

a pocket guide to

Florida Transportation Trends and Conditions



2008

introduction and purpose



The Mission of the Florida Department of Transportation is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

The Trends and Conditions process assists Florida transportation policy makers and planning organizations by identifying, analyzing and disseminating information about the key factors and emerging issues that affect Florida.

This ***Pocket Guide to Florida Transportation Trends and Conditions*** is organized into four areas:

- The growing demand for transportation facilities and services;
- The current system or supply of transportation;
- The impacts of the transportation system on our society; and
- The resources, expenditures and costs associated with providing transportation.

We hope you find this publication helpful in understanding Florida's transportation system. More detailed trends and conditions information is available on our Web site at:

www.dot.state.fl.us/planning/trends

Growing Travel Demand

Population	4
Travel Behavior of Floridians	6
Travel Levels	8
Tourism and Travel	10
Freight and Commerce	12

The Transportation System

Strategic Intermodal System	14
Roadway System	16
Transit Systems	18
Transportation Disadvantaged Services	20
Pedestrian and Bicycle Services	21
Airports	22
Seaports	23
Rail System	24

Transportation Impacts

System Performance	26
Transportation Safety	28
Transportation and the Environment	30
Transportation and the Economy	32

Resources, Expenditures and Costs

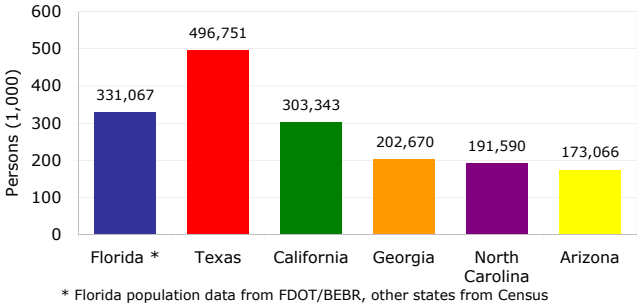
Transportation Resources	34
Transportation Expenditures	36
Transportation Costs	37

Other Resources

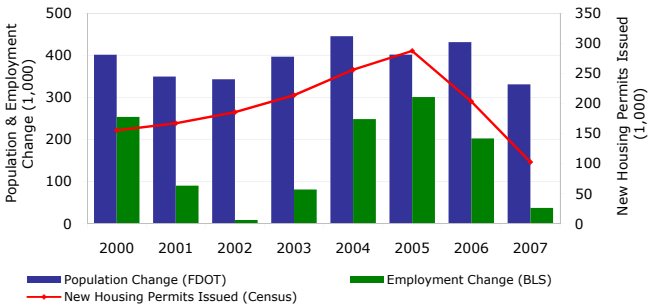
38

Population

2007 Population Increases for Fast Growing States



Annual Change in Population and Employment and New Housing Permits Issued per Year



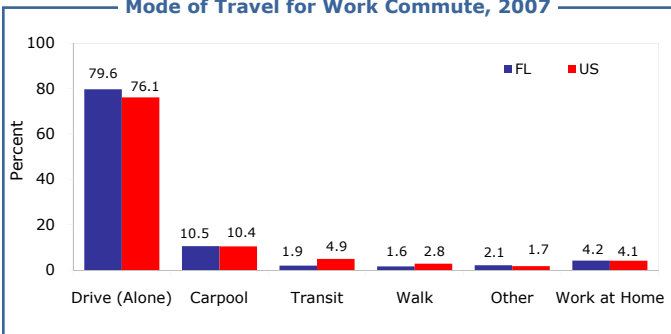
Population

- In 2007, Florida's population was estimated to have grown to 18,680,367.
- Between 2000 and 2007, Florida's population grew an average of 2.3% per year. The growth from 2000-2007 was nearly 11% of the total U.S. population growth. Florida's population is now 6% of the national total.
- It is estimated that Florida added 907 persons per day from April 1, 2006 to April 1, 2007.
- Based on Census projections, Florida is expected to surpass New York in 2011 and become the third most populous state with nearly 20 million residents.
- In 2007, Florida issued 104,292 new housing permits, decreasing 48% from 2006 in response to overbuilding from 2001 to 2005.
- By 2030, 26% of Florida's population is projected to be 65 and older, compared to 9.8% in 1970 and 17.6% in 2000.
- From 2000 to 2007, Flagler, the fastest growing county in Florida, added nearly 88% more residents. Sumter added over 68% more people and Osceola grew by over 50%. St. Johns, St. Lucie and Walton added more than 40% new residents.
- From 2000 to 2007, Monroe lost almost 1% of its residents whereas the growth rates of Pinellas and Hardee were below 3%.

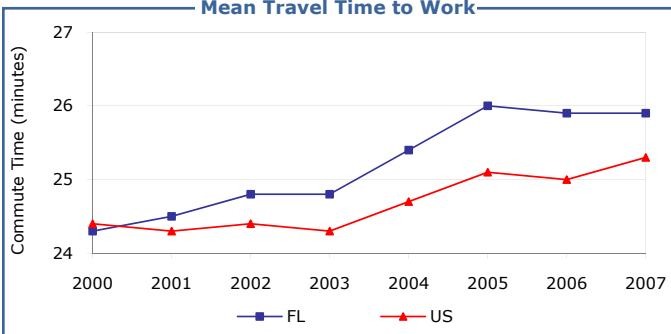
Sources: U.S. Census Bureau. Florida Department of Transportation (FDOT). Bureau of Labor Statistics (BLS). Bureau of Economic and Business Research (BEBR), University of Florida.

Travel Behavior of Floridians

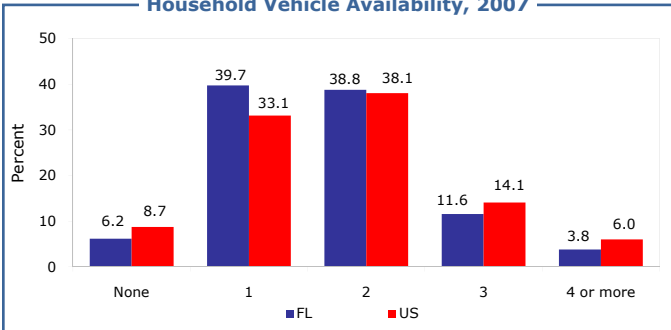
Mode of Travel for Work Commute, 2007



Mean Travel Time to Work

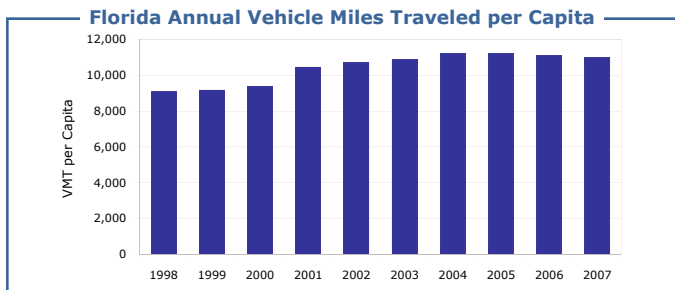


Household Vehicle Availability, 2007



Travel Behavior of Floridians

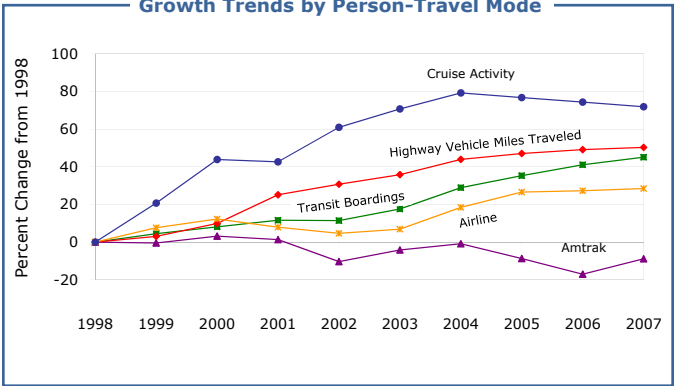
- According to the 2007 American Community Survey, auto commuting accounts for nearly 90% of all commuting trips made by Floridians as drivers or passengers, slightly higher than the national average.
- In Florida, transit carries approximately 2% of commuter trips, less than half the national average. The work-at-home percentage is increasing as are the other means of travel.
- Walking is also a less common means of commuting in Florida than nationally.
- Commute time remained the same for Florida while it increased nearly 1% for the nation.
- Over 30% of Florida households have no workers. The national share of households with no workers is below 26%.
- The share of households with no cars continues to decline in Florida to an estimated 6.16%, below the national level of 8.72%. The share of population living in zero-vehicle households is 6.05% in the U.S. and 4.15% in Florida.



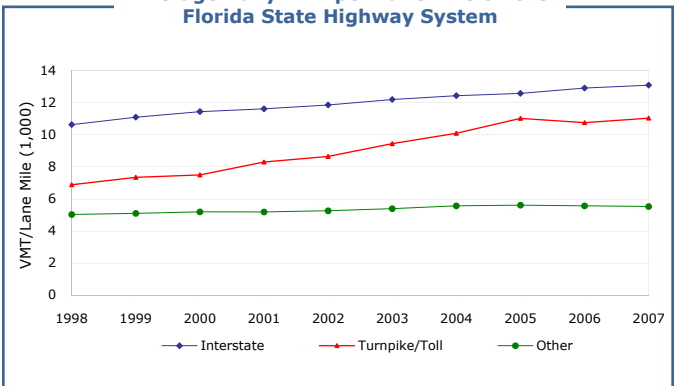
Source: U.S. Census Bureau, *American Community Survey*; FDOT
 Note: Annual VMT based on FDOT DVMT times number of days per year.

Travel Levels

Growth Trends by Person-Travel Mode



Average Daily VMT per Lane Mile on the Florida State Highway System



Travel Levels

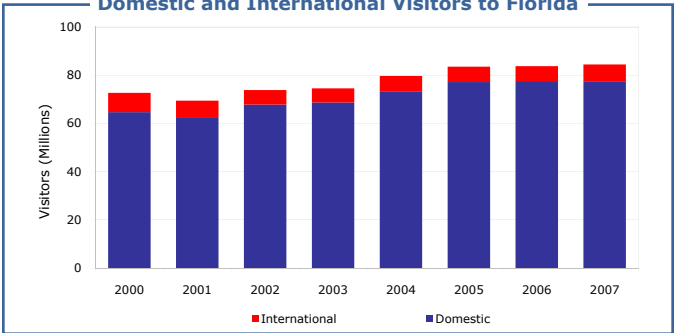
- Vehicle Miles Traveled (VMT) in Florida grew by only about 1% in 2007, slower growth than in recent years. This slowing trend was attributable to higher fuel prices, lower tourism levels, slower economic and population growth, and reduced freight travel.
- Compared to 2006, fixed route transit boarding in 2007 increased by more than 7 million unlinked passenger trips (about 3%).
- Amtrak ridership was up 10% while cruise activity was down 1% in 2007.
- In 2007, Florida airports experienced about 69 million enplanements, an increase of nearly 5% from 2006.
- VMT per lane mile is an indicator of the intensity of highway usage. As travel demand growth has outpaced new roadway investment, travel per lane mile has increased.
- In fiscal year 2008, total licensed drivers grew by 5.4%. Passenger car and truck registrations went up by nearly 2%.



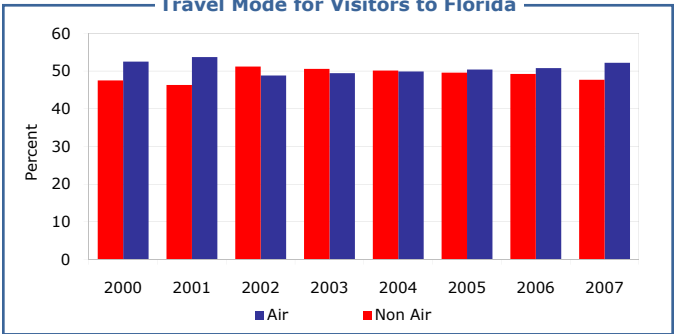
Source: FDOT Transportation Statistics Office, *State Highway System Mileage Reports*; FHWA, *Highway Statistics Series*; Florida Department of Highway Safety and Motor Vehicles; Amtrak; FDOT Aviation Office; Florida Ports Council; and individual transit agencies.

Tourism and Travel

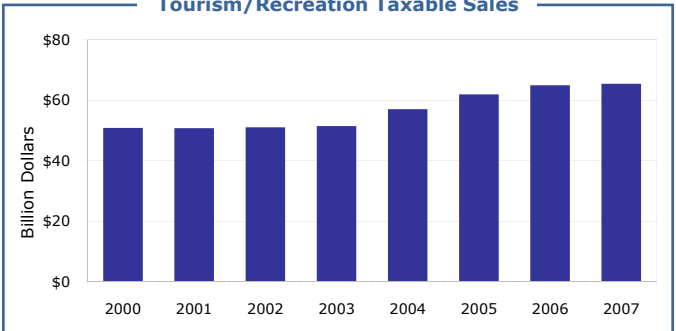
Domestic and International Visitors to Florida



Travel Mode for Visitors to Florida



Tourism/Recreation Taxable Sales



Tourism and Travel

- There were 84.5 million visitor trips to Florida in 2007, 0.8% more than in 2006.
- Domestic visitors to Florida outnumbered international visitors by nearly 11 to 1.
- The number of international visitors to Florida increased by 15% while the number of domestic visitors decreased by 0.4% from 2006.
- There were approximately 4.6 visitors to the state for every resident in 2007.
- About 52% of all visitors to Florida arrived by air.
- Taxable spending in tourism/recreation reached about \$65.5 billion in 2007, up by approximately 1% from 2006.
- About 991,300 persons were directly employed by the tourism industry in 2007, growth of nearly 3% since 2006.
- There were over 14 million cruise revenue passengers in fiscal year 2007. Port Canaveral had nearly 4.3 million passengers. Port Everglades and Port of Miami had 3.4 million and nearly 3.8 million, respectively.



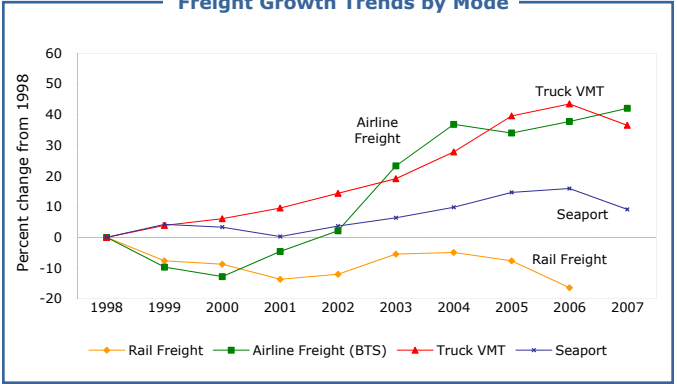
Source: Visit Florida, *Florida Visitor Study*.

<http://media.visitflorida.org/about/research/>

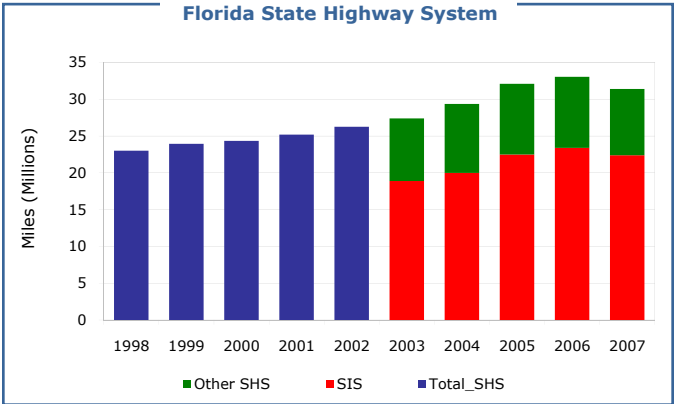
Note: Cruise passenger data reported by respective port authority.

Freight and Commerce

Freight Growth Trends by Mode



Truck Miles Traveled on the Florida State Highway System



Freight and Commerce

- The diversity of freight modes in Florida reflects both the variety of products generated and consumed in Florida and the availability of alternative modes for freight shipment.
- Non metallic mineral freight comprised 56% of total rail freight tonnage in 2006. The fluctuation in rail freight tonnage is mostly due to the changing market conditions for non metallic industries like phosphate.
- Truck Miles Traveled on the entire State Highway System decreased about 5% in 2007. On the Strategic Intermodal System (SIS), truck travel decreased by nearly 4% in 2007 compared to 2006. This was the first decrease since the SIS was established in 2003.
- Higher value, time-sensitive, smaller size, or more perishable products rely predominantly on truck travel.
- Waterborne cargo in Florida reached a record \$73.4 billion in trade value in 2007, an increase of 1.5% since 2006.
- Declines in all freight categories in 2007, except air deliveries, were impacted by the slowing economy and the significant slowdown in residential and hurricane recovery construction activities.



Source: FDOT Transportation Statistics Office; FDOT Rail Office; Florida Ports Council; Bureau of Transportation Statistics; Association of American Railroads

Strategic Intermodal System

Strategic Intermodal System Facilities		
Facility Type	SIS	Emerging SIS
Commercial service airports Percent of all Florida enplanements Percent of all Florida air cargo tonnage	7 93% 99%	11 6% 1%
General aviation reliever airports	1	0
Spaceports Percent of all launch activity	1 100%	0 0%
Deepwater seaports Percent of all waterborne freight tonnage Percent of all home-port cruise passengers	7 97% >99%	3 2% <1%
Rail freight terminals Percent of all intermodal rail freight tonnage	5 85%	2 15%
Interregional passenger terminals Percent of all interregional passengers	26 82%	9 7%
Rail corridors Percent of all interregional rail passengers Percent of all freight rail tonnage	1,700 mi 100% >90%	420 mi 0% <10%
Waterways Percent of all waterborne freight on coastal and international shipping routes Percent of all waterborne freight on inland interregional waterways	1,950 mi 100% 55%	312 mi 0% 11%
Highways Percent of all traffic on SHS Percent of all truck traffic on SHS	3,605 mi 52% 67%	750 mi 3% 3%
Intermodal Connectors Highway (centerline miles) Rail (mainline miles) Seaport (miles)	285 mi 96 mi 41 mi 148 mi	256 mi 149 mi 95 mi 12 mi

Note: Data as of September, 2008.

Strategic Intermodal System

Florida's Strategic Intermodal System (SIS) is a transportation system that . . .

- Is made up of statewide and regionally significant facilities and services (strategic);
- Contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal); and
- Integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system).



The SIS was established to . . .

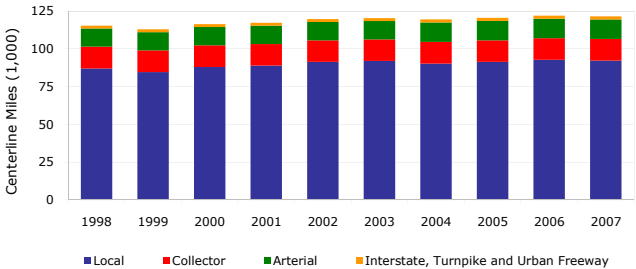
- Efficiently serve the mobility needs of Florida's citizens, businesses, and visitors; and
- Help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship.

The table on Page 14 summarizes the current quantity of facilities on the SIS, as well as the estimated percentage of trips using SIS facilities.

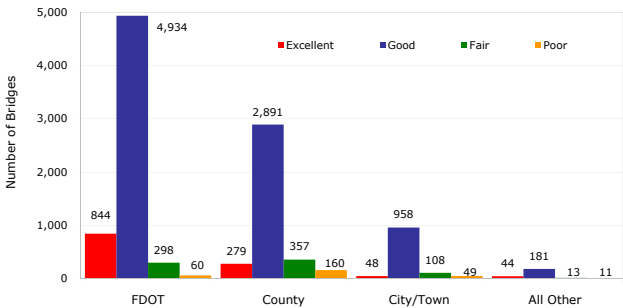
Source: FDOT Office of Policy Planning, 2008

Roadway System

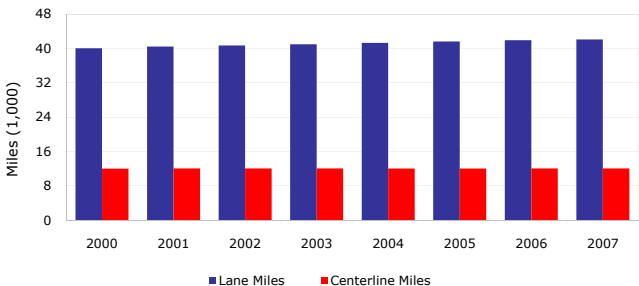
Public Road Length in Florida by Functional Class



2008 Bridge Condition by Maintenance Responsibility



Lane Miles and Centerline Miles on the Florida State Highway System



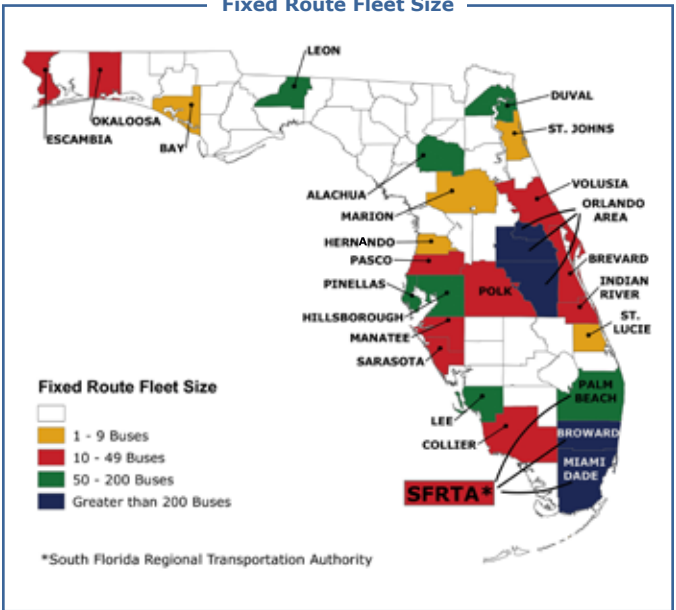
Roadway System

- In 2007, the centerline miles of public roads remained about the same as in 2006. Lane miles on the Florida State Highway System (SHS) grew about 0.4% in 2007.
- Urban and rural roads functionally classified as “local” comprised 76% of the roadway centerline miles in 2007.
- The SHS is approximately 10% of the entire Florida roadway network in 2007, but it carried about 54% of all daily traffic.
- Since 2000, total public road length in Florida has increased by 5,084 centerline miles or more than 4%.
- The pace of new road construction is governed by funding availability and the lead-time for right-of-way acquisition, engineering and construction.
- Growing costs in several areas impact the amount of new construction to be carried out: rights of way; traffic maintenance during construction; concrete, steel and asphalt; and impact mitigation.
- Of the 11,610 bridges in Florida, more than 56% are maintained by FDOT while the others are maintained by local governments and organizations.

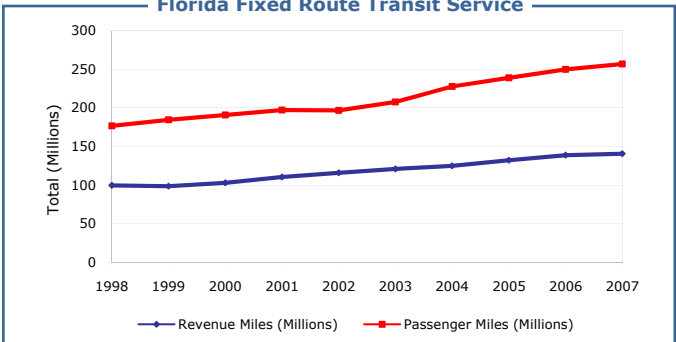
Sources: FDOT Transportation Statistics Office, 2008; FDOT Maintenance Office, *Bridge Inventory Report, 2008*

Transit Systems

Fixed Route Fleet Size

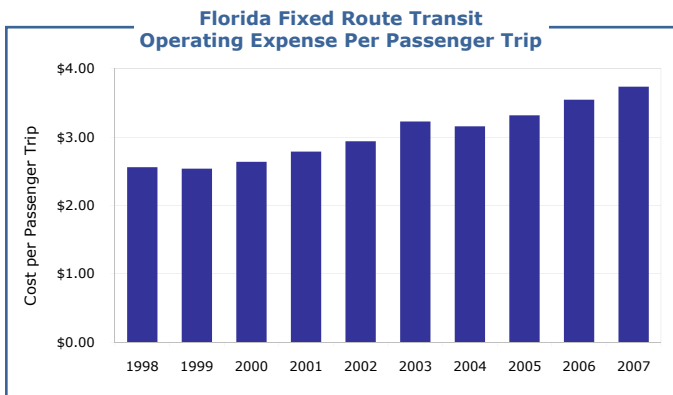


Florida Fixed Route Transit Service



Transit Systems

- Passenger boardings were approximately 257 million on fixed route systems in 2007, a growth of about 3% from 2006.
- Transit growth outpaced roadway travel change again in 2007, indicating that transit has made slight gains in its overall share of travel for the past few years.
- Thirty-nine percent of Florida's population resides within walking distance of a transit route.
- Transit ridership and service levels have grown steadily over the past 15 years.
- Several Florida urban areas are planning for or exploring bus rapid transit or rail transit to meet current and future travel needs.



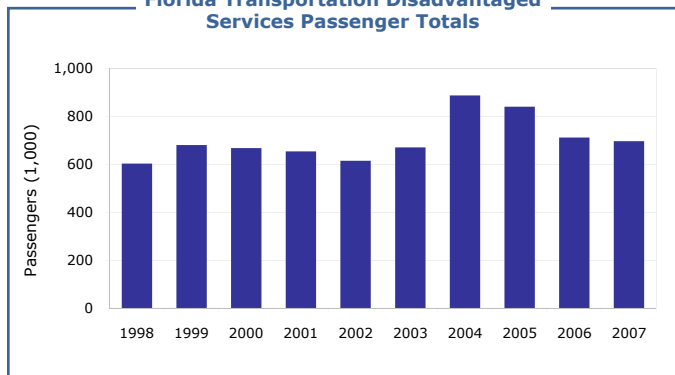
Source: Federal Transit Administration, National Transit Database; FDOT Transit Office

Note: Fixed route transit service includes vanpools affiliated with a public program. Vanpools reported over 1 million trips in 2007.

Transportation Disadvantaged Services

- Florida's Transportation Disadvantaged (TD) Program coordinated and provided nearly 51.5 million trips during 2007, a decrease of 2.4% from 2006.
- Nearly 32.5 million TD Program trips were provided on fixed route transit services.
- Of the trips provided by the TD Program, 35% were for medical purposes, 13% for employment purposes, 20% for education/training, 16% for nutrition, and 16% for other purposes.
- Florida's residents 60 or older account for 41% of TD trips, while children and other adults account for 15% and 44%, respectively.
- The number of unmet TD trip requests in 2007 was 781,850, a decrease of 5.71% from 2006.

Florida Transportation Disadvantaged Services Passenger Totals



Source: Florida Commission for the Transportation Disadvantaged, 2007 Annual Performance Report

Pedestrian and Bicycle Services

- The Florida Department of Transportation typically includes bicycle lanes and sidewalks in urban-area construction projects. Paved shoulders are standard on flush-shoulder state highway projects. Many local governments have adopted similar practices.
- Commuter demand for sidewalks and bicycle facilities is growing. Within urban areas (not including limited access highways), it is estimated that over half of SHS centerline miles have bikeway facilities (bicycle lanes and paved shoulders at least 4 feet wide) and sidewalks on at least one side of the road.
- On the entire non-limited access portion of the SHS, about two thirds of centerline miles include bikeway facilities.
- The ability of bicyclists to use transit extends the potential range of travel for this group and increases the service coverage area for transit riders. Bikes-on-bus usage has steadily grown in Florida. The PSTA system in St. Petersburg had the highest increase in bikes-on-bus boardings with nearly 46% more users in 2007.

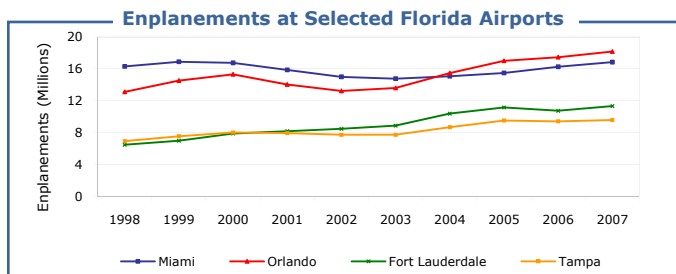
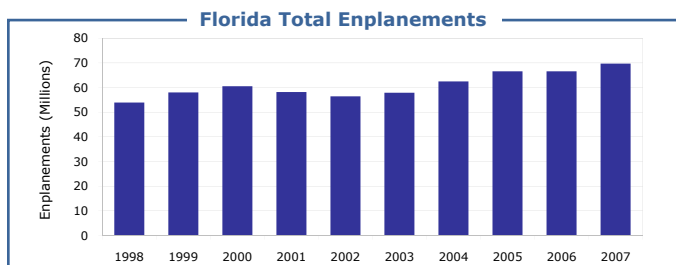
Florida Monthly Bikes on Bus Boardings

Agency	2002	2003	2004	2005	2006	2007
BCT, Fort Lauderdale	NA	NA	30,000	31,300	31,696	32,584
PSTA, St. Petersburg	11,150	12,700	13,850	15,320	19,499	28,461
HART, Tampa	4,810	5,824	7,751	10,191	17,086	20,730
Space Coast, Brevard	NA	NA	4,000	4,000	5,480	6,967
Star Metro, Tallahassee	1,055	965	900	1,200	1,367	1,524

Source: National Center for Transit Research, *Analysis of Bikes on Bus Programs, 2007*; FDOT Safety Office; individual transit agencies

Airports

- Florida's total enplanements grew by 4.7% from 2006, reaching over 69.7 million in 2007. Those at Miami and Orlando International Airports rose 3.4% and 4.8%, respectively, while Ft. Lauderdale/Hollywood International Airport experienced an increase of 8.6%.
- Dramatic changes in the air travel industry, security concerns, industry restructuring, and fuel prices have created near-term uncertainty regarding air travel. However, the core demand trend for air travel appears to remain strong.
- Florida's commercial airports have substantial capacity expansion plans for implementation as demand increases and expansion becomes financially viable.

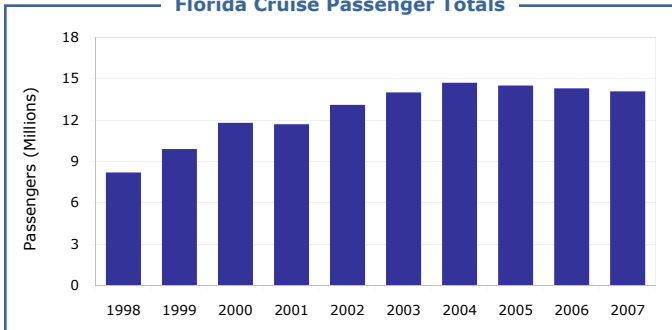


Source: FDOT Aviation Office; Florida individual airports; Federal Aviation Administration

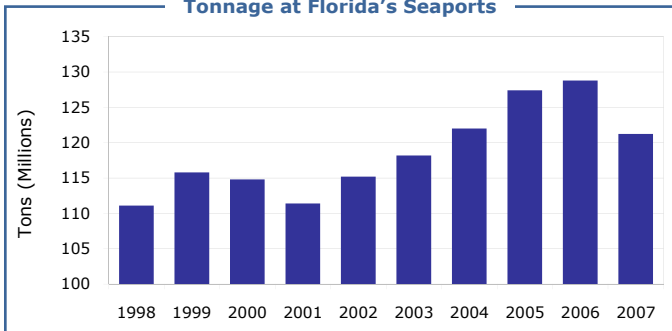
Seaports

- Florida's 14 deepwater seaports provide freight access to various global trade hubs.
- Florida's total waterborne tonnage declined by almost 6% in fiscal year 2007, though there was modest increase in cargo value, consistent container movement and overall cruise passenger volumes.
- Florida remains a leader in the U.S. cruise industry, with six Florida seaports hosting multi-day cruises.

Florida Cruise Passenger Totals



Tonnage at Florida's Seaports



Source: FDOT Seaport Office, 2008; Florida Ports Council, *A Five-Year Plan to Achieve the Mission of Florida's Seaports: 2007/2008-2011/2012*

Rail System

- Of the 2,796 miles of rail lines in Florida, all but 81 miles are owned by 15 freight railroads and the entire track is controlled by the freight railroads.
- There are 4,729 at-grade crossings in Florida, which present both safety and mobility challenges.
- In 2006, Florida's freight railroads moved more than 108 million tons of freight.
- Industries which depend heavily on a strong freight rail system are phosphates and fertilizers, distribution and retail, food and agriculture, paper and fiber, automotive distribution, energy, and construction.

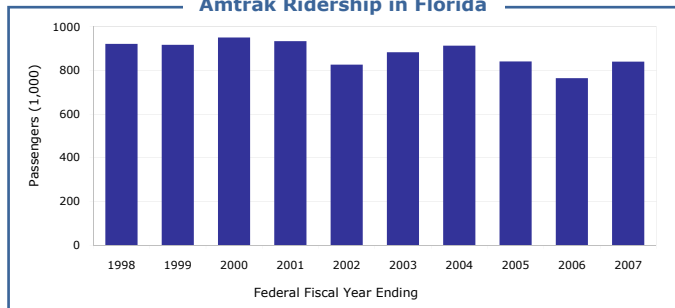
Florida Rail Lines



Rail System

- The Florida Department of Transportation owns the rail infrastructure on which Amtrak operates in Southeast Florida.
- Amtrak currently provides three daily trains to Florida: the Silver Meteor and Silver Star from New York and the Auto-Train directly from Lorton, Virginia to Sanford, Florida. The Sunset Limited provided services between Los Angeles and Orlando three times per week but service was suspended east of New Orleans following Hurricane Katrina in 2005.
- Amtrak operates almost 500 route miles in Florida, down from 914 in 2005, due to the suspension of the Sunset Limited route after Hurricane Katrina.
- Amtrak expended \$35.9 million for goods and services in Florida in fiscal year 2007 (FY07), an increase of 137% since FY06. It carried 840,095 passengers in Florida in FY07, an increase of around 10% from FY06.
- Amtrak employed 723 Florida residents in 2007.

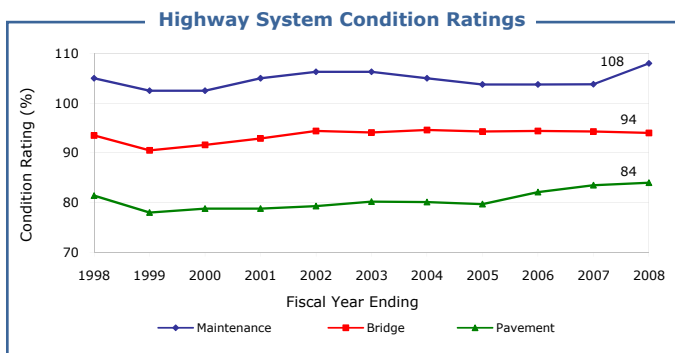
Amtrak Ridership in Florida



Source: FDOT Rail Office; Amtrak; Association of American Railroads
Note: Urban rail transit services are included in the transit pages of the Pocket Guide.

System Performance

The state is committed to keeping the State Highway System (SHS) in acceptable condition. This includes meeting standards for maintenance, bridges and pavement condition. Condition ratings on the SHS continue to exceed the standards set by the Florida Legislature.



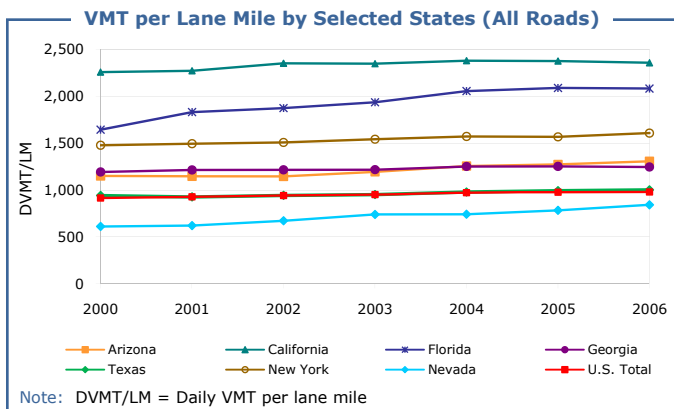
Florida Department of Transportation Contracting Activity, State Highway System Including Turnpike

	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008
Lane Miles for Resurfacing (including Turnpike)	2,075	3,933	3,518	3,711	2,186
Lane Miles for Highway Capacity Improvements (including Turnpike)	377	288	229	344	241
Bridges to Be Repaired (including Turnpike)	84	91	81	132	75
Bridges to Be Replaced (including Turnpike)	17	13	16	7	12

Source: FDOT Office of Financial Development, 2008

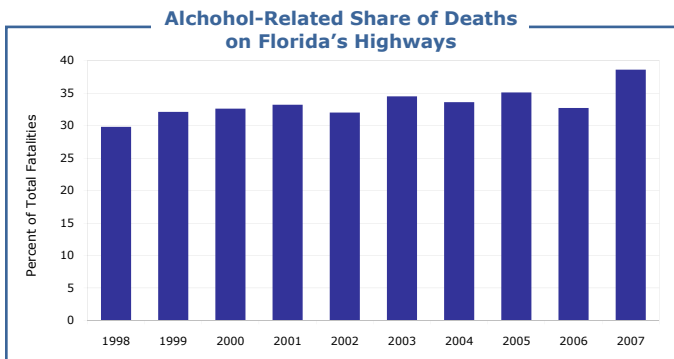
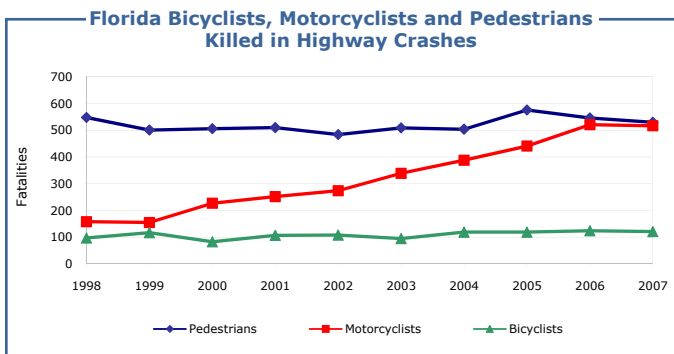
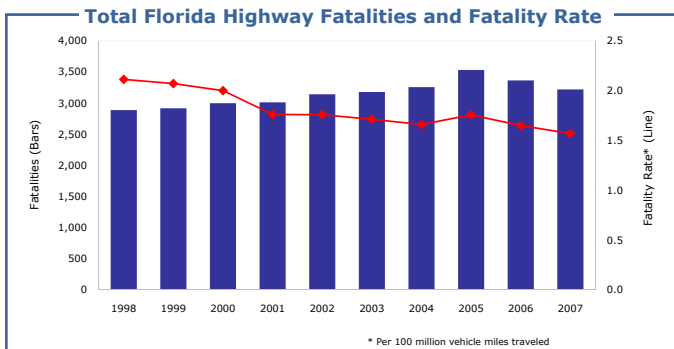
System Performance

- Demand on the State Highway System (SHS) has grown faster than capacity expansion. From 2000 to 2007, VMT increased 18.1% while lane miles grew 5.3%. A moderation in the trend occurred in 2007 when VMT rose about 0.5% and lane miles expanded by 0.4% from 2006.
- Growth in person-hours of delay continues to outpace growth in VMT, population and lane miles.
- In 2006, the SHS experienced about 898,500 person hours of delay, an increase of about 9% from 2005.
- In FY 2008, FDOT contracted for 241 lane miles of capacity improvements: 2,186 lane miles of SHS resurfacing, 87 bridge repairs and replacements.
- Generally, Florida roads are more heavily traveled than those of other states.



Source: U.S. Census Bureau; Bureau of Transportation Statistics; FHWA, *Highway Statistics*; FDOT

Transportation Safety



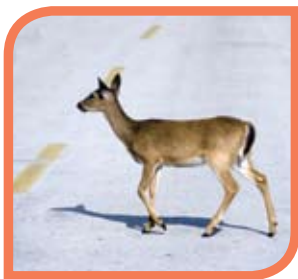
Transportation Safety

- Safety trends are influenced by a host of factors including population growth, demographic characteristics, vehicle and roadway design, behavior of all system users, enforcement, and education.
- The Florida Department of Highway Safety and Motor Vehicles (DHSMV) reported traffic fatalities decreased by almost 4% to 3,221 in 2007.
- According to the National Highway Traffic Safety Administration (NHTSA), total traffic fatalities in the U.S. decreased by 3.9% to 41,059, the fewest since 1994. Thirty five states including Florida had fewer fatalities in 2007 than in 2006.
- After the 2005 increase in the fatality rate per 100 million vehicle miles traveled in Florida, the rate dropped to 1.57 in 2007.
- Of Florida's 3,221 traffic deaths in 2007, approximately 36% of them were of bicyclists, pedestrians, and motorcyclists. The Strategic Highway Safety Plan has goals and objectives to reduce the number of fatalities to these "Vulnerable Users".
- In 2007, all non-automobile fatalities declined from 2006: pedestrian by about 3%, motorcyclists by 1% and bicyclists by 2%.
- In 2007, about 38% of the traffic deaths in Florida were alcohol-related, an increase from the previous year.

Source: Florida DHSMV, *Florida Traffic Crash Facts*; NHTSA, 2007

Transportation and the Environment

- Florida continues to be recognized as a national leader in wildlife/habitat protection and in implementation of wildlife crossings on state highways. FDOT has built 31 wildlife crossings throughout the state over the past 5 years with 20 completed between 2007 and 2008. Examples of the most recent structures include two crossings on State Road (S.R.) 40 in Volusia County, two on S.R. 29 in Collier County, and 16 box culverts under the "18-Mile Stretch" of U.S. Highway 1 from Key Largo to Florida City.
- Three new Florida Scenic Highways have been designated by FDOT in 2008: Scenic 30-A in Walton County, the Florida Black Bear Scenic Highway along S.R. 40 in Marion and Volusia Counties, and Lemon Bay/Myakka Trail in Charlotte and Sarasota Counties.
- FDOT's Sociocultural Effects Evaluation Process assesses the effects of proposed transportation projects on communities and their quality of life. The goal is to avoid, minimize, or mitigate these effects where possible. Since October 2004, the public, local governments, resource agencies and FDOT have evaluated 331 major transportation projects to identify and address their effects on communities.



Transportation and the Environment



- Roadside landscape design and management alternatives are being implemented to conserve energy and provide a more naturally beautiful travel experience. Prescribed burns along the Kate Ireland Parkway (U.S. 319) in the historic Red Hills Region of Northern Leon County earned the department an Exemplary Ecosystem Initiatives award from the Federal Highway Administration.
- FDOT has screened 386 projects in its Efficient Transportation Decision Making (ETDM) process, for an estimated cost savings of \$16.3 million since its inception in 2004. The objective includes timely decision making by all partners without compromising environmental quality. ETDM also provides earlier awareness of potential environmental issues and human impacts.

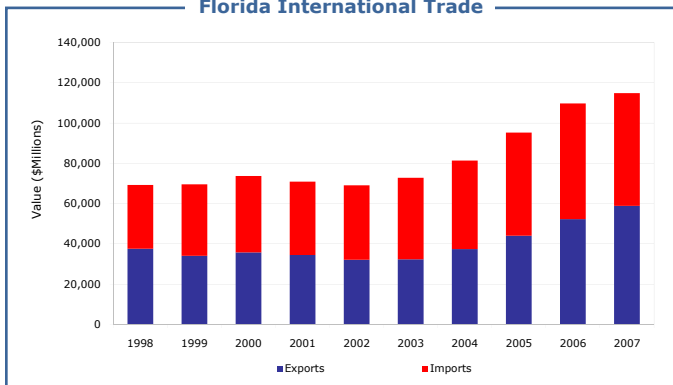


Transportation and the Economy

- Sustaining the performance of the transportation system enables a strong competitive economy, and spending on transportation infrastructure is itself a significant contributor to the economy. Every dollar invested in transportation is estimated to result in a return of \$5.60 in user and economic benefits to Florida's residents and businesses.
- Every \$1 billion spent on highways supports 28,000 jobs and one third of those are in construction-oriented employment.
- Employment in "Transportation, Trade and Utilities", the employment category that includes workers who are employed in transportation, comprised 20% of total employment in Florida and grew 0.6% between 2006 and 2007.



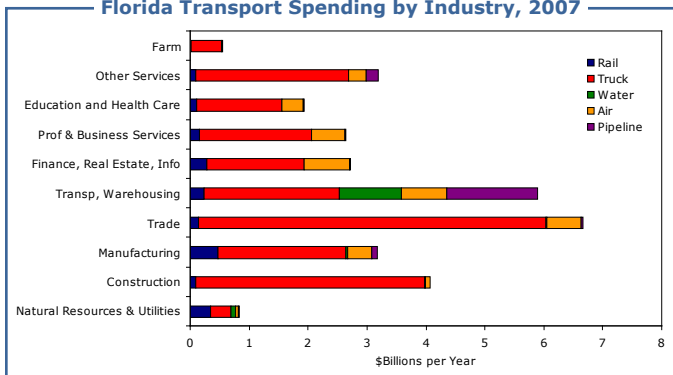
Florida International Trade



Transportation and the Economy

- In 2007, Florida's international trade was valued at \$114.8 billion, an increase of 56% since 2000. Exports increased by nearly 13% while imports declined by nearly 3% compared to 2006.
- Industry spending on transportation across all modes is estimated to be over \$31 billion per year. In 2007, the retail/wholesale trade, transportation, warehousing and construction industries purchased the largest amount of transportation services with over \$16 billion.
- Florida has traditionally had a higher share of truck miles traveled (TMT) on its highways than the nation. In 2007, TMT constituted over 10% of vehicle travel on the State Highway System.

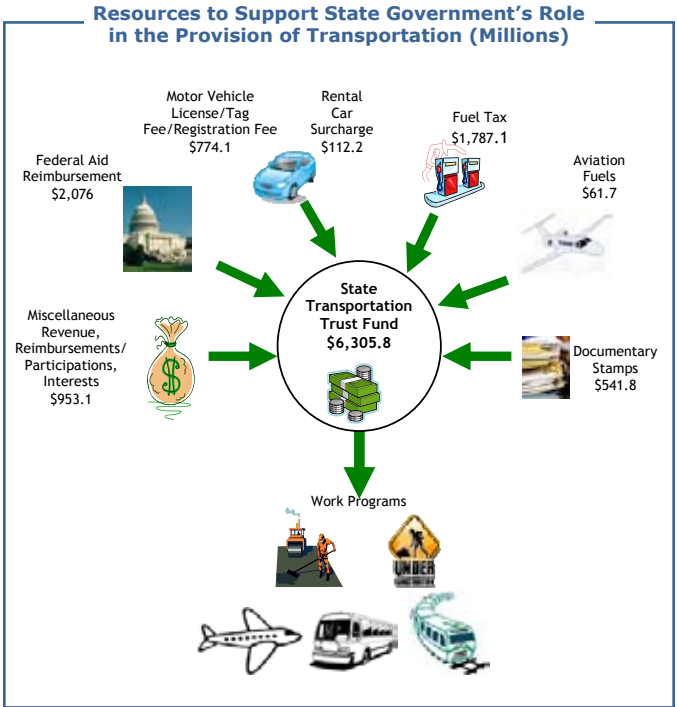
Florida Transport Spending by Industry, 2007



Source: Bureau of Economic Analysis; Bureau of Transportation Statistics; Enterprise Florida; FDOT

Transportation Resources

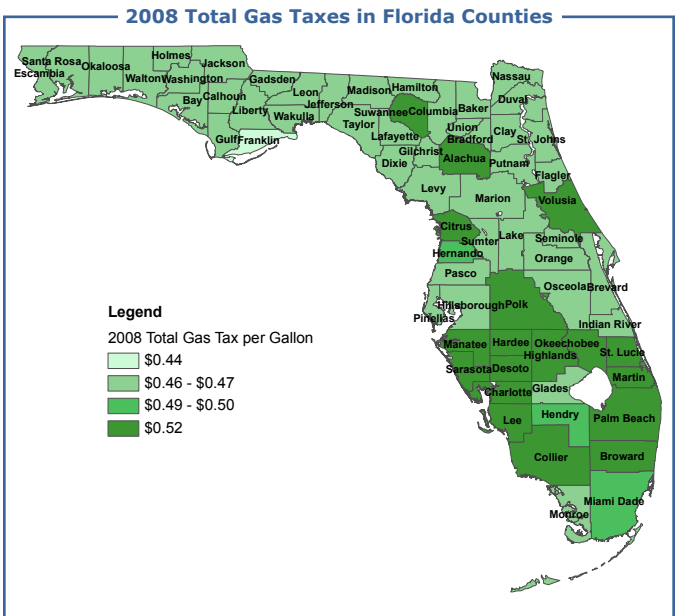
The public and businesses spend resources on transportation both directly and indirectly. The public resources to support the state's role in transportation come from a variety of sources, as depicted in the graphic below.



Source: FDOT Office of Financial Development

Transportation Resources

One source of Florida's transportation revenues comes from the fuel taxes and other fees that support local, state and federal transportation spending. The map below shows total gas taxes in each county, including federal and state taxes plus local option taxes. Local fuel taxes may be imposed by counties as a result of county legislative action and/or by referenda.

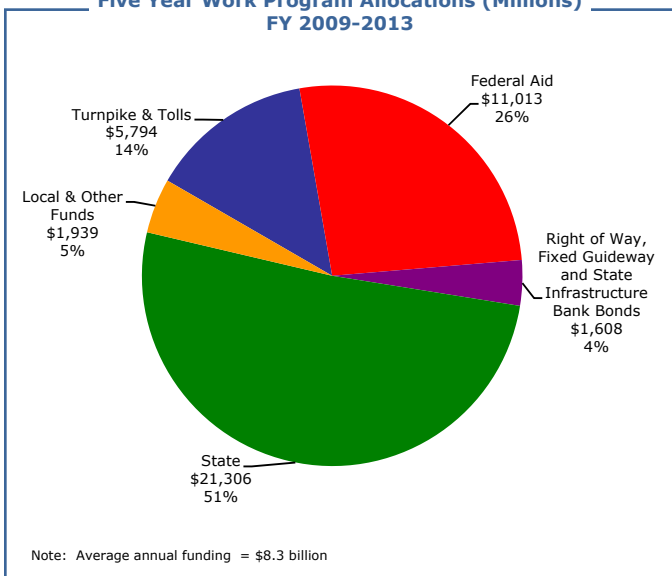


Source: Florida Department of Revenue, *Fuel Tax Rates*

Transportation Expenditures

State and federal resources for transportation are channeled through FDOT's Work Program. The Five-Year Work Program is complemented with local government, private and business investments in transportation vehicles, facilities and services. They collectively form the overall transportation system.

**Five Year Work Program Allocations (Millions)
FY 2009-2013**

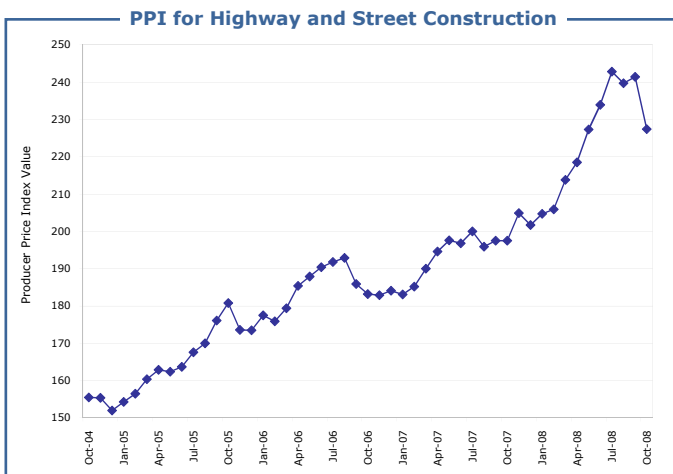


Source: FDOT Office of Financial Development

Transportation Costs

Modest revenue growth and program commitments that are outpacing revenues are resulting in severe challenges for transportation funding. This concern is contributing to increasing pressures on state, local and private sources and resulting in a rethinking of how transportation projects should be funded going forward.

- The Producer Price Index (PPI) for Highway and Street Construction, a measure of the unit cost of construction, has had unprecedented sustained growth over the past few years far outpacing overall inflation or revenue growth.
- Increases in costs for rights of way, maintenance of traffic, advanced technologies and impact mitigation have further increased overall project delivery costs.



Source: U.S. Department of Labor, Bureau of Labor Statistics

Products and Useful Information

This Pocket Guide as well as other Transportation Trends and Conditions products are available at:

www.dot.state.fl.us/planning/trends

Other Internet resources that provide useful information related to Florida's transportation trends and conditions include:

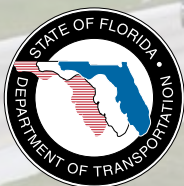
- **2025 Florida Transportation Plan**
www.dot.state.fl.us/planning/ftp
- **Florida Aviation Database**
www.florida-aviation-database.com
- **FDOT Office of Financial Development**
www.dot.state.fl.us/financialplanning
- **FDOT Transportation Statistics Office**
www.dot.state.fl.us/planning/statistics
- **Florida Ports Council**
www.flaports.org/statistics.htm
- **Florida Traffic Crash Facts**
www.hsmv.state.fl.us/reports/crash_facts.html
- **Florida Transportation Indicators**
www.floridatransportationindicators.org



For further information, please contact:
Florida Department of Transportation
Office of Policy Planning
605 Suwannee Street MS 28
Tallahassee, FL 32399-0450

Phone: (850) 414-4800

E-mail: monica.zhong@dot.state.fl.us



Produced by the
Florida Department of Transportation
Office of Policy Planning
with support from the
Center for Urban Transportation Research
University of South Florida

