Tracking Trends and Conditions

North Florida TPO

2026 Annual Mobility Report

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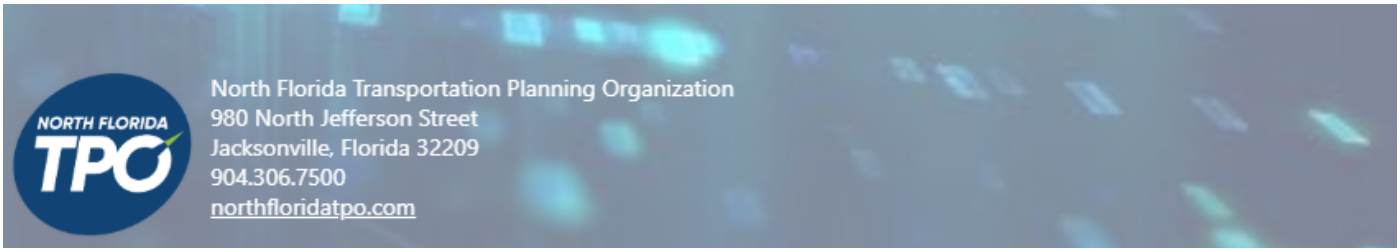
Annual Mobility Report 2026



Understanding the trends and conditions occurring in North Florida will allow planners and engineers to prioritize resources more effectively as part of the North Florida Transportation Planning Organization's (TPO) Congestion Management Process. The data presented are an essential part of making evidence-based decisions for mobility investments in North Florida and contributing to the Florida Department of Transportation's (FDOT) Target Zero initiative to have no deaths and serious injuries across the statewide transportation system (Target Zero Link). The data presented focuses on Clay, Duval, Nassau and St. Johns counties for the years 2020-2025 when available.

1 People

1.1 Population

North Florida's population grew by 9.7%, or 156,244 people, between 2021 and 2025. This growth outpaced the statewide growth of 6.3%.

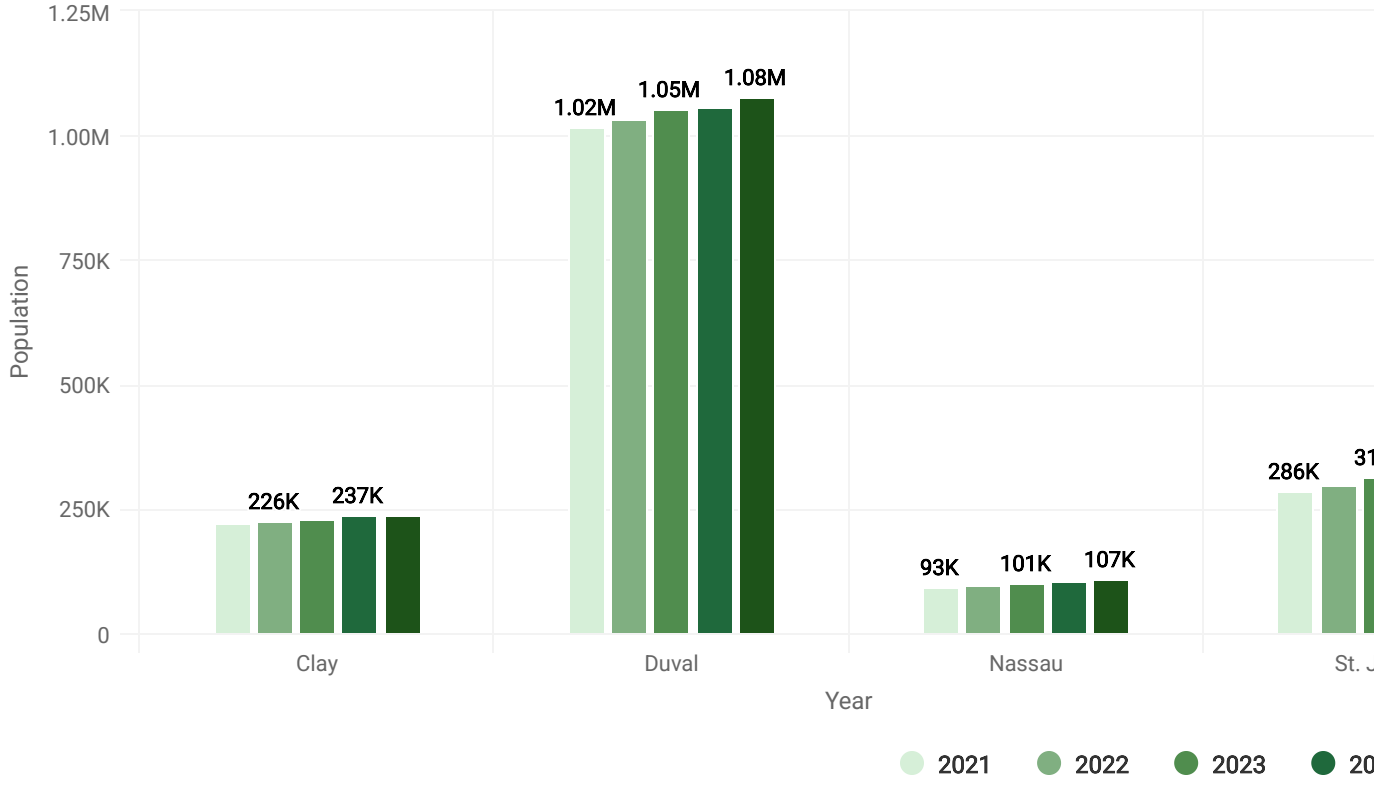
From 2024 to 2025, North Florida's population growth rate was 2.23% per year, which outpaced both the statewide growth rate (1.58% per year) and the national growth rate (0.5% per year).

Population growth increases the need for transportation infrastructure and services.

There is no benchmark for population growth, but increases impact the demand for mobility. The graph below shows the population of the four North Florida TPO counties by year using the "Countywide, Unincorporated and Incorporated Totals - Census Counts and Intercensal Estimates" data set from Office of Economic and Demographic Research. This data set is originally provided by the Bureau of Economic and Business Research.

Populations by County and Year (BEBR)

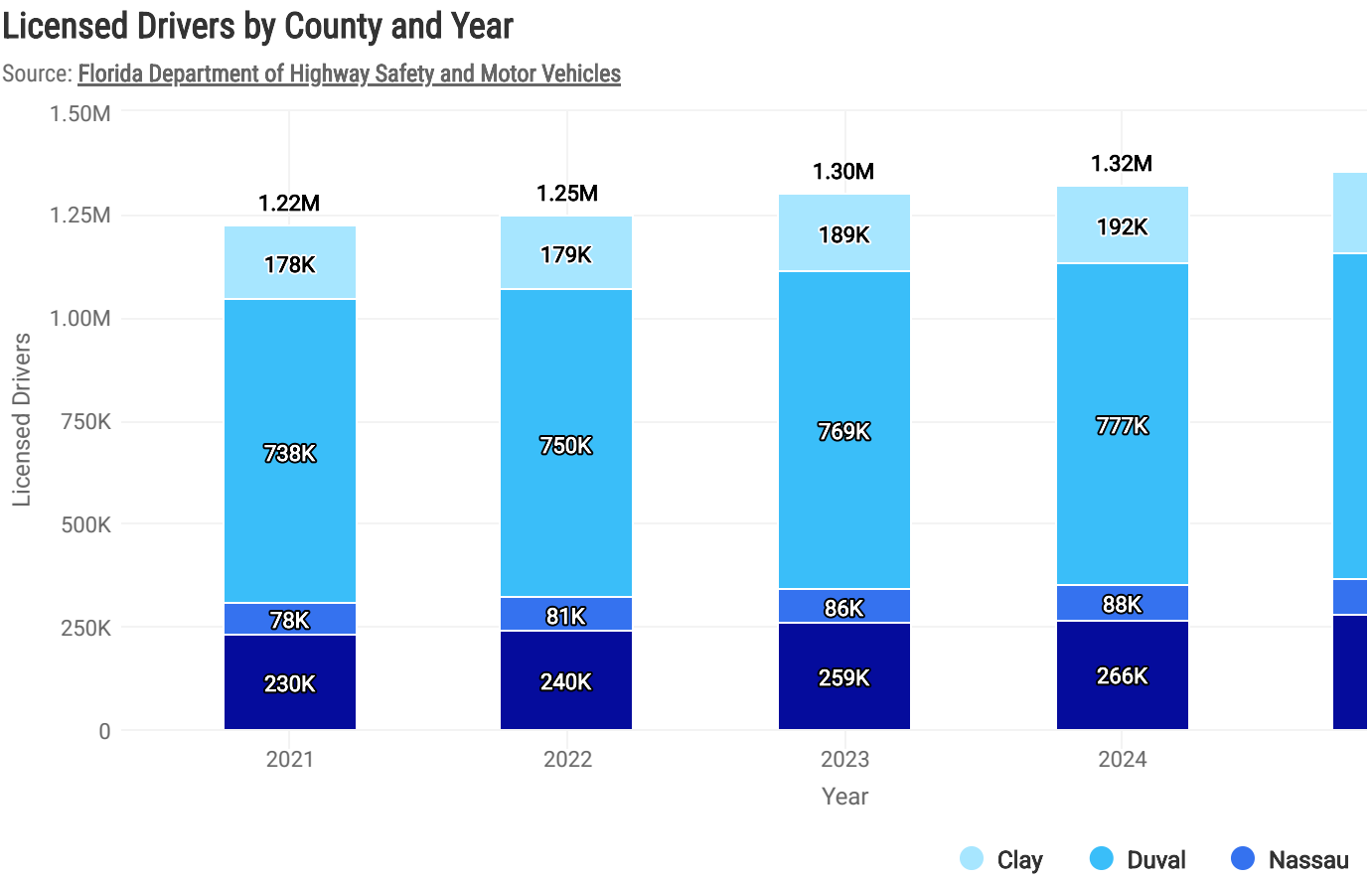
Source: Office of Economic and Demographic Research or Bureau of Economic and Business Research



1.2 Licensed Drivers

There are 128,832 (or 10.5%) more licensed drivers in North Florida in 2025 than 2021. About 96% of the eligible driving population (aged 16 and up) in the region is a licensed driver. This figure was calculated by dividing the total number of licensed drivers by the total eligible driving population for the region using data from both the Florida Department of Highway Safety and Motor Vehicles and Florida Office of Economic and Demographic Research.

There is no benchmark for licensed drivers, but increases impact the demand for mobility. The graph below shows the number of licensed drivers in the four North Florida counties by year.



1.3 Underserved Populations

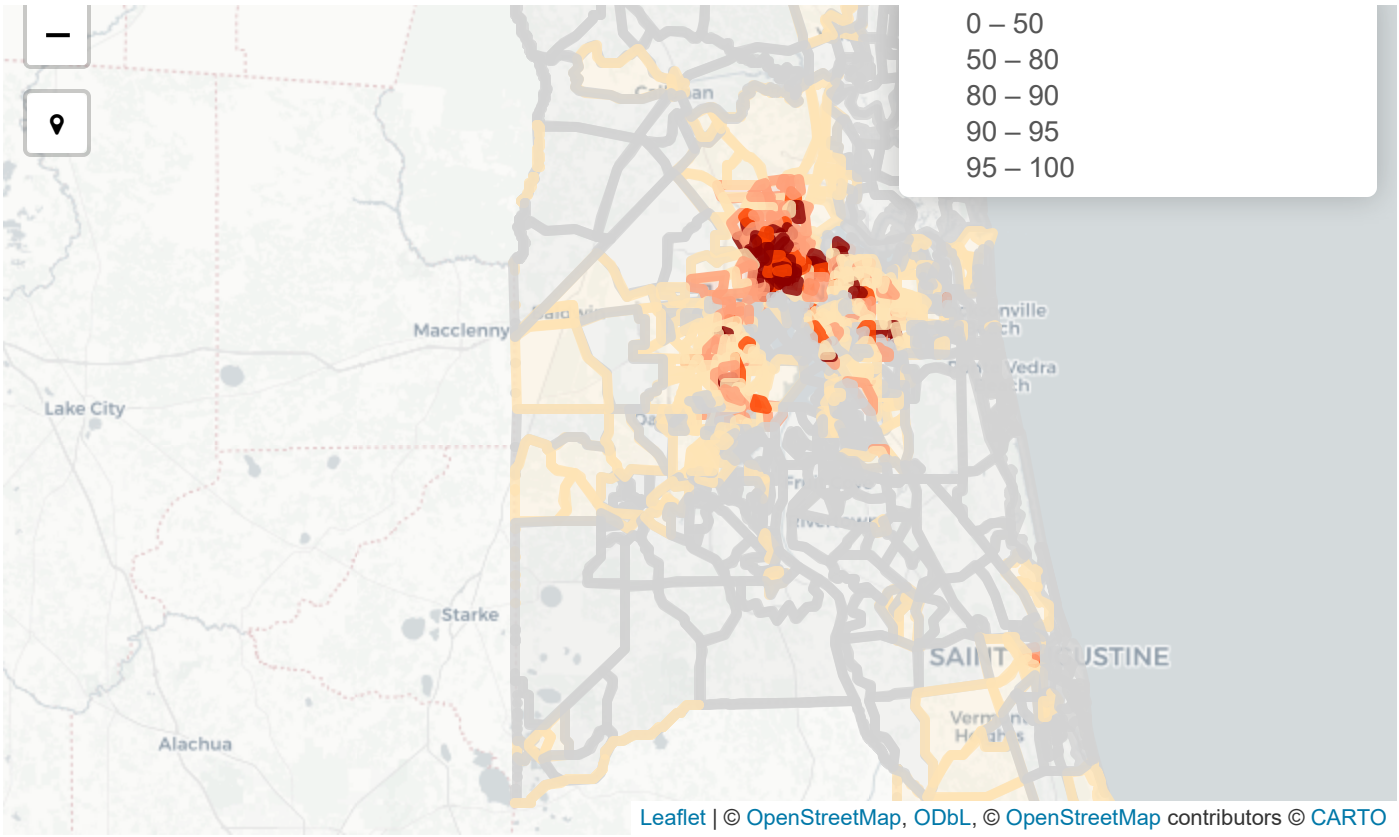
Transportation planning plays a crucial role in addressing socioeconomic disparities. Executive Order 12898, issued in 1994 by President Bill Clinton, aimed to address environmental justice in minority populations and low-income communities. The order required federal agencies to identify and address disproportionately high and adverse health or environmental effects of policies on minority and low-income populations.

Equitable transportation systems can significantly enhance the quality of life for these marginalized groups by ensuring access to essential services, employment opportunities, and education. This can be achieved by prioritizing the needs of low-income and minority communities by focusing on accessibility, safety, community engagement, and sustainability.

The Environmental Protection Agency (EPA) developed a environmental justice mapping and screening tool named EJSCREEN to identify areas that may have higher environmental burdens and vulnerable populations. One of the environmental justice measures within EJSCREEN is the Demographic Index, which is a combination of percent low-income and percent minority for each block group within a region. The formula for the Demographic Index is simply the average of these 2 percentiles.

The map below shows the Demographic Index for each block group in the North Florida region.

Source: EPA Environmental Justice Screening and Mapping Tool



2 Economy

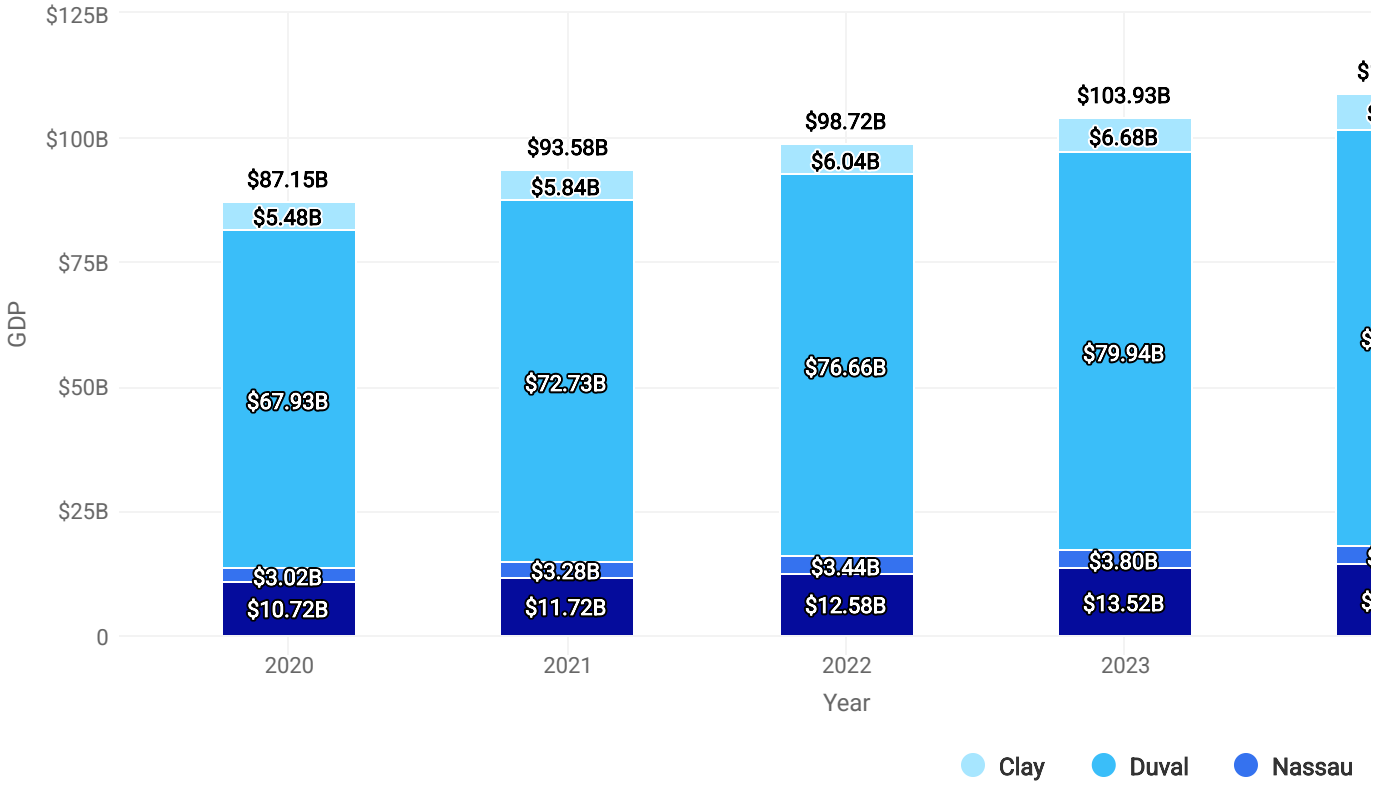
2.1 Gross Domestic Product

The Gross Domestic Product in North Florida continues to show strong growth through 2024. Gross Domestic Product is a leading indicator of the amount of travel expected within the region. With updated data not yet available for fiscal year 2025, a more accurate picture of current GDP levels is yet to be determined.

Although there are no benchmarks for Gross Domestic Product, increases are preferred and annual monitoring is conducted. The graph below shows the total Gross Domestic Product of the four counties in North Florida by year in chained 2017 dollars.

Gross Domestic Product by County and Year

Source: Bureau of Economic Analysis

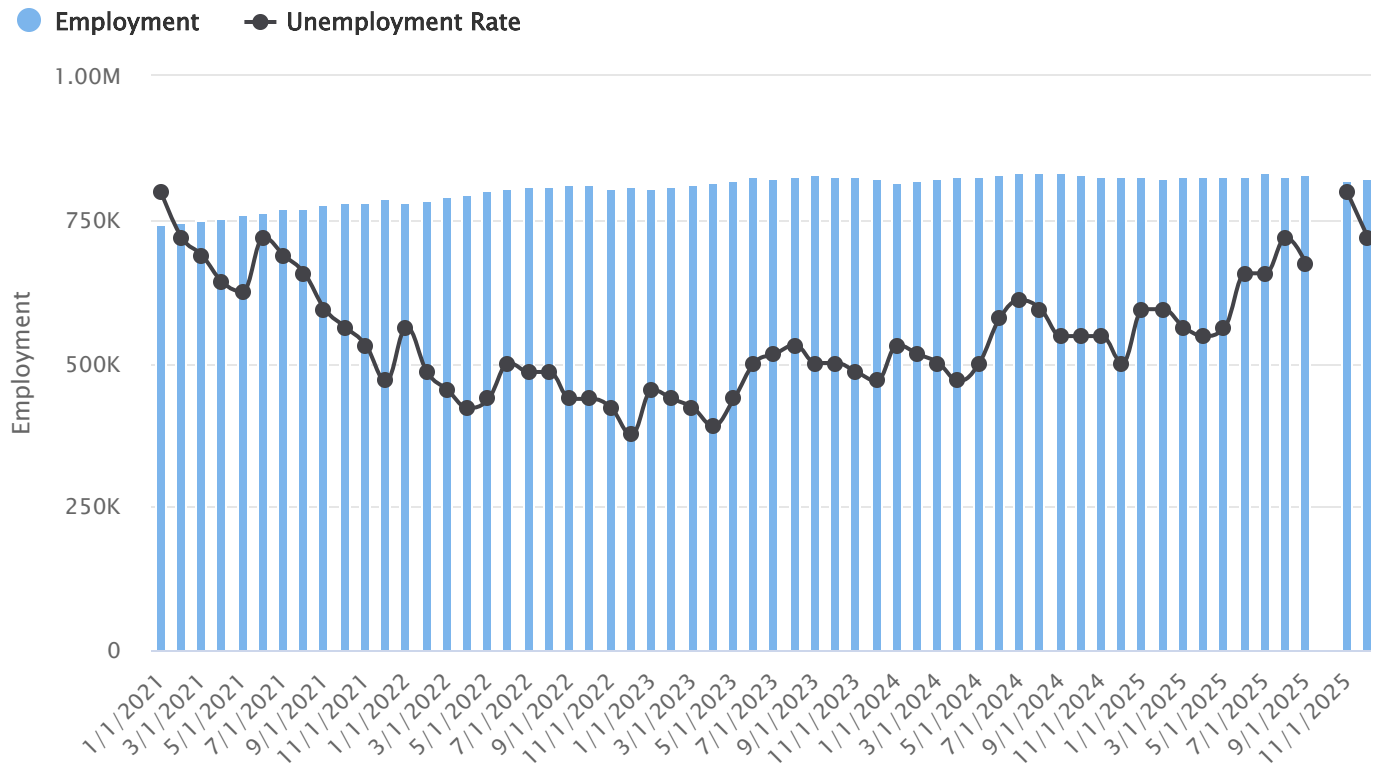


2.2 Employment

Unemployment rates have risen since the start of 2025, which may be an indicator of a weakening economy and lower travel demand compared to 2024. The graph below compares total employment with the unemployment rate of North Florida for every month since 2021. Data for the month of October 2025 is not available due to the lapse in federal appropriations.

Employment (Jobs) and Unemployment Rate (%) by Month

Source: Bureau of Labor Statistics



2.3 Tourism

The Moving Ahead for Progress in the 21st Century Act ("MAP-21") transportation legislation included tourism as one of the metropolitan planning factors.

Tourism plays a major role in the state of Florida. According to the North Florida TPO's Tourism Mobility Study published in 2022, nearly 26 million visitors traveled to the region in 2022. Attractions include (but are not limited to) the St. Johns River, Jacksonville Beach, Neptune Beach, Atlantic Beach, and Black Rock Beach. Other destinations include wildlife sightseeing, camping, golfing and hiking/biking trails. The City of Jacksonville has more than 80,000 acres of parks. Sporting events are frequented in the area as the region is home to several minor league sports teams and home of the Jacksonville Jaguars of the National Football League. There are many annual events that occur in the North Florida TPO region which include (but are not limited to) the World Of Nations Celebration, the Gate River Run, The Players Championship, the Jacksonville Jazz Festival, The Kingfish Tournament, and the Florida/Georgia college football game.

The goal is to increase the number of multi-modal projects in high tourism areas and provide transportation connectivity to tourists within the region. A summary of 2025 visitors in each county is provided in the table below. 2025 visitor data for Jacksonville is not yet available, so 2024 data was used. Neither 2024 nor 2025 visitor data for Clay County could be located.

St. Augustine hosts nearly six million visitors each year.

Source: **St. Augustine Ponte Vedra** (PDF Link), Amelia Island and Visit Jacksonville

	County	Year	Out of Region Visitors
1	Clay	2025	Unknown
2	Duval	2024	8.2 Million
3	Nassau	2025	1 Million
4	St. Johns	2025	2.8 Million

Showing 1 to 4 of 4 entries

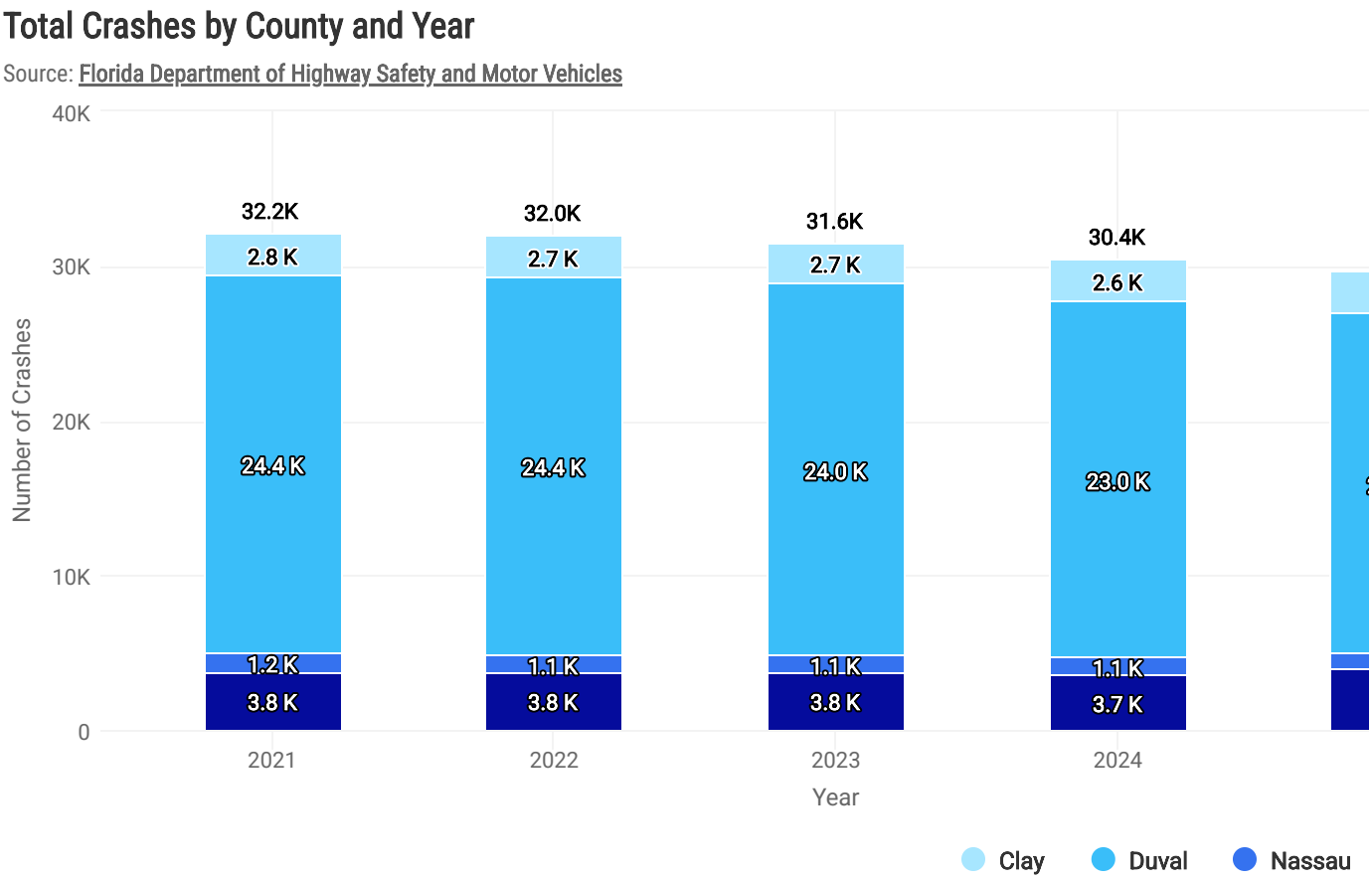
3 Safe and Secure Travel

Crash data was compiled from several sources including the FDOT Safety Office, Signal Four Analytics, and FDOT State Safety Office's Historical Crash Analysis Reporting database. As of 4/4/2026, the Florida Department of Highway Safety and Motor Vehicles dashboard lists the total number of crashes within the region as 29,689 during 2025. Duval County accounted for a majority of these crashes due to the county population and extent of roadways present.

3.1 Total Crashes

Total crashes in 2025 decreased 2.5% over 2024.

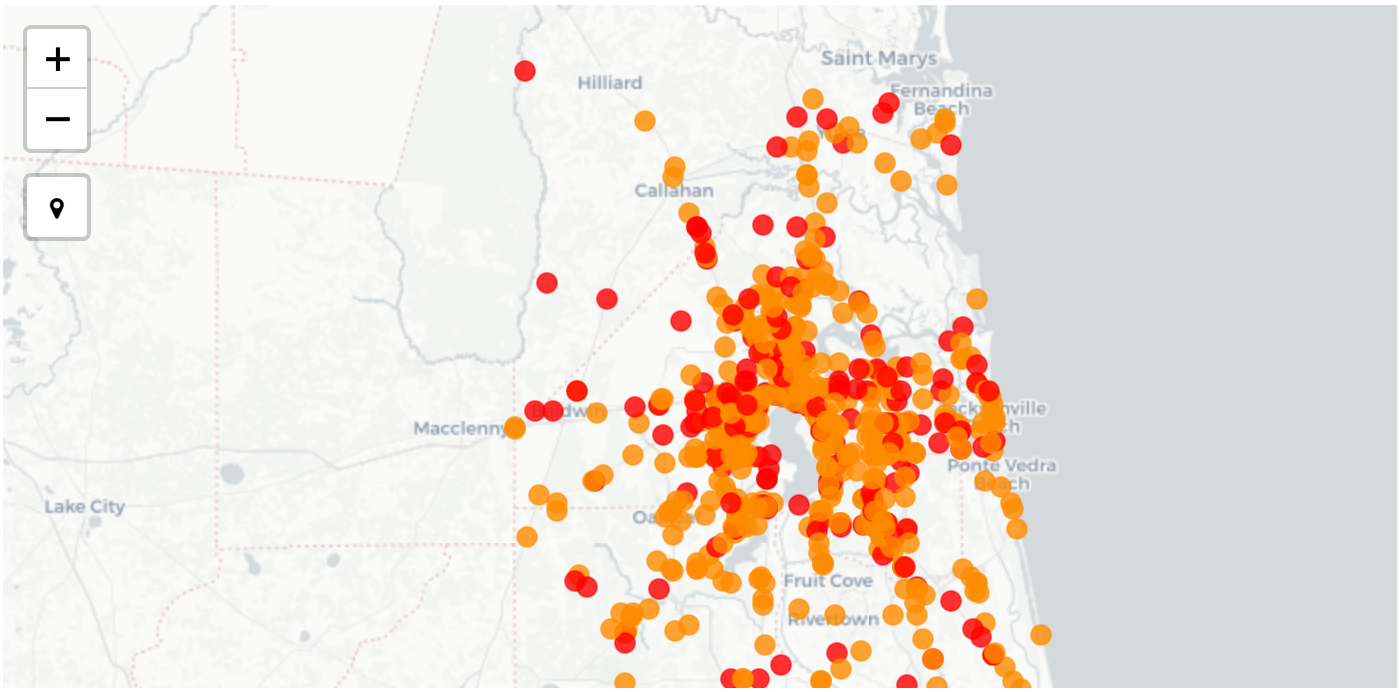
The target is to have zero injuries or fatalities resulting from crashes. The graph below shows the total crashes in the four North Florida TPO counties by year.

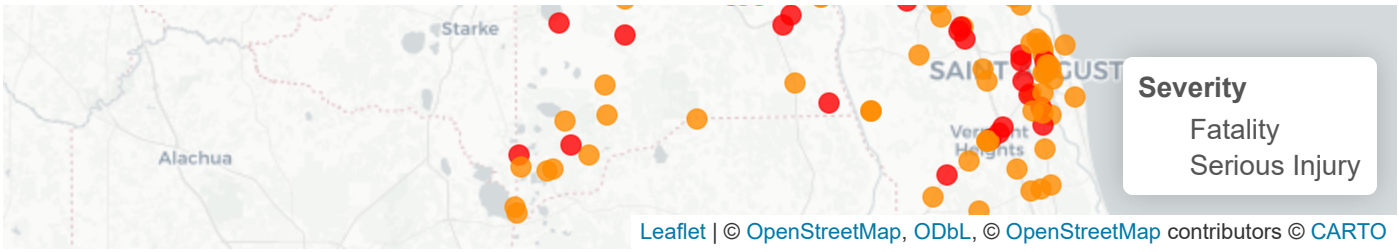


3.2 Fatal and Serious Injury Crash Map

This map shows the location of fatal crashes and serious injury crashes throughout the North Florida region in 2025.

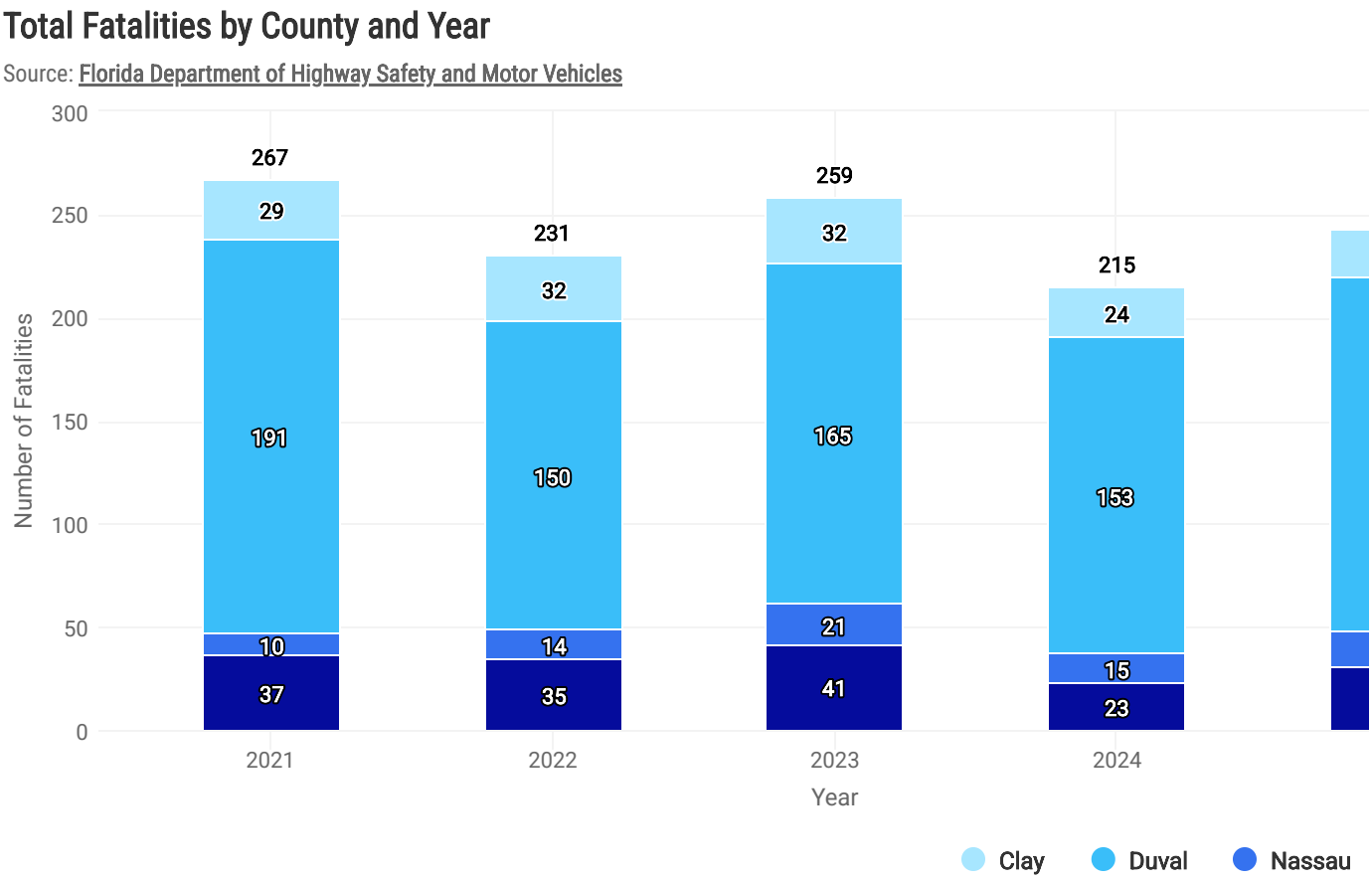
Source: Signal Four Analytics





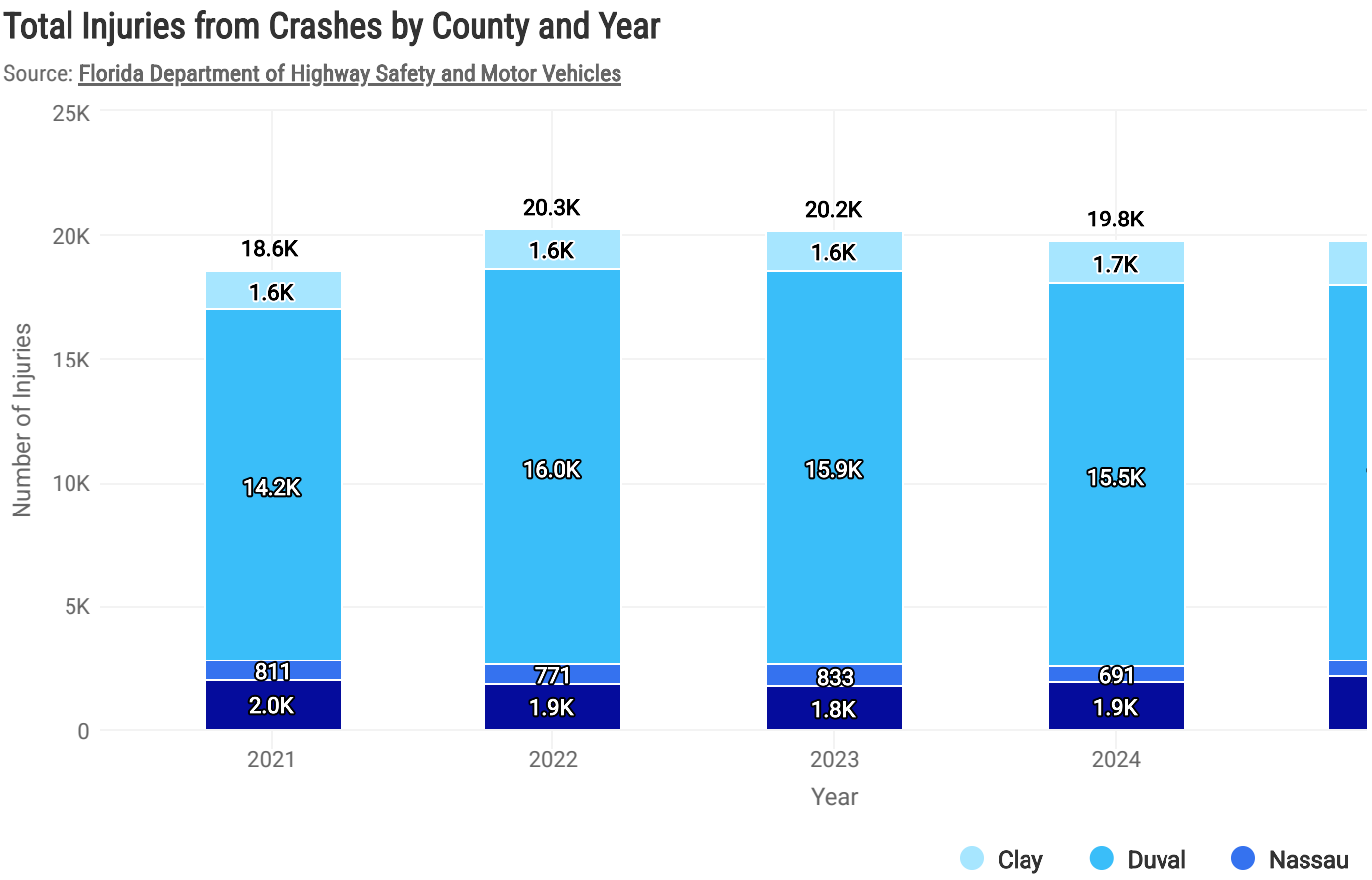
3.3 Fatalities

The number of fatalities is a crucial benchmark of progress when assessing the Target Zero initiative. As of 4/4/2026, the Florida Department of Highway Safety and Motor Vehicles dashboard lists the total number of fatalities within the region as 243 during 2025. The graph below shows the total fatalities in the four North Florida counties by year.



3.4 Injury Crashes

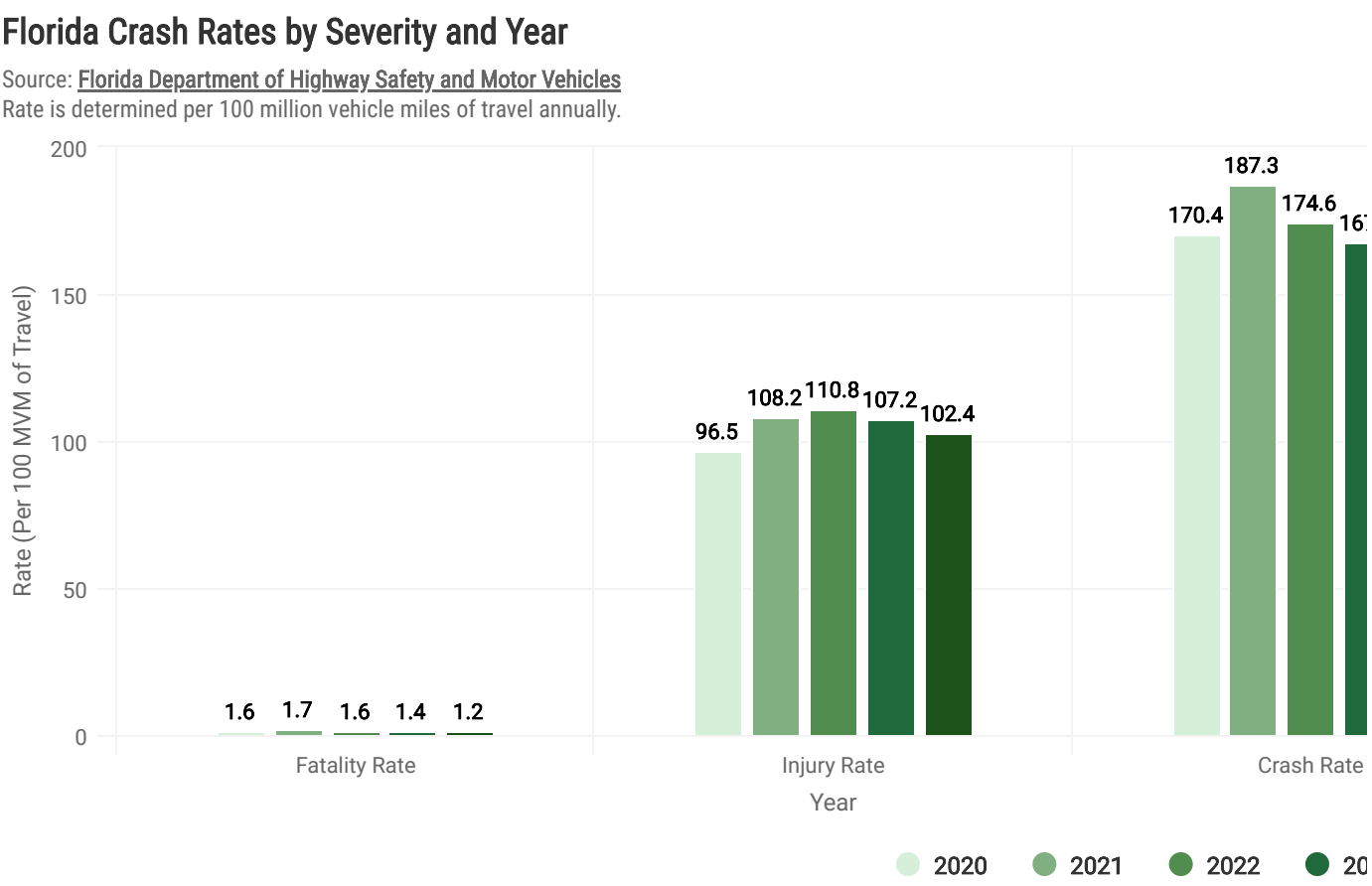
As of 4/4/2026, the Florida Department of Highway Safety and Motor Vehicles dashboard lists the total number of injuries within the region as 19,749 during 2025. The chart below shows the total injuries from crashes in the four North Florida counties by year.



3.5 Crash Rates

The rate of crashes is the ratio of the total number of crashes to the number of vehicle-miles traveled, expressed in 100 million vehicle-miles traveled. In 2024, the rate of fatalities was 1.11, the rate of injuries was 102.4, and the rate of all crashes was 157.6. All rates have significantly decreased since 2021. 2025 data was not yet available.

The graph below shows the fatality rate, injury rate, and crash rate per vehicle-miles traveled in North Florida by year. The fatality rate is stated as found in the Florida Department of Highway Safety and Motor Vehicles' Traffic Crash Facts 2024 Report. The injury rate and crash rate are calculated based on the vehicle-miles traveled for each year.



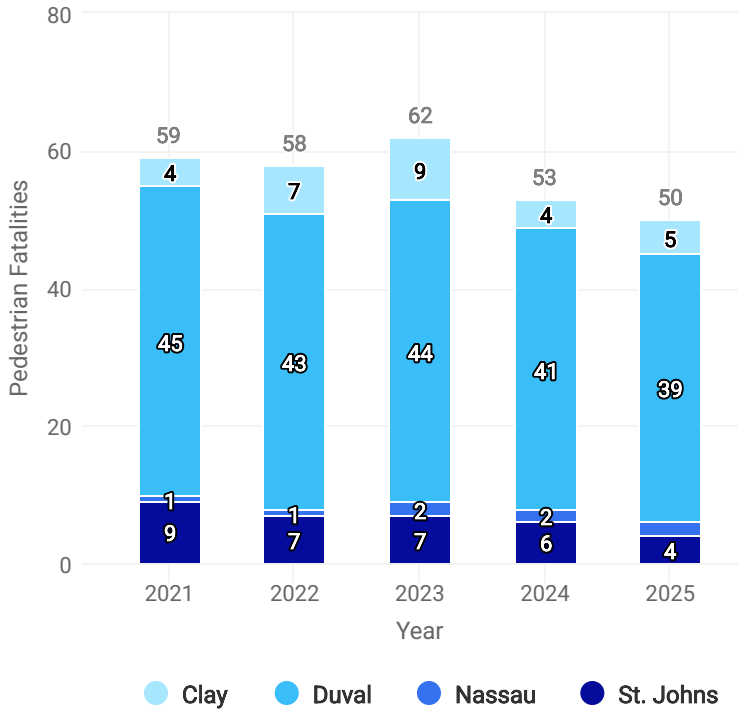
3.6 Pedestrian and Bicyclist Fatalities

As of 4/4/2026, the Florida Department of Highway Safety and Motor Vehicles dashboard lists the total number of non-motorized fatalities within the region as 67 during 2025. Of those, 50 fatalities were pedestrians and 17 were cyclists.

2025 pedestrian fatalities declined while bicyclist fatalities increased. The graphs below show the total pedestrian and total bicyclist fatalities in the four North Florida counties by year.

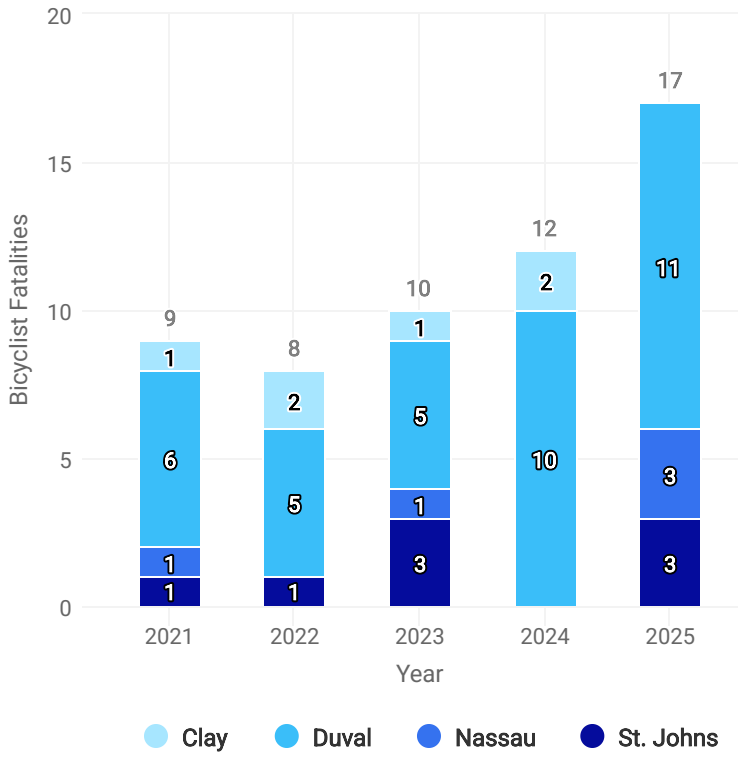
Pedestrian Fatalities by County and Year

Source: Florida Department of Highway Safety and Motor Vehicles



Bicyclist Fatalities by County and Year

Source: Florida Department of Highway Safety and Motor Vehicles



3.7 Impaired Driving

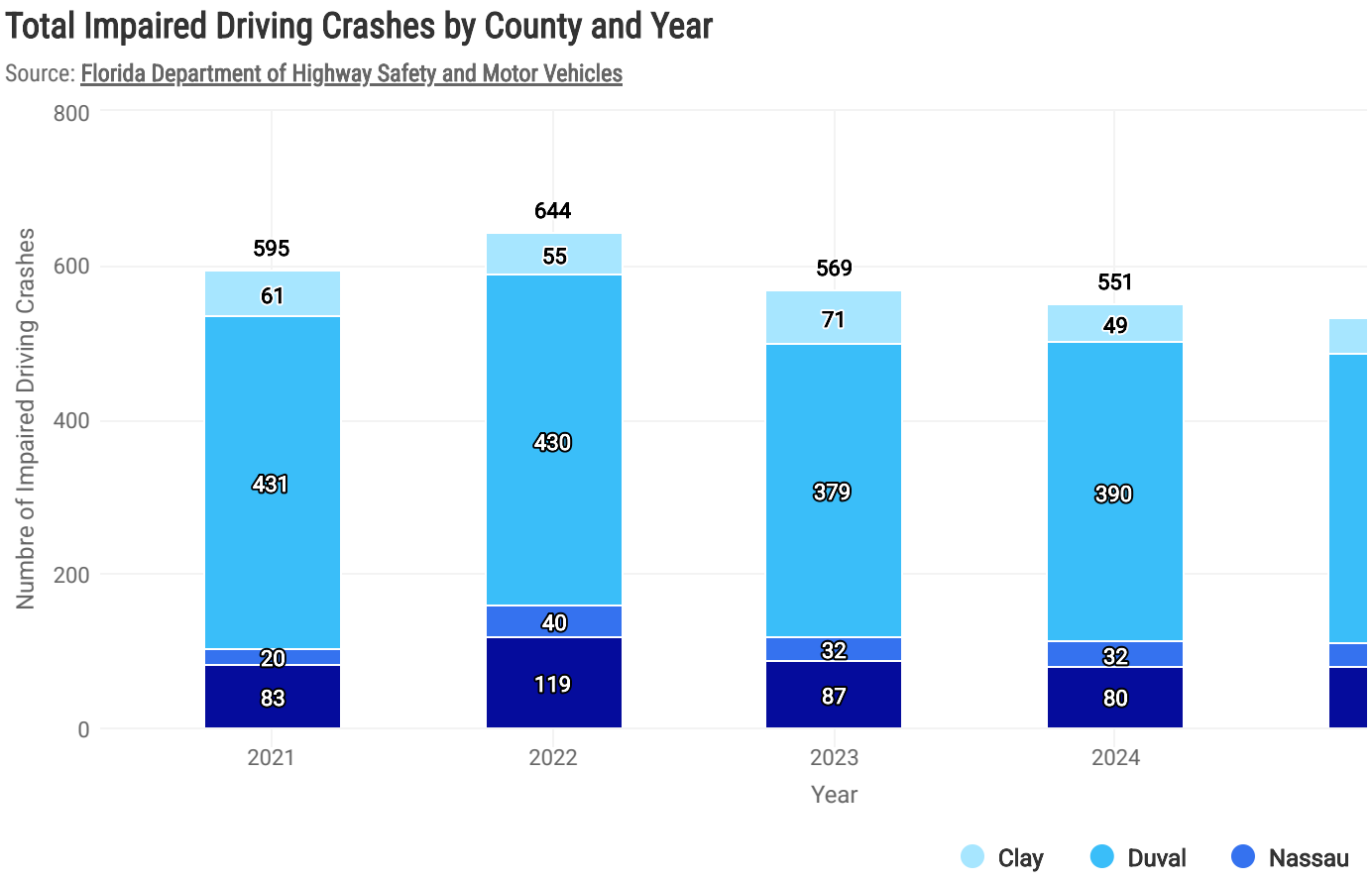
Impaired driving was a contributing cause in about 38% of all crash fatalities within the region in 2025.

The following reflects the results of drug and/or alcohol tests. Not all involved in crashes are tested for impaired driving.

- 8% of fatalities involved drivers who tested positive for alcohol only
- 15% of fatalities involved drivers who tested positive for drugs only
- 38% of fatalities involved positive tests of either drugs or alcohol

The crash statistics were calculated from the Crash Dashboard of the Florida Department of Highway Safety and Motor Vehicles. Total fatalities of each subcategory were divided by total fatalities.

The goal is to have zero injuries or fatalities resulting from crashes. The graph below shows the total number of alcohol and drug-related impaired driving events in the four North Florida counties by year.

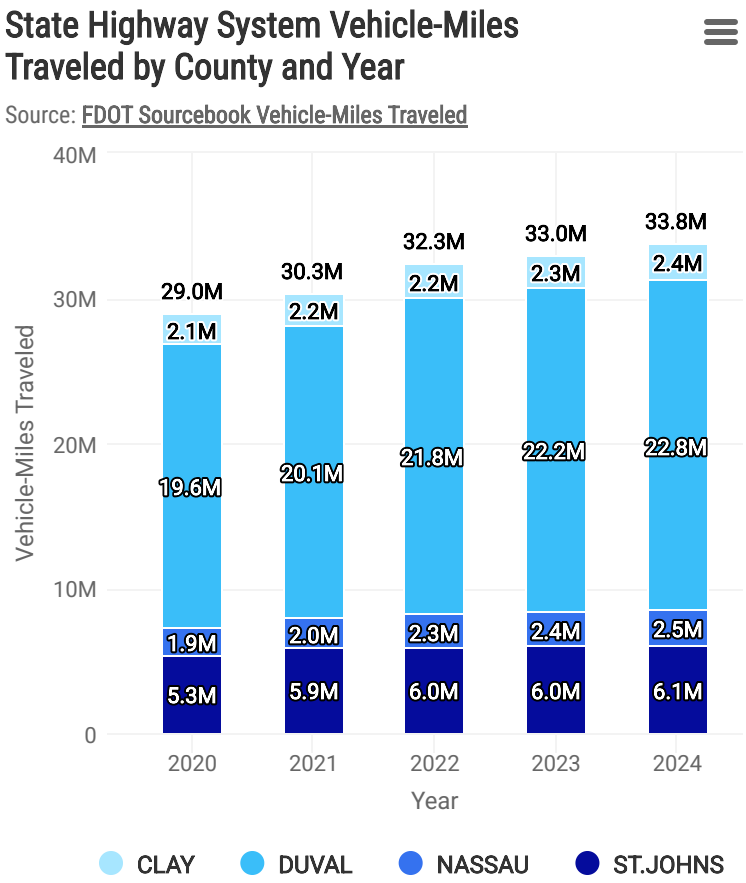


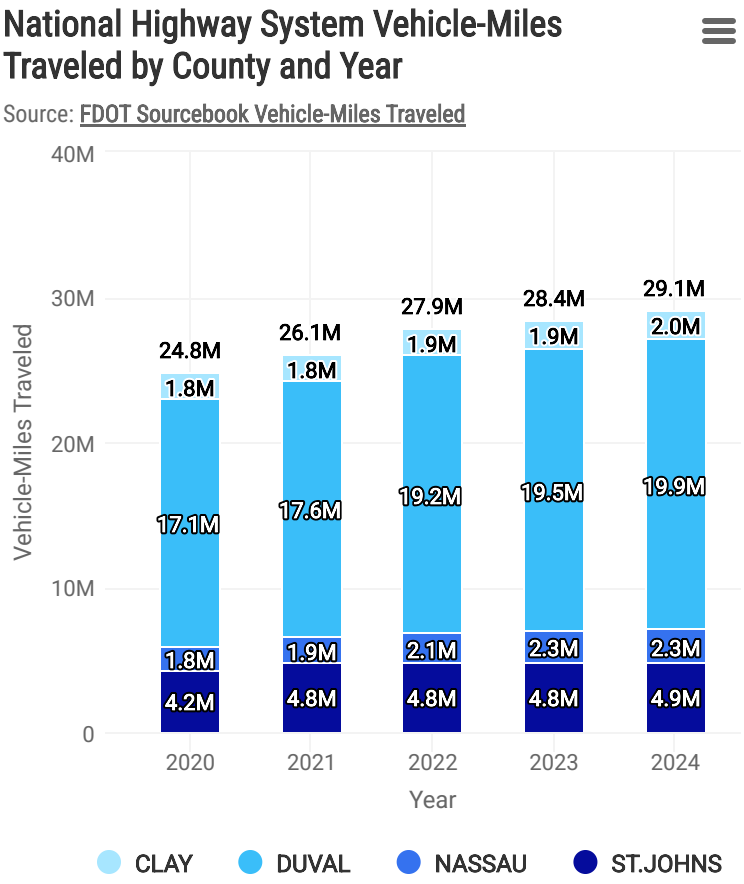
4 Quantity of Travel

4.1 Vehicle-Miles Traveled

Vehicle-miles traveled considers the Annual Average Daily Traffic and the roadway segment length. There is not a set benchmark or goal for vehicle-miles traveled, but reducing this number can help with congestion

issues along the roadway network. Approximately 33.7 million vehicle-miles traveled was estimated for 2024 along the State Highway System. The graphs below show the total number of daily vehicle-miles traveled throughout the North Florida TPO on the State Highway System and National Highway System by year.



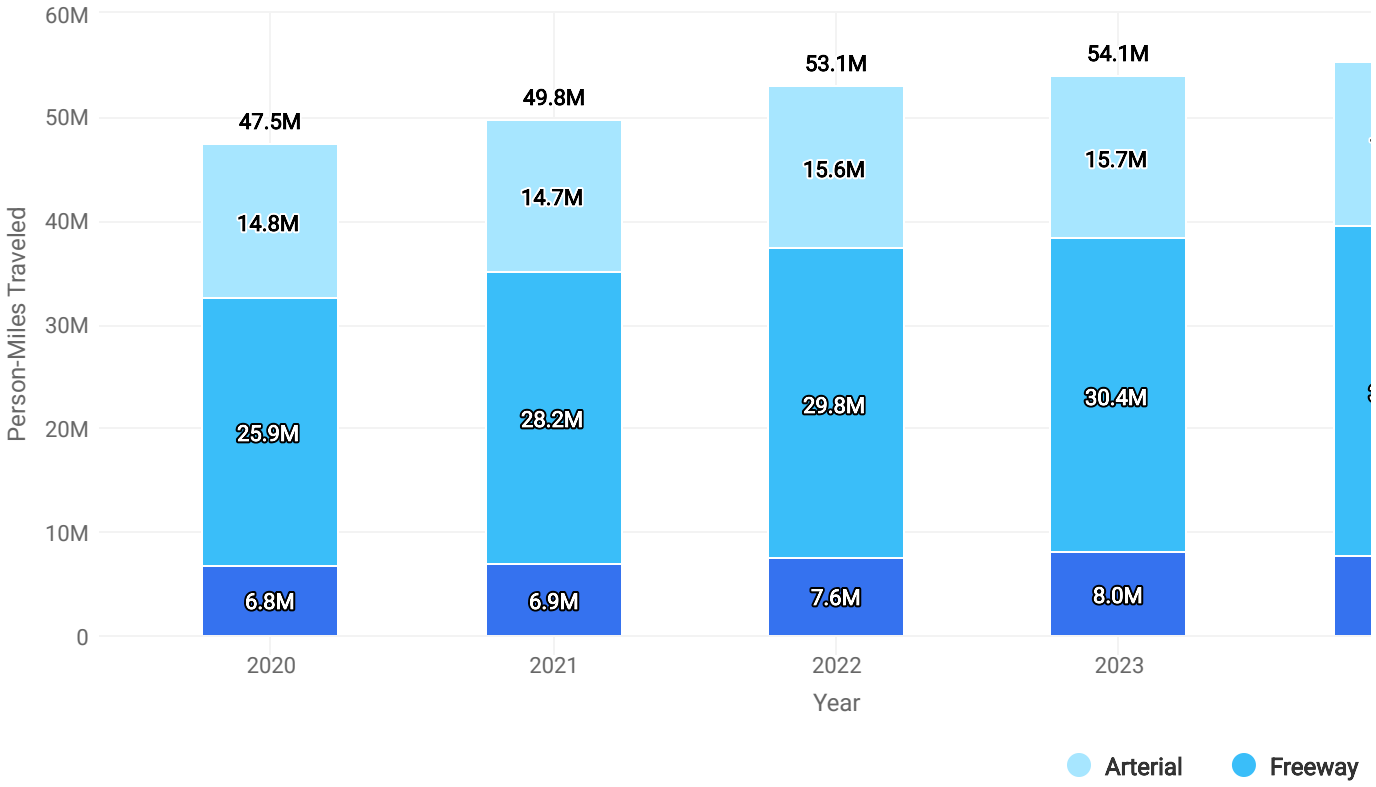


4.2 Person-Miles Traveled

Person-miles traveled takes total vehicle miles traveled and multiplies it by persons per vehicle. The FDOT Sourcebook was used to obtain the data. According to the data, 55.4 million person-miles traveled was estimated for 2024 on all State Highway System facilities. The graph below shows the person-miles traveled throughout the North Florida TPO by facility type over the last 5 years.

State Highway System Person-Miles Traveled by Facility Type and Year

Source: FDOT Sourcebook Person-Miles Traveled

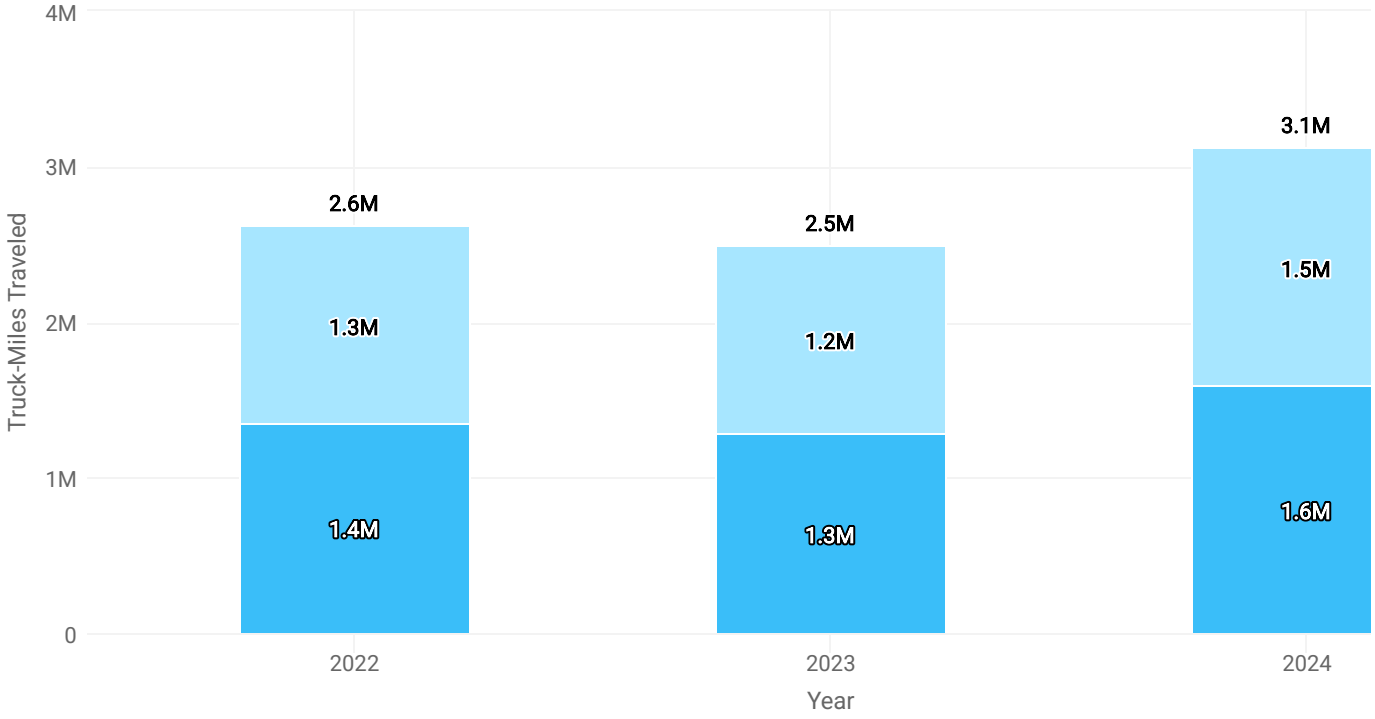


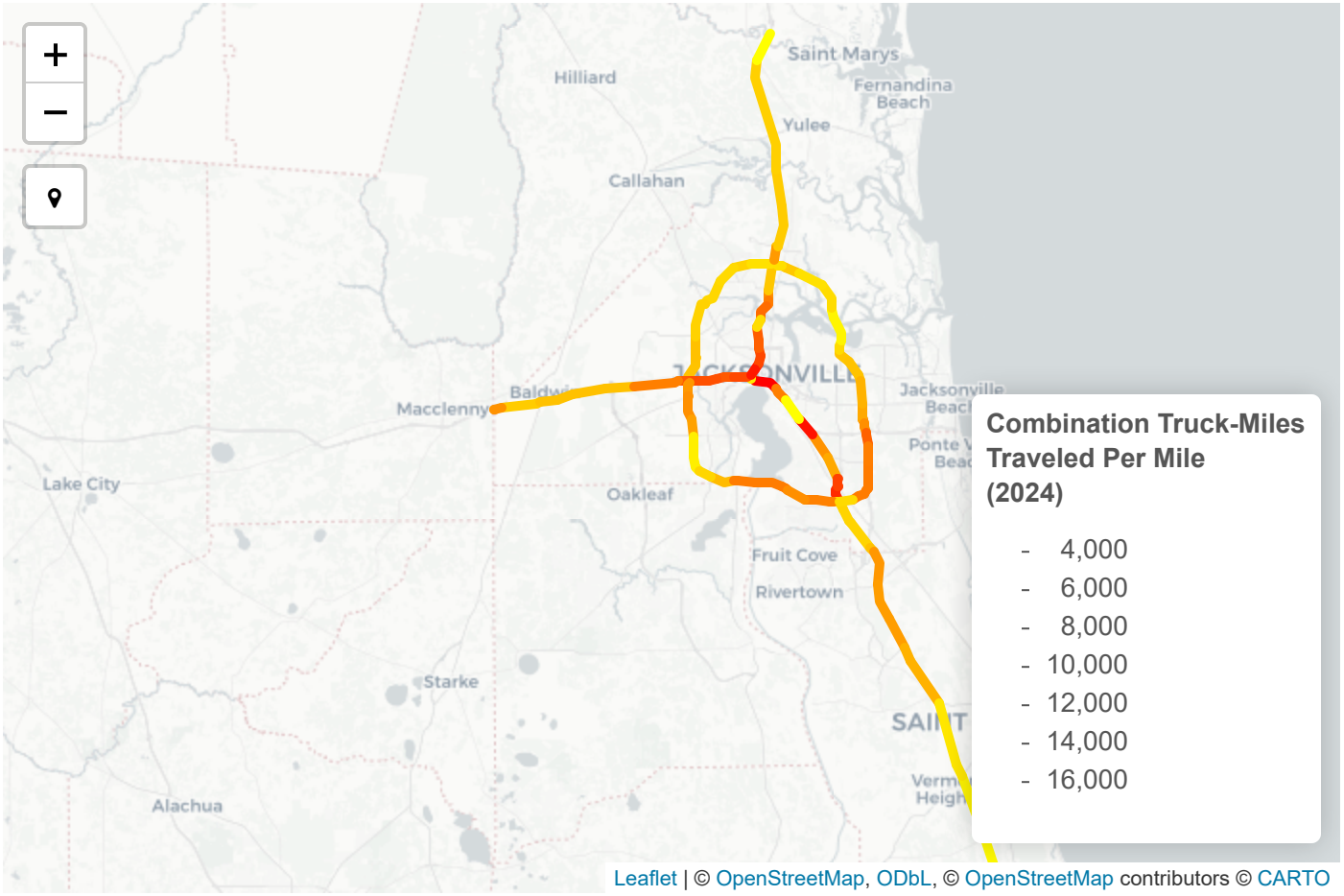
4.3 Truck-Miles Traveled

Truck-miles traveled looks at the total miles traveled by combination trucks within a region. The FDOT Sourcebook was used to determine the total truck-miles traveled in the North Florida TPO region. The total daily truck-miles traveled on the State Highway System in 2024 was 1.6 million miles, up from 1.28 million in 2023. The total daily truck-miles traveled on the National Highway System in 2024 was 1.53 million miles, up from 1.21 million in 2023. The interactive graph below shows this trend. Also included below is a map of the daily combination truck-miles traveled per mile in 2024 throughout the region.

State Highway System and National Highway System Truck-Miles Traveled by Year

Source: FDOT Sourcebook Truck-Miles Traveled





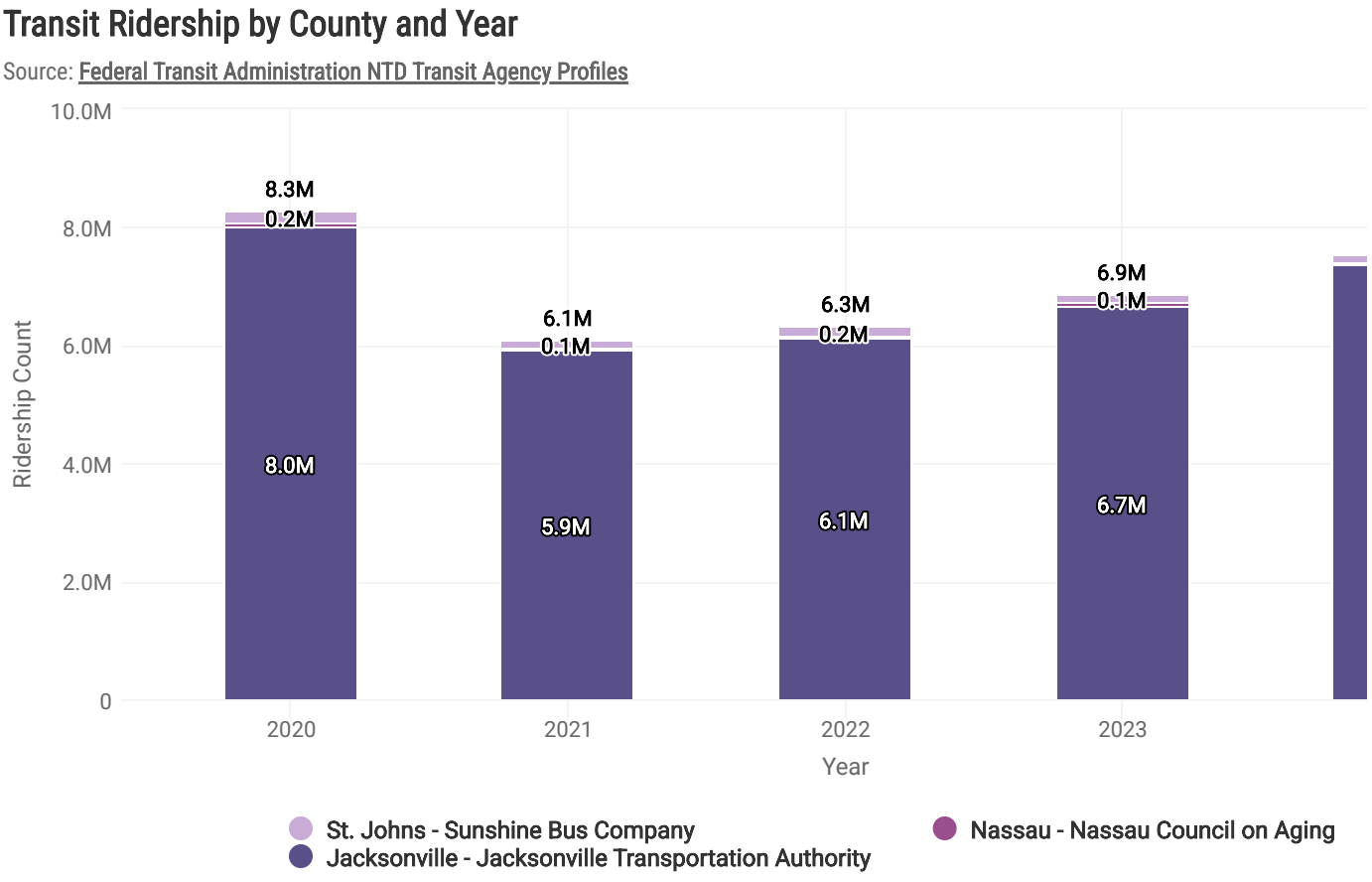
4.4 Vehicle Occupancy

Estimates of the average number of occupants in a vehicle are referred to as the Vehicle occupancy rate. This measure can be calculated using person-miles traveled divided by vehicle-miles traveled. Using this method for 2024 data, the vehicle occupancy rate for North Florida was calculated as 1.64.

4.5 Transit Ridership

The Jacksonville Transportation Authority (JTA) tracks transit ridership metrics. Ridership levels are lower than they were at their peak in 2020, but are on the rise in recent years driven mostly by transit ridership increases in Duval County. JTA operates and maintains the St. Johns River Ferry, ReadiRide (on-call transportation service), Clay Flex, St. Johns Express, Clay Express, and Nassau Express.

The graph below shows the total transit trips taken by riders in the North Florida region by year and transit agency.



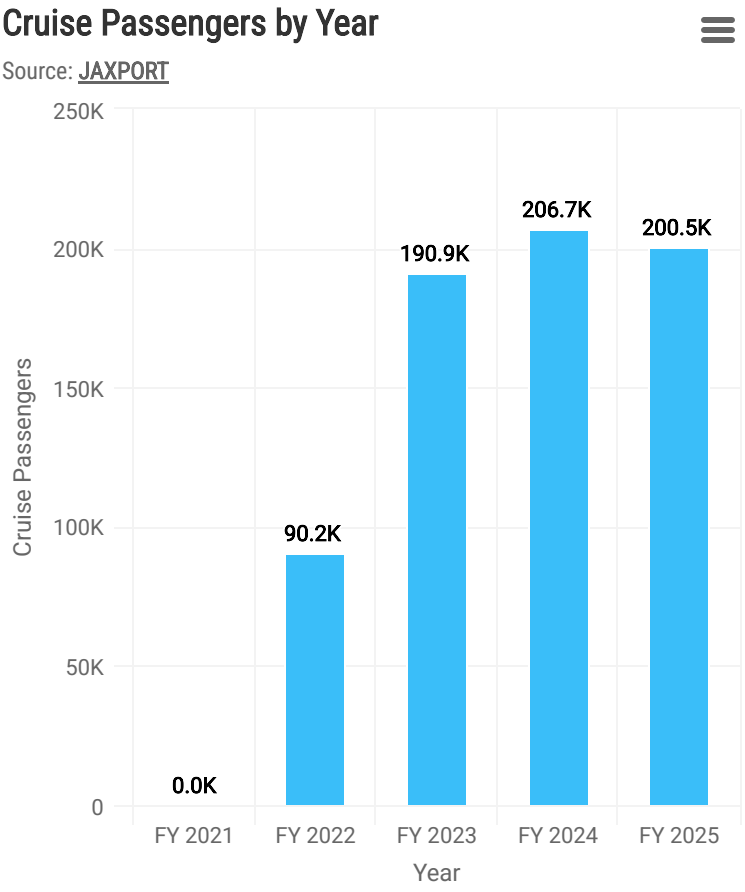
4.6 Sea Travel and Freight

No cruise ships called on the Jacksonville Port Authority (JAXPORT) in 2021. Carnival Cruise Lines returned to service and made its first vessel call in March 2022. The services peaked in 2016 at 390,000 passengers. Cruise passenger totals for the region in 2025 are down approximately 3% from 2024.

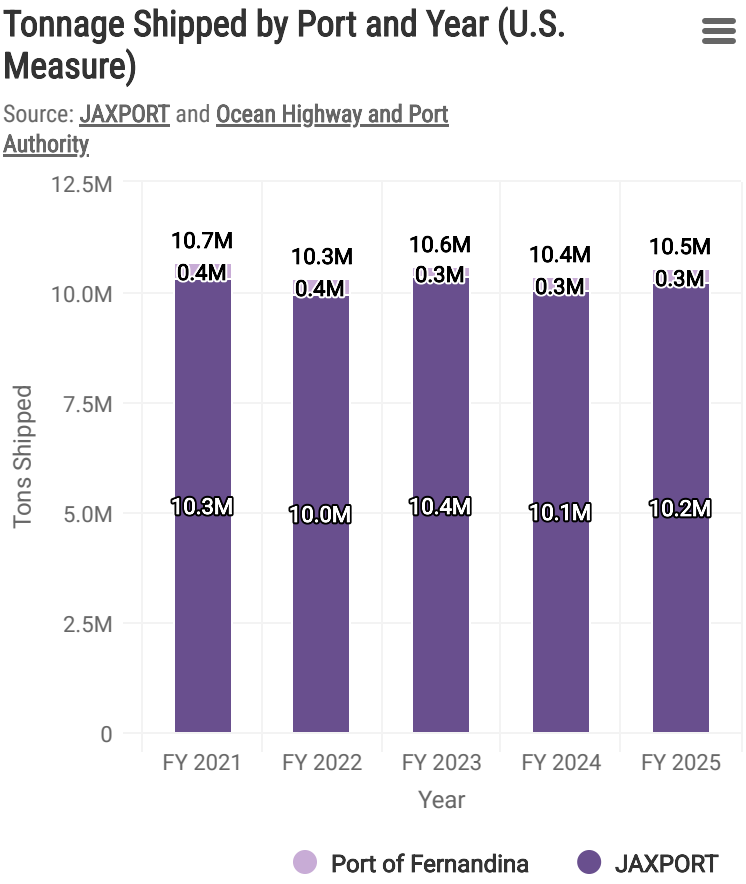
JAXPORT's terminals shipped slightly more tons of cargo in fiscal year 2025 than 2024. The Port of Fernandina shipping is slightly less in 2025. Overall shipping tonnage has remained steady over the last five years.

Although there is no defined benchmark for this measure, increases are preferred and annual monitoring is conducted. The graphs below show total cruise passengers and tonnes of cargo shipped in the North Florida region by year and port facility.

4.6.1 Cruise Passengers



4.6.2 Tons Shipped

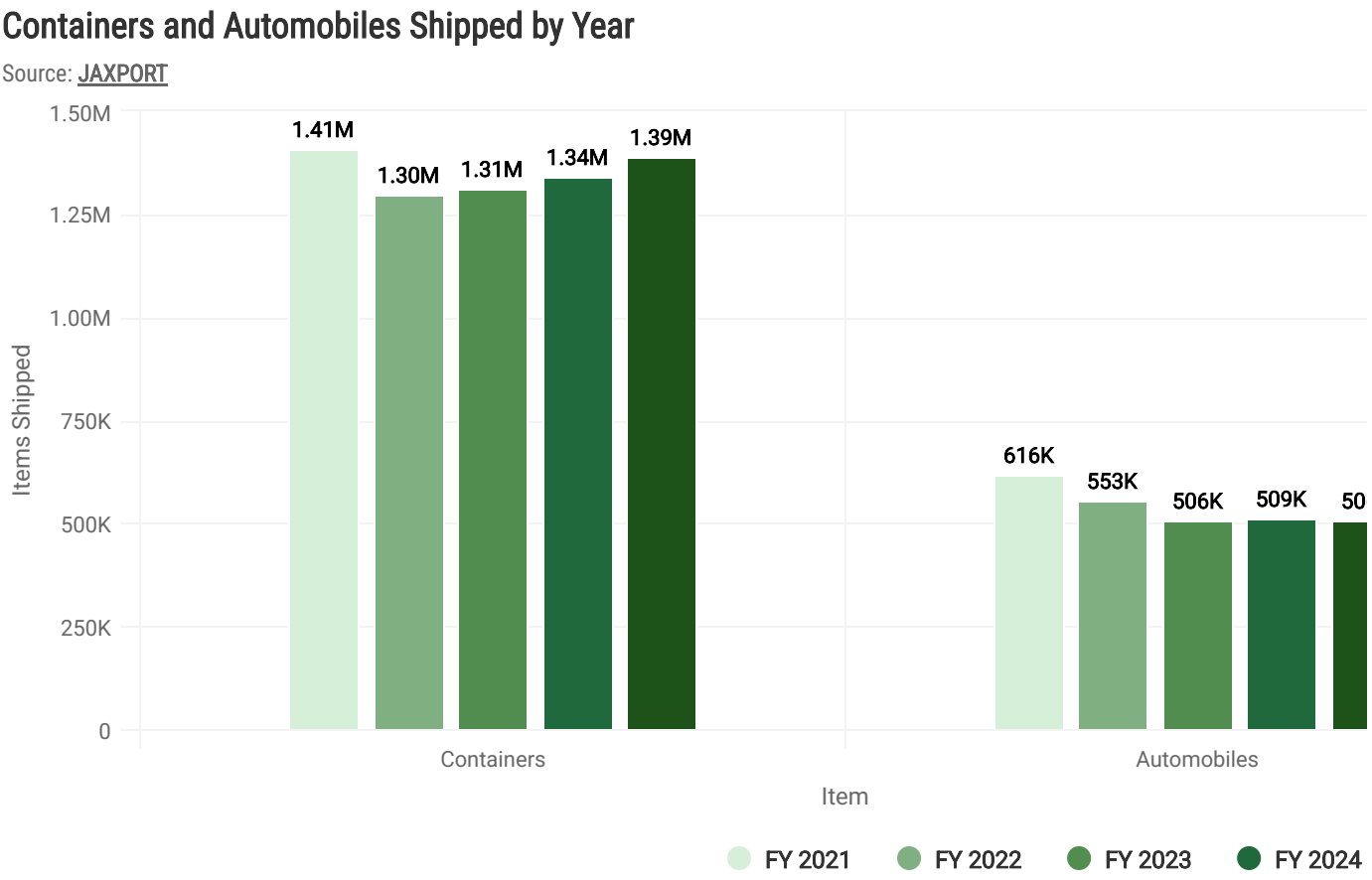


4.6.3 Automobiles and Containers Shipped

JAXPORT is maintaining its position as the top container port in Florida and a top 10 container port in the nation. JAXPORT is working to provide an alternative to other constrained ports for container shipments and expand its market share in breakbulk cargo through harbor deepening, berth enhancements and new handling equipment investments.

Container shipments at the Port of Fernandina peaked in 2021 but increased 8.7% in 2025 compared to 2024. Automobile shipments at JAXPORT dropped slightly in 2025 compared to 2024 and were at their second-lowest point in the last five-year period, but were impacted by construction. In 2025, Southeast Toyota opened a new auto processing plant at Blount Island and Enstructure Auto Logistics opened a new processing center for Mazda and Toyota at Talleyrand Marine Terminal.

Although there is no defined benchmark for this measure, increases are preferred and annual monitoring is conducted. The graph below shows the amount of containers and automobiles shipped through JAXPORT by year.



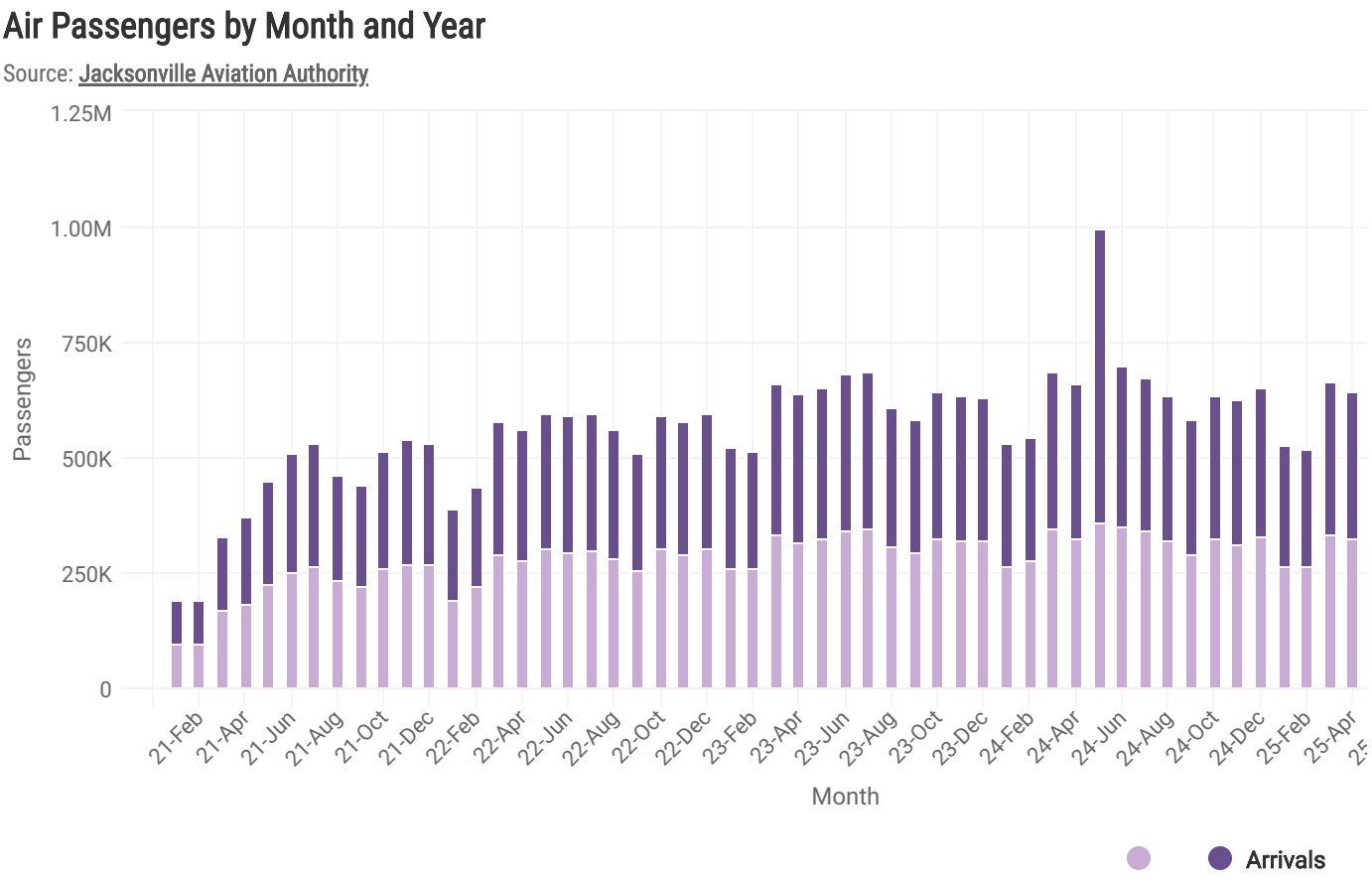
4.7 Air Travel and Freight

4.7.1 Air Passengers

The North Florida region saw a decline in annual aviation passengers for the 12 months ending October 2025 compared to the previous year. After seeing a continual climb in the average annual aviation passengers over the previous four years, the North Florida region saw a reduction in 2025.

Although there is no defined benchmark for aviation passengers served, increases are preferred and annual monitoring is conducted. The graph below shows total air passengers by month and year for the Jacksonville International Airport.

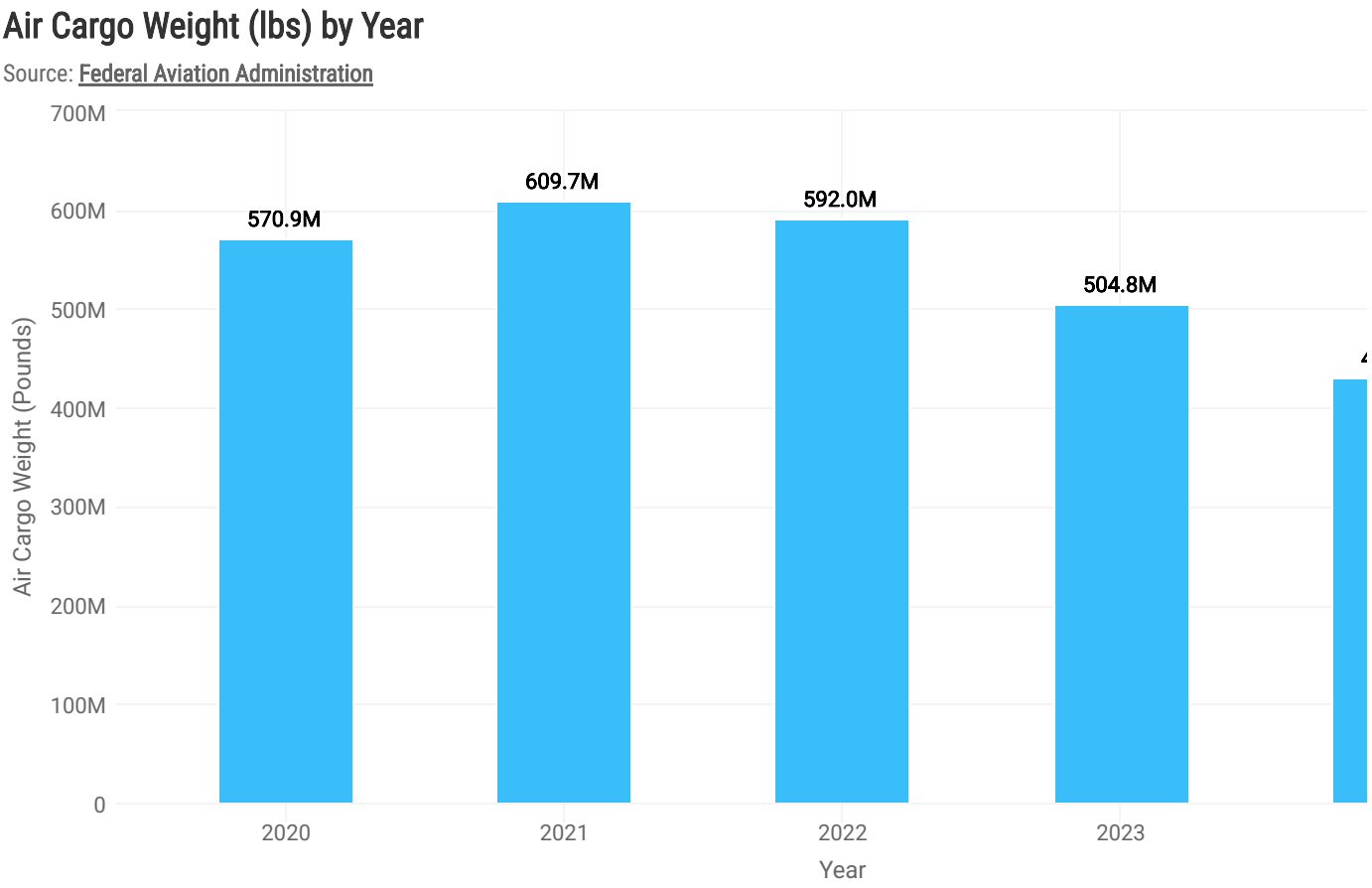
Fiscal years begin October 1 and end September 30 of each year.



4.7.2 Air Cargo

Air cargo shipments peaked in 2021, but have fallen 27.2% between 2022 and 2024.

Although there is no defined benchmark for this measure, increases are preferred and annual monitoring is conducted. The graph below shows total pounds of air cargo shipped per year in the North Florida region since 2020.



5 Quality of Travel

5.1 Travel Time Reliability

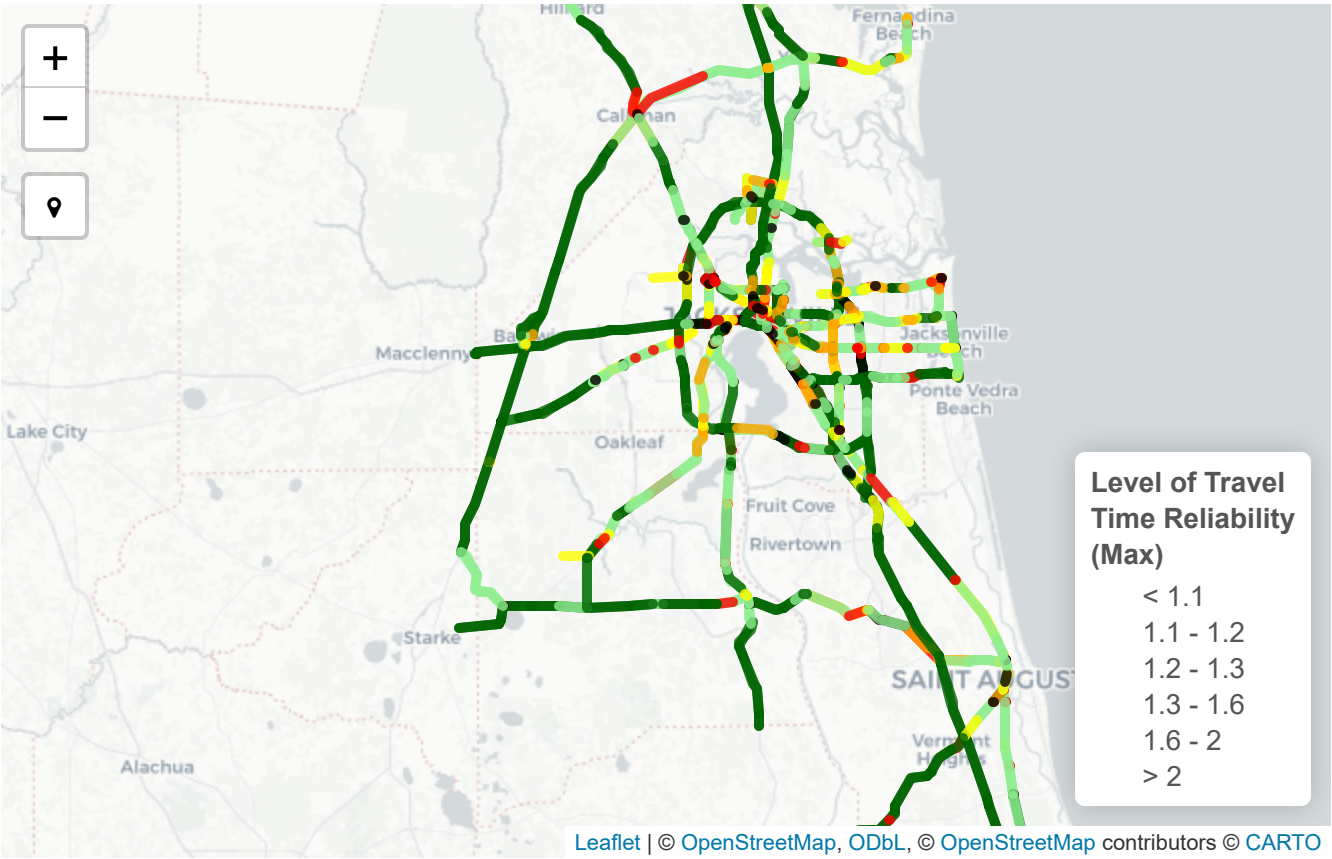
Level of Travel Time Reliability is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile). Level of Travel Time Reliability assesses the consistency, or dependability, of travel times from day to day or across different times of the day. For a 10-minute trip with a Level of Travel Time Reliability of 2.5, you have an 80% chance of arriving within 25 minutes. The larger the value of the Level of Travel Time Reliability, the more variable the travel times are along each corridor.

The goal is for 95% of the vehicle miles traveled within a system to be reliable (Level of Travel Time Reliability of 1.50 or less) along a corridor of the Strategic Intermodal System facilities in North Florida. In 2025, 91.3% of roadway miles in the North Florida region are considered reliable with a LOTTR of 1.5 or less.

The maps below show the critical (maximum) Level of Travel Time Reliability of the four time periods (AM Peak, Mid Day, PM Peak, and Weekends) in 2025. All US routes are also State Routes (SR).

Source: Level of Travel Time Reliability

LOTTR Map | Travel Time Reliability Segment Table



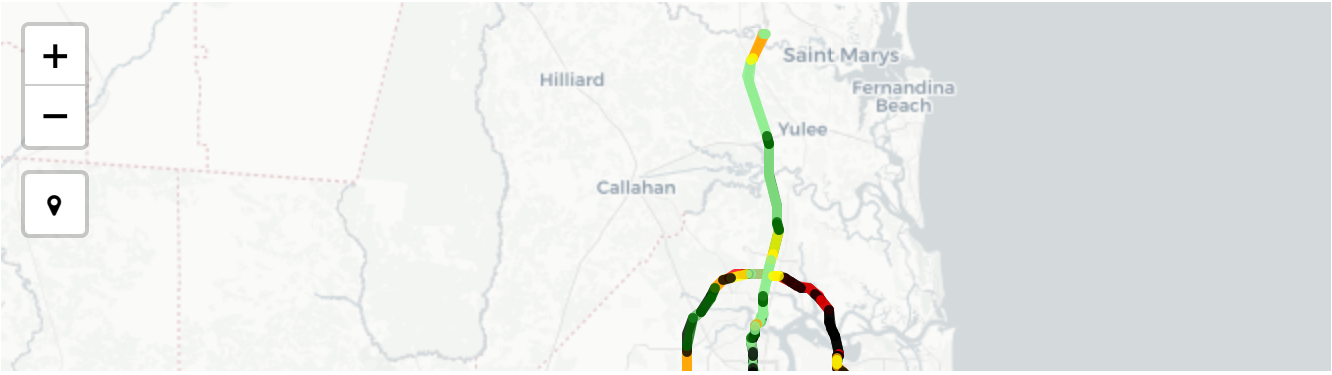
5.2 Truck Travel Time Reliability

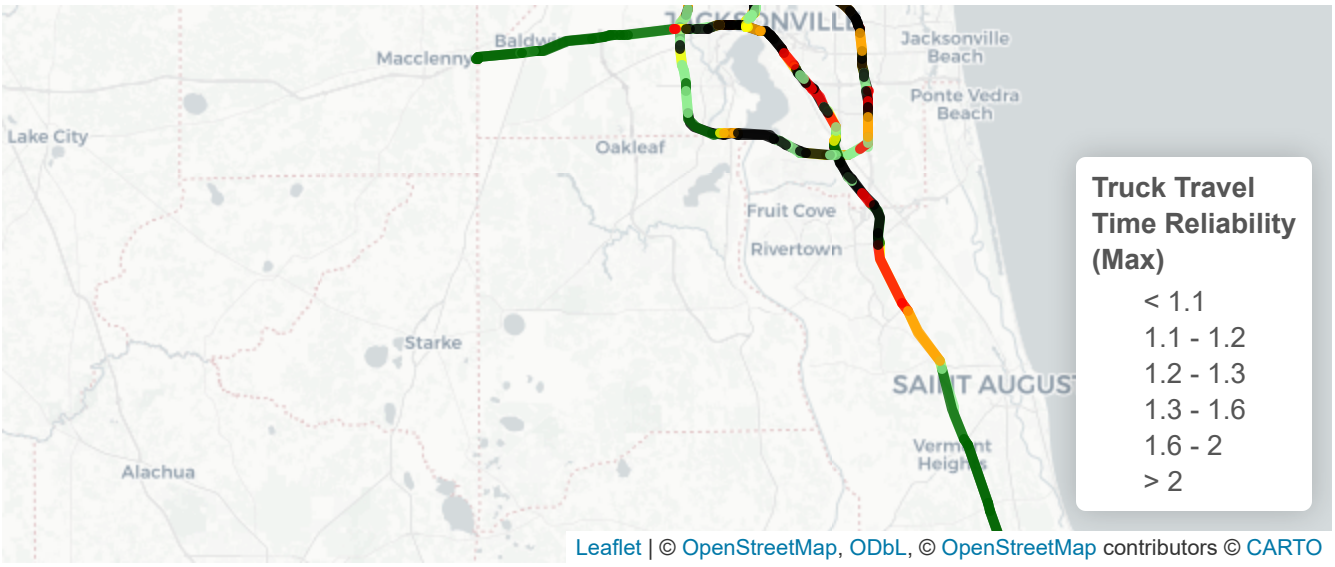
The Truck Travel Time Reliability index is the ratio of the 95th-percentile travel time and the median travel time. The larger the value of Truck Travel Time Reliability, the more variable the travel times are along each corridor. For a trip lasting 10 minutes with a Truck Travel Time Reliability value of 1.2, you have a 95% chance of arriving within 12 minutes.

The Truck Travel Time Reliability index should maintain or decline each year. The map below shows the critical (maximum) Truck Travel Time Reliability of the four time periods (AM Peak, Mid Day, PM Peak, and Weekends) in 2025.

Source: Truck Travel Time Reliability

Truck Travel Time Reliability Map | Truck Travel Time Reliability Segment Table





5.3 Percentage of System Heavily Congested

Based on the FDOT Sourcebook, the peak hour for the North Florida TPO region experiences heavy congestion on 6.1% of the roadway system in 2024. The numbers have been continuing to climb since 2020. The table below summarizes the percentage of heavy congestion for the North Florida region by year.

Source: **FDOT Sourcebook**

	2020	2021	2022	2023	2024
Percentage of Heavy Congestion	1.80%	2.90%	4.20%	5.50%	6.10%

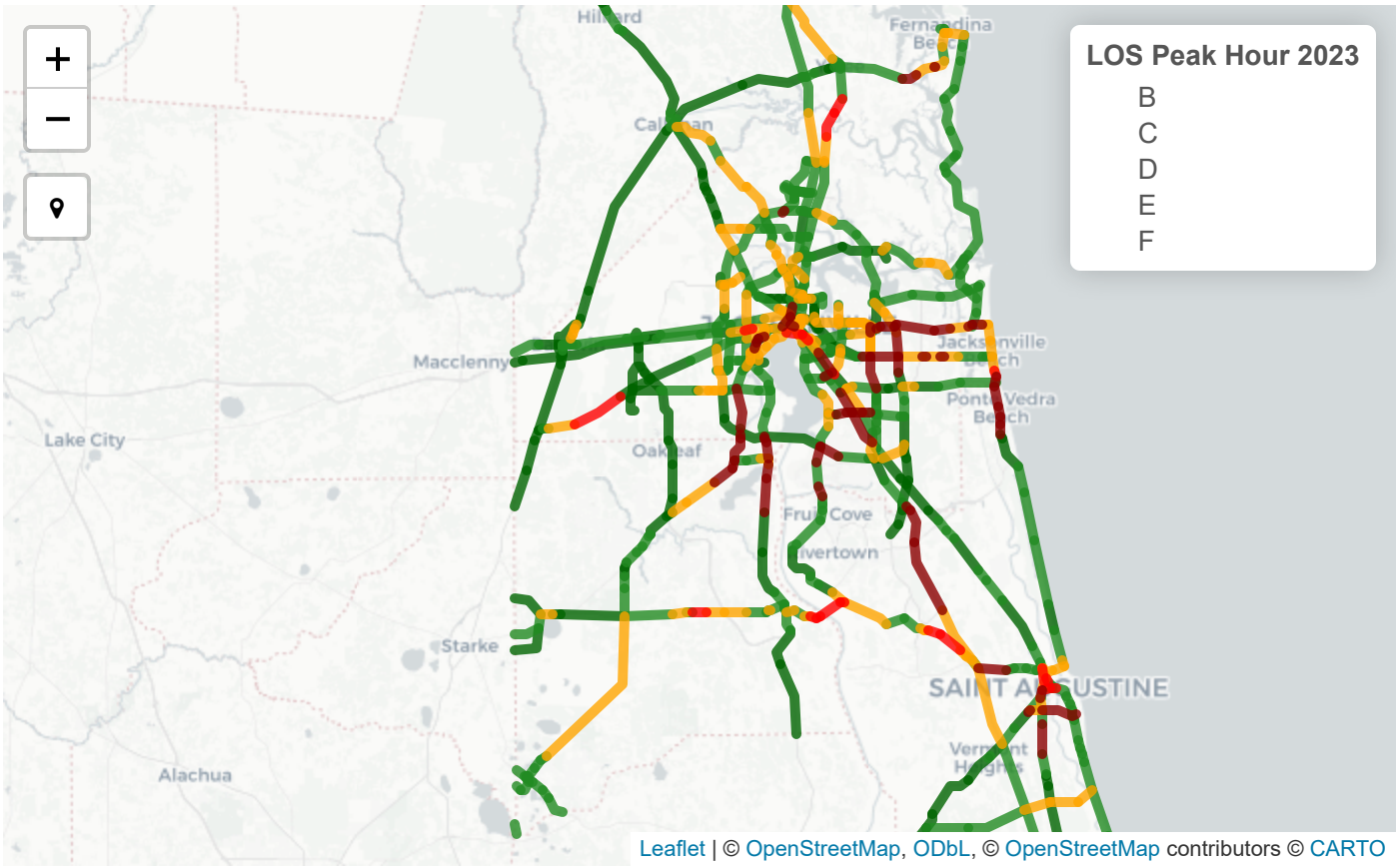
Showing 1 to 1 of 1 entries

5.4 Level of Service

Level of Service is a rating system of A to F with A being the best – low volume of free-flowing traffic with no delays – and F being the worst – low speeds, volume exceeds capacity with stop-and-go traffic.The Level of Service can be evaluated for daily, peak-hour or peak-period time slices.

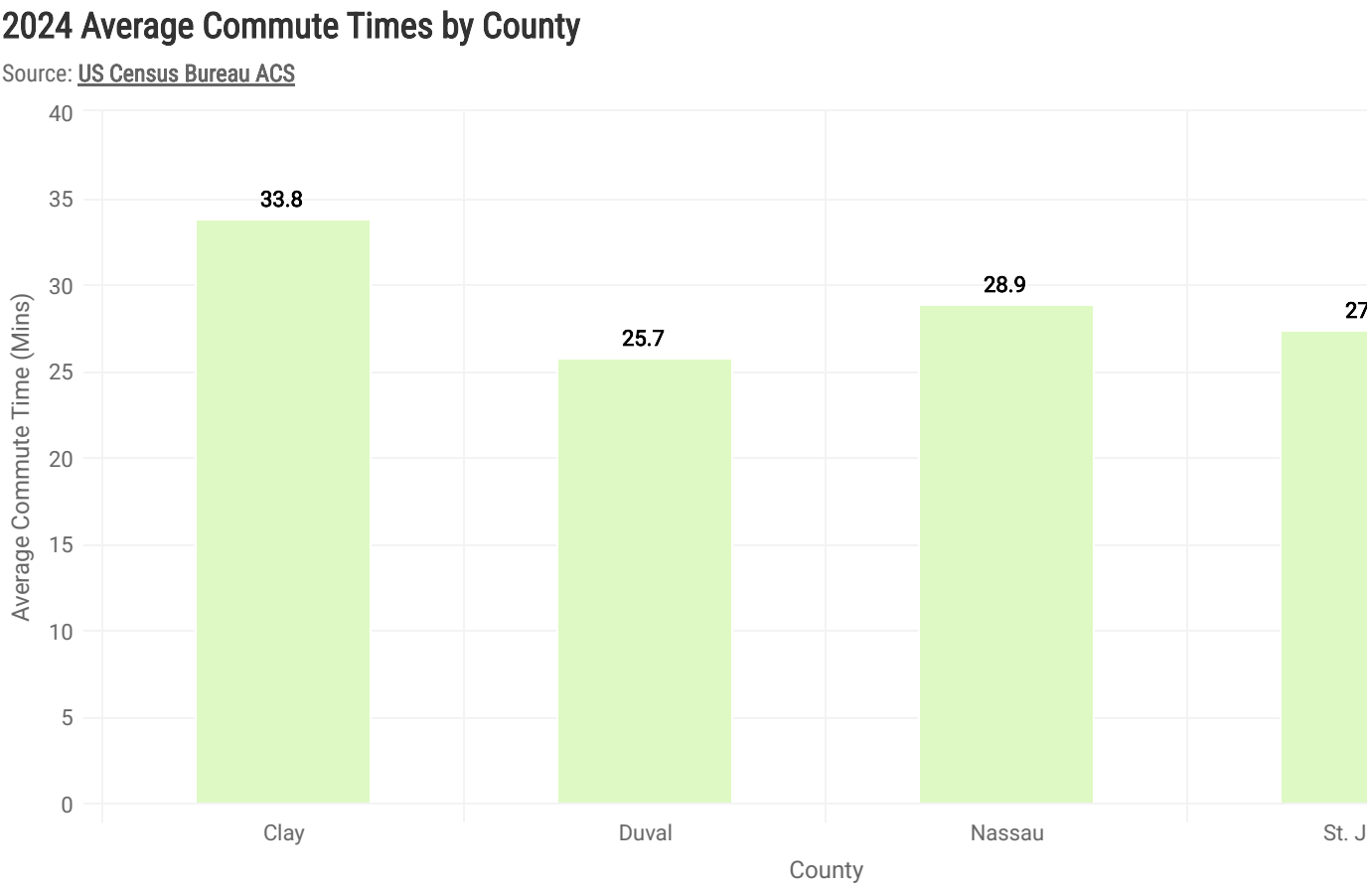
The number of rural miles meeting generally-acceptable operating conditions over the total number of rural road miles can be used to calculate the % of miles meeting Level of Service (LOS) criteria. Standards for Level of Service on state highways are in the FDOT Multimodal Quality/Level of Service Handbook published in 2023. The service volumes are split up into roadway classification and give specific input for rural areas. The map below shows the 2023 Peak Hour Level of Service for FDOT roadways in the North Florida TPO.

Source: FDOT District Two, Jacksonville Urban Office



5.5 Average Commute Time

The average commute times were estimated based on the United States Census Bureau through the American Community Survey. The 2024 average commute times for each county are displayed in the chart below.

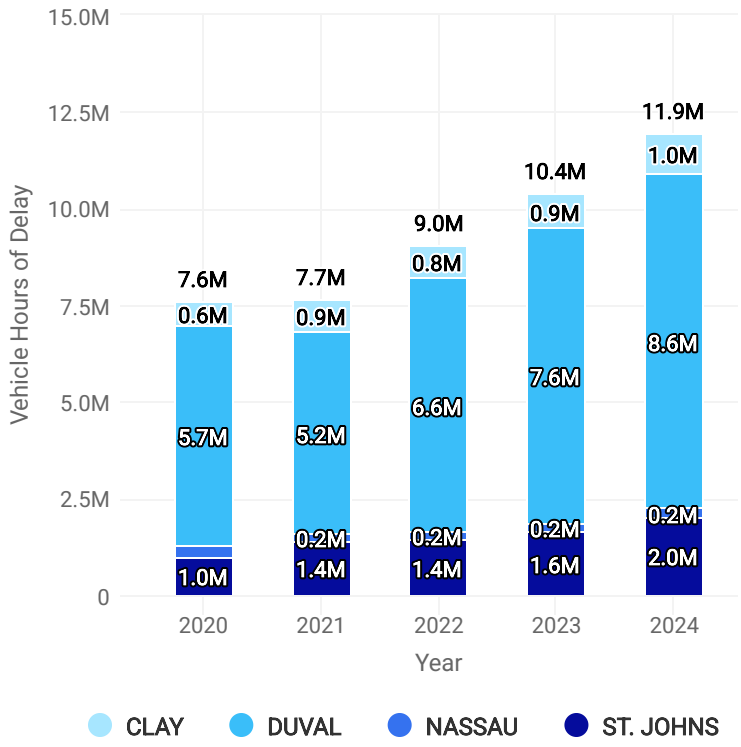


5.6 Average Vehicle Delay

Vehicle delay is typically reported annually in vehicle-hours per day and is calculated by the sum of the daily delay. The FDOT Sourcebook shows data provided from HERE technologies, a company that produces field-measured travel speed data, and can be summarized for the region, by county, and by functional classification of the roadway. For all highway systems in the North Florida TPO region, the daily vehicle hours of delay increased from 2020 to 2024. The graphs below show the total vehicle hours of delay throughout the North Florida region on State Highway System and National Highway System facilities by both year and county.

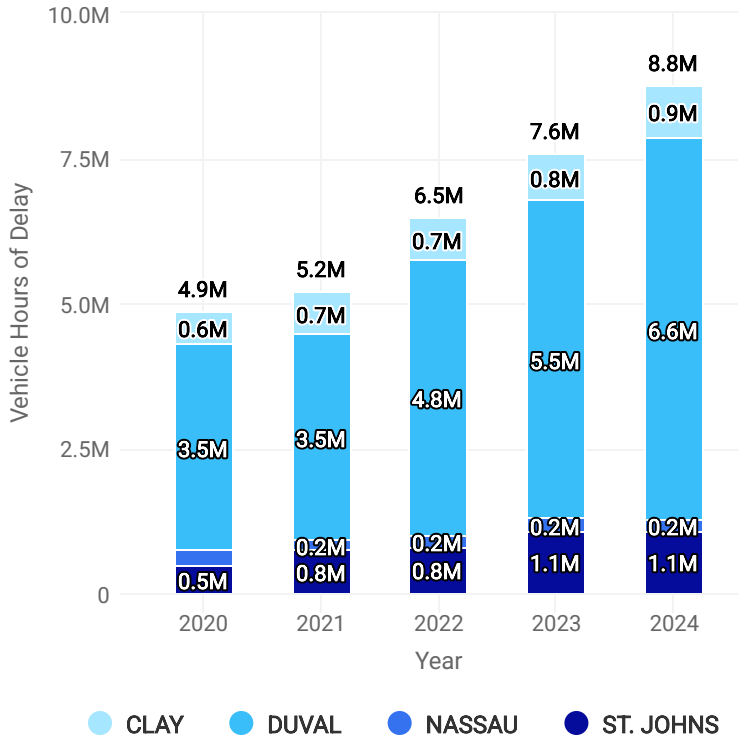
State Highway System Vehicle Hours of Delay by County and Year

Source: FDOT Sourcebook Vehicle Hours of Delay



National Highway System Vehicle Hours of Delay by County and Year

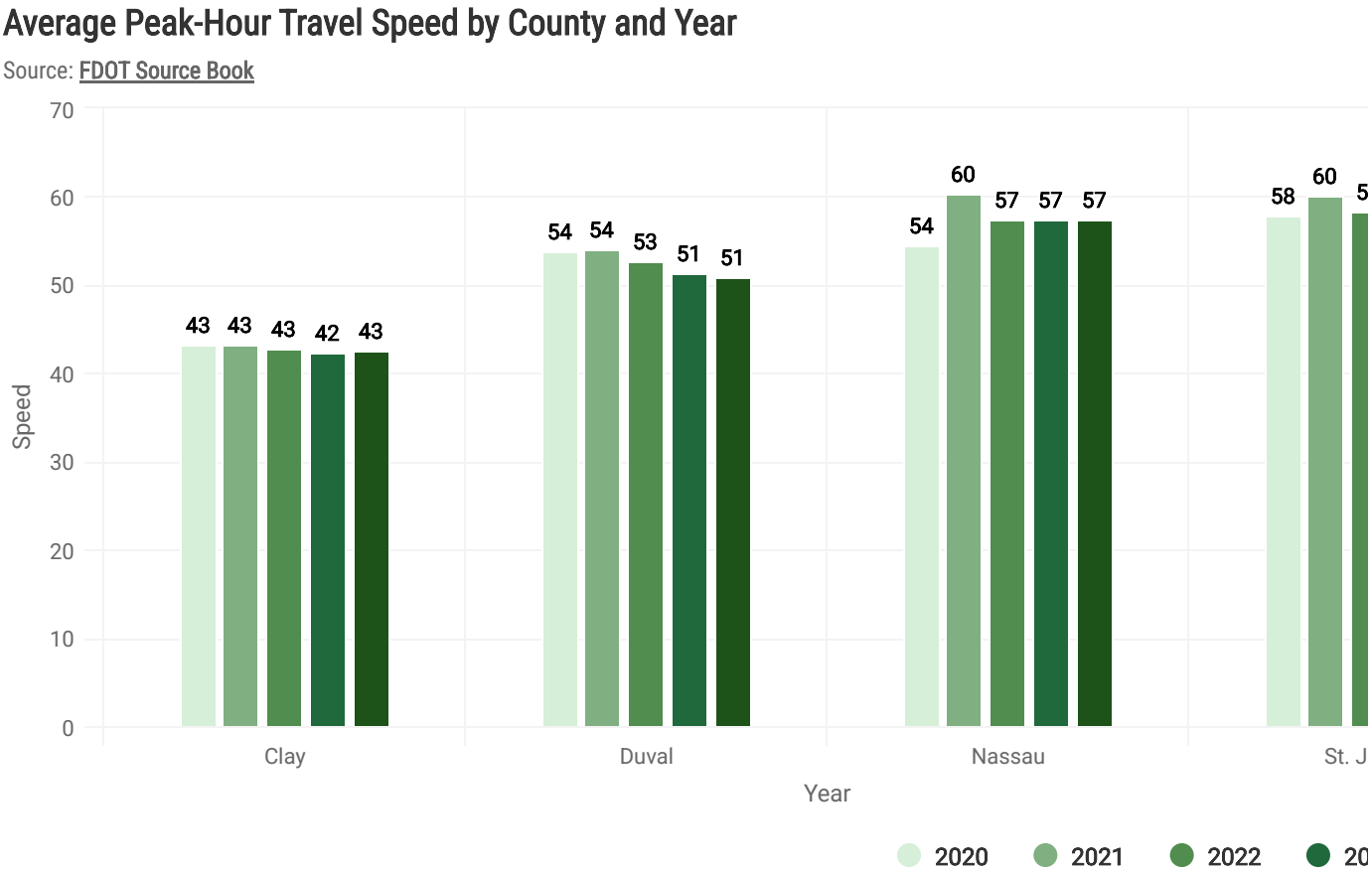
Source: FDOT Sourcebook Vehicle Hours of Delay



5.7 Travel Speeds

The FDOT provides average peak-hour travel speed by roadway segment for the State Highway System. This data can be summarized for the region, by county, and by roadway functional classification. The average speed is reported annually in miles per hour and is calculated by averaging the average peak-hour travel speed. Average travel speeds have either decreased or stayed the same since 2020 in every county but Clay, which saw a slight increase by 0.2 miles per hour from 2023 to 2024.

The average travel speed should maintain or increase from year to year. The table below shows the trends for each county.



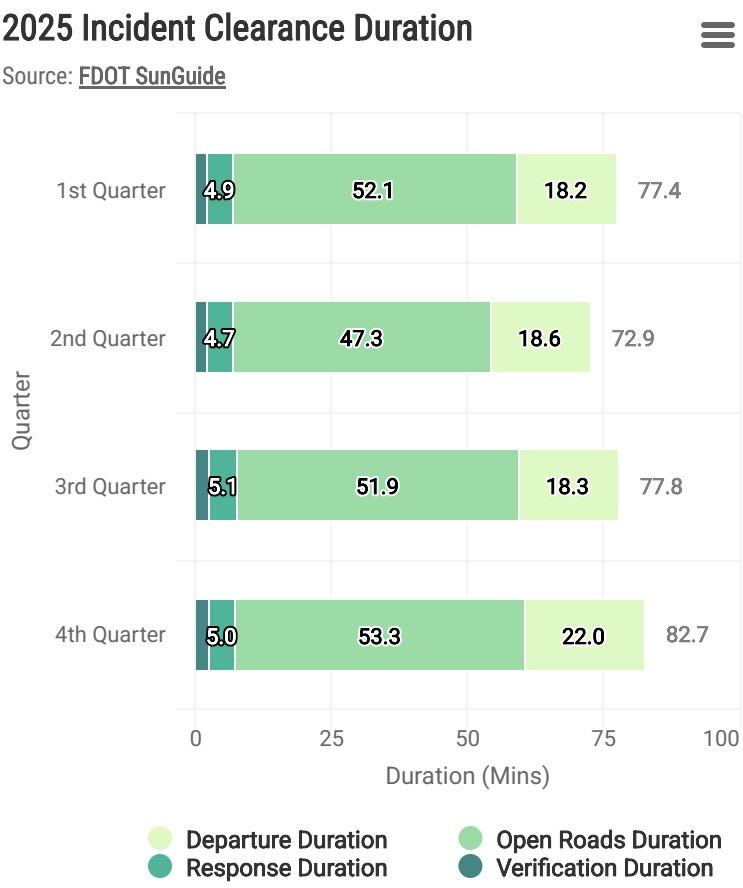
5.8 Incident Clearance Times

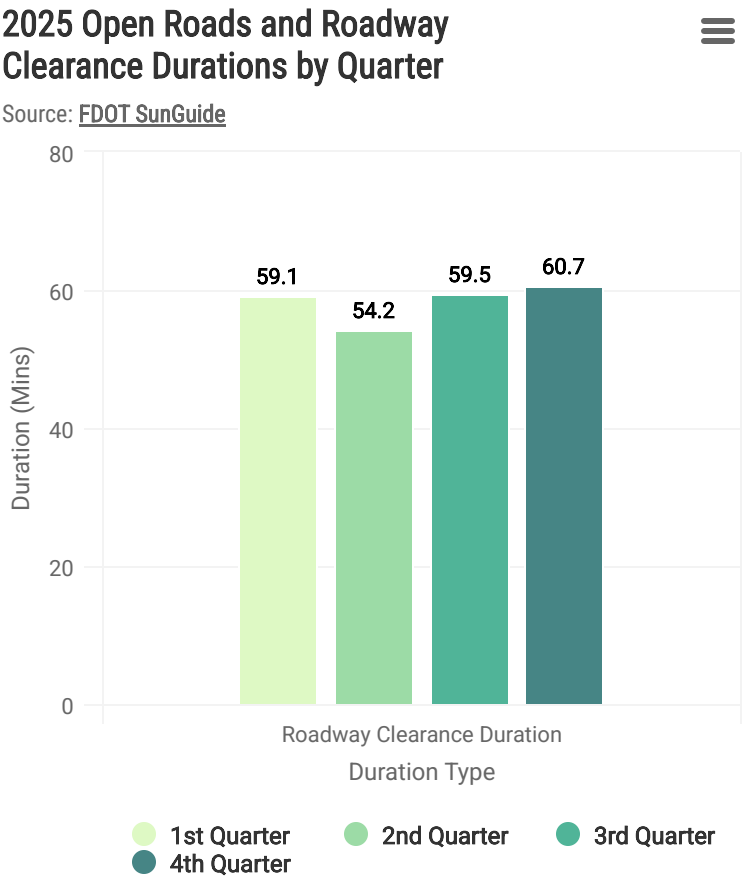
The FDOT, law enforcement, emergency personnel, and the local coroner's office can be engaged in incidents. During some incidents, the time to open the road to traffic and restore the road to normal traffic conditions can be impacted by the crash conditions that are beyond the control of the FDOT or law enforcement. For example:

- Allowing emergency response personnel to respond and treat injured people.
- Specialized response teams must remove hazardous materials before the road can be opened to traffic.
- The local coroner must investigate the scene if a fatality occurs. The time to open the road to traffic is typically one hour when a fatality occurs.

- The FDOT and law enforcement agencies work to open the road to traffic and restore the traffic operations as soon as possible.

The goal is to maintain or reduce the time to open roads to normal traffic following an event. The following figures show incident clearance performance measures for FDOT District Two in 2025.





5.9 Incident Event Types

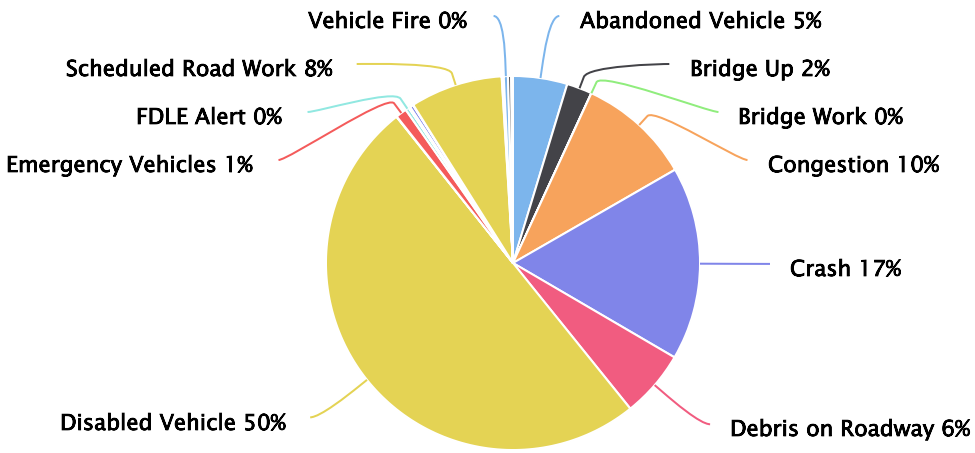
Only 30% of the congestion in our region in 2019 was caused by recurring delays (Source: Regional Integrated Transportation Information System Causes of Congestion Report based on data from 2019). Other sources of delays include holiday peaks, incidents, weather, excess delay at signals, weather, and work zones. Transportation Systems Management and Operations strategies are need to reduce delays caused by non-recurrent factors.

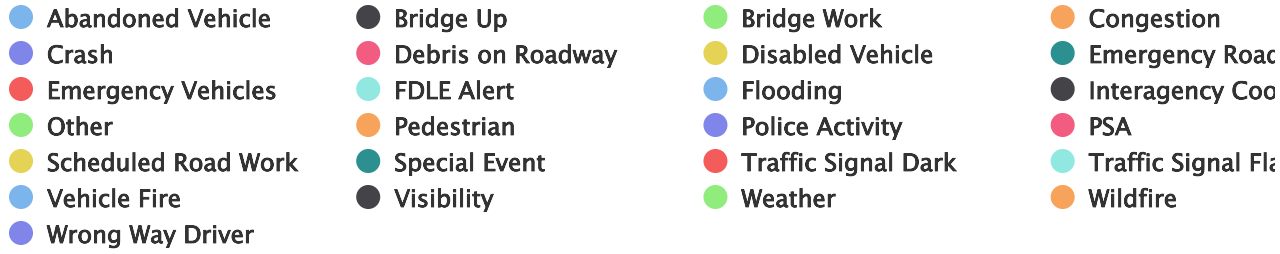
The number of lane closures or other events, such as abandoned vehicles, debris in the roadway, road work, or crashes, significantly decreased from 2024 to 2025.

There is no target for the number of events that occur.

2025 Incident Event Totals

Source: FDOT SunGuide





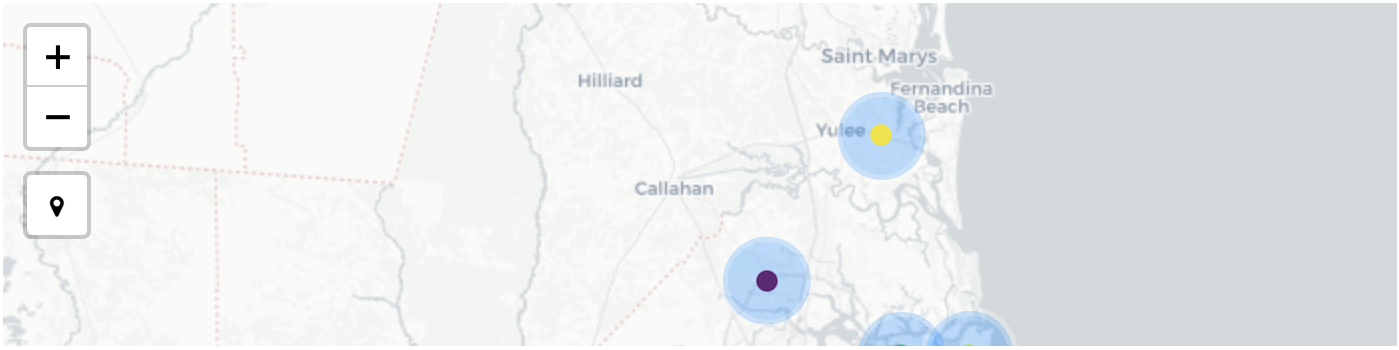
6 Access and Sustainability

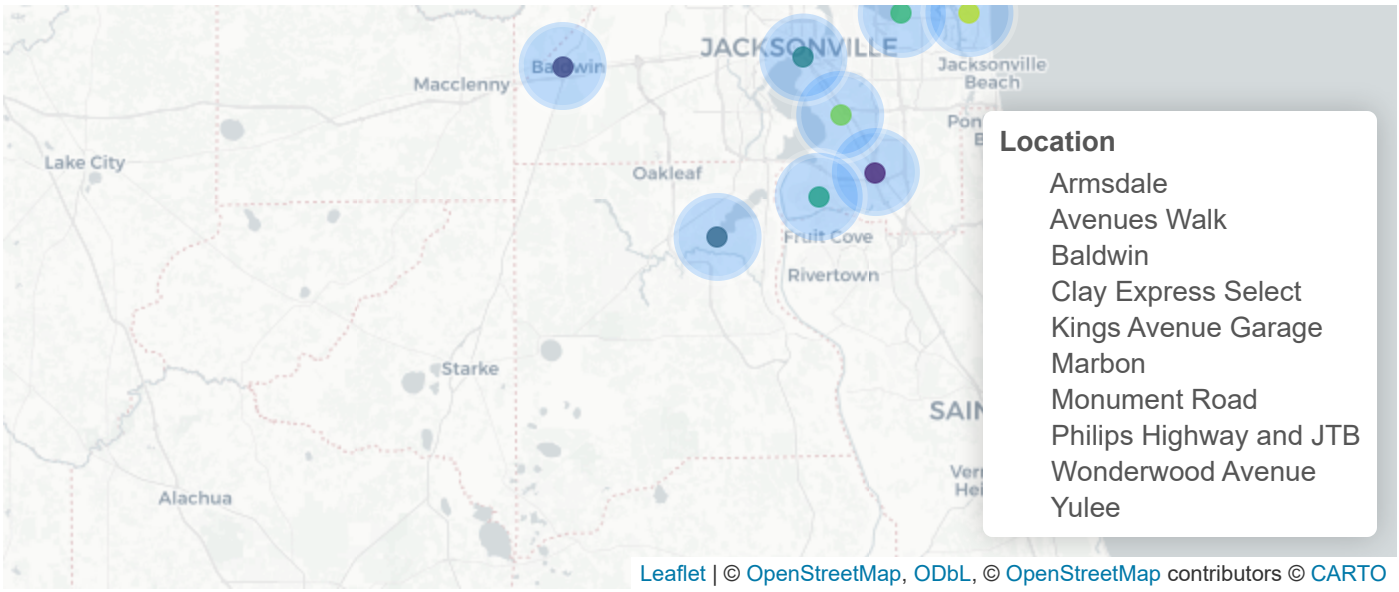
6.1 Transit Accessibility

Access to transit is a significant need in under-served communities and a focus for the transit agencies within the region. On a regional basis, the availability of populations to transit is low. However, in the urban core of Jacksonville, nearly 89% of the population is within a quarter-mile of a transit stop. The target is to provide transit access within a quarter-mile of a bus stop to 95% of the population.

Park-n-Ride lots are served by local bus routes and Express bus service to Downtown Jacksonville. There is continual service from most lots. Park-N-Ride lots are designed to enhance travel time, encourage connections to other modes of transportation, and minimize boarding and waiting times.

Source: JTA Park n' Ride Locations

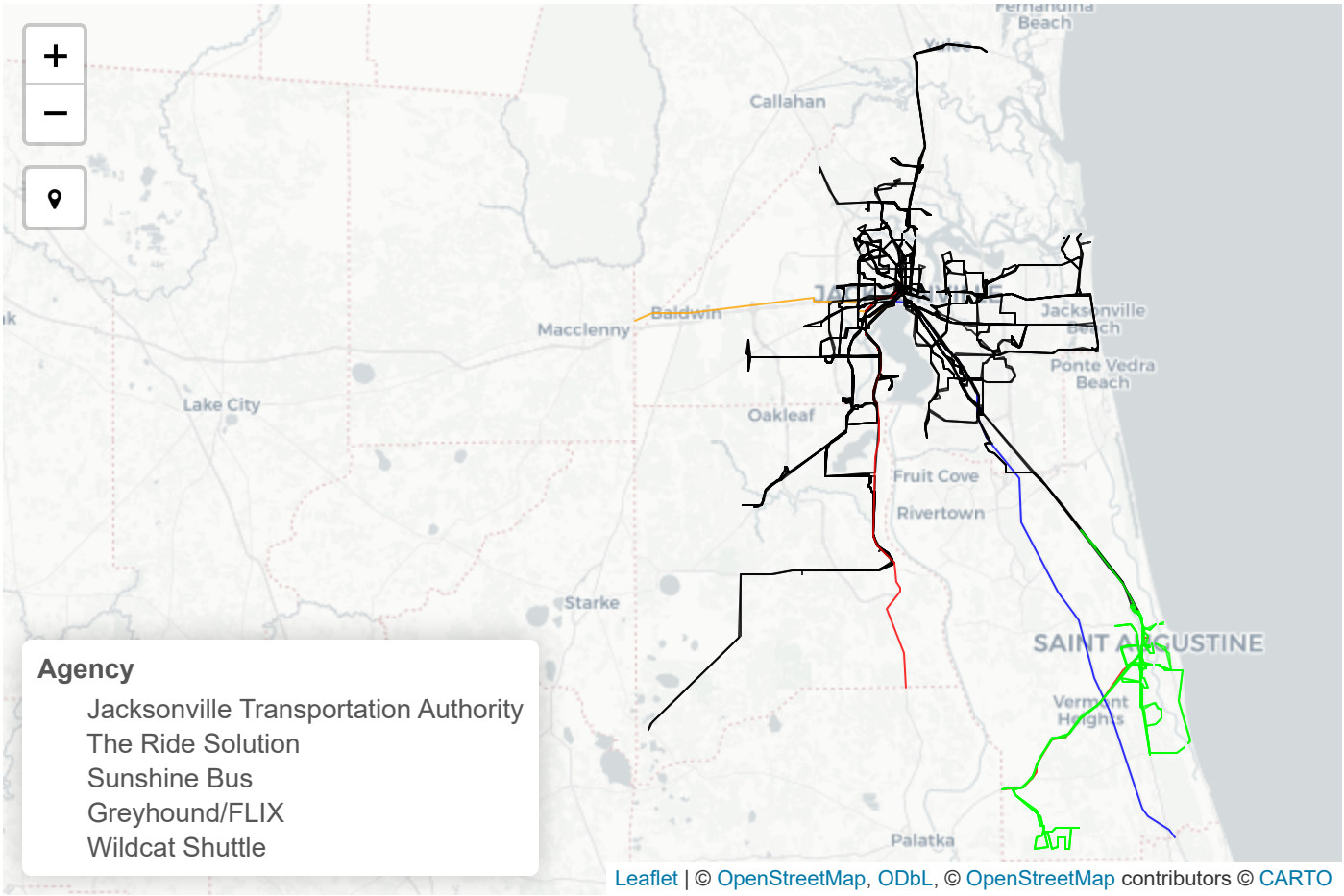




6.2 Transit Routes

North Florida has multiple public transportation options to move between counties. The routes in the map below are sorted by transportation service provider. This map is not exhaustive of all available routes, but includes routes where data is publicly available as of 2025.

Source: [Florida Transit Data Exchange]



6.3 Bicycle and Pedestrian Level of Traffic Stress

The quality of service determines how satisfied travelers are with a particular facility or service. Factors that affect the comfort of pedestrians and bicyclists include pavement condition, heavy vehicle presence, facilities at intersections, etc. The FDOT Multimodal Quality/Level of Service Handbook published in 2023 shows a flow chart for both pedestrian and bicycle level of traffic stress.

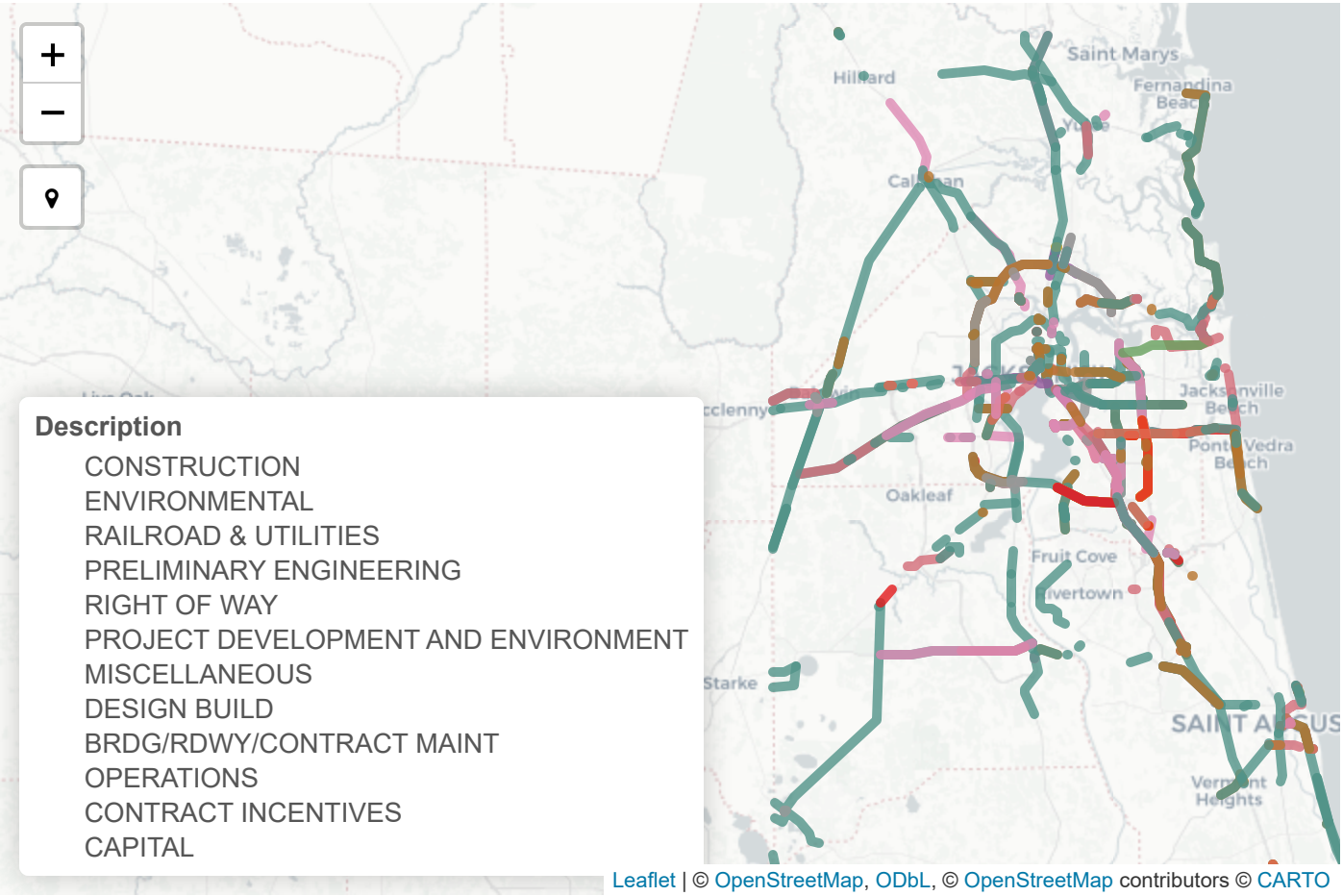
The maps below show the Level of Traffic Stress for both pedestrians and bicyclists for roadway segments throughout the North Florida TPO region. The data was most recently updated in May of 2024.

Source: FDOT Level of Service Ped/Bike

6.4 Impacts of Investments on the Natural Environment

FDOT's Efficient Transportation Decision Making process is a procedure used to look into transportation projects and consider their environmental impacts. The Efficient Transportation Decision Making manual can be found on the FDOT webpage. The map below shows transportation projects throughout the region in 2025. More information on the projects can be found at the links.

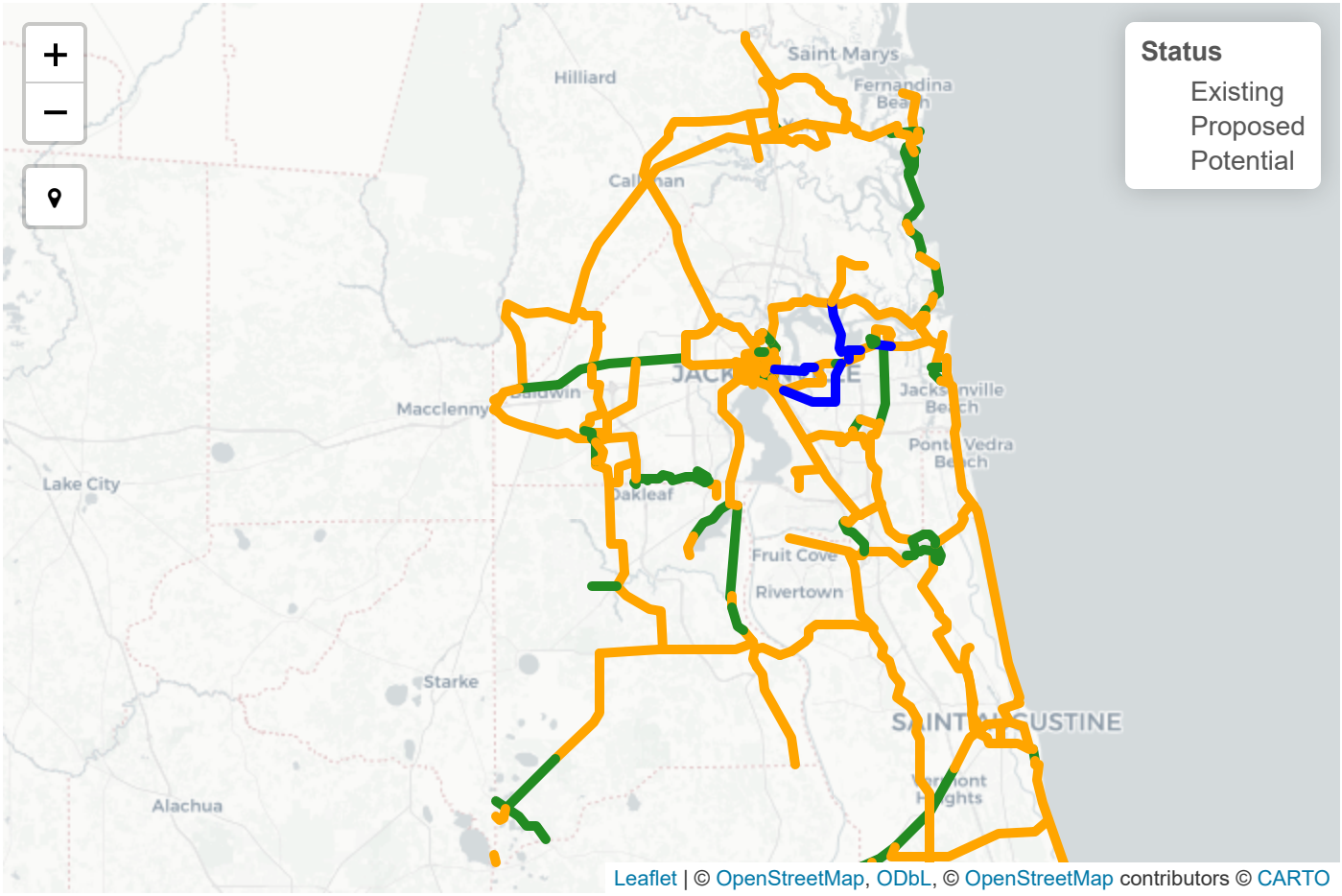
Source: Environmental Screening Tool and FDOT 5-Year Work Program Meta Data



6.5 Trail Connectivity

The North Florida TPO published the Northeast Florida Regional Multi-Use Trail Master Plan in 2019, which addresses the regional trail network and how funding could be applied to projects to expand the multi-use paths within the region. Funding opportunities such as Shared Use Network Trail (SUNTrail) funding were considered. Existing trails within the region total approximately 121 miles. A trail network of approximately 570 miles is proposed. Maps were taken from the Multi-Use Trail Master Plan. The map below shows the existing and proposed trails identified within the North Florida TPO network.

Source: North Florida TPO Regional Multi-Use Trail Master Plan

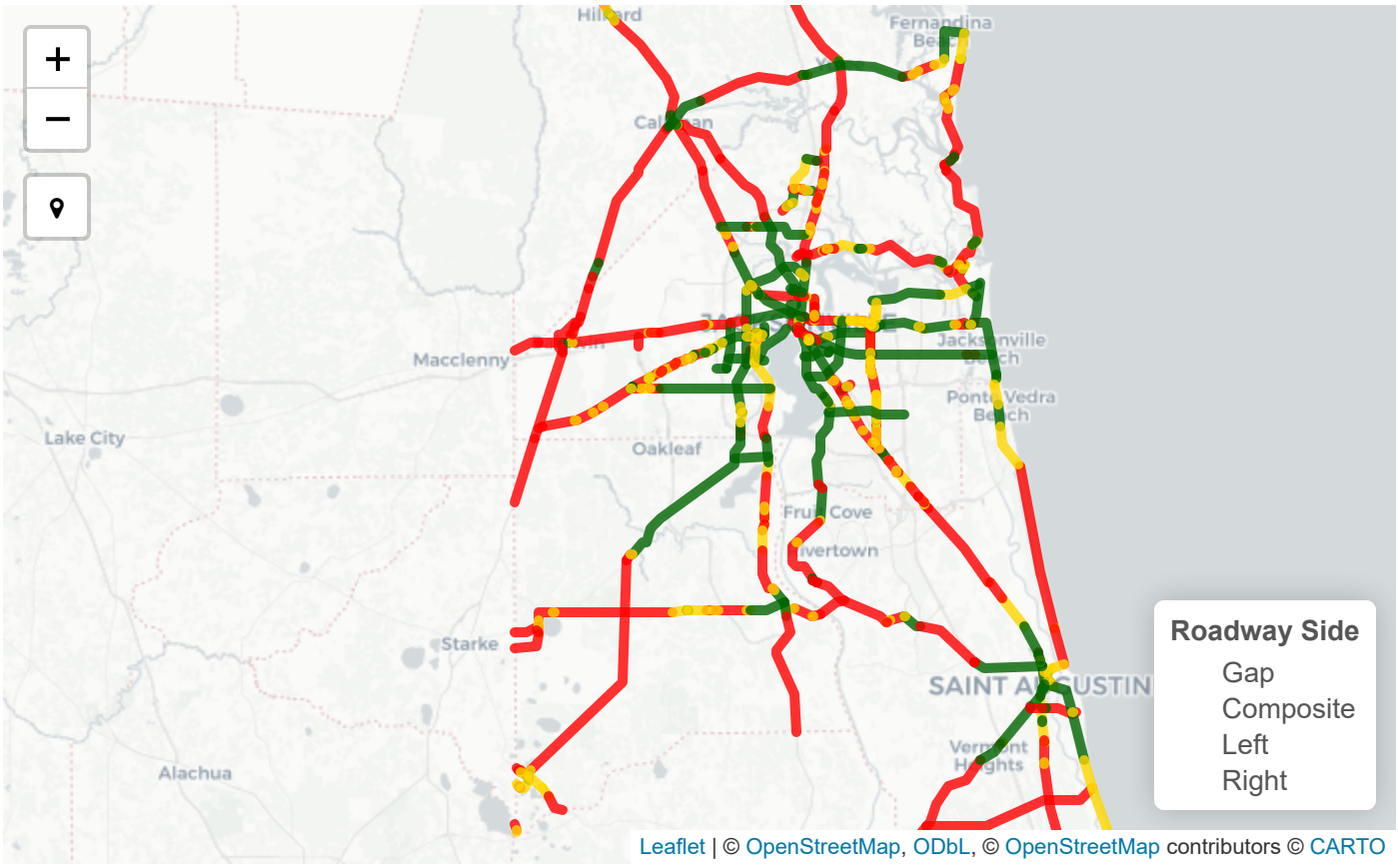


6.6 Pedestrian Connectivity

The FDOT aims to provide 100% coverage of the State Highway System for bicycles and pedestrians where appropriate. Based on the FDOT Roadway Characteristics Inventory, the pedestrian facility coverage over the four counties within the North Florida TPO area is 329.4 miles for 2025. Year-over-year, the total pedestrian coverage within the North Florida TPO region generally increases, resulting in increased sidewalk mileage. In 2025, there are 30.3 fewer miles of sidewalk gaps when compared to 2024. This value does not include segments where pedestrian activity is not allowed.

A map of the FDOT sidewalks and gaps in the region is provided below.

Source: FDOT Sidewalks and Gaps Transportation and Data Analytics Office



7 Preservation and Maintenance

This section deals with preserving and maintaining bridge and pavement conditions in the region. Pavement condition is summarized for Interstate and non-Interstate facilities that are on the National Highway System. The percentage is based on the lane-miles of facilities. Bridges are summarized by National Highway System and non-National Highway System facilities. The percentage is calculated based on the bridge deck area. Goals are set by the FDOT for how much of each category is in good condition and how much is in poor condition.

7.1 Pavement Condition on Primary Freight Corridors

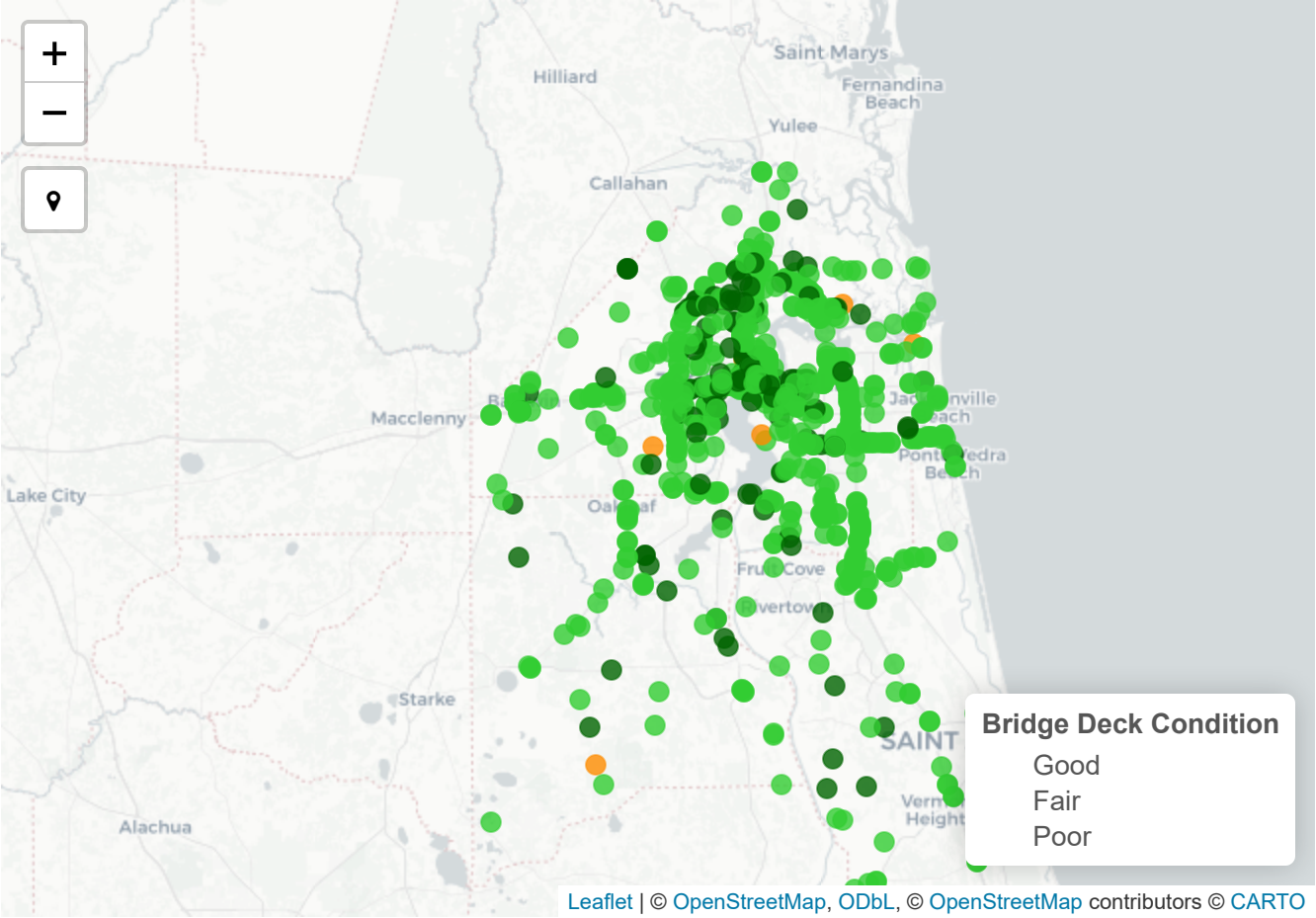
For 2024 (most recent data available), the percentage of interstate NHS pavement in poor condition within the North Florida TPO region was 0.1%, which is well below the target of less than 5%. The percentage of non-interstate NHS pavement in poor condition for the North Florida TPO region was 0.8%, which was a decrease from the previous year.

7.2 Bridge Conditions

The Bridge Conditions Map and Bridge Conditions Table are presented below. Federal Highway Administration National Bridge Inventory

Bridge Conditions Map | Bridge Conditions Table

The map below shows the locations and conditions of the bridges within the North Florida TPO region. According to the FDOT Roadway Characteristics Inventory, there are a total of 1,315 bridges in the region as of 2025.



7.3 Transit Vehicles

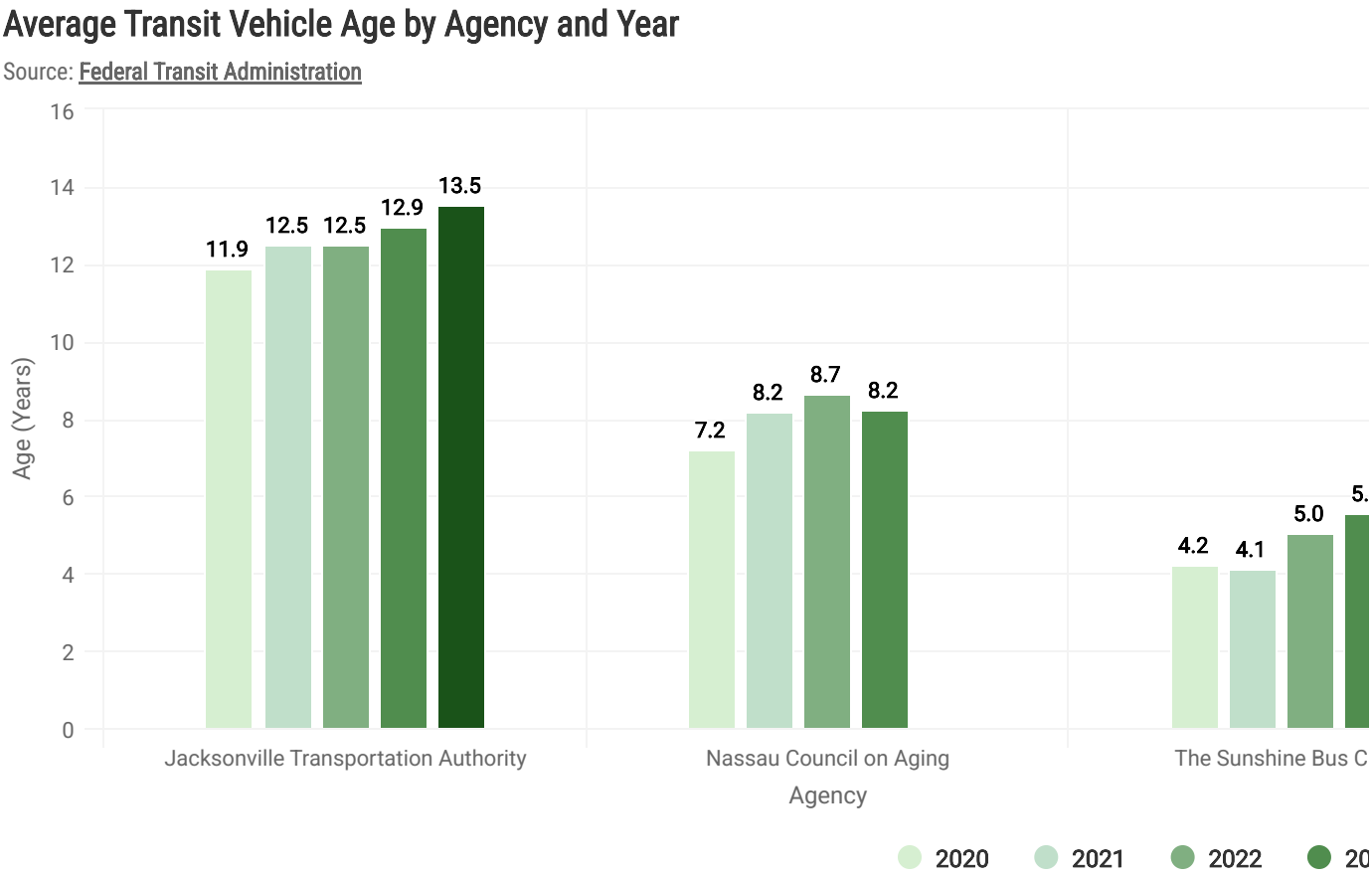
Maintaining transit vehicles and systems in a State of Good Repair is one of the highest priorities for any transit system to ensure safe, dependable and accessible services are provided.

The average age of vehicles operated by JTA has generally increased or maintained since 2020. Data for the average age for the Nassau Council on Aging in 2024 is not yet available. The Sunshine Bus Company average decreased starting in 2020, but has been increasing sharply since 2021.

JTA assumed the operations of Clay Transit in 2018 and those vehicles are shown as part of JTA's fleet beginning in 2018.

The service life for transit vehicles varies by type and is not analyzed as part of this report. Most buses have a service life of 12 years or 250,000 miles. Smaller buses, such as shuttles, have a service life of four to seven years and between 50,000 and 175,000 miles. The people-mover vehicles on the Automated Skyway Express in downtown Jacksonville exceed their predicted service life. The vehicles are currently 23 years old. A Skyway Modernization Program is underway.

The Mayport Ferry vessel, the Jean Ribault, has been carrying vehicles and people for 30 years, but is in a State of Good Repair. JTA assumed operations of the ferry from the City of Jacksonville in 2016.



8 Economic Impacts

8.1 Cost of Congestion

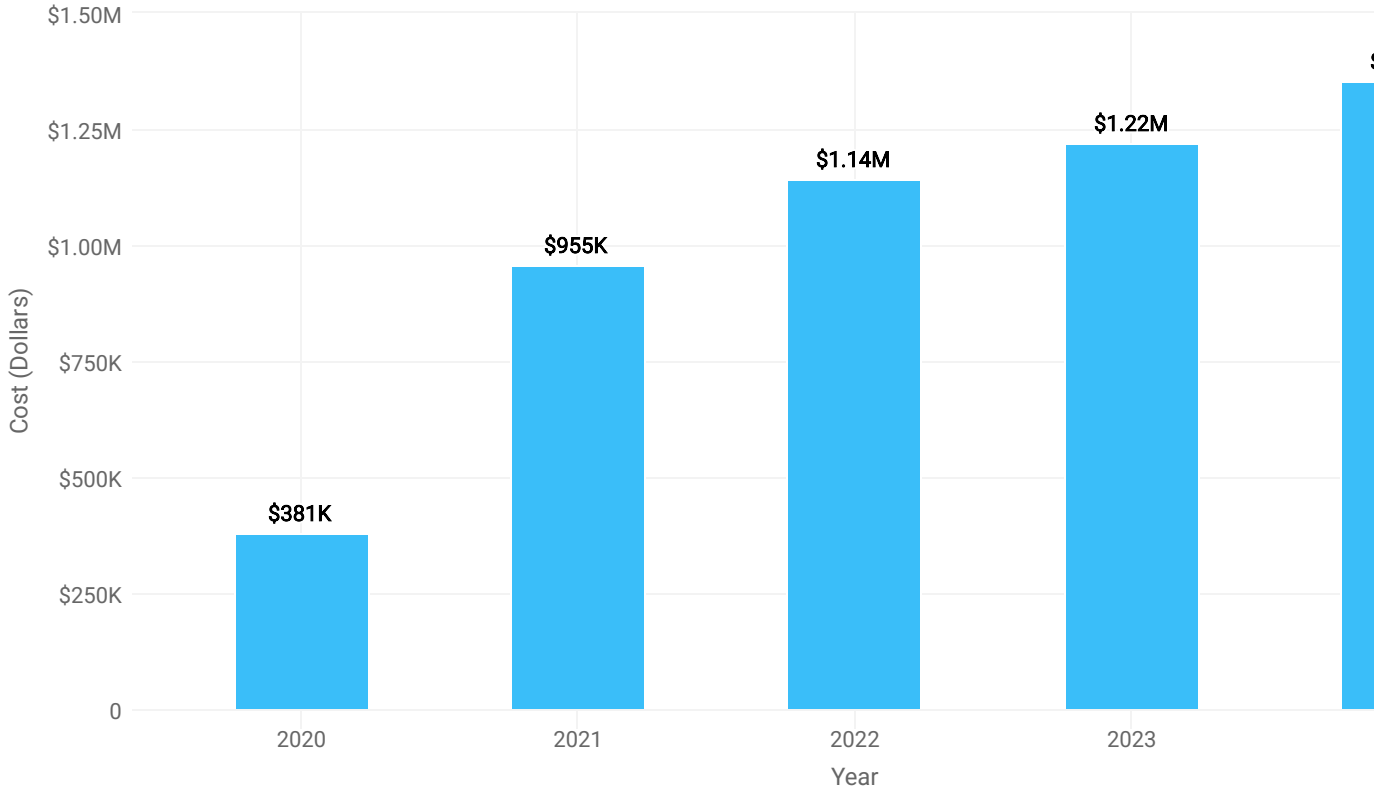
The social costs of congestion include direct costs borne by the traveler in fuel consumption, lost travel time, additional vehicle depreciation and maintenance costs. The external costs included, or those not paid directly by the traveler, are from emissions which result in additional health care costs caused from increase cancer rates, loss of earnings associated with them and the associated negative health impacts. The costs of climate change associated with greenhouse gas emissions from carbon dioxide and oxides of nitrogen are also included. Emissions account for less than 1% of the social costs of congestion.

The social cost of congestion has increased 42% since 2021 (excluding 2020 as an outlier).

There is no target for the social cost of congestion but the costs should maintain or decline each year.

Cost of Congestion by Year

Source: Texas A&M Transportation Institute



8.2 Cost of Crashes

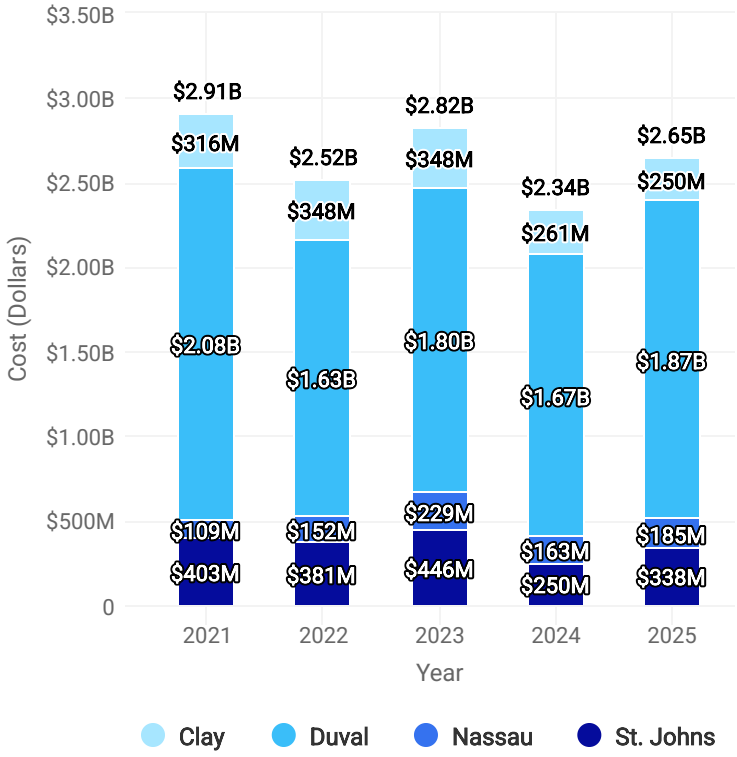
The costs of fatalities, injuries and other crashes burdens the economy in the billions of dollars annually. Lost wages, pain and suffering, medical expenses and property loss are a few of the external costs resulting from crashes.

The cost of fatal crashes in the region was $2.65 Billion in 2025, which is an increase from 2024. The cost of serious injury crashes has decreased since 2021 and is also at its lowest point in the last five years. KABCO values from the FDOT's 2026 Design Manual were used to calculate the crash costs.

The target is to have zero injuries or fatalities resulting from crashes.

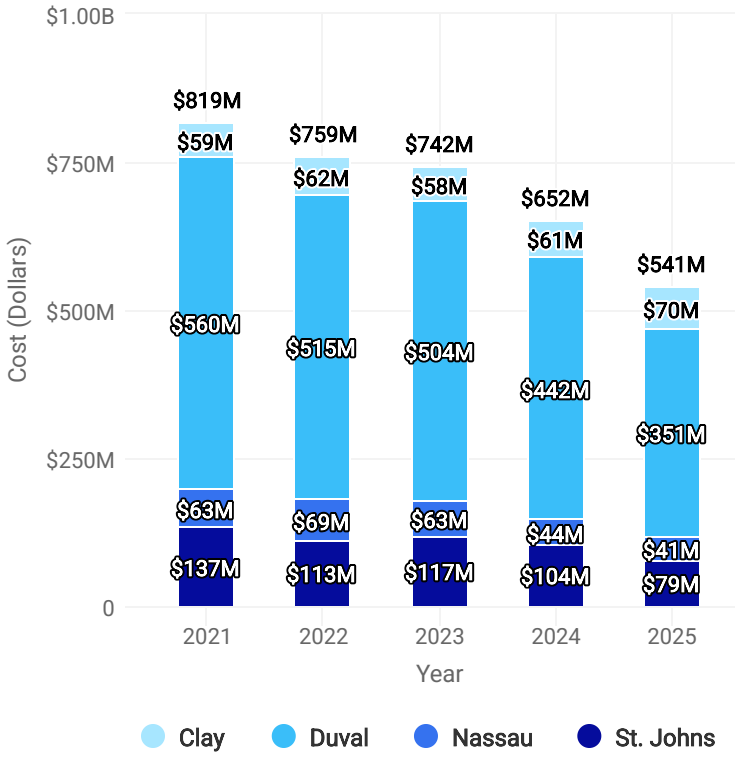
Cost of Fatal Crashes by Year

Source: Florida Department of Highway Safety and Motor Vehicles and FDOT Design Manual



Cost of Serious Injury Crashes by Year

Source: Florida Department of Highway Safety and Motor Vehicles and FDOT Design Manual



8.3 Return on Investment

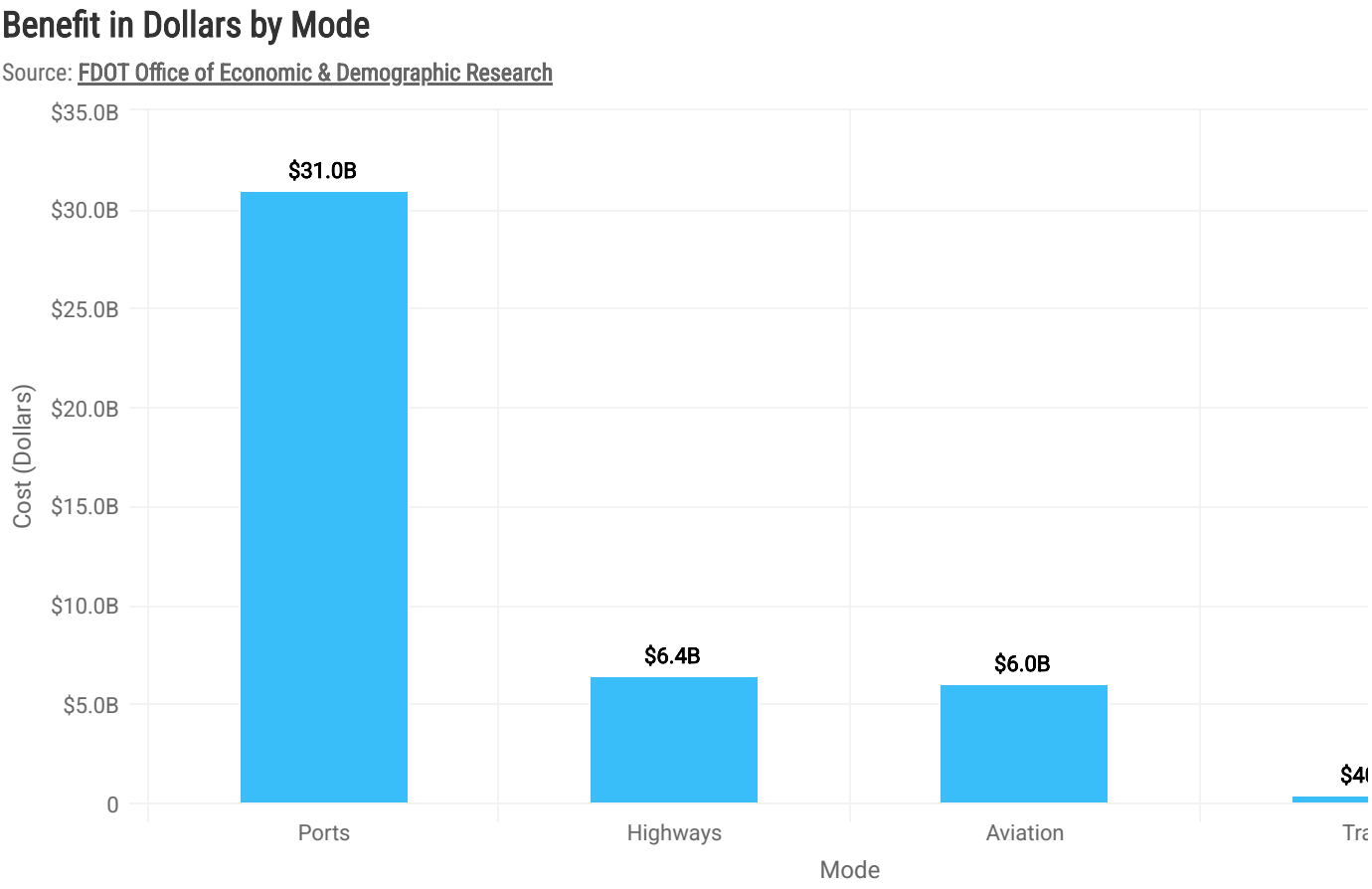
Highways

Based on a study of the macroeconomic impacts of the FDOT's Annual Work, every dollar invested in transportation provides a $4 economic return. The FDOT has programmed over $1 billion per year for the last three years and programmed $1.6 billion for the 2025-2026 fiscal year beginning July 1, 2025.

Multimodal

North Florida's ports generate 138,500 jobs in Florida and support nearly $31.1 billion in annual economic output for the region and state. The Jacksonville Aviation Authority's four-airport system contributes more than $6 billion annually to the local economy. JTA's operations generates more than $73.6 million in labor compensation, saves customers more than $23.4 million in transportation costs, and spurs $118.6 million in total added value. The total benefit for transportation investment is $40.4 billion for North Florida.

There are no benchmarks for the economic benefit, but a larger benefit is preferred.



9 MAP-21 Performance Measures

9.1 PM1 Safety (All Public Roads)

The safety performance measures help to assess fatalities and serious injuries on all public roads regardless of ownership or functional classification. As required by 23 CFR 490, the North Florida TPO adopted targets for number of fatalities, number of serious injuries, fatality rate, serious injury rate and total number of non-motorized fatalities and serious injuries. The chart below displays these figures from 2020-2024 and includes the targets. These targets are all zero and align with the FDOT's adopted targets.

Source: **FDOT SourceBook**

	Year	Fatalities (total)	Fatalities per 100 million VMT	Serious Injuries	Serious Injuries per 100 million VMT	Non-motorized Fatalities and Serious Injuries
1	2021	242	1.41	936.8	5.446	177.4
2	2022	242	1.394	869.6	4.998	178.2
3	2023	250.8	1.421	860.2	4.868	172
4	2024	247.8	1.385	832.6	4.646	177.2
5	2025 Target	0	0	0	0	0

Showing 1 to 5 of 5 entries

9.2 PM2 Bridge and Pavement

Pavement and bridge condition assessment is vital to the continued maintenance of the roadway system. As required by 23 CFR 490, the FDOT has adopted initial targets for bridge and pavement conditions. The North Florida TPO adopted the FDOT guidance for performance management of pavement and bridges. The charts below display the yearly data for bridge and pavement condition for the North Florida TPO region, as well as targets.

Source: FDOT Forecasting and Trends Office

9.2.1 National Highway System Bridges (By Deck Area)

	Year	Good Condition	Poor Condition
1	2020	51.20%	0.70%
2	2021	52.20%	0.90%
3	2022	51.00%	0.70%

	Year	Good Condition	Poor Condition
4	2023	50.90%	0.70%
5	2024	51.00%	0.60%
6	2025 Target	50.00%	5.00%

Showing 1 to 6 of 6 entries

9.2.2 Interstate Pavement

Source: **FDOT Source Book, PM2-Pavement**

	Year	Good Condition	Poor Condition
1	2020	68.80%	0.60%
2	2021	70.50%	0.30%
3	2022	73.40%	0.20%
4	2023	67.60%	0.20%
5	2024	59.20%	0.10%
6	2025 Target	60.00%	5.00%

Showing 1 to 6 of 6 entries

9.2.3 Non-Interstate Pavement

Source: **FDOT Source Book, PM2-Pavement**

	Year	Good Condition	Poor Condition
1	2020	N/A	N/A
2	2021	47.50%	0.60%
3	2022	48.80%	0.60%
4	2023	50.80%	0.50%
5	2024	43.70%	0.80%
6	2025 Target	40.00%	5.00%

Showing 1 to 6 of 6 entries

9.3 PM3 System Performance

These are measures to assess the performance of the National Highway System, freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program. The North Florida TPO has adopted the FDOT performance targets. The chart below displays the results from 2020-2024. Reliability refers to a consistent predictable travel time.

Source: **FDOT Forecasting and Trends Office**

	Performance Measure	% of Person Miles Traveled on the Interstate that are Reliable	% of Person Miles Traveled on the Non-Interstate NHS Reliable	Truck Travel Time Reliability (TTTR) Index
1	2020	98.40%	94.20%	1.34
2	2021	94.00%	93.50%	1.39
3	2022	93.00%	95.90%	1.49
4	2023	91.50%	93.20%	1.53
5	2024	87.30%	94.90%	1.62
6	2025 Target	75%	60%	2

Showing 1 to 6 of 6 entries

9.4 PM4 Transit

9.4.1 Transit Asset Management

This objective is vital to maintain the transit system's efficiency and provide effective operations. The performance measures list in the tables below are based on the Transit Economic Requirements Model.

JTA Transit Asset Management | The Sunshine Bus Transit Asset Management

Source: **FDOT**

	Performance Measure	Asset Type	FY2025 Asset Condition	FY2026 Performance Target
1	% of facilities rated under 3.0 on TERM scale	Admin/maintenance facilities	0.00%	0.00%
2	% of facilities rated under 3.0 on TERM scale	Passenger/parking facilities total	3.00%	3.00%
3	% of fleet exceeds UL of 12 years or 500,000 miles	Buses	13.00%	20.00%
4	% of fleet exceeds UL of 25 years	Automated guideway vehicle	67.00%	67.00%
5	% of fleet exceeds UL of 25 years	Ferryboat	0.00%	0.00%
6	% of fleet exceeds UL of 4 years or 100,000 miles	Vans	11.00%	15.00%
7	% of fleet exceeds UL of 5 years or 150,000 miles	Cutaways	73.00%	56.00%
8	% of non-revenue service vehicles exceeds UL of 18 years	Boats (equipment)	100.00%	100.00%
9	% of non-revenue vehicles exceeds UL of 4 years or 100,000 miles	Automobile (equipment)	100.00%	100.00%
10	% of non-revenue vehicles exceeds UL of 4 years or 100,000 miles	SUVs (equipment)	88.00%	100.00%
11	% of non-revenue vehicles exceeds UL of 4 years or 100,000 miles	Trucks (equipment)	66.00%	69.00%
12	% of non-revenue vehicles exceeds UL of 4 years or 100,000 miles	Trucks and other rubber tire vehicles (equipment)	78.00%	87.00%

	Performance Measure	Asset Type	FY2025 Asset Condition	FY2026 Performance Target
13	% of non-revenue vehicles exceeds UL of 4 years or 100,000 miles	Vans (equipment)	100.00%	100.00%
14	% of track segments under performance restrictions	JTA rail fixed guideway	0.00%	8.00%

Showing 1 to 14 of 14 entries

9.4.2 Transit Safety

The transit safety performance measure is used to ensure that the local transit agencies operate in a safe manner to meet the demands of the public. The reportable fatalities and injuries are compared to the total vehicle revenue miles. The transit revenue miles between failures measure is used to determine the average frequency of delays caused by a problem with the equipment. The FDOT Sourcebook provides this data for JTA. The charts below display the performance measure statistics for the North Florida TPO region. The first chart shows safety figures and rates from 2020-2024 and the second chart displays the determined targets.

Transit Safety Performance Measure Statistics | Transit Safety Performance Measure Targets

Source: **North Florida TPO Transportation Improvement Program**

	Transit Mode	Total Fatalities Target	Total Fatalities Target (per 100k VRM)	Total Injuries Target	Total Injuries Target (per 100k VRM)	Total Safety Events Target	Total Safety Events Target (Per 100k VRM)
1	Fixed Route Bus	0	0	63	0.6	35	3.5
2	ADA/Paratransit	0	0	9	0.2	190	4
3	Rail	0	0	4	3	16	12
4	Ferry	0	0	1		1	

Showing 1 to 4 of 4 entries