FLORIDA

Multimodal Mobility Performance Measures Source Book

2016

PRODUCED BY
Florida Department of Transportation
Transportation Statistics Office

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Introduction

The *2016 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 primarily for the State Highway System (SHS) including the Strategic Intermodal System (SIS) for 2015.

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

Changes in 2016 Source Book

Previous editions of the Source Book addressed seven largest counties as one of the area types. Seven largest MPOs was added this year to capture the urbanized areas within the seven largest MPOs.

Other changes this year include the addition of a section "People & Freight" that brings together measures common to both categories; the addition of three new measures; and minor methodological refinements.

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 and freight, by specific mode, and whether the results are by peak hour/period, daily or yearly.

Definitions – Detailed definitions of terms used in the Source Book.

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

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 at www.dot.state.fl.us/planning/statistics/ and www.FloridaMPMs.com.

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.

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:

Florida Department of Transportation
Transportation Statistics Office
605 Suwannee Street, M.S. 27
Tallahassee, FL 32399-0450
800-399-5503 or 850-414-4848

Dimensions of Mobility

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

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
- Value of Freight

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
- Combination Truck Cost of Delay

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:

- Time Spent Commuting
- % Sidewalk Coverage
- % Bike Lane/Shoulder Coverage
- Aviation, Rail, and Seaport Highway Adequacy
- Active Rail Access
- Weekday Span of Service

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 Heavily Congested
- % Travel Heavily Congested
- Hours Heavily Congested
- Vehicles Per Lane Mile
- Aviation Demand to Capacity Ratios
- Combination Truck Backhaul Tonnage
- Passenger Trips Per Revenue Mile

Multimodal Mobility Performance Measures Matrix

Mode		QUANTITY	Reporting Period				QUALITY	Reporting Period				ACCESSIBILITY	Reporting Period				UTILIZATION	Reporting Period			
			Peak Hour	Peak Period	Daily	Yearly		Peak Hour	Peak Period	Daily	Yearly		Peak Hour	Peak Period	Daily	Yearly		Peak Hour	Peak Period	Daily	Yearly
PEOPLE	Auto/ Truck	Vehicle Miles Traveled	X		X		% Travel Meeting LOS Criteria	X	X	X		Time Spent Commuting			X		% Travel Heavily Congested	X	X	X	
		Person Miles Traveled	X		X		% Miles Meeting LOS Criteria	X	X								Hours Heavily Congested			X	X
							Travel Time Reliability	X	X	X											
							Travel Time Variability	X	X	X											
							Vehicle Hours of Delay	X		X	X										
							Person Hours of Delay	X		X	X										
							Average Travel Speed	X	X												
	Transit	Passenger Miles Traveled				X	Average Headway	X				Weekday Span of Service *(new for 2016)*			X		Passenger Trips Per Revenue Mile *(new for 2016)*				X
		Passenger Trips				X															
	Pedestrian						Level of Service (LOS)	X				% Sidewalk Coverage				X					
	Bicycle						Level of Service (LOS)	X				% Bike Lane/Shoulder Coverage				X					
	Aviation	Passengers				X	Departure Reliability				X						Demand to Capacity Ratios				X
	Rail	Passengers				X	Departure Reliability				X										
	Seaports	Passengers				X															
PEOPLE & FREIGHT	Auto/ Truck																% Miles Heavily Congested	X	X		
																	Vehicles Per Lane Mile	X			
	Aviation											Highway Adequacy (LOS)	X								
	Rail											Highway Adequacy (LOS)	X								
	Seaports											Highway Adequacy (LOS)	X								
FREIGHT	Truck	Combination Truck Miles Traveled			X		Travel Time Reliability	X	X	X							Combination Truck Backhaul Tonnage				X
		Truck Miles Traveled			X		Travel Time Variability	X	X	X											
		Combination Truck Tonnage				X	Combination Truck Hours of Delay			X											
		Combination Truck Ton Miles Traveled				X	Combination Truck Average Travel Speed	X	X												
		Value of Freight				X	Combination Truck Cost of Delay *(new for 2016)*				X										
	Aviation	Tonnage				X															
		Value of Freight				X															
	Rail	Tonnage				X						Active Rail Access				X					
		Value of Freight				X															
	Seaports	Tonnage				X						Active Rail Access				X					
		Twenty-foot Equivalent Units				X															
		Value of Freight				X															

2015 State Highway System Performance Summary

QUANTITY

ANNUAL VEHICLE MILES TRAVELED

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

112.2 BILLIONS OF MILES

COMBINATION TRUCK MILES TRAVELED

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

5.4 BILLIONS OF MILES

COMBINATION TRUCK TONNAGE

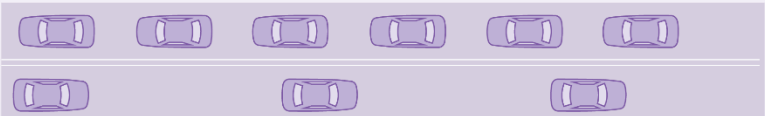
The Freight Analysis Framework (FAF) tonnage data is interpolated using combination truck miles traveled data to calculate combination truck tonnage.

685 MILLION TONS

UTILIZATION

PERCENTAGE OF MILES HEAVILY CONGESTED

The percentage of miles heavily 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.



2.4%

QUALITY

ANNUAL TRAVEL TIME RELIABILITY

Travel time reliability is defined as the percentage of freeway trips traveling at least at 45 mph for the 7 largest MPOs and 5 mph under the posted speed limit for all others.

79.3%

COMBINATION TRUCK TRAVEL TIME RELIABILITY

Freight travel time reliability is defined as the percentage of freeway trips by combination trucks traveling at least at 45 mph for the 7 largest MPOs and 5 mph under the posted speed limit for all others.

82.9%

VEHICLE HOURS OF DELAY

Delay is calculated as the product of directional hourly volume and the difference between travel time at "thresh-old" speeds and travel time at the average speed. The thresholds are based on Level of Service (LOS) B as defined by FDOT.

178.1 MILLIONS OF HOURS

2015 Modal Performance Summary

QUANTITY

TRANSIT ANNUAL PASSENGER TRIPS

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.

277.5 MILLION PASSENGERS

SEAPORT

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

15.2 MILLION PASSENGERS

AVIATION

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

74 MILLION PASSENGERS

RAIL

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

117.1 MILLION TONS

QUALITY

AVIATION RELIABILITY

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).

82.6%

ACCESSIBILITY

PERCENTAGE BIKE LANE/ SHOULDER COVERAGE

The percentage of centerline miles of State Highway Sysytem (SHS) (nonfreeway) facilities that have bike lanes, paved shoulders, or shared pathways available to bicyclists.

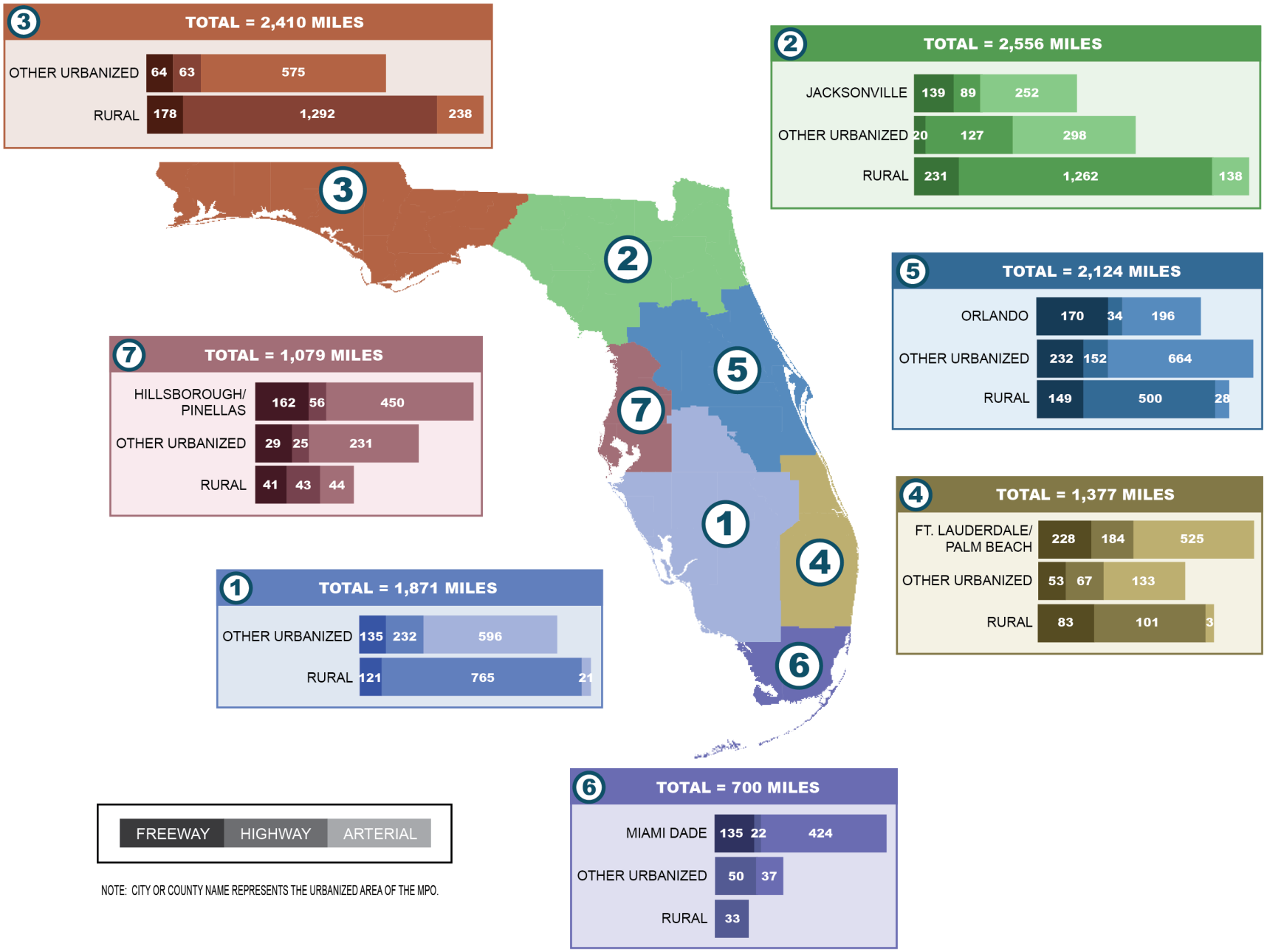
74.9%

PERCENTAGE OF SIDEWALK COVERAGE

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

77.9%

2015 Florida State Highway System (Centerline Miles)



NOTE: CITY OR COUNTY NAME REPRESENTS THE URBANIZED AREA OF THE MPO.

Definitions

95th Percentile Travel Time: The time that is higher than 94% of observations and lower than 4% of the observations.

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, seven MPOs with highest populations, other urbanized areas, and non-urbanized areas.

Arterials: Signalized roadways that primarily serve through-traffic with average signalized intersection spacing with 2.0 miles or less.

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.

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

Facility Type: SIS, SHS, Freeways, Highways, Arterials, 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.

Highways: Uninterrupted-flow roadways that are not freeways.

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.

Peak Hour: 5:00-6:00 p.m. on a weekday. This hour 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.

Seven Largest MPOs: The urbanized geographic areas with a population of at least 50,000 people covered by Florida's seven most populous Metropolitan Planning Organizations (MPOs): Broward, Hillsborough County, MetroPlan Orlando, Miami-Dade, North Florida, Palm Beach, and Pinellas.

Shared Pathways: A paved/concrete area adjacent to but separated from the roadway (within the roadway right-of-way) and allows for pedestrian and bicycle traffic.

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.

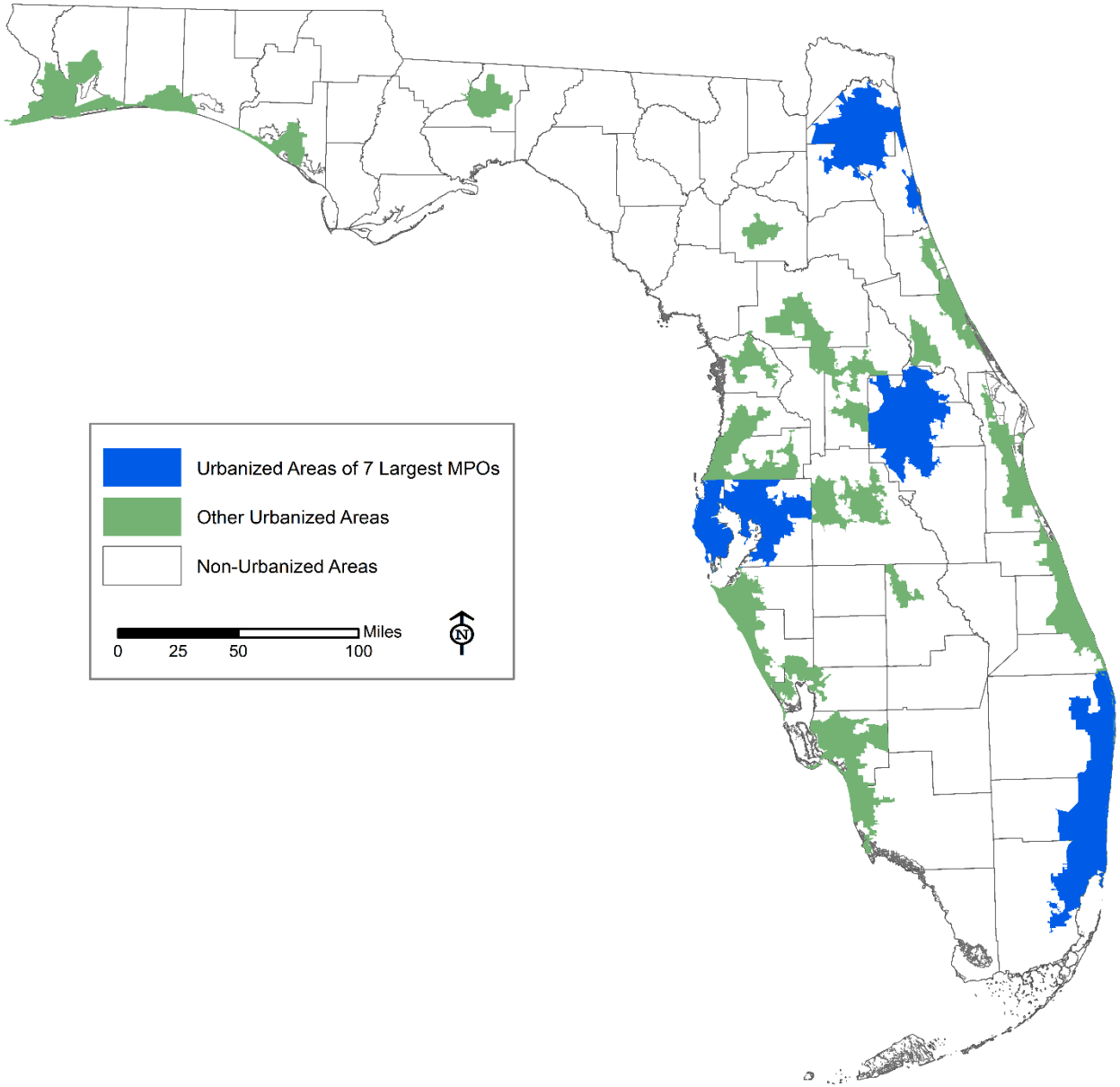
Urban: An area with a population of at least 5,000 people.

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.

Area Types


Urbanized Areas of 7 Largest MPOs
Other Urbanized Areas
Non-Urbanized Areas
Miles
0
25
50
100
N

Multimodal Mobility
Performance Measures
for
QUANTITY
ACCESSIBILITY
UTILIZATION
QUALITY
People

Vehicle Miles Traveled (VMT)

Methodology

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

Calculation

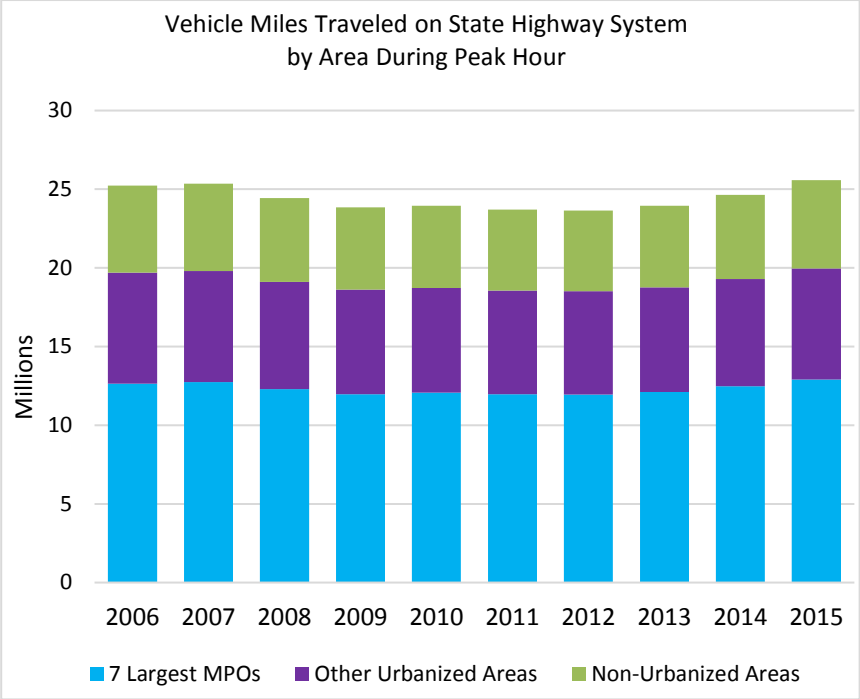
$\sum(Segment\ Length \times Volume)$

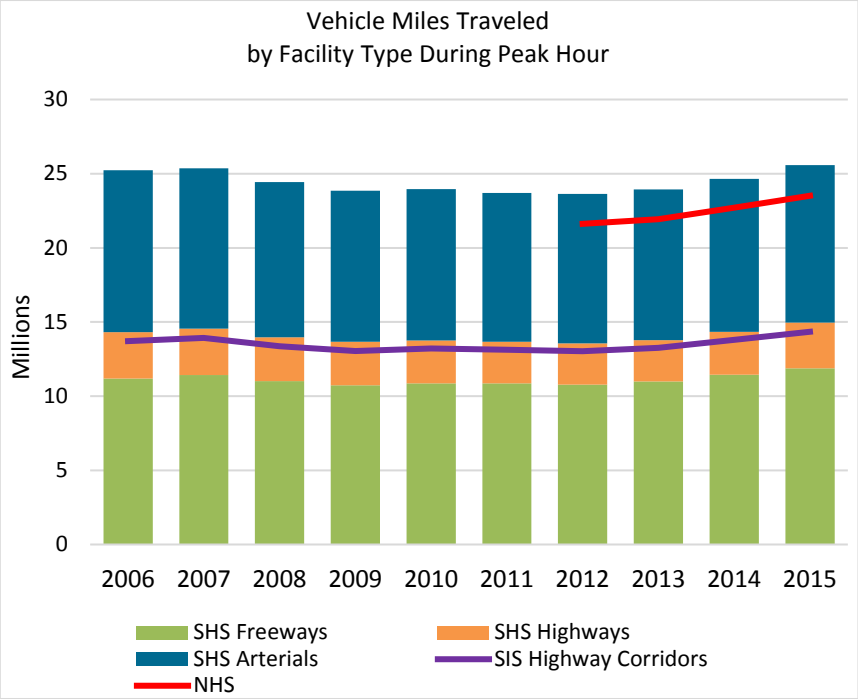
Reporting Periods

☑ Peak hour ☐ Peak period ☑ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory





Vehicle Miles Traveled (VMT), Millions

Year	Facility	Peak Hour				Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	25.2	12.6	7.1	5.5	303.6	150.7	84.8	68.1
	SIS Highway Corridors	13.7	7.1	2.8	3.7	165.0	84.1	34.1	46.7
	SIS Highway Connectors	0.3	0.1	0.1	0.0	3.6	1.5	1.6	0.5
	SHS Freeways	11.2	6.8	2.0	2.4	134.9	79.9	24.5	30.5
	SHS Highways	3.1	0.3	0.5	2.3	37.6	3.9	6.3	27.3
	SHS Arterials	10.9	5.6	4.5	0.9	131.2	67.0	53.9	10.3
2007	SHS Total	25.4	12.7	7.1	5.6	305.1	151.7	84.8	68.6
	SIS Highway Corridors	13.9	7.2	2.9	3.8	167.8	85.6	34.7	47.5
	SIS Highway Connectors	0.3	0.1	0.1	0.0	3.8	1.6	1.7	0.5
	SHS Freeways	11.4	6.9	2.1	2.4	137.7	81.5	25.0	31.1
	SHS Highways	3.1	0.3	0.5	2.3	37.5	3.9	6.3	27.3
	SHS Arterials	10.8	5.5	4.4	0.8	129.9	66.3	53.4	10.2
2008	SHS Total	24.4	12.3	6.8	5.3	293.9	146.4	81.8	65.7
	SIS Highway Corridors	13.4	6.9	2.8	3.6	160.7	82.0	33.3	45.5
	SIS Highway Connectors	0.3	0.1	0.1	0.0	3.7	1.5	1.6	0.5
	SHS Freeways	11.0	6.7	2.0	2.4	132.6	78.5	24.1	30.0
	SHS Highways	3.0	0.3	0.5	2.2	35.5	3.7	5.9	25.8
	SHS Arterials	10.5	5.3	4.3	0.8	125.7	64.2	51.7	9.9
2009	SHS Total	23.8	12.0	6.6	5.2	286.9	142.6	79.7	64.5
	SIS Highway Corridors	13.0	6.8	2.7	3.6	157.1	80.1	32.5	44.5
	SIS Highway Connectors	0.3	0.1	0.2	0.0	4.1	1.7	1.8	0.6
	SHS Freeways	10.7	6.5	2.0	2.3	129.2	76.5	23.5	29.2
	SHS Highways	2.9	0.3	0.5	2.1	35.3	3.7	5.9	25.7
	SHS Arterials	10.2	5.2	4.2	0.8	122.4	62.5	50.3	9.6
2010	SHS Total	24.0	12.1	6.7	5.2	288.2	143.7	80.0	64.5
	SIS Highway Corridors	13.2	6.9	2.7	3.6	159.0	81.1	32.9	45.0
	SIS Highway Connectors	0.3	0.1	0.1	0.0	4.0	1.6	1.8	0.5
	SHS Freeways	10.9	6.6	2.0	2.3	130.8	77.5	23.8	29.6
	SHS Highways	2.9	0.3	0.5	2.1	34.7	3.6	5.8	25.3
	SHS Arterials	10.2	5.2	4.2	0.8	122.6	62.6	50.4	9.6
2011	SHS Total	23.7	12.0	6.6	5.2	285.0	142.4	79.0	63.6
	SIS Highway Corridors	13.1	6.8	2.7	3.6	157.9	80.5	32.7	44.7
	SIS Highway Connectors	0.3	0.1	0.1	0.0	4.0	1.6	1.8	0.5
	SHS Freeways	10.9	6.6	2.0	2.3	130.5	77.3	23.7	29.5
	SHS Highways	2.8	0.3	0.5	2.1	33.8	3.5	5.7	24.6
	SHS Arterials	10.0	5.1	4.1	0.8	120.7	61.6	49.6	9.5

Vehicle Miles Traveled (VMT), Millions

Year	Facility	Peak Hour				Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	23.6	11.9	6.6	5.1	284.1	142.1	79.0	63.0
	SIS Highway Corridors	13.0	6.8	2.7	3.6	156.6	79.9	32.4	44.3
	SIS Highway Connectors	0.3	0.1	0.1	0.0	3.9	1.6	1.8	0.5
	SHS Freeways	10.8	6.5	2.0	2.3	129.6	76.7	23.6	29.3
	SHS Highways	2.8	0.3	0.5	2.0	33.2	3.5	5.6	24.2
	SHS Arterials	10.1	5.1	4.1	0.8	121.2	61.9	49.8	9.5
	NHS	21.6	11.3	5.9	4.4	259.8	134.1	70.9	54.9
2013	SHS Total	23.9	12.1	6.7	5.2	288.0	144.2	79.9	63.9
	SIS Highway Corridors	13.3	6.9	2.8	3.6	159.5	81.3	33.0	45.2
	SIS Highway Connectors	0.3	0.1	0.2	0.0	4.1	1.7	1.8	0.6
	SHS Freeways	11.0	6.6	2.0	2.3	132.3	78.3	24.1	29.9
	SHS Highways	2.8	0.3	0.5	2.0	33.5	3.5	5.6	24.4
	SHS Arterials	10.2	5.2	4.2	0.8	122.2	62.4	50.2	9.6
	NHS	21.9	11.4	6.0	4.5	263.8	136.1	71.9	55.8
2014	SHS Total	24.6	12.5	6.8	5.4	296.3	148.4	81.8	66.0
	SIS Highway Corridors	13.8	7.2	2.9	3.8	166.0	84.6	34.3	47.0
	SIS Highway Connectors	0.4	0.2	0.2	0.1	4.5	1.9	2.0	0.6
	SHS Freeways	11.4	6.9	2.1	2.4	137.7	81.5	25.1	31.1
	SHS Highways	2.9	0.3	0.5	2.1	34.6	3.6	5.8	25.2
	SHS Arterials	10.3	5.3	4.2	0.8	124.0	63.3	51.0	9.7
	NHS	22.7	11.8	6.2	4.7	273.0	140.8	74.4	57.7
2015	SHS Total	25.6	12.9	7.0	5.6	307.5	153.6	84.7	69.2
	SIS Highway Corridors	14.3	7.4	3.0	3.9	172.6	88.0	35.7	48.9
	SIS Highway Connectors	0.4	0.2	0.2	0.1	4.7	1.9	2.1	0.6
	SHS Freeways	11.9	7.2	2.2	2.5	143.0	84.7	26.0	32.3
	SHS Highways	3.1	0.3	0.5	2.2	36.9	3.8	6.2	26.9
	SHS Arterials	10.6	5.4	4.4	0.8	127.6	65.1	52.5	10.0
	NHS	23.5	12.3	6.4	4.8	282.8	145.9	77.1	59.8

Person Miles Traveled (PMT)

Methodology

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

Calculation

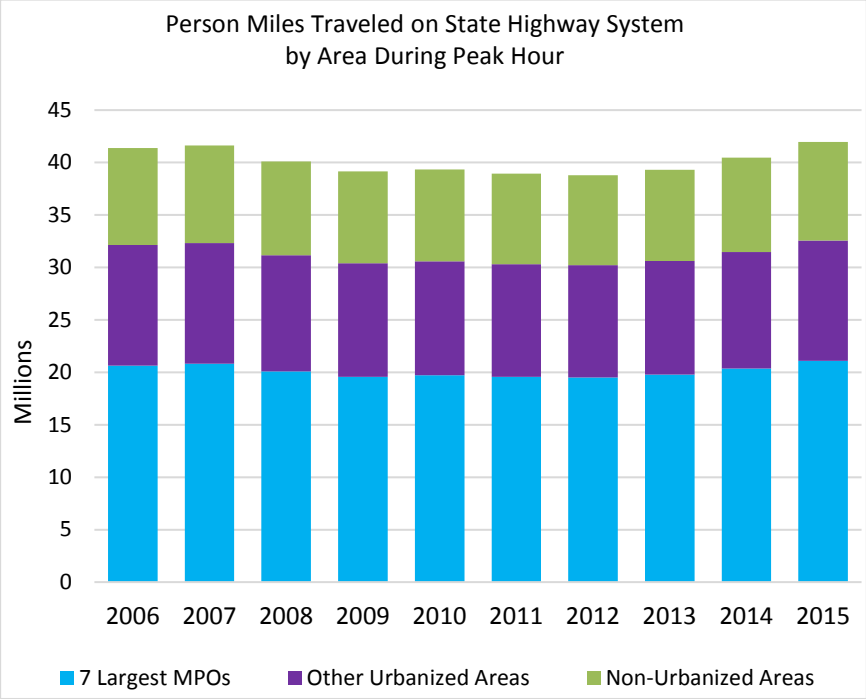
$$\sum(Segment\ Length \times Volume \times Average\ Vehicle\ Occupancy)$$

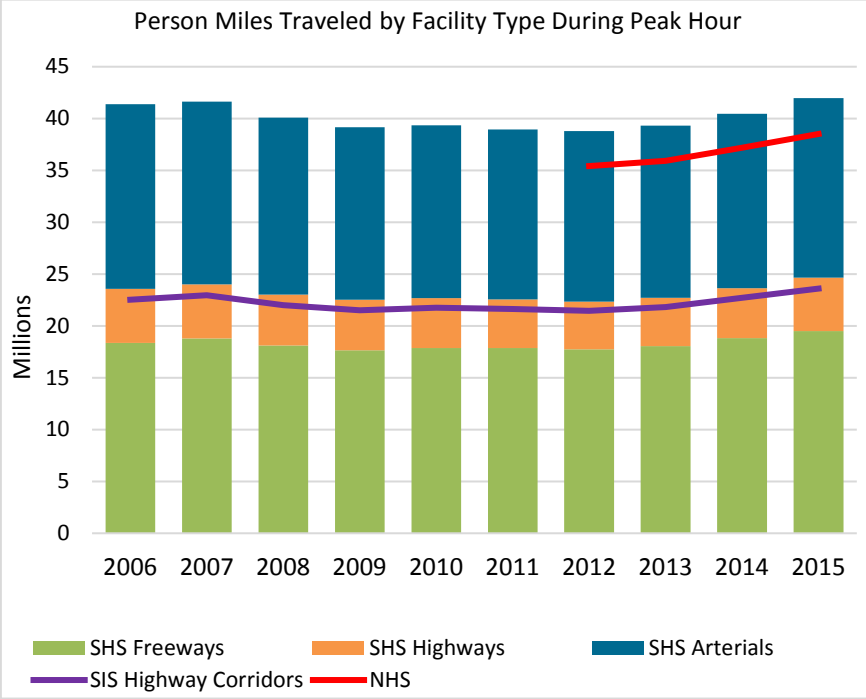
Reporting Periods

☑ Peak hour ☐ Peak period ☑ Daily ☐ Yearly

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									
		Peak Hour				Daily			
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	41.4	20.6	11.5	9.3	498.1	246.0	138.1	114.0
	SIS Highway Corridors	22.5	11.6	4.6	6.3	271.4	137.3	55.7	78.4
	SIS Highway Connectors	0.5	0.2	0.2	0.1	6.0	2.5	2.7	0.9
	SHS Freeways	18.4	11.1	3.3	4.0	221.4	130.9	39.8	50.8
	SHS Highways	5.2	0.5	0.9	3.8	62.5	6.1	10.4	45.9
	SHS Arterials	17.8	9.1	7.3	1.4	214.2	109.0	87.9	17.2
2007	SHS Total	41.6	20.8	11.5	9.3	501.1	248.0	138.2	114.9
	SIS Highway Corridors	22.9	11.8	4.7	6.4	276.3	139.8	56.7	79.8
	SIS Highway Connectors	0.5	0.2	0.2	0.1	6.3	2.6	2.8	0.9
	SHS Freeways	18.8	11.3	3.4	4.1	226.3	133.8	40.6	51.9
	SHS Highways	5.2	0.5	0.9	3.8	62.5	6.1	10.4	45.9
	SHS Arterials	17.6	9.0	7.2	1.4	212.3	108.1	87.1	17.1
2008	SHS Total	40.1	20.1	11.1	8.9	482.4	239.2	133.3	109.9
	SIS Highway Corridors	22.0	11.3	4.5	6.1	264.7	133.9	54.3	76.5
	SIS Highway Connectors	0.5	0.2	0.2	0.1	6.0	2.5	2.7	0.9
	SHS Freeways	18.1	10.9	3.3	3.9	218.0	128.8	39.1	50.0
	SHS Highways	4.9	0.5	0.8	3.6	59.0	5.8	9.8	43.4
	SHS Arterials	17.1	8.7	7.0	1.4	205.4	104.6	84.3	16.5
2009	SHS Total	39.2	19.6	10.8	8.8	471.2	233.2	130.0	108.0
	SIS Highway Corridors	21.5	11.1	4.4	6.0	258.8	130.9	53.1	74.8
	SIS Highway Connectors	0.6	0.2	0.2	0.1	6.7	2.7	3.0	1.0
	SHS Freeways	17.6	10.6	3.2	3.8	212.5	125.6	38.2	48.7
	SHS Highways	4.9	0.5	0.8	3.6	58.8	5.8	9.8	43.2
	SHS Arterials	16.6	8.5	6.8	1.3	200.0	101.8	82.1	16.1
2010	SHS Total	39.3	19.7	10.9	8.8	473.2	234.8	130.5	107.9
	SIS Highway Corridors	21.8	11.2	4.5	6.1	261.8	132.5	53.7	75.6
	SIS Highway Connectors	0.5	0.2	0.2	0.1	6.5	2.7	2.9	1.0
	SHS Freeways	17.9	10.8	3.2	3.9	215.1	127.1	38.6	49.3
	SHS Highways	4.8	0.5	0.8	3.5	57.8	5.7	9.6	42.5
	SHS Arterials	16.7	8.5	6.8	1.3	200.3	102.0	82.2	16.1
2011	SHS Total	38.9	19.6	10.7	8.6	468.1	232.8	128.9	106.5
	SIS Highway Corridors	21.6	11.2	4.5	6.0	260.1	131.6	53.4	75.2
	SIS Highway Connectors	0.5	0.2	0.2	0.1	6.6	2.7	2.9	1.0
	SHS Freeways	17.9	10.8	3.2	3.9	214.6	126.8	38.5	49.2
	SHS Highways	4.7	0.5	0.8	3.5	56.3	5.5	9.4	41.4
	SHS Arterials	16.4	8.3	6.7	1.3	197.2	100.4	80.9	15.9

Person Miles Traveled (PMT), Millions									
		Peak Hour				Daily			
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	38.8	19.5	10.7	8.6	466.3	232.1	128.7	105.5
	SIS Highway Corridors	21.5	11.1	4.4	6.0	257.8	130.5	52.9	74.5
	SIS Highway Connectors	0.5	0.2	0.2	0.1	6.5	2.7	2.9	0.9
	SHS Freeways	17.7	10.7	3.2	3.8	213.1	125.9	38.3	48.9
	SHS Highways	4.6	0.5	0.8	3.4	55.3	5.4	9.2	40.7
	SHS Arterials	16.5	8.4	6.8	1.3	197.9	100.8	81.2	15.9
	NHS	35.4	18.4	9.6	7.5	425.7	218.4	115.1	92.2
2013	SHS Total	39.3	19.8	10.8	8.7	472.8	235.6	130.2	107.0
	SIS Highway Corridors	21.8	11.2	4.5	6.1	262.6	132.9	53.9	75.9
	SIS Highway Connectors	0.6	0.2	0.2	0.1	6.7	2.8	3.0	1.0
	SHS Freeways	18.1	10.9	3.3	3.9	217.4	128.5	39.0	49.9
	SHS Highways	4.7	0.5	0.8	3.4	55.8	5.5	9.3	41.0
	SHS Arterials	16.6	8.4	6.8	1.3	199.6	101.6	81.9	16.1
	NHS	35.9	18.6	9.7	7.6	432.3	221.7	116.9	93.6
2014	SHS Total	40.5	20.4	11.1	9.0	486.4	242.5	133.3	110.7
	SIS Highway Corridors	22.7	11.7	4.7	6.3	273.3	138.3	56.1	79.0
	SIS Highway Connectors	0.6	0.3	0.3	0.1	7.4	3.0	3.3	1.1
	SHS Freeways	18.8	11.3	3.4	4.1	226.4	133.8	40.7	51.9
	SHS Highways	4.8	0.5	0.8	3.5	57.7	5.7	9.6	42.4
	SHS Arterials	16.8	8.6	6.9	1.4	202.3	103.0	83.0	16.3
	NHS	37.2	19.3	10.1	7.8	447.3	229.4	121.0	96.9
2015	SHS Total	42.0	21.1	11.5	9.4	504.8	250.9	137.9	116.0
	SIS Highway Corridors	23.6	12.2	4.9	6.6	284.0	143.7	58.3	82.0
	SIS Highway Connectors	0.6	0.3	0.3	0.1	7.6	3.1	3.4	1.1
	SHS Freeways	19.5	11.8	3.5	4.2	234.9	138.8	42.2	53.9
	SHS Highways	5.1	0.5	0.9	3.8	61.6	6.1	10.3	45.3
	SHS Arterials	17.3	8.8	7.1	1.4	208.3	106.1	85.5	16.8
	NHS	38.5	20.0	10.4	8.1	463.3	237.6	125.3	100.3

% 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 MPOs, LOS D (one-hour peak) for other urbanized areas, and LOS C (one-hour peak) everywhere else.

Calculation

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

Reporting Periods

7 Largest MPOs:

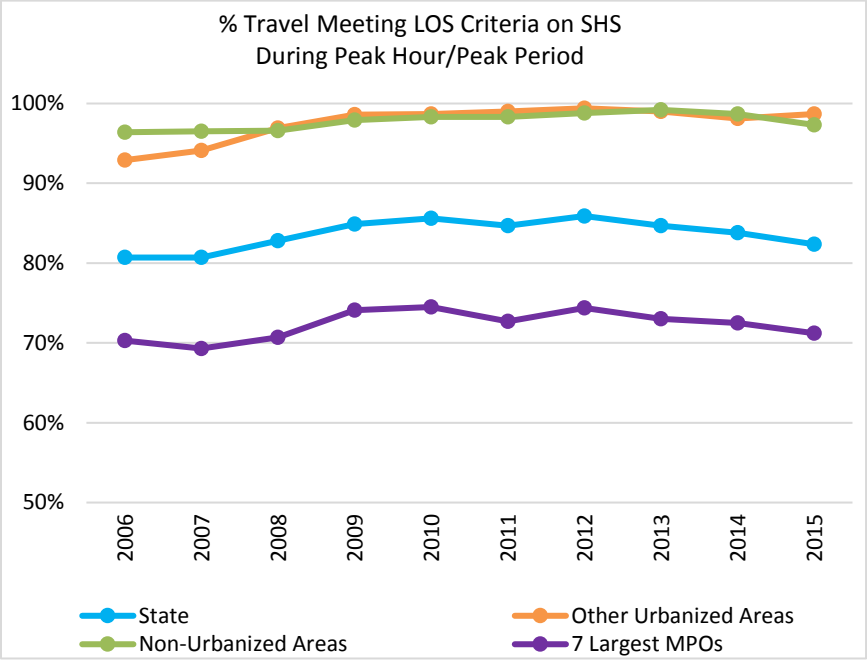
☐ Peak hour ☑ Peak period ☑ Daily ☐ Yearly

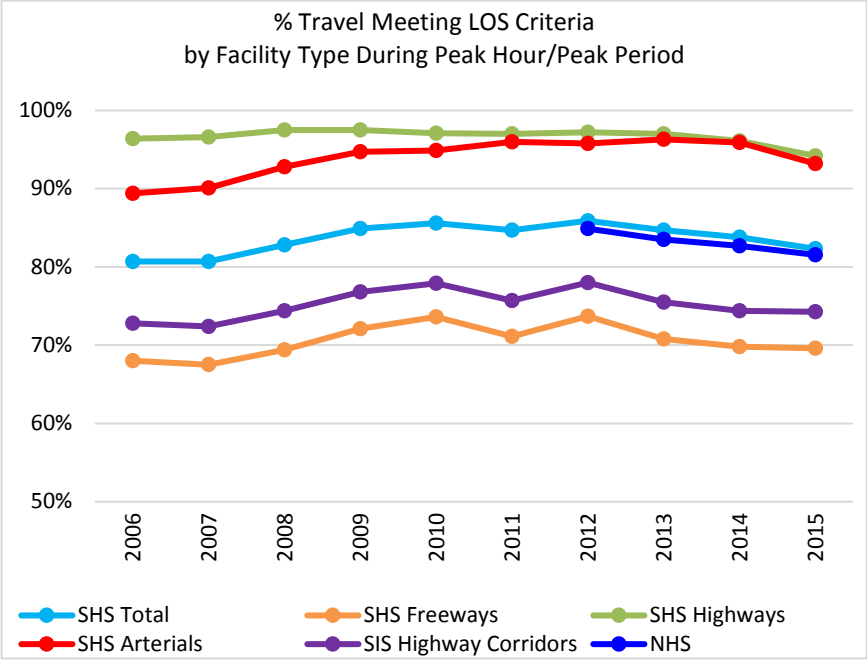
All Others:

☑ Peak hour ☐ Peak period ☑ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- HERE Data





Percentage of Travel Meeting LOS Criteria

	Facility	Peak Hour/Peak Period				Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	80.7%	70.3%	92.9%	96.4%	94.2%	89.5%	98.3%	98.7%
	SIS Highway Corridors	72.8%	57.3%	88.2%	95.9%	91.9%	85.0%	98.4%	99.3%
	SIS Highway Connectors	92.0%	86.9%	96.2%	98.1%	98.8%	98.0%	99.3%	99.8%
	SHS Freeways	68.0%	55.2%	87.5%	95.2%	90.5%	84.2%	98.5%	99.5%
	SHS Highways	96.4%	89.7%	99.1%	98.1%	99.0%	97.7%	99.8%	99.1%
	SHS Arterials	89.4%	88.2%	91.7%	92.8%	96.8%	95.8%	98.2%	96.3%
2007	SHS Total	80.7%	69.3%	94.1%	96.5%	94.2%	89.3%	98.7%	98.8%
	SIS Highway Corridors	72.4%	56.2%	89.4%	95.6%	91.7%	84.7%	98.7%	99.4%
	SIS Highway Connectors	93.5%	87.1%	98.4%	99.9%	98.7%	96.6%	99.9%	99.9%
	SHS Freeways	67.5%	54.0%	89.4%	94.4%	90.2%	83.9%	98.6%	99.5%
	SHS Highways	96.6%	87.6%	98.5%	98.6%	99.1%	97.2%	99.8%	99.4%
	SHS Arterials	90.1%	88.0%	92.9%	94.0%	97.1%	96.0%	98.7%	96.2%
2008	SHS Total	82.8%	70.7%	96.9%	96.6%	94.3%	89.1%	99.2%	99.1%
	SIS Highway Corridors	74.4%	57.4%	93.1%	95.9%	91.5%	84.0%	99.2%	99.5%
	SIS Highway Connectors	95.7%	93.6%	98.6%	98.1%	99.9%	99.9%	99.9%	99.9%
	SHS Freeways	69.4%	55.1%	92.7%	94.7%	89.9%	83.2%	99.1%	99.5%
	SHS Highways	97.5%	90.1%	99.5%	99.3%	99.5%	97.6%	99.9%	99.7%
	SHS Arterials	92.8%	89.7%	96.4%	95.8%	97.6%	96.3%	99.3%	97.8%
2009	SHS Total	84.9%	74.1%	98.6%	97.9%	95.3%	90.8%	99.6%	99.2%
	SIS Highway Corridors	76.8%	61.2%	94.8%	97.5%	92.8%	86.2%	99.5%	99.7%
	SIS Highway Connectors	90.3%	82.4%	97.3%	98.5%	96.2%	90.1%	99.7%	99.9%
	SHS Freeways	72.1%	59.1%	93.7%	97.3%	91.4%	85.5%	99.2%	99.9%
	SHS Highways	97.5%	91.2%	99.4%	99.0%	99.5%	98.3%	99.9%	99.7%
	SHS Arterials	94.7%	92.1%	98.8%	95.0%	98.2%	97.2%	99.9%	97.1%
2010	SHS Total	85.6%	74.5%	98.7%	98.3%	95.3%	90.8%	99.7%	99.4%
	SIS Highway Corridors	77.9%	61.7%	98.0%	97.6%	92.8%	86.3%	99.5%	99.7%
	SIS Highway Connectors	93.5%	89.0%	97.8%	98.0%	98.2%	94.8%	99.8%	99.9%
	SHS Freeways	73.6%	59.7%	97.5%	97.3%	91.5%	85.7%	99.2%	99.9%
	SHS Highways	97.1%	89.5%	99.3%	99.0%	99.5%	97.9%	99.9%	99.7%
	SHS Arterials	94.9%	92.5%	98.2%	96.5%	98.4%	97.1%	99.9%	98.1%
2011	SHS Total	84.7%	72.7%	99.0%	98.3%	95.1%	90.4%	99.8%	99.4%
	SIS Highway Corridors	75.7%	58.3%	97.2%	97.7%	92.3%	85.4%	99.5%	99.7%
	SIS Highway Connectors	94.4%	88.4%	99.9%	97.9%	98.1%	93.9%	99.9%	99.8%
	SHS Freeways	71.1%	56.3%	97.1%	97.3%	90.8%	84.7%	99.3%	99.9%
	SHS Highways	97.0%	89.7%	99.3%	98.7%	99.5%	98.0%	99.9%	99.7%
	SHS Arterials	96.0%	93.6%	98.9%	98.5%	98.6%	97.5%	99.9%	98.4%

Percentage of Travel Meeting LOS Criteria

	Facility	Peak Hour/Peak Period				Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	85.9%	74.4%	99.4%	98.8%	95.3%	90.6%	99.9%	99.5%
	SIS Highway Corridors	78.0%	61.3%	97.0%	98.8%	92.6%	86.0%	99.5%	99.8%
	SIS Highway Connectors	94.4%	87.5%	99.7%	99.9%	97.5%	92.6%	99.9%	99.9%
	SHS Freeways	73.7%	59.3%	96.1%	99.0%	91.2%	85.2%	99.2%	99.9%
	SHS Highways	97.2%	90.4%	99.3%	99.0%	99.5%	98.2%	99.9%	99.8%
	SHS Arterials	95.8%	92.7%	99.9%	98.4%	98.6%	97.2%	99.9%	98.4%
	NHS	84.9%	73.3%	99.4%	98.9%	95.0%	90.4%	99.8%	99.6%
2013	SHS Total	84.7%	73.0%	99.0%	99.2%	95.1%	90.2%	99.6%	99.8%
	SIS Highway Corridors	75.5%	58.8%	97.2%	98.6%	92.3%	85.3%	99.4%	99.9%
	SIS Highway Connectors	95.1%	88.9%	99.8%	99.9%	99.2%	97.7%	99.9%	99.9%
	SHS Freeways	70.8%	56.7%	96.3%	98.3%	90.7%	84.4%	99.2%	99.9%
	SHS Highways	97.0%	87.4%	98.9%	99.3%	99.5%	97.4%	99.8%	99.8%
	SHS Arterials	96.3%	93.8%	99.1%	99.9%	98.7%	97.5%	99.8%	99.4%
	NHS	83.5%	71.7%	99.2%	99.2%	94.8%	89.9%	99.7%	99.9%
2014	SHS Total	83.8%	72.5%	98.1%	98.7%	95.1%	90.4%	99.5%	99.6%
	SIS Highway Corridors	74.4%	58.4%	94.9%	98.4%	92.3%	85.6%	99.2%	99.7%
	SIS Highway Connectors	94.7%	90.2%	99.5%	99.9%	98.9%	96.8%	99.9%	99.9%
	SHS Freeways	69.8%	56.7%	93.2%	98.4%	90.9%	84.9%	98.9%	99.9%
	SHS Highways	96.1%	87.1%	98.9%	98.0%	99.0%	97.4%	99.6%	99.2%
	SHS Arterials	95.9%	93.0%	99.2%	99.2%	98.7%	97.5%	99.8%	99.4%
	NHS	82.7%	71.5%	98.1%	98.6%	94.9%	90.2%	99.5%	99.6%
2015	SHS Total	82.3%	71.2%	98.7%	97.3%	94.6%	89.8%	99.7%	98.8%
	SIS Highway Corridors	74.3%	57.9%	97.6%	96.9%	92.3%	85.3%	99.8%	99.5%
	SIS Highway Connectors	91.3%	83.4%	98.0%	99.9%	97.7%	94.9%	99.6%	99.9%
	SHS Freeways	69.6%	56.7%	96.9%	97.0%	90.9%	84.8%	99.8%	99.8%
	SHS Highways	94.2%	79.9%	96.4%	96.0%	97.5%	94.5%	98.7%	97.6%
	SHS Arterials	93.2%	89.5%	98.9%	98.6%	97.8%	96.0%	99.8%	99.0%
	NHS	81.5%	70.7%	98.8%	97.5%	94.4%	89.7%	99.8%	99.2%

% 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 MPOs, LOS D (one-hour peak) for other urbanized areas, and LOS C (one-hour peak) everywhere else.

Calculation

$$\frac{\sum\ (Segment\ Lengths | Peak\ Performance > Acceptable\ LOS\ Threshold)}{\sum(Segment\ Length)} \times 100$$

Reporting Periods

7 Largest MPOs:

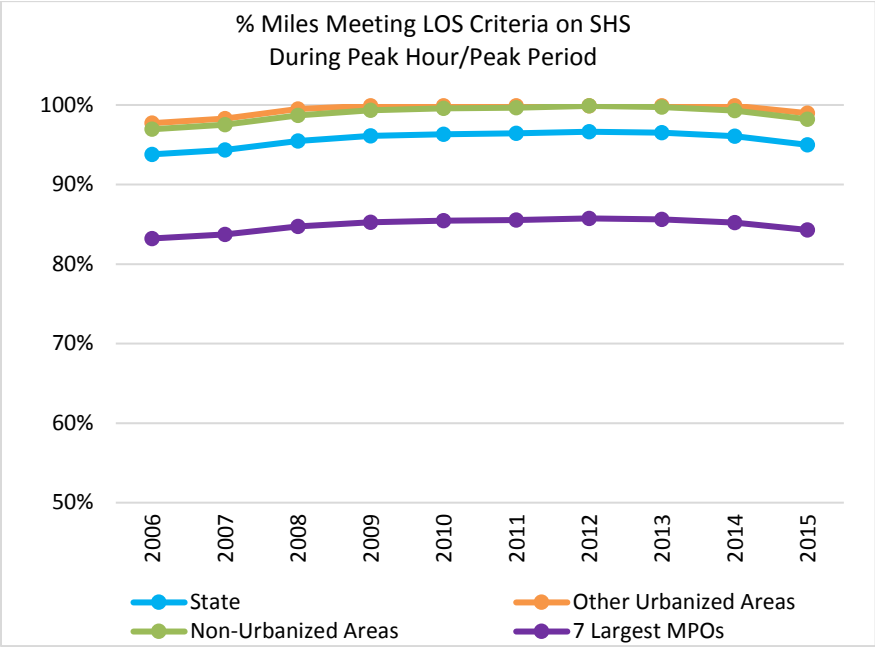
☐ Peak hour ☑ Peak period ☐ Daily ☐ Yearly

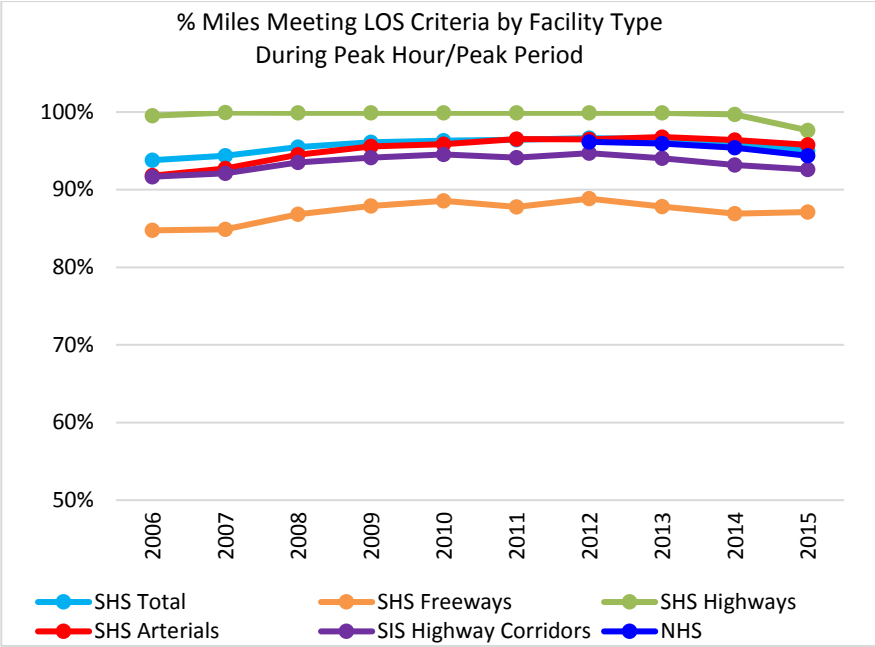
All Others:

☑ Peak hour ☐ Peak period ☐ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- HERE Data





Percentage of Miles Meeting LOS Criteria

Year	Facility	Peak Hour/Peak Period			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	93.8%	83.2%	97.7%	96.9%
	SIS Highway Corridors	91.7%	70.2%	98.0%	97.5%
	SIS Highway Connectors	94.8%	85.0%	98.2%	99.7%
	SHS Freeways	84.8%	66.3%	95.8%	96.4%
	SHS Highways	99.5%	92.7%	99.9%	99.8%
	SHS Arterials	91.8%	86.7%	95.1%	94.9%
2007	SHS Total	94.4%	83.7%	98.3%	97.5%
	SIS Highway Corridors	92.1%	70.5%	98.4%	97.9%
	SIS Highway Connectors	96.3%	86.3%	99.7%	99.9%
	SHS Freeways	84.9%	66.4%	95.9%	96.6%
	SHS Highways	99.9%	93.1%	99.9%	99.9%
	SHS Arterials	92.7%	87.6%	96.1%	95.8%
2008	SHS Total	95.5%	84.7%	99.5%	98.7%
	SIS Highway Corridors	93.5%	71.6%	99.9%	99.4%
	SIS Highway Connectors	97.1%	87.1%	99.9%	99.9%
	SHS Freeways	86.8%	67.9%	98.1%	98.8%
	SHS Highways	99.9%	93.3%	99.9%	99.9%
	SHS Arterials	94.5%	89.2%	97.9%	97.6%
2009	SHS Total	96.1%	85.3%	99.9%	99.3%
	SIS Highway Corridors	94.1%	72.1%	99.9%	99.9%
	SIS Highway Connectors	96.2%	86.2%	99.6%	99.9%
	SHS Freeways	87.9%	68.8%	99.4%	99.9%
	SHS Highways	99.9%	93.3%	99.9%	99.9%
	SHS Arterials	95.6%	90.3%	99.0%	98.8%
2010	SHS Total	96.3%	85.5%	99.9%	99.6%
	SIS Highway Corridors	94.5%	72.4%	99.9%	99.9%
	SIS Highway Connectors	97.0%	87.0%	99.9%	99.9%
	SHS Freeways	88.6%	69.3%	99.9%	99.9%
	SHS Highways	99.9%	93.2%	99.9%	99.9%
	SHS Arterials	95.8%	90.5%	99.3%	99.0%
2011	SHS Total	96.4%	85.6%	99.9%	99.7%
	SIS Highway Corridors	94.1%	72.1%	99.9%	99.9%
	SIS Highway Connectors	98.2%	88.1%	99.9%	99.9%
	SHS Freeways	87.8%	68.7%	99.2%	99.8%
	SHS Highways	99.9%	93.2%	99.9%	99.9%
	SHS Arterials	96.5%	91.2%	99.9%	99.8%

Percentage of Miles Meeting LOS Criteria

Year	Facility	Peak Hour/Peak Period			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	96.6%	85.7%	99.9%	99.9%
	SIS Highway Corridors	94.7%	72.5%	99.9%	99.9%
	SIS Highway Connectors	98.3%	88.2%	99.9%	99.9%
	SHS Freeways	88.8%	69.5%	99.9%	99.9%
	SHS Highways	99.9%	93.3%	99.9%	99.9%
	SHS Arterials	96.5%	91.1%	99.9%	99.7%
	NHS	96.2%	85.2%	99.9%	99.9%
2013	SHS Total	96.5%	85.6%	99.9%	99.8%
	SIS Highway Corridors	94.0%	72.0%	99.9%	99.9%
	SIS Highway Connectors	98.4%	88.2%	99.9%	99.9%
	SHS Freeways	87.8%	68.7%	99.3%	99.9%
	SHS Highways	99.9%	93.1%	99.9%	99.9%
	SHS Arterials	96.8%	91.4%	99.9%	99.9%
	NHS	96.0%	85.0%	99.9%	99.9%
2014	SHS Total	96.1%	85.2%	99.9%	99.3%
	SIS Highway Corridors	93.2%	71.3%	99.6%	99.1%
	SIS Highway Connectors	98.4%	88.3%	99.9%	99.9%
	SHS Freeways	86.9%	68.0%	98.2%	98.9%
	SHS Highways	99.7%	92.9%	99.9%	99.9%
	SHS Arterials	96.4%	91.1%	99.9%	99.6%
	NHS	95.4%	84.5%	99.9%	99.4%
2015	SHS Total	95.0%	84.3%	99.0%	98.2%
	SIS Highway Corridors	92.6%	70.9%	98.9%	98.4%
	SIS Highway Connectors	95.1%	85.2%	98.4%	99.9%
	SHS Freeways	87.1%	68.1%	98.5%	99.1%
	SHS Highways	97.6%	91.0%	98.3%	97.9%
	SHS Arterials	95.8%	90.5%	99.2%	98.9%
	NHS	94.4%	83.6%	99.1%	98.3%

Travel Time Reliability

Methodology

For the seven largest MPOs, travel time reliability is defined as the percentage of freeway trips traveling at least 45 mph.

For all others, travel time reliability is defined as the percentage of freeway trips traveling at greater than or equal to 5 mph below the posted speed limit.

Calculation

$$7\ largest\ MPOs = \frac{\sum(VMT|Travel\ Speed \geq 45\ mph)}{\sum(VMT)} \times 100$$

$$All\ others = \frac{\sum(VMT\ |\ Travel\ Speed \geq (Speed\ Limit - 5\ mph))}{\sum(VMT)} \times 100$$

Reporting Periods

7 Largest MPOs:

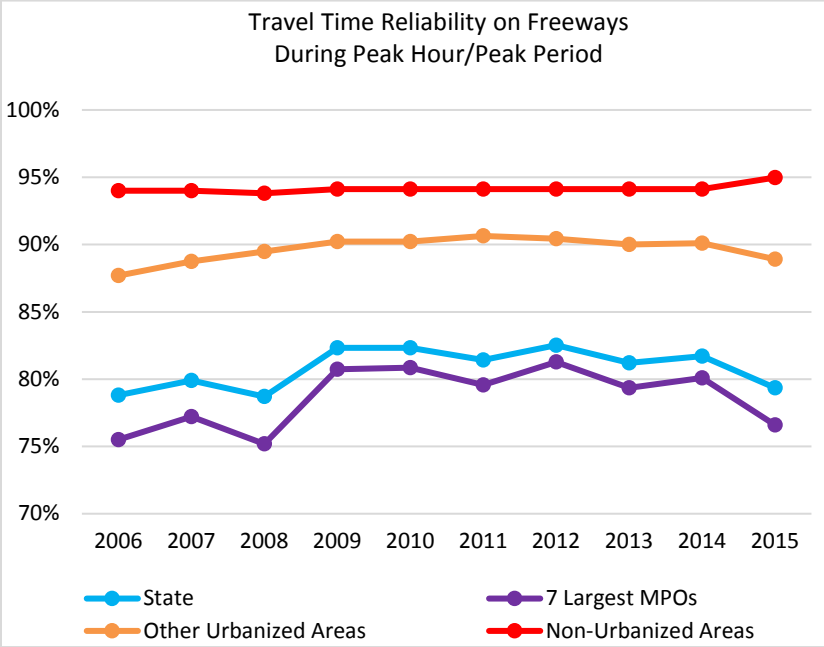
☐ Peak hour ☑ Peak period ☑ Daily ☐ Yearly

All Others:

☑ Peak hour ☐ Peak period ☑ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- HERE Data



Travel Time Reliability								
	Peak Hour/Peak Period				Daily			
Year	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	78.8%	75.5%	87.7%	94.0%	91.6%	90.3%	92.6%	94.4%
2007	79.9%	77.2%	88.7%	94.0%	91.7%	90.4%	92.6%	94.4%
2008	78.7%	75.2%	89.5%	93.8%	91.0%	89.2%	92.7%	94.4%
2009	82.3%	80.7%	90.2%	94.1%	92.2%	91.3%	93.0%	94.4%
2010	82.3%	80.8%	90.2%	94.1%	92.2%	91.3%	93.0%	94.4%
2011	81.4%	79.6%	90.6%	94.1%	92.0%	90.9%	93.1%	94.4%
2012	82.5%	81.3%	90.4%	94.1%	92.3%	91.4%	93.0%	94.4%
2013	81.2%	79.3%	90.0%	94.1%	91.9%	90.7%	93.0%	94.4%
2014	81.7%	80.1%	90.1%	94.1%	92.0%	90.9%	93.0%	94.4%
2015	79.3%	76.6%	88.9%	95.0%	92.3%	89.9%	95.5%	96.4%

Travel Time Variability

Methodology

Travel time variability is defined as 95th percentile travel time index (TTI_{95}), and is known as the Planning Time Index (PTI).

This measure represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time.

Calculation

$$TTI_{95} = \frac{Travel\ Time_{95th\ percentile}}{Travel\ Time_{freeflow}}$$

Reporting Periods

7 Largest MPOs:

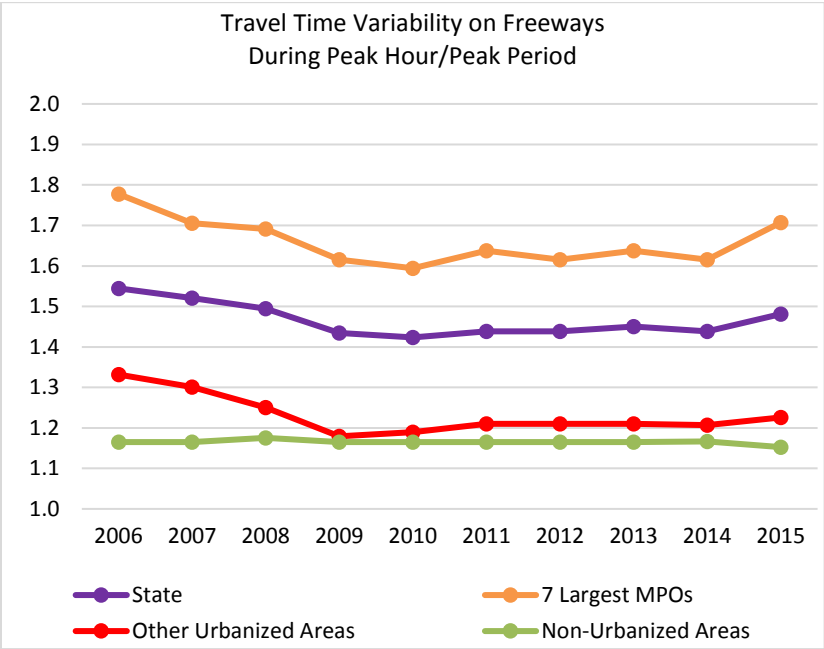
☐ Peak hour ☑ Peak period ☑ Daily ☐ Yearly

All Others:

☑ Peak hour ☐ Peak period ☑ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- HERE Data



Travel Time Variability on Freeways								
	Peak Hour/Peak Period				Daily			
Year	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	1.54	1.78	1.33	1.16	1.39	1.60	1.15	1.15
2007	1.52	1.71	1.30	1.16	1.38	1.57	1.18	1.15
2008	1.49	1.69	1.25	1.18	1.39	1.60	1.18	1.15
2009	1.43	1.62	1.18	1.16	1.33	1.49	1.14	1.15
2010	1.42	1.59	1.19	1.16	1.33	1.49	1.14	1.15
2011	1.44	1.64	1.21	1.16	1.34	1.49	1.17	1.15
2012	1.44	1.62	1.21	1.16	1.32	1.47	1.17	1.15
2013	1.45	1.64	1.21	1.16	1.34	1.51	1.17	1.15
2014	1.44	1.62	1.21	1.17	1.34	1.50	1.16	1.16
2015	1.48	1.71	1.23	1.15	1.36	1.55	1.16	1.14

Vehicle Hours of Delay

Methodology

Delay is 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.

Calculation

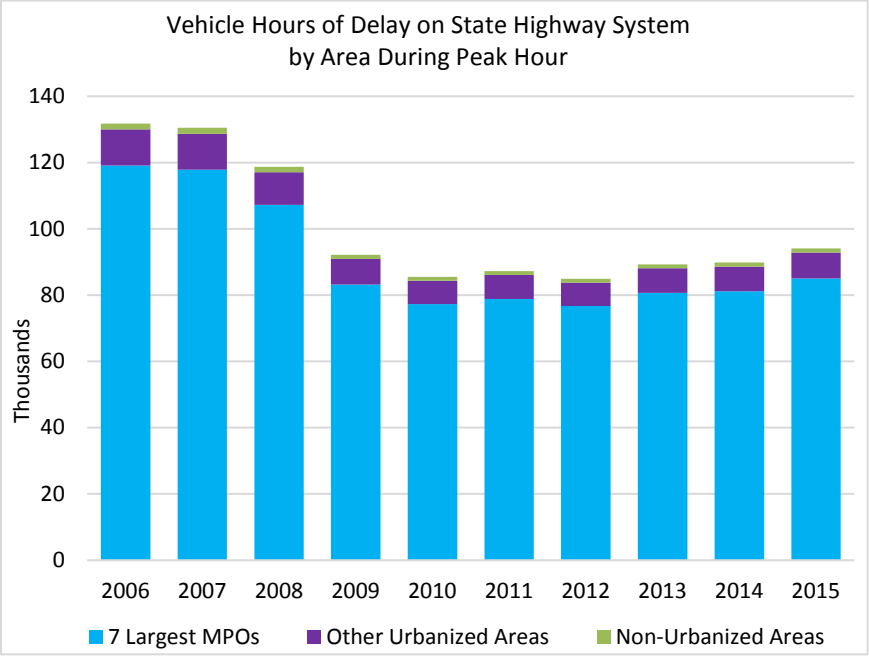
$$\sum (Daily\ or\ Peak\ Travel\ Time - Travel\ Time\ at\ LOS\ B) \times\ Peak\ Volume$$

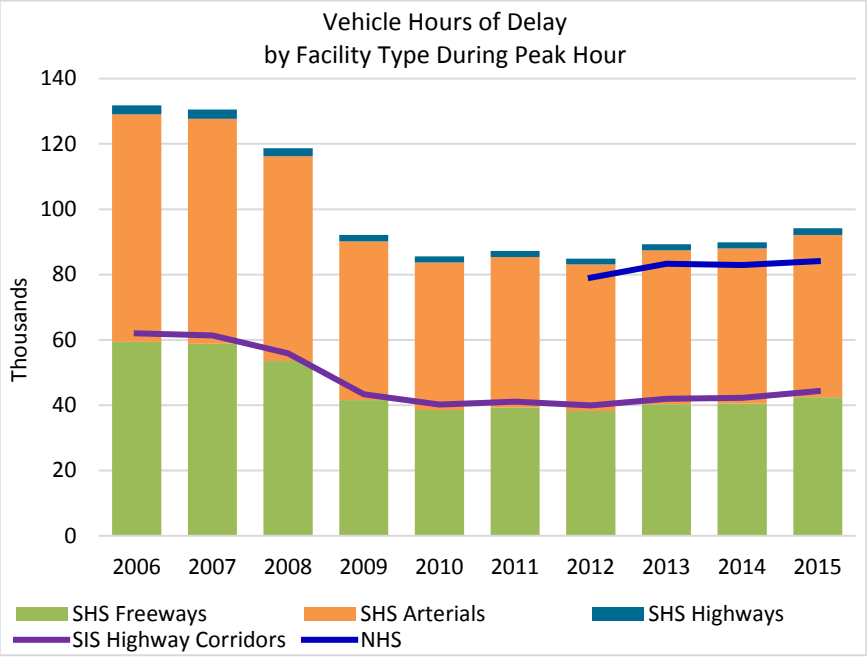
Reporting Periods

☑ Peak hour ☐ Peak period ☑ Daily ☑ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- HERE Data





Vehicle Hours of Delay, Thousands

Year	Facility	Peak Hour				Daily				Yearly			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	131.8	119.1	10.9	1.8	654.1	582.5	62.4	9.2	238,750	212,610	22,790	3,350
	SIS Highway Corridors	62.0	59.8	1.4	0.8	240.7	233.1	4.9	2.7	87,850	85,080	1,770	990
	SIS Highway Connectors	2.9	2.2	0.6	0.1	16.4	12.1	4.1	0.2	5,980	4,420	1,480	80
	SHS Freeways	59.4	58.2	0.7	0.5	228.3	226.1	1.3	0.8	83,310	82,540	460	310
	SHS Highways	2.8	1.4	0.8	0.5	11.9	5.1	3.9	2.8	4,330	1,870	1,430	1,030
	SHS Arterials	69.6	59.4	9.4	0.8	414.0	351.2	57.3	5.5	151,110	128,200	20,900	2,010
2007	SHS Total	130.5	117.9	10.8	1.8	651.1	579.8	62.2	9.1	237,660	211,640	22,690	3,330
	SIS Highway Corridors	61.4	59.2	1.4	0.8	239.6	232.0	4.8	2.7	87,450	84,690	1,770	990
	SIS Highway Connectors	2.9	2.2	0.6	0.1	16.3	12.0	4.0	0.2	5,950	4,400	1,480	80
	SHS Freeways	58.8	57.6	0.7	0.5	227.2	225.1	1.3	0.8	82,930	82,160	460	310
	SHS Highways	2.8	1.4	0.8	0.5	11.8	5.1	3.9	2.8	4,310	1,860	1,420	1,020
	SHS Arterials	68.9	58.8	9.3	0.8	412.1	349.6	57.0	5.5	150,420	127,610	20,800	2,000
2008	SHS Total	118.7	107.2	9.8	1.6	599.9	534.2	57.3	8.4	218,960	194,990	20,900	3,070
	SIS Highway Corridors	55.8	53.8	1.3	0.7	220.7	213.8	4.5	2.5	80,570	78,030	1,630	910
	SIS Highway Connectors	2.6	2.0	0.6	0.1	15.0	11.1	3.7	0.2	5,480	4,050	1,360	70
	SHS Freeways	53.5	52.4	0.7	0.4	209.3	207.4	1.2	0.8	76,410	75,700	430	280
	SHS Highways	2.5	1.3	0.8	0.5	10.9	4.7	3.6	2.6	3,970	1,720	1,310	940
	SHS Arterials	62.7	53.5	8.4	0.7	379.7	322.1	52.5	5.0	138,580	117,570	19,170	1,840
2009	SHS Total	92.1	83.2	7.6	1.3	476.0	423.9	45.4	6.7	173,730	154,710	16,580	2,430
	SIS Highway Corridors	43.3	41.8	1.0	0.6	175.1	169.6	3.5	2.0	63,920	61,910	1,290	720
	SIS Highway Connectors	2.1	1.5	0.5	0.1	11.9	8.8	3.0	0.2	4,350	3,210	1,080	60
	SHS Freeways	41.5	40.7	0.5	0.3	166.1	164.6	0.9	0.6	60,620	60,060	340	220
	SHS Highways	1.9	1.0	0.6	0.4	8.6	3.7	2.8	2.0	3,150	1,360	1,040	750
	SHS Arterials	48.6	41.5	6.6	0.6	301.2	255.6	41.7	4.0	109,950	93,290	15,210	1,460
2010	SHS Total	85.5	77.3	7.1	1.2	429.2	382.2	41.0	6.0	156,670	139,520	14,950	2,200
	SIS Highway Corridors	40.2	38.8	0.9	0.5	157.9	153.0	3.2	1.8	57,650	55,830	1,160	650
	SIS Highway Connectors	1.9	1.4	0.4	0.0	10.7	7.9	2.7	0.1	3,920	2,900	970	50
	SHS Freeways	38.6	37.8	0.5	0.3	149.8	148.4	0.8	0.6	54,670	54,160	300	200
	SHS Highways	1.8	0.9	0.5	0.3	7.8	3.4	2.6	1.8	2,840	1,230	940	670
	SHS Arterials	45.2	38.5	6.1	0.5	271.7	230.5	37.6	3.6	99,160	84,130	13,710	1,320
2011	SHS Total	87.3	78.8	7.2	1.2	428.8	381.9	40.9	6.0	156,530	139,390	14,940	2,190
	SIS Highway Corridors	41.0	39.6	1.0	0.5	157.8	152.8	3.2	1.8	57,590	55,780	1,160	650
	SIS Highway Connectors	1.9	1.5	0.4	0.0	10.7	7.9	2.7	0.1	3,920	2,900	970	50
	SHS Freeways	39.3	38.5	0.5	0.3	149.6	148.3	0.8	0.6	54,620	54,110	300	200
	SHS Highways	1.8	1.0	0.6	0.3	7.8	3.4	2.6	1.8	2,840	1,230	940	670
	SHS Arterials	46.1	39.3	6.2	0.5	271.4	230.3	37.5	3.6	99,070	84,050	13,700	1,320

Vehicle Hours of Delay, Thousands

Year	Facility	Peak Hour				Daily				Yearly			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	84.9	76.7	7.0	1.2	424.9	378.4	40.6	6.0	155,090	138,110	14,800	2,170
	SIS Highway Corridors	39.9	38.5	0.9	0.5	156.3	151.4	3.2	1.8	57,070	55,270	1,150	640
	SIS Highway Connectors	1.9	1.4	0.4	0.0	10.6	7.9	2.6	0.1	3,880	2,870	960	50
	SHS Freeways	38.3	37.5	0.5	0.3	148.3	146.9	0.8	0.5	54,120	53,620	300	200
	SHS Highways	1.8	0.9	0.5	0.3	7.7	3.3	2.5	1.8	2,810	1,220	930	670
	SHS Arterials	44.8	38.3	6.0	0.5	268.9	228.2	37.2	3.6	98,160	83,280	13,580	1,310
	NHS	79.0	71.8	6.1	1.2	379.5	339.7	34.3	5.5	138,530	123,980	12,530	2,010
2013	SHS Total	89.3	80.7	7.4	1.2	444.0	395.4	42.4	6.2	162,060	144,320	15,470	2,270
	SIS Highway Corridors	42.0	40.5	1.0	0.5	163.4	158.2	3.3	1.8	59,630	57,750	1,200	670
	SIS Highway Connectors	2.0	1.5	0.4	0.1	11.1	8.2	2.8	0.1	4,060	3,000	1,010	50
	SHS Freeways	40.3	39.5	0.5	0.3	154.9	153.5	0.9	0.6	56,550	56,030	320	210
	SHS Highways	1.9	1.0	0.6	0.3	8.0	3.5	2.7	1.9	2,940	1,270	970	700
	SHS Arterials	47.2	40.2	6.3	0.6	281.0	238.4	38.9	3.7	102,570	87,020	14,190	1,360
	NHS	83.3	75.6	6.5	1.2	394.4	353.0	35.7	5.7	143,940	128,830	13,020	2,090
2014	SHS Total	89.9	81.2	7.5	1.2	446.8	397.9	42.7	6.3	163,100	145,240	15,570	2,290
	SIS Highway Corridors	42.3	40.7	1.0	0.5	164.4	159.2	3.3	1.9	60,010	58,120	1,210	680
	SIS Highway Connectors	2.0	1.5	0.4	0.1	11.2	8.3	2.8	0.1	4,080	3,020	1,010	50
	SHS Freeways	40.5	39.7	0.5	0.3	155.9	154.5	0.9	0.6	56,910	56,390	320	210
	SHS Highways	1.9	1.0	0.6	0.3	8.1	3.5	2.7	1.9	2,960	1,280	980	700
	SHS Arterials	47.4	40.5	6.4	0.6	282.8	239.9	39.1	3.8	103,230	87,580	14,280	1,370
	NHS	82.9	75.3	6.4	1.2	386.9	346.3	35.0	5.6	141,230	126,400	12,780	2,050
2015	SHS Total	94.1	85.0	7.8	1.3	488.0	434.6	46.6	6.8	178,130	158,630	17,000	2,500
	SIS Highway Corridors	44.3	42.7	1.0	0.6	179.6	173.9	3.6	2.0	65,540	63,480	1,320	740
	SIS Highway Connectors	2.1	1.6	0.5	0.1	12.2	9.0	3.0	0.2	4,460	3,290	1,110	60
	SHS Freeways	42.5	41.6	0.5	0.3	170.3	168.7	0.9	0.6	62,160	61,580	350	230
	SHS Highways	2.0	1.0	0.6	0.4	8.8	3.8	2.9	2.1	3,230	1,400	1,060	770
	SHS Arterials	49.7	42.4	6.7	0.6	308.9	262.1	42.7	4.1	112,740	95,650	15,590	1,500
	NHS	84.1	76.3	6.5	1.2	413.1	369.7	37.4	6.0	150,780	134,950	13,640	2,190

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.

Calculation

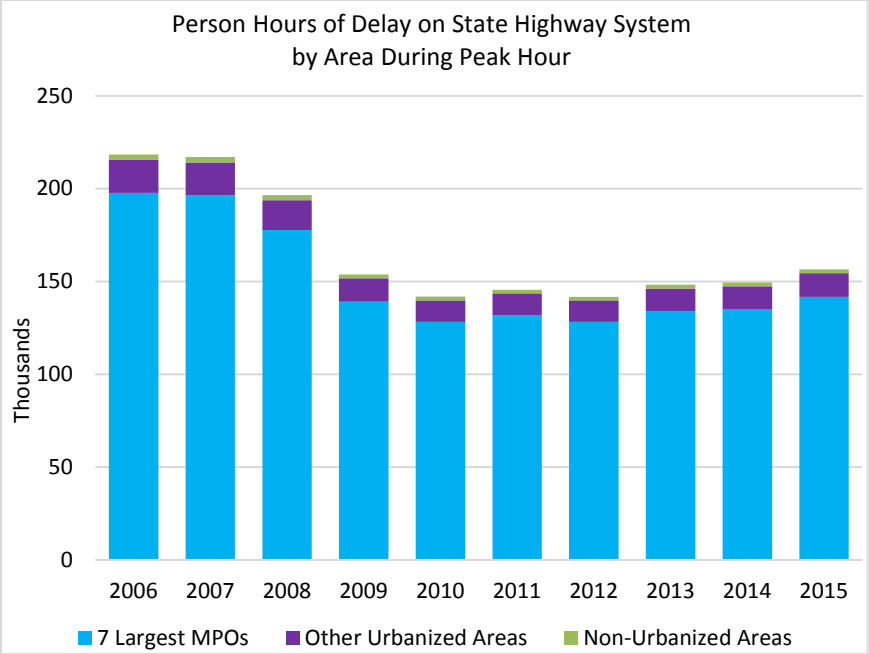
$$\sum(Daily\ or\ Peak\ Travel\ Time - Travel\ Time\ at\ LOS\ B) \times Peak\ Volume \times Average\ Vehicle\ Occupancy$$

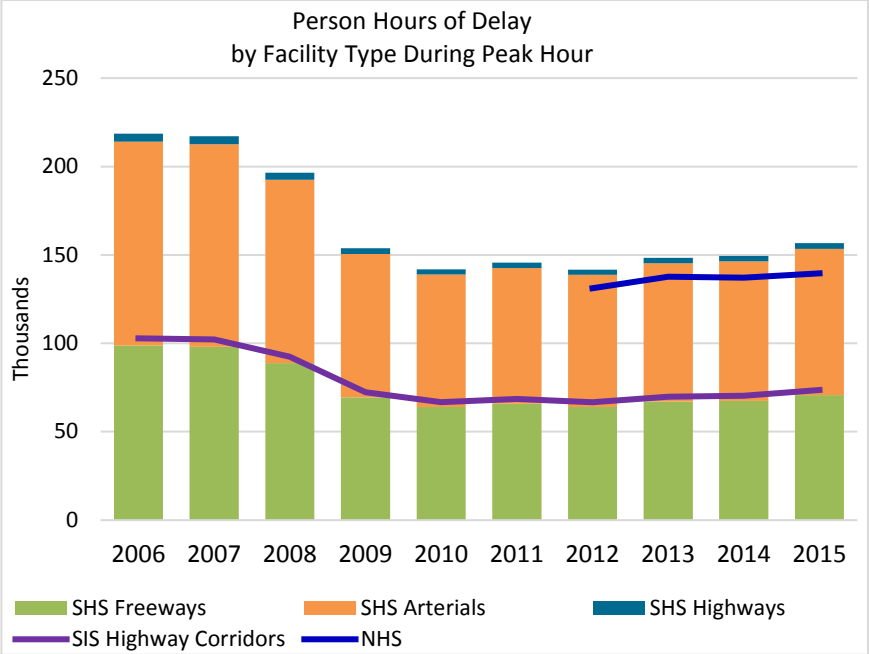
Reporting Periods

☑ Peak hour ☐ Peak period ☑ Daily ☑ Yearly

Sources

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





Person Hours of Delay, Thousands

Year	Facility	Peak Hour				Daily				Yearly			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	218.5	197.7	17.9	3.0	1,086.0	968.6	102.0	15.4	396,390	353,550	37,230	5,610
	SIS Highway Corridors	102.8	99.2	2.3	1.3	400.9	388.6	7.8	4.6	146,340	141,850	2,840	1,660
	SIS Highway Connectors	4.8	3.6	1.0	0.1	26.3	19.5	6.4	0.4	9,610	7,130	2,340	140
	SHS Freeways	98.7	96.8	1.2	0.8	381.1	377.7	2.1	1.4	139,100	137,840	760	490
	SHS Highways	4.5	2.3	1.4	0.9	19.5	8.1	6.6	4.8	7,130	2,960	2,420	1,750
	SHS Arterials	115.2	98.6	15.3	1.4	685.4	582.8	93.3	9.2	250,160	212,740	34,050	3,370
2007	SHS Total	217.0	196.3	17.7	3.0	1,086.0	968.6	102.0	15.4	396,390	353,550	37,230	5,610
	SIS Highway Corridors	102.1	98.5	2.3	1.3	400.9	388.6	7.8	4.6	146,340	141,850	2,840	1,660
	SIS Highway Connectors	4.7	3.6	1.0	0.1	26.3	19.5	6.4	0.4	9,610	7,130	2,340	140
	SHS Freeways	98.1	96.2	1.2	0.8	381.1	377.7	2.1	1.4	139,100	137,840	760	490
	SHS Highways	4.5	2.2	1.4	0.9	19.5	8.1	6.6	4.8	7,130	2,960	2,420	1,750
	SHS Arterials	114.5	97.9	15.2	1.4	685.4	582.9	93.3	9.2	250,160	212,740	34,050	3,370
2008	SHS Total	196.5	177.7	16.1	2.7	996.4	888.7	93.6	14.1	363,700	324,390	34,160	5,150
	SIS Highway Corridors	92.5	89.2	2.1	1.2	367.9	356.6	7.1	4.2	134,270	130,150	2,600	1,520
	SIS Highway Connectors	4.3	3.2	0.9	0.1	24.1	17.9	5.9	0.3	8,810	6,540	2,150	120
	SHS Freeways	88.8	87.1	1.1	0.7	349.7	346.5	1.9	1.2	127,620	126,480	700	450
	SHS Highways	4.1	2.0	1.3	0.8	17.9	7.4	6.1	4.4	6,540	2,720	2,220	1,600
	SHS Arterials	103.6	88.7	13.7	1.2	628.8	534.8	85.6	8.5	229,530	195,190	31,240	3,090
2009	SHS Total	153.8	139.1	12.6	2.1	797.2	711.0	74.9	11.3	290,980	259,530	27,330	4,120
	SIS Highway Corridors	72.4	69.8	1.6	0.9	294.3	285.3	5.7	3.3	107,430	104,130	2,080	1,220
	SIS Highway Connectors	3.3	2.5	0.7	0.1	19.3	14.3	4.7	0.3	7,050	5,230	1,720	100
	SHS Freeways	69.5	68.1	0.8	0.5	279.7	277.2	1.5	1.0	102,110	101,190	560	360
	SHS Highways	3.2	1.6	1.0	0.6	14.3	6.0	4.9	3.5	5,240	2,170	1,780	1,280
	SHS Arterials	81.1	69.4	10.8	1.0	503.1	427.9	68.5	6.8	183,640	156,170	24,990	2,480
2010	SHS Total	141.8	128.3	11.6	1.9	714.2	637.0	67.1	10.1	260,680	232,500	24,480	3,690
	SIS Highway Corridors	66.7	64.4	1.5	0.8	263.7	255.6	5.1	3.0	96,240	93,280	1,870	1,090
	SIS Highway Connectors	3.1	2.3	0.7	0.1	17.3	12.8	4.2	0.2	6,320	4,690	1,540	90
	SHS Freeways	64.1	62.8	0.8	0.5	250.6	248.4	1.4	0.9	91,470	90,650	500	320
	SHS Highways	2.9	1.5	0.9	0.6	12.9	5.3	4.4	3.1	4,690	1,950	1,590	1,150
	SHS Arterials	74.8	64.0	9.9	0.9	450.7	383.3	61.3	6.1	164,510	139,900	22,390	2,220
2011	SHS Total	145.5	131.7	11.9	2.0	717.1	639.6	67.4	10.2	261,760	233,470	24,590	3,710
	SIS Highway Corridors	68.5	66.1	1.5	0.9	264.8	256.6	5.1	3.0	96,640	93,670	1,870	1,100
	SIS Highway Connectors	3.2	2.4	0.7	0.1	17.4	12.9	4.2	0.2	6,340	4,710	1,550	90
	SHS Freeways	65.8	64.5	0.8	0.5	251.7	249.4	1.4	0.9	91,850	91,030	500	330
	SHS Highways	3.0	1.5	0.9	0.6	12.9	5.4	4.4	3.2	4,710	1,960	1,600	1,150
	SHS Arterials	76.8	65.7	10.2	0.9	452.6	384.9	61.6	6.1	165,190	140,480	22,480	2,230

Person Hours of Delay, Thousands

Year	Facility	Peak Hour				Daily				Yearly			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	141.7	128.2	11.6	1.9	711.9	635.0	66.9	10.1	259,860	231,780	24,410	3,680
	SIS Highway Corridors	66.7	64.3	1.5	0.8	262.8	254.8	5.1	3.0	95,940	92,990	1,860	1,090
	SIS Highway Connectors	3.1	2.3	0.7	0.1	17.3	12.8	4.2	0.2	6,300	4,670	1,540	90
	SHS Freeways	64.0	62.8	0.8	0.5	249.8	247.6	1.4	0.9	91,190	90,370	500	320
	SHS Highways	2.9	1.5	0.9	0.6	12.8	5.3	4.4	3.1	4,680	1,940	1,590	1,140
	SHS Arterials	74.7	63.9	9.9	0.9	449.3	382.1	61.2	6.1	164,000	139,470	22,320	2,210
	NHS	131.2	119.3	9.9	1.9	630.7	565.6	55.8	9.2	230,190	206,460	20,370	3,370
2013	SHS Total	148.3	134.1	12.1	2.0	740.0	660.0	69.5	10.5	270,090	240,900	25,370	3,820
	SIS Highway Corridors	69.8	67.3	1.6	0.9	273.2	264.8	5.3	3.1	99,720	96,650	1,930	1,130
	SIS Highway Connectors	3.2	2.4	0.7	0.1	17.9	13.3	4.4	0.3	6,540	4,850	1,600	90
	SHS Freeways	67.0	65.7	0.8	0.5	259.7	257.3	1.4	0.9	94,780	93,920	520	340
	SHS Highways	3.1	1.5	0.9	0.6	13.3	5.5	4.5	3.3	4,860	2,020	1,650	1,190
	SHS Arterials	78.2	66.9	10.4	0.9	467.0	397.1	63.6	6.3	170,450	144,960	23,200	2,300
	NHS	137.6	125.2	10.4	2.0	652.7	585.4	57.7	9.5	238,220	213,660	21,080	3,480
2014	SHS Total	149.4	135.2	12.2	2.0	744.8	664.3	70.0	10.5	271,840	242,460	25,530	3,850
	SIS Highway Corridors	70.3	67.8	1.6	0.9	275.0	266.5	5.3	3.1	100,360	97,280	1,950	1,140
	SIS Highway Connectors	3.3	2.5	0.7	0.1	18.0	13.4	4.4	0.3	6,590	4,890	1,610	90
	SHS Freeways	67.5	66.2	0.8	0.5	261.3	259.0	1.4	0.9	95,390	94,530	520	340
	SHS Highways	3.1	1.5	1.0	0.6	13.4	5.6	4.6	3.3	4,890	2,030	1,660	1,200
	SHS Arterials	78.8	67.4	10.4	0.9	470.0	399.7	64.0	6.3	171,560	145,900	23,350	2,310
	NHS	137.1	124.7	10.4	2.0	640.7	574.6	56.7	9.4	233,850	209,740	20,690	3,420
2015	SHS Total	156.6	141.7	12.8	2.1	814.8	726.7	76.5	11.5	297,390	265,250	27,930	4,210
	SIS Highway Corridors	73.7	71.1	1.7	0.9	300.8	291.6	5.8	3.4	109,790	106,420	2,130	1,250
	SIS Highway Connectors	3.4	2.6	0.7	0.1	19.7	14.6	4.8	0.3	7,210	5,350	1,760	100
	SHS Freeways	70.8	69.4	0.8	0.5	285.9	283.3	1.6	1.0	104,360	103,420	570	370
	SHS Highways	3.2	1.6	1.0	0.6	14.7	6.1	5.0	3.6	5,350	2,220	1,820	1,310
	SHS Arterials	82.6	70.7	11.0	1.0	514.2	437.3	70.0	6.9	187,680	159,610	25,540	2,530
	NHS	139.6	127.0	10.6	2.0	687.2	616.4	60.8	10.0	250,840	224,980	22,190	3,670

Average Travel Speed

Methodology

Travel speeds come from HERE travel time data. Speeds are provided in 15-minute bins and gathered from fleet vehicles, cell phones, and navigational devices.

Calculation

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

Reporting Periods

7 Largest MPOs:

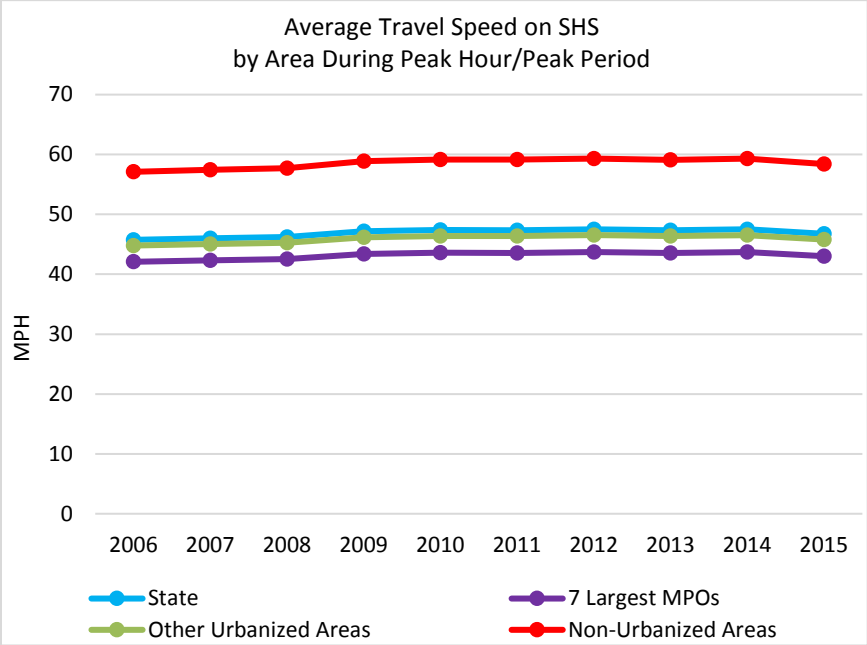
☐ Peak hour ☑ Peak period ☐ Daily ☐ Yearly

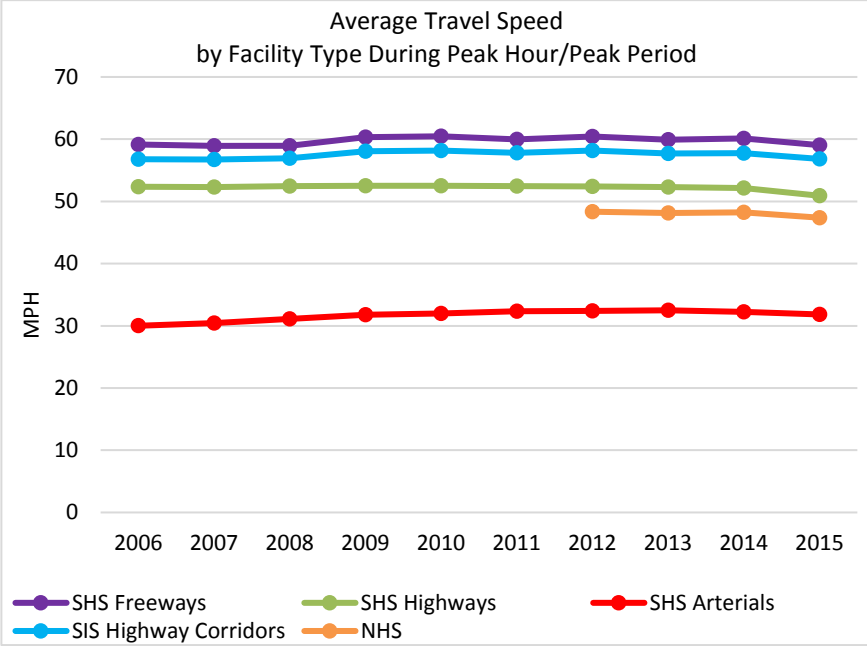
All Others:

☑ Peak hour ☐ Peak period ☐ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- HERE Data





Average Travel Speed, Miles Per Hour

Year	Facility	Peak Hour/Peak Period			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	45.7	42.1	44.8	57.1
	SIS Highway Corridors	56.8	53.8	60.6	62.5
	SIS Highway Connectors	30.4	27.6	30.3	39.2
	SHS Freeways	59.2	55.0	68.2	68.0
	SHS Highways	52.4	43.9	46.2	55.1
	SHS Arterials	30.0	26.1	33.1	40.3
2007	SHS Total	46.0	42.3	45.0	57.4
	SIS Highway Corridors	56.7	53.7	60.6	62.5
	SIS Highway Connectors	31.0	28.2	31.0	40.0
	SHS Freeways	58.9	54.8	67.9	67.7
	SHS Highways	52.3	43.9	46.1	55.0
	SHS Arterials	30.4	26.5	33.6	40.9
2008	SHS Total	46.2	42.5	45.3	57.7
	SIS Highway Corridors	56.9	53.9	60.7	62.7
	SIS Highway Connectors	31.6	28.7	31.6	40.8
	SHS Freeways	58.9	54.8	67.9	67.7
	SHS Highways	52.5	44.0	46.3	55.2
	SHS Arterials	31.1	27.1	34.3	41.8
2009	SHS Total	47.2	43.4	46.2	58.9
	SIS Highway Corridors	58.1	55.0	62.0	64.0
	SIS Highway Connectors	31.6	28.7	31.6	40.8
	SHS Freeways	60.3	56.0	69.5	69.3
	SHS Highways	52.5	44.0	46.3	55.2
	SHS Arterials	31.8	27.6	35.1	42.7
2010	SHS Total	47.4	43.6	46.4	59.1
	SIS Highway Corridors	58.1	55.1	62.1	64.1
	SIS Highway Connectors	32.3	29.4	32.3	41.7
	SHS Freeways	60.5	56.2	69.7	69.5
	SHS Highways	52.5	44.0	46.3	55.2
	SHS Arterials	32.0	27.8	35.3	43.0
2011	SHS Total	47.4	43.6	46.4	59.1
	SIS Highway Corridors	57.8	54.8	61.7	63.7
	SIS Highway Connectors	32.5	29.5	32.4	41.9
	SHS Freeways	60.0	55.7	69.1	68.9
	SHS Highways	52.5	44.0	46.3	55.2
	SHS Arterials	32.4	28.1	35.7	43.5

Average Travel Speed, Miles Per Hour

Year	Facility	Peak Hour/Peak Period			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	47.5	43.7	46.5	59.3
	SIS Highway Corridors	58.2	55.1	62.1	64.1
	SIS Highway Connectors	32.8	29.8	32.8	42.4
	SHS Freeways	60.4	56.1	69.6	69.4
	SHS Highways	52.4	44.0	46.2	55.1
	SHS Arterials	32.4	28.2	35.8	43.5
	NHS	48.3	44.5	47.8	61.0
2013	SHS Total	47.3	43.5	46.4	59.1
	SIS Highway Corridors	57.7	54.7	61.6	63.6
	SIS Highway Connectors	33.4	30.3	33.3	43.0
	SHS Freeways	59.9	55.7	69.0	68.8
	SHS Highways	52.3	43.9	46.1	55.0
	SHS Arterials	32.5	28.3	35.9	43.6
	NHS	48.1	44.3	47.6	60.7
2014	SHS Total	47.5	43.7	46.5	59.3
	SIS Highway Corridors	57.8	54.7	61.7	63.7
	SIS Highway Connectors	31.9	29.0	31.9	41.2
	SHS Freeways	60.1	55.8	69.3	69.1
	SHS Highways	52.1	43.7	46.0	54.8
	SHS Arterials	32.2	28.0	35.6	43.3
	NHS	48.3	44.4	47.7	60.9
2015	SHS Total	46.8	43.0	45.8	58.4
	SIS Highway Corridors	56.8	53.8	60.6	62.6
	SIS Highway Connectors	30.9	28.1	30.9	39.8
	SHS Freeways	59.1	54.9	68.1	67.9
	SHS Highways	50.9	42.7	44.9	53.5
	SHS Arterials	31.8	27.7	35.1	42.7
	NHS	47.4	43.6	46.9	59.8

Time Spent Commuting

Methodology

The percentage of workers with a drive commute time of less than 30 minutes.

Calculation

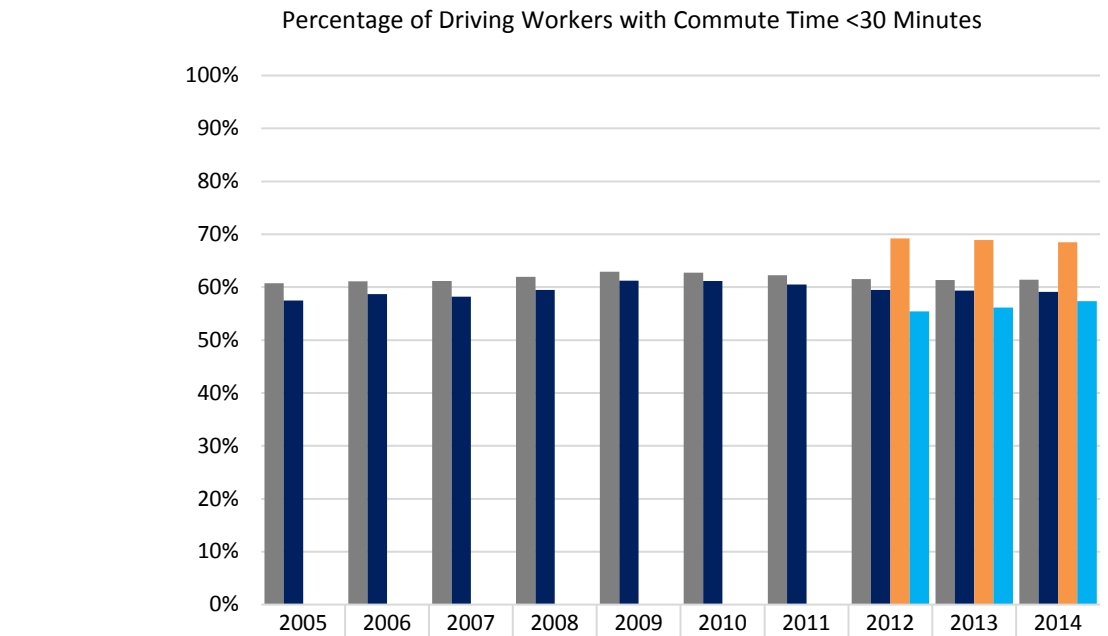
$$\frac{\sum\ (Driving\ Workers\ with\ Commute\ 1-29\ Minutes)}{\sum\ (Total\ Driving\ Workers)}$$

Reporting Periods

☐ Peak hour ☐ Peak period ☑ Daily ☐ Yearly

Sources

American Community Survey



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
State	60.7%	61.1%	61.1%	62.0%	62.9%	62.8%	62.3%	61.5%	61.4%	61.4%
7 Largest Counties	57.5%	58.7%	58.2%	59.5%	61.2%	61.2%	60.5%	59.5%	59.4%	59.1%
Other Urbanized Areas								69.2%	68.9%	68.5%
Non-Urbanized Areas								55.4%	56.2%	57.4%

% Travel Heavily Congested

Methodology

The percentage of travel heavily 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.

Calculation

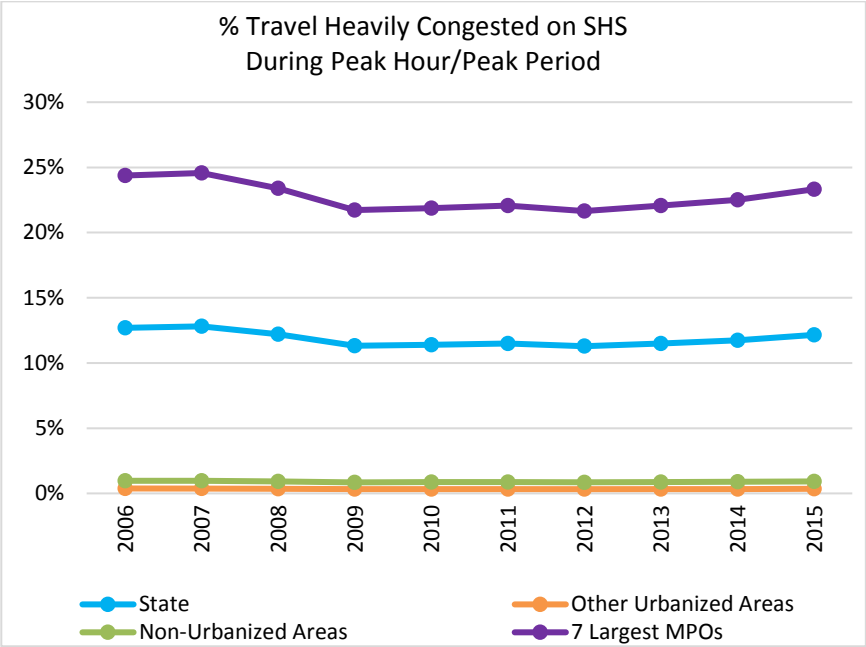
$$\frac{\sum (VMT|Peak\ Hour\ Volumes\ >\ LOS\ E\ Volume\ Threshold)}{\sum (VMT)} \times 100$$

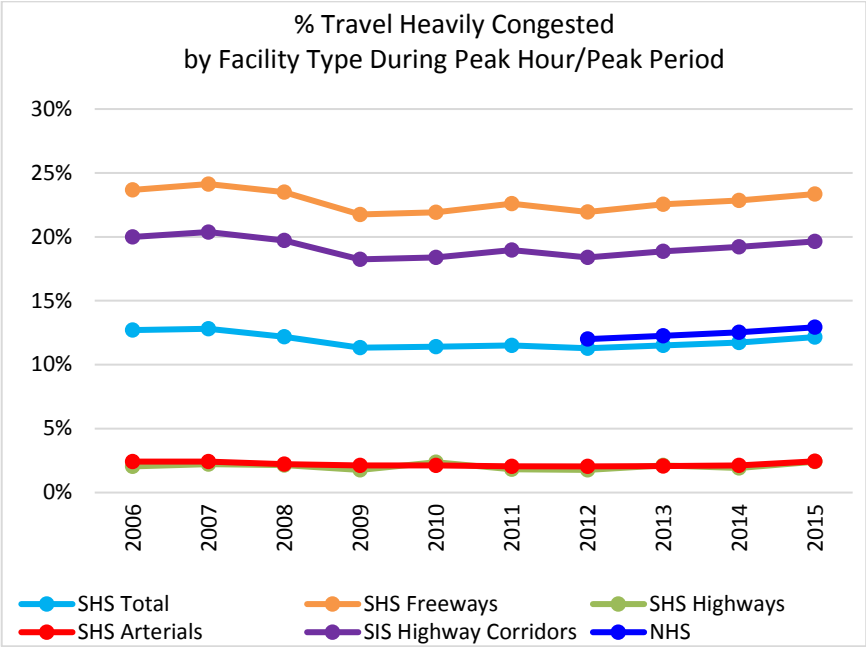
Reporting Periods

☑ Peak hour ☑ Peak period ☑ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- HERE Data





Percentage of Travel Heavily Congested

Year	Facility	Peak Hour/Peak Period				Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	12.7%	24.4%	0.4%	1.0%	3.0%	6.0%	0.1%	0.1%
	SIS Highway Corridors	20.0%	37.8%	0.1%	1.3%	4.7%	9.1%	0.0%	0.1%
	SIS Highway Connectors	4.1%	9.9%	0.0%	0.0%	4.1%	10.0%	0.0%	0.0%
	SHS Freeways	23.7%	38.5%	0.0%	2.0%	23.6%	39.6%	0.0%	0.5%
	SHS Highways	2.0%	15.7%	2.2%	0.0%	2.3%	18.2%	2.5%	0.0%
	SHS Arterials	2.4%	4.6%	0.2%	0.1%	2.4%	4.6%	0.2%	0.2%
2007	SHS Total	12.8%	24.6%	0.4%	1.0%	3.0%	6.0%	0.1%	0.1%
	SIS Highway Corridors	20.4%	38.5%	0.1%	1.3%	3.0%	5.8%	0.0%	0.0%
	SIS Highway Connectors	4.0%	9.8%	0.0%	0.0%	2.3%	5.6%	0.0%	0.0%
	SHS Freeways	24.1%	39.3%	0.0%	2.0%	2.9%	4.9%	0.0%	0.1%
	SHS Highways	2.2%	17.2%	2.4%	0.0%	3.2%	25.2%	3.5%	0.1%
	SHS Arterials	2.4%	4.5%	0.2%	0.1%	2.8%	5.3%	0.2%	0.2%
2008	SHS Total	12.2%	23.4%	0.4%	0.9%	2.9%	5.8%	0.1%	0.1%
	SIS Highway Corridors	19.7%	37.2%	0.1%	1.3%	2.9%	5.7%	0.0%	0.0%
	SIS Highway Connectors	3.8%	9.4%	0.0%	0.0%	2.1%	5.2%	0.0%	0.0%
	SHS Freeways	23.5%	38.2%	0.0%	2.0%	2.9%	4.9%	0.0%	0.1%
	SHS Highways	2.1%	16.5%	2.3%	0.0%	2.7%	21.3%	2.9%	0.1%
	SHS Arterials	2.2%	4.2%	0.2%	0.1%	2.6%	5.0%	0.2%	0.2%
2009	SHS Total	11.3%	21.7%	0.3%	0.9%	2.7%	5.3%	0.0%	0.1%
	SIS Highway Corridors	18.2%	34.4%	0.1%	1.2%	2.6%	5.2%	0.0%	0.0%
	SIS Highway Connectors	3.9%	9.5%	0.0%	0.0%	2.3%	5.7%	0.0%	0.0%
	SHS Freeways	21.8%	35.4%	0.0%	1.8%	2.6%	4.4%	0.0%	0.1%
	SHS Highways	1.8%	13.6%	1.9%	0.0%	2.0%	15.8%	2.2%	0.0%
	SHS Arterials	2.1%	3.9%	0.2%	0.1%	2.5%	4.7%	0.2%	0.2%
2010	SHS Total	11.4%	21.9%	0.3%	0.9%	2.6%	5.2%	0.0%	0.1%
	SIS Highway Corridors	18.4%	34.7%	0.1%	1.2%	2.6%	5.1%	0.0%	0.0%
	SIS Highway Connectors	3.8%	9.3%	0.0%	0.0%	2.2%	5.4%	0.0%	0.0%
	SHS Freeways	21.9%	35.6%	0.0%	1.8%	2.6%	4.4%	0.0%	0.1%
	SHS Highways	2.4%	18.3%	2.6%	0.0%	2.5%	19.3%	2.7%	0.0%
	SHS Arterials	2.1%	4.0%	0.2%	0.1%	2.5%	4.7%	0.2%	0.2%
2011	SHS Total	11.5%	22.1%	0.3%	0.9%	2.7%	5.3%	0.0%	0.1%
	SIS Highway Corridors	19.0%	35.8%	0.1%	1.2%	2.7%	5.3%	0.0%	0.0%
	SIS Highway Connectors	3.8%	9.1%	0.0%	0.0%	2.2%	5.3%	0.0%	0.0%
	SHS Freeways	22.6%	36.8%	0.0%	1.9%	2.7%	4.5%	0.0%	0.1%
	SHS Highways	1.8%	14.1%	2.0%	0.0%	2.3%	18.0%	2.5%	0.0%
	SHS Arterials	2.1%	3.8%	0.2%	0.1%	2.4%	4.5%	0.2%	0.2%

Percentage of Travel Heavily Congested

Year	Facility	Peak Hour/Peak Period				Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	11.3%	21.7%	0.3%	0.9%	2.6%	5.2%	0.0%	0.1%
	SIS Highway Corridors	18.4%	34.7%	0.1%	1.2%	2.6%	5.1%	0.0%	0.0%
	SIS Highway Connectors	3.7%	9.1%	0.0%	0.0%	2.2%	5.4%	0.0%	0.0%
	SHS Freeways	21.9%	35.7%	0.0%	1.8%	2.6%	4.4%	0.0%	0.1%
	SHS Highways	1.8%	13.6%	1.9%	0.0%	2.1%	16.1%	2.2%	0.0%
	SHS Arterials	2.1%	3.9%	0.2%	0.1%	2.4%	4.5%	0.2%	0.2%
	NHS	12.0%	22.3%	0.3%	0.9%	2.8%	5.4%	0.0%	0.1%
2013	SHS Total	11.5%	22.1%	0.3%	0.9%	2.7%	5.4%	0.0%	0.1%
	SIS Highway Corridors	18.9%	35.7%	0.1%	1.2%	2.8%	5.4%	0.0%	0.0%
	SIS Highway Connectors	3.8%	9.2%	0.0%	0.0%	2.1%	5.2%	0.0%	0.0%
	SHS Freeways	22.6%	36.7%	0.0%	1.9%	2.8%	4.7%	0.0%	0.1%
	SHS Highways	2.1%	16.4%	2.3%	0.0%	2.3%	17.8%	2.5%	0.0%
	SHS Arterials	2.1%	3.9%	0.2%	0.1%	2.4%	4.6%	0.2%	0.2%
	NHS	12.3%	22.8%	0.3%	0.9%	2.9%	5.6%	0.0%	0.1%
2014	SHS Total	11.7%	22.5%	0.3%	0.9%	2.7%	5.4%	0.0%	0.1%
	SIS Highway Corridors	19.2%	36.3%	0.1%	1.2%	2.8%	5.4%	0.0%	0.0%
	SIS Highway Connectors	3.9%	9.5%	0.0%	0.0%	2.2%	5.4%	0.0%	0.0%
	SHS Freeways	22.8%	37.2%	0.0%	1.9%	2.8%	4.6%	0.0%	0.1%
	SHS Highways	1.9%	14.7%	2.1%	0.0%	2.4%	18.3%	2.5%	0.0%
	SHS Arterials	2.1%	4.0%	0.2%	0.1%	2.5%	4.7%	0.2%	0.2%
	NHS	12.5%	23.3%	0.3%	0.9%	2.9%	5.6%	0.0%	0.1%
2015	SHS Total	12.2%	23.3%	0.4%	0.9%	2.9%	5.7%	0.1%	0.1%
	SIS Highway Corridors	19.6%	37.1%	0.1%	1.3%	4.6%	8.9%	0.0%	0.1%
	SIS Highway Connectors	5.2%	12.6%	0.0%	0.0%	0.5%	1.3%	0.0%	0.0%
	SHS Freeways	23.4%	38.0%	0.0%	2.0%	5.5%	9.2%	0.0%	0.1%
	SHS Highways	2.4%	18.6%	2.6%	0.0%	0.3%	2.2%	0.3%	0.0%
	SHS Arterials	2.4%	4.6%	0.3%	0.1%	0.7%	1.2%	0.0%	0.0%
	NHS	12.9%	24.1%	0.3%	1.0%	3.1%	5.9%	0.0%	0.1%

Hours Heavily Congested

Methodology

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

Calculation On a single segment:

$$Daily\ Hours\ Heavily\ Congested_i = \sum_{t=1}^{24} Hourly\ Volume > LOS\ E\ Threshold$$

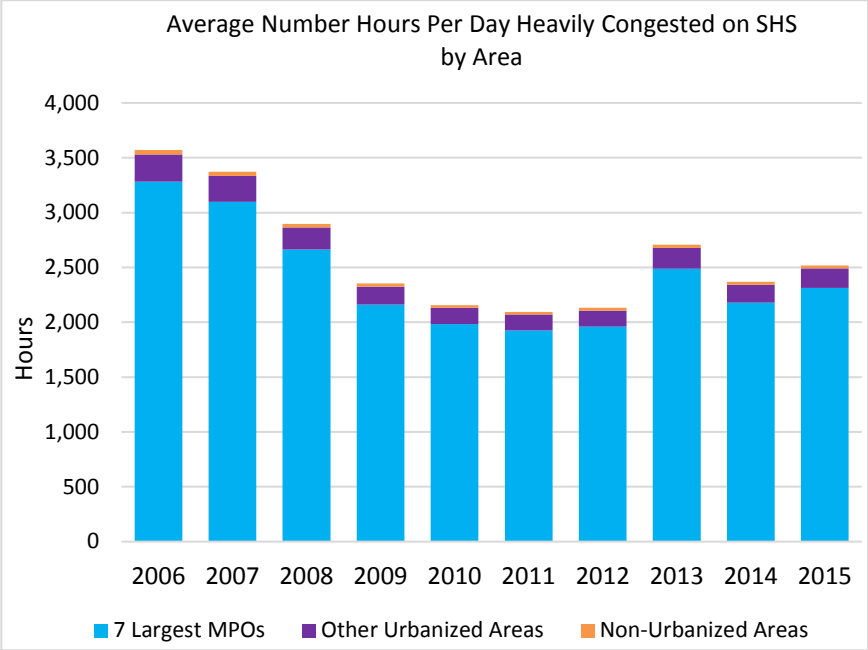
$$Yearly\ Hours\ Heavily\ Congested_i = 365 \times \sum_{t=1}^{24} Hourly\ Volume > LOS\ E\ Threshold$$

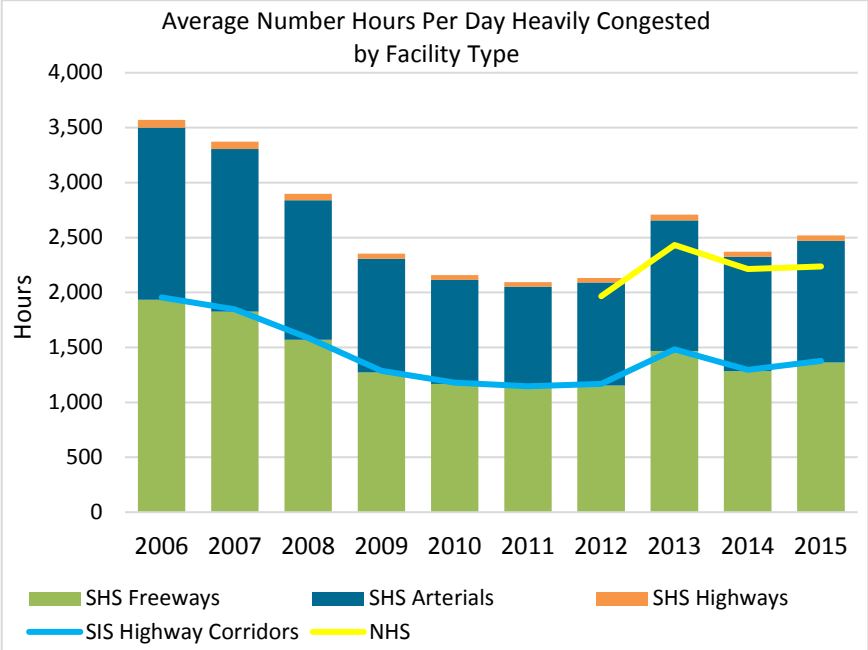
Reporting Periods

☐ Peak hour ☐ Peak period ☑ Daily ☑ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- HERE Data





Hours Heavily Congested (Average Number of Hours Per Day and Total Hours in Heavy Congestion Per Year)

		Daily Average				Yearly Total			
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	3572	3283	248.7	40.4	1,303,600	1,198,100	90,800	14,700
	SIS Highway Corridors	1955	1932	19.4	3.1	713,500	705,300	7,100	1,100
	SIS Highway Connectors	38	38	0.0	0.0	14,000	14,000	-	-
	SHS Freeways	1934	1912	18.7	3.1	705,900	697,900	6,800	1,100
	SHS Highways	70	54	11.3	3.9	25,400	19,900	4,100	1,400
	SHS Arterials	1568	1316	218.8	33.4	572,400	480,400	79,800	12,200
2007	SHS Total	3372	3099	234.8	38.2	1,230,700	1,131,100	85,700	13,900
	SIS Highway Corridors	1846	1824	18.3	2.9	673,600	665,800	6,700	1,100
	SIS Highway Connectors	36	36	0.0	0.0	13,300	13,300	-	-
	SHS Freeways	1826	1805	17.6	2.9	666,400	658,900	6,400	1,100
	SHS Highways	66	51	10.6	3.7	24,000	18,700	3,900	1,300
	SHS Arterials	1481	1242	206.5	31.5	540,400	453,500	75,400	11,500
2008	SHS Total	2897	2663	201.7	32.8	1,057,400	971,800	73,600	12,000
	SIS Highway Corridors	1586	1567	15.8	2.5	578,700	572,100	5,800	900
	SIS Highway Connectors	31	31	0.0	0.0	11,400	11,400	-	-
	SHS Freeways	1569	1551	15.1	2.5	572,500	566,100	5,500	900
	SHS Highways	56	44	9.1	3.2	20,600	16,100	3,300	1,200
	SHS Arterials	1272	1067	177.4	27.1	464,300	389,600	64,800	9,900
2009	SHS Total	2353	2162	163.8	26.6	858,700	789,200	59,800	9,700
	SIS Highway Corridors	1288	1273	12.8	2.0	470,000	464,600	4,700	700
	SIS Highway Connectors	25	25	0.0	0.0	9,200	9,200	-	-
	SHS Freeways	1274	1260	12.3	2.0	465,000	459,700	4,500	700
	SHS Highways	46	36	7.4	2.6	16,700	13,100	2,700	900
	SHS Arterials	1033	867	144.1	22.0	377,000	316,400	52,600	8,000
2010	SHS Total	2157	1982	150.2	24.4	787,200	723,500	54,800	8,900
	SIS Highway Corridors	1180	1167	11.7	1.9	430,900	425,900	4,300	700
	SIS Highway Connectors	23	23	0.0	0.0	8,500	8,500	-	-
	SHS Freeways	1168	1155	11.3	1.9	426,200	421,400	4,100	700
	SHS Highways	42	33	6.8	2.3	15,300	12,000	2,500	900
	SHS Arterials	947	795	132.1	20.2	345,600	290,100	48,200	7,400
2011	SHS Total	2094	1925	145.8	23.7	764,400	702,600	53,200	8,600
	SIS Highway Corridors	1146	1133	11.4	1.8	418,400	413,600	4,200	700
	SIS Highway Connectors	23	23	0.0	0.0	8,200	8,200	-	-
	SHS Freeways	1134	1121	10.9	1.8	413,900	409,200	4,000	700
	SHS Highways	41	32	6.6	2.3	14,900	11,600	2,400	800
	SHS Arterials	920	772	128.3	19.6	335,600	281,700	46,800	7,200

Hours Heavily Congested (Average Number of Hours Per Day and Total Hours in Heavy Congestion Per Year)

		Daily Average				Yearly Total			
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	2131	1959	148.4	24.1	777,900	715,000	54,200	8,800
	SIS Highway Corridors	1167	1153	11.6	1.9	425,800	420,900	4,200	700
	SIS Highway Connectors	23	23	0.0	0.0	8,400	8,400	-	-
	SHS Freeways	1154	1141	11.1	1.9	421,200	416,500	4,100	700
	SHS Highways	42	32	6.7	2.3	15,100	11,800	2,500	800
	SHS Arterials	936	785	130.5	19.9	341,600	286,600	47,600	7,300
	NHS	1966	1853	89.4	23.6	717,500	676,300	32,600	8,600
2013	SHS Total	2708	2489	188.5	30.6	988,300	908,300	68,800	11,200
	SIS Highway Corridors	1482	1465	14.7	2.4	540,900	534,700	5,400	900
	SIS Highway Connectors	29	29	0.0	0.0	10,600	10,600	-	-
	SHS Freeways	1466	1450	14.1	2.4	535,100	529,100	5,200	900
	SHS Highways	53	41	8.5	2.9	19,200	15,100	3,100	1,100
	SHS Arterials	1189	998	165.8	25.3	434,000	364,200	60,500	9,200
	NHS	2432	2292	110.6	29.2	887,600	836,600	40,400	10,700
2014	SHS Total	2370	2178	165.0	26.8	865,000	795,000	60,200	9,800
	SIS Highway Corridors	1297	1282	12.9	2.1	473,400	468,000	4,700	800
	SIS Highway Connectors	26	26	0.0	0.0	9,300	9,300	-	-
	SHS Freeways	1283	1269	12.4	2.1	468,400	463,100	4,500	800
	SHS Highways	46	36	7.5	2.6	16,800	13,200	2,700	900
	SHS Arterials	1041	873	145.2	22.2	379,800	318,700	53,000	8,100
	NHS	2213	2086	100.6	26.6	807,800	761,400	36,700	9,700
2015	SHS Total	2518	2315	175.3	28.5	919,000	844,800	63,900	10,400
	SIS Highway Corridors	1378	1362	13.7	2.2	503,100	497,300	5,000	800
	SIS Highway Connectors	27	27	0.0	0.0	9,900	9,900	-	-
	SHS Freeways	1364	1348	13.2	2.2	497,600	492,100	4,800	800
	SHS Highways	49	38	7.9	2.7	17,900	14,000	2,900	1,000
	SHS Arterials	1106	928	154.2	23.6	403,500	338,700	56,300	8,600
	NHS	2236	2107	101.6	26.8	816,100	769,200	37,100	9,800

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.

Calculation

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

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Source

FDOT Transit Office

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.

Calculation

$\sum Passenger\ Boardings$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Source

FDOT Transit Office

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Million Annual Passenger Trips	240.1	248.9	257.0	262.2	248.8	245.2	260.6	270.2	278.2	277.5

Transit Average Headway

Methodology

The measure of time between operating transit vehicles. This figure is computed using the statewide totals for route miles, peak hour vehicles, and average speed and does not reflect an average of the headways from the individual transit agencies.

Calculation

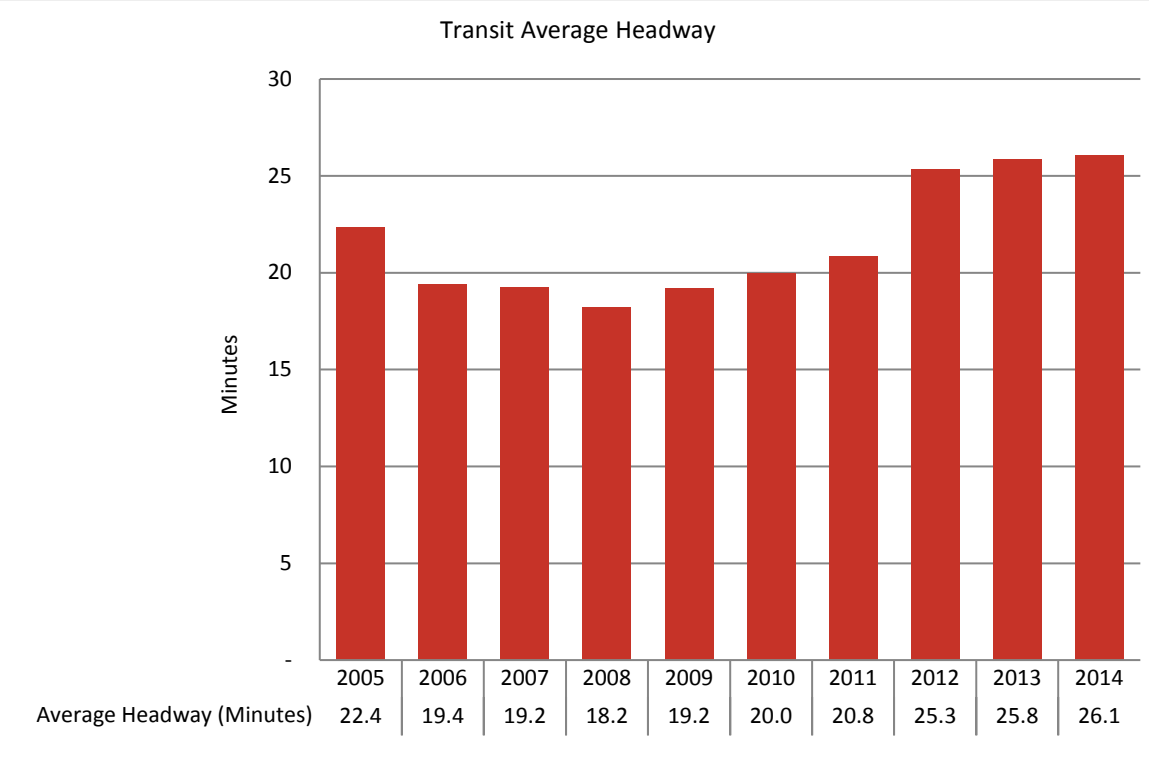
$$\left(\frac{Route\ Miles}{Average\ Speed}\right) \div (Peak\ Hour\ Vehicles) \times 60$$

Reporting Periods

☑ Peak hour ☐ Peak period ☐ Daily ☐ Yearly

Source

FDOT Transit Office



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Average Headway (Minutes)	22.4	19.4	19.2	18.2	19.2	20.0	20.8	25.3	25.8	26.1

Weekday Span of Service

Methodology

The number of hours that transit service is provided on a representative weekday in the operation of the transit agency. Statewide weekday span of service figures are an average of the 31 transit agencies weekday span of service. This indicator is determined by computing the number of hours between the time service begins and time service ends for an average weekday.

Reporting Periods

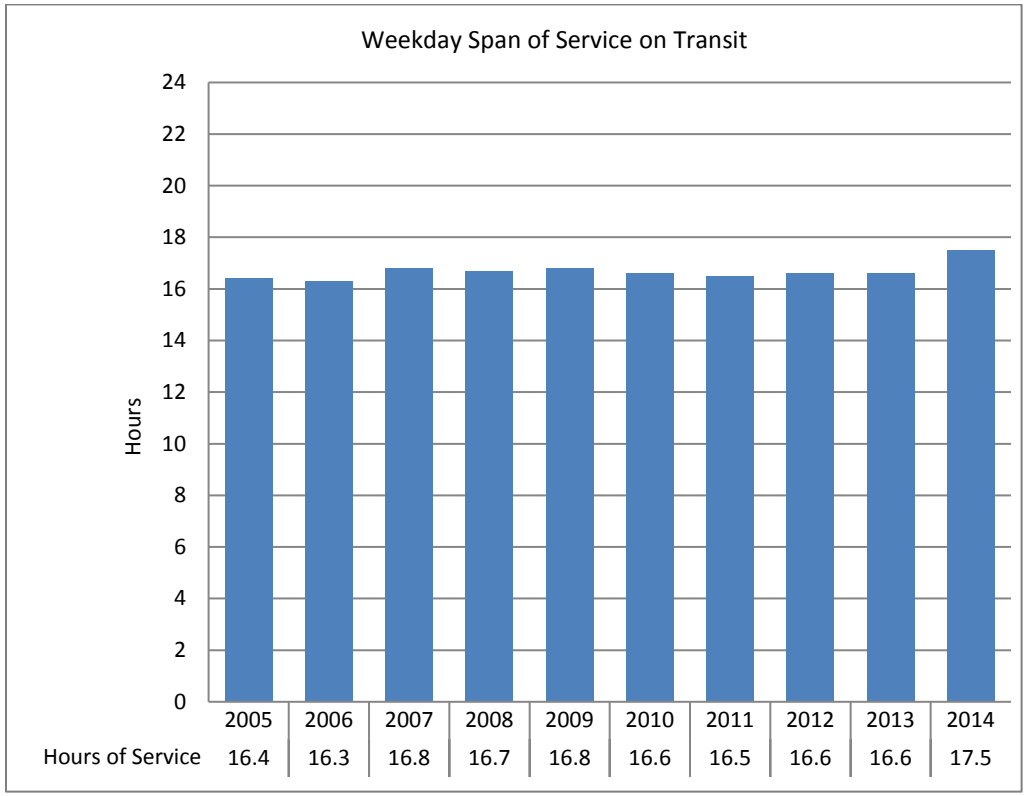
☐ Peak hour ☐ Peak period ☑ Daily ☐ Yearly

Source

FDOT Transit Office

Calculation

$$\frac{\sum(Service\ Spans)}{\sum(Transit\ Agencies)}$$



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Hours of Service	16.4	16.3	16.8	16.7	16.8	16.6	16.5	16.6	16.6	17.5

Passenger Trips Per Revenue Mile

Methodology

The ratio of annual passenger trips to total annual revenue miles of service; a key indicator of service effectiveness that is influenced by the levels of demand and the supply of service provided.

Calculation

$$\frac{\sum(Annual\ Passenger\ Trips)}{\sum(Annual\ Revenue\ Miles)}$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Source

FDOT Transit Office

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.

Calculation

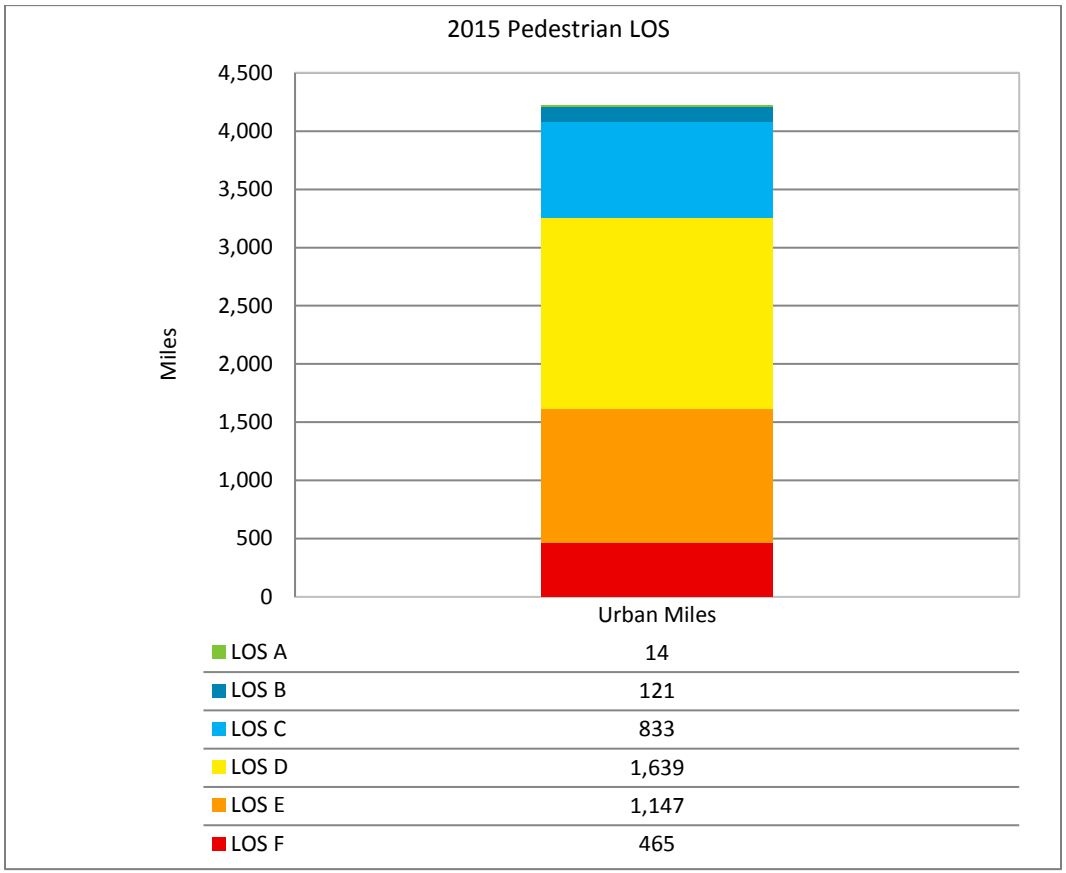
$\sum$ *Miles of Each LOS Letter Grade*

Reporting Periods

☑ Peak hour ☐ Peak period ☐ Daily ☐ Yearly

Sources

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



% 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.

Calculation

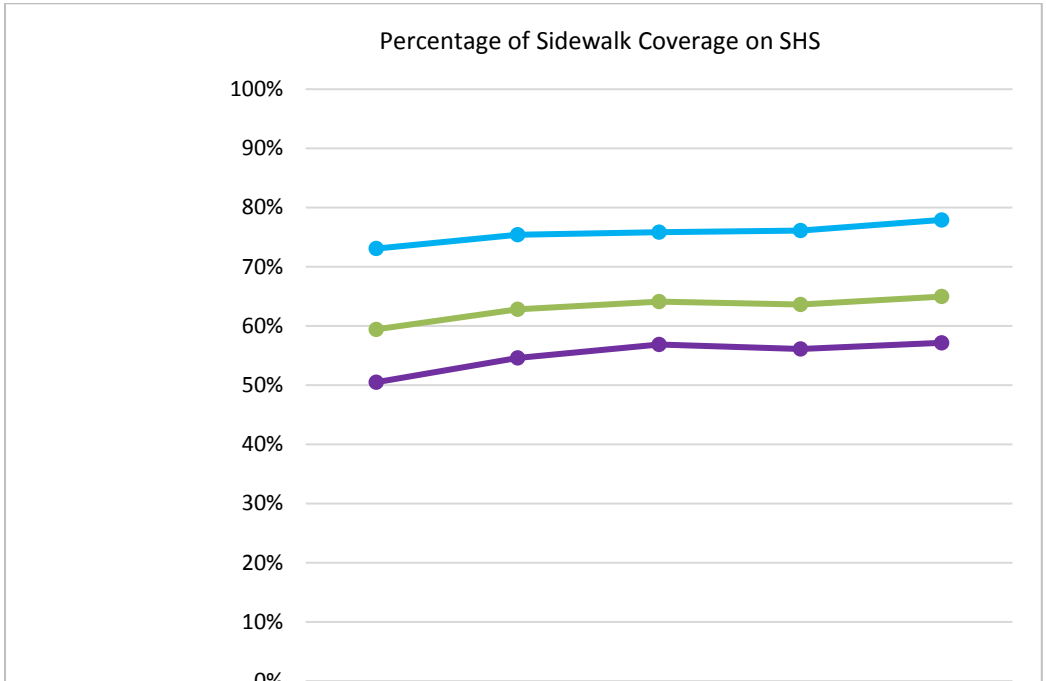
$$\frac{\sum Sidewalk\ Miles\ In\ Urban\ Areas}{\sum Centerline\ Miles\ In\ Urban\ Areas} \times 100$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Source

FDOT Roadway Characteristics Inventory



	2011	2012	2013	2014	2015
7 Largest Counties	73.1%	75.4%	75.8%	76.1%	77.9%
Other Urban Areas	50.5%	54.6%	56.9%	56.1%	57.2%
Total State Urban	59.4%	62.8%	64.1%	63.6%	65.0%

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.

Calculation

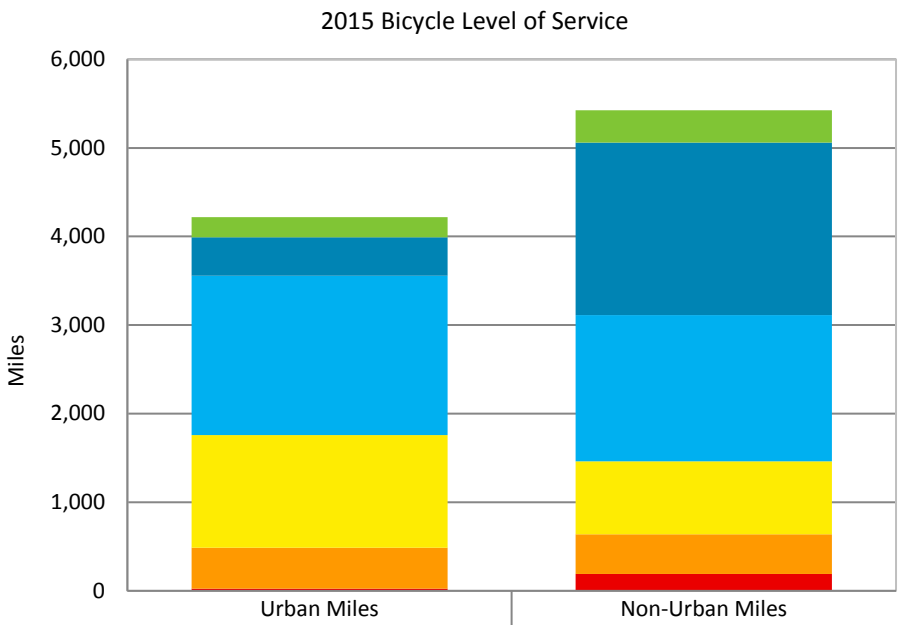
∑ *Miles of Each LOS Letter Grade*

Reporting Periods

☑ Peak hour ☐ Peak period ☐ Daily ☐ Yearly

Sources

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



	Urban Miles	Non-Urban Miles
LOS A	226	364
LOS B	434	1,949
LOS C	1,801	1,649
LOS D	1,270	824
LOS E	464	449
LOS F	23	191

% 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. It may be designated or undesignated.

Calculation

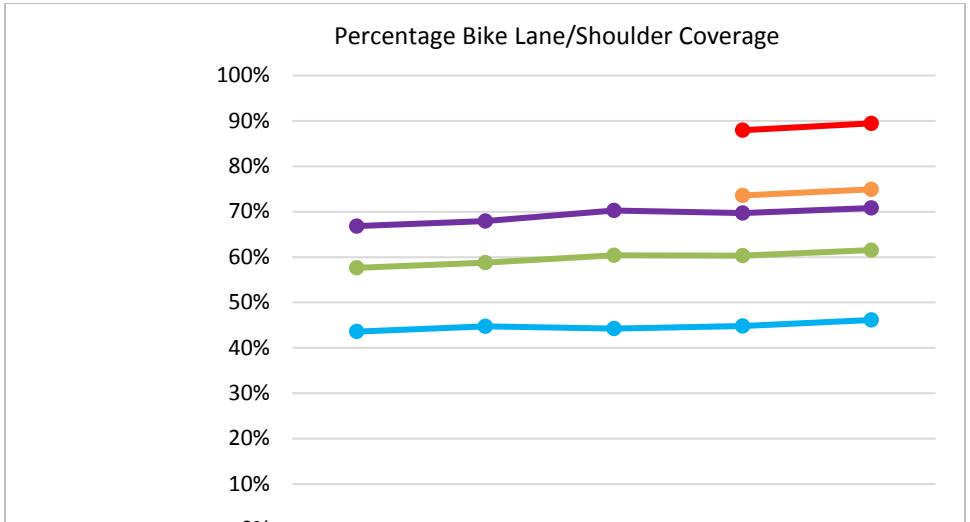
$$\frac{\sum Bike\ Lane\ Miles}{\sum Centerline\ Miles} \times 100$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Source

FDOT Roadway Characteristics Inventory



	2011	2012	2013	2014	2015
7 Largest Counties	43.6%	44.7%	44.3%	44.8%	46.1%
Other Urban Areas	66.8%	67.9%	70.3%	69.7%	70.8%
Total State Urban	57.6%	58.8%	60.4%	60.3%	61.5%
Non-Urban Areas				88.0%	89.5%
Total State				73.6%	74.9%

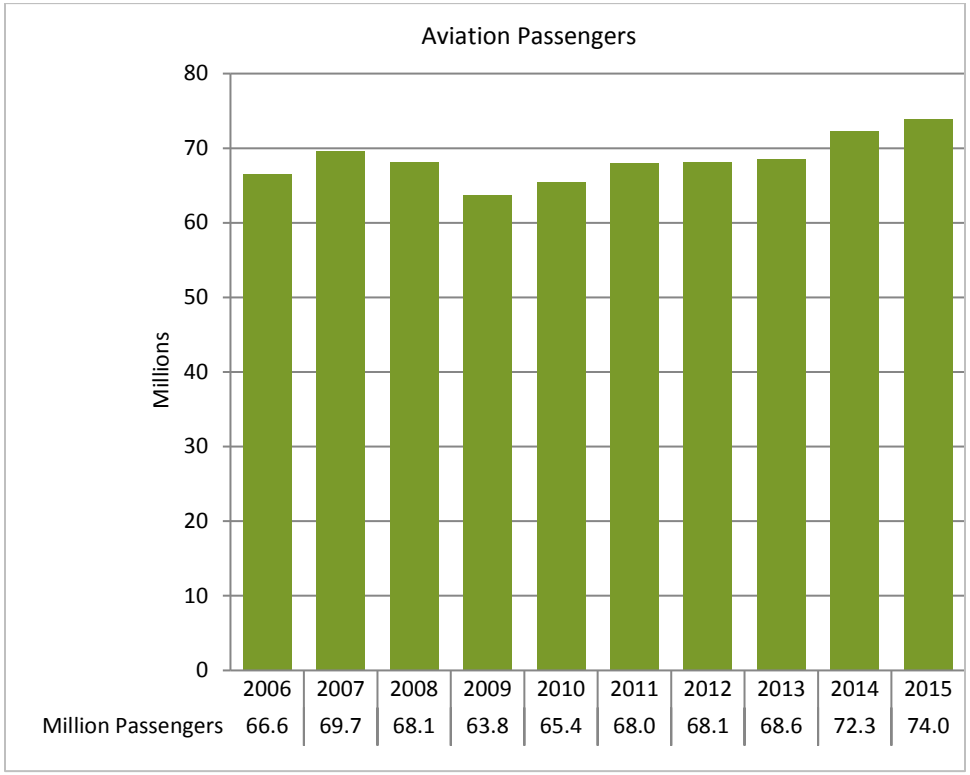
Aviation Passengers

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

Calculation
$\sum Commercial\ Service\ Enplanements$

Reporting Periods
☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Source
http://www.floridatransportationindicators.org/



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Million Passengers	66.6	69.7	68.1	63.8	65.4	68.0	68.1	68.6	72.3	74.0

Aviation Departure Reliability

Methodology

Departure reliability 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). Departure reliability is based on departure from the gate can be influenced by various factors such as heavy traffic volume, weather, and mechanical reasons beyond the control of the airport.

Reporting Periods

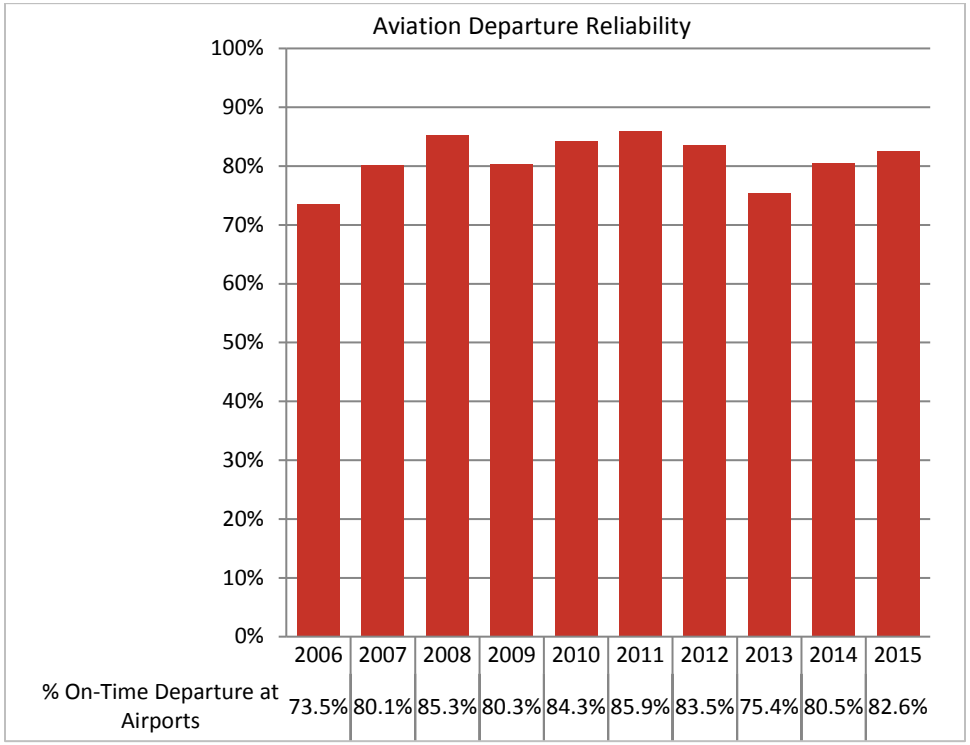
☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Source

U.S. DOT, Bureau of Transportation Statistics

Calculation

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



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.

Calculation

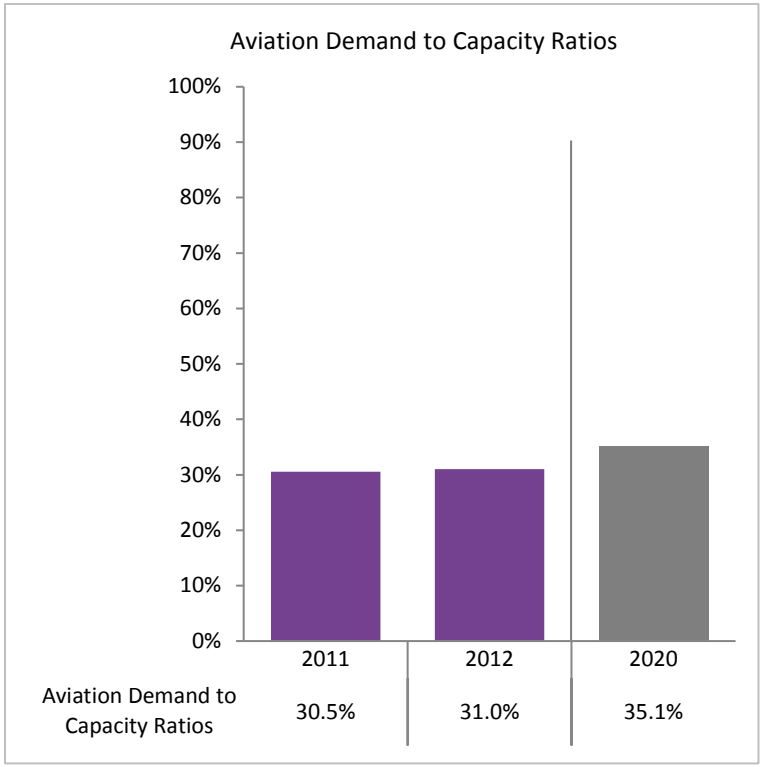
$$\frac{\sum Operations}{\sum Airport\ Service\ Volume} \times 100$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Source

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



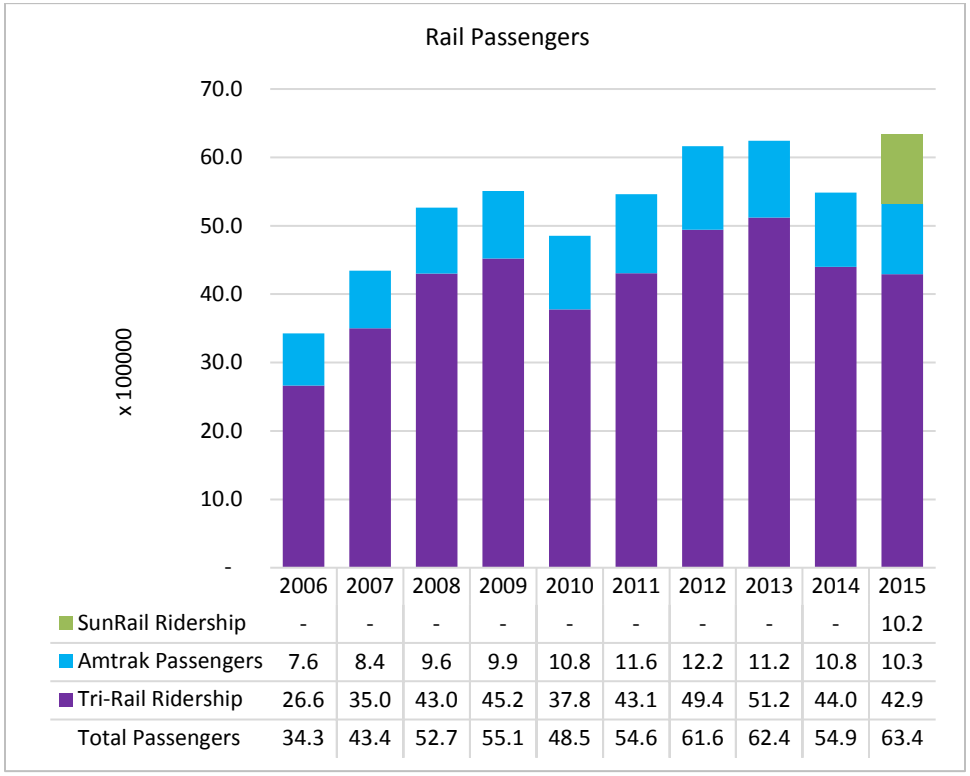
Rail Passengers

Methodology
Annual number of revenue paying Amtrak passengers.

Calculation
$\sum Rail\ Passengers$

Reporting Periods
☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Sources
- State of Florida, Amtrak Fact Sheet
- SunRail
- South Florida Regional Transportation Authority Transit Development Plan



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
SunRail Ridership	-	-	-	-	-	-	-	-	-	10.2
Amtrak Passengers	7.6	8.4	9.6	9.9	10.8	11.6	12.2	11.2	10.8	10.3
Tri-Rail Ridership	26.6	35.0	43.0	45.2	37.8	43.1	49.4	51.2	44.0	42.9
Total Passengers	34.3	43.4	52.7	55.1	48.5	54.6	61.6	62.4	54.9	63.4

Rail Departure Reliability

Methodology

Rail departure reliability captures the on-time performance of a national passenger rail system operating within Florida. An on-time train is defined as a train with segment performance less than mileage-based tolerance.

Calculation

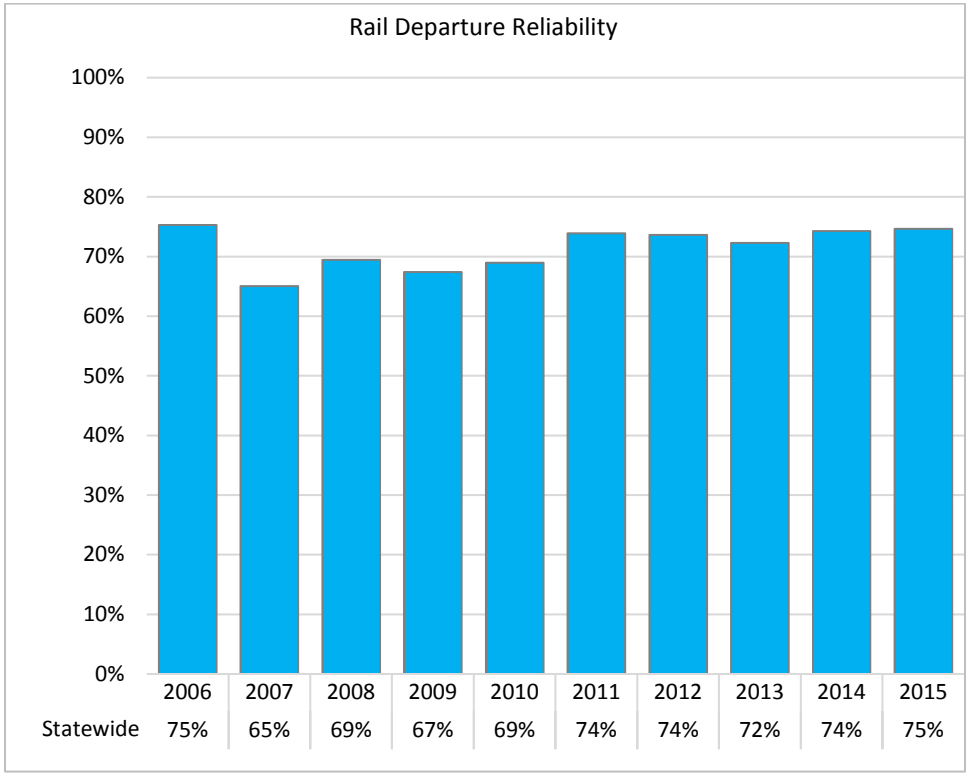
$$\frac{\sum On\ Time\ Trains}{\sum Trains} \times 100$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Sources

- Amtrak
- SunRail
- South Florida Regional Transportation Authority Transit Development Plan



Seaport Passengers

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

Reporting Periods
☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Calculation
$\sum Cruise\ Passengers$

Source
Florida Ports Council

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Million Passengers	14.2	14.1	13.2	12.7	12.7	13.3	12.2	14.1	15.6	15.2

Multimodal Mobility
Performance Measures
for
QUANTITY
ACCESSIBILITY
UTILIZATION
QUALITY
People & Freight

% Miles Heavily Congested

Methodology

The percentage of miles heavily 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.

Calculation

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

Reporting Periods

7 Largest MPOs:

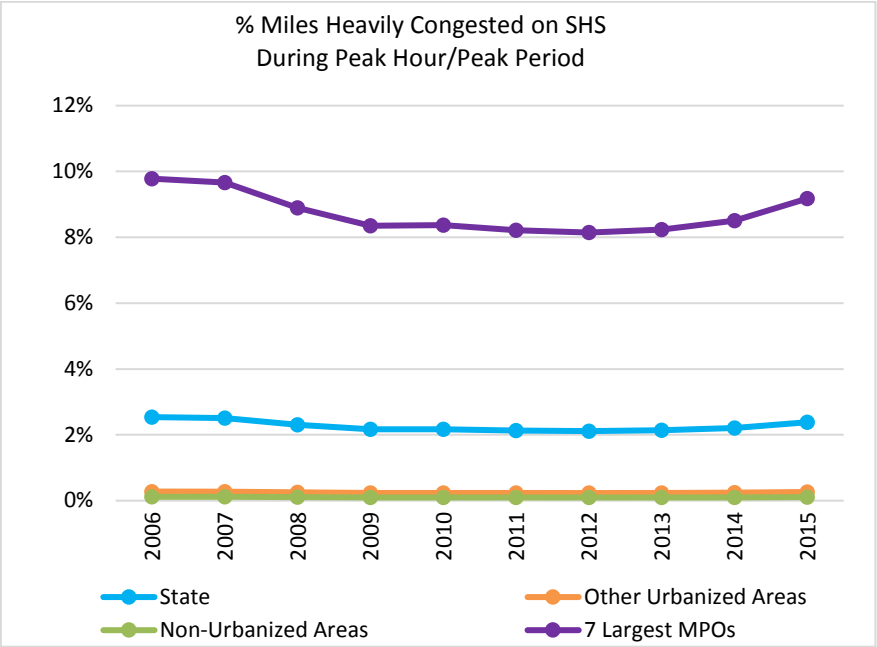
☐ Peak hour ☑ Peak period ☐ Daily ☐ Yearly

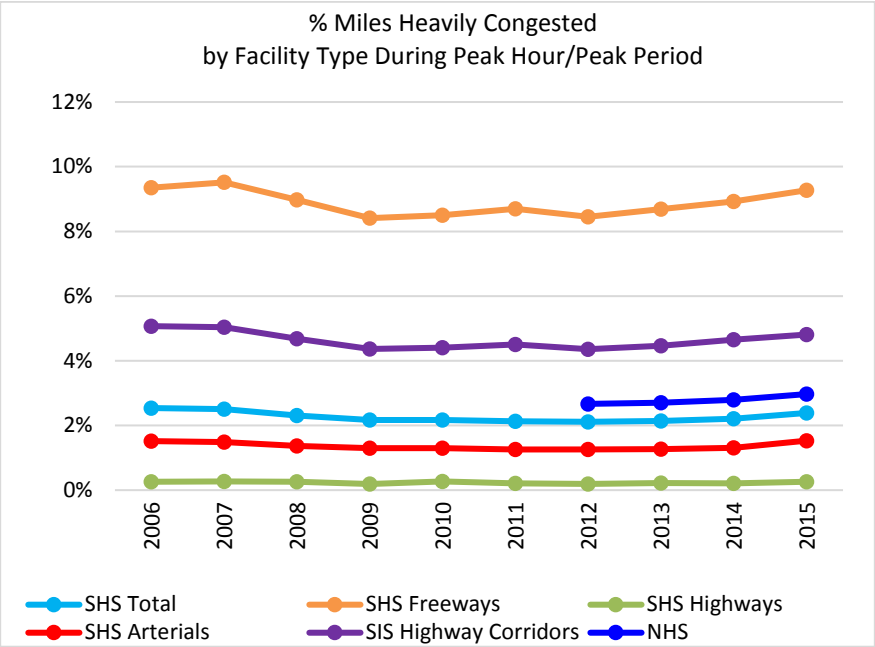
All Others:

☑ Peak hour ☐ Peak period ☐ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- HERE Data





Percentage of Miles Heavily Congested

Year	Facility	Peak Hour/Peak Period			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	2.5%	9.8%	0.3%	0.1%
	SIS Highway Corridors	5.1%	22.9%	0.0%	0.2%
	SIS Highway Connectors	1.8%	6.2%	0.0%	0.0%
	SHS Freeways	9.4%	23.8%	0.0%	0.6%
	SHS Highways	0.3%	4.3%	0.8%	0.0%
	SHS Arterials	1.5%	3.5%	0.2%	0.1%
2007	SHS Total	2.5%	9.7%	0.3%	0.1%
	SIS Highway Corridors	5.0%	22.7%	0.0%	0.2%
	SIS Highway Connectors	1.7%	6.0%	0.0%	0.0%
	SHS Freeways	9.5%	24.2%	0.0%	0.6%
	SHS Highways	0.3%	4.5%	0.8%	0.0%
	SHS Arterials	1.5%	3.4%	0.2%	0.1%
2008	SHS Total	2.3%	8.9%	0.3%	0.1%
	SIS Highway Corridors	4.7%	21.1%	0.0%	0.2%
	SIS Highway Connectors	1.7%	5.7%	0.0%	0.0%
	SHS Freeways	9.0%	22.8%	0.0%	0.6%
	SHS Highways	0.3%	4.4%	0.8%	0.0%
	SHS Arterials	1.4%	3.2%	0.2%	0.0%
2009	SHS Total	2.2%	8.4%	0.2%	0.1%
	SIS Highway Corridors	4.4%	19.7%	0.0%	0.2%
	SIS Highway Connectors	1.6%	5.7%	0.0%	0.0%
	SHS Freeways	8.4%	21.4%	0.0%	0.5%
	SHS Highways	0.2%	3.3%	0.6%	0.0%
	SHS Arterials	1.3%	3.0%	0.2%	0.0%
2010	SHS Total	2.2%	8.4%	0.2%	0.1%
	SIS Highway Corridors	4.4%	19.9%	0.0%	0.2%
	SIS Highway Connectors	1.6%	5.6%	0.0%	0.0%
	SHS Freeways	8.5%	21.6%	0.0%	0.5%
	SHS Highways	0.3%	4.6%	0.8%	0.0%
	SHS Arterials	1.3%	3.0%	0.2%	0.0%
2011	SHS Total	2.1%	8.2%	0.2%	0.1%
	SIS Highway Corridors	4.5%	20.3%	0.0%	0.2%
	SIS Highway Connectors	1.6%	5.4%	0.0%	0.0%
	SHS Freeways	8.7%	22.1%	0.0%	0.5%
	SHS Highways	0.2%	3.6%	0.6%	0.0%
	SHS Arterials	1.3%	2.9%	0.2%	0.0%

Percentage of Miles Heavily Congested

Year	Facility	Peak Hour/Peak Period			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	2.1%	8.1%	0.2%	0.1%
	SIS Highway Corridors	4.4%	19.6%	0.0%	0.2%
	SIS Highway Connectors	1.6%	5.4%	0.0%	0.0%
	SHS Freeways	8.4%	21.5%	0.0%	0.5%
	SHS Highways	0.2%	3.3%	0.6%	0.0%
	SHS Arterials	1.3%	2.9%	0.2%	0.0%
	NHS	2.7%	8.9%	0.2%	0.1%
2013	SHS Total	2.1%	8.2%	0.2%	0.1%
	SIS Highway Corridors	4.5%	20.1%	0.0%	0.2%
	SIS Highway Connectors	1.6%	5.5%	0.0%	0.0%
	SHS Freeways	8.7%	22.1%	0.0%	0.5%
	SHS Highways	0.2%	3.8%	0.7%	0.0%
	SHS Arterials	1.3%	2.9%	0.2%	0.0%
	NHS	2.7%	9.1%	0.2%	0.1%
2014	SHS Total	2.2%	8.5%	0.2%	0.1%
	SIS Highway Corridors	4.6%	21.0%	0.0%	0.2%
	SIS Highway Connectors	1.6%	5.6%	0.0%	0.0%
	SHS Freeways	8.9%	22.7%	0.0%	0.5%
	SHS Highways	0.2%	3.5%	0.6%	0.0%
	SHS Arterials	1.3%	3.0%	0.2%	0.0%
	NHS	2.8%	9.4%	0.2%	0.2%
2015	SHS Total	2.4%	9.2%	0.3%	0.1%
	SIS Highway Corridors	4.8%	21.7%	0.0%	0.2%
	SIS Highway Connectors	2.1%	7.4%	0.0%	0.0%
	SHS Freeways	9.3%	23.6%	0.0%	0.6%
	SHS Highways	0.3%	4.5%	0.8%	0.0%
	SHS Arterials	1.5%	3.5%	0.2%	0.1%
	NHS	3.0%	9.9%	0.2%	0.2%

Vehicles Per Lane Mile

Methodology

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

Calculation

Aggregating multiple segments:

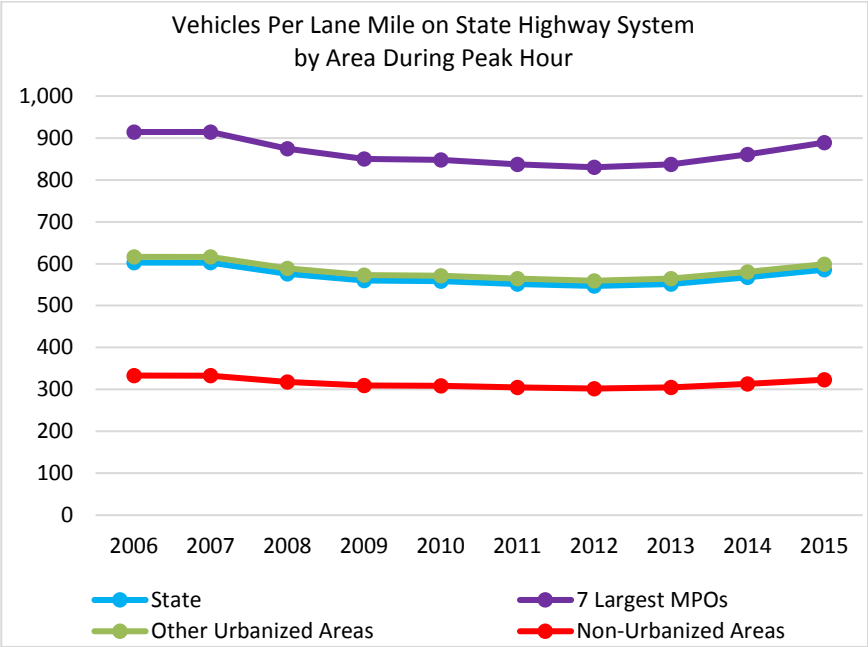
$$\frac{\sum \left(\frac{Volume}{Number\ of\ Lanes}\right) \times (Lane\ Miles)}{\sum (Lane\ Miles)}$$

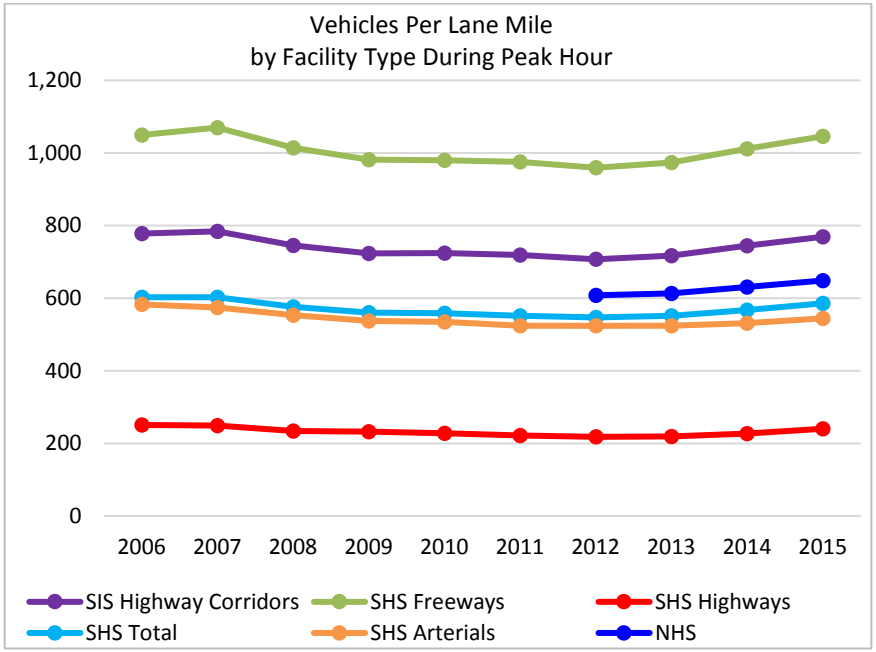
Reporting Period

☑ Peak hour ☐ Peak period ☐ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory





Vehicles Per Lane Mile

		Peak Hour			
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	602	914	616	333
	SIS Highway Corridors	778	1,377	773	428
	SIS Highway Connectors	583	719	600	352
	SHS Freeways	1,049	1,445	940	628
	SHS Highways	251	545	422	214
	SHS Arterials	583	649	572	372
2007	SHS Total	602	914	616	333
	SIS Highway Corridors	784	1,388	779	431
	SIS Highway Connectors	569	702	586	344
	SHS Freeways	1,070	1,473	959	641
	SHS Highways	249	540	419	212
	SHS Arterials	574	639	564	367
2008	SHS Total	576	874	589	318
	SIS Highway Corridors	745	1,319	740	410
	SIS Highway Connectors	551	680	567	333
	SHS Freeways	1,015	1,397	909	608
	SHS Highways	234	508	394	200
	SHS Arterials	553	616	543	353
2009	SHS Total	560	850	573	310
	SIS Highway Corridors	723	1,281	718	398
	SIS Highway Connectors	494	609	508	298
	SHS Freeways	981	1,351	879	588
	SHS Highways	232	505	391	198
	SHS Arterials	537	598	527	343
2010	SHS Total	559	848	571	309
	SIS Highway Corridors	725	1,282	719	398
	SIS Highway Connectors	490	605	505	296
	SHS Freeways	980	1,349	878	587
	SHS Highways	228	494	383	194
	SHS Arterials	535	595	525	341
2011	SHS Total	552	837	564	305
	SIS Highway Corridors	719	1,272	714	395
	SIS Highway Connectors	481	593	494	290
	SHS Freeways	976	1,343	874	584
	SHS Highways	222	482	374	189
	SHS Arterials	524	584	515	335

Vehicles Per Lane Mile

		Peak Hour			
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	547	830	559	302
	SIS Highway Corridors	707	1,252	702	389
	SIS Highway Connectors	476	588	490	288
	SHS Freeways	959	1,321	860	574
	SHS Highways	218	473	367	186
	SHS Arterials	524	583	514	334
	NHS	608	871	577	358
2013	SHS Total	552	837	564	305
	SIS Highway Corridors	717	1,269	712	394
	SIS Highway Connectors	467	576	480	282
	SHS Freeways	974	1,341	873	583
	SHS Highways	219	477	370	187
	SHS Arterials	524	584	514	335
	NHS	613	879	582	362
2014	SHS Total	567	861	580	313
	SIS Highway Corridors	744	1,317	739	409
	SIS Highway Connectors	477	588	491	288
	SHS Freeways	1,012	1,393	906	606
	SHS Highways	227	494	383	194
	SHS Arterials	531	591	521	339
	NHS	631	903	599	372
2015	SHS Total	586	889	599	324
	SIS Highway Corridors	769	1,361	764	423
	SIS Highway Connectors	475	585	489	287
	SHS Freeways	1,046	1,441	938	627
	SHS Highways	240	522	405	205
	SHS Arterials	544	606	534	348
	NHS	649	929	616	382

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.

Calculation

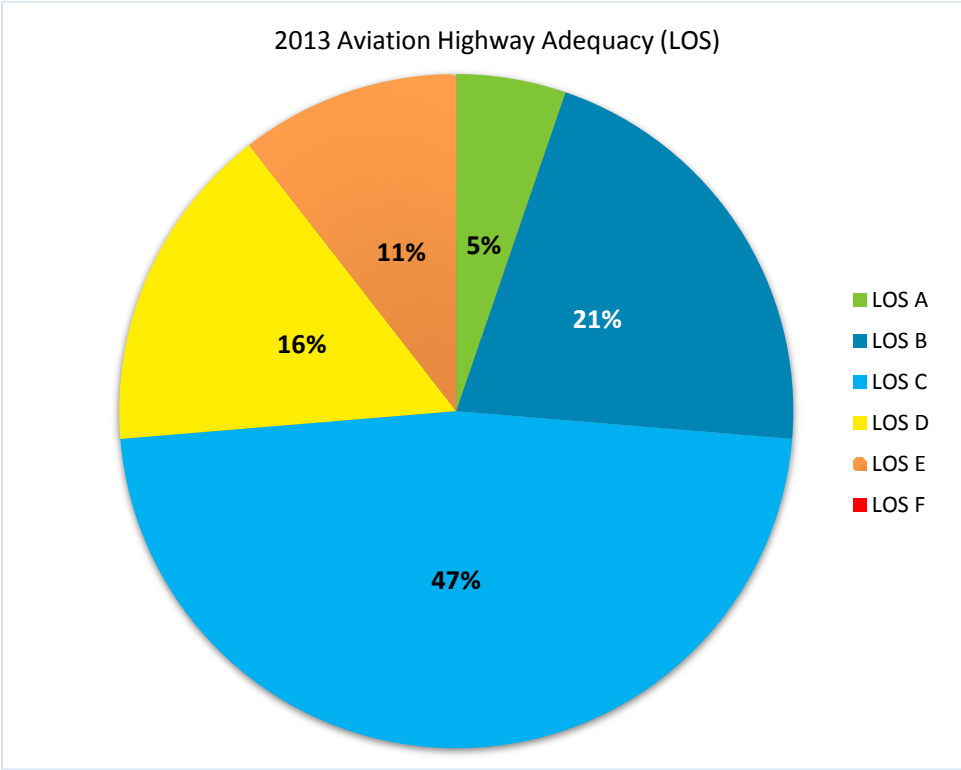
$$\frac{\sum Miles\ of\ Each\ LOS\ Letter\ Grade}{\sum Miles} \times 100$$

Reporting Periods

☑ Peak hour ☐ Peak period ☐ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- Aerial images



Passenger Rail Highway Adequacy (LOS)

Methodology

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

Calculation

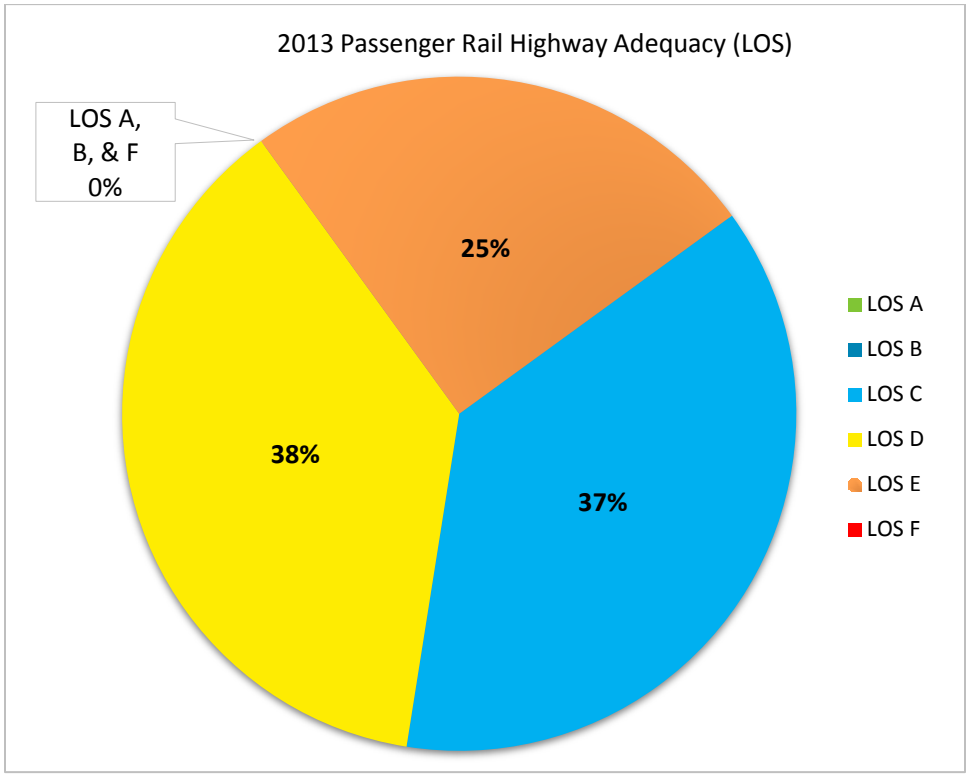
$$\frac{\sum Miles\ of\ Each\ LOS\ Letter\ Grade}{\sum Miles} \times 100$$

Reporting Periods

☑ Peak hour ☐ Peak period ☐ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- Aerial images



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.

Calculation

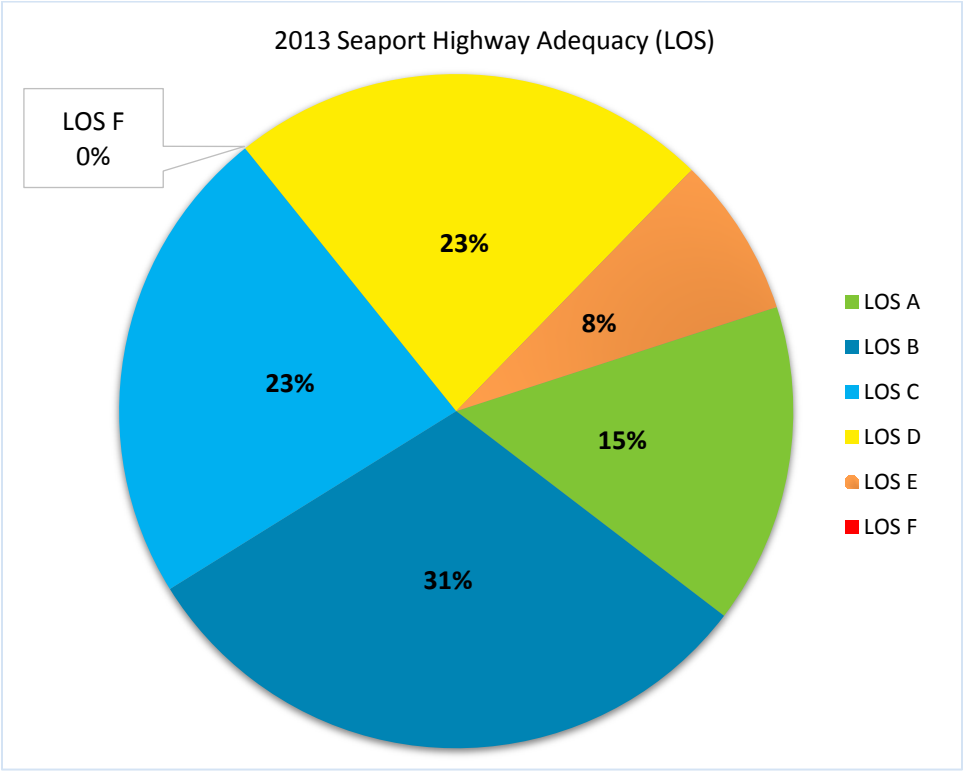
$$\frac{\sum Miles\ of\ Each\ LOS\ Letter\ Grade}{\sum Miles} \times 100$$

Reporting Periods

☑ Peak hour ☐ Peak period ☐ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- Aerial images



Multimodal
Mobility
Performance
Measures
for
QUANTITY
ACCESSIBILITY
UTILIZATION
QUALITY
Freight

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

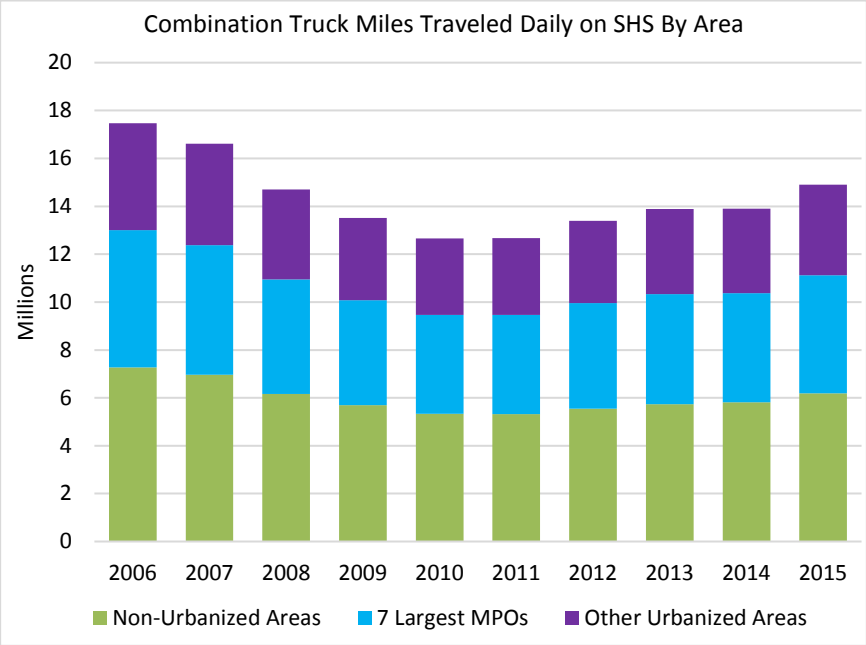
$\sum(Segment\ Length \times Combination\ Truck\ Volume)$

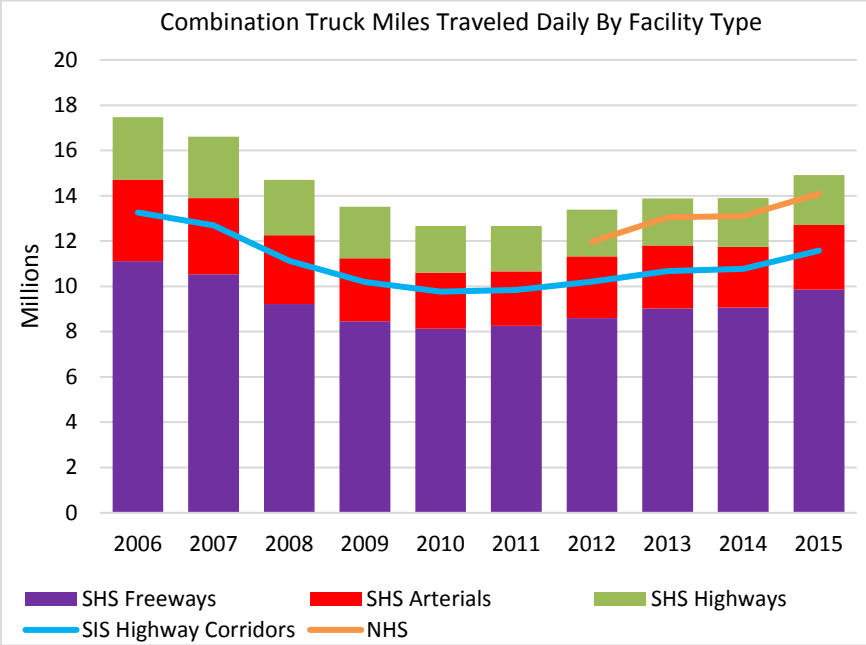
Reporting Period

☐ Peak hour ☐ Peak period ☑ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory





Combination Truck Miles Traveled (CTMT), Millions

Year	Facility	Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	17.5	5.7	4.5	7.3
	SIS Highway Corridors	13.3	4.4	3.0	5.9
	SIS Highway Connectors	0.1	0.0	0.1	0.0
	SHS Freeways	11.1	4.2	2.6	4.3
	SHS Highways	2.8	0.1	0.3	2.4
	SHS Arterials	3.6	1.4	1.6	0.6
2007	SHS Total	16.6	5.4	4.2	7.0
	SIS Highway Corridors	12.7	4.2	2.9	5.6
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	10.5	4.0	2.4	4.1
	SHS Highways	2.7	0.1	0.3	2.3
	SHS Arterials	3.4	1.3	1.5	0.5
2008	SHS Total	14.7	4.8	3.7	6.2
	SIS Highway Corridors	11.1	3.7	2.5	4.9
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	9.2	3.5	2.1	3.6
	SHS Highways	2.4	0.1	0.3	2.1
	SHS Arterials	3.0	1.2	1.4	0.5
2009	SHS Total	13.5	4.4	3.4	5.7
	SIS Highway Corridors	10.2	3.4	2.3	4.5
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	8.5	3.2	2.0	3.3
	SHS Highways	2.3	0.1	0.2	1.9
	SHS Arterials	2.8	1.1	1.2	0.4
2010	SHS Total	12.7	4.1	3.2	5.3
	SIS Highway Corridors	9.8	3.2	2.2	4.3
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	8.1	3.1	1.9	3.2
	SHS Highways	2.1	0.1	0.2	1.8
	SHS Arterials	2.5	1.0	1.1	0.4
2011	SHS Total	12.7	4.1	3.2	5.3
	SIS Highway Corridors	9.8	3.2	2.2	4.4
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	8.3	3.1	1.9	3.2
	SHS Highways	2.0	0.1	0.2	1.7
	SHS Arterials	2.4	1.0	1.1	0.4

Combination Truck Miles Traveled (CTMT), Millions

Year	Facility	Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	13.4	4.4	3.4	5.6
	SIS Highway Corridors	10.2	3.4	2.3	4.5
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	8.6	3.2	2.0	3.4
	SHS Highways	2.1	0.1	0.2	1.8
	SHS Arterials	2.7	1.1	1.2	0.4
	NHS	12.0	4.1	3.1	4.8
2013	SHS Total	13.9	4.6	3.6	5.7
	SIS Highway Corridors	10.7	3.5	2.4	4.7
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	9.0	3.4	2.1	3.5
	SHS Highways	2.1	0.1	0.2	1.8
	SHS Arterials	2.8	1.1	1.2	0.4
	NHS	13.0	4.5	3.4	5.2
2014	SHS Total	13.9	4.6	3.5	5.8
	SIS Highway Corridors	10.8	3.5	2.5	4.8
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	9.1	3.4	2.1	3.5
	SHS Highways	2.2	0.1	0.2	1.8
	SHS Arterials	2.7	1.1	1.2	0.4
	NHS	13.1	4.5	3.4	5.2
2015	SHS Total	14.9	4.9	3.8	6.2
	SIS Highway Corridors	11.6	3.8	2.6	5.1
	SIS Highway Connectors	0.1	0.0	0.1	0.0
	SHS Freeways	9.9	3.7	2.3	3.9
	SHS Highways	2.2	0.1	0.2	1.9
	SHS Arterials	2.9	1.1	1.3	0.5
	NHS	14.1	4.9	3.6	5.6

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

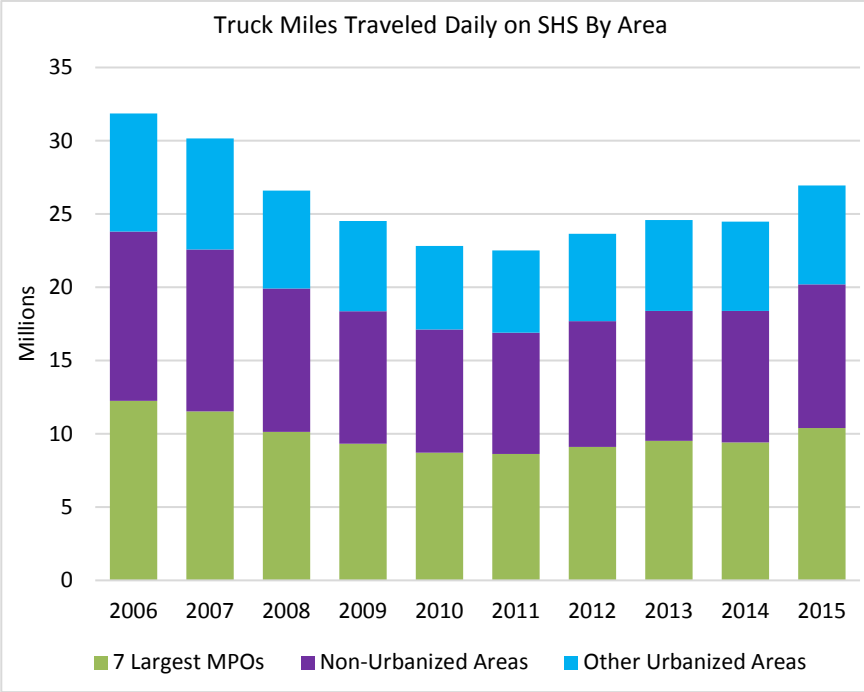
$\sum(Segment\ Length \times Volume \times \%\ Trucks)$

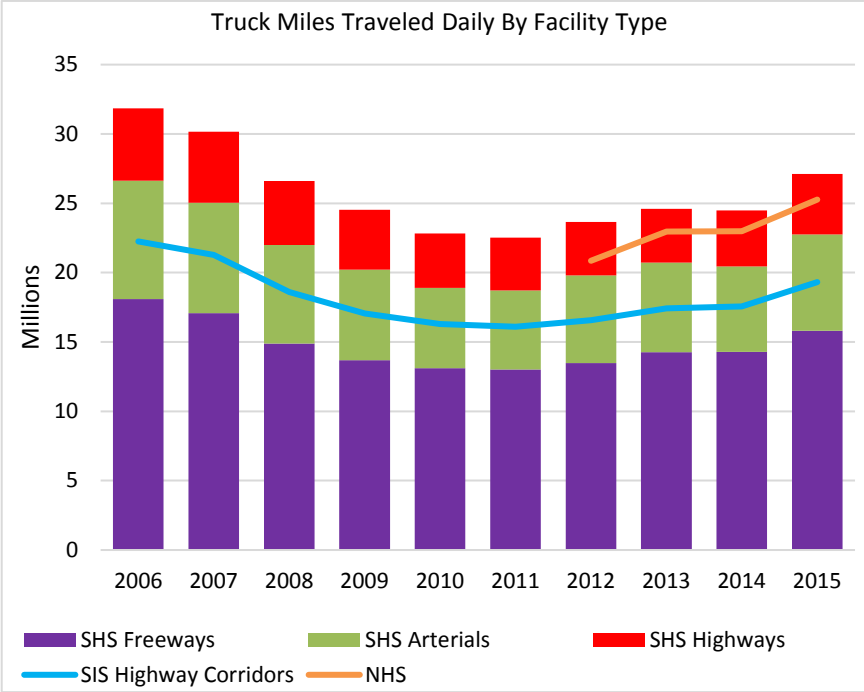
Reporting Period

☐ Peak hour ☐ Peak period ☑ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory





Truck Miles Traveled (TMT), Millions

		Daily			
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	31.9	12.3	8.0	11.5
	SIS Highway Corridors	22.2	8.5	4.8	9.0
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	18.1	8.1	3.9	6.1
	SHS Highways	5.2	0.3	0.6	4.3
	SHS Arterials	8.5	3.9	3.6	1.1
2007	SHS Total	30.2	11.5	7.6	11.1
	SIS Highway Corridors	21.3	8.1	4.6	8.6
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	17.1	7.7	3.6	5.8
	SHS Highways	5.1	0.3	0.6	4.2
	SHS Arterials	7.9	3.6	3.3	1.0
2008	SHS Total	26.6	10.1	6.7	9.8
	SIS Highway Corridors	18.6	7.1	4.0	7.5
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	14.9	6.7	3.2	5.0
	SHS Highways	4.6	0.2	0.6	3.8
	SHS Arterials	7.1	3.2	3.0	0.9
2009	SHS Total	24.5	9.3	6.2	9.0
	SIS Highway Corridors	17.1	6.5	3.7	6.9
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	13.7	6.1	2.9	4.6
	SHS Highways	4.3	0.2	0.5	3.6
	SHS Arterials	6.5	3.0	2.7	0.8
2010	SHS Total	22.8	8.7	5.7	8.4
	SIS Highway Corridors	16.3	6.2	3.5	6.6
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	SHS Freeways	13.1	5.9	2.8	4.4
	SHS Highways	3.9	0.2	0.5	3.2
	SHS Arterials	5.8	2.6	2.4	0.8
2011	SHS Total	22.5	8.6	5.6	8.3
	SIS Highway Corridors	16.1	6.1	3.5	6.5
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	SHS Freeways	13.0	5.8	2.8	4.4
	SHS Highways	3.8	0.2	0.5	3.1
	SHS Arterials	5.7	2.6	2.4	0.7

Truck Miles Traveled (TMT), Millions

		Daily			
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	23.7	9.1	6.0	8.6
	SIS Highway Corridors	16.6	6.3	3.6	6.7
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	SHS Freeways	13.5	6.0	2.9	4.6
	SHS Highways	3.9	0.2	0.5	3.2
	SHS Arterials	6.3	2.9	2.6	0.8
	NHS	20.9	8.4	5.3	7.2
2013	SHS Total	24.6	9.5	6.2	8.9
	SIS Highway Corridors	17.4	6.6	3.7	7.0
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	14.3	6.4	3.0	4.8
	SHS Highways	3.9	0.2	0.5	3.2
	SHS Arterials	6.5	2.9	2.7	0.8
	NHS	23.0	9.2	5.8	7.9
2014	SHS Total	24.5	9.4	6.1	9.0
	SIS Highway Corridors	17.6	6.7	3.8	7.1
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	14.3	6.4	3.0	4.8
	SHS Highways	4.0	0.2	0.5	3.3
	SHS Arterials	6.2	2.8	2.6	0.8
	NHS	23.0	9.2	5.8	7.9
2015	SHS Total	26.9	10.4	6.8	9.8
	SIS Highway Corridors	19.3	7.4	4.2	7.8
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	15.8	7.1	3.4	5.4
	SHS Highways	4.4	0.2	0.5	3.6
	SHS Arterials	6.9	3.2	2.9	0.9
	NHS	25.3	10.2	6.4	8.7

Combination Truck Tonnage

Methodology

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

Calculation

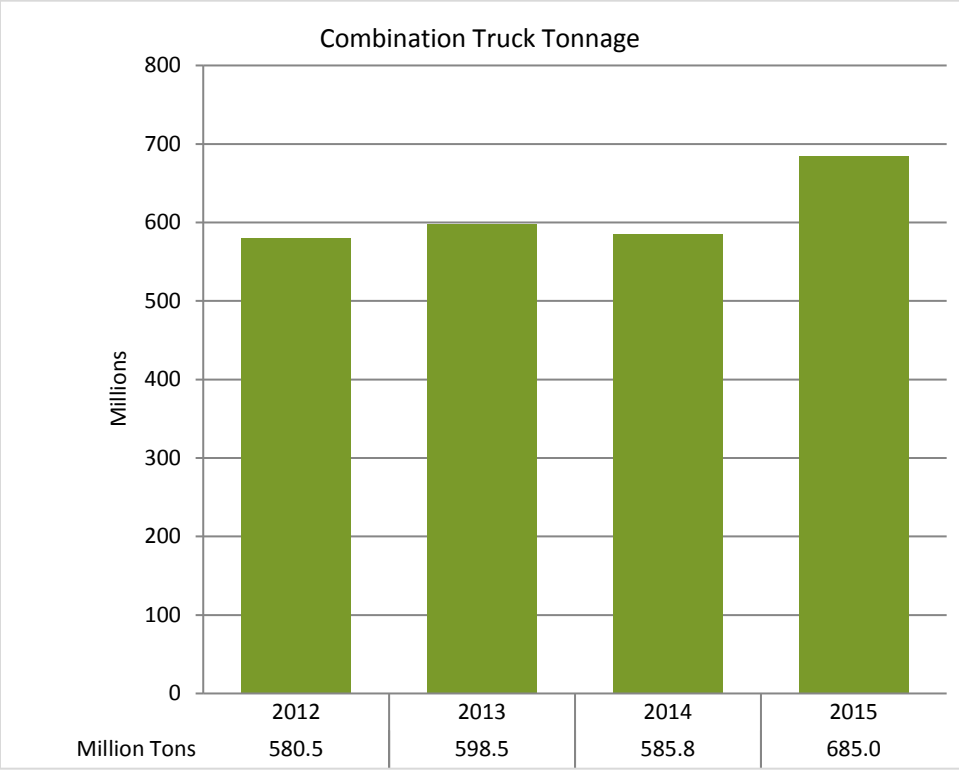
$\sum$ *Combination Truck Tonnage*

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Sources

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



Combination Truck Ton Miles Traveled

Methodology

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

Calculation

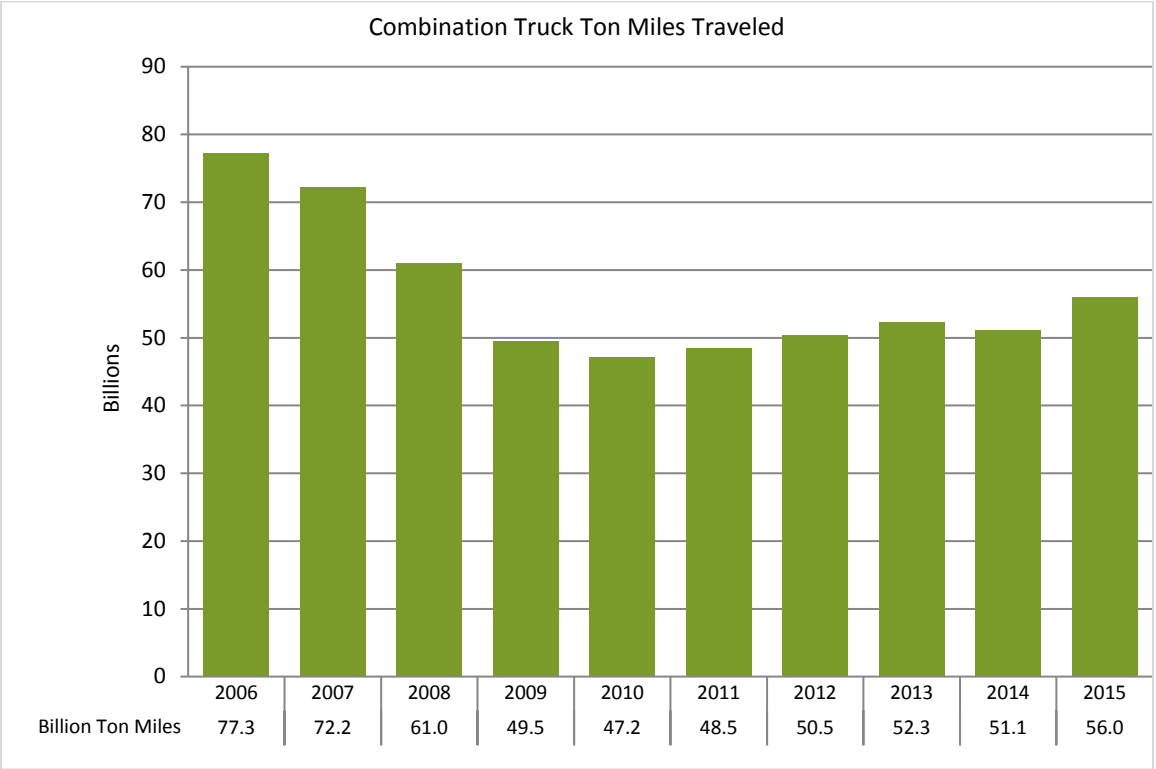
$$\sum Average\ Combination\ Truck\ Load\ \times Combination\ Truck\ Miles\ Traveled$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Sources

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



Truck Value of Freight

Methodology

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

Calculation

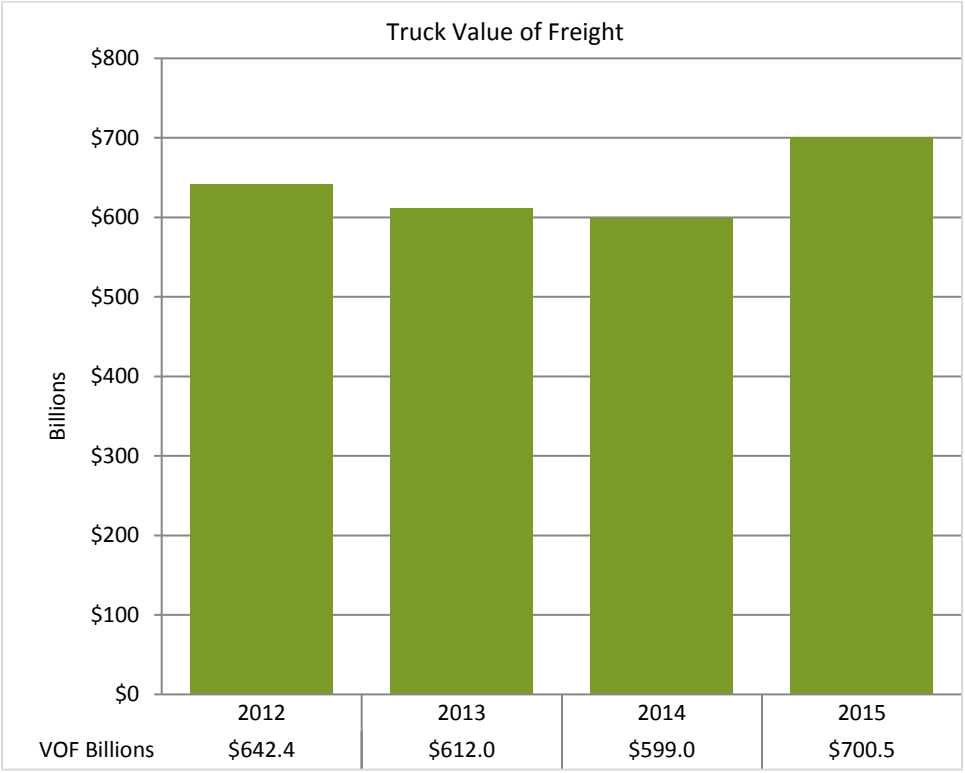
$$\sum Value\ of\ Combination\ Truck\ Tonnage$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Sources

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



Freight Travel Time Reliability

Methodology

For the seven largest MPOs, freight travel time reliability is defined as the percentage of freeway trips by combination trucks traveling at least 45 mph.

For all others, travel time reliability is defined as the percentage of freeway trips by combination trucks traveling at greater than or equal to 5 mph below the posted speed limit.

This measure represents the additional time that a shipper should budget to ensure on-time arrival 95% of the time.

Calculation

$$7\ largest\ MPOs = \frac{\sum(CTMT|Combo\ Truck\ Travel\ Speed \geq 45\ mph)}{\sum(CTMT)} \times 100$$

$$All\ others = \frac{\sum(CTMT\ |\ Combo\ Truck\ Travel\ Speed \geq (Speed\ Limit - 5\ mph))}{\sum(CTMT)} \times 100$$

Reporting Periods

7 Largest MPOs:

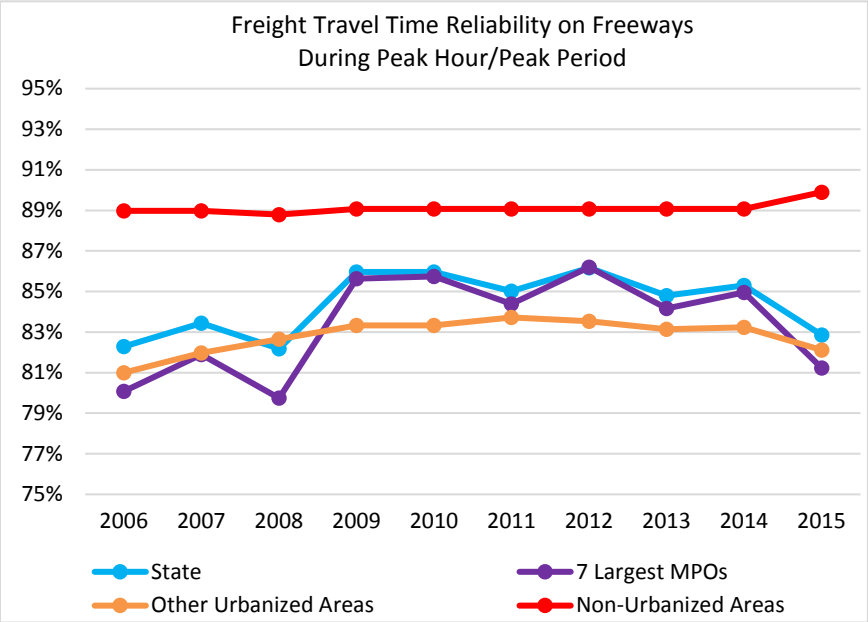
☐ Peak hour ☑ Peak period ☑ Daily ☐ Yearly

All Others:

☑ Peak hour ☐ Peak period ☑ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- HERE Data



Freight Travel Time Reliability on Freeways								
	Peak Hour/Peak Period				Daily			
Year	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	82.3%	80.1%	81.0%	89.0%	89.5%	92.6%	85.5%	87.3%
2007	83.4%	81.9%	82.0%	89.0%	89.6%	92.7%	85.5%	87.3%
2008	82.2%	79.7%	82.7%	88.8%	88.9%	91.5%	85.6%	87.3%
2009	86.0%	85.6%	83.3%	89.1%	90.1%	93.6%	85.9%	87.3%
2010	86.0%	85.7%	83.3%	89.1%	90.1%	93.6%	85.9%	87.3%
2011	85.0%	84.4%	83.7%	89.1%	89.9%	93.2%	86.0%	87.3%
2012	86.2%	86.2%	83.5%	89.1%	90.2%	93.7%	85.9%	87.3%
2013	84.8%	84.2%	83.1%	89.1%	89.8%	93.0%	85.9%	87.3%
2014	85.3%	85.0%	83.2%	89.1%	89.9%	93.2%	85.9%	87.3%
2015	82.9%	81.2%	82.1%	89.9%	90.2%	92.1%	88.2%	89.2%

Freight Travel Time Variability

Methodology

Freight travel time variability is defined as 95th percentile travel time index (TTI_{95}).

This measure represents the additional time that a shipper should budget to ensure on-time arrival 95% of the time.

Calculation

$$TTI_{95} = \frac{Travel\ Time_{95th\ percentile}}{Travel\ Time_{freeflow}}$$

Reporting Periods

7 Largest MPOs:

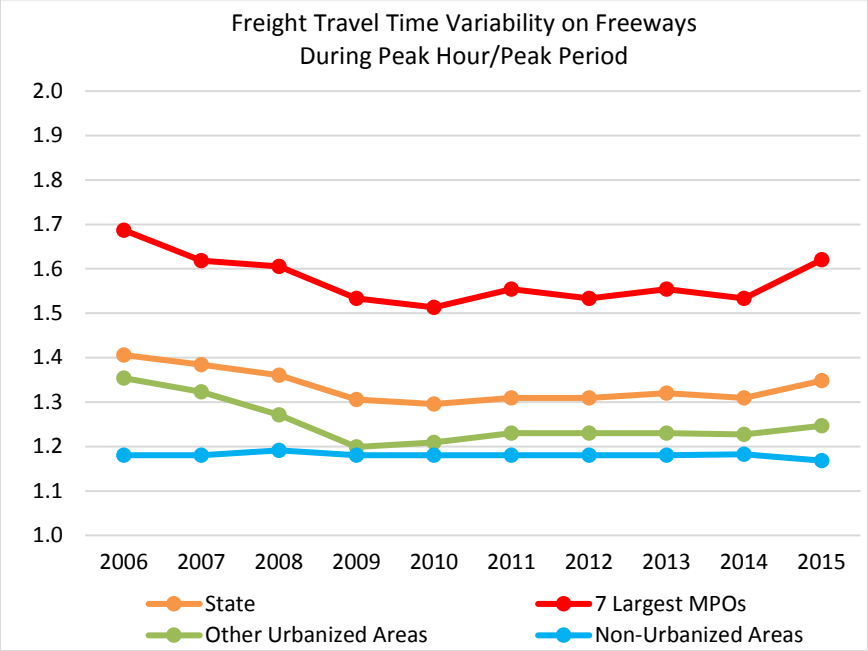
☐ Peak hour ☑ Peak period ☑ Daily ☐ Yearly

All Others:

☑ Peak hour ☐ Peak period ☑ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- HERE Data



Freight Travel Time Variability (95th Travel Time Index) on Freeways								
	Peak Hour/Peak Period				Daily			
Year	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	1.41	1.69	1.35	1.18	1.31	1.53	1.18	1.18
2007	1.38	1.62	1.32	1.18	1.30	1.50	1.20	1.18
2008	1.36	1.61	1.27	1.19	1.31	1.53	1.20	1.18
2009	1.31	1.53	1.20	1.18	1.25	1.43	1.17	1.18
2010	1.30	1.51	1.21	1.18	1.25	1.43	1.17	1.18
2011	1.31	1.55	1.23	1.18	1.26	1.43	1.19	1.18
2012	1.31	1.53	1.23	1.18	1.24	1.40	1.19	1.18
2013	1.32	1.55	1.23	1.18	1.26	1.44	1.19	1.18
2014	1.31	1.53	1.23	1.18	1.26	1.43	1.19	1.18
2015	1.35	1.62	1.25	1.17	1.27	1.48	1.19	1.16

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.

Calculation

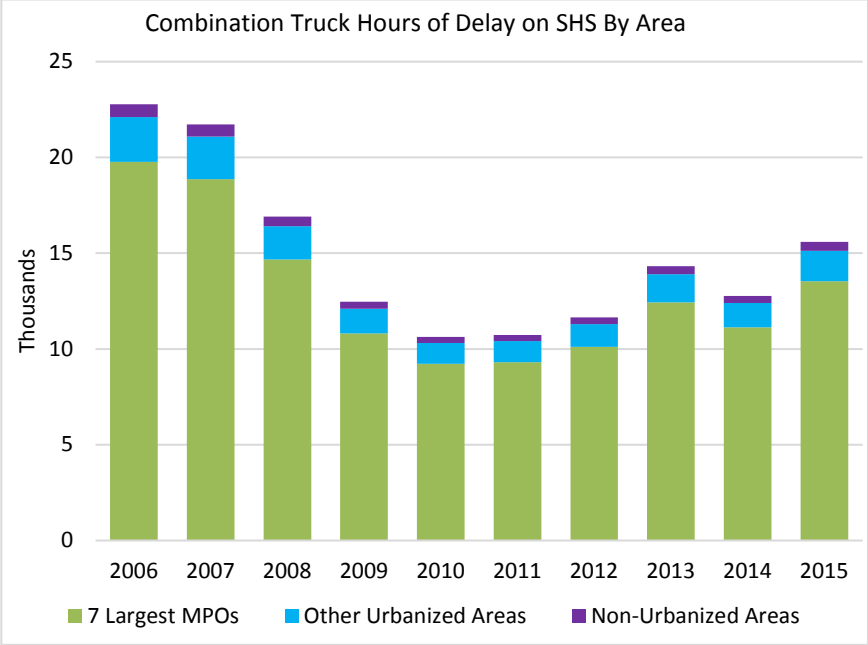
$$\sum(Daily\ Combination\ Truck\ Travel\ Time - Travel\ Time\ at\ LOS\ B)$$

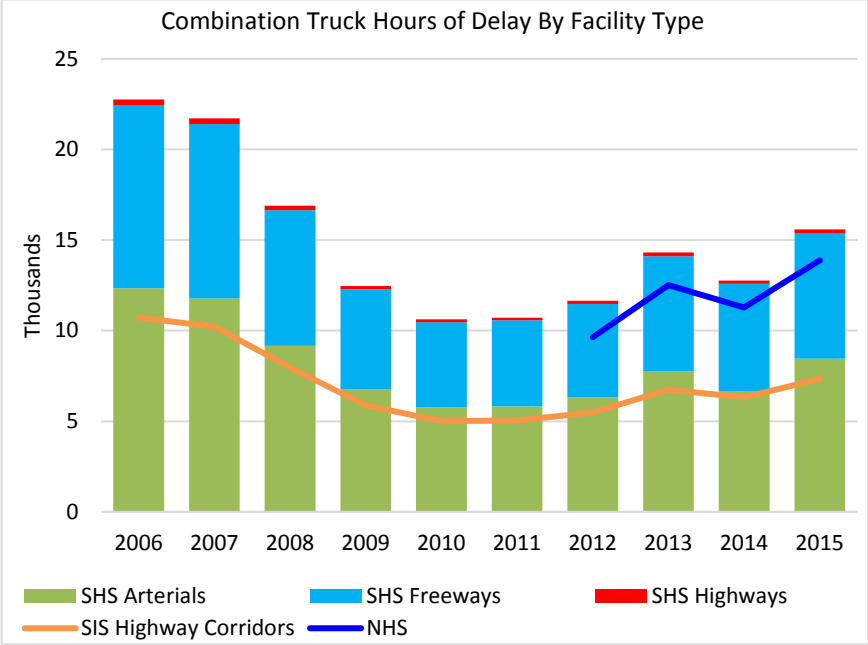
Reporting Period

☐ Peak hour ☐ Peak period ☑ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- HERE Data





Combination Truck Hours of Delay, Vehicle Hours (Thousands)

		Daily			
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	22.8	19.8	2.3	0.7
	SIS Highway Corridors	10.7	10.0	0.3	0.3
	SIS Highway Connectors	0.6	0.4	0.2	0.0
	SHS Freeways	10.1	9.8	0.2	0.1
	SHS Highways	0.3	0.1	0.1	0.1
	SHS Arterials	12.3	9.9	2.1	0.4
2007	SHS Total	21.7	18.9	2.2	0.6
	SIS Highway Corridors	10.2	9.6	0.3	0.3
	SIS Highway Connectors	0.6	0.4	0.2	0.0
	SHS Freeways	9.6	9.3	0.2	0.1
	SHS Highways	0.3	0.1	0.1	0.1
	SHS Arterials	11.8	9.4	2.0	0.4
2008	SHS Total	16.9	14.7	1.7	0.5
	SIS Highway Corridors	8.0	7.5	0.3	0.2
	SIS Highway Connectors	0.4	0.3	0.1	0.0
	SHS Freeways	7.5	7.3	0.1	0.1
	SHS Highways	0.2	0.1	0.1	0.1
	SHS Arterials	9.2	7.4	1.5	0.3
2009	SHS Total	12.5	10.8	1.3	0.4
	SIS Highway Corridors	5.9	5.5	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	SHS Freeways	5.5	5.4	0.1	0.1
	SHS Highways	0.2	0.0	0.1	0.1
	SHS Arterials	6.8	5.4	1.1	0.2
2010	SHS Total	10.6	9.2	1.1	0.3
	SIS Highway Corridors	5.0	4.7	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	SHS Freeways	4.7	4.6	0.1	0.1
	SHS Highways	0.2	0.0	0.0	0.1
	SHS Arterials	5.8	4.6	1.0	0.2
2011	SHS Total	10.7	9.3	1.1	0.3
	SIS Highway Corridors	5.0	4.7	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	SHS Freeways	4.8	4.6	0.1	0.1
	SHS Highways	0.2	0.0	0.0	0.1
	SHS Arterials	5.8	4.7	1.0	0.2

Combination Truck Hours of Delay, Vehicle Hours (Thousands)

		Daily			
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	11.6	10.1	1.2	0.3
	SIS Highway Corridors	5.5	5.1	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	SHS Freeways	5.2	5.0	0.1	0.1
	SHS Highways	0.2	0.0	0.1	0.1
	SHS Arterials	6.3	5.1	1.0	0.2
	NHS	9.6	8.4	1.0	0.2
2013	SHS Total	14.3	12.4	1.5	0.4
	SIS Highway Corridors	6.7	6.3	0.2	0.2
	SIS Highway Connectors	0.4	0.3	0.1	0.0
	SHS Freeways	6.3	6.1	0.1	0.1
	SHS Highways	0.2	0.1	0.1	0.1
	SHS Arterials	7.8	6.2	1.3	0.2
	NHS	12.5	10.9	1.3	0.3
2014	SHS Total	12.8	11.1	1.3	0.4
	SIS Highway Corridors	6.3	5.9	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	SHS Freeways	5.9	5.7	0.1	0.1
	SHS Highways	0.2	0.0	0.1	0.1
	SHS Arterials	6.7	5.3	1.1	0.2
	NHS	11.3	9.8	1.2	0.3
2015	SHS Total	15.6	13.5	1.6	0.5
	SIS Highway Corridors	7.3	6.9	0.2	0.2
	SIS Highway Connectors	0.4	0.3	0.1	0.0
	SHS Freeways	6.9	6.7	0.1	0.1
	SHS Highways	0.2	0.1	0.1	0.1
	SHS Arterials	8.5	6.8	1.4	0.3
	NHS	13.9	12.1	1.5	0.4

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

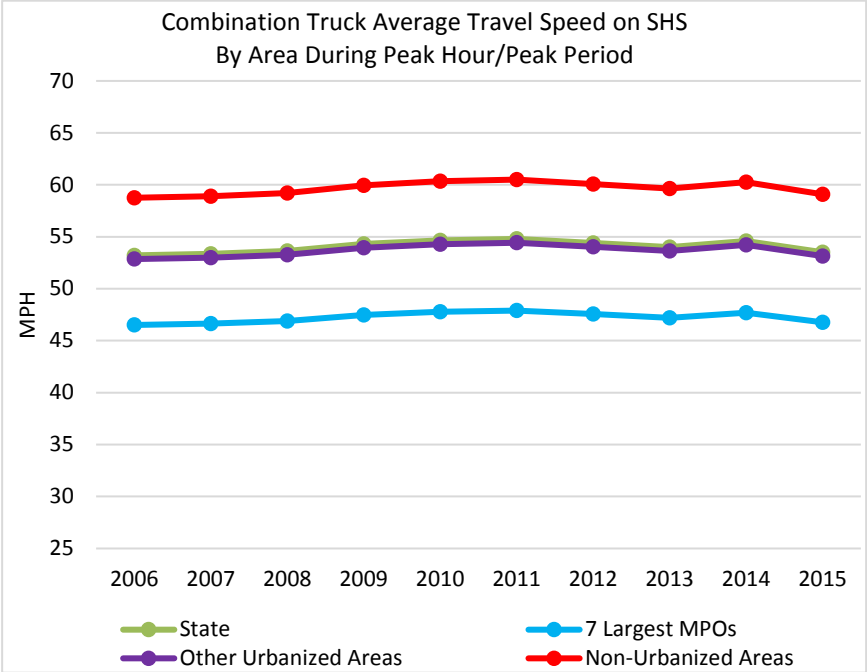
$$\frac{\sum(CTMT \times Combination\ Truck\ Average\ Travel\ Speed)}{\sum(CTMT)}$$

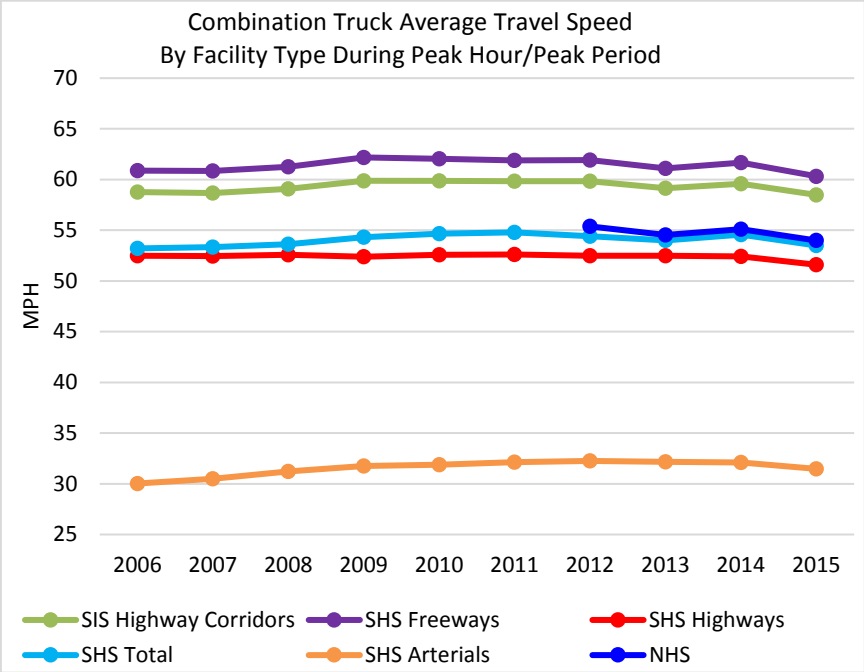
Reporting Period

☑ Peak hour ☑ Peak period ☐ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- HERE Data





Combination Truck Average Travel Speed

		Peak Hour/Peak Period			
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	53.2	46.5	52.9	58.8
	SIS Highway Corridors	58.8	53.0	61.8	61.5
	SIS Highway Connectors	30.2	27.8	29.5	36.1
	SHS Freeways	60.9	53.8	65.5	65.0
	SHS Highways	52.5	45.3	46.4	53.6
	SHS Arterials	30.0	24.3	32.2	38.2
2007	SHS Total	53.4	46.6	53.0	58.9
	SIS Highway Corridors	58.7	52.9	61.7	61.4
	SIS Highway Connectors	29.9	27.5	29.2	35.7
	SHS Freeways	60.9	53.8	65.5	65.0
	SHS Highways	52.5	45.3	46.4	53.5
	SHS Arterials	30.5	24.7	32.7	38.8
2008	SHS Total	53.6	46.9	53.3	59.2
	SIS Highway Corridors	59.1	53.3	62.1	61.8
	SIS Highway Connectors	30.5	28.0	29.7	36.4
	SHS Freeways	61.3	54.2	65.9	65.4
	SHS Highways	52.6	45.4	46.5	53.7
	SHS Arterials	31.2	25.3	33.5	39.7
2009	SHS Total	54.3	47.5	53.9	60.0
	SIS Highway Corridors	59.9	54.0	63.0	62.7
	SIS Highway Connectors	32.1	29.5	31.3	38.3
	SHS Freeways	62.2	55.0	66.9	66.4
	SHS Highways	52.4	45.3	46.4	53.5
	SHS Arterials	31.8	25.7	34.1	40.4
2010	SHS Total	54.7	47.8	54.3	60.4
	SIS Highway Corridors	59.9	54.0	63.0	62.7
	SIS Highway Connectors	31.7	29.1	30.8	37.8
	SHS Freeways	62.1	54.8	66.8	66.3
	SHS Highways	52.6	45.4	46.5	53.7
	SHS Arterials	31.9	25.8	34.2	40.6
2011	SHS Total	54.8	47.9	54.4	60.5
	SIS Highway Corridors	59.8	54.0	62.9	62.6
	SIS Highway Connectors	31.8	29.2	30.9	37.9
	SHS Freeways	61.9	54.7	66.6	66.1
	SHS Highways	52.6	45.4	46.6	53.7
	SHS Arterials	32.1	26.0	34.5	40.9

Combination Truck Average Travel Speed

		Peak Hour/Peak Period			
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	54.4	47.6	54.1	60.1
	SIS Highway Corridors	59.8	54.0	62.9	62.6
	SIS Highway Connectors	32.3	29.7	31.5	38.5
	SHS Freeways	61.9	54.7	66.6	66.1
	SHS Highways	52.5	45.3	46.5	53.6
	SHS Arterials	32.3	26.1	34.6	41.1
	NHS	55.4	48.3	55.7	63.8
2013	SHS Total	54.0	47.2	53.6	59.6
	SIS Highway Corridors	59.2	53.4	62.2	61.9
	SIS Highway Connectors	32.5	29.8	31.6	38.7
	SHS Freeways	61.1	54.0	65.7	65.2
	SHS Highways	52.5	45.3	46.5	53.6
	SHS Arterials	32.2	26.1	34.5	41.0
	NHS	54.6	47.6	54.9	62.8
2014	SHS Total	54.6	47.7	54.2	60.3
	SIS Highway Corridors	59.6	53.7	62.7	62.4
	SIS Highway Connectors	32.2	29.6	31.4	38.4
	SHS Freeways	61.7	54.5	66.4	65.9
	SHS Highways	52.4	45.3	46.4	53.5
	SHS Arterials	32.1	26.0	34.4	40.8
	NHS	55.1	48.1	55.4	63.5
2015	SHS Total	53.5	46.8	53.2	59.1
	SIS Highway Corridors	58.5	52.8	61.5	61.2
	SIS Highway Connectors	30.3	27.8	29.5	36.1
	SHS Freeways	60.3	53.3	64.9	64.4
	SHS Highways	51.6	44.6	45.7	52.7
	SHS Arterials	31.5	25.5	33.8	40.1
	NHS	54.0	47.1	54.3	62.2

Combination Truck Cost of Delay

Methodology

The monetization of combination truck cost of delay is based on combination truck hours of delay and the marginal cost of truck labor per hour.

Calculation

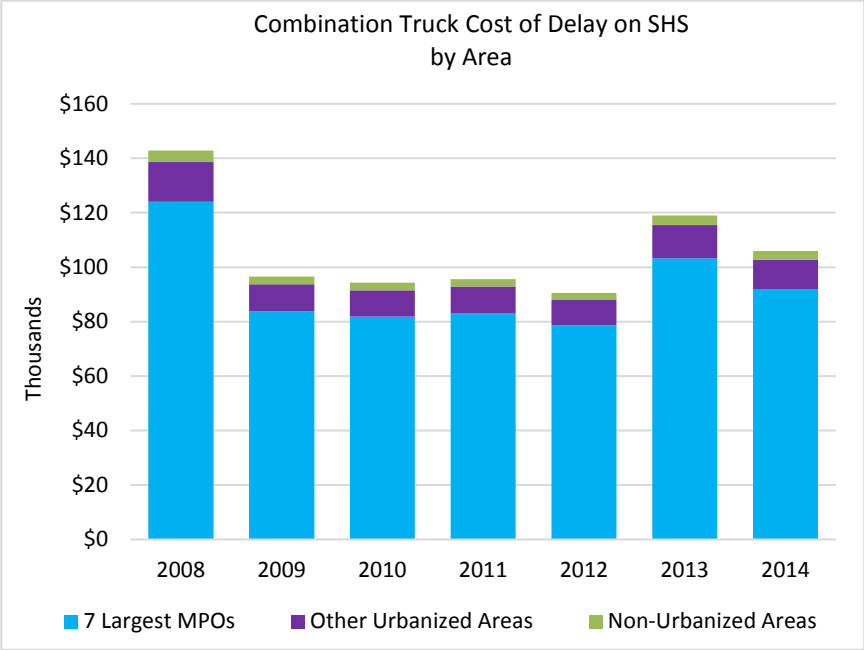
$$Combination\ Truck\ Hours\ of\ Delay \times Average\ Marginal\ Cost\ of\ Labor\ per\ Hour$$

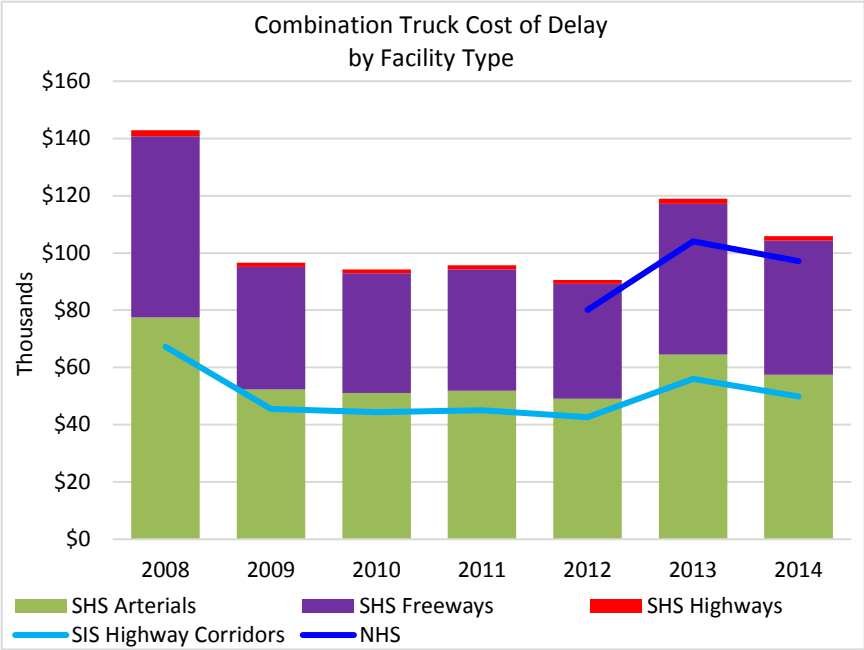
Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- HERE Speed Data
- *An Analysis of the Operational Costs of Trucking,* American Transportation Research Institute (ATRI)





Combination Truck Cost of Delay (Thousands)

Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2008	SHS Total	$142,819	$123,989	$14,639	$4,191
	SIS Highway Corridors	$67,248	$63,004	$2,190	$2,054
	SIS Highway Connectors	$3,769	$2,621	$1,065	$83
	SHS Freeways	$63,275	$61,337	$1,150	$788
	SHS Highways	$2,090	$539	$630	$922
	SHS Arterials	$77,454	$62,113	$12,860	$2,481
2009	SHS Total	$96,561	$83,830	$9,898	$2,834
	SIS Highway Corridors	$45,467	$42,598	$1,481	$1,389
	SIS Highway Connectors	$2,548	$1,772	$720	$56
	SHS Freeways	$42,780	$41,470	$777	$533
	SHS Highways	$1,413	$364	$426	$623
	SHS Arterials	$52,368	$41,995	$8,695	$1,678
2010	SHS Total	$94,248	$81,822	$9,661	$2,766
	SIS Highway Corridors	$44,378	$41,577	$1,445	$1,356
	SIS Highway Connectors	$2,487	$1,729	$703	$55
	SHS Freeways	$41,756	$40,477	$759	$520
	SHS Highways	$1,379	$355	$416	$608
	SHS Arterials	$51,113	$40,989	$8,486	$1,638
2011	SHS Total	$95,655	$83,043	$9,805	$2,807
	SIS Highway Corridors	$45,040	$42,198	$1,467	$1,376
	SIS Highway Connectors	$2,524	$1,755	$713	$55
	SHS Freeways	$42,379	$41,081	$770	$528
	SHS Highways	$1,400	$361	$422	$618
	SHS Arterials	$51,876	$41,601	$8,613	$1,662
2012	SHS Total	$90,564	$78,623	$9,283	$2,658
	SIS Highway Corridors	$42,643	$39,952	$1,389	$1,303
	SIS Highway Connectors	$2,390	$1,662	$675	$53
	SHS Freeways	$40,123	$38,895	$729	$499
	SHS Highways	$1,325	$342	$399	$585
	SHS Arterials	$49,115	$39,387	$8,155	$1,574
	NHS	$80,102	$69,645	$8,412	$2,045
2013	SHS Total	$118,937	$103,255	$12,191	$3,490
	SIS Highway Corridors	$56,003	$52,468	$1,824	$1,711
	SIS Highway Connectors	$3,138	$2,182	$887	$69
	SHS Freeways	$52,694	$51,080	$958	$656
	SHS Highways	$1,741	$448	$524	$768
	SHS Arterials	$64,502	$51,726	$10,709	$2,066
	NHS	$104,051	$90,469	$10,927	$2,656

Combination Truck Cost of Delay (Thousands)

Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2014	SHS Total	$105,889	$91,928	$10,854	$3,107
	SIS Highway Corridors	$49,859	$46,713	$1,624	$1,523
	SIS Highway Connectors	$2,794	$1,943	$790	$61
	SHS Freeways	$46,913	$45,477	$852	$584
	SHS Highways	$1,550	$399	$467	$684
	SHS Arterials	$57,427	$46,052	$9,535	$1,840
	NHS	$97,176	$84,491	$10,205	$2,481

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.

Calculation

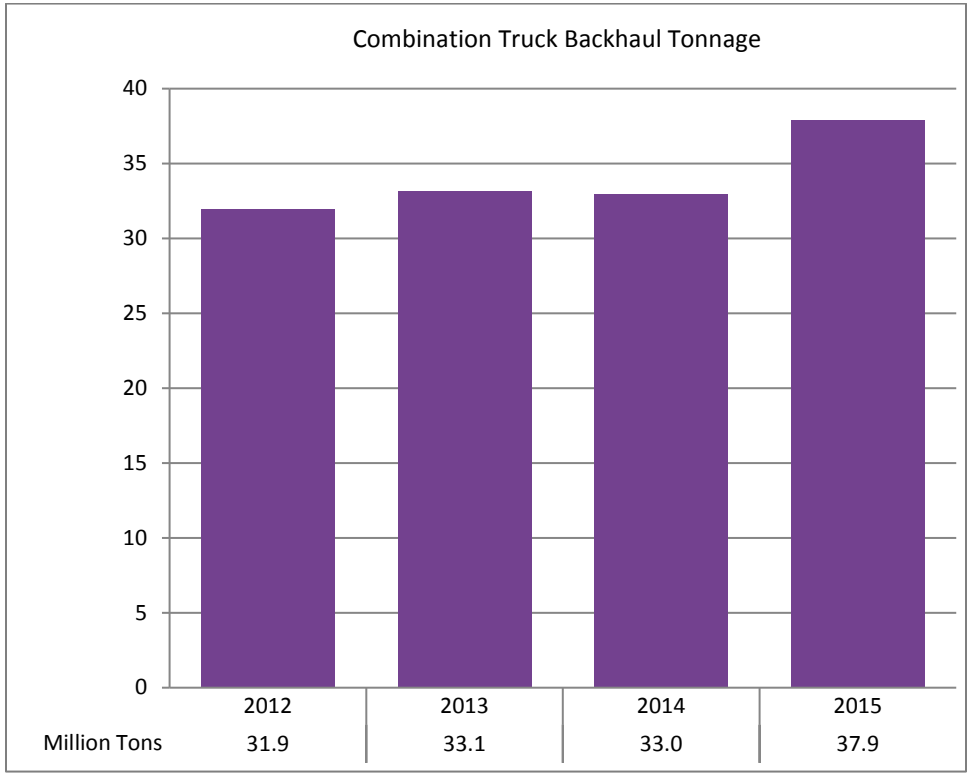
$\sum Combination\ Truck\ Backhaul\ Tonnage$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Sources

- FDOT Weigh in Motion data
- Freight Analysis Framework 2012



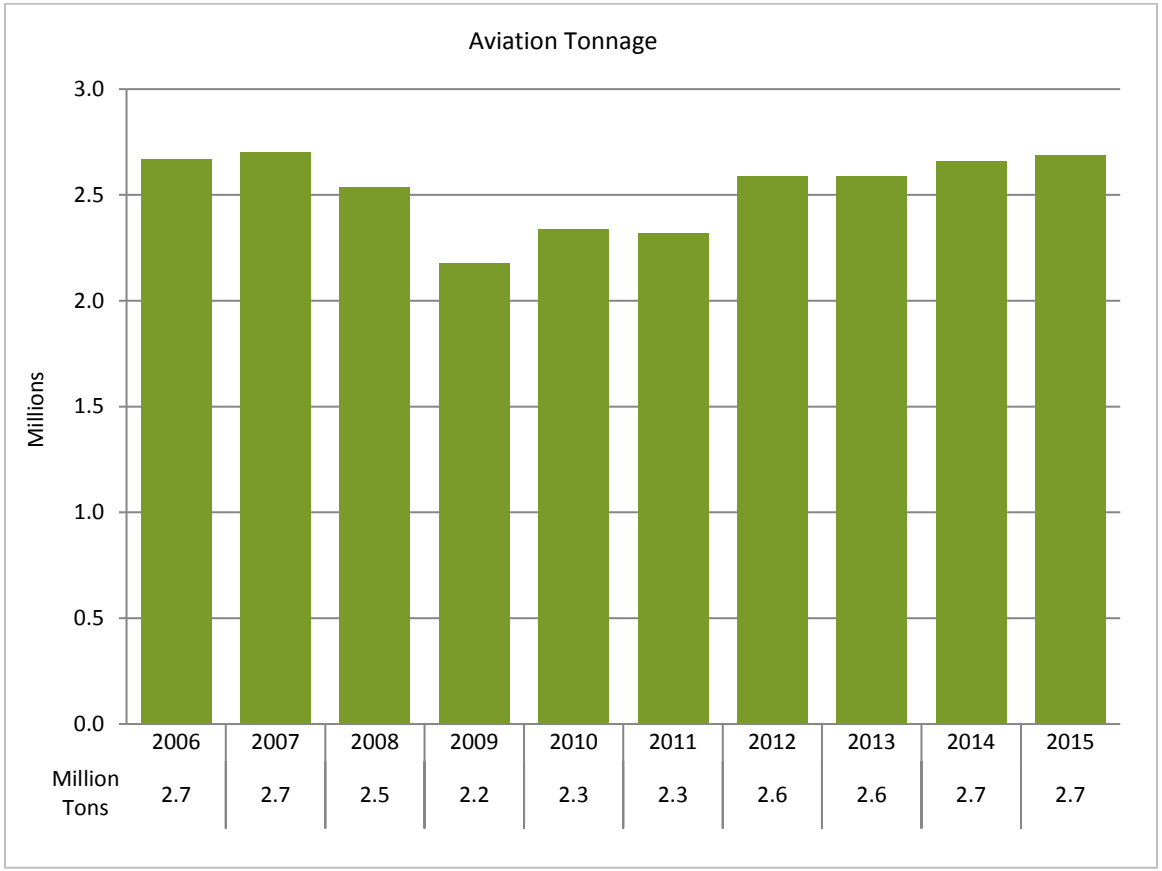
Aviation Tonnage

Methodology
All air cargo landed at public airports.

Reporting Periods
☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Calculation
$\sum Tons\ Landed\ at\ Qualifying\ Cargo\ Airports$

Source
http://www.floridatransportationindicators.org/



Aviation Value of Freight

Methodology

Values of air cargo are extracted from the Freight Analysis Framework.

Calculation

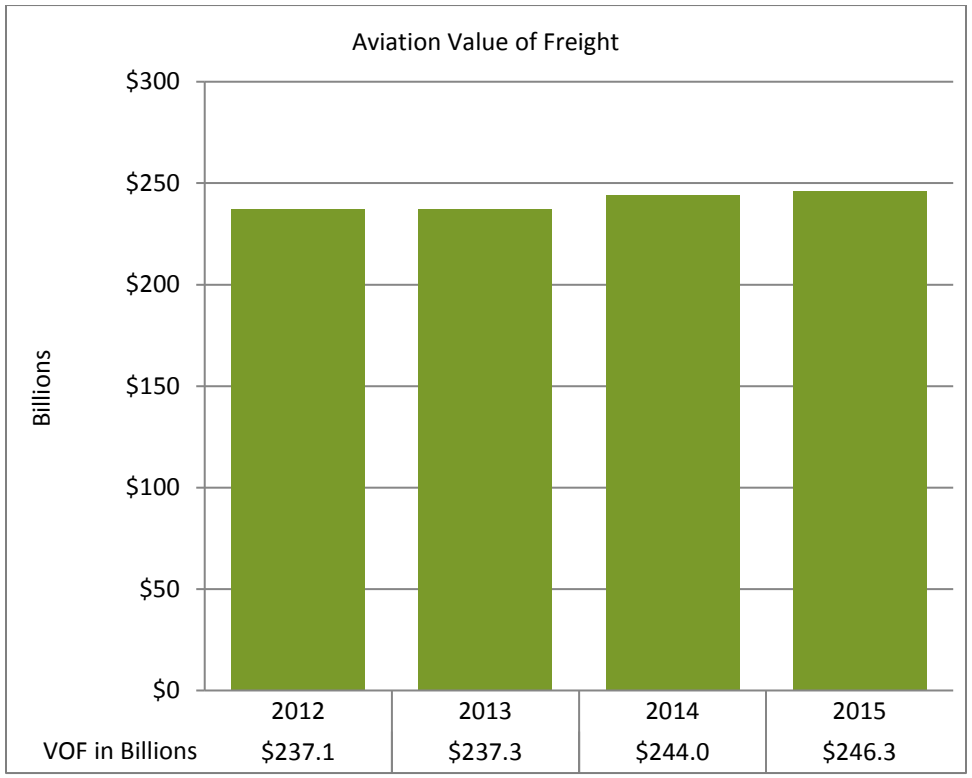
$$\sum Tonnage \times Average\ Value\ Per\ Ton$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Sources

- Freight Analysis Framework 2012
- Florida Air Cargo System Plan



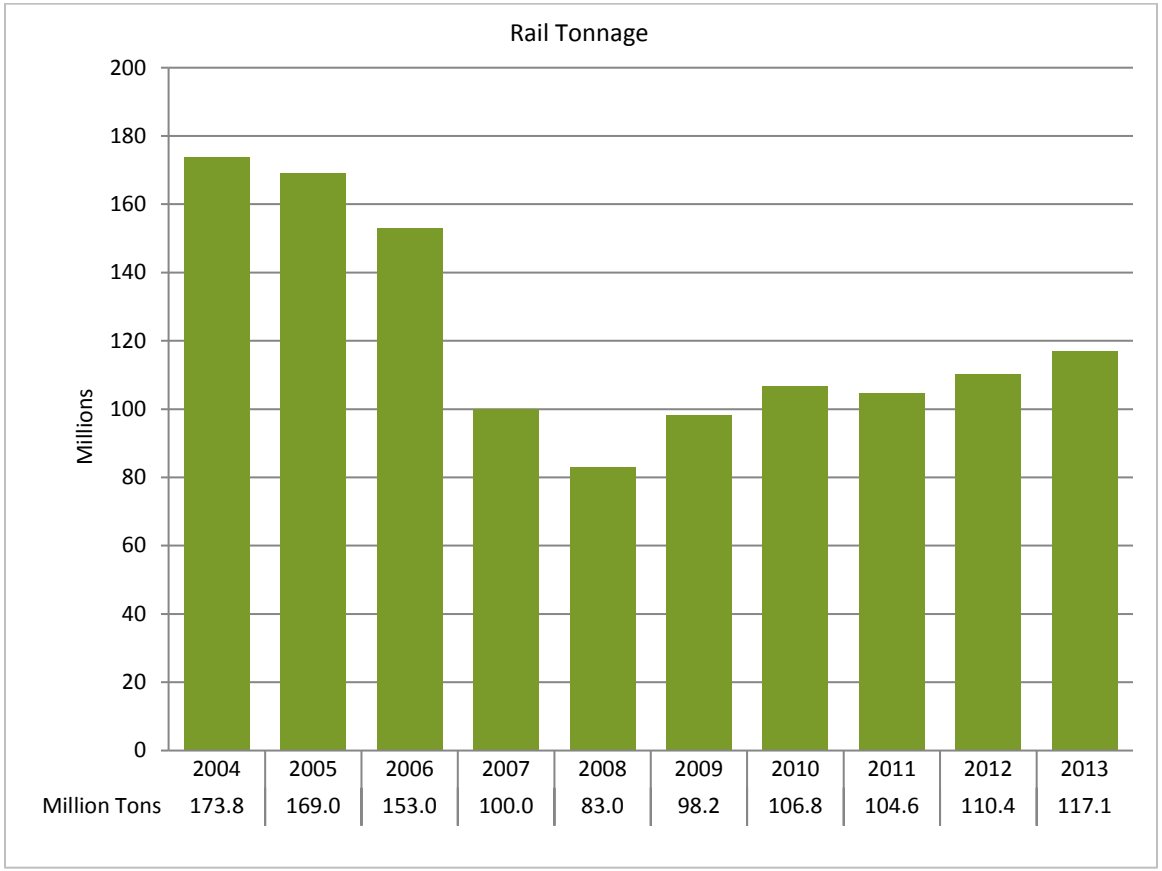
Rail Tonnage

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

Reporting Periods
☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Calculation
$\sum Rail\ Tonnage$

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



	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Million Tons	173.8	169.0	153.0	100.0	83.0	98.2	106.8	104.6	110.4	117.1

Rail Value of Freight

Methodology

Values for rail tonnage are extracted from the Freight Analysis Framework.

Calculation

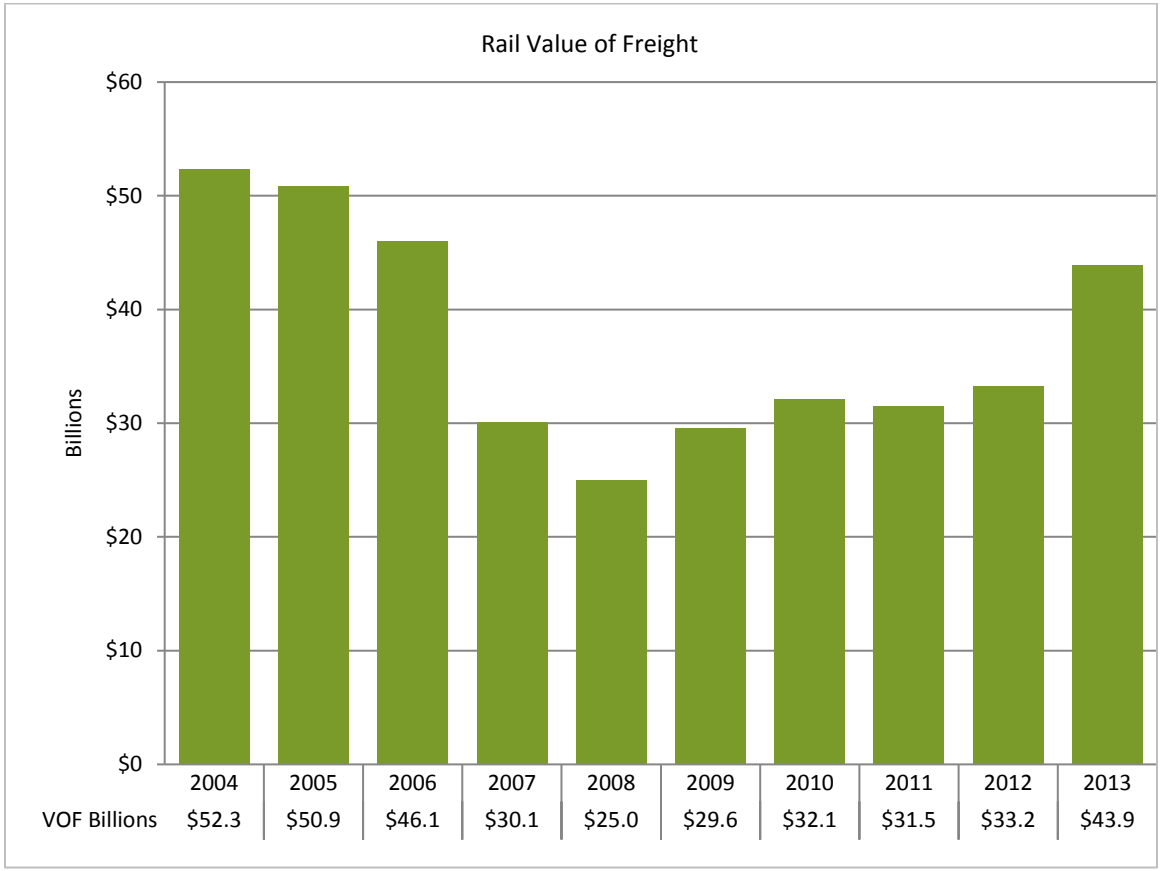
$$\sum Tonnage \times Average\ Value\ Per\ Ton$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Sources

- Freight Analysis Framework 2007 and 2012
- Florida Transearch Waybill data



Active Rail Access

Methodology

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

Calculation

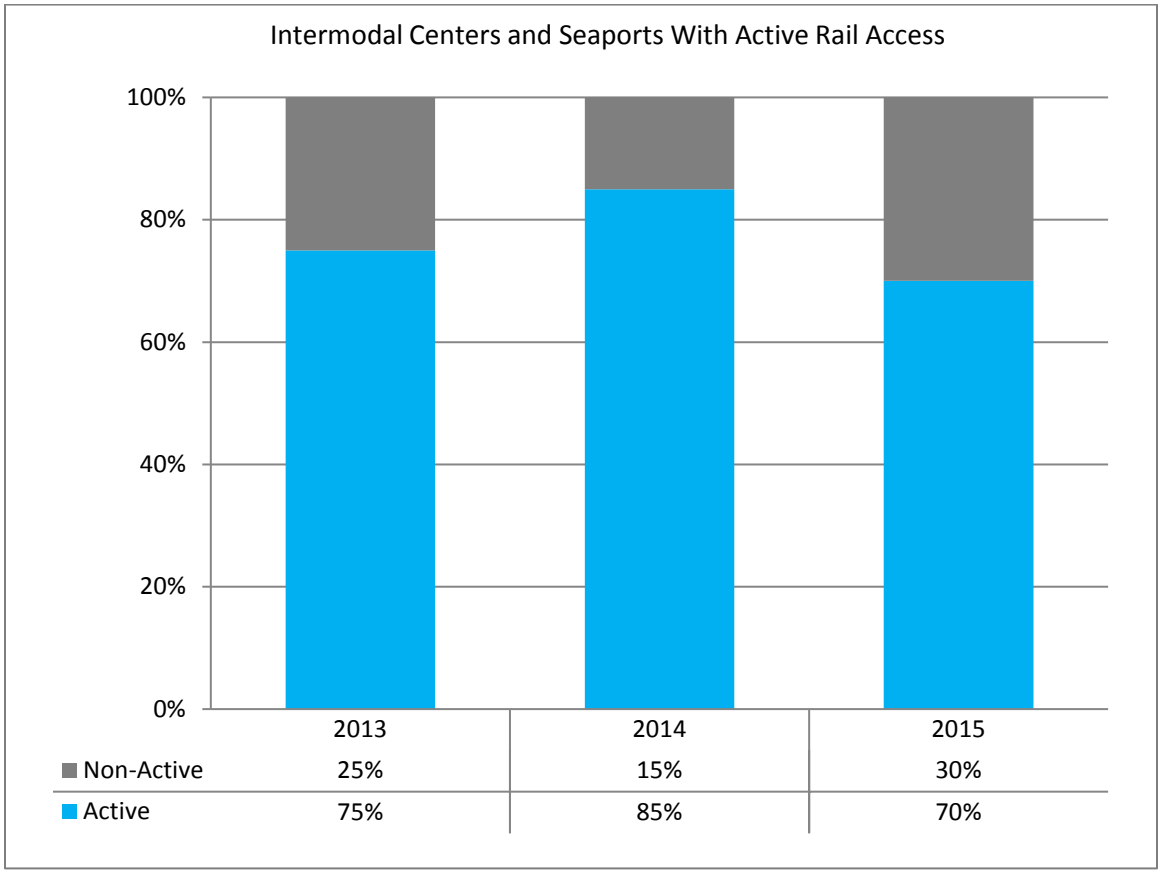
$$\frac{Seaports\ With\ Active\ Rail + Centers\ With\ Active\ Rail}{\sum Seaports\ and\ Centers}$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Source

FDOT Rail Office



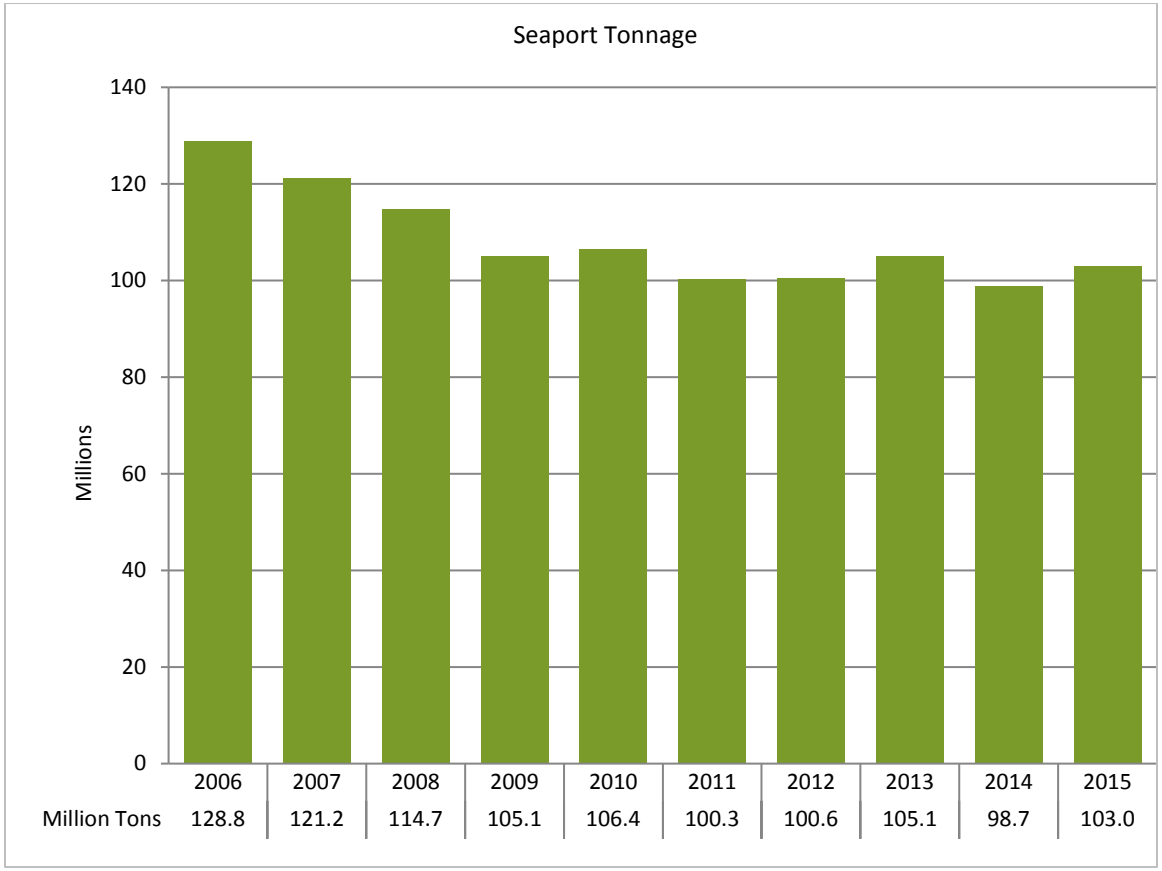
Seaport Tonnage

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

Calculation
$\sum Waterborne\ Tonnage$

Reporting Periods
☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Source
Florida Ports Council Five Year Seaport Mission Plan



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Million Tons	128.8	121.2	114.7	105.1	106.4	100.3	100.6	105.1	98.7	103.0

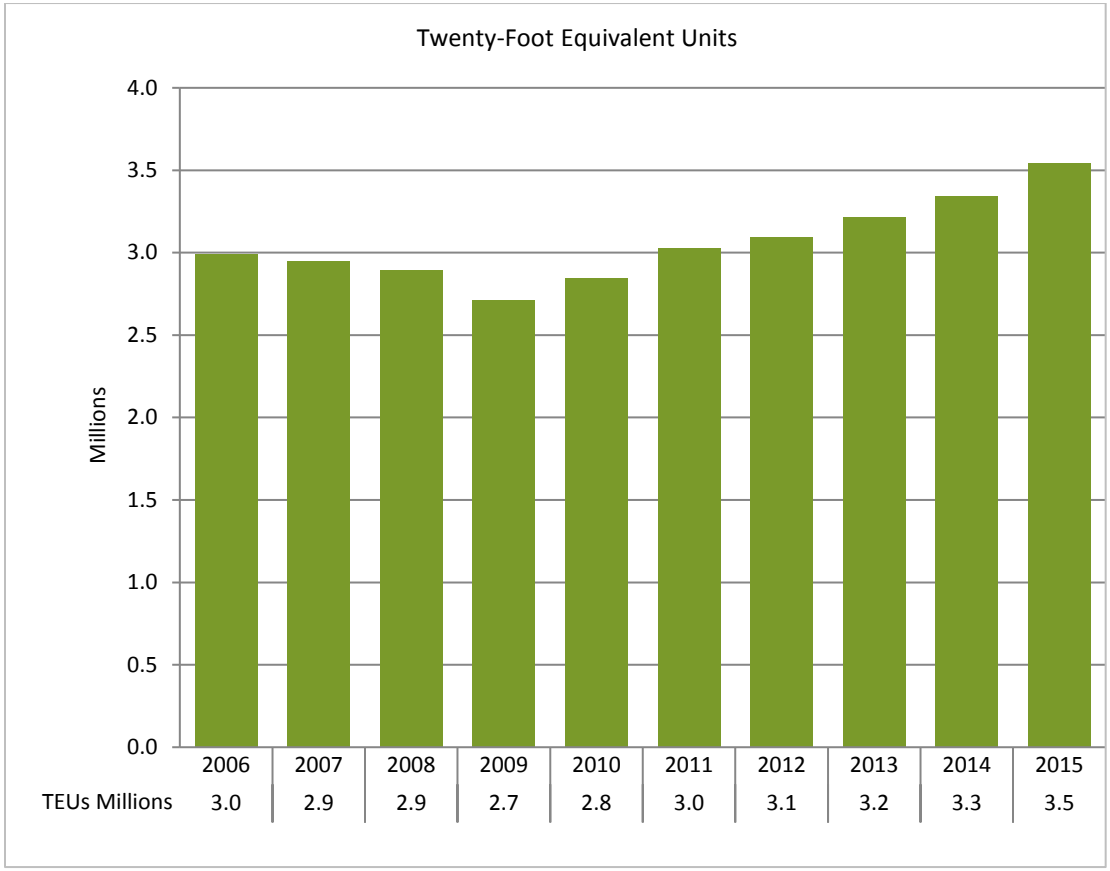
Seaport Twenty-Foot Equivalent Units

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

Calculation
$\sum$ *Twenty-Foot Equivalent Units*

Reporting Periods
☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Source
Florida Ports Council Five Year Seaport Mission Plan



Seaport Value of Freight

Methodology

Seaport highway adequacy is the dollar value of Florida's international waterborne commerce as reported by the U.S. Census Bureau.

Calculation

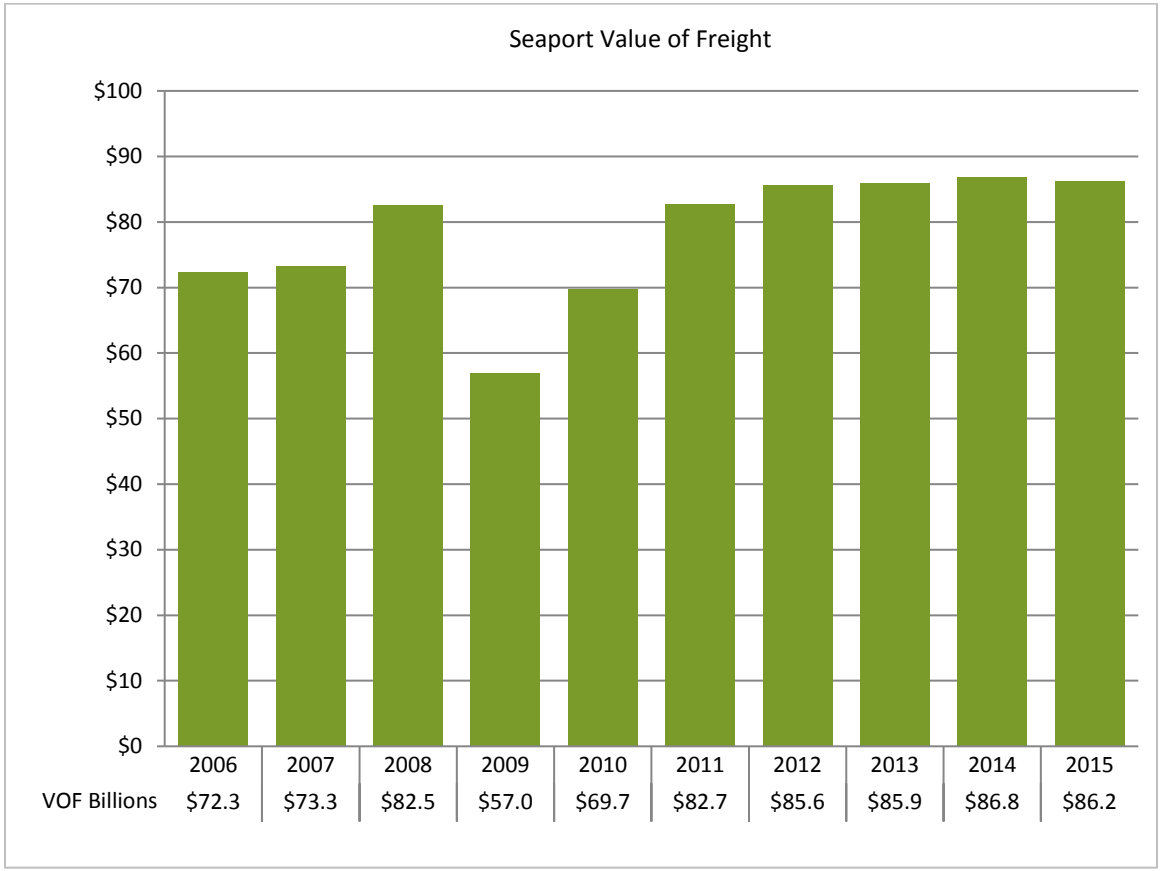
$$\sum Value\ of\ International\ Seaport\ Commerce$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

Source

Florida Ports Council Five Year Seaport Mission Plan



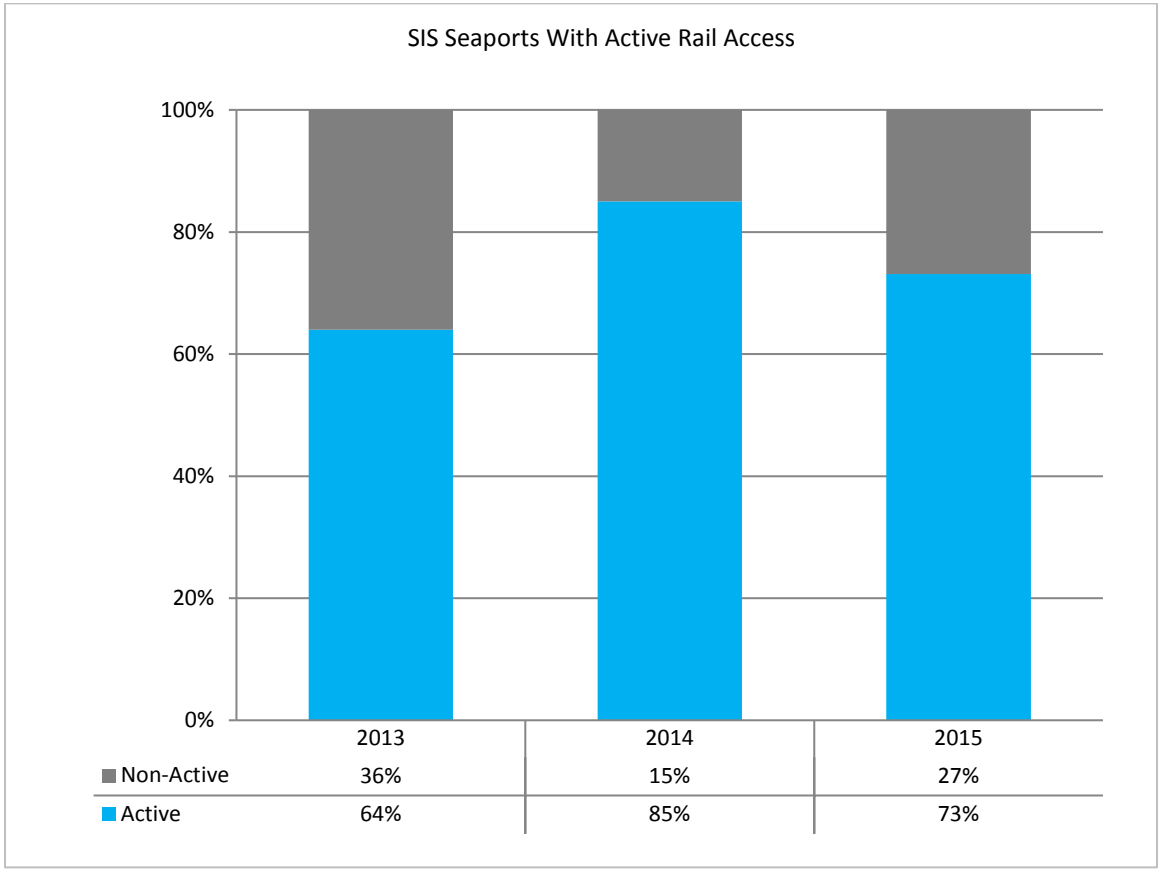
Seaport Active Rail Access

Methodology
Seaport active rail access accounts for active rail serving seaports.

Reporting Periods
☐ Peak hour ☐ Peak period ☐ Daily ☑ Yearly

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

Source
FDOT Rail Office



QUALITY
QUANTITY
ACCESSIBILITY
UTILIZATION
MOBILITY PERFORMANCE MEASURES
FDOT