



Florida-Alabama Transportation Planning Organization (FL-AL TPO)

2050 Long-Range Transportation Plan (LRTP)



Financial Resources Technical Report

**Final December 2024
(updated December 2025)**



2050
Florida-Alabama
Transportation Planning Organization
(FL-AL TPO)

Financial Resources
Technical Report

for the

LONG-RANGE TRANSPORTATION PLAN UPDATE



FL-AL TPO,
Florida Department of Transportation (FDOT) District Three, and
Alabama Department of Transportation (ALDOT)

Prepared by:
Emerald Coast Regional Council (ECRC)
Staff to the FL-AL TPO and
HDR Engineering
General Planning Consultant (GPC)

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Acronyms, Abbreviations, Initialisms

AL	Alabama	MCORES	Multi-use Corridors of Regional Economic Significance Program
ALDOT	Alabama Department of Transportation	MOD	Mobility on Demand
BIA	Bureau of Indian Affairs	MPO	Metropolitan Planning Organization
BIL	Bipartisan Infrastructure Law	MSA	Metropolitan Statistical Area
BUILD	Better Utilizing Investments to Leverage Development	NHTSA	National Highway Traffic Safety Administration
CDBG	Community Development Block Grant	NOFO	Notice of Funding Opportunity
CIG	Capital Investment Grants	P3	Public Private Partnership
CIGP	County Incentive Grant Program	PROTECT	Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation
CPI	Consumer Price Index	PTC	Positive Train Control
CRA	Community Redevelopment Agency	RAISE	Rebuilding American Infrastructure with Sustainability and Equity
CRP	Carbon Reduction Program	REC	Revenue Estimating Conference
CTC	Community Transportation Coordinator	§	section or paragraph
CTD	Commission for the Transportation Disadvantaged	SCETS	State Comprehensive Enhanced Transportation System
CVA	Clean Vessel Act	SEED	State Economic Enhancement and Development
DOI	Department of the Interior	SHS	State Highway System
DOT	Department of Transportation	SIB	State Infrastructure Bank
ECAT	Escambia County Area Transit	SIS	Strategic Intermodal System
ECRC	Emerald Coast Regional Council	SRD	Safety Research and Demonstration
FAST	Fixing America's Surface Transportation Act	SS4A	Safe Streets and Roads for All
FDEO	FL Department of Economic Opportunity	STBG	Surface Transportation Block Grant
FDEP	FL Department of Environmental Protection	STTF	State Transportation Trust Fund
FDOT	FL Department of Transportation	SU	Surface Transportation Block Grant
FHWA	Federal Highway Administration	TA	Transportation Alternatives
FL	Florida	TCRD	Transit Cooperative Research Program
FL-AL	Florida-Alabama	TIF	Tax Increment Financing
FLMC	FL Municipal Loan Council	TIFIA	Transportation Infrastructure Finance and Innovation Act
FR	<i>Federal Register</i>	TIGER	Transportation Investment Generating Economic Recovery
FS	Florida Statutes (or F.S.)	TIP	Transportation Improvement Program
FTA	Federal Transit Administration	TMA	Transportation Management Area Fund
FY	Fiscal Year	TPO	Transportation Planning Organization
GARVEE	Grant Anticipation Revenue Vehicle	TRIP	Transportation Regional Incentive Program
HSCR	Human Services Coordination Research	U.S.	United States (or US)
HUD	Housing and Urban Development	U.S.C.	United States Code (or USC)
ICAM	Innovative Coordinated Access and Mobility	ZERO	Zero Emission Research Opportunity
IJA	Infrastructure Investment and Jobs Act		
IMI	Integrated Mobility Innovation		
INFRA	Infrastructure for Rebuilding America		
LoNo CAP	Low- and No-Emission Component Assessment Program		
LRTP	Long Range Transportation Plan		
LWCF	Land and Water Conservation Fund		

1.0 Introduction

The financial resources technical report of the Florida-Alabama Transportation Planning Organization (FL-AL TPO) serves as an analysis of financial resources available for use in the 2050 Long Range Transportation Plan (LRTP) Update and the associated Cost Feasible Plan. The Cost Feasible Plan serves as an implementation tool to policy and decision makers. This element provides an overview of both existing and forecasted estimates for funding resources at the federal, state, and local level, based on historical trends of current transportation revenue sources as prepared by the Florida Department of Transportation (FDOT) and the Alabama Department of Transportation (ALDOT). This overview provides financing opportunities available to the FL-AL TPO and its member municipalities and agencies.

Financial Resources Technical Report

*This Technical Report describes and documents the **Financial Resources**, which is one component of the 2050 Long-Range Transportation Plan Update.*

2.0 Existing Revenue Sources

This section references revenue sources that are already available for the use. Table 1 shows revenue sources and assumptions through 2050.

Table 1 | Revenue Sources and Assumptions

Revenue Sources	Assumptions
State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamp taxes)	Florida Revenue Estimating Conference (REC) forecast projects a decline in forecast of tax receipts starting in 2044 / 2045 so the growth rate reflects negative growth in 2045/46-2059/50. In the case of the fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency.
Federal Distributions (Total Obligating Authority)	FDOT Federal Aid Forecast

Source: FDOT, Office of Policy Planning. 2050 Revenue Forecast Handbook.

2.1 Federal

Federal funding for the FL-AL TPO comes from a variety of sources. Many federal funding opportunities come from the Federal Highway Administration (FHWA) and the distributions that come from their Federal Highway Trust Fund.

2.1.1 Bipartisan Infrastructure Law

The Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA), was signed into law November 15, 2021 (Public Law 117-58). In 2021, the IIJA allocated funding to each state through reauthorization of existing programs as well as the creation of new programs for all modes of transportation. Florida is estimated to receive \$13.5 billion in formula funds over the five-year transportation act which is an increase of 35 percent over the previous Act. In addition to funding historical programs like the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA), IIJA created new programs such as the Carbon Reduction Program that is also reflected in the revenue forecast. BIL funding programs are summarized in **Figure 1**. New funding programs are summarized below.

Additional information on BIL / IIJA funding programs and grant opportunities is maintained by FHWA:

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/summary.cfm>
<https://www.transportation.gov/grants/dashboard>

Additional federal grant information is provided in **Appendix D** and **Appendix E**. Examples of recent local discretionary awards under these programs include:

- USDOT SS4A to ECRC for technology implementation \$10M¹
- FTA Bus and Low- and No-Emission Grant to ECAT for electric zero-emission fleet \$21M²
- USDOT RAISE to City of Pensacola for Cervantes Corridor \$4.8M³
- USDOT SS4A to ECRC for Action Plan \$400K⁴

Safety:

- Safe Streets and Roads for All (SS4A) (discretionary)
- Wildlife Crossings (discretionary).

Climate and Resilience:

- Carbon Reduction Program (apportioned to states by formula)
- Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program (apportioned to states by formula)
- Charging and Fueling Infrastructure grants (discretionary)
- National Electric Vehicle Formula Program (formula and discretionary)
- Congestion Relief Program (discretionary).

Bridges:

- Bridge Formula Program
- Bridge Investment Program (discretionary).

Equity:

- Reconnecting Communities Pilot Program (discretionary)
- Rural Surface Transportation Grants (discretionary).

Significant Infrastructure Programs and Freight:

- National Infrastructure Project Assistance Program (“Mega projects”) (discretionary)
- Local and Regional Project Assistance Program (discretionary)
 - Codifies the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program previously established through appropriations acts (and formerly known as Transportation Investment Generating Economic Recovery (TIGER) and Better Utilizing Investments to Leverage Development (BUILD)
- Infrastructure for Rebuilding America (INFRA) Program (discretionary)
 - Adds eligibility for multi-state corridor organizations
- Reduction of Truck Emissions at Port Facilities Program (discretionary).

¹ <https://www.transportation.gov/briefing-room/investing-america-biden-harris-administration-announces-more-1-billion-grants-350-0>

² <https://www.transit.dot.gov/funding/grants/fy24-fta-bus-and-low-and-no-emission-grant-awards>

³ <https://www.transportation.gov/policy-initiatives/raise/raise-2024-awards>

⁴ <https://www.transportation.gov/grants/ss4a/2022-awards>

Planning and Project Delivery:

- Prioritization Process Pilot Program (discretionary)
- Transportation Access Pilot Program (discretionary).

Figure 1 | Funding Programs

Funding Available to a Range of Recipients								
Program Examples	State	PR*	MPO	Local	Tribe	PA**	Territory	FLMA**
Apportioned programs (formula)	✓	*						
Bridge Program (formula)	✓	✓			✓			
National Electric Vehicle Formula Program	✓	✓		✓				
Safe Streets and Roads for All program			✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓	✓	✓***	✓***
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓***	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓	✓		✓	✓			
INFRA	✓	✓	✓***	✓	✓	✓		✓
National Infrastructure Project Assistance	✓	✓	✓	✓	✓	✓	✓	
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	✓	
Natl. Significant Fed. Lands & Tribal Projects	✓***	✓***	✓***	✓***	✓	✓***		✓
Tribal Transportation Program Safety Fund					✓			

Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

* PR = Puerto Rico, has funding allocated from 23 USC 165(b)(2)(C). Of that funding, least 50% is for purposes eligible under NHPP and 25% under HSIP, and the remainder is for other activities eligible under chapter 1 of title 23.

** PA = a special purpose district or public authority with a transportation function; FLMA = Federal Land Management Agency

*** May be eligible if partnered with an eligible entity, or under other specific conditions. For example, territories can apply for PROTECT at-risk coastal infrastructure grants [23 USC 176(d)(4)(C)]. See program information sources for more details.

Source: FHWA <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/summary.cfm>

Program Factsheets are available at:
https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm

Federal funding is managed through the State Transportation Trust Fund (STTF) which is legislatively authorized and used by FDOT to account for the administration of the maintenance and development of the state highway system and other transportation related projects. Florida receives both federal and state funds. The Federal Aid incorporates current federal IIJA legislation. Federal funds are obligated to states according to formulas determined by Congress. All programs in IIJA, existing and new, were considered in the FDOT revenue forecast. Urban and non-urban programs are distributed by population according to federal law. FHWA distributes funding into the Highway Account and the Mass Transit Account. **Table 2** shows Federal Highway-User Fees.

Table 2 | Federal Highway User Fees

User Tax	Tax Rate (Cents per Gallon)	Distribution of Tax (Cents per Gallon)			
		Highway Trust Fund			General Fund
		Highway Account	Mass Transit Account	Leaking Underground Storage Tank Trust Fund	
Gasoline & Gasohol Fuels	18.4	15.44	2.86	0.1	-
Diesel and Kerosene Fuels	24.4	21.44	2.86	0.1	-
Liquefied Petroleum Gas	18.3	16.17	2.13	-	-
Liquefied Natural Gas	24.3	22.44	1.86	-	-
Compressed Natural Gas	18.3	17.07	2.86	-	-
Other Alternative Fuels	18.4	15.44	2.86	0.1	-

Source: FHWA, Office of Highway Policy Information. (2023, October). Highway Statistics 2022. Retrieved from <https://www.fhwa.dot.gov/policyinformation/statistics/2022/fe21b.cfm>

2.1.2 National Defense Authorization Act

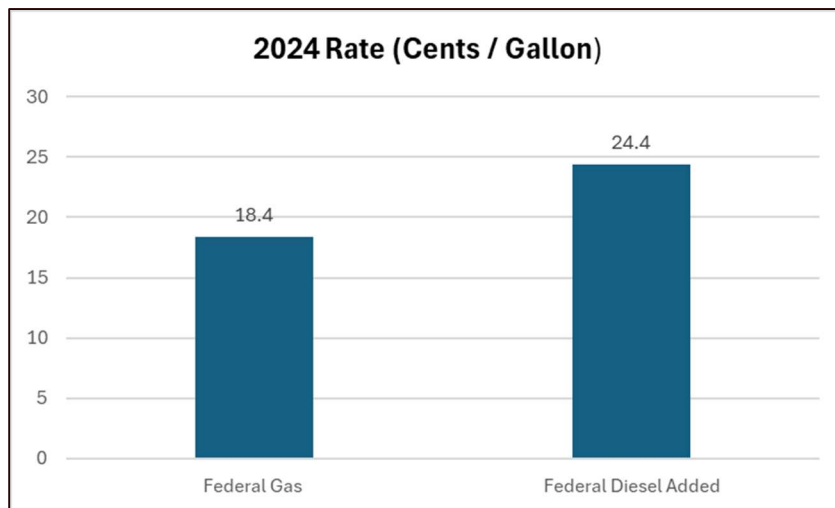
The National Defense Authorization Act authorizes appropriations to the Department of Defense for the fiscal year in which it is set. This includes appropriations for: (1) Procurement, including helicopters, combat vehicles, weapons, aircraft, shipbuilding and conversion, and missiles; (2) Research, Development, Test, and Evaluation; and (3) Operation and Maintenance.

Additionally, the bill authorizes programs for funding to state and local governments for infrastructure development that includes transportation infrastructure, such as the Defense Community Infrastructure Program.⁵

2.1.3 Federal Fuel Taxes

The first federal fuel tax in the United States was adopted with the Revenue Act of 1932 at a tax of 1 cent per gallon. Since 1993, the federal gas tax is 18.4 cents per gallon, with diesel fuel at 6 cents higher, being taxed at 24.4 cents per gallon. Revenue from federal fuel taxes are deposited into the Federal Highway Trust Fund, which has several accounts within it. A majority of the funding is used for road construction and maintenance. Funds from the Federal Highway Trust Fund are distributed to states through formula grants and discretionary allocations by FHWA. **Figure 2** represents 2024 federal tax rates for fuel.

Figure 2 | 2024 Federal Fuel Tax Rates



Source: FDOT, Office of Work Program and Budget. (2024). *Florida's Transportation Tax Sources – A Primer*. <https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/prs/Primer.pdf>

⁵ Congress.gov. (2018). H.R.5515 – John S. McCain National Defense Authorization Act for Fiscal Year 2019. Retrieved from <https://www.congress.gov/bills/115th-congress/house-bill/5515>

2.1.4 Federal Transit Administration

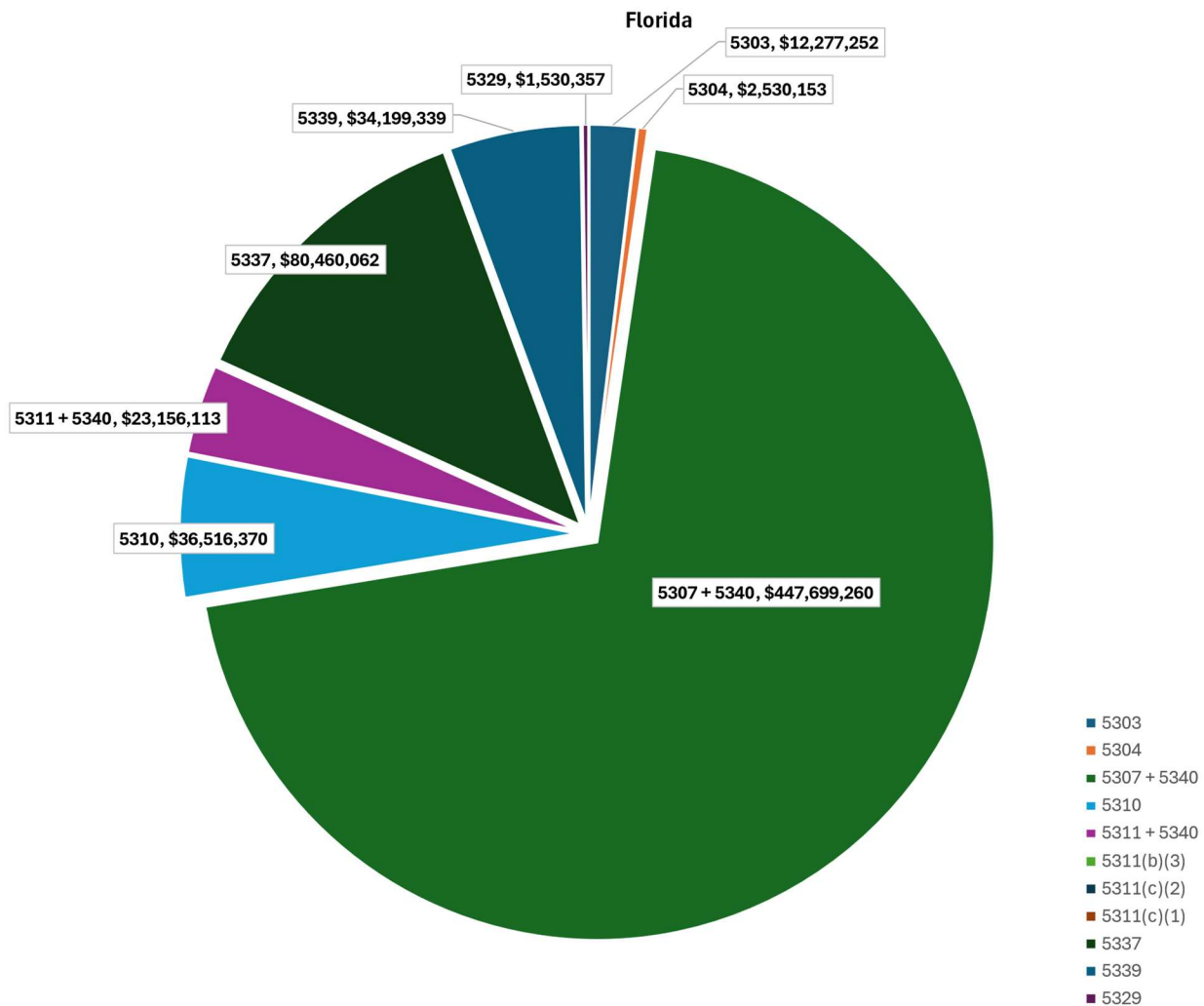
The Federal Transit Administration (FTA) provides state-by-state allocations of funding. **Table 3** and shows the funding to the state of Florida (**Figure 3**) and the state of Alabama (**Figure 4**) in fiscal year (FY) 2024.

Table 3 | FTA Allocations for FY 24

Section	Alabama	Florida
5303: Metropolitan Transportation Planning Program	\$1,235,334	\$12,277,252
5304: Statewide Transportation Planning Program	\$322,570	\$2,530,153
5307 + 5340: Urbanized Area Formula Program	\$34,421,699	\$447,699,260
5310: Enhanced Mobility of Seniors and Individuals with Disabilities	\$6,681,767	\$36,516,370
5311 + 5340: Formula Grants for Rural Areas	\$23,503,388	\$23,156,113
5311(b)(3): Rural Transit Assistance Program (RTAP)	\$400,884	\$379,568
5311(c)(2): Appalachian Dev. Public Trans. Assist Program	\$6,887,256	\$0
5311(c)(1): Indian Reserve Formula	\$15,738	\$0
5337: State of Good Repair	\$0	\$80,460,062
5339: Bus and Bus Facilities Formula	\$6,717,596	\$34,199,339
5329: State Safety Oversight	\$0	\$1,530,357
FTA Total	\$80,186,232	\$638,748,474

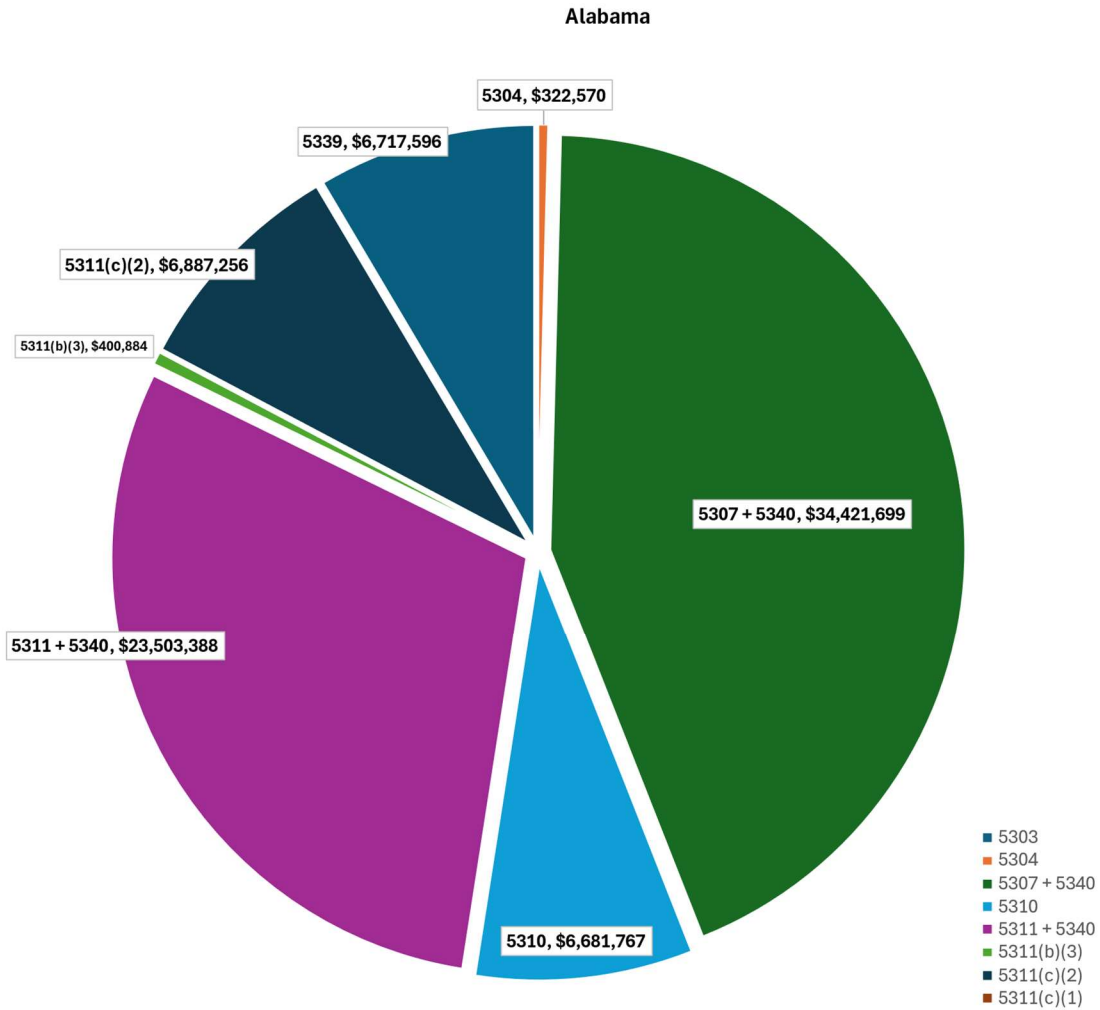
Source: FTA. (2024, April 4). Funding by State. Retrieved from <https://www.transit.dot.gov/funding/grants/fta-allocations-formula-and-discretionary-programs-state-fy-1998-2024>

Figure 3 | FTA Allocations of Funding for Florida in FY 2024



Source: FTA. (2024, April 4). Funding by State. Retrieved from <https://www.transit.dot.gov/funding/grants/fta-allocations-formula-and-discretionary-programs-state-FY-1998-2024>

Figure 4 | FTA Allocations of Funding for Alabama in FY 2024



Source: FTA. (2024, April 4). Funding by State. Retrieved from <https://www.transit.dot.gov/funding/grants/fta-allocations-formula-and-discretionary-programs-state-fy-1998-2024>

2.2 State

Existing transportation revenue sources are listed in the sections below.

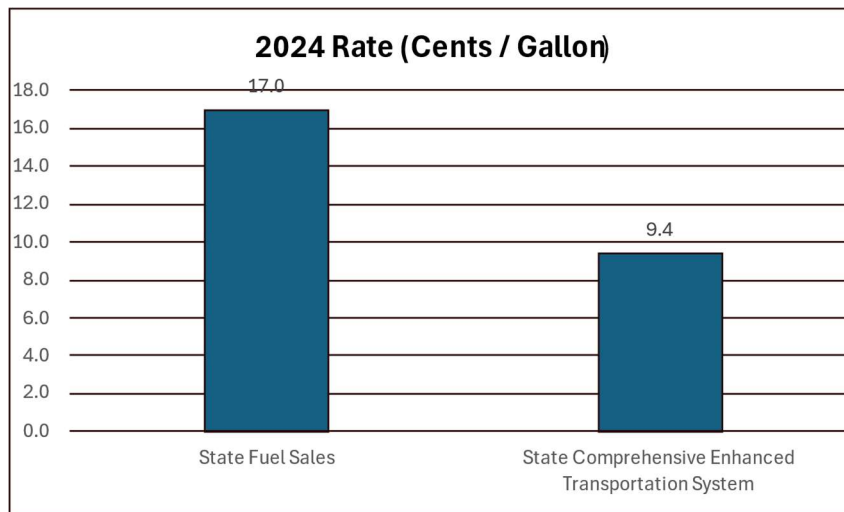
2.2.1 Alabama Fuel Sales Tax

The Rebuild Alabama Act was signed into law by Alabama Governor Kay Ivey on March 12, 2019. Beginning on September 1, 2019,⁶ the gas and undyed diesel excise taxes increased by 6 cents per gallon to 24 cents per gallon for gas and to 25 cents per gallon of undyed diesel. The next increase was an additional 2 cents per gallon on gas and diesel on October 1, 2020. The following year, on October 1, 2021, another 2 cents per gallon was levied on gas and diesel fuel. On October 1, 2023, and every other July 1 after that date, the gas and undyed diesel excise tax rate adjusts by the percentage change in the yearly average of the National Highway Construction Cost Index and rounded to the nearest whole cent with the increase or decrease of the excise tax rate not exceeding 1 cent per gallon. The revenue of this tax will be used primarily for road and bridge projects across the state, expecting to be worth \$32 million for each 1 cent of the tax.⁷

2.2.2 Florida Fuel Sales Tax

Florida fuel taxes are administered by the Florida Department of Revenue. Florida state sales tax is 14.1 cents per gallon as shown in **Figure 5**. Fuel is defined as motor fuel, diesel fuel, aviation fuel, and natural gas fuel.

Figure 5 | 2024 Fuel Tax Rates (FL)



Source: FDOT, Office of Work Program and Budget. (2024). *Florida's Transportation Tax Sources – A Primer*.
<https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/primer/Primer.pdf>

⁶ Alabama Department of Revenue. (2019, March 18). ACT 2019-2 (Rebuild Alabama Act). Retrieved from <https://revenue.alabama.gov/2019/03/20/act-2019-2-rebuild-alabama-act/>

⁷ Gore, Leada. (2019, August 15). Alabama's New 6-cent Gas Tax Increase Kicks In Sept. 1. Retrieved from <https://www.al.com/news/2019/08/alabamas-new-6-cent-gas-tax-increase-kicks-in-sept-1.html>

2.2.3 State Comprehensive Enhanced Transportation Systems Tax

Adopted on January 1, 1991 by the 1990 Florida Legislature, the State Comprehensive Enhanced Transportation System (SCETS) Tax was created as an additional excise tax on all highway fuels. SCETS is used for at least 15% of FDOT receipts dedicated for public transportation. Any remainder of funds can be used for legitimate state transportation purpose. As of 2024, the SCETS Tax rate is 9.4 cents per gallon as shown in **Figure 5**. SCETS tax is indexed from the general rate of inflation, and the SCETS tax rate for both gasoline and diesel fuel in each county adjusted proportionately to the Consumer Price Index (CPI) changes from the previous 12-month period. Revised rates are applicable for an entire calendar year.

2.2.4 Fuel Tax Rates and Uses Summary

Section 206.46, F.S., authorizes the creation of the STTF, which is used by FDOT to account for the administration of the maintenance and development of the state highway system and other transportation related projects. STTF primary revenue sources from state taxes and fees include fuel taxes and motor vehicle license related fees. **Figure 6** provides a summary of 2024 fuel tax rates and uses as obtained from the FDOT *Florida's Transportation Tax Sources – A Primer* (2024) as prepared by the FDOT Office of Work Program and Budget.

2.2.5 Documentary Stamp Tax

The Florida Department of Revenue administers the collection of revenue from documentary stamp taxes, which is divided between the General Revenue Fund and various trust funds. Documentary stamp tax is levied on documents such as deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other cases of indebtedness. There are two taxes imposed on different bases at different tax rates for documentary stamp taxes. The tax on deeds and documents related to real property is at a rate of 70 cents per \$100. Certificates of indebtedness, promissory notes, wage assignments, or retail charge account agreements are taxed at a rate of 35 cents per \$100.

In 2014, voters in the state of Florida approved an amendment to the Florida Constitution that requires 33% of documentary stamp tax revenue to be transferred to the Land Acquisition Trust Fund and expended for specific environmental purposes. After that required 33% of revenue is distributed to the Land Acquisition Trust fund, the lesser of either 24.18442% or \$541.75 million in each FY is paid to the State Treasury to the credit of the STTF.

Specific amounts of documentary stamp taxes are to be used within certain programs, such as the New Starts Transit Program, the Small County Outreach Program, the Strategic Intermodal System (SIS), and the Transportation Regional Incentive Program (TRIP).⁸

⁸ Source: FDOT, Office of Work Program and Budget. (2024). Florida's Transportation Tax Sources – A Primer. Retrieved from <https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/prs/Primer.pdf>

Figure 6 | 2024 Fuel Tax Rates and Uses (FL)

2024 Fuel Tax Rates and Uses				
Level	Tax Type	Fuel Type	Rate	Use
Federal	Fuel Excise Tax	Motor Fuel	18.4¢/gal	2.86¢ for mass transit. 0.1¢ for leaking tanks. Remainder for roads and bridges.
		Diesel Fuel	24.4¢/gal	
State (Distributed to FDOT)	Fuel Sales Tax	Motor Fuel and Diesel Fuel	17.0¢/gal	At least 15% of FDOT receipts dedicated for public transportation. Remainder for any legitimate state transportation purpose.
	SCETS Tax	Motor Fuel and Diesel Fuel	9.4¢/gal	Net receipt must be spent in the district where generated.
	State Tax	Aviation Fuel	4.27¢/gal	FDOT receipts dedicated for aviation related projects.
	Natural Gas Fuel Tax	Alternative Fuel	N/A	Exempt until January 1, 2026.
State (Distributed to Local Governments)	Constitutional Fuel Tax	Motor Fuel and Diesel Fuel	2¢/gal	Acquisition, construction and maintenance of roads.
	County Fuel Tax	Motor Fuel and Diesel Fuel	1¢/gal	Any legitimate county transportation purpose.
	Municipal Fuel Tax	Motor Fuel and Diesel Fuel	1¢/gal	Any legitimate municipal transportation purpose.
Local	Ninth-Cent Fuel Tax	Motor Fuel	0¢ - 1¢/gal	Any legitimate county or municipal transportation purpose.
		Diesel Fuel	1¢/gal	
	Local Option Fuel Tax (Includes 1-6¢ Fuel Tax and 1-5¢ Fuel Tax)	Motor Fuel	6¢ - 11¢/gal	Local transportation ; small counties may also use funds for other infrastructure needs.
		Diesel Fuel	6¢/gal	

Note:

1. Motor Fuel includes gasoline, gasohol, and fuel grade ethanol.
2. Off-Highway (or Non-Highway) fuels are taxed at 6% of the retail fuel price.

2.2.6 Fees

Fees are included in this section as obtained from the FDOT *Florida's Transportation Tax Sources – A Primer* (2024) as prepared by the FDOT Office of Work Program and Budget. The following sections are from that document.

2.2.6.1 FL Motor Vehicle License Fees

There have been no increases in the transportation portion of base motor vehicle registration fees since 1983. The 2009 Legislature made rate changes to various motor vehicle fees with the additional proceeds being distributed to the General Revenue Fund. The 2014 Legislature decreased the base registration fees back to what they were before 2009 for private automobiles, light trucks, antique cars, and motorcycles. This had the effect of eliminating the portion deposited into the General Revenue Fund. Base registration fees for heavy trucks, for-hire vehicles, and other miscellaneous autos such as buses and trailers were not changed by the 2014 Legislature. Effective July 1, 2021, chapter 2021-186 LOF repealed the Multi-use Corridors of Regional Economic Significance Program (MCORES). MCORES increased motor vehicle license fees revenue to the STTF by redirecting the General Revenue piece to the STTF. Chapter 2021-186 Laws of Florida requires that the STTF use this revenue increase to fund three arterial highway programs.

2.2.6.2 FL Motor Vehicle License Surcharge

Effective July 1991, as a partial offset to an early payback of a previous FDOT loan from the state's General Revenue Fund, the Legislature imposed a \$2 surcharge on the annual registration fee of every vehicle except mobile homes. All proceeds from this surcharge were deposited into the STTF. The 2009 Legislature increased the \$2 surcharge to \$4, with the increased \$2 being distributed to the General Revenue Fund. In 2011, the Legislature moved the Office of Commercial Vehicle Enforcement (formerly a portion of the Office of Motor Carrier Compliance) from the Department of Transportation to the Department of Highway Safety and Motor Vehicles. In lieu of an annual transfer of funds between the departments of Transportation and Highway Safety to fund the operating costs of the program, \$1 of the \$4 surcharge was redirected from the STTF to the Highway Safety and Operating Trust Fund in 2013. The 2014 Legislature altered the amount and distribution of this surcharge again. The \$2 General Revenue portion was eliminated, in order to bring the fee back to what it was before the 2009 registration fee increase. In addition, the \$1 Highway Safety Operating Trust Fund portion was reduced by 80 cents to offset the equivalent increase in 2009 of the advanced plate replacement fee. The License Tax Surcharge is now \$1.20, with \$1 deposited into the STTF and 20 cents deposited into the Highway Safety Operating Trust Fund.

2.2.6.3 FL Initial Registration Fee

This is one of three vehicle taxes which the 1990 Legislature increased and from which it directed a share of proceeds to finance transportation improvements. This one-time fee was originally levied in October 1989 in the amount of \$30, with the entire yield dedicated to funding law enforcement activities. Known originally as the 'New Wheels on the Road' Fee, it is

designed primarily to affect only those vehicle owners whose actions result in net additions to the state's registered vehicle stock. This is accomplished by exempting several kinds of registration transactions and by allowing refunds of the fee, if another eligible vehicle is disposed of within 90 days. The fee applies only to automobiles, light trucks, and certain recreational vehicles. In 1990, the Legislature increased the fee to \$100, directing the additional \$70 (less a General Revenue service charge) to the STTF. The other \$30 continued to be deposited into the Law Enforcement Trust Fund. In 1991, two changes were made. First, the \$30 portion of the fee was redirected to the state's General Revenue Fund in lieu of the Law Enforcement Trust Fund. Second, as an additional offset to the early loan repayment cited earlier, the entire proceeds of the \$100 fee (less the General Revenue service charge) were deposited into the STTF for a two-year period between July 1, 1992 and June 30, 1994. Beginning July 1, 2001, the General Revenue service charge portion (7%) was redirected to the STTF. Beginning July 1, 2005, the entire \$100 fee was distributed to the STTF. The 2009 Legislature increased the Initial Registration Fee to \$225, with the increased \$125 being distributed into the General Revenue Fund and \$100 continuing to be distributed into the STTF. The distribution schedule was again changed by the 2014 Legislature, reducing the General Revenue portion to \$93 and directing \$32 to the Highway Safety Operating Trust Fund. The STTF amount remained \$100. That would change in 2015 when the Legislature redirected the General Revenue portion of Initial Registration Fees to the STTF as a partial offset to the reduction of the STTF portion of documentary stamp taxes due to implementation of the Water and Land Conservation Amendment. The STTF portion of the \$225 Initial Registration Fee is now 85.7%, or \$193.

2.2.6.4 FL Motor Vehicle Title Fee

The practice of issuing titles, or certificates of ownership, for each vehicle registered in the state began in 1923. In 1941, the basic charge for this service was set at 50 cents. The fee was increased to \$1 in 1947, and then to \$3 in 1967. It remained at that level through 1990. Throughout its history, all collections from the imposition of these fees had been deposited into the state's General Revenue Fund until 1989, when \$1 of the fee was directed to the Odometer Fraud Prevention and Detection Trust Fund. In conjunction with its other major transportation funding initiatives, the 1990 Legislature raised the basic fee for original and duplicate certificates of title to \$24, effective January 1, 1991. Of this amount, \$21 was distributed to the STTF. The remaining \$3 was distributed to the General Revenue Fund. The \$21 incremental increase did not apply to salvage or for-hire vehicles. The General Revenue service charge of 7% for Motor Vehicle Title Fees was eliminated July 1, 2000. The 2009 Legislature increased Motor Vehicle Title Fees to \$70, distributing \$49 to the General Revenue Fund and continuing to distribute \$21 to the STTF. All title fees revenue from for-hire vehicles is deposited into the General Revenue Fund. The 2012 Legislature directed that the first \$200 million collected from \$47 of the \$49 General Revenue Fund portion of the \$70 title fee be deposited into the STTF, beginning FY 2012-13; however, this amount was then transferred to the General Revenue Fund for FY 2012-13 only.

2.2.6.5 FL Documentary Stamp Tax

Documentary stamp tax is levied on documents, as provided under chapter 201, F.S. Documents subject to the tax include, but are not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness. Documentary stamp tax comprises two taxes imposed on different bases at different tax rates. The tax on deeds and other documents related to real property is at the rate of 70 cents per \$100. Certificates of indebtedness, promissory notes, wage assignments and retail charge account agreements are taxed at 35 cents per \$100. The Department of Revenue administers the collection of documentary stamp tax. Revenue from documentary stamp tax is divided between the General Revenue Fund and various trust funds. The 2005 Legislature passed a growth management bill to address needed infrastructure in Florida. The growth management package provided \$541.75 million annually from documentary stamp tax revenue to fund transportation needs. The 2008 Legislature changed the distribution of documentary stamp tax collections so that the STTF received 38.2% of collections after other distributions are made, not to exceed \$541.75 million per year. Additionally, the 2011 Legislature directed the following amounts to be transferred to the State Economic Enhancement and Development (SEED) Trust Fund from the STTF portion of documentary stamp tax revenues: \$50 million in FY 2012-13, \$65 million in FY 2013-14, and \$75 million every fiscal year thereafter.

In 2014, Florida voters approved a constitutional amendment to provide a dedicated funding source for water and land conservation and restoration. The amendment required that starting on July 1, 2015 and continuing for 20 years thereafter, 33 percent of net revenues derived from the excise tax on documents must be deposited into the Land Acquisition Trust Fund to be used for water and land conservation. Legislation implementing the Water and Land Conservation Amendment passed the 2015 Special Session A of the Florida Legislature, lowered the percentage of documentary stamp tax revenue available to STTF from 38.2% to 24.18442%. To partially offset the lost transportation funding, this reduction was accompanied by a redirect of Initial Registration Fees from the General Revenue Fund to the STTF. After the required distribution to the Land Acquisition Trust Fund, the lesser of 24.18442% of the remainder or \$541.75 million in each fiscal year is paid into the State Treasury to the credit of the STTF.

Legislation (Chapter 2021-39 Laws of Florida) passed during the 2021 Session reduced the percentage of documentary stamp tax revenue available to STTF from 24.18442% to 20.5453% with a cap of \$466.75 million down from \$541.75 million. The legislation also moved the \$75 million transfer to the General Revenue Fund from the STTF. Section 201.15, F.S., specifies the amounts to be used in certain programs such as the New Starts Transit Program, authorized by Title 49, U.S.C. section 5309 and specified in section 341, F.S.; Small County Outreach Program specified in section 339.2818, F.S.; SIS specified in sections 339.61, 339.62, 339.63, and 339.64, F.S.; and the TRIP specified in section 339.2819, F.S.

2.2.6.6 FL Rental Car Surcharge

Rental car surcharge is imposed at the rate of \$2 per day, for the first 30 days of the lease or rental of for-hire vehicles designed to carry fewer than nine passengers. Members of a car-sharing service pay \$1 per usage under 24 hours and \$2 per day after the first 24-hour period. The Department of Revenue administers the collection of rental car surcharge. Revenue from the rental car surcharge is distributed to the STTF (80%), the Tourism Promotional Trust Fund (15.75%), and the Florida International Trade and Promotion Trust Fund (4.25%). This fee was originally imposed in October 1989 and assessed by the 1990 Legislature in its efforts to enhance transportation funding. The distribution scheme has changed through time. Currently, the tax distribution to the STTF must be spent in the transportation district from which the surcharges were collected.

2.2.7 State Transportation Trust Fund Summary

Figure 7 provides a summary of the STTF in the FDOT Adopted Work Program.

Figure 7 | State Transportation Trust Fund (Millions)

FLORIDA DEPARTMENT OF TRANSPORTATION STATE TRANSPORTATION TRUST FUND (STTF) ADOPTED WORK PROGRAM FY 2024-25 THROUGH FY 2028-29 FINANCE PLAN OFFICE OF WORK PROGRAM AND BUDGET (IN MILLIONS)							
Fiscal Years	Actual 2024	2025	2026	2027	2028	2029	6 YEAR TOTAL
BEGINNING OF YEAR CASH BALANCE	592.2	739.6	747.7	658.6	424.0	305.8	592.2
REVENUES							
Fuel Tax	2,982.2	3,146.3	3,254.2	3,342.6	3,431.3	3,521.3	19,677.9
Aviation Fuels	18.2	28.7	29.1	29.4	29.8	30.1	165.3
Motor Vehicle License/Tag Fees	1,524.0	1,546.0	1,541.6	1,550.1	1,558.1	1,565.2	9,285.0
Rental Car Surcharge	133.6	133.6	134.8	135.9	136.9	137.9	812.7
Documentary Stamps	444.4	463.4	466.8	466.8	466.8	466.8	2,774.8
Miscellaneous Revenue	270.0	129.3	133.2	137.2	141.3	145.6	956.6
Reimbursements	6,758.0	2,564.8	3,121.3	3,030.7	3,121.6	2,328.8	20,925.2
Interest	15.7	24.8	20.6	15.7	10.6	5.3	92.7
Federal Aid Reimbursements	<u>3,212.2</u>	<u>3,308.3</u>	<u>3,508.7</u>	<u>4,126.8</u>	<u>3,535.1</u>	<u>3,130.4</u>	<u>20,821.6</u>
TOTAL REVENUES	<u>15,358.2</u>	<u>11,345.2</u>	<u>12,210.4</u>	<u>12,835.2</u>	<u>12,431.4</u>	<u>11,331.3</u>	<u>75,511.6</u>

Source: <https://fdotwp1.dot.state.fl.us/fmsupportapps/Documents/prs/STTFandROWFinancePlans.pdf>

2.3 Transportation Authorities

Existing transportation revenue sources are listed in the sections below.

2.3.1 Toll Revenue

There are two toll bridges within the FL-AL TPO area. These bridges are the Bob Sikes Bridge, and the Garcon Point Bridge. ALDOT removed tolling on the Orange Beach Toll Bridge in 2024.

The Bob Sikes Bridge, also referred to as the Pensacola Beach Bridge, is a toll bridge in Pensacola Beach, Florida. The Bob Sikes Bridge was built in 1973 by FDOT. This bridge collects 1 dollar per vehicle which generates approximately \$3 million a year from SunPass, and toll-by-plate.⁹ Cash collection was discontinued in 2020. The original toll of the bridge was 35 cents. However, by increasing the toll to 1 dollar, Escambia County was able to buy the bridge from the state of Florida in 2004. While the toll revenue on the Bob Sikes Bridge only accounts for 1 percent of Escambia County's revenue, the majority of the money goes towards a Capital Improvement Revenue Bond debt that was issued in 2002. The Bond was used to widen the Pensacola Beach main road, Via de Luna, to a four-lane road, and will not be paid off until 2031. The rest of the toll revenue pays for the toll booth works, bridge maintenance, payments to SunPass for the equipment, and towards a reserve account for when the bridge needs to be replaced.¹⁰

The Garcon Point Bridge connects Interstate 10 and US-98 in Santa Rosa County. The Garcon Point Bridge was constructed by the Santa Rosa Bay Bridge Authority, funded by bonds from private investors, and opened to traffic in 1999. The State of Florida previously only maintained and operated the bridge, and revenue repaid the construction bondholders. However, in 2022 after a year of negotiations, the State of Florida now owns the Garcon Point bridge. Tolls prior to the change in ownership were \$5.00 per two-axle vehicles, one way for non-Sunpass holders. The Sunpass toll rate is \$4.50 for two-axle vehicles and an additional \$4.50 for each additional axle, one way. Toll rates on the Garcon Point Bridge were reduced from \$4.50 to \$2.30 for SunPass customers and from \$5 to \$2.75 for cash customers. Toll revenue is now used for maintenance, updates, and improvements to the bridge.¹¹

⁹ Pensacola Beach (2010, March). Pensacola Beach Master Plan Report 2010. http://agenda.myscambia.com/docs/2015/REGBCC/20150903_1436/8693_backup_Pensacola%20Beach%20Master%20Plan_EDSA_rfs.pdf

¹⁰ Hussey, L. (2017). Bob Sikes Bridge: Where does the money go? <https://weartv.com/news/local/bob-sikes-bridge-where-does-the-money-go>

¹¹ Miller, A. (2022, June 15). Florida takes ownership of Garcon Point Bridge; cash toll is \$2.75 effective Thursday. <https://www.pnj.com/story/news/local/santa-rosa/2022/06/15/garcon-point-bridge-purchased-state-tolls-now-2-75/7623694001/>

The Orange Beach Toll Bridge, also referred to as the Foley Beach Express, was a toll bridge in Baldwin County, Alabama. The \$5 toll was removed prior to Memorial Day Weekend (2024) and the toll plaza physically demolished in June 2024. The State of Alabama purchased the privately-owned toll bridge in April 2024.¹²

2.4 Local

Local sources of funding can come from a county or a city/municipal level in both Florida and Alabama.

2.4.1 Constitutional Fuel Tax

Constitutional, County, and Municipal Fuel Taxes originate from the previously imposed excise tax of 4¢/gallon and continue to be distributed to local governments. Two cents, or the Constitutional Fuel Tax, was initially levied under s. 16 of Article IX of the State Constitution of 1885, as amended. Its formula for distribution to the counties is contained in s. 9(c)(4) of Article XII of the revised State Constitution of 1968. The first use of the proceeds is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds. The balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties' transportation trust funds. The third cent is the County Fuel Tax. It is levied under s. 206.41, F.S., and distributed by the same formula as the Constitutional Fuel Tax. The fourth cent is termed the Municipal Fuel Tax and is levied under s. 206.41, F.S. Revenues from this tax are transferred into the Revenue Sharing Trust Fund for Municipalities, combined with other non-transportation revenues, and distributed in accordance with criteria contained in chapter 218, F.S.

2.4.2 Local Fuel Tax

The population growth experienced during the decades of the sixties and seventies, coupled with high rates of inflation, placed capital demands on local governments which far exceeded their existing revenue-raising ability. Initially, much of this demand was focused on the need to improve and expand the transportation system for which counties and cities were responsible. Hence, in 1972, a precedent was established when the Legislature authorized counties to tack on a limited impost of their own in addition to the state's excise tax on highway fuel.

2.4.3 Ninth-Cent Fuel Tax

Originally labeled the Ninth-Cent tax when the state's fuel excise taxes totaled 8 cents, this tax was first authorized in 1972 by section 336.021, F.S. It was renamed the Voted Gas Tax in 1983 when the state's fuel taxes increased to 9.7¢/gallon. The tax is limited to 1¢/gallon on highway fuels, has no time limit and, until 1992, had to be approved by the electorate in a countywide referendum. The 1992 Legislature authorized "small" counties (those with a population of 50,000 or less on April 1, 1992) to impose the tax by an extraordinary (majority plus one) vote of their governing bodies. Since a referendum no longer was necessary in every case the tax was,

¹² Lane, K. (2024, April 18). State purchases Orange Beach Express toll bridge for \$57M, tolls to end in late May. <https://mynbc15.com/news/local/major-announcement-expected-on-orange-beach-express-toll-bridge>

rather inappropriately, re-designated its original name. In 1993, the Legislature removed the referendum requirement entirely so that any county, regardless of size, could now impose the tax by extraordinary vote of its Board of Commissioners. The tax assumed its current name in 1996. The proceeds of the tax may be shared with cities in whatever proportion agreed upon. Beginning January 1, 1994, the Ninth-Cent tax on diesel fuel was no longer optional. The 1990 Legislature decided to equalize all optional taxes on diesel fuel so that interstate truckers, who pay fuel taxes based on miles driven in the state, would be subject to standardized tax rates. Currently, 55 of 67 counties in Florida have implemented the Ninth-Cent Fuel Tax.

2.4.4 Local Option Fuel Tax

The 1983 Legislature provided local governments with a new source of revenue. Originally called the Local Option Gas Tax and renamed the Local Option Fuel Tax in 1996, it is described in section 336.025, F.S. Initially, it was established as a tax of 1¢ to 4¢ on each gallon of highway fuel, which could be levied at the option of a county's governing body for a maximum period of five years, and whose proceeds were required to be shared with municipalities.

Currently, all counties in Florida have implemented the full 6 cents of the 1 to 6 Cents Local Option Fuel Tax, and 37 counties have implemented some or all of the 1 to 5 Cents Local Option Fuel Tax.

As shown in **Figure 8**, Escambia County has 11-cents / gallon locally imposed motor fuel tax, while Santa Rosa County has 12-cents / gallon locally imposed motor fuel tax.¹³ Both counties include the Ninth-Cent Gas Tax in this total.

¹³ <http://edr.state.fl.us/Content/local-government/data/county-municipal/2023LOFTRates.pdf>

Figure 8 | Tax Rates

County	2023 Federal, State, and County Tax Rates on Motor Fuel and Diesel Fuel in Florida’s Counties (Tax Rates for Period September 1, 2023 through December 31, 2023)																					
	Motor Fuel Tax Rates (# of Cents per Gallon)										Unutilized County-Imposed Motor Fuel Taxes				Diesel Fuel Tax Rates (# of Cents per Gallon)							
	Federal	State						County (Local Option)		Total Tax					Federal	State				County (Local Option)		
	Federal Excise Tax	Fuel Sales Tax	SCETS Tax	Constit. Fuel Tax	County Fuel Tax	Municipal Fuel Tas	Ninth-Cent Fuel Tax	1-6 Cents Fuel Tax	1-5 Cents Fuel Tax		Ninth-Cent Fuel Tax	1-6 Cents Fuel Tax	1-5 Cents Fuel Tax	Total Unutilized Tax	Federal Excise Tax	Fuel Sales Tax	SCETS Tax	Fuel Excise Tax	Ninth-Cent Fuel Tax	1-6 Cents Fuel Tax	1-5 Cents Fuel Tax	
Escambia	18.4	16.2	8.9	2	1	1	1	6	4	58.5	0	0	1	1	24.4	16.2	8.9	4	1	6	n/a	60.5
Santa Rosa	18.4	16.2	8.9	2	1	1	1	6	5	59.5	0	0	0	0	24.4	16.2	8.9	4	1	6	n/a	60.5

Original information in this figure is maintained by FL Office of Economic and Demographic Research:
<http://edr.state.fl.us/Content/local-government/data/county-municipal/2023LOFTrates.pdf>

2.4.5 Ninth-Cent Gas Tax

Originally labeled the Ninth-Cent tax when the state's fuel excise taxes totaled 8 cents, this tax was first authorized in 1972 by section 336.021, F.S. It was renamed the Voted Gas Tax in 1983 when the state's fuel taxes increased to 9.7¢/gallon. The tax is limited to 1¢/gallon on highway fuels, has no time limit and, until 1992, had to be approved by the electorate in a countywide referendum. The 1992 Legislature authorized "small" counties (those with a population of 50,000 or less on April 1, 1992) to impose the tax by an extraordinary (majority plus one) vote of their governing bodies. Since a referendum no longer was necessary in every case the tax was, rather inappropriately, re-designated its original name. In 1993, the Legislature removed the referendum requirement entirely so that any county, regardless of size, could now impose the tax by extraordinary vote of its Board of Commissioners. The tax assumed its current name in 1996. The proceeds of the tax may be shared with cities in whatever proportion agreed upon. Beginning January 1, 1994, the Ninth-Cent tax on diesel fuel was no longer optional. The 1990 Legislature decided to equalize all optional taxes on diesel fuel so that interstate truckers, who pay fuel taxes based on miles driven in the state, would be subject to standardized tax rates. Currently, 55 of 67 counties in Florida have implemented the Ninth-Cent Fuel Tax.

2.4.6 Local Option Sales Tax

The Local Option Sales Tax, also referred to as the Local Government Infrastructure Surtax, can be levied by county governing bodies at a rate of 0.5% up to 2.5%. It may be implemented through a county-wide referendum. This tax applies to all purchases subject to the regular sales tax up to the first \$5000. This \$5000 cap applies to any item of tangible personal property, and does not apply to rentals of real property, transient rentals, or services.¹⁴

Escambia County first imposed a local option sales tax of 1% on June 1, 1992 to May 31, 1999. This tax has been extended multiple times since the initial implementation, with the latest local option sales tax of 1% expiring on December 31, 2028. Escambia County has an additional 0.5% tax that was implemented on June 1, 1998 and expires on December 31, 2027.¹⁵

A local option sales tax of 0.5% was passed by Santa Rosa County voters on August 30, 2016, and went into effect January 1, 2017. The half-cent local option sales tax was extended by Santa Rosa County voters on November 2020 and will be effective January 1, 2022.¹⁶ It expires December 31, 2026. This tax will fund improvement projects, with 52% of the target percentage allocations being for transportation and drainage projects. Santa Rosa County may continue to carry this local option sales tax through referendum after the five-year time limit is over. Santa Rosa County may have a ballot initiative in November 2024 to ask voters if the county can double the local option sales tax to a one-penny local option sales tax.

¹⁴ FDOR. (2024). Discretionary Sales Surtax. https://floridarevenue.com/Pages/forms_index.aspx#discretionary

¹⁵ FDOR. (2024). Discretionary Sales Surtax Information. https://floridarevenue.com/Forms_library/current/dr15dss.pdf

¹⁶ <https://santarosa.fl.gov/DocumentCenter/View/6280/April-2022-Program-1b-Update>

2.4.7 City and Municipal Taxes and Fees

2.4.7.1 Pensacola Municipal Parking

Parking in a Pensacola city-managed parking spot has free and varied priced spots. The first 30 minutes are free in a City-managed parking spot, as long as those who use it start a valid parking session. Additionally, there is free on-street handicap parking spot available, and free parking on Sundays. Free surface parking lots are available across the City, but this can be excluded during special events. Outside of free times and locations, there is generally a parking rate of \$1 an hour, however this also excludes special event pricing.¹⁷

Revenue generated from downtown parking, as well as revenue created from citations issued in downtown spaces, are used to pay for local parking improvements and enhancements. These enhancements include better lighting, improved accessibility such as curb ramps and striping, enhanced security, cleaning, and repairs.

2.4.7.2 Transportation Impact Fees

Impact fees are imposed by local governments on new or proposed development projects that pay for all or part of the costs it takes to provide public services and new infrastructure to the development. Impact fees help most the costs of public facility financing off of the taxpayers to those who utilize and benefit the new development being implement. Santa Rosa County had collected transportation impact fees in the past, however in FY2016 the Board of County Commissioners voted to rescind the impact fee resolution, to be revisited at budget workshops in the future.

2.4.8 Lodging Tax – Orange Beach

The City of Orange Beach lodging tax is currently at a rate of 16%. The 16% breakdown is 10% for the City of Orange Beach, 4% for the state, and 2% for Baldwin County Lodging.¹⁸

¹⁷ Pensacola. Parking Management. 2024. Retrieved from <https://www.cityofpensacola.com/3128/Parking-Management>

¹⁸ Taxes. City of Orange Beach. 2024. Retrieved from <https://www.orangebeachal.gov/276/Taxes>

2.4.9 Escambia County Community Redevelopment Agency

Established by the Escambia County Board of County Commissioners in 1995, the Escambia County Community Redevelopment Agency (CRA) primary purpose is to revitalize and enhance the quality of life within the CRA areas by encouraging private sector reinvestment, promoting economic development, and providing public sector enhancements.¹⁹ The CRA provides plans for nine designated districts in the redevelopment area. The nine redevelopment districts are Atwood, Barrancas, Brownsville, Cantonment, Englewood, Ensley, Palafox, Oakfield, and Warrington.

The Escambia County CRA writes and implements redevelopment plans, administers commercial and residential grant programs, provides project management for capital improvement projects, and encourages infill reinvestment and acquisition, while also administering the Brownfield Redevelopment Program and the Safe Neighborhood Program.

In order to remedy the persistent conditions of blight that have been identified in the development districts, the Escambia County CRA provides services and support to enhance the quality of life within these areas. This blight may include substandard and inadequate structures, infrastructures, and/or a lack of affordable housing. Escambia County encourages private sector investment, promotes economic development, and provides public sector enhancements within these areas.

2.4.10 City of Pensacola Community Redevelopment Agency

The Pensacola CRA was established on September 25, 1980, by the Pensacola City Council. They determined that there was a need for a redevelopment agency to rehabilitate, conserve, and implement the development and revitalization of a blighted area in the city. The Community Redevelopment Agency is charged with:

- Eliminating and preventing the development or spread of slum and blight within its areas
- Rehabilitating and conserving its designated areas
- Affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly
- Reducing and preventing crime through strategies such as community policing innovation
- Preparing and administering redevelopment plans to carry out the activities above.

A redevelopment trust fund may be established for each community redevelopment area to finance or refinance community development as authorized by each area's redevelopment plan. There are three revenue producing community redevelopment areas exist within the greater Pensacola Inner City Community Redevelopment Area. These are the Tax Incremental Financing (TIF) districts, known as the Urban Core Community Redevelopment Area / TIF

¹⁹ Escambia County. (2023). Escambia County Community Redevelopment Agency. Retrieved from <https://myescambia.com/our-services/neighborhood-human-services/community-redevelopment-agencies>



District, the Westside Community Redevelopment Area / TIF District, and the Eastside Neighborhood – Urban Infill Community Redevelopment Area / TIF District. Annual funding of the redevelopment trust fund for each respective TIF district is 95% of the difference between the amount of property taxes levied in the district each year and the amount of property taxes that would have been produced in the district prior to establishment of the trust fund (during the "base year").²⁰ When each respective trust fund was established, a 'snapshot' of the base year was taken of the district's levied property taxes. As capital improvements and other investments take place within the district, taxable property values rise. The difference ("increment") between the original property taxes levied and current taxes levied is collected by the taxation authority and deposited in the respective trust funds.

2.4.11 City of Milton Community Redevelopment Agency

The current redevelopment plan was adopted March 2023. The CRA covers almost 300 acres including the city's Central Business District. The CRA includes the CRA II North (February 2016 Master Plan), and the CRA III South (February 2016 Master Plan). The strategy includes:

- Completion of various segments of the Blackwater River Riverwalk
- Construction of the proposed Marina Circle Project
- Preparation of an Infrastructure Master Plan for the DCRA to meet roadway, streetscape, stormwater, and utility needs in the area
- Use of the CRA Marina site on Quinn Street and the proposed Market Area on the corner of Berryhill and Broad Street as a central gathering point with facilities for events, interactive children's playground and a museum / information center
- Continued implementation of the City's Commercial Façade Grant Program to reduce blight in the CRA
- Establishment and implementation of a Residential façade grant program
- Construction of public parking facilities
- Development of the property south of the CSX Railroad into a productive mixed-use area.

The CRA policy on funding includes a priority given to grants and incentives that leverage other outside funding. For the Milton Community Redevelopment Agency, a TIF district was established for the original Community Redevelopment Area to fund the implementation of the adopted CRA Master Plan. The annual revenues of the TIF District are an amount equal to 95% of the incremental increase in ad valorem taxes levied each year in the Redevelopment Area by the City of Milton and Santa Rosa County. In a presentation to City Council on December 13, 2021,²¹ the city's TIF was \$46,477 for FY20. A Redevelopment Trust Fund is established for the purpose of funding redevelopment projects within the CRA II.

²⁰ City of Pensacola (2019). Community Redevelopment Agency. Retrieved from <https://www.cityofpensacola.com/531/Community-Redevelopment-Agency-CRA>

²¹ <https://www.miltonfl.org/DocumentCenter/View/4032/CRA-Update-Presentation-12-13-21>

3.0 Projected Revenue (2025 – 2050)

3.1 Summary of Federal and State Revenues

FDOT provided estimates of state and federal transportation funding. The forecast categorizes FDOT major programs into capacity and non-capacity programs. It should be noted that this is not the total amount of funds that are spent on the transportation system. The vast majority of transportation funds are spent on operations and maintenance of the existing system. These are programs such as roadway surfacing and safety. Once all of the maintenance obligations are satisfied, the remaining funds are available for capacity projects.

Forecasted revenues for capacity programs are used to expand existing transportation systems that support economic competitiveness and improve quality of life. FDOT capacity improvement programs are described below and further in **Appendix B**.

3.2 Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit).

- **SIS Highways Construction:** Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors). Eligible activities under this program include construction, improvement, and associated right-of-way for roads that are classified as part of the SIS.
- **Other Arterial Construction:** Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. It also includes funding for local assistance programs such as the TRIP, and the County Incentive Grant Program (CIGP).
- **Aviation:** Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.
- **Transit:** Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.
- **Seaport Development:** Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.

- **Transportation Management Area Funds (TMA):** Areas with a population over 200,000 qualify for TMA funds. These are areas that must comply with section transportation planning requirements.

Descriptions of the capacity programs are further explained in the 2050 Revenue Forecast for FL-AL TPO.

3.3 Non-Capacity Programs

Non-Capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. In a typical Work Program cycle the non-capacity dollars make up approximately 50-60% of the Work Program's budget. Non-capacity programs are explained in the 2050 Revenue Forecast. Some of the characteristic activities include the following:

- **Safety Programs:** Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.
- **Resurfacing Programs:** Resurfacing of pavements on the State Highway System and local roads as provided by state law.
- **Bridge Programs:** Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).
- **Product Support:** Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).
- **Operations & Maintenance Program:** Activities to support and maintain transportation infrastructure once it is constructed and in place.
- **Administration and Other:** Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The "Other" category consists primarily of debt service.

3.4 Alabama Revenue

ALDOT provided a Memorandum dated February 23, 2024 (**Appendix B**). The memo is for the TPOs to use for development of their revenue forecasts for the Long-Range Transportation Plans.

4.0 Funding Summaries

4.1 Florida

The FDOT Revenue Forecast Handbook (June 2023) is summarized in **Table 4**. For revenue reported at the District level, the Handbook states: MPOs should work with their FDOT District liaison to identify funding opportunities for these programs:

- Surface Transportation Block Grant (STBG)
- Transportation Alternatives (TA)
- Carbon Reduction Program (CRP)
- SHS (non-SIS) – non-TMA MPO
- Other Roads (non-SHS/non-SIS)
- Transportation Regional Incentive Program (TRIP)
- Non-capacity programs such as:
 - Highway Safety Improvement Program (HSIP)
 - Resurfacing, Bridge, and Operations & Maintenance (O&M).

These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources to adjust the projected county level estimates to MPO specific estimates. Refer to 2050 Revenue Forecast Handbook for Districtwide Estimate Tables 9-17.

FDOT D3 provided an update on October 1, 2024 supplementing the FL-AL 2050 Revenue Forecast. Unlike in previous revenue forecasts, several funding programs were only broken down to the District Level and not to the individual MPO level. FDOT reviewed these estimates and revised them to the TPO level by using the statutory fair share percentage for member counties. Updated funding was also provided for the Transportation Alternatives (TA) and Transportation Regional Incentive Program (TRIP), but those dollars were not included in the capacity funding. The supplemental funding adds to (supplements) the Revenue Forecast Handbook Table 27, as clarified by FDOT D3 on October 8, 2024. The federal STBG funds are divided into five categories at the state level. The federal STBG TMA funds are given the state label of SU. The supplement funds are other STBG state funding categories (SA, SN, SM, and SL).

Funding from the SIS Plans are from the following sources (all in Year of Expenditure):

- Adopted Five-Year Plan (July 2023) (FY 24-28)
- Approved Second Five-Year Plan (July 2023) (FY 29-33)
- Long Range Cost Feasible Plan (July 2024) (FY 35-50).

Table 4 | State and Federal Funds, 2050 Revenue Forecast, FL

Capacity Programs	Time Periods (Fiscal Years) \$ in Millions in Year of Expenditure (YOE)					
	2025	2026-2030	2031-2035	2036-2040	2041-2050	27-Year Total
SIS [from SIS Plans]	\$31.23	\$448.23	\$113.73	\$27.76	\$966.81	\$1,587.77
SHS (Non-SIS) [Handbook Table 30]	\$0.68	\$7.57	\$17.98	\$18.69	\$38.03	\$82.95
22% Production	\$0.29	\$4.15	\$6.13	\$6.38	\$12.97	\$29.92
Other Roads (Non-SIS, Non-SHS) [Handbook Table 31]	\$0.63	\$11.28	\$9.89	\$10.29	\$20.94	\$53.03
Transit (Non-SIS) [Handbook Table 32]	2.67	7.33	7.93	8.29	16.92	\$43.14
Federal STBG TMA Funds [Handbook Table 27]	\$15.72	\$29.13	\$39.03	\$45.87	\$117.38	\$247.13
Federal STBG TMA Funds [Supplemental]	\$18.90	\$31.45	\$49.51	\$58.19	\$148.88	\$306.92
22% Production [Federal]	--	--	\$21.66	\$25.16	\$63.18	\$109.99
Total Capacity (with SIS) [Does not include Federal Production, TRIP, TA, Carbon]	\$67.45	\$531.81	\$236.28	\$167.17	\$1,305.01	\$2,307.72
Total Capacity (without SIS) [Include Federal Production]	\$36.22	\$83.58	\$144.20	\$164.57	\$401.38	\$710.15

INFLATION FACTORS

FDOT calculates cost inflation factors for the Work Program process considering a number of common indices including the Consumer Price Index, the Chained Price Index for State and Local Gross Investment in Highways and Streets, and the Producer Price Index. Consideration of these nationwide indices helps ground the approach to inflating project costs to accommodate the impact to purchasing power in transportation projects.

MPOs should use inflation factors to adjust project costs from “present day cost” dollars for recent years (i.e., 2022/23, 2023/24) to future YOE dollars. Present day costs are based on the value of money in the recent year and have not been adjusted for inflation. MPOs should also adjust any estimates of local revenues that are not included in FDOT’s forecast to YOE dollars. The inflation multipliers shown below are based on FDOT’s inflation factors associated with the FY 2024-2028 Work Program and previous work programs.

Table 25. Inflation Factors By Time Bands

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC \$	PROJECT COST IN 2023/24 PDC \$	PROJECT COST IN 2024/25 PDC \$
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

INFLATION FACTORS BY INDIVIDUAL YEAR

Table 26 provides MPOs with the annual multipliers to convert project costs to YOE dollars.

Table 26. Multiplier By Inflation Factors For Individual Year

FISCAL YEAR	INFLATION FACTOR	MULTIPLIER	FISCAL YEAR	INFLATION FACTOR	MULTIPLIER
2022/23	Base	1.000	2036/37	3.3	1.553
2023/24	2.8	1.028	2037/38	3.3	1.604
2024/25	2.9	1.058	2038/39	3.3	1.657
2025/26	3.0	1.090	2039/40	3.3	1.712
2026/27	3.1	1.123	2040/41	3.3	1.768
2027/28	3.2	1.159	2041/42	3.3	1.826
2028/29	3.3	1.198	2042/43	3.3	1.887
2029/30	3.3	1.237	2043/44	3.3	1.949
2030/31	3.3	1.278	2044/45	3.3	20.13
2031/32	3.3	1.320	2045/46	3.3	2.080
2032/33	3.3	1.364	2046/47	3.3	2.148
2033/34	3.3	1.409	2047/48	3.3	2.219
2034/35	3.3	1.455	2048/49	3.3	2.292
2035/36	3.3	1.503	2049/50	3.3	2.368

USING THE INFLATION FACTORS BY INDIVIDUAL YEAR

If the cost estimate for a project generated by a local government using their own estimate was developed in FY 2022/23 and the project is planned to be implemented in 2026/27, the MPO can use the following formula to convert the local government cost estimate prepared in present day dollars to YOE dollars using the inflation factors in **Table 26**.

$$\text{YOE dollars} = \text{2022/23 PDC dollars} \times \text{Multiplier for 2026/27 Fiscal Year}$$

For example, a local government provided the MPO with a 2022/23 cost estimate for widening a road from 2 lanes to 4 lanes at \$20,100,000. The project is planned to be implemented in 2026/27. The MPO would multiply \$20,100,000 times 1.123 for a YOE amount of \$22,572,300.

$$\text{\$22,572,300} = \text{\$20,100,000} \times 1.123$$

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

4.2 Alabama

The ALDOT funding memo is summarized in **Table 5**.

Table 5 | State and Federal Funds, 2050 Revenue Forecast, AL

Program Estimates (Federal Funding) \$M [Year of Expenditure (YOE)]						
	2025	2026-2030	2031-2035	2036-2040	2041-2050	25-Yr Total
Capacity	\$0.00	\$1.14	\$1.97	\$2.08	\$4.47	\$9.66
O&M	\$0.15	\$2.27	\$3.11	\$3.27	\$7.05	\$15.22
Transit	\$0.15	\$0.80	\$0.84	\$0.88	\$1.90	\$4.56
MPO Dedicated	\$0.33	\$1.68	\$1.77	\$1.86	\$4.00	\$9.63
Carbon	\$0.04	\$0.20	\$0.20	\$0.20	\$0.39	\$1.02
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
total	\$0.67	\$6.08	\$7.88	\$8.28	\$17.81	\$40.72

How to read these numbers?

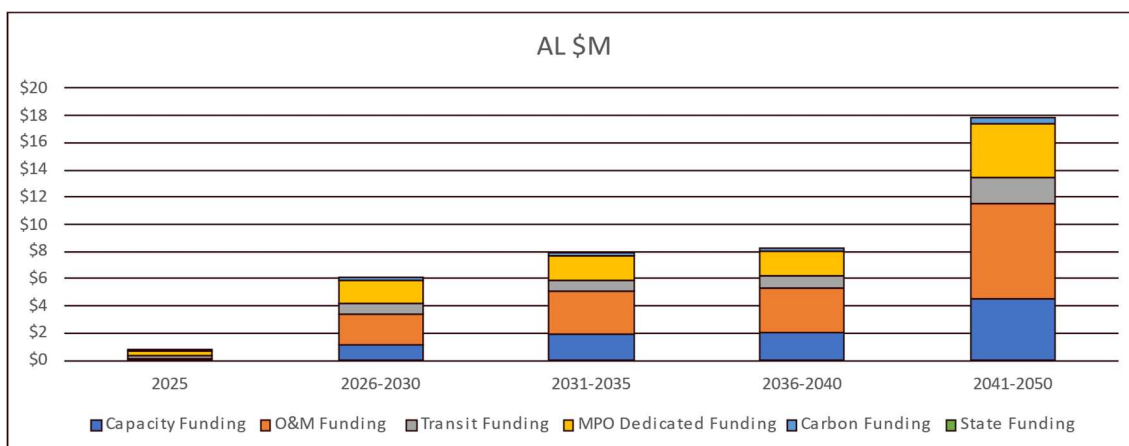
\$0.67 in Million\$ = \$67,000 (rounded)

\$0.04 in Million\$ = \$39,000 (rounded)

\$0.15 in Million\$ = \$148,000 (rounded)

\$1.14 in Million\$ = \$1,138,000 (rounded)

Table Note: ALDOT applied a 1.01% factor for each Fiscal Year for Year of Expenditure (YOE).



5.0 Financing Options

5.1 Bonds

The State of Florida Division of Bond Finance was created by the Florida Legislature in 1969. Their purpose is to issue bonds on behalf of local governments and agencies located within the State of Florida.²²

Currently, the Florida Division of Bond Finance issues three types of bonds: general obligation bonds, revenue bonds, and appropriation-based bonds. The Florida statutes define General Obligation Bonds as:

“any bonds which are secured by, or provide for their payment by, the pledge, in addition to those special taxes levied for their discharge and such other sources as may be provided for their payment or pledged as security under the ordinance or resolution authorizing their issuance, of the full faith and credit and taxing power of the county or municipality issuing such bonds and for the payment of which recourse may be had against the general fund of such county or municipality.”²³

Revenue bonds are secured solely by a pledge revenue stream. An example of this would be specific tax revenues such as documentary stamp taxes, or specific non-tax revenues such as highway tolls. Appropriation-based bonds are secured by the commitment of the State of Florida to pay the debt service on the bonds through annual appropriation by the Florida Legislature.²⁴

5.1.1 General Revenue Bonds

Revenue bonds are secured solely by a pledge revenue stream. An example of this would be specific tax revenues such as documentary stamp taxes, or specific non-tax revenues such as highway tolls. Appropriation-based bonds are secured by the commitment of the State of Florida to pay the debt service on the bonds through annual appropriation by the Florida Legislature.²⁵

5.1.2 Grant Anticipation Revenue Vehicle Bonds

Grant Anticipation Revenue Vehicle (GARVEE) Bonds are bonds that are sold by States and back by and repaid with specific Federal-aid funds.²⁶ They are generally tax-exempt. These bonds have both advantages and disadvantages, such as the advantage of acceleration of construction, low interest for new money bonds and refinancing, and the leveraging of Federal

²² The State of Florida, Division of Bond Finance. (2024). Retrieved from <https://bondfinance.sbafla.com/Home/About-the-Division-of-Bond-Finance>

²³ The Florida Statutes. (2024). County Organization and Intergovernmental Relations. Retrieved from http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0100-0199/0132/Sections/0132.34.html

²⁴ The State of Florida, Division of Bond Finance. (2020). Bond Program Overview. Retrieved from <https://bondfinance.sbafla.com/Bond-Programs>

²⁵ The State of Florida Division of Bond Finance. (2020). Bond Program Overview. Retrieved from <https://bondfinance.sbafla.com/Bond-Programs>

²⁶ FHWA, Innovative Program Delivery. (n.d.) Grant Anticipation Revenue Vehicle (GARVEE) Bonds. https://www.fhwa.dot.gov/ipd/pdfs/finance/Grant_Anticipation_Revenue_Vehicle_Bonds_0515.pdf



funds. However, disadvantages include the cost of interest and the loss of future flexibility. GARVEE Bonds enable States to pay debt service and other bond-related expenses with future Federal-aid highway funds .²⁷

Both Alabama and Florida are able to apply for GARVEE Bonds. Alabama currently uses GARVEE Bonds for transportation projects.²⁸ Florida has recently gained the ability to use GARVEE Bonds through legislation. FDOT plans to issue \$1.29 billion in GARVEE Bonds in FY 2026-27.

5.1.3 Florida Transportation Revenue Bond Programs

The Florida Transportation Revenue Bond Programs are revenue bonds issued by the Florida Division of Bond Finance on behalf of the Department of the Financing Corporation.²⁹ Currently there are six distinct bond programs with the Florida Transportation Revenue Bond Programs. These bond programs provide financing for toll roads, seaports, and other methods of transportation.

5.2 Strategic Intermodal System

The SIS Funding Strategy is a document produced by the FDOT Systems Implementation Office. The SIS Funding Strategy produced three related documents that together identify potential capacity improvement projects that are in various stages of development. The documents include a First Five Year Plan, a Second Five Year Plan, and a Long-Range Cost Feasible Plan. The Plans change FYs as time passes. Currently, the First Five Year Plan contains information for multimodal capacity improvement projects from FY 2023/2024 to FY2027/2028. The Second Five Year Plan contains multimodal capacity improvements for FY2028/2029 to FY2032/2033. Finally, the Long-Range Cost Feasible Plan encompasses projects on the SIS that are financially feasible during the last 15 years of the State's Long-Range Plan, so the current Cost Feasible Plan has projects from FY2035 to FY2050. Projects on each list can be moved into different Plans or removed as funding becomes available or if revenues fall short of projections.

5.3 Tax Increment Funding

TIF is a public financing method that is used as a subsidy for redevelopment, infrastructure, and other community-improvement projects. TIF is a method to use future gains in taxes to subsidize current improvements, which are projected to create the conditions for gains above the routine yearly increases which often occur without the improvements. To provide the needed subsidy, the urban renewal district, or TIF district, is essentially always drawn around 100s or

²⁷ FHWA. (2024). Fact Sheet – Grant Anticipation Revenue Vehicles . Retrieved from https://www.fhwa.dot.gov/ipd/fact_sheets/garvees.aspx#:~:text=GARVEEs%20are%20secured%20by%20specific%20Federal-aid%20apportionment%20categories%2C,receive%20project%20reimbursements%20based%20on%20the%20debt-service%20schedule.

²⁸ FHWA. (2023, May). Grant Anticipation Revenue Vehicles (GARVEEs). Retrieved from https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_debt_financing/garvees/garvee_state_by_state.aspx

²⁹ Florida Transportation Bonds. (n.d.). About. Retrieved from <https://www.fltransportationbonds.com/florida-transportation-bond-programs-fl/about/i381>



1000s of acres of additional real estate (beyond the project site) to provide the needed borrowing capacity for the project or projects. The borrowing capacity is established by committing all normal yearly future real estate tax increases from every parcel in the TIF district (for 20–25 years, or more) along with the anticipated new tax revenue eventually coming from the project or projects themselves.

The routine yearly increases district wide along with any increase in site value from the public and private investment generates an increase in tax revenues. This is the "tax increment." Tax increment financing dedicates tax increments within a certain defined district to finance the debt that is issued to pay for the project. TIF was designed to channel funding toward improvements in distressed, underdeveloped, or underutilized parts of a jurisdiction where development might otherwise not occur. TIF creates funding for public or private projects by borrowing against the future increase in these property tax revenues.

A combination can be used for TIF, Community Development Block Grant and other grant funding sources and partnerships to finance programs and initiatives to fund a walkable community with sidewalks, bike paths, enhanced streetscapes and people-friendly areas.

5.4 Transportation Regional Incentive Program

TRIP was adopted in 2005 by the Florida Legislature as an initiative to improve growth management planning, and the provision of transportation infrastructure, such as regionally significant transportation facilities in regional transportation areas.³⁰ Funding for TRIP comes from the state of Florida from the STTF, documentary stamp taxes fund, and motor vehicle licensing fees.³¹ These funds are to provide incentives for local governments, as well as the private sector, to aid in paying for critically needed projects that benefit regional travel and commerce.

To be eligible for funding, projects must:

- Serve national, statewide, or regional functions and act as part of an integrated transportation system
- Be identified in capital improvement elements of the appropriate local government comprehensive plan compliant with Florida Statutes Part II, Chapter 163
- Be included in an MPO LRTP, the STIP, TIP as well as be consistent with local government comprehensive plans
- Be consistent with the SIS

³⁰ FDOT. (2022). Transportation Regional Incentive Program. Retrieved from <https://www.fdot.gov/programmanagement/LP/TRIP/Default.shtm>

³¹ FDOT (2018, July 3) Revenue Forecasting Guidebook. Retrieved from https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/revenueforecast/revenue-forecasting-guidebook.pdf?sfvrsn=b40e9ddc_0

- Be compliant with local corridor management policies
- Have commitment of additional funding from either local, regional or private matching funds.

In addition to project eligibility, eligible partners must create “regional transportation areas” pursuant to an inter-local agreement and develop a regional transportation plan that identifies and prioritizes regionally significant facilities. *Partner eligibility* includes MPOs comprised of three or more counties, two or more continuous MPOs, one or more MPO and one or more contiguous counties that are not members of an MPO, a multi-county regional transportation authority created by or pursuant to law, and two or more contiguous counties that are not members of an MPO.

5.5 Public-Private Partnerships

Public-Private Partnerships (P3s) involve the private sector in the construction and/or operation of a facility in a manner that allows the government agency to effectively meet its objectives. The Florida Statutes state that no more than 15% of total federal and state funding in any given year for the STTF shall be obligated collectively for projects that are considered P3s.³²

5.6 Federal Grants

Federal grants for State, County, and municipal governments, as well as MPO/TPOs and other regional agencies, to apply to in Florida and Alabama come from a variety of sources.³³

The FTA has a variety of formula and competitive grants available. As federal transportation standards change in the future, the grants that go along with them may also change. However, a comprehensive list of competitive grants available at the current time are listed in the subsections below. Many federal grants are posted and available online via grants.gov.

5.6.1 Access and Mobility Partnerships

FTA Access and Mobility Partnership Grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers.³⁴ As of 2018, the two funding programs under the Access and Mobility Partnership Grants are the Innovative Coordinated Access and Mobility (ICAM) Grant and the Human Services Coordination Research (HSCR) Grant. These programs are competitive and provides funding to support innovative projects for the transportation disadvantaged that improves the coordination of transportation services and non-emergency medical transportation services. There is no minimum or maximum grant award amount for either program.

³² Florida Statutes. (2024). 334.30 Public-private transportation facilities. Retrieved from http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&URL=0300-0399/0334/Sections/0334.30.html

³³ FTA. (2024). Grant Programs. Retrieved from <https://www.transit.dot.gov/grants>

³⁴ FTA. (2019). Access and Mobility Partnership Grants. Retrieved from <https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants>



Innovative Coordinated Access and Mobility: Eligible applicants are organizations that are also eligible to be recipients and sub-recipients of the Enhanced Mobility for Seniors and Individuals with Disabilities Program, including:

- Designated recipients
- States and local governmental authorities
- Private nonprofit organizations
- Operators of public transportation.

The award funds competitively to finance innovative capital projects for the transportation disadvantaged that improve the coordination of non-emergency medical transportation services. The maximum federal share of project costs is 80%. The applicant provides a local share of at least 20 percent of the net project cost and must document the source of the local match in the grant application.

Human Services Coordination Research: Eligible applicants include:

- State and local governmental entities
- Providers of public transportation
- Private or nonprofit organizations

Eligible sub-recipients include public agencies, private nonprofit organizations, and private providers engaged in public transportation. The HSCR funding finances operating and capital project expenditures that develop and deploy projects that improve transportation services for targeted populations through methods that effectively and efficiently coordinate human services transportation. The maximum federal share of capital project costs is 80%, and for operating project costs is 50%. The applicant must document the source of the local match in the grant application.

5.6.2 Better Utilizing Investments to Leverage Development Transportation Grants Program

The BUILD Transportation Grants Program is meant to fund investments in transportation infrastructure including transit.³⁵ BUILD Transportation grants replace the TIGER grant program. This grant is competitive, and the FTA acts as the administering modal agency for BUILD projects. These projects must directly impact public transportation.

³⁵ FTA. (2019). Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program (formerly TIGER). Retrieved from <https://www.transit.dot.gov/funding/grants/better-utilizing-investments-leverage-development-build-transportation-grants-program>

5.6.3 Capital Investments Grants Program

The Capital Investment Grants Program is an FTA discretionary grant program that funds transit capital investments, such as heavy rail, commuter rail, light rail, streetcars, and bus rapid transit systems.³⁶ The Capital Investment Grants Program is composed of three subsections: New Starts and Core Capacity Process and the Small Starts Process. The law requires completion of two phases in advance of receipt of a construction grant agreement for the New Starts and the Core Capacity Process projects. These phases are Project Development and Engineering. Small Starts Process projects must have completion of one phase, Project Development, in advance of receipt of a grant agreement.

5.6.4 Community Development Block Grant

CDBG program provides grants to communities to address a range of community development needs. The CDBG program is one of the longest running programs through the United States Department of Housing and Urban Development (HUD). The CDBG has a variety of sub-programs within it, such as the CDBG Entitlement Program, the CDBG State Program, and the Neighborhood Stabilization Program among others.³⁷

CDBG Entitlement Program: The CDBG Entitlement Program is a formula-based grant program that is provided annually to entitled cities and counties. These grants are meant to assist in developing viable urban communities by providing housing and suitable living environments and expanding economic opportunities.

CDBG funds may be used for the acquisition of real property; relocation and demolition of buildings; rehabilitation of residential and non-residential structures; the construction of public facilities and improvements, such as water and sewer facilities, streets, and neighborhood centers; public services; energy conservation and renewable energy sources; and assistance to profit-motivated businesses to carry out economic development and job creation.

In order to apply for a CDBG Entitlement grant, the applicant must be one of the following: a principal city of a Metropolitan Statistical Area (MSA), another metropolitan city with a population of at least 50,000, or a qualified urban county with a population of at least 200,000 (excluding populations of entitled cities).³⁸

State CDBG Program: The State CDBG Program allows states to award grants to local governments to develop affordable housing, provide services to the most vulnerable communities, and create and retain jobs. State CDBG funds may be used for the same activities that the CDBG Entitlement funds may be used for. This includes the acquisition of real property; relocation and demolition of buildings; rehabilitation of residential and non-residential structures;

³⁶ FTA. (2024). Capital Investment Grants Program. Retrieved from <https://www.transit.dot.gov/CIG>

³⁷ U.S. Department of Housing and Urban Development. (2024). Community Development Block Grant Program. Retrieved from https://www.hud.gov/program_offices/comm_planning/cdbg

³⁸ U.S. Department of Housing and Urban Development. (2024). CDBG Entitlement Program. Retrieved from https://www.hud.gov/program_offices/comm_planning/cdbg/entitlement-program



the construction of public facilities and improvements, such as water and sewer facilities, streets, and neighborhood centers; public services; energy conservation and renewable energy sources; and assistance to profit-motivated businesses to carry out economic development and job creation. Florida provides State CDBG Program funding through the Florida Small Cities CDBG Program.

5.6.5 Community Facilities Direct Loan and Grant Program

The Community Facilities Direct Loan and Grant Program is a program offered by the U.S. Department of Agriculture (USDA) Rural Development program. The purpose of the program is to provide funding to assist in the development of essential community facilities in rural areas. An essential community facility is one that provides an essential service to the local community, and is not a private, commercial, or business facility.³⁹

Eligible borrowers and applicants include public bodies, community-based nonprofit corporations and federally recognized tribes. Cities, villages, townships, and towns (including federally recognized tribal lands) with no more than 20,000 residents according to U.S. Census Data are eligible for this program.

Funds from the Community Facilities program may be used to purchase, construct, and improve essential community facilities, equipment, or related project expenses. This includes public facilities such as town halls, courthouses, airport hangars, and street improvements. To apply for grants, the applicant must be eligible for grant assistance, provided on a graduate scale with smaller communities with the lowest median household income being eligible for projects with a higher proportion of grant funds.

5.6.6 Commuter Rail Positive Train Control Grants

Commuter Rail Positive Trains Control (PTC) Grants are authorized by the FAST Act, and offers funding to states, local governments and transit agencies that operate commuter rail systems to install positive train control systems required under U.S.C 20157 (Implementation of positive train control systems).

Eligible recipients are the recipients of federal grants under 49 U.S.C. Chapter 53, state and local governments, and transit agencies operating commuter rail systems. Eligible activities include the capital costs of installing PTC systems and activities such as back-office systems, wayside, communications, and onboard hardware equipment, software, equipment installation, and spectrum acquisition. The federal share of eligible capital costs is 80% of the net capital project costs, unless the grant recipient requests a percentage lower.

³⁹ USDA Rural Development Program. (2024). Community Facilities Direct Loan & Grant Program. Retrieved from <https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>

5.6.7 Defense Community Infrastructure Program

As part of the National Defense Authorization Act, the bill authorizes the Defense Community Infrastructure Program.⁴⁰ This program allows to the Secretary of Defense to make grants, conclude cooperative agreements and supplement funds available under Federal projects administered by agencies other than the Defense Department to assist states and units of local government to address deficiencies in community infrastructure projects or facilities which are located outside of military installations but which support these same installations, and are owned by the same State of unit of local government. The Secretary must determine that the assistance will enhance military value, resiliency, or military family quality of life at this installation.

5.6.8 Economic Development Administration Disaster Supplemental Funds

The United States Economic Development Administration (USEDA) Disaster Supplemental Funds are a cooperative agreement grant meant to assist communities and regions implement long-term economic recovery strategies through projects to address economic challenges in areas where a declaration of major disaster was issued.⁴¹ The current Disaster Supplemental Funding is for FY2023, and the major disaster must have been issued within the 2021 and 2022 calendar years. Major disasters include hurricanes, typhoons, wildfires, volcanic eruptions, earthquakes, and other natural disasters. This does not include COVID-19 related disasters.

Those eligible to apply for these disaster supplemental funds include city or township governments, state or special district governments, private, public and state controlled institutions of higher education, nonprofits, and federally recognized Native American Tribal governments.

While these funds are economically focused, they may be used for transportation infrastructure as part of the economic recovery strategies from major disasters as described above. As recipients of the FY2018 Disaster Supplemental Funds, the City of Pensacola in Escambia County and the Panama City Port Authority in Bay County, Florida, were able to use the funds for port projects.⁴² In 2019, the City of Pensacola received over \$12 million in funding for the construction of a Maintenance, Overhaul, and Repair hangar at the Pensacola International Airport.⁴³ In 2022, University of West Florida, in Pensacola and Escambia Counties in Florida, received \$109,618 in funding to support the first year of a five-year University Center program.⁴⁴

⁴⁰ Congress Subcommittee on Readiness. (2019). H.R. 5515 – FY19 National Defense Authorization Bill. Retrieved from <https://docs.house.gov/meetings/AS/AS03/20180426/108195/BILLS-115HR5515ih-RDY.pdf>, page 70

⁴¹ Grants.gov. (2023, April 24). FY 2023 EDA Disaster Supplemental. Retrieved from <https://grants.gov/search-results-detail/347414>

⁴² EDA. (2020). Latest EDA Grants. Retrieved from <https://eda.gov/grants/>

⁴³ EDA. (2019) Grant - July 15 – 19, 2019. Retrieved from <https://www.eda.gov/grants/july-15-19-2019>

⁴⁴ EDA. (2022) Grant - July 4 – 7, 2022. Retrieved from <https://www.eda.gov/grants/july-4-7-2022?q=/grant/july-4-7-2022>

5.6.9 Grants for Buses and Bus Facilities Program

Grants for Buses and Bus Facilities Program makes federal resources available to states and other direct recipients to replace, rehabilitate, and purchase buses and related equipment and technology to construct bus-related facilities.⁴⁵ These facilities can include changes and innovations to technology or include low or no emission vehicles or facilities. Funding is provided through competitive grants as well as through formula allocations.

A sub-program, the Low- or No-Emission Vehicle Program, also provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Qualified recipients of the Grants for Bus and Bus Facilities Program include those that operate fixed route bus service or those that allocate funding to fixed route bus operators, state or local government entities, and federally recognized Indian tribes that operate fixed route bus services. Sub-recipients include those that receive grant funding under the formula or discretionary programs may allocate amounts from the grant to sub-recipients that are public agencies or private nonprofit organizations engaged in public transportation.

5.6.10 Human Trafficking Awareness and Public Safety Initiative

The FTA Human Trafficking Awareness and Public Safety Initiative that supports the USDOT Transportation Leaders Against Human Trafficking initiative. This support comes through transit focused industry engagement, education, public awareness and outreach, and research and technical assistance to combat human trafficking in transit. This program also supports the FTA operator assault and crime prevention efforts. The operator assault and crime prevention efforts strive to maximize the transit industry's collective impact to address human trafficking as well as other public safety concerns. There are two grant opportunities as part of the Human Trafficking Awareness and Public Safety Initiative, the Crime Prevention and Public Safety Awareness and the Innovations in Transit Public Safety.

Crime Prevention and Public Safety Awareness: Projects that fall under Crime Prevention and Public Safety Awareness must have the goal of developing and distributing technical assistance materials supporting public safety awareness campaigns in transit systems, including crime prevention, human trafficking, and operator assault. Project proposals will be evaluated based on the following set of criteria:

- Ability to meet the goal of the Crime Prevention and Public Safety Awareness project
- Qualifications of key personnel, experience, and knowledge
- Communication, technical assistance, and outreach strategy
- Research and demonstration capacity
- Management approach.

⁴⁵ FTA. (2024). Grants for Buses and Bus Facilities Program. Retrieved from <https://www.transit.dot.gov/bus-program>



Innovations in Transit Public Safety: Projects under Innovations in Transit Public Safety meant to have the goal of developing innovative projects that assist transit agencies with identifying and adapting specific measures to address public safety in transit systems, such as crime prevention, human trafficking, and operator assault. Applications for the Innovations in Transit Public Safety program must include a statement of purpose which details the needs being addressed, the short- and long-term goals of the project, including the opportunities for future innovation, development, and benefits to riders of public transportation, how the project will improve personal safety in public transit stations and vehicles, and the short- and long-term funding requirements to complete the project and any future objectives of the project. The proposal will be evaluated by the following set of criteria:

- Demonstration of need
- Demonstration of benefits
- Coordination, planning, and partnerships
- Local financial commitment
- Project readiness
- Technical, legal, and financial capacity.

5.6.11 Integrated Mobility Innovation

The Integrated Mobility Innovation Program funds projects that show innovative and effective practices, partnerships and technologies to enhance public transportation and its effectiveness, increase efficiency, expand quality, promote safety, and improve experiences for travelers.⁴⁶

There are three interest areas in Integrated Mobility Innovation: Mobility on Demand, Strategic Transit Automation Research, and Mobility Payment Integration. These area interests are meant to explore new business approaches and technology solutions that support mobility, enable communities to adopt innovative mobility solutions that enhance transportation efficiency and effectiveness, and facilitate the widespread deployment of proven mobility solutions that expand personal mobility.

5.6.12 Low- and No-Emission Component Assessment Program

The Low- and No-Emission Component Assessment Program (LoNo-CAP) directly supported the FTA mission of ongoing LoNo programs by providing an unbiased assessment of LoNo components used in transit buses, publishing the assessments online, and summarizing them in an annual report to be given to Congress. These component assessments document maintainability, reliability, performance, structural integrity, efficiency, and the noise levels of the components tested.

Institutions of higher education are the only eligible recipients of the LoNo-CAP. These high education institutions must have the capacity to carry out transportation-related advanced component testing and evaluation, with laboratories capable of testing and evaluation, as well as a direct access to or a partnership with a testing facility that is capable of replicating real-

⁴⁶ FTA. (2020). Integrated Mobility Innovation. Retrieved from <https://www.transit.dot.gov/IMI>



world circumstances to be able to test low or no emission components. The inclusion of this grant is due to the potential cooperation with higher education in the FL-AL TPO area, such as the University of West Florida. While applications for LoNo-CAP closed on November 28, 2016, there are potential opportunities for future appropriations for funding.

5.6.13 Low- and No-Emission Vehicle Program

Mentioned previously in the Grants for Buses and Bus Facilities Program section, the Low- and No- Emission Vehicle Program – Section 5339(c) provides funding to state and local governments for the purchase or lease of low- and zero-emission transit buses as well as acquisition, construction, and leasing of required supporting transit facilities.⁴⁷ Applicants eligible to apply include direct recipients of FTA grants, states, local government agencies, and Indian Tribes. Project eligible include purchasing or leasing of low- or no-emission buses, acquiring low- or no-emission buses with a leased power source, constructing or leasing facilities and related equipment for low- or no-emission buses (including intelligent technology and software), constructing new public transportation facilities to accommodate low- or no-emission buses, and rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses.

5.6.14 Mobility on Demand Sandbox Demonstration Program

The Mobility on Demand (MOD) Initiative was developed to create a transportation system that is multimodal, integrated, automated, accessible, and connected. Personalized mobility is a key feature of this transportation system. With MOD, there is a use of real-time data, on-demand information, and predictive analysis to give transportation choices to travelers that best service their needs and circumstances at the time. Technologies that utilize and leverage MOD allow for a traveler-centric approach to provide better mobility options for all users.

The MOD Sandbox Demonstration Program was created to provide a venue for integrated MOD initiative concepts and solutions are demonstrated in real-world settings with the support of local partnerships.⁴⁸ FTA seeks to fund project teams to innovate, explore partnerships, develop new business models, integrate transit and MOD solutions, and investigate new technical capabilities. These technical capabilities include incentives for traveler choices, integrated payment systems, and decision support. The MOD Sandbox also provides FTA the opportunity to measure project impacts and assess how existing policies and regulations upheld by the FTA may help or hinder new service transportation models through the evaluation of project efforts.

⁴⁷ FTA. (2024). Low or No Emission Vehicle Program – 5339(c). Retrieved from <https://www.transit.dot.gov/funding/grants/lowno>

⁴⁸ FTA. (2019, November 8). Mobility on Demand (MOD) Sandbox Program. Retrieved from <https://www.transit.dot.gov/research-innovation/mobility-demand-mod-sandbox-program>



Overall, the objectives of the MOD Sandbox Demonstration Program are:

- Enhance transit industry preparedness for MOD
- Assist the transit industry to develop the ability to integrate MOD practices with existing transit service
- Validate the technical and institutional feasibility of innovative MOD business models, and document MOD best practices that may emerge from the demonstrations
- Measure the impacts of MOD on travelers and transportation systems
- Examine relevant public sector and federal requirements, regulations and policies that may support or impede transit sector adoption of MOD.

Projects and activities eligible for MOD Sandbox Demonstration Program are those that lead to the demonstration of innovative MOD and transit integration concepts and operating the demonstration. Innovative MOD can include planning and developing business models, obtaining equipment and service, and acquiring and/or developing software and hardware to implement the project.

Eligible recipients are those who provide public transportation, such as public transit agencies, state and local government DOTs, and federally recognized Indian tribes. Project partners who are eligible include, but are not limited to:

- Private for-profit and not-for-profit organizations, including shared use mobility providers, and technology system suppliers
- Operators of transportation services, such as employee shuttle services, airport connector services, university transportation systems, or parking and tolling authorities
- State or local government entities
- Other organizations that may contribute to the success of the project team including consultants, research consortia or not-for-profit industry organizations, and institutions of higher education.

80% is the limit of the federal share of project costs under this program.

5.6.15 Passenger Ferry Grant Program

The Passenger Ferry Grant Program – Section 5307 provides funding for projects that support enhancement and revitalization of passenger ferry systems in urbanized areas.⁴⁹

Activities and projects for eligibility must support an existing ferry service or establish a new ferry service, and repair and modernize ferry boats, terminals, and related facilities and equipment. Funds are also awarded based off of factors such as the age and condition of

⁴⁹ FTA. (2023). Passenger Ferry Grant Program – Section 5307. Retrieved from <https://www.transit.dot.gov/passenger-ferry-grants>



existing ferry boats, their terminals and related infrastructure, the benefit to riders such as an increase in reliability of services, project readiness, and connectivity to other modes of transportation.

Funding is available to direct recipients of Section 5307 funds, designated recipients, states and federally recognized Tribes that operate a public ferry system.

5.6.16 Pilot Program for Expedited Project Delivery

The Pilot Program for Expedited Project Delivery – 3005(b) allows for FTA to select up transit projects that are new fixed guideway capital projects, small start projects, or core capacity improvement projects that have not entered into a full funding grant agreement with FTA. The law defines these types of eligible projects for the Pilot Program in a manner similar to the Capital Investment Grants (CIG) program, but there are some differences between the two. Projects chosen must utilize a P3, be operated and maintained by employees of an existing public transportation provider, and federal share must not exceed 25% of the project capital cost.

5.6.17 Pilot Program for Transit-Oriented Development Planning

The Pilot Program for Transit-Oriented Development (TOD) Planning supports the mission of FTA of improving public transportation by providing funding to local communities in order to integrate land use and transportation planning with new fixed guideway or core capacity transit capital investment.⁵⁰ The planning funded through the program must be comprehensive, and examine ways to improve economic development and ridership, facilitate multimodal connectivity and accessibility, improve transit access for pedestrians and bicyclists, engage the private sector, identify infrastructure needs, and enable the development of mixed-use land near transit stations.

5.6.18 Public Transportation Initiative

Public Transportation Innovation – Section 5312 was created to provide funding to develop innovative products and services that assist transit agencies in meeting the needs of their customers in new and better ways.⁵¹

Universities and higher education, public transportation systems, state DOTs, non- and for-profit entities, are among some of the few eligible to be a recipient of this funding. This grant is competitive. Projects include research, development, demonstration, and deployment projects, as well as projects that evaluate technology of national significance to public transportation.

⁵⁰ FTA. (2024). Pilot Program for Transit-Oriented Development Planning – Section 20005(b). Retrieved from <https://www.transit.dot.gov/TODPilot>

⁵¹ FTA. (2024). Public Transportation Innovation – 5312. Retrieved from <https://www.transit.dot.gov/funding/grants/public-transportation-innovation-5312>

5.6.19 Public Transportation on Indian Reservations Program

Public Transportation Indian Reservations Program, also called the Tribal Transit Competitive Program, provides funding for capital, operating, planning, and administrative expenses for public transit projects.⁵² These activities and projects can include capital projects and investments, operating costs of equipment and facilities used in public transportation, or the acquisition of public transportation services. Federally recognized tribes are allowed to apply, with tribes that are not federally recognized are allowed to apply to the state as a sub-recipient for funding. In FY 2024, there is opportunity to apply for \$9.17 million in competitive grants for this program, and there is no cost-sharing requirement - the federal match is 100 percent.

Eligible grant applicants include federally recognized Tribes or Alaska Native villages, groups, or communities as identified by the United States Department of the Interior (DOI) Bureau of Indian Affairs (BIA) providing service in a rural area with a population of less than 50,000.

5.6.20 Safety Research and Demonstration Program

As part of a larger safety research effort by the USDOT, the Safety Research and Demonstration (SRD) Program provides technical and financial support for transit agencies.⁵³ This support allows for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards.

The SRD program focuses on demonstration of technologies and safer designs, with goals of:

- Explore advanced technologies, designs and/or practices to mitigate and prevent safety hazards on rail transit systems, and
- Evaluate cost effectiveness and practicability of potential solutions

Eligible programs look to fund agreements that engagement in demonstration for improving operational safety of rail transit services. Due to the research nature of the program, proposals must include a research phase, a development phase, and a demonstration phase of the project, which are all critical to project selection.

Existing FTA grant recipients are eligible for the SRD program. Eligible partners and/or subrecipients include public transportation systems, for-profit and nonprofit organizations, transportation operators, state or local government agencies, and other organizations that may contribute to the success of the project including, but not limited to, consultants, research organizations, or higher education institutions.

⁵² FTA. (2024). Public Transportation on Indian Reservations Program; Tribal Transit Program. Retrieved from <https://www.transit.dot.gov/tribal-transit>

⁵³ FTA. (2023). Safety Research and Demonstration Program. Retrieved from <https://www.transit.dot.gov/research-innovation/safety-research-and-demonstration-program>

5.6.21 Transit Cooperative Research Program

The Transit Cooperative Research Program (TCRP) – Section 5312(i) (formerly identified as Section 5313) is an applied, contract research program.⁵⁴ This research program develops near-term, practical solutions to problems facing transit agencies. In order to promote operating effectiveness and efficiency in the public transportation industry, the TCRP conducts research designed to solve operational problems, adopt useful technologies from related industries, and introduce innovation that provides better customer service. This program is industry-drive and serves as a means by which the transit industry can develop innovative short-term solutions to meet its demands.

5.6.22 Zero-Emission Research Opportunity

The objective for Zero Emission Research Opportunity (ZERO) is to work with the public transportation industry to solve challenges, increase efficiency, and reduce the costs and risk of deploying zero-emission vehicles in transit service according to the FTA.⁵⁵

5.6.23 Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) is a fund established by Congress in 1964 to ensure the public has access and opportunity to use outdoor recreation resources for current and future generations. The LWCF provides money to governments on all levels in order to purchase land, water, and wetlands for resident benefit. While funding is used to conserve natural, cultural, and outdoor recreation areas for the public permanently, such as improving parks and other recreational areas through rehabilitations and upgrades, the funding can be used to develop and expand existing and future trail systems that link communities together and provide additional recreational opportunities.

In 2020, Congress enacted the Great American Outdoors Act allowing for LWCF to provide full and permanent funding for the program. The law provides for a deposit of \$900 million into the LWCF each fiscal year which is available the next fiscal year to support the purposes of the program.⁵⁶

5.7 State Grants

5.7.1 Beaches Management Funding Assistance Program

The Beaches Management Funding Assistance Program is hosted by the Florida Department of Environmental Protection (FDEP) to provide and manage grants to local governments for planning and implementation of beach and inlet management projects.⁵⁷ These projects should protect upland structures and infrastructure, to provide critical habitat for threatened and

⁵⁴ FTA. (2024). Transit Cooperative Research Program - 5312(i). Retrieved from <https://www.transit.dot.gov/funding/grants/transit-cooperative-research-program-5312i>

⁵⁵ FTA. (2017). Zero Emission Research Opportunity (ZERO). Retrieved from <https://www.transit.dot.gov/zero-emission-research-opportunity-zero>

⁵⁶ U.S. Department of the Interior. (2024). Permanent Funding. Retrieved from <https://www.doi.gov/lwcf/permanent-funding>

⁵⁷ FDEP. (2024). Beaches Funding Program. Retrieved from <https://floridadep.gov/water/beaches-funding-program>



endangered species, to provide opportunities for recreation, and to support tourism efforts in the local economy.

For projects to be considered eligible for funding, they can include:

- Beach restoration and nourishment activities
- Project design and engineering studies
- Environmental studies and monitoring
- Inlet management planning
- Inlet sand transfer
- Dune restoration
- Beach and inlet protection activities
- Other beach erosion prevention related activities consistent with adopted Strategic Beach Management Plan.

Projects must also be accessible for public use and listened within an area listed as critically eroded. Applications should be submitted through File Transfer Protocol in the FDEP website.

5.7.2 Economic Development Transportation Fund

The Economic Development Transportation Fund (EDTF), or “Road Fund”, is a program funded by the Florida Legislature as an inducement for the location, expansion, and/or retention of qualified business and industrial projects to the state of Florida. Transportation projects such as additional access to roads, road widening, grade crossings, or traffic signalizations, can be funded by the state of Florida up to \$2,000,000. These transportation projects must be deemed necessary for the location, expansion, and/or retention of a qualified business or industry.

To apply for funding from EDTF, the unit of government responsible for the maintenance and owns the transportation improvement must apply to Enterprise Florida. Companies and businesses that apply must estimate and disclose the capital investment it intends to make in the facility, the number of permanent full-time jobs to be created or retained at the facility, and the average hourly wage for new or retained permanent full-time jobs in order for an application to be considered. Enterprise Florida then determines if an applicant meets the program requirements. Eligible projects are presented to the Office of Tourism, Trade and Economic Development in the State of Florida for funding consideration.

5.7.3 Florida Innovation and Service Development Grant

The Florida Commission for the Transportation Disadvantaged (CTD), an independent commission housed administratively through FDOT, responsible for the coordination of transportation services for older adults, persons with disabilities, persons of low income, and children at risk in the state of Florida.⁵⁸

⁵⁸ FDOT. (2024). Agency Resources: Office Listing. Retrieved from <https://www.fdot.gov/agencyresources/offices.shtml>



The Florida CTD issues the Innovation and Service Development Grant, provided from the Transportation Disadvantaged Trust Fund, is a competitive grant meant to fund projects for the purposes of providing cost-effective, door-to-door, on-demand, and scheduled transportation services.⁵⁹ These services are meant to meet at least one of three objectives:

- Increase a transportation disadvantaged person's access to and departure from job training, employment, health care, and/or other life-sustaining services,
- Enhance regional connectivity and cross-country mobility, and
- Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination.

Applications are submitted to the CTD by mail. Email applications are not accepted by the CTD. Eligible applicants must be a Community Transportation Coordinator (CTC) who has an executed Memorandum of Agreement and a Transportation Disadvantaged Service Plan or be a transportation network company that uses a digital network to connect a rider to a driver who provides prearranged rides.

The Innovation and Service Development Grant is meant to fund a portion of passenger trips provided to eligible non-sponsored transportation disadvantaged individuals. Grantees must provide service before seeking payment for transportation.

5.7.4 Clean Vessel Act Grant

The FDEP Clean Vessel Act (CVA) Grant program was created to fund up to 75% of eligible pump-out project costs statewide.⁶⁰ These projects can relate to site preparation, the purchase of equipment, installation, operations, maintenance, sewage hauling, and educational outreach.

While not directly related to transportation infrastructure, the CVA Grant program is related to boating and environmental protections, which may be applicable to communities with large boating and marina facilities.

Anyone applying for a CVA grant must have facilities that provide public access to pump-out equipment, regardless of if the facility is private or not. CVA Grant applications must be submitted through the DEP Grantee Portal, along with any supporting documents.

5.7.5 State Safety Office Sub-Grants

The FDOT State Safety Office provides sub-grants to be awarded to safety partners that undertake priority area programs and activities to improve traffic safety.⁶¹ This includes reducing crashes, serious injuries, and fatalities. These sub-grants are awarded to aid in the development and implementation of programs that are in priority areas for traffic safety. Funding for the sub-

⁵⁹ CTD. (2024). Innovative Service Development (ISD) Grant Report for FY2024-25. Retrieved from <https://www.fdot.gov/ctd/grants>

⁶⁰ FDEP. (2024, August 23). Apply for a CVA Grant. Retrieved from <https://floridadep.gov/rcp/cva/content/apply-cva-grant>

⁶¹ FDOT. (2024, January 3). State Safety Office, Subgrants. Retrieved from <https://www.fdot.gov/safety/3-Grants/Grants-Home.shtm#selection>



grants come from the National Highway Traffic Safety Administration (NHTSA) to states annually based on a formula of population and road miles.

Government agencies, subdivisions of the state of Florida, as well as local governments, law enforcement agencies, places of higher education, school districts, as well as non-profits are all eligible to apply for a sub-grant.

5.7.6 FL Defense Infrastructure and Defense Reinvestment Grant Program

The Florida Defense Infrastructure Grant Program (DIG) supports local infrastructure projects that are deemed to have a positive impact on the value of military installations within the state of Florida. Infrastructure projects include encroachment, transportation and access, utilities, communications, housing, environment, and security. The Florida Defense Reinvestment Grant (DRG) Program supports community-based activities protecting existing military installations, diversities the economy of a defense dependent community, and develops plan to facilitate the reuse of closed or reassigned military installations. Funding for these grants come from the General Revenue Funds from the Florida Legislature's General Appropriations Act. Florida Commerce (formerly the Florida Department of Economic Opportunity (FDEO)) accepts the applications put forth for these grants.⁶²

Eligible applications must meet the criteria set forth in the Florida Statutes, including:

- Must be an economic development applicant serving in the official capacity of governing board of a county, municipality, special district, or state agency that will have the authority to maintain the project upon completion, and which represent a community or county in which a military installation is located.
- Represent a local government with a military installation or military installations that could be adversely affected by federal actions.
- Agree to match at least 30% of any grant awarded. The matching funds must be received from the identified sources and types indicated in the Project Budget. The term for the matching funds must be concurrent with the Agreement period. Matching funds may consist of "cash contributions" or "in-kind contributions".
- Prepare a coordinated program of work or plan of action delineating how the eligible project will be administrated and accomplished, which must include a plan for ensuring close cooperation between civilian and military authorities in the conduct of the funded activities and a plan for public involvement. If part of an existing strategic plan, a copy of the plan must be included with the Grant Application.

⁶² FloridaCommerce. (2024). Military Community Programs. Retrieved from <https://www.floridajobs.org/office-directory/division-of-economic-development/office-of-military-and-defense/military-community-programs>

- Provide documentation describing the potential for changes to the mission of a military installation located in the Applicant's community and the potential impacts such changes will have on the Applicant's community.

5.7.7 FL Small Cities Program

Florida receives 18 to 26 million dollars annually from HUD for the State CDBG program, which Florida Commerce (formerly the FDEO) calls the Small Cities Community Development Block Grant Program.⁶³ To be eligible to receive funding, a city must be identified by HUD to apply for Small Cities CDBG funding. Additionally, cities with less than 50,000 residents that have not accepted special entitlement status and have not opted to join an entitlement program, counties with less than 200,000 residents, and cities with more than 50,000 residents that have opted out of the urban entitlement program are eligible to apply. Projects must meet one of the following National Objectives in order to be eligible for funding:

- Provide a benefit to low- and moderate-income persons
- Elimination of Slum and Blight
- Address an Urgent Need.

Applications must meet one of four categories: Housing Rehabilitation, Neighborhood Revitalization, Commercial Revitalization, and Economic Development. Economic Development grant applications may be submitted at any time throughout the year, while the other three categories may only be submitted during an annual application cycle. A Notice of Funding Opportunity (NOFO) is published 30 days prior to the opening of the application cycle on the FDEO website. Two copies of the application must be submitted, one to the CDBG Office of the FDEO either in person or through the mail, and one electronically.

5.7.8 County Incentive Grant Program

The CIGP was created to provide grants to counties in the state of Florida to improve transportation facilities, including transit, that is located on the SHS, or which relieves traffic congestion on the SHS.⁶⁴ Funds are distributed by FDOT, and the following criteria for projects applying for CIGP will be evaluated for consideration:

- The extent of how the project will encourage, enhance, or create economic benefits
- The likelihood that the assistance will enable the project to proceed at an earlier date
- The extent to which the assistance would foster innovate P3s and attract private debt or equity investment
- The extent to which the project uses new technology and would enhance the efficiency of the project, such as intelligent transportation systems

⁶³ FloridaCommerce. (2024). Florida Small Cities Community Development Block Grant Program. Retrieved from <http://www.floridajobs.org/community-planning-and-development/assistance-for-governments-and-organizations/florida-small-cities-community-development-block-grant-program>

⁶⁴ FDOT. (2024). County Incentive Grant Program. Retrieved from <https://www.fdot.gov/programmanagement/LP/CIGP/Default.shtm>

- The extent of how much the project helps maintain or protect the environment
- The extent of how the project includes transportation benefits for improving inter-modalism and safety.

Municipalities may apply to the County they are located for CIGP funding.⁶⁵

5.8 Financing

From the FDOT 2050 Revenue Forecast Handbook:

MPOs are encouraged to consider innovative or non-traditional sources of funding and financing techniques in their long-range plans. These may include optional revenue sources such as local option motor fuel taxes or local option sales taxes that are not currently in place, toll facilities, public/private partnerships, and debt financing. Debt financing and funds to be paid back from future revenues should be analyzed carefully before deciding to use this type of funding for projects. There are tradeoffs between building a project earlier with debt financing than would otherwise be the case and these tradeoffs may come with increased costs from interest and other expenses required to finance projects this way.

5.8.1 Florida Competitive Capital Access Program

The Competitive Capital Access Program is a program that assists municipal and local governments with long-term financing. This program is held by the Florida Municipal Loan Council (FMLC). Part of the program is a competitive request for proposals for soliciting banks that are interested in providing financing for new projects or loan/bond refinancings.⁶⁶

5.8.2 Florida Infrastructure Bank

The Florida State Infrastructure Bank (SIB) is a revolving loan and credit enhancement program. It consists of two different accounts.⁶⁷ One account is federally-funded, capitalized by federal money matched with state money as required by law. The second account is the state-funded account, which is capitalized by state money and bond proceeds. The SIB can provide loans and other forms of financial assistance to both public and private entities carrying out or proposing projects eligible for assistance under state and federal law. The public or private entity must fill out an SIB application in order to be considered for a loan.

5.8.3 Flexible Match

Federal law allows private funds, materials or assets (e.g., right-of-way) donated to a specific federal-aid project to be applied to the state's matching share. The donated or acquired item must qualify as a participating cost item that meets eligibility standards and be within the

⁶⁵ FDOT (2024, September 6). Work Program Instructions. Retrieved from <https://fdotewp1.dot.state.fl.us/fmsupportapps/Documents/development/WorkProgramInstructions.pdf>

⁶⁶ Florida League of Cities. (2019). Competitive Capital Access Program. Retrieved from [https://www.floridaleagueofcities.com/services/loans-\(fmlc\)/competitive-capital-access-program](https://www.floridaleagueofcities.com/services/loans-(fmlc)/competitive-capital-access-program)

⁶⁷ FDOT. (2024). State Infrastructure Bank. Retrieved from <https://www.fdot.gov/comptroller/pfo/sibintro.shtm>



project's scope. Such private donations will effectively replace state funds that would have been used to match the federal aid, freeing up the state funds for use on other projects.

5.8.4 Transportation Infrastructure Finance and Innovation Act (TIFIA)

Federal law authorizes the USDOT to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured (direct) loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors (e.g., state departments of transportation, transit operators, special authorities, local governments, and private consortia). Various highway, transit, rail, and intermodal projects may receive credit assistance under TIFIA.

5.8.5 FL State Finance Tools

Florida law establishes several programs that allow the state, local governments, and transportation authorities to cooperatively fund transportation projects sooner than would be the case under traditional state programs. In addition, state funds can be used to assist local governments and transportation authorities with pre-construction activities on potential toll facilities and to assist with state economic development.

Local Fund Reimbursement are local funds used to advance a project in the adopted Five-Year Work Program. Section 339.12, F.S., authorizes the local government reimbursement program. It allows projects in the adopted Five-Year Work Program to be advanced, subject to a statewide \$250 million cap on commitments. There are statutory exceptions to the \$250 million cap as described in the referenced statute.

Local entities provide the funding for specific projects in advance and will be reimbursed in the future. The reimbursement will come in the year the project was initially funded in the adopted Five-Year Work Program. Local governments can contribute cash, goods, and/or services to FDOT to initiate projects sooner than scheduled in the Five-Year Work Program.

6.0 Conclusion

This report identified existing and potential funding sources for consideration in developing the Florida-Alabama TPO 2050 Long Range Transportation Plan. Federal, State, and Local revenue sources were identified. The revenue estimates will be used in narrowing down the Needs Plan to a Cost Feasible Plan. The financing options identified for local government's consideration as potential funding sources for future transportation infrastructure improvements.



APPENDICES

Appendix A: TPO Resolution

Appendix B: ALDOT Funding Information

Appendix C: FDOT Funding Information and Fiscal Constraint Guidance

Appendix D: Competitive Grant Programs

Appendix E: USDOT Pedestrian and Bicycle Funding Opportunities

Appendix A: TPO Resolution

RESOLUTION FL-AL 24-26

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 LONG RANGE TRANSPORTATION PLAN UPDATE FINANCIAL RESOURCES

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the governors of Florida and Alabama as being responsible, together with the states of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

WHEREAS, the Florida-Alabama TPO Long Range Transportation Plan (LRTP) 2050 Update, is being developed pursuant to the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law, Fixing America's Surface Transportation Act, and Florida Statutes; and

WHEREAS, the FL-AL TPO approved the 2050 LRTP Scope of Services on November 8, 2023 which includes development of financial resources; and

WHEREAS, the financial resources are determined by the Florida Department of Transportation (FDOT) through the *FDOT 2050 Revenue Forecast Handbook* (June 2023) as supplemented by additional guidance from FDOT District 3 on October 1, 2024, and by the Alabama Department of Transportation (ALDOT) through a memorandum dated February 23, 2024, as modified by ALDOT communication to ECRC on May 29, 2024; and

WHEREAS, two Steering Committee meetings consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the transportation industry were completed on June 24, 2024 and August 12, 2024 to review the 2050 LRTP financial resources;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The Florida-Alabama TPO approves the 2050 Long Range Transportation Plan Update Financial Resources.

Passed and duly adopted by the Florida-Alabama TPO on this 11th day of December 2024.

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: 
Steven Barry, Chair

ATTEST: 

Appendix B: ALDOT Funding Information



Kay Ivey
Governor

ALABAMA DEPARTMENT OF TRANSPORTATION

Local Transportation Bureau
1409 Coliseum Blvd., Montgomery, Alabama 36110-2060
Phone: (334) 242-6206 FAX: (334) 353-6530
Internet: <http://www.dot.state.al.us>



John R. Cooper
Transportation Director

February 23, 2024

Mr. Austin Mount, Executive Director
Emerald Coast Regional Council
P.O. Box 11399
Pensacola, FL 32524

ATTN: Ms. Dawn Schwartz, Accountant

Subject: MPO Long-Range Transportation Plan FY-2024 Financial Information

Dear Mr. Mount:

As part of the comprehensive, cooperative, and continuing transportation planning process, a Metropolitan Planning Organization (MPO) is required to develop a Long-Range Transportation Plan (LRTP) every five years. In Alabama, LRTPs will forecast transportation projects for a 25-year (FY-2050) horizon. The program of projects (POP) over that time is expected to be fiscally constrained, meaning the cost of projects in the LRTP cannot exceed funding that is "reasonably expected to be available (23 CFR 450.324)."

The MPO should work with the Alabama Department of Transportation Region office to determine what projects will be eligible for funding. All planned transportation projects located in the metropolitan planning area should be included in the long-range transportation plan, regardless of funding source.

This includes:

- All projects receiving funding from the Federal Highway Administration
- All projects receiving funding from the Federal Transit Administration
- Regionally Significant Projects as defined by 23 CFR 450.104

Below is a summary of funding availability for the MPOs 2050 Long-Range Transportation Plan.

Capacity - Projects to be included in the FY2024-2027 Transportation Improvement Program can be obtained from the ALDOT CPMS Portal. ALDOT anticipates allocating \$ 9,660,577 in Federal funds for Capacity Projects within the MPO for fiscal years 2028-2050. Please coordinate with your ALDOT Region to ensure that your financially constrained project table, generated from CPMS, is limited to the anticipated allocation.

Operations and Maintenance (O&M) - Projects included in the FY-2024-2027 Transportation Improvement Program can be obtained from the ALDOT CPMS Portal. ALDOT anticipates allocating \$15,220,551 in Federal funds for O&M Projects within the MPO Census urbanized area or study area for fiscal years 2028-2050. Please coordinate with your ALDOT Region to ensure that your financially constrained project table, generated from CPMS, is limited to the anticipated allocation.

MPO Dedicated - Please see the Urban Funds Report sent to you monthly for the Federal funds allocated annually to be utilized on MPO Dedicated Projects. Please enter any projects into the ALDOT CPMS Portal that you wish to include in your LRTP so that the ALDOT Region may enter those projects into CPMS.

Please contact Robert B. Dees, P.E. at 334-242-6818 or e-mail deesr@dot.state.al.us for more information.

Sincerely,



Bradley B. Lindsey, P.E.
State Local Transportation Engineer

BBL:RBD:cpg

CC: Mr. John R. Cooper, Transportation Director
Mr. Edward N. Austin, P.E., Chief Engineer
Mr. Clay P. McBrien, P.E., Asst. Chief Engineer, Policy & Planning
Mr. Joe H. Lister, Jr., P.E., State Office Engineer
Mr. Robert B. Dees, P.E., Asst. State Local Transportation Engineer - Planning
Mr. Bryan K. Fair, P.E., Asst. State Local Transportation Engineer - Transit
Aaron Dawson, FHWA, Alabama
Courtney Roberts, Office of Planning and Program Development, FTA - Region 4
e-file

Appendix C: FDOT Funding Information and Fiscal Constraint Guidance

From: Neidhart, Mike <Mike.Neidhart@dot.state.fl.us>

Sent: Monday, June 5, 2023 7:29 AM

Subject: 2050 Revenue Forecast

Hello MPOs and District Liaisons:

We are pleased to present the **2050 Revenue Forecast Handbook** for your use (please see the attached file). We will also upload the document to our public facing website at [Metropolitan Planning Support](#), which will be available later today. The purpose of the handbook is to provide the MPOs with revenue information as each of you begin to prepare **your 2050 Long Range Transportation Plans (LRTPs)**. This is the same forecast that is also being used to develop the **2050 SIS Cost Feasible Plan**. This handbook provides forecasts at the State, District, and MPO levels. The Statewide and Districtwide forecasts can be found within the main body of the document (Tables 5-8 for the Statewide forecasts and Tables 9-17 for the Districtwide Forecasts). All of the **MPO forecasts** can be found in **Appendix G**.

As a reminder, we are hosting a webinar on **June 8th at 9:30 AM** to discuss the forecasts. Please let us know if you haven't received a Teams meeting invitation for this webinar. If you have any questions, please feel free reach out to us.

Thank you and have a great day,
Mike



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2050 REVENUE FORECAST HANDBOOK

June 2023

INFLATION FACTORS

FDOT calculates cost inflation factors for the Work Program process considering a number of common indices including the Consumer Price Index, the Chained Price Index for State and Local Gross Investment in Highways and Streets, and the Producer Price Index. Consideration of these nationwide indices helps ground the approach to inflating project costs to accommodate the impact to purchasing power in transportation projects.

MPOs should use inflation factors to adjust project costs from "present day cost" dollars for recent years (i.e., 2022/23, 2023/24) to future YOE dollars. Present day costs are based on the value of money in the recent year and have not been adjusted for inflation. MPOs should also adjust any estimates of local revenues that are not included in FDOT's forecast to YOE dollars. The inflation multipliers shown below are based on FDOT's inflation factors associated with the FY 2024-2028 Work Program and previous work programs.



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2050 REVENUE FORECAST HANDBOOK

INFLATION FACTORS BY TIME BAND

Table 25 provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.

Table 25. Inflation Factors By Time Bands

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC \$	PROJECT COST IN 2023/24 PDC \$	PROJECT COST IN 2024/25 PDC \$
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

USING THE INFLATION FACTORS BY TIME BAND

If the cost estimate for a specific project, using funds estimated in this revenue forecast, was developed in fiscal year 2022/23 dollars and the project is planned to be implemented in the 2025/26 – 2029/30 time period, the MPO should multiply the cost estimate by the applicable multiplier to convert the cost estimate to YOE dollars.

$$\text{YOE dollars} = \text{2022/23 dollars} \times \text{2023 PDC multiplier for 2025/26-2029/30 time band}$$

For example, the MPO calculated a 2022/23 cost estimate for an interchange improvement at \$30,000,000. The project is planned to be implemented in the 2025/26 – 2029/30 time period. The MPO would multiply \$30,000,000 by 1.16 for a YOE amount of \$34,800,000 using the inflation factor for the 2025/26 – 2029/30 time band in **Table 25**.

$$\text{\$34,800,000} = \text{\$30,000,000} \times 1.16$$



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2050 REVENUE FORECAST HANDBOOK

2050 REVENUE FORECAST FLORIDA-ALABAMA TPO

The purpose of this revenue forecast is to provide the **Florida-Alabama TPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

This document only provides forecasts for state and federal funds that “flow through” the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the [Turnpike Ten-year Finance Plan](#). In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

Figure 1. Revenue Forecast Framework





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2050 REVENUE FORECAST HANDBOOK

STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and Florida New Starts. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), SHS (non-SIS), Other Roads (non-SIS, non-SHS), Non-SIS Transit Discretionary, Transportation Regional Incentive Program (TRIP), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources. A districtwide table for Other Roads for areas not in an MPO is provided for informational purposes.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.



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2050 REVENUE FORECAST HANDBOOK

METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including STBG – TMA MPOs, TA – TMA MPOs, CRP – TMA MPOs, SHS (non-SIS) – TMA MPOs, Other Roads (non-SIS, non-SHS), and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. **Table 27** provides the estimate for the **Florida-Alabama TPO**.

Table 27. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$)

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
STBG (SU, in TMA with population > 200K)	\$15.72	\$29.13	\$28.49	\$28.49	\$56.98	\$158.80

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **Table 28** provides the estimate for the **Florida-Alabama TPO**.

Table 28. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for TA (Millions of \$)

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
TA (TALU, in TMA with population > 200K)	\$3.21	\$5.20	\$5.20	\$5.20	\$10.41	\$29.22



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CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. **Table 29** provides the estimate for the **Florida-Alabama TPO**.

Table 29. Florida-Alabama TPO – TMA MPO Level Estimate for CRP (Millions of \$)

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
CRP (CARU, in TMA with population > 200K)	\$3.15	\$4.32	\$4.32	\$4.32	\$8.64	\$24.76

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. **Table 30** provides the estimate for the **Florida-Alabama TPO**.

Table 30. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
SHS (non-SIS, in TMA)	\$0.68	\$7.57	\$17.98	\$18.69	\$38.03	\$82.95

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 31** provides the estimate for the **Florida-Alabama TPO**.



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Table 31. Florida-Alabama TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
Other Roads (non-SIS/non-SHS)	\$0.63	\$11.28	\$9.89	\$10.29	\$20.94	\$53.02

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

Table 32 provides the estimate for the **Florida-Alabama TPO**.

Table 32. Florida-Alabama TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
Transit Formula	\$2.67	\$7.33	\$7.93	\$8.29	\$16.92	\$43.15

From: Johnson, Christy <Christy.Johnson@dot.state.fl.us>
Sent: Tuesday, October 8, 2024 1:29 PM
To: Gary Kramer
Cc: Wilkinson, Cory
Subject: FW: Updated Revenue Forecast for FL-AL

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To answer your question, the federal STBG (surface transportation block grant) funds are divided into 5 categories at the state level. The federal STBG TMA funds are given the state label of SU. The table below shows the FL-AL TPO's SU 2050 STBG revenue forecast of TMA funds.

Table 27. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for STBG (Millions \$)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TO 2024/25- 204
STBG (SU, in TMA with population > 200K)	\$15.72	\$29.13	\$28.49	\$28.49	\$56.98	\$158.80

In addition to the SU STBG funds, the FL-AL TPO is also eligible to use the other 4 STBG fund types (SA, SN, SM, and SL) for planning purposes in their 2050 LRTP. These are the funds that were included in Bryant's email (these come from Table 9 in the 2050 Revenue Forecast Handbook, which were divided up using a population-based distribution method). So, the FL-AL TPO would add these amounts together for each of the time bands.

	A	B	C	D	E	F	
1	Funding Source	FY24-25	FY26-30	FY31-35	FY36-40	FY41-50	T
2	STBG (excludes TMA funds)	\$14.33	\$24.38	\$28.00	\$28.00	\$56.00	\$
3							

For example, in the 2025/26-to-2029/30 time band, the FL-AL TPO would have \$53.51 million (\$29.13m in SU funds + \$24.38m in SA, SN, SM, and SL funds = \$53.51m total of federal STBG funds). I hope this helps answer your question.

From: Bryant T. Paulk <Bryant.Paulk@dot.state.fl.us>
Sent: Tuesday, October 1, 2024 2:08 PM
To: Gary Kramer; Wilkinson, Cory; Austin Mount
Cc: Johnson, Christy; Collins, Kaylor
Subject: Updated Revenue Forecast for FL-AL
Attachments: Supplement_LRTPRevenueEst_DistrictwideFunds_10-1-2024.xlsx

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Gary, I have attached a supplement for the FL-AL 2050 Revenue Forecast. Unlike in previous revenue forecasts, several funding programs were only broken down to the District Level and not to the individual MPO level. We have reviewed these estimates and broken them down to the TPO level by using the statutory fair share percentage for member counties. In addition, we want to highlight the following related guidance from the 2050 Revenue Handbook. If you have any questions or concerns, please let us know.

We will be providing supplements for the other TPOs as well.

Thanks.

- **STBG program funds (excluding SU) applicable to the FL-AL TPO region have been calculated in the attached summary and can be used to support the development of projects. (p. 22)**
- **TA program funds (excluding TALU) applicable to the FL-AL TPO region have been calculated in the attached summary. The TPO can chose to include projects with this funding, but they must be identified as “illustrative”. (p. 24)**
- **TRIP program funds have been calculated in the attached summary. The TPO can chose to include projects with this funding, but they must be identified as “illustrative”. (p. 31)**

Bryant T. Paulk, AICP
Urban Planning Manager | Milton Operations Center
6025 Old Bagdad Hwy | Milton, FL 32583
Bryant.Paulk@dot.state.fl.us
Office 850-981-2754
Cell 850-703-7254

Districtwide Revenue Estimate Florida - Alabama TPO Allocation

Funding Source	FY24-25	FY26-30	FY31-35	FY36-40	FY41-50	Total
STBG (excludes TMA funds)	\$14.33	\$24.38	\$28.00	\$28.00	\$56.00	\$150.71
TA (excludes TMA funds)	\$1.90	\$3.88	\$3.90	\$3.90	\$7.81	\$21.39
TRIP	\$2.42	\$5.37	\$5.85	\$6.12	\$12.48	\$32.24

From: Bryant T. Paulk <Bryant.Paulk@dot.state.fl.us>
Sent: Thursday, March 27, 2025 1:10 PM
To: Gary Kramer; Wilkinson, Cory
Subject: Updated STBG & TA revenue forecast
Attachments: Supp_FL-AL_LRTPRevEst_DwideFunds_3-21-25.xlsx

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Gary, I have updated the revenue forecast supplement for the Non-TMA STBG and TA funds. We can discuss the changes at our meeting this afternoon.

Bryant T. Paulk, AICP
 Urban Planning Manager | Milton Operations Center
 6025 Old Bagdad Hwy | Milton, FL 32583
Bryant.Paulk@dot.state.fl.us
 Office 850-981-2754
 Cell 850-703-7254

**Districtwide Revenue Estimate
Florida - Alabama TPO Allocation**

Funding Source	FY24-25	FY26-30	FY31-35	FY36-40	FY41-50	Total
STBG (excludes TMA funds)	\$18.90	\$31.45	\$36.14	\$36.14	\$72.27	\$194.90
TA (excludes TMA funds)	\$2.16	\$4.40	\$4.43	\$4.43	\$8.87	\$24.29
TRIP	\$2.42	\$5.37	\$5.85	\$6.12	\$12.48	\$32.24

From: Bryant T. Paulk <Bryant.Paulk@dot.state.fl.us>
Sent: Tuesday, April 15, 2025 7:14 AM
To: Wilkinson, Cory
Cc: Gary Kramer; Lepp, Nick
Subject: RE: Weekly LRTP Meeting
Attachments: RE: Revenue Forecast

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Cory, I checked with FDOT Central Office and they provided the attached clarification. Based on this guidance you can use the STBG revenues to calculate the Preliminary Engineering percentage. The language in the Handbook is definitely not clear on this point.

Bryant T. Paulk, AICP
Urban Planning Manager | Milton Operations Center
6025 Old Bagdad Hwy | Milton, FL 32583
Bryant.Paulk@dot.state.fl.us
Office 850-981-2754
Cell 850-703-7254

From: Bryant T. Paulk <Bryant.Paulk@dot.state.fl.us>
Sent: Tuesday, April 8, 2025 7:54 AM
To: Gary Kramer; Wilkinson, Cory
Subject: RE: Schedule for Tuesday April 8, 2025

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Couple of comments in advance of our meeting.

First, the proposed Pine Forest improvements south of I-10 can be considered for SIS funding. While not in the SIS plans the LRTP can allocate those costs to the SIS program as part of the “beyond 2050” column until the SIS program is updated to include the improvements. However, if this assumption creates any issues the improvements south of I-10 can always be included in the non-SIS revenue.

Also, the interchange improvements at Pine Forest and I-10 will be included in the I-10 widening project. Since there is so little capacity revenue, we may want to touch base with the respective project managers to determine how much of the Pine Forest improvements will be included in the I-10 interchange project. Everything we can get included in the interstate project will help the TPO’s plan.

Second, since the 2050 Revenue Forecast applied a 0% growth rate to all federal funds, I don’t believe a reduction of those anticipated funds is necessary when you bring everything back to PDC. If I’m overlooking or misinterpreting anything about that process, please feel free to correct me.

Bryant T. Paulk, AICP
Urban Planning Manager | Milton Operations Center
6025 Old Bagdad Hwy | Milton, FL 32583
Bryant.Paulk@dot.state.fl.us
Office 850-981-2754
Cell 850-703-7254

Technical Memorandum 21-02 Office of Policy Planning



FROM: Office of Policy Planning

DATE: December 2021

SUBJECT: Fiscal Constraint of the Long Range Transportation Plan (LRTP)

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Florida Department of Transportation (FDOT) coordinated to develop guidance related to demonstrating fiscal constraint in the LRTP. This guidance is developed in response to fiscal year 2021 Program Accountability Results (PAR) Review and quadrennial Transportation Management Area (TMA) certification observations, and is supported by the 2008, 2012, and 2018 LRTP Expectations Letters and Florida FY21 FHWA/FTA Fiscal Constraint White Paper. These resources can be found on the [MPO Partner Site](#).

Showing Federal Funds in the first 10 years of the LRTP

The Cost Feasible Plan (CFP) is a required aspect of the Long Range Transportation Plan (LRTP) that a Metropolitan Planning Organization (MPO) must produce every five years. The use of federal funds on projects needs to be noted in the CFP. If state and federal funds are used as a combined source, projects within the first ten years of the plan must be notated or flagged to identify which projects are planned to be implemented with federal funds. This can be demonstrated with an asterisk and footnote. Acceptable examples are provided later in this guidance.

Including the first 5 years in the LRTP

The LRTP is a planning document that describes how the implementation of projects will help achieve the vision. The plan must include at least twenty years of projects and funding beginning with the adoption date. This provides a complete picture of revenues and costs for the planning horizon. The first five years of projects must be included in the CFP and financial plan that compares costs to revenues to demonstrate how the plan can be implemented. The level of detail provided for the first five years can be consistent with a planning level document. The first five years of projects must not be included by referencing or linking the Transportation Improvement Program (TIP), which is updated annually. A reference or link to the TIP would not accurately represent the first five years of projects since TIPs change annually to add a new fifth year.

Assessment of Fiscal Constraint in the Financial Plan Summary

The financial plan demonstrates LRTP implementation by comparing project costs with reasonably anticipated revenues to show the plan can be implemented with projected revenues. This helps federal partners determine fiscal constraint, which means all needed project phases can be implemented with the funding identified in the LRTP. A simple way to demonstrate the results of the financial plan is to provide a table that shows revenues exceed project costs, including a separate line item or table for the anticipated revenue available for operations and maintenance. Showing operations and maintenance revenues as a separate line item or table helps ensure that these costs are being used in balancing the fiscal constraint of the revenues with both the capital and maintenance investments.

Examples

The following examples are organized by the three topics discussed above. Each example demonstrates how to address a single topic; the examples do not show how to address all topics in the same table or portion of the LRTP narrative.

Showing Federal Funds in the first 10 years of the LRTP

The below examples show how footnotes can be used to identify which projects are planned to be implemented with federal funds.

Example 1

Table 4-7 & Appendix B (Years 1-5)

"All projects will use a combination of federal and state funding unless noted with an asterisk (*). Projects noted with an asterisk (*) will use local funds only. Additional information on project funding and phases is available in the current [Transportation Improvement Program](#)."

Table 4-8 & Appendices C-D (Years 6+)

"All projects will use a combination of federal and state funding unless noted with an asterisk (*). Projects noted with an asterisk (*) will use local funds only."

Example 2

The first table summarizes funding sources and must be accompanied by the second table that shows a more detailed breakdown of projects, including identifying which projects are planned to be implemented with federal funds. Both tables are accompanied by the footnotes stating: "All funding sources involve a combination of federal and state funding unless noted with an asterisk. Funding sources noted with an asterisk will use local funds only." OR "All projects will use a combination of federal and state funding unless noted with an asterisk." If unique federal funding sources are listed in the footnote, it must include all pertinent sources.

Table 5-1: Projected Revenues, Capital Roadway Projects

	Funding Source ¹	Tier 1	Tier 2	Tier 3	Tier 4
		2021-2025	2026-2030	2031-2035	2036-2045
	Other Arterials (OA)	\$ 43,006,687	\$ 130,940,000	\$ 142,800,000	\$ 298,710,000
	SIS	\$ 54,379,314	\$ 11,220,236	\$ 7,850,750	\$119,060,400
	Local*	\$ 112,196,583	\$ 43,385,887	\$ 43,433,351	-

¹All funding sources involve a combination of federal and state funding unless noted with an asterisk (*). Funding sources noted with an asterisk (*) will use local funds only.

ID Num	Project Name	From	To	Strategy	Total Project Costs (LRTP YOE Cost + Prior Year Costs)	Prior Year Costs	Source O A S I L	Funded Project Phases	YOE Cost by Phase				
									PD&E	PE	ROW	CST	YOE Cost Total
100	ITS Near Term				\$12,963,060				\$-	\$-	\$-	\$-	\$-
101	ITS Mid Term				\$16,600,500				\$-	\$-	\$-	\$-	\$-
102	ITS Long Term				\$45,926,663				\$-	\$-	\$-	\$-	\$-
200	Intersection Improvements Near Term				\$4,321,020				\$-	\$-	\$-	\$-	\$-
201	Intersection Improvements Mid Term				\$5,533,500				\$-	\$-	\$-	\$-	\$-
202	Intersection Improvements Long Term				\$15,306,888				\$-	\$-	\$-	\$-	\$-

ID Num	Project Name	From	To	Strategy	Total Project Costs (LRTP YOE Cost + Prior Year Costs)	Prior Year Costs	Source O A S I L	Funded Project Phases	YOE Cost by Phase				
									PD&E	PE	ROW	CST	YOE Cost Total
-	SR 8 (I-10) Interchange at SR 61 & SR 261 (US 319)			Interchange Improvement	\$11,977,000	\$6,648,000			\$-	\$-	\$-	\$-	\$-
-	SR 263 Capital Circle	Spring Road	Orange Avenue	Add lanes and reconstruct	\$113,419,000	\$59,040,000	x	D/ROW/CST	\$-	\$60,221	\$142,000	\$4,177,093	\$54,379,314
-	SR 263 Capital Circle	Crawford Road	Spring Road	Add lanes and reconstruct	\$59,051,000	\$21,576,000	x	CST	\$-	\$-	\$-	\$37,474,555	\$37,474,555
-	SR 369 (US 319/Crawfordville Road)	N of SR 267	Leon CL	Landscaping	\$34,100,000	\$33,229,000	x	CST	\$-	\$-	\$-	\$871,074	\$871,074
-	Northeast Gateway - Welaunee Boulevard Phase I	Fleisch Road	Roberts Road	New Road Construction	\$72,400,000	\$-	x	PDE/D/ROW/CST	\$1,600,000	\$6,700,000	2,800,000	\$61,300,000	\$72,400,000
-	Northeast Connector - Bannerman Road	Quail Drive	Meridian Road	Widening and Multimodal Improvements	\$39,797,000	\$-	x	PDE/D/ROW/CST	2,507,185	\$3,143,930	7,163,385	\$26,982,083	\$39,797,000
7	Crawfordville Road	LL Road	Wakulla Road	2 to 4 Lanes	\$22,692,000	\$1,165,000			\$-	\$-	\$-	\$-	\$-
11.1*	Thomasville Road	Seventh Ave	Monroe Street	Multimodal Operational	\$4,515,000	\$-			\$-	\$-	\$-	\$-	\$-
11.2*	Thomasville Road	Bradford Rd	Seventh Ave	Multimodal Operational	\$6,546,000	\$-			\$-	\$-	\$-	\$-	\$-
12	Woodville Highway	Capital Circle SE	SR 263	2 to 4 Lanes	\$44,938,000	\$8,110,000			\$-	\$-	\$-	\$-	\$-
45**	Tennessee Street/Mahan Dr/US 90	Capital Circle NE		Major Intersection Reconfiguration	\$2,640,000	\$-			\$-	\$-	\$-	\$-	\$-
4.1	Crawfordville Road	East Ivan	Arran Road	2 to 4 Lanes	\$65,404,000	\$5,648,000			\$-	\$-	\$-	\$-	\$-
21.1	Orange Avenue	Capital Circle SW	Bradford Road	Access Management and Multimodal Improvements	\$3,184,000	\$659,000			\$-	\$-	\$-	\$-	\$-
21.2	Orange Avenue	Bradford Road	Bradford Road	2 to 4 Lanes	\$27,347,000	\$412,000			\$-	\$-	\$-	\$-	\$-
21.4	Orange Avenue	Bradford Road	Monroe Street	2 to 4 Lanes	\$30,618,000	\$700,000	x	D	\$2,090,000	\$-	\$-	\$-	\$2,090,000

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ID Num	Project Name	From	To	Strategy	Total Project Costs (LRTP YOE Cost + Prior Year Costs)	Prior Year Costs	Source O A S L	Funded Project Phases	YOE Cost by Phase				
									PD&E	PE	ROW	CST	YOE Cost Total
22.1	Pensacola Street	Capital Circle NW	Appleyard Drive		\$19,670,000	\$-			\$-	\$-	\$-	\$-	\$-
23***	Tharpe Street	Capital Circle	Ocala Road	2 to 4 Lanes	\$76,639,000	\$-			\$-	\$-	\$-	\$-	\$-
4.2	Crawfordville Road	Arran Road	Lost Creek Bridge	2 to 4 Lanes	\$100,941,000	\$5,648,000			\$-	\$-	\$-	\$-	\$-
5	Crawfordville Road	Lost Creek Bridge	Alaska Way	2 to 4 Lanes	\$144,370,000	\$7,844,000	x	ROW	\$-	\$-	2,571,058	\$-	\$2,571,058
6	Crawfordville Road	Wakulla CL	Wallace Road	2 to 4 Lanes	\$45,119,000	\$1,445,000			\$-	\$-	\$-	\$-	\$-
8	Interstate 10	US 90	Leon CL	4 to 6 Lanes	\$53,188,660	\$-			\$-	\$-	\$-	\$-	\$-
9	Interstate 10	Leon CL	Capital Circle NW	4 to 6 Lanes	\$79,633,650	\$-			\$-	\$-	\$-	\$-	\$-

²All projects will use a combination of federal and state funding unless noted with three asterisks (***).

Including the first 5 years in the LRTP

The below example shows how to include the first five years of projects. Information may be sourced from the TIP, but it is not incorporated by reference or link. The hypothetical example below should be read as a continuous table; the identification number is repeated in the first column for ease of reference. If projects are not fully funded within the first five years, additional funding will need to be reflected in subsequent cost bands or in the needs plan if all phases are not fully funded within the LRTP.

Example 3 (Hypothetical Example)

ID #	Project Name	From	To	Strategy	County	Total Project Costs (LRTP YOE Cost + Prior Year Costs)	Prior Year Costs	Source O A S I L	Funded Project Phases	Tier 1 2021-2025 YOE Cost by Phase					
										PD&E	PE	ROW	CST	YOE Cost Total	
1	NE Connect	Quail Drive	Meri Road	Widening and Multi-modal	A	\$39,797,000	\$ -		x	PDE/D/ ROW/CST	\$2,507,185	\$3,143,930	\$7,163,385	\$26,982,083	\$39,797,000
2	Crawford Road	East Ivan Drive	Arran Road	2 to 4 Lanes	B	\$65,404,000	\$5,648,000				\$ -	\$ -	\$ -	\$ -	
3	Orange Avenue	N Lake Road	Monroe Street	2 to 4 Lanes	A	\$30,618,000	\$ 700,000	x		D	\$2,090,000	\$ -	\$ -	\$ -	\$2,090,000
4*	Tharpe Street	Capital Circle	Ocala Road	2 to 4 Lanes	A	\$76,639,000	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -
5	Crawford Road	Lost Creek Bridge	North Way	2 to 4 Lanes	B	\$144,370,000	\$7,844,000	x		ROW	\$ -	\$ -	\$2,571,058	\$ -	\$2,571,058

ID Num	Source O A S I L			Funded Project Phases	Tier 2 2026-2030 YOE Cost by Phase				
					PD&E	PE	ROW	CST	YOE Cost Total
1					\$ -	\$ -	\$ -	\$ -	\$ -
2	x			ROW	\$ -	\$ -	\$20,280,996	\$ -	\$20,280,996
3	x			ROW	\$ -	\$ -	\$15,708,000	\$ -	\$15,708,000
4*		x		D/ROW	\$ -	\$5,548,262	\$27,657,654	\$ -	\$33,205,915
5					\$ -	\$ -	\$ -	\$ -	\$ -

ID Num	Source			Funded Project Phases	Tier 3 2031-2035 YOE Cost by Phase				
	OA	SS	L		PD&E	PE	ROW	CST	YOE Cost Total
1					\$ -	\$ -	\$ -	\$ -	\$ -
2	x			CST	\$ -	\$ -	\$ -	\$39,474,928	\$39,474,928
3	x			CST	\$ -	\$ -	\$ -	\$12,120,403	\$12,120,403
4*			x	CST	\$ -	\$ -	\$ -	\$43,433,361	\$43,433,361
5	x			ROW	\$ -	\$ -	\$11,160,000	\$ -	\$11,160,000

ID Num	Source			Funded Project Phases	Tier 4 2036-2045 YOE Cost by Phase				
	OA	SS	L		PD&E	PE	ROW	CST	YOE Cost Total
1					\$ -	\$ -	\$ -	\$ -	\$ -
2					\$ -	\$ -	\$ -	\$ -	\$ -
3					\$ -	\$ -	\$ -	\$ -	\$ -
4*					\$ -	\$ -	\$ -	\$ -	\$ -
5	x			ROW/CST	\$ -	\$ -	\$22,140,000	\$100,655,000	\$122,795,000

All projects will use a combination of federal and state funding unless noted with an asterisk (). Projects noted with an asterisk (*) will use local funds only.

Assessment of Fiscal Constraint the Financial Plan

The below example demonstrates how to show fiscal constraint in the Financial Plan, as well as how to show revenue and cost estimates for operations and maintenance separately. This hypothetical example is a demonstration of fiscal constraint for roadways. When separating out the costs, a separate line item or two tables must be used to demonstrate fiscal constraint. The first table shows fiscal constraint for capital projects, while the second table shows operation and maintenance for roadways separate from capital investments.

Example 4 (Hypothetical Example)

Table 1 Total Revenue and Costs for Roadway Capital Projects (2021-2045) (Years of Expenditure)

Financial Summary		Costs/Revenues in Year of Expenditures	
Tier 1 2021-2025			
OA	Revenues		\$43,006,687
	Costs		\$43,006,687
	Balance		-
SIS	Revenues		\$54,379,314
	Costs		\$54,379,314
	Balance		-
Local*	Revenues		\$112,196,583
	Costs		\$112,196,583
	Balance		-
Other State	Revenues		\$12,060,000
	Costs		\$12,060,000
	Balance		-
Tier 2 2026-2030			
OA	Revenues		\$130,940,000
	Costs		\$130,940,000
	Balance		-
SIS	Revenues		\$11,220,236
	Costs		\$11,220,236
	Balance		-
Local*	Revenues		\$43,385,887
	Costs		\$43,385,887
	Balance		-
Other State	Revenues		\$10,500,000
	Costs		\$10,500,000
	Balance		-
Tier 3 2031-2035			
OA	Revenues		\$143,191,954
	Costs		\$143,191,954
	Balance		-
SIS	Revenues		\$7,850,750
	Costs		\$7,850,750
	Balance		-
Local*	Revenues		\$43,433,361
	Costs		\$43,433,361
	Balance		-

Financial Summary	Costs/Revenues in Year of Expenditures	
Other State	Revenues	\$15,600,000
	Costs	\$15,600,000
	Balance	-
Tier 4 2036-2045		
OA	Revenues	\$299,094,054
	Costs	\$299,094,054
	Balance	-
SIS	Revenues	\$119,080,400
	Costs	\$119,080,400
	Balance	-
Local*	Revenues	-
	Costs	-
	Balance	-
Other State	Revenues	\$30,600,000
	Costs	\$30,600,000
	Balance	-

All funding sources involve a combination of federal and state funding unless noted with an asterisk (*). Funding sources noted with an asterisk (*) will use local funds only.

The table below provides a summary of estimated revenues and costs for the system level operations and maintenance. The example anticipates that all operations and maintenance revenue will be fully expended.

Table 2 Total Revenue and Costs for Roadway Operations and Maintenance (2021-2045) (Years of Expenditure)

Funding Source	Category	Total Projected Revenues	Total Operations and Maintenance Costs
State	Districtwide SHS	\$9,131,600,000	\$9,131,600,000
Local	County Fuel Tax	\$20,938,000	
	Constitutional Fuel Tax	\$46,967,000	
	First Local Option Fuel Tax	\$63,623,000	
	9 th Cent Fuel Tax	\$2,554,000	
	General Fund for Transportation	\$44,985,000	
	Local Subtotal	\$179,067,000	\$179,067,000

Appendix D: USDOT Competitive Grant Programs

Note: for current information, go to:

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix illustrates these programs broadly, organized by applicant type. Potential applicants should refer to the applicable column in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to make informed decisions about each program.

Federal Transit Administration (FTA) Grants are maintained at:
<https://www.transit.dot.gov/grants>

Federal Railroad Administration (FRA) Grants are maintained at:
<https://railroads.dot.gov/grants-loans/grants-loans>

ECRC and local government partners have been awarded several large-scale competitive grants under these programs. These discretionary grant awards are in addition to, and not included in, the formula funding identified by ALDOT and FDOT.

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)
<u>ADCMS - Advanced Digital Construction Management Systems</u>	A program to promote, implement, deploy, demonstrate, showcase, support and document the application of advanced digital construction management systems, practices, performances, and benefits.	Yes	Yes (In partnership with State DOT)	Yes (In partnership with State DOT)	Yes (In partnership with State DOT)	
<u>Advanced Transportation Technologies and Innovative Mobility Deployment (also known as Advanced Transportation Technology and Innovation (ATTAIN) Program)</u>	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Yes	Yes	Yes		
<u>AID - Accelerated Innovation Deployment Demonstration Program</u>	Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	Yes	Yes (population over 200,000 - must apply through the State DOT as a subrecipient)	Yes (must apply through the State DOT as a subrecipient)	Yes	Yes
<u>Active Transportation Infrastructure Investment Program</u>	Funding beyond FY23 is subject to the availability appropriations; the program provides grants to construct safe and connected active transportation facilities in an active transportation network or active transportation spine and to develop plans for active transportation networks and active transportation spines.	Yes	Yes	Yes	Yes	No (except for projects on federal land where the FFLA enters into a cooperative agreement with an eligible entity)
<u>Bridge Investment Program</u>	Provides grants for projects to improve the condition of bridges and	Yes	Yes (population greater than	Yes	Yes	Yes

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)
	culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.		200,000)			
<u>Charging and Fueling Infrastructure Grants Program (Community Charging)</u>	Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.	Yes	Yes	Yes	Yes	
<u>Charging and Fueling Infrastructure Grants Program (Corridor Charging)</u>	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.	Yes	Yes	Yes	Yes	
<u>Congestion Relief Program</u>	Provides grants to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of at least 1 million.	Yes	Yes	Yes (city or municipality)		
<u>Dwight David Eisenhower Transportation Fellowship Program</u>	This program awards fellowships to students pursuing degrees in transportation-related disciplines,					

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)
	advancing the transportation workforce by helping to attract the nation's brightest minds to the field of transportation, encouraging future transportation professionals to seek advanced degrees, and helping to retain top talent in the U.S. transportation industry.					
<u>HUTE - Highway Use Tax Evasion Program</u>	Grants which aim to identify, reduce, and/or eliminate evasion of fuel taxes at the Federal and State level	Yes				
<u>INFRA - Nationally Significant Multimodal Freight and Highway Projects</u>	Provides grants for multimodal freight and highway projects of national or regional significance.	Yes	Yes (with a population over 200,000)	Yes	Yes	Yes
<u>MEGA - National Infrastructure Project Assistance Program</u>	Provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.	Yes	Yes	Yes	Yes	
<u>National Culvert Removal, Replacement, and Restoration Grants</u>	Provides grants to fund projects for the replacement, removal, and repair of culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish.	Yes		Yes	Yes	
<u>Nationally Significant Federal Lands and Tribal Projects (NSFLTP)</u>	Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.	Yes (if sponsored by an FLMA or Tribe)	Yes (if sponsored by an FLMA or Tribe)	Yes (if sponsored by an FLMA or Tribe)	Yes	Yes

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)
NEVI set-aside (First NOFO: Electric Vehicle Charger Reliability and Accessibility Accelerator Program)	10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure. This first round of the NEVI set-aside program focuses on repairing and replacing existing non-operational EV chargers.	Yes		Yes		
NEVI set-aside (Second NOFO: NEVI 10)	10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure. This second round of the NEVI set-aside program has been incorporated into the Charging and Fueling Infrastructure Discretionary Grant Program second NOFO.	Yes		Yes		
Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way (also known as Roadside Pollinator Program)	Funding beyond FY23 is subject to the availability of appropriations; the program provides grant to carry out activities to benefit pollinators on roadsides and highway rights-of-way, including the planting and seeding of native, locally-appropriate grasses and wildflowers.	Yes			Yes	Yes
Prioritization Process Pilot Program	Supports data-driven approaches to planning that can be evaluated for public benefit.	Yes	Yes (serving an urban area with a population over 200,000)			
PROTECT: Promoting Resilient Operations for Transformative, Efficient,	Provides grants for activities that enable communities to address vulnerabilities to current and future	Yes	Yes	Yes	Yes	Yes (when applying jointly with a State)

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)
<u>and Cost-saving Transportation Discretionary Grants</u>	weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.					
<u>RAISE - Rebuilding American Infrastructure with Sustainability and Equity</u>	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	Yes	Yes	Yes	Yes	
<u>Reconnecting Communities Pilot Program — Capital Construction Grants</u>	Provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	
<u>Reconnecting Communities Pilot Program — Planning Grants</u>	Provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes	Yes	Yes	Yes	
<u>Reduction of Truck Emissions at Port Facilities Grant Program (RTEPF)</u>	Studies and provides grants to reduce idling at port facilities, including through the electrification of port operations.	Yes	Yes	Yes	Yes	Yes

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)
<u>Rural Surface Transportation Grant Program</u>	Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Yes		Yes	Yes	
<u>Safe Streets and Roads for All (SS4A)</u>	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).		Yes	Yes	Yes	
<u>SIRC - Strategic Innovation for Revenue Collection</u>	Provides funds to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund.	Yes	Yes	Yes		
<u>TETDDP - Transportation Education and Training Development and Deployment Program (also known as Highway Construction Training Program (HCTP))</u>	Provides grants to develop, test, and review new curricula and education programs to train individuals at all levels of the transportation workforce; and, or to implement the new curricula and education programs to provide for hands-on career opportunities to meet current and future needs.	Yes				
<u>Transportation Access Pilot Program</u>	Provides technical assistance in developing and processing accessibility data and defining	Yes	Yes			

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)
	accessibility measurements for transportation planning purposes. The program is a competitive, technical assistance program and does not award funding.					
<u>Tribal High Priority Projects Program</u>	Provides grants to Indian Tribes or a governmental subdivision of an Indian Tribe whose annual allocation of funding received under the Tribal Transportation Program is insufficient to complete the highest priority project of the Tribe, or to any Tribe that has an emergency or disaster occur on a Tribal transportation facility that renders the facility impassible or unusable. Applications are accepted year-round.				Yes	
<u>Tribal Transportation Program Safety Fund</u>	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.				Yes	
<u>Wildlife Crossings Pilot Program</u>	Provides grants to support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity for terrestrial and aquatic species.	Yes	Yes	Yes	Yes	Yes

Appendix E: Bike / Ped Grant Programs

Note: for current information, go to:
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds

November 16, 2023

This table indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																														
	Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																														
	Federal Highway Administration															Federal Lands			OST Grant					OST Loan		FTA		NHTSA			
Activity or Project Type	ATUFP	BRIC	CRP	CMAQ	HSIP	RHCF	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLITP	ITP	ITPSF	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	ITIFA	FTA	AoP	TOD	402	405	
Access enhancements to public transportation (benches, bus pads, lighting)	\$		\$	\$				\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan	\$		\$							\$	\$	\$		\$		\$	\$					\$		TA				\$	~\$		
Barrier removal for ADA compliance	\$	\$	\$						\$	\$	\$	\$	\$		\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Bicycle plans	\$	\$	\$						\$	\$	\$		\$	\$		\$	\$	\$			~\$	\$					\$	\$	~\$		
Bicycle helmets (project or training related)	~\$				\$					\$	\$SRTS	\$					\$														\$
Bicycle helmets (safety promotion)	~\$				\$					\$	\$SRTS	\$					\$														
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	~\$	~\$	\$	\$			~\$	~\$	\$					
Bicycle parking (see Bicycle Parking Solutions)	\$	\$	\$				\$		\$	\$	\$	\$	\$		\$	\$	\$	~\$	~\$	\$	~\$			~\$	\$	\$					
Bike racks on transit	\$	\$	\$						\$	\$					\$	\$			~\$	\$	~\$				~\$	\$					
Bicycle repair station (air pump, simple tools, electric outlets)	\$	\$							\$	\$	\$				\$	\$			~\$	\$	~\$			~\$	~\$	\$					
Bicycle share (capital and equipment including charging stations and outlets; not operations)	\$	\$	\$				\$		\$	\$					\$	\$		~\$	~\$	\$	~\$			~\$	~\$	\$					
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations)	\$	\$	\$						\$	\$					\$	\$			~\$	\$	~\$			~\$	\$	\$					
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$					
Bus shelters and benches	\$	\$	\$				\$	\$	\$	\$					\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Charging stations for electric bicycles and scooters NEW	\$	\$	\$							\$	\$	\$			\$	\$							~\$		~\$	~\$					
Coordinator positions: State/local (CMAQ/STBG limited)				\$						\$	\$SRTS		\$			\$						~\$			~\$	~\$					
Community Capacity Building (develop organizational skills and processes)	~\$												\$			\$				NAE	~\$		TA				~\$	~\$			
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Curb ramps	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Counting equipment	\$				\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	~\$			~\$	\$					
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$			\$	\$			\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$			~\$	\$	~\$	\$	~\$	~\$		
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$					\$	\$	\$	\$	\$	\$	\$		\$	\$		\$	\$	\$	~\$				\$	\$	~\$	~\$			
Encouragement and education activities related to safe access for bicyclists and pedestrians NEW	~\$			\$	\$				\$	\$SRTS	\$	\$	\$			\$					~\$	~\$									
Historic preservation (pedestrian, bicycle, transit facilities)	~\$	\$								\$					\$	\$	\$		~\$	~\$	~\$			~\$	~\$	\$					
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water fountains); usually part of larger project	\$	\$					~\$	\$	\$	\$					\$	\$		~\$	~\$	~\$	~\$			~\$	~\$	\$					
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Maps (for pedestrians and/or bicyclists) (see Idea Book)	\$	\$	\$						\$	\$		\$	\$	\$		\$	\$					\$					\$				
Micromobility projects, including scooter share (capital and equipment, including charging stations and outlets; not operations)	\$	\$	\$							\$	\$					\$	\$			\$	\$	~\$	~\$		~\$	~\$					
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	~\$	\$	\$	\$			~\$	~\$						
Pedestrian plans	\$	\$							\$	\$	\$		\$		\$	\$	\$	~\$	\$	~\$	\$						\$	\$	\$		
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety NEW	~\$				\$					\$	\$SRTS	\$				\$														\$	\$

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																															
	Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																															
	Federal Highway Administration														Federal Lands				OST Grant				OST Loan		FTA		NHTSA					
Activity or Project Type	ATIP	BRI	CRP	CMAQ	HSR	PRCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FL	ITP	ITPSE	INFA	RAISE	RCA	SS4A	SMART	Thrive	RRIF	TIFA	ETA	AoPP	TOD	402	403		
Rail at-grade crossings	\$		\$			\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	~\$			\$	\$	\$					
Recreational trails	\$								\$	\$	\$	\$			\$	\$	\$			\$	\$	~\$			~\$							
Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use. REVISED	\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	note		\$	\$	\$		\$	\$	\$	~\$	~\$		~\$	~\$						
Road Diets (pedestrian and bicycle portions)	\$		\$	\$			\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$			~\$							
Road Safety Assessment for pedestrians and bicyclists	\$					\$	\$			\$	\$					\$	\$	\$			\$	\$		TA		~\$		~\$				
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	~\$					\$				\$	SRTS		\$	\$			\$				\$							~\$	~\$	\$	\$	
Safety education positions						\$				SRTS	SRTS		\$				\$					\$									\$	
Safety enforcement (including police patrols)						\$				SRTS	SRTS		\$				\$					\$									\$	
Safety program technical assessment (for peds/bicyclists)	~\$					\$				SRTS	SRTS		\$	\$		\$	\$				\$	\$		TA							\$	
Separated bicycle lanes	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Shared use paths / transportation trails	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Sidewalks (new or retrofit)	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$					
Signing for pedestrian or bicycle routes	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use) REVISED	\$	\$	~\$	\$		\$	\$			\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$	\$	~\$		~\$	~\$	\$					
Stormwater mitigation related to pedestrian and bicycle project impacts REVISED	\$					\$	\$	\$	\$	\$	\$	\$	note			\$	\$	\$	\$	\$	\$	~\$			~\$	~\$	\$	note	note			
Technical Assistance (see Cross-cutting notes) NEW	~\$			~\$	\$					\$	\$	\$	note				\$	\$			~\$	~\$	~\$	TA								
Traffic calming	\$	\$				\$		\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Trail bridges	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	~\$			~\$	~\$						
Trail construction and maintenance equipment	\$	\$								\$	\$	\$				~\$	~\$	~\$				~\$			~\$	~\$						
Trail/highway crossings and intersections	\$	\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$						
Trailside/trailhead facilities (restrooms, water, but not general park amenities)	\$		~\$							\$	\$	\$			\$	\$	\$		~\$						~\$	~\$						
Training	~\$			\$	\$					\$	\$	\$	\$								\$			TA				~\$	~\$	\$		
Training for law enforcement on ped/bicyclist safety laws	~\$			~\$	\$					SRTS	SRTS		\$				\$				\$							~\$	~\$	\$	\$	
Tunnels / underpasses for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$			\$	\$	\$					
Vulnerable Road User Safety Assessment	\$			\$						\$	\$		\$	\$			\$	\$			\$			TA				~\$	~\$			

Abbreviations (alphabetical order)

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973	PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)
AoPP: Areas of Persistent Poverty Program	PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
ATIP: Active Transportation Infrastructure Investment Program [web link under development]	RAISE: Rebuilding American Infrastructure with Sustainability and Equity
BIL: Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act (Pub. L. 117-58))	RCA: Reconnecting Communities and Neighborhoods Grant Program (includes Reconnecting Communities Pilot Program (RCP) and Neighborhood Access and Equity programs)
BRI: Bridge Programs, including: BFP: Bridge Formula Program; BIP: Bridge Investment Program; BRR: Bridge Replacement and Rehabilitation Program	RHCP: Railway-Highway Crossings (Section 130) Program
CMAQ: Congestion Mitigation and Air Quality Improvement Program	RRIF: Railroad Rehabilitation and Improvement Financing (loans)
CRP: Carbon Reduction Program	RTP: Recreational Trails Program
FLTP: Federal Lands and Tribal Transportation Programs: Federal Lands Access Program , Federal Lands Transportation Program , Tribal Transportation Program , Federal Lands Planning Program and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects program	SMART: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program
FTA: Federal Transit Administration Capital Funds	SRTS: Safe Routes to School Program (and related activities)
	SS4A: Safe Streets and Roads for All
	STBG: Surface Transportation Block Grant Program

HSIP: Highway Safety Improvement Program IIJA: Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law INFRA: Infrastructure for Rebuilding America Discretionary Grant Program NAE: Neighborhood Access and Equity Program NHPP: National Highway Performance Program NHTSA 402: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program NHTSA 405(g): National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety) NSBP: National Scenic Byways Program	TASA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements) Thrive: Thriving Communities Initiative (TA: Technical Assistance) TIFIA: Transportation Infrastructure Finance and Innovation Act (loans) TOD: Transit-Oriented Development TTP: Tribal Transportation Program TTPSF: Tribal Transportation Program Safety Fund
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Cross-cutting notes

This table indicates likely eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. The Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See FHWA's [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#).
- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance), [Publications, Pedestrian and Bicyclist Safety](#), and Bicycle transportation and pedestrian walkways statute at [23 U.S.C. 217](#).
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and [TASA](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TASA](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Lighting](#), [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to [Technical Assistance and Local Support](#).
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.

Program-specific notes

DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

FHWA Programs

- [ATIP](#) (IIJA § 11529): Subject to appropriations. Projects costing at least \$15,000,000 to develop or complete active transportation networks and spines, or at least \$100,000 to plan or design for active transportation networks and spines.
- [BRF](#), [BFP](#), (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge; project must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.
- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the [CMAQ guidance](#) for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133): Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217 (23 U.S.C. 133(b)(7)). Activities marked "\$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).

- [TASA](#) (23 U.S.C. 133(h)): Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked “SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training. Transportation planning associated with activities would be eligible. SPR and PL funds are not available for project implementation or construction.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

FHWA Federal Lands Programs

- [ELTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or Tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
 - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or Tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally recognized Tribal governments for projects within Tribal boundaries and public roads that access Tribal lands.
- [TTPSF](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to federally recognized Indian Tribes through a competitive, discretionary program to plan and implement transportation safety projects.

OST Grant Programs

- [INFRA](#) (IIJA § 11110): Funds projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RAISE](#) (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and equity.
- [RCN](#): Combines [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)), which provides funds for planning grants and capital construction grants that relate to a transportation facility that creates a barrier to community connectivity and [Neighborhood Access and Equity Grant Program](#). Inflation Reduction Act (IRA) § 60501; enacted as Pub. L. 117-169, 23 U.S.C. 177, which provides funds for projects that improve walkability, safety, and affordable transportation access and funding for planning and capacity building activities in disadvantaged or underserved communities.
- [SMART](#) (IIJA § 25005): Provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.

OST Loan Programs

- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.

FTA Programs

- [FTA](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#), [Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
 - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
 - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress, not for capital purchases.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.

NHTSA Programs

- [NHTSA 402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- [NHTSA 405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. See [23 U.S.C. 1300.26](#). For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project. Project agreements may not be expressed in terms of full or part time positions.

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HDR Engineering

General Planning Consultant to
Emerald Coast Regional Council and FL-AL TPO