

2014

Florida

MULTIMODAL MOBILITY PERFORMANCE MEASURES

Source Book



produced by

Florida Department of Transportation
Transportation Statistics Office



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Introduction

The *2014 Florida Multimodal Mobility Performance Measures Source Book* is a compendium of current and historical data and analysis describing the performance of Florida's transportation system. It is intended to be the primary source of mobility performance measure results for the State of Florida.

The Transportation Statistics Office produces two Source Books: the *Multimodal Mobility Performance Measures Source Book* and a companion *General Interest Highway Statistics Source Book* that includes data on public roads.

The Source Book is published annually and represents data and analysis for the State Highway System (SHS) including the Strategic Intermodal System (SIS) for 2013.

In 2012, the National Highway System (NHS) was expanded by the Federal Highway Administration to include all roadways classified as principal arterials. The federal transportation bill requires state transportation agencies to report on the performance of the National Highway System. This recently expanded network was analyzed and is included in the 2014 Source Book.

Major modes considered in this Source Book are automobile, aviation, bicycle, pedestrian, transit, and truck. Future editions are anticipated to include expanded multimodal performance measures to more comprehensively describe mobility in Florida.

Changes in 2014 Source Book

Changes this year include the following:

- Seven additional freight measures
- Three additional quality measures
- Five additional accessibility measures
- One new utilization measure
- Revisions to the inputs and methodologies used to calculate speed and travel time reliability, and to update hourly to daily volume ratios, weekend separate from weekday volumes, and hourly traffic spillback
- Reporting on the NHS

Source Book Components

Description of the Four Dimensions of Mobility – Detailed descriptions of Quality, Quantity, Accessibility, and Utilization

Mobility Performance Measures Matrix – Table indicating specific measures by people/freight, by specific mode, and

whether the results are by peak hour/period, daily or yearly

Definitions – Detailed definitions of terms used

Measure Results – Results of each mobility performance measure including a brief description of methodology, calculation, reporting period and source data

Mobility

Mobility is used here as a broad term encompassing the movement of people and goods. There are four dimensions related to travel:

Quantity - How much freight is moved and how many people are served

Quality – How good or bad the travel experience is

Accessibility – Ease in engaging in activities

Utilization – How much of the transportation system is used/available

Online Access

The Source Book is available on the Florida Department of Transportation's web site:

www.dot.state.fl.us/planning/statistics/sourcebook/.

All data and analysis is available for download on the web site in MS Excel format to allow use of the data for specific calculations.

Buttons located throughout the Source Book link to the Excel data files that are located on the Transportation Statistics Office web site. If the button does not function from your computer, you can find all files at the URL under Online Access.

Corrections, Additions, or Questions

Users are encouraged to contact the Transportation Statistics Office or the office from which the data originates for more detail.

Please send any questions, suggestions, or corrections to:

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Transportation Statistics Office
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Tallahassee, FL 32399-0450
800-399-5503 or 850-414-4848
www.dot.state.fl.us/planning/statistics/

Dimensions of Mobility

Four dimensions of mobility exist: quantity, quality, accessibility, and utilization.

Quantity of Travel

The quantity of travel deals with the magnitude of travel on a facility or service; how much freight is moved and people served. The measures of quantity are:

- Vehicle Miles Traveled
- Person Miles Traveled
- Passenger Miles Traveled
- Passenger Trips
- Aviation, Rail, and Seaport Passengers
- Combination Truck Miles Traveled
- Truck Miles Traveled
- Combination Truck Tonnage
- Combination Truck Ton Miles Traveled
- Aviation, Rail, and Seaport Tonnage
- Twenty-Foot Equivalent Units



Quality of Travel

The quality of travel describes how good or bad the travel experience is. This dimension of mobility has been the traditional focus for measures of effectiveness such as level of service (LOS). The measures of quality are:

- % Travel Meeting LOS Criteria
- % Miles Meeting LOS Criteria
- Travel Time Reliability
- Travel Time Variability
- Vehicle Hours of Delay
- Person Hours of Delay
- Average Travel Speed
- Average Headway
- Pedestrian and Bicycle LOS
- Aviation and Rail Departure Reliability
- Combination Truck Hours of Delay
- Combination Truck Average Travel Speed



Accessibility

Accessibility deals with the ease in engaging in activities. Such measures encompass the concepts of connectivity, modal options, and time to reach destinations. The measures of accessibility are:

- % Sidewalk Coverage
- % Bike Lane/Shoulder Coverage
- Aviation, Rail, and Seaport Highway Adequacy
- Active Rail Access



Utilization

Utilization measures deal with how much of the transportation system is used and availability left. They indirectly relate to users' perceptions of how crowded transportation facilities or services are. However, they primarily describe the relative demand and supply of transportation facilities and services. The measures of utilization are:

- % Miles Severely Congested
- % Travel Severely Congested
- Hours Severely Congested
- Vehicles Per Lane Mile
- Aviation Demand to Capacity Ratios
- Combination Truck Backhaul Tonnage



In order to adequately address mobility by mode or from a multimodal perspective, all multimodal performance measures from all four dimensions should be considered. Page 3 contains a matrix of multimodal performance measures presented in this edition of the Source Book.

Multimodal Mobility Performance Measures Matrix

	MODE	QUANTITY	QUALITY	ACCESSIBILITY	UTILIZATION
People	Auto/Truck	Vehicle Miles Traveled     Person Miles Traveled    	% Travel Meeting LOS Criteria    % Miles Meeting LOS Criteria   Travel Time Reliability    Travel Time Variability    Vehicle Hours of Delay     Person Hours of Delay     Average Travel Speed  		% Miles Severely Congested   % Travel Severely Congested    Hours Severely Congested   Vehicles Per Lane Mile 
	Transit	Passenger Miles Traveled  Passenger Trips 	Average Headway 		
	Pedestrian		Level of Service (LOS) 	% Sidewalk Coverage 	
	Bicycle		Level of Service (LOS) 	% Bike Lane/Shoulder Coverage 	
	Aviation	Passengers 	Departure Reliability 	Highway Adequacy (LOS)  	Demand to Capacity Ratios 
	Rail	Passengers 	Departure Reliability 		
	Seaports	Passengers 		Highway Adequacy (LOS)  	
Freight	Truck	Combination Truck Miles Traveled  Truck Miles Traveled  Combination Truck Tonnage  Combination Truck Ton Miles Traveled 	Travel Time Reliability    Travel Time Variability    Combination Truck Hours of Delay  Combination Truck Average Travel Speed  		% Miles Severely Congested   Vehicles Per Lane Mile  Combination Truck Backhaul Tonnage 
	Aviation	Tonnage 		Highway Adequacy (LOS)  	
	Rail	Tonnage 		Highway Adequacy (LOS)   Active Rail Access 	
	Seaports	Tonnage  Twenty-foot Equivalent Units 		Highway Adequacy (LOS)   Active Rail Access 	

Reporting Periods:  = Peak Hour  = Peak Period  = Daily  = Yearly

Bold = FDOT MAP-21 Recommended Measure

Italicized Text = Measures added 2014

Definitions

Annual Average Daily Traffic (AADT): The average daily traffic for an entire year, 24 hours per day, 7 days a week. AADT is determined using measurements at thousands of locations each year by FDOT.

Area Type: State, seven counties with highest population, other urbanized areas, and non-urbanized areas.

Average Weighted Speed: Calculated as the average speed weighted by the hourly vehicle miles traveled.

Centerline Miles: The total length of roads, without regard to number of lanes.

Combination Trucks: Vehicles classified as class 8 through 13 by FHWA.

Connectors: Highways, rail lines or waterways linking hub-to-corridor, hub-to-hub, or strategic military installation-to-corridor.

Corridors: Highway, rail line, waterway and other exclusive-use facilities that connect major origin/destination markets within Florida or between Florida and other states/nations.

Daily VMT: The product of a road's length and its AADT. If a ten-mile long road has an AADT of 5,000 vehicles, then its daily VMT is 50,000.

Daily: For the average 24-hour day.

Density: Vehicles per lane mile.

Enplanement: The total number of revenue passengers boarding aircraft, includes both originating and connecting passengers.

Facility Type: SIS, SHS, Freeways, Non-Freeways, NHS.

Facility: A length of roadway composed of points and segments.

Free Flow Travel Time: The average time spent by vehicles not under the influence of speed reduction conditions over a facility length.

Freeway: A multilane, divided highway with at least two lanes for exclusive use of traffic in each direction and full control of ingress and egress.

Freight: Any commodity being transported.

Lane Miles: The product of the centerline miles and the number of lanes. A four-lane road that is 10 miles long has 40 lane miles.

Level of Service (LOS): A quantitative stratification of the quality of service to a typical traveler of a service or facility into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality.

Mobility Performance Measure: A metric that quantitatively describes something about the movement of people or goods.

National Highway System (NHS): Includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility.

Non-Freeway: Roads that are not freeways. For this document limited to only State Highway System roads.

Peak Hour: 5:00-6:00 p.m. on a weekday. The weekday hour 5:00-6:00 p.m. is chosen to allow consistent comparisons among transportation modes. It may not be the hour of greatest travel for any given roadway or mode.

Peak Period: A multi-hour period (4:00-6:00 p.m.) in which travel is greatest. These peak period hours are chosen based on the hours of greatest travel in different area types.

Seven Largest Counties: By population in Florida are Broward, Duval, Hillsborough, Miami-Dade, Orange, Palm Beach, and Pinellas.

Shared Pathways: A paved/concrete area that runs adjacent to but separated from the roadway (within the roadway right-of-way) and allows for pedestrian and bicycle traffic. Typically, these facilities are at least 10 feet wide.

Speed: Velocity in miles per hour. The daily average speed is the average for travel 24 hours of the day. The peak hour speed is the average speed from 5:00-6:00 p.m.

State Highway System (SHS): All roadways that the Florida Department of Transportation operates and maintains.

Strategic Intermodal System (SIS): Florida's transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

Transit: A travel mode in which vehicles (including busses, streetcars, and street-running light rail) stop at regular intervals along the roadway to pick up and drop off passengers.

Trucks: Vehicles classified as class 4 through 13 by FHWA.

Urban: An area with a population of at least 5,000 people.

Urbanized Area: An area with a population of at least 50,000 people.

Vehicle Occupancy: The average number of persons in a vehicle, using a countywide average from the National Household Travel Survey conducted in 2009.

Volume: The number of vehicles passing a point on a roadway during a specified time period.



People -> Quantity -> Auto/Truck ->

Vehicle Miles Traveled (VMT)



Methodology

The product of vehicle traffic volume and road (segment) length.

Calculation

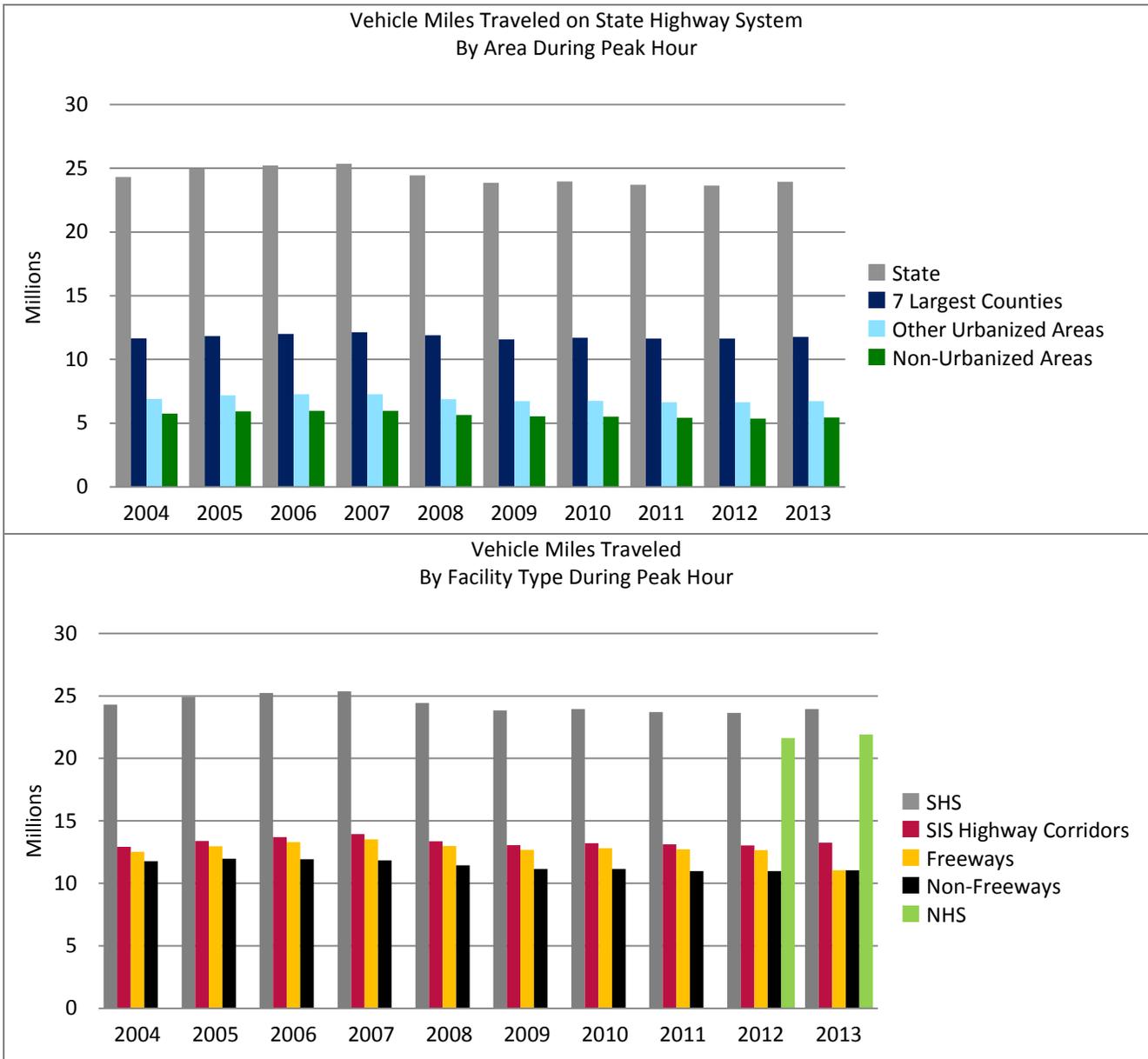
$$\Sigma(\text{Segment Length} \times \text{Volume})$$

Reporting Period

- Peak hour
- Daily

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory



Vehicle Miles Traveled (VMT), Millions

Year	Facility	Peak Hour				Daily			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	24.3	11.6	6.9	5.8	292.4	138.8	82.7	70.8
	SIS Highway Corridors	12.9	6.5	2.5	3.9	155.7	77.5	29.3	48.8
	SIS Highway Connectors	0.3	0.1	0.1	0.0	3.3	1.1	1.8	0.4
	Freeway	12.5	6.5	1.9	4.2	150.9	76.8	22.2	51.9
	Non-Freeway	11.8	5.2	5.0	1.6	141.5	62.0	60.5	19.0
2005	SHS	24.9	11.8	7.2	5.9	300.0	140.9	86.2	72.9
	SIS Highway Corridors	13.4	6.7	2.6	4.0	161.2	79.6	31.6	50.1
	SIS Highway Connectors	0.3	0.1	0.2	0.0	3.5	1.2	1.9	0.4
	Freeway	13.0	6.7	2.0	4.3	156.1	78.8	24.1	53.2
	Non-Freeway	12.0	5.2	5.2	1.6	143.8	62.1	62.0	19.7
2006	SHS	25.2	12.0	7.3	6.0	303.6	143.0	87.3	73.4
	SIS Highway Corridors	13.7	6.9	2.7	4.1	165.0	82.0	32.3	50.7
	SIS Highway Connectors	0.3	0.1	0.2	0.0	3.6	1.2	1.9	0.5
	Freeway	13.3	6.9	2.1	4.3	160.2	81.3	24.8	54.0
	Non-Freeway	11.9	5.1	5.2	1.6	143.4	61.6	62.4	19.4
2007	SHS	25.4	12.1	7.3	6.0	305.1	144.5	87.2	73.4
	SIS Highway Corridors	13.9	7.1	2.7	4.1	167.8	84.2	32.7	50.9
	SIS Highway Connectors	0.3	0.1	0.2	0.0	3.7	1.2	2.1	0.4
	Freeway	13.5	7.0	2.1	4.4	162.7	83.4	25.2	54.1
	Non-Freeway	11.8	5.1	5.2	1.6	142.4	61.1	62.1	19.3
2008	SHS	24.4	11.9	6.9	5.7	293.9	141.7	82.6	69.5
	SIS Highway Corridors	13.4	6.9	2.6	3.9	160.8	81.7	31.1	48.0
	SIS Highway Connectors	0.3	0.1	0.2	0.0	3.5	1.0	2.0	0.4
	Freeway	13.0	6.9	2.0	4.1	156.3	81.3	24.1	51.0
	Non-Freeway	11.4	5.0	4.9	1.5	137.5	60.5	58.5	18.5
2009	SHS	23.8	11.6	6.7	5.5	286.9	137.9	80.8	68.2
	SIS Highway Corridors	13.1	6.7	2.5	3.8	157.1	79.7	30.3	47.0
	SIS Highway Connectors	0.3	0.1	0.2	0.0	3.7	1.2	2.0	0.6
	Freeway	12.7	6.7	2.0	4.0	152.7	79.3	23.4	50.1
	Non-Freeway	11.2	4.9	4.8	1.5	134.2	58.7	57.4	18.1
2010	SHS	24.0	11.7	6.8	5.5	288.2	139.3	81.1	67.8
	SIS Highway Corridors	13.2	6.9	2.6	3.8	158.9	81.1	30.7	47.0
	SIS Highway Connectors	0.3	0.1	0.2	0.0	3.8	1.2	2.0	0.6
	Freeway	12.8	6.8	2.0	4.0	154.1	80.3	23.7	50.0
	Non-Freeway	11.2	4.9	4.8	1.5	134.1	59.0	57.3	17.8
2011	SHS	23.7	11.6	6.6	5.4	285.0	138.6	79.7	66.7
	SIS Highway Corridors	13.1	6.9	2.5	3.7	157.8	81.2	30.3	46.3
	SIS Highway Connectors	0.3	0.1	0.2	0.1	3.7	1.1	2.0	0.6
	Freeway	12.7	6.8	2.0	4.0	153.0	80.6	23.3	49.1
	Non-Freeway	11.0	4.8	4.7	1.5	132.0	58.0	56.4	17.6
2012	SHS	23.6	11.6	6.6	5.4	284.1	138.5	79.6	65.9
	SIS Highway Corridors	13.0	6.8	2.6	3.7	156.5	80.3	30.5	45.7
	SIS Highway Connectors	0.3	0.1	0.2	0.0	3.7	1.2	2.0	0.6
	Freeways	12.7	6.7	2.0	4.0	152.1	79.6	23.7	48.9
	Non-Freeways	11.0	4.9	4.7	1.4	131.9	59.0	56.0	17.0
	NHS	21.6	11.0	6.1	4.6	259.8	130.9	72.7	56.2
2013	SHS	23.9	11.8	6.7	5.4	288.0	140.3	80.7	67.0
	SIS Highway Corridors	13.3	6.9	2.6	3.7	159.5	82.0	30.9	46.6
	SIS Highway Connectors	0.3	0.1	0.2	0.1	3.8	1.2	2.0	0.6
	Freeways	12.9	6.9	2.0	4.0	155.2	81.4	24.0	49.9
	Non-Freeways	11.0	4.9	4.7	1.4	132.8	58.9	56.7	17.2
	NHS	21.9	11.1	6.2	4.6	263.7	132.6	73.9	57.2

People -> Quantity -> Auto/Truck ->

Person Miles Traveled (PMT)



Methodology

PMT is determined using vehicle traffic volume, segment length, and average vehicle occupancy for highway motor vehicles.

Calculation

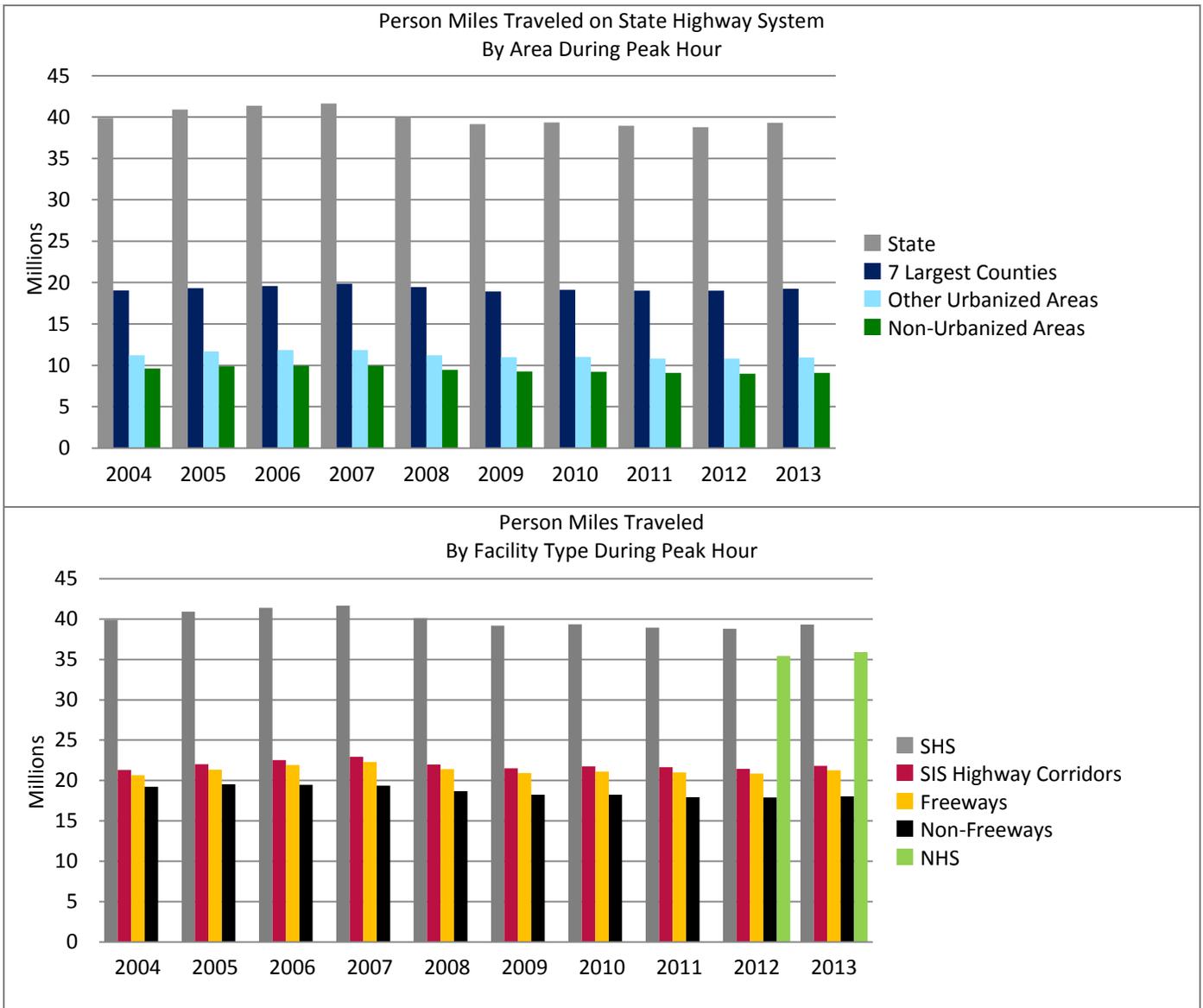
$$\Sigma(\text{Segment Length} \times \text{Volume} \times \text{Average Vehicle Occupancy})$$

Reporting Period

- Peak hour
- Daily

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- U.S. DOT National Household Travel Survey 2009 – Florida Add-On



Person Miles Traveled (PMT), Millions

Year	Facility	Peak Hour				Daily			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	39.9	19.0	11.2	9.6	480.0	227.0	134.7	118.3
	SIS Highway Corridors	21.3	10.7	4.0	6.6	256.4	126.9	47.6	81.9
	SIS Highway Connectors	0.4	0.1	0.2	0.1	5.4	1.8	2.9	0.7
	Freeways	20.7	10.6	3.0	7.0	248.8	126.0	36.1	86.6
	Non-Freeways	19.2	8.4	8.2	2.6	231.3	101.0	98.6	31.6
2005	SHS	40.9	19.3	11.7	9.9	492.2	230.3	140.3	121.6
	SIS Highway Corridors	22.0	11.0	4.3	6.8	265.2	130.0	51.3	83.9
	SIS Highway Connectors	0.5	0.2	0.3	0.1	5.8	2.0	3.2	0.7
	Freeways	21.4	10.9	3.3	7.2	257.1	129.2	39.2	88.7
	Non-Freeways	19.5	8.4	8.4	2.7	235.0	101.1	101.1	32.9
2006	SHS	41.4	19.6	11.8	10.0	498.1	233.6	142.0	122.4
	SIS Highway Corridors	22.5	11.3	4.4	6.8	271.4	134.0	52.6	84.9
	SIS Highway Connectors	0.5	0.2	0.3	0.1	6.0	2.0	3.2	0.9
	Freeways	21.9	11.3	3.4	7.3	263.8	133.3	40.4	90.1
	Non-Freeways	19.5	8.3	8.5	2.7	234.3	100.3	101.7	32.3
2007	SHS	41.6	19.8	11.8	10.0	501.1	236.4	142.1	122.6
	SIS Highway Corridors	22.9	11.6	4.5	6.9	276.3	137.8	53.2	85.4
	SIS Highway Connectors	0.5	0.2	0.3	0.1	6.2	1.9	3.5	0.8
	Freeways	22.3	11.6	3.4	7.3	268.2	136.9	41.0	90.4
	Non-Freeways	19.4	8.3	8.4	2.7	232.8	99.5	101.1	32.2
2008	SHS	40.1	19.4	11.2	9.4	482.4	231.7	134.5	116.1
	SIS Highway Corridors	22.0	11.3	4.2	6.5	264.8	133.7	50.6	80.5
	SIS Highway Connectors	0.5	0.1	0.3	0.1	5.8	1.7	3.3	0.8
	Freeways	21.4	11.3	3.3	6.9	257.7	133.3	39.2	85.2
	Non-Freeways	18.7	8.2	7.9	2.6	224.7	98.4	95.4	31.0
2009	SHS	39.2	18.9	11.0	9.3	471.2	225.6	131.6	113.9
	SIS Highway Corridors	21.5	11.0	4.1	6.3	258.9	130.5	49.4	79.0
	SIS Highway Connectors	0.5	0.2	0.3	0.1	6.1	1.9	3.2	1.0
	Freeways	20.9	11.0	3.2	6.7	251.9	130.1	38.1	83.7
	Non-Freeways	18.2	7.9	7.8	2.5	219.3	95.6	93.6	30.2
2010	SHS	39.3	19.1	11.0	9.2	473.2	227.9	132.0	113.3
	SIS Highway Corridors	21.7	11.2	4.2	6.3	261.6	132.7	50.0	79.0
	SIS Highway Connectors	0.5	0.2	0.3	0.1	6.2	1.9	3.3	1.0
	Freeways	21.1	11.1	3.2	6.7	254.0	131.8	38.6	83.6
	Non-Freeways	18.2	8.0	7.8	2.5	219.2	96.1	93.4	29.7
2011	SHS	38.9	19.0	10.8	9.1	468.1	226.8	129.9	111.5
	SIS Highway Corridors	21.6	11.2	4.1	6.3	260.0	133.0	49.3	77.7
	SIS Highway Connectors	0.5	0.2	0.3	0.1	6.1	1.9	3.2	1.1
	Freeways	21.0	11.2	3.2	6.6	252.4	132.3	38.0	82.1
	Non-Freeways	17.9	7.9	7.6	2.4	215.8	94.5	91.9	29.3
2012	SHS	38.8	19.0	10.8	9.0	466.3	226.6	129.6	110.1
	SIS Highway Corridors	21.4	11.1	4.2	6.2	257.7	131.4	49.6	76.7
	SIS Highway Connectors	0.5	0.2	0.3	0.1	6.1	1.9	3.2	1.0
	Freeways	20.9	11.0	3.2	6.6	250.8	130.5	38.5	81.8
	Non-Freeways	17.9	8.0	7.6	2.4	215.5	96.1	91.1	28.3
2013	NHS	35.4	17.9	9.8	7.6	425.7	213.6	117.9	94.2
	SHS	39.3	19.3	11.0	9.1	472.8	229.5	131.4	111.9
	SIS Highway Corridors	21.8	11.3	4.2	6.3	262.5	134.2	50.3	78.0
	SIS Highway Connectors	0.5	0.2	0.3	0.1	6.2	1.9	3.2	1.1
	Freeways	21.3	11.3	3.3	6.7	255.8	133.5	39.0	83.3
	Non-Freeways	18.0	8.0	7.7	2.4	216.9	96.0	92.4	28.6
	NHS	35.9	18.2	10.0	7.7	432.0	216.4	119.8	95.8

People -> Quality -> Auto/Truck ->
% Travel Meeting LOS Criteria



Methodology

The percentage of travel meeting FDOT's LOS standards is determined by summing the vehicle miles traveled on roadways operating acceptably and then dividing by the total system vehicle miles traveled. Acceptably is defined as LOS D (two-hour peak) for the 7 largest counties, LOS D (one-hour peak) for other urbanized areas, and LOS C (one-hour peak) everywhere else.

Reporting Period

For 7 Largest Counties

- Peak period
- Daily

For All Others

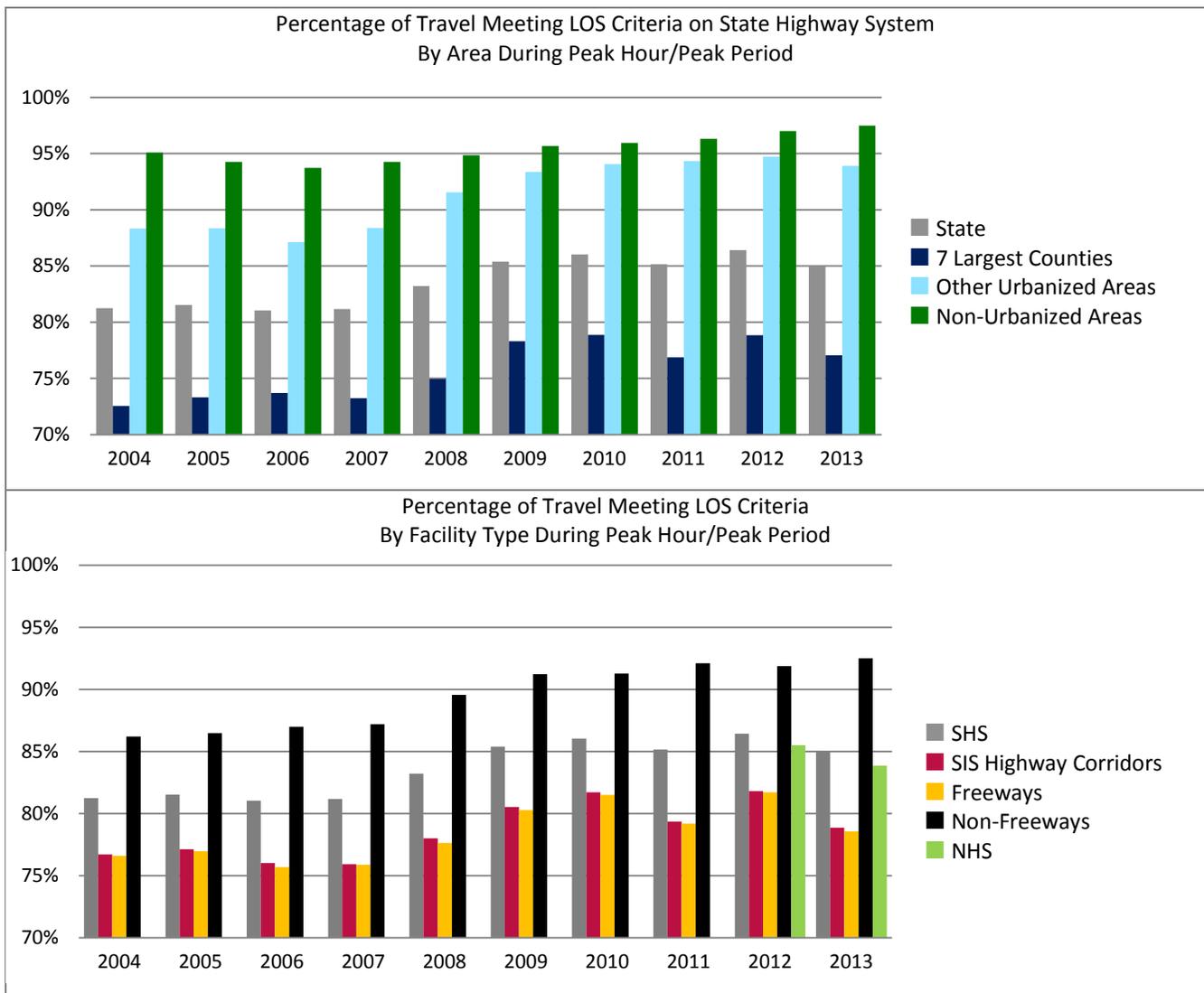
- Peak hour
- Daily

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- FDOT Generalized Service Volume Tables 2012

Calculation

$$\frac{\sum(\text{VMT} | \text{Peak Hour Volumes} < \text{Acceptable LOS Volume Threshold})}{\sum(\text{VMT})} \times 100$$



Percentage of Travel Meeting LOS Criteria

Year	Facility	Peak Hour/Peak Period				Daily			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	81.2%	72.6%	88.3%	95.1%	94.7%	91.5%	96.9%	98.3%
	SIS Highway Corridors	76.7%	64.4%	87.2%	96.2%	93.9%	89.6%	97.0%	98.9%
	SIS Highway Connectors	86.7%	72.8%	92.4%	100.0%	93.9%	86.5%	97.2%	100.0%
	Freeways	76.6%	64.0%	86.3%	97.0%	94.0%	89.3%	97.3%	99.5%
	Non-Freeways	86.2%	83.1%	89.1%	89.9%	95.4%	94.3%	96.7%	95.0%
2005	SHS	81.5%	73.3%	88.4%	94.3%	94.9%	91.9%	97.0%	98.0%
	SIS Highway Corridors	77.1%	65.5%	87.8%	95.3%	94.3%	90.1%	97.7%	98.8%
	SIS Highway Connectors	88.3%	76.1%	93.7%	100.0%	95.1%	89.0%	97.9%	100.0%
	Freeways	77.0%	64.7%	87.5%	96.3%	94.3%	89.9%	98.0%	99.3%
	Non-Freeways	86.5%	84.2%	88.7%	88.9%	95.4%	94.6%	96.6%	94.5%
2006	SHS	81.0%	73.7%	87.1%	93.7%	94.8%	92.1%	97.0%	97.7%
	SIS Highway Corridors	76.0%	65.5%	85.0%	94.6%	94.2%	90.1%	97.6%	98.6%
	SIS Highway Connectors	88.5%	80.0%	92.7%	98.1%	96.9%	94.1%	98.0%	99.6%
	Freeways	75.7%	64.8%	84.1%	95.2%	94.2%	89.9%	98.0%	98.9%
	Non-Freeways	87.0%	85.4%	88.3%	89.9%	95.6%	95.0%	96.6%	94.2%
2007	SHS	81.2%	73.2%	88.4%	94.3%	94.9%	91.9%	97.5%	97.8%
	SIS Highway Corridors	75.9%	65.1%	86.3%	95.0%	94.1%	89.8%	98.0%	98.7%
	SIS Highway Connectors	90.7%	79.5%	96.1%	100.0%	97.0%	92.2%	98.9%	100.0%
	Freeways	75.9%	64.7%	86.0%	95.8%	94.1%	89.7%	98.4%	99.1%
	Non-Freeways	87.2%	84.9%	89.4%	90.1%	95.8%	94.9%	97.1%	94.2%
2008	SHS	83.2%	75.0%	91.6%	94.9%	95.1%	91.8%	98.1%	98.2%
	SIS Highway Corridors	78.0%	66.7%	90.0%	95.4%	93.9%	89.2%	98.7%	98.8%
	SIS Highway Connectors	94.1%	86.8%	96.9%	98.1%	98.2%	95.4%	99.2%	99.9%
	Freeways	77.6%	66.3%	89.2%	96.2%	94.0%	89.1%	98.9%	99.3%
	Non-Freeways	89.6%	86.6%	92.6%	91.3%	96.4%	95.4%	97.8%	95.4%
2009	SHS	85.4%	78.3%	93.4%	95.7%	96.2%	93.7%	98.6%	98.3%
	SIS Highway Corridors	80.5%	70.8%	91.7%	96.7%	95.4%	91.7%	99.1%	99.1%
	SIS Highway Connectors	91.6%	80.7%	95.9%	98.5%	96.7%	91.1%	99.0%	99.8%
	Freeways	80.3%	70.5%	90.2%	97.7%	95.4%	91.7%	99.0%	99.5%
	Non-Freeways	91.2%	88.8%	94.7%	90.2%	97.1%	96.3%	98.5%	94.9%
2010	SHS	86.0%	78.9%	94.1%	96.0%	96.3%	93.8%	98.7%	98.4%
	SIS Highway Corridors	81.7%	71.5%	94.7%	97.0%	95.4%	92.0%	99.0%	99.0%
	SIS Highway Connectors	92.5%	84.3%	96.3%	98.0%	97.1%	92.3%	99.0%	99.9%
	Freeways	81.5%	71.4%	93.8%	97.7%	95.5%	92.1%	98.8%	99.5%
	Non-Freeways	91.3%	89.0%	94.1%	91.2%	97.1%	96.1%	98.6%	95.5%
2011	SHS	85.2%	76.9%	94.3%	96.3%	96.0%	93.3%	98.8%	98.5%
	SIS Highway Corridors	79.4%	67.4%	93.9%	97.1%	94.9%	90.9%	99.2%	99.1%
	SIS Highway Connectors	93.8%	83.8%	98.4%	97.9%	97.0%	91.5%	99.3%	99.6%
	Freeways	79.2%	67.4%	93.4%	97.8%	94.9%	90.9%	99.1%	99.5%
	Non-Freeways	92.1%	90.0%	94.7%	92.3%	97.3%	96.5%	98.7%	95.6%
2012	SHS	86.4%	78.8%	94.7%	97.0%	96.2%	93.5%	98.9%	98.6%
	SIS Highway Corridors	81.8%	71.2%	93.6%	98.1%	95.2%	91.5%	99.1%	99.2%
	SIS Highway Connectors	93.8%	83.8%	98.0%	100.0%	96.7%	90.7%	99.3%	100.0%
	Freeways	81.7%	71.1%	92.5%	98.8%	95.2%	91.4%	99.0%	99.6%
	Non-Freeways	91.9%	89.2%	95.7%	92.1%	97.3%	96.3%	98.9%	95.5%
	NHS	85.5%	77.9%	94.4%	97.1%	96.0%	93.3%	98.8%	98.6%
2013	SHS	85.0%	77.0%	93.9%	97.5%	96.1%	93.3%	98.7%	98.8%
	SIS Highway Corridors	78.9%	67.8%	92.7%	98.2%	95.0%	91.0%	99.1%	99.3%
	SIS Highway Connectors	94.3%	87.4%	98.3%	100.0%	98.0%	94.7%	99.3%	100.0%
	Freeways	78.6%	67.5%	91.2%	98.8%	94.9%	90.9%	98.9%	99.6%
	Non-Freeways	92.5%	90.1%	95.0%	93.8%	97.5%	96.6%	98.6%	96.3%
	NHS	83.9%	75.8%	93.6%	97.6%	95.8%	92.9%	98.7%	98.9%

People -> Quality -> Auto/Truck ->

% Miles Meeting LOS Criteria



Methodology

The percentage of miles meeting FDOT’s LOS standards is determined by summing the centerline miles of roadways operating acceptably and then dividing by the total system centerline miles. “Acceptably” is defined as LOS D (two-hour peak) for the 7 largest counties, LOS D (one-hour peak) for other urbanized areas, and LOS C (one-hour peak) everywhere else.

Reporting Period

For 7 Largest Counties

For All Others

Peak period

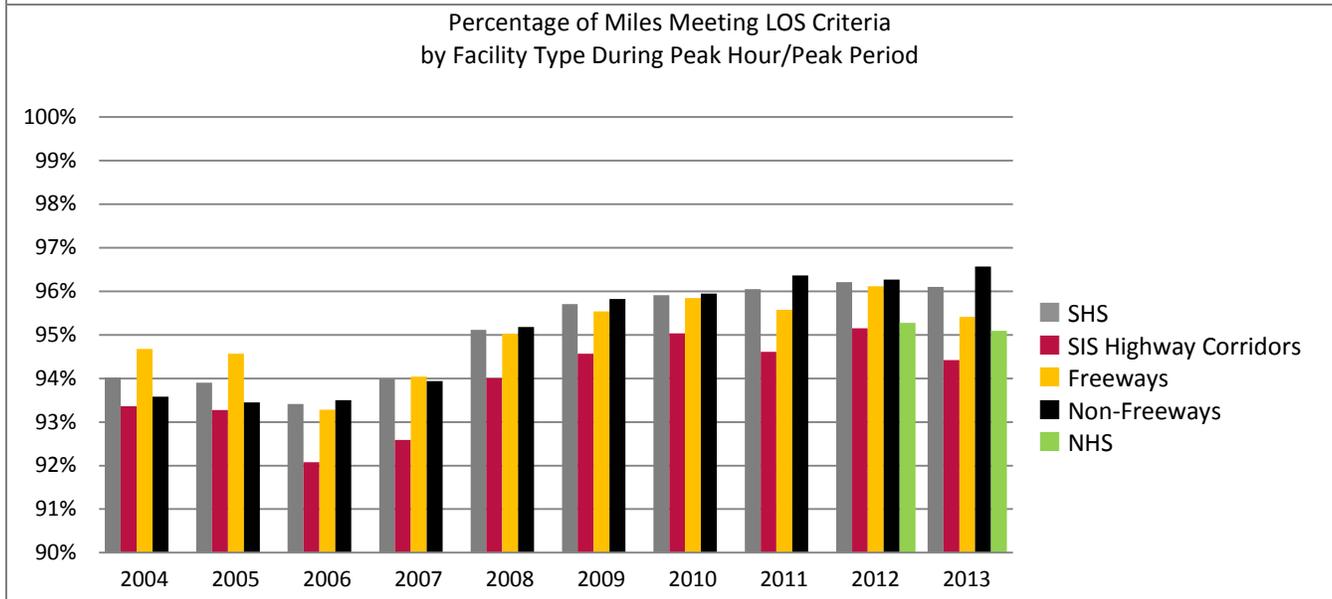
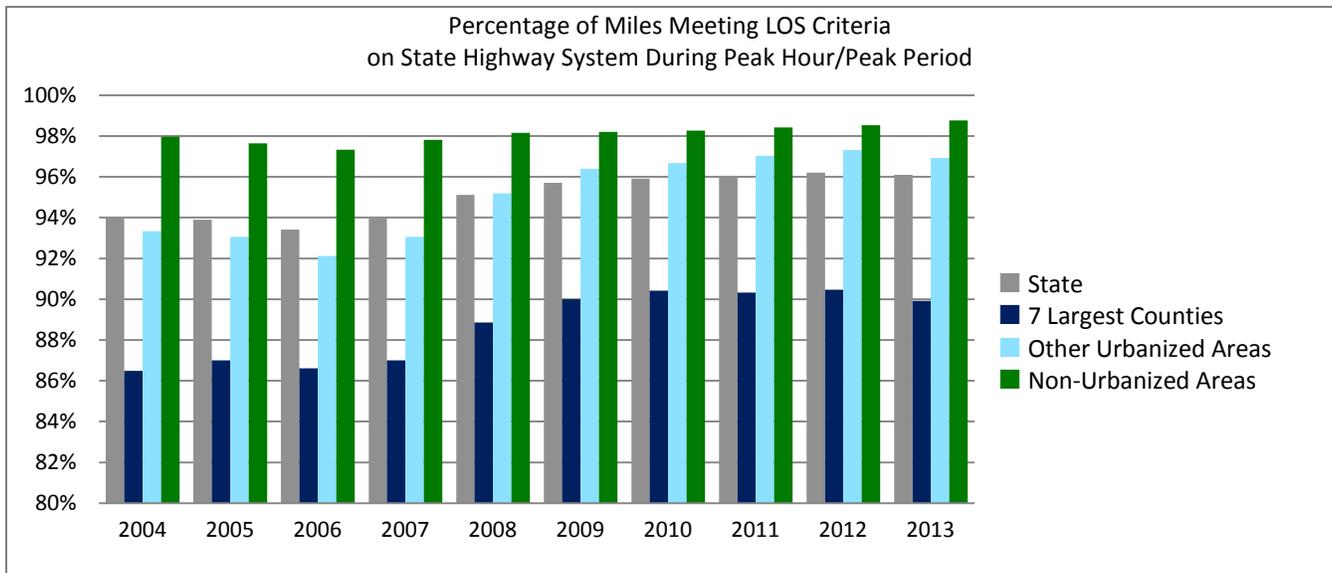
Peak hour

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- FDOT Generalized Service Volume Tables 2012

Calculation

$$\frac{\sum (\text{Segment Length} | \text{Peak Hour Volumes} < \text{Acceptable LOS Volume Threshold})}{\sum (\text{Segment Length})} \times 100$$



Percentage of Miles Meeting LOS Criteria

Year	Facility	Peak Hour/Peak Period			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	94.0%	86.5%	93.3%	98.0%
	SIS Highway Corridors	93.4%	82.0%	93.3%	98.1%
	SIS Highway Connectors	92.4%	84.2%	94.4%	100.0%
	Freeways	94.7%	81.6%	93.2%	99.0%
	Non-Freeways	93.6%	89.1%	93.4%	96.8%
2005	SHS	93.9%	87.0%	93.1%	97.6%
	SIS Highway Corridors	93.3%	83.1%	93.2%	97.7%
	SIS Highway Connectors	93.2%	86.8%	94.9%	100.0%
	Freeways	94.6%	82.3%	93.4%	98.7%
	Non-Freeways	93.5%	89.6%	93.0%	96.5%
2006	SHS	93.4%	86.6%	92.1%	97.3%
	SIS Highway Corridors	92.1%	80.8%	91.5%	97.1%
	SIS Highway Connectors	92.9%	87.7%	94.4%	98.4%
	Freeways	93.3%	79.5%	90.2%	98.2%
	Non-Freeways	93.5%	90.5%	92.5%	96.4%
2007	SHS	94.0%	87.0%	93.1%	97.8%
	SIS Highway Corridors	92.6%	81.3%	91.9%	97.7%
	SIS Highway Connectors	94.6%	88.0%	96.6%	100.0%
	Freeways	94.0%	80.9%	91.8%	98.6%
	Non-Freeways	93.9%	90.4%	93.3%	96.9%
2008	SHS	95.1%	88.9%	95.2%	98.2%
	SIS Highway Corridors	94.0%	84.1%	94.4%	98.2%
	SIS Highway Connectors	96.0%	92.9%	97.0%	98.4%
	Freeways	95.0%	83.6%	93.7%	98.9%
	Non-Freeways	95.2%	91.8%	95.5%	97.2%
2009	SHS	95.7%	90.0%	96.4%	98.2%
	SIS Highway Corridors	94.6%	85.3%	95.9%	98.2%
	SIS Highway Connectors	95.8%	90.0%	96.1%	99.6%
	Freeways	95.5%	84.9%	94.9%	99.1%
	Non-Freeways	95.8%	92.8%	96.7%	97.1%
2010	SHS	95.9%	90.4%	96.7%	98.3%
	SIS Highway Corridors	95.0%	85.3%	98.0%	98.5%
	SIS Highway Connectors	96.1%	91.2%	96.3%	99.4%
	Freeways	95.8%	85.3%	97.6%	99.1%
	Non-Freeways	96.0%	93.3%	96.5%	97.3%
2011	SHS	96.0%	90.3%	97.0%	98.4%
	SIS Highway Corridors	94.6%	83.8%	97.4%	98.5%
	SIS Highway Connectors	97.5%	92.3%	98.7%	99.4%
	Freeways	95.6%	84.0%	97.5%	99.1%
	Non-Freeways	96.4%	93.9%	96.9%	97.6%
2012	SHS	96.2%	90.5%	97.3%	98.5%
	SIS Highway Corridors	95.1%	85.4%	97.3%	98.8%
	SIS Highway Connectors	97.5%	92.4%	98.3%	100.0%
	Freeways	96.1%	85.8%	96.8%	99.4%
	Non-Freeways	96.3%	93.1%	97.4%	97.5%
	NHS	95.3%	89.1%	97.0%	98.3%
2013	SHS	96.1%	89.9%	96.9%	98.8%
	SIS Highway Corridors	94.4%	82.4%	97.2%	98.9%
	SIS Highway Connectors	97.6%	91.8%	98.6%	100.0%
	Freeways	95.4%	82.7%	96.5%	99.4%
	Non-Freeways	96.6%	94.0%	97.0%	98.0%
	NHS	95.1%	88.2%	96.7%	98.6%

People -> Quality -> Auto/Truck ->



Travel Time Reliability

Methodology

Travel time reliability is defined as the percentage of freeway trips traveling at least at the posted speed limit.

Reporting Period

For 7 Largest Counties

- Peak period
- Daily

For All Others

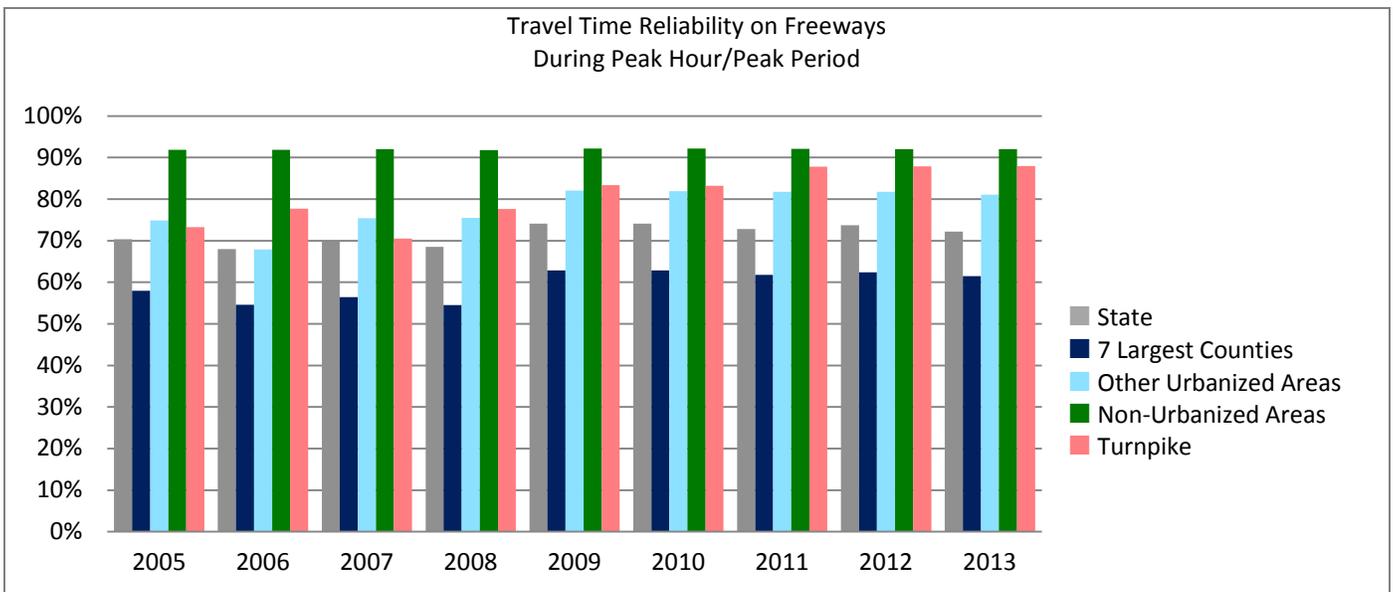
- Peak hour
- Daily

Calculation

$$\frac{\sum (\text{VMT} \mid \text{Travel Speed} \geq \text{Posted Speed Limit})}{\sum (\text{VMT})} \times 100$$

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Crash Analysis Reporting System (CARS)
- FDOT Travel Time Reliability Model



Year	Peak Hour/Peak Period					Daily				
	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	Turnpike	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	Turnpike
2005	70.4%	58.0%	74.9%	91.9%	73.3%	91.1%	88.3%	93.9%	95.6%	92.5%
2006	68.0%	54.6%	67.9%	91.9%	77.7%	90.9%	87.8%	94.2%	95.6%	93.4%
2007	69.8%	56.4%	75.4%	92.0%	70.5%	90.9%	87.9%	94.6%	95.6%	91.6%
2008	68.5%	54.5%	75.5%	91.8%	77.6%	90.4%	87.1%	94.7%	95.6%	93.8%
2009	74.1%	62.9%	82.1%	92.2%	83.4%	92.3%	90.1%	95.4%	95.7%	94.0%
2010	74.1%	62.9%	81.9%	92.2%	83.2%	92.3%	90.1%	95.5%	95.7%	94.0%
2011	72.8%	61.8%	81.8%	92.1%	87.8%	91.9%	89.5%	95.2%	95.7%	94.1%
2012	73.7%	62.4%	81.8%	92.0%	87.9%	92.2%	89.9%	95.4%	95.7%	94.1%
2013	72.2%	61.5%	81.1%	92.0%	88.0%	91.7%	89.2%	95.0%	95.6%	94.1%

People -> Quality -> Auto/Truck ->



Travel Time Variability

Methodology

Travel time variability is defined as 95th percentile travel time index (TTI₉₅).

Calculation

$$TTI_{95} = \frac{\text{Travel Time}_{95\text{th percentile}}}{\text{Travel Time}_{\text{freeflow}}}$$

Reporting Period

For 7 Largest Counties

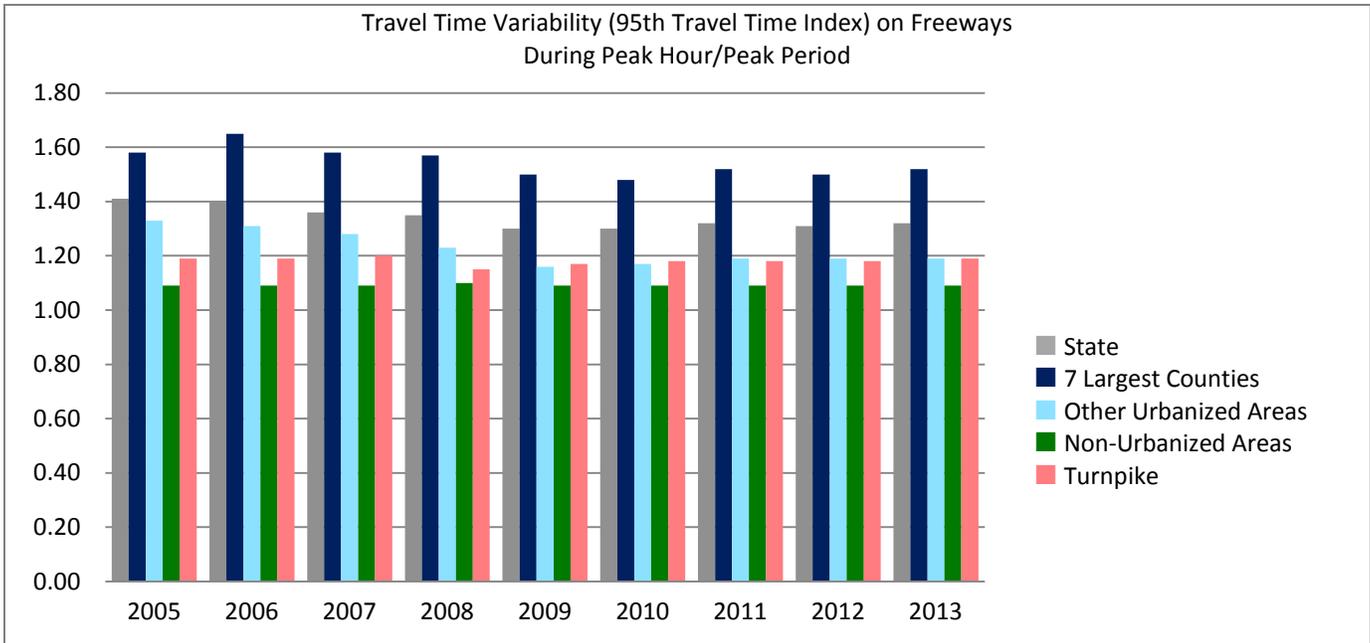
- Peak period
- Daily

For All Others

- Peak hour
- Daily

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Crash Analysis Reporting System (CARS)
- FDOT Travel Time Reliability Model



Year	Peak Hour/Peak Period					Daily				
	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	Turnpike	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	Turnpike
2005	1.41	1.58	1.33	1.09	1.19	1.17	1.25	1.11	1.05	1.09
2006	1.40	1.65	1.31	1.09	1.19	1.19	1.31	1.06	1.05	1.09
2007	1.36	1.58	1.28	1.09	1.20	1.18	1.28	1.08	1.05	1.11
2008	1.35	1.57	1.23	1.10	1.15	1.19	1.31	1.08	1.05	1.08
2009	1.30	1.50	1.16	1.09	1.17	1.14	1.22	1.05	1.05	1.09
2010	1.30	1.48	1.17	1.09	1.18	1.14	1.22	1.05	1.05	1.09
2011	1.32	1.52	1.19	1.09	1.18	1.15	1.22	1.07	1.05	1.09
2012	1.31	1.50	1.19	1.09	1.18	1.13	1.20	1.07	1.05	1.09
2013	1.32	1.52	1.19	1.09	1.19	1.15	1.23	1.07	1.05	1.09

People -> Quality -> Auto/Truck ->



Vehicle Hours of Delay

Methodology

Delay is calculated as the product of directional hourly volume and the difference between travel time at “threshold” speeds and travel time at the average speed. The thresholds are based on LOS B as defined by FDOT.

Reporting Period

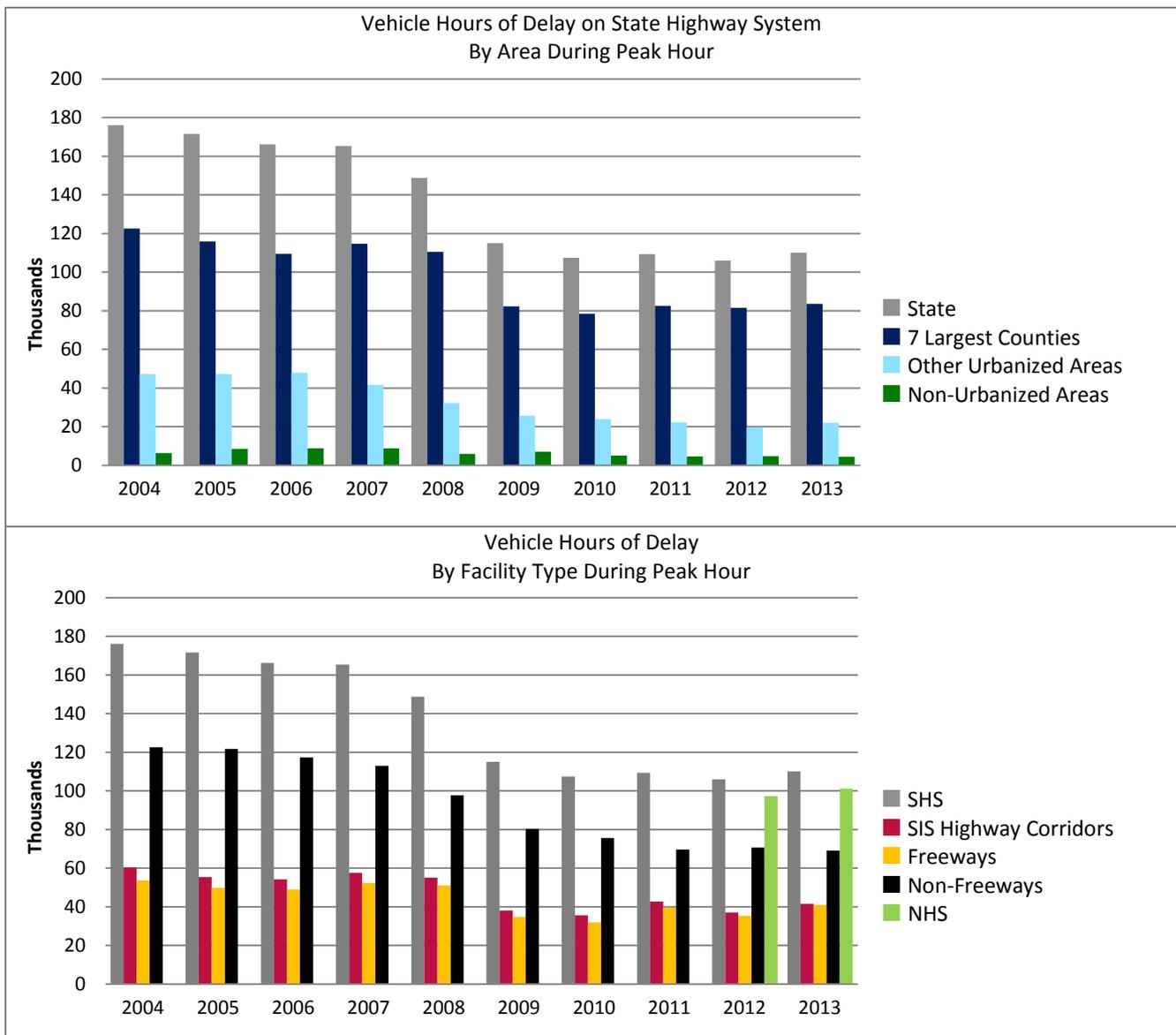
- Peak hour
- Daily
- Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory

Calculation

$$\sum (\text{Daily or Peak Period/Hour Travel Time} - \text{Travel Time at LOS B}) \times \text{Peak Period/Hour Volume}$$



Vehicle Hours of Delay, Thousands

Year	Facility	Peak Hour				Daily				Yearly			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	176.1	122.5	47.2	6.4	680.9	452.2	199.3	29.4	248,510	165,040	72,740	10,740
	SIS Highway Corridors	60.3	49.5	9.2	1.6	176.2	131.0	36.9	8.2	64,300	47,820	13,470	3,010
	SIS Highway Connectors	4.1	2.7	1.3	0.1	20.2	13.2	6.6	0.4	7,380	4,830	2,400	140
	Freeways	53.6	50.1	2.8	0.7	145.7	136.6	6.7	2.3	53,160	49,860	2,450	860
	Non-Freeways	122.5	72.5	44.4	5.7	535.2	315.6	192.6	27.1	195,350	115,180	70,290	9,880
2005	SHS	171.7	115.9	47.2	8.5	668.8	435.3	197.0	36.5	244,130	158,900	71,890	13,340
	SIS Highway Corridors	55.4	46.5	6.8	2.1	157.5	126.1	21.6	9.9	57,490	46,010	7,870	3,610
	SIS Highway Connectors	3.7	2.5	1.1	0.1	18.1	12.3	5.6	0.3	6,610	4,480	2,030	100
	Freeways	49.9	46.7	1.9	1.3	136.4	128.0	4.1	4.3	49,800	46,710	1,500	1,580
	Non-Freeways	121.8	69.2	45.4	7.2	532.4	307.4	192.8	32.2	194,330	112,190	70,390	11,760
2006	SHS	166.3	109.5	47.9	8.8	637.3	400.2	197.8	39.2	232,600	146,080	72,190	14,320
	SIS Highway Corridors	54.3	45.3	6.7	2.3	149.2	117.5	21.1	10.7	54,470	42,890	7,690	3,890
	SIS Highway Connectors	2.8	1.6	1.0	0.2	13.2	7.7	4.9	0.5	4,820	2,820	1,790	200
	Freeways	49.0	45.0	1.6	2.3	130.9	118.4	3.4	9.1	47,790	43,230	1,230	3,330
	Non-Freeways	117.3	64.5	46.4	6.5	506.3	281.8	194.4	30.1	184,810	102,850	70,970	10,990
2007	SHS	165.4	114.8	41.7	8.9	636.3	419.2	176.6	40.5	232,240	153,020	64,440	14,780
	SIS Highway Corridors	57.5	50.1	5.5	1.9	158.2	132.5	16.5	9.2	57,740	48,350	6,020	3,370
	SIS Highway Connectors	2.8	1.9	0.8	0.1	14.1	9.4	4.3	0.3	5,130	3,440	1,570	120
	Freeways	52.4	48.7	1.5	2.2	141.4	129.3	3.1	9.0	51,610	47,190	1,150	3,270
	Non-Freeways	113.1	66.1	40.3	6.7	494.9	289.9	173.4	31.5	180,630	105,830	63,290	11,510
2008	SHS	148.7	110.6	32.2	5.9	578.5	410.7	139.7	28.1	211,170	149,910	50,990	10,270
	SIS Highway Corridors	55.2	50.3	3.6	1.3	154.5	136.4	11.0	7.2	56,400	49,770	4,020	2,610
	SIS Highway Connectors	1.9	1.1	0.7	0.1	9.1	5.7	3.0	0.4	3,320	2,080	1,100	130
	Freeways	51.1	49.0	0.9	1.2	136.5	130.2	2.0	4.3	49,830	47,540	710	1,580
	Non-Freeways	97.7	61.6	31.3	4.8	442.0	280.5	137.7	23.8	161,340	102,370	50,270	8,700
2009	SHS	115.1	82.3	25.7	7.1	457.6	306.3	117.6	33.7	167,030	111,790	42,930	12,320
	SIS Highway Corridors	38.1	34.8	2.0	1.3	103.6	91.3	5.4	6.9	37,800	33,310	1,970	2,520
	SIS Highway Connectors	2.8	2.1	0.6	0.1	12.5	9.4	2.7	0.3	4,550	3,450	980	130
	Freeways	34.8	32.9	0.8	1.0	89.5	83.7	1.6	4.2	32,660	30,570	580	1,520
	Non-Freeways	80.3	49.4	24.9	6.0	368.1	222.5	116.0	29.6	134,370	81,220	42,350	10,800
2010	SHS	107.5	78.5	24.0	5.1	416.6	289.2	102.7	24.8	152,050	105,540	37,470	9,040
	SIS Highway Corridors	35.5	32.3	2.0	1.3	95.3	83.3	4.8	7.2	34,800	30,410	1,770	2,620
	SIS Highway Connectors	2.4	1.7	0.6	0.1	10.7	7.6	2.7	0.4	3,900	2,770	990	140
	Freeways	32.0	30.0	0.9	1.1	81.6	75.8	1.8	4.1	29,800	27,660	650	1,480
	Non-Freeways	75.6	48.5	23.0	4.0	334.9	213.4	100.9	20.7	122,250	77,880	36,820	7,550
2011	SHS	109.3	82.5	22.2	4.6	414.8	294.7	97.3	22.7	151,390	107,580	35,520	8,280
	SIS Highway Corridors	42.8	39.5	2.0	1.3	115.3	103.5	4.9	6.8	42,080	37,780	1,810	2,500
	SIS Highway Connectors	2.5	1.9	0.5	0.1	11.5	8.6	2.4	0.5	4,210	3,130	880	190
	Freeways	39.6	37.9	0.9	0.9	104.7	99.7	1.6	3.4	38,210	36,380	600	1,240
	Non-Freeways	69.7	44.6	21.4	3.7	310.1	195.1	95.7	19.3	113,170	71,200	34,920	7,050
2012	SHS	106.0	81.5	19.6	4.8	408.8	297.7	87.3	23.7	149,210	108,670	31,880	8,660
	SIS Highway Corridors	37.1	34.3	1.6	1.2	97.1	87.0	3.5	6.6	35,430	31,750	1,290	2,390
	SIS Highway Connectors	2.7	2.1	0.5	0.1	12.4	9.7	2.4	0.3	4,520	3,530	880	120
	Freeways	35.4	33.5	0.8	1.1	92.4	86.3	1.4	4.7	33,740	31,500	520	1,720
	Non-Freeways	70.6	48.1	18.8	3.7	316.3	211.4	85.9	19.0	115,470	77,170	31,360	6,950
2013	NHS	97.3	75.0	18.0	4.3	358.2	259.2	78.3	20.8	130,750	94,600	28,580	7,580
	SHS	110.1	83.6	22.1	4.4	421.9	302.8	97.1	22.0	154,000	110,540	35,450	8,020
	SIS Highway Corridors	41.6	38.6	1.8	1.2	109.6	99.3	4.1	6.2	40,010	36,230	1,500	2,270
	SIS Highway Connectors	2.0	1.4	0.5	0.1	9.4	6.8	2.2	0.4	3,430	2,500	810	130
	Freeways	41.0	38.9	0.9	1.2	109.1	102.4	1.8	4.9	39,800	37,380	650	1,780
	Non-Freeways	69.1	44.7	21.2	3.2	312.9	200.4	95.3	17.1	114,200	73,160	34,790	6,240
	NHS	101.2	78.2	19.3	3.7	366.9	267.2	81.2	18.5	133,930	97,520	29,660	6,760

People -> Quality -> Auto/Truck ->



Person Hours of Delay

Methodology

Delay is calculated as the product of directional hourly volume and the difference between travel time at “threshold” speeds and travel time at the average speed. The thresholds are based on LOS B as defined by FDOT.

Reporting Period

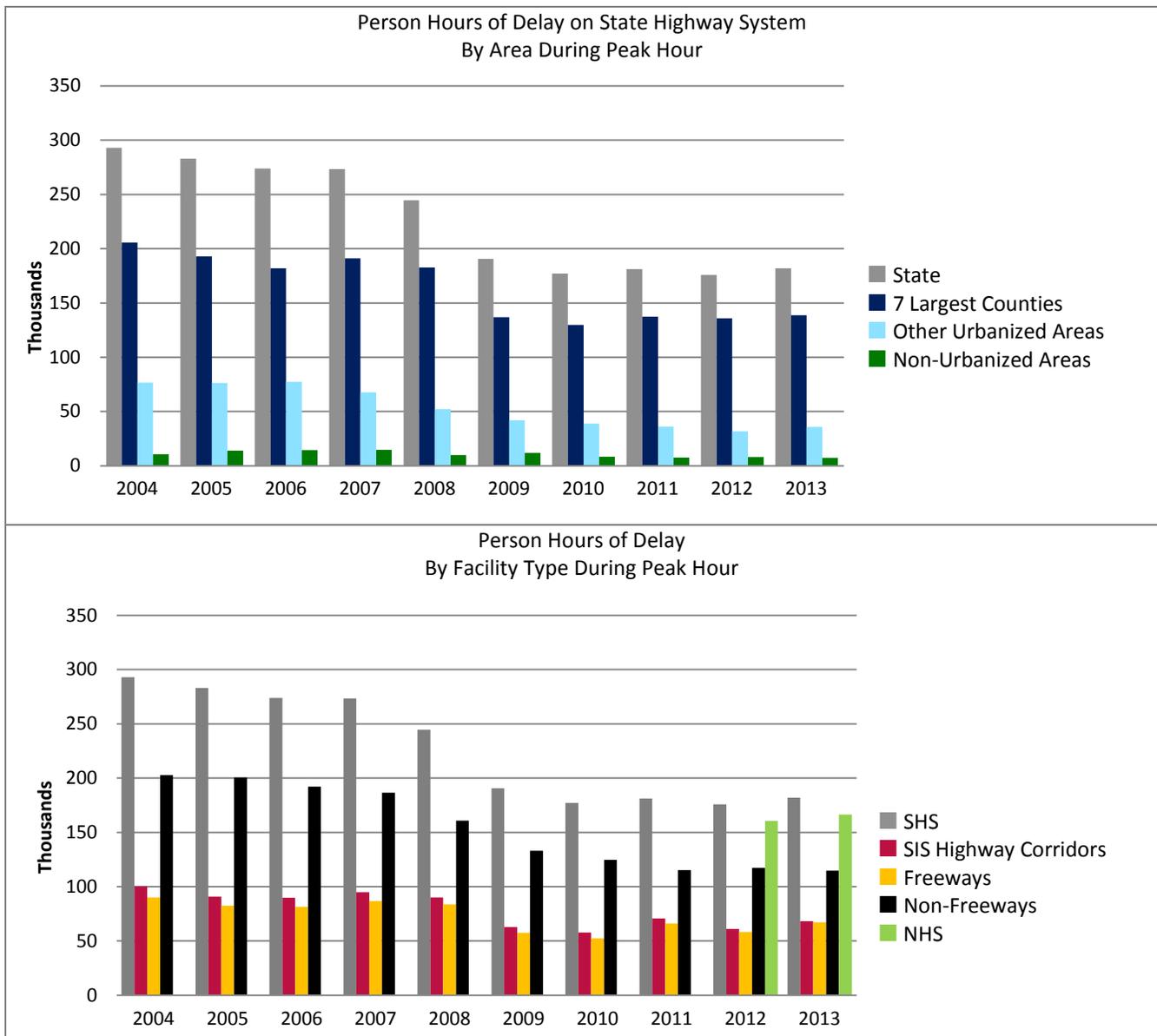
- Peak hour
- Daily
- Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory

Calculation

$$\sum(\text{Daily or Peak Period/Hour Travel Time} - \text{Travel Time at LOS B}) \times \text{Peak Period/Hour Volume} \times \text{Average Vehicle Occupancy}$$



Person Hours of Delay, Thousands

Year	Facility	Peak Hour				Daily				Yearly			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	292.9	205.7	76.6	10.6	1,131.6	758.5	323.9	49.2	413,020	276,840	118,220	17,960
	SIS Highway Corridors	100.3	83.0	14.6	2.7	292.3	220.1	58.0	14.2	106,700	80,340	21,180	5,180
	SIS Highway Connectors	6.8	4.6	2.1	0.1	34.1	22.7	10.7	0.7	12,430	8,290	3,890	250
	Freeways	90.1	84.3	4.6	1.2	245.1	230.4	10.9	3.8	89,450	84,090	3,970	1,380
	Non-Freeways	202.8	121.4	71.9	9.5	886.5	528.1	313.0	45.4	323,580	192,750	114,250	16,580
2005	SHS	283.1	192.8	76.3	14.1	1,104.5	724.2	319.4	60.9	403,130	264,320	116,580	22,230
	SIS Highway Corridors	90.9	76.8	10.7	3.4	258.6	208.0	33.8	16.8	94,370	75,920	12,330	6,120
	SIS Highway Connectors	6.2	4.3	1.8	0.1	30.5	20.8	9.2	0.5	11,120	7,600	3,340	180
	Freeways	82.5	77.4	3.0	2.1	225.7	212.3	6.6	6.8	82,370	77,480	2,400	2,490
	Non-Freeways	200.7	115.4	73.3	12.0	878.8	511.9	312.8	54.1	320,760	186,840	114,180	19,730
2006	SHS	273.7	182.0	77.3	14.4	1,049.2	664.2	320.3	64.7	382,970	242,450	116,910	23,610
	SIS Highway Corridors	89.8	75.4	10.6	3.8	247.1	195.7	33.6	17.8	90,190	71,430	12,250	6,510
	SIS Highway Connectors	4.6	2.7	1.6	0.3	21.8	12.8	8.0	1.0	7,950	4,660	2,930	360
	Freeways	81.5	75.3	2.5	3.6	218.0	198.3	5.4	14.3	79,560	72,370	1,950	5,240
	Non-Freeways	192.2	106.7	74.7	10.8	831.2	466.0	315.0	50.3	303,410	170,080	114,960	18,370
2007	SHS	273.2	191.1	67.6	14.6	1,052.4	698.3	286.9	67.2	384,140	254,890	104,730	24,520
	SIS Highway Corridors	94.8	82.9	8.8	3.2	260.7	219.1	26.0	15.7	95,170	79,970	9,480	5,710
	SIS Highway Connectors	4.7	3.2	1.4	0.1	23.5	15.8	7.1	0.6	8,570	5,750	2,600	210
	Freeways	86.7	80.9	2.3	3.4	233.9	214.8	5.0	14.1	85,380	78,410	1,840	5,130
	Non-Freeways	186.5	110.1	65.2	11.2	818.5	483.5	281.9	53.1	298,760	176,480	102,900	19,380
2008	SHS	244.6	182.6	52.1	9.8	953.2	679.6	226.6	47.0	347,930	248,040	82,720	17,160
	SIS Highway Corridors	90.1	82.3	5.6	2.1	253.0	223.7	17.1	12.3	92,350	81,640	6,230	4,480
	SIS Highway Connectors	3.0	1.8	1.0	0.2	14.6	9.2	4.7	0.7	5,330	3,370	1,720	240
	Freeways	83.7	80.3	1.5	1.9	224.1	214.1	3.1	6.9	81,780	78,140	1,130	2,510
	Non-Freeways	160.8	102.3	50.6	8.0	729.2	465.5	223.5	40.1	266,140	169,900	81,590	14,650
2009	SHS	190.7	136.9	42.0	11.9	760.1	509.8	193.2	57.0	277,430	186,090	70,530	20,810
	SIS Highway Corridors	62.7	57.4	3.2	2.1	170.7	150.5	8.4	11.8	62,290	54,920	3,070	4,300
	SIS Highway Connectors	4.6	3.5	1.0	0.2	20.5	15.7	4.2	0.6	7,490	5,740	1,520	220
	Freeways	57.5	54.6	1.3	1.6	148.0	138.9	2.6	6.5	54,020	50,720	930	2,370
	Non-Freeways	133.2	82.3	40.7	10.2	612.1	370.9	190.7	50.5	223,420	135,380	69,600	18,440
2010	SHS	177.1	129.8	39.0	8.4	687.4	478.6	167.8	41.1	250,910	174,670	61,230	15,000
	SIS Highway Corridors	57.8	52.4	3.2	2.2	154.8	134.8	7.8	12.2	56,480	49,190	2,830	4,460
	SIS Highway Connectors	3.9	2.8	1.0	0.2	17.5	12.6	4.2	0.7	6,400	4,600	1,540	250
	Freeways	52.5	49.3	1.5	1.7	134.1	124.9	2.9	6.4	48,950	45,570	1,060	2,330
	Non-Freeways	124.6	80.5	37.4	6.7	553.3	353.7	164.9	34.7	201,960	129,100	60,180	12,680
2011	SHS	181.3	137.5	36.2	7.6	688.3	491.6	159.0	37.7	251,250	179,430	58,040	13,780
	SIS Highway Corridors	70.8	65.4	3.3	2.1	191.1	171.5	8.0	11.7	69,760	62,590	2,920	4,250
	SIS Highway Connectors	4.2	3.1	0.8	0.2	19.0	14.3	3.8	0.9	6,930	5,210	1,370	350
	Freeways	66.0	63.3	1.4	1.3	174.8	166.8	2.7	5.3	63,790	60,890	970	1,930
	Non-Freeways	115.3	74.2	34.8	6.3	513.6	324.8	156.3	32.5	187,450	118,540	57,060	11,850
2012	SHS	175.7	135.8	31.9	8.0	679.3	497.4	142.4	39.5	247,960	181,540	51,990	14,430
	SIS Highway Corridors	60.9	56.3	2.6	2.1	159.8	143.0	5.7	11.2	58,340	52,180	2,090	4,070
	SIS Highway Connectors	4.4	3.5	0.8	0.1	20.6	16.3	3.7	0.6	7,510	5,940	1,370	210
	Freeways	58.4	55.3	1.3	1.8	152.8	143.1	2.3	7.3	55,760	52,230	850	2,680
	Non-Freeways	117.4	80.5	30.6	6.3	526.6	354.3	140.1	32.2	192,200	129,310	51,140	11,750
	NHS	160.6	124.4	29.1	7.1	593.0	431.3	126.9	34.7	216,430	157,420	46,330	12,680
2013	SHS	181.9	138.7	35.9	7.3	698.4	503.8	158.2	36.4	254,900	183,880	57,740	13,280
	SIS Highway Corridors	68.1	63.1	3.0	1.9	179.6	162.3	6.7	10.6	65,550	59,240	2,450	3,860
	SIS Highway Connectors	3.2	2.4	0.7	0.1	15.5	11.5	3.4	0.6	5,660	4,190	1,240	230
	Freeways	67.2	63.7	1.5	2.0	178.5	168.0	2.9	7.6	65,160	61,340	1,060	2,760
	Non-Freeways	114.7	74.9	34.4	5.3	519.8	335.7	155.3	28.8	189,740	122,540	56,670	10,520
	NHS	166.5	129.1	31.2	6.2	605.5	442.7	131.9	30.9	221,020	161,600	48,140	11,280

People -> Quality -> Auto/Truck ->



Average Travel Speed

Methodology

The average travel speed calculations use the HCM 2010 methods and the latest FDOT Generalized Service Volume Tables for roadways operating below capacity ($v/c \leq 1$). Because the Generalized Service Volume Tables lack speed information for over capacity conditions ($v/c > 1$), speed-volume curves were used to provide improved accuracy in congested regimes.

Reporting Period

7 Largest Counties

Peak period

For All Others

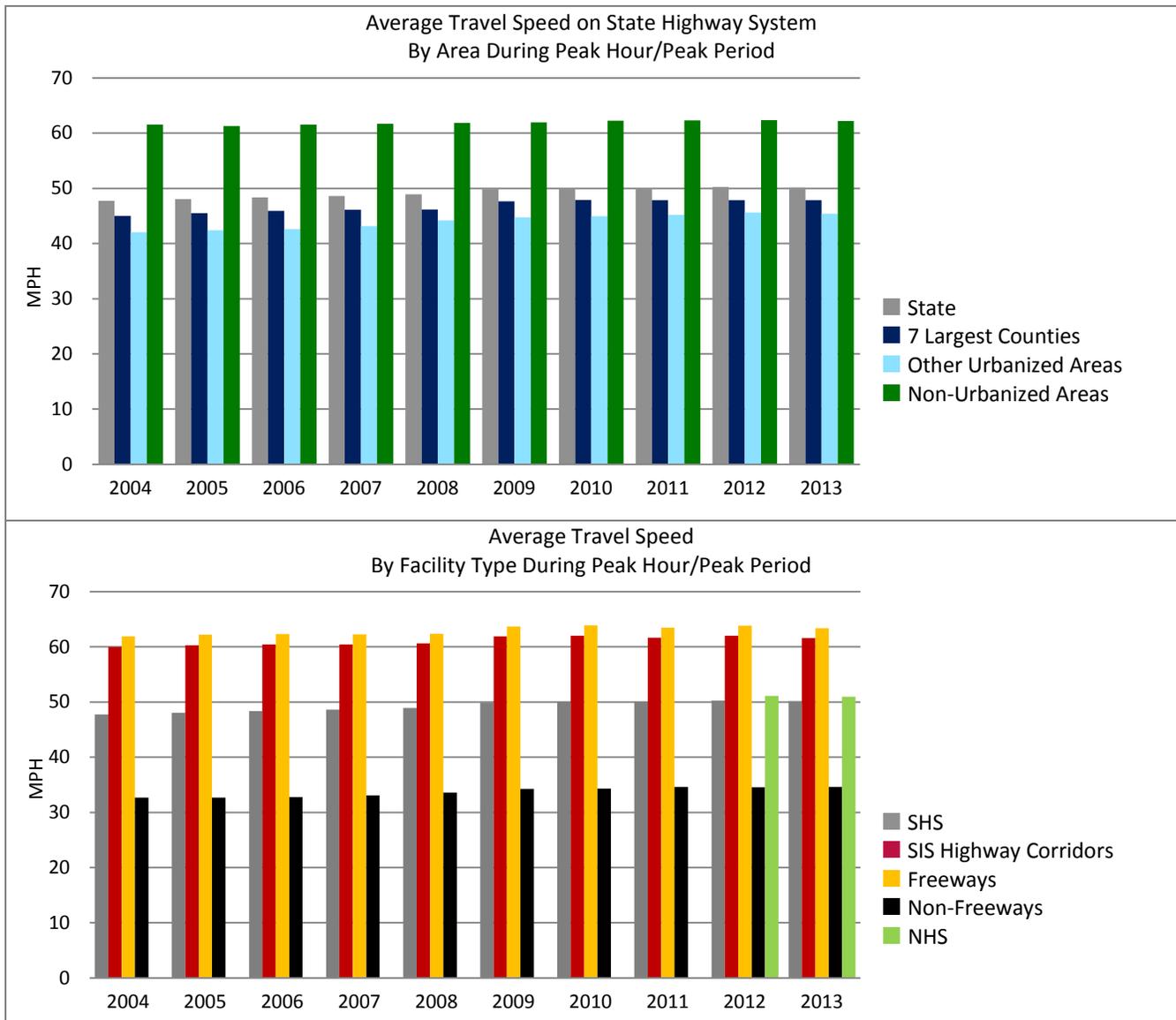
Peak hour

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory

Calculation

$$\frac{\sum (\text{VMT} \times \text{Average Travel Speed})}{\sum (\text{VMT})}$$



Average Travel Speed, Miles Per Hour					
Year	Facility	Peak Hour/Peak Period			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	47.8	45.0	42.0	61.6
	SIS Highway Corridors	59.9	57.4	60.4	66.1
	SIS Highway Connectors	31.8	28.6	31.2	44.0
	Freeways	61.9	58.1	68.5	66.8
	Non-Freeways	32.7	28.8	32.2	47.6
2005	SHS	48.0	45.5	42.4	61.3
	SIS Highway Corridors	60.2	57.8	61.0	66.0
	SIS Highway Connectors	32.0	29.1	31.5	44.2
	Freeways	62.2	58.5	69.1	66.7
	Non-Freeways	32.7	29.0	32.0	47.1
2006	SHS	48.3	45.9	42.6	61.5
	SIS Highway Corridors	60.4	57.9	61.3	66.3
	SIS Highway Connectors	32.4	30.2	31.7	41.3
	Freeways	62.3	58.6	69.3	66.8
	Non-Freeways	32.8	29.2	31.9	47.5
2007	SHS	48.6	46.1	43.2	61.7
	SIS Highway Corridors	60.4	57.7	61.8	66.4
	SIS Highway Connectors	32.8	30.1	32.3	42.7
	Freeways	62.2	58.5	69.6	66.9
	Non-Freeways	33.1	29.4	32.4	47.7
2008	SHS	48.9	46.2	44.2	61.8
	SIS Highway Corridors	60.6	57.8	62.6	66.6
	SIS Highway Connectors	33.8	32.2	32.8	42.3
	Freeways	62.4	58.5	70.2	67.1
	Non-Freeways	33.6	29.6	33.4	47.8
2009	SHS	49.9	47.7	44.8	62.0
	SIS Highway Corridors	61.9	59.8	63.2	66.7
	SIS Highway Connectors	34.4	29.9	33.8	45.5
	Freeways	63.7	60.5	70.7	67.2
	Non-Freeways	34.2	30.3	34.1	47.8
2010	SHS	50.1	47.9	45.0	62.2
	SIS Highway Corridors	62.0	59.9	63.3	66.8
	SIS Highway Connectors	34.7	30.8	33.7	46.1
	Freeways	63.9	60.8	70.8	67.3
	Non-Freeways	34.3	30.4	34.2	48.3
2011	SHS	50.1	47.8	45.2	62.3
	SIS Highway Corridors	61.6	59.3	63.4	66.9
	SIS Highway Connectors	34.8	30.6	34.2	45.4
	Freeways	63.5	60.2	71.0	67.5
	Non-Freeways	34.6	30.8	34.4	48.3
2012	SHS	50.2	47.8	45.6	62.3
	SIS Highway Corridors	62.0	59.7	63.8	66.9
	SIS Highway Connectors	35.0	30.8	34.2	46.7
	Freeways	63.8	60.6	71.1	67.4
	Non-Freeways	34.6	30.6	34.8	48.2
	NHS	51.1	48.9	46.6	63.6
2013	SHS	50.1	47.8	45.4	62.2
	SIS Highway Corridors	61.6	59.2	63.5	66.8
	SIS Highway Connectors	35.6	31.4	34.9	46.7
	Freeways	63.4	60.1	70.8	67.1
	Non-Freeways	34.6	30.9	34.5	48.4
	NHS	50.9	48.9	46.4	63.5

People -> Utilization -> Auto/Truck ->
% Miles Severely Congested



Methodology

The percentage of miles severely congested is determined by summing the miles of roadway operating at LOS F in the peak hour and then dividing by the total highway miles.

Reporting Period

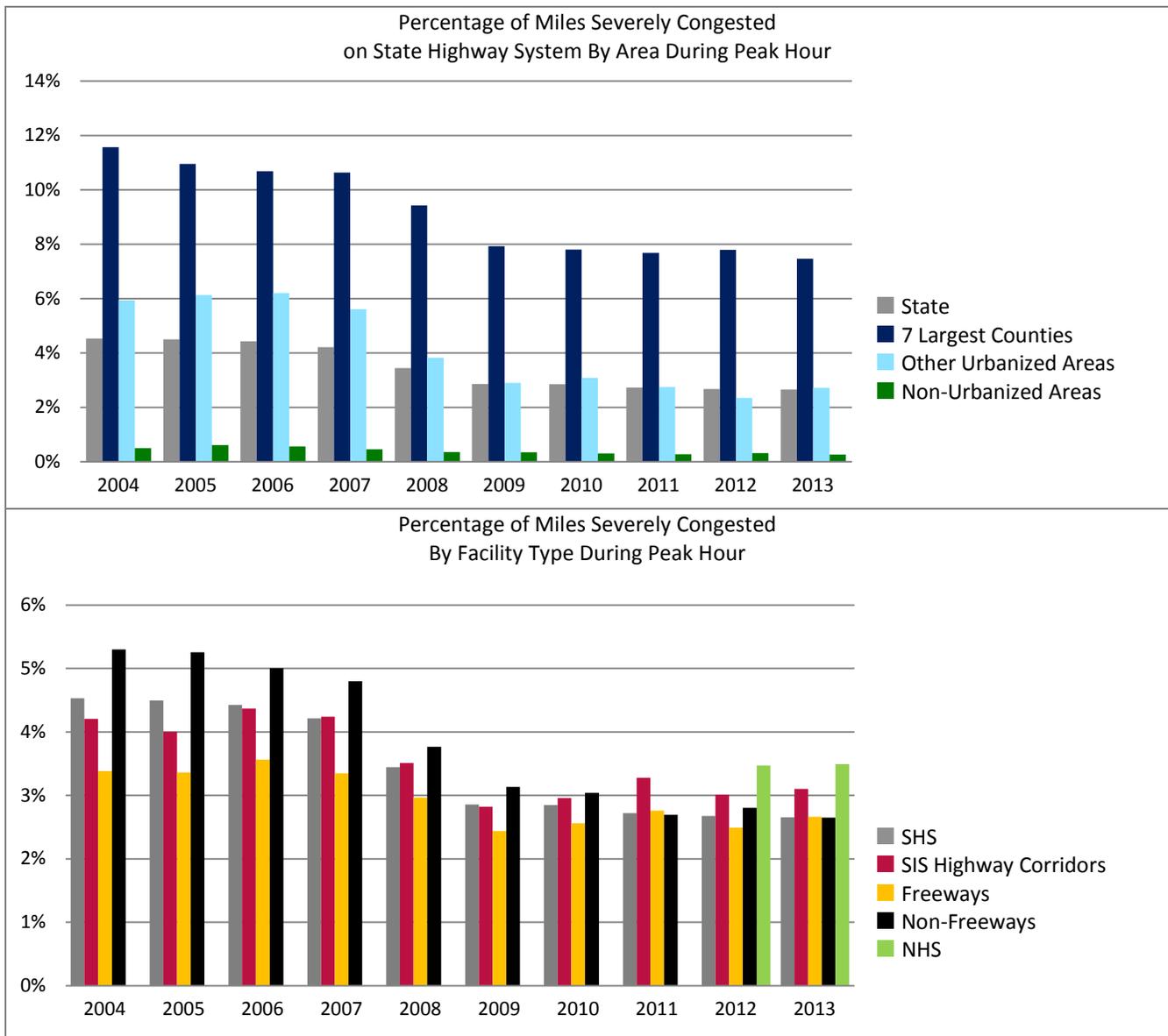
- 🕒 Peak hour
- 🕒 Peak Period

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- FDOT Generalized Service Volume Tables 2012

Calculation

$$\frac{\sum (\text{Segment Length} | \text{Peak Hour Volumes} > \text{LOS E Volume Threshold})}{\sum (\text{Segment Length})} \times 100$$



Percentage of Miles Severely Congested

Year	Facility	Peak Hour/Peak Period			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	4.5%	11.6%	5.9%	0.5%
	SIS Highway Corridors	4.2%	13.5%	4.5%	0.2%
	SIS Highway Connectors	6.8%	15.8%	4.3%	0.0%
	Freeways	3.4%	13.6%	3.5%	0.1%
	Non-Freeways	5.3%	10.5%	6.4%	0.9%
2005	SHS	4.5%	10.9%	6.1%	0.6%
	SIS Highway Corridors	4.0%	12.1%	4.8%	0.3%
	SIS Highway Connectors	6.1%	12.4%	4.2%	0.0%
	Freeways	3.4%	12.9%	3.6%	0.3%
	Non-Freeways	5.3%	9.9%	6.6%	1.0%
2006	SHS	4.4%	10.7%	6.2%	0.6%
	SIS Highway Corridors	4.4%	13.7%	4.3%	0.4%
	SIS Highway Connectors	6.7%	12.2%	5.1%	1.6%
	Freeways	3.6%	14.0%	2.5%	0.3%
	Non-Freeways	5.0%	8.9%	6.9%	0.8%
2007	SHS	4.2%	10.6%	5.6%	0.5%
	SIS Highway Corridors	4.2%	13.3%	4.6%	0.2%
	SIS Highway Connectors	5.0%	12.0%	2.7%	0.0%
	Freeways	3.4%	13.1%	3.2%	0.2%
	Non-Freeways	4.8%	9.3%	6.1%	0.7%
2008	SHS	3.4%	9.4%	3.8%	0.4%
	SIS Highway Corridors	3.5%	12.1%	2.4%	0.1%
	SIS Highway Connectors	3.8%	7.1%	3.0%	0.0%
	Freeways	3.0%	12.2%	1.4%	0.1%
	Non-Freeways	3.8%	7.9%	4.3%	0.6%
2009	SHS	2.9%	7.9%	2.9%	0.3%
	SIS Highway Corridors	2.8%	9.8%	1.7%	0.1%
	SIS Highway Connectors	3.9%	10.0%	3.6%	0.0%
	Freeways	2.4%	10.0%	1.4%	0.1%
	Non-Freeways	3.1%	6.8%	3.2%	0.6%
2010	SHS	2.8%	7.8%	3.1%	0.3%
	SIS Highway Corridors	3.0%	10.3%	1.6%	0.1%
	SIS Highway Connectors	3.6%	8.5%	3.7%	0.0%
	Freeways	2.6%	10.3%	1.9%	0.1%
	Non-Freeways	3.0%	6.4%	3.3%	0.5%
2011	SHS	2.7%	7.7%	2.7%	0.3%
	SIS Highway Corridors	3.3%	11.3%	2.1%	0.1%
	SIS Highway Connectors	2.5%	7.7%	1.3%	0.6%
	Freeways	2.8%	11.2%	1.9%	0.1%
	Non-Freeways	2.7%	5.7%	2.9%	0.5%
2012	SHS	2.7%	7.8%	2.3%	0.3%
	SIS Highway Corridors	3.0%	10.5%	1.8%	0.1%
	SIS Highway Connectors	2.5%	7.6%	1.7%	0.0%
	Freeways	2.5%	10.1%	1.9%	0.1%
	Non-Freeways	2.8%	6.5%	2.4%	0.6%
2013	NHS	3.5%	8.9%	2.6%	0.5%
	SHS	2.7%	7.5%	2.7%	0.3%
	SIS Highway Corridors	3.1%	10.9%	1.8%	0.1%
	SIS Highway Connectors	2.4%	7.9%	1.4%	0.0%
	Freeways	2.7%	10.8%	1.9%	0.1%
2013	Non-Freeways	2.7%	5.6%	2.9%	0.4%
	NHS	3.5%	8.8%	2.9%	0.4%

People -> Utilization -> Auto/Truck ->
% Travel Severely Congested



Methodology

The percentage of travel severely congested is determined by summing the vehicle-miles of travel on roadways operating at LOS F and then dividing by the total system vehicle-miles of travel.

Reporting Period

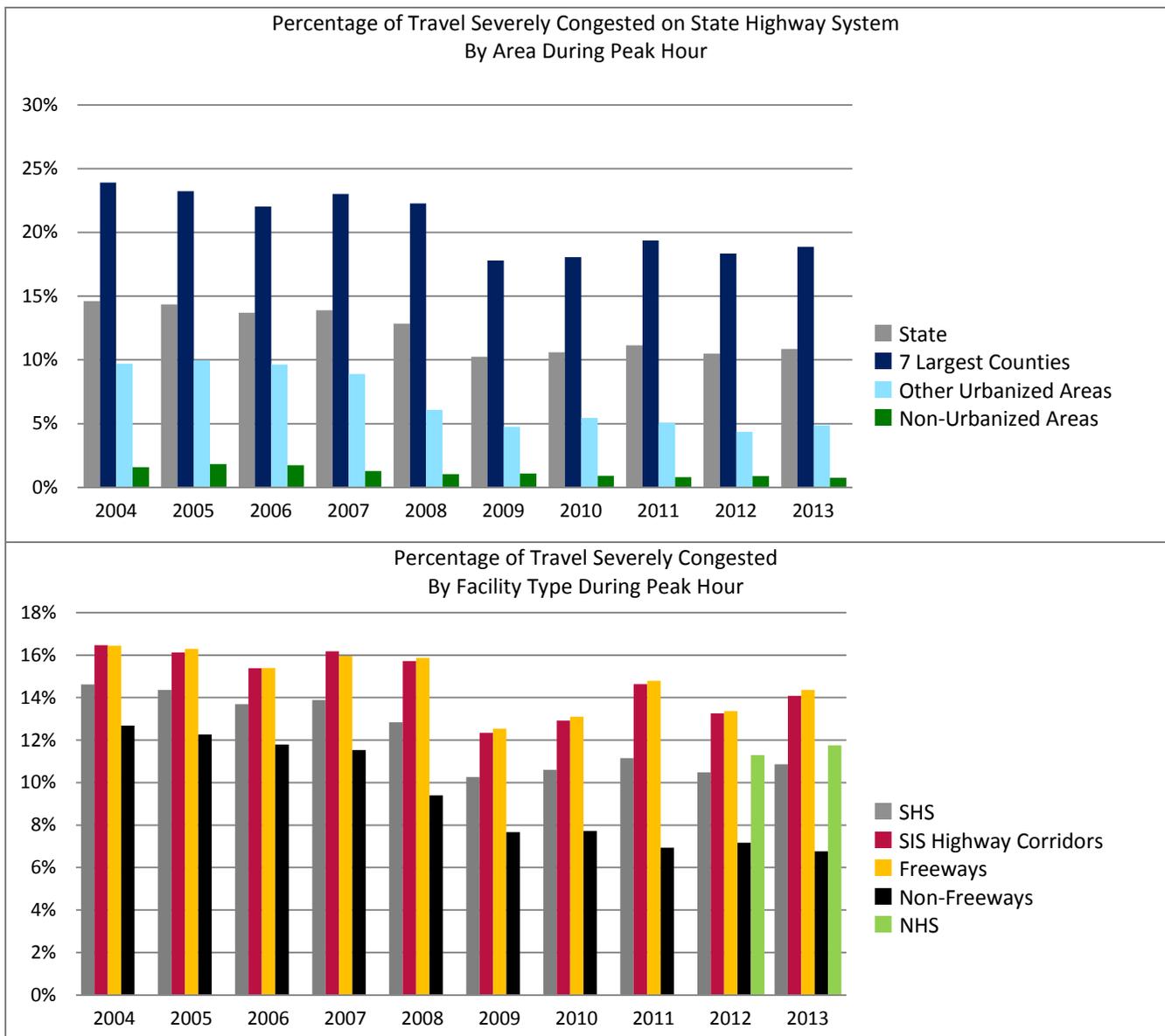
- Peak hour
- Peak Period
- Daily

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- FDOT Generalized Service Volume Tables 2012

Calculation

$$\frac{\sum (\text{VMT} | \text{Peak Hour Volumes} > \text{LOS E Volume Threshold})}{\sum (\text{VMT})} \times 100$$



Percentage of Travel Severely Congested

Year	Facility	Peak Hour/Peak Period				Daily			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	State Highway System	14.6%	23.9%	9.7%	1.6%	3.9%	6.4%	2.7%	0.3%
	SIS Highway Corridors	16.5%	29.1%	7.8%	0.7%	3.9%	7.0%	2.1%	0.1%
	SIS Highway Connectors	12.2%	27.1%	5.7%	0.0%	5.8%	13.1%	2.5%	0.0%
	Freeways	16.4%	29.3%	7.2%	0.6%	3.9%	7.2%	1.5%	0.0%
	Non-Freeways	12.7%	17.2%	10.6%	4.3%	3.9%	5.5%	3.1%	1.1%
2005	State Highway System	14.4%	23.2%	10.0%	1.8%	3.7%	6.1%	2.6%	0.4%
	SIS Highway Corridors	16.1%	28.4%	8.4%	0.8%	3.6%	6.7%	1.5%	0.1%
	SIS Highway Connectors	10.8%	23.8%	4.9%	0.0%	4.7%	10.8%	1.9%	0.0%
	Freeways	16.3%	29.0%	7.5%	0.7%	3.6%	6.8%	0.9%	0.1%
	Non-Freeways	12.3%	16.0%	10.9%	4.7%	3.8%	5.2%	3.2%	1.3%
2006	State Highway System	13.7%	22.0%	9.6%	1.7%	3.5%	5.8%	2.5%	0.5%
	SIS Highway Corridors	15.4%	27.1%	7.1%	0.9%	3.5%	6.4%	1.2%	0.1%
	SIS Highway Connectors	11.1%	22.0%	6.6%	1.9%	2.9%	5.6%	1.8%	0.2%
	Freeways	15.4%	27.5%	5.7%	0.8%	3.5%	6.5%	0.5%	0.2%
	Non-Freeways	11.8%	14.8%	11.2%	4.2%	3.6%	4.8%	3.3%	1.3%
2007	State Highway System	13.9%	23.0%	8.9%	1.3%	3.5%	5.9%	2.1%	0.5%
	SIS Highway Corridors	16.2%	28.6%	7.6%	0.3%	3.6%	6.7%	1.2%	0.1%
	SIS Highway Connectors	8.7%	22.8%	2.8%	0.0%	2.9%	7.6%	0.9%	0.0%
	Freeways	16.0%	28.5%	6.3%	0.4%	3.6%	6.7%	0.6%	0.2%
	Non-Freeways	11.5%	15.6%	10.0%	3.8%	3.4%	4.9%	2.7%	1.3%
2008	State Highway System	12.8%	22.3%	6.1%	1.0%	3.4%	5.9%	1.6%	0.3%
	SIS Highway Corridors	15.7%	28.7%	4.4%	0.2%	3.7%	7.1%	0.6%	0.0%
	SIS Highway Connectors	5.7%	13.1%	3.1%	0.0%	1.8%	4.5%	0.8%	0.0%
	Freeways	15.9%	28.8%	3.6%	0.2%	3.7%	7.1%	0.3%	0.1%
	Non-Freeways	9.4%	13.5%	7.1%	3.2%	2.9%	4.4%	2.1%	0.8%
2009	State Highway System	10.3%	17.8%	4.7%	1.1%	2.5%	4.4%	1.2%	0.4%
	SIS Highway Corridors	12.3%	22.4%	3.6%	0.2%	2.7%	5.2%	0.4%	0.0%
	SIS Highway Connectors	7.9%	19.3%	3.7%	0.0%	3.3%	8.8%	1.0%	0.0%
	Freeways	12.5%	22.5%	3.7%	0.2%	2.7%	5.1%	0.4%	0.1%
	Non-Freeways	7.7%	11.4%	5.2%	3.5%	2.3%	3.5%	1.4%	1.3%
2010	State Highway System	10.6%	18.1%	5.5%	0.9%	2.5%	4.4%	1.1%	0.3%
	SIS Highway Corridors	12.9%	23.1%	4.4%	0.3%	2.7%	5.0%	0.5%	0.1%
	SIS Highway Connectors	7.0%	16.3%	3.7%	0.0%	2.9%	7.6%	1.0%	0.0%
	Freeways	13.1%	23.1%	5.0%	0.2%	2.7%	4.9%	0.5%	0.1%
	Non-Freeways	7.7%	11.2%	5.7%	3.0%	2.3%	3.7%	1.3%	0.8%
2011	State Highway System	11.2%	19.4%	5.1%	0.8%	2.6%	4.7%	1.0%	0.2%
	SIS Highway Corridors	14.6%	26.1%	4.9%	0.3%	3.1%	5.7%	0.6%	0.1%
	SIS Highway Connectors	6.1%	16.1%	1.6%	2.1%	3.0%	8.4%	0.7%	0.2%
	Freeways	14.8%	26.1%	5.0%	0.2%	3.1%	5.6%	0.6%	0.1%
	Non-Freeways	6.9%	10.0%	5.1%	2.5%	2.1%	3.3%	1.2%	0.7%
2012	State Highway System	10.5%	18.3%	4.4%	0.9%	2.5%	4.5%	0.9%	0.3%
	SIS Highway Corridors	13.3%	23.7%	4.3%	0.2%	2.8%	5.2%	0.4%	0.1%
	SIS Highway Connectors	6.2%	16.3%	2.0%	0.0%	3.3%	9.3%	0.7%	0.0%
	Freeways	13.4%	23.6%	4.9%	0.2%	2.8%	5.2%	0.5%	0.1%
	Non-Freeways	7.2%	11.3%	4.1%	2.9%	2.1%	3.5%	1.0%	0.8%
	NHS	11.3%	19.2%	4.6%	1.0%	2.7%	4.6%	1.0%	0.3%
2013	State Highway System	10.9%	18.9%	4.9%	0.8%	2.6%	4.7%	1.1%	0.2%
	SIS Highway Corridors	14.1%	25.2%	4.3%	0.2%	3.1%	5.7%	0.5%	0.0%
	SIS Highway Connectors	5.5%	14.6%	1.7%	0.0%	2.0%	5.2%	0.7%	0.0%
	Freeways	14.4%	25.4%	4.9%	0.2%	3.2%	5.8%	0.6%	0.1%
	Non-Freeways	6.8%	10.0%	4.8%	2.2%	2.0%	3.2%	1.3%	0.6%
	NHS	11.7%	20.0%	5.0%	0.8%	2.9%	5.0%	1.1%	0.2%

People -> Utilization -> Auto/Truck ->



Hours Severely Congested

Methodology

The daily hours severely congested is the average number of hours in which segments operate at LOS F, weighted by lane-miles. The yearly hours severely congested is estimated as the total number of hours in which segments operate at LOS F.

Reporting Period

- Daily
- Yearly

Sources

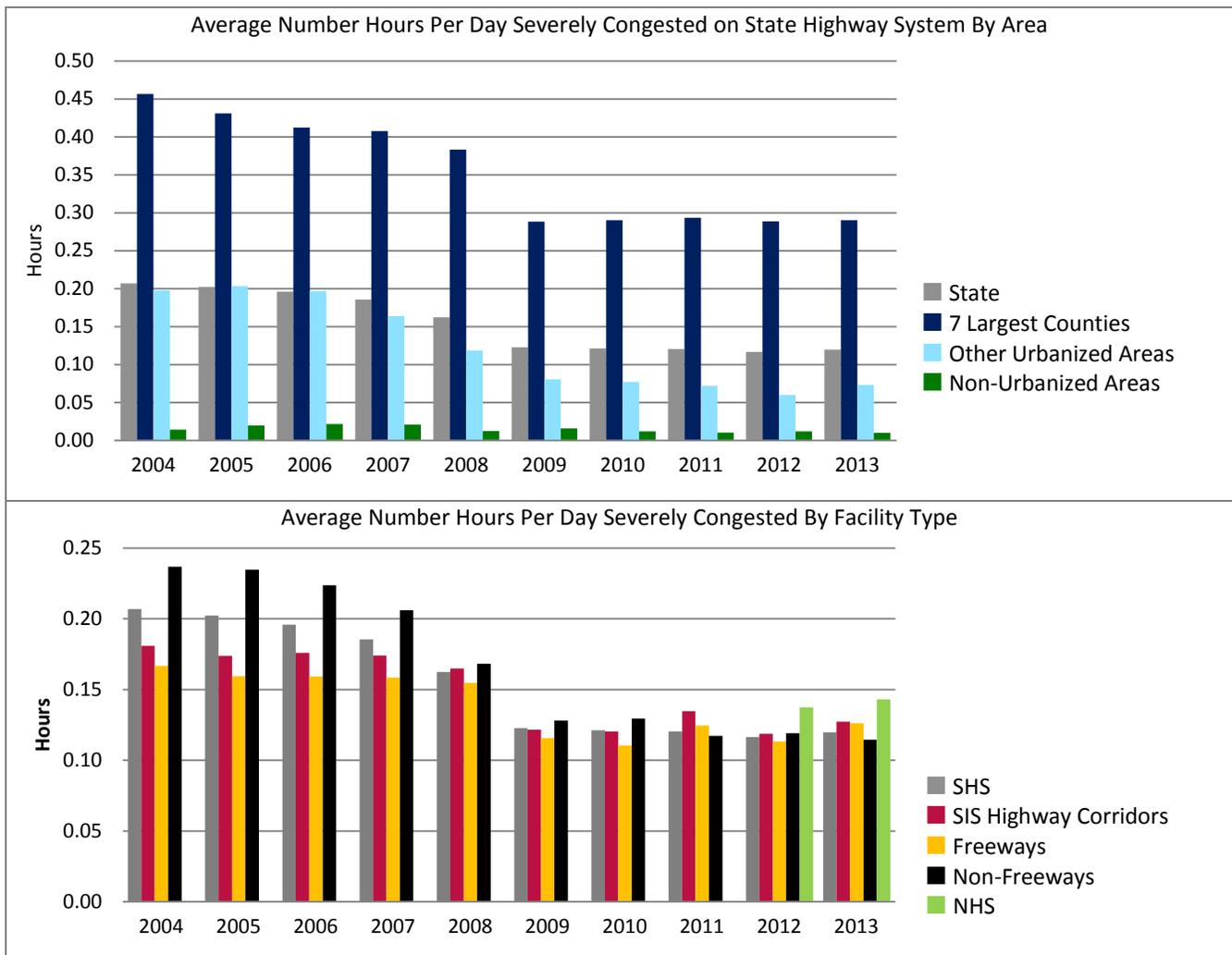
- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- FDOT Generalized Service Volume Tables 2012

Calculation

On a single segment:

$$\text{Daily Hours Severely Congested}_i = \sum_{t=1}^{24} 1 | \text{Hourly Volume} > \text{LOS E Threshold}$$

$$\text{Yearly Hours Severely Congested}_i = 365 \times \sum_{t=1}^{24} 1 | \text{Hourly Volume} > \text{LOS E Threshold}$$



Hours Severely Congested

Year	Facility	Daily Average				Yearly Total			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	0.21	0.46	0.20	0.01	3,837,000	2,792,500	928,700	115,800
	SIS Highway Corridors	0.18	0.49	0.14	0.00	1,351,100	1,151,700	173,500	25,900
	SIS Highway Connectors	0.39	0.94	0.19	0.00	170,400	106,000	64,300	-
	Freeways	0.17	0.53	0.09	0.00	1,353,300	1,316,700	31,700	4,900
	Non-Freeways	0.24	0.41	0.22	0.04	2,483,700	1,475,800	897,000	111,000
2005	SHS	0.20	0.43	0.20	0.02	3,856,800	2,779,700	940,600	136,500
	SIS Highway Corridors	0.17	0.48	0.12	0.00	1,332,300	1,187,000	117,400	27,800
	SIS Highway Connectors	0.31	0.74	0.13	0.00	156,000	113,600	42,400	-
	Freeways	0.16	0.51	0.06	0.01	1,370,700	1,311,700	28,900	30,100
	Non-Freeways	0.23	0.38	0.24	0.04	2,486,000	1,468,000	911,700	106,300
2006	SHS	0.20	0.41	0.20	0.02	3,680,600	2,640,700	876,900	162,900
	SIS Highway Corridors	0.18	0.48	0.10	0.01	1,344,500	1,210,100	99,300	35,000
	SIS Highway Connectors	0.20	0.39	0.13	0.02	110,200	69,700	40,100	500
	Freeways	0.16	0.50	0.03	0.01	1,409,800	1,336,900	15,200	57,800
	Non-Freeways	0.22	0.35	0.23	0.04	2,270,700	1,303,800	861,800	105,100
2007	SHS	0.19	0.41	0.16	0.02	3,485,100	2,553,200	773,500	158,500
	SIS Highway Corridors	0.17	0.49	0.10	0.00	1,240,100	1,133,100	79,500	27,500
	SIS Highway Connectors	0.20	0.54	0.06	0.00	110,500	87,800	22,700	-
	Freeways	0.16	0.50	0.04	0.01	1,310,500	1,234,000	19,400	57,100
	Non-Freeways	0.21	0.35	0.19	0.04	2,174,700	1,319,200	754,100	101,400
2008	SHS	0.16	0.38	0.12	0.01	3,045,500	2,318,400	626,700	100,300
	SIS Highway Corridors	0.16	0.49	0.05	0.00	1,132,000	1,067,200	52,200	12,700
	SIS Highway Connectors	0.12	0.29	0.06	0.00	67,100	48,300	18,800	-
	Freeways	0.15	0.50	0.02	0.00	1,183,600	1,153,500	12,100	18,100
	Non-Freeways	0.17	0.31	0.14	0.03	1,861,900	1,165,000	614,700	82,200
2009	SHS	0.12	0.29	0.08	0.02	2,613,900	2,028,100	452,200	133,600
	SIS Highway Corridors	0.12	0.36	0.03	0.00	1,004,200	964,800	30,700	8,800
	SIS Highway Connectors	0.18	0.55	0.06	0.00	92,500	74,500	18,000	-
	Freeways	0.12	0.37	0.02	0.00	1,066,200	1,012,500	14,100	39,600
	Non-Freeways	0.13	0.24	0.09	0.03	1,547,700	1,015,600	438,100	94,000
2010	SHS	0.12	0.29	0.08	0.01	2,275,100	1,771,800	389,700	113,600
	SIS Highway Corridors	0.12	0.36	0.03	0.00	757,200	727,100	15,500	14,600
	SIS Highway Connectors	0.16	0.51	0.07	0.00	87,100	66,900	20,200	-
	Freeways	0.11	0.34	0.03	0.00	831,600	794,900	9,100	27,500
	Non-Freeways	0.13	0.25	0.09	0.02	1,443,500	976,800	380,500	86,100
2011	SHS	0.12	0.29	0.07	0.01	2,261,900	1,822,500	363,300	76,100
	SIS Highway Corridors	0.13	0.40	0.03	0.00	864,800	835,000	19,800	10,000
	SIS Highway Connectors	0.16	0.53	0.04	0.01	82,700	69,800	11,800	1,000
	Freeways	0.12	0.39	0.03	0.00	961,200	930,900	8,900	21,400
	Non-Freeways	0.12	0.23	0.08	0.02	1,300,700	891,600	354,400	54,700
2012	SHS	0.12	0.29	0.06	0.01	2,183,500	1,749,300	346,000	88,200
	SIS Highway Corridors	0.12	0.35	0.02	0.00	733,300	708,400	17,000	7,900
	SIS Highway Connectors	0.17	0.57	0.04	0.00	83,400	69,000	14,400	-
	Freeways	0.11	0.35	0.03	0.00	832,800	794,400	7,300	31,100
	Non-Freeways	0.12	0.24	0.07	0.02	1,350,700	954,900	338,700	57,100
	NHS	0.14	0.31	0.07	0.02	1,978,400	1,554,900	339,900	83,600
2013	SHS	0.12	0.29	0.07	0.01	2,219,000	1,729,500	392,500	97,000
	SIS Highway Corridors	0.13	0.38	0.03	0.00	828,700	803,200	14,500	11,000
	SIS Highway Connectors	0.10	0.30	0.04	0.00	83,300	69,500	13,900	-
	Freeways	0.13	0.39	0.03	0.01	932,600	891,700	8,900	32,000
	Non-Freeways	0.11	0.22	0.08	0.02	1,286,500	837,800	383,700	65,000
	NHS	0.14	0.32	0.08	0.01	2,015,700	1,562,900	373,500	79,300

People -> Utilization -> Auto/Truck ->

Vehicles Per Lane Mile



Methodology

The vehicles on a road segment, divided by the number of lane miles on that segment.

Reporting Period

Peak hour

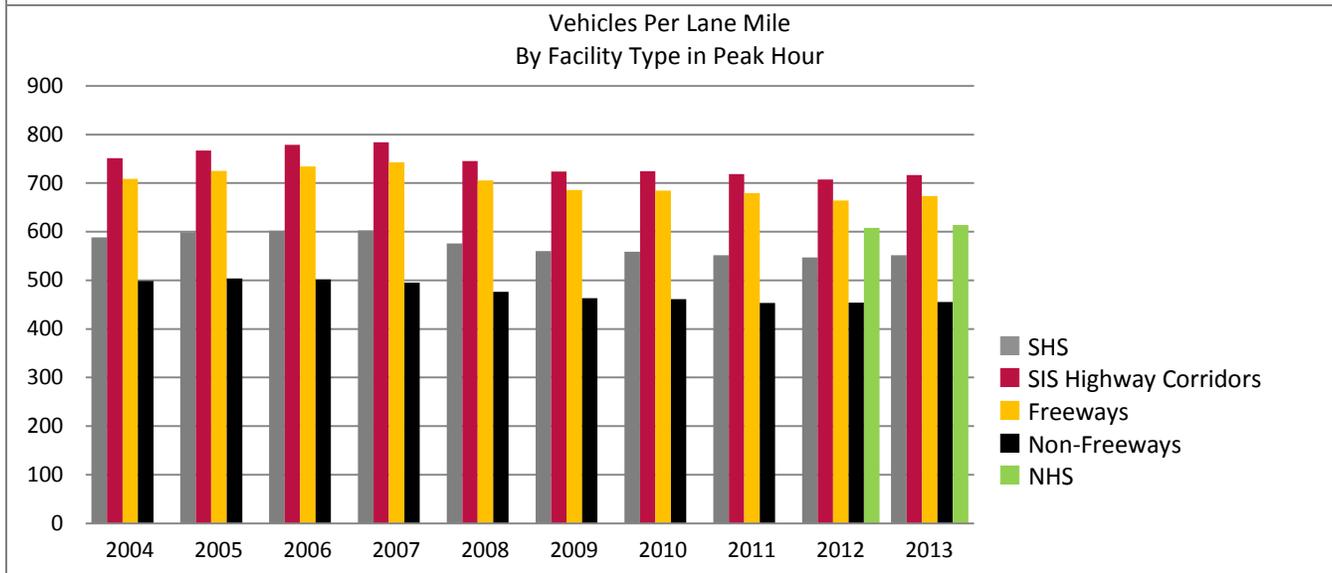
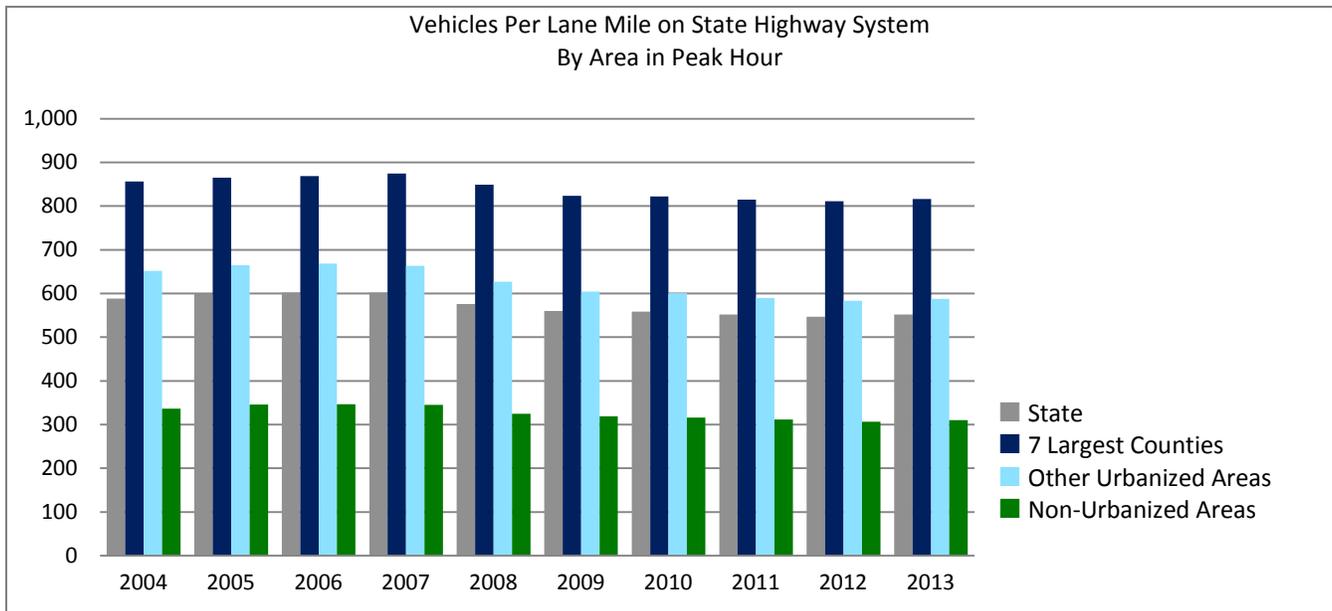
Calculation

Aggregating multiple segments:

$$\frac{\sum \left(\frac{\text{Volume}}{\text{Number of Lanes}} \right) \times (\text{Lane Miles})}{\sum (\text{Lane Miles})}$$

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory



Vehicles Per Lane Mile					
Year	Facility	Peak Hour			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	589	857	652	336
	SIS Highway Corridors	751	1,205	871	438
	SIS Highway Connectors	582	644	551	572
	Freeways	709	1,244	1,015	393
	Non-Freeways	499	615	576	244
2005	SHS	599	865	665	346
	SIS Highway Corridors	767	1,221	875	451
	SIS Highway Connectors	586	628	563	581
	Freeways	725	1,262	1,010	404
	Non-Freeways	504	615	586	251
2006	SHS	602	869	669	347
	SIS Highway Corridors	779	1,241	886	454
	SIS Highway Connectors	589	615	550	716
	Freeways	734	1,267	1,018	408
	Non-Freeways	502	611	588	247
2007	SHS	603	875	663	345
	SIS Highway Corridors	784	1,263	877	453
	SIS Highway Connectors	574	594	551	655
	Freeways	743	1,296	1,034	407
	Non-Freeways	496	603	579	245
2008	SHS	576	849	627	324
	SIS Highway Corridors	745	1,210	834	423
	SIS Highway Connectors	560	566	539	663
	Freeways	706	1,238	976	380
	Non-Freeways	477	594	546	233
2009	SHS	560	823	604	319
	SIS Highway Corridors	724	1,176	788	416
	SIS Highway Connectors	487	576	517	322
	Freeways	686	1,200	923	374
	Non-Freeways	464	575	529	229
2010	SHS	559	822	601	316
	SIS Highway Corridors	724	1,178	788	413
	SIS Highway Connectors	490	591	517	323
	Freeways	684	1,190	920	371
	Non-Freeways	461	576	525	225
2011	SHS	552	815	590	312
	SIS Highway Corridors	719	1,174	772	408
	SIS Highway Connectors	479	575	503	325
	Freeways	679	1,190	895	366
	Non-Freeways	453	564	516	222
2012	SHS	547	811	583	307
	SIS Highway Corridors	707	1,151	765	402
	SIS Highway Connectors	474	579	498	309
	Freeways	664	1,163	892	357
	Non-Freeways	454	573	508	220
	NHS	608	856	597	363
2013	SHS	552	816	588	310
	SIS Highway Corridors	717	1,170	770	406
	SIS Highway Connectors	464	572	485	308
	Freeways	674	1,178	902	362
	Non-Freeways	455	571	512	221
	NHS	614	863	603	367

People -> Quantity -> Transit ->



Transit Passenger Miles Traveled

Methodology

Number of annual passenger trips multiplied by the highways' average trip length (in miles). This number provides a measure of the total number of passenger miles of transportation service consumed, and is typically derived based on sampling.

Reporting Period

Yearly

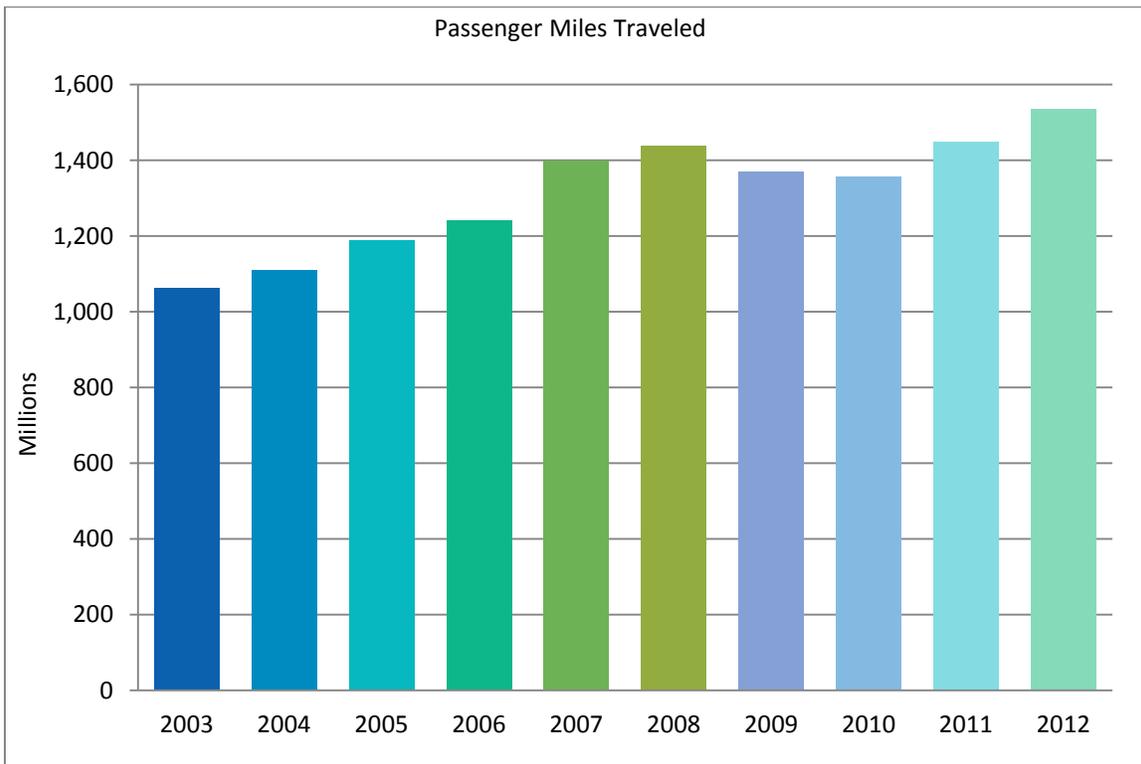
Sources

FDOT Transit Office

Calculation

$$\text{Passengers} \times \frac{\sum(\text{Highway Miles})}{\sum(\text{Trips})}$$

Year	Million Annual Passenger Miles
2003	1,062.7
2004	1,108.8
2005	1,188.3
2006	1,241.4
2007	1,399.2
2008	1,438.4
2009	1,369.7
2010	1,357.0
2011	1,450.3
2012	1,534.8



People -> Quantity -> Transit ->



Transit Passenger Trips

Methodology

Annual number of passenger boardings on the transit vehicles. A trip is counted each time a passenger boards a transit vehicle. Thus, if a passenger has to transfer between buses to reach a destination, the passenger is counted as making two passenger trips.

Reporting Period

Yearly

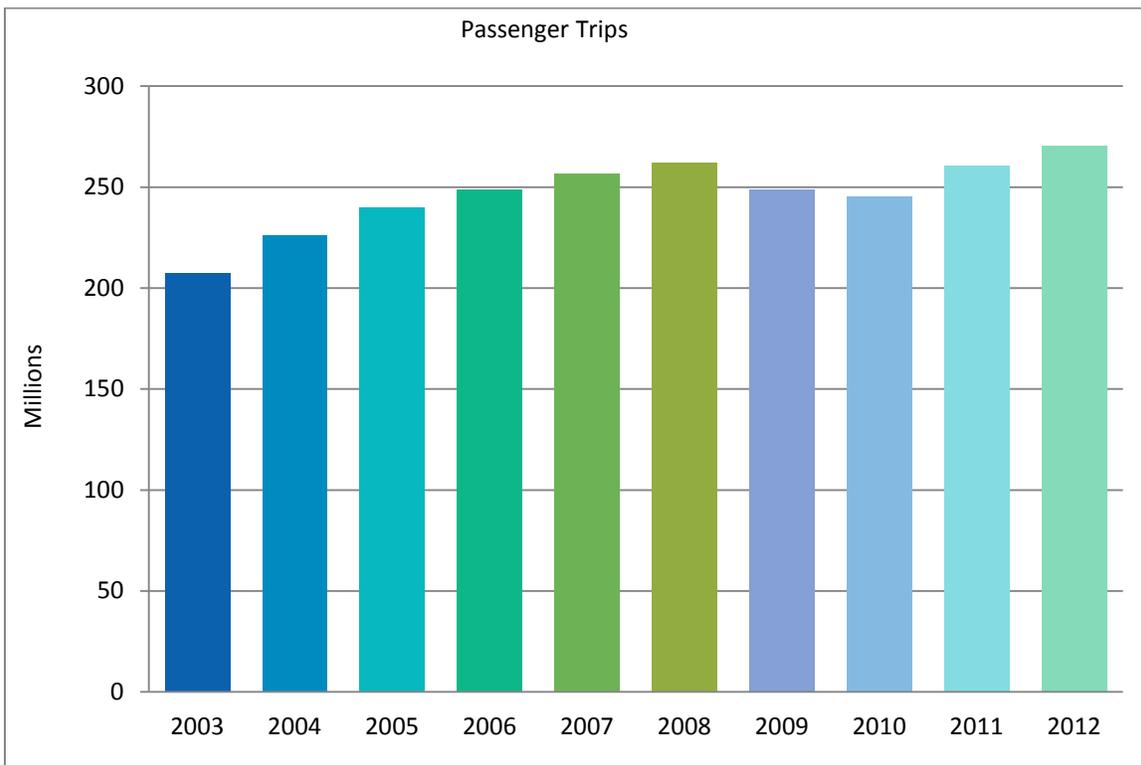
Sources

FDOT Transit Office

Calculation

Σ Passenger Boardings

Year	Million Annual Passenger Trips
2003	207.3
2004	226.2
2005	240.1
2006	248.9
2007	257.0
2008	262.2
2009	248.8
2010	245.2
2011	260.6
2012	270.2



People -> Quality -> Transit ->

Transit Average Headway



Methodology

The measure of time between operating transit vehicles.

Reporting Period

Yearly

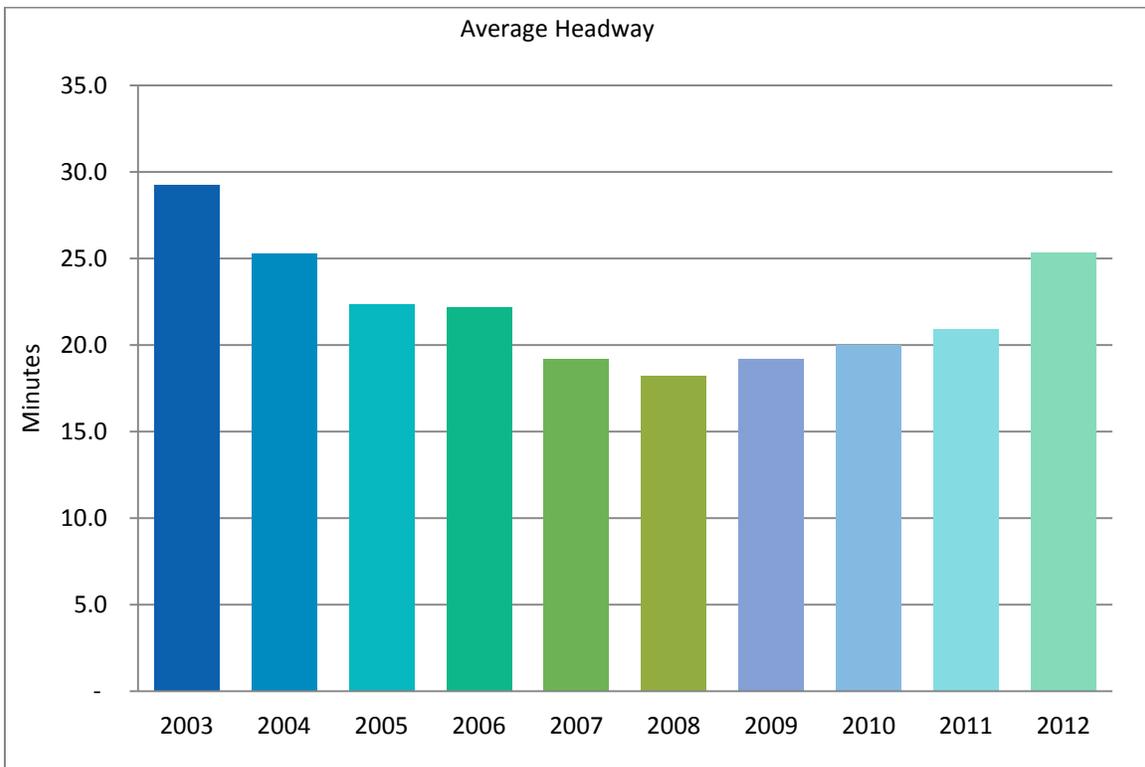
Sources

FDOT Transit Office

Calculation

$(\text{Route Miles/Speed}) \div (\text{Peak Hour Vehicles}) \times 60$

Year	Average Headway (Minutes)
2003	29.2
2004	25.3
2005	22.4
2006	22.2
2007	19.2
2008	18.2
2009	19.2
2010	20.0
2011	20.9
2012	25.3



People -> Quality -> Pedestrian ->
Pedestrian Level of Service (LOS)



Methodology

Pedestrian LOS measures a roadway’s quality of service to pedestrians with LOS A being the highest quality, and LOS F the lowest quality.

Reporting Period

Peak hour

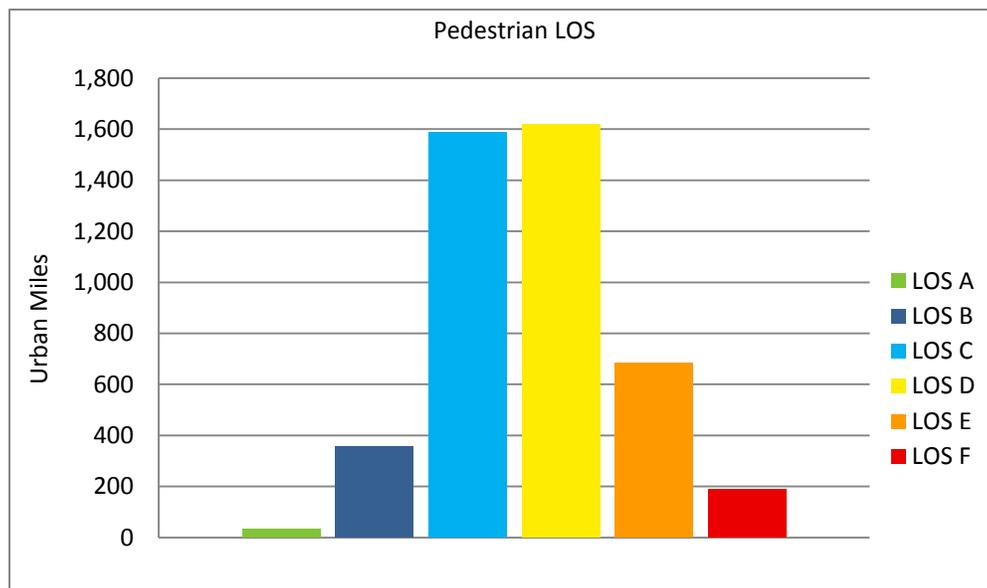
Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- FDOT Pedestrian LOS Model

LOS	Urban Miles
A	33
B	356
C	1,587
D	1,619
E	684
F	190
Total	4,469

Calculation

Σ Miles of Each LOS Letter Grade



People -> Accessibility -> Pedestrian ->



% Sidewalk Coverage

Methodology

The percentage of centerline miles of SHS (non-freeway) facilities in urban areas (5,000+ population) that have sidewalks and/or shared pathways available to pedestrians.

Reporting Period

Yearly

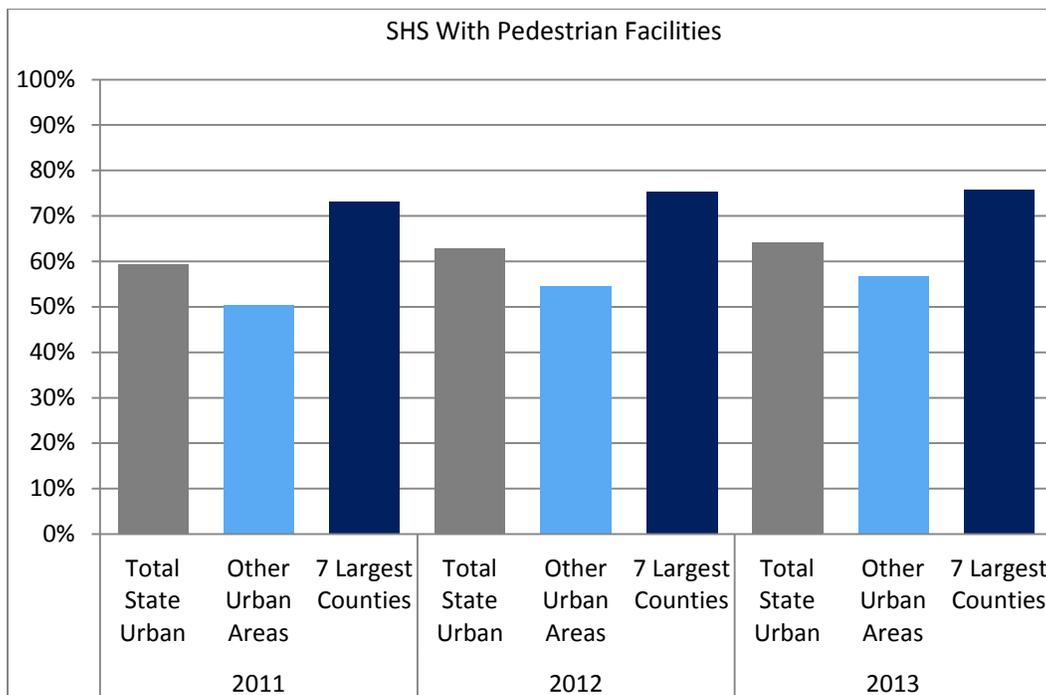
Sources

FDOT Roadway Characteristics Inventory

Calculation

$$\frac{\sum \text{Sidewalk Miles In Urban Areas}}{\sum \text{Centerline Miles In Urban Areas}} \times 100$$

Year	Area	SHS With Pedestrian Facilities
2011	Total State Urban	59.4%
	Other Urban Areas	50.5%
	7 Largest Counties	73.1%
2012	Total State Urban	62.8%
	Other Urban Areas	54.6%
	7 Largest Counties	75.4%
2013	Total State Urban	64.1%
	Other Urban Areas	56.9%
	7 Largest Counties	75.8%



People -> Quality -> Bicycle ->

Bicycle Level of Service (LOS)



Methodology

Bicycle LOS measures a roadway’s quality of service to bicyclists with LOS A being the highest quality, and LOS F the lowest quality.

Reporting Period

Peak hour

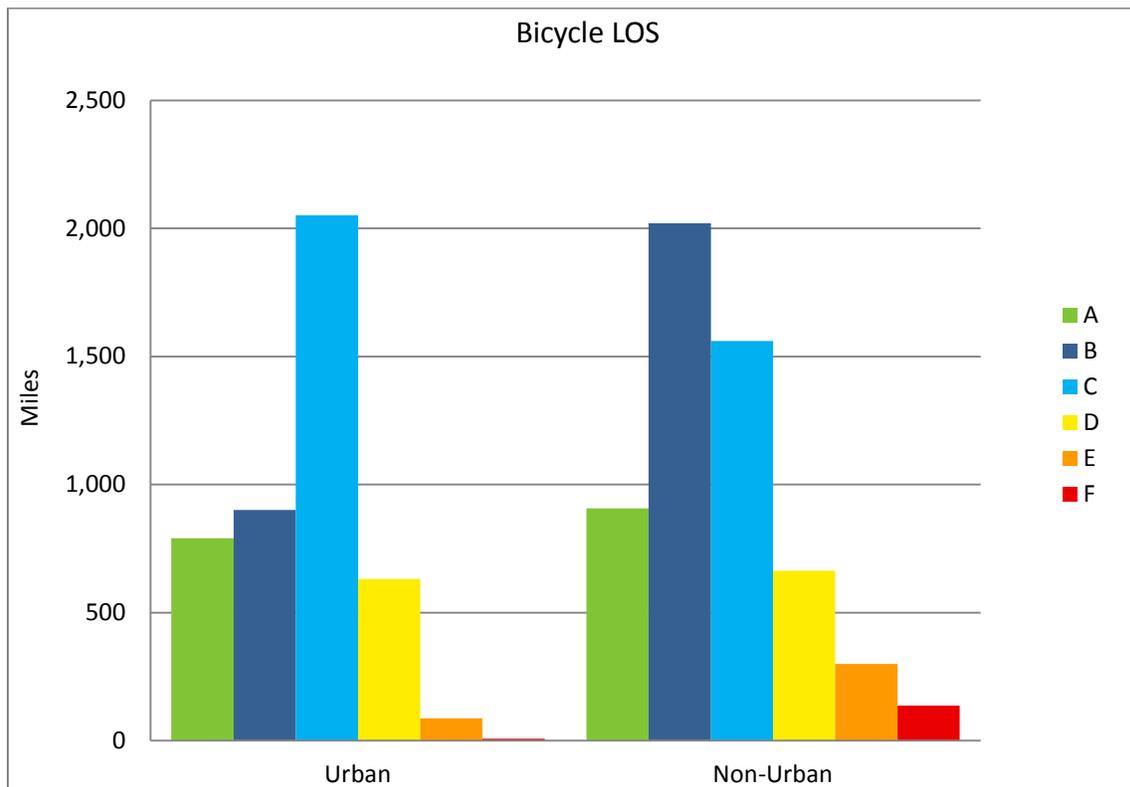
Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- FDOT Bicycle LOS Model

LOS	Urban	Non-Urban
A	790	907
B	901	2,020
C	2,052	1,561
D	631	663
E	87	299
F	8	136
Total	4,469	5,586

Calculation

Σ Miles of Each LOS Letter Grade



People -> Accessibility -> Bicycle ->
% Bike Lane/Shoulder Coverage



Methodology

The percentage of centerline miles of SHS (non-freeway) facilities that have bike lanes, paved shoulders, or shared pathways available to bicyclists.

Reporting Period

Yearly

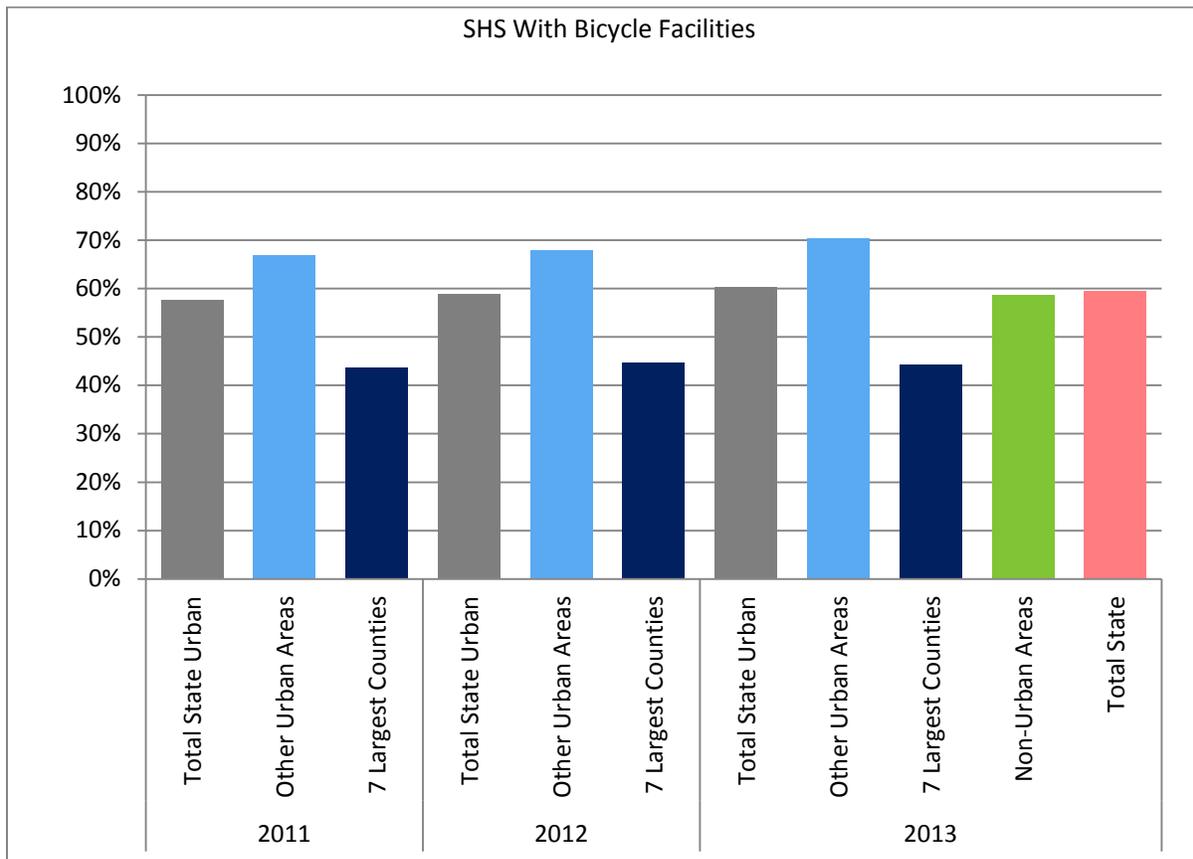
Sources

FDOT Roadway Characteristics Inventory

Calculation

$$\frac{\sum \text{Bike Lane Miles}}{\sum \text{Centerline Miles}} \times 100$$

Year	Area	SHS With Bicycle Facilities
2011	Total State Urban	57.6%
	Other Urban Areas	66.8%
	7 Largest Counties	43.6%
2012	Total State Urban	58.8%
	Other Urban Areas	67.9%
	7 Largest Counties	44.7%
2013	Total State Urban	60.4%
	Other Urban Areas	70.3%
	7 Largest Counties	44.3%
	Non-Urban Areas	58.7%
	Total State	59.6%



People -> Quantity -> Aviation ->



Aviation Passengers

Methodology

The total number of revenue passengers boarding aircraft, includes both originating and connecting passengers.

Reporting Period

Yearly

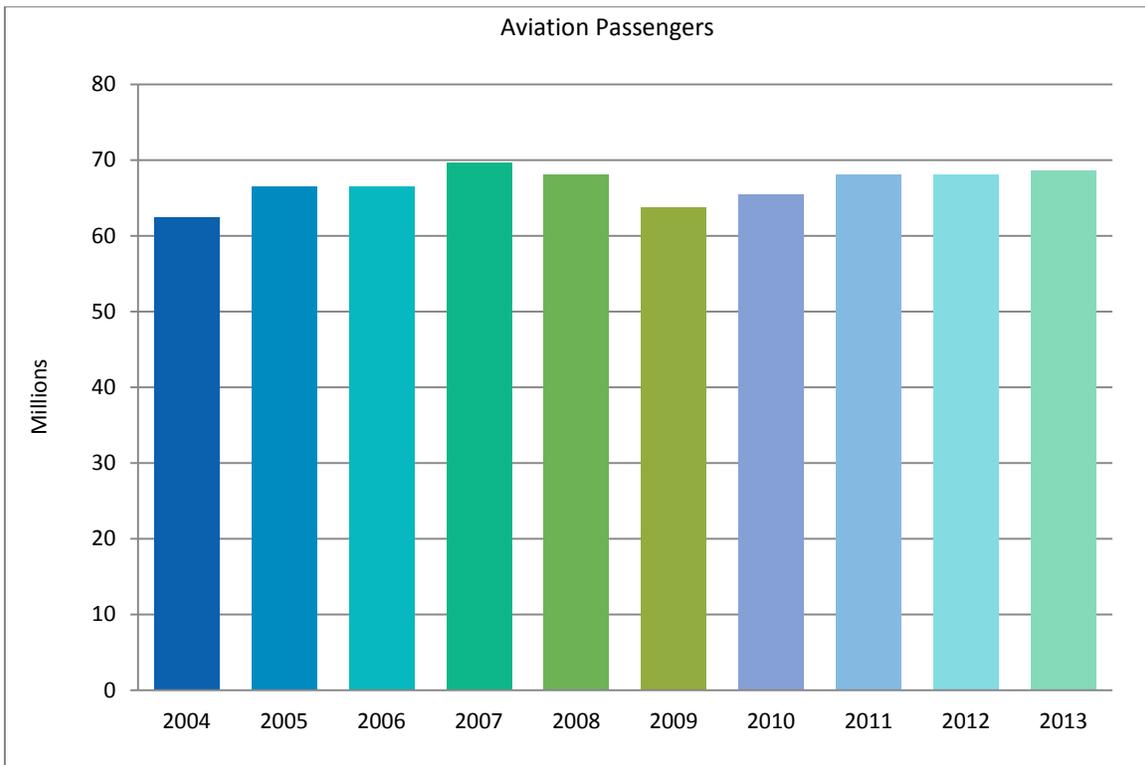
Sources

Florida Aviation System Plan 2025

Calculation

Σ Commercial Service Enplanements

Year	Million Passengers
2004	62.5
2005	66.6
2006	66.6
2007	69.7
2008	68.1
2009	63.8
2010	65.4
2011	68.0
2012	68.1
2013	68.6



People -> Quality -> Aviation ->

Aviation Departure Reliability



Methodology

Departure reliability at Florida airports is defined as "on time" if the flight departs less than 15 minutes after the scheduled time shown in the carriers' Computerized Reservations Systems (CRS).

Reporting Period

Yearly

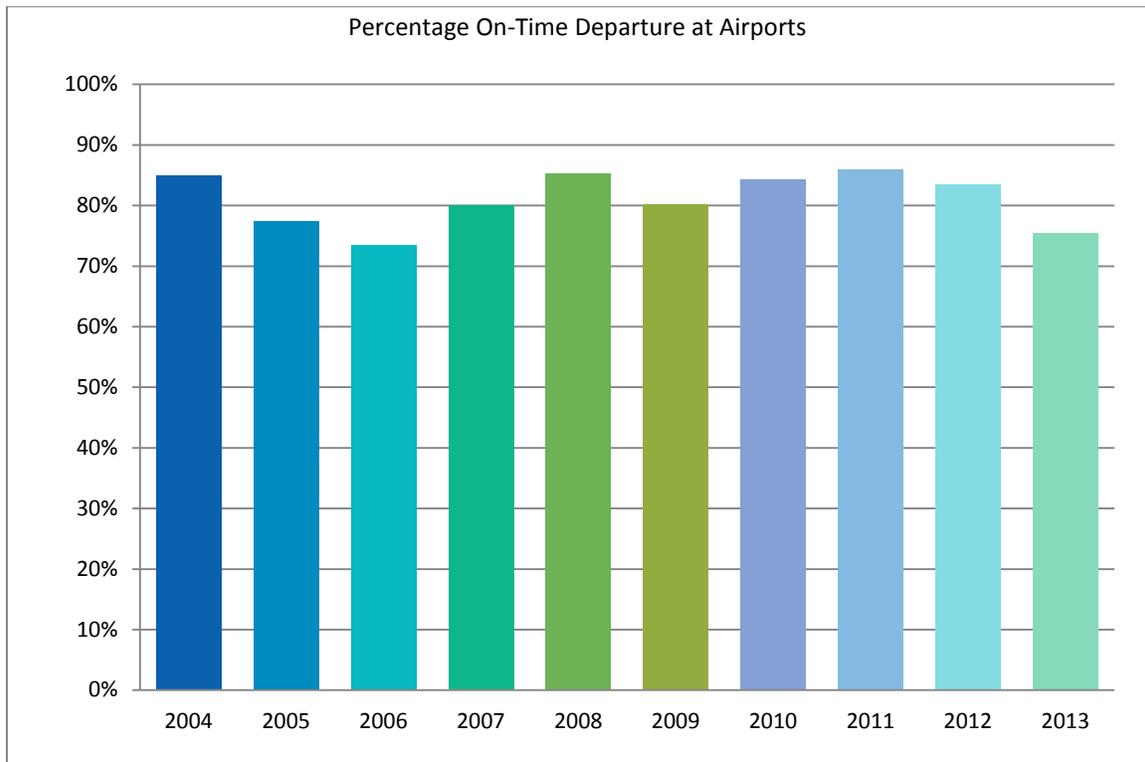
Sources

U.S. DOT Air Travel Consumer Report

Calculation

$$\frac{\sum (\text{Departures} < 15 \text{ Minutes of Schedule})}{\sum (\text{Departures})} \times 100$$

Year	Percentage On-Time Departure at Airports
2004	85.0%
2005	77.5%
2006	73.5%
2007	80.1%
2008	85.3%
2009	80.3%
2010	84.3%
2011	85.9%
2012	83.5%
2013	75.4%



People -> Accessibility -> Aviation ->

Aviation Highway Adequacy (LOS)



Methodology

Aviation highway adequacy is the LOS on SIS Highway Airport Connectors. LOSPLAN software is used to calculate average facility speed, facilities were aggregated to calculate overall connector travel time and speed.

Reporting Period

Yearly

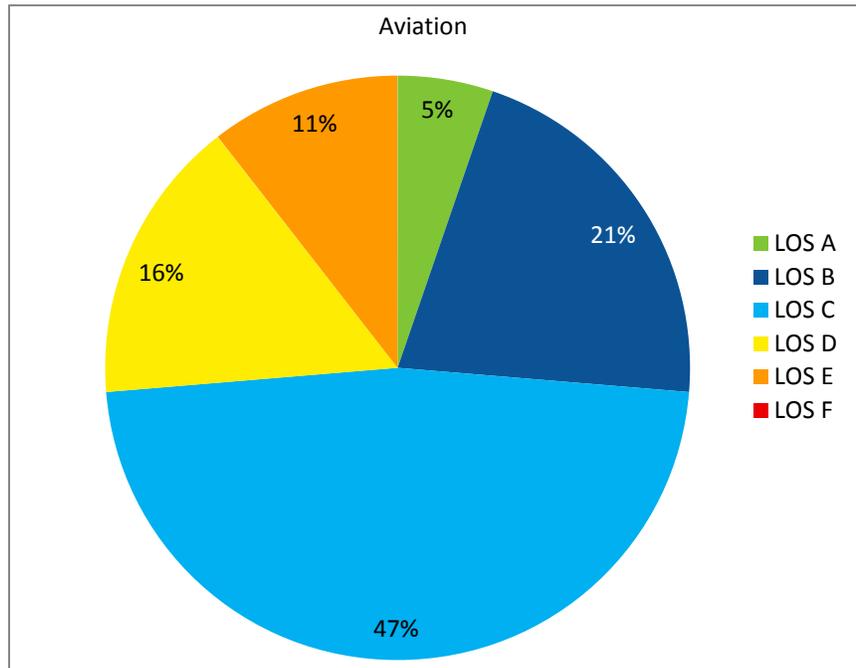
Sources

- FDOT Traffic Characteristics Inventory
- Aerial images

Calculation

$$\frac{\sum \text{Miles of Each LOS Letter Grade}}{\sum \text{Miles}} \times 100$$

LOS	Airports	%
A	1	5%
B	4	21%
C	9	47%
D	3	16%
E	2	11%
F	0	0%



People -> Utilization -> Aviation ->

Aviation Demand to Capacity Ratios



Methodology

The ratio of the annual operational demand to annual service volume. Annual service volume is determined by the quantity of airports' runways and taxiways.

Year	d/c %
2011	30.5%
2012	31.0%
2020	35.1%

Reporting Period

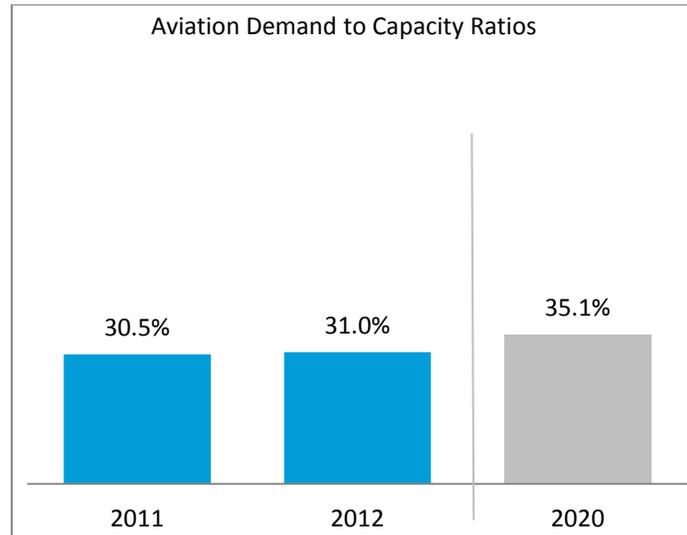
Yearly

Sources

Florida Department of Transportation, Aviation d/c May 26, 2012

Calculation

$$\frac{\sum \text{Operations}}{\sum \text{Airport Service Volume}} \times 100$$



People -> Quantity -> Rail ->

Rail Passengers



Methodology

Annual number of revenue paying Amtrak passengers.

Reporting Period

Yearly

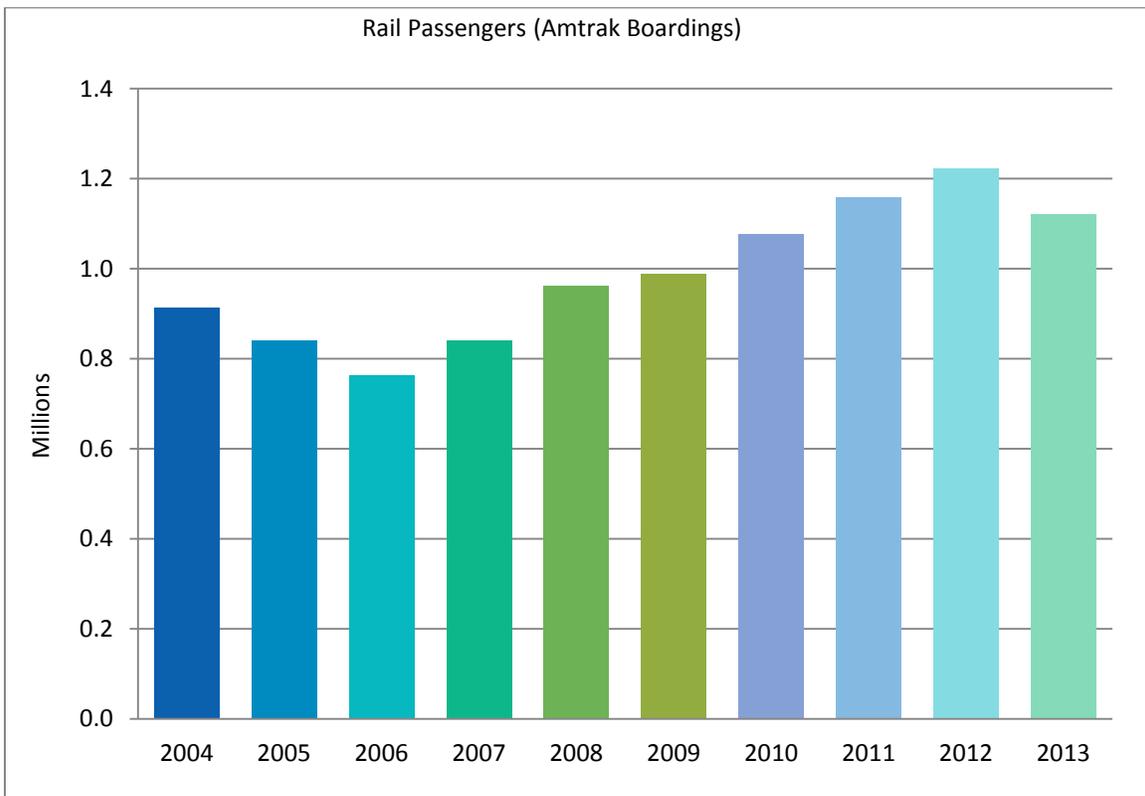
Sources

State of Florida, Amtrak Fact Sheet

Calculation

Σ Amtrak Passengers

Year	Million Passengers
2004	0.9
2005	0.8
2006	0.8
2007	0.8
2008	1.0
2009	1.0
2010	1.1
2011	1.2
2012	1.2
2013	1.1



People -> Quality -> Rail ->

Rail Departure Reliability



Methodology

Rail departure reliability captures the on-time performance of three rails systems: Amtrak, Miami Dade Metrorail, and South Florida Regional Transportation Authority Tri-Rail. A train is considered on time if it arrives within a given temporal buffer.

Reporting Period

Yearly

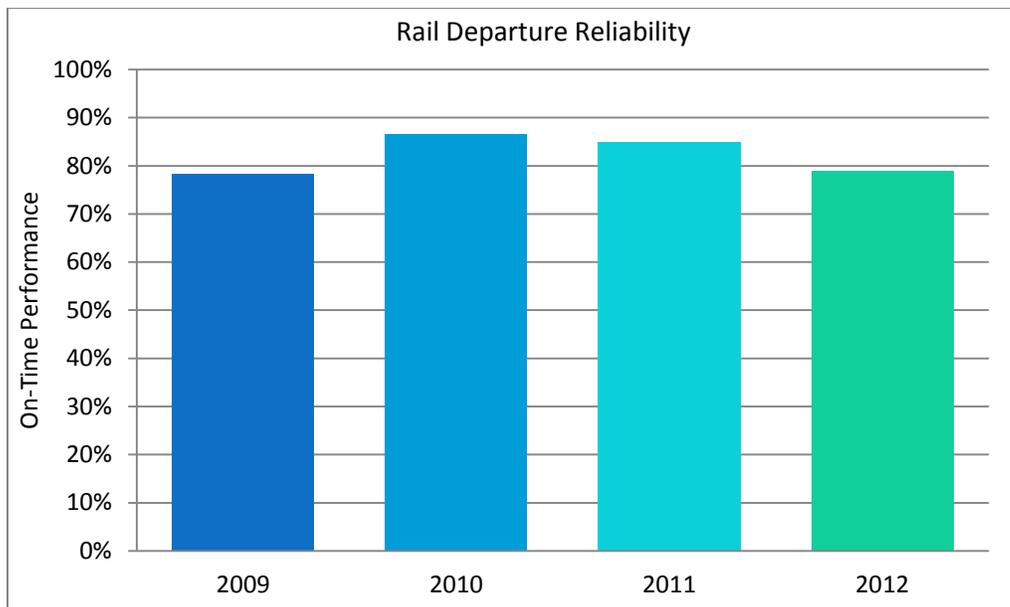
On-Time Performance	
2009	78.4%
2010	86.6%
2011	85.0%
2012	78.9%

Sources

Amtrak, Miami Dade County, and South Florida Regional Transportation Authority

Calculation

$$\frac{\sum \text{On Time Trains}}{\sum \text{Trains}} \times 100$$



People -> Quantity -> Seaport ->



Seaport Passengers

Methodology

Annual number of passengers embarking on cruise ships at Florida ports.

Reporting Period

Yearly

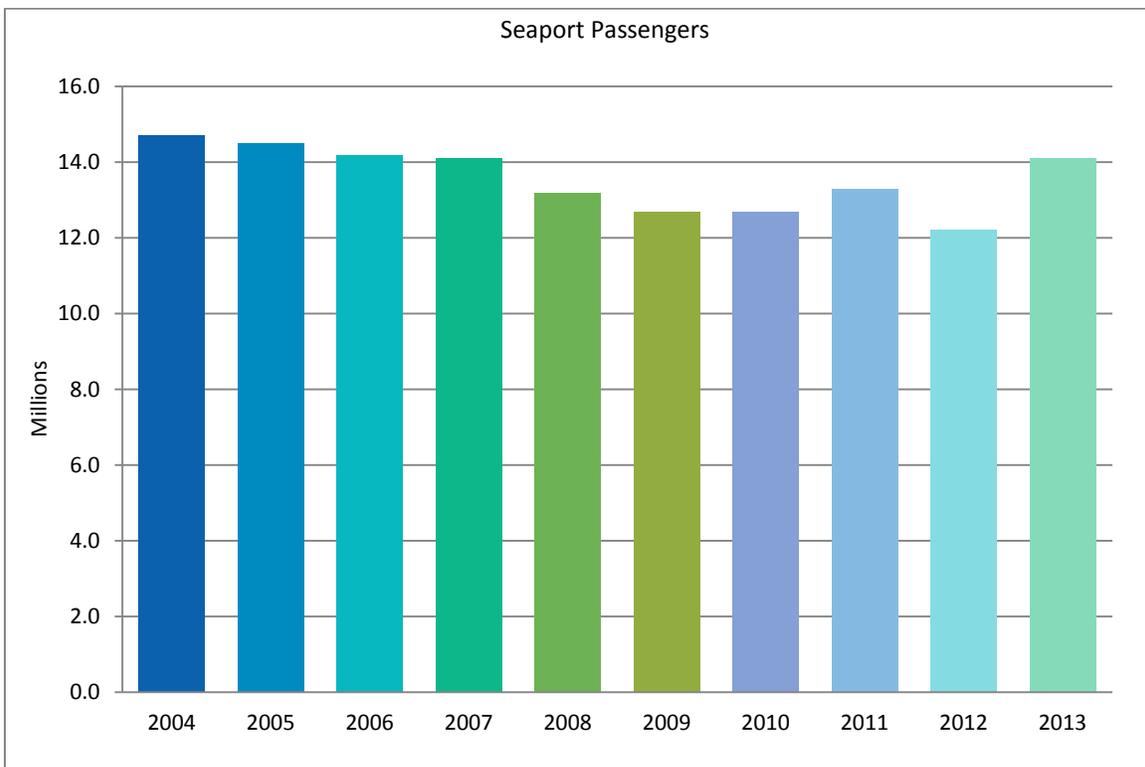
Sources

Florida Ports Council

Calculation

Σ Cruise Passengers

Year	Million Passengers
2004	14.7
2005	14.5
2006	14.2
2007	14.1
2008	13.2
2009	12.7
2010	12.7
2011	13.3
2012	12.2
2013	14.1



People -> Accessibility -> Seaport ->

Seaport Highway Adequacy (LOS)



Methodology

Seaport highway adequacy is the LOS on SIS Highway Seaport Connectors. LOSPLAN software is used to calculate average facility speed, facilities were aggregated to calculate overall connector travel time and speed.

Reporting Period

Yearly

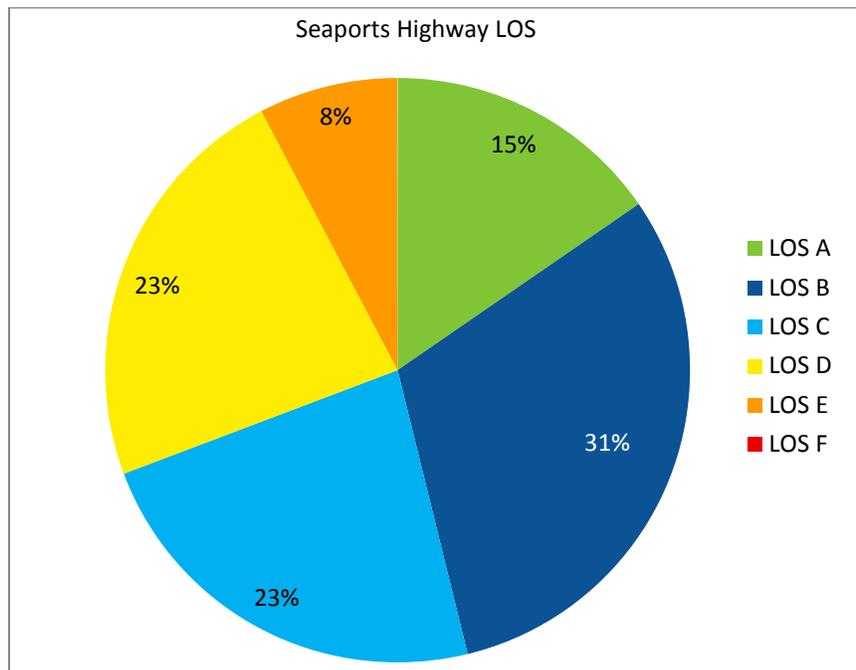
Sources

- FDOT Traffic Characteristics Inventory
- Aerial images

Calculation

$$\frac{\sum \text{Miles of Each LOS Letter Grade}}{\sum \text{Miles}} \times 100$$

LOS	Seaports	%
A	2	15%
B	4	31%
C	3	23%
D	3	23%
E	1	8%
F	0	0%





Freight -> Quantity -> Truck ->



Combination Truck Miles Traveled

Methodology

Determined using combination truck traffic volume and segment length. Combination trucks are defined by FHWA as Classification 8-13.

Calculation

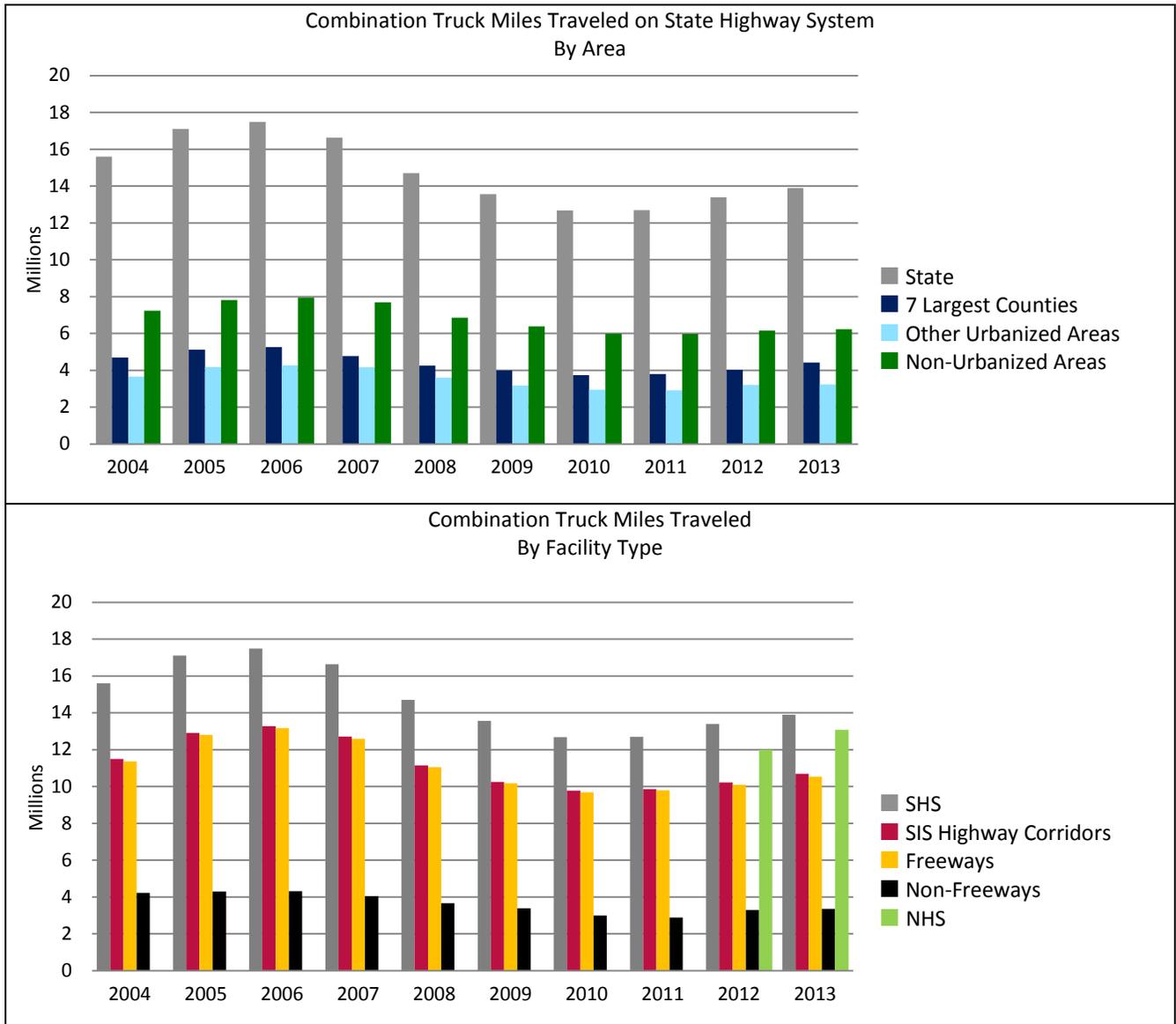
$$\Sigma(\text{Segment Length} \times \text{Combination Truck Volume})$$

Reporting Period

Daily

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory



Combination Truck Miles Traveled (CTMT), Millions					
Year	Facility	Daily			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	15.6	4.7	3.7	7.2
	SIS Highway Corridors	11.5	3.4	2.3	5.8
	SIS Highway Connectors	0.1	0.0	0.1	0.0
	Freeways	11.4	3.3	2.0	6.1
	Non-Freeways	4.2	1.4	1.7	1.2
2005	SHS	17.1	5.1	4.2	7.8
	SIS Highway Corridors	12.9	3.8	2.7	6.3
	SIS Highway Connectors	0.1	0.0	0.1	0.0
	Freeways	12.8	3.8	2.4	6.6
	Non-Freeways	4.3	1.3	1.8	1.2
2006	SHS	17.5	5.3	4.3	7.9
	SIS Highway Corridors	13.3	4.0	2.8	6.5
	SIS Highway Connectors	0.1	0.0	0.1	0.0
	Freeways	13.2	3.9	2.5	6.8
	Non-Freeways	4.3	1.3	1.8	1.2
2007	SHS	16.6	4.8	4.2	7.7
	SIS Highway Corridors	12.7	3.6	2.8	6.3
	SIS Highway Connectors	0.1	0.0	0.1	0.0
	Freeways	12.6	3.6	2.5	6.5
	Non-Freeways	4.0	1.2	1.7	1.2
2008	SHS	14.7	4.3	3.6	6.9
	SIS Highway Corridors	11.1	3.1	2.4	5.6
	SIS Highway Connectors	0.1	0.0	0.1	0.0
	Freeways	11.0	3.1	2.2	5.8
	Non-Freeways	3.7	1.2	1.4	1.0
2009	SHS	13.6	4.0	3.2	6.4
	SIS Highway Corridors	10.2	3.0	2.1	5.2
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	Freeways	10.2	2.9	1.8	5.4
	Non-Freeways	3.4	1.1	1.3	1.0
2010	SHS	12.7	3.7	2.9	6.0
	SIS Highway Corridors	9.8	2.8	2.0	4.9
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	Freeways	9.7	2.8	1.8	5.1
	Non-Freeways	3.0	1.0	1.2	0.9
2011	SHS	12.7	3.8	2.9	6.0
	SIS Highway Corridors	9.9	2.9	2.0	5.0
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	Freeways	9.8	2.8	1.8	5.2
	Non-Freeways	2.9	1.0	1.1	0.8
2012	SHS	13.4	4.0	3.2	6.2
	SIS Highway Corridors	10.2	3.0	2.1	5.1
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	Freeways	10.1	3.0	1.9	5.2
	Non-Freeways	3.3	1.1	1.3	0.9
	NHS	12.0	3.6	2.9	5.5
2013	SHS	13.9	4.4	3.2	6.2
	SIS Highway Corridors	10.7	3.4	2.1	5.2
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	Freeways	10.5	3.3	1.9	5.3
	Non-Freeways	3.4	1.1	1.3	0.9
	NHS	13.1	4.3	3.1	5.7

Freight -> Quantity -> Truck ->

Truck Miles Traveled



Methodology

The product of a road's vehicle miles traveled and the percentage of vehicles that are trucks. If a road has a daily VMT of 50,000 and an average percentage trucks of 10%, then its daily TMT is 5,000.

Calculation

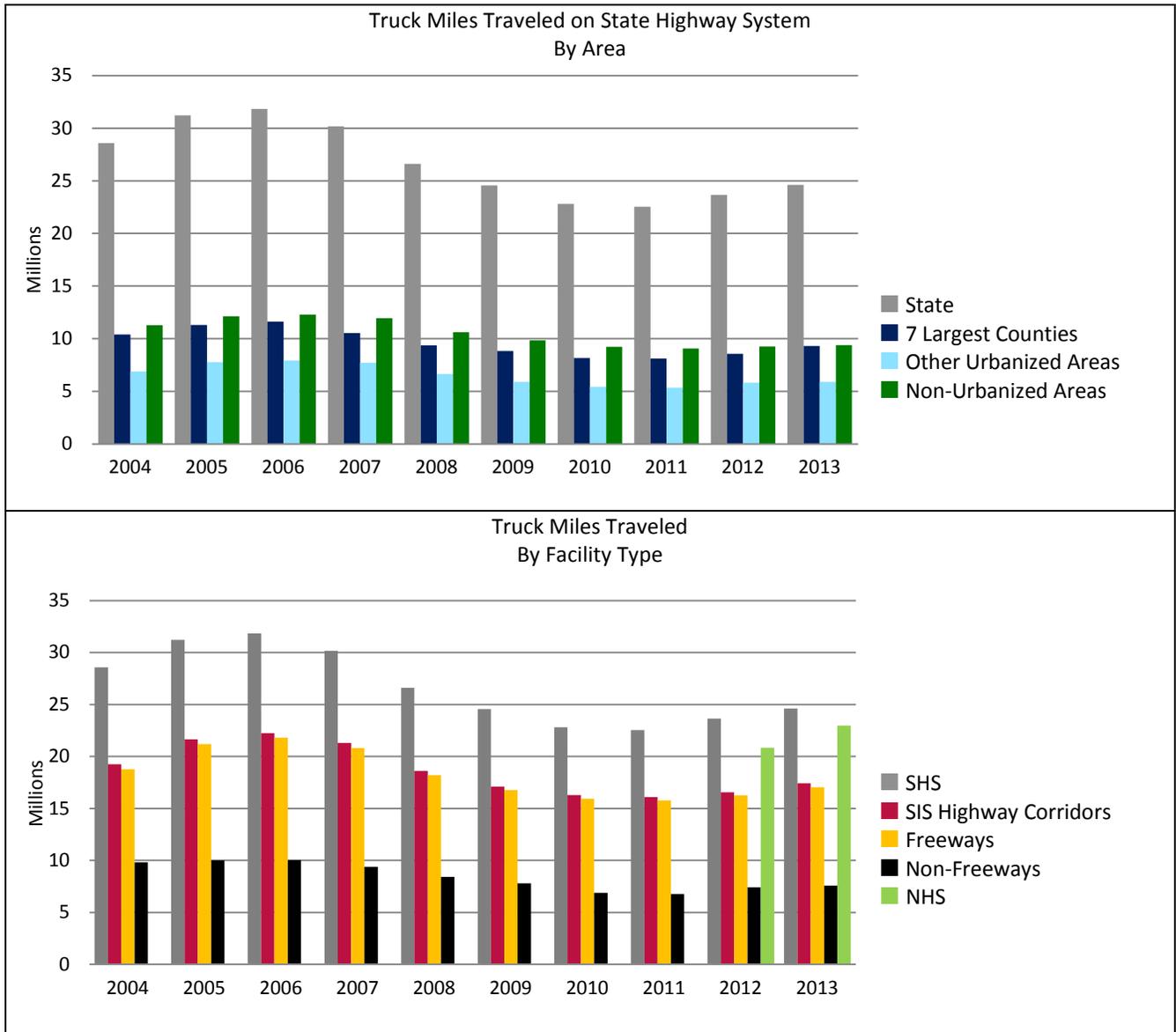
$$\Sigma(\text{Segment Length} \times \text{Volume} \times \% \text{Trucks})$$

Reporting Period

Daily

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory



Truck Miles Traveled (TMT), Millions					
Year	Facility	Daily			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	28.6	10.4	6.9	11.3
	SIS Highway Corridors	19.3	6.8	3.7	8.7
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	Freeways	18.8	6.7	3.0	9.0
	Non-Freeways	9.8	3.7	3.8	2.2
2005	SHS	31.2	11.3	7.8	12.1
	SIS Highway Corridors	21.7	7.9	4.4	9.4
	SIS Highway Connectors	0.3	0.1	0.2	0.0
	Freeways	21.2	7.7	3.7	9.8
	Non-Freeways	10.0	3.6	4.1	2.3
2006	SHS	31.8	11.6	7.9	12.3
	SIS Highway Corridors	22.2	8.2	4.5	9.6
	SIS Highway Connectors	0.3	0.1	0.2	0.0
	Freeways	21.8	8.0	3.8	10.0
	Non-Freeways	10.0	3.6	4.2	2.3
2007	SHS	30.2	10.5	7.7	11.9
	SIS Highway Corridors	21.3	7.5	4.5	9.3
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	Freeways	20.8	7.3	3.8	9.7
	Non-Freeways	9.4	3.2	3.9	2.2
2008	SHS	26.6	9.4	6.6	10.6
	SIS Highway Corridors	18.6	6.5	3.9	8.3
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	Freeways	18.2	6.3	3.3	8.6
	Non-Freeways	8.4	3.1	3.3	2.0
2009	SHS	24.6	8.8	5.9	9.8
	SIS Highway Corridors	17.1	6.1	3.3	7.7
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	Freeways	16.8	6.0	2.8	8.0
	Non-Freeways	7.8	2.8	3.1	1.9
2010	SHS	22.8	8.2	5.4	9.2
	SIS Highway Corridors	16.3	5.8	3.2	7.3
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	Freeways	15.9	5.6	2.7	7.6
	Non-Freeways	6.9	2.5	2.7	1.7
2011	SHS	22.5	8.1	5.4	9.1
	SIS Highway Corridors	16.1	5.8	3.2	7.2
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	Freeways	15.8	5.6	2.7	7.4
	Non-Freeways	6.8	2.5	2.6	1.6
2012	SHS	23.7	8.6	5.8	9.3
	SIS Highway Corridors	16.6	5.9	3.4	7.3
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	Freeways	16.3	5.7	2.9	7.6
	Non-Freeways	7.4	2.8	2.9	1.7
	NHS	20.8	7.6	5.3	8.0
2013	SHS	24.6	9.3	5.9	9.4
	SIS Highway Corridors	17.4	6.6	3.4	7.4
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	Freeways	17.0	6.4	2.9	7.7
	Non-Freeways	7.6	2.9	3.0	1.7
	NHS	23.0	9.0	5.6	8.4

Freight -> Quantity -> Truck ->
Combination Truck Tonnage



Methodology

The Freight Analysis Framework (FAF) tonnage data is interpolated using combination truck miles traveled data to calculate combination truck tonnage.

Reporting Period

Yearly

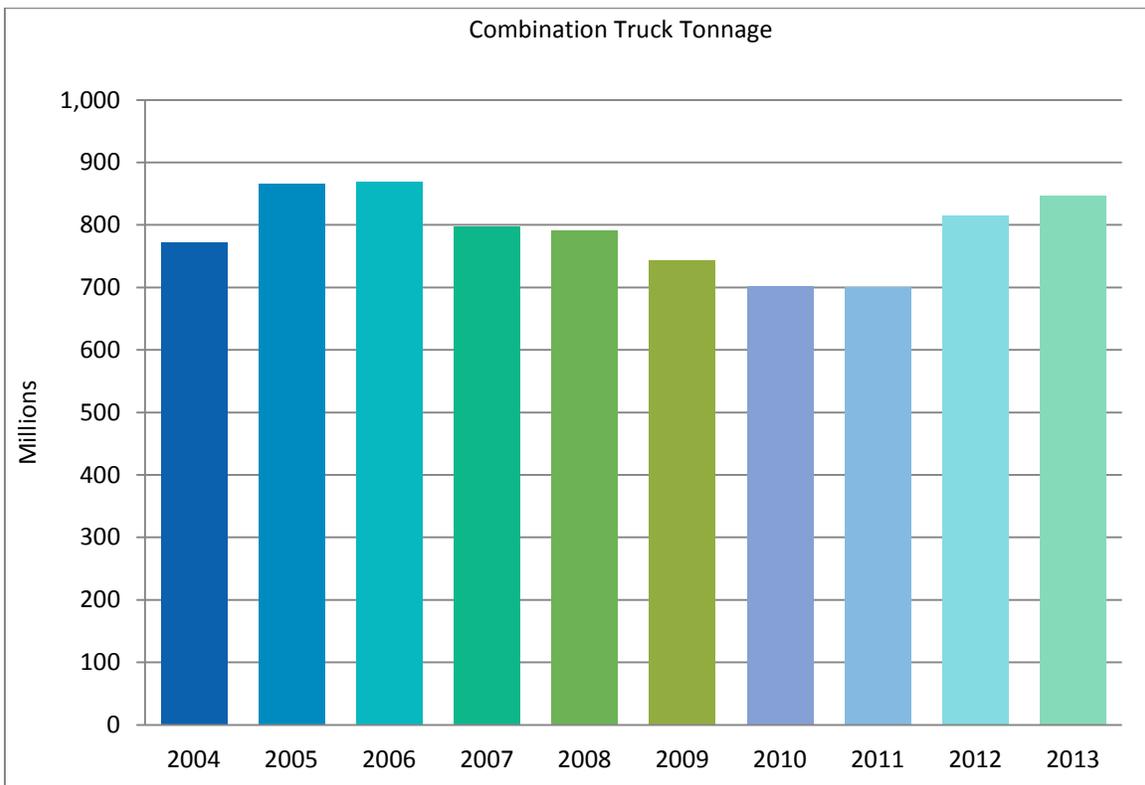
Sources

- Freight Analysis Framework 2007 and 2012
- FDOT Weigh-In-Motion Data

Year	Million Tons
2004	772.9
2005	866.0
2006	869.6
2007	797.5
2008	792.3
2009	743.7
2010	701.3
2011	699.8
2012	814.3
2013	846.3

Calculation

Σ Combination Truck Tonnage



Freight -> Quantity -> Truck ->



Combination Truck Ton Miles Traveled

Methodology

Determined using combination truck miles traveled and average weight of the load.

Reporting Period

Yearly

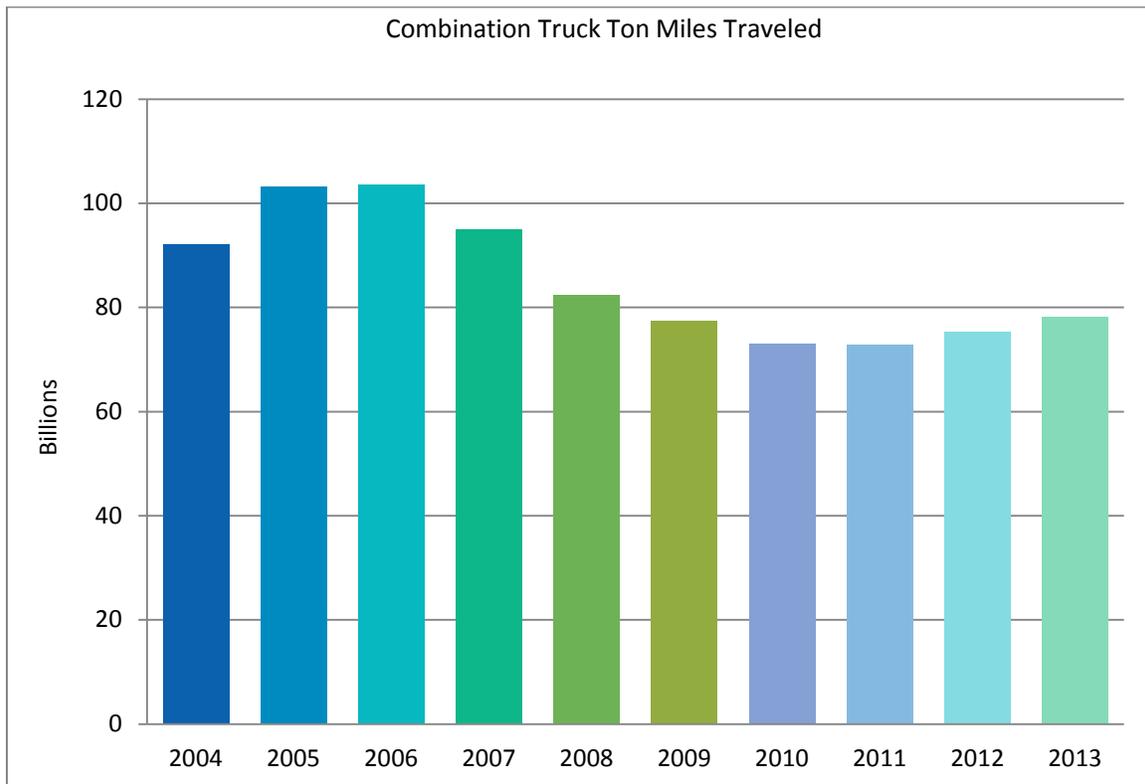
Sources

- FDOT Weigh in Motion Data
- FDOT Roadway Characteristics Inventory
- FDOT Traffic Characteristics Inventory

Year	Billion Ton Miles
2004	92.1
2005	103.2
2006	103.6
2007	95.0
2008	82.5
2009	77.4
2010	73.0
2011	72.9
2012	75.3
2013	78.2

Calculation

Σ Average Combination Truck Load X Combination Truck Miles Traveled



Freight -> Quality -> Truck ->

Freight Travel Time Reliability



Methodology

Freight travel time reliability is defined as the percentage of freeway trips by combination trucks traveling at least at the posted speed limit.

Reporting Period

For 7 Largest Counties

- Peak period
- Daily

For All Others

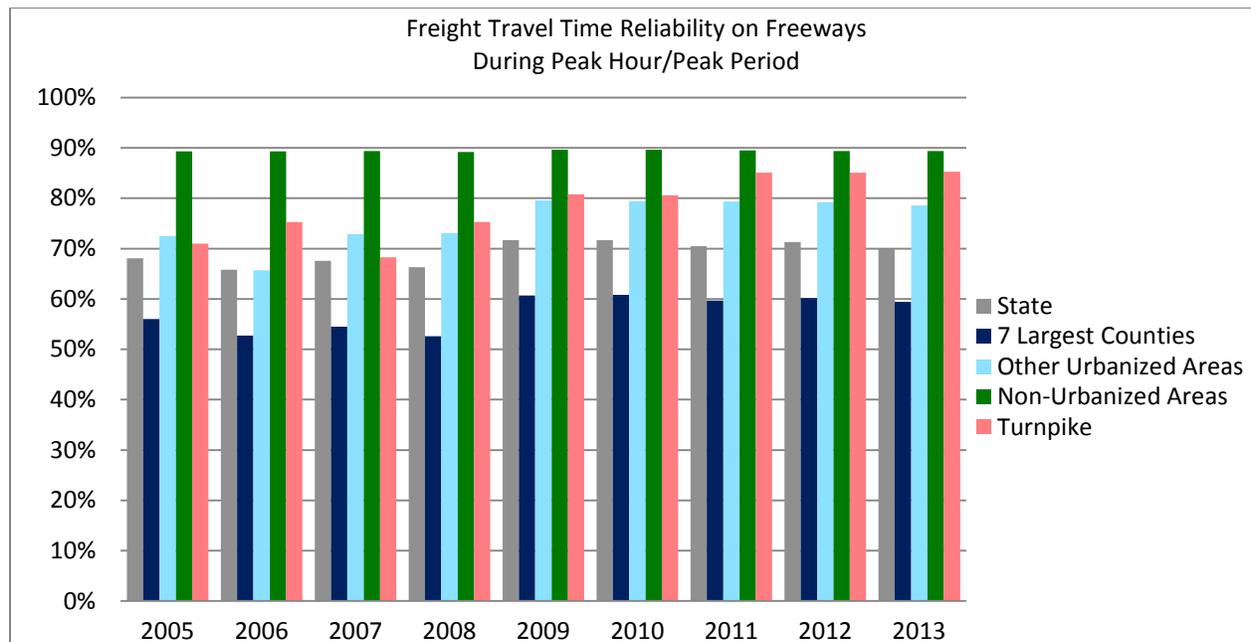
- Peak hour
- Daily

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Crash Analysis Reporting System (CARS)
- FDOT Travel Time Reliability Model

Calculation

$$\frac{\sum (\text{VMT} \mid \text{Combination Truck Travel Speed} \geq \text{Posted Speed Limit})}{\sum (\text{VMT})} \times 100$$



Year	Peak Hour/Peak Period					Daily				
	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	Turnpike	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	Turnpike
2005	68.1%	56.0%	72.5%	89.3%	71.0%	90.8%	88.0%	93.7%	95.3%	92.3%
2006	65.8%	52.7%	65.7%	89.3%	75.3%	90.6%	87.6%	94.0%	95.4%	93.1%
2007	67.6%	54.5%	72.9%	89.4%	68.3%	90.7%	87.7%	94.3%	95.4%	91.4%
2008	66.3%	52.6%	73.1%	89.2%	75.3%	90.2%	86.9%	94.5%	95.4%	93.6%
2009	71.7%	60.7%	79.6%	89.6%	80.8%	92.1%	89.8%	95.2%	95.5%	93.7%
2010	71.7%	60.8%	79.4%	89.6%	80.6%	92.1%	89.8%	95.2%	95.5%	93.7%
2011	70.5%	59.7%	79.3%	89.5%	85.1%	91.7%	89.3%	95.0%	95.5%	93.9%
2012	71.3%	60.2%	79.2%	89.4%	85.1%	92.0%	89.7%	95.2%	95.4%	93.9%
2013	69.9%	59.4%	78.6%	89.4%	85.3%	91.4%	88.9%	94.8%	95.4%	93.9%

Freight -> Quality -> Truck ->



Freight Travel Time Variability

Methodology

Freight travel time variability is defined as 95th percentile travel time index (TTI₉₅).

Calculation

$$TTI_{95} = \frac{\text{Travel Time}_{95\text{th percentile}}}{\text{Travel Time}_{\text{freeflow}}}$$

Reporting Period

For 7 Largest Counties

Peak period

Daily

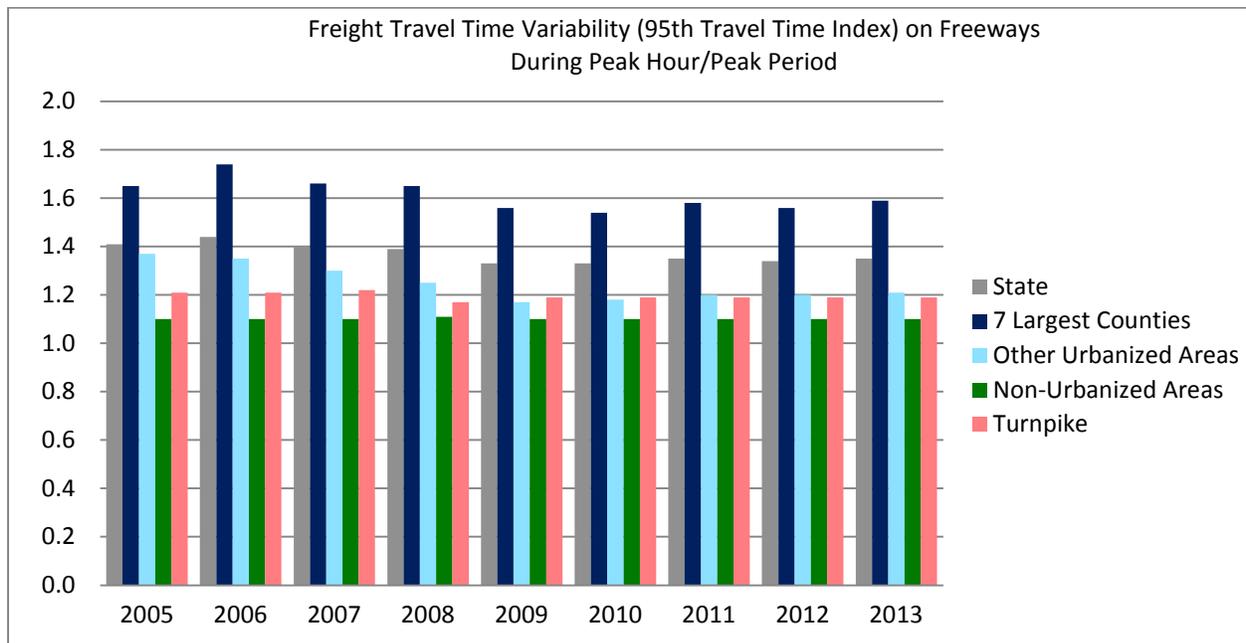
For All Others

Peak hour

Daily

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Crash Analysis Reporting System (CARS)
- FDOT Travel Time Reliability Model



Year	Peak Hour/Peak Period					Daily				
	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	Turnpike	State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	Turnpike
2005	1.41	1.65	1.37	1.10	1.21	1.18	1.28	1.12	1.06	1.10
2006	1.44	1.74	1.35	1.10	1.21	1.21	1.35	1.07	1.06	1.10
2007	1.40	1.66	1.30	1.10	1.22	1.19	1.31	1.09	1.06	1.12
2008	1.39	1.65	1.25	1.11	1.17	1.21	1.34	1.08	1.06	1.09
2009	1.33	1.56	1.17	1.10	1.19	1.15	1.24	1.06	1.06	1.09
2010	1.33	1.54	1.18	1.10	1.19	1.15	1.24	1.06	1.06	1.09
2011	1.35	1.58	1.20	1.10	1.19	1.16	1.24	1.07	1.06	1.09
2012	1.34	1.56	1.20	1.10	1.19	1.15	1.22	1.07	1.06	1.09
2013	1.35	1.59	1.21	1.10	1.19	1.17	1.25	1.07	1.06	1.09



Combination Truck Hours of Delay

Methodology

Combination truck hours of delay is based on combination truck speed. Delay is calculated as the product of directional hourly volume and the difference between travel time at “threshold” speeds (at LOS B) and travel time at the average speed.

Reporting Period

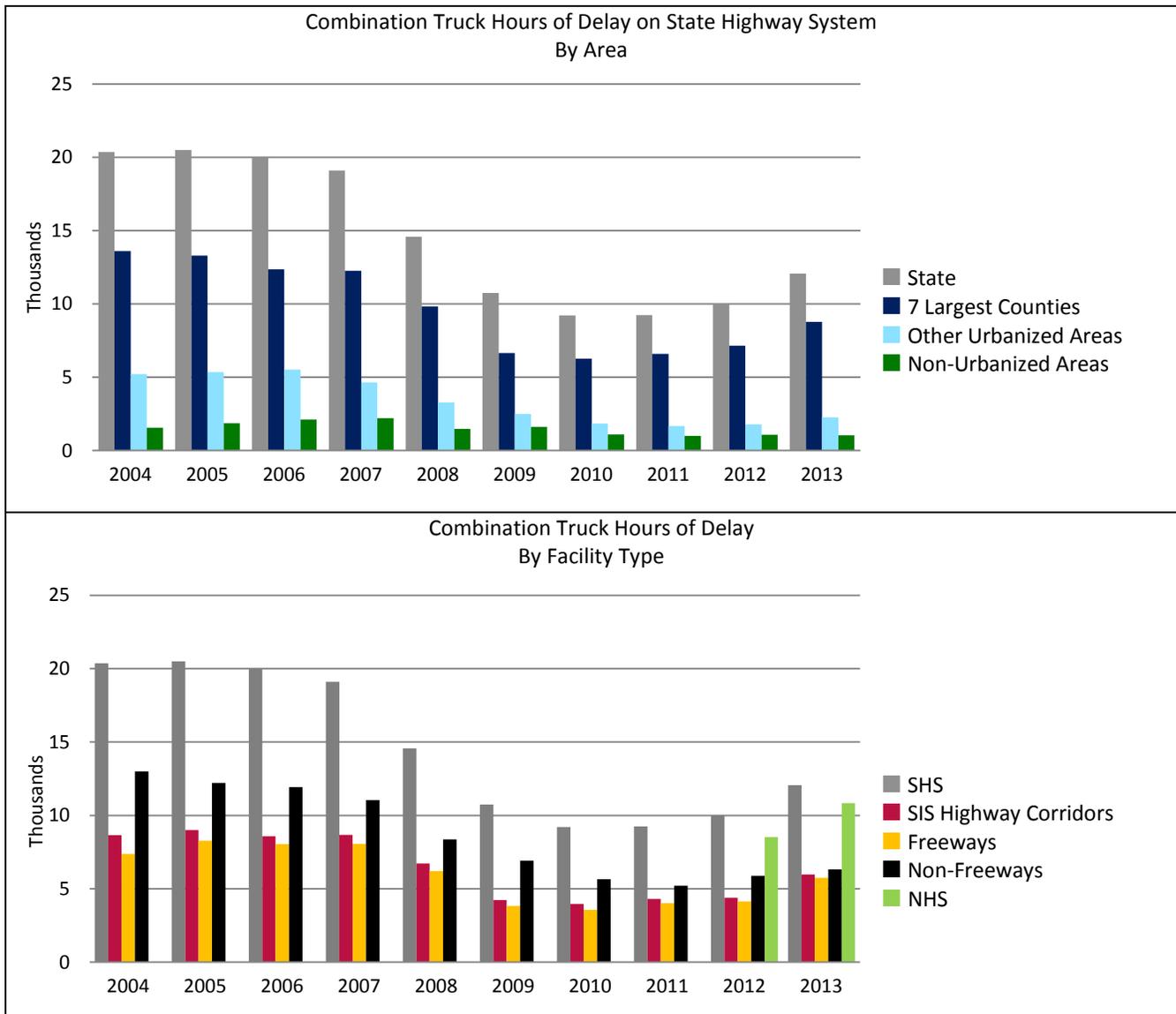
Daily

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- FDOT Generalized Service Volume Tables 2012

Calculation

$$\Sigma(\text{Daily Combination Truck Travel Time} - \text{Travel Time at LOS B})$$



Combination Truck Hours of Delay, Vehicle Hours (Thousands)					
Year	Facility	Daily			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	20.4	13.6	5.2	1.5
	SIS Highway Corridors	8.7	6.1	1.8	0.8
	SIS Highway Connectors	0.6	0.5	0.1	0.0
	Freeways	7.4	6.3	0.7	0.3
	Non-Freeways	13.0	7.3	4.5	1.2
2005	SHS	20.5	13.3	5.3	1.9
	SIS Highway Corridors	9.0	6.9	1.3	0.8
	SIS Highway Connectors	0.4	0.3	0.1	0.0
	Freeways	8.3	7.1	0.7	0.4
	Non-Freeways	12.2	6.2	4.6	1.4
2006	SHS	20.0	12.4	5.5	2.1
	SIS Highway Corridors	8.6	6.4	1.3	0.9
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	Freeways	8.1	6.6	0.7	0.8
	Non-Freeways	11.9	5.8	4.8	1.3
2007	SHS	19.1	12.3	4.6	2.2
	SIS Highway Corridors	8.7	6.8	1.1	0.8
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	Freeways	8.1	6.7	0.7	0.6
	Non-Freeways	11.0	5.5	3.9	1.6
2008	SHS	14.6	9.8	3.3	1.5
	SIS Highway Corridors	6.7	5.5	0.7	0.6
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	Freeways	6.2	5.4	0.5	0.3
	Non-Freeways	8.4	4.4	2.8	1.2
2009	SHS	10.7	6.6	2.5	1.6
	SIS Highway Corridors	4.2	3.4	0.4	0.5
	SIS Highway Connectors	0.2	0.2	0.1	0.0
	Freeways	3.8	3.3	0.3	0.2
	Non-Freeways	6.9	3.3	2.2	1.4
2010	SHS	9.2	6.3	1.8	1.1
	SIS Highway Corridors	4.0	3.2	0.3	0.5
	SIS Highway Connectors	0.2	0.2	0.0	0.0
	Freeways	3.6	3.1	0.3	0.3
	Non-Freeways	5.6	3.2	1.6	0.8
2011	SHS	9.2	6.6	1.7	1.0
	SIS Highway Corridors	4.3	3.6	0.3	0.4
	SIS Highway Connectors	0.2	0.2	0.0	0.0
	Freeways	4.0	3.6	0.2	0.2
	Non-Freeways	5.2	3.0	1.4	0.8
2012	SHS	10.0	7.1	1.8	1.1
	SIS Highway Corridors	4.4	3.6	0.3	0.5
	SIS Highway Connectors	0.3	0.2	0.0	0.0
	Freeways	4.1	3.6	0.2	0.3
	Non-Freeways	5.9	3.5	1.5	0.8
	NHS	8.5	5.9	1.7	0.9
2013	SHS	12.1	8.8	2.3	1.0
	SIS Highway Corridors	6.0	5.2	0.3	0.5
	SIS Highway Connectors	0.2	0.1	0.0	0.0
	Freeways	5.7	5.2	0.3	0.3
	Non-Freeways	6.3	3.6	2.0	0.8
	NHS	10.8	8.1	1.8	0.9



Combination Truck Average Travel Speed

Methodology

The calculation of combination truck average travel speed is identical to the methodology for (passenger) vehicle's average travel speed, except that combination trucks are assumed to have a lower free-flow speed.

Calculation

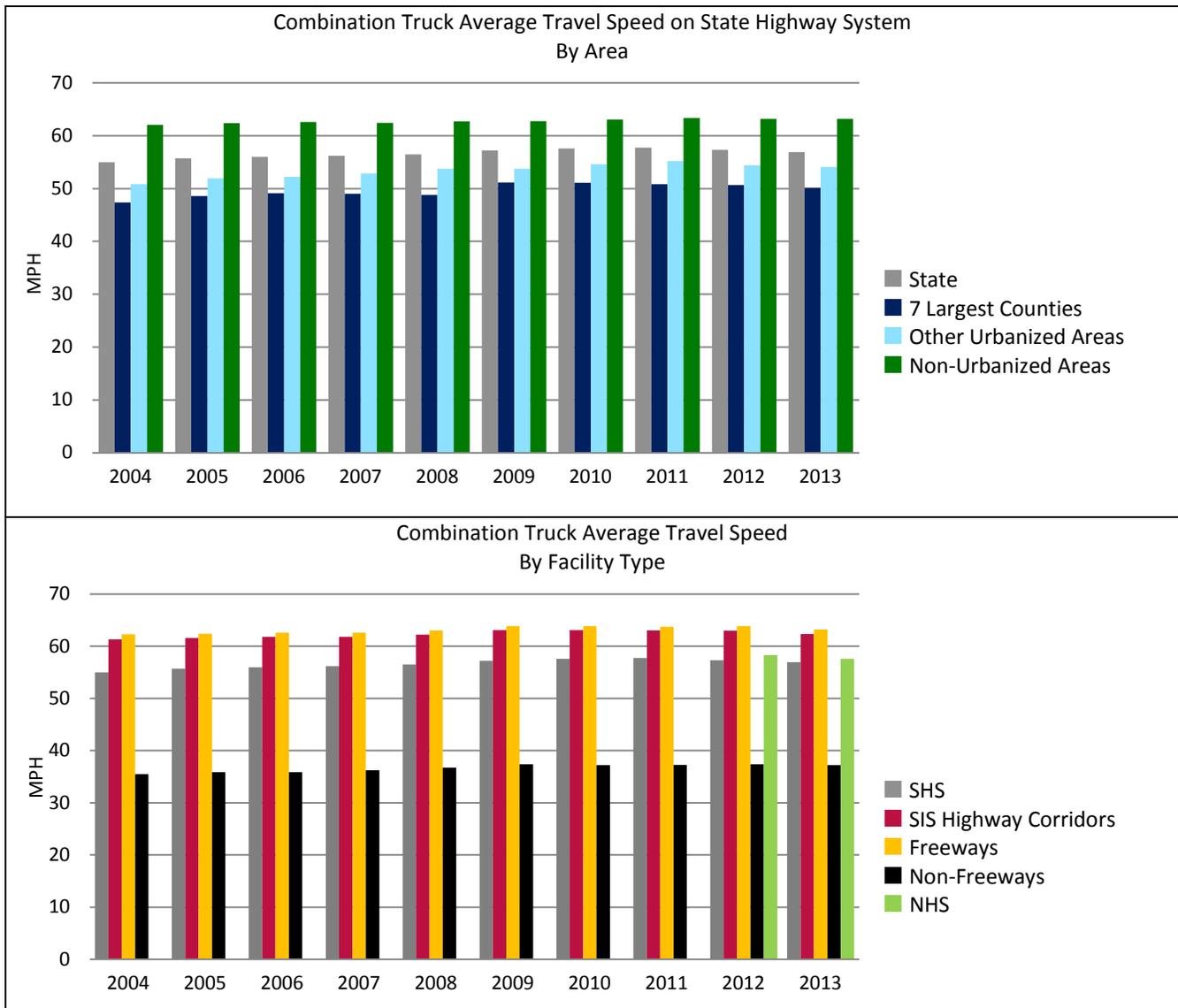
$$\frac{\sum(\text{CTMT} \times \text{Combination Truck Average Travel Speed})}{\sum(\text{CTMT})}$$

Reporting Period

- Peak hour
- Peak period

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- FDOT Generalized Service Volume Tables 2012



Combination Truck Average Travel Speed

Year	Facility	Peak Hour/Peak Period			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	55.0	47.4	50.8	62.1
	SIS Highway Corridors	61.3	54.8	61.9	64.8
	SIS Highway Connectors	33.3	29.2	32.9	41.4
	Freeways	62.3	55.2	65.8	65.0
	Non-Freeways	35.5	28.9	32.9	47.0
2005	SHS	55.7	48.6	51.9	62.4
	SIS Highway Corridors	61.6	54.9	62.5	65.2
	SIS Highway Connectors	33.6	31.3	32.6	41.5
	Freeways	62.4	55.2	66.1	65.2
	Non-Freeways	35.9	29.5	32.8	47.4
2006	SHS	56.0	49.1	52.2	62.6
	SIS Highway Corridors	61.8	55.3	62.7	65.4
	SIS Highway Connectors	33.8	32.6	32.5	38.9
	Freeways	62.6	55.6	66.3	65.3
	Non-Freeways	35.9	29.6	32.7	47.6
2007	SHS	56.2	49.0	52.8	62.4
	SIS Highway Corridors	61.8	55.0	62.9	65.2
	SIS Highway Connectors	33.3	30.0	33.0	40.3
	Freeways	62.6	55.4	66.1	65.2
	Non-Freeways	36.2	30.0	33.3	47.0
2008	SHS	56.5	48.8	53.8	62.7
	SIS Highway Corridors	62.2	55.3	63.8	65.5
	SIS Highway Connectors	33.9	32.8	32.6	40.0
	Freeways	63.1	55.8	66.8	65.5
	Non-Freeways	36.7	30.7	34.2	47.1
2009	SHS	57.2	51.1	53.8	62.8
	SIS Highway Corridors	63.1	57.9	64.4	65.6
	SIS Highway Connectors	35.9	31.8	33.5	44.3
	Freeways	63.9	58.3	67.7	65.6
	Non-Freeways	37.4	31.5	34.8	47.2
2010	SHS	57.6	51.1	54.6	63.1
	SIS Highway Corridors	63.1	57.5	64.4	65.7
	SIS Highway Connectors	35.5	31.6	33.9	43.8
	Freeways	63.9	58.1	67.4	65.7
	Non-Freeways	37.2	30.8	34.9	47.4
2011	SHS	57.7	50.9	55.2	63.3
	SIS Highway Corridors	63.0	57.0	64.7	65.9
	SIS Highway Connectors	35.6	31.5	34.4	43.1
	Freeways	63.8	57.6	67.5	65.8
	Non-Freeways	37.3	31.1	35.1	47.5
2012	SHS	57.3	50.7	54.4	63.2
	SIS Highway Corridors	63.0	57.2	64.4	65.9
	SIS Highway Connectors	36.0	32.3	34.2	44.0
	Freeways	63.8	57.8	67.4	65.9
	Non-Freeways	37.4	31.1	35.4	47.6
	NHS	58.3	51.7	55.2	64.3
2013	SHS	56.9	50.1	54.1	63.2
	SIS Highway Corridors	62.4	55.9	64.3	65.8
	SIS Highway Connectors	36.3	32.8	34.9	43.6
	Freeways	63.2	56.4	67.5	65.9
	Non-Freeways	37.2	31.2	35.0	47.6
	NHS	57.6	50.8	54.8	64.2



% Miles Severely Congested (Freight)

Methodology

The freight percentage of miles severely congested is determined by summing the centerline miles of roadway operating at LOS F in the peak hour and then dividing by the total highway miles.

Reporting Period

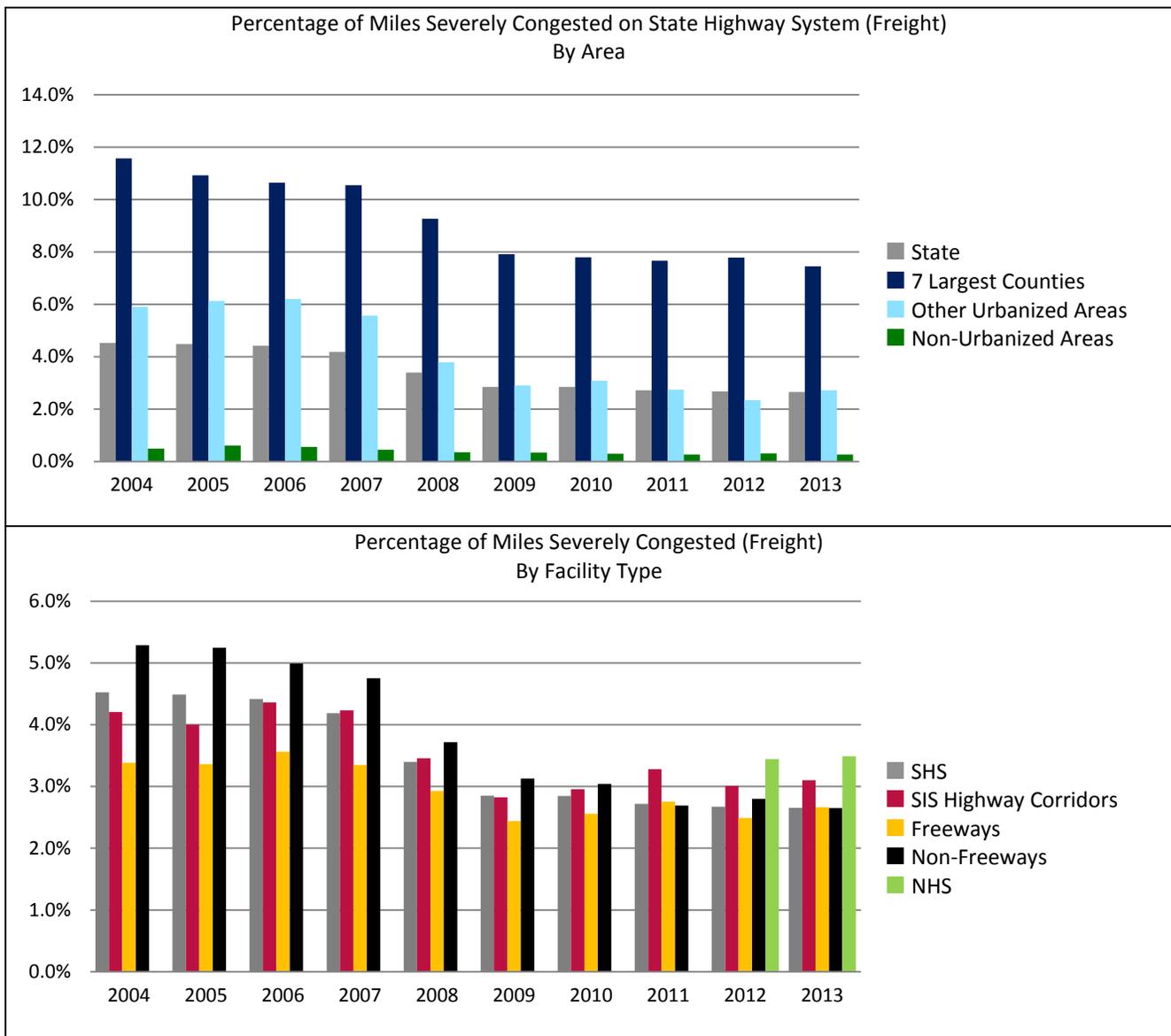
- Peak hour
- Peak period

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- FDOT Generalized Service Volume Tables 2012

Calculation

$$\frac{\sum(\text{Segment Length} | \text{Peak Hour Volumes} > \text{LOS E Volume Threshold})}{\sum(\text{Segment Length})} \times 100$$



Percentage of Miles Severely Congested (Freight)						
Year	Facility	Peak Hour/Peak Period				
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas	
2004	SHS	4.5%	11.6%	5.9%	0.5%	
	SIS Highway Corridors	4.2%	13.5%	4.5%	0.2%	
	SIS Highway Connectors	6.8%	15.8%	4.3%	0.0%	
	Freeways	3.4%	13.6%	3.5%	0.1%	
	Non-Freeways	5.3%	10.5%	6.3%	0.9%	
2005	SHS	4.5%	10.9%	6.1%	0.6%	
	SIS Highway Corridors	4.0%	12.1%	4.8%	0.3%	
	SIS Highway Connectors	6.1%	12.4%	4.2%	0.0%	
	Freeways	3.4%	12.9%	3.6%	0.3%	
	Non-Freeways	5.2%	9.9%	6.6%	1.0%	
2006	SHS	4.4%	10.7%	6.2%	0.6%	
	SIS Highway Corridors	4.4%	13.6%	4.3%	0.4%	
	SIS Highway Connectors	6.7%	12.2%	5.1%	1.6%	
	Freeways	3.6%	14.0%	2.5%	0.3%	
	Non-Freeways	5.0%	8.8%	6.9%	0.8%	
2007	SHS	4.2%	10.6%	5.6%	0.5%	
	SIS Highway Corridors	4.2%	13.3%	4.6%	0.2%	
	SIS Highway Connectors	5.0%	12.0%	2.7%	0.0%	
	Freeways	3.4%	13.1%	3.2%	0.2%	
	Non-Freeways	4.8%	9.1%	6.0%	0.7%	
2008	SHS	3.4%	9.3%	3.8%	0.4%	
	SIS Highway Corridors	3.5%	11.9%	2.4%	0.1%	
	SIS Highway Connectors	3.8%	7.1%	3.0%	0.0%	
	Freeways	2.9%	12.1%	1.4%	0.1%	
	Non-Freeways	3.7%	7.7%	4.2%	0.6%	
2009	SHS	2.9%	7.9%	2.9%	0.3%	
	SIS Highway Corridors	2.8%	9.8%	1.7%	0.1%	
	SIS Highway Connectors	3.9%	10.0%	3.6%	0.0%	
	Freeways	2.4%	10.0%	1.4%	0.1%	
	Non-Freeways	3.1%	6.8%	3.2%	0.6%	
2010	SHS	2.8%	7.8%	3.1%	0.3%	
	SIS Highway Corridors	3.0%	10.3%	1.6%	0.1%	
	SIS Highway Connectors	3.6%	8.5%	3.7%	0.0%	
	Freeways	2.6%	10.3%	1.9%	0.1%	
	Non-Freeways	3.0%	6.4%	3.3%	0.5%	
2011	SHS	2.7%	7.7%	2.7%	0.3%	
	SIS Highway Corridors	3.3%	11.3%	2.1%	0.1%	
	SIS Highway Connectors	2.5%	7.7%	1.3%	0.6%	
	Freeways	2.8%	11.2%	1.9%	0.1%	
	Non-Freeways	2.7%	5.7%	2.9%	0.5%	
2012	SHS	2.7%	7.8%	2.3%	0.3%	
	SIS Highway Corridors	3.0%	10.5%	1.8%	0.1%	
	SIS Highway Connectors	2.5%	7.6%	1.7%	0.0%	
	Freeways	2.5%	10.1%	1.9%	0.1%	
	Non-Freeways	2.8%	6.5%	2.4%	0.6%	
	NHS	3.4%	8.9%	2.6%	0.5%	
2013	SHS	2.7%	7.5%	2.7%	0.3%	
	SIS Highway Corridors	3.1%	10.9%	1.8%	0.1%	
	SIS Highway Connectors	2.4%	7.9%	1.4%	0.0%	
	Freeways	2.7%	10.8%	1.9%	0.1%	
	Non-Freeways	2.7%	5.6%	2.9%	0.4%	
	NHS	3.5%	8.8%	2.9%	0.4%	

Freight -> Utilization -> Truck ->

Vehicles Per Lane Mile (Freight)



Methodology

Vehicles per lane mile (freight) is calculated as the summation of each roadway segment's peak hour vehicle miles traveled divided by the number of lane miles.

Calculation

Aggregating multiple segments:

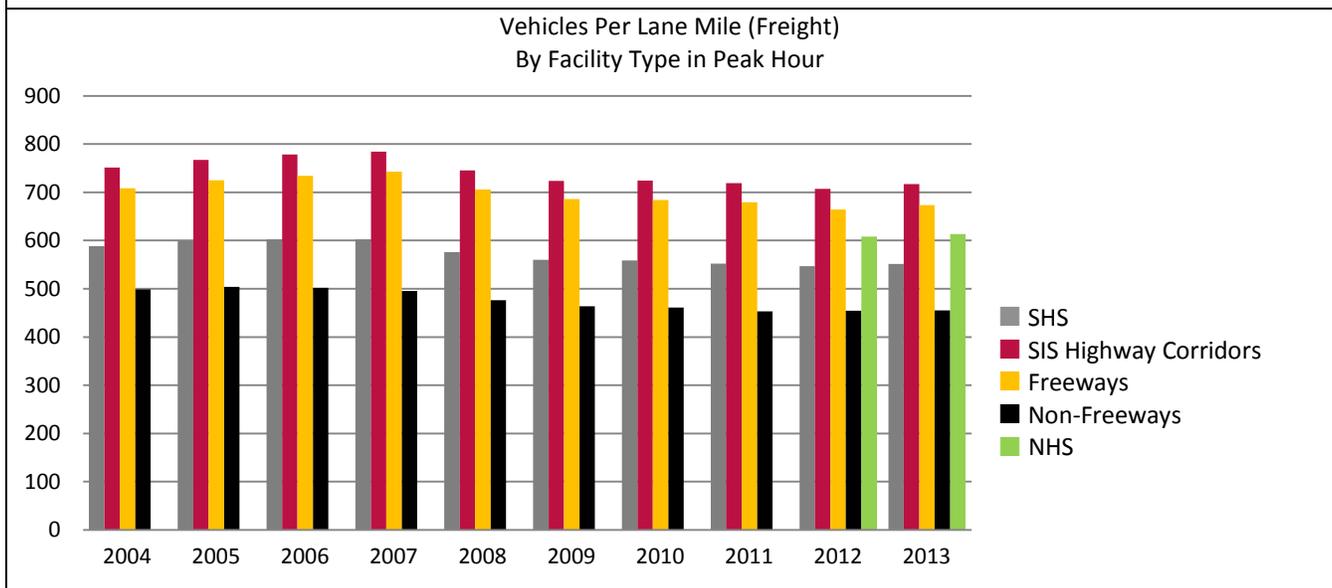
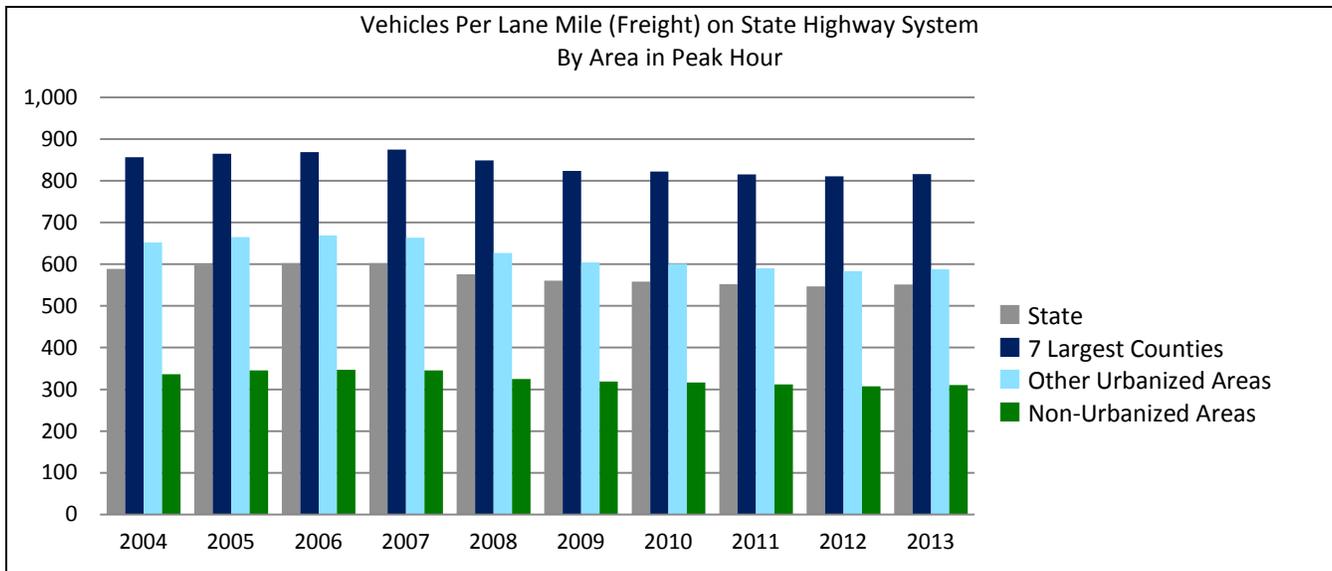
$$\frac{\sum \left(\frac{\text{Volume}}{\text{Number of Lanes}} \right) \times (\text{Lane Miles})}{\sum (\text{Lane Miles})}$$

Reporting Period

Peak hour

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory



Vehicles Per Lane Mile (Freight)					
Year	Facility	Peak Hour/Peak Period			
		State	7 Largest Counties	Other Urbanized Areas	Non-Urbanized Areas
2004	SHS	589	857	652	336
	SIS Highway Corridors	751	1,205	871	438
	SIS Highway Connectors	582	644	551	572
	Freeways	709	1,244	1,015	393
	Non-Freeways	499	615	576	244
2005	SHS	599	865	665	346
	SIS Highway Corridors	767	1,221	875	451
	SIS Highway Connectors	586	628	563	581
	Freeways	725	1,262	1,010	404
	Non-Freeways	504	615	586	251
2006	SHS	602	869	669	347
	SIS Highway Corridors	779	1,241	886	454
	SIS Highway Connectors	589	615	550	716
	Freeways	734	1,267	1,018	408
	Non-Freeways	502	611	588	247
2007	SHS	603	875	663	345
	SIS Highway Corridors	784	1,263	877	453
	SIS Highway Connectors	574	594	551	655
	Freeways	743	1,296	1,034	407
	Non-Freeways	496	603	579	245
2008	SHS	576	849	627	324
	SIS Highway Corridors	745	1,210	834	423
	SIS Highway Connectors	560	566	539	663
	Freeways	706	1,238	976	380
	Non-Freeways	477	594	546	233
2009	SHS	560	823	604	319
	SIS Highway Corridors	724	1,176	788	416
	SIS Highway Connectors	487	576	517	322
	Freeways	686	1,200	923	374
	Non-Freeways	464	575	529	229
2010	SHS	559	822	601	316
	SIS Highway Corridors	724	1,178	788	413
	SIS Highway Connectors	490	591	517	323
	Freeways	684	1,190	920	371
	Non-Freeways	461	576	525	225
2011	SHS	552	815	590	312
	SIS Highway Corridors	719	1,174	772	408
	SIS Highway Connectors	479	575	503	325
	Freeways	679	1,190	895	366
	Non-Freeways	453	564	516	222
2012	SHS	547	811	583	307
	SIS Highway Corridors	707	1,151	765	402
	SIS Highway Connectors	474	579	498	309
	Freeways	664	1,163	892	357
	Non-Freeways	454	573	508	220
	NHS	608	856	597	363
2013	SHS	552	816	588	310
	SIS Highway Corridors	717	1,170	770	406
	SIS Highway Connectors	464	572	485	308
	Freeways	674	1,178	902	362
	Non-Freeways	455	571	512	221
	NHS	614	863	603	367

Freight -> Utilization -> Truck ->

Combination Truck Backhaul Tonnage



Methodology

The Freight Analysis Framework (FAF) tonnage data is interpolated using combination truck miles traveled data to calculate incoming and outgoing combination truck tonnage. An average capacity to average load ratio is calculated and applied to the difference between incoming and outgoing combination truck tonnage.

Year	Million Tons
2004	35.1
2005	38.3
2006	38.7
2007	36.6
2008	36.6
2009	33.7
2010	31.5
2011	31.4
2012	36.9
2013	38.7

Reporting Period

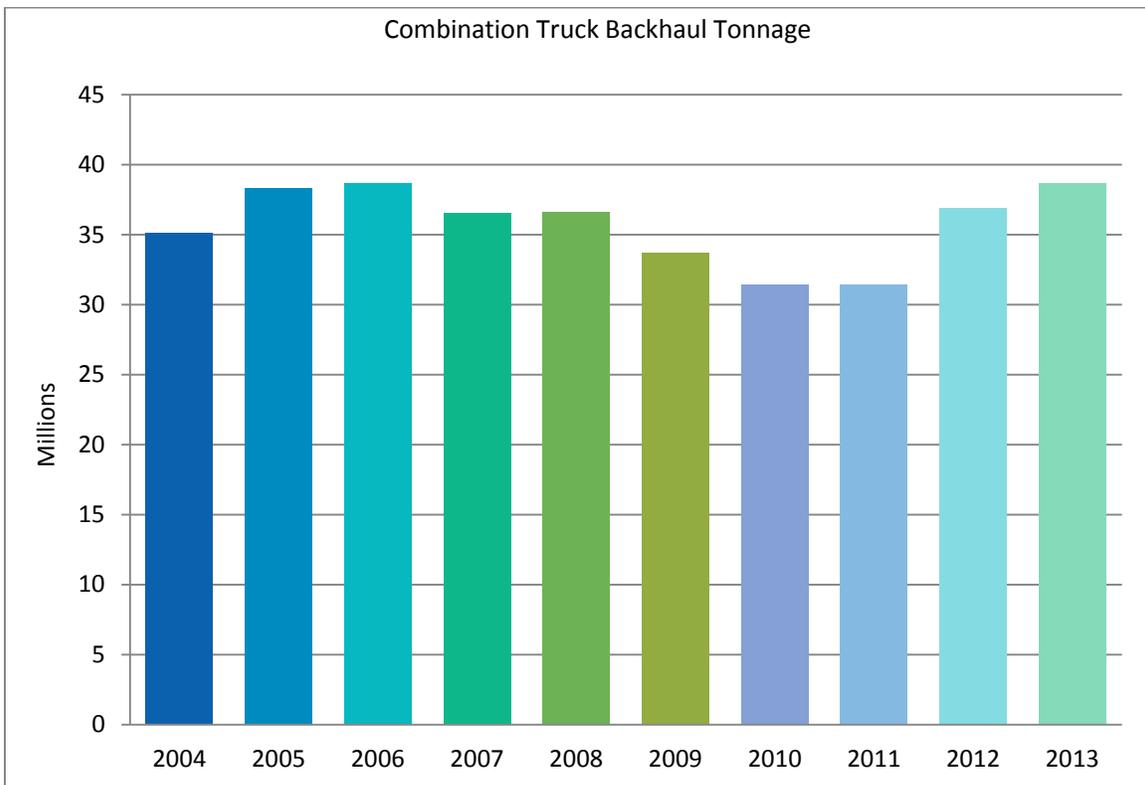
Yearly

Sources

- FDOT Weigh in Motion data
- Freight Analysis Framework 2007 and 2012

Calculation

Σ Combination Truck Backhaul Tonnage



Freight -> Quantity -> Aviation ->



Aviation Tonnage

Methodology

All air cargo landed at public airports.

Reporting Period

Yearly

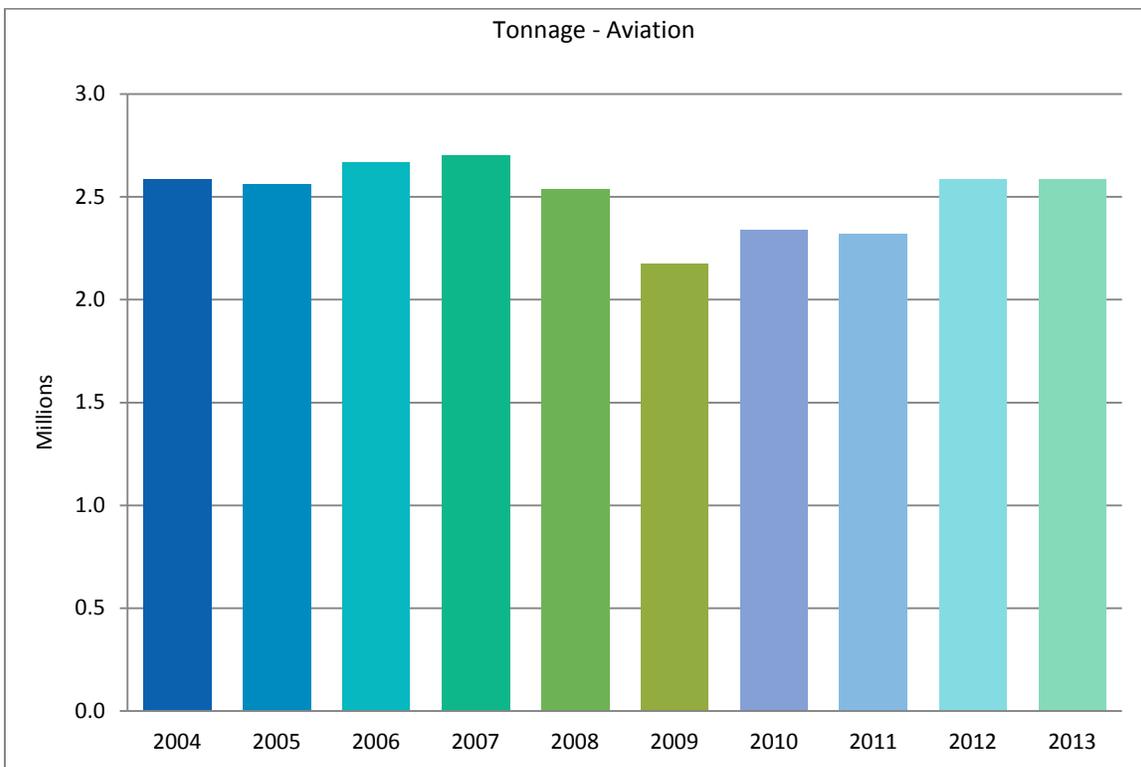
Sources

FAA Air Carrier Activity Information System (ACAIS) Database

Calculation

Σ Tons Landed at Qualifying Cargo Airports

Year	Million Tons
2004	2.6
2005	2.6
2006	2.7
2007	2.7
2008	2.5
2009	2.2
2010	2.3
2011	2.3
2012	2.6
2013	2.6



Freight -> Accessibility -> Aviation ->



Aviation Highway Adequacy (LOS)

Methodology

Aviation highway adequacy is the LOS on SIS Highway Airport Connectors. LOSPLAN software is used to calculate average facility speed, facilities were aggregated to calculate overall connector travel time and speed.

LOS	Airports	%
A	1	5%
B	4	21%
C	9	47%
D	3	16%
E	2	11%
F	0	0%

Reporting Period

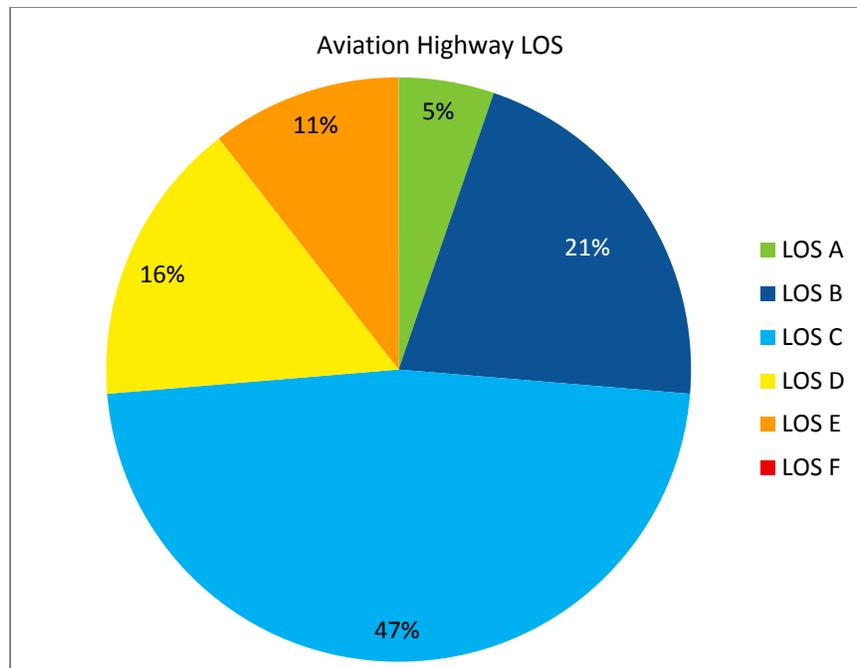
- Peak hour
- Peak period

Sources

- FDOT Traffic Characteristics Inventory
- Aerial images

Calculation

$$\frac{\sum \text{Miles of Each LOS Letter Grade}}{\sum \text{Miles}}$$



Freight -> Quantity -> Rail ->



Rail Tonnage

Methodology

Tons of freight carried by rail mode originated or terminated in Florida.

Reporting Period

Yearly

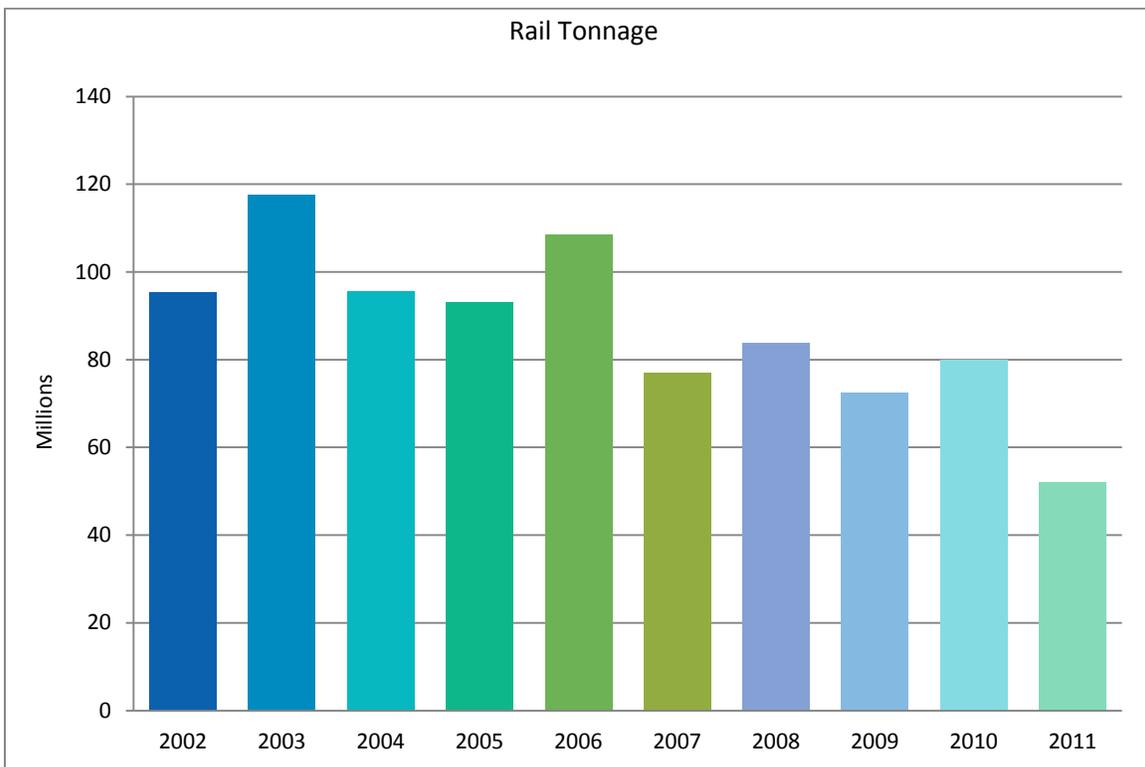
Sources

U.S. DOT Surface Transportation Board, Florida Rail Waybill Data

Calculation

Σ Rail Tonnage

Year	Million Tons
2002	95.3
2003	117.5
2004	95.5
2005	93.0
2006	108.5
2007	77.0
2008	83.7
2009	72.5
2010	79.8
2011	52.1



Freight -> Accessibility -> Rail ->

Rail Highway Adequacy (LOS)



Methodology

Rail highway adequacy is the LOS on SIS Rail Highway Connectors. LOSPLAN software is used to calculate average facility speed, facilities were aggregated to calculate overall connector travel time and speed.

LOS	Rail Hubs	%
A	1	17%
B	1	17%
C	2	33%
D	1	17%
E	1	17%
F	0	0%

Reporting Period

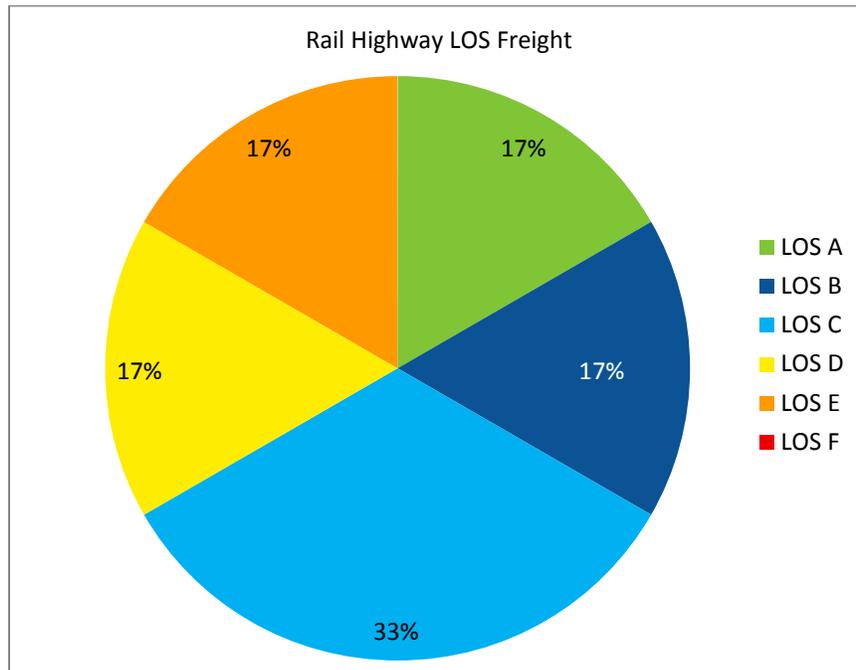
- Peak hour
- Peak period

Sources

- FDOT Traffic Characteristics Inventory
- Aerial images

Calculation

$$\frac{\sum \text{Miles of Each LOS Letter Grade}}{\sum \text{Miles}}$$



Freight -> Accessibility -> Rail ->

Active Rail Access



Methodology

Active rail access accounts for active rail serving intermodal logistic centers and seaports.

Reporting Period

Yearly

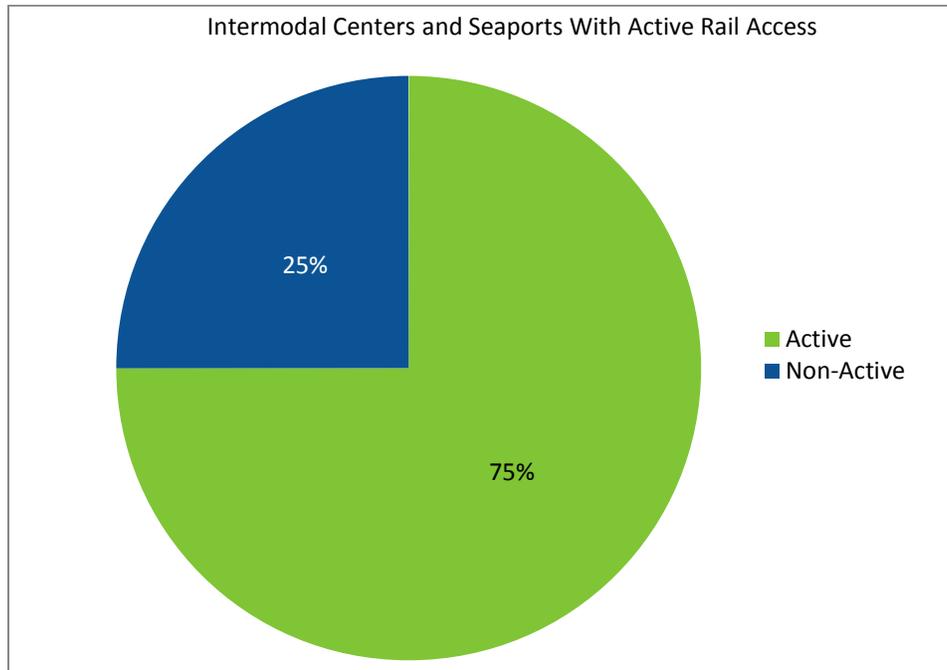
Sources

FDOT Rail Office

Calculation

$$\frac{\text{Seaports With Active Rail} + \text{Centers With Active Rail}}{\sum \text{Seaports and Centers}}$$

Rail Access	%
Active	75%
Non-Active	25%



Freight -> Quantity -> Seaport ->



Seaport Tonnage

Methodology

International and domestic waterborne tons of cargo handled at both public and private terminals in port areas of Florida.

Reporting Period

Yearly

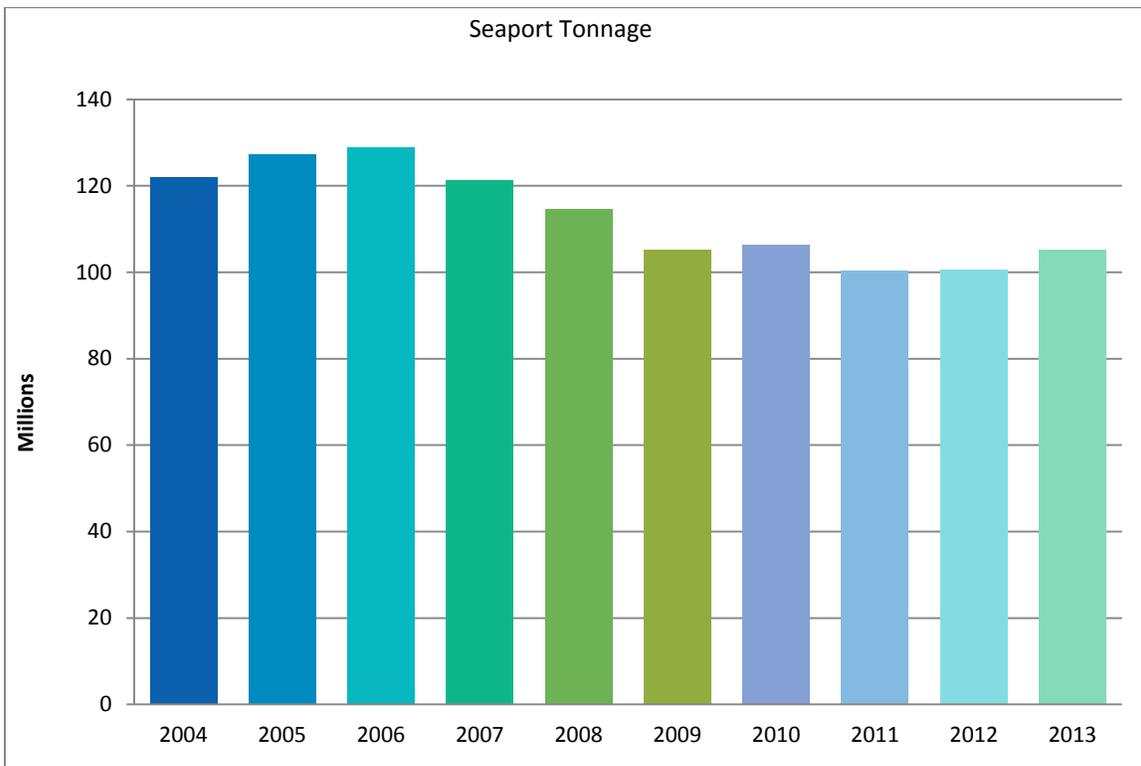
Sources

Florida Ports Council Five Year Seaport Mission Plan

Calculation

Σ Waterborne Tonnage

Year	Million Tons
2004	122.0
2005	127.4
2006	128.8
2007	121.2
2008	114.7
2009	105.1
2010	106.4
2011	100.3
2012	100.6
2013	105.1



Freight -> Quantity -> Seaport ->

Seaport Twenty-Foot Equivalent Units



Methodology

Includes international and domestic waterborne cargo handled at both public and private terminals in port areas of Florida.

Reporting Period

Yearly

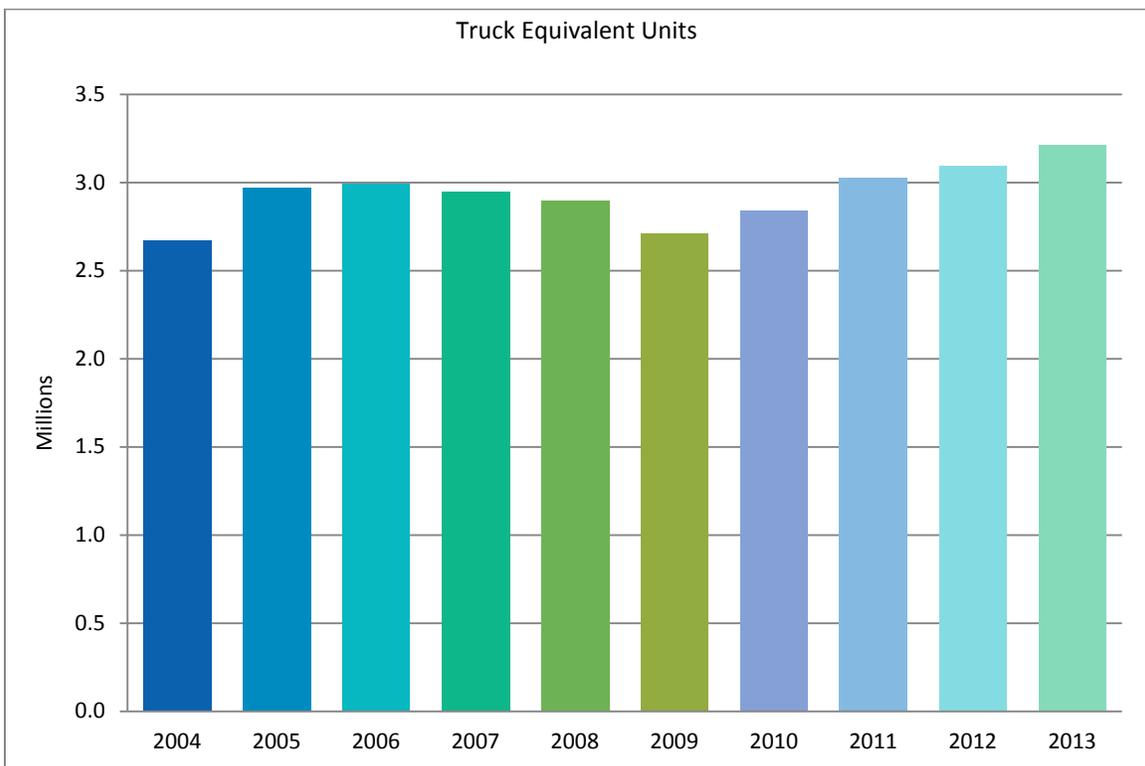
Sources

Florida Ports Council Five Year Seaport Mission Plan

Calculation

Σ Twenty-Foot Equivalent Units

Year	Million TEUs
2004	2.7
2005	3.0
2006	3.0
2007	2.9
2008	2.9
2009	2.7
2010	2.8
2011	3.0
2012	3.1
2013	3.2



Freight -> Accessibility -> Seaport ->



Seaport Highway Adequacy (LOS)

Methodology

Seaport highway adequacy is the LOS on SIS Seaport Highway Connectors. LOSPLAN software is used to calculate average facility speed, facilities were aggregated to calculate overall connector travel time and speed.

LOS	Seaports	%
A	2	15%
B	4	31%
C	3	23%
D	3	23%
E	1	8%
F	0	0%

Reporting Period

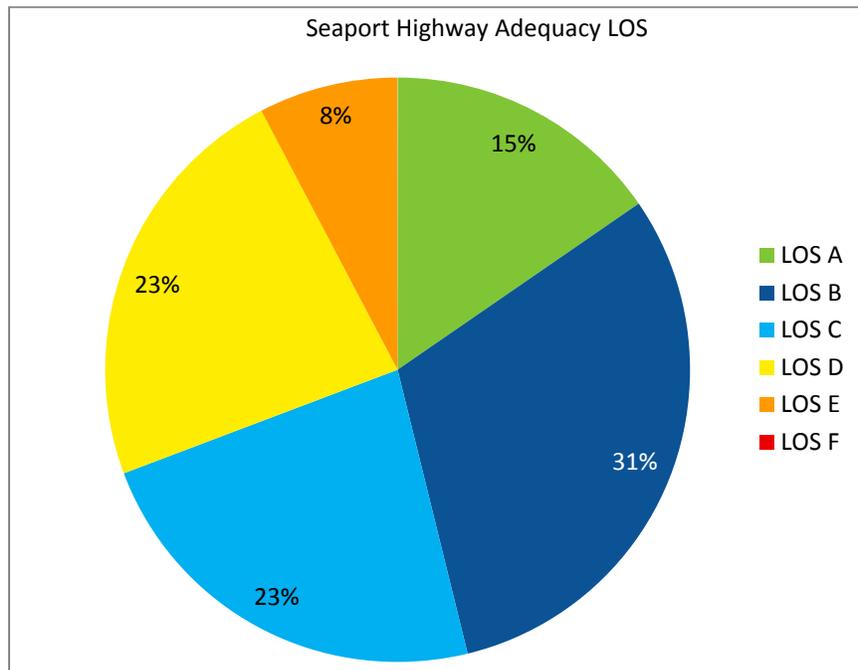
- Peak hour
- Peak period

Sources

- FDOT Traffic Characteristics Inventory
- Aerial images

Calculation

$$\frac{\sum \text{Miles of Each LOS Letter Grade}}{\sum \text{Miles}}$$



Freight -> Accessibility -> Seaport ->

Seaport Active Rail Access



Methodology

Seaport active rail access accounts for active rail serving seaports.

Reporting Period

Yearly

Rail Access	%
Active	64%
Non-Active	36%

Sources

FDOT Rail Office

Calculation

$$\frac{\text{Seaports With Active Rail}}{\sum \text{Seaports}}$$

