Performance and Production Review of the Florida Department of Transportation

Fiscal Year 2024-2025

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About the Cover:

SeaPort Manatee
District 1

This project involved the rehabilitation and reconstruction of SeaPort Manatee's Berths 4 through 14 to enhance operational capabilities across all berths. This reconstruction modernized the facilities by extending Berth 4 by 600 feet, Berth 5 by 50 feet, and Berth 6 by 95 feet. Phase 1 of the project focused on waterside activities, including deepening areas adjacent to the Berth 4 extension.

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Preface

The Florida Transportation Commission was established in 1987 by the Florida Legislature and is responsible for reviewing, evaluating, and monitoring the Florida Department of Transportation's policies, transportation systems, and budgets. The members of the Commission are appointed by the Governor to serve four-year terms. Each member must be a citizen of Florida and a registered voter. Additionally, at least three members must either represent or have demonstrated expertise in one or more of the following sectors: higher education, transportation, or workforce development. The Commission must represent the transportation needs of the state as a whole and may not place state needs subservient to those of any geographic area.

Purpose of this Report

The mission of the Florida Department of Transportation is to "provide a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and natural resources, and preserves the quality of life and connectedness of the state's communities." FDOT takes this directive very seriously as it moves forward with the Five-Year Work Program.

The Florida Transportation Commission was tasked with oversight responsibility in 1990, when the Florida Legislature created s. 334.045, Florida Statutes. This statute directed the Commission to develop transportation performance and productivity measures.

Performance measurement focuses the attention of decision-makers, practitioners, and the public on the operating performance of the transportation system. These measures are an important mechanism for increasing awareness of management and operations methods and provide a means to link a transportation agency's perspective with the experience of those who use the transportation system.

The Transportation Commission is further charged with ensuring this system of measurement is both quantitative and qualitative. Additionally, the measures should, to the maximum extent possible, assess those factors that are within the Department's control. The Commission submits its findings to the Governor, legislative leadership, and the legislative transportation and appropriations committees.

The performance measures governing this report were derived through extensive effort by a working group composed of representatives from the Transportation Commission, the Department, and the transportation industry. The annual *Performance and Production Review of the Florida Department of Transportation* evaluates how effectively the Department has addressed the transportation needs of our state through the implementation of its work program.

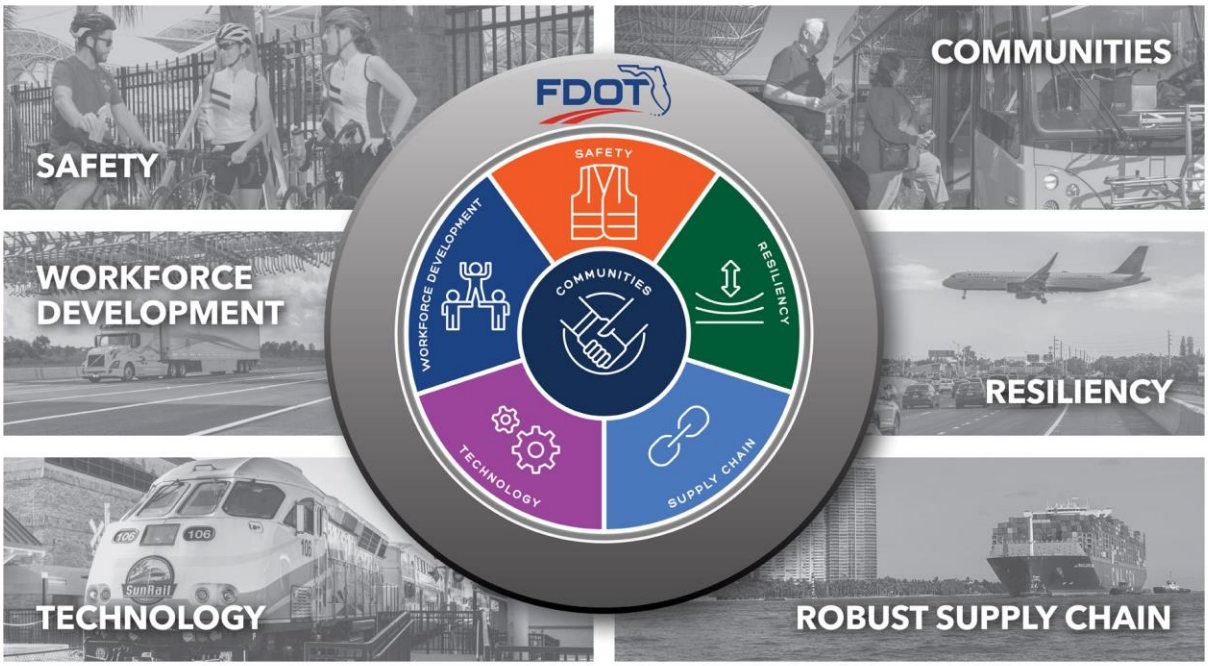
Brooks Bridge Replacement
(District 3)

The Latest in Measuring Performance

This analysis utilizes performance measures produced by the 2020 performance measure working group.

This working group, comprised of industry leaders and stakeholders including Florida Transportation Commission members, academia, and Department and Commission staff, was convened in May 2020. The group was tasked with reducing the total number of measures with a focus on clear, simple, and meaningful goals that not only conform with the Commission's statutory dictates but also align with Governor Ron DeSantis' transportation priorities as well as the six pillars of the Department's Compass: Safety, Resiliency, a Robust Supply Chain, Technology, Workforce Development, and a focus on Communities.

Approval of the new system of performance measurement was requested by Commission staff and granted by the Commission in August 2020.



The FDOT Compass

Executive Summary

As Florida's population continues to increase, the Department's mandate to provide an effective and efficient transportation system grows proportionally. Such a system is pivotal to the state's thriving economy as it provides citizens with reliable options for an array of travel needs.

The commercial exchange of goods and services and the movement of people and freight are most efficient with a seamless, multi-modal, and intermodal transportation system. Our roads, transit systems, railways, seaports, and airports provide businesses, residents, and visitors with connections to each other, the country, and the world.

On June 30, 2025, United States Transportation Secretary Sean P. Duffy released three sets of landmark revisions to the Department's National Environmental Policy Act (NEPA) implementing procedures. Key changes by USDOT and the other agencies include enforceable deadlines and page limits for environmental studies, clarifying that NEPA only kicks in when agencies truly control a project's environmental footprint, and streamlined "categorical exclusions" (CEs) that exempt routine, low-impact actions from lengthy analysis. The measures will fast-track roads, bridges, broadband and energy installations.

The revisions across USDOT include the following historic reforms:

- Implement deadlines and page limits on environmental reviews required under recent amendments to NEPA, to expedite infrastructure development and reduce costs.

- Provide clarification that NEPA does not apply to every action that a federal agency takes, but only to federal actions where the agency has sufficient control and discretion to take environmental effects into account.

- Ensure simple and expeditious processes to create categorical exclusions (the least burdensome class of action), adopt other agencies' CEs to minimize repetitive NEPA analyses, and focus agency attention on actions with truly significant environmental effects.

On August 11, 2025, Secretary Duffy unveiled revised guidance for the National Electric Vehicle Infrastructure (NEVI) Formula Program. The new guidance:

- Minimizes the content in state plans to statutory and regulatory requirements.
- Simplifies the state plan approval process.
- Aligns community engagement with regulatory requirements and reduces consultation requirements to advance projects.
- Provides states with flexibility to determine the appropriate distance between stations along alternative fuel corridors to allow for reasonable travel.
- Minimizes requirements for states to consider electric grid integration and renewable energy.
- Accelerates project delivery by encouraging selection of charging locations where station owners are also the site host.

- Eliminates requirements for states to address consumer protections, emergency evacuation plans, environmental siting, resilience and terrain considerations.
- Provides states with more flexibility to determine when their system is built out allowing NEVI funds to be used on public roads statewide.

Nationally, in August 2025, the average price for regular motor gasoline was $3.13 per gallon, down 7.6% from August 2024. Regionally, the Lower Atlantic was at $2.91 (down 9.4%) and the Gulf Coast $2.71 (down 8.8%)

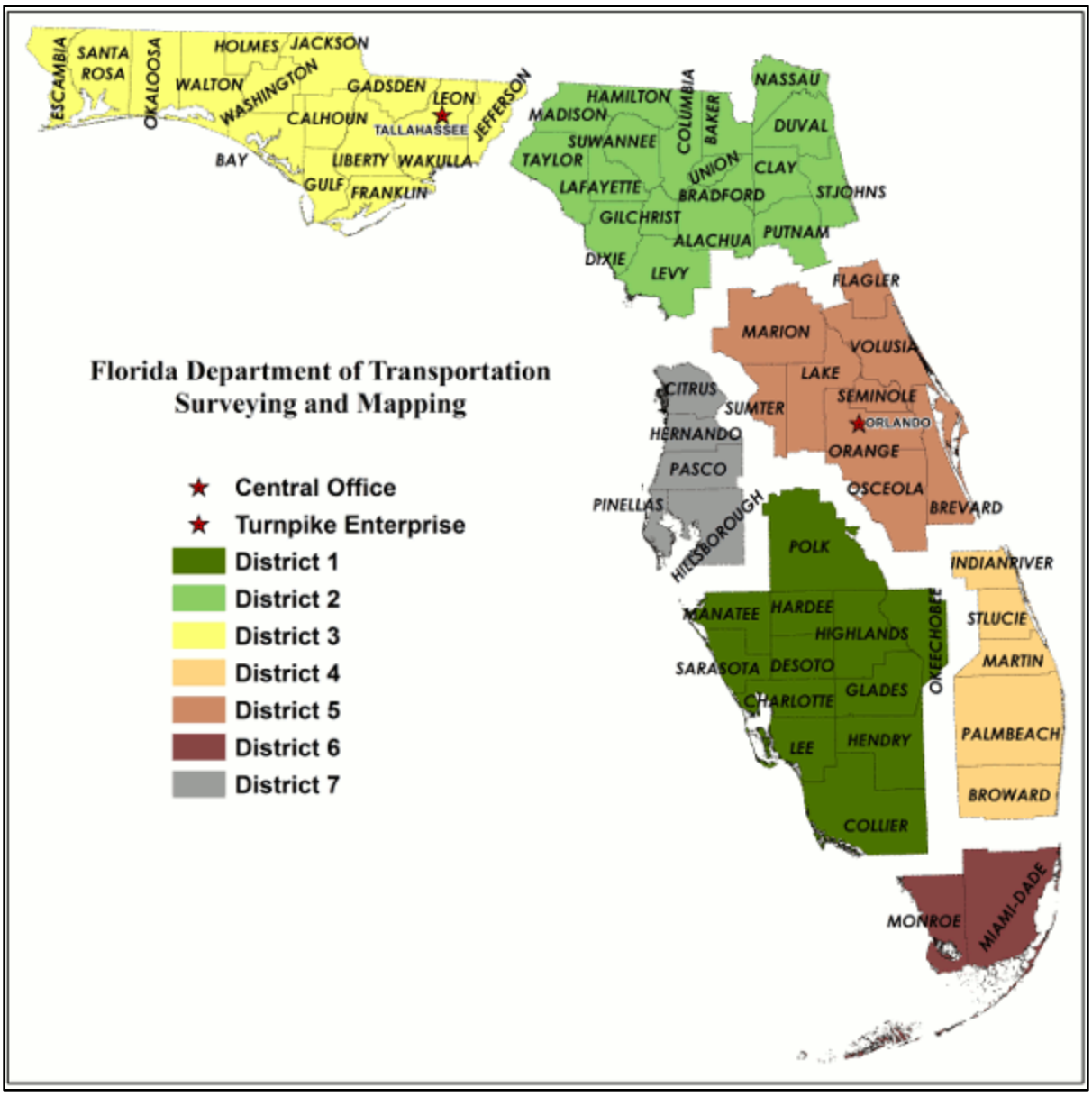
There are 15 measures used by the Commission to evaluate the Department's performance. These measures assess major Department functions, measure a product or an outcome, and are, to the greatest extent possible, within FDOT's control. The focus of this review is on these 15 measures.

Construction commenced on 133.6 (or 88.1%) of 151.7 planned lane miles of additional roadway to the State Highway System (SHS). In addition, FDOT advanced or added 101.0 lane miles that were not in the current plan. The Department also let to contract 3,064.8 (or 95.8%) of 3,199.7 planned lane miles of roadway to be resurfaced on the SHS, with 229.9 lane miles added or advanced. A total of 428 construction contracts valued at $3.88 billion were let during the year. This includes 13 contracts that were not in the original plan but were added during fiscal 2024-25. There were 63 bridge repair projects of 68 planned (or 92.6%) and 16 bridge replacement projects of 18 planned (or 88.9%). Additionally, FDOT added five bridge repairs that were not in the original plan. FDOT let 1,199 consultant contracts (for preliminary engineering, design, right of way, and construction engineering and inspection services) valued at $1.30 billion. 459 consultant contracts were added that were not originally planned. By the end of fiscal 2024-25, the Department completed 321 construction projects with a value of $2.66 billion. Of the 321 construction contracts, 271 (or 84.4%) were completed within 120% of their original contract time and 294 (or 91.6%) were completed within 110% of their original contract amount.

2025 Florida legislative activity consisted of:

2025 Florida Legislative Statistics	
Bills and PCBs filed	1,989
Amendments filed	1,920
Votes taken	2,947
Floor sessions	34
Bills passed by both chambers	269

State and District Profiles



Overview of the State: Florida, with a population of over 23 million residents, covers an area of 54,157 square miles, representing 67 counties. The State Highway System is composed of 46,032 lane miles with 7,198 bridges, including 88 movable bridges. There are 34 urban public transportation systems; 611 active aviation facilities, including 21 offering commercial service; 2,777 railway miles; 16 deep-water ports; and 7 spaceport territories with 3 active FAA licensed spaceports.

Overview of District One: With a land area of nearly 12,000 square miles, District One represents 12 counties in Southwestern Florida. Its 3.3 million residents contribute to the 42 million miles traveled daily on its state highways. The State Highway System in District One is composed of

6,670.3 lane miles with 957 bridges including 14 movable bridges. There are 6 MPO/TPO's, 6 transportation agencies, 21 aviation facilities, 3 of which offer commercial service, 5 major rail lines, 1 deep-water port and 1 intermodal Logistics Center.

Overview of District Two: District Two, with approximately 2.3 million residents, covers an area of 11,865 square miles, representing 18 counties in Northeastern Florida. The State Highway System in the district is composed of 8,571 lane miles with 1,331 bridges, including five movable bridges. There are nine public transportation agencies, 16 aviation facilities, two of which offer commercial service, eight major rail lines, three seaports and a spaceport.

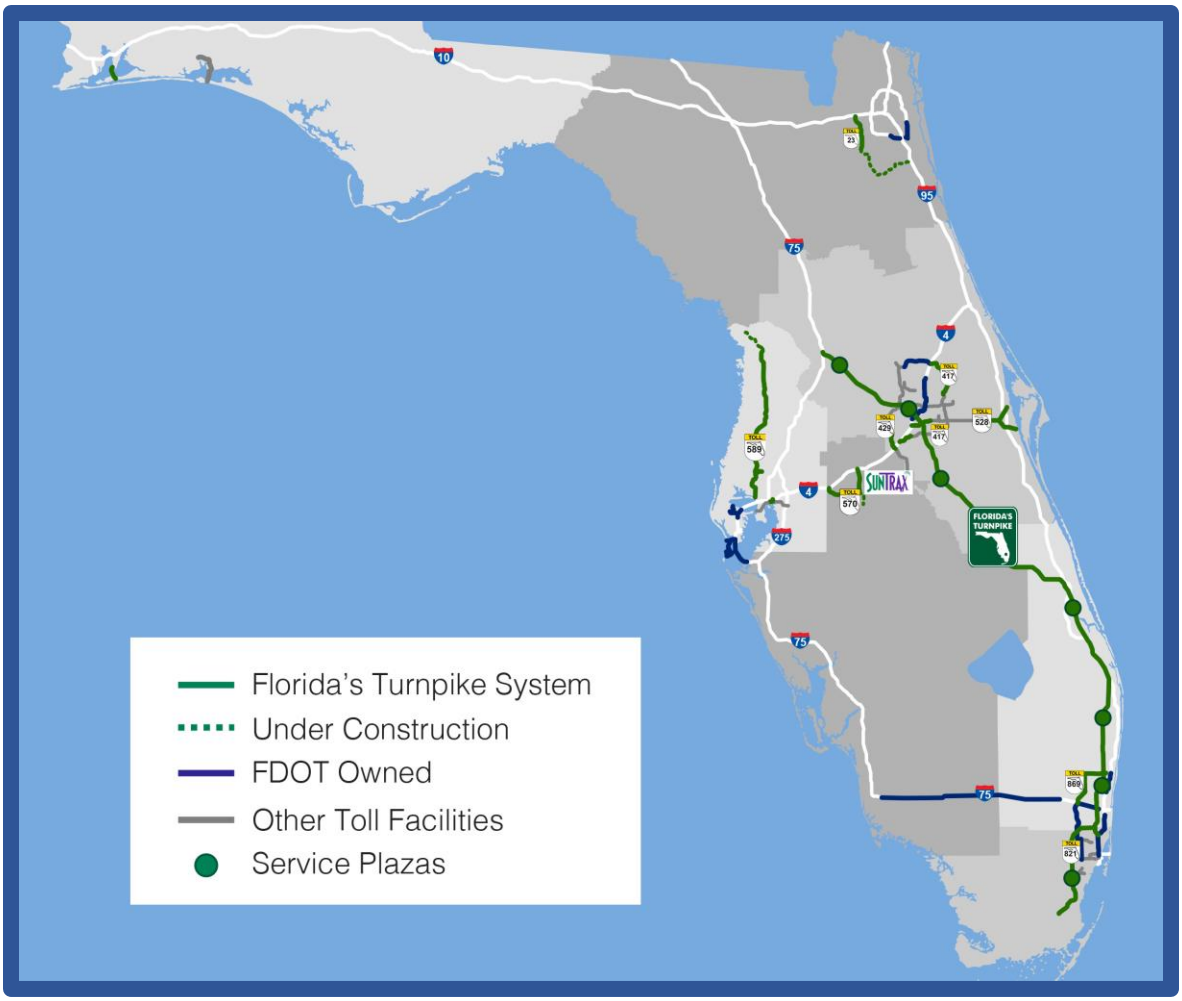
Overview of District Three: District Three, with a population of approximately 1.5 million residents, covers an area of about 11,300 square miles, representing 16 counties in Florida's Panhandle. The State Highway System in the district is composed of 6,903 lane miles with 841 maintained bridges. There are a total of 11 Transit Organizations, four Public Transportation Systems and seven Rural Public Transportation. There are 19 aviation facilities, four of which offer commercial service, five major rail lines and three deep-water ports.

Overview of District Four: District Four, with 4.2 million residents, covers an area of 5,000 square miles, representing 5 counties in southeastern Florida. The State Highway System (SHS) in the district is composed of 6,682.7 lane miles with 778 bridges including 36 movable bridges. There are 6 transportation authorities, 92 aviation facilities, 4 rail lines and 3 deep-water ports.

Overview of District Five: District Five, with a population of approximately 4.9 million residents, covers an area of nearly 9,000 square miles, representing nine counties in Central Florida. The State Highway System in the District is composed of 8,952 total lane miles with 1,203 bridges, including seven movable bridges. There are eight transportation agencies, 155 aviation facilities (four of which offer commercial service), five major rail lines, one deep-water port and two spaceports.

Overview of District Six: District Six, with a population of approximately 2.8 million residents, covers an area of 2,989 square miles, representing Miami-Dade and Monroe Counties in Southeastern Florida. The State Highway System in the District is composed of 3,266.4 lane miles with 668 bridges, fifteen of which are movable. There are two public transportation agencies, 44 aviation facilities, two of which offer commercial service, two major rail lines and two deep-water ports.

Overview of District Seven: District Seven, with a land area of nearly 3,332 square miles, represents five counties with 3.4 million residents in the Tampa Bay area. Drivers in the district travel more than 40.1 million miles daily. The State Highway System in the District is composed of 4,985.8 lane miles with 800 bridges including ten movable bridges. FDOT provides capital and operating assistance to five public transportation agencies in the district. Two commercial and 9 general aviation airports provide public aviation services, while two deep-water ports and one central rail line also operate in the Bay area.



Overview of Florida Turnpike Enterprise: The Turnpike Enterprise is a system of user-financed toll facilities across the State totaling 515 centerline miles and generating over $1.3 billion in annual revenues. At strategic locations along the Turnpike Mainline are eight service plazas offering amenities to travelers, such as food, fuel, electric vehicle charging, pet parks and travel information. The Turnpike Enterprise also encompasses SunTrax, a large-scale innovative test facility dedicated to the research, development and testing of emerging transportation technologies.

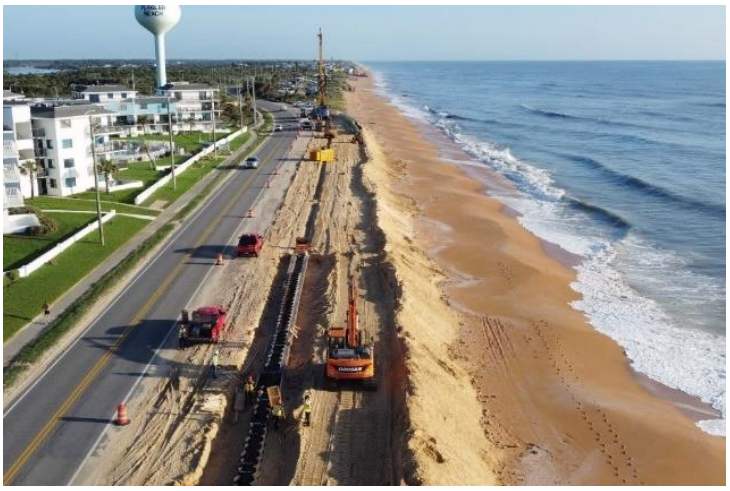
The Enterprise operates the SunPass system, the largest single, tolling back office in the country. The SunPass Pro transponder is the most interoperable transponder, offering the flexibility to utilize a single transponder across 23 states. With its vast toll operations, the Enterprise processes more than 2.5 billion customer transactions annually and manages 50 million customer accounts.

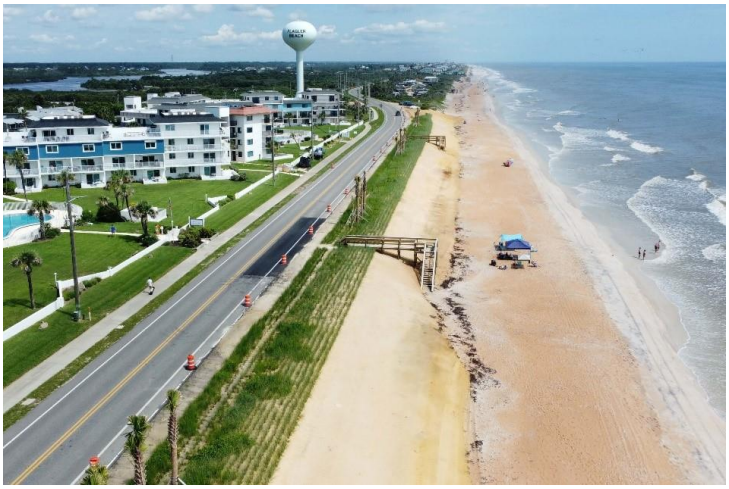
Fiscal Year 2024/2025

Florida Department of Transportation Performance

Fiscal year 2024/2025 represents the thirty-fourth year of the Florida Transportation Commission's annual evaluation of the Department of Transportation's performance.

The Commission uses fifteen measures to evaluate the performance of the Department. These measures assess major departmental functions, evaluate a product or an outcome, and are, to the greatest extent possible, within the Department's control. As a result, these measures reflect the issues on which the Commission places the most weight.





State Road A1A Buried Seawall Projects
(District 5)

Florida Transportation Commission Scorecard

	Performance Metric	Objective	FY 2025
Safety of the Current State System			
1	Reduction of the number of fatalities all public roads in Florida calendar year over year (Calendar 2024).	3,373	3,136
Production			
	Consultant Contracts		
2	Consultant contract dollars let as a percentage of the original estimated amount.	95% to 105%	90.1%
3	Consultant contracts let compared to the number of consultant contracts planned for the year.	95% to 105%	94.0%
	Construction Contracts		
4	Contract time: For all construction contracts completed during the year, the percentage of those contracts that were completed within 120% of the original contract time.	80%	84.4%
5	Contract cost: For all construction contracts completed during the year, the percentage of those contracts that were completed at a cost within 110% of the original contract amount.	90%	91.6%
6	Contract estimate: The construction contract dollars let as a percentage of the original estimated amount.	95% to 105%	85.5%
7	Construction contracts let as compared to the number planned.	95%	94.5%
Preservation of the State Highway System			
8	The percentage of lane miles on the State Highway System having a pavement condition rating of excellent or good (Calendar 2024).	80%	83.0%
9	Achieve a maintenance rating of at least 80 on the State Highway System.	80	83
10	The percentage of bridge structures on the State Highway System having a condition rating of excellent or good.	90%	95.2%
Capacity/Mobility			
11	Time it takes to clear incidents (minutes).	60	49.7
Financial Management			
12	Adopt a balanced work program and cash management within the statutory requirements.	Yes/No	Yes
13	Operating budget reversions are funds not utilized in the given fiscal year, exclusive of the Turnpike.	10%	5.9%
14	Roll forward budget is derived from the outgoing year in the form of available balances minus certified forward amounts.	10% to 12%	16.3%
Small Business Program			
15	Utilization of services with small business enterprises.	10% of construction, maintenance, and other contractual services	13.6%
		15% of professional services contracts	21.6%

Safety of the Current State System

Highway safety has always been the highest priority of the Florida Department of Transportation. Its programs and activities strive to reduce the number of traffic crashes and the resulting injuries and fatalities. Improved safety requires coordination with many state and local agencies, since the Department has limited control over factors such as driver skill or impairment, presence and use of safety equipment, vehicle condition, local roads, and weather conditions.

FDOT updated the Florida Strategic Highway Safety Plan[1] in March 2021.

Metric: Annual reduction of fatalities on Florida's state highway system, with the ultimate target of zero.

Performance: The 2024 fatality total in Florida decreased from 3,374 (updated from the Fiscal 2023/2024 PPR) in calendar 2023 to 3,136 in calendar 2024, a reduction of 238 or 7.1%.

	Calendar 2023	Calendar 2024
Fatalities	3,374	3,136

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Calendar 2023	914	840	736	884
Calendar 2024	879	752	667	838
Difference	-35	-88	-69	-46
% Difference	-3.8%	-10.5%	-9.4%	-5.2%

	District							
	1	2	3	4	5	6	7	TP
Calendar 2023	559	460	272	464	724	328	503	64
Calendar 2024	518	411	273	499	622	285	473	55
Difference	-41	-49	1	35	-102	-43	-30	-9
% Difference	-7.3%	-10.7%	0.4%	7.5%	-14.1%	-13.1%	-6.0%	-14.1%

Data Source: Signal Four Analytics (S4) database as of 04/18/2025. The information provided has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements. It is used to develop highway safety improvements which may be implemented utilizing Federal Aid Highway funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Department of Transportation. See Title 23, United States Code, Section 407. Also pursuant to Title 23 U.S.C. Section 407, the information provided is not subject to discovery and is not admissible into evidence.

[1] https://tinyurl.com/FDOTSafetyPlan

Production

The Department annually develops a detailed plan (Work Program) of the transportation projects it has committed to begin during the next five years. FDOT schedules each project by phase (e.g., design, right-of-way, construction) and estimates the cost of each phase. The construction phase cannot begin until the Department lets the project (carries out the bidding process) and awards a construction contract to the firm that will build the facility.

Consultant Contracts

This measure is an indicator of how well the Department develops its financial plan and negotiates consultant contracts. If the percentage of the dollar value of contracts let is tracking below 100%, then contracts were negotiated at a price less than what the Department had planned. If the percentage tracks too far above 100%, then the Department is not effectively developing its financial plan.

Metric: To let consultant contracts from 95% to 105% of the original plan value.

Performance: The total dollar value of the planned consultant contracts let is approximately $1.30 billion, or 90.1% of the Department's plan of $1.45 billion.

Consultant Contract Dollars

$ in Billions	Fiscal Year 2020/2021	2021/2022	2022/2023	2023/2024	2024/2025
Plan	$1.07	$1.04	$1.24	$1.53	$1.45
Actual	$980.5 M	$991.1 M	$1.24	$1.46	$1.30
% of Plan	94.7%	101.2%	100.2%	95.4%	90.1%

$ in Millions	District 1	2	3	4	5	6	7	TP
Plan	$185.1	$193.7	$139.5	$124.3	$163.6	$145.1	$132.0	$362.8
Actual	$184.7	$152.9	$123.1	$124.8	$153.4	$144.7	$144.9	$274.4
% of Plan	99.8%	78.9%	88.3%	100.4%	93.8%	99.7%	109.8%	75.6%

Number of Consultant Contracts

Additionally, the number of consultant contracts successfully let relative to the number planned is a valuable indicator of the Department's planning performance. While there are acceptable reasons for not executing a specific contract, FDOT strives to let the maximum number of planned consultant contracts.

Metric: The letting of 95% to 105% of those consultant contracts planned.

Performance: The Department let 1,199 (or 94.0%) of 1,276 planned consultant contracts. Additionally, 459 consultant contracts were let that were not included in the original plan.

	Fiscal Year				
	2020/2021	**2021/2022**	**2022/2023**	**2023/2024**	**2024/2025**
Plan	1,081	1,150	1,323	1,397	1,276
Actual	1,051	1,110	1,261	1,304	1,199
% of Plan	97.2%	96.5%	95.3%	93.3%	94.0%
Additions	250	433	905	701	459
Total	1,301	1,543	2,166	2,005	1,658

	District							
	1	**2**	**3**	**4**	**5**	**6**	**7**	**TP**
Plan	180	151	144	175	214	179	159	74
Actual	165	146	141	174	182	176	143	72
% of Plan	91.7%	96.7%	97.9%	99.4%	85.0%	98.3%	89.9%	97.3%
Additions	51	79	51	56	69	35	68	50
Total	216	225	192	230	251	211	211	122

United States 1 Jupiter Bridge Replacement
(District 4)

Construction Contracts

Time Adjustments

Original contract time typically increases due to extensions granted for inclement weather conditions or other legitimate reasons. However, when a contractor fails to complete the project within the original contract time plus any authorized time extensions, they are declared delinquent by the Department and must pay liquidated damages for each additional day.

Metric: Not less than 80% of construction contracts completed within 120% of the original time.

Performance: 271 (or 84.4%) of 321 construction contracts were completed within 120% of their original time.

Letting Contracts with Time within 120% Original Contract

	Fiscal Year				
	2020/2021	**2021/2022**	**2022/2023**	**2023/2024**	**2024/2025**
Contracts	331	270	244	308	321
Within 120%	278	230	201	254	271
Percentage	86.7%	86.0%	82.4%	82.5%	84.4%

	District							
	1	**2**	**3**	**4**	**5**	**6**	**7**	**TP**
Contracts	35	55	53	53	53	25	32	15
Within 120%	28	35	43	48	48	24	30	15
Percentage	80.0%	63.6%	81.1%	90.6%	90.6%	96.0%	93.8%	100.0%

There were 321 construction contracts completed. The aggregate original time allowed for completion of those contracts was 98,525 days. There were 16,070 additional non-weather/holiday days (or 16.3% of aggregate original time) used in the completion of those contracts. This does not take into consideration contracts finished early.

Twenty-one contracts accounted for approximately 50% of the additional days. The specifics of these contracts are presented in the Time and Cost Appendix on page 48.

Cost Adjustments

It is generally accepted in the construction industry that the contract amount will increase by a small percentage of the original bid amount due to a variety of unanticipated conditions and unexpected events. Even though a small percentage increase in cost is to be expected, and the Department reserves funds for this purpose, significant cost increases could result in delaying other planned projects and could indicate a problem in the quality of design plans and specifications or in contract management.

Metric: Not less than 90% of the construction contracts completed at a cost within 110% of the original dollar amount.

Performance: 294 (or 91.6%) of 321 construction contracts were completed within 110% of their original dollar amount.

Letting Contracts with Cost within 110% Original Contract

	Fiscal Year				
	2020/2021	**2021/2022**	**2022/2023**	**2023/2024**	**2024/2025**
Contracts	331	270	244	308	321
Within 110%	310	248	209	273	294
Percentage	93.7%	91.9%	85.7%	88.6%	91.6%

	District							
	1	**2**	**3**	**4**	**5**	**6**	**7**	**TP**
Contracts	35	55	53	53	53	25	32	15
Within 110%	34	49	48	51	45	23	30	14
Percentage	97.1%	89.1%	90.6%	96.2%	84.9%	92.0%	93.8%	93.3%

Of the 321 construction contracts completed during the fiscal year, the total adjusted original contract amount (less contingency pay items) allowed for completion was $2.58 billion. There were additional completion costs in the amount of $80.4 million (or 3.1% of the adjusted original contract amount).

Sixteen contracts accounted for approximately 50% of the additional costs. The specifics of these contracts are presented in the Time and Cost Appendix on page 49.

Please note the portion of the final amount paid attributable to avoidable supplemental agreements. That number is further broken down to reflect the supplemental agreements that added value to the project and those that did not.

Cost increases are authorized by supplemental agreement (a contract amendment authorizing the

contractor to perform additional work and to receive additional payment). If the Department disagrees with a request for additional payment by the contractor, the contractor files a claim which, when resolved (through administrative or legal channels), may be paid in part or in full and may also add to project costs. Individual work items on a contract may be increased by up to five percent as a minor cost overrun. Minor cost overruns are common due to the difficulty of precisely estimating quantities of individual work items required on a project. Any increase of over five percent requires authorization via a supplemental agreement.

Of the $2.66 billion paid on the 321 completed construction contracts, a total of $22.1 million (or 0.8%) was deemed avoidable supplemental agreements. Of the $22.1 million avoidable supplemental agreement amount, $11.8 million (or 0.4% of the $2.66 billion) added value to the completed projects.

The tables below indicate that of the total amount paid for construction contracts (including supplemental agreements and other cost adjustments), $10.4 million (or 0.4%) paid for supplemental agreements that added no value to projects and can be considered unnecessary expenditures. The Department should focus on these supplemental agreements to identify areas of improvement.

	Amount	Percentage
Adjusted Original Contract Amount	$2,576,375,445	97.0%
Unavoidable SAs	$58,303,081	2.2%
Avoidable SAs	$22,118,043	0.8%
Total Amount Paid	$2,656,796,569	100.0%

Avoidable Supplemental Agreements		
Value Added	$11,756,066	53.2%
No Value Added	$10,361,978	46.8%
Total	$22,118,043	100.0%

The next chart identifies the party responsible for the supplemental agreements that were avoidable and added no value to the project.

Responsible Party	Amount	Percentage
Consultants	$8,228,568	79.4%
Third Party*	$1,625,398	15.7%
FDOT Staff	$508,012	4.9%
No Value Added Total	$10,361,978	100.0%

**"Third Party" refers to local governments and utility companies.*

Letting Contracts

This measure is an indicator of how well the Department develops its financial plan and estimates the construction contract amounts and the number of construction contracts. If the percentage of the dollar value of contracts executed is tracking below 100%, then contracts were executed at a price less than what the Department had planned. If the percentage tracks too far below 100%, then the Department is overestimating project amounts which tie up dollars in its financial plan that can be allocated towards other projects or for other purposes.

Letting Contract Dollars

Metric: The letting of construction contracts from 95% to 105% of the planned amount.

Performance: The 415 projects that were planned and let during the year were estimated to cost an approximate total of $4.52 billion. They were let at an actual cost of $3.86 billion, or 85.5% of the estimate. The Department let 13 construction contracts not in the plan, totaling $20.0 million.

$ in Billions	Fiscal Year 2020/2021	2021/2022	2022/2023	2023/2024	2024/2025
Plan	$2.32	$2.58	$4.14	$5.37	$4.52
Actual	$2.12	$2.94	$4.64	$5.79	$3.86
% of Plan	91.4%	114.0%	112.1%	107.9%	85.5%

$ in Millions	District 1	2	3	4	5	6	7	TP	CO
Plan	$318.3	$722.9	$370.0	$534.5	$559.9	$117.7	$275.1	$1.6 B	$18.9
Actual	$306.6	$585.4	$292.0	$544.6	$426.3	$110.0	$248.3	$1.3 B	$19.7
% of Plan	96.3%	81.0%	78.9%	101.9%	76.1%	93.5%	90.3%	83.0%	104.3%

State Road 91 exit ramp to Sand Lake Road / State Road 482
Florida's Turnpike Enterprise

Number of Letting Contracts

As with consultant contracts, while there are valid reasons for not executing some construction contracts, many of which are out of the Department's control, the objective is to execute no less than 95% of those contracts planned to be let during the year.

Metric: To let not less than 95% of those construction contracts planned.

Performance: The Department achieved 94.5% of its plan, having let 415 of the 439 scheduled projects. Additionally, the Department let 13 projects not originally planned.

	Fiscal Year				
	2020/2021	**2021/2022**	**2022/2023**	**2023/2024**	**2024/2025**
Plan	380	431	466	458	439
Actual	369	408	437	424	415
% of Plan	97.1%	94.7%	93.8%	92.6%	94.5%
Additions	14	91	22	27	13
Total	383	499	459	451	428

	District								
	1	**2**	**3**	**4**	**5**	**6**	**7**	**TP**	**CO**
Plan	58	61	78	63	59	33	47	32	8
Actual	57	54	77	63	50	33	43	31	7
% of Plan	98.3%	88.5%	98.7%	100.0%	84.7%	100.0%	91.5%	96.9%	87.5%
Additions	4	0	3	0	2	1	2	0	1
Total	61	54	80	63	52	34	45	31	8

I-75 at Colonial Boulevard
(District 1)

Preservation of the State Highway System

Billions of taxpayer dollars continue to be invested in support of the construction and preservation of Florida's roads, bridges, and other transportation facilities. Though it is not viable to maintain every road and bridge in pristine condition, or to immediately replace or upgrade every structure that becomes functionally obsolete, the Department should be expected to correct structural deficiencies before safety is threatened and before damage becomes so severe as to necessitate costly major reconstruction.

Road pavement requires periodic resurfacing. This process preserves the structural integrity of highway pavements and includes resurfacing, rehabilitation, and minor reconstruction. Failure to resurface a road in a timely fashion can result in damage to the road base, necessitating costly reconstruction work. The Department measures the condition of road pavements on an annual basis. Road segments that do not meet predefined pavement condition standards are considered deficient and are subsequently scheduled for repair in the Department's Five-Year Work Program. Florida law requires the Department meet the annual needs for resurfacing of the State Highway System through regular maintenance. This process helps avoid high repair bills and prolongs the useful life of transportation facilities.

Pavement Condition

Metric: Not less than 80% of all lane miles on the State Highway System with a Pavement Condition Rating (PCR) of either “excellent” or “good.” This Department standard is defined as pavement which received at least a 6.5 out of ten score in the rating factors of ride quality, crack severity, and rutting.

Performance: The percentage of lane miles on the State Highway System with a PCR of either “excellent” or “good” is 83.0%, meeting the measure and up from 81.9% last year.

FHWA Rating	Condition Rating	Lane Miles	Percentage of Total
8.5 to 10	Excellent	11,057.1	24.0%
6.5 to 8.4	Good	27,144.5	59.0%
4.5 to 6.4	Fair	5,737.4	12.5%
0 to 4.4	Poor	2,092.6	4.5%
Totals		46,031.6	100.0%

	Calendar Year				
	2020	**2021**	**2022**	**2023**	**2024**
Performance	83.5%	81.3%	80.7%	81.9%	83.0%

Maintenance Rating

Florida law requires the Department provide routine and uniform maintenance of the State Highway System. The metric below is the Department's current operating policy implementing the statutory provision. The Maintenance Rating Program (MRP) system grades five highway elements and arrives at a composite state score, based on a scale of 1 to 100, with a score of 80 being the acceptable standard.

Metric: Achieve a maintenance rating of at least 80 on the State Highway System.

Performance: For the seventh consecutive year, the Department achieved an MRP grade of 83, 103.8% of the objective.

	Fiscal Year				
	2020/21	**2021/22**	**2022/23**	**2023/24**	**2024/25**
Plan	80	80	80	80	80
Actual	83	83	83	83	83
Percentage	103.8%	103.8%	103.8%	103.8%	103.8%

	District							
	1	**2**	**3**	**4**	**5**	**6**	**7***	**TP**
Performance	85	80	88	82	82	83	N / A	90
Metric	80	80	80	80	80	80	80	80

**NOTE: As a result of the damages inflicted by hurricanes Debby, Helene, and Milton all Cost Centers in District 7 were approved for MRP exemption. There are no scores for District 7 this fiscal year.*

State Road 91 & Nolte Road Interchange
(Florida's Turnpike Enterprise)

Structures

There are 12,988 structures in Florida, 6,702 of which are the maintenance responsibility of the Florida Department of Transportation. All public bridges in the state are inspected for structural deterioration at least once every two years (bridges with certain identified deficiencies are inspected more frequently). The Department's Bridge Repair and Replacement Programs monitor the need for repair, rehabilitation, and replacement of FDOT maintained bridges. *No bridge will be allowed to become unsafe for the traveling public.*

Florida law requires the Department meet the annual needs for repair and replacement of bridges on the system. The Department's strategy is to preserve the life of Florida's bridges by making cost effective repairs or through preventive maintenance. Bridges are replaced when repair is not justified by life-cycle cost considerations.

Metric: A condition rating of either "excellent" or "good" for at least 90% of all structures on the State Highway System – for bridge components of substructure, superstructure, and deck – or the culvert condition rating.

Performance: The percentage of state-maintained structures having a condition rating of either "excellent" or "good" was 95.2%, up from 95.1% last year.

Structure Condition

FHWA Rating	Condition Rating	Structures	Percentage of Total
8 or 9	Excellent	432	6.4%
6 or 7	Good	5,950	88.8%
5	Fair	279	4.2%
0 to 4	Poor	41	0.6%
Total		6,702	100.0%

	District							
	1	**2**	**3**	**4**	**5**	**6**	**7**	**TP**
Excellent	15	77	8	49	99	64	51	69
Good	895	1,137	783	683	707	378	637	730
Fair	34	67	40	38	35	42	18	5
Poor	1	15	12	6	0	7	0	0
Total Bridges	945	1,296	843	776	841	491	706	804
% Excellent or Good	96.3%	93.7%	93.8%	94.3%	95.8%	90.0%	97.5%	99.4%

Structure Repair

	Fiscal Year				
	2020/21	2021/22	2022/23	2023/24	2024/25
Plan	91	89	66	65	68
Actual	87	78	76	46	63
% of Plan	95.6%	87.6%	115.2%	70.8%	92.6%
Additions	3	9	4	4	5
Advanced	0	0	0	1	0
Total	90	87	80	51	68

Structure Replacement

	Fiscal Year				
	2020/21	2021/22	2022/23	2023/24	2024/25
Plan	18	21	19	20	18
Actual	16	19	13	15	16
% of Plan	88.9%	90.5%	68.4%	75.0%	88.9%
Additions	0	0	0	0	0
Advanced	0	0	0	1	0
Total	16	19	13	16	16

State Road 16 and First Coast Expressway Diverging Diamond (District 2)

Gateway Expressway
(District 7)

Capacity / Mobility

To better accommodate the State's rapid growth in population, tourism, and commerce, the Florida Department of Transportation is committed to developing and deploying sophisticated, fully integrated, statewide Intelligent Transportation Systems (ITS) in a cost-efficient manner. ITS represents the application of real-time information systems and advanced technologies as transportation management tools to improve mobility of people and goods.

Incident Duration

Previously, the Commission adopted a measure of the time it takes to clear an incident or "Incident Duration." The SunGuide system, the Traffic Management Center (TMC) software that captures this information, reports incident duration data in all seven Districts and the Turnpike Enterprise. The incident duration timeline includes the following components: Notification / Verification time, Response time, and Open Roads time. The Open Roads time is defined as the time that begins with the arrival of the first responder, either Florida Highway Patrol (FHP) or FDOT, and ends when all mainline travel lanes are cleared, and traffic is returned to pre-incident conditions. The Open Roads time is directly comparable with Florida's Open Roads Policy of clearing all travel lanes in 90 minutes or less.

With the investment of hundreds of millions of dollars in the development and operation of TMC's, the Commission felt that a better measure of performance was warranted. Accordingly, Incident Duration was adopted as a measure with an objective of less than 60 minutes.

Metric: To clear incidents in an average time under 60 minutes.

Performance: The Department achieved an average incident duration of 49.7 minutes, 3.2 minutes (or 6.9%) longer than the previous four-year average of 46.5 minutes.

	Fiscal Year				
	2020/21	**2021/22**	**2022/23**	**2023/24**	**2024/25**
Performance	43.1	47.3	47.3	48.1	49.7

	District							
	1	**2**	**3***	**4**	**5**	**6**	**7**	**TP**
2023 / 24	59.9	57.8	45.1	35.8	53.8	31.2	46.3	55.3
2024 / 25	56.1	57.5	59.0*	34.1	57.6	32.4	47.0	53.7
Change	-3.8	-0.3	13.9	-1.7	3.8	1.2	0.7	-1.6
% Change	-6.3%	-0.5%	30.8%	-4.7%	7.1%	3.8%	1.5%	-2.9%

**Note: The sizeable increase in incident duration for District Three is attributable to snow-related closure events in January 2025. District Three clearance times for the month averaged 311.2 minutes, or approximately ten times that of December 2024 or February 2025.*

State Road 5 / United States 1 / Overseas Highway
(District 6)

Financial Management

A financially sound and balanced financial plan requires an effective cash forecasting and management system. The Department of Transportation is the only state agency that operates on a cash flow basis. That is, for most transportation projects in Florida, the Department begins design and construction before the total amount of cash is available to fund the project. The Department anticipates that future revenues will be available to finance current projects in much the same way that a family anticipates future earnings to pay for a mortgage. Other Florida agencies require the entire contract amount to be on hand in the same year work begins. The method used by Florida's transportation agency requires an effective and timely forecasting process to calculate future revenues.

Cash Management

Operating on a "cash flow" basis, the Department is not required to have all cash on hand to cover all existing obligations. It may continue committing to contractual obligations if future revenues are forecast to be sufficient to cover anticipated expenditures. The advantage of the cash flow method is that transportation tax collections are returned to the taxpayer in the form of transportation facilities much sooner than would be possible using the more traditional "encumbrance" financing method under which all funds for a project must be available at the time the contractual obligation is incurred.

State law requires that the Department maintain a minimum cash balance in the State Transportation Trust Fund of 5% of outstanding obligations, or $50 million, whichever is less. For the Department to maintain a lawful cash balance and pay its bills promptly under the cash flow method, where contractual obligations far exceed available cash, it must carefully forecast future incoming revenues and future expenditures and frequently revise forecasts based on new information. For instance, when economic factors negatively impact gas tax revenues, the Department must adjust its cash forecast to reflect less revenue, which may, in turn, necessitate deferral of projects in the work program. Periodic fine-tuning of forecasts of revenues and expenditures is essential to sound financial management.

Metric: Adoption of a fiscally balanced work program, and the management of financial planning and budgeting processes that maintain a cash balance of at least 5% of outstanding obligations or $50 million, whichever is less, at the end of each quarter.

Performance: The Department met the statutory requirement and continues to support a financially sound 5-Year work program.

The lowest quarterly cash balance in the State Transportation Trust Fund met the requisite $50 million minimum.

State Transportation Trust Fund Quarterly Balances (Millions) (Metric: Minimum $50 Million)			
End 1st	**End 2nd**	**End 3rd**	**End 4th**
$705.1	$584.8	$312.4	$717.5

The ensuing chart reflects the percentage of contractual obligations the cash balance represents.

Fiscal Year	Lowest End-of-Quarter Cash Balance (Millions)	Unpaid End-of-Year Balance (Billions)	Cash as % of Unpaid Balance	Approximate 5% of Unpaid Balance (Millions)
2015-2016	$569.5	$10.5	5.4%	$525.0
2016-2017	$208.4	$10.6	2.0%	$530.0
2017-2018	$199.2	$12.5	1.6%	$625.0
2018-2019	$131.7	$12.1	1.1%	$605.0
2019-2020	$331.2	$12.6	2.6%	$630.0
2020-2021	$404.8	$11.8	5.6%	$588.9
2021-2022	$638.5	$13.5	4.7%	$674.0
2022-2023	$592.2	$13.4	4.4%	$670.0
2023-2024	$310.7	$17.3	4.3%	$863.2
2024-2025	$312.4	$17.5	4.1%	$875.7

Operating Budget Reversions

Operating budget reversions are funds not utilized in the given fiscal year, exclusive of the Turnpike.

Metric: Completing the fiscal year with a total operating reversion of less than ten percent of the Department's final budget allotment.

Performance: The Department finished fiscal year 2024-2025 with a total operating budget reversion amount of approximately $46.4 million, or 5.9% of the Department's final operating allotment of $783.5 million.

Budgetary Reversion (Measure: 10%)	
Final Allotment	$783,457,228
Reversion	$46,448,426
Percentage	5.9%

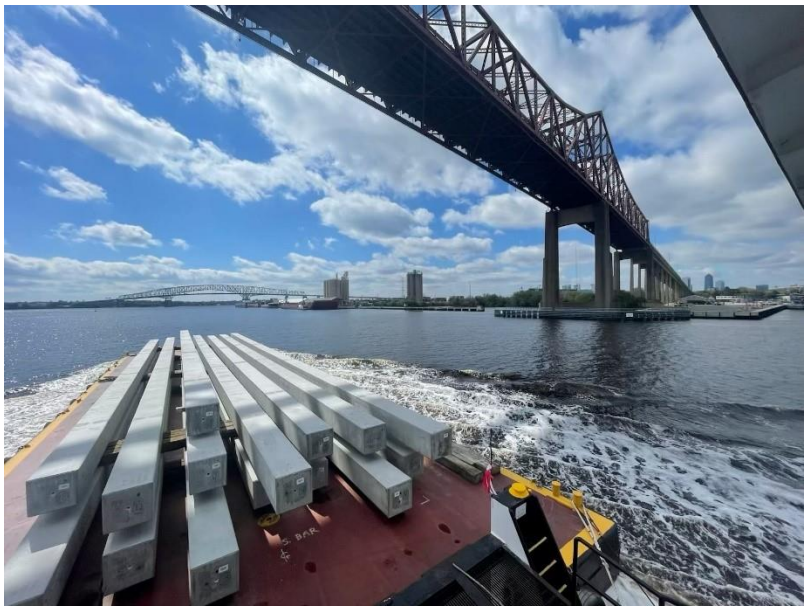
Roll Forward

Roll forward budget is derived from the outgoing year in the form of available balances minus certified forward amounts.

Metric: Completing the fiscal year with a total roll forward budget amount within the range of ten percent to twelve percent of the Department's total budget.

Performance: The Department finished fiscal year 2024-25 with an approximate roll forward amount of $3.62 billion, or 16.3% of the FDOT work program budget of $22.24 billion.

	Fiscal 2024/25
FDOT Work Program Budget	$18,123,114,312
Roll Forward into Fiscal 2024/25	$4,114,051,930
Total Budget	$22,237,166,242
Roll Forward into Fiscal 2025-26	$3,624,428,449
Roll Forward Percentage	16.3%



First Coast Expressway
(District 2)

Small Business Program (SBP)

The Department endeavors to award a minimum of ten percent of construction and maintenance contracts and fifteen percent of professional services contracts to certified small business entities.

The purpose of this program is to increase competition, lower prices, and provide increased support to meet the department's future work program.

Only certified small businesses qualify for SBP contracts. This includes all subcontractors and sub-consultants.

Construction / Maintenance Contracts

Metric: A minimum of ten percent of construction / maintenance contracts let to certified small businesses.

Performance: 13.6% of construction contracts were let to certified small businesses, up from 12.6% last year.

Construction / Maintenance Services Contracts	617
Certified SBP Contracts	84
SBP Percentage	13.6%

Fiscal				
2020/21	**2021/22**	**2022/23**	**2023/24**	**2024/25**
14.9%	11.1%	10.5%	12.6%	13.6%

	District							
	1	**2**	**3**	**4**	**5**	**6**	**7**	**TP**
Contracts	87	110	74	87	54	50	66	89
SBP Contracts	7	14	12	20	5	11	8	7
Percentage	8.0%	12.7%	16.2%	23.0%	9.3%	22.0%	12.1%	7.9%

Professional Services Contracts

Metric: A minimum of fifteen percent of professional services contracts executed with certified small businesses.

Performance: 21.6% of professional services contracts were executed with certified small businesses, up from 20.1% last year.

Professional Services Contracts	464
Certified SBP Contracts	100
SBP Percentage	21.6%

Fiscal				
2020/21	**2021/22**	**2022/23**	**2023/24**	**2024/25**
24.3%	24.4%	22.3%	20.1%	21.6%

	District								
	1	**2**	**3**	**4**	**5**	**6**	**7**	**TP**	**CO**
Contracts	48	65	73	60	65	51	53	37	12
BDI Contracts	9	8	12	13	16	18	15	9	0
Percentage	18.8%	12.3%	16.4%	21.7%	24.6%	35.3%	28.3%	24.3%	0.0%

I-275 from north of I-4 to north Hillsborough Avenue (District 7)

Correspondence Appendix

FLORIDA TRANSPORTATION COMMISSION

Ron DeSantis
Governor

December 18, 2025

The Honorable Ron DeSantis, Governor
State of Florida
The Capitol, 400 South Monroe Street
Tallahassee, Florida 32399-0001

The Honorable Ben Albritton, President
Florida Senate
409 The Capitol
404 S. Monroe Street
Tallahassee, Florida 32399-0001

The Honorable Daniel Perez, Speaker
Florida House of Representatives
420 The Capitol
402 S. Monroe Street
Tallahassee, Florida 32399-0001

Dear Governor DeSantis, President Albritton and Speaker Perez:

The Florida Transportation Commission (Commission) conducted the statutorily required *Performance and Production Review of the Florida Department of Transportation* for fiscal year 2024/25 (report enclosed). The Commission uses 15 measures to evaluate the Department's performance. These metrics assess major Department functions, measure a product or an outcome, with results that are, with few exceptions, within the Department's control.

The Commission is confident that this performance evaluation process is yielding sound results. As areas of concern are recognized, data is gathered, causes are identified, and corrective actions are taken on an ongoing basis. We also remain confident that the Florida Department of Transportation (Department) maintains a strong level of performance and is committed to improving the products and services it provides to the citizens of the State of Florida.

The Department met ten of the fifteen performance measures evaluated by the Commission. Those objectives not met occurred amid inflationary cost pressures, workforce and material shortages,

Ralph Yoder | Executive Director
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and project delays resulting from multiple severe weather events. The Commission also acknowledges that several outcomes reflected deliberate and prudent business decisions made by the Department to adjust to market conditions and manage resources responsibly, including actions that produced cost savings within the work program. These factors demonstrate the Department's strategic adaptability and continued commitment to delivering projects and services efficiently despite extraordinary economic and environmental challenges.

The Department commenced construction on 133.6 lane miles of additional roadway to the State Highway System (SHS). It also let to contract 3,064.8 lane miles of roadway to be resurfaced on the SHS. The Department began work on 63 bridge repairs and 16 bridge replacement projects. By the end of the fiscal year, the Department closed out 321 construction projects with a total dollar value of $2.66 billion and let $3.86 billion in new construction contracts.

It should be noted that the SHS remains in great condition with 83.0% of lane miles and 95.2% of bridges rated either excellent or good, both measures exceeding their objectives.

Our goal is for this report to be meaningful and clear. An executive summary of performance is located on page 4 of the enclosed report.

If you have any questions regarding this review, please do not hesitate to contact me or the Transportation Commission staff at (850) 414-4105.

Sincerely,

Ronald S. Howse, Chairman
Florida Transportation Commission

Enclosure

cc: Honorable Ralph Massullo, Chair, Senate Transportation Committee
Honorable Nick DiCeglie, Chair, Senate Appropriations Committee on Transportation, Tourism, and Economic Development
Honorable Ed Hooper, Chair, Senate Appropriations Committee
Honorable James Buchanan, Chair, House Commerce Committee
Honorable Chip LaMarca, Chair, House Economic Infrastructure Subcommittee
Honorable Jason Shoaf, Chair, House Transportation & Economic Development Budget Subcommittee
Honorable Lawrence McClure, Chair, House Budget Committee
Mr. Jared W. Perdue, P.E., Secretary, Florida Department of Transportation
Ms. Jessica Ottaviano, Chief of Staff, Florida Department of Transportation
Mr. Cody Farrill, Deputy Chief of Staff, Executive Office of the Governor
Ms. Leda Kelly, Director of Policy and Budget, Executive Office of the Governor
Mr. Brian Mimbs, Policy Coordinator, Office of Policy and Budget, Executive Office of the Governor
Mr. James Christian, Florida Division Administrator, Federal Highway Administration

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

December 18, 2025

Mr. Ronald Howse, P.E.
Chairman
605 Suwannee Street, MS 9
Tallahassee, FL 32399-0540

Dear Chairman Howse,

Thank you for your service and leadership as Chairman of the Florida Transportation Commission. With your partnership, Florida has continued to set the national and global standard for transportation excellence, and the Florida Department of Transportation (FDOT) is proud to further solidify this prestige through its mission of delivering safe, reliable, and efficient solutions for the state's communities. With our heightened focus on streamlining project delivery methods and reducing project costs, as well as implementing new and emerging technology, strengthening our workforce, and enhancing safety, FDOT is ensuring that Florida can successfully meet the current and future transportation needs for its residents, visitors, and businesses.

The 2024–2025 fiscal year brought many opportunities for FDOT to enhance the quality of life for Florida's communities thanks to major investments in transportation from Governor DeSantis and the Florida Legislature. Through a historic Work Program of $16.3 billion, FDOT was able to complete, make significant progress on, or begin some of the largest, most complex transportation infrastructure projects in the Department's history, many of which are included in Governor DeSantis' *Moving Florida Forward Infrastructure Initiative*. These projects will play a major role in bringing critical congestion relief to communities throughout the state, which continues to be a major focus with Florida's steady growth.

As part of the *Moving Florida Forward Infrastructure Initiative*, FDOT completed new congestion relief lanes on Interstate 4 in Central Florida eight months ahead of schedule, which cut travel times in half for motorists. This project demonstrated the impact of innovative, out-of-the-box project delivery methods, and our team is eager to implement this solution on future projects throughout the state. In South Florida, crews working on the Golden Glades Interchange project have made significant construction progress with the project's completion date now tracking one year ahead of its original schedule. In addition to the successes of these two projects, other areas throughout the state saw the completion of major congestion relief projects, including the opening of the next segments of the First Coast Expressway months ahead of schedule in Northeast Florida, as well as the opening of the new Howard Frankland Bridge in the Tampa Bay area, both of which have brought expanded travel capacity within their local communities.

With FDOT's strategic, forward-thinking approach, our Department has taken measures to ensure that our portfolio of projects, as well as our overall transportation system, are set up to accommodate the state's continued growth through key programs and cutting-edge technologies. Through innovative, Florida-

based solutions, such as Governor DeSantis' Aggregate Grant Program, we've made significant investments in key projects to expand aggregate storage capacity at Florida's network of rail and seaport partners, with over $19.5 million in grants awarded in 2025 to keep FDOT's increasing number of construction projects on time. Additionally, we've sought out new ways to move people and goods efficiently throughout our state, being the first state in the nation to take to the skies with tangible actions to fully implement Advanced Air Mobility (AAM) technology within our transportation network. This year, we expanded our world-renowned SunTrax testing facility to include both surface *and* air transportation technology, becoming the first Research and Development facility in the nation to accommodate both sectors. This facility will help us make significant strides in the safe integration of this mode of transportation through the use of the nation's first AAM aerial test track on the campus grounds, which is anticipated to be fully complete and operational by early 2026.

Innovation is woven into much more than just project delivery and new technologies at FDOT, it's also a major component in our efforts to enhance the safety of our transportation system. Guided by FDOT's Target Zero initiative, we remain committed to reducing transportation-related fatalities and serious injuries throughout the state with ongoing educational outreach, creative challenges to introduce new work zone safety technologies, and uniquely-Florida engineering countermeasures to help ensure that everyone gets home safely.

Through the pursuit of innovative transportation solutions coupled with our commitment to Florida's communities, FDOT has leveraged our partnerships at the local, state, and federal levels to strengthen Florida's transportation infrastructure, cultivate new economic opportunities to advance the state's supply chain, support millions of jobs within the industry, and keep people and goods moving safely and efficiently. While Florida's ongoing population growth and record tourism have presented both challenges and opportunities to the state's transportation system, FDOT is proud to continue embracing these dynamics alongside our partners as we work to keep our great state the best place to live, learn, work, and play.

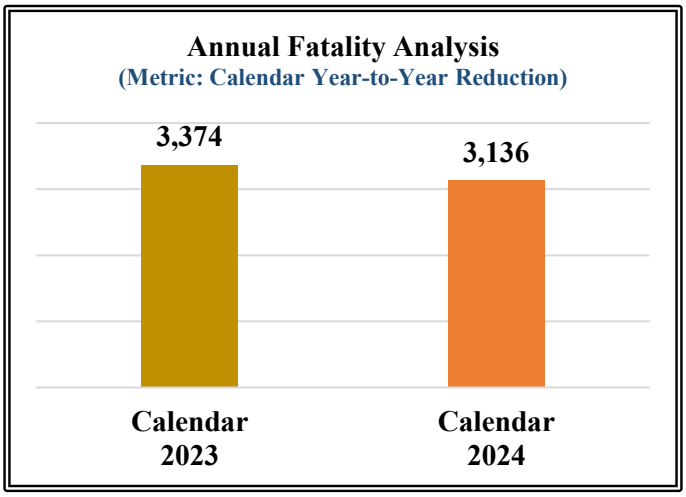
Thank you for your continued guidance and support. Together, we will ensure that Florida remains a national and global standard of excellence in transportation for years to come.

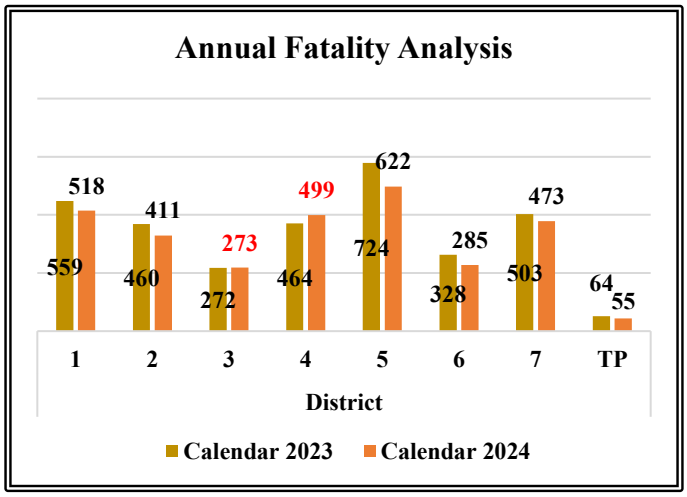
Sincerely,

Jared W. Perdue, P.E.
Secretary

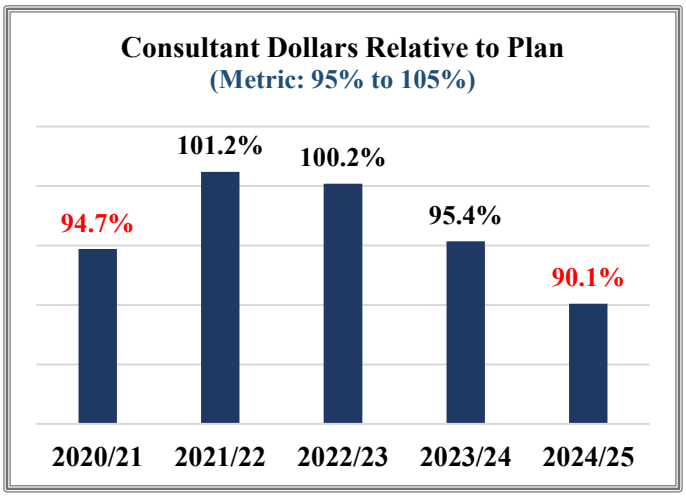
Data Graph Appendix

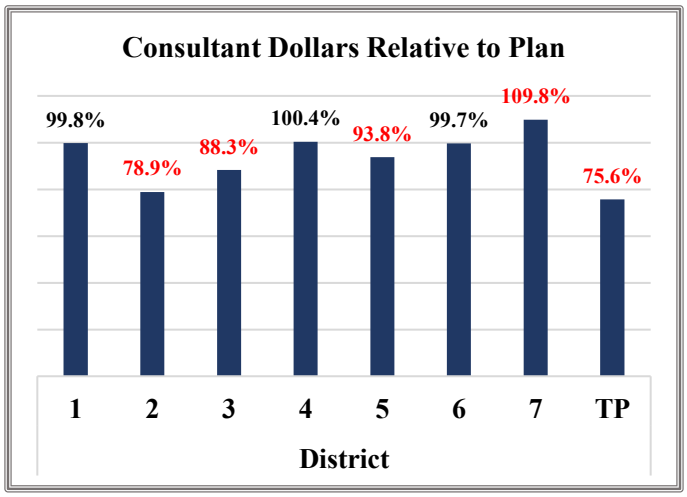
Safety of the Current State System

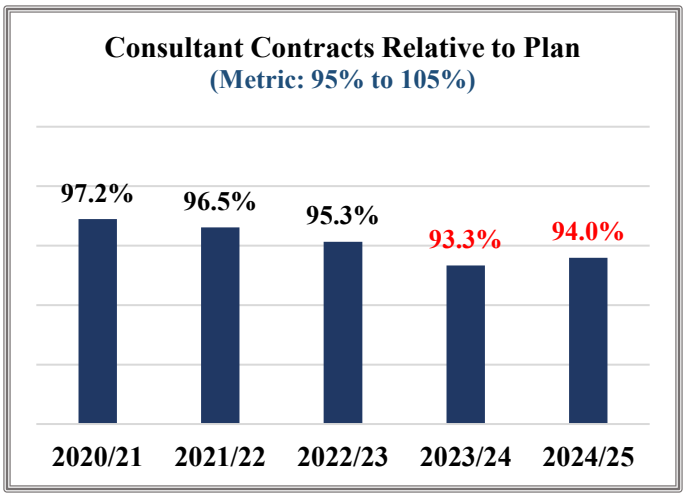


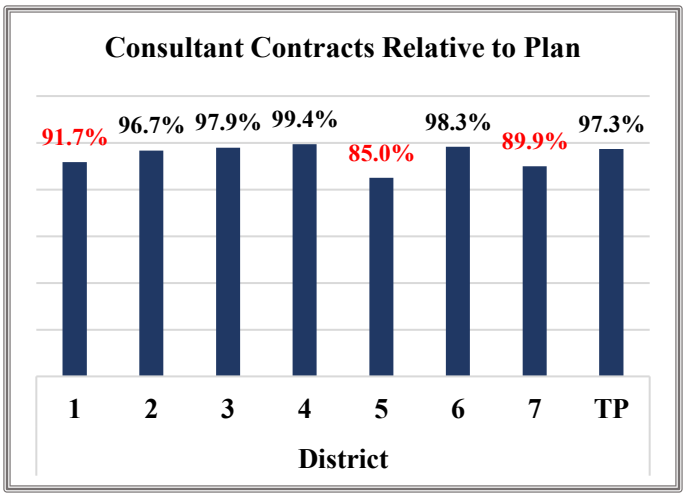


Production

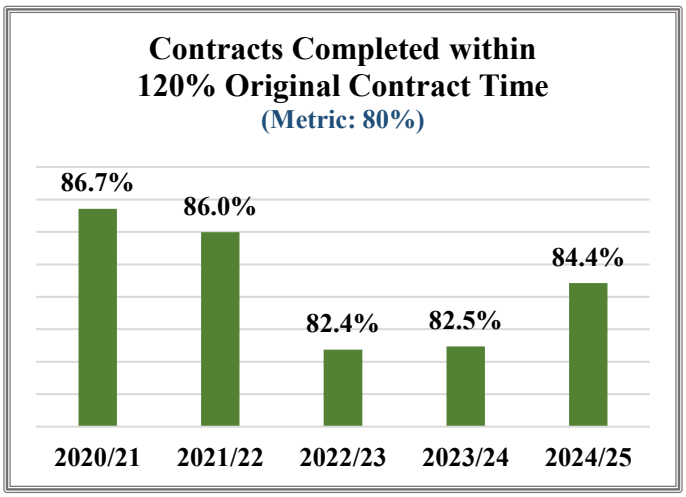


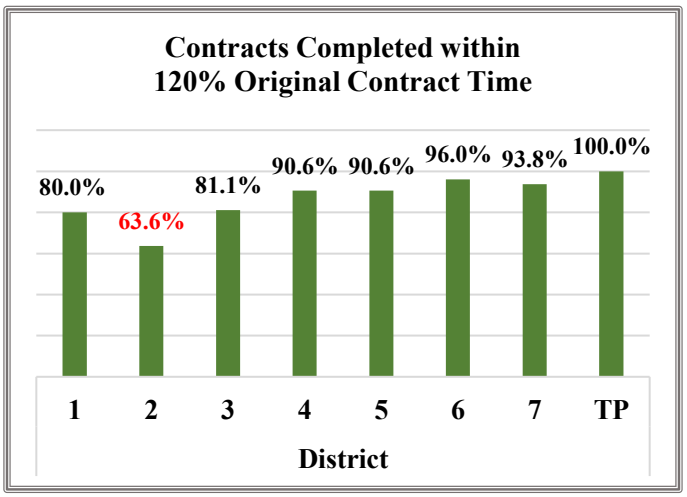


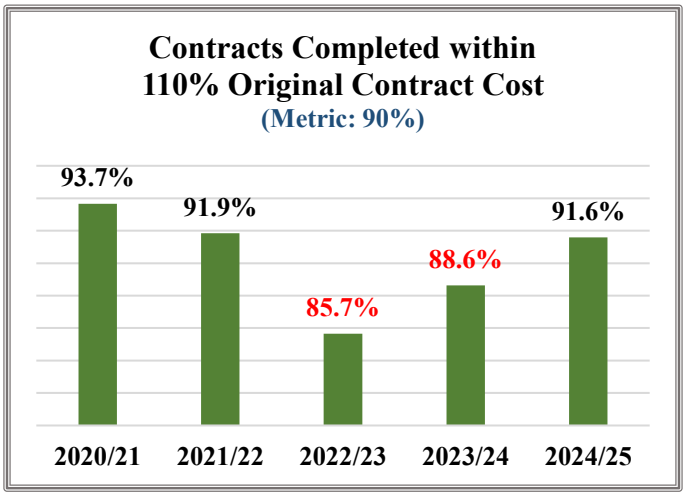


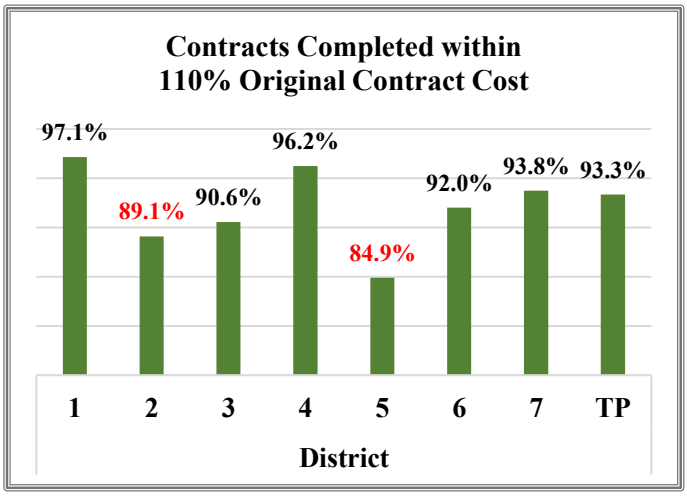


Time and Cost

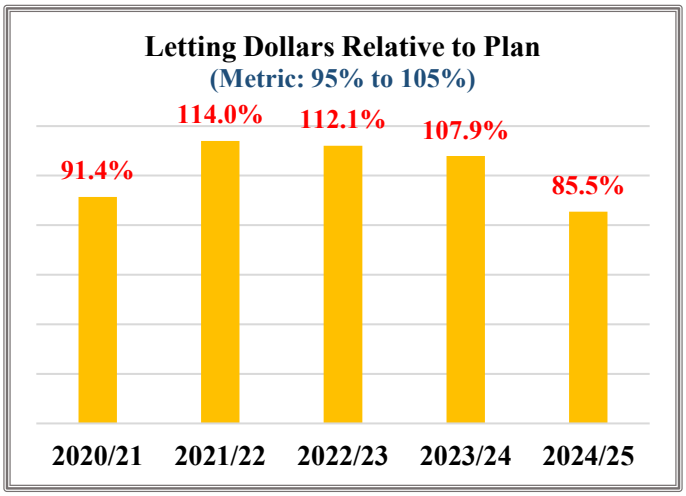


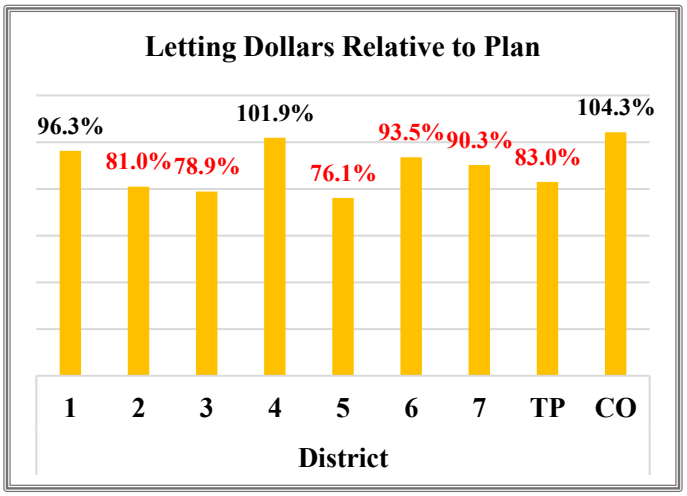


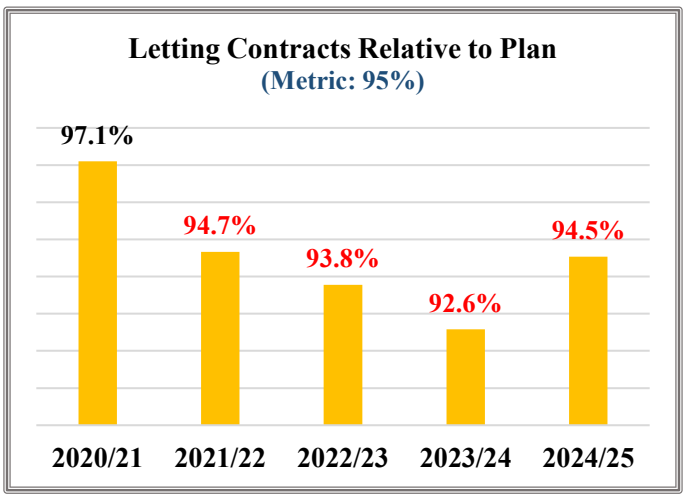


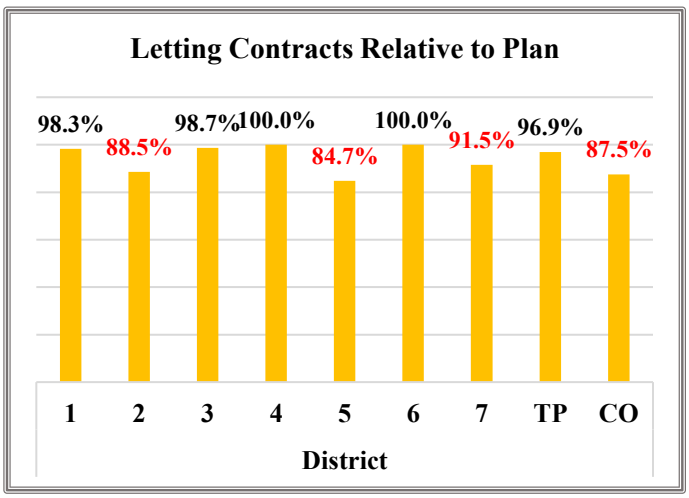


Contract Letting

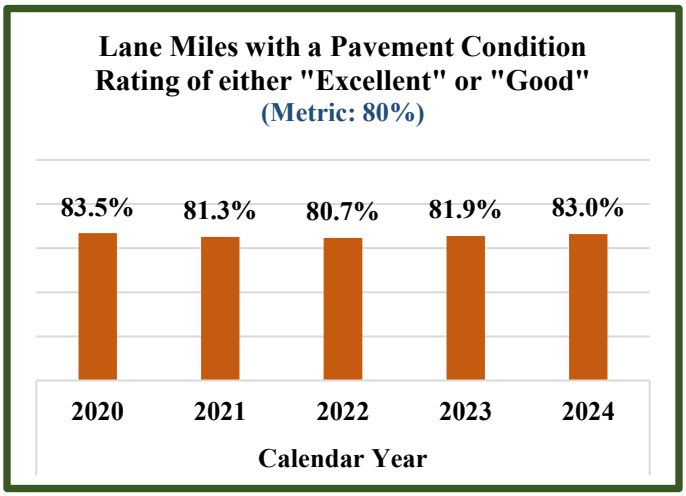


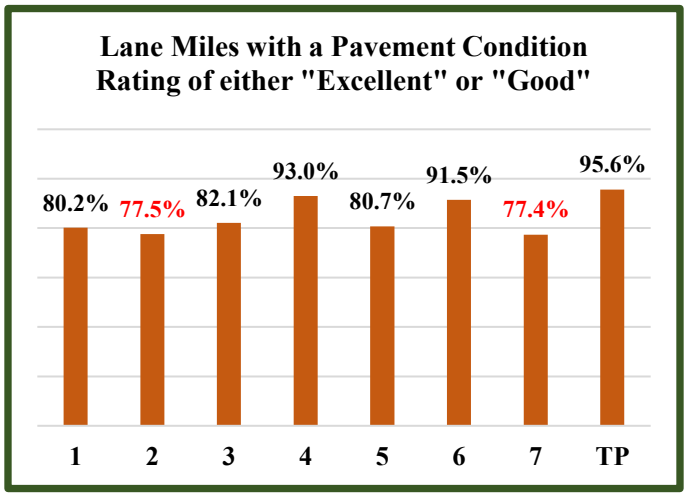




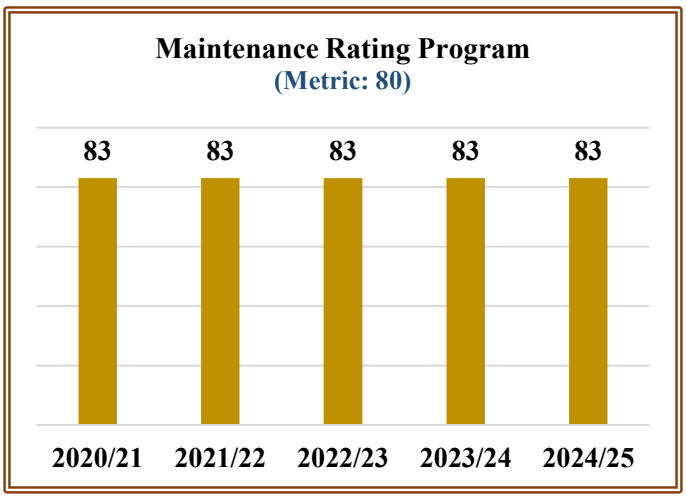


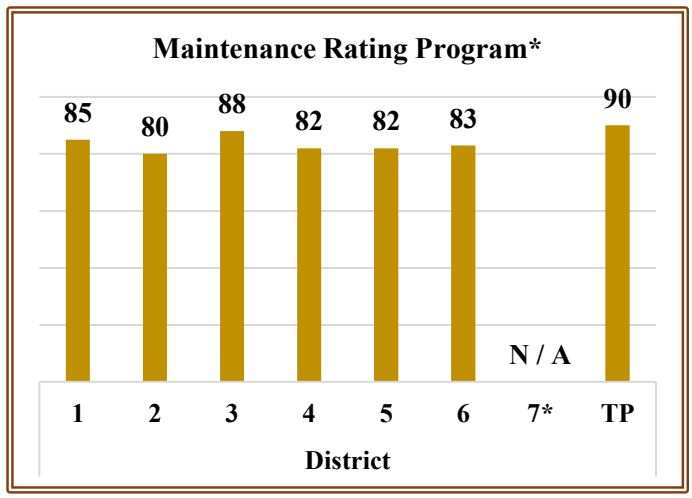
Preservation of the State Highway System (SHS)





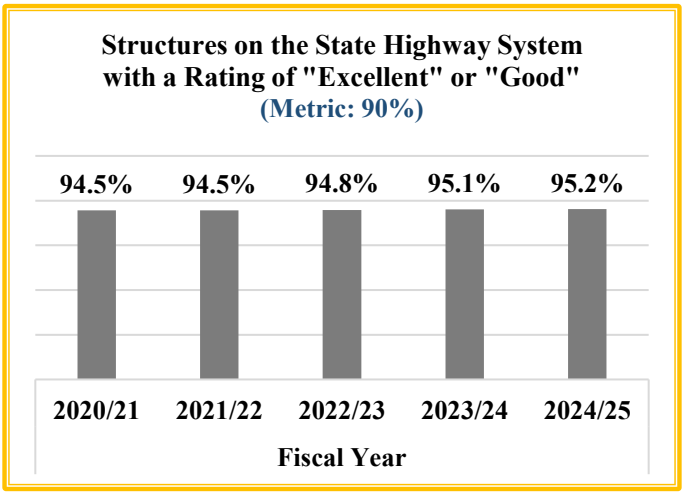
Maintenance Rating Program (MRP)

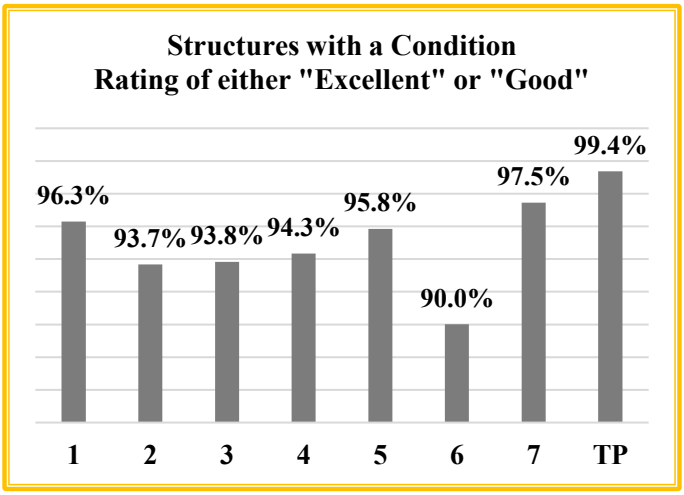




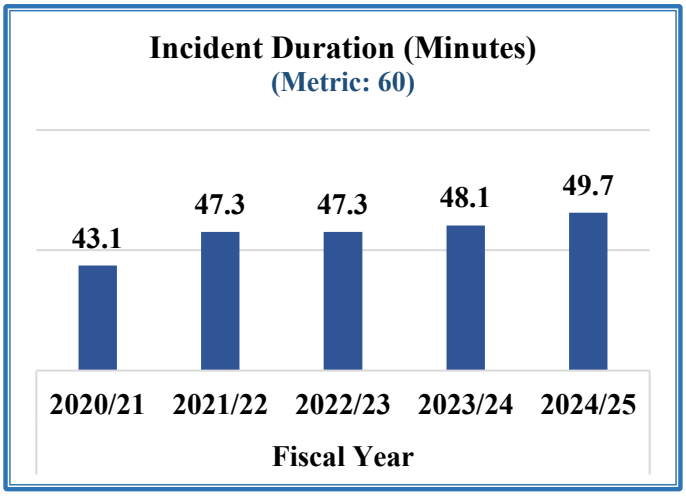
**NOTE: As a result of the damages inflicted by hurricanes Debby, Helene, and Milton all Cost Centers in District 7 were approved for MRP exemption. There are no scores for District 7 this fiscal year.*

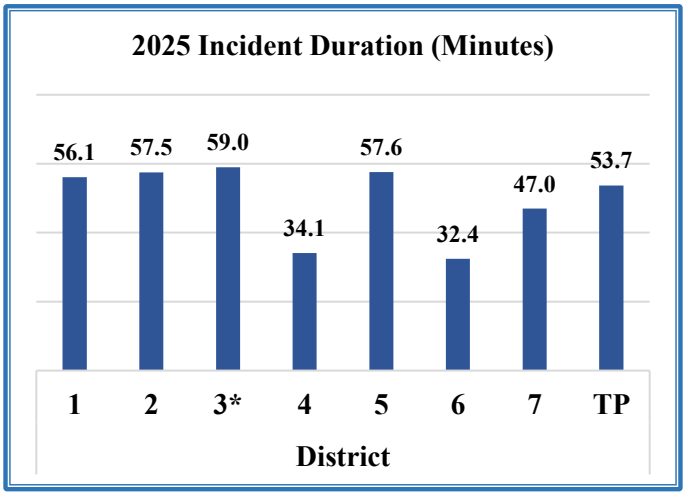
Structure Condition



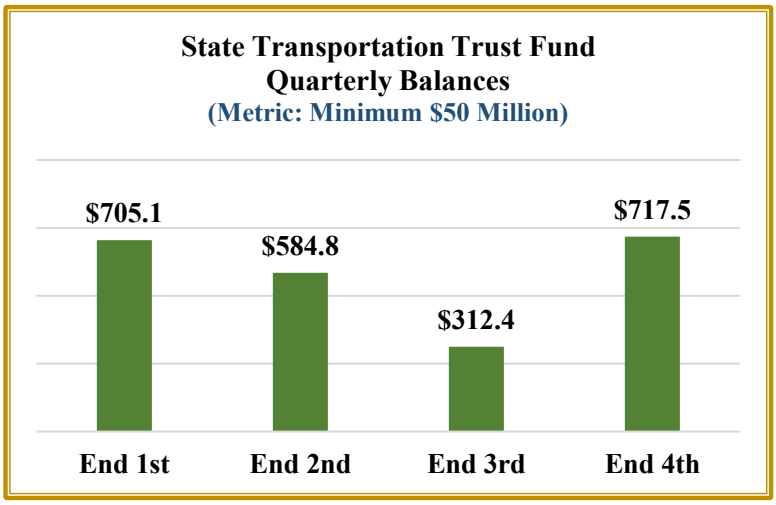


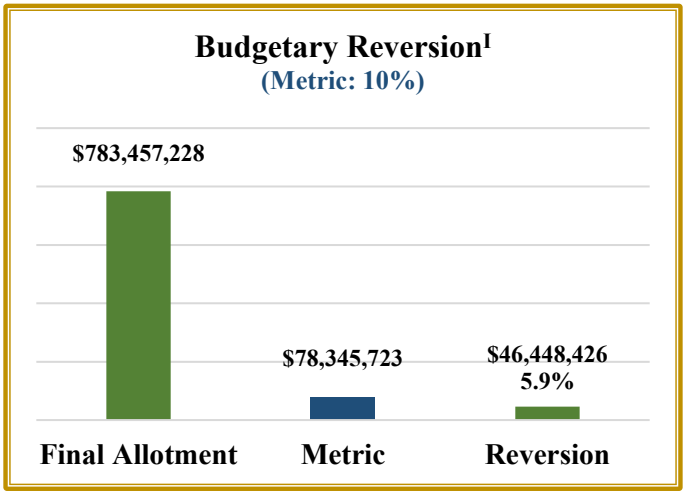
Capacity / Mobility

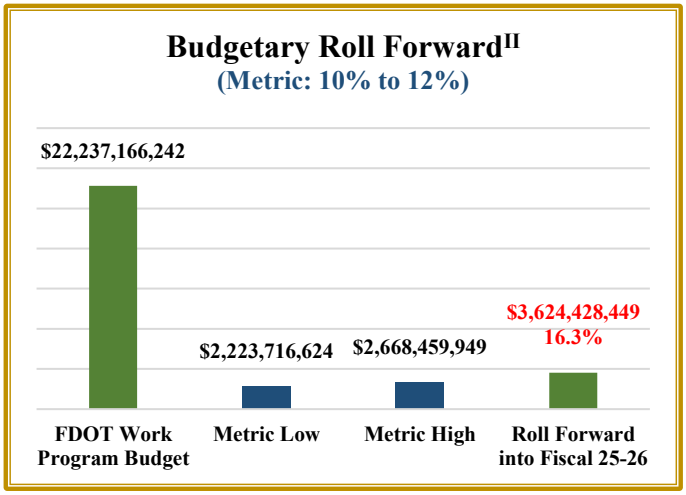




Financial Management



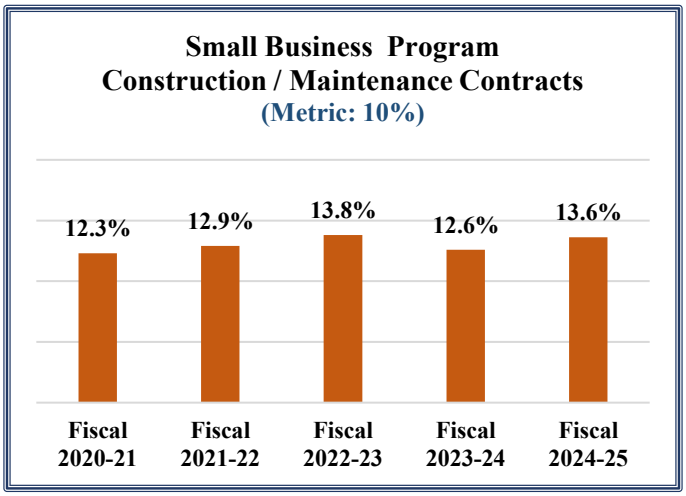


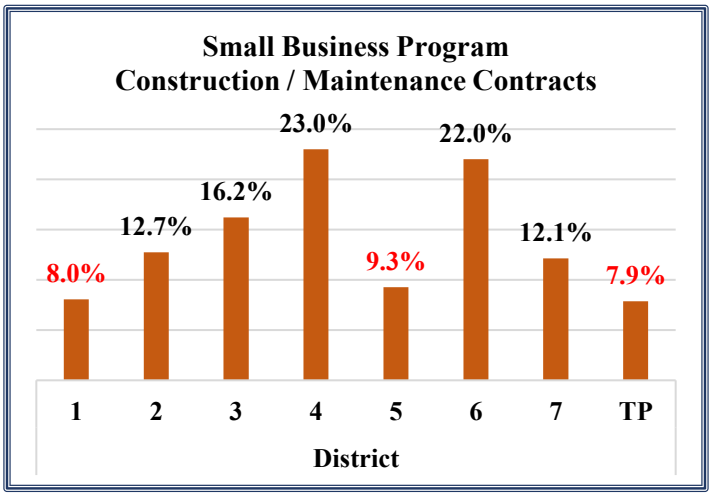


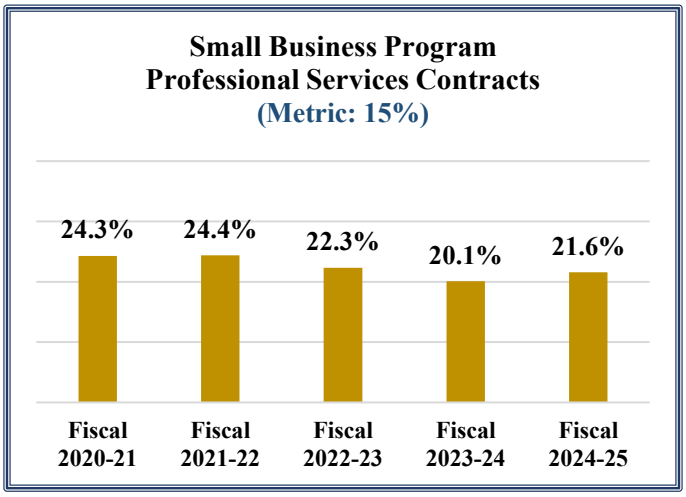
[I] Operating budget reversions are funds not utilized in the given fiscal year, exclusive of a) the Turnpike, and b) the salaries and benefits category.

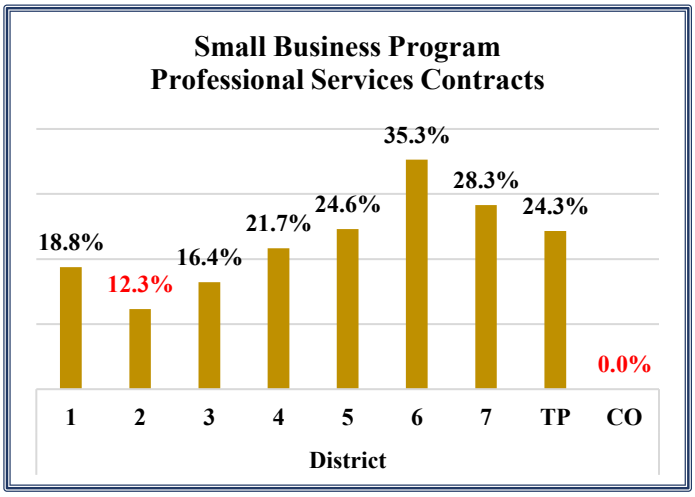
[II] Roll forward budget is derived from the outgoing year in the form of available balances minus certified forward amounts.

Small Business Program









Informational Appendix

Planning Time Index

The Commission adopted a performance indicator to review the ITS programs' impact on improving mobility and decreasing congestion. Travel time reliability assesses the variability or uncertainty in the performance of a facility over time. With investments in ITS, as well as in new lane construction, travel time reliability can be used to measure the outcomes of these investments.

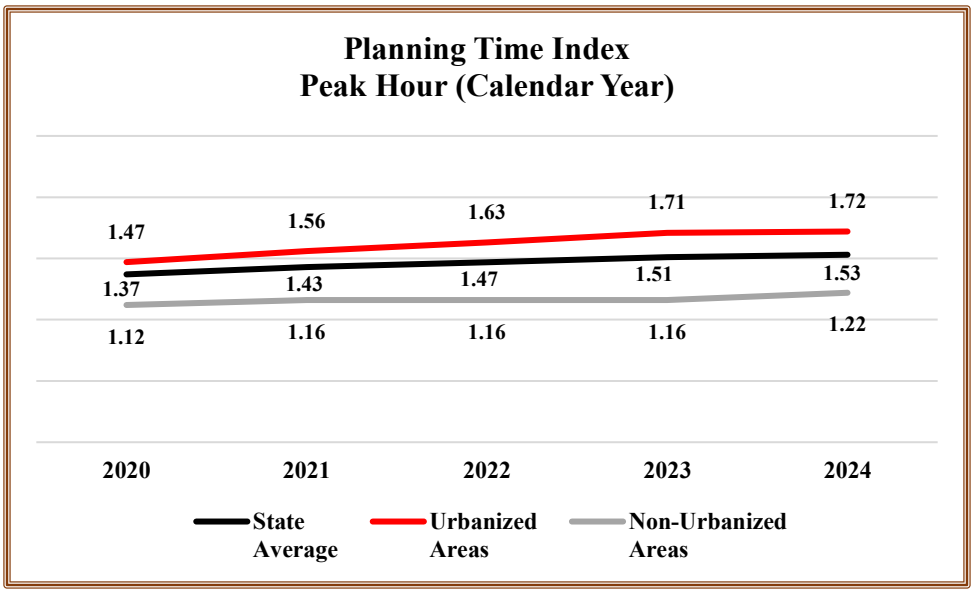
The planning time index (PTI) measures the reliability of travel service and is calculated as the 95th percentile travel time divided by the travel time at a reference speed. The reference speed for this measure is defined as the 85th percentile speed during weekday off-peak hours (9:00 AM to 4:00 PM and 7:00 PM to 10:00 PM). This measure represents the additional time that a traveler should budget to ensure on-time arrival to their destination. For example, a PTI of 1.60 means that for a trip that takes 15 minutes in light traffic, a traveler should budget a total of 24 minutes (15 minutes plus 60 percent additional time) to ensure an on-time arrival for 95 percent of the trips. This is especially important to shippers and carriers that rely on the timely movement of finished goods and raw materials as trucks have historically moved over 80% of all Florida manufactured tonnage.

Planning Time Index information is presented by urbanized and non-urbanized areas. 2025 data is not yet available.

Planning Time Index (95th Travel Time Index) on Freeways

Peak Hour (Calendar Year)

Year	State Average	Urbanized Areas	Non-Urbanized Areas
2020	1.37	1.47	1.12
2021	1.43	1.56	1.16
2022	1.47	1.63	1.16
2023	1.51	1.71	1.16
2024	1.53	1.72	1.22

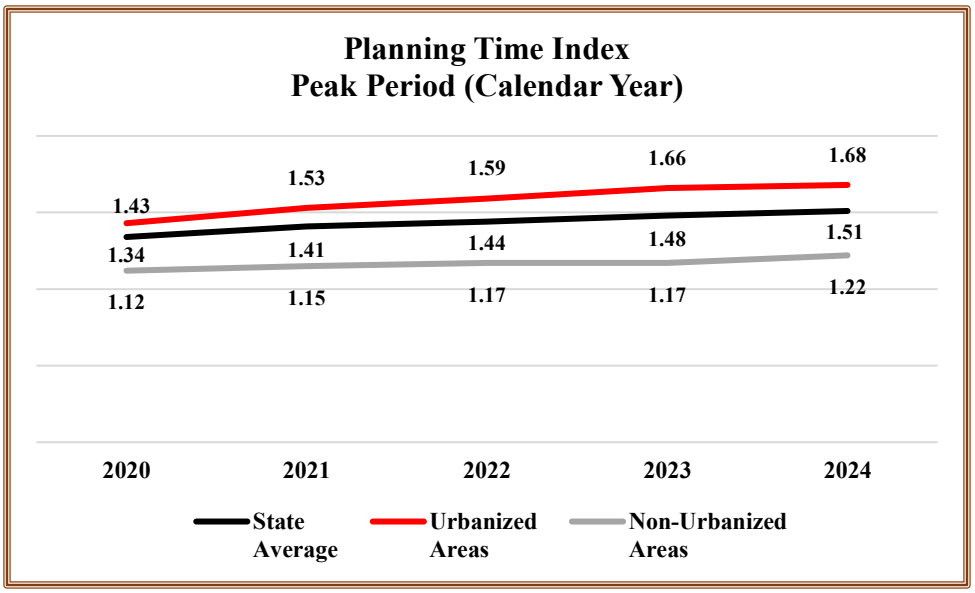


- **Peak Hour:** 5:00 p.m. to 6:00 p.m. on a weekday. *This hour is chosen to allow consistent comparisons among transportation modes. It may not be the hour of greatest travel for any given roadway, mode or area. The majority of travel typically occurs during the PM peak hour resulting in more congestion in the PM peak than observed in the AM peak.*

- **Peak Period:** 4:00 p.m. to 6:00 p.m. on a weekday in which travel is greatest. *These peak period hours are chosen based on the hours of greatest travel in different area types.*

Peak Period (Calendar Year)

Year	State Average	Urbanized Areas	Non-Urbanized Areas
2020	1.34	1.43	1.12
2021	1.41	1.53	1.15
2022	1.44	1.59	1.17
2023	1.48	1.66	1.17
2024	1.51	1.68	1.22



Planning Time Index Sources:

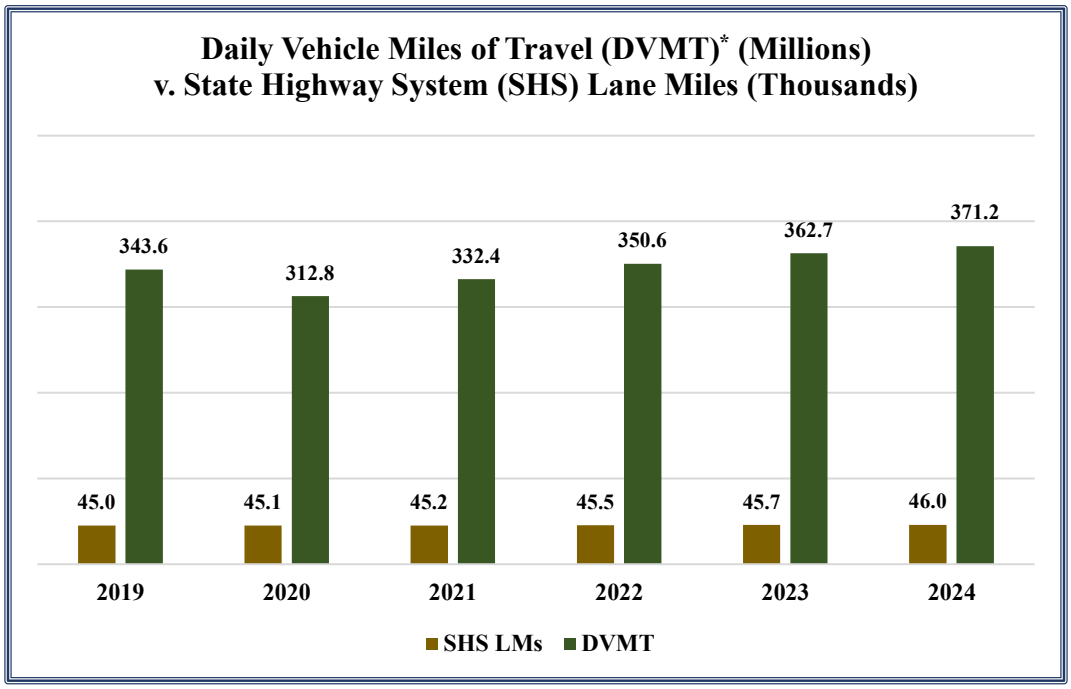
FDOT Systems Forecasting and Trends Office, FDOT Source Book
FDOT – Traffic Characteristics Inventory
FDOT – Roadway Characteristics Inventory Feature 147 (Strategic Intermodal System)
HERE Technologies – Travel Time Data

Definitions and Methodology:

http://fdotsourcebook.com/performance-measures/auto/planning-time-index#
Note: In 2024, FDOT adopted new urban area and MPO boundaries resulting from the 2020 U.S. Decennial Census. Therefore, prior annual trends may not be comparable.

Performance of the System as a Whole

The ever-growing Florida population continues to create challenges to maintain traffic flow throughout the state. Daily vehicle miles of travel on the State Highway System (SHS), a valuable tool to assess the Department's performance therein, increased during calendar year 2024 by 2.3% compared to 3.5% growth in 2023.



Daily Vehicle Miles Traveled (DVMT) consists of annual average daily traffic multiplied by length of road.

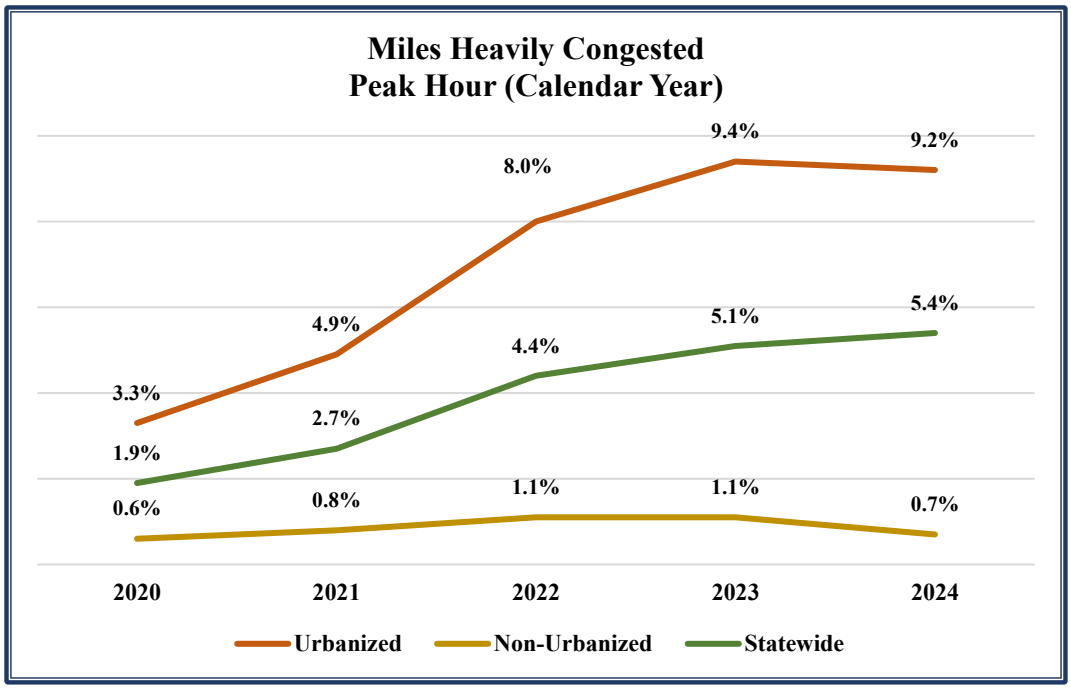
Daily Vehicle Miles Traveled and Definitions Source:

FDOT 2024 SHS Report
https://ftp.fdot.gov/public/folder/eIwpbH0EWUeu9hW0iljDhA/Mileage_Reports/State_Highway_System/Annual/2024_SHS.pdf

One indicator of the effectiveness of the Department's sizeable financial investment is the annual variation in the percentage of miles on the SHS that are heavily congested during the peak hours of performance. 5.4% of miles on the SHS were heavily congested during peak hours in calendar 2024, the most recent data available. Detailed analysis of this information is illustrated below.

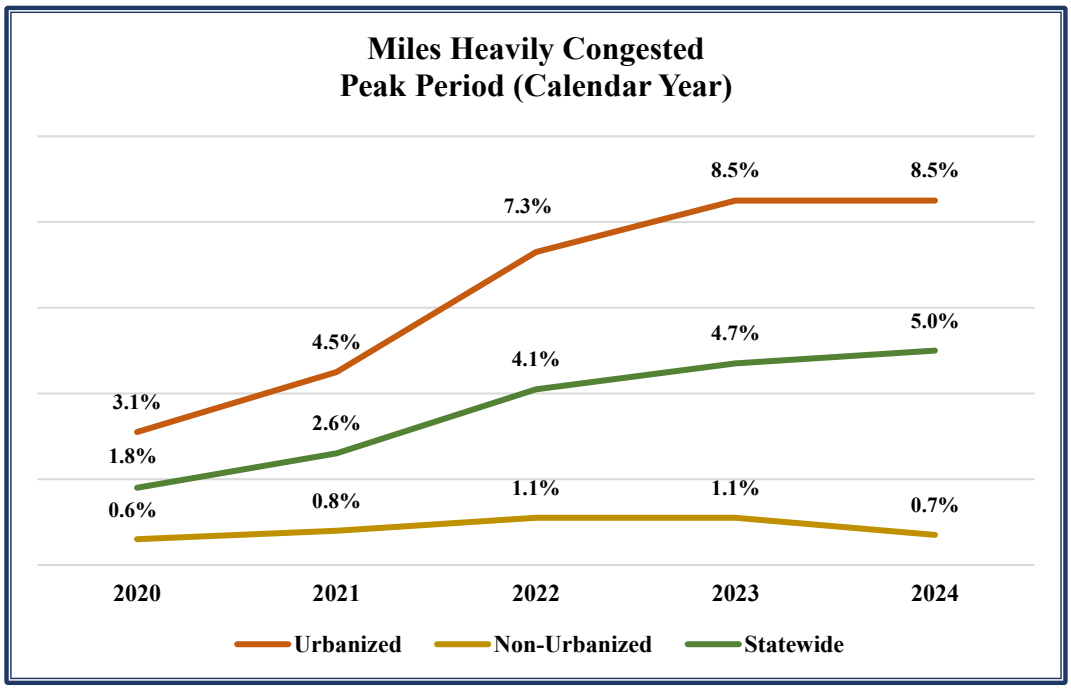
Miles Heavily Congested (Peak Hour, Calendar Year)

Calendar	2020	2021	2022	2023	2024
Urbanized	3.3%	4.9%	8.0%	9.4%	9.2%
Non-Urbanized	0.6%	0.8%	1.1%	1.1%	0.7%
Statewide	1.9%	2.7%	4.4%	5.1%	5.4%



Miles Heavily Congested (Peak Period, Calendar Year)

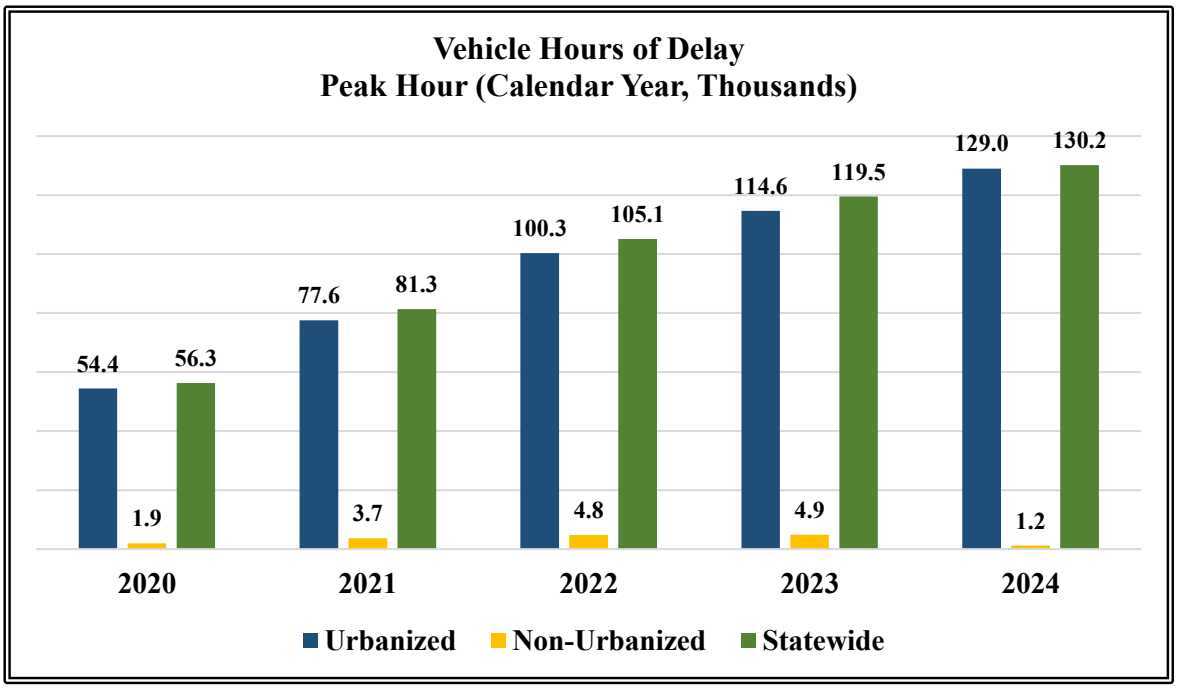
Calendar	2020	2021	2022	2023	2024
Urbanized	3.1%	4.5%	7.3%	8.5%	8.5%
Non-Urbanized	0.6%	0.8%	1.1%	1.1%	0.7%
Statewide	1.8%	2.6%	4.1%	4.7%	5.0%



Additionally, the return on the Department's investment in the transportation system can be measured by looking at Vehicle Hours of Delay on the SHS. Delay is important because it equates to cost in time and money for individuals and businesses. Vehicle hours of delay information, broken out into subcategories, is reflected below. Data for 2025 is not yet available.

Vehicle Hours of Delay (Peak Hour, Calendar Year, Thousands)

Calendar	2020	2021	2022	2023	2024
Urbanized	54.4	77.6	100.3	114.6	129.0
Non-Urbanized	1.9	3.7	4.8	4.9	1.2
Statewide	56.3	81.3	105.1	119.5	130.2



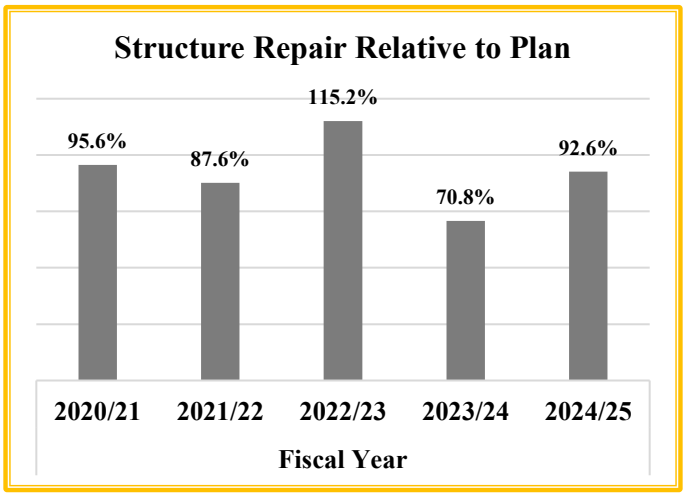
Vehicle Hours of Delay Sources:

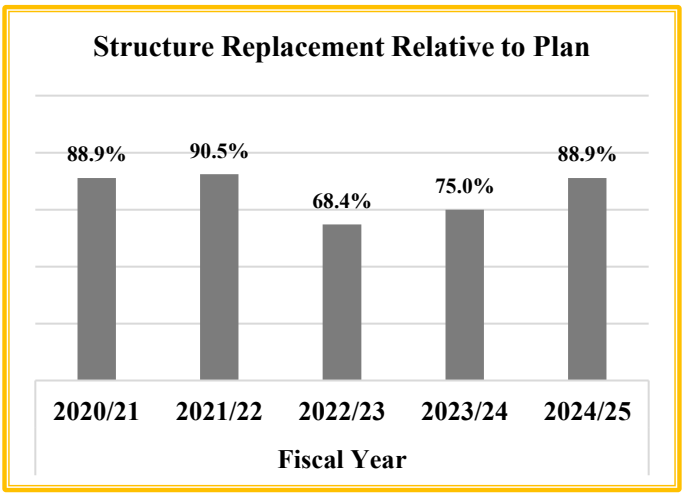
FDOT Systems Forecasting and Trends Office, FDOT Source Book
FDOT – Traffic Characteristics Inventory
FDOT – Roadway Characteristics Inventory Feature 147 (Strategic Intermodal System)
HERE Technologies – Travel Time Data

Definitions and Methodology:

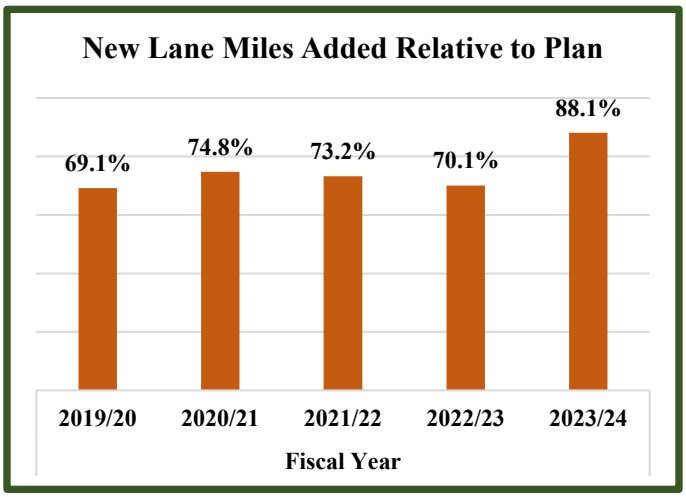
https://fdotsourcebook.com/performance-measures/auto/delay#
Note: In 2024, FDOT adopted new urban area and MPO boundaries resulting from the 2020 U.S. Decennial Census. Therefore, prior annual trends may not be comparable.

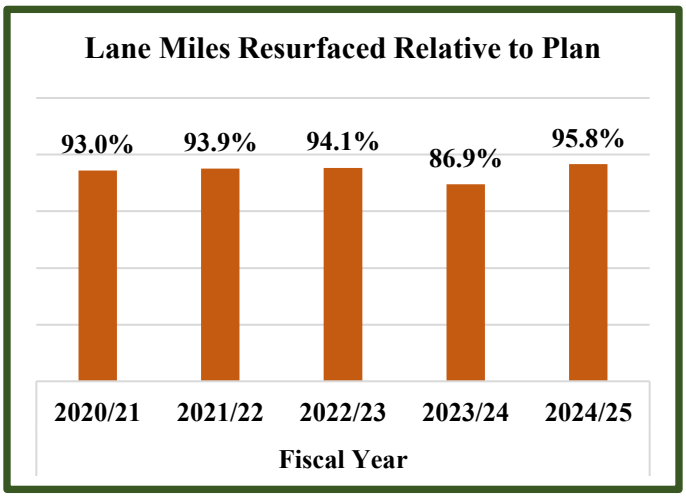
Structure Maintenance





Lane Miles





Time and Cost Appendix

Contract Time

Contracts that combine for at least 50% of all additional time.

District	Contract Number	Work Mix	Project Description	Original Days	Additional Days	Total Days	Total as % of Original
04	T4424	BRIDGE REPLACEMENT	SR-80/SOUTHERN BLVD BRIDGES 930097 & 930098	1,335	728	2,063	154.5%
05	T5675	ADD LEFT TURN LANE(S) RESURFACING	SR 500 / US 441 @ SE 98TH LANE SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET	290	616	906	312.4%
03	T3735	PEDESTRIAN / WILDLIFE UNDERPASS	SR 30 (US 98) @ CR 30A EAST INLET BEACH PEDESTRIAN CROSSING	395	603	998	252.7%
07	E7N73	BRIDGE-REPAIR / REHABILITATION	I-275 SUNSHINE SKYWAY BRIDGE #150189 OVER TAMPA BAY	240	566	806	335.8%
04	T4434	ADD LANES & RECONSTRUCT	W. MIDWAY RD/CR-712 FROM S. 25TH STREET/SR-615 TO SR-5/US-1	1,200	388	1,588	132.3%
04	T4596	BIKE LANE / SIDEWALK	SR-817/UNIVERSITY DRIVE FROM N OF WB SR-84 TO N OF NW 1ST STREET	426	346	772	181.2%
07	T7458	PEDESTRIAN / WILDLIFE OVERPASS	US 19/SR 55 FROM S OF HARN BLVD TO N OF HARN BLVD	398	335	733	184.2%
02	E2Z23	RAIL CAPACITY PROJECT	STARKE RR OVERPASS FROM: US301 TO: EAST OF CSX RR	820	281	1,101	134.3%
03	T3757	SAFETY PROJECT	SR 95 (US 29) SOUTH OF SR 4 TO ALABAMA STATE LINE	355	245	600	169.0%
03	E3Q94	ADD LANES & RECONSTRUCT	SR 390 ST ANDREWS FROM JENKS AVENUE TO EAST OF SR 77 OHIO AVENUE	1,325	231	1,556	117.4%
04	T4595	BIKE LANE / SIDEWALK	SR-817/UNIVERSITY DRIVE FROM N OF RIVIERA BLVD TO N SR-824/PEMBROKE RD	473	219	692	146.3%
04	E4V22	MISCELLANEOUS CONSTRUCTION	TSM&O GENERATOR INTEGRATION - 3 LOCATIONS	139	186	325	233.8%
03	T3814	ADD TURN LANE(S)	SR 75 (US 231) @ CR 2327 TRANSMITTER ROAD INTERSECTION	165	184	349	211.5%
07	E7M37	NEW ROAD CONSTRUCTION	SR 52 REALIGNMENT FROM URADCO PLACE TO W OF FORT KING ROAD	1,300	182	1,482	114.0%
06	E6M98	N / A	ITS EQUIPMENT REPLACEMENT - CONSULTANTS / GRANTS	720	177	897	124.6%
02	T2804	INTERSECTION IMPROVEMENT	SR115(SOUTHSIDE) @ GATE PARKWAY	300	173	473	157.7%
02	E2Y80	ADD LANES & RECONSTRUCT	SR21(BLANDING BLVD) FROM: CR218 TO: BLACK CREEK	650	173	823	126.6%
02	E20S3	LIGHTING	SR5(US1) FROM SR152(BAYMEADOWS ROAD) TO CR116(SUNBEAM ROAD) SR5(US1) FROM CR210 TO RACE TRACK ROAD	480	171	651	135.6%
02	T2868	BRIDGE-REPAIR / REHABILITATION	SR109A(CESERY) @ ARLINGTON RIVER BRIDGE NO720264	394	170	564	143.1%
05	T5740	TRAFFIC SIGNAL UPDATE	US 1/SR 5 FROM 6TH STREET TO FLOMICH STREET	300	166	466	155.3%
02	T2843	NEW ROAD CONSTRUCTION	SR312 EXTENSION FROM: SR207 TO: S HOLMES BLVD	450	165	615	136.7%

*Return to page **14** of the analysis.*

Contract Cost

Contracts that combine for at least 50% of all additional expenditures.

District	Contract Number	Work Mix	Project Description	Adjusted Original Amount	SA Amount	Total Amount	Total as % of Original
08	E8R80	ADD LANES & RECONSTRUCT	WIDEN HEFT FROM SR836 TO NW 106TH ST (MP26-34) (6/8 LNS TO 10 INC ML)	$244,829,349	$13,329,110	$258,158,459	105.4%
04	E4T19	INTERCHANGE - ADD LANES ADD SPECIAL USE LANE INTERCHANGE IMPROVEMENT	SR-9/I-95 @ SR-808/GLADES ROAD SR-9/I-95 FROM SOUTH OF GLADES RD. TO SOUTH OF LINTON BLVD. SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE	$147,944,245	$5,730,435	$153,674,680	103.9%
04	T4434	ADD LANES & RECONSTRUCT	W. MIDWAY RD/CR-712 FROM S. 25TH STREET/SR-615 TO SR-5/US-1	$26,698,292	$5,408,739	$32,107,031	120.3%
05	T5728	RESURFACING ADD AUXILIARY LANE(S)	I-4 / SR 400 FROM POLK COUNTY LINE TO WEST OF SR 417 I-4 AUX LANES FROM CR 532 TO SR 429	$34,350,000	$5,033,079	$39,383,079	114.7%
07	E7M37	NEW ROAD CONSTRUCTION	SR 52 REALIGNMENT FROM URADCO PLACE TO W OF FORT KING ROAD	$80,681,912	$4,817,901	$85,499,813	106.0%
04	T4424	BRIDGE REPLACEMENT	SR-80/SOUTHERN BLVD BRIDGES 930097 & 930098	$92,043,818	$4,662,772	$96,706,590	105.1%
02	E2Z23	RAIL CAPACITY PROJECT	STARKE RR OVERPASS FROM: US301 TO: EAST OF CSX RR	$23,411,420	$4,360,100	$27,771,520	118.6%
05	E59A1	FIXED GUIDEWAY IMPROVEMENTS	CENTRAL FLORIDA COMMUTER RAIL SYSTEM PHASE II NORTH HURRICANE MILTON STORM EFFORTS FOR SUNRAIL-VOLUSIA COUNTY	$34,276,598	$4,075,952	$38,352,550	111.9%
02	E20G1	BRIDGE-REPAIR / REHABILITATION	SR10A(MATHEWS BR) @ ST JOHNS RIVER BR N0720076 STEEL REPAIR	$8,063,929	$3,306,931	$11,370,860	141.0%
07	E7R20	BRIDGE REPLACEMENT MISCELLANEOUS STRUCTURE RESURFACING	SR 679 (PIN BAYWAY) STRUCTURE E INTERCOASTAL WATERWAY SR 679 (PIN BAYWAY S) FROM N OF YACHT CLUB LN TO S OF MADONNA BLVD SR 679 (BAYWAY) FR N END BOCA CIEGA BRG TO SR 682 (54TH AVE S)	$56,096,888	$3,003,510	$59,100,398	105.4%
08	E8S90	GUARDRAIL RESURFACING TRAFFIC OPS IMPROVEMENT	SAFETY IMPROVEMENTS AT SR408(MP265),SR429(MP267A),SR50(MP267B) INTCHGS RESURFACE INTERCHANGES AT SR408(MP265),SR429(MP267A),SR50(MP267B) RESURFACE TPK MAINLINE IN ORANGE COUNTY, MP 265.3 - 269.4 SAFETY IMPROVEMENTS TPK MAINLINE IN ORANGE COUNTY, MP 265.3 - 269.4 TRAFFIC OPERATIONS IMPROVEMENTS AT SR 91 NB OFF RAMP TO SR 429	$21,849,573	$2,963,456	$24,813,029	113.6%
05	T5743	BRIDGE REPLACEMENT	BARRACUDA BLVD FROM QUAY ASSISI TO THE MIDDLE WAY	$4,338,956	$2,594,790	$6,933,746	159.8%
07	T7438	ADD LANES & RECONSTRUCT	US 41 (SR 45) FROM N OF CONNERTON BLVD TO S OF SR 52	$16,488,970	$2,498,599	$18,987,569	115.2%
08	E8R82	ADD LANES & RECONSTRUCT RESURFACING	WIDEN POLK PKWY FROM MP 18 TO MP 22, 2 TO 4 LANES RESURFACING POLK PARKWAY MP 17.20-18.00 & MP 22.00-24.38	$61,030,000	$2,333,328	$63,363,328	103.8%
05	T5721	RESURFACING	SR 44 FROM EAST OF SR 35/MAIN STREET TO LAKE CO LINE	$16,411,765	$2,324,744	$18,736,509	114.2%
04	T4477	ADD LANES & RECONSTRUCT	SR-713/KINGS HWY FR 500' S OF SR-70 TO NORTH OF PICOS ROAD SR-713/KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF SR-9/I-95 OVERPASS	$45,071,786	$2,043,934	$47,115,720	104.5%

*Return to page **15** of the analysis.*

Photograph Appendix

Brooks Bridge Replacement (District 3) Construction began in 2023 on a $171 million design-build project to replace the John T. Brooks Bridge in Fort Walton Beach. The project includes constructing two new parallel bridge structures for United States Highway (U.S. 98) traffic crossing the Santa Rosa Sound between downtown Fort Walton Beach and Okaloosa Island. The new Brooks Bridge will feature a total of six travel lanes (three eastbound and three westbound) versus the current four-lane structure that opened in 1966. The project is scheduled for completion in mid-2027. (Page 4)

State Road A1A Buried Seawall Projects (District 5) FDOT is constructing two buried secant seawalls to protect vulnerable coastal areas along State Road A1A (S.R. A1A) in Volusia and Flagler counties. The North Wall runs from South Central Avenue to just north of Highbridge Road. The South Wall extends from Sunrise Avenue to Marlon Drive. Construction started in 2024 and is scheduled to finish in early 2026. The project includes dune restoration, planting over 142,000 native plants, and replacing public beach walkovers. All work follows strict environmental protections, including sea turtle nesting protocols. (Page 11)

United States Highway 1 Jupiter Bridge (District 4) This 4.1-mile project located in the Town of Jupiter from County Road A1A (C.R. A1A) to County Road 707 (C.R. 707/Beach Road) and surrounding intersections began October 18, 2021. It consists of replacing the existing United States Highway 1 (U.S. 1) Bridge over the Loxahatchee River, including adding bike lanes and sidewalks in each direction. Other improvements include installing Intelligent Transportation System technology to improve traffic flow, adding aesthetic lighting and drainage, and upgrading signage and pavement markings. Improvements will also be made to the Alternate A1A bridge over the Loxahatchee River. (Page 15)

State Road 91 exit ramp to Sand Lake Road / State Road 482 (Florida's Turnpike Enterprise) Florida's Turnpike Enterprise is constructing a new interchange at Florida's Turnpike/State Road 91 (S.R. 91) and Sand Lake Road/State Road 482 (S.R. 482) in Orange County to improve safety, connectivity, and long-term infrastructure resiliency. The $115 million project, which began in July 2024, includes building new ramps, reconstructing the Sand Lake Road bridge, adding two new signalized intersections, enhancing the Sand Lake Road and Presidents Drive intersection, and providing sidewalks from John Young Parkway to Presidents Drive. Additional improvements include new drainage ponds, culvert extensions, and two new gantry toll-by-plate sites. Construction is scheduled for completion by mid-2028. (Page 19)

I-75 at Colonial Boulevard (District 1) Interstate 75 (I-75) at Colonial Boulevard State Road 884 (S.R. 884) improvements involved the reconfiguration of the I-75 at Colonial Boulevard Interchange to a Diverging Diamond Interchange (DDI). The improvements enhanced access to I-75, improved overall safety, increased capacity, and facilitated emergency evacuation within the county. In addition, the improvements helped accommodate travel demands created by anticipated countywide population and employment growth. (Page 20)

State Road 91 & Nolte Road Interchange (Florida's Turnpike Enterprise) Florida's Turnpike Enterprise is widening the Turnpike Mainline/State Road 91 (S.R. 91) from Clay Whaley Road to

United States Highway 192 (U.S. 192) and constructing a new diverging diamond interchange at W. Nolte Road to improve safety and connectivity in Osceola County. The $193 million project adds two lanes in each direction, reconstructs two bridges over the C-31 canal, and enhances safety with new guardrails, reflective signage, and updated pavement markings. Pedestrian accessibility will also be strengthened with new sidewalks and a shared-use path along Nolte Road. Construction began in early 2024 and is anticipated to be completed by mid-2030, delivering added roadway capacity to relieve congestion and support the region's growth. (Page 22)

State Road 16 and First Coast Expressway Diverging Diamond (District 2) The First Coast Expressway (FCE), State Road 23 (S.R. 23) is a multi-lane, limited access toll road that, once completed, will cross parts of Duval, Clay and St. Johns counties. The total length of the proposed roadway is approximately 46 miles. The FCE will reduce congestion on other major roadways in the region, important not only for daily commuters but also critically important during times of storm-related evacuation. (Page 24)

Gateway Expressway (District 7) Looking north at State Road 690 (S.R. 690) (left to right) and State Road 686A (S.R. 686A) (top to bottom) – the two new toll roads built to provide direct connections between United States Highway 19 (U.S. 19) and Interstate 275 (I-275), and the Bayside Bridge (north of 49th Street N) and I-275 in Pinellas County. As part of the project, express lanes were built in the median of I-275 from south of Gandy Boulevard to 4th Street N and will connect to express lanes under construction on the Howard Frankland Bridge. (Page 25)

State Road 5 / United States 1 / Overseas Highway (District 6) This roadway project runs along State Road 5 (S.R. 5)/United States Highway 1 (U.S. 1)/Overseas Highway from Jewfish Creek Bridge Mile Marker (MM) 108.4 to the Miami-Dade County Line (MM 112.8) in Monroe County. The work includes repaving and restriping the roadway, upgrading and installing new guardrail, upgrading signage and pavement markings, reconfiguring right turn lanes at three locations to accommodate bicyclists, reconstructing sections of S.R. 5/U.S. 1/Overseas Highway travel lanes, and installing some landscaping along the roadway. (Page 26)

First Coast Expressway (District 2) Thirteen 30-inch square piles were barged down the St. Johns River as part of the First Coast Expressway construction of a new St. Johns River Crossing bridge. (Page 29)

I-275 from north of I-4 to north Hillsborough Avenue (District 7) The $96.7 million capacity improvement project added one lane in each direction to Interstate 275 (I-275) from north of Interstate 4 (I-4) to north of Hillsborough Avenue (U.S. 92) using the existing right-of-way. Other improvements included constructing noise barrier walls along the corridor, installing fencing and Intelligent Transportation System (ITS) devices, and reconstructing the overpasses between Floribraska Avenue and Hillsborough Avenue. (Page 31)

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