FMTP24
FREIGHT MOBILITY AND TRADE PLAN

FREIGHT MOBILITY AND TRADE PLAN

Technical Memorandum 1
Freight Systems & Assets

FDOT

CONTENTS

FIGURES

TABLES

LIST OF ACRONYMS

AAR	Association of American Railroads
AFC	Alternative Fuel Corridors
BIL	Bipartisan Infrastructure Law
CBP	Customs and Border Protection
CNG	Compressed Natural Gas
CRFCs	Critical Rural Freight Corridors
CUFCs	Critical Urban Freight Corridors
DEO	Department of Economic Opportunity
DOR	Department of Revenue
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act
FDOT	Florida Department of Transportation
FEC	Florida East Coast
FHWA	Federal Highway Administration
FTP	Florida Transportation Plan
FTZ	Foreign Trade Zone
HY	Hydrogen
IIJA	Infrastructure Investment and Jobs Act
ILC	Intermodal Logistics Center
LNG	Liquified Natural Gas
LPG	Liquified Petroleum Gas (Propane)
MAF	Military Access Facilities
MCSAW	Motor Carrier Size and Weight Inspection Stations
MPOs	Metropolitan Planning Organizations
MRO	Maintenance, Repair, and Overhaul
NHFP	National Highway Freight Program
NHFN	National Highway Freight Network
NHS	National Highway System
NMFN	National Multimodal Freight Network
PHFS	Primary Highway Freight System
SHS	State Highway System
SIS	Strategic Intermodal System
STRACNET	Strategic Rail Corridor Network
STRAHNET	Strategic Highway Network
TDA	Transportation Data and Analytics
TTMS	Telemetered Traffic Monitoring Sites

U.S.	United States
USDOT	U.S. Department of Transportation
VMT	Vehicle Miles Traveled
WIM	Weigh In Motion

Introduction

Florida relies on its freight system and assets to ensure the smooth flow of goods and commodities through various transportation modes within the state. This technical memorandum offers a detailed inventory and description of Florida's freight system and assets. Florida's freight transportation system plays a crucial role in meeting diverse transportation needs, facilitating the movement of goods across local, regional, interstate, and international multimodal networks. Therefore, it is essential to gain insights into the features and locations of existing infrastructure throughout the state to analyze trends, identify needs, and address issues in the freight system.

This document provides information on the following:

- National Freight and Freight-Related System Designations
- Statewide Freight and Freight-Related System Designations
- Transportation Assets
- Transportation Hubs
- Major Freight and Freight-Related Industries

National Freight and Freight-Related System Designations

This section provides an overview of all freight and freight-related systems that have been designated by national and federal organizations. These systems are listed below:

- National Highway System (NHS)
- National Highway Freight Network (NHFN)
- Alternative Fuel Corridors (AFC)
- Foreign Trade Zones (FTZ)
- Natural Gas Pipelines
- National Multimodal Freight Network (NMFN)

National Highway System

Definition: The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. It was developed by the U.S. Department of Transportation (USDOT) in cooperation with state DOT's, local officials, and metropolitan planning organizations (MPOs). Regulatory procedures for the system actions on the NHS are explained in the Code of Federal Regulations (23 CFR 470). The NHS is inclusive of the following subsystems of roadways (note that a specific highway route may be on more than one subsystem):

- *Interstate:* The Eisenhower Interstate System of highways.
- *Other Principal Arterials:* Highways in rural and urban areas that provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- *Strategic Highway Network (STRAHNET):* Network of highways that are important to the strategic defense policy and provide access, continuity, and emergency capabilities for defense purposes.
- *Major Strategic Highway Network Connectors:* Highways that provide access between major military installations and highways that are part of the STRAHNET.
- *Intermodal Connectors:* Highways that provide access between major intermodal facilities and the other four subsystems making up the NHS.

Importance to Freight: The NHS consists of interconnected urban and rural principal arterials and highways (including toll facilities) that serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal transportation facilities, and other major travel destinations. This network also serves interstate and interregional travel. States are encouraged to utilize federal funds for improving the efficiency and safety of this network. Ultimately, the NHS is one of the most important networks in

stimulating and maintaining Florida's economy, as this network carries the heaviest truck traffic linking goods and commerce to and from major population centers and intermodal hubs.

Summary Statistics: Figure 1 depicts the statewide coverage of the NHS. Table 1 lists the mileage of different subsystems of NHS roadways in Florida (note that a specific highway route may be on more than one subsystem). Table 2 provides the centerline mileage, lane mileage, and daily vehicle miles traveled on the Florida portion of the NHS (State Highway System only) for the year 2022.

Table 1 | National Highway Subsystem Mileage (includes State Highway System only)

Subsystems of Roadways	Mileage (as of December 2022)
NHS Mainline (including interstate)	8127.61
NHS Connectors	99.36
NHS Airport Connectors	43.53
NHS Port Connectors	43.42
NHS Amtrak Connectors	3.32
NHS Rail/Truck Connectors	9.08
STRAHNET (includes Interstate)	1974.47
STRAHNET Regular (not Interstate)	366.83
STRAHNET Connector	112.47

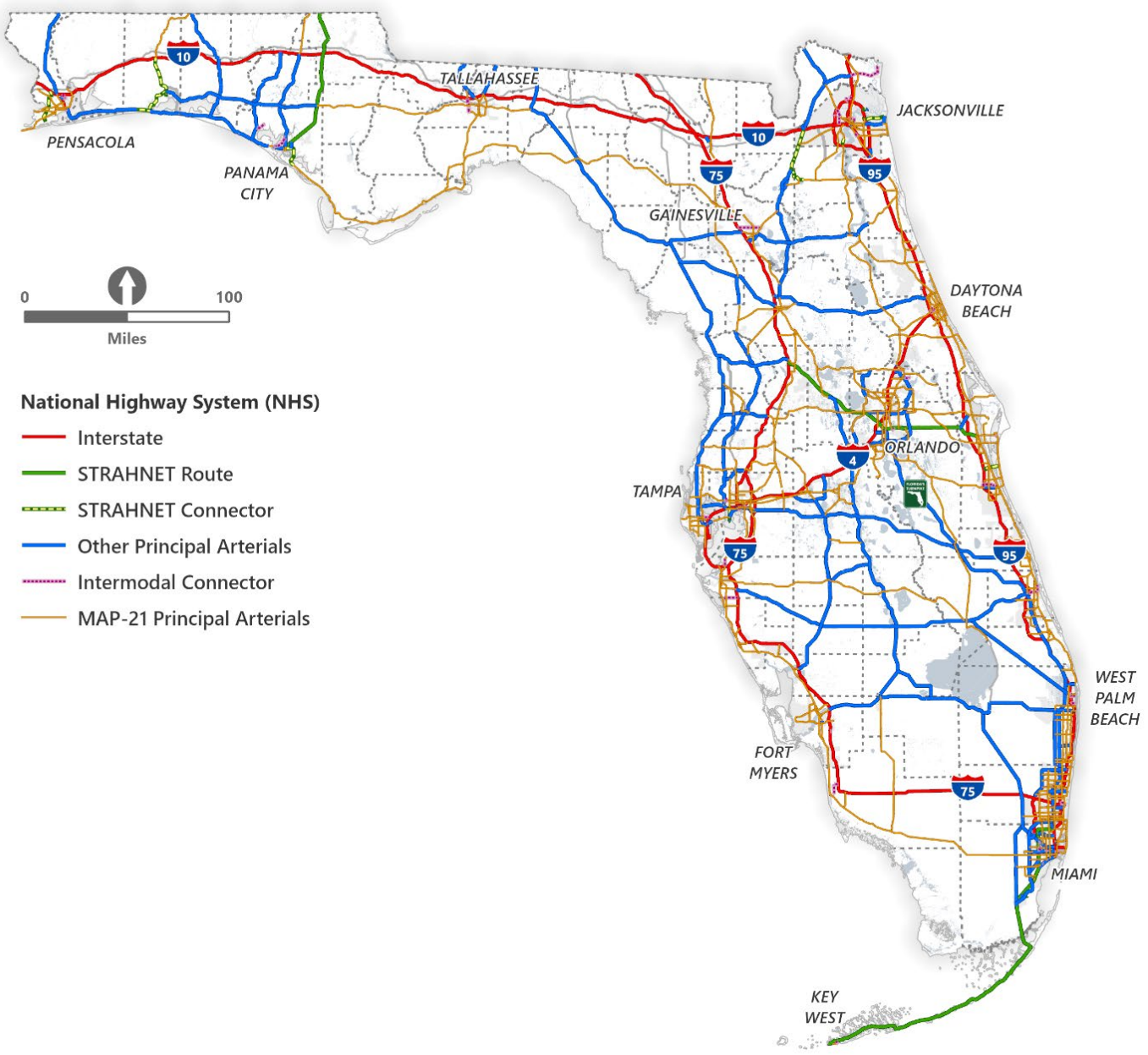
Data Source: *Roadway Characteristics Inventory, 2022*

Table 2 | National Highway System Mileage (includes State Highway System only)

Roadway Classifications	Centerline Miles	Lane Miles	Daily Vehicle Miles Traveled (1000s)
Rural Interstate	717.27	3,590.07	33,319.37
Rural Toll	172.84	674.11	6,559.77
Rural Other	2,558.22	7,456.24	25,644.44
Urban Interstate	777.91	5,174.48	88,421.69
Urban Toll	484.51	2,645.72	37,402.49
Urban Other	3,516.21	15,767.53	116,449.54
Total	**8,226.96**	**35,308.15**	**307,797.30**

Data Source: *Roadway Characteristics Inventory, 2022*

Figure 1 | National Highway System



Data Source: *Roadway Characteristics Inventory, 2022*

National Highway Freight Network

Definition: Under 23 U.S.C. 167(c)(1), the Federal Highway Administration (FHWA) Administrator is required to establish a NHFN to strategically direct Federal resources and policies toward improved performance of the Network. The NHFN includes the following subsystems of roadways:

- *Primary Highway Freight System (PHFS):* Network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The FHWA re-designated the PHFS to meet the statutory requirements of the authorizing law.
- *Other interstate portions not on the PHFS:* these highways comprise the remaining portion of interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities.
- *Critical Rural Freight Corridors (CRFCs):* Public roadways not in an urbanized area that provide access and connection to the PHFS and the interstate with other important ports, public transportation facilities, or other intermodal freight facilities. States are responsible for designating public roads in their state as CRFCs. In accordance with 23 U.S.C. 167(e), a state may designate a public road within the borders of the state as a CRFC if the public road is not in an urbanized area, and meets criteria outlined in the National Highway Freight Program (NFHP) implementation guidance document.
- *Critical Urban Freight Corridors (CUFCs):* Public roadways in urbanized areas that provide access and connection to the PHFS and the interstate with other ports, public transportation facilities, or other intermodal transportation facilities. Regardless of population, a public road may be designated as a CUFC if it is in an urbanized area and meets criteria outlined in the NHFP implementation guidance document.

Appendix A provides the list of all designated CRFCs, and Appendix B provides the list of all designated CUFCs.

Importance to Freight: This network has assisted Florida in strategically directing resources toward improved system performance for efficient movement of freight on highways, including the NHS, freight intermodal connectors, and aerotropolis transportation systems. The NHFP was established to improve the efficient movement of freight on the NHFN.

Summary Statistics: Figure 2 depicts the statewide coverage of the NHFN. Table 3 lists the mileage of different subsystems of NHFN roadways in Florida.

Table 3 | Statewide Mileages of National Highway Freight Network

Subsystem of Roadways	Statewide Mileages
Primary Highway Freight System (PHFS) Routes	1,644.71
Interstate Not on the PHFS	36.19
Critical Urban Freight Corridors (CUFC)	137.24 (Maximum Limit = 160.07)
Critical Rural Freight Corridors (CRFC)	309.46 (Maximum Limit = 320.14)
Total	**2,127.60**

Data Source: *Federal Highway Administration and Roadway Characteristics Inventory (2023)*

Alternative Fuel Corridor Designations

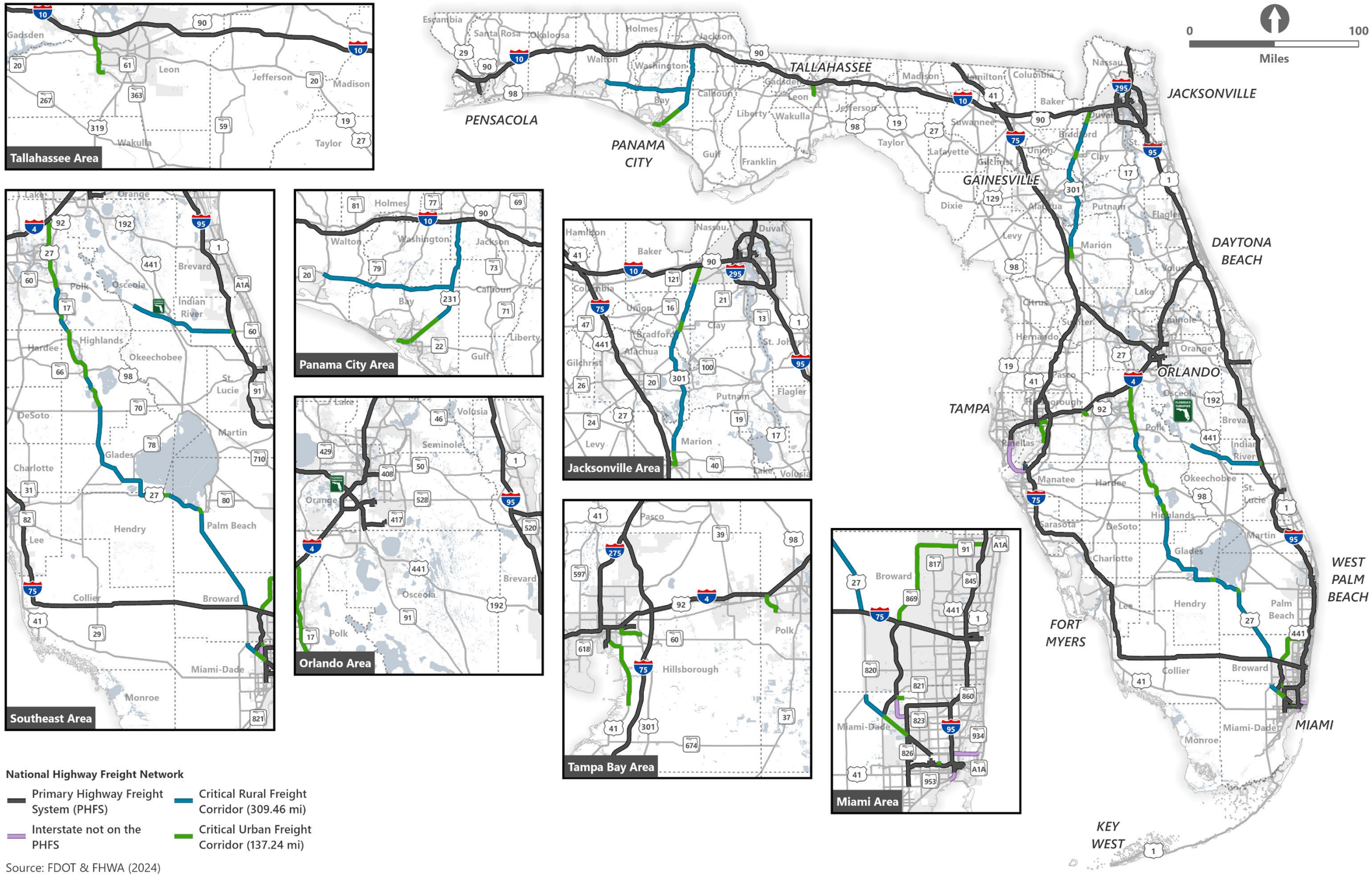
Definition: In accordance with 23 U.S.C. 151, FHWA has designated the Alternative Fuel Corridors to support installation of EV charging, hydrogen, propane, and natural gas fueling infrastructure at strategic locations along major national highways. The FHWA has updated and redesignated the corridors on an annual basis by soliciting nominations from state and local officials. The recurring process responds to the rapidly evolving state of vehicle technology, increased market adoption, and installation of infrastructure related to the use of alternative fuels.

Importance to Freight: The designation of AFCs has grown in importance because it is now tied to funding provisions under the Bipartisan Infrastructure Law (BIL). The BIL was enacted as the Infrastructure Investment and Jobs Act (IIJA), (Public Law 117-58) on November 15, 2021. The BIL established the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Discretionary Grant Program, both of which provide eligibility based on AFC designations.

The BIL makes the most transformative investment in EV charging in United States (U.S.) history that will put us on a path to a nationwide network of 500,000 EV chargers that ensures a convenient, reliable, affordable, and equitable charging experience for all users. This national network will:

- Accelerate equitable adoption of EVs, including for those who cannot reliably charge at home.
- Position U.S. industries to lead global transportation electrification efforts and help create family-sustaining union jobs that cannot be outsourced.

Figure 2 | National Highway Freight Network



National Highway Freight Network

- Primary Highway Freight System (PHFS)
- Interstate not on the PHFS
- Critical Rural Freight Corridor (309.46 mi)
- Critical Urban Freight Corridor (137.24 mi)

Source: FDOT & FHWA (2024)

Summary Statistics: Designated corridors in Florida include interstates and major state roads. Figure 3 includes the electric vehicle corridor designations in the state of Florida. Total mileage of Alternative Fuel Corridors designated as corridor pending and corridor ready is 6256.25 miles. The breakdown by alternative fuel type is provided below.

- Compressed Natural Gas (CNG): Corridor pending (1,182.75 miles) and Corridor ready (672.85 miles)
- Electric Vehicle (EV): Corridor pending (5,402.92 miles) and Corridor ready (840.95 miles)
- Liquified Natural Gas (LNG): Corridor pending (971.94 miles) and Corridor ready (114.15 miles)
- Liquified Petroleum Gas (LPG): Corridor pending (903.40 miles) and Corridor ready (476.83 miles)
- Hydrogen (HY): Corridor pending (264.63 miles)

Table 4 provides further details of EV Corridor designations in the state of Florida which are also illustrated in Figure 3.

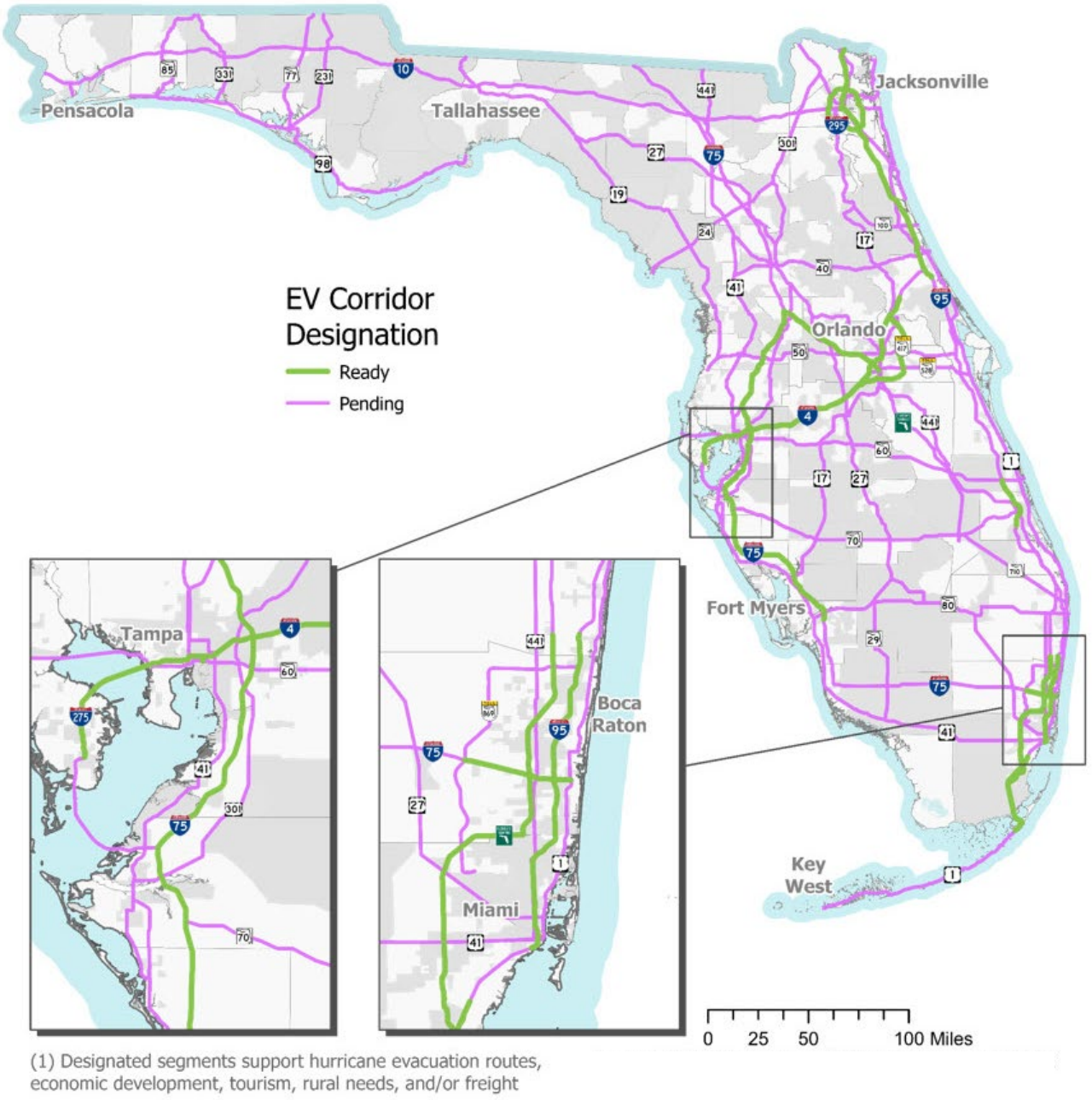
Table 4 | Corridor Pending and Corridor Ready EV Corridors (Round 1-6)

Roadway Name	EV	Mileage
I-10	Signage Pending	361.37
I-110	Signage Pending	6.18
I-275	Signage Pending	36.27
I-275	Signage Ready	28.15
I-295	Signage Ready	59.83
I-4	Signage Pending	18.20
I-4	Signage Ready	114.47
I-595	Signage Ready	13.56
I-75	Signage Pending	281.62
I-75	Signage Ready	200.80
I-95	Signage Pending	184.11
I-95	Signage Ready	197.49
SR 10	Signage Pending	7.75
SR 100	Signage Pending	39.27
SR 105	Signage Pending	38.33
SR 24	Signage Pending	72.12
SR 29	Signage Pending	75.37
SR 40	Signage Pending	91.83
SR 417	Signage Ready	54.09
SR 50	Signage Pending	108.65
SR 528	Signage Pending	46.71
SR 60	Signage Pending	165.69

Roadway Name	EV	Mileage
SR 70	Signage Pending	138.97
SR 710	Signage Pending	56.86
SR 77	Signage Pending	63.07
SR 80	Signage Pending	122.83
SR 821	Signage Ready	47.46
SR 85	Signage Pending	56.66
SR 869	Signage Pending	24.73
SR 91	Signage Pending	178.86
SR 91	Signage Ready	81.74
SR A1A	Signage Pending	50.14
US 1	Signage Pending	787.56
US 1	Signage Ready	43.35
US 17	Signage Pending	327.32
US 19	Signage Pending	163.98
US 231	Signage Pending	66.67
US 27	Signage Pending	495.85
US 301	Signage Pending	269.86
US 331	Signage Pending	49.38
US 41	Signage Pending	447.05
US 441	Signage Pending	391.65
US 98	Signage Pending	177.98

Data Source: *FHWA Designation of AFC Corridors as of 7/5/22*

Figure 3 | Round 1-6 Electric Vehicle Corridor Designations



(1) Designated segments support hurricane evacuation routes, economic development, tourism, rural needs, and/or freight

Data Source: *FHWA Designation of AFC Corridors as of 7/5/22*

Foreign Trade Zones

Definition: A Foreign Trade Zone (FTZ) is a secure area under the supervision of the Bureau of Customs and Border Protection (CBP). FTZs are considered outside the customs territory of the United States for the purposes of payment of duty. The authority for establishing zones is granted by the Foreign Trade Zone Board, under the Foreign-Trade Zones Act of 1934, as amended (19 U.S.C. 81a-81u). The Foreign-Trade Zones Act is administered through two sets of regulations, the FTZ Regulations (15 CFR Part 400) and CBP Regulations (19 CFR Part 146).

Importance to Freight: FTZs are vital for freight and international trade due to their role in duty deferral, streamlined customs procedures, and inventory management. FTZs enhance supply chain efficiency, benefiting businesses with cost savings and faster processing times. They serve as distribution hubs, improve global trade expansion, and can lead to job creation in logistics and related sectors.

Summary Statistics:[1]

- Florida has the 2nd largest FTZ Network in the United States.
- Florida is ranked 6th in the U.S. for exports ($) and 15th for merchandise received ($).
- For warehouse and distribution activity Florida is ranked 3rd in the U.S. for exports ($) and 11th for merchandise received ($).
- For production activity, Florida is ranked 10th in the U.S. for exports ($) and 17th for merchandise received ($).
- For warehouse and distribution activity ($) Palm Beach County (Zone 135) is ranked 10th, Miami-Dade County (Zone 281), is ranked 11th, Broward County (Zone 25) is ranked 12th, and Fort Lauderdale (Zone 241) is ranked 20th out of all zones in the U.S. for exports.
- The major products by value include pharmaceuticals (30%), ships/boats (19%), oil/petroleum (12%), vehicles (11%), and textiles/footwear (5%).

[1] 79th Annual Report of the Foreign-Trade Zones Board to the Congress of the United States

Table 5 provides the list of Foreign Trade Zones in the state. Figure 4 provides the locations.

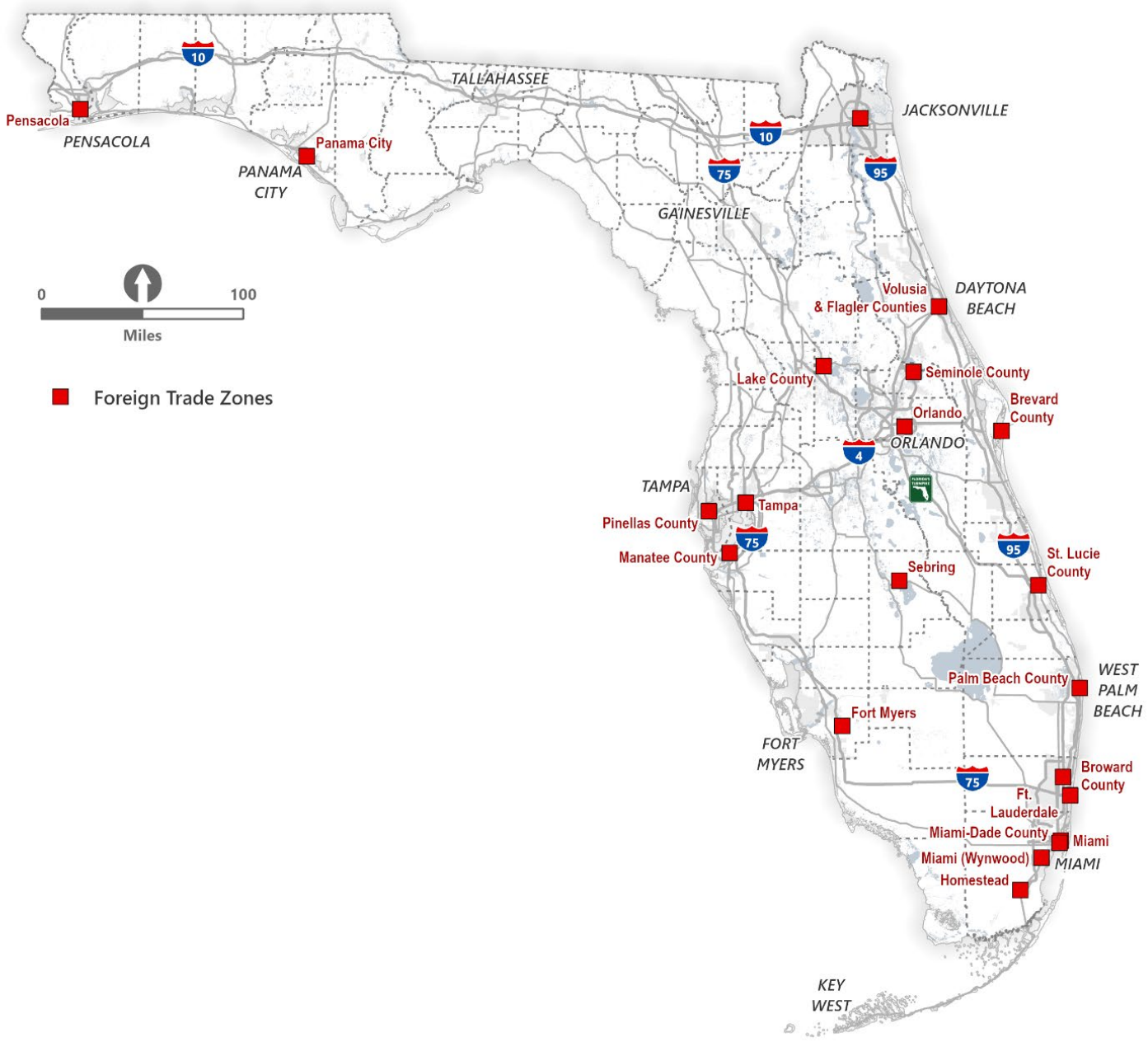
Table 5 | Florida's Foreign Trade Zones

Foreign Trade Zones (FTZ) Number	Merchandise Received	Exports	Employees
FTZ No. 25 Broward County	$1,000-5,000 Mil	$1,000-5,000 Mil	501-750
FTZ No. 32 Miami	$500-750 Mil	$250-500 Mil	751-1,000
FTZ No. 42 Orlando	$500-750 Mil	$100-250 Mil	751-1,000
FTZ No. 64 Jacksonville	$1,000-5,000 Mil	$100-250 Mil	1,501-2,000
FTZ No. 65 Panama City	$100-250 Mil	$0 -0.5 Mil	1,251-1,500
FTZ No. 79 Tampa	$500-750 Mil	$5-10 Mil	251-500
FTZ No. 135 Palm Beach County	$1,000-5,000 Mil	$1,000-5,000 Mil	251-500
FTZ No. 136 Brevard County	$500-750 Mil	$250-500 Mil	151-250
FTZ No. 166 Homestead	$0	$0	0
FTZ No. 169 Manatee County	$0	$0	0
FTZ No. 180 Miami (Wynwood)*	NA	NA	NA
FTZ No. 193 Pinellas County	$1,000-5,000 Mil	$100-250 Mil	1,501-2,000
FTZ No. 198 Volusia and Flagler County	$0	$0	0
FTZ No. 213 Fort Myers	$100-250 Mil	$1-5 Mil	1-25
FTZ No. 215 Sebring	$0	$0	0
FTZ No. 218 St. Lucie County	$0	$0	0
FTZ No. 241 Fort Lauderdale	$500-750 Mil	$250-500 Mil	251-500
FTZ No. 249 Pensacola	$750-1,000 Mil	$0	251-500
FTZ No. 250 Seminole County	$25-50 Mil	$0-0.5 Mil	1-25
FTZ No. 281 Miami-Dade County	$1,000-5,000 Mil	$1,000-5000 Mil	1,251-1,500
FTZ No. 292 Lake County*	$0	$0	0

Data Source: *Foreign Trade Zone Board, 2021*

**Not included in the 83rd Annual Report of the Foreign-Trade Zones Board to the Congress of the United States*

Figure 4 | Foreign Trade Zones in Florida

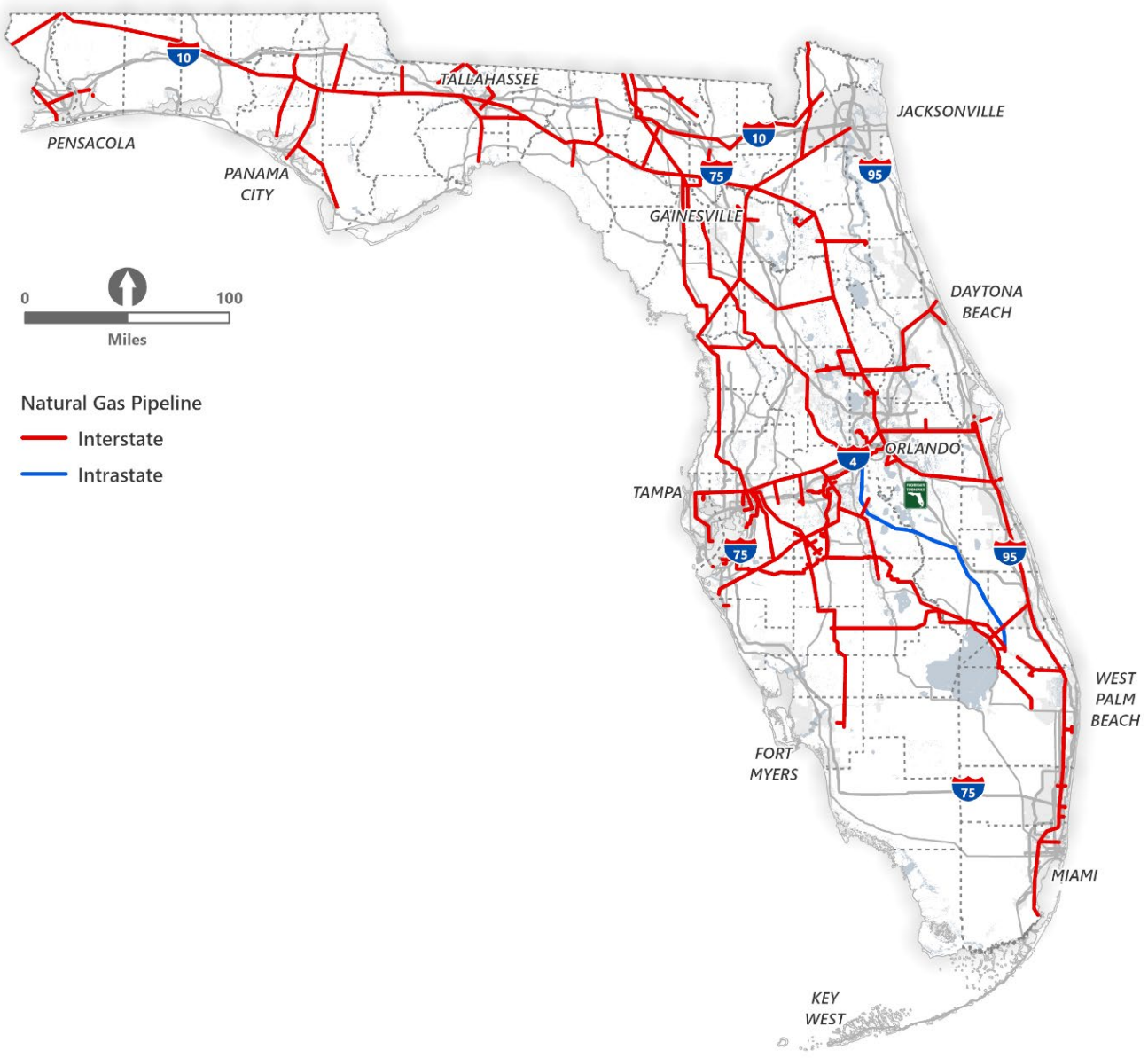


Data Source: *Foreign Trade Zone Board, 2021*

Natural Gas Pipelines

The natural gas transmission pipelines in the U.S. are highlighted in Figure 5 below. This map does not depict the offshore natural gas pipeline to Florida called the Gulfstream Natural Gas Pipeline. It transports natural gas from the Mobile Bay area of the Gulf of Mexico to Florida.

Figure 5 | Florida's Natural Gas Interstate and Intrastate Pipelines



Data Source: *U.S. Energy Atlas (as of January 9, 2023)*

National Multimodal Freight Network (NMFN)

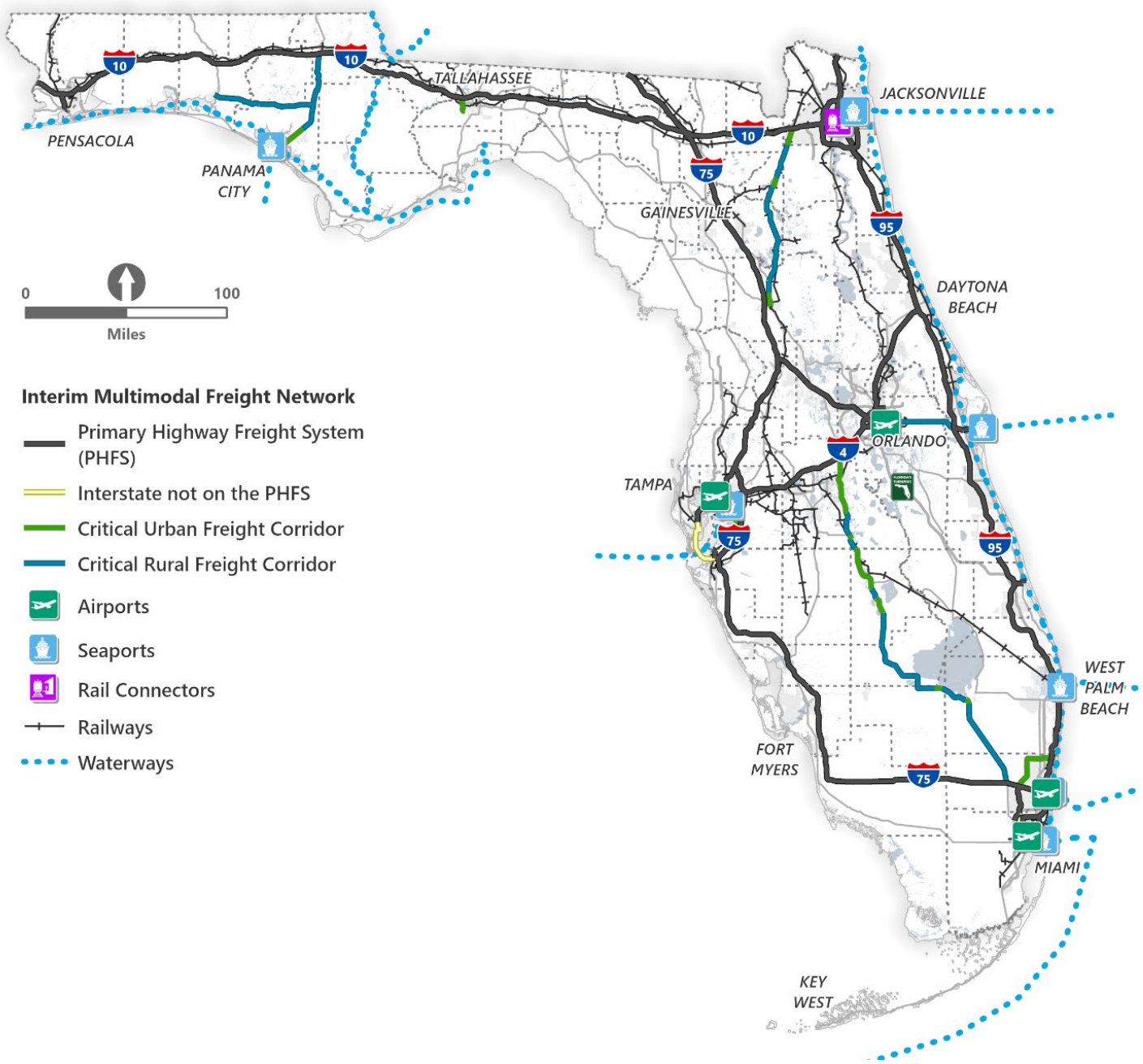
Definition: The Interim National Multimodal Freight Network (Interim NMFN) is based on the statutory requirements identified in 49 U.S.C. 70103(b)(2) and includes the NHFN, the freight rail system of Class I railroads, the public ports of the U.S. that have total annual foreign and domestic trade of at least 2,000,000 short tons, the inland and intracoastal waterways of the U.S., the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported, the 50 airports located in the U.S. with the highest annual landed weight, and other strategic freight assets such as railroad connectors and border crossings.

Importance to Freight: Section 70103 of title 49, U.S.C., established in section 8001 of the Fixing America's Surface Transportation (FAST) Act, directs the Under Secretary of Transportation for Policy to establish a NMFN that will be used to:

- Assist states in strategically directing resources toward improved system performance for the efficient movement of freight on the NMFN.
- Inform freight transportation planning.
- Assist in the prioritization of federal investment.
- Assess and support federal investments to achieve the national multimodal freight policy goals and the National Highway Freight Program goals.

Summary Statistics: Figure 6 provides the statewide information for the Interim NMFN. **It is important to note that the NMFN has not been updated since 2015-16**.

Figure 6 | Interim National Multimodal Freight Network (Florida)



Data Source: *Florida Freight and Mobility Trade Plan (2020)*

Statewide Freight and Freight Related System Designations

This section provides an overview of all freight and freight-related systems or classifications that have been designated by the state of Florida. These systems are listed below:

- Strategic Intermodal System (SIS)
- Functional Classification
- State Highway System (SHS)
- Rail Network
- Intermodal Logistics Centers (ILCs)

Strategic Intermodal System

Definition: The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities most important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan. SIS facilities are designated using objective criteria and thresholds related to high levels of people and goods movement. Facilities that do not yet meet the established criteria and thresholds but demonstrate that they will meet the criteria in the future are designated as "Strategic Growth."

Hubs: Airports, seaports, spaceports, passenger terminals, freight rail terminals, and passenger rail and intercity bus terminals serving to move people or goods between Florida's regions or between Florida and other national or global markets.

Corridors: Highways, rail lines, waterways, and other exclusive-use facilities connecting major markets within the state or between Florida and other states and countries.

Intermodal Connectors: Highways, rail lines, waterways, and local public transit systems serving as connectors between hubs and corridors, or between hubs and other hubs.

Military Access Facilities (MAF): Highways or rail lines linking SIS corridors to the state's strategic military installations.

Importance to Freight: The SIS is a statewide network of high priority transportation facilities that seamlessly flows from one mode to the next with the goal of providing the highest degree of mobility for people and goods traveling throughout Florida. The SIS plays a vital role in achieving Florida's goal of enhancing economic competitiveness and improving the quality of life for its citizens and visitors. The SIS was established in Florida Statutes to focus resources on transportation facilities of statewide and interregional significance.

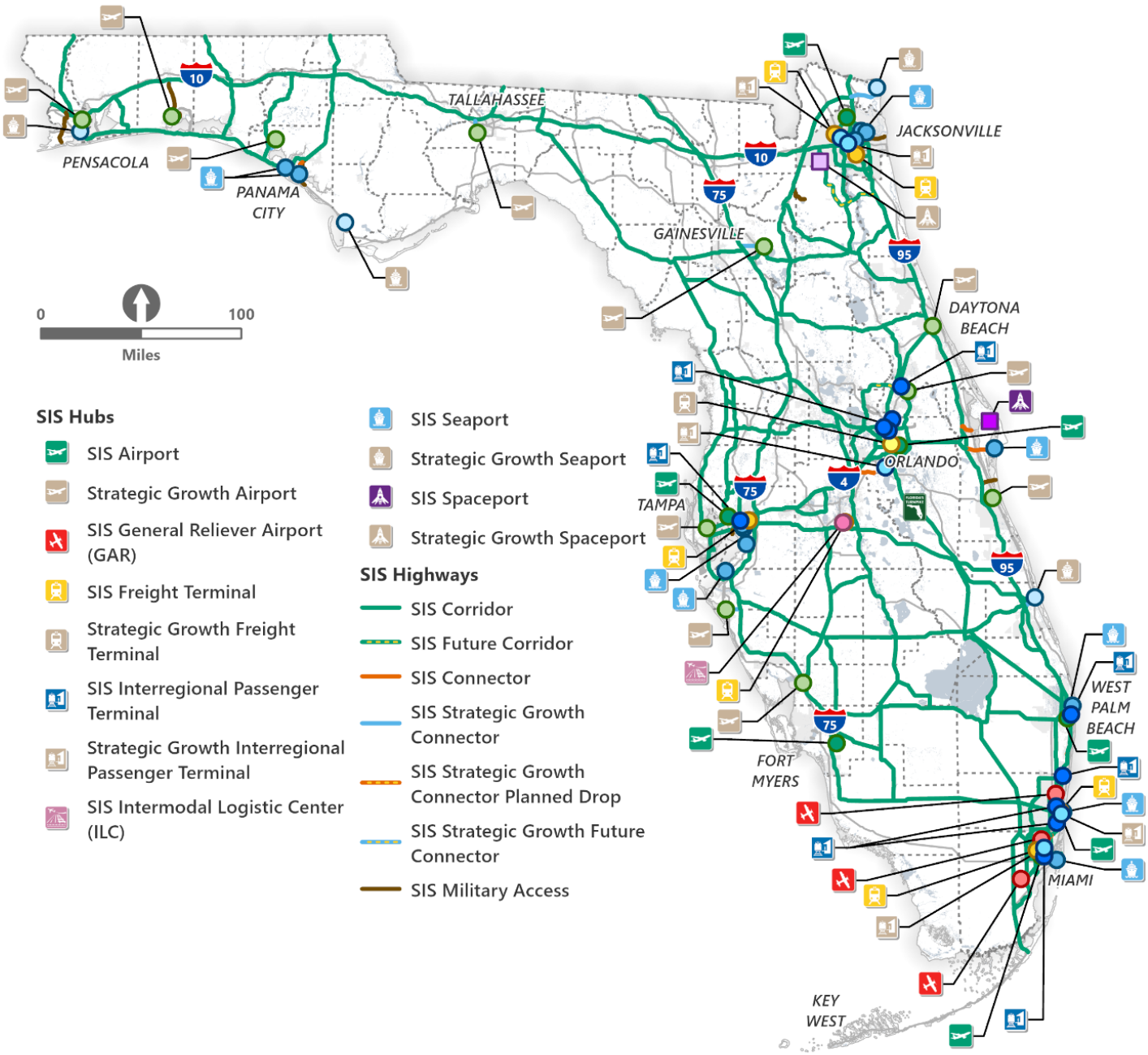
Summary Statistics: Figure 7 and Table 6 depict the statewide coverage of SIS network designations that include the SIS and strategic growth SIS network (freight only).

Table 6 | Statewide Statistics of Strategic Intermodal System

Statewide Mileage		Statewide Hubs	
Highways		**Airports**	
Corridor	4,363	SIS	7
Connector	125	Strategic Growth	11
Strategic Growth	94	Reliever	3
Military Access Facility	57	**Freight Terminal**	
Railroads		SIS	7
Corridor	1,785	Strategic Growth	1
Strategic Growth	399	**Intermodal Logistic Center**	
Connector	115	Strategic Growth	1
Connector Strategic Growth	126	**Seaports**	
Waterways		SIS	8
Corridor	893	Strategic Growth	4
Strategic Growth	6	**Spaceports**	
Connector	196	SIS	1
		Strategic Growth	1

Data Source: *FDOT, Strategic Intermodal System Guidance (2023)*

Figure 7 | Florida's Strategic Intermodal System



Data Source: *Florida Department of Transportation, Strategic Intermodal System (2023)*

Functional Classification

Definition: Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the service they are intended to provide. Five functional classification categories are common to rural and urban roads. The rural or urban designation is part of the complete functional classification designation. The procedure is developed by the Florida Department of Transportation (FDOT). The roads are classified in the following categories:

- Principal Arterial (Urban and Rural)
- Minor Arterial (Urban and Rural)
- Major Collector (Urban and Rural)
- Minor Collector (Urban and Rural)
- Local (Urban and Rural)

Importance to Freight: The significance of these functional classifications lies in their integration into key designations such as NHS, SIS, and other major categories, as many of the primary road types within the functional classification system are included.

Summary Statistics: Table 7 and Figure 8 depict the coverage of the functional classification system for the state.

Table 7 | Florida's Functional Classification Mileages (2022)

Roadway Classifications	Centerline Mileage	Lane Miles	Daily VMT (1000s)
Rural Principal Arterial	3,486.5	11,805.0	65,954.7
Rural Minor Arterial	1,761.5	3,643.2	8,791.7
Rural Major Collector	406.3	816.5	1,135.8
Rural Minor Collector	0.4	0.8	3.6
Urban Principal Arterial	4,796.2	23,760.1	243,215.1
Urban Minor Arterial	1,493.6	4,958.4	29,368.0
Urban Total Collector	162.3	386.2	1,608.7
Total	**12,106.8**	**45,370.2**	**350,077.6**

Data Source: *Florida Department of Transportation, Roadway Characteristics Inventory (2022)*

Figure 8 | Roadway Functional Classification

Data Source: *Florida Department of Transportation, Roadway Characteristics Inventory (2022)*

State Highway System

Definition: The State Highway System (SHS) includes roadways under the jurisdiction of the FDOT, state-chartered expressway authorities, and other state agencies. Per F.S. 335.02, FDOT, state-chartered expressway authorities, and other state agencies have the authority to designate roads as part of the SHS. The procedure and handbooks are developed by the FDOT.

Importance to Freight: By designating through the SHS, Florida is able to maintain and monitor its roadways for an efficient, reliable, and safe system that ensures mobility of people and goods.

Summary Statistics: Table 8 provides the centerline mileage, lane mileage, and daily vehicle miles traveled on SHS for 2022.

Table 8 | Florida's State Highway System Mileages (2022)

Subsystems	Centerline Mileage	Lane Miles	Daily VMT (1000s)
Interstate - Rural	717.3	3,590.1	33,319.4
Toll - Rural	198.4	752.8	6,954.3
Other - Rural	4,754.9	11,981.0	35,903.7
Interstate - Urban	778.0	5,174.5	88,421.7
Toll - Urban	517.8	2,773.0	37,992.3
Other - Urban	5,191.3	21,245.5	147,964.6
Total	**12,157.5**	**45,516.8**	**350,556.05**

Data Source: *Florida Department of Transportation, Roadway Characteristics Inventory (2022)*

State Rail Network

As per the Association of American Railroads (AAR), in 2021, Florida ranked 23rd in the country for total number of railroads (16 freight railroads), and ranked 25th in the country for railroad mileage (with 2,700+ miles of mainline railroads). Railroads are classified based on their annual operating revenues. The class to which a carrier belongs is determined in accordance with the following revenue thresholds:

- **Class I:** Carriers having annual operating revenues of $943,898,958 or more after applying the railroad revenue deflator formula.
- **Class II:** Carriers having annual operating revenues of less than $943,898,958 but in excess of $42,370,575 after applying the railroad revenue deflator formula.
- **Class III:** Carriers having annual operating revenues of $42,370,575 or less after applying the railroad revenue deflator formula.

Florida's freight rail system is operated by two Class I railroads (CSX Transportation, and Norfolk Southern Corp.), one Class II railroad, and multiple Class III railroads that are further categorized as switching and terminal railroads or short lines. Florida has 3,858 miles of railroads, including

CSX as the largest railroad in the state. The Florida East Coast (FEC) is the second largest railroad owner, although some mileage is operated by a short line. Table 9 and Figure 9 provide the statewide mileages and statewide coverage of the rail network.

Table 9 | Statewide Mileages of the Florida Rail Network

Subsystem of Railroads	Statewide Mileages
CSX Transportation	1,627.5
Norfolk Southern Railway	126.2
Central Florida Rail Corridor (CFRC)	64.2
South Florida Regional Transportation Authority (Tri Rail)	71.6
Florida East Coast Railway	562.2
Class III rail lines	1,405.8
Total Mileage	**3,858.0**

*Includes mainline, siding, spur, connector, yard, and storage miles. Route miles shown elsewhere refer to aggregate length, excluding yard tracks, sidings, and parallel lines.

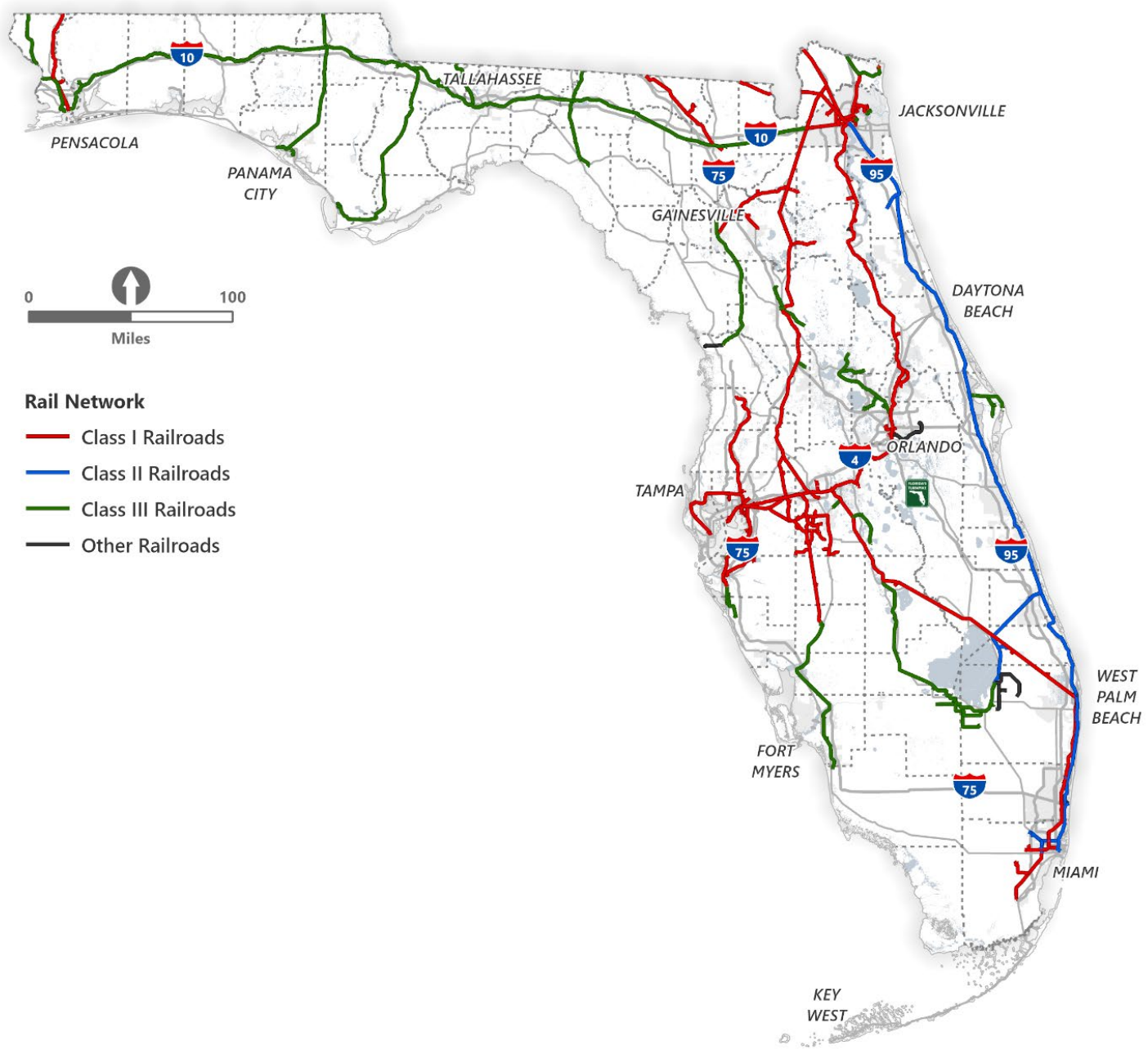
**Includes switching, terminal, private operators, and US Government.

Data Source: *FDOT Freight & Rail Office, Florida Rail System Plan (2022)*

As per the 2022 Florida Rail System Plan, there was a total of 5,324 at-grade highway-rail crossings in Florida. Of these, 4,025 at-grade crossings are on public roads with the remaining considered private crossings. There are 2,952 at-grade crossings with active warning devices and 1,846 at-grade crossings with passive warning devices.

The Strategic Rail Corridor Network (STRACNET) is another designated rail network that is important to the U.S. strategic defense policy, and which provides access, continuity, and emergency capabilities for defense purposes.

Figure 9 | Florida's Statewide Rail Network



Data Source: *FDOT Freight & Rail Office, Florida Rail System Plan (2022)*

Intermodal Logistics Centers

Definition: According to Section 311.101(2), F.S.: the term "intermodal logistics center (ILC)" means a facility or group of facilities serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport where activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by conveyance or shipping through one or more seaports listed in S. 311.09, F.S.

Currently, the Central Florida Intermodal Logistics Center is designated as SIS ILC-Strategic growth.

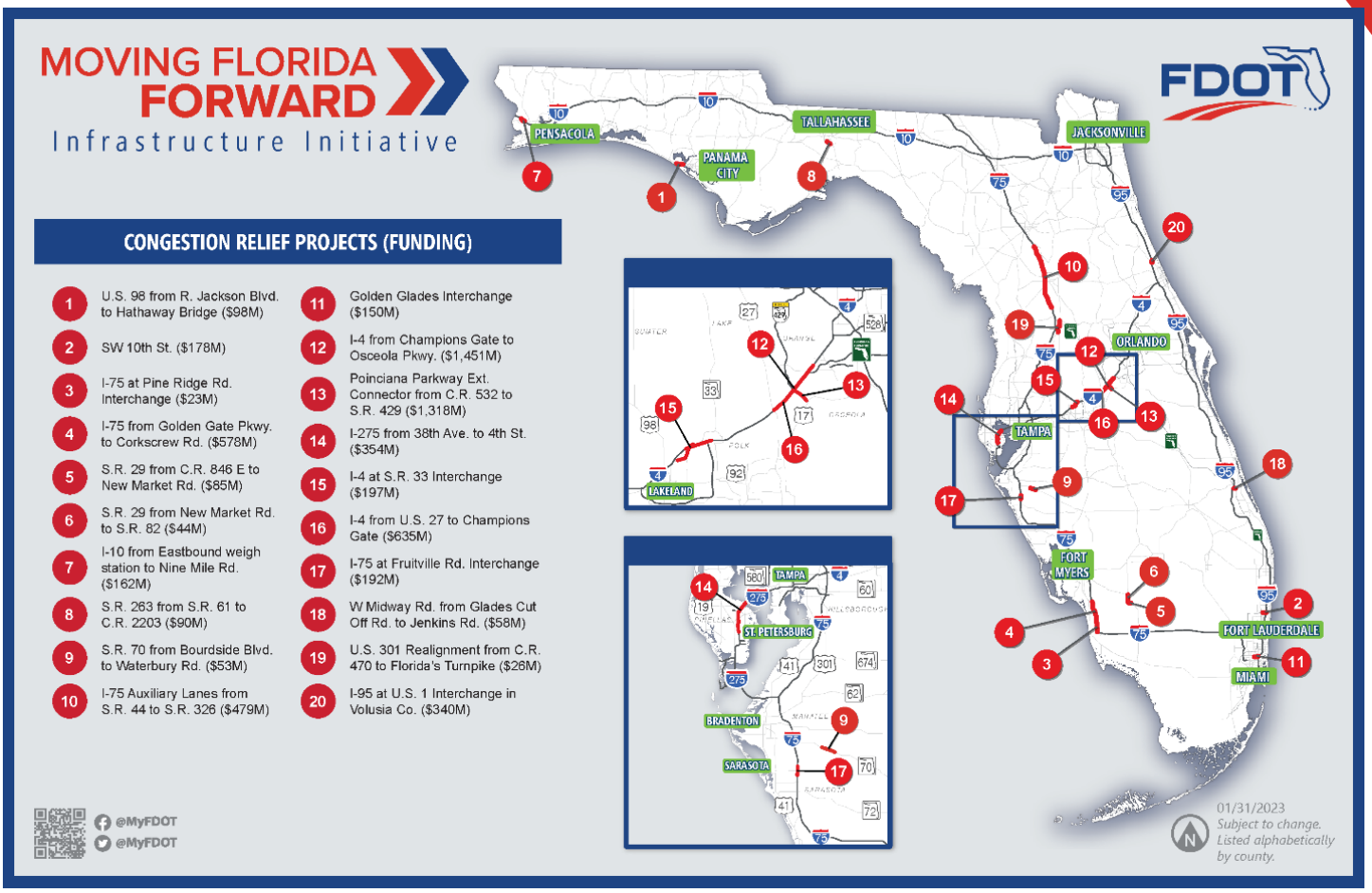
Moving Florida Forward Infrastructure Initiative

On January 30, 2023, Governor DeSantis announced Moving Florida Forward, a bold and historic infrastructure initiative. This investment prioritizes $4 billion towards the state's transportation infrastructure to directly and immediately address congestion relief and perpetual safety on roadways, support resiliency in existing and future projects, and maintain the FDOT as a national leader in transportation technology, all while supporting a robust and active supply chain.

As the state continues to experience rapid population and tourism growth, the Moving Florida Forward infrastructure initiative will focus on critical improvements to ensure that transportation infrastructure can meet the demands of current and future residents and visitors, including investments to major interstates and arterial roadways to ensure people and goods can move safely. As Florida's population is projected to grow by an average of about 600 people every day over the next 30 years – with some areas of the state currently experiencing more than 20 percent growth rates – the Moving Florida Forward proposal will help relieve congestion, enhance safety, facilitate trade, promote economic growth, and provide a more resilient transportation infrastructure. Resiliency is critical to the integrity of roadways and corridors, especially during severe weather events such as hurricanes.

In addition to the priority projects included in the Moving Florida Forward infrastructure initiative, FDOT remains committed to simultaneously delivering projects in the existing FDOT Five-Year Work Program, which is funded by the Department's annual budget. More information on Moving Florida Forward, including a statewide map and corresponding list of proposed projects, can be found below.

Figure 10 | Moving Florida Forward Infrastructure Initiative



Data Source: *Moving Florida Forward Infrastructure Initiative*

Multimodal Critical Rural Freight Corridors and Facilities

The multimodal critical rural freight corridors and facilities are identified in multiple national and statewide designations as identified below:

- National Highway Freight Network (Figure 2)
- Interim National Multimodal Freight System (Figure 6)
- Strategic Intermodal System (Figure 7)

Transportation Assets

In addition to national and state designated systems, Florida has a wide array of transportation assets that enable the movement of goods and services to help stimulate and support Florida's freight economy. Investment in transportation assets is essential to building and maintaining these critical resources. The transportation assets listed below are detailed in this document:

- All public roadways
- Bridges
- Weigh In Motion (WIM) and Telemetered Traffic Monitoring Sites (TTMS) maintained by FDOT's Transportation Data and Analytics (TDA) Office, Agricultural Inspection Stations, and Motor Carrier Size and Weight Inspection Stations (MCSAW)
- Truck Parking Supply
- Transportation Hubs
- Freight Intensive Areas

All Public Roadways

The following is a summary of the existing public road mileage in Florida as required by Section 402 c of Title 23, United States Code. From 2021 to 2022 there has been an increase of 164 miles of public roadways across Florida. Table 10 provides a breakdown of mileages for different roadway system ownership. To date, most population centers are linked by paved roadways and virtually all economic hubs are connected by major highways. Figure 11 provides annual trends for centerline mileage, lane miles, and daily vehicle miles traveled from 1991 to 2022. Trends indicate that Vehicle Miles Traveled (VMT) has grown at a higher rate than the increased capacity provided by FDOT investments.

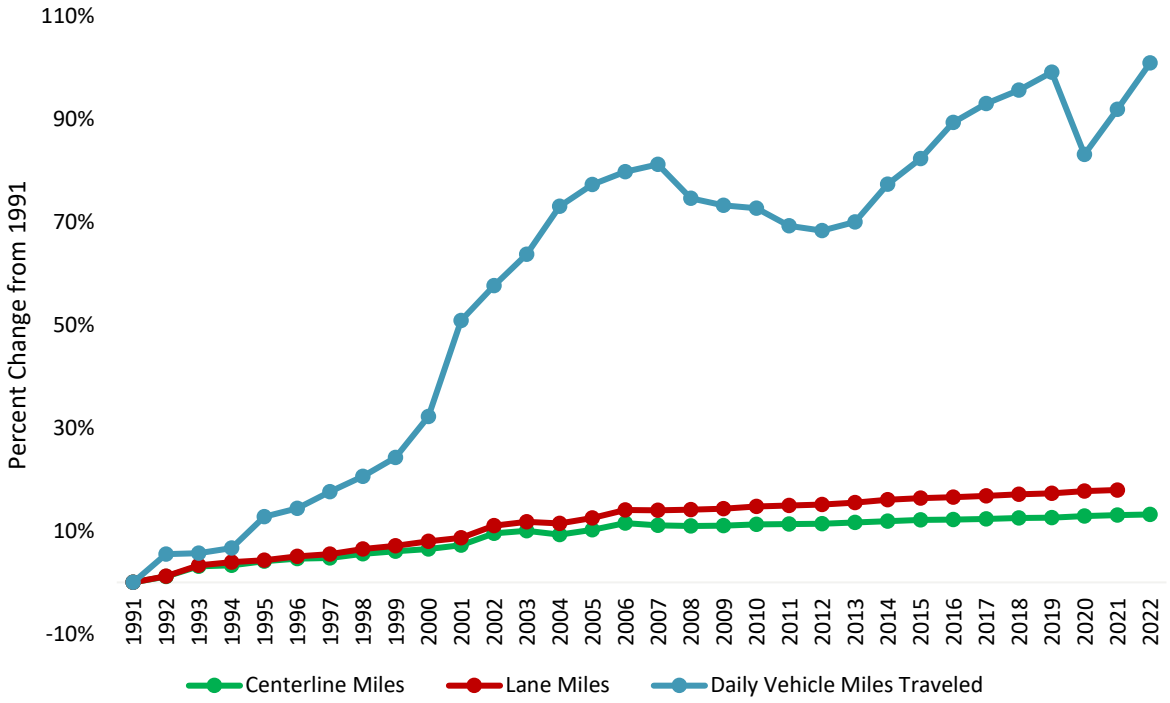
Table 10 | Certified Public Roadway Mileage (2022)

Roadway System Ownership	Miles
State Highway System	12,157.5
County Road System	70,699.3
City Street System	38,672.7
Bureau of Indian Affair Roads	183.6
Indian Nation Roads	28.9
Bureau of Land Management Roads	0.9
USDA Forest Service Roads	1,246.2
National Park Service Roads	189.0
U.S. Army Corps of Engineers Roads	32.2
U.S. Army Roads (other)	6.5
U.S. Department of Defense Roads (Excluding Army)	415.0

Roadway System Ownership	Miles
U.S. Fish and Wildlife Service Roads	124.5
National Aeronautics and Space Administration Roads	60.0
Total Mileage	**123,816.3**

Data Source: *Florida Department of Transportation, Florida Certified Public Roadway Mileage (2022)*

Figure 11 | Percent Change in Centerline Miles, Lane Miles, and Daily Vehicle Miles Traveled (Base Year: 1991)



Data Source: *Florida Department of Transportation, Transportation Data and Analytics (2022)*
**Lane miles for 2022 is not available yet.*

Bridges

Bridges are a key component of Florida's transportation assets. Maintaining their integrity is critical for the safe and efficient travel of freight across transportation networks. As per the 2022 Annual Florida Bridge Inventory report, there are more than 12,000 bridges in the state of Florida. Table 11 provides the number of bridges owned by different entities/agencies.

Table 11 | Number of Bridges by Ownership

Maintenance Responsibility	Number of bridges
Florida Department of Transportation	7,152
County	3,957
City/Town	1,292
Other State	174
Other Local	86
Federal	4
Others	84
Total	**12,749**

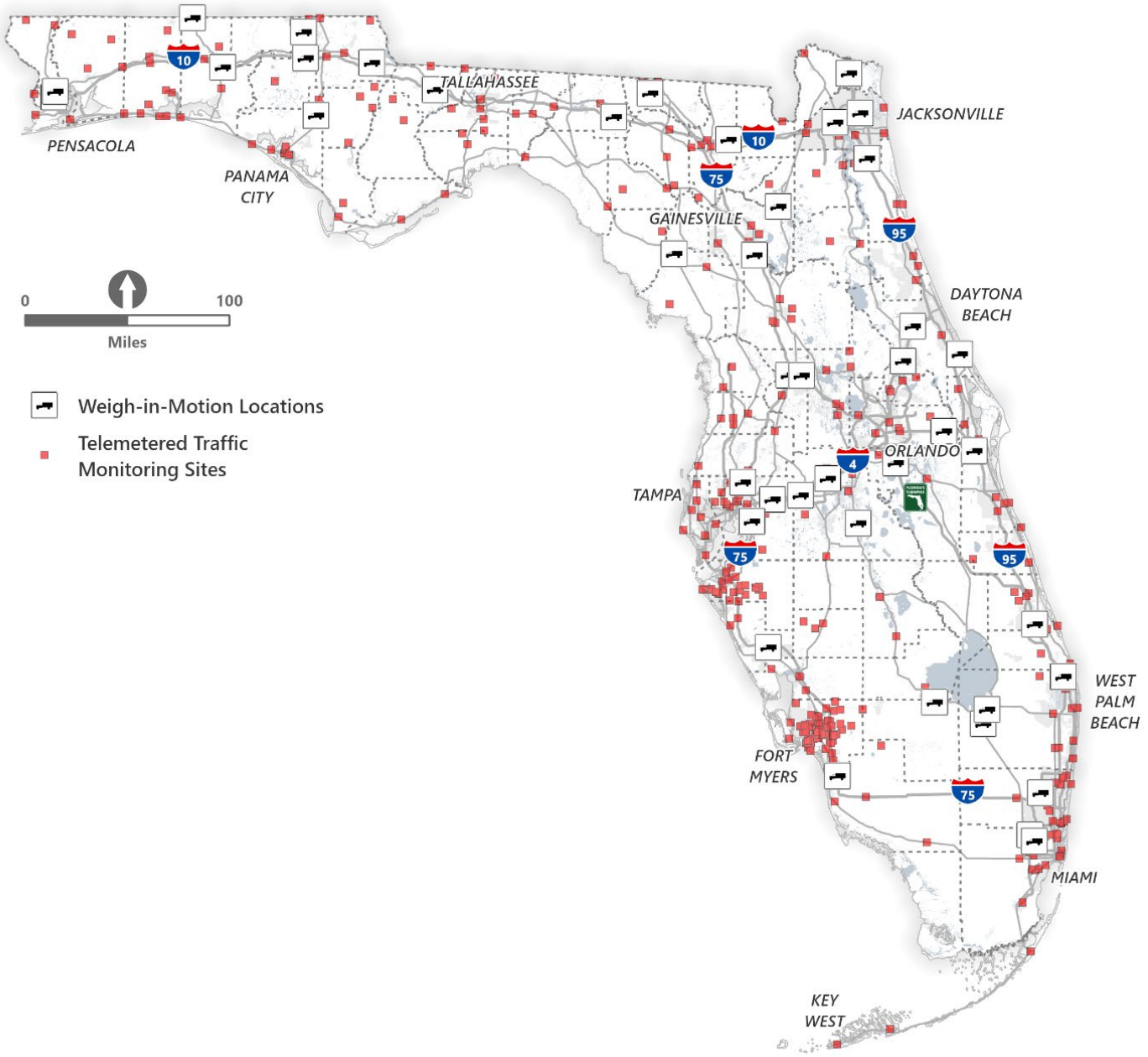
Data Source: Office of Maintenance, Fiscal Year Annual Bridge Inventory Report (2022)

Weigh in Motion, Telemetered Traffic Monitoring Sites, Agricultural Inspection Sites, and Motor Carrier Size and Weigh Stations

Information on the truck traffic volume, truck weight, and truck cargo that traverses Florida's transportation system is essential to understanding existing travel conditions and maintaining the safe passage of trucks and cargo across Florida's roadways. Florida coordinates truck volume data collection via several state and local entities tasked with monitoring the flow of traffic along essential public roadways. The state oversees the protection of Florida's agricultural commerce by inspecting trucks carrying agricultural products. Additionally, the state maintains the safe condition of highways and bridges by ensuring truck weight and dimension compliance.

The TDA office coordinates the collection of traffic data on all state highways and many highways not on the SHS. Depending on location, traffic data may include daily counts, vehicle classification, speeds, weight, and direction. The TDA office operates a network of more than 350 continuous traffic monitoring sites for daily transmittal of data. The TDA office also coordinates the collection of short-duration traffic studies at thousands of sites by FDOT District personnel. Figure 12 depicts the coverage of TDA continuous traffic monitoring sites (WIM and TTMS) across the state of Florida.

Figure 12 | TDA WIM and TTMS Sites



Data Source: *Florida Department of Transportation, Transportation Data and Analytics (2022)*

The Florida Department of Agriculture and Consumer Services' Office of Agricultural Law Enforcement operates 23 agricultural inspection stations to protect Florida's agriculture and ensure a safe food supply. An agricultural inspection station is located on every paved highway going into and out of the state. These stations are operated 24 hours a day, 365 days a year and are expected to monitor all agricultural commerce traversing via truck into and out of Florida. They are staffed by law enforcement officers whose main duty is to prevent plant and animal pests, diseases, and unsafe food from entering Florida. Trucks, rental trucks, vans, trailers, and any vehicles carrying agricultural, horticultural, or livestock products must stop at an inspection station. It is important to note that Florida partners with two bypass services, PrePass and Drivewyze PreClear, to provide qualified commercial carriers with the opportunity to bypass agricultural inspection sites. FDOT's MCSAW stations fulfill their mission of providing a safe transportation system by performing commercial vehicle size and weight enforcement. The primary purpose of the MCSAW weight enforcement program is to protect Florida's highway system and bridges from damage caused by overweight vehicles. Vehicles are weighed at its 20 fixed weigh station locations and mobile enforcement with portable scales statewide. Over 20 million vehicles are weighed annually.

Truck Parking Supply

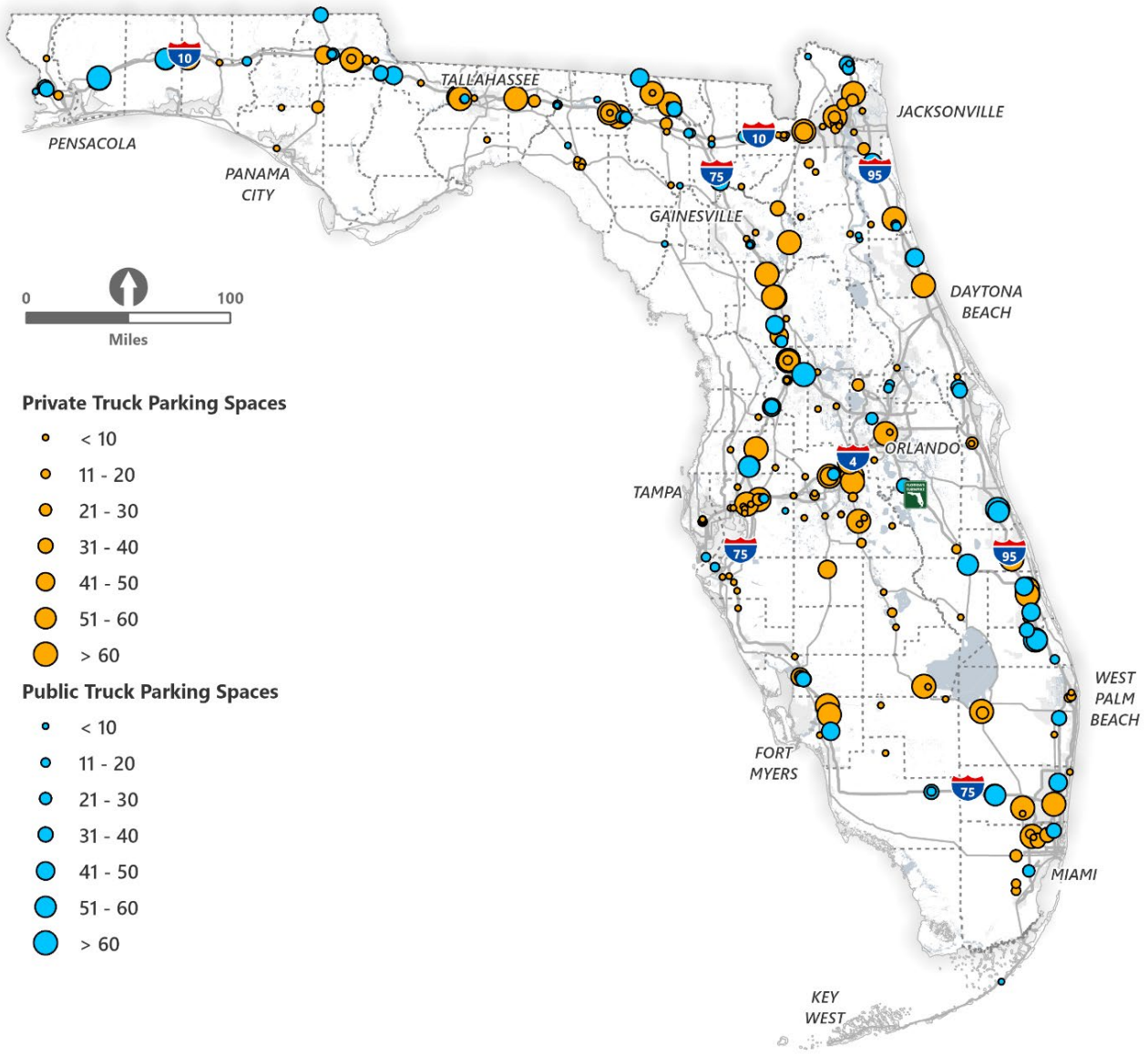
According to a 2019 study conducted by the TDA office, a total of 298 truck parking locations exist across the state – a third of these locations are publicly-owned facilities (98) and the remaining facilities are privately-owned (200). Out of a total of 10,093 truck parking spaces estimated in the state, around 30 percent of these spaces are located at publicly owned facilities (3,028) and the remaining 70 percent are privately-owned facilities (7,065). These truck parking supply statistics indicate that privately-owned facilities are responsible for most of the truck parking supply in Florida. Table 12 shows the supply information for every District. Figure 13 provides a statewide coverage of all truck parking locations identified in the study.

Table 12 | Truck Parking Locations and Spaces

FDOT District	Facility Type	Number of Locations	Number of Spaces	FDOT District	Facility Type	Number of Locations	Number of Spaces
1	Private	47	1,104	**5**	Private	26	1,288
	Public	8	225		Public	14	531
2	Private	52	1,665	**6**	Private	10	240
	Public	31	655		Public	2	38
3	Private	24	864	**7**	Private	19	431
	Public	19	635		Public	8	200
4	Private	22	1,473	**Turnpike**	Public	8	344
	Public	8	400	**Statewide**	**Total**	**298**	**10,093**

Data Source: *Florida Department of Transportation, Transportation Data and Analytics (2019)*

Figure 13 | Statewide Truck Parking Supply Locations



Data Source: *Florida Department of Transportation, Transportation Data and Analytics (2019)*

Transportation Hubs

Florida's infrastructure comprises an extensive network of roadways and rail, complemented by 14 active seaports, 19 commercial service airports, and three spaceports. This section will center its attention on the seaports, airports, and spaceports within the state.

Seaports

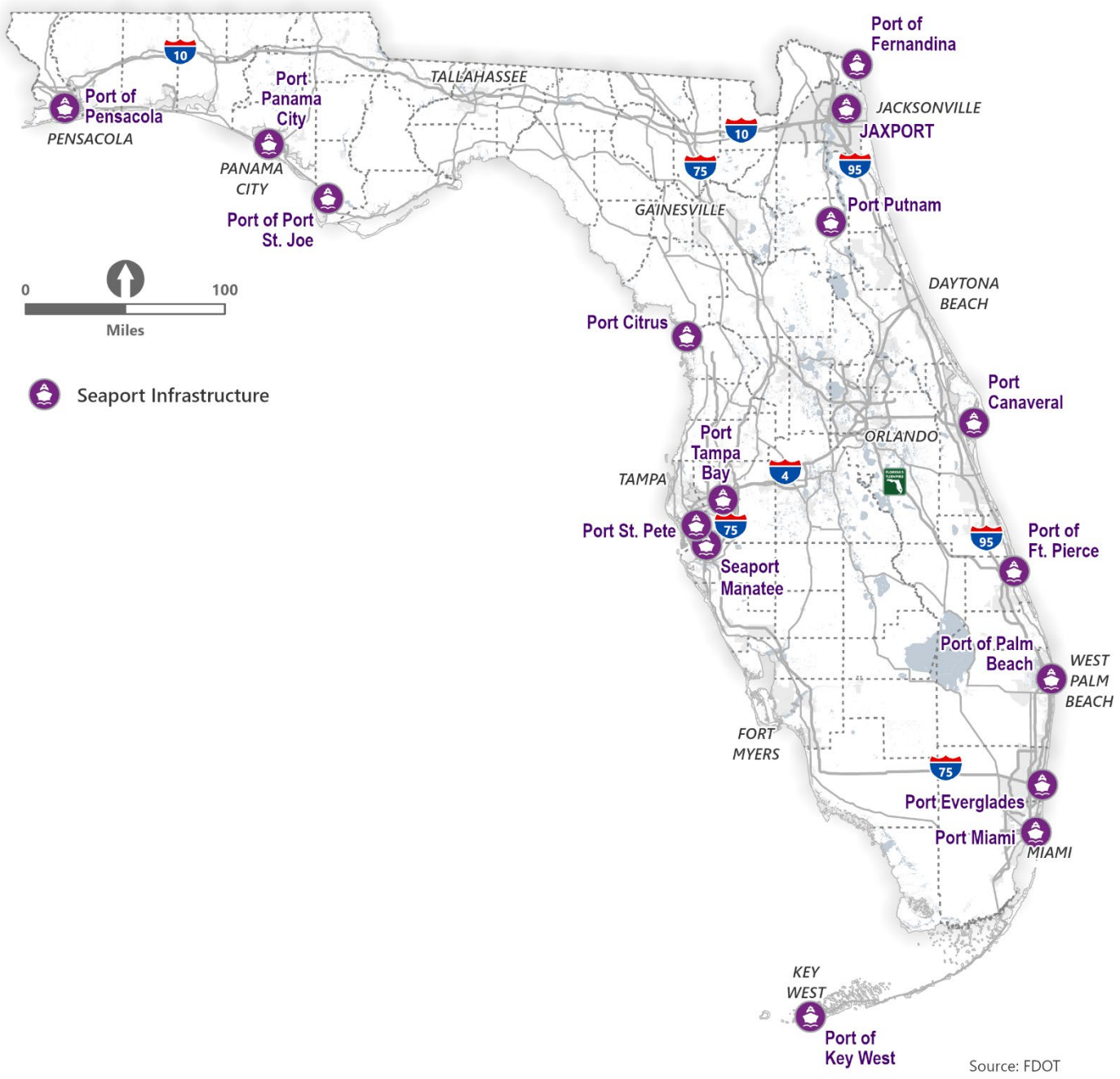
Florida's proximity to east-west trade lanes that enter and leave the western hemisphere and the north-south shipping corridor supplying the Americas places it squarely in the center of international commerce. As shown in Figure 14, 16 total seaports are strategically positioned along the state's coastlines. Port Citrus and Port Putnam (an inland river port that supports barge traffic) are currently inactive. Table 13 provides a list of active seaports in the state of Florida as per SIS and Florida Ports Council.

Table 13 | Florida's Active Seaports

Name of Port	Cargo	Cruise	SIS Designated Port	SIS Strategic Growth Component
Port Canaveral	**Y**	**Y**	**Y**	
Port Everglades	**Y**	**Y**	**Y**	
Port of Fernandina	**Y**			**Y**
Port of Fort Pierce	**Y**	**Y**		**Y**
JAXPORT	**Y**	**Y**	**Y**	
Port of Key West		**Y**		
Seaport Manatee	**Y**		**Y**	
Port Miami	**Y**	**Y**	**Y**	
Port of Palm Beach	**Y**	**Y**	**Y**	
Port Panama City	**Y**		**Y**	
Port of Pensacola	**Y**			**Y**
Port of Port St. Joe	**Y**			**Y**
Port St. Pete				
Port Tampa Bay	**Y**	**Y**	**Y**	

Data Source: *FDOT Seaport Office, 2022*

Figure 14 | Florida's Seaport Infrastructure



Data Source: *FDOT Seaport Office*

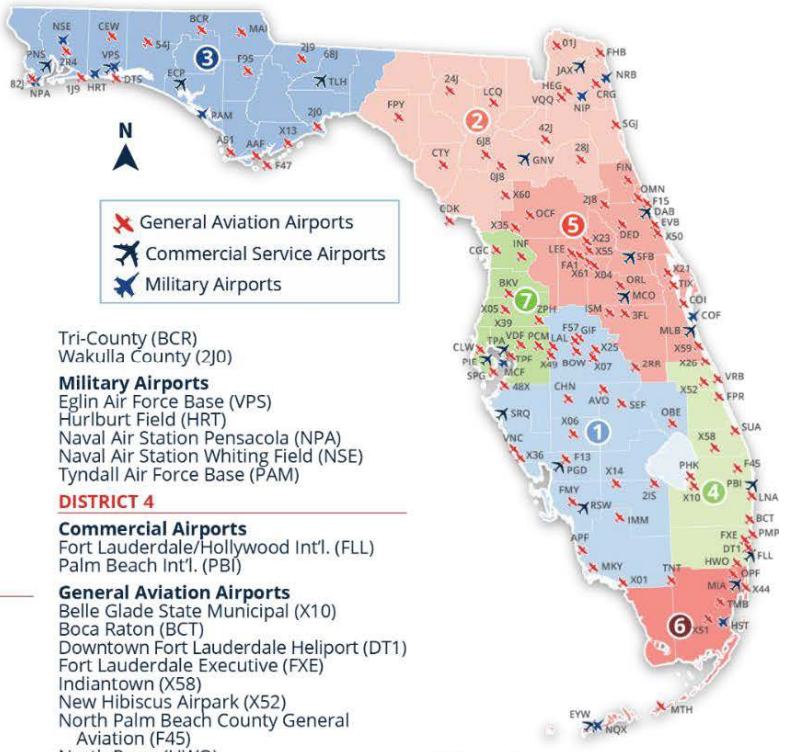
Airports

As per FDOT's 2022 Florida Statewide Economic Impact Study, Florida's aviation system (pictured in Figure 15) includes over 125 public-use airports, including 19 primary commercial service airports and 109 general aviation airports spanning the Panhandle to the Florida Keys. The aviation system also includes 11 military aviation facilities, with numerous off-airport businesses relying on the aviation system to transport personnel, goods, and services.

As per F.S. Chapter 332, the "Florida Airport System" includes all existing public-use airports that are owned and operated within the state and those public-use airports which will be developed and made operational in the future. Primary airports are defined in 49 U.S.C. § 47102(16) as public airports receiving scheduled air carrier service with 10,000 or more enplaned passengers per year. Primary airports (Table 14) are further classified (2023-2027 National Plan of Integrated Airport Systems (NPIAS) standards) by their share of U.S. enplanements as follows:

- Large Hub Airport: Large hubs are defined by statute (49 U.S.C. § 47102(11)) as those airports that each account for 1 percent or more of total U.S. passenger enplanements.
- Medium Hub Airport: Medium hubs are defined by statute (49 U.S.C. § 47102(13)) as airports that each account for between 0.25 percent and 1 percent of total U.S. passenger enplanements.
- Small Hub Airport: Small hubs are defined by statute (49 U.S.C. § 47102(25)) as airports that account for 0.05 percent to 0.25 percent of total U.S. passengers.
- Non-Hub Airports: Commercial service airports that account for less than 0.05 percent of all commercial passenger enplanements but have more than 10,000 annual enplanements are categorized as non-hub primary airports (49 U.S.C. § 47102(14)).

Figure 15 | Florida's Aviation Facilities*



DISTRICT 1

Commercial Airports
Punta Gorda (PGD)
Sarasota/Bradenton Int'l. (SRQ)
Southwest Florida Int'l. (RSW)

General Aviation Airports
Airglades (2IS)
Arcadia Municipal (X06)
Avon Park Executive (AVO)
Bartow Executive (BOW)
Buchan (X36)
Chalet Suzanne Air Strip (X25)
Everglades Airpark (X01)
Immokalee Regional (IMM)
Jack Browns Seaplane Base (F57)
La Belle Municipal (X14)
Lake Wales Municipal (X07)
Lakeland Linder Int'l. (LAL)
Manatee (48X)
Marco Island Executive (MKY)
Naples Municipal (APF)
Okeechobee County (OBE)
Page Field (FMY)
River Ranch Resort (2RR)
Sebring Regional (SEF)
Shell Creek Airpark (F13)
South Lakeland (X49)
Venice Municipal (VNC)
Wauchula Municipal (CHN)
Winter Haven Regional (GIF)

DISTRICT 2

Commercial Airports
Gainesville Regional (GNV)
Jacksonville Int'l. (JAX)

General Aviation Airports
Cecil (VQQ)
Cross City (CTY)
Fernandina Beach Municipal (FHB)
Flying Ten (0J8)
George T Lewis (CDK)
Herlong Recreational (HEG)
Hilliard Airpark (01J)
Jacksonville Executive At Craig (CRG)
Keystone Heights (42J)
Lake City Gateway (LCQ)
Northeast Florida Regional (SGJ)
Oak Tree Landing (6J8)
Palatka Municipal-Lt Kay Larkin Field (28J)
Perry-Foley (FPY)
Suwannee County (24J)
Williston Municipal (X60)

Military Airports
Naval Air Station Jacksonville (NIP)
Naval Air Station Mayport (NRB)

DISTRICT 3

Commercial Airports
Destin – Fort Walton Beach (VPS)
Northwest Florida Beaches Int'l. (ECP)
Pensacola Int'l. (PNS)
Tallahassee Int'l. (TLH)

General Aviation Airports
Apalachicola Regional-Cleve Randolph Field (AAF)
Bob Sikes (CEW)
Calhoun County (F95)
Carrabelle – Thompson (X13)
Costin (A51)
DeFuniak Springs (54J)
Destin Executive (DTS)
Fort Walton Beach (1J9)
Marianna Municipal (MAI)
Peter Prince Field (2R4)
Quincy Municipal (2J9)
Roscoe Field (82J)
St George Island (F47)
Tri-County (BCR)
Wakulla County (2J0)

Military Airports
Eglin Air Force Base (VPS)
Hurlburt Field (HRT)
Naval Air Station Pensacola (NPA)
Naval Air Station Whiting Field (NSE)
Tyndall Air Force Base (PAM)

DISTRICT 4

Commercial Airports
Fort Lauderdale/Hollywood Int'l. (FLL)
Palm Beach Int'l. (PBI)

General Aviation Airports
Belle Glade State Municipal (X10)
Boca Raton (BCT)
Downtown Fort Lauderdale Heliport (DT1)
Fort Lauderdale Executive (FXE)
Indiantown (X58)
New Hibiscus Airpark (X52)
North Palm Beach County General Aviation (F45)
North Perry (HWO)
Palm Beach County Glades (PHK)
Palm Beach County Park (LNA)
Pompano Beach Airpark (PMP)
Sebastian Municipal (X26)
Treasure Coast Int'l. (FPR)
Vero Beach Regional (VRB)
Witham Field (SUA)

DISTRICT 5

Commercial Airports
Daytona Beach Int'l. (DAB)
Melbourne Orlando Int'l. (MLB)
Orlando Int'l. (MCO)
Orlando Sanford Int'l. (SFB)

General Aviation Airports
Arthur Dunn Air Park (X21)
Bob White Field (X61)
Deland Municipal – Sidney H Taylor Field (DED)
Executive (ORL)
Flagler Executive (FIN)
Halifax River Sea Plane Base (F15)
Kissimmee Gateway (ISM)
Leesburg Int'l. (LEE)
Marion County (X35)
Massey Ranch Airpark (X50)
Merritt Island (COI)
Mid-Florida (X55)
New Smyrna Beach Municipal (EVB)
Ocala Int'l.-Jim Taylor Field (OCF)
Orlando Apopka (X04)
Ormond Beach Municipal (OMN)
Pierson Municipal (2J8)
Space Coast Regional (TIX)
St Cloud Seaplane Base (3FL)
Tavares Seaplane Base (FA1)
Umatilla Municipal (X23)
Valkaria (X59)

Military Airports
Patrick Space Force Base (COF)

DISTRICT 6

Commercial Airports
Key West Int'l. (EYW)
Miami Int'l. (MIA)

General Aviation Airports
Dade-Collier Training And Transition (TNT)
Miami Executive (TMB)
Miami Homestead General Aviation (X51)
Miami Seaplane Base (X44)
Miami-Opa Locka Executive (OPF)
The Florida Keys Marathon Int'l. (MTH)

Military Airports
Homestead Air Force Base (HST)
Naval Air Station Key West (NQX)

DISTRICT 7

Commercial Airports
St Pete-Clearwater Int'l. (PIE)
Tampa Int'l. (TPA)

General Aviation Airports
Albert Whitted (SPG)
Brooksville – Tampa Bay Regional (BKV)
Clearwater Air Park (CLW)
Crystal River – Captain Tom Davis Field (CGC)
Inverness (INF)
Peter O Knight (TPF)
Pilot Country (X05)
Plant City (PCM)
Tampa Executive (VDF)
Zephyrhills Municipal (ZPH)

Military Airports
MacDill Air Force Base (MCF)

Data Source: *FDOT's 2022 Florida Statewide Economic Impact Study*

**Notes: Tampa North Aero Park did not participate in the source study so was not included on the map or list but is an active public use airport. Additionally, DT1 is a helistop and not a heliport. (No fueling, repairs or storage permitted).*

Table 14 | Florida's Primary Airports

Name of Airport	FAA ID	NPIAS Classification*	SIS	SIS Strategic Growth
Daytona Beach International Airport	DAB	Non-hub		Y
Eglin AFB/Destin-Ft Walton Beach Airport	VPS	Small-Hub		Y
Fort Lauderdale-Hollywood International Airport	FLL	Large-Hub	Y	
Gainesville Regional Airport	GNV	Non-Hub		Y
Jacksonville International Airport	JAX	Medium-Hub	Y	
Key West International Airport	EYW	Small-Hub		
Melbourne Orlando International Airport	MLB	Non-Hub		Y
Miami International Airport	MIA	Large-Hub	Y	
Northwest Florida Beaches International Airport	ECP	Small-Hub		Y
Orlando International Airport	MCO	Large-Hub	Y	
Orlando Sanford International Airport	SFB	Small-Hub		Y
Palm Beach International Airport	PBI	Medium-Hub	Y	
Pensacola International Airport	PNS	Small-Hub		Y
Punta Gorda Airport	PGD	Small-Hub		Y
Sarasota Bradenton International Airport	SRQ	Small-Hub		Y
Southwest Florida International Airport	RSW	Medium-Hub	Y	
St Pete-Clearwater International Airport	PIE	Small-Hub		Y
Tallahassee International Airport	TLH	Non-Hub		Y
Tampa International Airport	TPA	Large-Hub	Y	

** National Plan of Integrated Airport Systems (NPIAS)*

Data Source: *National Plan of Integrated Airport Systems (NPIAS)*

Spaceports

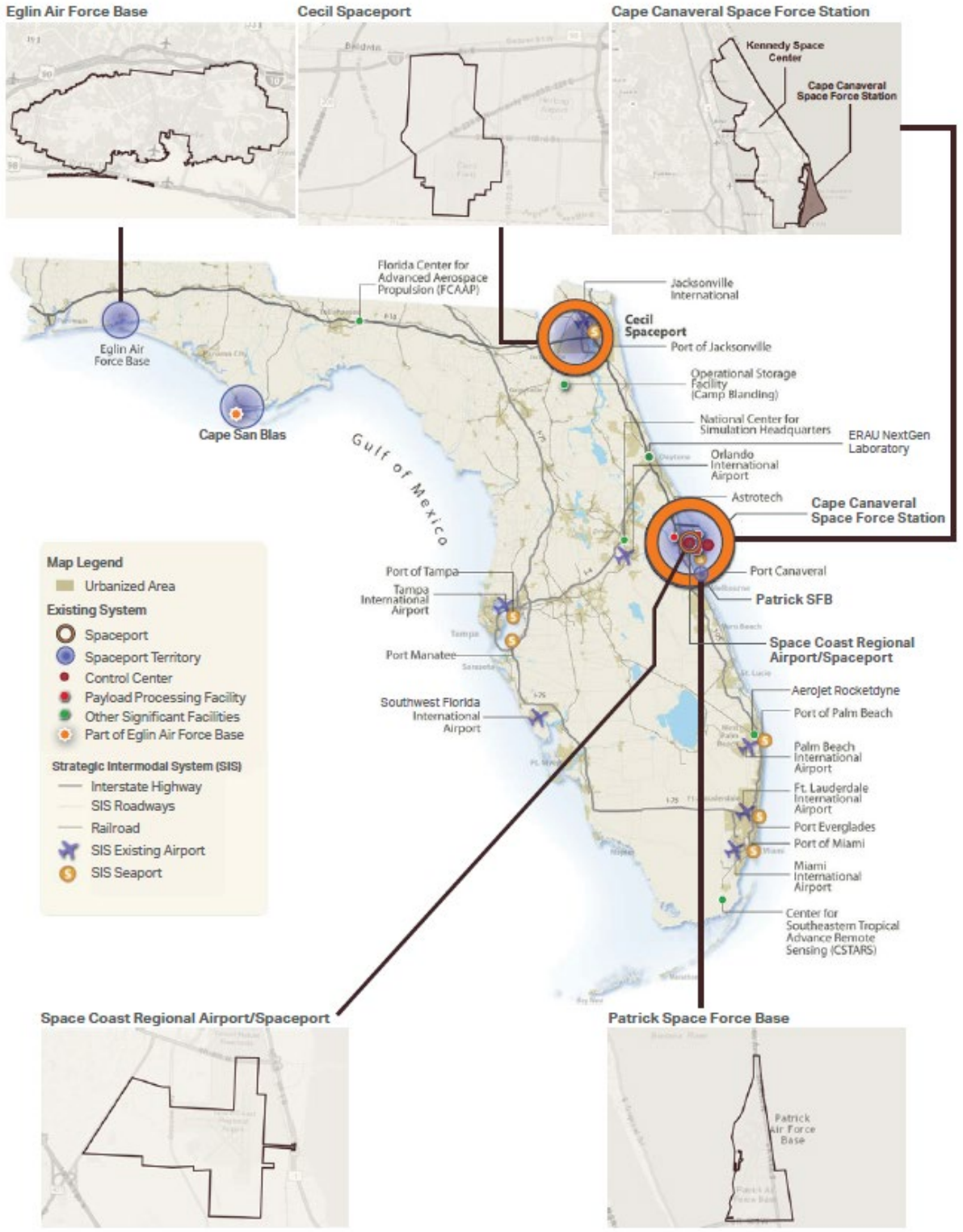
Florida's three major Federal Aviation Administration (FAA) licensed spaceports are located at Cape Canaveral Space Force Station, Jacksonville Aviation Authority's Cecil Spaceport, and Titusville-Cocoa Airport Authority's Space Coast Regional Airport and Spaceport.

The following are FAA licensed spaceport facilities for launch and landing activity in Florida:

- **Cape Canaveral Space Force Station** –vertical and horizontal launch
- **Kennedy Space Center (NASA)** –vertical and horizontal launch
- **Space Florida Launch Complex 46** – vertical launch
- **Space Florida Launch and Landing Facility** –horizontal launch and orbital reentry
- **Cecil Air and Space Port** – horizontal launch
- **Space Coast Regional Airport** –horizontal launch

Figure 16 illustrates Florida's Existing Spaceport System.

Figure 16 | Florida's Existing Spaceport System



Data Source: *FDOT Spaceport Improvement Program, 2023-2024*

Freight Intensive Areas

Consistent with the Florida Transportation Plan, the Florida Department of Transportation explored ways to identify major freight (industrial and commercial) intensive areas. This statewide project was conducted by the FDOT Freight and Rail Office in coordination with the FDOT Transportation Data and Analytics Office. A freight intensive area is a cluster or group of freight facilities that generates, distributes, or attracts large amounts of freight activities, and has a significant impact on Florida's transportation system and economy. The analysis used 2021 Florida Department of Revenue (DOR) parcel data, and 2021 Florida Department of Economic Opportunity (DEO) employment data to locate freight activity areas. Tables 15-16 provide summary statistics for the industrial and commercial parcel floor area in the state. Figure 17 depicts freight intensive areas in the state of Florida.

Table 15 | Statewide Summary Statistics for Industrial Parcel Floor Area

DOR Land Use Description	Total Area (Square Feet)	Number of Parcels
Wholesale outlets, produce houses, manufacturing outlets	11,783,336	509
Light manufacturing, small equipment manufacturing plants, small machine shops, instrument manufacturing, printing plants	276,109,350	10,753
Heavy industrial, heavy equipment manufacturing, large machine shops, foundries, steel fabricating plants, auto or aircraft plants	46,087,470	602
Lumber yards, sawmills, planning mills	48,211,366	425
Packing plants, fruit and vegetable packing plants, meat packing plants	16,486,075	432
Canneries, fruit and vegetable, bottlers and brewers, distilleries, wineries	11,555,486	117
Other food processing, candy factories, bakeries, potato chip factories	14,847,354	305
Mineral processing, phosphate processing, cement plants, refineries, clay plants, rock and gravel plants	10,544,537	937
Warehousing, distribution terminals, trucking terminals, van and storage warehousing	982,268,832	43,766
Open storage, new and used building supplies, junk yards, auto wrecking, fuel storage, equipment and material storage	9,521,439	4,095
Orchard Groves, citrus, etc.	8,674,813	15,289
Poultry, bees, tropical fish, rabbits, etc.	3,129,460	1,021
Dairies, feed lots	18,816,930	4,598
Utility, gas and electricity, telephone and telegraph, locally assessed railroads, water and sewer service, pipelines	31,046,982	9,877
Mining lands, petroleum lands, or gas lands	2,226,404	1,417
Total	**1,491,309,834**	**94,143**

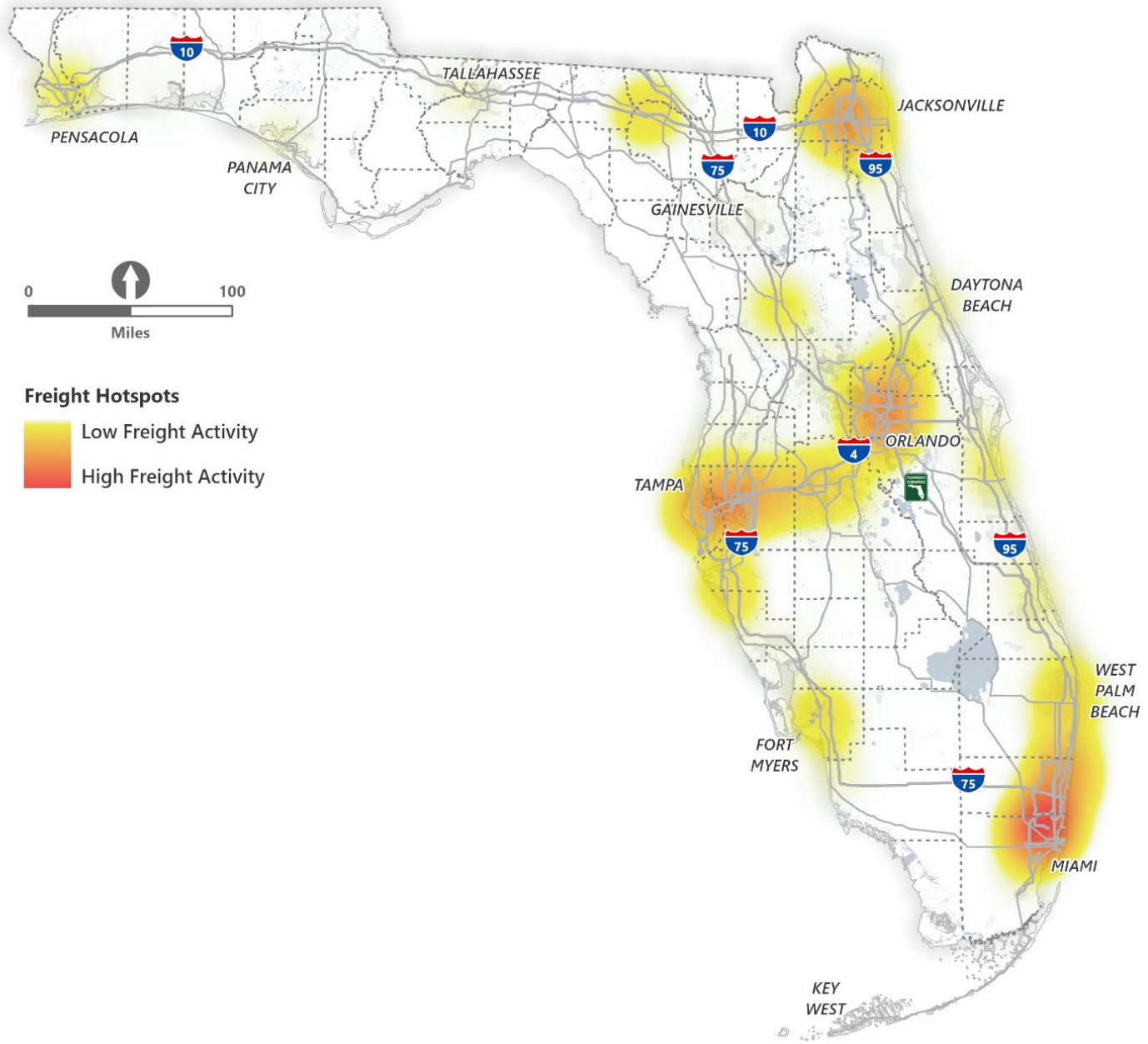
Data Source: *Florida Department of Transportation, Freight and Rail Office (2021)*

Table 16 | Statewide Summary Statistics for Commercial Parcel Floor Area

DOR Land Use Description	Total Area (Square Feet)	Number of Parcels
Stores, one story	340,011,416	40,578
Mixed use - store and office or store and residential combination	87,779,135	15,609
Department Stores	92,316,993	935
Supermarkets	35,325,492	2,518
Regional Shopping Centers	81,660,835	388
Community Shopping Centers	326,406,963	7,976
Restaurants, cafeterias	41,028,099	8,802
Drive-in Restaurants	13,213,564	4,485
Auto sales, auto repair and storage, auto service shops, body and fender shops, commercial garages, farm and machinery sales and services	134,396,272	15,927
Florists, greenhouses	976,381	339
Hotels, motels	311,229,996	11,284
Total	**1,464,345,146**	**108,841**

Data Source: *Florida Department of Transportation, Freight and Rail Office (2021)*

Figure 17 | Florida's Freight Intensive Areas

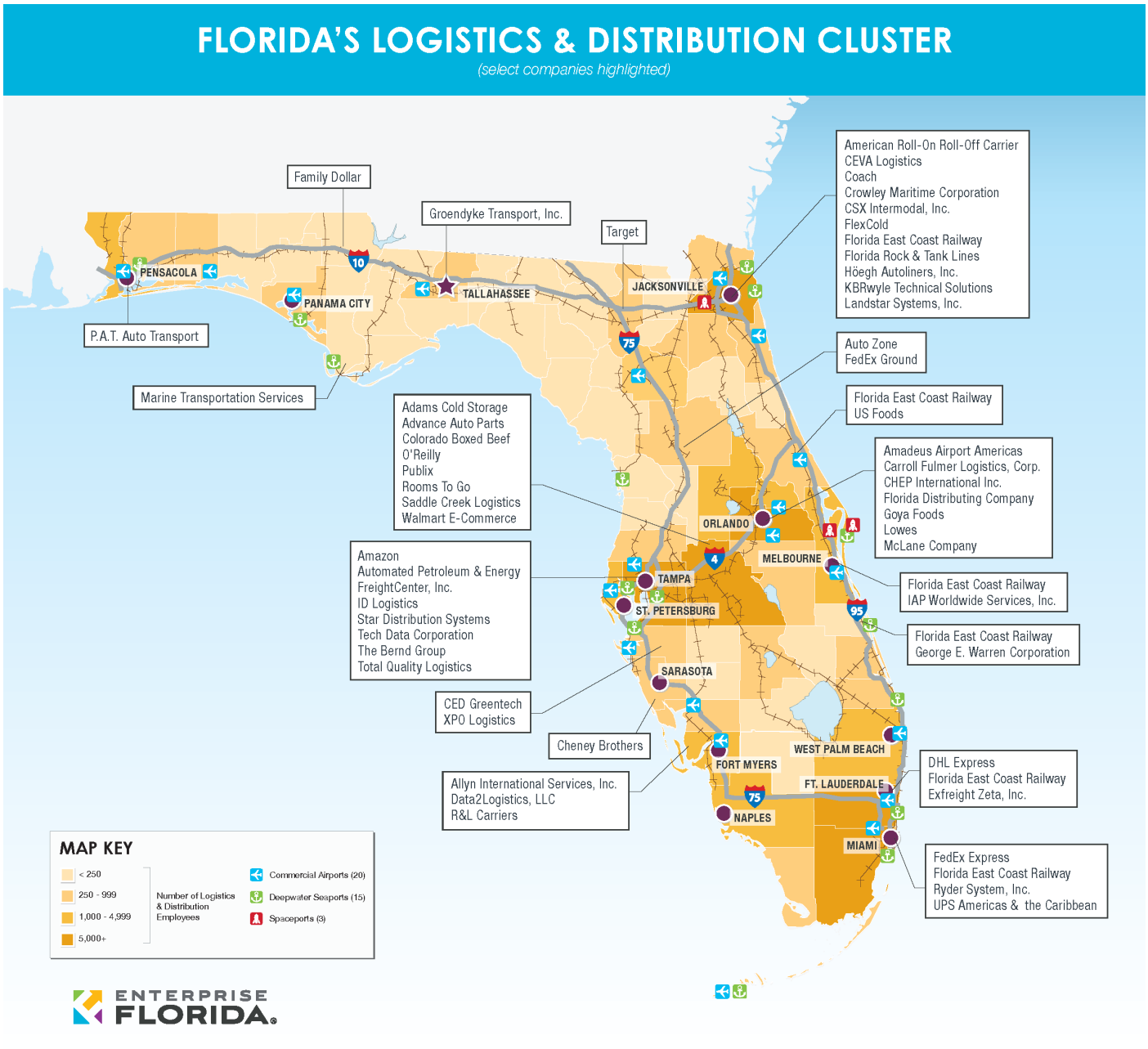


Data Source: *Florida Department of Transportation, Freight and Rail Office (2021)*

Figures 18, 19, 20, and 21 highlight the four major industry sectors in Florida with a statewide map identifying the major establishments in their respective sectors. The four major industry sectors include logistics and distribution, manufacturing, aviation and aerospace, and cleantech. These maps, created by Select Florida, highlight the emergence of strong freight activities. Here are some key highlights of the freight and related industries which were identified by Select Florida:

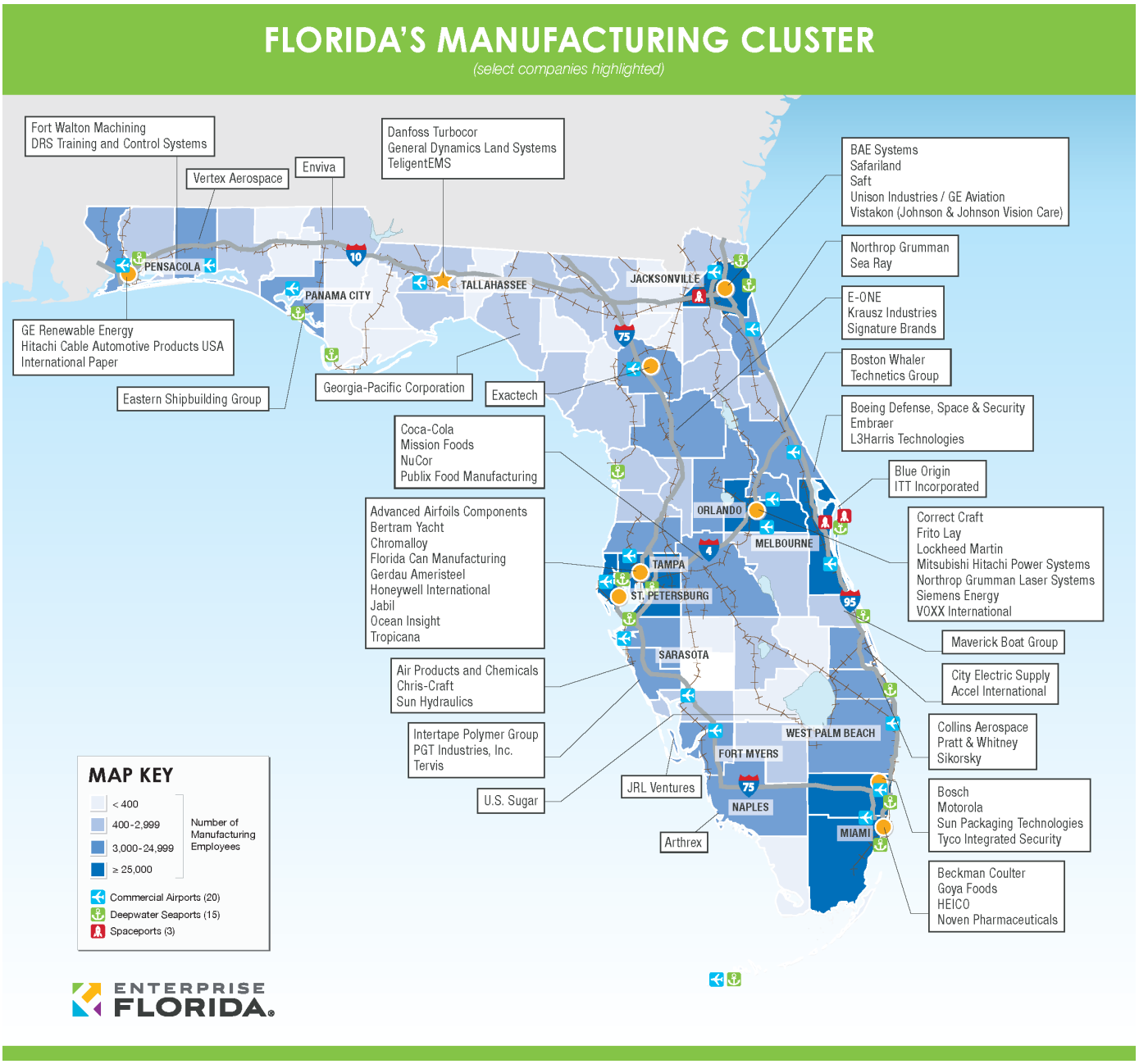
- #2 best ranking in the 2023 Chief Executive Best and Worst States for Business survey of chiefs. Chief Executive's rankings are compiled from a single source: the opinions of CEOs and business owners in the U.S. Nearly 700 CEOs, with representation from every state, participated in this year's survey, conducted in January 2023.
- #1 in number of Maintenance, Repair, and Overhaul (MRO) establishments
- #3 in aircraft manufacturing establishments in the U.S. The state boasts a total of over 640 aerospace establishments and 2,000 aviation establishments.
- #3rd largest number of transportation and warehousing establishments in the nation.
- Florida's business landscape includes a robust network of over 550 companies specializing in renewable energy technologies such as wind, solar, hydrogen, and batteries. Moreover, over 7,200 Florida-based companies excel in LEDs, OLEDs, green architecture, building controls, energy modeling, and advanced materials like nanomaterials, coatings, bioplastics, and ceramics. An additional 4,000+ companies offer expertise in environmental fields, including reverse osmosis, desalination technologies, water remediation, bioremediation, and waste treatment technologies.
- #2nd largest medical device manufacturing industry.
- 4th for the most biotech R&D facilities. The state houses 525 biotech establishments and 434 pharmaceutical manufacturing establishments.
- For over five decades, Florida has been synonymous with space exploration, with some of history's most significant launches taking place on the Space Coast. This legacy continues today with industry leaders like United Launch Alliance, SpaceX, and Blue Origin. Additionally, major aviation companies such as Embraer, Boeing, and Piper have substantial operations and presence within the state.

Figure 18 | Florida's Logistics and Distribution Clusters



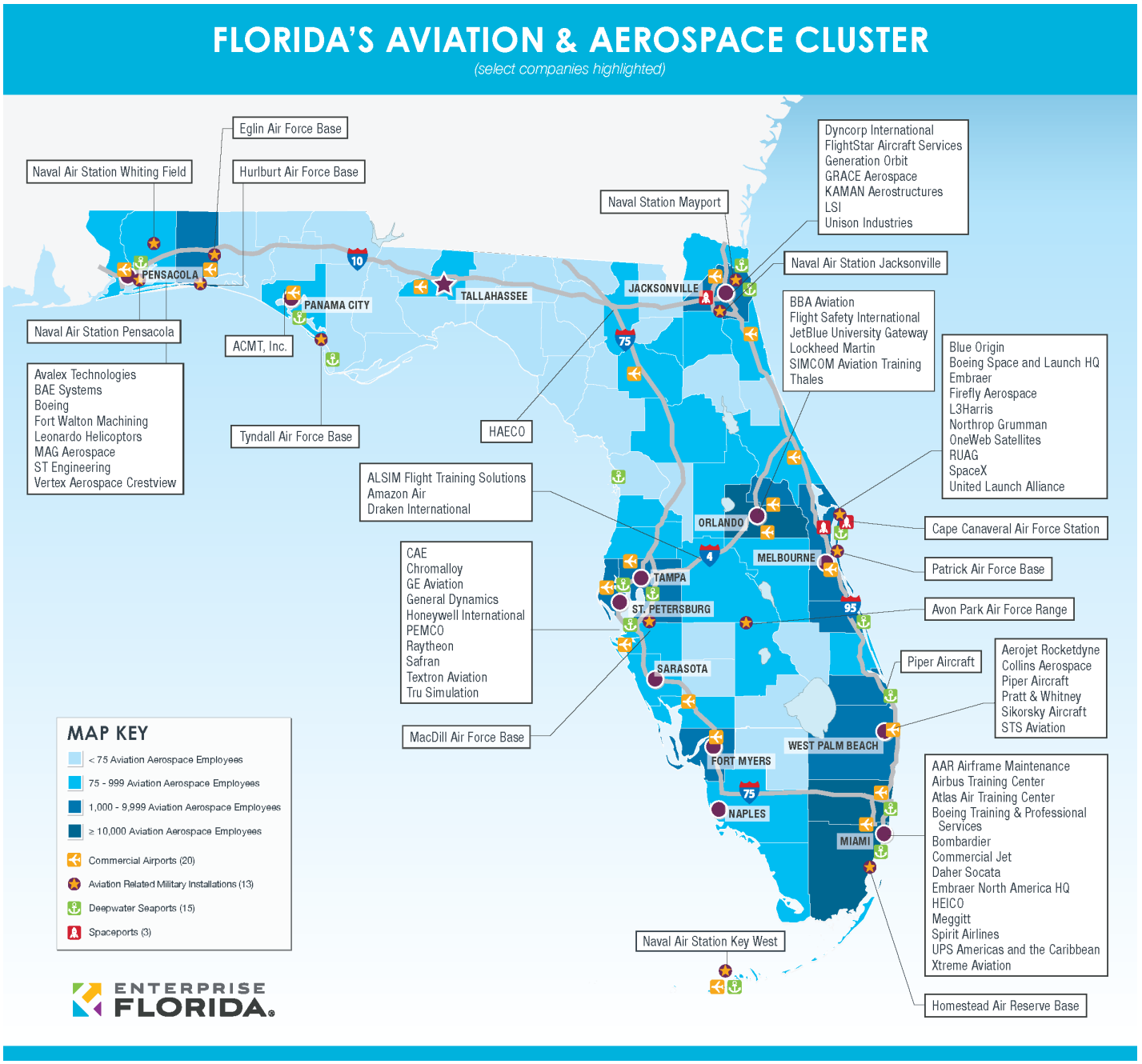
Data Source: *Select Florida, accessed in 2023*

Figure 19 | Florida's Manufacturing Clusters



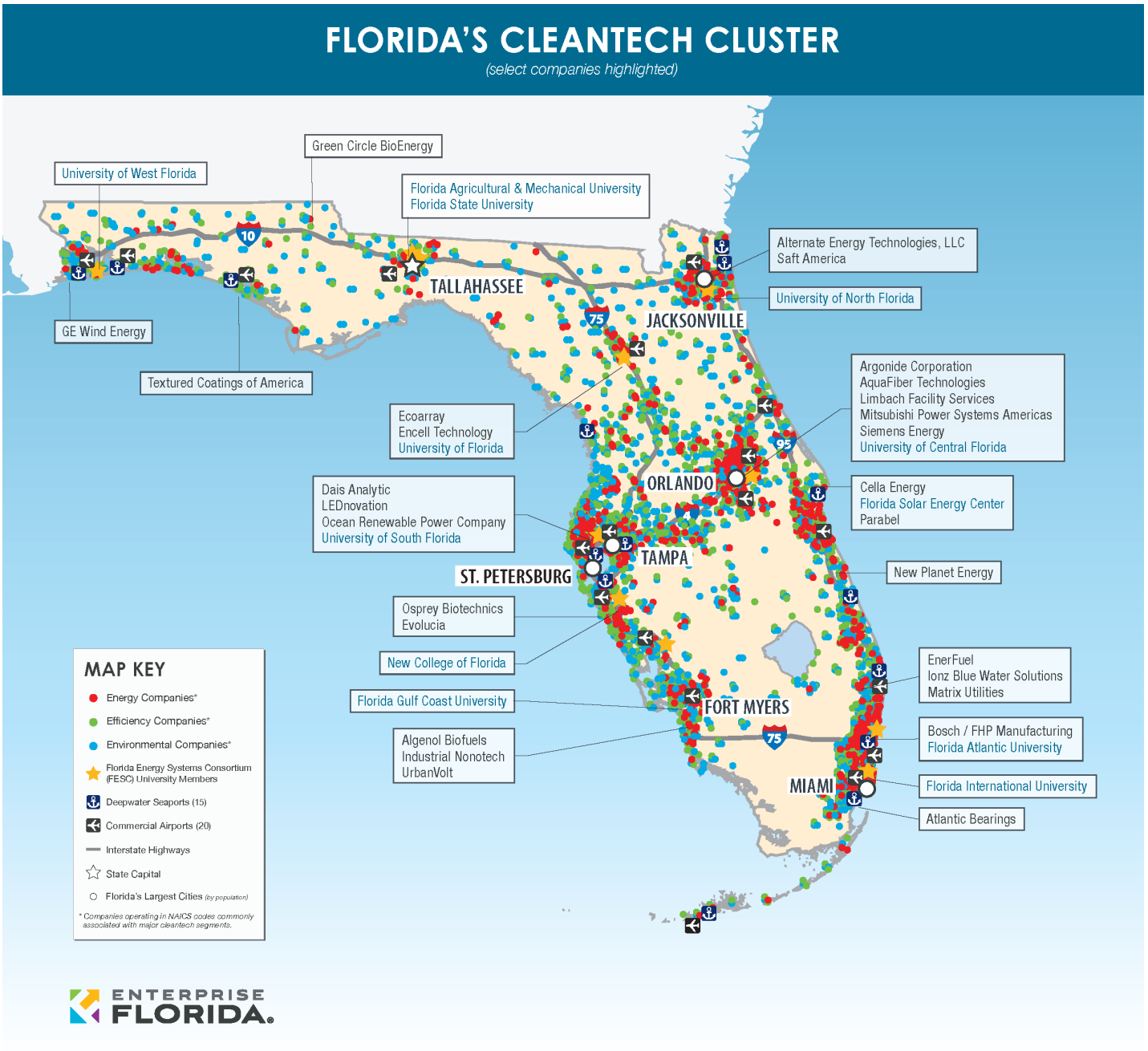
Data Source: *Select Florida, accessed in 2023*

Figure 20 | Florida's Aviation and Aerospace Cluster



Data Source: *Select Florida, accessed in 2023*

Figure 21 | Florida's Cleantech Cluster



Data Source: *Select Florida, accessed in 2023*

Appendix A: Critical Rural Freight Corridors

Route No	Start	End	Length (Mi)	CRFC_ID	FAST_ACT	Critical Freight Connectivity	Strategic State Freight Network 1	Strategic Freight Network 2	Supports National Significance	New Addition
SR 20	SR-79	County Road 83 Alternate	15.37	B	Provides access to energy exploration, development, installation, or production areas	Required link to complete connection from key freight facility to NHFN	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
SR 20	US-231	SR-79	1.17	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
SR 20	US-231	SR-79	16.68	C	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the State	Connects key freight facilities to the NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
SR 331	US-301	Country Road 225 Alternate	1.87	A	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the State	Connects key freight facilities to the NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
US 231	I-10	Bayou George Drive	45.34	D	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the State	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 27	E Palm Beach Rd	I-75	9.17	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N

US 27	Forge Meade Rd	Highlands County Line	0.43	G	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 27	Highlands County Line	SR-80	6.12	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 27	Lake Josephine Dr	County Road 17N	1.00	G	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 27	Masterpiece Rd	Fort Mead Rd.	9.69	G	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 27	Old US-27 Highway	E Palm Beach Rd.	0.84	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 27	S Sun and Lakes Blvd	Highlands County Line	3.08	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N

US 27	SR-80	Lewis Blvd.	3.92	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 301	Clay County Line	NE 193rd Street	29.88	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 301	NE Waldo Road	NW 77th Street	98.27	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 301	S Walnut Street	NE Waldo Rd	22.77	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
South Dock Street	US 41	Reeder Rd	0.52	A, D	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves connection between US41 and port Manatee	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	Y
SR-25/ US-27	Miami-Dade County Line	SR-821 Turnpike	6.91	A, C, D, F, G	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves linkage between Turnpike, Miami-Dade, and US 27 heading out of Miami	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Future Truck Parking projects planned	Enhances freight connectivity and potential truck parking	Y
SR-60	Fl Natural Scenic Trail	102nd Ave.	36.43	A, C, D	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves linkage between SR 60 and I-95	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic		Enhances freight connectivity and potential truck parking	Y
Total Existing CRFC			**309.46**							**43.86**

Appendix B: Critical Urban Freight Corridors

Route No	Start	End	Length (Mi)	CUFC_ID	FAST_ACT	Critical Freight Connectivity	Strategic State Freight Network 1	Strategic Freight Network 2	Supports National Significance	New Addition
SR-105	Blount Island Road	I-295	1.22	H	Connects an intermodal facility to the PHFS, the interstate system, or an intermodal freight facility	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances import/export of connected key freight facility	N
SR-263	I-10	SR-365	6.76	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Connects key freight facilities to the NHFN		Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
SR-869	I-95	I-75	19.96	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Connect Key Freight facilities to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US-231	Bayou George Drive	US-98	8.40	H	Connects an intermodal facility to the PHFS, the interstate system, or an intermodal freight facility	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances import/export of connected key freight facility	N
US-27	County Road 17N	S Sun and Lakes Blvd.	7.23	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
US-27	E Palm Beach Rd	I-75	0.15	J	Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land	Connect Key Freight facilities to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
US-27	Highlands County Line	Lake Josephine Drive	18.67	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N

US-27	I-4	SR-60	21.75	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Connect Key Freight facilities to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
US-27	I-75	US-301	2.84	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Connect Key Freight facilities to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
US-27	Lewis Blvd.	Old US 27 Highway	3.13	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
US-27	Old US 27 Highway	E Palm Beach Rd	0.07	J	Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land	Required link to complete connection from key freight zone to NHFN		Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
US-301	I-10	Clay County Line	7.51	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Connect Key Freight facilities to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
US-301	NE 193rd St	S Walnut St	4.38	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
US-301	NW 10th Street	Silver Spring Boulevard	0.69	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
US-301	NW 77th St	NW 10th St	4.89	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Required link to complete connection from key facility to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N

US-41	S 22nd St	Big Bend Rd	9.58	H	Connects an intermodal facility to the PHFS, the interstate system, or an intermodal freight facility	Required link to complete connection from key facility to NHFN		Multimodal freight connection route to create seamless freight mobility operations	Enhances import/export of connected key freight facility	N
US-98	US-231	Sun Harbor Rd	4.47	H	Connects an intermodal facility to the PHFS, the interstate system, or an intermodal freight facility	Connect Key Freight facilities to NHFN		Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
SR-25/ US-27	SR-826 Palmetto	SR-821 Turnpike	5.0	H, J, K	Provides access to Significant freight warehousing and industry as well as an alternative route for traffic off the NHFN	Required link to complete connection from key freight facility to NHFN as well as NHFN to NHFN between SR 821 and SR 826	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	FM: 447645-2&3 FM: 423251-3 Description: This project provides a connection between the port and I-275	Enhances multimodal freight connectivity	Y
SR-9/NW 27TH AVENUE OVER MIAMI RIVER	NW 20th Street	SR-836 Dolphin Expressway	0.6	H, J, K	Provides an alternative route for traffic heading to the Okeechobee Road corridor and to and from the Miami International Airport	Required link to complete connection from key freight zone to NHFN	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	FM: 446190-1 Description: This bridge operates between the airport and the port and is a truck bottleneck leading towards the NHFN. Bridge improvement is a key consideration of Florida	Enhances multimodal freight connectivity and intermodal freight access to Miami International Airport	Y
SR-860	I-75/SR93	NW 79th PL	1.28	H, J, K	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves linkage between I-75 and Turnpike	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	FM: 438864-2 Description: Improves interchange between I-75 and Florida's turnpike	Enhances freight connectivity	Y
N 50th St	E Broadway Ave (SR-574)	Adamo Dr. (SR-60)	0.72	H, J, K	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves linkage between I-4 and SR 60/ Port Tampa Bay	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Future Intermodal projects planned	Enhances freight connectivity	Y
Adamo Dr. (SR-60)	N 50th St.	Wayne Place	3.19	H, J, K	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves linkage between I-4 and SR 60/ Port Tampa Bay	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Future Intermodal projects planned	Enhances freight connectivity	Y
SR-572 (Airport Rd)	SR-570	Drane Field Rd	0.81	H, J, K	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves freight and pedestrian safety between I-4 and Lakeland Airport	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Future Intermodal projects planned	Enhances freight safety	Y

SR-570	SR-572 (Airport Rd)	I-4	2.77	H, J, K	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves freight and pedestrian safety between I-4 and Lakeland Airport	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Future Intermodal projects planned	Enhances freight safety	Y
SR-60	102nd Ave	I-95	1.17	A, C, D	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves linkage between SR 60 and I-95	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic		Enhances freight connectivity and potential truck parking	Y
Total Existing CUFC			**137.24**							**15.54 added**

FMTP24

FREIGHT MOBILITY AND TRADE PLAN

Freight & Rail Office
Florida Department of Transportation
freight@dot.state.fl.us

FDOT