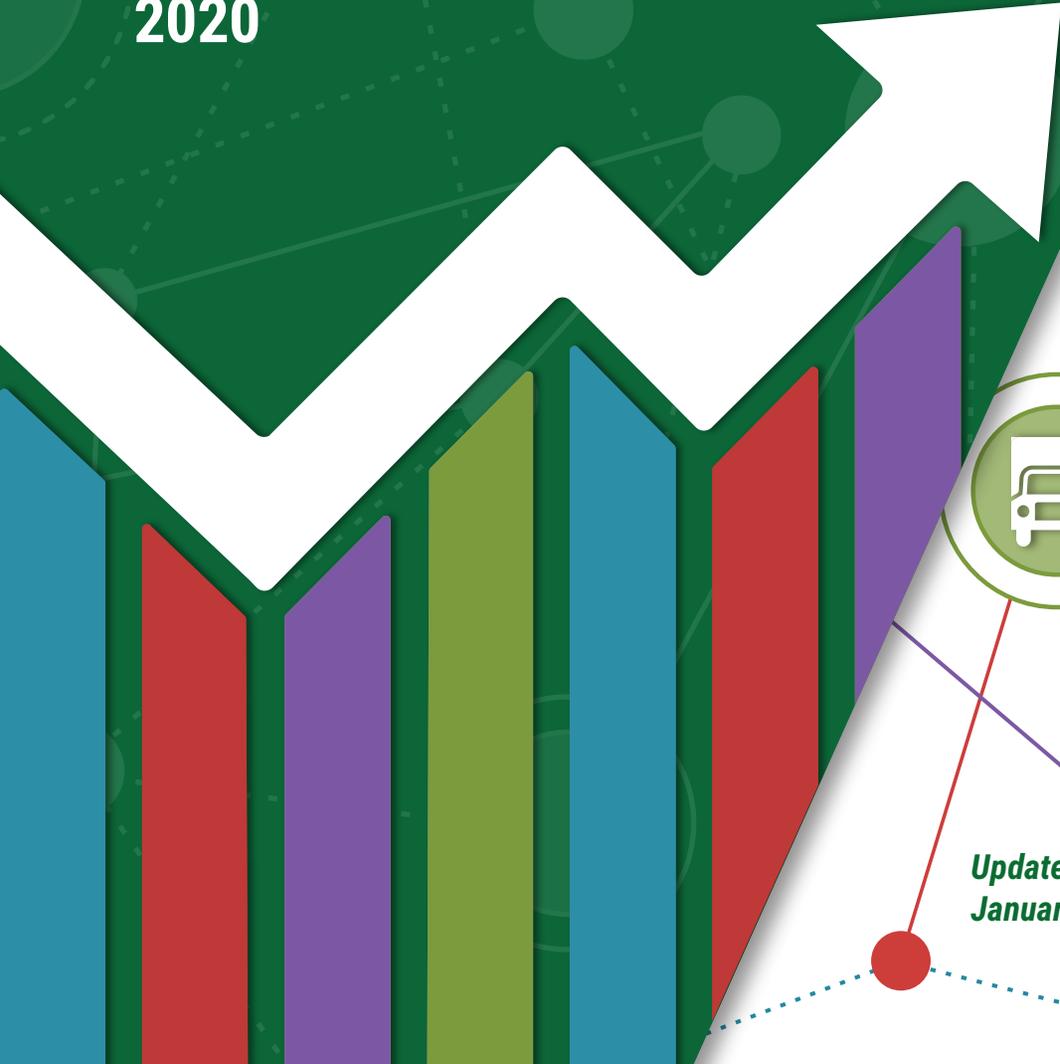


THE FDOT SOURCE BOOK

produced by
Florida Department of Transportation
Forecasting and Trends Office

2020



Updated
January 19, 2021



MESSAGE FROM THE SECRETARY

A Source for the Florida Department of Transportation's Performance

In my time as Secretary at the Florida Department of Transportation (FDOT), we have worked with our partners to implement the Department's Vital Few: Improve **Safety**, Enhance **Mobility**, Inspire **Innovation**, and Foster **Talent**. These four core areas are at the forefront of everything we do as we continue to serve the residents and visitors of Florida and plan for the future. This year, I am proud to present *The FDOT Source Book – 2020*, which reflects our performance in safety, mobility, and innovation.

The 2020 *Source Book* includes a series of key indicators of Florida's transportation system performance, with enhanced reporting on critical safety measures. The *Source Book* includes content on innovative strategies regarding how emerging technologies are being deployed on Florida's roadways, such as electric vehicles and transportation network companies. In addition, the *Source Book* contains updated trend information which provides useful insights into our state's transportation user demographics and system reliability, as well as injury and fatality data.

From safety and mobility performance to trends that affect travel demand, these *Source Book* measures help guide our efforts to prioritize projects that move Florida forward in providing a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.



Kevin J. Thibault
Secretary

FLORIDA TRANSPORTATION FAST FACTS - 2019

GENERAL



21.2 M people



17.5 M licensed drivers



53,625 square miles of land*



TRANSPORTATION SYSTEM

MOBILITY MEASURES

Highway & Bridge

123,104 centerline miles of public roads
12,130 centerline miles of the State Highway System (SHS)
4,344 centerline miles of Strategic Intermodal System (SIS)
7,007 bridges maintained by FDOT
15 M registered motor vehicles

343.6 M daily vehicle miles traveled on the SHS
80% reliable peak hour/peak period travel on freeways
5% of SHS centerline miles are heavily congested during peak hour
682 M annual truck tons transported in Florida
63 B annual combination truck ton miles traveled on the SHS



Transit

31 urban transit systems
19 rural transit systems

217.6 M annual transit passenger trips
58% of Florida's population lives within a half-mile of fixed route transit



Pedestrian & Bicycle

7,399 miles of bicycle facilities on non-freeway SHS
3,567 miles of pedestrian facilities on urban non-freeway SHS

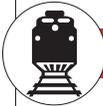
75% of non-freeway SHS have bicycle facilities
69% of non-freeway SHS in urban areas have pedestrian facilities
60% of Florida's population lives within one mile of bicycle facilities



Ports (Sea/Air/Space)

20 commercial airports
15 deep water seaports
8 active spaceports

95.8 M annual aircraft passenger boardings
79% of aircraft trips depart on time
18.3 M annual cruise passenger movements



Rail

2,746 miles of mainline railroad track

7.8 M annual rail passengers (Tri-Rail, Amtrak, SunRail)

FLORIDA TRANSPORTATION FAST FACTS - 2019 (CONTINUED)



EMERGING MOBILITY

- 312,787** electric vehicle registrations in Florida (as of July 2020)
- 832** publicly accessible electric vehicle charging stations in Florida
- 322** bikeshare stations and e-scooter operations in Florida
- 11** cities in Florida have bikeshare stations and e-scooter operations
- 104,493** non-employer establishments for taxi and limousine services (2018)



ECONOMY

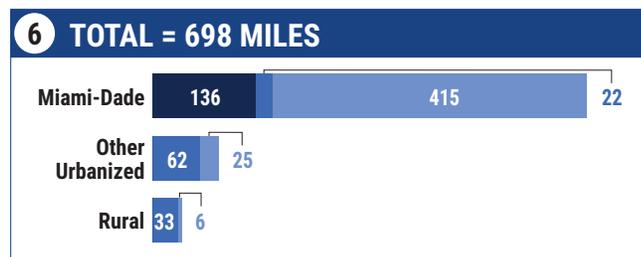
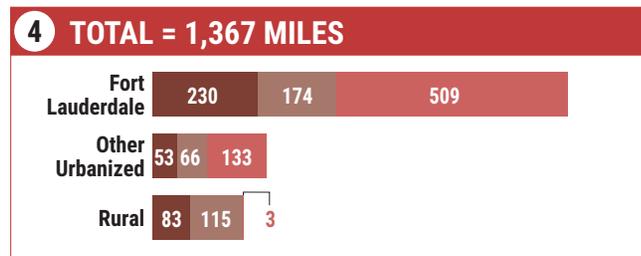
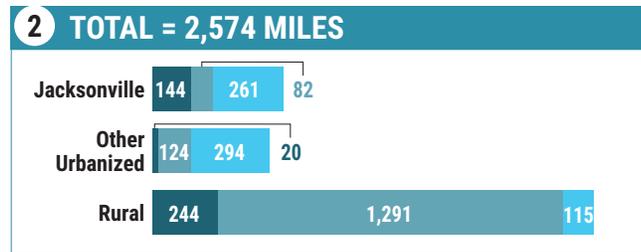
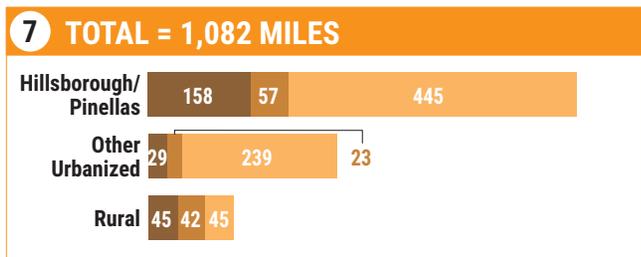
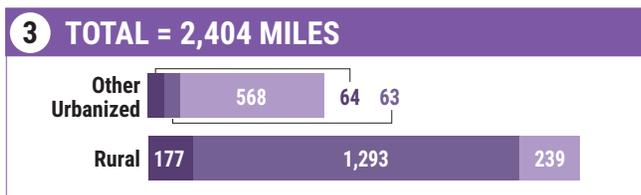
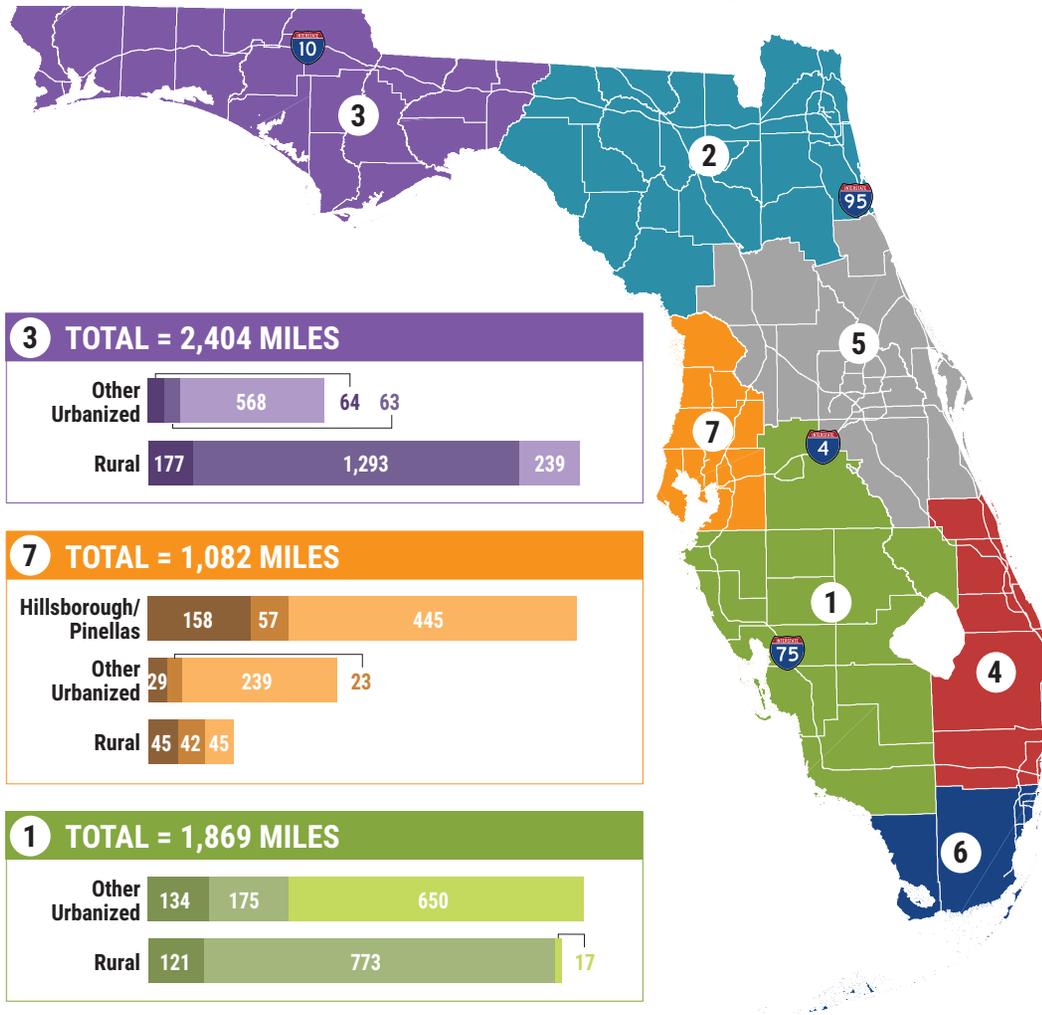
- \$1.1 T** Florida's Gross Domestic Product
- 131 M** visitors to Florida
- 18** space launches in Florida
- 7th** largest export state
- \$72.3 B** value of commodities exported out of Florida
- \$81.3 B** value of commodities imported into Florida

Sources

* Department of State Florida Facts - Quick Facts- Geographical Facts <https://dos.myflorida.com/florida-facts/quick-facts/>

ROADWAY INVENTORY - 2019

State Highway System Centerline Mileage by Districts



Sources

FDOT Transportation Data and Analytics Office

Note: City or county name represents the urbanized area of the seven largest metropolitan planning organizations (MPO) - Duval, Palm Beach, Hillsborough, Pinellas, Miami-Dade, Broward, and Orange. Totals may not be precise due to rounding.

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SECTION I INTRODUCTION



INTRODUCTION

The Florida Department of Transportation (FDOT) publishes this multimodal performance report, *The FDOT Source Book (Source Book)*, annually. The *Source Book* is the Department's trusted source of Safety, Mobility, Innovation trends, and performance. Each year, new content is added and existing content is further refined. Over time, it has evolved from an auto-centric document to a multimodal compendium of trends and measures. It describes mobility conditions on Florida's roadway network and captures performance for Florida's airports, transit services, railways, spaceports, and seaports. It has expanded to include system preservation, economic indicators, and emerging transportation technologies. The *Source Book* provides mobility performance measures for every segment of the State Highway System (SHS). The measures are calculated from individual data points and smaller geographies, and then aggregated for reporting purposes.

Multiple sources were used to produce the multimodal measures, including vehicle probes, and FDOT's traffic characteristics and roadway characteristics inventories. Granular data was used to calculate measures for individual roadway segments. Similarly, data relevant to individual transit agencies, airports, and seaports was available to account for their mobility conditions. Some of these mobility measures are leveraged to make funding decisions, in planning analyses, and for studies.

Changes in The Source Book - 2020

The Forecasting and Trends Office (FTO) coordinates with its customers annually to update the *Source Book*. Through outreach to FDOT districts, Metropolitan Planning Organizations (MPOs), and Central Office program offices, it is further refined to be of greatest use to the largest audience.

Based on stakeholder input, the 2020 *Source Book* adds new Mobility Measures and Factors Affecting Mobility, including Active Space Launch Sites, Number of Space Payloads, and the Payload Weight to Orbit. A few Factors Affecting Mobility were removed, such as Top Destinations in Florida and Drone Registrations. The 2020 *Source Book* no longer includes forecasted measures.

The most notable addition to the 2020 *Source Book* is an introduction to weekend congestion measures. Recent analyses revealed a need to acknowledge the potential importance of weekend traffic patterns. The initial data is presented this year. Later steps may include weekend data in other mobility measures.

This document, when viewed electronically, contains interactive elements to assist the user in navigation.



The house icon, when clicked, will lead back to the Contents page.



The connection icon, when clicked, will lead to the corresponding appendix information for that measure and vice versa.

Online Access

The *Source Book* is available at: www.fdot.gov/planning/FTO. A companion technical report describing the details of calculating the mobility measures within the *Source Book* is also available on the website.

The Digital Source Book

In 2020, the *Digital Source Book* was released online, allowing readers to query specific factors and measures at the district or county level, or by individual segment. FTO is transitioning toward full reporting online in the near future. The *Digital Source Book* can be accessed at: www.fdotsourcebook.com

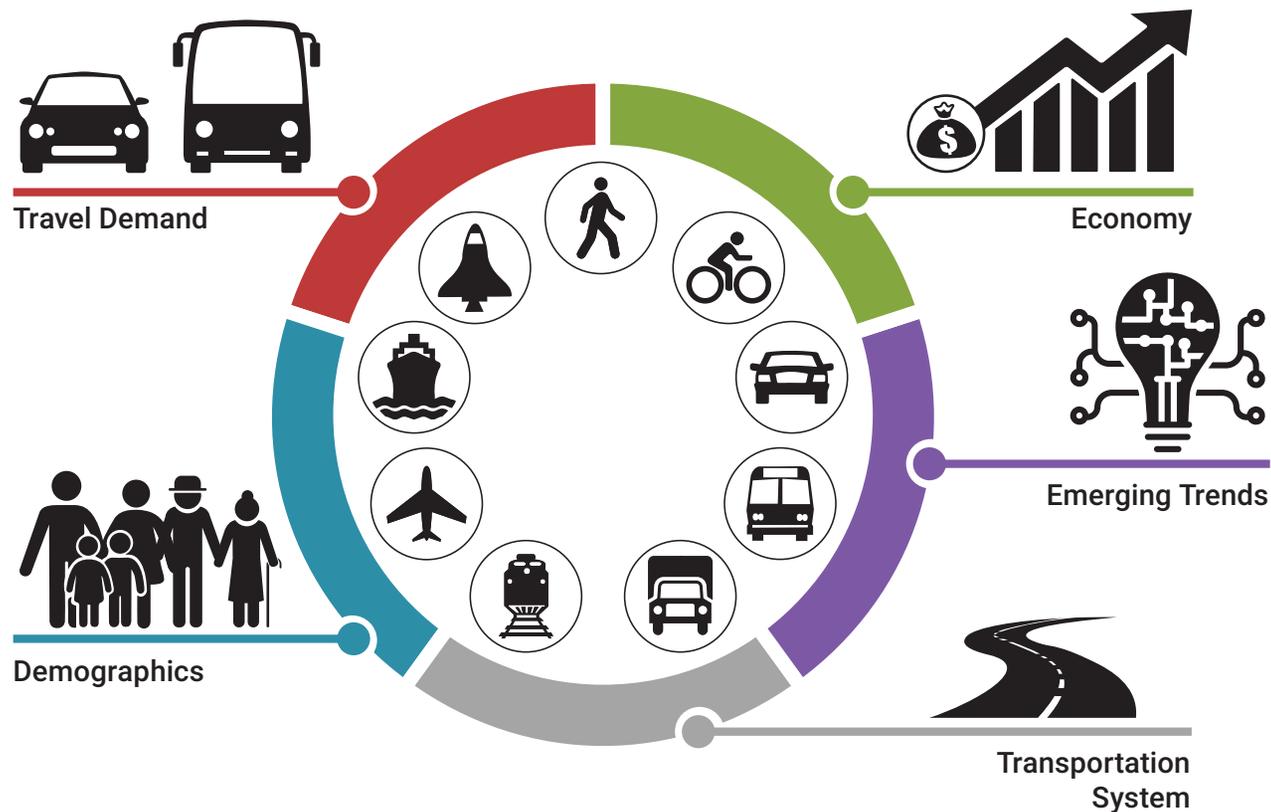
For Inquiries

Please contact the FTO or specific program office for more detail. Please send any questions or suggestions to:

Monica Zhong
 FDOT Forecasting and Trends Office
 850-414-4808
Monica.Zhong@dot.state.fl.us

FACTORS AFFECTING MOBILITY

This section of the *Source Book* explores the effects of various external factors on mobility in Florida and nationally.



List of Factors Affecting Mobility

- VMT, Population and Drivers
- VMT, GDP and Visitors
- Taxi and Limousine Non-Employer Establishments
- Maintenance, Pavement, and Bridge Condition
- Employment Levels for Department Stores/E-Commerce
- Micromobility Services
- Electric Vehicle Registrations
- Electric Vehicle Charging Stations

MOBILITY PERFORMANCE MEASURES



All Vehicle

- Vehicle Miles Traveled
- Person Miles Traveled
- % Travel Meeting LOS Targets
- % Miles Meeting LOS Targets
- Travel Time Reliability
 - On-Time Arrival
 - Planning Time Index
- Average Travel Speed
- % Travel Achieving the Speed Limit
- Vehicles per Lane Mile
- % Travel Heavily Congested
- % Miles Heavily Congested
- Hours Heavily Congested
- Vehicle Hours of Delay
- Person Hours of Delay
- Job Accessibility – Auto



Aviation

- Tonnage
- Value of Freight
- Passenger Boardings
- Departure Reliability



Pedestrian/ Bicycle

- % Pedestrian Facility Coverage
- % Bicycle Facility Coverage
- % Population within 1 mile of Bicycle Facilities



Rail

- Passengers
- On-Time Arrival
- Tonnage



Seaport

- Passenger Movements
- Tonnage
- Twenty-Foot Equivalent Units
- Value of Freight



Spaceport

- Launches and Sites
- Payloads



Transit

- Revenue Miles
- Passenger Trips
- Revenue Miles between Failures
- Weekday Span of Service
- Resident Access to Transit
- Job Accessibility – Transit
- Passenger Trips per Revenue Mile



Truck

- Combination Truck Miles Traveled
- Truck Miles Traveled
- Combination Truck Tonnage
- Combination Truck Ton Miles Traveled
- Value of Freight
- Travel Time Reliability
 - On-Time Arrival
 - Planning Time Index
- Combination Truck Hours of Delay
- Combination Truck Average Speed
- Combination Truck Cost of Delay
- Truck Empty Backhaul Tonnage



Weekend

- Weekend to Weekday Volume Ratio Freeway Corridors
- Weekend to Weekday Volume Ratio Arterial/Highway Corridors
- Weekend to Weekday Speed Ratio Freeway Corridors
- Weekend to Weekday Speed Ratio Arterial/Highway Corridors



SAFETY-RELATED MEASURES

- Number of Fatalities
- Number of Serious Injuries
- Rate of Fatalities
- Rate of Serious Injuries
- Motorcyclist Fatalities and Serious Injuries
- Pedestrian Fatalities and Serious Injuries
- Bicyclist Fatalities and Serious Injuries
- Safety Belt Usage

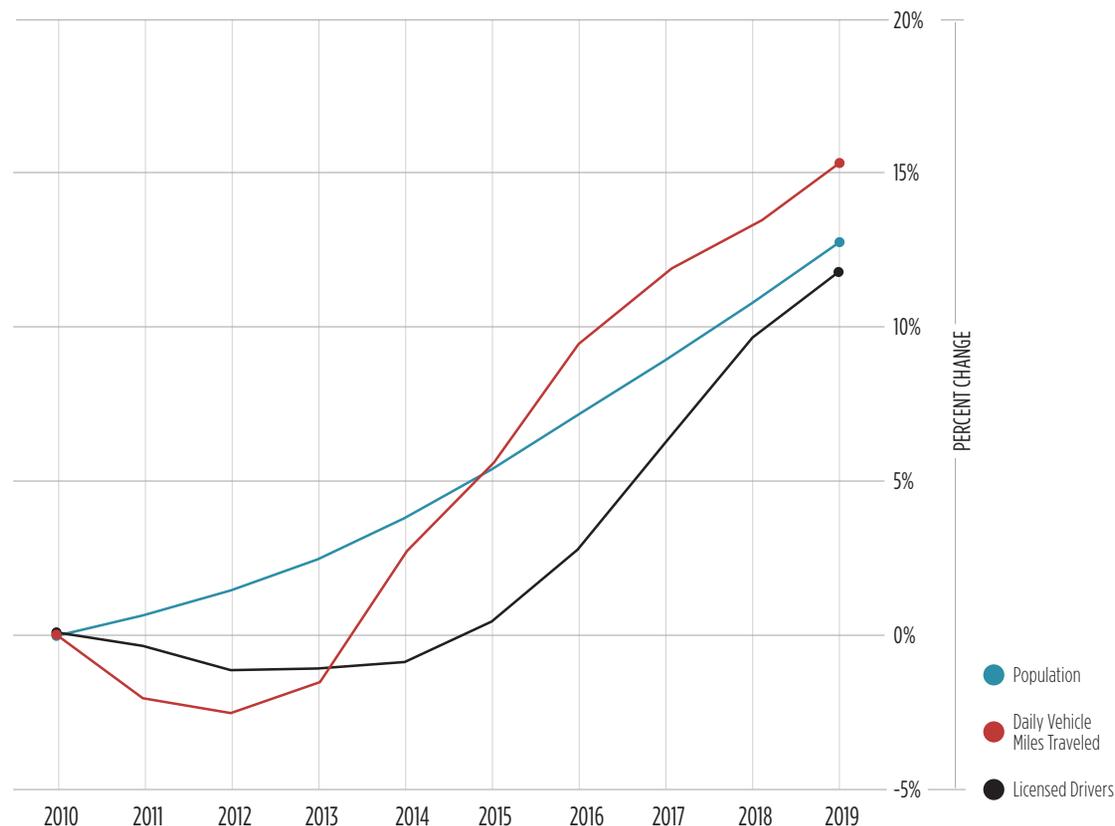
SECTION II FACTORS AFFECTING MOBILITY



VMT GROWS FASTER THAN POPULATION AND NUMBER OF DRIVERS

Between 2010 and 2019, Florida's population grew by 12.8%, the number of licensed drivers rose by 11.8%, and vehicle miles traveled (VMT) increased by 15.3%.

FLORIDA



COUNTIES WITH LARGEST 10-YEAR INCREASES

VMT

Sumter	42%
Flagler	38%
Pasco	35%

Population

Osceola	38%
Sumter	38%
St. Johns	34%

Licensed Drivers

Sumter	43%
Osceola	36%
St. Johns	32%

For more information visit FDOTSourceBook.com

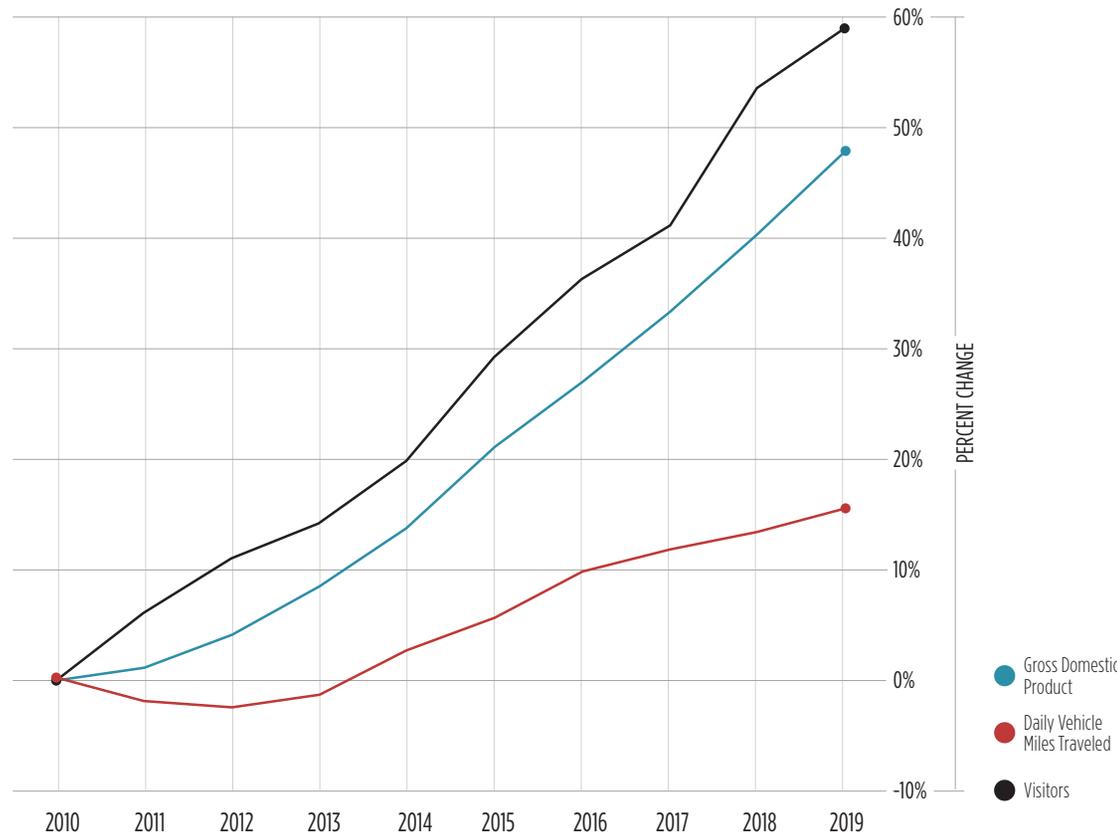
Sources

- FDOT Transportation Data and Analytics Office - Public Road Mileage and Travel Report
- The Florida Department of Highway Safety and Motor Vehicles – Driver and Vehicle Reports & Statistics
- University of Florida's Bureau of Economic and Business Research (BEBR) - Florida Estimates of Population

FLORIDA'S VMT, GDP, AND NUMBER OF VISITORS CONTINUE TO GROW

Florida, being a tourist destination state, witnessed a 59.7% increase in tourists between 2010 and 2019. Within the same time frame, Florida's Gross Domestic Product (GDP) increased by 48.2% and vehicle miles traveled (VMT) increased by 15.3%.

FLORIDA



COUNTIES WITH LARGEST 10-YEAR INCREASES

VMT

Sumter	42%
Flagler	38%
Pasco	35%

GDP

Walton	72%
Sumter	65%
Santa Rosa	63%

For more information visit FDOTSourceBook.com

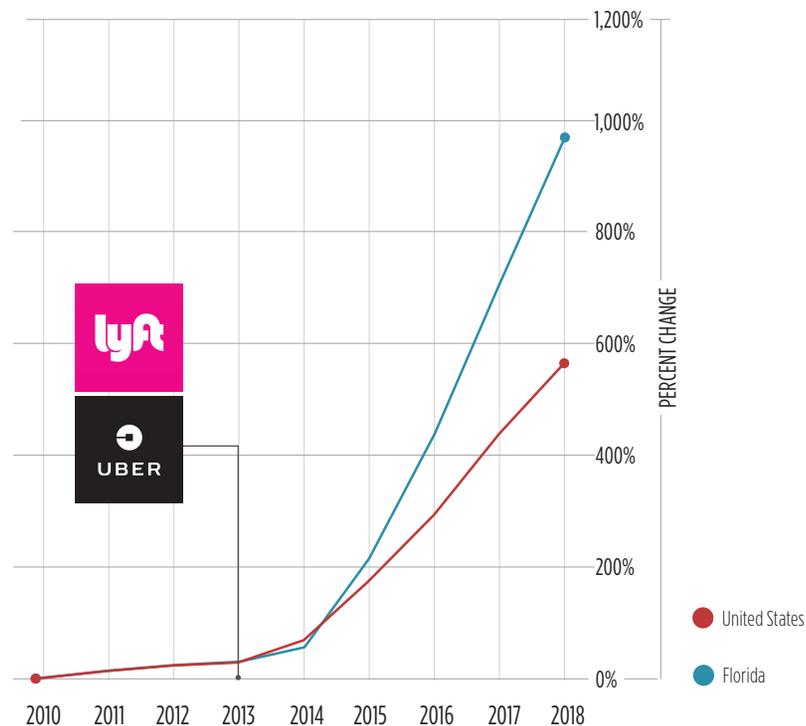
Sources

- FDOT Transportation Data and Analytics Office – Public Road Mileage and Travel Report
- U.S. Bureau of Economic Analysis – Gross Domestic Product (GDP) by state
- Visit Florida – Annual Florida Visitor Study, D.K. Shifflet and Associates

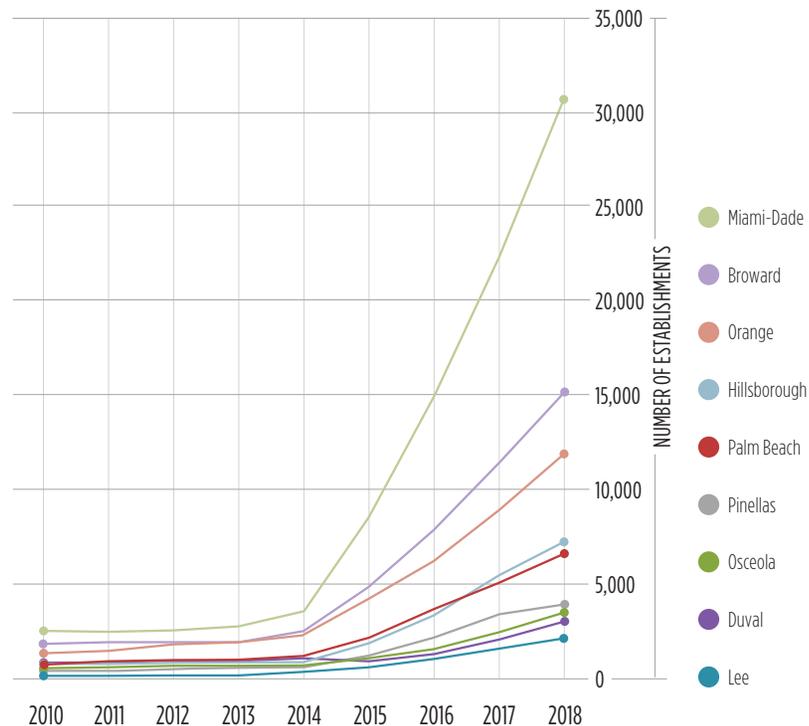
TNCs CONTRIBUTE TO ROBUST GROWTH IN SELF-EMPLOYED TAXI AND LIMOUSINE SERVICES

Uber and Lyft began increasing operations in 2013. Non-employer establishments for taxi and limousine services grew 773% since. In Florida, Miami-Dade County had the highest number of non-employer establishments for taxi and limousine services followed by Broward and Orange Counties. Establishments are representative of Transportation Network Company (TNC) drivers.

% INCREASE OF NON-EMPLOYER ESTABLISHMENTS: TAXI AND LIMOUSINE



NON-EMPLOYER ESTABLISHMENTS: TAXI AND LIMOUSINE BY FLORIDA COUNTY



Sources

U.S. Census Bureau – Non-Employer Statistics, taxi and limousine service (NAICS 4853) sector

Note: UBER, Lyft, and other TNCs ramped up operations around 2013.

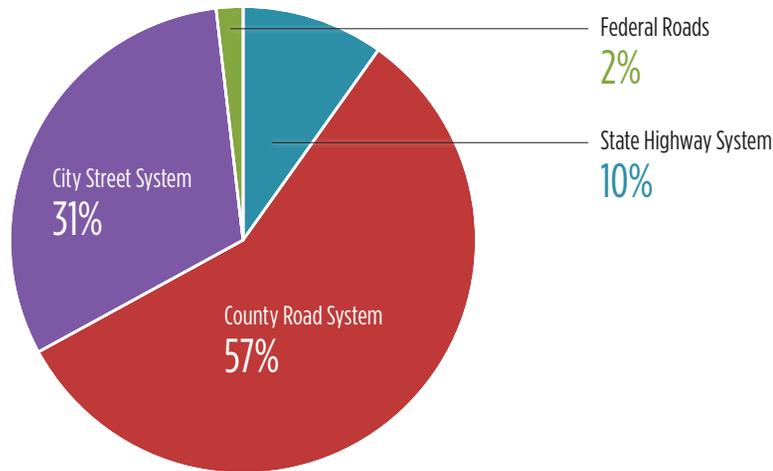
Note: See the [glossary](#) for additional detail.

THE STATE HIGHWAY SYSTEM REMAINS IN EXCELLENT CONDITION

Florida's total public road mileage is 123,104 miles. There are 2,284 miles of federal roads (2%), 12,130 miles in the State Highway System (SHS) (10%), 70,299 miles of county-owned roads (57%), and 38,391 miles of city streets (31%).

FDOT is required by Florida Statutes (Section 334.046(4)(a)) to ensure that 80% of the pavement on the SHS and 90% of department-maintained bridges meet department standards; and that the department achieves 100% of the acceptable maintenance standard on the SHS. Over the years, FDOT has consistently exceeded the statutory mandates for system preservation. In FY 2020, FDOT achieved more than 87% of pavement, 94% of bridge and 103% of maintenance standards. The *FDOT Maintenance Rating Program Handbook* defines the acceptable maintenance standard as a composite state score of 80 based on five maintenance elements: roadway, roadside, traffic services, drainage, and vegetation and aesthetics. In FY 2020, the level-of-maintenance score was 83.

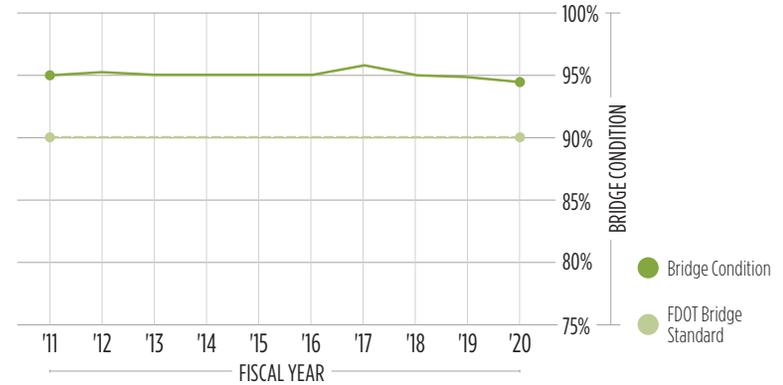
2019 FLORIDA PUBLIC ROAD MILEAGE



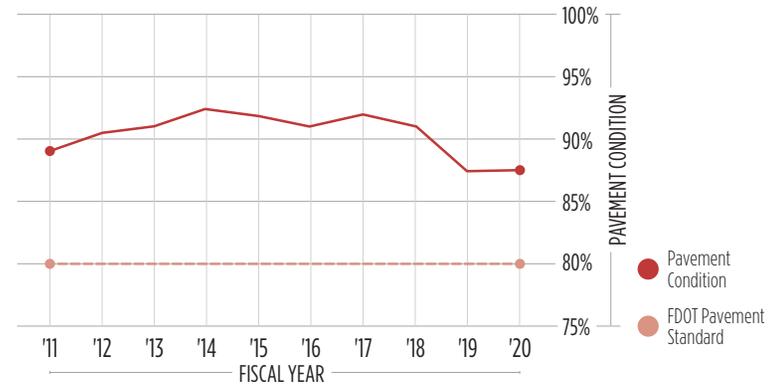
Sources

- FDOT Transportation Data and Analytics Office – Public Road Mileage and Travel Report
- FDOT State Materials Office
- FDOT Office of Maintenance

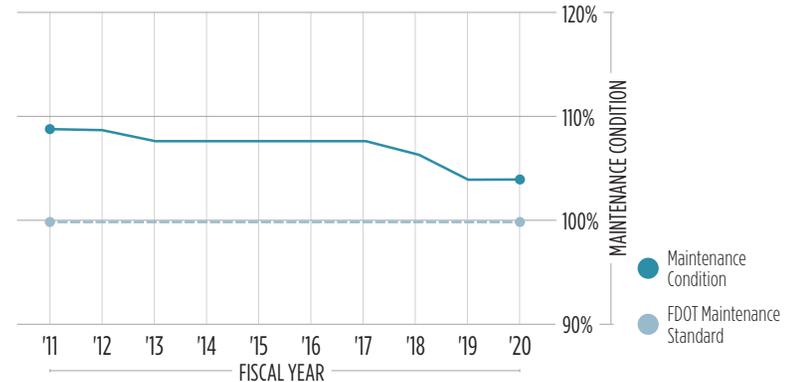
BRIDGE CONDITION ON FLORIDA'S SHS



PAVEMENT CONDITION ON FLORIDA'S SHS



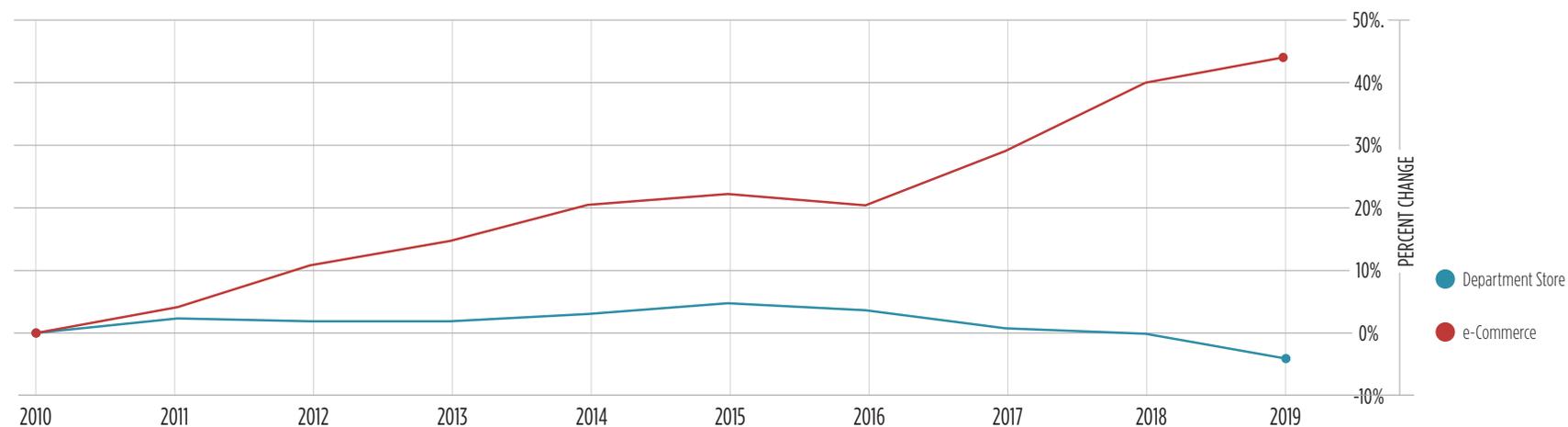
MAINTENANCE CONDITION ON FLORIDA'S SHS



EMPLOYMENT GROWS IN E-COMMERCE, AND DECLINES IN DEPARTMENT STORES

Following a decline beginning in 2015, Florida employment in department stores, like Wal-Mart, Macy's, and Sears, continued to contract in 2019—a 3% decrease in overall employment since 2010. During the same time frame, employment at electronic shopping and mail order houses, including Amazon and eBay, increased by 44%. This reflects the increasing demand for e-commerce services.

PERCENTAGE CHANGE IN DEPARTMENT STORE VERSUS ELECTRONIC SHOPPING EMPLOYMENT



Sources

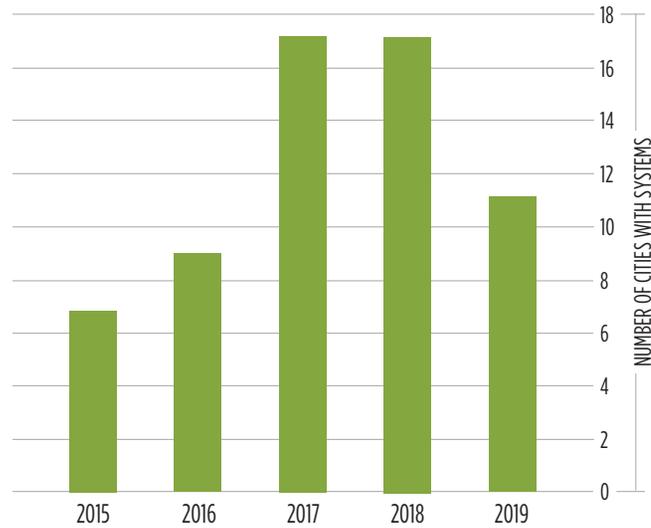
U.S. Bureau of Labor Statistics – State and Area Employment, Hours and Earnings Survey

MICROMOBILITY SERVICES CONTINUE TO FLUCTUATE

Micromobility services like bikeshare and e-scooters, available in Florida, continue to fluctuate. The number of cities with micromobility options declined from 17 in 2018 to 11 in 2019.

In 2019, the City of Tallahassee began a pilot project to bring e-scooters to Tallahassee. After a successful pilot project, the Tallahassee City Commission approved a long-term program in October 2020.

FLORIDA CITIES SERVED



TALLAHASSEE E-SCOOTER PILOT PROJECT



More than
200,000
Rides



More than
248,000
Miles Driven



Average trip duration
21 Minutes



Average trip distance
1.46 Miles

Sources

United States Department of Transportation (USDOT) Bureau of Transportation Statistics
Tallahassee-Leon County Planning Department

Note: Summary statistics for the Tallahassee e-scooter pilot project are from July 2019 to September 2020.

ELECTRIC VEHICLE REGISTRATIONS

Electric and hybrid vehicle registrations in Florida account for approximately 1.9% of light-duty passenger vehicles registered (as of July 2020). This translates to approximately 312,000 electric and hybrid vehicles out of more than 16.5 million registered light-duty passenger vehicles. Currently, Hybrid Electric Vehicles (HEV) account for most of these registrations at approximately 244,000 vehicles. However, the share of HEV registrations dropped from 3.0% in 2010 to 1.6% in 2020. During the same period, the share of Battery Electric Vehicles (BEV) increased from close to 0.0% to 1.0%.

PERCENT OF TOTAL REGISTERED VEHICLES



Sources

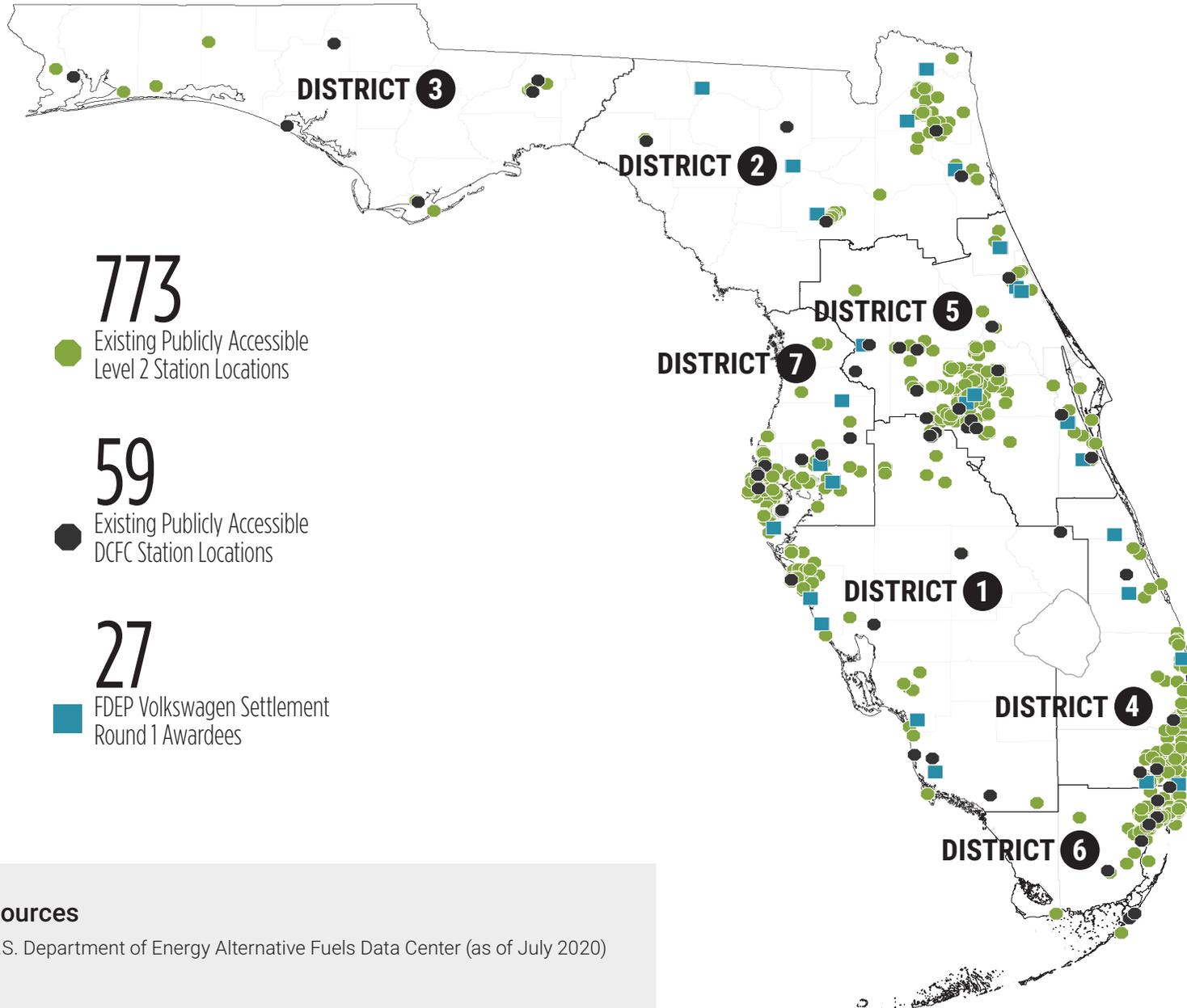
Florida Department of Highway Safety and Motor Vehicles

Note: 2020 data as of July 2020

Note: Plug-in Hybrid Electric Vehicles (PHEV). Hybrid Electric Vehicles (HEV). Battery Electric Vehicles (BEV).

ELECTRIC VEHICLE CHARGING STATIONS

As of July 2020, there were 773 publicly accessible Level 2 charging stations and 59 Direct-current fast charger (DCFC) charging stations in Florida. District 5 had the highest number of charging stations (223) followed by District 6 (161).



773

Existing Publicly Accessible Level 2 Station Locations

59

Existing Publicly Accessible DCFC Station Locations

27

FDEP Volkswagen Settlement Round 1 Awardees

Sources

U.S. Department of Energy Alternative Fuels Data Center (as of July 2020)

SECTION III MULTIMODAL MOBILITY MEASURES

2019 STATE HIGHWAY SYSTEM PERFORMANCE SUMMARY

343.6
Million
Daily Vehicle
Miles Traveled



682
Million Tons
Truck
Tonnage



63
Billion
Annual Combination Truck
Ton Miles Traveled

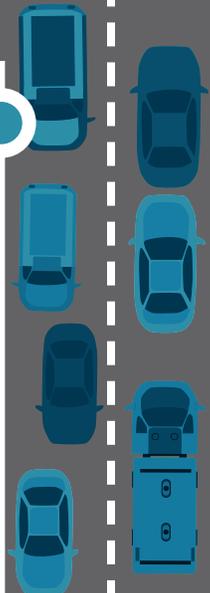
78%
Combination
Truck Travel
Time Reliability:
On-Time Arrival



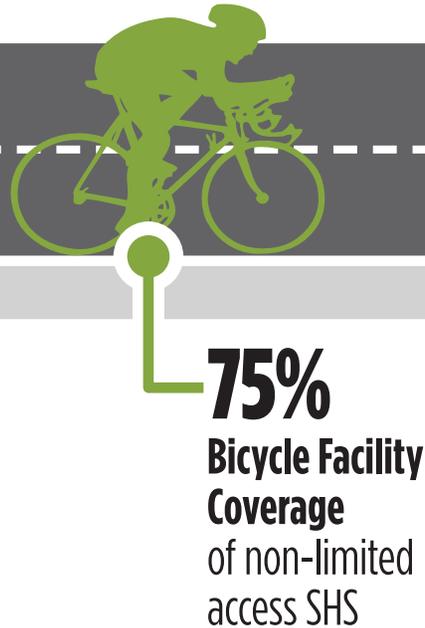
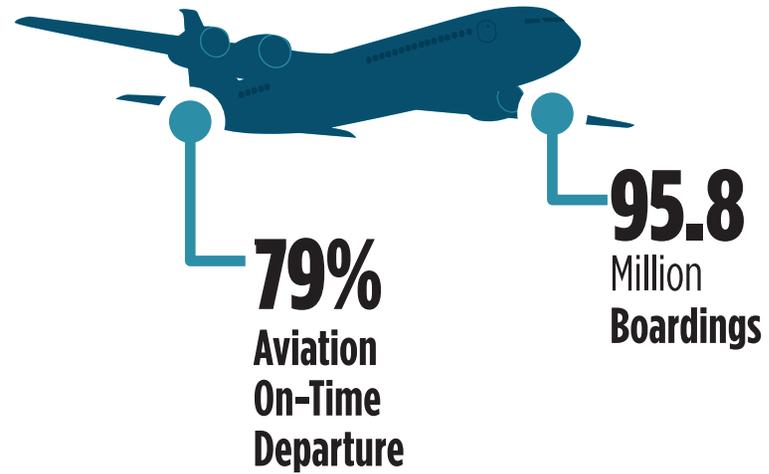
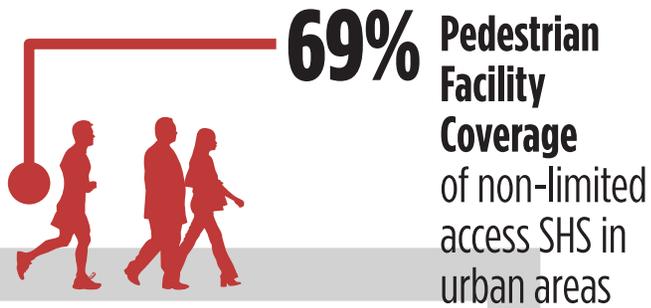
195
Million
Annual Vehicle
Hours of Delay

1.44
Travel Time Reliability:
Planning Time Index

5.3%
Miles Heavily
Congested



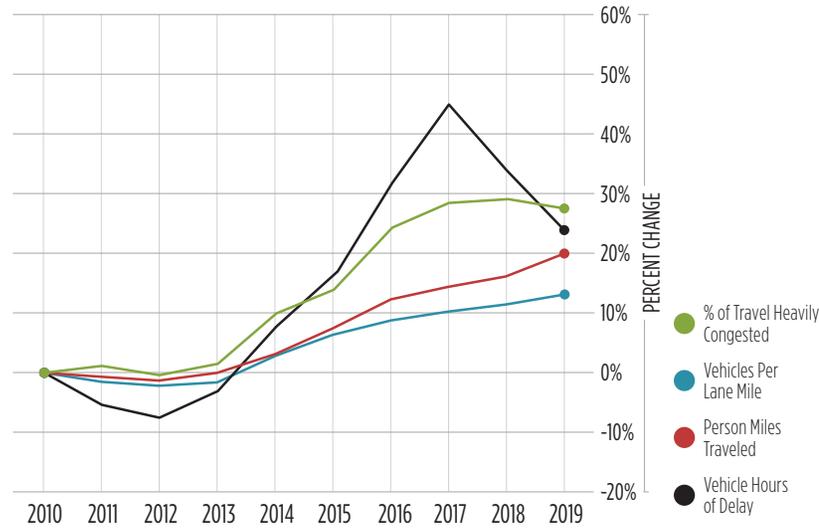
2019 MODAL PERFORMANCE SUMMARY



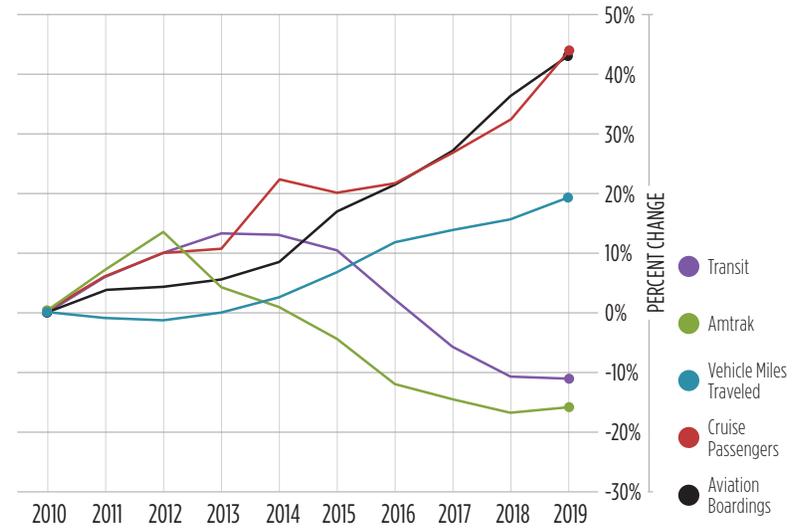
OVERALL PERFORMANCE SUMMARY

Each year since 2010, more people have traveled on Florida's roadways, moved through Florida's airports, and boarded cruise ships at Florida's ports. Freight movement has also grown. Overall, congestion and delay are a direct reflection of growing travel demand.

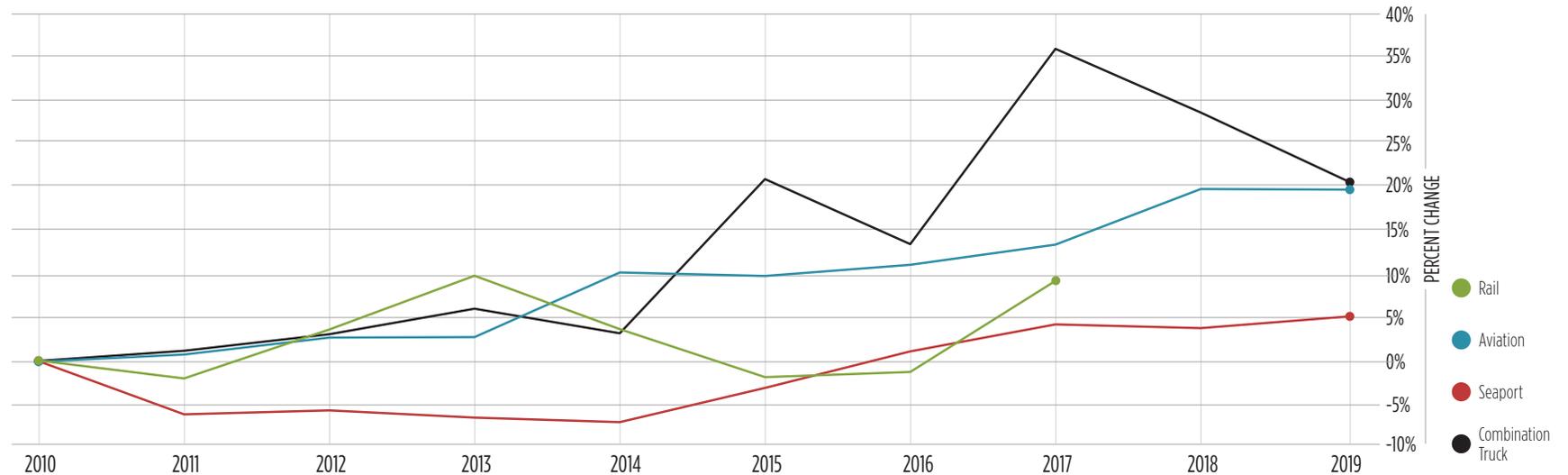
MOBILITY PERFORMANCE MEASURES



PASSENGER PERFORMANCE MEASURES



FREIGHT TONNAGE BY MODE



SAFETY-RELATED MEASURES

NUMBER OF FATALITIES

This measure is the total number of fatalities on Florida's roadways that are a direct result of a traffic crash within thirty days of the crash occurrence.

Calculation

Σ Fatalities

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

In 2019, 3,185 people were killed on Florida's roadways. The number rose by 50, an increase of 1.59% from 2018. Meanwhile, VMT and population increased by 1.8%, and tourism grew by 3.5%.

NUMBER OF FATALITIES



Sources

Florida Department of Highway Safety and Motor Vehicles – Traffic Crash Facts Annual Report



NUMBER OF SERIOUS INJURIES

This measure is the number of disabling/incapacitating injuries from traffic crashes that prevent the injured individuals from engaging in normal activities and which usually require transport to a medical facility and hospitalization.

Calculation

Σ Serious Injuries

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

The number of serious injuries in Florida dropped for the third consecutive year. It was the lowest in a decade. In 2019, there were 18,063 serious injuries, a reduction of 1,133 from 2018.

Sources

Florida Department of Highway Safety and Motor Vehicles – Traffic Crash Facts Annual Report

NUMBER OF SERIOUS INJURIES



RATE OF FATALITIES

This measure is the total number of fatalities on Florida’s roadways per 100 million VMT.

Calculation

$$\frac{\Sigma \text{Fatalities}}{100 \text{ million VMT}}$$

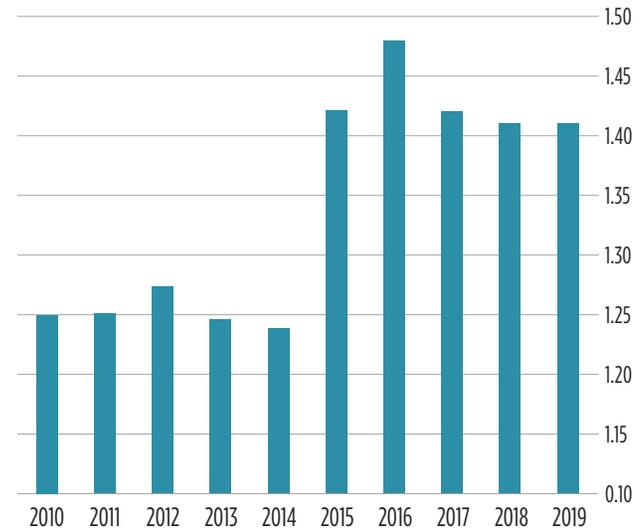
Reporting Periods

- Peak Hour
 Peak Period
 Daily
 Yearly

Observation

Between 2018 and 2019, the rate of fatalities on Florida’s roadways remained consistent at 1.41 per 100 million VMT.

RATE OF FATALITIES



Sources

Florida Department of Highway Safety and Motor Vehicles – Traffic Crash Facts Annual Report



RATE OF SERIOUS INJURIES

This measure is the total number of serious injuries on Florida's roadways per 100 million VMT.

Calculation

$$\frac{\sum \text{Serious Injuries}}{100 \text{ million VMT}}$$

Reporting Periods

Peak Hour Peak Period Daily Yearly

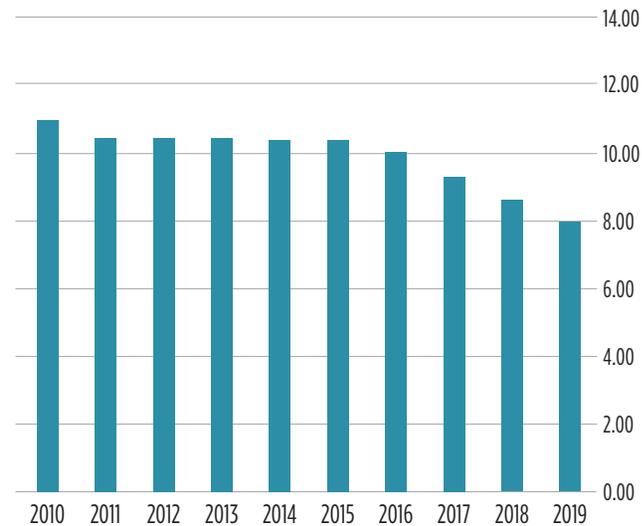
Observation

Florida's serious injury rate has decreased every year since 2016. In 2019, Florida experienced its lowest serious injury rate in over a decade at 8.00 per 100 million VMT.

Sources

Florida Department of Highway Safety and Motor Vehicles – Traffic Crash Facts Annual Report

SERIOUS INJURIES RATE



MOTORCYCLIST FATALITIES AND SERIOUS INJURIES

These safety measures capture the number of fatalities and incapacitating injuries of both motorcyclists and their passengers.

Calculation

Σ Motorcyclist and Passengers Fatalities

Σ Motorcyclist and Passengers Serious Injuries

Reporting Periods

Peak Hour Peak Period Daily Yearly

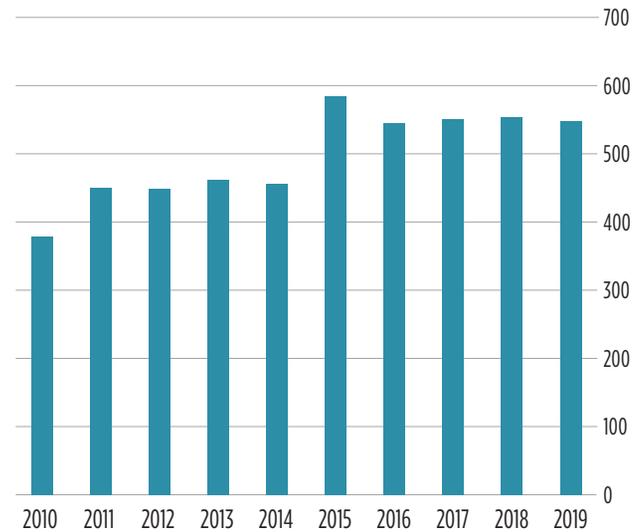
Observation

From 2018 to 2019, there was a 2.17% decrease in the number of motorcyclist serious injuries whereas an increase of 3.58% in motorcyclist fatalities was observed. The number of motorcycle passengers killed or seriously injured slightly increased from 2018 to 2019. In 2019, 550 motorcyclists and passengers were killed and 2,072 were seriously injured.

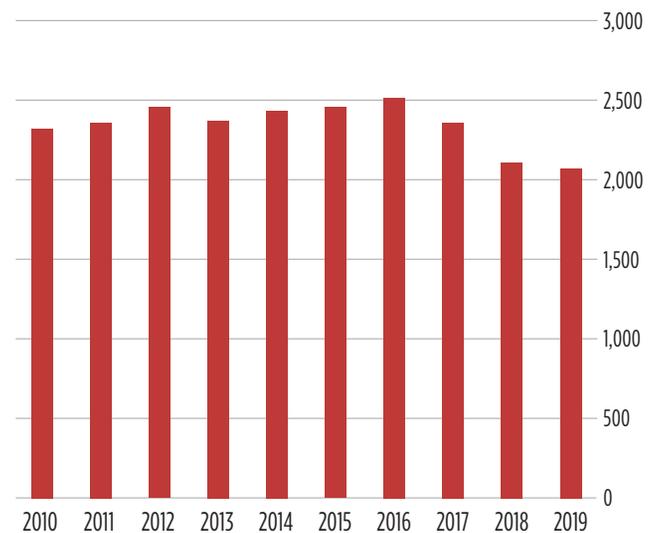
Sources

Florida Department of Highway Safety and Motor Vehicles – Traffic Crash Facts Annual Report

MOTORCYCLIST FATALITIES



MOTORCYCLIST SERIOUS INJURIES



PEDESTRIAN FATALITIES AND SERIOUS INJURIES

This measure is the total number of pedestrian fatalities and serious injuries (incapacitating) that are reported on Florida's public roads.

Calculation

Σ Pedestrian Fatalities

Σ Pedestrian Serious Injuries

Reporting Periods

Peak Hour Peak Period Daily Yearly

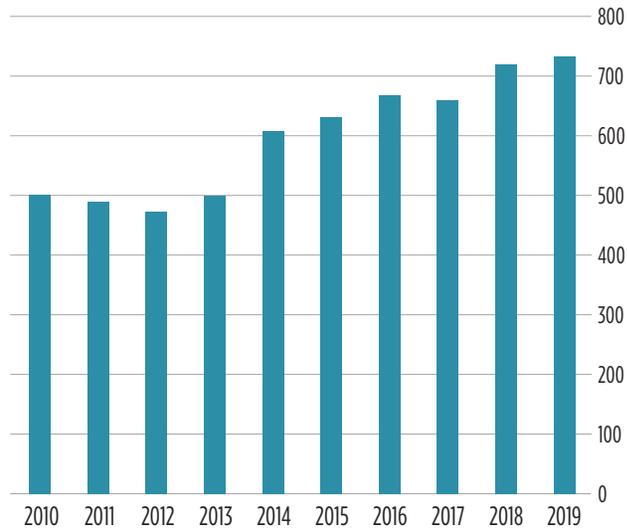
Observation

From 2018 to 2019, pedestrian fatalities increased by 2% to reach 734. Serious injuries decreased for the second year with 1,524, the lowest number of pedestrian serious injuries in a decade.

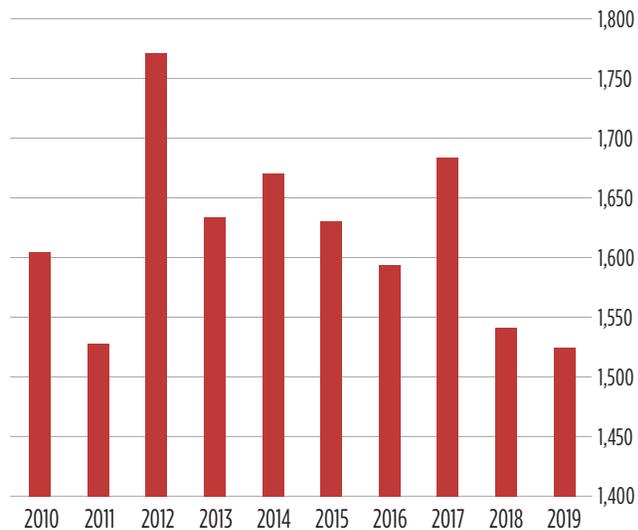
Sources

Florida Department of Highway Safety and Motor Vehicles – Traffic Crash Facts Annual Report

PEDESTRIAN FATALITIES



PEDESTRIAN SERIOUS INJURIES



BICYCLIST FATALITIES AND SERIOUS INJURIES

This is the total number of bicyclist fatalities and serious injuries (incapacitating) on all of Florida's roadways.

Calculation

Σ Bicyclist Fatalities

Σ Bicyclist Serious Injuries

Reporting Periods

Peak Hour Peak Period Daily Yearly

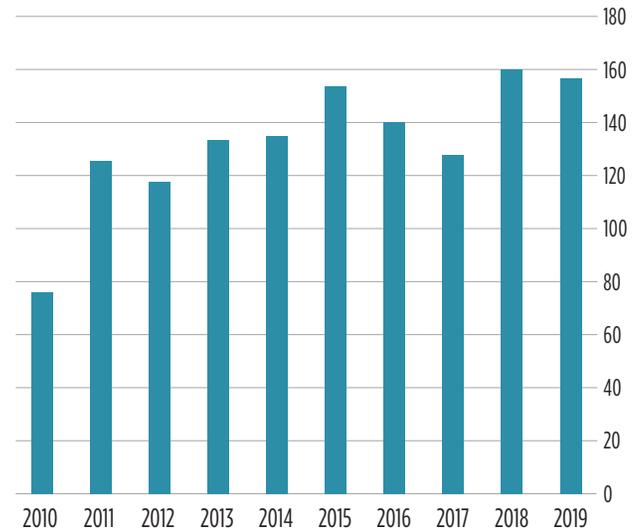
Observation

In 2019, Florida's bicyclist fatalities dropped to 156, representing a 2% decrease from 2018. In 2019, 774 bicyclists were seriously injured, the lowest number since 2012.

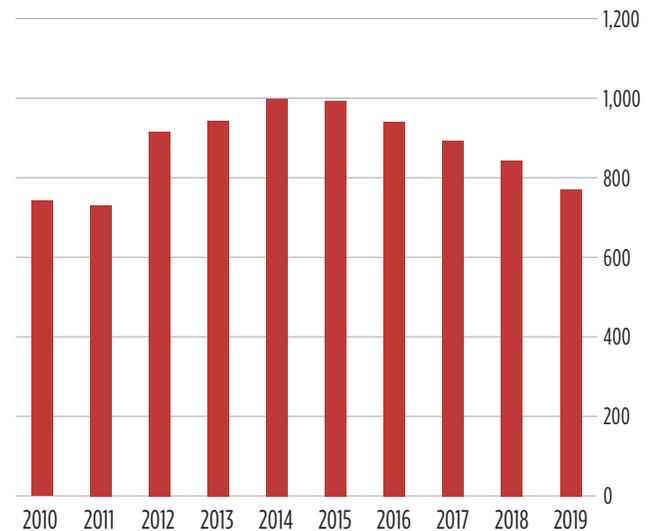
Sources

Florida Department of Highway Safety and Motor Vehicles – Traffic Crash Facts Annual Report

BICYCLIST FATALITIES



BICYCLIST SERIOUS INJURIES



SAFETY BELT USAGE

Every five years, FDOT develops a State Highway Safety Plan that establishes the State of Florida's highway safety goals and objectives and describes the projects recommended for funding during the year. Occupant protection is one of the primary program areas for which FDOT is responsible. The State implemented its first adult safety belt law on July 1, 1986. This secondary law means that a Florida law enforcement officer could cite a motorist for not wearing a safety belt only after observing some other violation. The State passed a primary enforcement safety belt bill on April 29, 2009. The new law created an uninterrupted change from secondary enforcement of safety belt violations to primary enforcement. With a primary enforcement law, Florida law enforcement officers may stop and cite a motorist solely for not wearing a safety belt.

Reporting Periods

Peak Hour Peak Period Daily Yearly

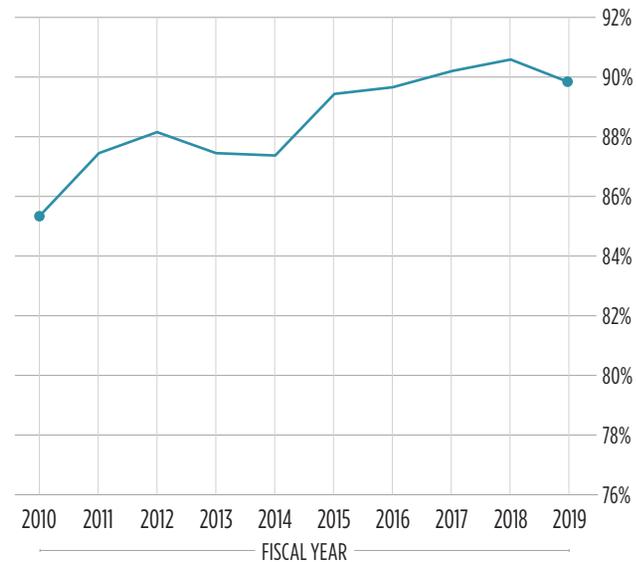
Observation

Over the last decade, Florida's statewide safety belt usage rate increased by 5 percentage points, reaching 90% in 2019.

Sources

Florida Department of Transportation – Safety Belt Use in Florida 2019 Final Report

SAFETY BELT USE



PEOPLE-RELATED MEASURES



VEHICLE MILES TRAVELED

Daily vehicle volume was directly obtained from annual average daily traffic (AADT), while the peak hour volume was the product of the AADT and the highest hourly factor. Vehicle Miles Traveled (VMT) was determined using vehicle traffic volume and segment length. The number of VMT was based on data obtained from FDOT's traffic monitoring sites and Roadway Characteristics Inventory (RCI).

Calculation

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

Reporting Periods

These reporting periods can be accessed in the appendix.

- Peak Hour
- Peak Period
- Daily
- Yearly

Observation

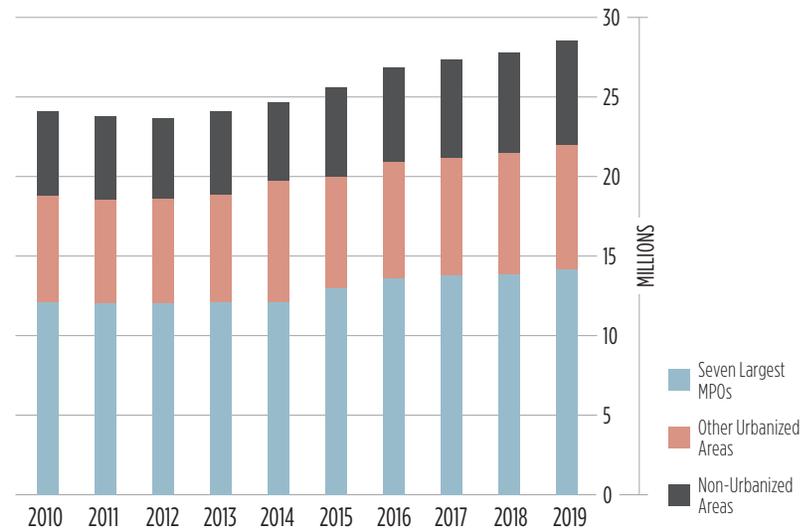
Travel on Florida's State Highway System (SHS) has been steadily increasing since 2013. Over the last decade, vehicle miles traveled on Florida's SHS during the peak hour increased by 19%. From 2018 to 2019, it grew by 2.9%.

Sources

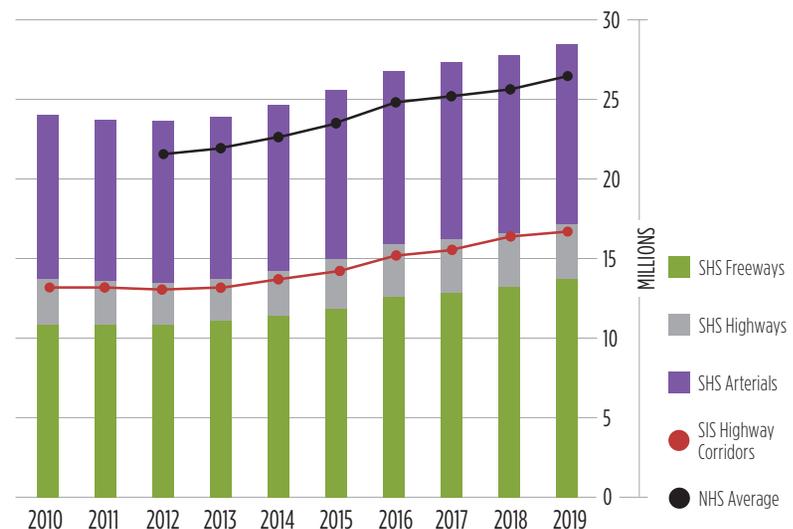
- FDOT – Traffic Characteristics Inventory
- FDOT – Roadway Characteristics Inventory

Note: Seven Largest MPOs: Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

VEHICLE MILES TRAVELED ON SHS BY AREA DURING PEAK HOUR



VEHICLE MILES TRAVELED BY FACILITY TYPE DURING PEAK HOUR



PERSON MILES TRAVELED

Person Miles Traveled (PMT) is defined as the miles each person travels in a vehicle during the peak hour, daily or annually. It is computed by multiplying VMT by the average vehicle occupancy. Average vehicle occupancies were provided on a county-by-county basis.

Calculation

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

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

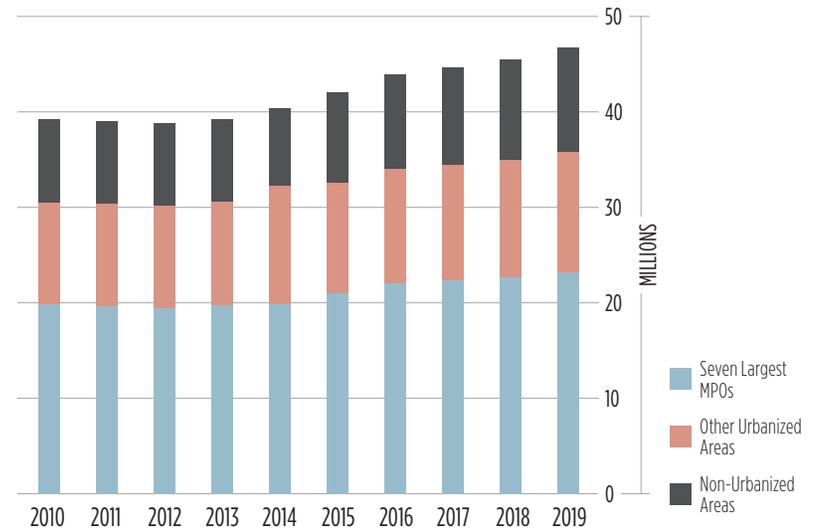
The growing PMT trend mirrors that of VMT. PMT on Florida's SHS has been steadily increasing since 2013. Over the last decade, PMT on Florida's SHS during peak hour increased by 19%. From 2018 to 2019, person miles traveled grew by 2.9% on the SHS.

Sources

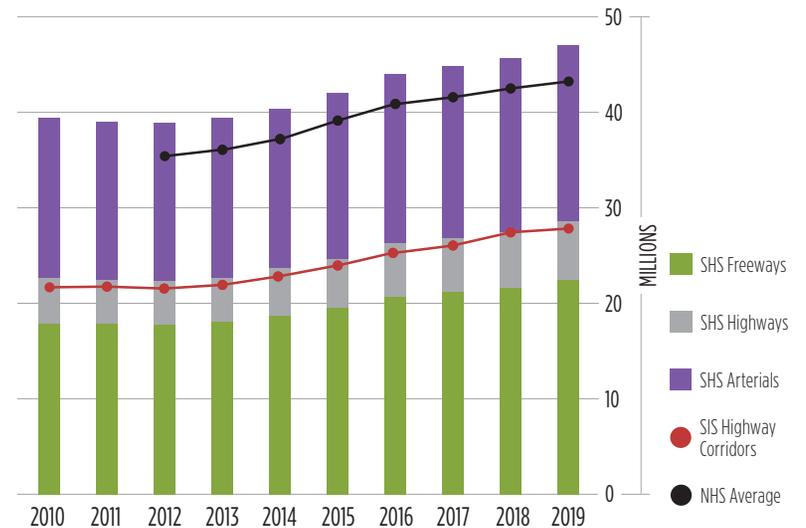
- FDOT – Traffic Characteristics Inventory
- FDOT – Roadway Characteristics Inventory
- U.S. Department of Transportation (USDOT – National Household Travel Survey, Florida Add-On, 2009)

Note: Seven Largest MPOs: Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

PERSON MILES TRAVELED ON SHS BY AREA DURING PEAK HOUR



PERSON MILES TRAVELED BY FACILITY TYPE DURING PEAK HOUR





% TRAVEL MEETING LEVEL OF SERVICE TARGETS

The percentage of travel meeting Level of Service (LOS) targets is determined by summing the VMT on roadways operating acceptably and then dividing by the total system VMT. "Acceptably" was defined as LOS D (two-hour peak and daily) for the seven largest MPO urbanized areas, LOS D (one-hour peak and daily) for other urbanized areas, and LOS C (one-hour peak and daily) everywhere else. The percentage of travel meeting LOS target is reported on daily and peak period basis for the seven largest MPO urbanized areas, and on a daily and peak hour basis for all others. Peak period refers to 4:00 p.m. to 6:00 p.m. in the seven largest MPO urbanized areas, and peak hour is defined as the hour with the highest hourly factor in other urbanized areas and elsewhere.

Calculation

$$\frac{\sum (\text{VMT during Peak Performance} \geq \text{Acceptable LOS Target Threshold})}{\sum \text{VMT}} \times 100$$

Reporting Periods

- Peak Hour
- Peak Period
- Daily
- Yearly

Observation

As travel on Florida's roadways has increased, the percentage of travel meeting the acceptable LOS criteria during peak hour/peak period has decreased by 6.8 percentage points since 2010. In 2019, the Florida SHS's percentage of travel meeting LOS target in the peak hour/peak period increased by 0.5 percentage points from 2018. Florida's SHS daily percentage of travel meeting LOS criteria also increased by 0.4 percentage points.

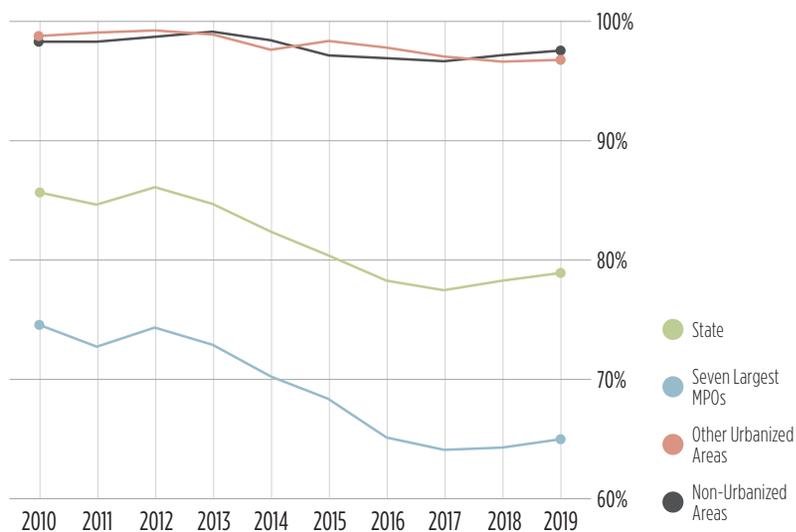
Sources

- FDOT – Traffic Characteristics Inventory
- FDOT – Roadway Characteristics Inventory
- HERE Technologies – Travel Time Data

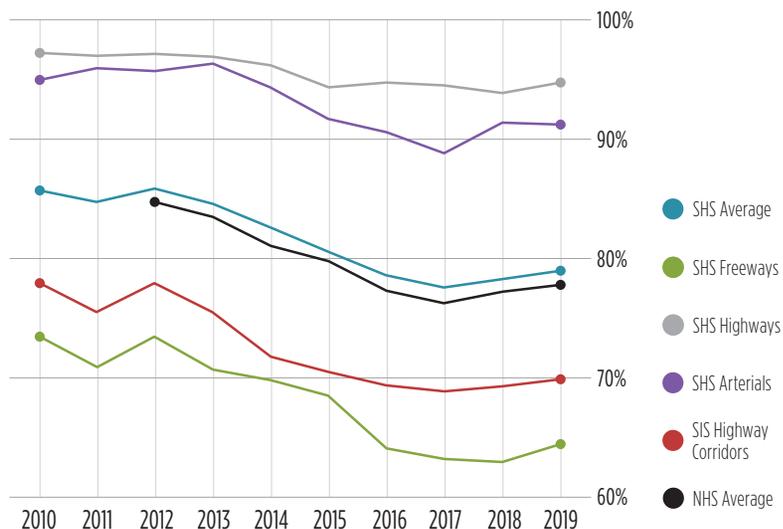
Note: Seven Largest MPOs: Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

LOS letter grades are A, B, C, D, E, and F. Refer to Glossary for definition.

PERCENTAGE OF TRAVEL MEETING LOS TARGET ON SHS DURING PEAK HOUR/PEAK PERIOD



PERCENTAGE OF TRAVEL MEETING LOS TARGET BY FACILITY TYPE DURING PEAK HOUR/PEAK PERIOD



% MILES MEETING LEVEL OF SERVICE TARGETS

The percentage of miles meeting LOS targets is determined by summing the centerline miles of roadway operating acceptably and then dividing by the total system centerline miles. “Acceptably” was defined as LOS D (two-hour peak and daily) for the seven largest MPO urbanized areas, LOS D (one-hour peak and daily) for other urbanized areas, and LOS C (one-hour peak and daily) everywhere else. The percentage of miles meeting LOS target was reported for the peak period and peak hour for areas outside of the seven largest MPOs. Peak period refers to 4:00 p.m. to 6:00 p.m. in the seven largest MPO urbanized areas, and peak hour is defined as the hour with the highest hourly factor in other urbanized areas and elsewhere.

Calculation

$$\frac{\sum (\text{Segment Length during Peak Performance} \geq \text{Acceptable LOS Target Threshold})}{\sum \text{Segment Length}} \times 100$$

Reporting Periods

- Peak Hour
- Peak Period
- Daily
- Yearly

Observation

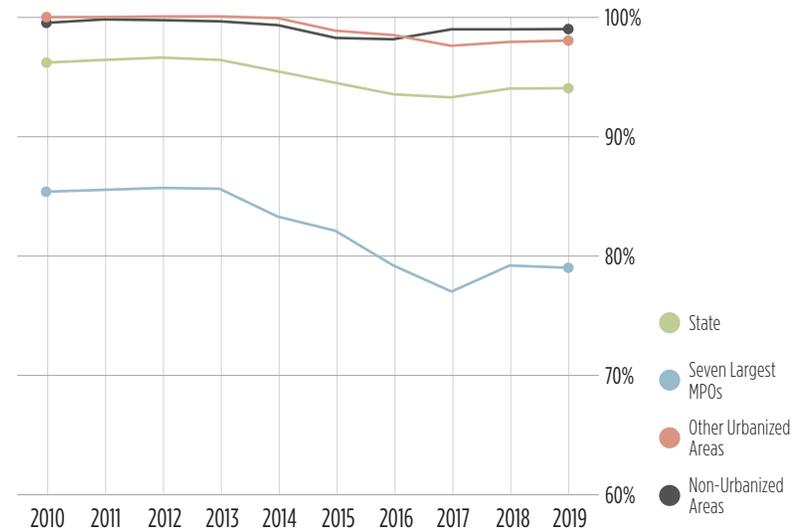
Over the last decade, Florida's roadways on the SHS have, in general, experienced slight decreases in the percentage of miles meeting the acceptable LOS target during peak hour/peak period. The percentage of miles meeting LOS targets was on par with 2018.

Sources

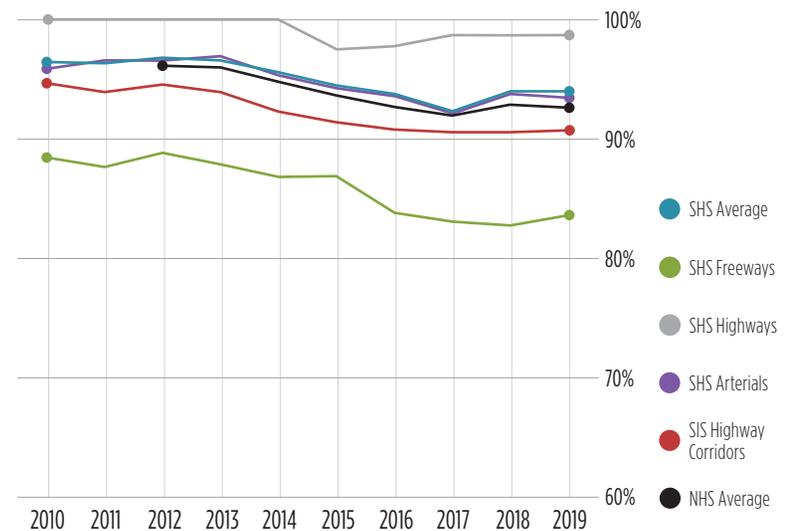
- FDOT – Traffic Characteristics Inventory
- FDOT – Roadway Characteristics Inventory
- HERE Technologies – Travel Time Data

Note: Seven Largest MPOs: Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

PERCENTAGE OF MILES MEETING LOS TARGET ON SHS DURING PEAK HOUR/PEAK PERIOD



PERCENTAGE OF MILES MEETING LOS TARGET BY FACILITY TYPE DURING PEAK HOUR/PEAK PERIOD



AVERAGE TRAVEL SPEED

Average travel speed is derived from the length of the highway segment divided by the average travel time of all vehicles traversing the segment, including all stopped times. Average travel speed is the average of all hourly segment travel speeds captured by probe data or modeled through speed-volume functions.

Calculation

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

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

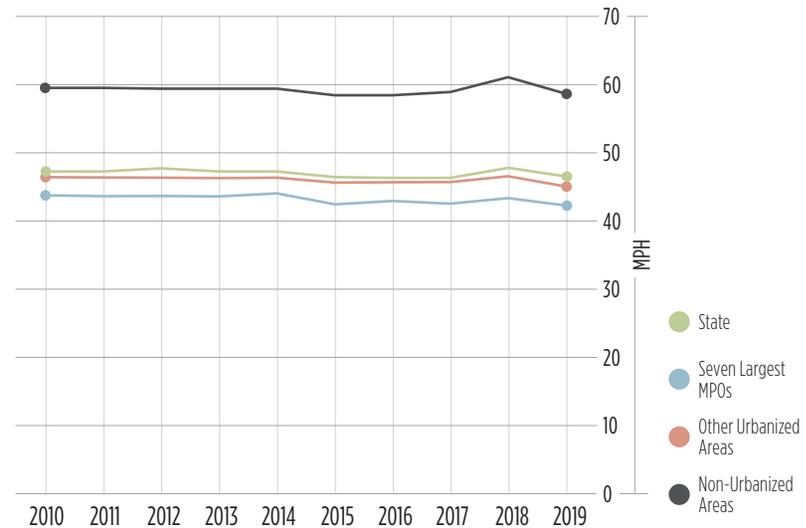
In general, the average travel speed has remained relatively stable over the years. Average travel speed slowed by 2.1% from 2010 to 2019. From 2018 to 2019, it decreased by 2.7% statewide.

Sources

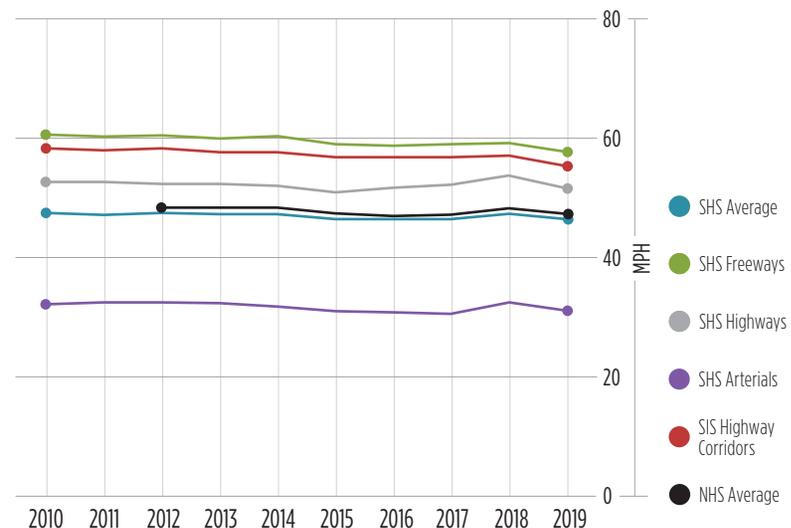
- FDOT – Traffic Characteristics Inventory
- FDOT – Roadway Characteristics Inventory
- HERE Technologies – Travel Time Data

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

AVERAGE TRAVEL SPEED ON SHS BY AREA DURING PEAK HOUR/PEAK PERIOD



AVERAGE TRAVEL SPEED BY FACILITY TYPE DURING PEAK HOUR/PEAK PERIOD



TRAVEL TIME RELIABILITY: ON-TIME ARRIVAL

For the urbanized areas of the seven largest MPOs, on-time arrival is defined as the percentage of freeway trips traveling at least 45 miles per hour (mph). For all others, on-time arrival is defined as the percentage of freeway trips traveling at greater than or equal to 5 mph below the posted speed limit during the peak hour. For example, 80% on-time arrival indicates that the traveler is anticipated to arrive at the destination on time on 4 out of 5 trips.

Calculation

The on-time arrival for urbanized areas of the seven largest MPOs was computed using the following equation:

$$\frac{\sum (\text{VMT at a Travel Speed} \geq 45 \text{ mph})}{\sum \text{VMT}} \times 100$$

The on-time arrival for all other areas was computed using the following equation:

$$\frac{\sum (\text{VMT at a Travel Speed} \geq \text{Speed Limit} - 5 \text{ mph})}{\sum \text{VMT}} \times 100$$

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

In 2019, on-time arrival along the freeways decreased from 2018 by 1.4 percentage points for the urbanized areas of the seven largest MPOs and by 0.2 percentage points for non-urbanized areas during peak hour/peak period. Heavily congested facilities are susceptible to unreliable travel times, and the decrease in daily reliability for the seven largest MPOs corresponds to the increase of 1,226 hours in daily hours heavily congested.

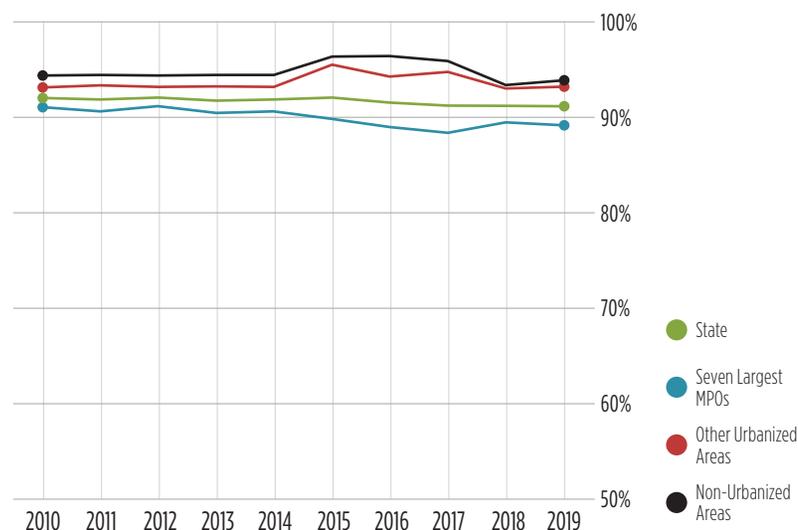
Sources

FDOT – Traffic Characteristics Inventory

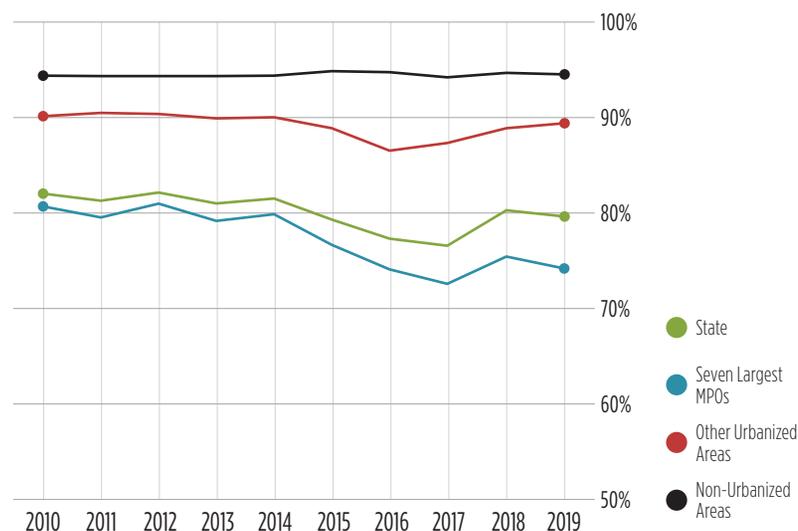
HERE Technologies – Travel Time Data

Note: Seven Largest MPOs: Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

DAILY TRAVEL TIME RELIABILITY ON FREEWAYS: ON-TIME ARRIVAL



TRAVEL TIME RELIABILITY ON FREEWAYS: ON-TIME ARRIVAL DURING PEAK HOUR/PEAK PERIOD





TRAVEL TIME RELIABILITY: PLANNING TIME INDEX

Planning Time Index (PTI) is defined as the ratio of the 95th percent peak period/hour travel time to the free flow travel time. This measure represents the additional time that a traveler should budget to ensure on-time arrival 95 percent of the time. The reporting period is the peak period (4:00 p.m. to 6:00 p.m.) for the urbanized areas of the seven largest MPOs and the peak hour (hour with the highest hourly factor) in other urbanized areas and elsewhere.

For this measure:

- The higher the PTI the less reliable
- The lower the PTI the more reliable

Calculation

$$\frac{\text{Travel Time}_{95\text{th percentile}}}{\text{Travel Time}_{\text{free flow}}}$$

Reporting Periods

- Peak Hour
 Peak Period
 Daily
 Yearly

Observation

Different from on-time arrival, the higher the PTI, the worse the reliability is. In 2019, the PTI on Florida's freeways during peak hour/peak period stayed at 1.53. For a trip that takes 10 minutes under the free-flow condition, the traveler needs to plan 15.3 minutes 95% of the time with a 1.53 PTI. The peak period PTI went from 1.59 in 2010 to 1.86 in 2019 in urbanized areas within the seven largest MPOs.

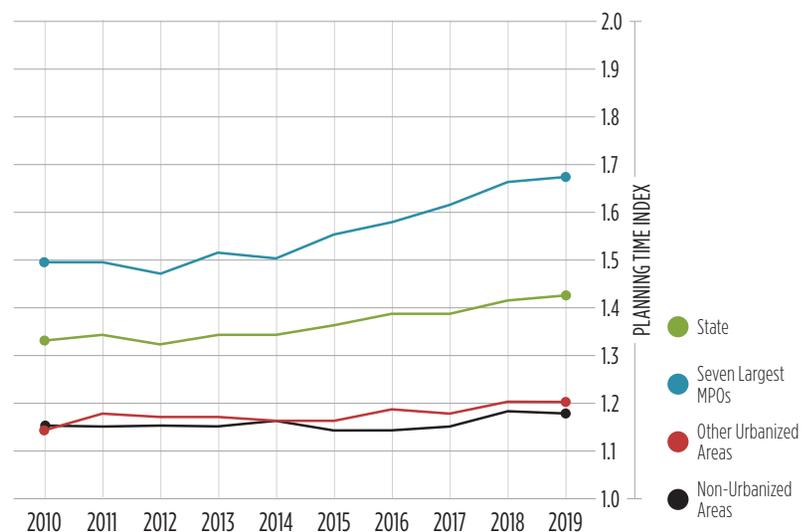
Sources

FDOT – Traffic Characteristics Inventory

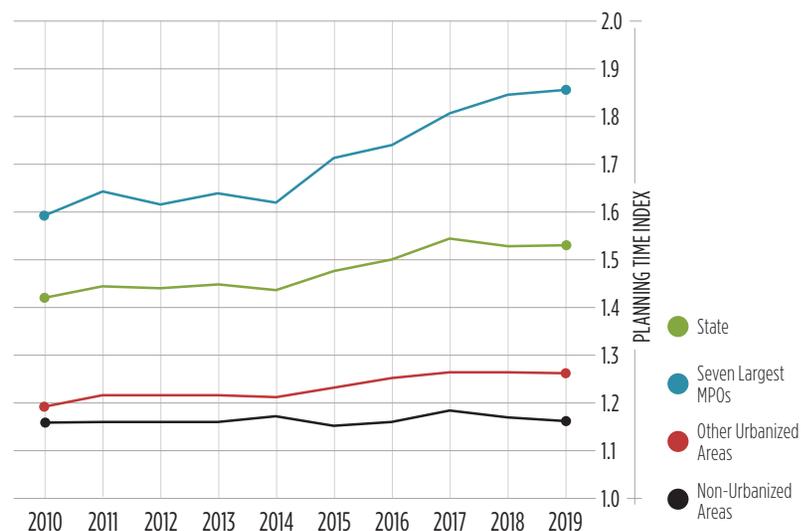
HERE Technologies – Travel Time Data

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

TRAVEL TIME RELIABILITY ON FREEWAYS: PTI DAILY



TRAVEL TIME RELIABILITY ON FREEWAYS: PTI DURING PEAK HOUR/PEAK PERIOD



% TRAVEL HEAVILY CONGESTED

The percentage of travel heavily congested was determined by summing the VMT on roadways operating at LOS D or E, depending on area type or facility type. This measure was reported for both the peak hour and daily time periods. The reporting period for the urbanized areas of the seven largest MPOs is the peak period (4:00 p.m. to 6:00 p.m.) while the reporting period for all others is during the peak hour (hour with the highest hourly factor).

Calculation

$$\frac{\sum (\text{VMT during Peak Performance at defined LOS thresholds})}{\sum \text{VMT}} \times 100$$

Reporting Periods

- Peak Hour
- Peak Period
- Daily
- Yearly

Observation

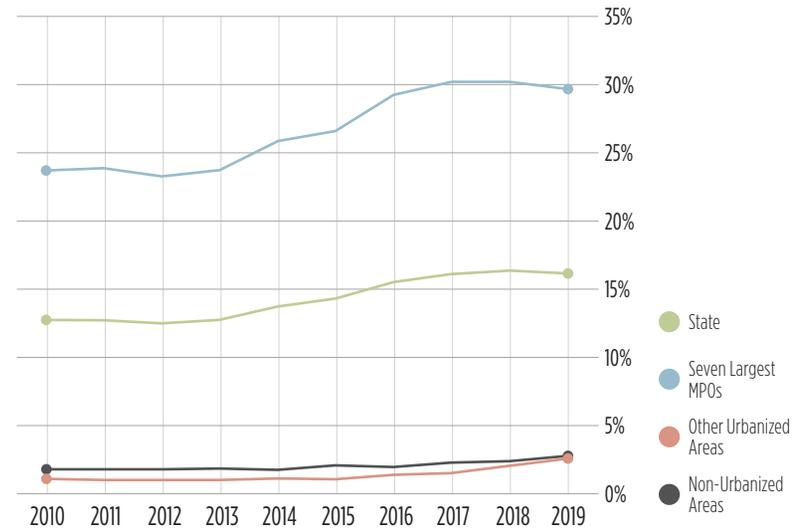
The percentage of travel heavily congested decreased in 2019, changing the growth trend between 2012 to 2018. In 2019, it decreased marginally by 0.3 percentage points from 2018 during the peak hour/peak period on Florida's SHS.

Sources

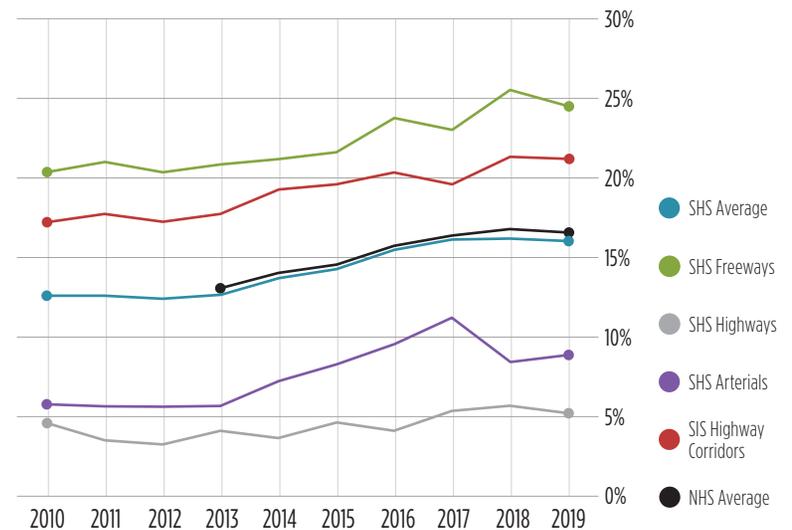
- FDOT – Traffic Characteristics Inventory
- FDOT – Roadway Characteristics Inventory
- HERE Technologies – Travel Time Data

Note: Seven Largest MPOs: Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

% TRAVEL HEAVILY CONGESTED BY AREA TYPE ON SHS DURING PEAK HOUR/PEAK PERIOD



% TRAVEL HEAVILY CONGESTED BY FACILITY TYPE DURING PEAK HOUR/PEAK PERIOD



% MILES HEAVILY CONGESTED

The percentage of miles heavily congested for all vehicles and for combination trucks is determined by summing the miles of roadway operating at defined LOS thresholds (LOS D or E, depending on area type or facility type) in the peak hour and then dividing it by the total system miles.

Calculation

$$\frac{\sum (\text{Segment Length during Peak Performance at defined LOS thresholds})}{\sum (\text{Segment Length})} \times 100$$

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

The percentage of miles heavily congested increased from 5.1% to 5.3% during the peak hour on Florida's SHS from 2018 to 2019. This measure's increase shows heavy congestion affected longer stretches of roadway, while the decreased percentage of travel heavily congested indicates a smaller percentage of vehicles were affected.

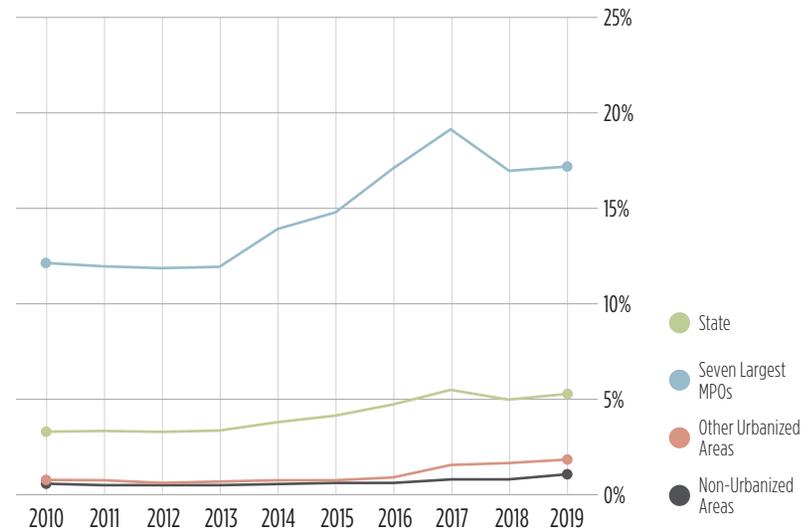
Sources

FDOT – Traffic Characteristics Inventory
 FDOT – Roadway Characteristics Inventory
 HERE Technologies – Travel Time Data

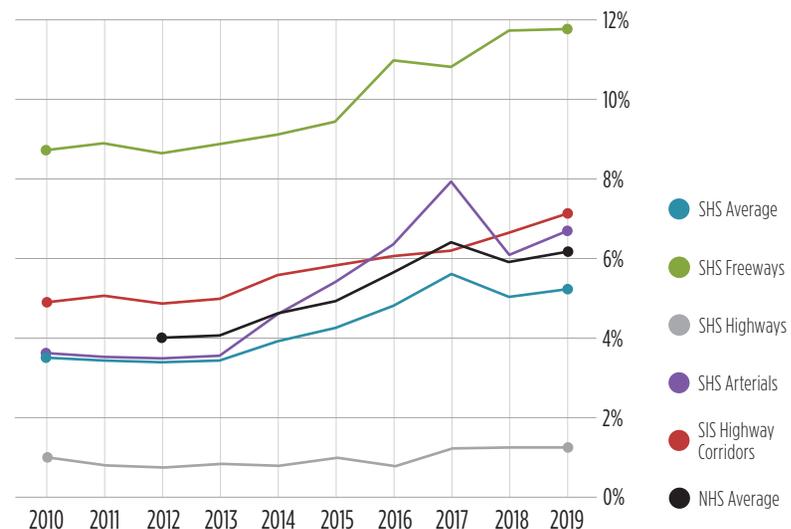
Note: Combination trucks are those in FHWA classes 8-13.

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

% MILES HEAVILY CONGESTED ON SHS BY AREA TYPE DURING PEAK HOUR



% MILES HEAVILY CONGESTED BY FACILITY TYPE DURING PEAK HOUR



HOURS HEAVILY CONGESTED

This measure captures the amount of time in which heavily congested conditions occur on a system. It is estimated as the average number of hours in which segments operate at defined LOS thresholds (LOS D or E, depending on area type or facility type), weighted by lane miles. During oversaturation, the undischarged queue—the difference between demand and capacity—from an oversaturated hour was added to the next hour for time periods between 7:00 a.m. and 10:00 a.m. and between 4:00 p.m. and 7:00 p.m. This measure uses the same thresholds as the percentage of miles heavily congested. The difference is that this measure is weighted by lane miles.

Calculation

$$\text{Daily} = \sum_{t=1}^{24} \text{Hourly Performance at defined LOS thresholds}$$

$$\text{Yearly} = 365 \times \sum_{t=1}^{24} \text{Hourly Performance at defined LOS thresholds}$$

Reporting Periods

- Peak Hour
- Peak Period
- Daily
- Yearly

Observation

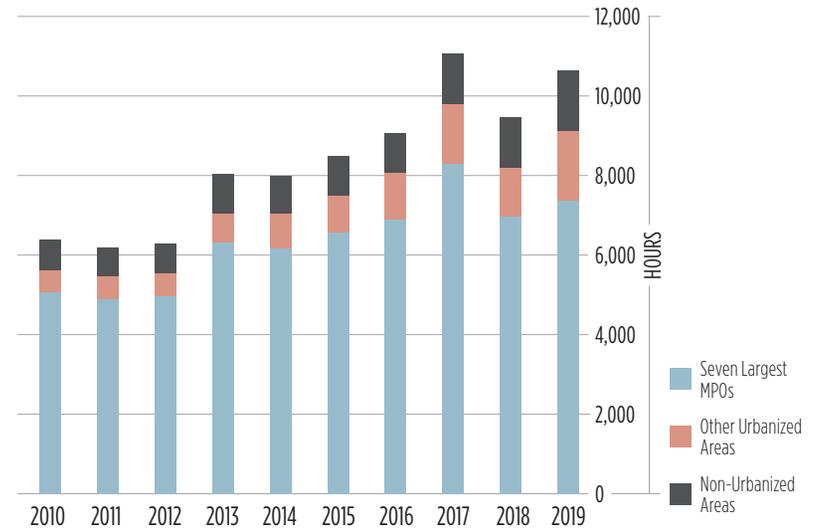
After a 15% decrease from 2017 to 2018, daily hours heavily congested increased by roughly 13% on Florida's SHS from 2018 to 2019. This increase comes primarily from roads in Other Urbanized Areas, which had a 17% increase in daily hours heavily congested from 2018 to 2019.

Sources

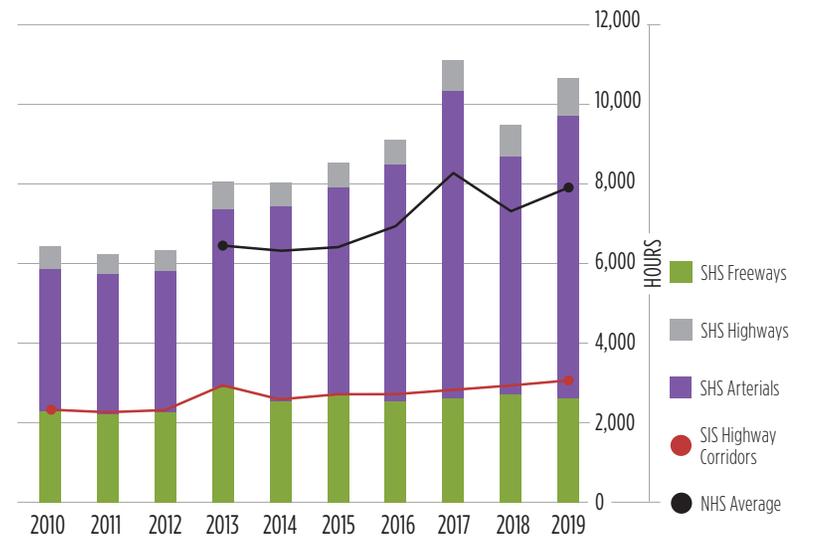
- FDOT – Traffic Characteristics Inventory
- FDOT – Roadway Characteristics Inventory
- HERE Technologies – Travel Time Data

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

AVERAGE NUMBER OF HOURS PER DAY HEAVILY CONGESTED ON SHS BY AREA



AVERAGE NUMBER OF HOURS PER DAY HEAVILY CONGESTED BY FACILITY TYPE



VEHICLE HOURS OF DELAY

Vehicle hours of delay were estimated on an hourly basis by determining the difference between delay threshold travel time and actual travel time along a facility. Delay is considered the additional travel time experienced by a motorist beyond what they would experience in uncongested conditions. An uncongested condition is defined as a traffic condition at LOS B. Delay estimation considers unserved demand from the preceding hours for the time periods between 7:00 a.m. and 10:00 a.m. and between 4:00 p.m. and 7:00 p.m.

Calculation

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

Reporting Periods

Peak Hour
 Peak Period
 Daily
 Yearly

Observation

In general, delay along Florida's SHS decreased by 8% during the peak hour from 2018 to 2019, which was most pronounced in the seven largest MPOs.

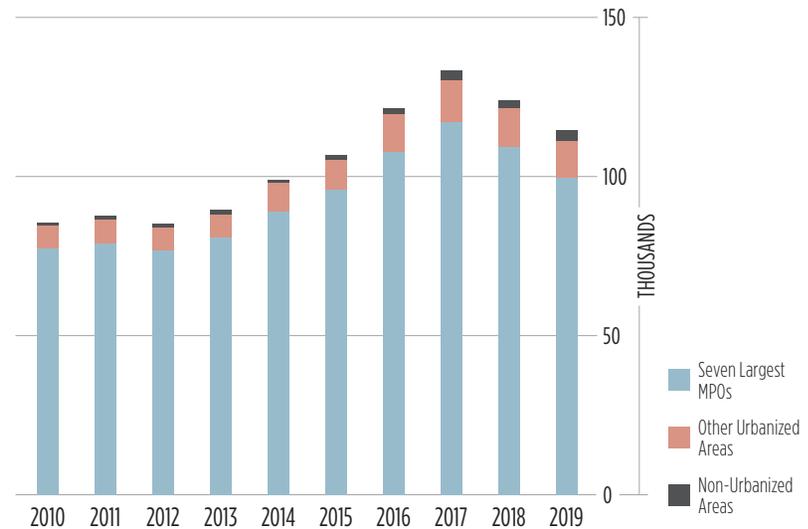
Sources

FDOT – Traffic Characteristics Inventory

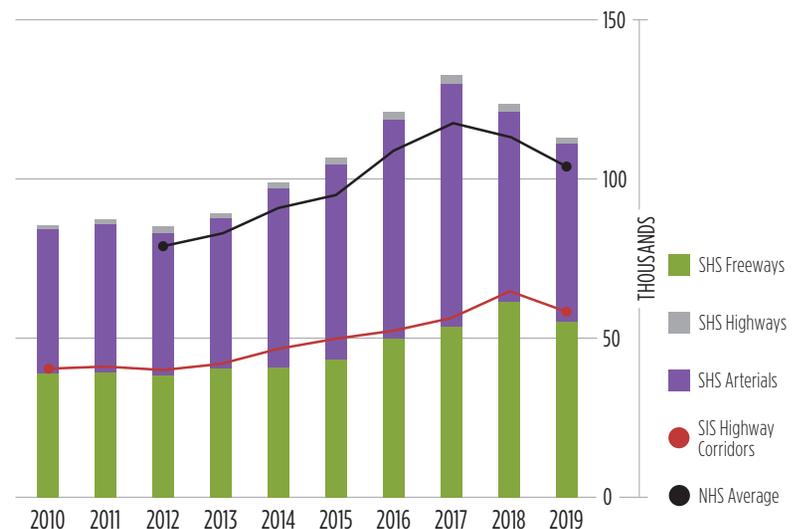
HERE Technologies – Travel Time Data

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

VEHICLE HOURS OF DELAY ON STATE HIGHWAY SYSTEM BY AREA DURING PEAK HOUR



VEHICLE HOURS OF DELAY BY FACILITY TYPE DURING PEAK HOUR



PERSON HOURS OF DELAY

Person hours of delay is calculated as the product of directional hourly volume, average vehicle occupancy, 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

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

Reporting Periods

 Peak Hour  Peak Period  Daily  Yearly

Observation

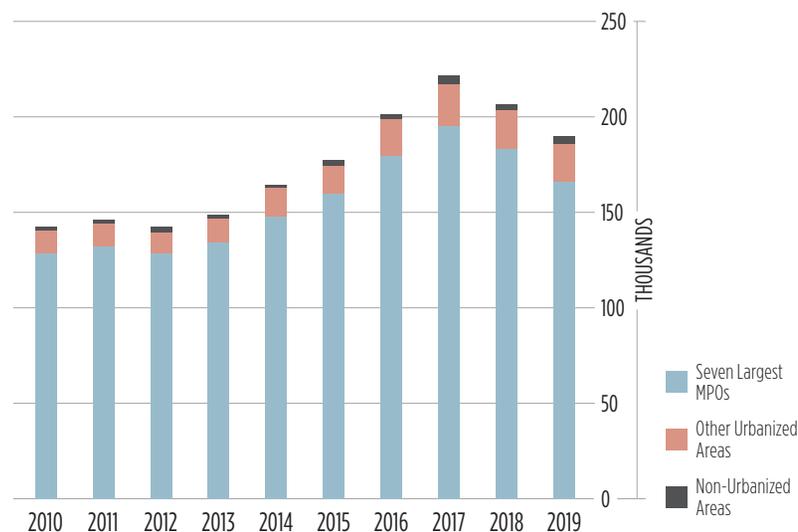
Person hours of delay was on the rise from 2013 to 2017. However, in 2019, person hours of delay on Florida’s SHS decreased by 8% from 2018 during the peak hour, mainly due to decreases in the urbanized areas of the seven largest MPOs. There were across-the-board decreases for all facilities by varying degrees. Highways had the largest decrease (21%), followed by freeways (11%) and Strategic Intermodal System (SIS) highway corridors (10%).

Sources

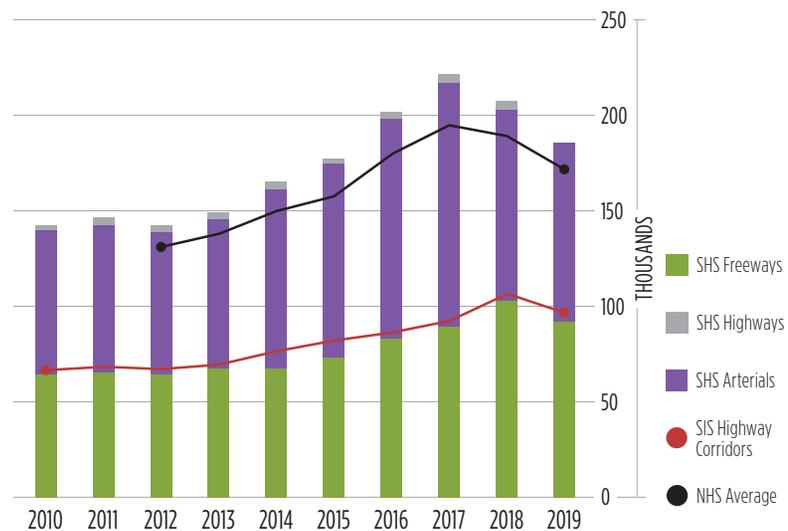
- FDOT – Traffic Characteristics Inventory
- USDOT – National Household Travel Survey, Florida Add-On, 2009
- HERE Technologies – Travel Time Data

Note: Seven Largest MPOs: Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

PERSON HOURS OF DELAY ON SHS BY AREA DURING PEAK HOUR



PERSON HOURS OF DELAY BY FACILITY TYPE DURING PEAK HOUR



VEHICLES PER LANE MILE

The most commonly used mobility performance measure to describe utilization is vehicles per lane mile, which represents the average density on a roadway. It was calculated as the summation of each roadway segment's peak hour vehicle miles traveled divided by the number of lane miles.

Calculation

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

Reporting Periods

- Peak Hour
 Peak Period
 Daily
 Yearly

Observation

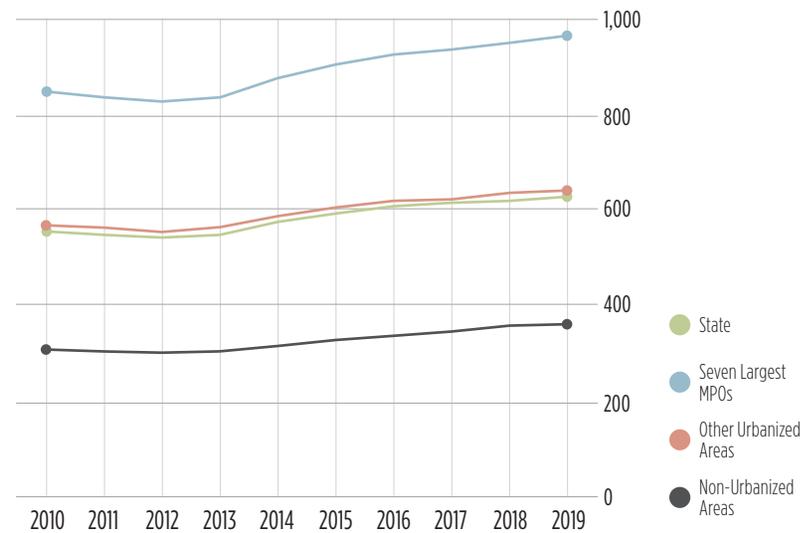
The number of vehicles per lane mile has been steadily increasing since 2013. From 2018 to 2019, vehicles per lane mile grew by 1.6% on Florida's SHS. The state's freeways and the urbanized areas of the seven largest MPOs moved the highest number of vehicles per lane mile on the SHS.

Sources

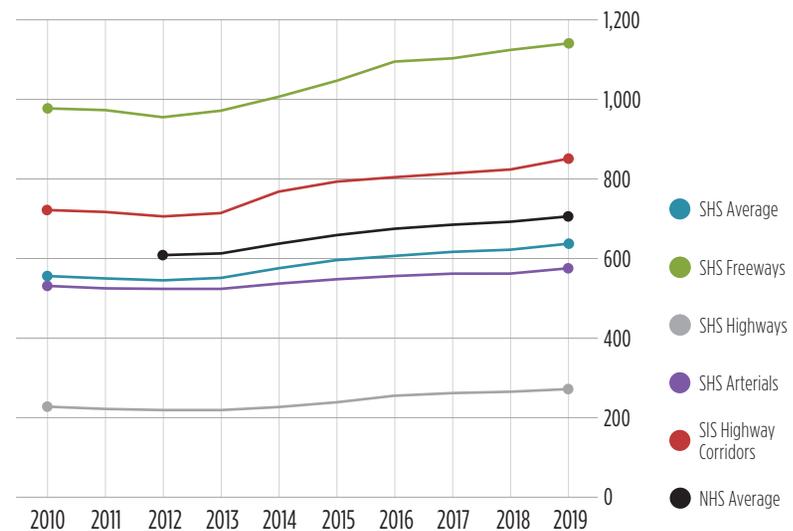
- FDOT – Traffic Characteristics Inventory
- FDOT – Roadway Characteristics Inventory

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

VEHICLES PER LANE MILE ON SHS BY AREA DURING PEAK HOUR



VEHICLES PER LANE MILE ON SHS BY FACILITY TYPE DURING PEAK HOUR



AVERAGE SPEED VS. POSTED SPEED

Speed ratios were calculated for arterials and highways by comparing the average peak hour speed against the posted speed limit. The output represents the overall percentage of the speed limit achieved in the peak hour. Average Travel Speed is the average of all peak hour segment travel speeds captured by probe data or modeled through speed-volume functions.

Calculation

$$\frac{\sum \text{Peak Hour Speed}}{\sum \text{Posted Speed Limit}}$$

Reporting Periods

- Peak Hour
- Peak Period
- Daily
- Yearly

Observation

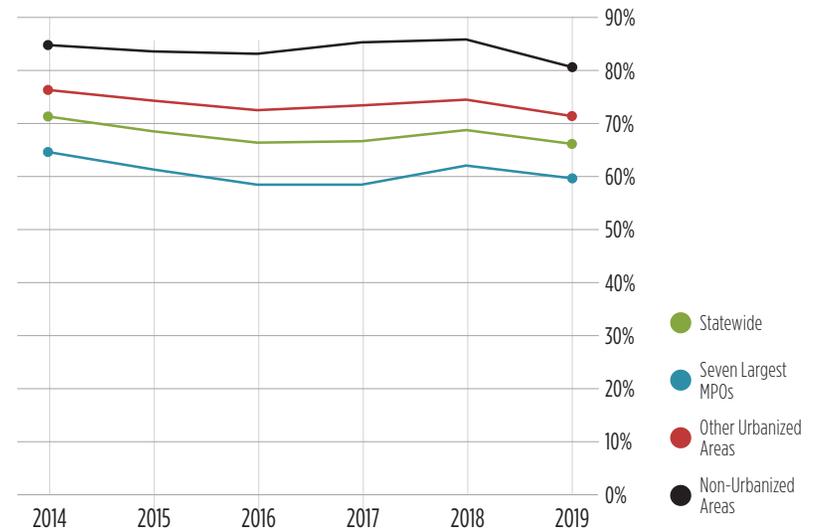
Generally, travelers can more easily achieve speeds closer to the posted speed limit on highways than on arterials. In 2019, there was a decrease from 2018 in the ratio of average speed to posted speed on all facilities. On state highways, it decreased by two percentage points, and on state arterials, it decreased by three percentage points.

Sources

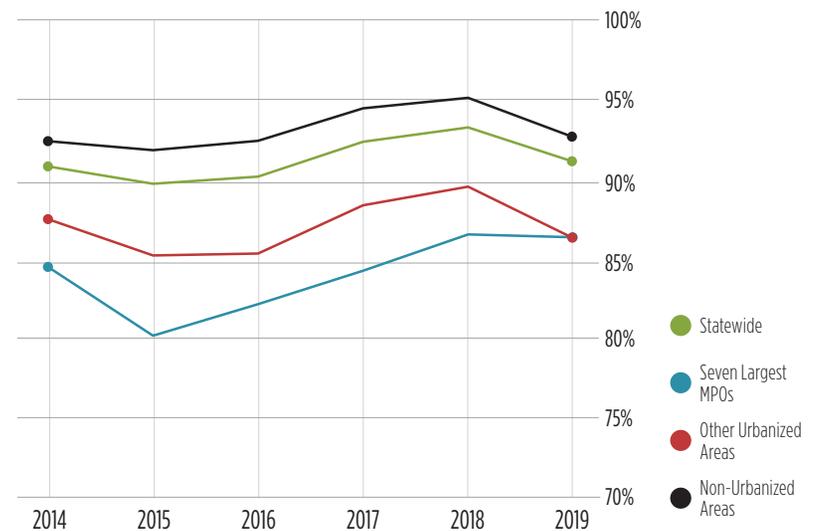
- FDOT – Roadway Characteristics Inventory
- FDOT – Traffic Characteristics Inventory
- HERE Technologies – Travel Time Data

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

AVERAGE SPEED VS. POSTED SPEED ON ARTERIALS



AVERAGE SPEED VS. POSTED SPEED ON HIGHWAYS



JOB ACCESSIBILITY BY MODE WITHIN 40 MINUTES

Job Accessibility by Auto: Travel times are calculated using a detailed road network and speed data that reflect typical conditions for an 8 a.m. Wednesday morning departure. Additionally, the accessibility results for 8 a.m. are compared with the maximum accessibility results across the 24-hour period to estimate the impact of road and highway congestion on job accessibility.

Job Accessibility by Transit: Job accessibility is a “cumulative opportunity” metric – it reflects the total amount of jobs reachable by transit within a 40-minute travel time threshold. This is based on General Transit Feed Specification (GTFS) data - which is an open source feed through which participating agencies publish schedules and transit routes. It also includes walking to and from transit stations. It is calculated for each census block, and the results are aggregated to provide a statewide average. This analysis uses the 7:00 a.m. - 9:00 a.m. time period. The data are averaged across that window from minute-by-minute departures.

Calculation

$$\text{Job Accessibility by Auto} = \frac{\sum \text{Block Level Number of Jobs} \times \text{Number of Workers}}{\sum \text{Number of Workers}}$$

$$\text{Job Accessibility by Transit} = \frac{\sum (\text{Block Level of Jobs}_1 \times \text{Number of workers}_1, \text{Block Level Number of Jobs}_2 \times \text{Number of workers}_2, \dots)}{\sum \text{Number of Workers}_1, \text{Number of Workers}_2, \dots}$$

Reporting Periods (Auto & Transit)

Peak Hour Peak Period Daily Yearly

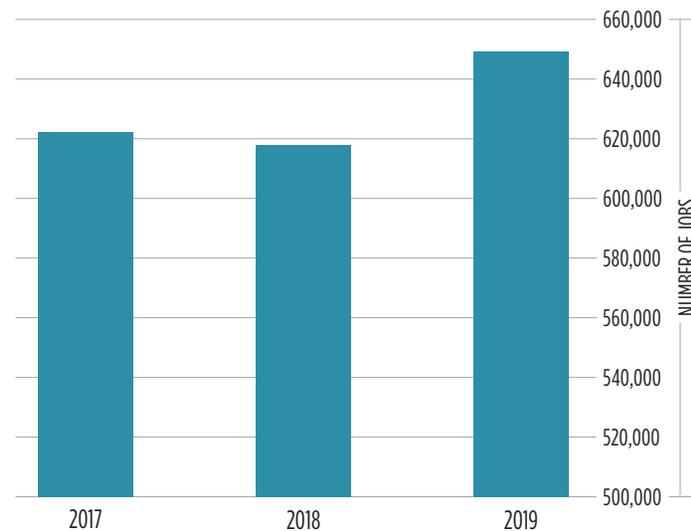
Observation

The number of jobs accessible within a 40-minute automobile commute is more than 30 times larger than the number of jobs accessible by transit.

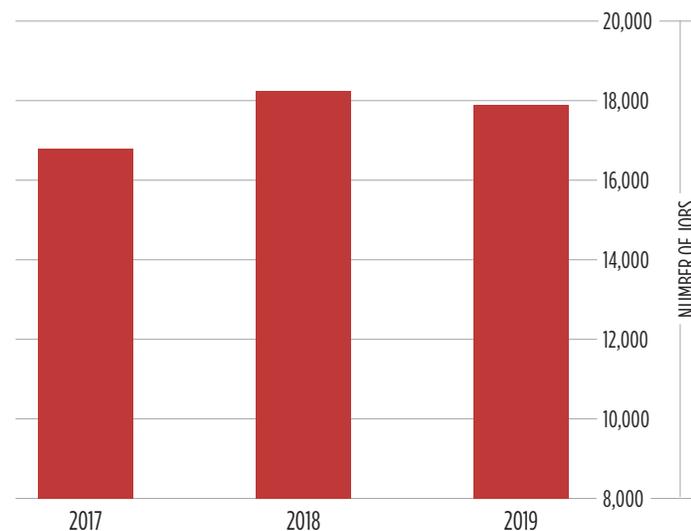
Sources

University of Minnesota Accessibility Observatory – National Accessibility Evaluation

JOB ACCESSIBILITY BY AUTO WITHIN 40 MINUTES



JOB ACCESSIBILITY BY TRANSIT WITHIN 40 MINUTES



TRANSIT PASSENGER TRIPS

Transit passenger trips are the annual number of passengers boarding on transit vehicles. A trip is counted each time a passenger boards a transit vehicle. Thus, if a passenger must transfer between buses to reach a destination, the passenger is counted as making two passenger trips.

Calculation

Σ Passengers Boarding Transit Vehicles

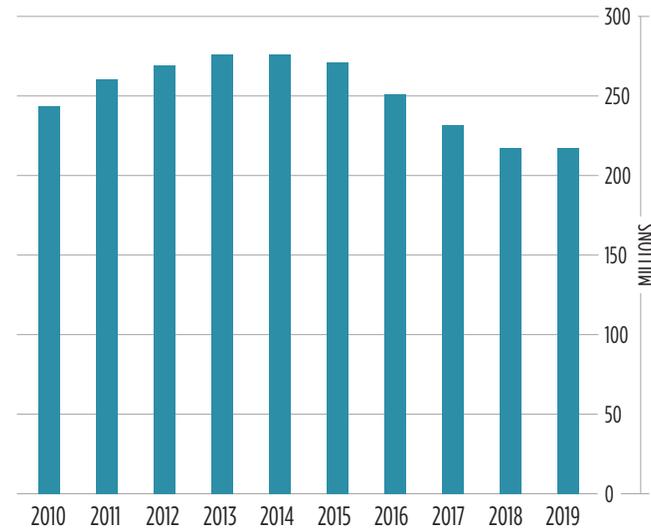
Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

Transit passenger trips have been declining since 2014, but decreased only marginally between 2018 and 2019. In 2019, transit agencies served 217.6 million passenger trips in Florida.

TRANSIT
PASSENGER TRIPS



Sources

FDOT – Florida Transit Information and Performance Handbook



TRANSIT REVENUE MILES

Transit revenue miles are the number of annual miles of vehicle operation while in active service (available to pick up revenue passengers). This number is smaller than vehicle miles because of the exclusion of deadhead miles such as vehicle miles from the garage to the start of service, vehicle miles from the end of service to the garage, driver training, and other miscellaneous miles that are not considered to be in direct revenue service.

Calculation

Σ Revenue miles of vehicle operation while in active service

Reporting Periods

Peak Hour Peak Period Daily Yearly

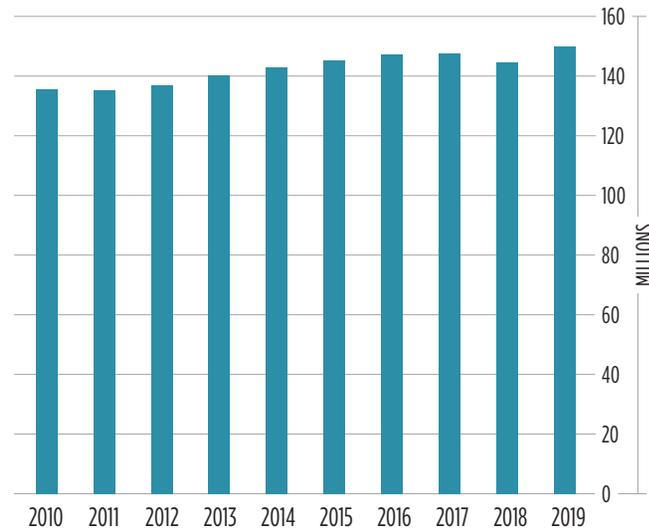
Observation

Statewide, transit revenue miles have been steadily increasing over the past decade. In 2019, transit revenue miles increased by about 4% from 2018. Transit served 150.6 million revenue miles in Florida in 2019.

Sources

FDOT – Florida Transit Information and Performance Handbook

TRANSIT REVENUE MILES



TRANSIT REVENUE MILES BETWEEN FAILURES

Transit revenue miles between failures is the number of total annual revenue miles divided by the number of revenue vehicle system failures; an indicator of the average frequency of delays because of a problem with the equipment.

Calculation

$$\frac{\sum \text{Total Annual Revenue Miles}}{\sum \text{Number of Revenue Vehicle System Failures}}$$

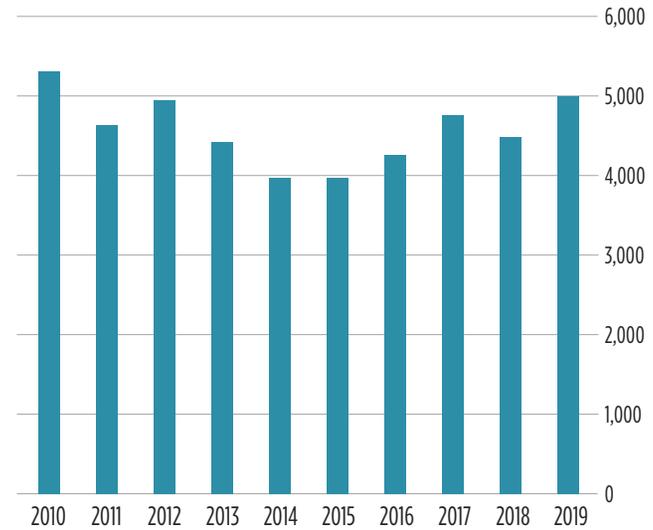
Reporting Periods

- Peak Hour
 Peak Period
 Daily
 Yearly

Observation

Statewide, transit revenue miles between failures have averaged around 4,580 miles for the past decade. In 2019, there were 4,998 transit revenue miles between failures in Florida.

TRANSIT REVENUE MILES BETWEEN FAILURES



Sources

FDOT – Florida Transit Information and Performance Handbook



TRANSIT WEEKDAY SPAN OF SERVICE

Transit weekday span of service is the number of hours that transit service is provided on a representative weekday in the operation of the transit agency. This indicator is determined by computing the number of hours between the time service begins and on an average weekday.

Calculation

$$\frac{\sum \text{Service Spans}}{\sum \text{Transit Agencies}}$$

\sum Transit Agencies

Reporting Periods

Peak Hour
 Peak Period
 Daily
 Yearly

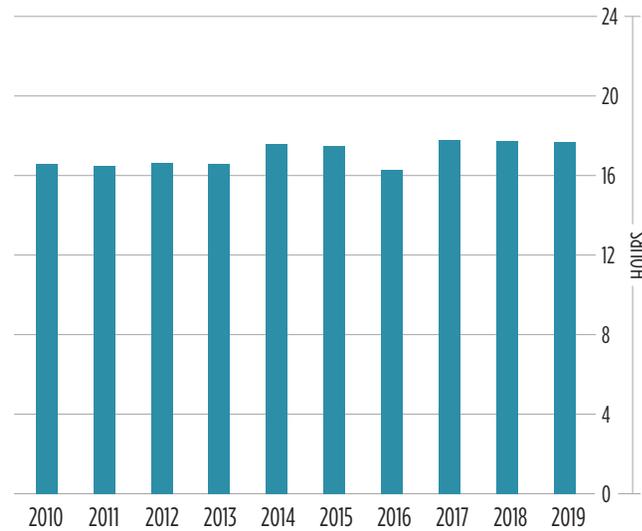
Observation

Statewide, weekday span of service has averaged around 17 hours for the past decade. In 2019, the span of service remained at 17.7 hours from 2018.

Sources

FDOT – Florida Transit Information and Performance Handbook

WEEKDAY SPAN OF SERVICE



RESIDENT ACCESS TO TRANSIT

This measure refers to the percentage of the population within a half mile of fixed route transit.

Calculation

$$\frac{\Sigma \text{ Population within a half-mile of Transit}}{\Sigma \text{ Total Population}}$$

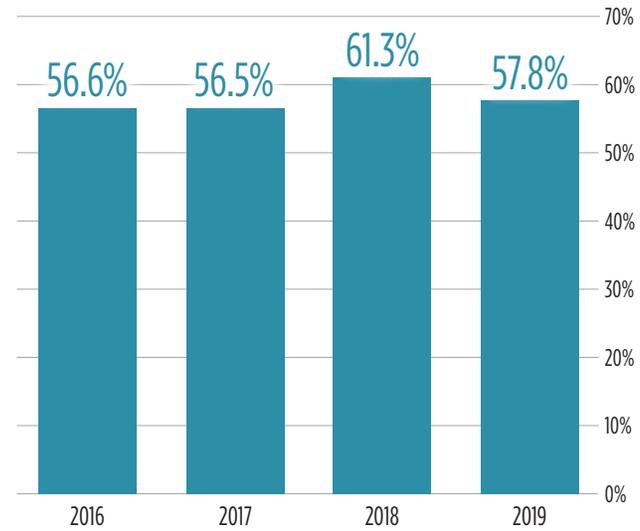
Reporting Periods

- Peak Hour
 Peak Period
 Daily
 Yearly

Observation

Resident access to transit decreased by 6% from 61.3% in 2018 to 57.8% in 2019.

RESIDENT ACCESS TO TRANSIT



Sources

FDOT – Florida Transit Information and Performance Handbook



TRANSIT PASSENGER TRIPS PER REVENUE MILE

This measure is the ratio of annual passenger trips to total annual transit 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

$$\frac{\sum \text{Annual Transit Passenger Trips}}{\sum \text{Annual Transit Revenue Miles}}$$

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

The average passenger trips per revenue mile was 1.8 for the past decade. From 2018 to 2019, passenger trips per revenue mile decreased by 3.9%. In 2019, there were 1.45 passenger trips per revenue mile.

Sources

FDOT – Florida Transit Information and Performance Handbook

PASSENGER TRIPS PER REVENUE MILE



% PEDESTRIAN FACILITY COVERAGE

This measure reports the percentage of centerline miles of non-freeway SHS facilities, in urban areas (5,000+ population) that have sidewalks and/or shared-use paths available to pedestrians.

Calculation

$$\frac{\sum \text{Pedestrian Facility Miles in Urban Areas}}{\sum \text{Centerline Miles in Urban Areas}} \times 100$$

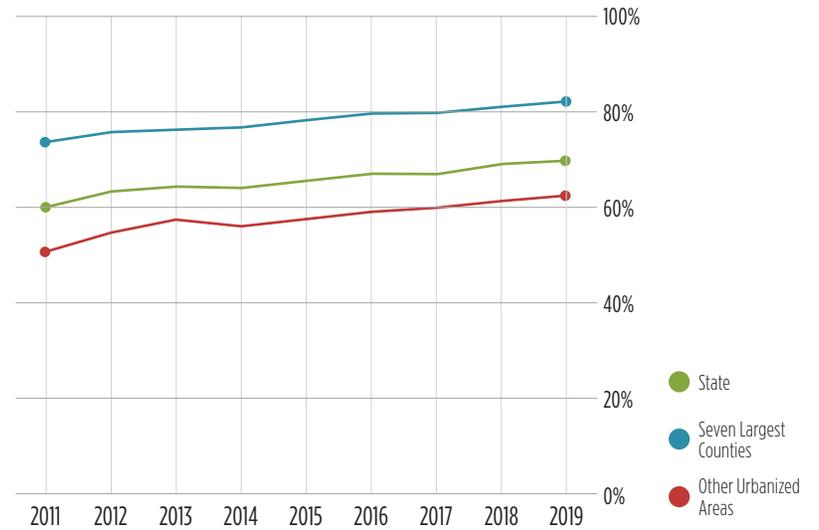
Reporting Periods

- Peak Hour
 Peak Period
 Daily
 Yearly

Observation

From 2011 to 2019, Florida's SHS sidewalk coverage increased from 59.4% to 69.4%. In Florida's seven largest counties, over 80% of the SHS has sidewalks.

PERCENTAGE OF PEDESTRIAN FACILITY COVERAGE ON SHS



Sources

FDOT – Roadway Characteristics Inventory

Note: Seven Largest Counties: Broward, Duval, Hillsborough, Miami-Dade, Palm Beach, Pinellas, and Orange.



% BICYCLE FACILITY COVERAGE

This measure reports the percentage of centerline miles of non-freeway SHS facilities that have bike lanes, paved shoulders, or shared pathways available to bicyclists.

Calculation

$$\frac{\sum \text{Miles of Bicycle Facilities}}{\sum \text{Centerline Miles}} \times 100$$

Reporting Periods

- Peak Hour
 Peak Period
 Daily
 Yearly

Observation

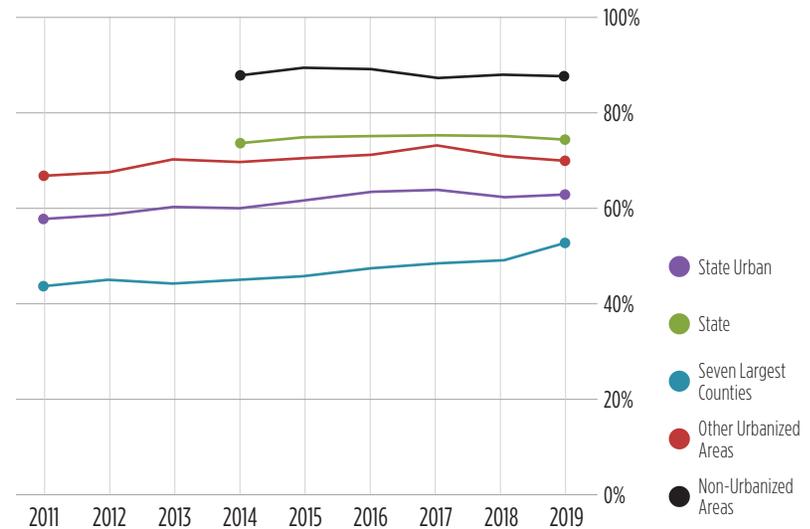
In 2019, roughly 75% of Florida's SHS had bike lane or shoulder coverage. Florida's seven largest counties had an increase in coverage of over three percentage points from 2018 to 2019.

Sources

FDOT – Roadway Characteristics Inventory

Note: Seven Largest Counties: Broward, Duval, Hillsborough, Miami-Dade, Palm Beach, Pinellas, and Orange.

PERCENTAGE OF BICYCLE FACILITY COVERAGE



% POPULATION WITHIN ONE MILE OF BIKE LANE AND SHARED-USE PATHS

This metric measures the ratio of population within one mile of bike lanes and shared-use paths to Florida's total population. The bike lane and shared-use path miles include those on the SHS and a limited number of non-SHS miles.

Calculation

$$\frac{\text{Population within 1 mile of Bike Lane and Shared-Use Paths}}{\text{Total Population in the State of Florida}} \times 100$$

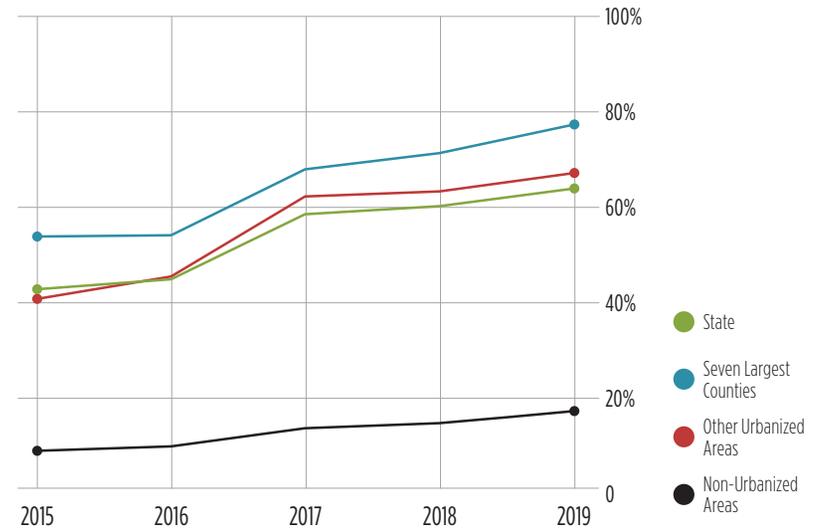
Reporting Periods

- Peak Hour
 Peak Period
 Daily
 Yearly

Observation

The percentage of the statewide population within one mile of a bike lane or shared-use path increased six percentage points from 2018 to 2019. Between 2016 and 2017, there was a 62% increase of bike lanes and shared-use paths monitored by FDOT, hence the sharp increase in percentage of population within a mile of them.

PERCENTAGE OF POPULATION WITHIN ONE MILE OF A BICYCLE FACILITY



Sources

- FDOT – Roadway Characteristics Inventory
- U.S. Census Bureau – American Community Survey

Note: Seven Largest Counties: Broward, Duval, Hillsborough, Miami-Dade, Palm Beach, Pinellas, and Orange.



AVIATION PASSENGER BOARDINGS

Aviation passenger boardings are the total number of revenue passengers who board an aircraft at a Florida commercial service airport. If a passenger has to transfer between planes to reach a destination, the passenger is counted as making two passenger boardings.

Calculation

Σ Revenue Passengers Boarding Aircraft

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

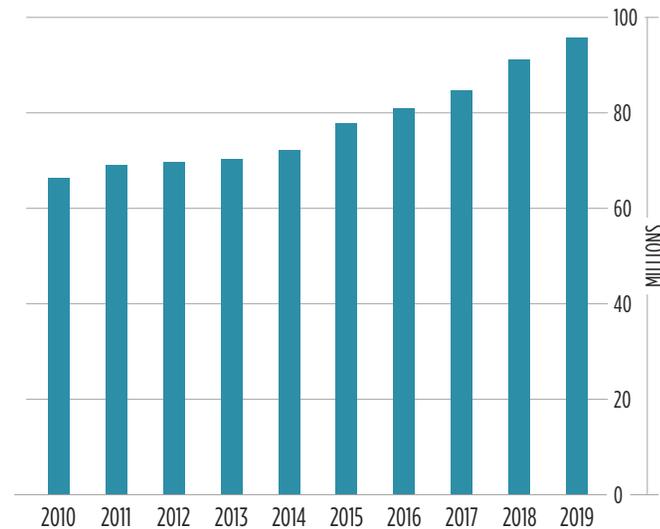
Florida commercial airports served 95.8 million passenger boardings in 2019. Aviation passenger boardings increased by 5.1% from 2018 and 2019. This number grew by almost 44% from 2010.

Sources

Federal Aviation Administration – Air Carrier Activity Information System (ACAIS)

U.S. Bureau of Transportation Statistics – On-Time Departure T-100 Segment

AVIATION PASSENGER BOARDINGS



AVIATION DEPARTURE RELIABILITY

Departure is deemed reliable if the flight departs within 15 minutes after the scheduled time shown in the carrier’s Computerized Reservations Systems (CRS). In the aviation industry, this is commonly known as on-time departure. Departure reliability is based on departure from the gate and can be influenced by various factors such as heavy traffic volume, weather, and mechanical reasons beyond the control of the airport or the air carrier.

Calculation

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

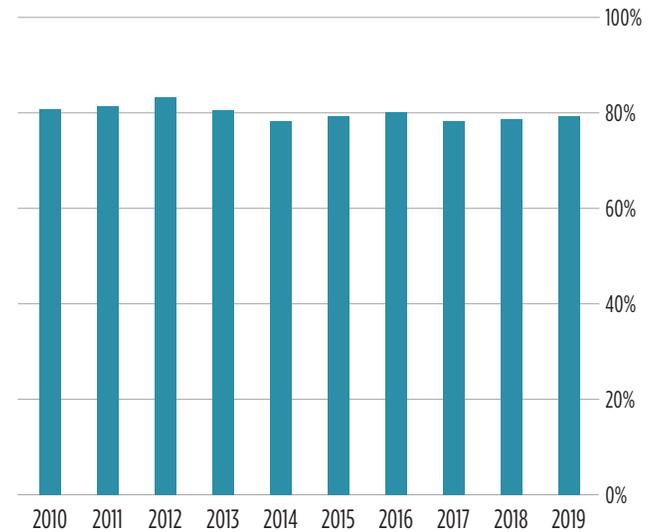
Reporting Periods

- Peak Hour
 Peak Period
 Daily
 Yearly

Observation

Aviation departure reliability was between 78% and 83% over the last decade. From 2018 to 2019, on-time departure improved slightly. In 2019, 79.4% of flights departed a Florida airport on time.

**PERCENTAGE OF ON-TIME
DEPARTURE AT FLORIDA AIRPORTS**



Sources

U.S. Bureau of Transportation Statistics – On-Time Departure T-100 Segment



RAIL PASSENGERS

This is the annual number of revenue-paying rail passengers. For the purpose of this performance measure, rail passengers include those riding on Amtrak, SunRail, and Tri-Rail. SunRail began operations in May 2014. Brightline (Virgin Trains) began operations in 2018 as a privately owned and operated passenger rail service. It does not report ridership to NTD.

Calculation

Σ Rail Passengers

Reporting Periods

Peak Hour Peak Period Daily Yearly

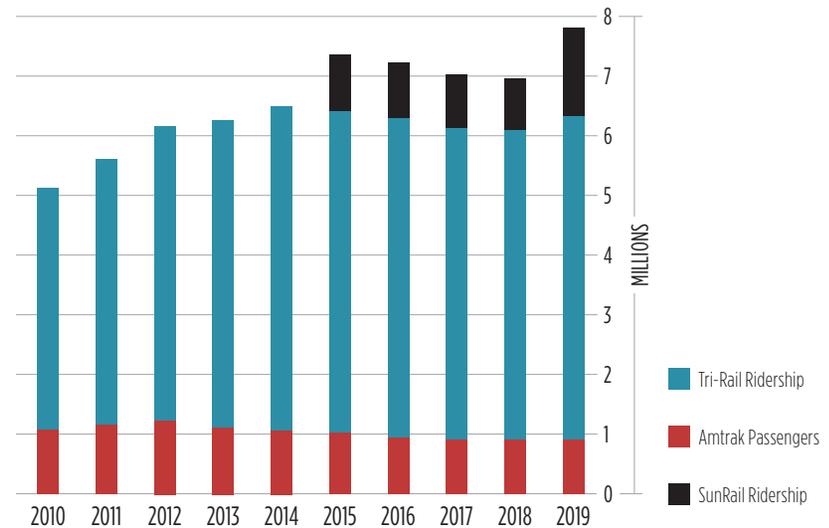
Observation

In 2019, 7.8 million people rode rail in Florida, the highest total in over 15 years. Sunrail ridership was responsible for the majority of the increase. Over 75% more people took SunRail in 2019 than did in 2018.

Sources

Amtrak – Amtrak Fact Sheet
 Federal Transit Administration – The National Transit Database (NTD)

RAIL PASSENGERS



PASSENGER RAIL ON-TIME ARRIVAL

Rail on-time arrival (Amtrak, SunRail and Tri-Rail) captures the on-time performance of a passenger rail system operating within Florida. A train is considered on-time if arrival is within a specified threshold time frame of scheduled arrival time. The threshold time frame varies based on the trip length. For long distance trips, the time frame is wide (e.g. 30 minutes). For commuter trains and local heavy rail systems, the time frame is narrow (e.g. 15 minutes).

Calculation

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

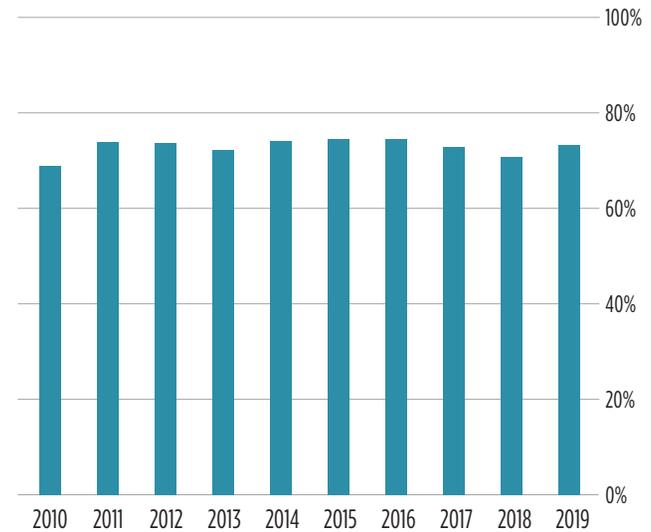
Reporting Periods

- Peak Hour
 Peak Period
 Daily
 Yearly

Observation

Rail on-time arrival remained consistent in 2019. Nearly three out of four passenger trains in Florida arrived on time.

PASSENGER RAIL ON-TIME ARRIVAL



Sources

- Amtrak
- South Florida Regional Transportation Authority
- SunRail

Note: SunRail and Tri-Rail are reporting fiscal year data and Amtrak reports calendar year data.



SEAPORT PASSENGER MOVEMENTS

Seaport passenger movements refer to passengers embarking and disembarking a cruise ship at a Florida seaport. For example, when a cruise passenger departs on a cruise ship from PortMiami, they are counted. When the same cruise passenger arrives back at PortMiami, they are counted again.

Calculation

Σ Cruise Passenger Movements

Reporting Periods

Peak Hour Peak Period Daily Yearly

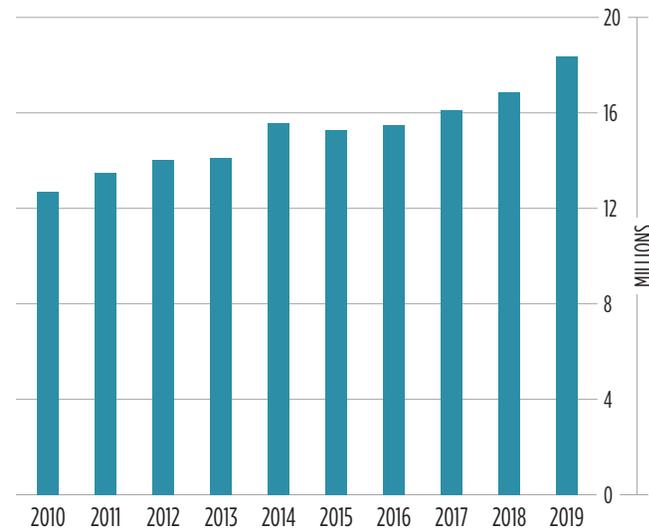
Observation

Seaport passenger movements in 2019 rose by 8.7% from 2018. This translates into an additional 1,472,093 cruise passenger movements at Florida seaports.

Sources

Florida Seaport Transportation and Economic Development (FSTED) Council – Five-Year Florida Seaport Mission Plan

SEAPORT PASSENGER MOVEMENTS



FREIGHT-RELATED MEASURES



TRUCK MILES TRAVELED

Truck Miles Traveled (TMT) is computed by multiplying daily VMT by a truck factor, also known as the heavy vehicle percentage or T Factor. The truck factor for each roadway segment is provided in the TCI database.

Calculation

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

Reporting Periods

Peak Hour
 Peak Period
 Daily
 Yearly

Observation

The number of truck miles traveled each day has been steadily increasing since 2015 on Florida's SHS. Truck miles traveled increased by 39% from 2010 to 2019. In 2019, there were 31.7 million daily truck miles traveled, a 3% increase from 2018.

Sources

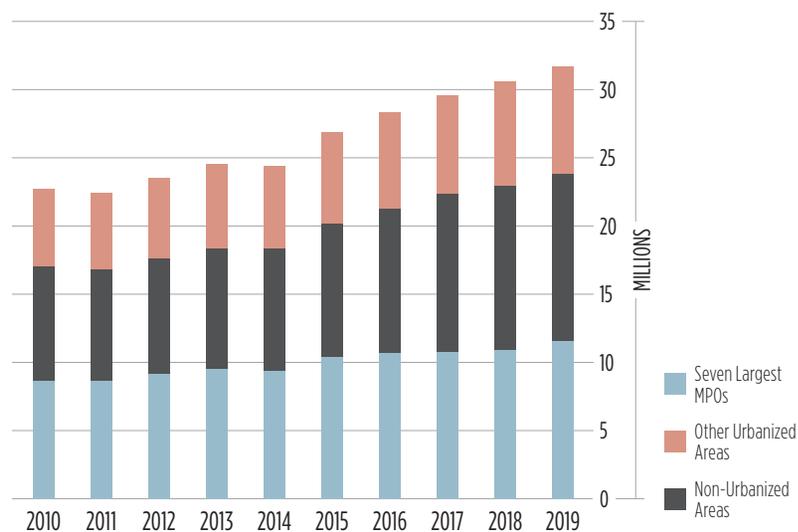
FDOT – Traffic Characteristics Inventory (TCI)

FDOT – Roadway Characteristics Inventory (RCI)

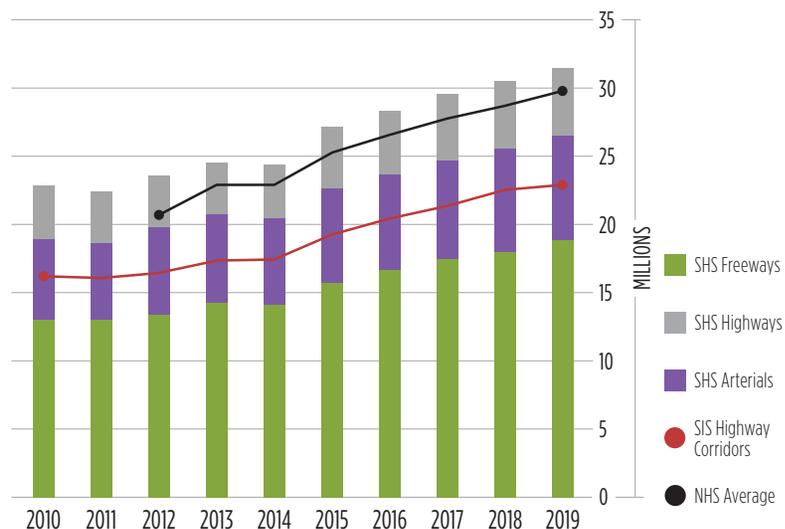
Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

Trucks: Vehicles classified as Classes 4 - 13 by FHWA

TRUCK MILES TRAVELED DAILY ON SHS BY AREA



TRUCK MILES TRAVELED DAILY BY FACILITY TYPE



COMBINATION TRUCK MILES TRAVELED

Combination Truck Miles Traveled (CTMT) is computed by multiplying VMT by the combination truck factor. The combination truck factor is provided on a county-by-county basis and represents the proportion of heavy vehicles that are combination trucks (Classes 8-13).

Calculation

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

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

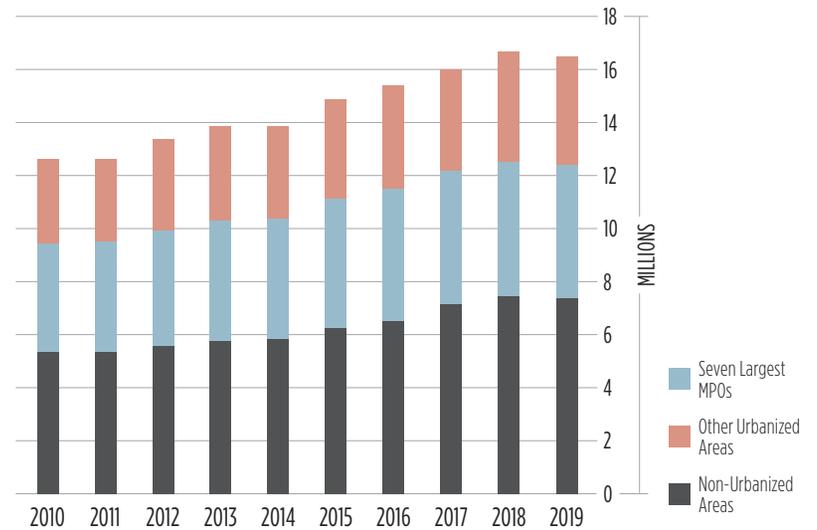
CTMT each day has been steadily increasing since 2011. Statewide, 2019 had 16.5 million daily combination truck miles traveled, which was a slight decrease from 2018.

Sources

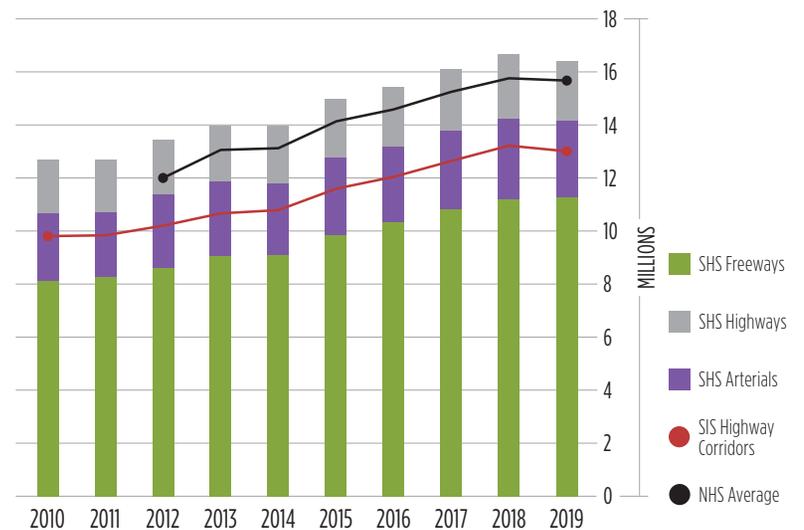
- FDOT – Traffic Characteristics Inventory
- FDOT – Roadway Characteristics Inventory

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

COMBINATION TRUCK MILES TRAVELED DAILY ON SHS BY AREA



COMBINATION TRUCK MILES TRAVELED DAILY BY FACILITY TYPE



COMBINATION TRUCK TON MILES TRAVELED

This metric is a unit of freight transportation measurement equivalent to a ton of freight transported one mile. This is the product of combination truck tonnage and combination truck miles traveled. It is determined using combination truck miles traveled and average load of all combination trucks (Classes 8-13).

Calculation

$$\Sigma \text{AvgLoadofAllCombTR} \times \text{CTMT} \times 365$$

Reporting Periods

Peak Hour Peak Period Daily Yearly

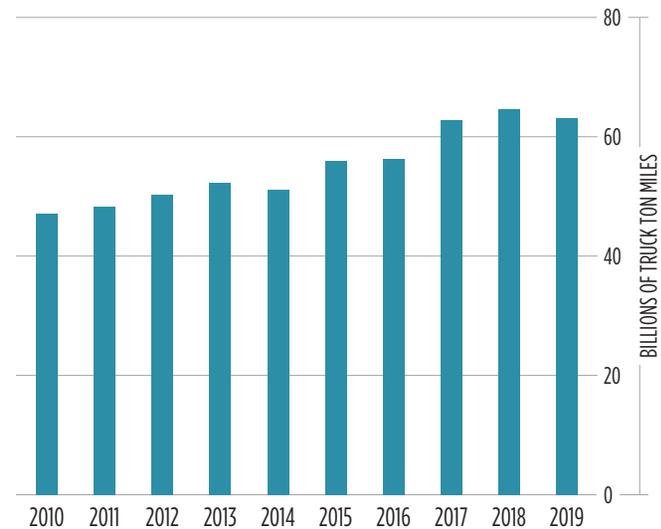
Observation

The combination truck ton miles traveled has mostly experienced increases over the past 10 years. However, in 2019, it decreased by 2% from 2018.

Sources

- FDOT – Weigh-In-Motion Data
- FDOT – Roadway Characteristics Inventory
- FDOT – Traffic Characteristics Inventory

COMBINATION TRUCK TON
MILES TRAVELED



COMBINATION TRUCK ON-TIME ARRIVAL

On-time arrival is the percentage of combination truck miles traveled for which the travel speed is greater than or equal to 45 mph for freeways within the seven largest MPO urbanized areas, and greater than or equal to 5 mph below the posted speed limit for freeways in all other areas.

Calculation

$$\text{Travel Time Reliability - On-Time Arrival (urbanized areas of seven largest MPOs)} = \frac{\sum \text{CTMT} | \text{Travel Speed} \geq 45 \text{ mph}}{\sum \text{CTMT}} \times 100$$

$$\text{Travel Time Reliability - On-Time Arrival (All others)} = \frac{\sum \text{CTMT} | \text{Travel Speed} \geq \text{Speed Limit} - 5 \text{ mph}}{\sum \text{CTMT}} \times 100$$

Reporting Periods

- Peak Hour
- Peak Period
- Daily
- Yearly

Observation

In 2019, daily truck travel time reliability on-time arrival improved statewide over 2018. Non-urbanized areas and urbanized areas outside the seven largest MPOs improved by over two percentage points. However, the urbanized areas of the seven largest MPOs saw a decrease of 0.4 percentage points. Peak hour/ peak period truck travel time reliability on-time arrival remained at 2018 levels, decreasing by only 0.1 percentage point statewide.

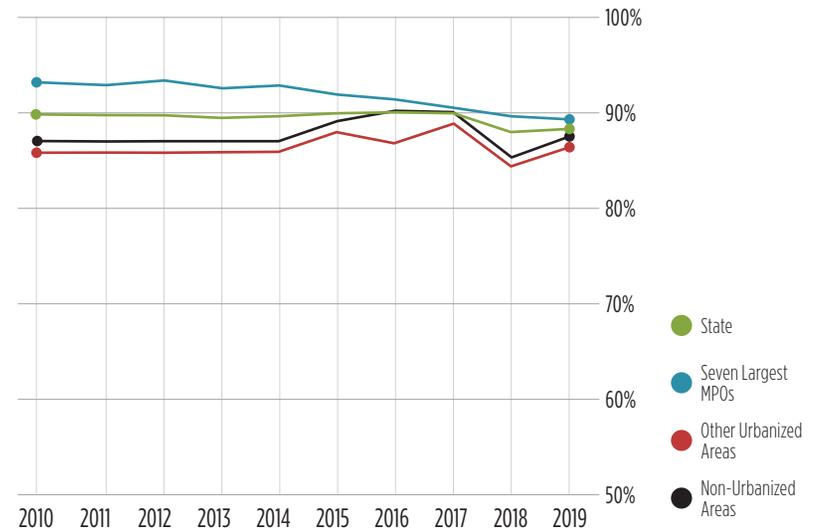
Sources

FDOT – Traffic Characteristics Inventory

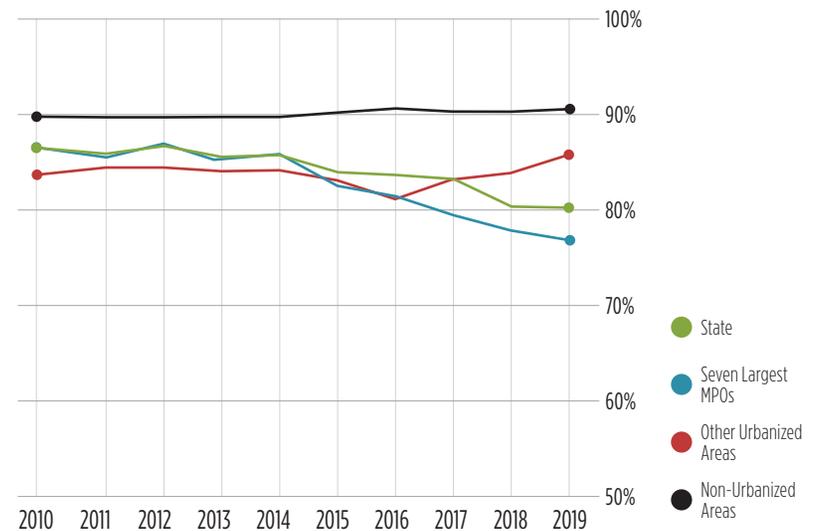
HERE Technologies – Travel Time Data

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

PERCENTAGE OF COMBINATION TRUCK ON-TIME ARRIVAL DAILY



PERCENTAGE OF COMBINATION TRUCK ON-TIME ARRIVAL PEAK HOUR/PEAK PERIOD



COMBINATION TRUCK PLANNING TIME INDEX

Combination truck planning time index is the same as Planning Time Index (PTI), defined as ratio of the 95th percent peak period/hour travel time to the free flow travel time. This measure represents the additional time that a shipper should budget to ensure on-time arrival 95% of the time. The reporting period is the peak period (4:00 p.m. to 6:00 p.m.) for the urbanized areas of the seven largest MPOs and the peak hour (hour with the highest hourly factor) for other urbanized areas and elsewhere.

For this measure:

- The higher the PTI, the less reliable
- The lower the PTI, the more reliable

Calculation

$$\frac{\text{95th Percentile Travel Time}}{\text{Free-flow Travel Time}}$$

Reporting Periods

- Peak Hour
 Peak Period
 Daily
 Yearly

Observation

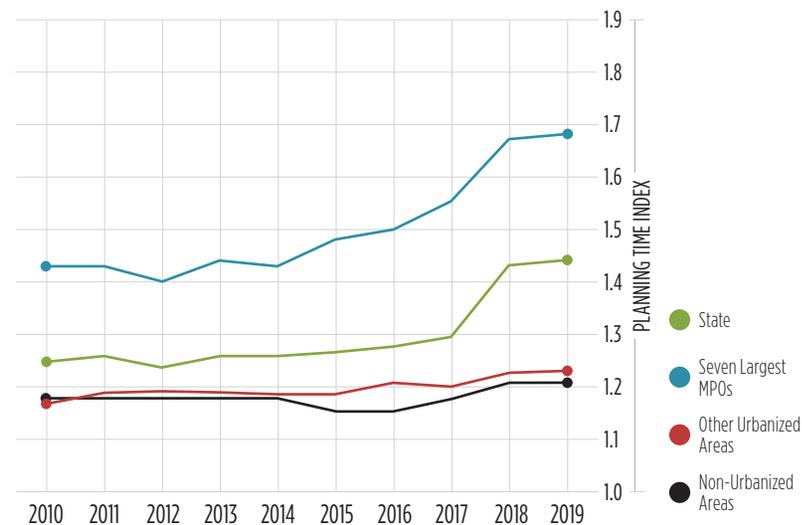
From 2018 and 2019, combination truck PTI during peak hour/peak period increased statewide from 1.55 to 1.56. For a trip that would take 10 minutes in free-flow conditions, the 95th percentile travel time is 15.6 minutes with a PTI of 1.56. The shipper needs to plan an additional 5.6 minutes for the trip to arrive on time.

Sources

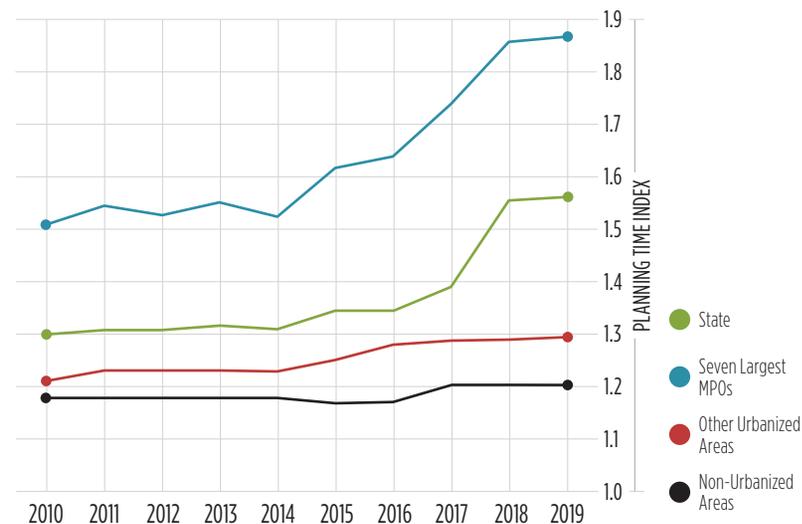
FDOT – Traffic Characteristics Inventory
 HERE Technologies – Travel Time Data

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

COMBINATION TRUCK PLANNING TIME INDEX DAILY



COMBINATION TRUCK PLANNING TIME INDEX DURING PEAK HOUR/PEAK PERIOD



COMBINATION TRUCK AVERAGE TRAVEL SPEED

Combination truck (Classes 8-13) average travel speed is the average of all hourly segment travel speeds captured by probe data or modeled through speed-volume functions. The combination truck travel speed is estimated assuming that the free-flow speed for automobiles is set as the posted speed limit plus 5 mph, and the free-flow speed for combination trucks was the posted speed limit.

Calculation

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

Reporting Periods

- Peak Hour
- Peak Period
- Daily
- Yearly

Observation

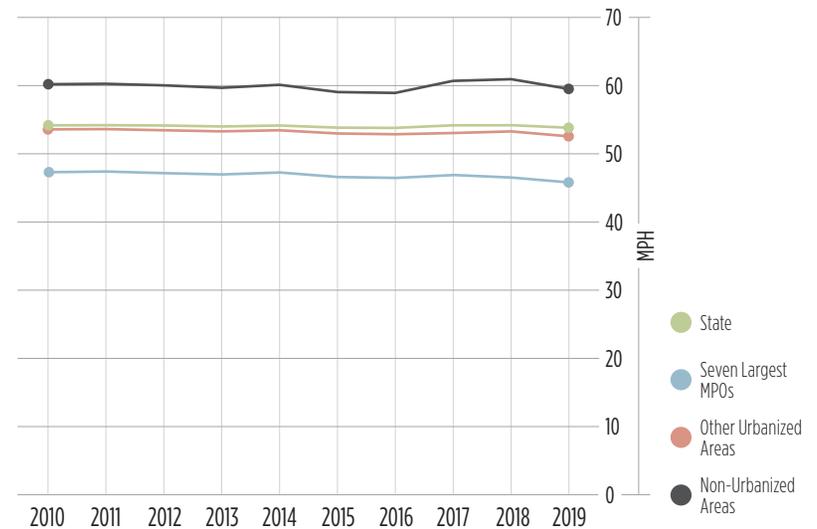
The combination truck average travel speed in 2019 was 53 mph statewide, 3.6% lower than 2018's 55 mph average speed. Arterials showed the greatest decrease in average speed from 2018 by 1.8 mph with a decrease of 5.6%.

Sources

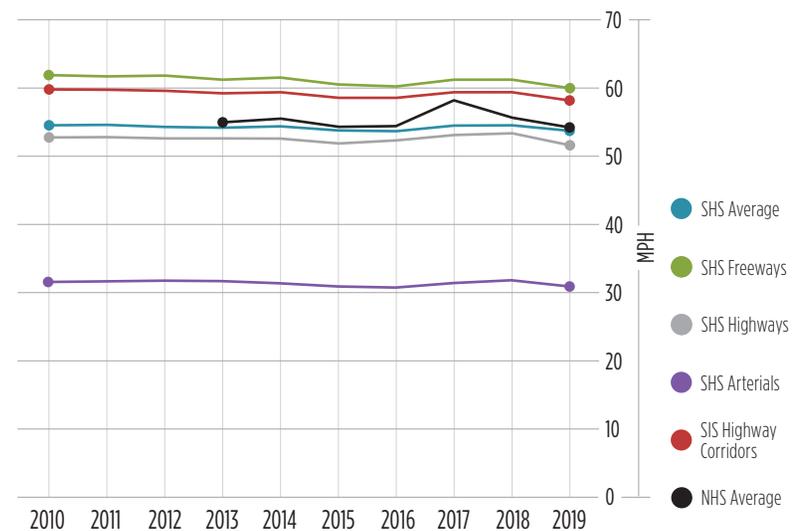
- FDOT – Traffic Characteristics Inventory
- FDOT – Roadway Characteristics Inventory
- HERE Technologies – Travel Time Data

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

COMBINATION TRUCK AVERAGE TRAVEL SPEED ON SHS BY AREA DURING PEAK HOUR/PEAK PERIOD



COMBINATION TRUCK AVERAGE TRAVEL SPEED BY FACILITY TYPE DURING PEAK HOUR/PEAK PERIOD



COMBINATION TRUCK HOURS OF DELAY

Combination truck (Classes 8-13) hours of delay were estimated 20 on an hourly basis by determining the difference between delay threshold travel time and actual travel time along a facility. Delay threshold travel time/speed is considered the additional travel time experienced by a motorist beyond what they would experience under uncongested conditions that are defined as traffic operations of LOS B or better.

Calculation

Σ Combination Truck Volume \times (Daily Combination Truck Travel Time - Travel Time at LOS B)

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

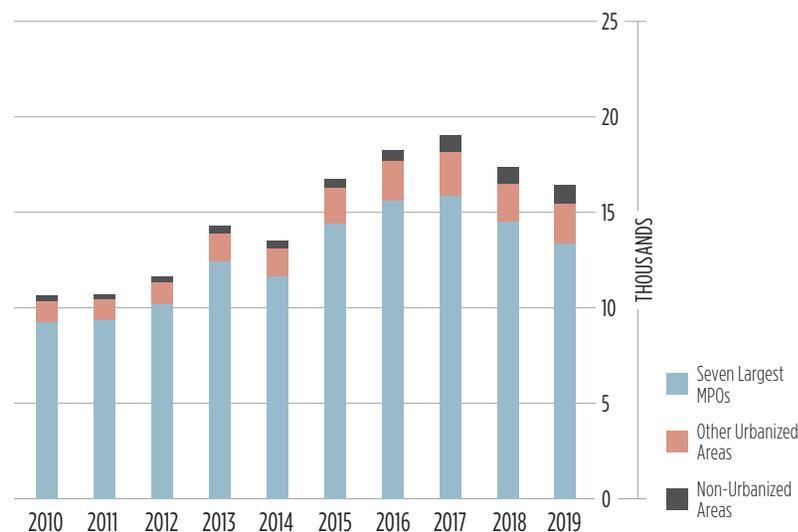
In 2019, the combination truck daily hours of delay decreased by 5% from 2018 to about 16,500 hours. In the last decade, combination truck daily hours of delay increased by 56%.

Sources

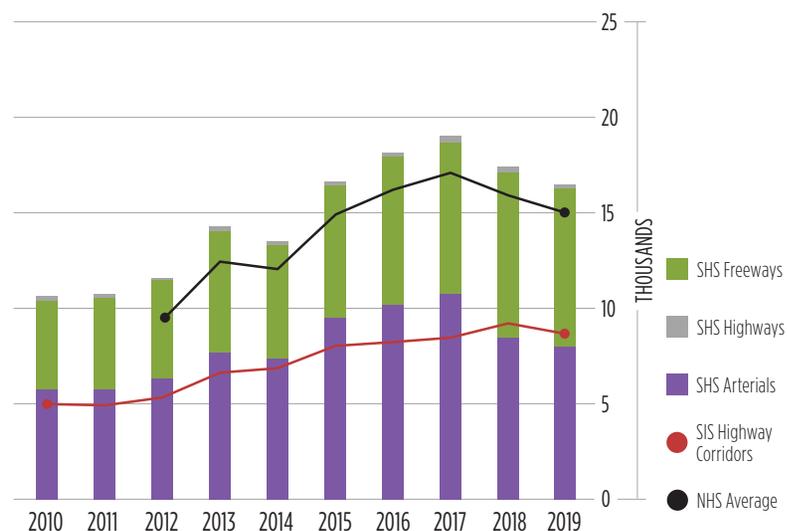
FDOT – Traffic Characteristics Inventory
 FDOT – Roadway Characteristics Inventory
 HERE Technologies – Travel Time Data

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

COMBINATION TRUCK HOURS OF DAILY DELAY ON SHS BY AREA



COMBINATION TRUCK HOURS OF DAILY DELAY BY FACILITY TYPE



COMBINATION TRUCK COST OF DELAY

Cost of delay comes from calculating the average marginal cost of labor per hour and multiplying that by the number of hours of delay for combination trucks. The average marginal cost of labor per hour is obtained as the sum of marginal driver wages and driver benefits, obtained from *An Analysis of the Operational Cost of Trucking*, from American Transportation Research Institute (ATRI). The number of hours of delay for combination trucks (Classes 8-13) is taken from the process used for the *Source Book* to calculate said measure.

Calculation

Σ Combination Truck Hours of Delay
 × Average Marginal Cost of Labor per Hour

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

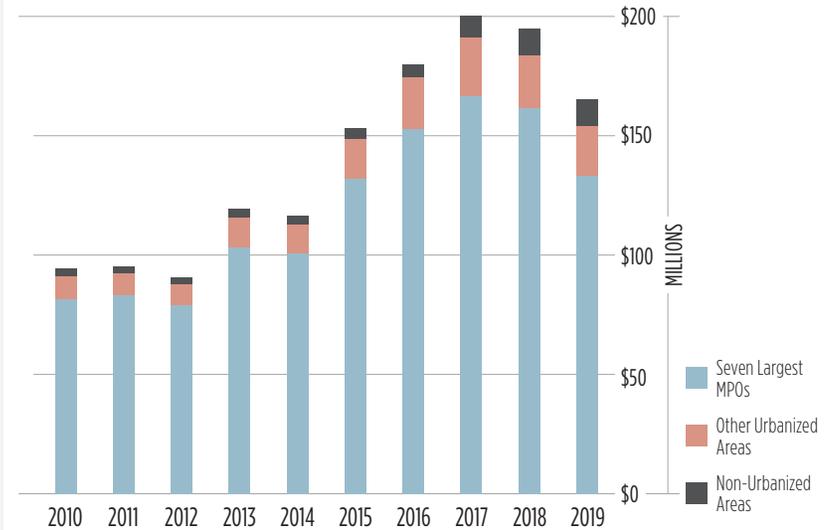
2019 saw the lowest cost of delay for combination trucks since 2015, following a surge that peaked in 2017. This stems from both a steady decrease of combination truck hours of delay over the past three years, as well as a dip in driver wages from 2018 to 2019.

Sources

- FDOT – Traffic Characteristics Inventory
- FDOT – Roadway Characteristics Inventory
- HERE Technologies – Travel Time Data
- American Transportation Research Institute (ATRI) – *An Analysis of the Operational Costs of Trucking*

Note: Seven Largest MPOs – Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA

COMBINATION TRUCK COST OF DELAY ON SHS BY AREA



COMBINATION TRUCK COST OF DELAY BY FACILITY TYPE



COMBINATION TRUCK TONNAGE

Combination truck tonnage refers to tons of freight carried by combination trucks on Florida’s SHS. The Freight Analysis Framework (FAF) tonnage data is interpolated using CTMT data and Weigh-In-Motion data to calculate truck tonnage.

Calculation

$$\Sigma \text{Tonnage}_{2012} \times \left(\frac{\text{AvgLoadofFullCombTR}_{2019}}{\text{AvgLoadofFullCombTR}_{2012}} \right) \times \left(\frac{\text{CTMT}_{2019}}{\text{CTMT}_{2012}} \right)$$

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

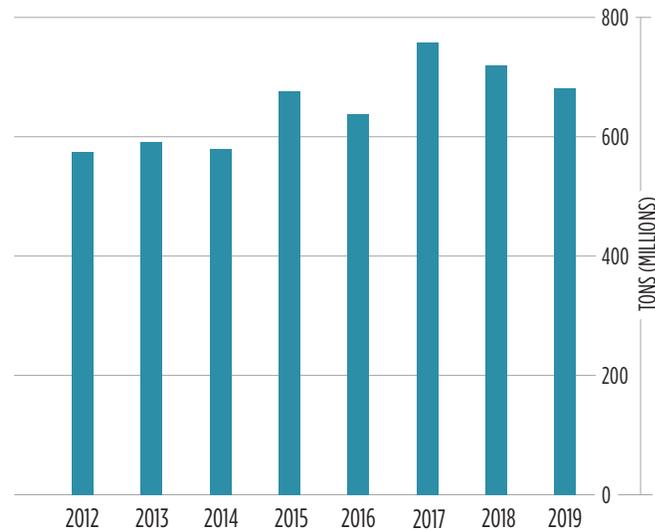
Over the years, truck tonnage has fluctuated from year to year. In 2019, truck tonnage on the SHS decreased by 5% from 2018 but rose overall by 22% from 2010.

Sources

FHWA – Freight Analysis Framework 2012

FDOT – Weigh-In-Motion Data

COMBINATION TRUCK TONNAGE





COMBINATION TRUCK EMPTY BACKHAUL TONNAGE

In the trucking industry, backhaul is the return movement of a truck from its original destination to its point of origin. When the truck is not hauling cargo during this movement, it is considered an empty backhaul. This measure represents the available carrying capacity that is not being utilized by combination trucks (Classes 8-13) moving out of Florida.

Calculation

Σ Truck Empty Backhaul Tonnage

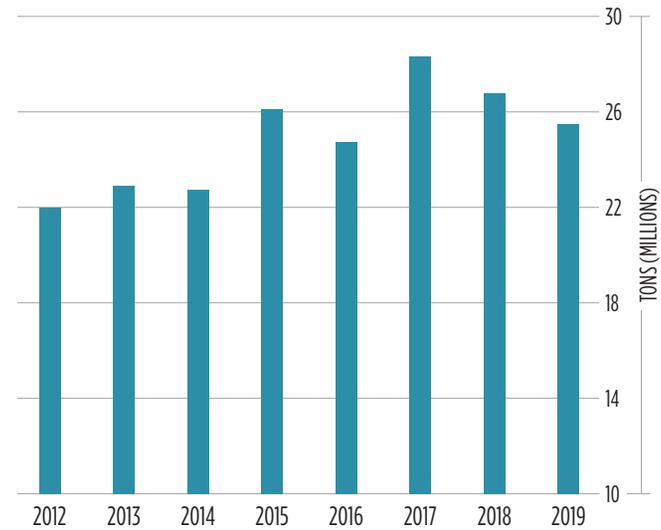
Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

In general, when empty backhaul tonnage decreases, more carrying capacity is being utilized. Empty backhaul tonnage is also closely related to freight movement and overall tonnage carried on the roadway system. In 2019, empty backhaul tonnage decreased by 5% from 2018.

COMBINATION TRUCK EMPTY BACKHAUL TONNAGE



Sources

FDOT – Weigh-in-Motion Data

FHWA – Freight Analysis Framework 2012

Note: Combination trucks are those in classes 8-13.

COMBINATION TRUCK VALUE OF FREIGHT

The dollar value of truck freight is obtained from FAF cargo value data, truck tonnage, and annual factors for CTMT average truck load.

Calculation

$$\Sigma \text{Tonnage}_{2012} \times \left(\frac{\text{AvgLoadofFullCombTR}_{2019}}{\text{AvgLoadofFullCombTR}_{2012}} \right) \times \left(\frac{\text{CTMT}_{2019}}{\text{CTMT}_{2012}} \right) \times \text{FAF Value of Freight}$$

Reporting Periods

Peak Hour Peak Period Daily Yearly

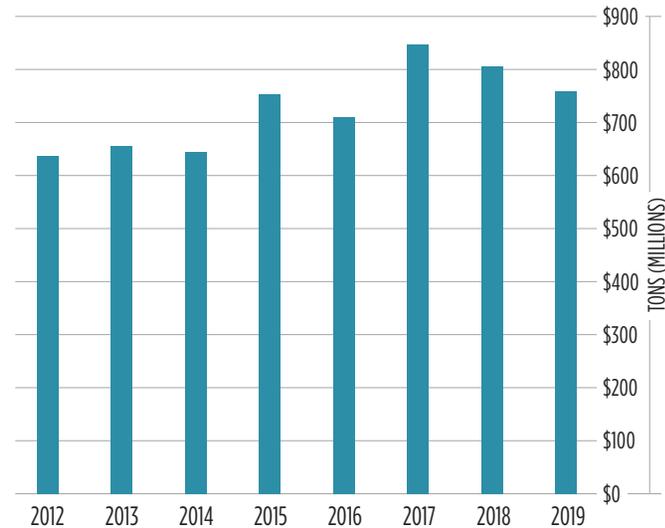
Observation

The 2019 value of freight moved on trucks, within, out of, and through Florida, decreased to \$757 billion, a decrease of 5% from 2018. This is consistent with combination truck tonnage moved in Florida.

Sources

- FHWA – Freight Analysis Framework 2012
- FDOT – Weigh-in-Motion Data
- FDOT – Roadway Characteristics Inventory
- FDOT – Traffic Characteristics Inventory

COMBINATION TRUCK VALUE OF FREIGHT



AVIATION TONNAGE

This is the weight of all air cargo handled at Florida airports.
This measure includes mail and freight cargo.

Calculation

Σ Tons Handled at All Florida Airports

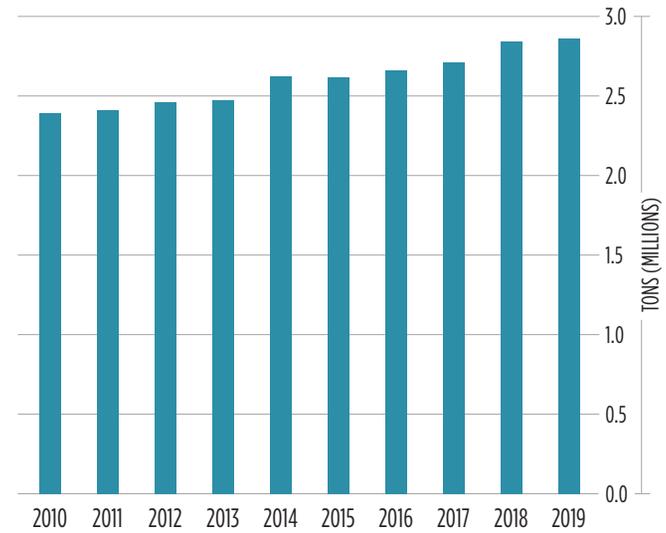
Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

In 2019, about 2.8 million tons of aviation cargo were handled. This reflects a 20% increase from 2010.

AVIATION TONNAGE



Sources

U.S. Bureau of Transportation Statistics



AVIATION VALUE OF FREIGHT

Aviation value of freight is the product of aviation tonnage and average value of cargo per ton. Average value per ton was calculated using Freight Analysis Framework (FAF) data.

Calculation

Σ Tonnage \times Average Value per Ton

Reporting Periods

Peak Hour Peak Period Daily Yearly

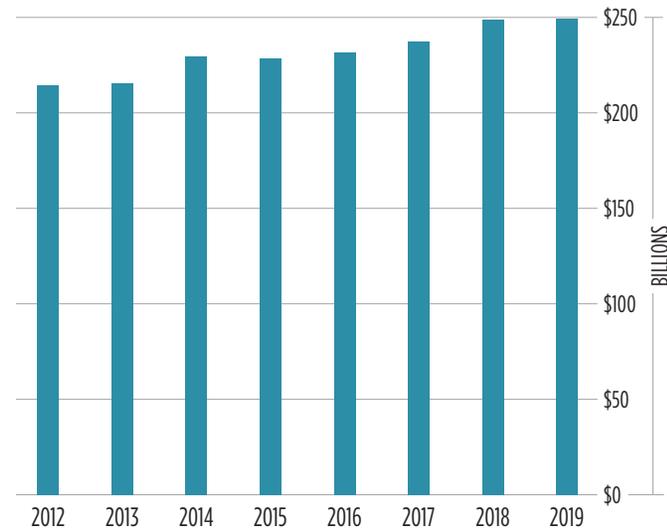
Observation

The value of air freight increased from 2018 to 2019, reflecting an increase in quantity demanded and supplied. It increased by 0.4% in 2019 to about \$250 billion.

Sources

FHWA – Freight Analysis Framework 2012
U.S. Bureau of Transportation Statistics

AVIATION VALUE OF FREIGHT
HANDLED AT FLORIDA AIRPORTS



SPACE LAUNCHES AND SITES

Space launches account for all the successful mission launches from Cape Canaveral Spaceport, aside from any test flights. Number of launches shows the activity at Florida's Cape Canaveral Spaceport and its ability to service aerospace transportation.

Calculation

Σ Orbital Launches

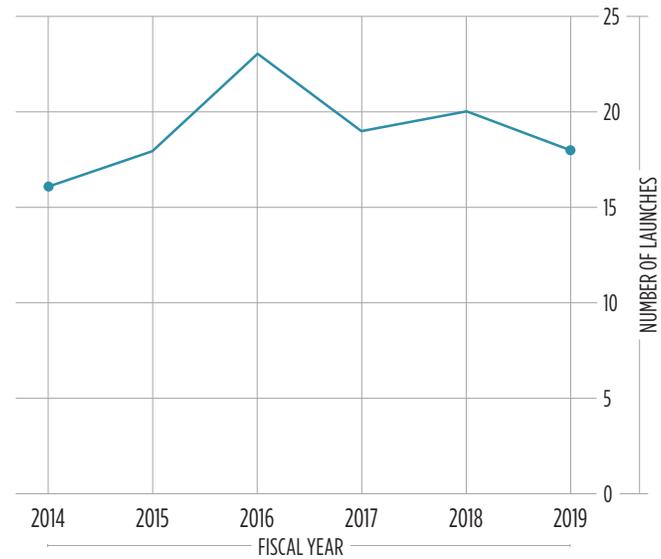
Reporting Periods

- Peak Hour
 Peak Period
 Daily
 Yearly

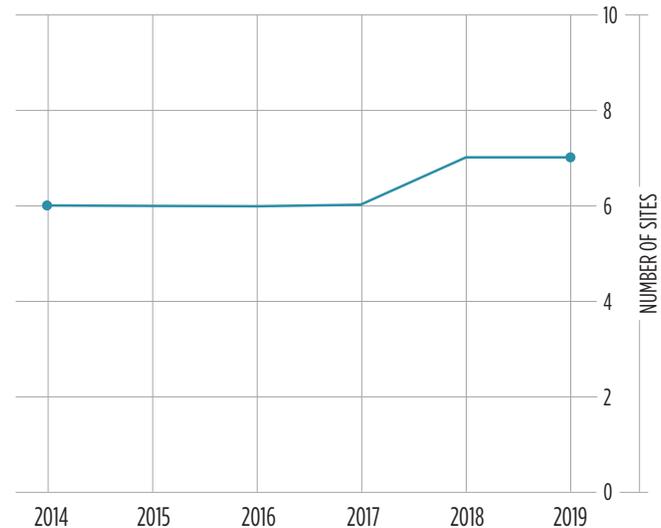
Observation

From 2016 to 2019, there was a 21.7% decrease in launches. With 18 launches in 2019, the Cape Canaveral Spaceport is the most active orbital launch site in the world. In 2019, there were seven launch sites.

SPACE LAUNCHES IN FLORIDA



ACTIVE LAUNCH SITES IN FLORIDA



Sources

FDOT Spaceports Office



SPACE PAYLOADS

Number of payloads describes the cargo aboard spacecraft launches, identifying the military, civil, and commercial benefits of aerospace transportation.

Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

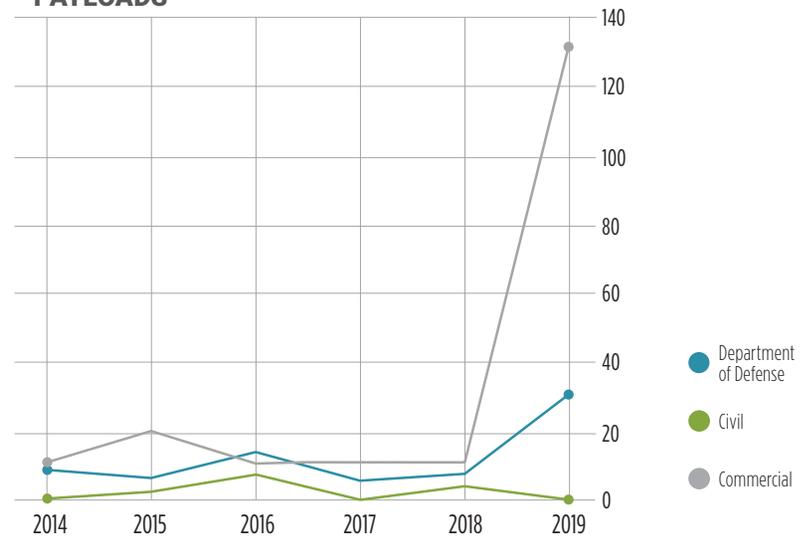
In 2019, commercial payloads increased by about ten times their amount in 2018. Increasing commercial payloads in 2019 corresponds to commercial small satellites taking over the high-throughput satellite market.

The pounds of payload being sent to orbit through Florida's space ports have been steadily increasing since 2014. In 2019, the weight of payloads nearly reached 240,000 lbs, an increase of 36% from 2018.

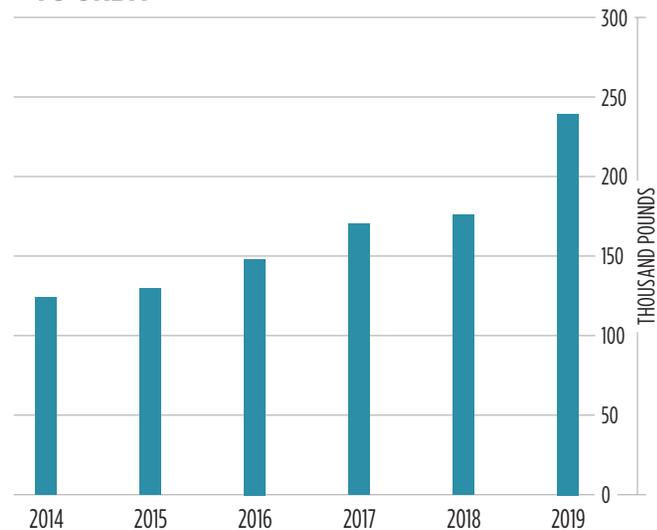
Sources

FDOT – Spaceports Office

NUMBER OF PAYLOADS



PAYLOAD WEIGHT TO ORBIT



RAIL TONNAGE

Rail tonnage reflects the tons of freight carried by rail originating or terminating in Florida.

Calculation

Σ Rail Tonnage

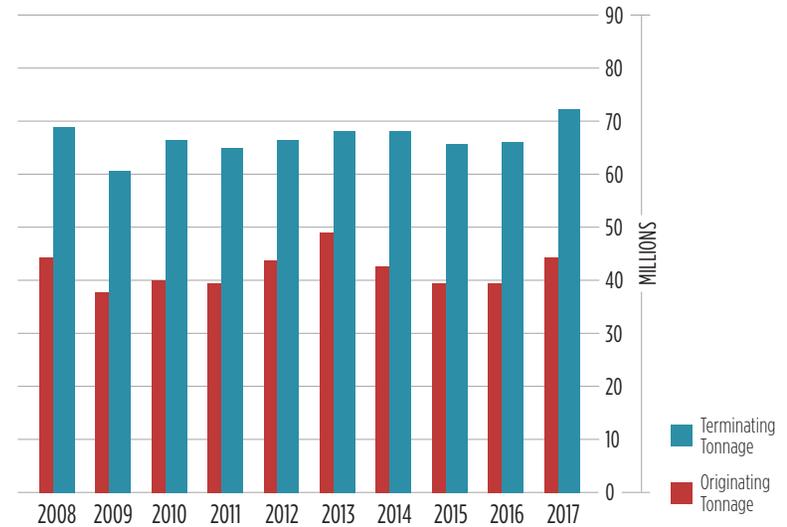
Reporting Periods

Peak Hour
 Peak Period
 Daily
 Yearly

Observation

Of the rail tonnage traveling on Florida’s railroads, 38% originated in Florida, and over 62% terminated in Florida. Rail freight moved through Florida increased by 10.2% from 2016 to 2017, the largest annual growth for the last decade. In 2017, 116.4 million tons of freight originated and terminated in Florida.

RAIL TONNAGE



Sources

Association of American Railroads – Freight Rail Fast Facts

Note: The latest year this metric had data was 2017.

SEAPORT TONNAGE

Seaport tonnage is the international and domestic waterborne tons of cargo handled at Florida's public seaports.

Calculation

Σ Seaport Tonnage

Reporting Periods

Peak Hour Peak Period Daily Yearly

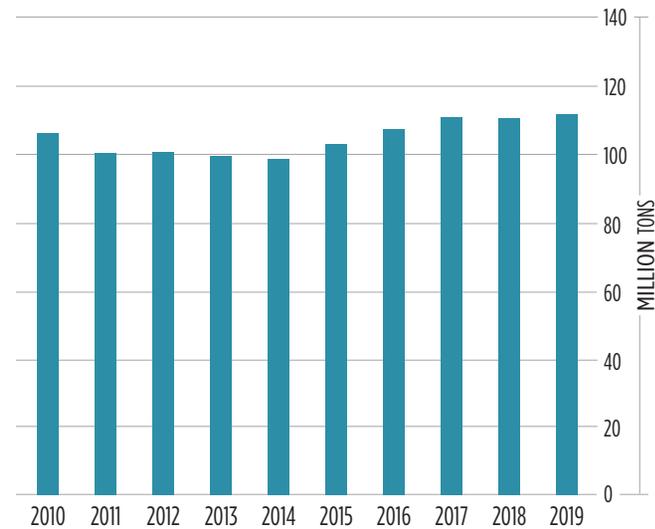
Observation

Seaport tonnage has consistently remained near or above 100 million tons for the past decade. In 2019, about 112 million tons of cargo traveled through Florida's public seaports. This was an increase of 1.4% from 2018.

Sources

FSTED Council – Five-Year Florida Seaport Mission Plans

SEAPORT TONNAGE





SEAPORT 20-FOOT EQUIVALENT UNITS

Twenty-Foot Equivalent Unit (TEU) represents the cargo capacity of a standard intermodal container, 20 feet long and eight feet wide. It is the standardized unit of the capacity of a container ship, or a container terminal.

Calculation

Σ Twenty-Foot Equivalent Units

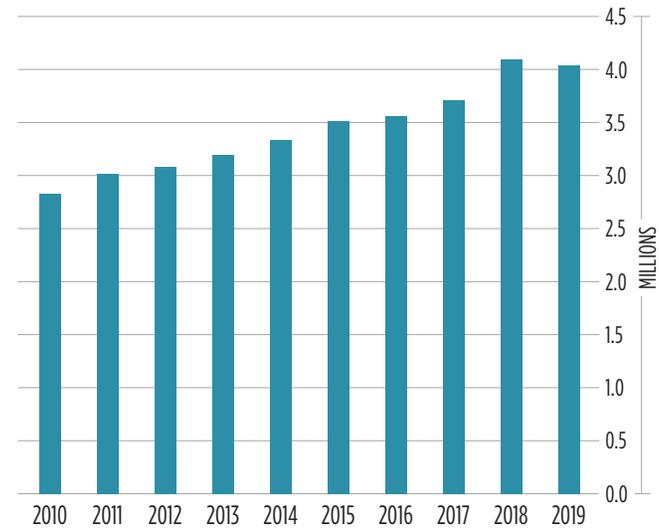
Reporting Periods

Peak Hour Peak Period Daily Yearly

Observation

The number of TEUs handled at Florida's ports has steadily increased since 2010. TEUs shipped through Florida's ports grew 10.3% from 2017 to 2018, the largest annual increase in percentage in the last decade. In 2019, there was a slight decrease in TEUs shipped through Florida's ports.

SEAPORT 20-FOOT EQUIVALENT UNITS



Sources

FSTED Council – Five-Year Florida Seaport Mission Plans

SEAPORT VALUE OF FREIGHT

Seaport value of freight is the dollar value of international waterborne cargo handled at Florida's public seaports.

Calculation

Σ Value of Waterborne Trade

Reporting Periods

Peak Hour Peak Period Daily Yearly

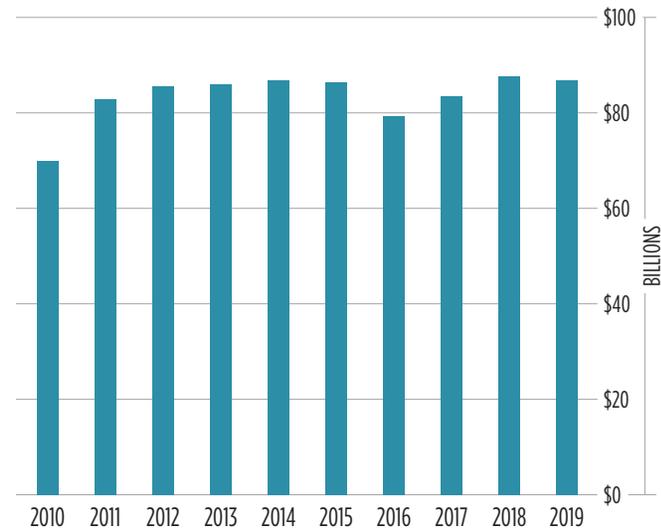
Observation

In 2019, the value of freight moving through Florida's seaports decreased by 0.9%. It grew over 24% from 2010.

Sources

FSTED Council – Five-Year Florida Seaport Mission Plans

SEAPORT VALUE OF FREIGHT



SECTION IV WEEKEND ANALYSIS

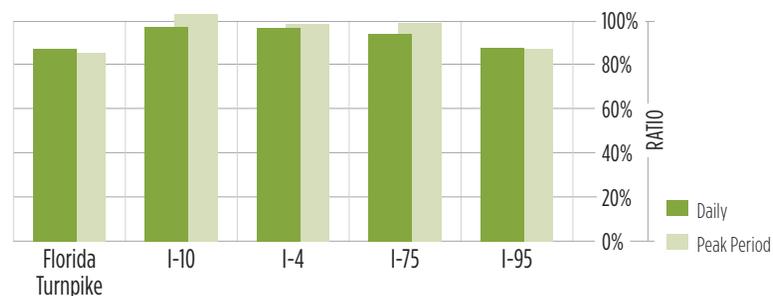


A LOOK AT WEEKEND CONGESTION

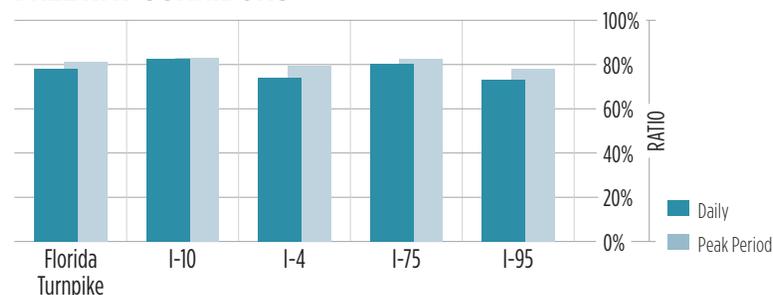
An often overlooked element of congestion analysis is the amount of congestion that occurs outside of the traditional weekday peak periods. While typically thought to be of low consequence, anecdotal evidence suggests that weekend congestion is prevalent. FTO conducted an analysis of travel time reliability comparing weekend and weekday congestion. The weekday and weekend peak periods are 4:00 - 6:00 pm and Noon to 2:00 pm, respectively. The results indicate that the weekend congestion during peak periods is rare on Interstates but is very common on non-Interstate roadways.

As observed from the analysis, the traffic volumes on weekends are more than 85% of the traffic volumes (for freeways) on weekdays and more than 75% for arterials/highways. On selected corridors, weekend peak volumes are very similar to weekday peak volumes, with I-10 weekend peak volume exceeding weekday peak volume. The average weekend peak period speed is 32% faster than the average weekday peak period speed on arterials. Daily weekend speeds on freeways are 24% higher than daily weekday speeds for freeways throughout the state of Florida. Overall weekend speeds are consistently higher than weekday speeds.

**WEEKEND TO WEEKDAY VOLUME RATIO
FREEWAY CORRIDORS**



**WEEKDAY TO WEEKEND SPEED RATIO
FREEWAY CORRIDORS**



**WEEKEND TO WEEKDAY VOLUME RATIO
ARTERIAL/HIGHWAY CORRIDORS**



**WEEKDAY TO WEEKEND SPEED RATIO
ARTERIAL/HIGHWAY CORRIDORS**



Sources

Florida Traffic Online - <https://tdaappsprod.dot.state.fl.us/fto/>

HERE Technologies - Travel Time Data

Note: Weekday and weekend peak periods as 4:00-6:00 PM and Noon-2:00 PM, respectively.

SECTION V APPENDIX



ACRONYMS & GLOSSARY

ACRONYMS

AADT	Annual Average Daily Traffic
ATRI	American Transportation Research Institute
BEBR	University of Florida's Bureau of Economic and Business Research
BEV	Battery Electric Vehicles
CRS	Computerized Reservations Systems
CTMT	Combination Truck Miles Traveled
CTTMT	Combination Truck Ton Miles Traveled
DVMT	Daily Vehicle Miles Traveled
FAF	Freight Analysis Framework
FCEV	Fuel Cell Electric Vehicles
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FSTED	Florida Seaport Transportation and Economic Development Council
GDP	Gross Domestic Product
HEV	Hybrid Electric Vehicles
LOS	Level of Service
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NTD	National Transit Database
PHEV	Plug-in Hybrid Electric Vehicles
PMT	Person Miles Traveled
PTI	Planning Time Index
RCI	Roadway Characteristics Inventory
SHS	State Highway System
SIS	Strategic Intermodal System
TCI	Traffic Characteristics Inventory
TEU	Twenty-foot Equivalent Unit
TMT	Truck Miles Traveled
TNC	Transportation Network Company
VMT	Vehicle Miles Traveled
WIM	Weigh In Motion

GLOSSARY

95th Percentile Travel Time: The travel time that is higher than 94% of travel time observations or equivalently lower than 4% of the average speed observations.

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

Area Type: Statewide, urbanized areas of the seven largest MPOs, other urbanized areas, and non-urbanized areas for the purpose of the FDOT *Source Book*.

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

Auto (automobile): A highway travel mode that includes motor vehicle traffic including motorcycles, passenger cars, and four-tire, single units (FHWA Vehicle Category Classification, Classes 1-3).

Auto/Truck: a combination of the auto and truck modes (FHWA Vehicle Category Classification Classes 1-13).

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: A truck tractor pulling any number of trailers (including a "bobtail" truck tractor not pulling any trailers) or a straight truck pulling at least one trailer. These are vehicles classified as Classes 8-13 by FHWA.

Congestion: Condition in which traffic demand causes the LOS to be at or below FDOT's LOS target.

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 connect Florida with other states/nations.

Daily VMT: The product of a road's length and its AADT. If a 10-mile-long road has an AADT of 5,000 vehicles, then its daily VMT is 50,000.

Delay: Added travel time for a vehicle along a given route above and beyond travel time on that route under uncongested operating conditions.

GLOSSARY (CONTINUED)

Empty Backhaul Tonnage: Amount of empty available tonnage that could have been carried by a truck while on a return trip from destination.

E-scooter: A vehicle made up of a narrow footboard on wheels with an upright steering handle, ridden while standing, and propelled by a combination of human power and an electric motor.

Facility: Roadway composed of points and segments, seaports, airports, spaceports, rail yards, or transit stations.

Fixed-Route Transit: A system for transporting multiple people that uses one or more vehicles operating on a prescribed route according to a fixed schedule. This term does not describe fixed-route air travel, ferries, or water taxis.

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 motorized traffic in each direction and full control of ingress and egress.

Freight: Bulk goods transported by truck, train, ship, aircraft, or spacecraft.

Gross Domestic Product (GDP): The total market value of the goods and services produced within Florida or the United States in a year.

Heavily Congested: Arterial segments operating at LOS E or worse in urbanized areas and D or worse in non-urbanized areas; highways operating at LOS E or worse; and freeways operating at 45 mph or worse.

Highways: High speed roadways with signal spacing greater than two miles per signal.

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 a facility provides the typical traveler into six letters, with "A" describing the highest quality and "F" describing the lowest quality.

Micromobility: All shared-use fleets of small, fully or partially human-powered vehicles such as bikes, e-bikes and e-scooters.

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

National Highway System (NHS): The Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. A roadway on the NHS may not be on the SHS.

Non-employer establishment: Non-employer establishments for taxi and limousine services are establishments without paid employees in the Transportation and Warehousing sector that pay federal income tax.

Passengers:

Aviation – The total number of revenue passengers boarding aircraft, which includes only passengers boarding at a Florida airport. If a passenger has to transfer between planes to reach a destination, the passenger is counted as making two passenger boardings.

Transit – The total number of passenger trips on 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.

Seaport – The total number of passenger movements at Florida's eight cruise ports.

Rail – The total number of revenue-paying rail passengers for SunRail, Amtrak, and Tri-Rail.

Reporting Periods:

Peak Hour – 5:00 p.m.-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 p.m.-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.

Daily – For the average 24-hour day.

Yearly – Includes all the calendar days in a 365-day year, except holidays and weekends.

Serious Injury: Disabling/incapacitating injuries from traffic crashes that prevent the injured individuals from pursuing normal activities and require hospitalization.

Seven Largest Counties: Broward, Duval, Hillsborough, Miami-Dade, Palm Beach, Pinellas, and Orange.

GLOSSARY (CONTINUED)

Seven (7) Largest Metropolitan Planning Organizations (MPOs): The urbanized geographic areas with a population of at least 500,000 people covered by Florida's seven most populous MPOs: Broward MPO, Forward Pinellas, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, and Palm Beach TPA.

Shared-Use Paths: A shared-use path, also referred to as a multiuse trail, is typically 12 feet wide, but may commonly vary from 10 feet to 14 or more feet depending upon constraints or volume of use. It is differentiated from a sidewalk in that it is generally wider, is part of a larger regional and statewide system of trails, and is accompanied by a higher level of facilities, including trailheads, parking, wayside areas and other amenities.

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 p.m.-6:00 p.m.

State Highway System (SHS): All roadways maintained and operated by FDOT.

Strategic Intermodal System (SIS): Florida's transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes. A roadway on the SIS may not be on the SHS.

Transit: A travel mode in which vehicles (including buses, streetcars, and street-running light rail) pick up and drop off passengers at regular stops/stations.

Travel Time Reliability:

On-Time Arrival – For the seven largest MPOs, on-time arrival is defined as the percentage of freeway trips traveling at least 45 mph. For all others, on-time arrival is defined as the percentage of freeway trips traveling at greater than or equal to 5 mph below the posted speed limit. For example, 80% on-time arrival indicates the traveler is anticipated to arrive at the destination on time in four out of five trips.

Planning Time Index – Planning Time Index is the ratio of 95th percentile travel time to the free-flow travel time. This measure represents the additional time that a traveler should budget to ensure on-time arrival 95% of the time.

Trucks: Vehicles classified as Classes 4-13 by FHWA.

Twenty-Foot Equivalent Unit: The standard measure used for containerized cargo. One 20-foot equivalent unit includes an 8-foot by 8-foot by 20-foot intermodal container.

Urban: Term used to describe 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 crossing a segment of road during a specified time period.

FACTORS AFFECTING MOBILITY DATA

POPULATION, VMT, AND LICENSED DRIVERS

	YEAR	POPULATION	DAILY VMT (MILLIONS)	LICENSED DRIVERS	% CHANGE FROM 2010		
					POPULATION	DAILY VMT	LICENSED DRIVERS
FLORIDA	2019	21,208,589	618.4	17,392,281	12.8%	15.3%	11.8%
	2018	20,840,400	607.7	17,077,316	10.8%	13.3%	9.8%
	2017	20,484,100	599.5	16,568,874	9.0%	11.8%	6.5%
	2016	20,148,400	588.1	15,998,416	7.2%	9.6%	2.9%
	2015	19,815,100	566.4	15,620,312	5.4%	5.6%	0.4%
	2014	19,507,500	550.8	15,417,032	3.8%	2.7%	-0.9%
	2013	19,260,200	528.0	15,378,206	2.4%	-1.6%	-1.1%
	2012	19,074,400	522.9	15,374,230	1.5%	-2.5%	-1.2%
	2011	18,905,600	525.6	15,507,284	0.6%	-2.0%	-0.3%
	2010	18,801,310	536.3	15,553,387	-	-	-

Note: Daily VMT is for all public roads

GDP, VISITORS, AND VMT

					% CHANGE FROM 2010		
FLORIDA	YEAR	GROSS DOMESTIC PRODUCT (MILLIONS)	VISITORS (MILLIONS)	DAILY VMT (MILLIONS)	GROSS DOMESTIC PRODUCT	VISITORS	DAILY VMT
	2019	\$1,093,351	131.42	618.4	48.2%	59.7%	15.3%
	2018	\$1,039,236	126.98	607.7	40.9%	54.3%	13.3%
	2017	\$985,665	116.49	599.5	33.6%	41.5%	11.8%
	2016	\$938,774	112.40	588.1	27.2%	36.6%	9.6%
	2015	\$895,146	106.56	566.4	21.3%	29.5%	5.6%
	2014	\$839,484	98.77	550.8	13.8%	20.0%	2.7%
	2013	\$800,704	94.13	528.0	8.5%	14.4%	-1.6%
	2012	\$769,309	91.52	522.9	4.3%	11.2%	-2.5%
	2011	\$746,788	87.30	525.6	1.2%	6.1%	-2.0%
2010	\$737,791	82.30	536.3	-	-	-	

Note: Daily VMT is for all public roads

NON-EMPLOYER ESTABLISHMENTS: TAXIS AND LIMOUSINES

YEAR	% CHANGE FROM 2010	
	FLORIDA	FLORIDA
2018	104,493	998.5%
2017	78,423	724.5%
2016	52,096	447.7%
2015	30,238	217.9%
2014	14,828	55.9%
2013	11,971	25.9%
2012	11,250	18.3%
2011	10,562	11.0%
2010	9,512	-

YEAR	MIAMI-DADE	BROWARD	ORANGE	HILLSBOROUGH	PINELLAS	PALM BEACH	DUVAL	OSCEOLA	LEE
2018	30,591	15,145	11,925	7,236	6,693	3,843	3,433	3,110	2,195
2017	22,385	11,599	8,883	5,445	5,203	3,265	2,438	2,343	1,615
2016	14,981	7,955	6,216	3,493	3,564	2,111	1,573	1,518	1,138
2015	8,402	4,797	4,158	1,827	2,157	1,211	916	835	690
2014	3,530	2,365	2,353	842	1,120	571	548	468	405
2013	2,787	1,947	1,936	632	864	416	457	341	360
2012	2,562	1,786	1,835	617	829	412	390	312	330
2011	2,472	1,798	1,618	505	771	379	386	287	322
2010	2,482	1,600	1,297	473	698	326	333	242	240

FLORIDA PUBLIC ROADWAY MILEAGE AND STATE HIGHWAY SYSTEM CONDITION

ROADWAY SYSTEM	CENTERLINE MILES
State Highway System	12,129.8
County Road System	70,299.4
City Street System	38,391.0
Federal Roads	2,284.1

FISCAL YEAR	PAVEMENT CONDITION	BRIDGE CONDITION	MAINTENANCE RATING
2020	88%	95%	83
2019	87%	95%	83
2018	91%	95%	85
2017	92%	96%	86
2016	91%	95%	86
2015	92%	95%	86
2014	93%	95%	86
2013	91%	95%	86
2012	91%	95%	87
2011	89%	95%	87
2010	88%	95%	86

Note: FDOT Pavement Standard is 80%; FDOT Bridge Standard is 90%; FDOT Maintenance Rating Standard is 80.00

State fiscal year is from July 1 through June 30.

DEPARTMENT STORE AND E-COMMERCE EMPLOYMENT

YEAR	DEPARTMENT STORE (THOUSANDS)	E-COMMERCE (THOUSANDS)	DEPARTMENT STORE (% CHANGE SINCE 2010)	E-COMMERCE (% CHANGE SINCE 2010)
2019	936.2	274.9	-3%	44%
2018	965.3	266.3	0%	40%
2017	973.8	245.8	0%	29%
2016	1005.6	230.4	4%	21%
2015	1015.4	233.0	5%	22%
2014	1000.8	229.5	3%	20%
2013	989.3	219.0	2%	15%
2012	989.3	211.1	2%	11%
2011	990.1	197.5	2%	4%
2010	969.2	190.5	-	-

FLORIDA MICROMOBILITY SERVICES

YEAR	CITIES
2019	11
2018	17
2017	17
2016	9
2015	7

PERCENTAGE OF ELECTRIC VEHICLE REGISTRATIONS

YEAR	HYBRID ELECTRIC VEHICLE	PLUG-IN HYBRID ELECTRIC VEHICLE	BATTERY ELECTRIC VEHICLE
2020	1.57%	0.11%	1.03%
2019	1.48%	0.24%	0.68%
2018	1.29%	0.38%	0.90%
2017	1.59%	0.34%	0.33%
2016	1.28%	0.15%	0.30%
2015	1.93%	0.17%	0.21%
2014	2.04%	0.23%	0.18%
2013	2.81%	0.23%	0.18%
2012	2.68%	0.17%	0.08%
2011	1.90%	0.02%	0.03%
2010	2.96%	0.00%	0.00%

Note: 2020 data as of July 2020

MULTIMODAL MOBILITY MEASURES DATA

SAFETY MEASURES



YEAR	FATALITIES	RATE OF FATALITIES	SERIOUS INJURIES	RATE OF SERIOUS INJURIES
2019	3,185	1.41	18,063	8.00
2018	3,135	1.41	19,196	8.65
2017	3,116	1.42	20,380	9.31
2016	3,176	1.48	21,645	10.06
2015	2,939	1.42	21,546	10.43
2014	2,494	1.24	20,907	10.40
2013	2,402	1.25	20,221	10.50
2012	2,430	1.27	20,028	10.49
2011	2,403	1.25	20,042	10.44
2010	2,444	1.25	21,501	10.98

SAFETY BELT USAGE



FISCAL YEAR	SAFETY BELT USAGE
2019	90%
2018	91%
2017	90%
2016	90%
2015	89%
2014	87%
2013	87%
2012	88%
2011	87%
2010	85%

Note: State fiscal year is from July 1 through June 30.

MOTORCYCLIST FATALITIES AND SERIOUS INJURIES

YEAR	FATALITIES	SERIOUS INJURIES	TOTAL
2019	550	2,072	2,622
2018	531	2,118	2,674
2017	552	2,353	2,905
2016	545	2,511	3,056
2015	584	2,456	3,040
2014	449	2,433	2,882
2013	462	2,374	2,836
2012	457	2,452	2,909
2011	451	2,370	2,821
2010	383	2,324	2,707

BICYCLIST FATALITIES AND SERIOUS INJURIES

YEAR	FATALITIES	SERIOUS INJURIES	TOTAL
2019	156	774	930
2018	160	838	998
2017	128	893	1,021
2016	140	940	1,080
2015	154	996	1,150
2014	135	1,001	1,136
2013	133	945	1,078
2012	118	920	1,010
2011	126	733	859
2010	76	745	821

PEDESTRIAN FATALITIES AND SERIOUS INJURIES

YEAR	FATALITIES	SERIOUS INJURIES	TOTAL
2019	734	1,524	2,258
2018	720	1,543	2,263
2017	659	1,683	2,342
2016	667	1,593	2,260
2015	632	1,630	2,262
2014	606	1,670	2,276
2013	499	1,633	2,132
2012	473	1,771	2,244
2011	490	1,527	2,017
2010	499	1,604	2,103

VEHICLE MILES TRAVELED

FACILITY	PEAK HOUR (MILLIONS)				DAILY (MILLIONS)				
	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Total	28.6	14.2	7.9	6.5	343.6	168.7	94.3	80.5
	SHS Freeways	13.8	8.2	2.6	3.0	165.8	96.4	30.7	38.7
	SHS Highways	3.6	0.4	0.5	2.7	43.0	4.5	6.2	32.3
	SHS Arterials	11.2	5.6	4.8	0.8	134.8	67.8	57.4	9.5
	SIS Highway Corridors	16.8	8.6	3.7	4.5	202.0	101.7	44.0	56.3
	SIS Highway Connectors	0.3	0.1	0.1	0.1	3.8	1.2	1.5	1.1
	NHS Average	26.4	13.6	7.2	5.6	317.7	162.2	86.0	69.5
2018	SHS Total	27.8	13.8	7.6	6.3	334.2	164.7	91.1	78.4
	SHS Freeways	13.2	7.9	2.4	2.9	159.5	92.9	29.2	37.3
	SHS Highways	3.4	0.4	0.6	2.5	41.1	4.5	6.8	29.8
	SHS Arterials	11.1	5.6	4.6	0.9	133.6	67.3	55.0	11.3
	SIS Highway Corridors	16.4	8.2	3.6	4.5	197.1	97.0	43.5	56.5
	SIS Highway Connectors	0.4	0.2	0.2	0.1	5.0	2.2	2.0	0.7
	NHS Average	25.6	13.3	6.9	5.4	308.6	157.8	83.3	67.5
2017	SHS Total	27.3	13.7	7.4	6.2	328.4	163.0	89.3	76.1
	SHS Freeways	12.9	7.8	2.3	2.8	155.2	91.5	27.9	35.8
	SHS Highways	3.4	0.4	0.6	2.4	40.4	4.3	6.7	29.3
	SHS Arterials	11.0	5.6	4.5	0.9	132.8	67.2	54.7	11.0
	SIS Highway Corridors	15.6	8.0	3.2	4.3	187.4	95.0	38.3	54.1
	SIS Highway Connectors	0.4	0.2	0.2	0.1	4.9	2.0	2.2	0.7
	NHS Average	25.2	13.1	6.8	5.3	303.3	156.3	81.6	65.5
2016	SHS Total	26.8	13.5	7.3	5.9	322.1	160.7	88.1	73.3
	SHS Freeways	12.6	7.6	2.3	2.7	151.9	89.7	27.7	34.5
	SHS Highways	3.3	0.4	0.5	2.4	39.8	4.4	6.6	28.8
	SHS Arterials	10.8	5.5	4.5	0.8	130.4	66.6	53.8	10.1
	SIS Highway Corridors	15.2	7.9	3.2	4.2	183.0	93.2	37.9	52.0
	SIS Highway Connectors	0.4	0.2	0.2	0.1	4.8	2.0	2.2	0.7
	NHS Average	24.8	12.9	6.7	5.1	297.6	153.8	80.6	63.2
2015	SHS Total	25.6	12.9	7.0	5.6	307.5	153.6	84.6	69.4
	SHS Freeways	11.9	7.2	2.2	2.6	143.1	84.7	25.8	32.6
	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	127.5	65.0	52.5	10.0
	SIS Highway Corridors	14.3	7.5	3.0	3.9	172.6	88.1	35.5	49.1
	SIS Highway Connectors	0.4	0.2	0.2	0.1	4.6	1.9	2.1	0.6
	NHS Average	23.5	12.3	6.4	4.8	282.8	145.9	77.1	59.8

VEHICLE MILES TRAVELED (CONTINUED)

FACILITY	PEAK HOUR (MILLIONS)				DAILY (MILLIONS)				
	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2014	SHS Total	24.6	12.1	7.6	4.9	296.3	144.6	91.1	60.6
	SHS Freeways	11.4	6.8	2.3	2.3	137.7	81.0	28.0	28.7
	SHS Highways	2.9	0.4	0.5	1.9	34.6	4.9	6.3	23.3
	SHS Arterials	10.3	4.9	4.7	0.7	124.0	58.7	56.7	8.6
	SIS Highway Corridors	13.8	7.2	3.2	3.4	166.0	85.7	37.9	42.4
	SIS Highway Connectors	0.4	0.1	0.2	0.1	4.5	1.5	2.4	0.6
	NHS Average	22.7	11.5	7.0	4.2	273.0	137.2	83.9	51.9
2013	SHS Total	23.9	12.1	6.7	5.2	288.0	144.2	79.9	63.9
	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
	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
	NHS Average	21.9	11.4	6.0	4.5	263.8	136.1	71.9	55.8
2012	SHS Total	23.6	11.9	6.6	5.1	284.1	142.1	79.0	63.0
	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
	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
	NHS Average	21.6	11.3	5.9	4.4	259.8	134.1	70.9	54.9
2011	SHS Total	23.7	12.0	6.6	5.2	285.0	142.4	79.0	63.6
	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
	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
	NHS Average	21.6	11.3	5.9	4.4	259.8	134.1	70.9	54.9
2010	SHS Total	24.0	12.1	6.7	5.2	288.2	143.7	80.0	64.5
	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
	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

PERSON MILES TRAVELED

FACILITY	PEAK HOUR (MILLIONS)				DAILY (MILLIONS)				
	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Total	46.9	23.2	12.8	10.9	564.3	275.8	153.7	134.8
	SHS Freeways	22.6	13.4	4.2	5.1	272.6	158.3	49.8	64.5
	SHS Highways	6.0	0.6	0.9	4.5	71.6	7.0	10.2	54.3
	SHS Arterials	18.3	9.2	7.8	1.3	220.1	110.4	93.6	16.0
	SIS Highway Corridors	27.6	14.1	6.0	7.6	332.1	166.2	71.5	94.4
	SIS Highway Connectors	0.5	0.2	0.2	0.1	6.2	2.0	2.5	1.8
	NHS Average	43.3	22.2	11.6	9.4	520.6	264.3	139.8	116.6
2018	SHS Total	45.6	22.6	12.4	10.6	548.7	269.1	148.4	131.2
	SHS Freeways	21.8	12.9	4.0	4.9	262.1	152.5	47.4	62.3
	SHS Highways	5.7	0.6	0.9	4.2	68.5	7.1	11.3	50.1
	SHS Arterials	18.1	9.1	7.5	1.6	218.1	109.6	89.7	18.8
	SIS Highway Corridors	26.9	13.4	5.9	7.6	324.1	158.6	70.6	94.9
	SIS Highway Connectors	0.7	0.3	0.3	0.1	8.2	3.7	3.3	1.2
	NHS Average	42.0	21.6	11.3	9.1	505.7	257.1	135.3	113.3
2017	SHS Total	44.8	22.4	12.1	10.3	538.9	266.3	145.3	127.3
	SHS Freeways	21.2	12.7	3.8	4.7	254.8	150.2	45.1	59.6
	SHS Highways	5.6	0.6	0.9	4.1	67.3	6.8	11.1	49.4
	SHS Arterials	18.0	9.1	7.4	1.5	216.7	109.3	89.1	18.3
	SIS Highway Corridors	25.6	13.1	5.2	7.3	308.1	155.1	62.3	90.7
	SIS Highway Connectors	0.7	0.3	0.3	0.1	8.0	3.3	3.5	1.2
	NHS Average	41.3	21.4	11.0	8.9	496.8	254.6	132.3	109.8
2016	SHS Total	44.0	22.1	12.0	10.0	528.7	262.4	143.5	122.8
	SHS Freeways	20.8	12.5	3.8	4.5	249.6	147.1	44.9	57.5
	SHS Highways	5.5	0.6	0.9	4.0	66.2	6.9	10.9	48.4
	SHS Arterials	17.7	9.0	7.3	1.4	212.9	108.3	87.7	16.9
	SIS Highway Corridors	25.1	12.9	5.2	7.0	301.2	152.2	61.7	87.3
	SIS Highway Connectors	0.7	0.3	0.3	0.1	7.9	3.2	3.5	1.2
	NHS Average	40.6	21.1	10.9	8.6	487.5	250.6	130.8	106.1
2015	SHS Total	42.0	21.1	11.5	9.4	504.9	250.8	137.8	116.3
	SHS Freeways	19.5	11.8	3.5	4.3	235.1	138.9	41.9	54.3
	SHS Highways	5.1	0.5	0.9	3.8	61.6	6.1	10.3	45.2
	SHS Arterials	17.3	8.8	7.1	1.4	208.2	105.8	85.6	16.7
	SIS Highway Corridors	23.6	12.2	4.8	6.6	284.1	143.8	57.9	82.4
	SIS Highway Connectors	0.6	0.3	0.3	0.1	7.6	3.1	3.4	1.1
	NHS Average	38.5	20.0	10.4	8.1	463.3	237.6	125.3	100.3

PERSON MILES TRAVELED (CONTINUED)

FACILITY	PEAK HOUR (MILLIONS)				DAILY (MILLIONS)				
	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2014	SHS Total	40.5	19.9	12.3	8.3	486.4	236.5	148.2	101.7
	SHS Freeways	18.8	11.2	3.8	3.8	226.4	132.8	45.5	48.1
	SHS Highways	4.8	0.7	0.9	3.3	57.7	7.9	10.5	39.4
	SHS Arterials	16.8	8.0	7.7	1.2	202.3	95.8	92.2	14.3
	SIS Highway Corridors	22.7	11.9	5.1	5.7	273.3	140.3	61.6	71.5
	SIS Highway Connectors	0.6	0.2	0.3	0.1	7.4	2.4	3.9	1.1
	NHS Average	37.2	18.8	11.3	7.1	447.3	224.0	135.9	87.4
2013	SHS Total	39.3	19.8	10.8	8.7	472.8	235.6	130.2	107.0
	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
	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
	NHS Average	35.9	18.6	9.7	7.6	432.3	221.7	116.9	93.6
2012	SHS Total	38.8	19.5	10.7	8.6	466.3	232.1	128.7	105.5
	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
	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
	NHS Average	35.4	18.4	9.6	7.5	425.7	218.4	115.1	92.2
2011	SHS Total	38.9	19.6	10.7	8.6	468.1	232.8	128.9	106.5
	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
	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
	NHS Average	35.4	18.4	9.6	7.5	425.7	218.4	115.1	92.2
2010	SHS Total	39.3	19.7	10.9	8.8	473.2	234.8	130.5	107.9
	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
	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

% TRAVEL MEETING LEVEL OF SERVICE TARGETS

FACILITY	PEAK HOUR/PEAK PERIOD				DAILY				
	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Average	78.8%	65.1%	97.0%	97.5%	93.7%	88.2%	99.4%	98.8%
	SHS Freeways	64.5%	48.7%	95.3%	98.1%	89.5%	82.5%	99.5%	99.2%
	SHS Highways	94.7%	77.6%	96.1%	97.1%	98.2%	94.6%	99.3%	98.4%
	SHS Arterials	91.2%	87.4%	98.0%	96.8%	97.5%	95.8%	99.4%	98.4%
	SIS Highway Corridors	69.9%	50.5%	96.0%	97.6%	91.1%	83.2%	99.5%	98.9%
	SIS Highway Connectors	91.2%	84.5%	96.8%	96.1%	97.6%	94.8%	98.9%	99.0%
	NHS Average	77.8%	64.8%	97.0%	97.3%	93.6%	88.2%	99.6%	98.7%
2018	SHS Average	78.3%	64.3%	96.9%	96.9%	93.3%	87.3%	99.5%	98.8%
	SHS Freeways	63.0%	46.5%	95.0%	96.3%	88.4%	80.7%	99.6%	98.8%
	SHS Highways	93.9%	74.8%	93.9%	97.3%	98.4%	94.6%	98.8%	98.9%
	SHS Arterials	91.6%	88.1%	98.2%	97.7%	97.6%	95.9%	99.5%	98.8%
	SIS Highway Corridors	69.4%	48.2%	95.7%	96.6%	90.4%	81.4%	99.5%	98.8%
	SIS Highway Connectors	87.4%	81.7%	94.9%	99.4%	97.1%	94.8%	98.7%	99.9%
	NHS Average	77.3%	64.0%	97.0%	96.7%	93.1%	87.3%	99.6%	98.8%
2017	SHS Average	77.4%	64.1%	97.0%	96.8%	93.4%	87.6%	99.3%	99.0%
	SHS Freeways	63.3%	49.2%	92.1%	95.4%	89.6%	83.0%	99.3%	99.1%
	SHS Highways	94.5%	80.1%	95.7%	97.1%	98.6%	95.3%	99.1%	99.0%
	SHS Arterials	88.8%	83.3%	98.0%	98.1%	96.3%	93.4%	99.3%	98.6%
	SIS Highway Corridors	69.0%	50.6%	93.9%	96.1%	91.2%	83.5%	99.4%	99.0%
	SIS Highway Connectors	85.2%	77.5%	93.7%	88.4%	95.8%	92.2%	98.0%	99.3%
	NHS Average	76.2%	63.8%	96.9%	97.3%	93.5%	88.0%	99.4%	99.1%
2016	SHS Average	78.5%	65.0%	97.7%	97.0%	93.6%	88.1%	99.5%	98.6%
	SHS Freeways	63.9%	48.9%	93.9%	96.8%	89.8%	83.1%	99.5%	99.5%
	SHS Highways	94.8%	80.6%	99.1%	96.7%	97.6%	94.4%	99.7%	97.6%
	SHS Arterials	90.5%	85.7%	98.5%	97.5%	96.8%	94.4%	99.5%	98.4%
	SIS Highway Corridors	69.4%	50.2%	95.4%	97.1%	91.3%	83.6%	99.6%	99.1%
	SIS Highway Connectors	88.6%	80.4%	94.9%	100.0%	96.9%	93.8%	98.8%	100.0%
	NHS Average	77.3%	64.5%	97.7%	97.6%	93.6%	88.3%	99.6%	99.0%
2015	SHS Average	80.5%	68.3%	98.3%	97.2%	94.1%	89.0%	99.6%	98.7%
	SHS Freeways	68.4%	55.4%	97.0%	97.0%	91.0%	84.9%	99.8%	99.8%
	SHS Highways	94.3%	79.7%	96.3%	96.0%	97.5%	94.9%	98.6%	97.6%
	SHS Arterials	91.7%	87.4%	98.6%	98.0%	97.2%	95.0%	99.6%	98.6%
	SIS Highway Corridors	70.7%	52.5%	96.2%	97.1%	91.4%	83.8%	99.6%	99.1%
	SIS Highway Connectors	90.5%	82.5%	97.1%	100.0%	97.4%	94.5%	99.3%	100.0%
	NHS Average	79.8%	68.1%	98.4%	97.6%	94.1%	89.1%	99.7%	99.1%

% TRAVEL MEETING LEVEL OF SERVICE TARGETS (CONTINUED)

FACILITY	PEAK HOUR/PEAK PERIOD				DAILY				
	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2014	SHS Average	82.5%	70.3%	97.7%	98.6%	94.6%	89.6%	99.4%	99.5%
	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	94.4%	90.8%	99.0%	98.6%	98.1%	96.6%	99.7%	99.1%
	SIS Highway Corridors	71.9%	54.1%	93.5%	98.5%	91.4%	84.0%	99.0%	99.4%
	SIS Highway Connectors	93.8%	89.2%	98.6%	99.9%	98.6%	96.4%	99.6%	99.9%
2013	NHS Average	81.1%	69.2%	97.7%	98.6%	94.5%	89.5%	99.4%	99.5%
	SHS Average	84.7%	73.0%	99.0%	99.2%	95.1%	90.2%	99.6%	99.8%
	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%
	SIS Highway Corridors	75.5%	58.8%	97.2%	98.6%	92.3%	85.3%	99.4%	99.9%
2012	SIS Highway Connectors	95.1%	88.9%	99.8%	99.9%	99.2%	97.7%	99.9%	99.9%
	NHS Average	83.5%	71.7%	99.2%	99.2%	94.8%	89.9%	99.7%	99.9%
	SHS Average	85.9%	74.4%	99.4%	98.8%	95.3%	90.6%	99.9%	99.5%
	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%
2011	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%
	NHS Average	84.9%	73.3%	99.4%	98.9%	95.0%	90.4%	99.8%	99.6%
	SHS Average	84.7%	72.7%	99.0%	98.3%	95.1%	90.4%	99.8%	99.4%
	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%
2010	SHS Arterials	96.0%	93.6%	98.9%	98.5%	98.6%	97.5%	99.9%	98.4%
	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 Average	85.6%	74.5%	98.7%	98.3%	95.3%	90.8%	99.7%	99.4%
	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%
2010	SHS Arterials	94.9%	92.5%	98.2%	96.5%	98.4%	97.1%	99.9%	98.1%
	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%

% MILES MEETING LEVEL OF SERVICE TARGETS

FACILITY	PEAK HOUR/PEAK PERIOD				
	STATE	SEVEN LARGEST MPOs - URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Average	93.9%	78.9%	98.0%	98.9%
	SHS Freeways	83.5%	58.8%	97.6%	99.3%
	SHS Highways	98.7%	93.5%	98.3%	99.0%
	SHS Arterials	93.5%	86.2%	98.0%	97.2%
	SIS Highway Corridors	90.6%	62.4%	97.9%	98.7%
	SIS Highway Connectors	93.2%	84.0%	97.1%	97.2%
	NHS Average	92.7%	78.1%	98.1%	98.6%
2018	SHS Average	94.0%	79.2%	98.0%	99.0%
	SHS Freeways	82.8%	58.0%	97.4%	98.7%
	SHS Highways	98.7%	92.1%	97.5%	99.1%
	SHS Arterials	94.0%	87.0%	98.2%	98.4%
	SIS Highway Corridors	90.6%	61.8%	97.4%	98.6%
	SIS Highway Connectors	93.1%	83.4%	95.8%	99.8%
	NHS Average	92.7%	78.3%	98.1%	98.6%
2017	SHS Average	93.3%	77.0%	97.7%	98.9%
	SHS Freeways	83.1%	60.0%	95.9%	98.4%
	SHS Highways	98.8%	93.3%	98.3%	99.0%
	SHS Arterials	92.1%	82.7%	97.9%	98.3%
	SIS Highway Corridors	90.6%	63.1%	97.2%	98.5%
	SIS Highway Connectors	91.0%	80.5%	94.4%	96.2%
	NHS Average	92.0%	76.3%	97.7%	98.6%
2016	SHS Average	93.6%	79.1%	98.5%	98.2%
	SHS Freeways	83.6%	60.0%	96.9%	99.0%
	SHS Highways	97.9%	90.6%	99.3%	98.1%
	SHS Arterials	93.6%	86.1%	98.6%	98.0%
	SIS Highway Corridors	90.9%	63.1%	98.2%	98.6%
	SIS Highway Connectors	93.3%	81.7%	95.8%	100.0%
	NHS Average	92.6%	78.0%	98.4%	98.4%
2015	SHS Average	94.4%	82.1%	98.8%	98.2%
	SHS Freeways	86.9%	67.5%	98.6%	99.1%
	SHS Highways	97.6%	91.1%	98.3%	97.9%
	SHS Arterials	94.5%	88.0%	98.9%	98.4%
	SIS Highway Corridors	91.4%	65.6%	98.4%	98.6%
	SIS Highway Connectors	94.5%	84.2%	97.6%	100.0%
	NHS Average	93.7%	81.5%	98.8%	98.4%

% MILES MEETING LEVEL OF SERVICE TARGETS (CONTINUED)

FACILITY	PEAK HOUR/PEAK PERIOD				
	STATE	SEVEN LARGEST MPOs – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2014	SHS Average	95.5%	83.3%	99.7%	99.3%
	SHS Freeways	86.9%	68.0%	98.2%	98.9%
	SHS Highways	99.7%	92.9%	99.9%	99.9%
	SHS Arterials	95.2%	88.6%	99.6%	99.1%
	SIS Highway Corridors	92.1%	66.7%	99.0%	99.2%
	SIS Highway Connectors	97.9%	87.2%	99.1%	99.9%
	NHS Average	94.8%	82.4%	99.7%	99.5%
2013	SHS Average	96.5%	85.6%	99.9%	99.8%
	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%
	SIS Highway Corridors	94.0%	72.0%	99.9%	99.9%
	SIS Highway Connectors	98.4%	88.2%	99.9%	99.9%
	NHS Average	96.0%	85.0%	99.9%	99.9%
2012	SHS Average	96.6%	85.7%	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%
	SIS Highway Corridors	94.7%	72.5%	99.9%	99.9%
	SIS Highway Connectors	98.3%	88.2%	99.9%	99.9%
	NHS Average	96.2%	85.2%	99.9%	99.9%
2011	SHS Average	96.4%	85.6%	99.9%	99.7%
	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%
	SIS Highway Corridors	94.1%	72.1%	99.9%	99.9%
	SIS Highway Connectors	98.2%	88.1%	99.9%	99.9%
	NHS Average	96.3%	85.5%	99.9%	99.6%
2010	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%
	SIS Highway Corridors	94.5%	72.4%	99.9%	99.9%
	SIS Highway Connectors	97.0%	87.0%	99.9%	99.9%

TRAVEL TIME RELIABILITY: ON-TIME ARRIVAL

YEAR	PEAK HOUR/PEAK PERIOD				DAILY			
	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS
2019	79.7%	74.1%	89.5%	94.5%	91.0%	89.2%	93.1%	93.8%
2018	80.4%	75.5%	88.9%	94.7%	91.0%	89.6%	92.8%	93.3%
2017	76.6%	72.6%	87.4%	93.9%	91.1%	88.4%	94.6%	95.8%
2016	77.3%	74.0%	86.5%	94.8%	91.5%	89.0%	94.2%	96.4%
2015	79.3%	76.6%	88.9%	95.0%	92.3%	89.9%	95.5%	96.4%
2014	81.7%	80.1%	90.1%	94.1%	92.0%	90.9%	93.0%	94.4%
2013	81.2%	79.3%	90.0%	94.1%	91.9%	90.7%	93.0%	94.4%
2012	82.5%	81.3%	90.4%	94.1%	92.3%	91.4%	93.0%	94.4%
2011	81.4%	79.6%	90.6%	94.1%	92.0%	90.9%	93.1%	94.4%
2010	82.3%	80.8%	90.2%	94.1%	92.2%	91.3%	93.0%	94.4%

Note: Data provided is for freeways only.

TRAVEL TIME RELIABILITY: PLANNING TIME INDEX

YEAR	PEAK HOUR/PEAK PERIOD				DAILY			
	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS
2019	1.53	1.86	1.26	1.16	1.42	1.68	1.20	1.17
2018	1.53	1.84	1.26	1.17	1.41	1.66	1.20	1.18
2017	1.54	1.81	1.26	1.18	1.39	1.61	1.17	1.15
2016	1.50	1.74	1.25	1.16	1.38	1.58	1.18	1.14
2015	1.48	1.71	1.23	1.15	1.36	1.55	1.16	1.14
2014	1.44	1.62	1.21	1.17	1.34	1.50	1.16	1.16
2013	1.45	1.64	1.21	1.16	1.34	1.51	1.17	1.15
2012	1.44	1.62	1.21	1.16	1.32	1.47	1.17	1.15
2011	1.44	1.64	1.21	1.16	1.34	1.49	1.17	1.15
2010	1.42	1.59	1.19	1.16	1.33	1.49	1.14	1.15

Note: Data provided is for freeways only.

VEHICLE HOURS OF DELAY

FACILITY	PEAK HOUR (THOUSANDS)				DAILY (THOUSANDS)				YEARLY (THOUSANDS)				
	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Total	114.1	99.4	11.9	2.7	534.8	456.3	63.7	14.7	195,190	166,560	23,260	5,370
	SHS Freeways	54.8	52.7	1.1	1.0	207.0	199.5	2.9	4.6	75,540	72,830	1,040	1,670
	SHS Highways	2.2	0.9	0.7	0.6	9.1	3.0	2.9	3.3	3,330	1,090	1,050	1,190
	SHS Arterials	57.0	45.9	10.1	1.1	318.7	253.8	58.0	6.9	116,320	92,640	21,170	2,510
	SIS Highway Corridors	58.2	54.2	2.5	1.4	219.5	204.9	8.0	6.7	80,120	74,770	2,910	2,440
	SIS Highway Connectors	1.3	0.9	0.2	0.1	8.0	5.6	1.8	0.6	2,910	2,050	650	210
	NHS Average	104.1	91.6	9.9	2.5	456.3	395.2	48.2	12.9	166,530	144,240	17,580	4,710
2018	SHS Total	123.8	109.2	12.1	2.5	553.3	481.0	59.8	12.5	201,970	175,580	21,840	4,550
	SHS Freeways	61.3	59.5	0.8	1.0	221.4	216.0	1.9	3.5	80,820	78,850	700	1,270
	SHS Highways	2.9	1.4	0.9	0.6	11.1	4.7	3.5	2.9	4,050	1,730	1,280	1,040
	SHS Arterials	59.6	48.2	10.3	1.0	320.8	260.3	54.4	6.1	117,100	95,000	19,870	2,230
	SIS Highway Corridors	64.5	61.0	2.1	1.4	235.0	222.6	6.6	5.9	85,790	81,240	2,400	2,140
	SIS Highway Connectors	2.8	1.9	0.6	0.2	15.0	10.2	4.0	0.8	5,490	3,720	1,470	300
	NHS Average	112.9	100.6	9.9	2.4	477.3	420.3	45.8	11.2	174,210	153,410	16,710	4,090
2017	SHS Total	132.8	116.7	13.5	2.6	657.3	570.1	74.1	13.0	239,900	208,080	27,060	4,760
	SHS Freeways	53.8	52.0	0.8	1.0	202.2	198.0	1.6	2.5	73,790	72,280	590	920
	SHS Highways	2.9	1.5	0.8	0.6	12.3	5.1	3.5	3.7	4,490	1,870	1,280	1,340
	SHS Arterials	76.1	63.2	11.9	1.0	442.8	366.9	69.0	6.9	161,620	133,930	25,190	2,500
	SIS Highway Corridors	56.2	53.3	1.5	1.4	212.9	203.8	4.4	4.7	77,700	74,400	1,590	1,710
	SIS Highway Connectors	3.3	2.2	0.9	0.2	17.9	11.4	5.7	0.8	6,550	4,170	2,070	310
	NHS Average	117.8	104.3	11.8	1.7	541.0	471.9	59.4	9.7	197,460	172,230	21,700	3,540
2016	SHS Total	121.2	107.6	11.6	2.0	600.5	527.5	63.2	9.8	219,180	192,530	23,080	3,560
	SHS Freeways	50.1	48.7	0.8	0.7	191.2	188.5	1.6	1.2	69,790	68,790	590	420
	SHS Highways	2.6	1.4	0.7	0.5	11.0	5.0	2.9	3.1	4,010	1,820	1,070	1,120
	SHS Arterials	68.4	57.5	10.1	0.8	398.3	334.0	58.7	5.5	145,380	121,920	21,430	2,020
	SIS Highway Corridors	52.3	49.9	1.5	0.9	201.7	194.3	4.5	2.9	73,630	70,930	1,640	1,050
	SIS Highway Connectors	2.9	1.9	0.8	0.1	15.9	10.7	4.8	0.4	5,790	3,900	1,750	140
	NHS Average	108.9	97.5	10.0	1.4	506.7	447.9	51.2	7.6	184,950	163,490	18,690	2,770
2015	SHS Total	106.4	95.7	9.3	1.4	544.9	483.2	54.1	7.6	198,883	176,346	19,756	2,781
	SHS Freeways	43.5	42.6	0.6	0.4	171.8	170.2	1.0	0.7	62,720	62,130	350	240
	SHS Highways	2.1	1.1	0.6	0.4	8.9	3.9	2.9	2.1	3,260	1,430	1,060	770
	SHS Arterials	60.8	52.0	8.1	0.7	364.1	309.0	50.2	4.8	132,903	112,786	18,346	1,771
	SIS Highway Corridors	49.9	48.0	1.2	0.6	199.2	192.9	4.0	2.3	72,722	70,423	1,474	825
	SIS Highway Connectors	2.4	1.8	0.5	0.1	13.7	10.1	3.4	0.2	4,994	3,685	1,243	66
	NHS Average	94.9	86.2	7.4	1.4	460.6	411.9	41.8	6.8	168,126	150,361	15,268	2,497

VEHICLE HOURS OF DELAY (CONTINUED)

FACILITY	PEAK HOUR (THOUSANDS)				DAILY (THOUSANDS)				YEARLY (THOUSANDS)				
	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2014	SHS Total	98.8	88.8	8.6	1.3	491.5	435.9	48.8	6.9	179,413	159,074	17,822	2,507
	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	56.4	48.1	7.6	0.7	327.5	277.9	45.3	4.4	119,543	101,414	16,532	1,587
	SIS Highway Corridors	46.4	44.8	1.1	0.6	180.8	175.1	3.7	2.0	65,975	63,896	1,331	748
	SIS Highway Connectors	2.2	1.7	0.5	0.1	12.3	9.1	3.1	0.2	4,490	3,322	1,112	55
	NHS Average	90.9	82.5	7.0	1.3	424.7	380.1	38.4	6.2	155,020	138,742	14,032	2,255
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
	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
	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
	NHS Average	83.3	75.6	6.5	1.2	394.4	353.0	35.7	5.7	143,940	128,830	13,020	2,090
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
	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
	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
	NHS Average	79.0	71.8	6.1	1.2	379.5	339.7	34.3	5.5	138,530	123,980	12,530	2,010
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
	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
	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
	NHS Average	80.9	73.6	6.5	1.2	394.4	353.0	35.7	5.7	143,940	128,830	13,020	2,090
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
	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
	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
	NHS Average	80.9	73.6	6.5	1.2	394.4	353.0	35.7	5.7	143,940	128,830	13,020	2,090

PERSON HOURS OF DELAY

FACILITY	PEAK HOUR (THOUSANDS)				DAILY (THOUSANDS)				YEARLY (THOUSANDS)				
	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Total	190.3	166.1	19.8	4.5	897.4	766.7	106.0	24.7	327,540	279,850	38,680	9,020
	SHS Freeways	91.5	88.0	1.8	1.7	347.7	335.5	4.7	7.5	126,920	122,460	1,730	2,730
	SHS Highways	3.7	1.4	1.2	1.0	15.3	4.9	4.9	5.6	5,590	1,780	1,770	2,030
	SHS Arterials	95.1	76.7	16.7	1.8	534.3	426.3	96.4	11.7	195,030	155,600	35,180	4,250
	SIS Highway Corridors	97.0	90.5	4.1	2.4	368.5	344.2	13.2	11.2	134,510	125,620	4,820	4,070
	SIS Highway Connectors	2.1	1.5	0.4	0.2	13.3	9.1	3.1	1.0	4,850	3,340	1,140	370
	NHS Average	173.0	152.6	16.3	4.2	762.6	661.6	79.4	21.7	278,360	241,470	28,990	7,910
2018	SHS Total	206.6	182.5	19.9	4.2	927.9	807.5	99.3	21.1	338,670	294,750	36,240	7,680
	SHS Freeways	102.5	99.6	1.4	1.5	371.9	363.0	3.2	5.7	135,750	132,510	1,160	2,080
	SHS Highways	4.7	2.2	1.5	1.0	18.2	7.6	5.6	5.0	6,630	2,760	2,060	1,810
	SHS Arterials	99.4	80.6	17.1	1.6	537.8	436.9	90.5	10.4	196,290	159,480	33,020	3,790
	SIS Highway Corridors	107.7	101.9	3.4	2.3	394.2	373.7	10.7	9.8	143,890	136,410	3,910	3,570
	SIS Highway Connectors	4.6	3.2	1.1	0.3	24.8	16.6	6.7	1.5	9,040	6,070	2,430	540
	NHS Average	187.7	167.6	16.2	4.0	797.1	702.9	75.4	18.9	290,950	256,550	27,510	6,900
2017	SHS Total	220.9	194.3	22.2	4.4	1,097.3	952.7	122.5	22.1	400,500	347,730	44,710	8,050
	SHS Freeways	89.5	86.6	1.3	1.7	338.7	331.9	2.7	4.1	123,620	121,140	980	1,510
	SHS Highways	4.8	2.4	1.3	1.1	20.2	8.2	5.7	6.3	7,370	2,980	2,090	2,300
	SHS Arterials	126.6	105.3	19.7	1.6	738.4	612.6	114.1	11.6	269,500	223,610	41,640	4,250
	SIS Highway Corridors	93.3	88.7	2.4	2.3	356.1	341.1	7.1	7.9	129,960	124,520	2,580	2,870
	SIS Highway Connectors	5.3	3.5	1.5	0.3	29.3	18.5	9.3	1.5	10,690	6,770	3,380	540
	NHS Average	195.2	173.2	19.1	2.9	899.2	785.7	97.0	16.4	328,190	286,780	35,420	5,990
2016	SHS Total	201.2	179.0	19.0	3.3	1,001.2	880.8	104.0	16.5	365,450	321,480	37,950	6,020
	SHS Freeways	83.3	81.0	1.3	1.0	320.3	315.8	2.6	1.9	116,900	115,280	950	680
	SHS Highways	4.3	2.3	1.1	0.9	18.0	7.9	4.8	5.2	6,560	2,900	1,750	1,910
	SHS Arterials	113.6	95.7	16.6	1.3	663.0	557.0	96.6	9.4	241,990	203,310	35,250	3,430
	SIS Highway Corridors	86.8	82.9	2.4	1.5	337.2	325.2	7.2	4.9	123,100	118,690	2,630	1,770
	SIS Highway Connectors	4.7	3.2	1.3	0.2	25.8	17.3	7.8	0.7	9,430	6,330	2,850	250
	NHS Average	180.6	161.9	16.2	2.4	842.4	746.1	83.5	12.8	307,470	272,330	30,460	4,680
2015	SHS Total	176.9	159.3	15.2	2.4	909.4	807.7	88.9	12.8	331,921	294,792	32,432	4,696
	SHS Freeways	72.5	71.1	0.9	0.6	288.5	285.8	1.6	1.1	105,290	104,330	580	390
	SHS Highways	3.4	1.8	1.0	0.6	14.8	6.2	5.0	3.6	5,410	2,280	1,810	1,320
	SHS Arterials	101.0	86.5	13.3	1.2	606.1	515.6	82.3	8.2	221,221	188,182	30,042	2,986
	SIS Highway Corridors	83.0	80.0	1.9	1.1	333.6	323.3	6.5	3.8	121,769	118,008	2,364	1,396
	SIS Highway Connectors	3.8	2.9	0.8	0.1	22.1	16.4	5.4	0.3	8,071	5,982	1,968	110
	NHS Average	157.4	143.2	11.9	2.3	765.9	686.5	68.0	11.5	279,560	250,575	24,818	4,178

PERSON HOURS OF DELAY (CONTINUED)

FACILITY	PEAK HOUR (THOUSANDS)				DAILY (THOUSANDS)				YEARLY (THOUSANDS)				
	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2014	SHS Total	164.1	147.8	14.1	2.2	818.9	727.4	80.0	11.5	298,922	265,480	29,207	4,224
	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	93.5	80.0	12.4	1.1	544.2	462.8	74.0	7.3	198,633	168,920	27,027	2,675
	SIS Highway Corridors	77.2	74.5	1.7	1.0	302.2	292.9	5.9	3.4	110,292	106,905	2,143	1,254
	SIS Highway Connectors	3.6	2.7	0.8	0.1	19.8	14.7	4.8	0.3	7,248	5,378	1,771	99
	NHS Average	150.2	136.7	11.4	2.2	703.1	630.6	62.2	10.3	256,653	230,187	22,714	3,761
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
	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
	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
	NHS Average	137.6	125.2	10.4	2.0	652.7	585.4	57.7	9.5	238,220	213,660	21,080	3,480
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
	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
	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
	NHS Average	131.2	119.3	9.9	1.9	630.7	565.6	55.8	9.2	230,190	206,460	20,370	3,370
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
	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
	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
	NHS Average	131.2	119.3	9.9	1.9	630.7	565.6	55.8	9.2	230,190	206,460	20,370	3,370
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
	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
	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
	NHS Average	131.2	119.3	9.9	1.9	630.7	565.6	55.8	9.2	230,190	206,460	20,370	3,370

AVERAGE TRAVEL SPEED

FACILITY	PEAK HOUR/PEAK PERIOD (MILES PER HOUR)				
	STATE	SEVEN LARGEST MPOs – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Total	46.4	42.2	45.0	58.5
	SHS Freeways	57.7	52.8	65.5	67.3
	SHS Highways	51.6	46.0	45.6	53.6
	SHS Arterials	30.8	27.0	34.0	41.3
	SIS Highway Corridors	55.4	51.8	57.2	62.8
	SIS Highway Connectors	37.4	29.0	40.9	42.1
	NHS Average	47.1	43.1	46.0	59.9
2018	SHS Total	47.7	43.4	46.7	60.5
	SHS Freeways	59.2	54.2	68.0	69.4
	SHS Highways	53.5	47.1	47.3	55.9
	SHS Arterials	32.3	28.3	35.3	44.6
	SIS Highway Corridors	56.9	53.2	59.1	64.4
	SIS Highway Connectors	31.8	28.9	31.6	42.5
	NHS Average	48.4	44.3	47.7	61.9
2017	SHS Total	46.5	42.6	45.7	58.6
	SHS Freeways	58.7	54.8	68.0	66.3
	SHS Highways	52.0	46.0	46.6	55.6
	SHS Arterials	30.5	26.9	34.8	42.2
	SIS Highway Corridors	56.6	53.7	60.3	62.5
	SIS Highway Connectors	30.2	27.0	30.2	40.3
	NHS Average	47.0	43.3	46.5	59.5
2016	SHS Total	46.5	42.8	45.5	58.0
	SHS Freeways	58.6	55.0	67.2	66.3
	SHS Highways	51.6	45.1	45.3	54.2
	SHS Arterials	30.7	27.3	35.0	42.5
	SIS Highway Corridors	56.5	53.9	60.1	61.8
	SIS Highway Connectors	30.2	27.1	30.2	39.9
	NHS Average	47.1	43.6	46.5	59.5
2015	SHS Total	46.5	42.8	45.7	58.2
	SHS Freeways	58.9	54.7	68.0	67.8
	SHS Highways	50.7	42.5	44.8	53.4
	SHS Arterials	31.1	27.7	35.1	42.7
	SIS Highway Corridors	56.6	53.8	60.3	62.1
	SIS Highway Connectors	30.6	27.7	30.6	39.8
	NHS Average	47.2	43.5	46.7	59.6

AVERAGE TRAVEL SPEED (CONTINUED)

FACILITY	PEAK HOUR/PEAK PERIOD (MILES PER HOUR)				
	STATE	SEVEN LARGEST MPOs – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2014	SHS Total	47.5	43.7	46.4	59.2
	SHS Freeways	60.1	55.8	69.3	69.1
	SHS Highways	52.1	43.7	46.0	54.8
	SHS Arterials	31.7	28.0	35.6	43.3
	SIS Highway Corridors	57.7	54.9	61.4	63.2
	SIS Highway Connectors	31.7	28.7	31.7	41.2
	NHS Average	48.2	44.5	47.6	60.8
2013	SHS Total	47.3	43.5	46.4	59.1
	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
	SIS Highway Corridors	57.7	54.7	61.6	63.6
	SIS Highway Connectors	33.4	30.3	33.3	43.0
	NHS Average	48.1	44.3	47.6	60.7
2012	SHS Total	47.5	43.7	46.5	59.3
	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
	SIS Highway Corridors	58.2	55.1	62.1	64.1
	SIS Highway Connectors	32.8	29.8	32.8	42.4
	NHS Average	48.3	44.5	47.8	61.0
2011	SHS Total	47.4	43.6	46.4	59.1
	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
	SIS Highway Corridors	57.8	54.8	61.7	63.7
	SIS Highway Connectors	32.5	29.5	32.4	41.9
2010	SHS Total	47.4	43.6	46.4	59.1
	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
	SIS Highway Corridors	58.1	55.1	62.1	64.1
	SIS Highway Connectors	32.3	29.4	32.3	41.7

AVERAGE SPEED VS. POSTED SPEED

YEAR	ARTERIAL DURING PEAK HOUR				HIGHWAY DURING PEAK HOUR			
	STATEWIDE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	RURAL AREAS	STATEWIDE	SEVEN LARGEST MPOs	OTHER URBANIZED AREAS	RURAL AREAS
2019	66%	60%	72%	81%	91%	86%	86%	93%
2018	69%	62%	74%	86%	93%	87%	90%	95%
2017	67%	59%	73%	85%	93%	84%	89%	95%
2016	66%	59%	73%	83%	90%	82%	85%	92%
2015	69%	62%	74%	83%	90%	80%	85%	92%
2014	71%	65%	77%	85%	91%	84%	88%	92%

JOB ACCESSIBILITY BY MODE WITHIN 40 MINUTES

YEAR	AUTO	TRANSIT
2019	648,783	17,868
2018	617,632	18,249
2017	622,075	16,825

% TRAVEL HEAVILY CONGESTED

FACILITY	PEAK HOUR/PEAK PERIOD				DAILY				
	STATE	SEVEN LARGEST MPOS	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOS	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Average	16.0%	29.5%	2.6%	2.7%	4.5%	8.2%	0.6%	1.4%
	SHS Freeways	24.6%	39.7%	3.2%	2.0%	6.7%	11.1%	0.4%	0.9%
	SHS Highways	5.4%	24.6%	3.9%	3.0%	2.0%	5.4%	0.7%	1.8%
	SHS Arterials	9.0%	15.4%	2.1%	4.9%	2.6%	4.3%	0.6%	1.8%
	SIS Highway Corridors	21.3%	38.8%	2.9%	2.7%	5.8%	10.7%	0.4%	1.3%
	SIS Highway Connectors	8.8%	20.2%	3.2%	3.9%	2.4%	5.2%	1.1%	1.0%
	NHS Average	16.6%	29.5%	2.5%	2.9%	4.5%	8.0%	0.4%	1.4%
2018	SHS Average	16.3%	30.2%	2.1%	2.3%	4.4%	8.1%	0.4%	1.1%
	SHS Freeways	25.5%	41.6%	1.8%	2.1%	6.7%	11.1%	0.1%	0.8%
	SHS Highways	5.7%	25.3%	6.1%	2.7%	1.8%	5.7%	1.2%	1.3%
	SHS Arterials	8.5%	15.0%	1.8%	2.4%	2.4%	4.2%	0.5%	1.2%
	SIS Highway Corridors	21.3%	40.2%	2.2%	2.4%	5.6%	10.7%	0.3%	1.1%
	SIS Highway Connectors	13.4%	25.0%	5.1%	0.6%	3.4%	6.2%	1.3%	0.1%
	NHS Average	16.8%	30.3%	1.9%	2.5%	4.4%	7.9%	0.3%	1.1%
2017	SHS Average	16.2%	30.2%	1.6%	2.4%	4.7%	8.8%	0.5%	1.0%
	SHS Freeways	23.1%	37.7%	0.1%	2.1%	6.3%	10.4%	0.0%	0.6%
	SHS Highways	5.4%	24.7%	4.3%	2.8%	1.8%	6.8%	0.9%	1.3%
	SHS Arterials	11.3%	20.4%	2.0%	2.0%	3.8%	6.7%	0.7%	1.4%
	SIS Highway Corridors	19.7%	36.8%	0.3%	2.3%	5.4%	10.1%	0.1%	0.9%
	SIS Highway Connectors	14.8%	25.2%	6.3%	11.6%	4.4%	8.3%	2.0%	0.7%
	NHS Average	16.5%	30.1%	1.4%	1.7%	4.6%	8.3%	0.3%	0.9%
2016	SHS Average	15.7%	29.3%	1.4%	2.0%	4.4%	8.2%	0.3%	0.8%
	SHS Freeways	23.9%	38.6%	1.2%	2.1%	6.1%	10.2%	0.1%	0.3%
	SHS Highways	4.3%	25.1%	0.7%	1.9%	1.5%	6.4%	0.1%	1.1%
	SHS Arterials	9.5%	17.1%	1.5%	2.3%	3.2%	5.7%	0.5%	1.4%
	SIS Highway Corridors	20.4%	37.9%	1.0%	1.9%	5.3%	9.9%	0.1%	0.7%
	SIS Highway Connectors	11.5%	22.4%	5.1%	0.0%	3.3%	6.6%	1.2%	0.0%
	NHS Average	15.8%	28.8%	1.3%	1.6%	4.2%	7.8%	0.3%	0.7%
2015	SHS Average	14.4%	26.8%	1.1%	2.1%	4.1%	7.7%	0.3%	0.8%
	SHS Freeways	21.7%	35.2%	0.5%	2.0%	5.8%	9.7%	0.0%	0.2%
	SHS Highways	4.7%	21.0%	3.4%	2.7%	1.8%	5.6%	1.1%	1.4%
	SHS Arterials	8.4%	15.0%	1.4%	1.9%	2.8%	5.1%	0.4%	1.2%
	SIS Highway Corridors	19.7%	36.7%	0.7%	2.0%	5.2%	9.8%	0.1%	0.7%
	SIS Highway Connectors	9.6%	20.2%	2.9%	0.0%	2.7%	5.9%	0.7%	0.0%
	NHS Average	14.5%	26.3%	1.0%	2.1%	4.0%	7.4%	0.2%	0.8%

% TRAVEL HEAVILY CONGESTED (CONTINUED)

FACILITY	PEAK HOUR/PEAK PERIOD				DAILY				
	STATE	SEVEN LARGEST MPOS	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOS	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2014	SHS Average	13.8%	25.9%	1.2%	1.8%	3.9%	7.4%	0.3%	0.7%
	SHS Freeways	21.2%	34.4%	0.5%	1.9%	2.9%	4.9%	0.0%	0.1%
	SHS Highways	3.7%	19.3%	1.7%	1.9%	15.3%	55.0%	5.4%	11.6%
	SHS Arterials	7.3%	13.0%	1.2%	1.8%	10.6%	18.8%	1.6%	4.4%
	SIS Highway Corridors	19.3%	35.9%	1.9%	1.8%	3.2%	6.0%	0.1%	0.4%
	SIS Highway Connectors	7.3%	14.4%	3.2%	0.0%	11.2%	22.9%	4.9%	0.0%
2013	NHS Average	14.1%	25.6%	1.1%	1.6%	3.9%	7.1%	0.2%	0.6%
	SHS Average	12.8%	23.9%	1.0%	1.8%	3.7%	6.9%	0.2%	0.7%
	SHS Freeways	21.0%	34.0%	0.5%	1.9%	2.9%	4.9%	0.0%	0.1%
	SHS Highways	4.1%	21.5%	1.8%	2.1%	14.9%	53.5%	5.2%	11.3%
	SHS Arterials	5.8%	10.4%	1.0%	1.3%	8.4%	15.0%	1.1%	3.6%
	SIS Highway Corridors	17.8%	33.1%	0.5%	1.9%	3.0%	5.7%	0.0%	0.4%
2012	SIS Highway Connectors	6.5%	13.4%	2.2%	0.0%	9.6%	20.5%	2.5%	0.0%
	NHS Average	13.0%	23.7%	0.9%	1.8%	3.7%	6.7%	0.2%	0.7%
	SHS Average	12.5%	23.4%	1.0%	1.8%	3.6%	6.7%	0.2%	0.7%
	SHS Freeways	20.4%	33.0%	0.5%	1.8%	2.8%	4.7%	0.0%	0.1%
	SHS Highways	3.5%	17.9%	1.5%	1.7%	13.5%	48.5%	4.8%	10.3%
	SHS Arterials	5.8%	10.4%	1.0%	1.3%	8.3%	15.0%	1.1%	3.6%
2011	SIS Highway Corridors	17.3%	32.2%	0.5%	1.8%	2.9%	5.4%	0.0%	0.4%
	SIS Highway Connectors	6.4%	13.2%	2.1%	0.0%	9.9%	21.3%	2.6%	0.0%
	NHS Average	12.8%	23.2%	0.9%	1.8%	3.5%	6.5%	0.2%	0.7%
	SHS Average	12.8%	23.9%	1.0%	1.8%	3.6%	6.8%	0.2%	0.7%
	SHS Freeways	21.0%	34.0%	0.5%	1.9%	2.9%	4.8%	0.0%	0.1%
	SHS Highways	3.6%	18.5%	1.6%	1.8%	15.0%	54.0%	5.3%	11.4%
2010	SHS Arterials	5.8%	10.3%	1.0%	1.3%	8.3%	14.9%	1.1%	3.6%
	SIS Highway Corridors	17.9%	33.2%	0.5%	1.9%	3.0%	5.6%	0.0%	0.4%
	SIS Highway Connectors	6.4%	13.2%	2.1%	0.0%	9.8%	21.0%	2.6%	0.0%
	SHS Average	12.7%	23.7%	1.0%	1.8%	3.6%	6.7%	0.2%	0.7%
	SHS Freeways	20.4%	33.0%	0.5%	1.8%	2.8%	4.6%	0.0%	0.1%
	SHS Highways	4.6%	24.0%	2.1%	2.3%	16.1%	57.9%	5.7%	12.3%
2010	SHS Arterials	5.9%	10.7%	1.0%	1.3%	8.6%	15.4%	1.1%	3.7%
	SIS Highway Corridors	17.3%	32.2%	0.5%	1.8%	2.9%	5.4%	0.0%	0.4%
	SIS Highway Connectors	6.5%	13.4%	2.2%	0.0%	9.8%	21.1%	2.6%	0.0%

% MILES HEAVILY CONGESTED

FACILITY	PEAK HOUR				
	STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Average	5.3%	17.3%	1.9%	1.3%
	SHS Freeways	11.8%	29.5%	1.6%	0.7%
	SHS Highways	1.3%	6.6%	1.7%	1.0%
	SHS Arterials	6.8%	13.1%	2.0%	3.8%
	SIS Highway Corridors	7.2%	27.1%	1.7%	1.6%
	SIS Highway Connectors	6.8%	16.0%	2.9%	2.8%
	NHS Average	6.2%	17.6%	1.7%	1.7%
2018	SHS Average	5.1%	16.9%	1.8%	0.9%
	SHS Freeways	11.8%	29.4%	0.9%	0.7%
	SHS Highways	1.3%	7.5%	2.5%	0.9%
	SHS Arterials	6.1%	12.5%	1.8%	1.6%
	SIS Highway Corridors	6.6%	26.6%	1.8%	1.2%
	SIS Highway Connectors	7.4%	17.7%	4.2%	0.2%
	NHS Average	5.9%	17.3%	1.6%	1.3%
2017	SHS Average	5.6%	19.2%	1.7%	1.0%
	SHS Freeways	10.9%	27.5%	0.1%	0.7%
	SHS Highways	1.2%	7.0%	1.7%	0.9%
	SHS Arterials	8.0%	16.8%	2.1%	1.7%
	SIS Highway Corridors	6.3%	25.3%	0.6%	1.1%
	SIS Highway Connectors	9.0%	19.2%	5.6%	3.8%
	NHS Average	6.4%	19.2%	1.5%	1.2%
2016	SHS Average	4.9%	17.2%	1.1%	0.7%
	SHS Freeways	11.0%	27.8%	0.6%	0.7%
	SHS Highways	0.8%	6.6%	0.3%	0.6%
	SHS Arterials	6.4%	13.7%	1.3%	1.6%
	SIS Highway Corridors	6.1%	25.6%	0.4%	0.8%
	SIS Highway Connectors	6.7%	17.1%	4.2%	0.0%
	NHS Average	5.7%	17.4%	1.0%	1.0%
2015	SHS Average	4.3%	14.8%	0.9%	0.8%
	SHS Freeways	9.5%	24.2%	0.2%	0.6%
	SHS Highways	1.0%	5.8%	1.3%	0.8%
	SHS Arterials	5.5%	11.8%	1.1%	1.4%
	SIS Highway Corridors	5.8%	24.3%	0.4%	0.9%
	SIS Highway Connectors	5.5%	15.7%	2.4%	0.0%
	NHS Average	5.0%	14.9%	0.8%	1.1%
2014	SHS Average	3.9%	13.9%	0.9%	0.6%
	SHS Freeways	9.2%	23.2%	0.2%	0.6%
	SHS Highways	0.8%	5.5%	0.6%	0.6%
	SHS Arterials	4.7%	10.0%	1.0%	1.2%
	SIS Highway Corridors	5.6%	23.9%	0.5%	0.7%
	SIS Highway Connectors	4.2%	11.0%	2.7%	0.0%
	NHS Average	4.7%	14.2%	0.8%	0.9%

% MILES HEAVILY CONGESTED (CONTINUED)

FACILITY	PEAK HOUR				
	STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2013	SHS Average	3.5%	12.1%	0.7%	0.6%
	SHS Freeways	8.9%	22.6%	0.2%	0.5%
	SHS Highways	0.9%	6.0%	0.7%	0.7%
	SHS Arterials	3.6%	7.7%	0.7%	0.9%
	SIS Highway Corridors	5.0%	20.7%	0.3%	0.8%
	SIS Highway Connectors	3.7%	10.3%	1.7%	0.0%
	NHS Average	4.1%	12.3%	0.7%	0.9%
2012	SHS Average	3.4%	11.9%	0.7%	0.6%
	SHS Freeways	8.7%	22.0%	0.2%	0.5%
	SHS Highways	0.7%	5.1%	0.6%	0.6%
	SHS Arterials	3.5%	7.7%	0.7%	0.9%
	SIS Highway Corridors	4.9%	20.2%	0.3%	0.8%
	SIS Highway Connectors	3.7%	10.1%	1.7%	0.0%
	NHS Average	4.0%	12.2%	0.7%	0.9%
2011	SHS Average	3.5%	12.0%	0.7%	0.6%
	SHS Freeways	8.9%	22.6%	0.2%	0.5%
	SHS Highways	0.8%	5.6%	0.6%	0.6%
	SHS Arterials	3.5%	7.7%	0.7%	0.9%
	SIS Highway Corridors	5.0%	20.8%	0.3%	0.8%
	SIS Highway Connectors	3.7%	10.2%	1.7%	0.0%
	NHS Average	4.0%	12.2%	0.7%	0.9%
2010	SHS Average	3.5%	12.3%	0.7%	0.6%
	SHS Freeways	8.7%	22.1%	0.2%	0.5%
	SHS Highways	1.0%	7.2%	0.8%	0.8%
	SHS Arterials	3.7%	7.9%	0.7%	0.9%
	SIS Highway Corridors	4.9%	20.4%	0.3%	0.8%
	SIS Highway Connectors	3.8%	10.5%	1.8%	0.0%

HOURS HEAVILY CONGESTED

FACILITY	DAILY AVERAGE				YEARLY TOTAL				
	STATE	SEVEN LARGEST MPOS	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOS	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Total	10,696	7,407	1,715	1,575	3,904,100	2,703,400	625,900	574,800
	SHS Freeways	2,687	2,621	22	44	980,600	956,600	8,100	15,900
	SHS Highways	988	165	136	687	360,700	60,100	49,700	250,900
	SHS Arterials	7,022	4,621	1,556	844	2,562,900	1,686,700	568,100	308,100
	SIS Highway Corridors	3,129	2,702	115	312	1,142,100	986,200	42,000	113,900
	SIS Highway Connectors	163	115	44	4	59,400	42,000	16,200	1,300
	NHS Average	7,937	5,797	1,129	1,011	2,897,000	2,115,900	412,200	368,900
2018	SHS Total	9,470	6,975	1,256	1,239	3,456,500	2,545,900	458,500	452,000
	SHS Freeways	2,700	2,638	27	35	985,300	962,700	9,800	12,900
	SHS Highways	810	176	181	453	295,600	64,200	66,000	165,400
	SHS Arterials	5,961	4,162	1,048	750	2,175,600	1,519,100	382,700	273,800
	SIS Highway Corridors	2,921	2,563	119	239	1,066,200	935,500	43,300	87,400
	SIS Highway Connectors	212	173	37	1	77,200	63,300	13,400	500
	NHS Average	7,264	5,456	917	891	2,651,400	1,991,400	334,700	325,300
2017	SHS Total	11,098	8,284	1,515	1,299	4,050,500	3,023,500	552,800	474,200
	SHS Freeways	2,581	2,550	7	23	941,800	930,800	2,600	8,500
	SHS Highways	788	163	169	456	287,700	59,600	61,700	166,400
	SHS Arterials	7,729	5,570	1,338	820	2,820,900	2,033,200	488,500	299,300
	SIS Highway Corridors	2,817	2,532	82	203	1,028,200	924,100	30,000	74,000
	SIS Highway Connectors	286	217	67	2	104,300	79,200	24,400	800
	NHS Average	8,259	6,219	1,087	952	3,014,400	2,270,100	396,900	347,400
2016	SHS Total	9,093	6,904	1,181	1,008	3,319,100	2,519,900	431,200	368,000
	SHS Freeways	2,511	2,493	8	10	916,600	910,000	2,800	3,800
	SHS Highways	613	143	148	321	223,600	52,300	54,100	117,200
	SHS Arterials	5,969	4,267	1,025	677	2,178,800	1,557,600	374,200	247,000
	SIS Highway Corridors	2,689	2,481	63	145	981,500	905,600	23,000	52,900
	SIS Highway Connectors	219	168	51	-	80,000	61,300	18,700	-
	NHS Average	6,932	5,733	489	710	2,530,300	2,092,700	178,400	259,200
2015	SHS Total	8,518	6,559	973	987	3,109,200	2,393,871	355,000	360,332
	SHS Freeways	2,655	2,645	4	5	969,200	965,600	1,600	2,000
	SHS Highways	619	109	142	368	225,900	39,700	51,800	134,400
	SHS Arterials	5,244	3,804	826	614	1,914,100	1,388,571	301,600	223,932
	SIS Highway Corridors	2,713	2,482	86	145	990,200	905,757	31,400	53,069
	SIS Highway Connectors	182	150	32	-	66,400	54,805	11,600	-
	NHS Average	6,401	5,344	390	667	2,336,400	1,950,399	142,500	243,482

HOURS HEAVILY CONGESTED (CONTINUED)

FACILITY	DAILY AVERAGE				YEARLY TOTAL				
	STATE	SEVEN LARGEST MPOS	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOS	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2014	SHS Total	8,001	6,172	914	915	2,920,200	2,252,705	333,700	333,873
	SHS Freeways	2,499	2,490	4	5	912,200	908,696	1,500	2,000
	SHS Highways	566	103	132	331	206,600	37,431	48,200	120,960
	SHS Arterials	4,935	3,580	778	578	1,801,400	1,306,577	283,900	210,913
	SIS Highway Corridors	2,561	2,335	81	145	934,900	852,391	29,500	53,069
	SIS Highway Connectors	171	141	30	-	62,400	51,484	10,900	-
	NHS Average	6,336	5,289	386	660	2,312,600	1,930,622	141,000	240,997
2013	SHS Total	8,035	6,331	735	970	2,932,700	2,310,720	268,100	353,881
	SHS Freeways	2,855	2,844	5	6	1,042,200	1,038,202	1,700	2,250
	SHS Highways	674	117	152	405	246,000	42,819	55,400	147,840
	SHS Arterials	4,505	3,369	578	558	1,644,500	1,229,699	211,000	203,791
	SIS Highway Corridors	2,900	2,672	61	167	1,058,300	975,104	22,100	61,088
	SIS Highway Connectors	172	150	22	-	62,800	54,713	8,100	-
	NHS Average	6,440	5,426	328	686	2,350,500	1,980,671	119,600	250,249
2012	SHS Total	6,305	4,982	581	742	2,301,400	1,818,406	212,000	270,973
	SHS Freeways	2,248	2,239	4	5	820,400	817,257	1,400	1,750
	SHS Highways	509	92	122	295	185,600	33,461	44,700	107,520
	SHS Arterials	3,549	2,651	455	443	1,295,400	967,688	166,000	161,703
	SIS Highway Corridors	2,280	2,103	47	130	832,300	767,573	17,200	47,513
	SIS Highway Connectors	136	119	18	-	49,800	43,358	6,400	-
	NHS Average	5,202	4,387	264	551	1,898,800	1,601,157	96,500	201,135
2011	SHS Total	6,200	4,896	568	736	2,263,200	1,786,971	207,400	268,758
	SHS Freeways	2,208	2,200	4	5	806,000	802,933	1,300	1,750
	SHS Highways	502	90	117	295	183,300	32,894	42,900	107,520
	SHS Arterials	3,490	2,606	447	437	1,273,900	951,143	163,200	159,488
	SIS Highway Corridors	2,244	2,066	47	130	819,000	754,261	17,200	47,513
	SIS Highway Connectors	133	116	17	-	48,600	42,325	6,300	-
	NHS Average	5,202	4,387	264	551	1,898,800	1,601,157	96,500	201,135
2010	SHS Total	6,414	5,042	587	785	2,341,200	1,840,406	214,100	286,629
	SHS Freeways	2,274	2,265	4	5	830,000	826,872	1,400	1,750
	SHS Highways	547	93	122	331	199,600	34,029	44,700	120,960
	SHS Arterials	3,593	2,684	461	449	1,311,500	979,505	168,100	163,919
	SIS Highway Corridors	2,306	2,128	48	130	841,800	776,692	17,600	47,513
	SIS Highway Connectors	138	120	18	-	50,400	43,874	6,500	-
	NHS Average	5,202	4,387	264	551	1,898,800	1,601,157	96,500	201,135

VEHICLES PER LANE MILE

FACILITY	PEAK HOUR				
	STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Average	635	964	638	363
	SHS Freeways	1,143	1,583	1,016	697
	SHS Highways	268	616	459	232
	SHS Arterials	572	630	551	403
	SIS Highway Corridors	848	1,488	832	469
	SIS Highway Connectors	404	558	526	618
	NHS Average	707	1,012	663	429
	SHS Average	625	946	633	356
2018	SHS Freeways	1,129	1,556	1,003	691
	SHS Highways	262	582	440	223
	SHS Arterials	565	627	554	379
	SIS Highway Corridors	825	1,471	820	461
	SIS Highway Connectors	493	607	499	299
	NHS Average	695	994	651	421
	SHS Average	617	935	625	349
	SHS Freeways	1,107	1,521	983	671
2017	SHS Highways	260	578	436	222
	SHS Arterials	563	626	552	371
	SIS Highway Corridors	815	1,442	808	453
	SIS Highway Connectors	500	618	513	306
	NHS Average	686	982	643	412
	SHS Average	610	929	620	339
	SHS Freeways	1,099	1,520	996	652
	SHS Highways	254	564	418	217
2016	SHS Arterials	559	623	546	362
	SIS Highway Corridors	807	1,436	808	441
	SIS Highway Connectors	491	609	503	300
	NHS Average	678	971	639	402
	SHS Average	595	905	607	330
	SHS Freeways	1,046	1,441	938	627
	SHS Highways	240	522	405	205
	SHS Arterials	553	615	541	356
2015	SIS Highway Corridors	794	1,410	792	435
	SIS Highway Connectors	480	593	493	291
	NHS Average	660	945	625	390

VEHICLES PER LANE MILE (CONTINUED)

FACILITY	PEAK HOUR				
	STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2014	SHS Average	577	876	588	319
	SHS Freeways	1,012	1,393	906	606
	SHS Highways	227	494	383	194
	SHS Arterials	539	601	528	347
	SIS Highway Corridors	768	1,364	767	421
	SIS Highway Connectors	482	595	495	292
	NHS Average	641	919	607	379
2013	SHS Average	552	837	564	305
	SHS Freeways	974	1,341	873	583
	SHS Highways	219	477	370	187
	SHS Arterials	524	584	514	335
	SIS Highway Corridors	717	1,269	712	394
	SIS Highway Connectors	467	576	480	282
	NHS Average	613	879	582	362
2012	SHS Average	547	830	559	302
	SHS Freeways	959	1,321	860	574
	SHS Highways	218	473	367	186
	SHS Arterials	524	583	514	334
	SIS Highway Corridors	707	1,252	702	389
	SIS Highway Connectors	476	588	490	288
	NHS Average	608	871	577	358
2011	SHS Average	552	837	564	305
	SHS Freeways	976	1,343	874	584
	SHS Highways	222	482	374	189
	SHS Arterials	524	584	515	335
	SIS Highway Corridors	719	1,272	714	395
	SIS Highway Connectors	481	593	494	290
	NHS Average	559	848	571	309
2010	SHS Average	559	848	571	309
	SHS Freeways	980	1,349	878	587
	SHS Highways	228	494	383	194
	SHS Arterials	535	595	525	341
	SIS Highway Corridors	725	1,282	719	398
	SIS Highway Connectors	490	605	505	296

TRANSIT MEASURES



YEAR	TRANSIT PASSENGER TRIPS (MILLIONS)	TRANSIT REVENUE MILES (MILLIONS)	ANNUAL REVENUE MILES BETWEEN FAILURES	WEEKDAY SPAN OF SERVICE (HOURS)	PASSENGER TRIPS PER REVENUE MILE
2019	217.6	150.6	4,998	17.7	1.4
2018	217.8	144.9	4,496	17.7	1.5
2017	230.8	148.1	4,749	17.8	1.6
2016	250.6	148.3	4,260	16.3	1.7
2015	270.8	145.7	3,965	17.5	1.9
2014	277.5	143.4	3,974	17.5	1.9
2013	278.2	140.5	4,438	16.6	2.0
2012	270.2	137.7	4,950	16.6	2.0
2011	260.7	134.5	4,665	16.5	1.9
2010	245.2	135.8	5,302	16.6	1.8
2009	248.8	136.4	4,627	16.8	1.8

% PEDESTRIAN FACILITY COVERAGE

YEAR	SEVEN LARGEST COUNTIES – URBANIZED	OTHER URBAN AREAS	TOTAL STATEWIDE URBAN
2019	81.7%	62.1%	69.4%
2018	80.7%	61.1%	68.4%
2017	79.3%	59.2%	66.7%
2016	79.2%	58.9%	66.5%
2015	77.9%	57.2%	65.0%
2014	76.1%	56.1%	63.6%
2013	75.8%	56.9%	64.1%
2012	75.4%	54.6%	62.8%
2011	73.1%	50.5%	59.4%

% BICYCLE FACILITY COVERAGE

YEAR	SEVEN LARGEST COUNTIES	OTHER URBAN AREAS	TOTAL STATEWIDE URBAN	NON-URBAN AREAS	TOTAL STATEWIDE
2019	52.6%	70.2%	62.7%	88.0%	74.8%
2018	49.2%	70.9%	62.8%	88.3%	75.0%
2017	48.3%	71.2%	62.6%	88.7%	75.1%
2016	47.6%	71.2%	62.4%	89.2%	75.2%
2015	46.1%	70.8%	61.5%	89.5%	74.9%
2014	44.8%	69.7%	60.3%	88.0%	73.6%
2013	44.3%	70.3%	60.4%	-	-
2012	44.7%	67.9%	58.8%	-	-
2011	43.6%	66.8%	57.6%	-	-

% POPULATION WITHIN ONE MILE OF BIKE LANE AND SHARED-USE PATHS

YEAR	SEVEN LARGEST MPOS - URBANIZED	NON-URBANIZED	OTHER URBANIZED	STATEWIDE
2019	77%	17%	67%	64%
2018	71%	14%	63%	60%
2017	68%	13%	62%	58%
2016	54%	9%	45%	44%
2015	53%	8%	40%	42%

AVIATION PASSENGER BOARDINGS & DEPARTURE RELIABILITY



YEAR	PASSENGER BOARDINGS (MILLIONS)	ON-TIME DEPARTURE
2019	95.8	79.4%
2018	91.2	78.9%
2017	84.9	78.3%
2016	81.3	80.2%
2015	78.1	79.5%
2014	72.4	78.3%
2013	70.5	80.3%
2012	69.8	83.3%
2011	69.3	81.4%
2010	66.7	80.8%

RAIL PASSENGERS

YEAR	AMTRAK PASSENGERS (MILLIONS)	TRI-RAIL RIDERSHIP (MILLIONS)	SUNRAIL RIDERSHIP (MILLIONS)	TOTAL (MILLIONS)
2019	0.9	5.4	1.5	7.8
2018	0.9	5.2	0.8	6.9
2017	0.9	5.2	0.9	7.0
2016	0.9	5.3	0.9	7.2
2015	1.0	5.4	1.0	7.3
2014	1.1	5.4	-	6.5
2013	1.1	5.1	-	6.2
2012	1.2	4.9	-	6.2
2011	1.2	4.4	-	5.6
2010	1.1	4.1	-	5.1

PASSENGER RAIL ON-TIME ARRIVAL

YEAR	AMTRAK	TRI-RAIL	SUNRAIL	STATEWIDE
2019	30%	94%	96%	73%
2018	27%	92%	94%	71%
2017	32%	91%	97%	73%
2016	27%	81%	96%	75%
2015	26%	81%	97%	75%
2014	33%	85%	-	74%
2013	46%	78%	-	72%
2012	47%	80%	-	74%
2011	30%	86%	-	74%
2010	24%	82%	-	69%

SEAPORT PASSENGER MOVEMENTS

YEAR	PASSENGER MOVEMENTS (MILLIONS)
2019	18.3
2018	16.8
2017	16.1
2016	15.5
2015	15.2
2014	15.6
2013	14.1
2012	14.1
2011	13.7
2010	13.0

TRUCK MILES TRAVELED

FACILITY		DAILY (MILLIONS)			
		STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS
2019	SHS Total	31.7	11.4	7.9	12.3
	SHS Freeways	18.8	7.8	3.9	7.0
	SHS Highways	5.1	0.3	0.5	4.3
	SHS Arterials	7.6	3.2	3.4	0.9
	SIS Highway Corridors	22.9	8.2	4.9	9.7
	SIS Highway Connectors	0.3	0.1	0.1	0.1
	NHS Average	29.7	11.2	7.5	11.0
2018	SHS Total	30.7	11.0	7.6	12.1
	SHS Freeways	18.1	7.4	3.8	6.8
	SHS Highways	5.0	0.3	0.6	4.1
	SHS Arterials	7.5	3.2	3.2	1.1
	SIS Highway Corridors	22.5	7.8	4.9	9.8
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	NHS Average	28.7	10.8	7.2	10.8
2017	SHS Total	29.6	10.9	7.2	11.6
	SHS Freeways	17.5	7.5	3.5	6.5
	SHS Highways	4.9	0.3	0.6	4.0
	SHS Arterials	7.3	3.1	3.1	1.0
	SIS Highway Corridors	21.4	7.8	4.3	9.2
	SIS Highway Connectors	0.3	0.1	0.1	0.1
	NHS Average	27.7	10.7	6.7	10.3
2016	SHS Total	28.4	10.8	7.0	10.6
	SHS Freeways	16.7	7.4	3.5	5.8
	SHS Highways	4.6	0.3	0.5	3.8
	SHS Arterials	7.0	3.1	3.0	0.9
	SIS Highway Corridors	20.4	7.6	4.3	8.4
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	NHS Average	26.6	10.5	6.7	9.4
2015	SHS Total	26.9	10.4	6.8	9.8
	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
	SIS Highway Corridors	19.3	7.4	4.2	7.8
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	NHS Average	25.3	10.2	6.4	8.7
2014	SHS Total	24.5	9.4	6.1	9.0
	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
	SIS Highway Corridors	17.6	6.7	3.8	7.1
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	NHS Average	23.0	9.2	5.8	7.9

TRUCK MILES TRAVELED (CONTINUED)



FACILITY	DAILY (MILLIONS)				
	STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2013	SHS Total	24.6	9.5	6.2	8.9
	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
	SIS Highway Corridors	17.4	6.6	3.7	7.0
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	NHS Average	23.0	9.2	5.8	7.9
2012	SHS Total	23.7	9.1	6.0	8.6
	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
	SIS Highway Corridors	16.6	6.3	3.6	6.7
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	NHS Average	20.9	8.4	5.3	7.2
2011	SHS Total	22.5	8.6	5.6	8.3
	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
	SIS Highway Corridors	16.1	6.1	3.5	6.5
	SIS Highway Connectors	0.2	0.1	0.1	0.0
2010	SHS Total	22.8	8.7	5.7	8.4
	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
	SIS Highway Corridors	16.3	6.2	3.5	6.6
	SIS Highway Connectors	0.2	0.1	0.1	0.0

COMBINATION TRUCK MILES TRAVELED

FACILITY	DAILY (MILLIONS)				
	STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Total	16.5	5.0	4.1	7.4
	SHS Freeways	11.3	3.8	2.6	5.0
	SHS Highways	2.3	0.1	0.2	2.0
	SHS Arterials	2.8	1.1	1.3	0.4
	SIS Highway Corridors	13.1	3.9	3.0	6.2
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	NHS Average	15.7	4.9	4.0	6.8
	NHS Average	15.7	4.9	4.0	6.8
2018	SHS Total	16.6	5.1	4.1	7.4
	SHS Freeways	11.2	3.8	2.5	4.8
	SHS Highways	2.4	0.1	0.3	2.1
	SHS Arterials	3.0	1.2	1.4	0.5
	SIS Highway Corridors	13.2	3.9	3.0	6.3
	SIS Highway Connectors	0.1	0.1	0.1	0.0
	NHS Average	15.7	5.1	3.9	6.8
	NHS Average	15.7	5.1	3.9	6.8
2017	SHS Total	16.0	5.1	3.9	7.1
	SHS Freeways	10.8	3.9	2.3	4.6
	SHS Highways	2.3	0.1	0.2	2.0
	SHS Arterials	2.9	1.1	1.3	0.5
	SIS Highway Corridors	12.6	4.0	2.7	6.0
	SIS Highway Connectors	0.1	0.0	0.1	0.0
	NHS Average	15.2	5.0	3.7	6.5
	NHS Average	15.2	5.0	3.7	6.5
2016	SHS Total	15.4	5.0	3.9	6.5
	SHS Freeways	10.3	3.8	2.4	4.2
	SHS Highways	2.2	0.1	0.2	1.9
	SHS Arterials	2.9	1.1	1.3	0.4
	SIS Highway Corridors	12.0	3.9	2.7	5.4
	SIS Highway Connectors	0.1	0.0	0.1	0.0
	NHS Average	14.6	4.9	3.7	5.9
	NHS Average	14.6	4.9	3.7	5.9
2015	SHS Total	14.9	4.9	3.7	6.2
	SHS Freeways	9.8	3.7	2.2	3.9
	SHS Highways	2.2	0.1	0.2	1.9
	SHS Arterials	2.9	1.1	1.3	0.5
	SIS Highway Corridors	11.6	3.8	2.6	5.2
	SIS Highway Connectors	0.1	0.0	0.1	0.0
	NHS Average	14.1	4.9	3.6	5.6
	NHS Average	14.1	4.9	3.6	5.6
2014	SHS Total	13.9	4.6	3.5	5.8
	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
	SIS Highway Corridors	10.8	3.5	2.5	4.8
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	NHS Average	13.1	4.5	3.4	5.2
	NHS Average	13.1	4.5	3.4	5.2

COMBINATION TRUCK MILES TRAVELED (CONTINUED)

FACILITY	DAILY (MILLIONS)				
	STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2013	SHS Total	13.9	4.6	3.6	5.7
	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
	SIS Highway Corridors	10.7	3.5	2.4	4.7
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	NHS Average	13.0	4.5	3.4	5.2
2012	SHS Total	13.4	4.4	3.4	5.6
	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
	SIS Highway Corridors	10.2	3.4	2.3	4.5
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	NHS Average	12.0	4.1	3.1	4.8
2011	SHS Total	12.7	4.1	3.2	5.3
	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
	SIS Highway Corridors	9.8	3.2	2.2	4.4
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	NHS Average	12.7	4.1	3.2	5.3
2010	SHS Total	12.7	4.1	3.2	5.3
	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
	SIS Highway Corridors	9.8	3.2	2.2	4.3
	SIS Highway Connectors	0.1	0.0	0.0	0.0

TON MILES TRAVELED, TRUCK TONNAGE, & FREIGHT VALUE



YEAR	COMBINATION TRUCK TON MILES TRAVELED (BILLIONS)	COMBINATION TRUCK TONNAGE (MILLIONS)	COMBINATION TRUCK VALUE OF FREIGHT (BILLIONS)
2019	63.2	681.8	\$757
2018	64.7	720.6	\$800
2017	62.9	759.5	\$844
2016	56.4	637.1	\$708
2015	55.9	676.6	\$751
2014	51.1	579.1	\$643
2013	52.3	591.6	\$657
2012	50.5	573.8	\$637

COMBINATION TRUCK ON-TIME ARRIVAL

YEAR	PEAK HOUR/PEAK PERIOD				DAILY			
	STATE	SEVEN LARGEST MPOS	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOS	OTHER URBANIZED AREAS	NON-URBANIZED AREAS
2019	78.1%	74.1%	85.2%	90.9%	88.4%	89.2%	86.7%	87.9%
2018	78.2%	75.5%	82.9%	90.3%	87.7%	89.6%	84.4%	85.8%
2017	81.9%	77.6%	81.8%	90.2%	90.2%	90.8%	89.1%	90.3%
2016	82.4%	79.8%	79.2%	90.9%	90.3%	91.7%	87.0%	90.5%
2015	82.9%	81.2%	82.1%	89.9%	90.2%	92.1%	88.2%	89.2%
2014	85.3%	85.0%	83.2%	89.1%	89.9%	93.2%	85.9%	87.3%
2013	84.8%	84.2%	83.1%	89.1%	89.8%	93.0%	85.9%	87.3%
2012	86.2%	86.2%	83.5%	89.1%	90.2%	93.7%	85.9%	87.3%
2011	85.0%	84.4%	83.7%	89.1%	89.9%	93.2%	86.0%	87.3%
2010	86.0%	85.7%	83.3%	89.1%	90.1%	93.6%	85.9%	87.3%

Note: Data provided is for freeways only.

COMBINATION TRUCK PLANNING TIME INDEX

YEAR	PEAK HOUR/PEAK PERIOD				DAILY			
	STATE	SEVEN LARGEST MPOS	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	STATE	SEVEN LARGEST MPOS	OTHER URBANIZED AREAS	NON-URBANIZED AREAS
2019	1.56	1.87	1.29	1.20	1.44	1.68	1.23	1.21
2018	1.55	1.85	1.29	1.21	1.43	1.67	1.22	1.21
2017	1.39	1.74	1.29	1.20	1.30	1.55	1.20	1.18
2016	1.35	1.64	1.28	1.17	1.28	1.50	1.21	1.16
2015	1.35	1.62	1.25	1.17	1.27	1.48	1.19	1.16
2014	1.31	1.53	1.23	1.18	1.26	1.43	1.19	1.18
2013	1.32	1.55	1.23	1.18	1.26	1.44	1.19	1.18
2012	1.31	1.53	1.23	1.18	1.24	1.40	1.19	1.18
2011	1.31	1.55	1.23	1.18	1.26	1.43	1.19	1.18
2010	1.30	1.51	1.21	1.18	1.25	1.43	1.17	1.18

Note: Data provided is for freeways only.

COMBINATION TRUCK HOURS OF DELAY

FACILITY	DAILY (THOUSANDS)				
	STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Total	16.5	13.4	2.1	1.0
	SHS Freeways	8.3	7.5	0.3	0.5
	SHS Highways	0.3	0.1	0.1	0.1
	SHS Arterials	8.0	5.8	1.8	0.4
	SIS Highway Corridors	8.7	7.6	0.4	0.7
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	NHS Average	15.1	12.4	1.8	0.9
	NHS Average	15.1	12.4	1.8	0.9
2018	SHS Total	17.4	14.4	2.0	1.0
	SHS Freeways	8.6	7.9	0.2	0.5
	SHS Highways	0.3	0.1	0.1	0.1
	SHS Arterials	8.5	6.4	1.7	0.4
	SIS Highway Corridors	9.2	8.2	0.4	0.6
	SIS Highway Connectors	0.5	0.3	0.1	0.0
	NHS Average	15.9	13.3	1.7	0.8
	NHS Average	15.9	13.3	1.7	0.8
2017	SHS Total	19.1	15.8	2.4	0.9
	SHS Freeways	8.0	7.5	0.2	0.3
	SHS Highways	0.3	0.1	0.1	0.2
	SHS Arterials	10.8	8.3	2.1	0.4
	SIS Highway Corridors	8.5	7.7	0.3	0.5
	SIS Highway Connectors	0.5	0.3	0.2	0.0
	NHS Average	17.0	14.3	2.1	0.7
	NHS Average	17.0	14.3	2.1	0.7
2016	SHS Total	18.2	15.5	2.1	0.6
	SHS Freeways	7.7	7.4	0.2	0.1
	SHS Highways	0.3	0.1	0.1	0.1
	SHS Arterials	10.2	8.1	1.8	0.3
	SIS Highway Corridors	8.2	7.6	0.3	0.3
	SIS Highway Connectors	0.5	0.3	0.2	0.0
	NHS Average	16.3	13.9	1.9	0.5
	NHS Average	16.3	13.9	1.9	0.5
2015	SHS Total	16.7	14.4	1.9	0.5
	SHS Freeways	6.9	6.7	0.1	0.1
	SHS Highways	0.2	0.1	0.1	0.1
	SHS Arterials	9.6	7.6	1.7	0.3
	SIS Highway Corridors	8.1	7.5	0.3	0.3
	SIS Highway Connectors	0.4	0.3	0.1	0.0
	NHS Average	15.1	13.0	1.7	0.4
	NHS Average	15.1	13.0	1.7	0.4

COMBINATION TRUCK HOURS OF DELAY (CONTINUED)

FACILITY		DAILY (THOUSANDS)			
		STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS
2014	SHS Total	13.5	11.7	1.5	0.4
	SHS Freeways	5.9	5.7	0.1	0.1
	SHS Highways	0.2	0.0	0.1	0.1
	SHS Arterials	7.4	5.9	1.3	0.2
	SIS Highway Corridors	6.9	6.4	0.3	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	NHS Average	12.2	10.5	1.4	0.3
2013	SHS Total	14.3	12.4	1.5	0.4
	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
	SIS Highway Corridors	6.7	6.3	0.2	0.2
	SIS Highway Connectors	0.4	0.3	0.1	0.0
	NHS Average	12.5	10.9	1.3	0.3
2012	SHS Total	11.6	10.1	1.2	0.3
	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
	SIS Highway Corridors	5.5	5.1	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	NHS Average	9.6	8.4	1.0	0.2
2011	SHS Total	10.7	9.3	1.1	0.3
	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
	SIS Highway Corridors	5.0	4.7	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	NHS Average	9.6	8.4	1.0	0.2
2010	SHS Total	10.6	9.2	1.1	0.3
	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
	SIS Highway Corridors	5.0	4.7	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	NHS Average	9.6	8.4	1.0	0.2

COMBINATION TRUCK AVERAGE TRAVEL SPEED

FACILITY	PEAK HOUR/PEAK PERIOD				
	STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Total	53.2	45.2	51.9	59.4
	SHS Freeways	59.3	50.9	62.6	64.0
	SHS Highways	51.1	45.2	45.5	51.9
	SHS Arterials	30.6	24.9	32.5	38.8
	SIS Highway Corridors	57.7	50.4	59.2	61.5
	SIS Highway Connectors	27.8	27.2	44.1	37.7
	NHS Average	53.8	45.5	52.7	60.4
	SHS Total	54.8	46.5	53.7	61.2
2018	SHS Freeways	61.3	52.7	65.0	66.1
	SHS Highways	53.4	47.2	47.1	54.5
	SHS Arterials	32.4	25.8	34.1	42.6
	SIS Highway Corridors	59.4	52.1	61.0	63.2
	SIS Highway Connectors	31.8	28.5	30.8	40.7
	NHS Average	55.3	46.7	54.4	62.3
	SHS Total	54.7	47.0	53.1	61.1
	SHS Freeways	61.2	53.4	64.8	66.1
2017	SHS Highways	53.1	46.6	46.3	54.2
	SHS Arterials	31.7	24.6	33.7	42.4
	SIS Highway Corridors	59.5	52.8	61.5	63.1
	SIS Highway Connectors	31.3	27.5	29.8	40.6
	NHS Average	58.1	54.4	55.8	64.8
	SHS Total	53.3	46.5	52.8	58.8
	SHS Freeways	59.8	53.2	64.2	63.4
	SHS Highways	52.1	45.3	46.2	53.2
2016	SHS Arterials	30.5	24.1	33.0	39.6
	SIS Highway Corridors	58.2	52.6	61.0	60.8
	SIS Highway Connectors	29.7	27.1	28.7	36.5
	NHS Average	53.9	46.8	53.8	61.9
	SHS Total	53.4	46.5	53.0	58.9
	SHS Freeways	60.2	53.1	64.9	64.4
	SHS Highways	51.5	44.5	45.6	52.6
	SHS Arterials	30.9	24.6	33.3	39.7
2015	SIS Highway Corridors	58.3	52.6	61.2	60.9
	SIS Highway Connectors	30.1	27.6	29.2	36.3
	NHS Average	53.9	46.8	54.1	62.1

COMBINATION TRUCK AVERAGE TRAVEL SPEED (CONTINUED)

FACILITY	PEAK HOUR/PEAK PERIOD				
	STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2014	SHS Total	54.5	47.7	54.1	60.2
	SHS Freeways	61.7	54.5	66.4	65.9
	SHS Highways	52.4	45.3	46.4	53.5
	SHS Arterials	31.6	25.3	34.0	40.6
	SIS Highway Corridors	59.4	53.8	62.3	62.0
	SIS Highway Connectors	32.0	29.4	31.2	38.5
	NHS Average	55.1	48.1	55.2	63.4
2013	SHS Total	54.0	47.2	53.6	59.6
	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
	SIS Highway Corridors	59.2	53.4	62.2	61.9
	SIS Highway Connectors	32.5	29.8	31.6	38.7
	NHS Average	54.6	47.6	54.9	62.8
2012	SHS Total	54.4	47.6	54.1	60.1
	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
	SIS Highway Corridors	59.8	54.0	62.9	62.6
	SIS Highway Connectors	32.3	29.7	31.5	38.5
	NHS Average	55.4	48.3	55.7	63.8
2011	SHS Total	54.8	47.9	54.4	60.5
	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
	SIS Highway Corridors	59.8	54.0	62.9	62.6
	SIS Highway Connectors	31.8	29.2	30.9	37.9
	NHS Average	54.7	47.8	54.3	60.4
2010	SHS Total	54.7	47.8	54.3	60.4
	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
	SIS Highway Corridors	59.9	54.0	63.0	62.7
	SIS Highway Connectors	31.7	29.1	30.8	37.8

COMBINATION TRUCK COST OF DELAY

FACILITY	YEARLY				
	STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2019	SHS Total	\$165,023,916	\$133,294,172	\$21,289,380	\$10,440,364
	SHS Freeways	\$82,319,405	\$74,599,003	\$2,537,158	\$5,183,244
	SHS Highways	\$2,760,819	\$550,211	\$753,546	\$1,457,062
	SHS Arterials	\$79,943,692	\$58,144,958	\$17,998,676	\$3,800,058
	SIS Highway Corridors	\$87,155,754	\$76,283,972	\$4,309,811	\$6,561,972
	SIS Highway Connectors	\$2,512,584	\$1,690,273	\$603,248	\$219,063
	NHS Average	\$150,439,097	\$123,358,992	\$17,820,732	\$9,259,373
2018	SHS Total	\$194,327,388	\$161,339,241	\$22,354,347	\$10,633,801
	SHS Freeways	\$95,943,029	\$88,421,432	\$2,368,534	\$5,153,063
	SHS Highways	\$3,419,275	\$901,458	\$1,020,747	\$1,497,071
	SHS Arterials	\$94,965,084	\$72,016,350	\$18,965,067	\$3,983,667
	SIS Highway Corridors	\$102,594,956	\$91,070,679	\$4,488,087	\$7,036,189
	SIS Highway Connectors	\$5,075,546	\$3,360,797	\$1,336,897	\$377,852
	NHS Average	\$177,549,224	\$148,801,949	\$19,255,424	\$9,491,851
2017	SHS Total	\$199,933,412	\$166,132,452	\$24,695,157	\$9,105,803
	SHS Freeways	\$83,665,168	\$78,674,282	\$1,953,368	\$3,037,519
	SHS Highways	\$3,426,094	\$846,031	\$905,184	\$1,674,878
	SHS Arterials	\$112,842,150	\$86,612,140	\$21,836,605	\$4,393,406
	SIS Highway Corridors	\$88,903,831	\$80,667,368	\$3,269,844	\$4,966,618
	SIS Highway Connectors	\$5,764,759	\$3,400,894	\$2,005,114	\$358,751
	NHS Average	\$178,652,317	\$150,035,301	\$21,718,908	\$6,898,108
2016	SHS Total	\$180,056,359	\$153,714,347	\$20,557,146	\$5,784,867
	SHS Freeways	\$76,179,947	\$73,162,510	\$1,847,433	\$1,170,004
	SHS Highways	\$2,844,613	\$833,611	\$686,955	\$1,324,046
	SHS Arterials	\$101,031,799	\$79,718,225	\$18,022,758	\$3,290,816
	SIS Highway Corridors	\$80,930,235	\$75,152,052	\$3,065,210	\$2,712,973
	SIS Highway Connectors	\$4,954,649	\$3,048,146	\$1,740,176	\$166,327
	NHS Average	\$161,401,881	\$137,616,897	\$19,246,305	\$4,538,679
2015	SHS Total	\$153,695,644	\$132,091,374	\$17,026,239	\$4,578,031
	SHS Freeways	\$63,840,691	\$61,867,373	\$1,165,798	\$807,520
	SHS Highways	\$2,096,585	\$548,719	\$623,019	\$924,847
	SHS Arterials	\$87,758,368	\$69,675,281	\$15,237,423	\$2,845,665
	SIS Highway Corridors	\$74,313,913	\$69,071,867	\$2,772,838	\$2,469,208
	SIS Highway Connectors	\$4,112,247	\$2,726,192	\$1,276,889	\$109,165
	NHS Average	\$138,864,592	\$119,467,627	\$15,640,732	\$3,756,233
2014	SHS Total	\$116,423,503	\$100,518,177	\$12,524,483	\$3,380,844
	SHS Freeways	\$50,997,976	\$49,436,414	\$926,715	\$634,847
	SHS Highways	\$1,549,797	\$399,297	\$466,864	\$683,636
	SHS Arterials	\$63,875,730	\$50,682,466	\$11,130,903	\$2,062,361
	SIS Highway Corridors	\$59,657,707	\$55,480,814	\$2,212,974	\$1,963,919
	SIS Highway Connectors	\$2,998,511	\$1,987,078	\$930,983	\$80,450
	NHS Average	\$104,773,413	\$90,250,468	\$11,731,490	\$2,791,455

COMBINATION TRUCK COST OF DELAY (CONTINUED)

FACILITY	YEARLY				
	STATE	SEVEN LARGEST MPOS – URBANIZED	OTHER URBANIZED AREAS	NON-URBANIZED AREAS	
2013	SHS Total	\$118,936,526	\$103,254,835	\$12,191,369	\$3,490,322
	SHS Freeways	\$52,693,530	\$51,080,050	\$957,526	\$655,954
	SHS Highways	\$1,740,753	\$448,496	\$524,388	\$767,869
	SHS Arterials	\$64,502,243	\$51,726,289	\$10,709,455	\$2,066,499
	SIS Highway Corridors	\$56,002,797	\$52,468,470	\$1,823,713	\$1,710,614
	SIS Highway Connectors	\$3,138,415	\$2,182,480	\$886,983	\$68,952
	NHS Average	\$104,051,436	\$90,468,663	\$10,926,768	\$2,656,005
2012	SHS Total	\$90,563,547	\$78,622,812	\$9,283,049	\$2,657,686
	SHS Freeways	\$40,123,191	\$38,894,616	\$729,103	\$499,472
	SHS Highways	\$1,325,487	\$341,505	\$399,292	\$584,689
	SHS Arterials	\$49,114,869	\$39,386,691	\$8,154,654	\$1,573,524
	SIS Highway Corridors	\$42,643,014	\$39,951,821	\$1,388,656	\$1,302,537
	SIS Highway Connectors	\$2,389,728	\$1,661,837	\$675,389	\$52,503
	NHS Average	\$95,655,088	\$83,043,037	\$9,804,948	\$2,807,103
2011	SHS Total	\$95,655,088	\$83,043,037	\$9,804,948	\$2,807,103
	SHS Freeways	\$42,378,943	\$41,081,296	\$770,093	\$527,553
	SHS Highways	\$1,400,007	\$360,704	\$421,741	\$617,561
	SHS Arterials	\$51,876,139	\$41,601,036	\$8,613,114	\$1,661,988
	SIS Highway Corridors	\$45,040,431	\$42,197,938	\$1,466,727	\$1,375,767
	SIS Highway Connectors	\$2,524,080	\$1,755,266	\$713,359	\$55,454
	NHS Average	\$94,248,050	\$81,821,516	\$9,660,723	\$2,765,811
2010	SHS Total	\$94,248,050	\$81,821,516	\$9,660,723	\$2,765,811
	SHS Freeways	\$41,755,570	\$40,477,011	\$758,766	\$519,793
	SHS Highways	\$1,379,413	\$355,399	\$415,537	\$608,477
	SHS Arterials	\$51,113,067	\$40,989,106	\$8,486,420	\$1,637,541
	SIS Highway Corridors	\$44,377,910	\$41,577,228	\$1,445,152	\$1,355,530
	SIS Highway Connectors	\$2,486,952	\$1,729,447	\$702,866	\$54,639
	NHS Average	\$96,561,228	\$83,829,703	\$9,897,831	\$2,833,694
2009	SHS Total	\$96,561,228	\$83,829,703	\$9,897,831	\$2,833,694
	SHS Freeways	\$42,780,398	\$41,470,459	\$777,389	\$532,551
	SHS Highways	\$1,413,269	\$364,121	\$425,736	\$623,411
	SHS Arterials	\$52,367,561	\$41,995,123	\$8,694,706	\$1,677,732
	SIS Highway Corridors	\$45,467,099	\$42,597,679	\$1,480,621	\$1,388,799
	SIS Highway Connectors	\$2,547,991	\$1,771,894	\$720,117	\$55,980
	NHS Average	\$96,561,228	\$83,829,703	\$9,897,831	\$2,833,694

COMBINATION TRUCK EMPTY BACKHAUL TONNAGE

YEAR	TRUCK EMPTY BACKHAUL TONNAGE (MILLIONS)
2019	25.5
2018	26.8
2017	28.4
2016	24.7
2015	26.2
2014	22.8
2013	22.9
2012	22.1
2011	24.0
2010	24.1

AVIATION FREIGHT MEASURES



YEAR	TONNAGE (MILLIONS)
2019	2.8
2018	2.8
2017	2.7
2016	2.6
2015	2.6
2014	2.6
2013	2.5
2012	2.5
2011	2.4
2010	2.4



YEAR	VALUE OF FREIGHT (BILLIONS)
2019	\$250
2018	\$249
2017	\$237
2016	\$232
2015	\$229
2014	\$230
2013	\$216
2012	\$215

SPACE LAUNCHES & SITES

YEAR	NUMBER OF SPACE LAUNCHES IN FLORIDA	NUMBER OF ACTIVE LAUNCH SITES IN FLORIDA
2019	18	7
2018	20	7
2017	19	6
2016	23	6
2015	18	6
2014	16	6

SPACEPORTS FREIGHT MEASURES

YEAR	NUMBER OF PAYLOADS			TOTAL	PAYLOAD WEIGHT TO ORBIT (LBS)
	DEPARTMENT OF DEFENSE	CIVIL (NASA, NOAA...)	COMMERCIAL		
2019	30	2	131	163	239,774
2018	7	3	12	22	175,763
2017	6	1	12	19	170,047
2016	12	10	10	32	148,396
2015	7	3	19	29	129,575
2014	9	2	11	22	123,752

RAIL TONNAGE

YEAR	ORIGINATING TONNAGE (MILLIONS)	TERMINATING TONNAGE (MILLIONS)
2017	44.1	72.3
2016	39.5	66.1
2015	39.5	65.7
2014	42.6	68.4
2013	48.8	68.3
2012	43.7	66.7
2011	39.5	65.1
2010	40.1	66.7
2009	37.7	60.5
2008	44.7	69.1

SEAPORT FREIGHT MEASURES



YEAR	TONNAGE (MILLIONS)	TWENTY-FOOT EQUIVALENT UNITS (MILLIONS)	VALUE OF FREIGHT (BILLIONS)
2019	111.8	4.0	\$86.6
2018	110.3	4.1	\$87.3
2017	110.8	3.7	\$83.2
2016	107.4	3.6	\$79.3
2015	103.0	3.5	\$86.2
2014	98.7	3.3	\$86.8
2013	99.4	3.2	\$85.9
2012	100.6	3.1	\$85.6
2011	100.3	3.0	\$82.7
2010	106.4	2.8	\$69.7

The logo for the Forecasting & Trends Office (FTO) is centered in the upper half of the image. It consists of the letters 'FTO' in a stylized, white, outlined font. The 'F' and 'T' have a circuit-like or digital aesthetic, with small squares and lines at their corners. The 'O' is a simple square outline with a smaller square inside it.

FORECASTING & TRENDS OFFICE

