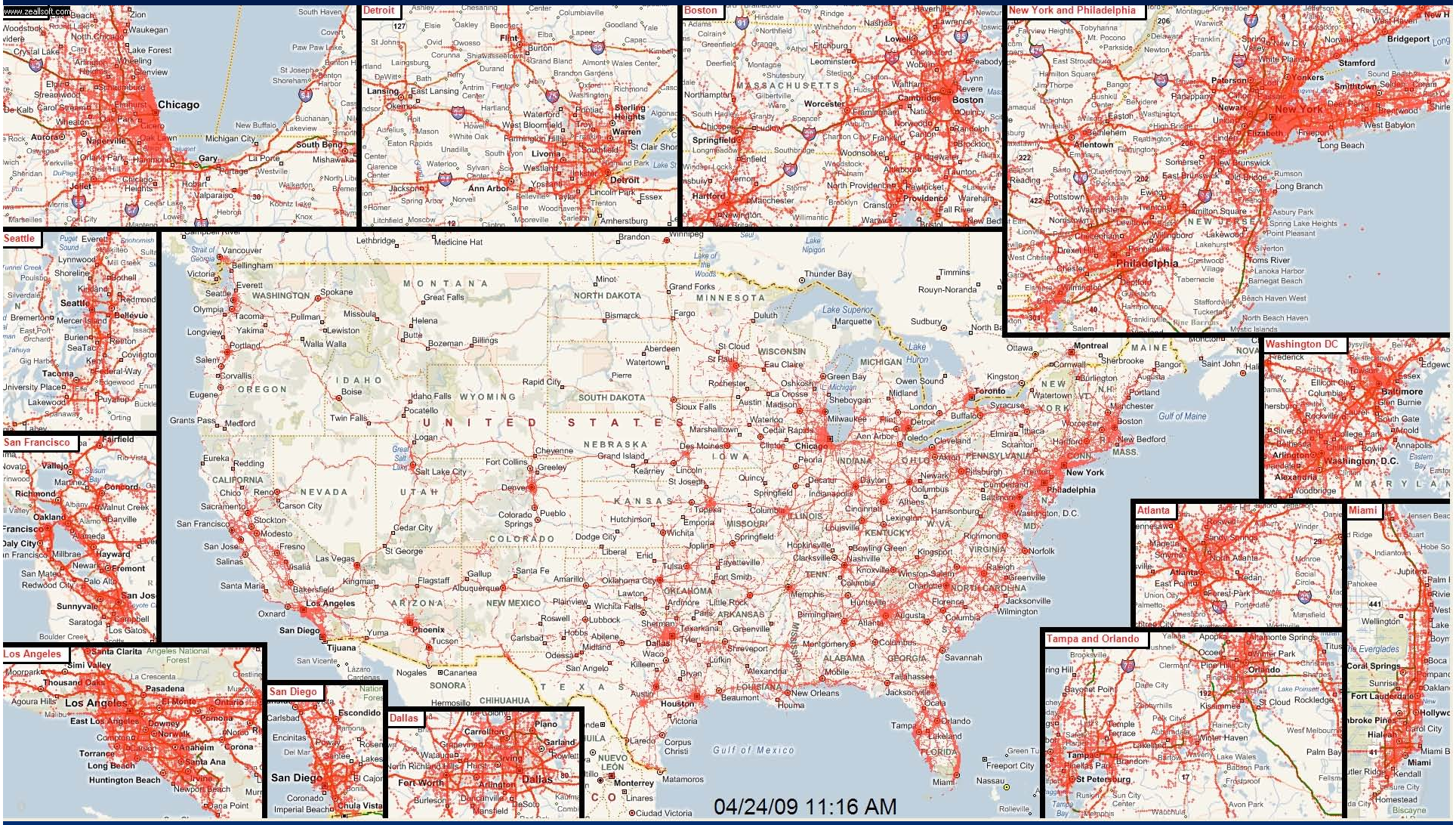
http://scorecard.inrix.com

Annual INRIX National Traffic Scorecard

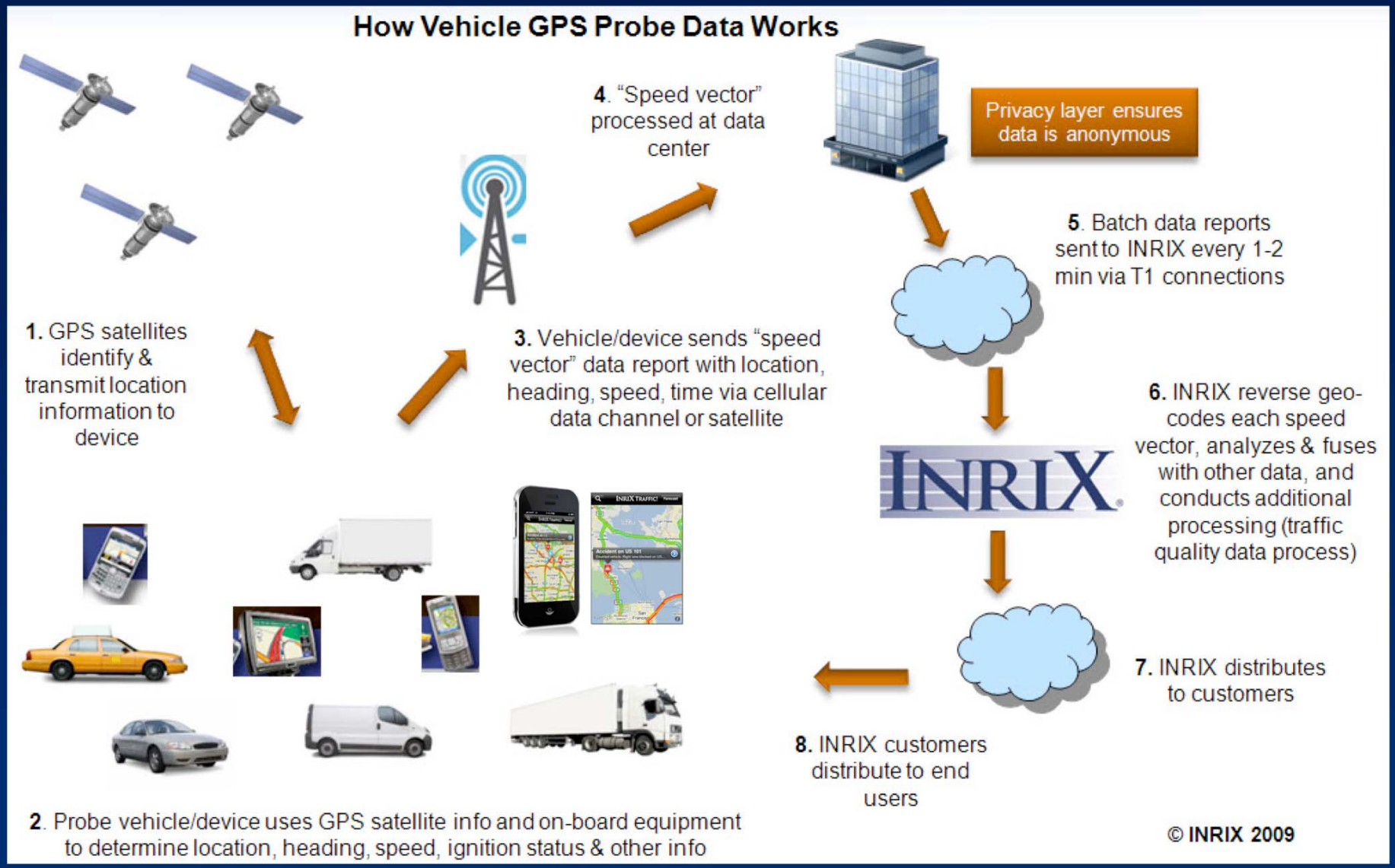
- Ranking of America's 100 Most Congested Cities
- Worst Traffic Bottlenecks for Top 100 Metros nationwide
- Worst travel hour, hours spent in traffic each week, avg. traffic speed during peak traffic hours, best/worst traffic day of the week
- Impact of stimulus on traffic congestion
- Year-to-year comparisons for each city

Methodology

National Coverage Areas Analyzed



Scorecard Study Data Source



Methodology Basics

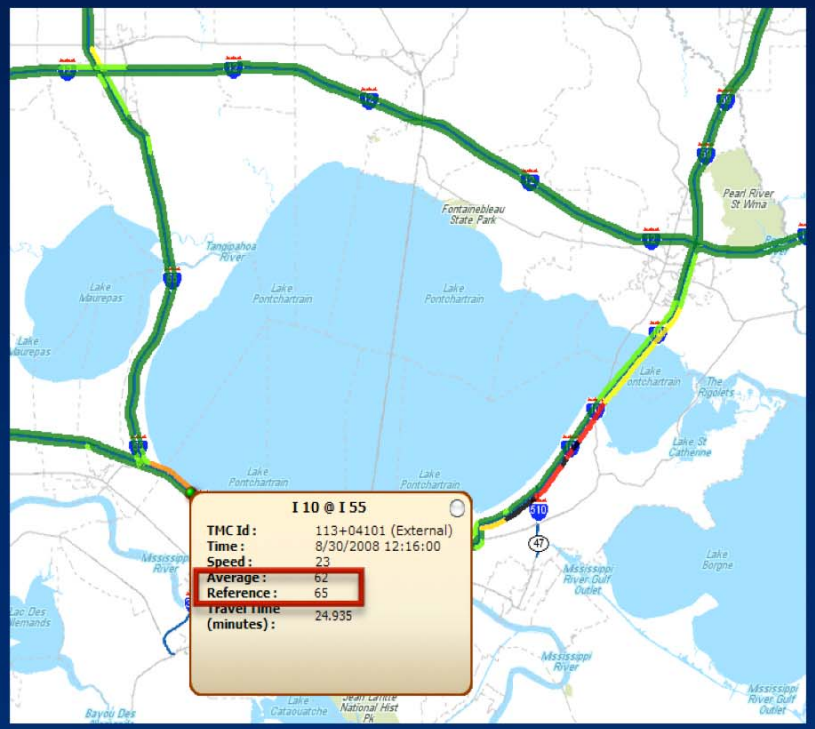
- Congestion

  Each segment, each hour:
  - If avg. speed < ref speed, then adds to congestion
  - Amount added based on how slow and how long the segment

Sum up all congestion factors in a metro – hourly total

"Peak Period" = M-F 6-10am 3-7pm

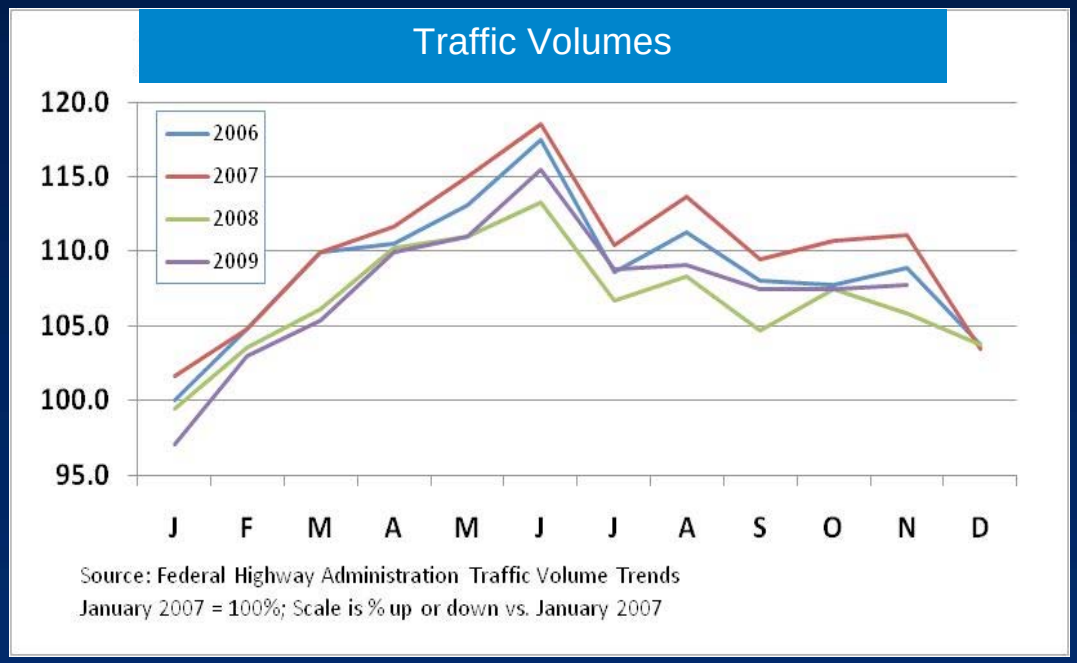
- Bottlenecks (each segment/hour)
  - If avg. speed < ½ ref. speed then = "hour congested"
  - Avg. speed while congested = "intensity of congestion"
  - Score = hours congested multiplied by intensity

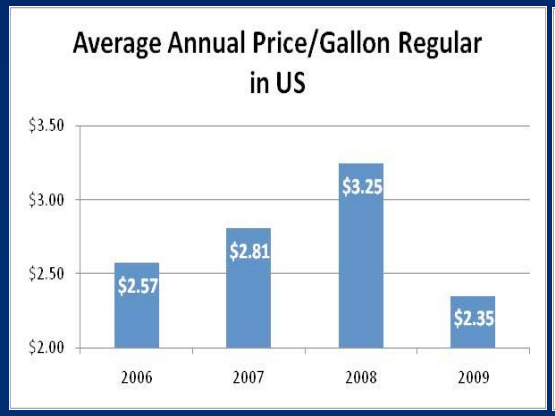


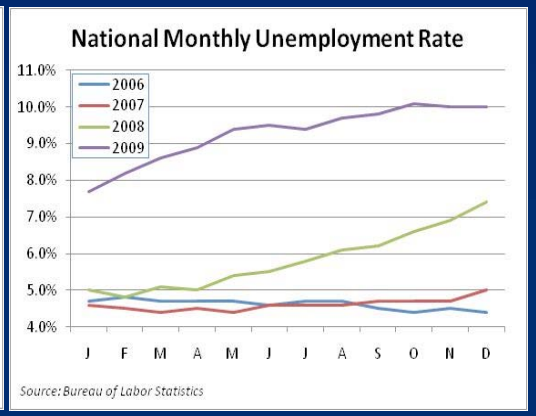
National Results Preview

2009 National Trends

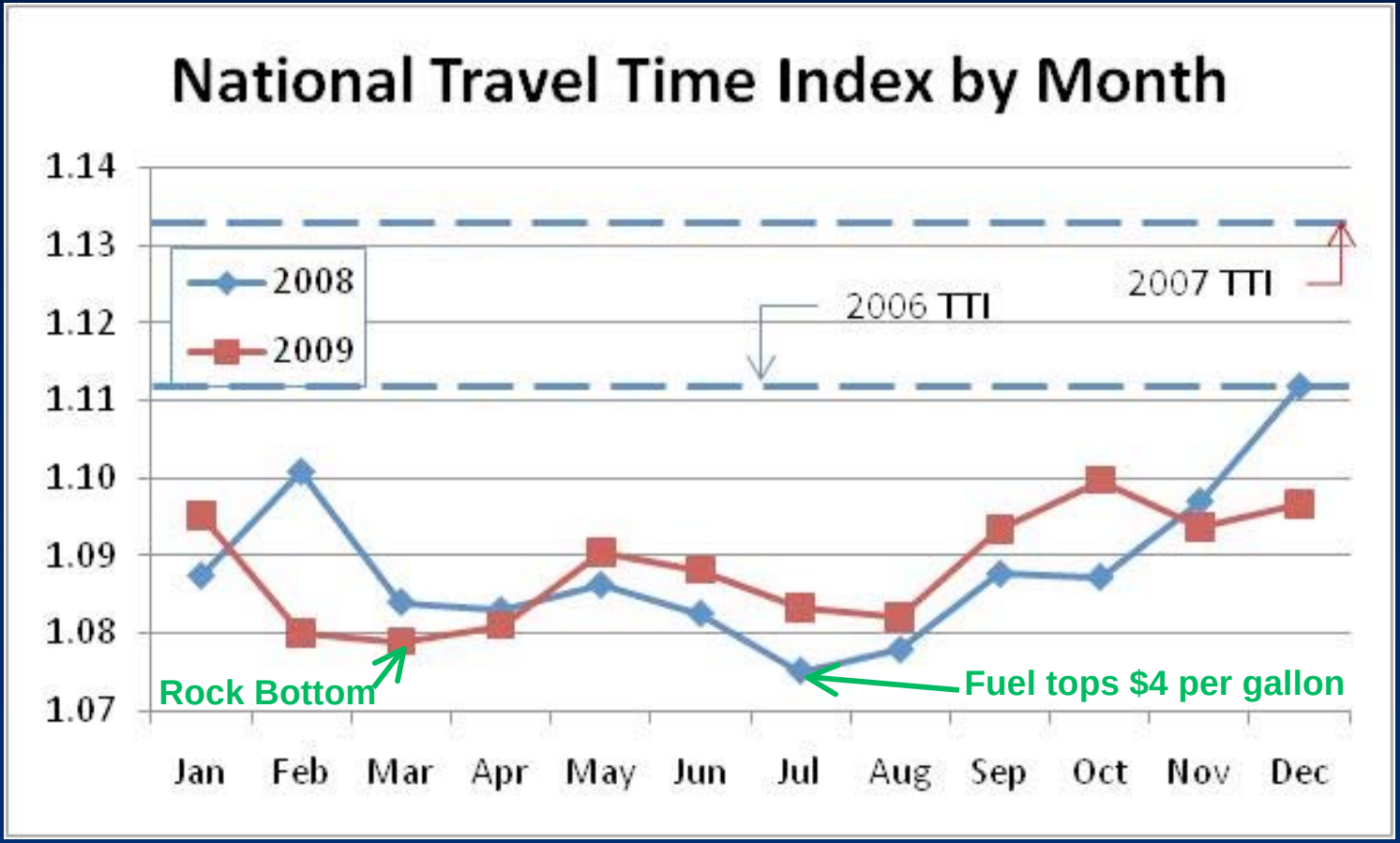
- Volatility the last 2 years
  - 30% drop 07' to 09'
  - Congestion reset to 05'
- 2009 up slightly from 08'
  - Stable fuel prices + rising unemployment equals no change
  - A.M. Commute down; Rest of the day up
- 2010 outlook depends upon:
  - Employment
  - Fuel prices







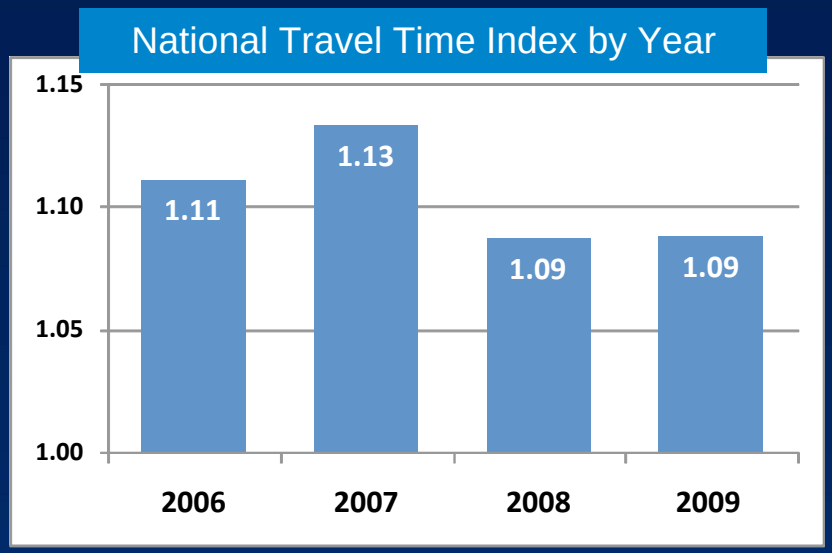
Congestion Bottoms Out Q2 09'



- 2010 dependent on employment; fuel prices

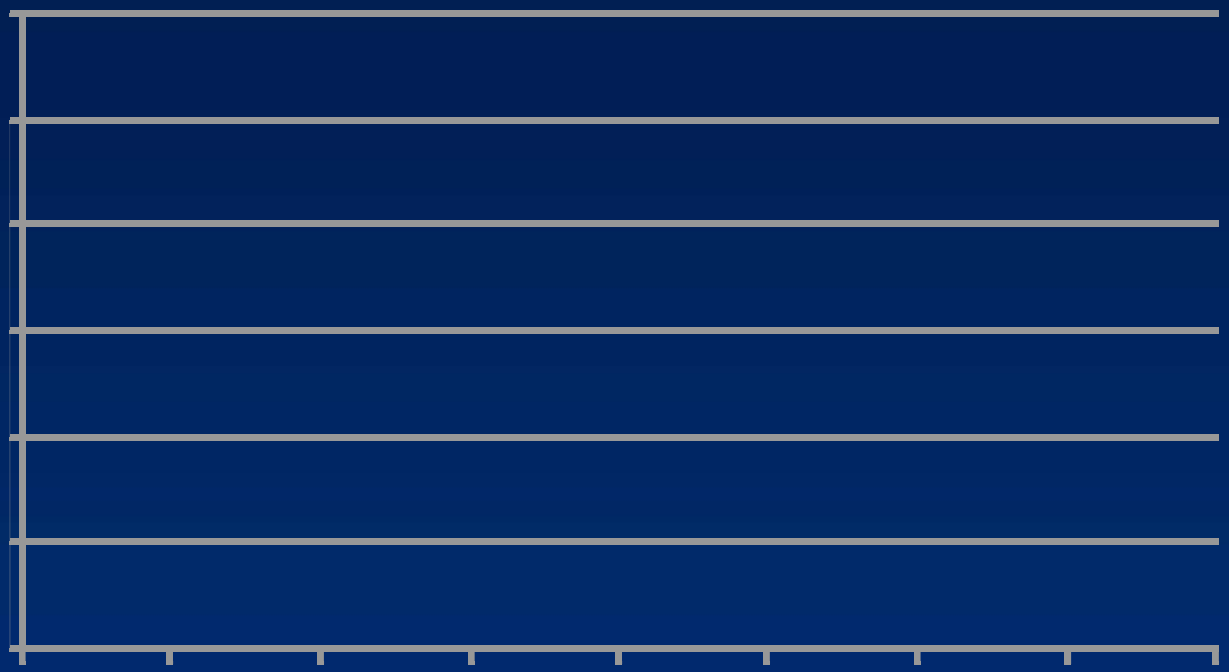
Overall 2009 National Congestion

- Top 10 Cities account for 50% of Nation's Traffic Congestion (Seattle #9)
- Peak Period Congestion
  - Up 0.2% from 2008
  - Down ~ 30% from 2007 peak
- Peak Period Travel Times
  - Down 1% from 2008
  - Down ~ 3-4% from 2007 peak
- Off-Peak Congestion
  - Flat or up every hour 2009 vs. 2008
  - Sign of increased number of work zones & stimulus – up 25 percent



Even at "Bottom" Bottlenecks Persist

Road Miles Nationwide "Reliably" Congested



Congestion defined as traffic speeds of 35 mph or less, 5 hours or more per day

Seattle Snapshot

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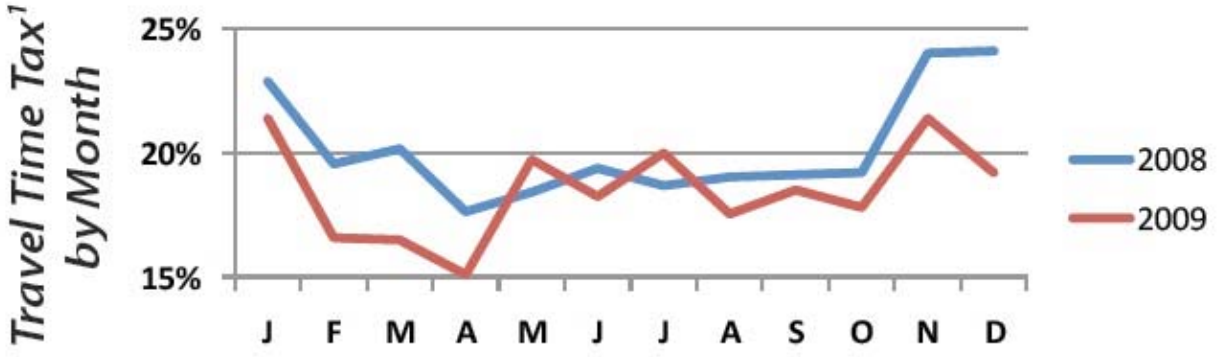
- 2009
  - National Rank: 9
  - National Travel Time Tax Rank: 7
  - Annual Travel Time Tax: 18.5%
  - Worst Bottleneck: HWY 520
  - Peak Travel Hour: Friday 4-5 PM (T^3=40%)
  - Evening Commute 6th Worst Nationally (T^3=24.4%)
- 2008
  - National Rank: 9
  - National Travel Time Tax Rank: 8
  - Annual Travel Time Tax: 20.2%
  - Worst Bottleneck: HWY 520 (112th nationally)
  - Peak Travel Hour: Friday 4-5 PM

2009 Seattle Trends

Trends Year-to-Year *for Peak Period[2] Congestion in Metro Area*

	2009	2008	2007	2006
National Congestion Rank	9	9	9	6
Travel Time Tax™ [1]	19%	20%	29%	29%
– Rank	7	7	6	4
– Change *(from referenced year to 2009)*	—	-8%	-36%	-36%



2009 Impact of Congestion

Impact of 2009 Peak Period[2] Congestion

For a One-Way, Uncongested, Peak Period[2] Commute of...	In 2009, an Average Driver Incurred a Annual Travel Time Tax[1] (in Hours) of...					
	Seattle Metro			National		
	AM	PM	Total	AM	PM	Total
15 Minutes	7.9	15.3	23.2	4.4	6.7	11.1
30 Minutes	15.8	30.5	46..3	8.7	13.4	22.1
60 Minutes	31.5	61.1	92.6	17.4	26.8	44.3

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