Highway Information Quarterly Newsletter

January 2004

Office of Highway Policy Information
Federal Highway Administration

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Motor Fuel Meetings to Strengthen Data Partnerships

The Office of Highway Policy Information of the Federal Highway Administration (FHWA) is hosting two special meetings for FHWA field and State transportation and revenue staff to discuss "*Ensuring Quality of Motor-Fuel Data for Apportionment Purposes*." To save staff time and resources, one meeting is in the "East"; the other in the "West". The meetings are as follows:

Meeting	Place	Dates
Eastern Motor Fuel	Newark, New Jersey	January 22/23,2004
Western Motor Fuel	Denver, Colorado	February 5/6,2004

OHPI encourages Division office and appropriate State staff to participate in discussion and breakout sessions on the following issues:

- **Smart Tool/Usage - "Lessons Learned"** - There will be discussion on what has been learned about Smart Tool input. OHPI will focus on what States need to do to improve data submittals and to avoid common errors.
- **Changes in FHWA Headquarters Processing** - There will be a discussion of policy changes, new gasohol model, and Headquarters data base processing.
- **Quality Data-FHWA/State Partnership** – There will be discussion on where we are now and, what we need to do next to ensure data quality.
- **Legislation** – OHPI will share any information we have on Federal re-authorization proposals, particularly insofar as these impact factors.

Please indicate in the table below which meeting you will be attending.

Please return your registration to Sheila Moore by fax [(865) 574-3851] or email [mooresa@ornl.gov] as soon as possible because space is limited.

☐ **Eastern Motor Fuel** **Newark, New Jersey** **Jan. 22-23, 2004**	☐ **Western Motor Fuel** **Denver, Colorado** **Feb. 5-6, 2004**
Newark Marriott Newark International Airport Newark, NJ 07114 (973) 623-0006 Hotel per diem: $125 per night Cut-off Date: Dec. 31, 2003	Marriott City Center 1701 California Street Denver, CO 80202 (303) 297-1300 Hotel per diem: $112 per night Cut-off Date: Dec. 31, 2003

Each individual is responsible for making his or her own reservation with the hotel. When doing so, please ask for the ***FHWA/State Motor-Fuel Workshop*** to receive the government rate. If you should have any problem when booking the hotel, please contact Sheila Moore at (865) 574-8267 or mooresa@ornl.gov.

Registration

Name: _____ Badge Name: _____

Agency/Company: _____

City: _____ State: _____ Zip Code: _____

HPMS and Census 2000 Urban/Urbanized Boundaries

The States should make every effort to move to the use of updated urban or urbanized area boundaries when reporting 2003 HPMS data in June 2004. Further guidance on Census reporting has been posted on our web site under "Frequently Asked Questions" at http://www.fhwa.dot.gov/policy/ohpi/hpms/index.htm. For other questions about applying 2000 Census data to urban or urbanized areas, refer to the Q's and A's at http://www.fhwa.dot.gov/planning/census/faqa2cdt.htm. For more information, contact Paul Svercl at 202-366-5036 or email paul.svercl@fhwa.dot.gov.

Interstate System Facts

The Interstate System by the end of calendar year 2002 had grown to over 46,700 miles in length; it accounts for about 1.1 percent of the Nation's total public road mileage and carries 24 percent of the highway travel. At least three routes exist in every State, the District of Columbia, and the Commonwealth of Puerto Rico. The following are additional facts about the Interstate System:

The 5 longest Interstate System Numbered Routes, not including any overlap with a lower or higher numbered route, are I-80 (2,887 miles), I-90 (2,702), I-40 (2,554), I-10 (2,456), and I-70 (2,062).

The 5 States with the most Interstate System numbered routes are: NY (29 routes), CA (25), IL (23), OH (21), and PA (21).

The 6 Interstate System Numbered Routes that pass through the most States are: I-95 (16 States), I-90 (13), I-80 (11), I-70 (10), I-10 (8), and I-40 (8).

The 5 Interstate System Numbered Routes that pass through the most urbanized areas (i.e., 50,000 or more population) are: I-95 (26 areas), I-80 (22), I-75 (22), I-10 (21), and I-90 (20).

Nearly all of the Interstate System is free of tolls, except for about 2,944 miles; the bulk of this toll mileage is in: NY (516 miles), PA (473), IL (280), OK (260), OH (241), KS (229), IN (157), MA (137), PR (134), ME (109), and NJ (106).

Most of the Interstate System is owned by the State highway agencies, except for about 2,511 miles that are owned by State Toll Commissions (2,494 miles) and Local & Municipal Toll Commissions (17 miles). The Federal Highway Administration owns about 1 mile of Interstate System (the Wilson Bridge crossing the Potomac River).

The 5 States that have the longest length of Interstate System are: TX (3,233 miles), CA (2,454), IL (2,170), PA (1,758), and NY (1,674).

The 5 States that have the shortest length of Interstate System are: DC (13 miles), DE (41), HI (55), RI (71), and NH (224).

The States with 14 or more through lanes on the Interstate System include GA on I-75 and I-85, CA on I-405, NJ on I-95, and NY on I-95. The widest section is 15 lanes in Cobb County on I-75 in GA.

The State with the narrowest Interstate System, excluding connecting ramps, is NH; I-93 through Franconia Notch consists of 2- and 3-lanes.

The 5 States that have the largest amount of vehicle miles traveled (VMT) on the Interstate System are:

CA	225,601,981 Daily VMT
TX	140,118,042 Daily VMT
FL	85,960,667 Daily VMT
OH	85,086,750 Daily VMT
IL	83,214,437 Daily VMT

The 5 States that have the smallest amount of vehicle miles traveled on the Interstate System are:

DC	1,165,148 Daily VMT
DE	3,766,085 Daily VMT
AK	4,062,991 Daily VMT
ND	4,385,906 Daily VMT
VT	4,572,428 Daily VMT

Some States have a high portion of their statewide travel using the Interstate System while others have a low portion. UT, CT, WY, AK, and MD have at least 30 percent of their statewide travel using the Interstate System; DC, DE, VT, WI, and FL have less than 18 percent – *Table 1*.

Table 1 -- Most or Least Served by the Interstate System Based on Travel -- 2002*

State	Interstate System Miles	Percentage of Total Miles	Interstate System Vehicle Miles (Millions)	Percentage of Total Vehicle Miles
	Most served			
UT	940	2%	8,915	36%
CT	346	2%	10,149	33%
WY	913	3%	2,847	32%
AK	1,083	8%	1,483	30%
MD	481	2%	16,214	30%
	Least served			
FL	1,471	1%	31,376	18%
WI	744	1%	10,264	17%
VT	320	2%	1,669	17%
DE	41	1%	1,375	15%
DC	13	1%	425	12%

* Based on Highway Performance Monitoring System data.

In 2002, sections of Interstate System carrying 50,000 or more vehicles per day totaled nearly 10,700 miles (less than 23 percent of the system) and carried nearly 59 percent of the travel. Those sections carrying 100,000 or more vehicles per day totaled about 4,400 miles (over 9 percent) and carried about 35 percent of the total Interstate System travel. The Map shows that most of these high volume Interstate System sections are in and near the major cities.

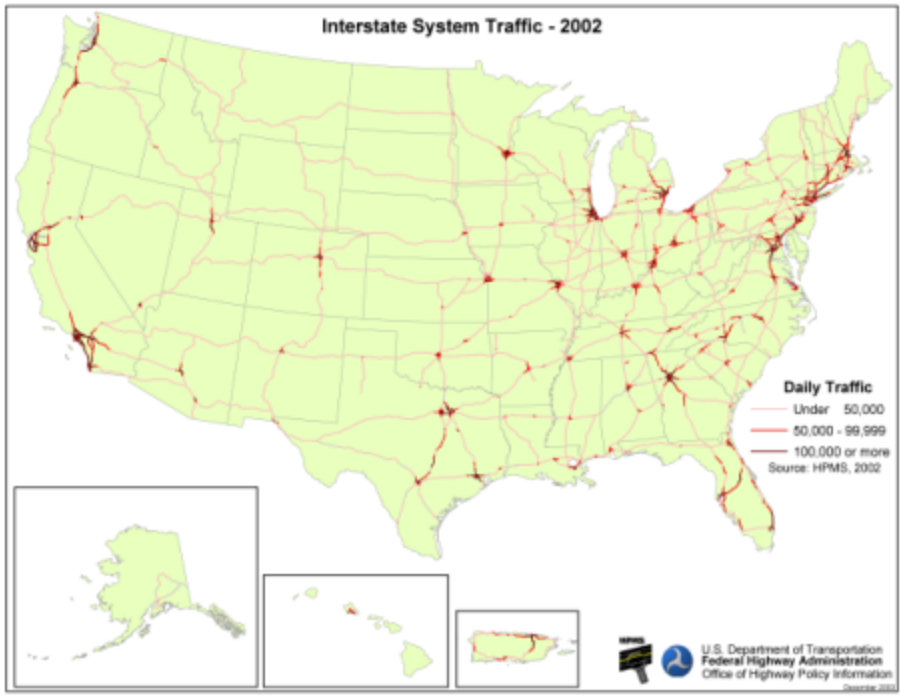


Table 2 shows the highest traveled sections (200,000 or more vehicles per day) by State, county, and route. These high sections are found in 19 States and the Commonwealth of Puerto Rico.

Table 2 -- Highest Interstate System Traffic Volume by State, County, and Route -- 2002*

		(Sections with 200,000 or More Vehicles per Day)					
State	County	Route	AADT	State	County	Route	AADT
AZ	Maricopa	10	280,800	IL	Cook	290	240,940
AZ	Maricopa	17	210,080	IL	DuPage	290	213,906
CA	Alameda	80	274,000	MD	Baltimore	83	216,675
CA	Alameda	580	205,000	MD	Baltimore	695	219,350
CA	Alameda	880	271,000	MD	Howard	95	201,425
CA	Contra Costa	680	240,000	MD	Montgomery	270	258,975
CA	Los Angeles	5	298,000	MD	Montgomery	495	243,425
CA	Los Angeles	10	318,000	MD	Prince George's	95	250,325
CA	Los Angeles	105	230,000	MD	Prince George's	495	219,225
CA	Los Angeles	110	320,000	MA	Norfolk	93	206,665
CA	Los Angeles	210	259,000	MI	Oakland	696	213,800
CA	Los Angeles	405	310,000	MN	Hennepin	94	208,000
CA	Los Angeles	605	297,000	MN	Hennepin	35W	203,000
CA	Los Angeles	710	237,000	NV	Clark	15	225,500
CA	Orange	5	356,000	NJ	Bergen	95	292,872
CA	Orange	405	380,000	NJ	Essex	95	203,232
CA	Sacramento	305	247,000	NY	Kings	278	201,262
CA	San Bernardino	10	258,000	NY	Nassau	495	203,218
CA	San Diego	5	262,000	NY	New York	95	298,278
CA	San Diego	8	259,000	NY	Queens	278	201,262
CA	San Diego	15	210,000	RI	Providence	95	256,000
CA	San Diego	805	238,000	TX	Dallas	35E	256,029
CA	Santa Clara	280	208,000	TX	Dallas	635	259,930
CO	Adams	25	237,839	TX	El Paso	10	200,692
CO	Denver	25	243,315	TX	Harris	10	214,441
FL	Broward	95	298,000	TX	Harris	45	266,990
FL	Hillsborough	275	201,500	TX	Harris	610	295,000
FL	Palm Beach	95	204,000	TX	Navarro	45	242,000
GA	Clayton	75	209,500	TX	Travis	35	211,490
GA	Cobb	75	315,800	TX	Travis	35	217,372
GA	Cobb	285	217,000	UT	Salt Lake	15	230,410
GA	DeKalb	85	251,400	VA	Fairfax	95	244,820
GA	DeKalb	285	266,000	VA	Fairfax	495	222,409
GA	Fulton	20	211,600	WA	King	5	301,112
GA	Fulton	75	340,000	WA	King	405	217,674
GA	Fulton	85	306,200	WA	Pierce	5	208,705
GA	Fulton	285	258,400	WA	Snohomish	5	200,659
GA	Gwinnett	85	251,400	PR	San Juan	PRI-1	270,000
HI	Honolulu	H1	228,763	PR	San Juan	PRI-2	202,500
IL	Cook	90	330,984	PR	San Juan	PRI-3	242,100
IL	Cook	94	268,385				

AADT -- Annual Average Daily Traffic.

* Based on the Highway Performance Monitoring System data.

For more information, contact Paul Svercl at 202-366-5036 or email paul.svercl@fhwa.dot.gov .

Highway Finance to Roll out Better Tool

In FY 2003, *Highway Statistics* 2002 saw the introduction of a State Highway Finance State Input tool for States to use in providing data for State Highway Income (Form 531) and State Highway Expenditures (Form 532). This tool proved very successful with 25 States opting to take advantage of the benefit of this software submittal tool. This data is key in the FHWA decision-making process and the biennial *Conditions and Performance Report to Congress*.

This system, titled Finance Analysis System (FASH) and significantly up-graded from initial concept, is an important element of the Office's capacity to deliver high quality information products through improved analytical tools.

For 2004, this software submittal tool will be significantly improved for State use, and has the following features:

- FASH will replace the current highway finance input tool that was used earlier this year for 2002 data.
- FASH will be a web-enabled tool.
- FASH will have a higher level of security than the prior input tool.
- FASH will have a restricted access.
- FASH users will need to be registered in the FHWA User Profile and Access Control System (UPACS);
- FASH will be far easier to use, and will improve data quality of State-reported data;
- FASH will have additional validations to pretest the data and provide immediate feedback to State data providers.

The Office of Highway Policy Information plans to put FASH on-line for State's data input on or about March 1, 2004, with "roll-out" and technical support through May 2004.

2003 Reporting of *Highway Finance* Statistics
Highway Finance Analysis System –State Tool (FASH)
Training and Roll-out Schedule
November 15 – February 1 State Pilot –FASH test version (Pilot States);

March 1, 2004 – FASH "On-Line";

March 15 and March 16 – Video Conferences on Using FASH (Washington DC and FHWA Field Offices);

March 29 and March 30 – "Hands on" FASH Training for State Data Providers and FHWA staff – NHI Computer Laboratory – (Ballston, Virginia);

April 5 and April 6 – "Hands on" FASH Training for State Data Providers and FHWA staff – NHI Computer Laboratory - Ballston;

Interstate System Posted Highway Speed Limits Rise

Higher speed limits for automobiles have been posted on many parts of the Interstate System during the past decade. In 1993, an estimated 29,800 miles of Interstate System were posted at 65 miles per hour. By 1995, about 1,800 miles of Interstate System were signed at 75 miles per hour, another 1,600 miles at 70 miles per hour, and another 29,500 miles at 65 miles per hour. In 1997, one State had an unlimited daytime speed limit that was later capped at 75 miles per hour. By 2002, about 7,500 miles of Interstate System were signed at 75 miles per hour, another 13,900 miles at 70 miles per hour, and another 17,700 miles at 65 miles per hour.

Estimated Miles of Interstate System by Posted Speed Limits* 1/

Year	Under 60 mph	60 mph	65 mph	70 mph	75 mph	Unlimited	Total
1993	15,861	59	29,754				45,674
1994	15,409	55	30,281				45,745
1995	12,629	349	29,512	1,646	1,794		45,930
1996	8,583	968	22,844	8,177	5,650		46,222
1997	7,720	1,015	20,637	10,011	5,671	1,191	46,245
1998	6,764	1,114	20,219	11,410	6,811		46,319
1999	6,800	1,150	20,573	10,856	7,100		46,479
2000	6,577	1,067	19,394	12,551	7,044		46,633
2001	6,437	1,205	18,804	13,214	7,013		46,673
2002	6,296	1,246	17,698	13,934	7,487		46,662

Estimated Daily Vehicle-Miles Traveled on Interstate System by Posted Speed Limits* 1/

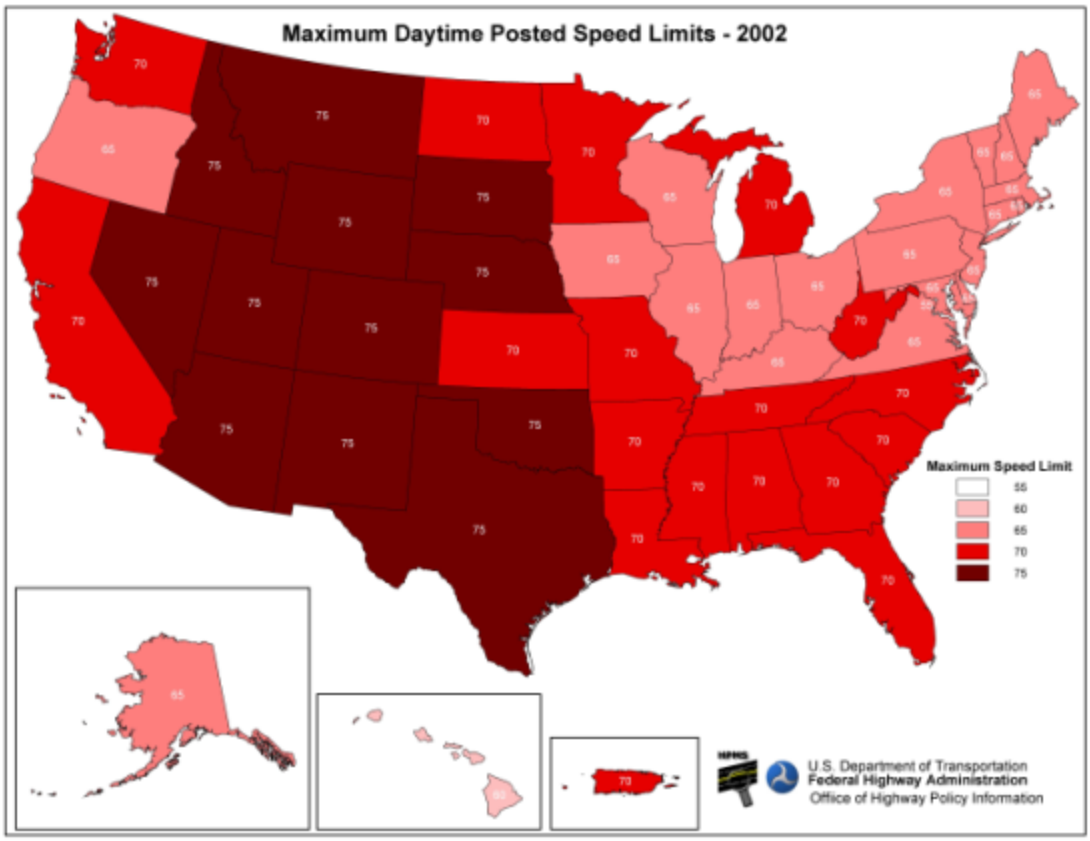
Year	Under 60 mph	60 mph	65 mph	70 mph	75 mph	Unlimited	Total
1993	908,925,118	1,688,506	528,205,124				1,438,818,748
1994	940,247,544	1,801,366	557,653,398				1,499,702,308
1995	874,285,089	29,877,791	597,726,329	33,317,670	17,571,837		1,552,778,715
1996	557,919,622	86,180,765	715,891,461	180,401,617	59,888,269		1,600,281,734
1997	527,890,625	94,194,182	715,657,625	242,082,220	63,153,587	6,422,064	1,649,400,304
1998	492,755,942	103,906,957	762,416,110	287,298,734	72,501,162		1,718,878,905
1999	509,715,900	98,480,917	788,120,135	291,643,278	78,190,875		1,766,151,106
2000	496,937,935	100,931,130	788,190,564	348,212,406	80,300,500		1,814,572,535
2001	499,707,114	112,986,946	783,336,949	374,030,178	80,294,699		1,850,355,886
2002	502,590,515	115,363,992	780,926,741	406,450,332	87,521,952		1,892,853,532

* Includes administrative Interstate System in Alaska and Puerto Rico.

1/ Based on sample data from the Highway Performance Monitoring System.

mph -- miles per hour

More Interstate System travel is occurring at higher speed limits. In 1993, about 37 percent of the total Interstate travel was along sections posted at 65 (or more) miles per hour; by 2002, this rose to over 67 percent. y 2002, 75 mile per hour daytime speed limits had been posted in twelve Rocky Mountain States. Generally, these posted sections of Interstate System are located where population densities are in the range of less than 10 persons per square mile. About 88 percent of the facilities posted at 75 miles per hour operate at less than 20,000 vehicles per day. See Map for maximum daytime posted speed limits.



Speed limits of less than 70 miles per hour appear to be posted when volumes of traffic exceed about 50,000 vehicles per day; an estimated 9,000 miles of Interstate System in this category carried nearly 53 percent of the total Interstate System travel in 2002.

For more detailed information, contact Paul Svercl at 202-366-5036 or email paul.svercl@fhwa.dot.gov.

Traffic Data Quality Workshop Proceedings and Action Plan: Final Report

The report entitled "T*raffic Data Quality Workshop*" was released by the Office of Highway Policy Information in September 2003. The primary objective of this project is to define an action plan to address traffic data quality issues.

The quality of traffic data and the information produced from the data are critical factors that affect the abilities of transportation agencies to ensure the security of transportation and the management of the nation's transportation resources. The development of this plan involved several steps. First, the issues associated with traffic data quality were reviewed. Second, three white papers were developed on issues identified from published reports and through interviews with state and local agencies involved with traffic data collection, use, and management. These white papers were

then used to stimulate discussions and obtain inputs from workshop participants to develop an action plan that addresses traffic data quality issues. To view online, go to:

http://www.itsdocs.fhwa.dot.gov//JPODOCS/REPTS_TE//13839.html

For more information contact Ralph.Gillmann@fhwa.dot.gov or call 202-366-5042.