

# FINANCIAL RESOURCES

June 2021



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## Acronyms & Abbreviations

### A

AIM Accelerating Innovative Mobility

### B

BOCC Board of County Commissioners

BUILD Better Utilizing Investments to Leverage Development

### C

CDBG Community Development Block Grant

CIGP County Incentive Grant Program

CPI Consumer Price Index

CRA Community Redevelopment Agency

CTC Community Transportation Coordinators

CTD Commission for the Transportation Disadvantaged

CVA Clean Vessel Act

### D

DIG Defense Infrastructure Grant

DOI Department of the Interior

DOD Department of Defense

DOT Department of Transportation

### E

EDA Economic Development Administration

EDTF Economic Development Transportation Fund

### F

FAST Fixing America's Surface Transportation

FDEO Florida Department of Economic Opportunity

FDEP Florida Department of Environmental Protection

FDOT Florida Department of Transportation

FDOR Florida Department of Revenue

FHWA Federal Highway Administration

FMLC Florida Municipal Loan Council

FTA Federal Transit Administration

FY Fiscal Year

### G

GARVEE Grant Anticipation Revenue Vehicle

### H

HSCR Human Services Coordination Research

HUD Department of Housing and Urban Development

### I

ICAM Innovative Coordinated Access and Mobility

IMI Integrated Mobility Innovation

INFRA Infrastructure for Rebuilding America

ITS Intelligent Transportation System

### L

LOGT Local Option Gas Tax

LoNo Low- and No-Emission

LoNo-CAP Low- and No-Emission Component Assessment Program

L RTP Long Range Transportation Plan

LWCF Land and Water Conservation

### M

MAP-21 Moving Ahead for Progress in the 21st Century

MOD Mobility on Demand

MSA Metropolitan Statistical Area

### N

n.d. No Date

NHS National Highway System

NHTSA National Highway Traffic Safety Administration

NOFO Notice of Funding Opportunity

### O

O-W Okaloosa-Walton

### P

P3 Public Private Partnerships

PTC Positive Train Control

### R

REC Revenue Estimating Conference

RTP Recreational Trails Program

### S

§ section or paragraph

SBA State Board of Administration

SCETS State Comprehensive Enhanced Transportation System

SCOP Small County Outreach Program

SHS State Highway System

SIB State Infrastructure Bank

SIS Strategic Intermodal System

S.R. State Road

STTF State Transportation Trust Fund

### T

TCRP Transit Cooperative Research Program

TEA-21 Transportation Equity Act for the 21st Century

TIF Tax Increment Financing

TIGER Transportation Investment Generating Economic Recovery

TIP Transportation Improvement Program

TMA Transportation Management Area

TNC Transportation Network Company

TOD Transit-Oriented Development

TPO Transportation Planning Organization

TRIP Transportation Regional Incentive Program

### U

U.S. United States

USDA U.S. Department of Agriculture

## 1.0 Introduction

The financial resources technical memo of the Okaloosa-Walton Transportation Planning Organization (O-W TPO) serves as an analysis of financial resources available for use in the 2045 Long Range Transportation Plan (LRTP) Update and the associated Cost Feasible Plan. The Cost Feasible Plan serves as an implementation tool for policy and decision makers. This element provides an overview of both existing and forecasted estimates for funding resources at federal, state, and local levels, based on historical trends of current transportation revenue sources as prepared by the Florida Department of Transportation (FDOT). Financial projections are based on growth and inflation estimates in Northwest Florida through 2045.

This overview also provides financing opportunities available to the Okaloosa-Walton TPO and its member municipalities and agencies, including the state of Florida, that reside in the Metropolitan Planning Area of the Okaloosa-Walton TPO. The Okaloosa-Walton TPO consists of Okaloosa and Walton Counties in Florida.

A map of the Okaloosa-Walton TPO area can be seen in **Figure 1**.

**Figure 1. Okaloosa-Walton Transportation Planning Area**



## 2.0 Existing Revenue Sources

This section references revenue sources that are already available for financing. **Table 1** shows state and federal revenue sources and assumptions through 2045.

**Table 1. Revenue Sources and Assumptions**

| Revenue Sources   | Years     | Assumptions*  |
|---|-----------|---|
| <b>State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamp taxes)</b> | 2019-2028 | Florida Revenue Estimating Conference Estimates (REC); these average in the range from 2.5% to 3.0% increase per year |
|   | 2029-2045 | Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045   |
| <b>Federal Distributions (Total Obligor Authority)</b>  | 2018-2027 | FDOT Federal Aid Forecast   |
|   | 2028-2047 | Annual 0.0% increase through 2045   |
| <b>Turnpike</b>   | 2018-2028 | Turnpike Revenue Forecast   |
|   | 2029-2045 | Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045   |

\* Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.

Source: FDOT, Office of Policy Planning. (2018, November 21). 2045 Revenue Forecast Okaloosa-Walton TPO.

### 2.1 Federal

Federal funding for the Okaloosa-Walton 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 FAST Act

The Fixing America's Surface Transportation (FAST) Act was signed into law by President Obama on December 4, 2015. The FAST Act funds surface transportation programs such as Federal-aid highways. The FAST Act builds from the previous Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act.

The FAST Act aims to improve mobility on America's highways, create jobs and support economic growth, accelerate project delivery, and promote innovation.<sup>1</sup>

<sup>1</sup> FHWA. (2016, July). Fixing America's Surface Transportation Act or "FAST Act". Retrieved from <https://www.fhwa.dot.gov/fastact/summary.cfm>



The FAST Act includes funding for competitive grant programs distributed through the Federal Transit Administration (FTA) for a variety of transportation related projects such as buses and bus facilities, innovative transportation coordination, workforce training, and public transportation research activities. These grants are further discussed in the Financing Options section of the Financial Resources Technical Report. The FHWA also distributes funding into the Highway Account and the Mass Transit Account. **Table 2** shows Federal Highway-User Fees implemented at the time of writing.

**Table 2. Federal Highway-User Fees**

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

Source: FHWA, Office of Highway Policy Information. (2018, December). Highway Statistics 2017. Retrieved from <https://www.fhwa.dot.gov/policyinformation/statistics/2017/pdf/fe21b.pdf>

### 2.1.2 National Defense Authorization Act

The National Defense Authorization Act approves 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 funding programs for state and local governments for infrastructure development that includes transportation infrastructure, such as the Defense Community Infrastructure Program.<sup>2</sup> The

<sup>2</sup> Congress.gov. (2018). H.R.5515 – John S. McCain National Defense Authorization Act for Fiscal Year 2019. Retrieved from <https://www.congress.gov/bill/115th-congress/house-bill/5515>

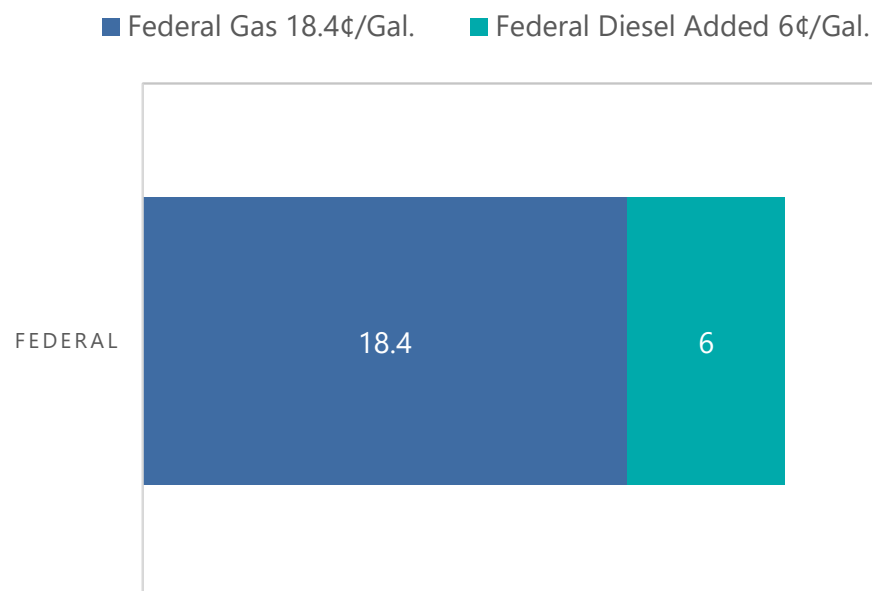


Defense Community Infrastructure Program is addressed in **Section 5.7.8**. The Act could apply to areas where the transportation network meets the air force bases and where other military actions occur within the TPO boundaries.

### 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. Revenues 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 2021 federal tax rates for fuel.

**Figure 2. 2021 Federal Fuel Tax Rates**



Source: FDOT, Office of Work Program and Budget. (2021). Florida's Transportation Tax Sources – A Primer. Retrieved from <https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/prs/Primer.pdf>

### 2.1.4 Federal Transit Administration

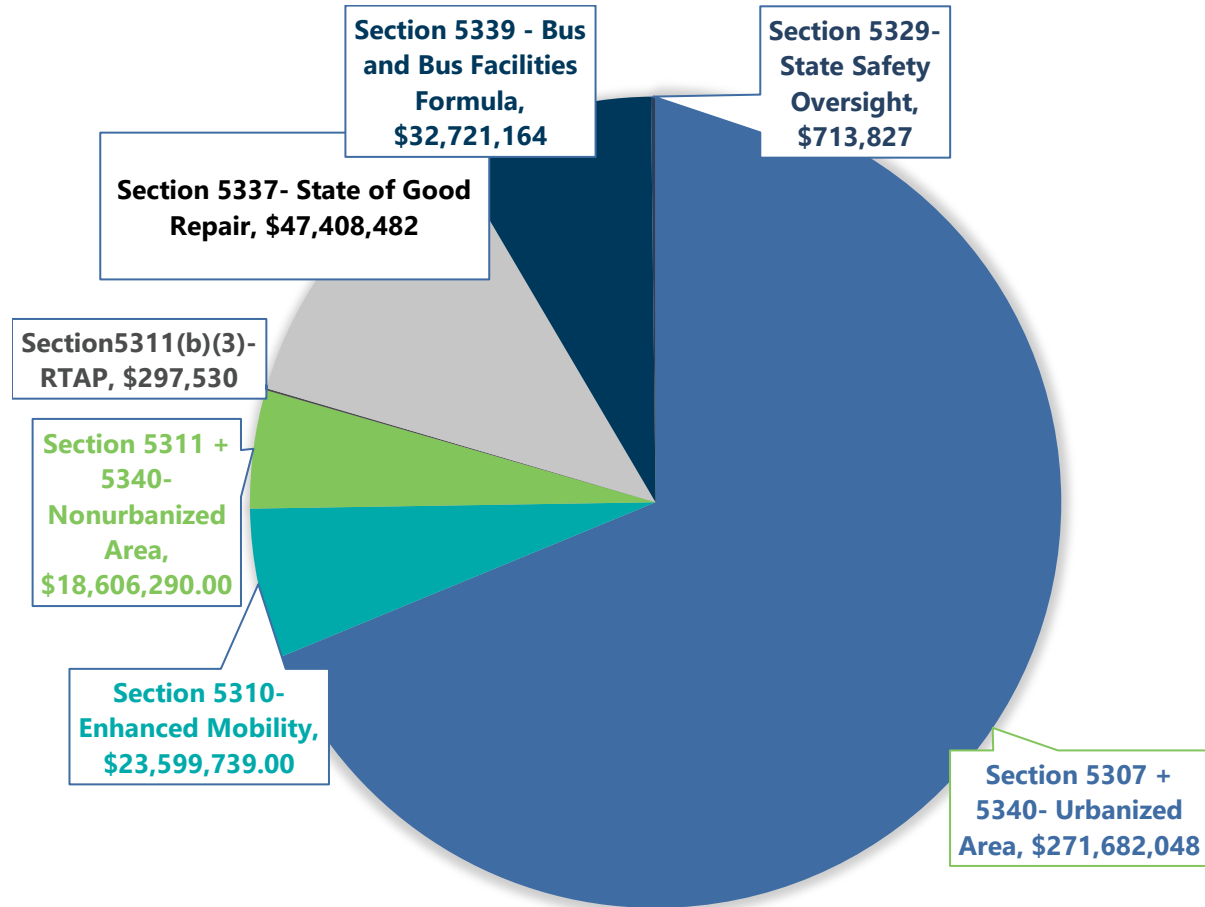
The Federal Transit Administration (FTA) provides state-by-state allocations of funding for different types of formula grant programs. The breakdown of funding to the state of Florida in fiscal year (FY) 2020 are represented in **Table 3** and **Figure 3**. Individual breakdowns of FTA allocations of funding for the O-W TPO can be found in the Transportation Improvement Program (TIP).

**FINANCIAL RESOURCES****Table 3. FTA Allocations of Funding for Florida for FY 2020**

| Section  | Florida              |
|--|----------------------|
| <b>5303: Metropolitan</b>  | \$8,870,332          |
| <b>5304: Statewide</b>   | \$1,718,545          |
| <b>5307 + 5340: Urbanized Area</b>   | \$271,682,048        |
| <b>5310: Enhanced Mobility for Older Adults and People with Disabilities</b> | \$23,599,739         |
| <b>5311 + 5340: Non-Urbanized Area</b>                                       | \$18,606,290         |
| <b>5311(b)(3): RTAP</b>  | \$297,530            |
| <b>5337: State of Good Repair</b>  | \$47,408,482         |
| <b>5339: Bus and Bus Facilities Formula</b>                                  | \$32,721,164         |
| <b>5329: State Safety Oversight</b>  | \$713,827            |
| <b>Total</b>   | <b>\$405,617,957</b> |

Source: FTA. (2020, March 24). Funding by State. Retrieved from  
<https://www.transit.dot.gov/funding/apportionments/funding-state>

**Figure 3. FTA Allocations of Funding for Florida in FY 2020**



Source: FTA. (2020, March 24). Funding by State. Retrieved from <https://www.transit.dot.gov/funding/apportionments/funding-state>

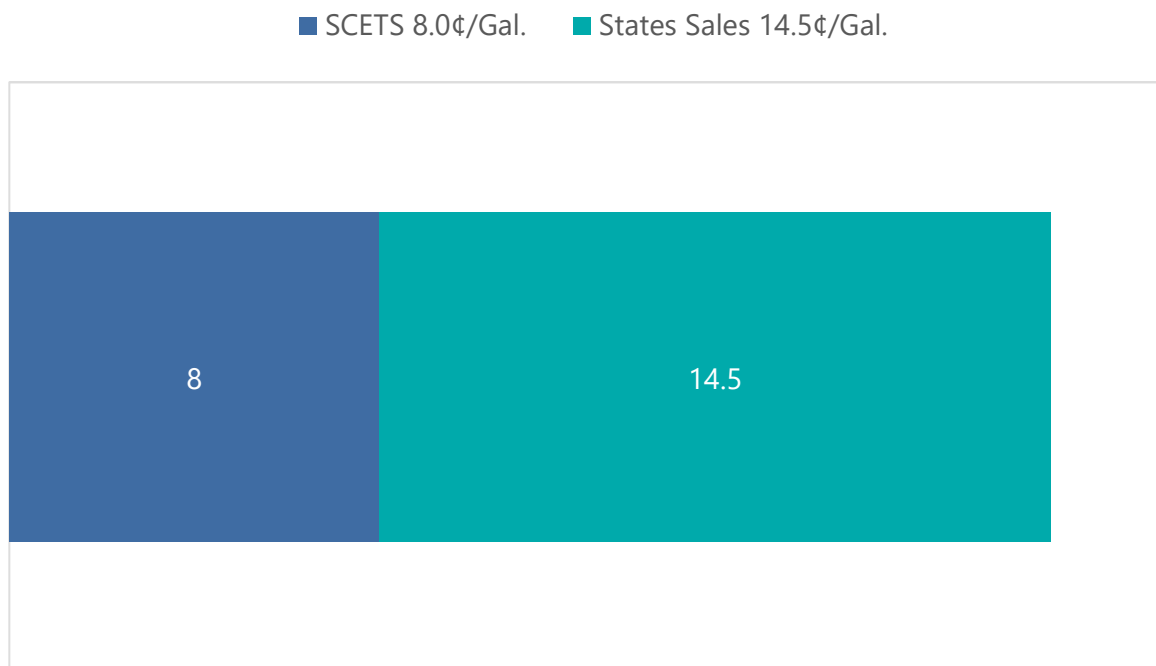
## 2.2 State

Existing transportation revenue sources for the state of Florida are listed in the sections below.

### 2.2.1 Florida Fuel Sales Tax

Florida fuel taxes are administered by the Florida Department of Revenue (FDOR). Fuel is defined as motor fuel, diesel fuel, aviation fuel, and natural gas fuel. Florida state sales tax is 14.5 cents per gallon as shown in **Figure 4**, along with State Comprehensive Enhanced Transportation System (SCETS) Tax being 8.0 cents per gallon. SCETS is further explained in **Section 2.2.2**.

**Figure 4. 2021 Fuel Tax Rates – Florida**



Source: FDOT, Office of Work Program and Budget. (2021). Florida's Transportation Tax Sources – A Primer. Retrieved from <https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/pr/Primer.pdf>

Qualified entities in the state of Florida that have purchased and used tax-paid fuel for an exempt purpose are provided refunds. Common refund claims include tax-paid:

- Aviation fuel sold to the federal government.
- Aviation fuel used by air carriers.
- Diesel fuel used by motor coaches during idle time.
- Fuel exported out of Florida.



- Fuel purchased by foreign diplomats at retail outlets.
- Fuel purchased by sovereign nations.
- Motor and diesel fuel used by local government users, on road.
- Motor and diesel fuel used by mass transit system providers, on road.
- Motor and diesel fuel used by non-public schools.
- Motor fuel used for agricultural, aquaculture, commercial fishing, or commercial aviation purposes.
- Motor or diesel fuel sold to the federal government in quantities of 500 gallons or more.
- Pollutants exported, bunkered into marine vessels, or converted to a solvent mixture.
- Undyed diesel fuel mixed with dyed diesel fuel in error.
- Undyed diesel fuel purchased by farmers for agricultural purposes.
- Undyed diesel fuel used for off-road or other exempt purposes.

#### 2.2.1.1 *Alternative Fuel Taxes and Fees*

Alternative fuels are fuels that are non-conventional, such as propane, butane, other liquefied petroleum gases, and compressed natural gases. These fuels were a small part of the total fuel consumption in the state, with receipts from these fees amounting to less than \$1 million annually. As of 2013, the Florida Legislature passed an exemption on alternative fuels and alternative fuel user decal fees, stating that alternative fuels are exempt from taxation from January 1, 2014 to January 1, 2024. However, following the January 1, 2024 date, 25% of the 4 cents of excise tax levied upon each motor fuel equivalent gallon of natural gas fuel (206.9955(2)(a), F.S.) shall be transferred to the Revenue Sharing Trust Fund for Municipalities.<sup>3</sup>

#### 2.2.2 **State Comprehensive Enhanced Transportation System Tax**

Adopted on January 1, 1991 by the 1990 Florida Legislature, the 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 purposes. As of 2020, the SCETS tax rate is 7.9 cents per gallon as shown in **Figure 4**. 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.

<sup>3</sup> Florida Legislature, Office of Economic and Demographic Research. (2019, November). 2019 Local Government Financial Information Handbook. Retrieved from <http://edr.state.fl.us/Content/local-government/reports/lgfih19.pdf>

### 2.2.3 Documentary Stamp Tax

The Florida Department of Revenue collects 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 State Transportation Trust Fund (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).<sup>4</sup>

### 2.2.4 Fees

Fees implemented by the state of Florida are included in this section.

#### 2.2.4.1 Florida Rental Car Surcharge

Imposed in 2011 by the Florida Legislature, the Florida Rental Car Surcharge is imposed on the lease or rental of motor vehicles designed to accommodate less than nine passengers and on the use of these vehicles by members of a car-sharing service.<sup>5</sup> This rental car surcharge is \$2 per day or for any part of a single day, or \$1 per use by members of a car-sharing service.

The surcharge does not apply to the lease or rental of:

- Motorcycles
- Mopeds
- Trucks
- Trailers

---

<sup>4</sup> FDOT, Office of Work Program and Budget. (2021). Florida's Transportation Tax Sources – A Primer. Retrieved from <https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/prs/Primer.pdf>

<sup>5</sup> FDOR. (2019). Solid Waste Fees, Motor Vehicle Fees, and Gross Receipts Tax on Dry Cleaning. Retrieved from [https://floridarevenue.com/Forms\\_library/current/gt800037.pdf](https://floridarevenue.com/Forms_library/current/gt800037.pdf)

- Recreational vehicles
- Van conversions

Rental dealers are required to separately state the surcharge on the sales invoice and include the surcharge in the amount subject to sales tax. 80% of the proceeds of the surcharge are deposited in the STTF, 15.75% are deposited in the Tourism Promotional Trust Fund, and 4.25% are deposited into the Florida International Trade and Promotion Trust Fund.<sup>6</sup>

Currently, the expected revenue from the Florida Rental Car Surcharge is \$867.5 million between fiscal years 2018 and 2023.<sup>7</sup>

#### 2.2.4.2 Motor Vehicle Initial Registration Fee

Originally called the “New Wheels on the Road” Fee, the Initial Registration Fee affects those who own vehicles that add net additions to the state’s registered vehicle stock. This fee is only applied to automobiles, light trucks, and certain recreational vehicles. Of the total \$225 Initial Registration fee, 85.7% or \$193 of that goes to the STTF.

### 2.2.5 Breakdown of Taxes and Fees

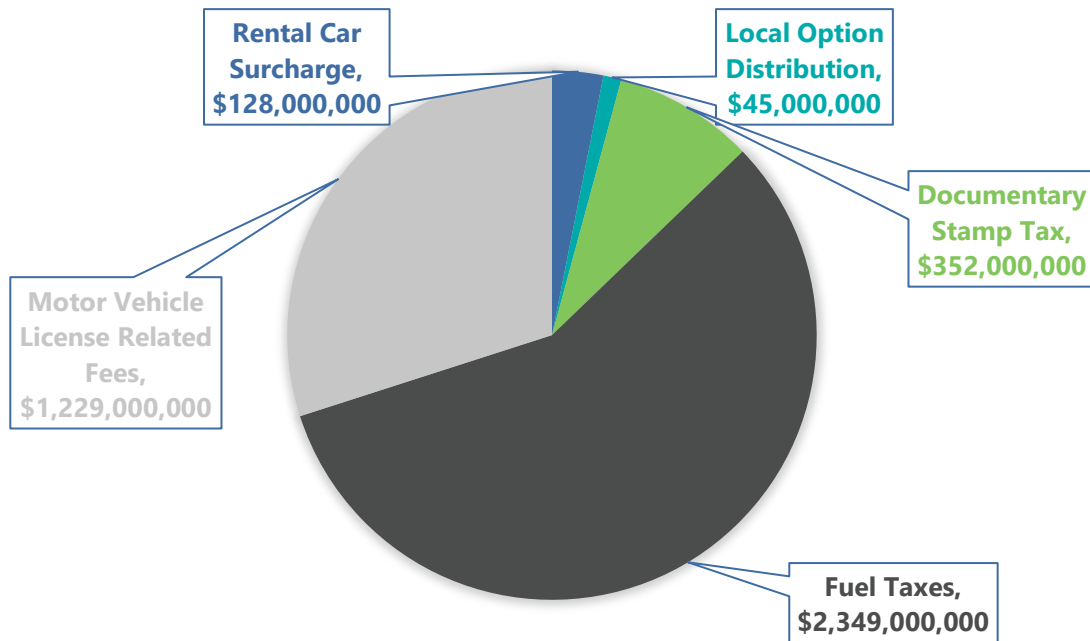
A breakdown of taxes and fees deposited in the STTF in Florida for FY 2020 in millions is provided in **Figure 5**.

<sup>6</sup> Florida Statutes (2019). 212.0606 Rental car surcharge.

[http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App\\_mode=Display\\_Statute&Search\\_String=rental+car+surcharge&URL=0200-0299/0212/Sections/0212.0606.html](http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App_mode=Display_Statute&Search_String=rental+car+surcharge&URL=0200-0299/0212/Sections/0212.0606.html)

<sup>7</sup> FDOT. (2019). State Transportation Trust Fund (STTF) Adopted Work Program. Retrieved from

[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/workprogram/fr/sttfandrowfinanceplans.pdf?sfvrsn=10372b06\\_4](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/workprogram/fr/sttfandrowfinanceplans.pdf?sfvrsn=10372b06_4)

**Figure 5. State Taxes and Fees Deposited in STTF FY2020 (millions)**

Source: FDOT, Office of Work Program and Budget. (2021). Florida's Transportation Tax Sources – A Primer. Retrieved from <https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/prs/Primer.pdf>

## 2.3 Transportation Authorities

### 2.3.1 Toll Revenue

Local toll revenues within the O-W TPO area are discussed in this section.

#### 2.3.1.1 Mid-Bay Bridge Authority System

The Mid-Bay Bridge Authority System was created in 1986. The purpose of establishing the Authority was to have the power to plan, construct, operate, and maintain a bridge that travels across the Choctawhatchee Bay, as well as creating other transportation facilities as part of its system. Additionally, the Authority can fix, charge, and collect fees, tolls, rents, and charges for the use of the system and facilities it maintains, as well as issue bonds and exercise eminent domain powers. FDOT operates and maintains the system, while the Authority reimburses FDOT from toll revenues when applicable, through a lease-purchase agreement.<sup>8</sup>

<sup>8</sup> Mid-Bay Bridge Authority. (2019). Mid-Bay Bridge Authority System. Retrieved from <https://www.mid-bay.com/about-us-2/mid-bay-bridge-authority-system/>



The Authority is a Dependent Special District of the state of Florida in Okaloosa County. The Okaloosa County Board of County Commissioners approves the annual budget for administrative expenses and the FDOT operations and maintenance costs for the Authority.

One major facility of the Mid-Bay Bridge Authority System is the Mid-Bay Toll Bridge. This bridge opened in June 1993, and provides a transportation link between Niceville and Destin across the Choctawhatchee Bay. Revenue from the Mid-Bay Toll Bridge in FY 2019 was \$21,403,035 from 7,270,712 transactions. The revenue in FY 2019 was approximately 10.6% less than the expected forecast revenue of \$23,941,000.

The Walter Francis Spence Parkway is an 11-mile limited access separately tolled highway that is a part of the Mid-Bay Bridge Authority System. This highway connects the north end of the Mid-Bay Bridge to SR 85, and is located north of Niceville. The revenue from the Parkway in FY 2019 was \$4,843,994, from 3,213,469 transactions. The actual revenue was 7.2% more than the forecasted revenue of \$4,520,000.

### **2.3.2 Community Redevelopment Agencies**

Community Redevelopment Agencies (CRAs) are generally five- to seven-member boards, usually consisting of an existing city council, created by a local or municipal government that offers activities and programs within a Community Redevelopment Area. These Community Redevelopment Areas, oftentimes called Districts, are a dependent district in which future property values are set aside to support economic development projects within that district.<sup>9</sup> CRA Districts can help attract new businesses, invest in infrastructure improvements, including transportation infrastructure improvements, and rebuild blighted areas of a city.

#### **2.3.2.1 Crestview Community Redevelopment Area**

The City of Crestview adopted their CRA in 1995 for the purpose of development and redevelopment within the community redevelopment area, encompassing all of the downtown area. The CRA Board consisted of the five city council members. CRA District was expanded three times since initial development, including east of Brett Street, west of Main Street and east of Wilson, and neighborhoods surrounding Martin Luther King Jr., Avenue.

The Crestview CRA Master Plan is an update of the former 1995, 1998 and 2015 CRA Master Plans. This Master Plan was developed with observation of the community with public input, staff members, and CRA Board input. The Plan represents possibilities for long-term redevelopment and revitalization

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<sup>9</sup> Florida Redevelopment Association. (2018). CRA Basics. Retrieved from <https://redevelopment.net/craresources/q-a-for-cras/>



with short-term recommendations by providing design guidance, concepts for sectors, districts, neighborhoods, blocks, and some individual buildings, with the emphasis on mixed-use development advantages.

The CRA funds projects through Tax Increment Financing (TIF), further explained in **Section 5.4**, state grants, and general revenue funds.

#### *2.3.2.2 DeFuniak Springs Community Redevelopment Area*

DeFuniak Springs City Council adopted Resolution 2018-08 on August 13, 2018, which officially formed the DeFuniak Springs CRA. The CRA members include someone appointed by each of the City Council members, as well as the Planning Director and City Manager.

The Mission of the CRA includes focusing on obtaining the necessary funding for public infrastructure improvements and streetscape build-out. The CRA is subsidized through a tax incremental financing fund. This fund is used to implement the goals of the CRA Strategic Plan set forth by and for the community and residents of DeFuniak Springs.

The CRA acknowledges that one agency cannot bear the full burden of cost for redevelopment, and the CRA will not fully fund any projects or programs. However, the CRA will work to partner with both the public and private partners to achieve project goals. Potential partnerships include the City of DeFuniak Springs, Walton County Commissioners, FDOT, Florida Department of State, Florida Department of Economic Opportunity (FDEO), local and regional utility providers, and more.

Programs offered by the DeFuniak Springs CRA include the Home and Business Painting Program, the Business Improvement Reimbursement Program, the Neighborhood Improvement Initiative, the Site and Building Development Plan, the Historic Preservation Program, the Small Business Development and Lending Program, the Site Building Development Assistance Program, and the Land Acquisition Program.

#### *2.3.2.3 Destin Community Redevelopment Areas*

The City of Destin has two Community Redevelopment Areas, which work to alleviate conditions of blight with the use of TIF money in those areas. The two CRA areas in Destin are the Town Center area, which is located north of US 98 between Airport Road and Beach Drive, and the historic Harbor area, which includes waterfront areas from the east end of the Destin Harbor to the Choctawhatchee Bay.

#### *2.3.2.4 Fort Walton Beach Community Redevelopment Agency*

Initially established in 1977, the Fort Walton Beach CRA has since expanded from only the Downtown areas of the city, to now reaching along Eglin Parkway and Hughes Street. The CRA developed a 2018 CRA Plan Update that updates former CRA Plans, most recently being the 2012 CRA Plan Update.

Since the 2012 CRA Plan Update, the accomplishments that were completed included the implementation and creation of a variety of grant programs. These programs included:

- Façade grant program
- Signage grant program
- Streetscape grant program
- Nuisance abatement grant
- Development assistance grant

The grant programs developed work to assist those in the CRA area in the elimination of blight.

The primary funding source for the CRA is TIF revenue generated from within the CRA area. The CRA is also able to utilize Fort Walton Beach and Okaloosa County ad valorem tax revenues generated above the base-year amount in the CRA area to apply for projects and initiatives identified in this Plan.

The CRA Plan acknowledges the use of other potential funding sources for CRA projects, including grants and funding from partnerships, or the opportunity to take on additional debt with a plan for repayment to pay for capital projects.

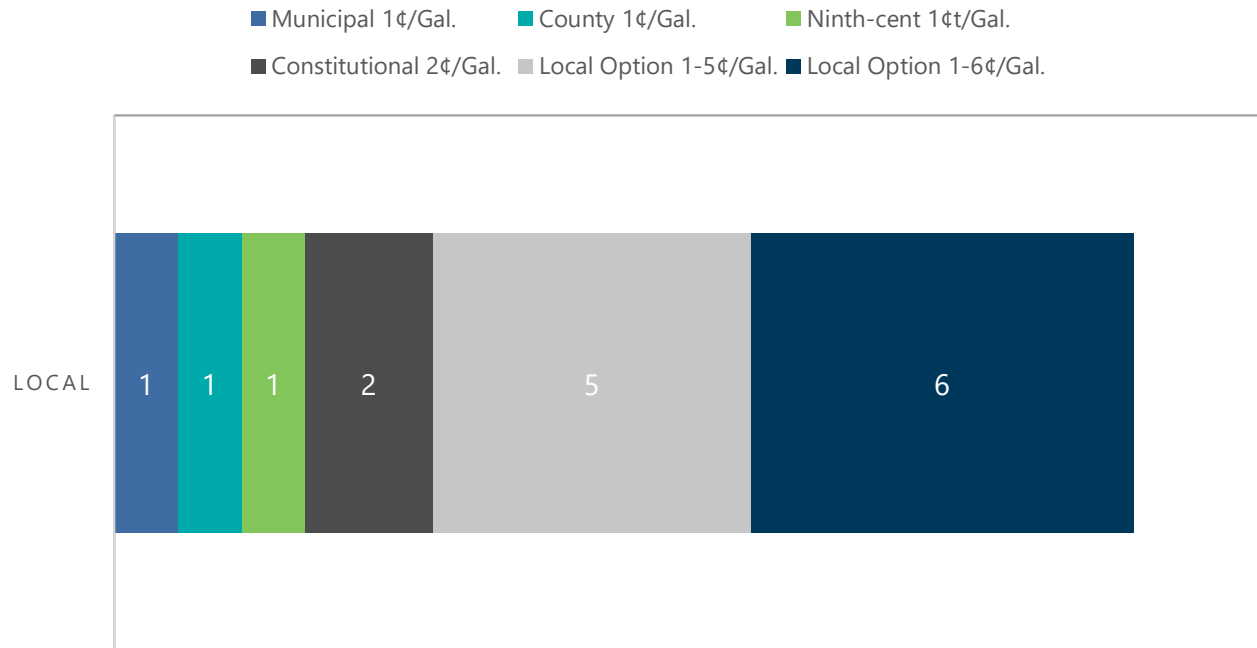
#### *2.3.2.5 Niceville Community Redevelopment Agency*

Resolution 12-06-01 was passed in Spring 2012 within the City of Niceville to develop a CRA. The City Council officially created the original CRA on June 12, 2012 to gauge, control, manage, and support the designated Redevelopment Area to be compatible with other city programs and resources, as well as to address blighted and under-performing areas within the historic settlement of the city.

## 2.4 Local

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

**Figure 6. 2021 Florida Fuel Tax Rates at Local Levels**



Source: FDOT, Office of Work Program and Budget. (2021). Florida's Transportation Tax Sources – A Primer. Retrieved from <https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/prs/Primer.pdf>

### 2.4.1 Constitutional Fuel Tax

The Florida Department of Revenue collects Constitutional and county gas taxes and transfers the proceeds once a month to the State Board of Administration (SBA) for distribution to counties. The SBA manages, controls, supervises and distributes the taxes collected. The SBA deducts administrative costs from the collected taxes and calculates a monthly allocation for each county. Once proceeds for every county have been allocated, the revenues are distributed to each county's board of county commissioners to be used for the intended purposes. The Constitutional Fuel tax occurs on motor fuel and diesel fuel at 2 cents a gallon as shown in **Figure 7**.

Revenue estimates for FY ending September 30, 2021 for Okaloosa County and Walton County are expected to be \$2,463,027 and \$1,793,966 respectively.<sup>10</sup>

### 2.4.2 County Fuel Tax

County Fuel Taxes are distributed to counties through the same formula as the Constitutional Fuel Tax and is levied under 206.41, F.S. The County Fuel tax occurs at 1 cent a gallon as shown in **Figure 7** and may be used for any legitimate transportation purpose within the county.

Okaloosa County's revenue distribution for the end of the September 30, 2021 FY is expected to be \$1,084,971 and Walton County's is expected to be \$790,248.<sup>11</sup>

### 2.4.3 Municipal Fuel Tax

The Municipal Fuel Tax maybe be used for any legitimate transportation purpose located within a municipality, and is levied at 1 cent per gallon as shown in **Figure 7**. Revenues from this tax are transferred into the Revenue Sharing Trust Fund for Municipalities, and distributed in accordance with the criteria listed in Chapter 218 of the Florida Statutes. This revenue is combined with other non-transportation revenues.<sup>12</sup> However, municipalities must use the funds derived from the one-cent municipal fuel tax for transportation-related expenditures.<sup>13</sup>

### 2.4.4 Local Option Fuel Taxes

Local Option Fuel Taxes, previously called Local Option Gas Taxes (LOGT), were developed by the Florida Legislature in 1983. Up to 11 cents per gallon in total may be levied to help fund transportation projects in an area from Local Option Fuel Taxes. This fuel tax is broken up into two different taxes, the first LOGT and the second LOGT, which was established in 1993. The first LOGT can be levied from 1 cent to 6 cents, and the second LOGT may be levied from 1 cent to 5 cents as shown in **Figure 7**.

Okaloosa County collects the first LOGT at 6 cents, and the second LOGT at only 3 cents. In total, they collect 10 cents per gallon on locally imposed motor fuel tax including the Ninth-Cent Gas Tax, described in **Section 2.4.5**. Walton County levies only the first LOGT at 6 cents, for a total of 7 cents

<sup>10</sup> FDOR, Office of Tax Research. (2020, August 20). Constitutional Fuel Tax. Retrieved from <http://edr.state.fl.us/Content/local-government/data/county-municipal/ConFT20-21R1.pdf>

<sup>11</sup> FDOR, Office of Tax Research. (2020, August 20). County Fuel Tax. Retrieved from <http://edr.state.fl.us/Content/local-government/data/county-municipal/CFT20-21R1.pdf>

<sup>12</sup> FDOT, Office of Work Program and Budget. (2021). Florida's Transportation Tax Sources – A Primer. Retrieved from <https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/prs/Primer.pdf>

<sup>13</sup> Florida Legislature, Office of Economic and Demographic Research. (2019, November). 2019 Local Government Financial Information Handbook. Retrieved from <http://edr.state.fl.us/Content/local-government/reports/lgfi19.pdf>

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per gallon on locally imposed motor fuel tax.<sup>14</sup> Revenue estimates for estimated distribution of LOGT in FY 2020-2021 in Okaloosa and Walton Counties are shown in **Table 4** and **Table 5**. These distribution estimates include municipalities located outside of the O-W TPO boundaries.

**Table 4. Okaloosa County Local Option Fuel Tax Distribution Estimates for FY 20-21**

| Okaloosa County Local Government | 1 to 6 Cents Local Option Fuel Tax |                                 | 1 to 5 Cents Local Option Fuel Tax |                                 |
|----------------------------------|------------------------------------|---------------------------------|------------------------------------|---------------------------------|
|                                  | FY 19-20 Distribution %            | FY 20-21 Estimated Distribution | FY 19-20 Distribution %            | FY 20-21 Estimated Distribution |
| <b>Okaloosa BOCC</b>             | 64.0000000%                        | \$3,886,582                     | 64.0000000%                        | \$1,744,803                     |
| <b>Cinco Bayou</b>               | 0.3828000%                         | \$23,247                        | 0.3828000%                         | \$10,436                        |
| <b>Crestview</b>                 | 7.8062000%                         | \$474,054                       | 7.8062000%                         | \$212,817                       |
| <b>Destin</b>                    | 7.9133000%                         | \$480,558                       | 7.9133000%                         | \$215,737                       |
| <b>Fort Walton Beach</b>         | 9.7956000%                         | \$594,866                       | 9.7956000%                         | \$267,053                       |
| <b>Laurel Hill</b>               | 0.4593000%                         | \$27,892                        | 0.4593000%                         | \$12,522                        |
| <b>Mary Esther</b>               | 1.9899000%                         | \$120,842                       | 1.9899000%                         | \$54,250                        |
| <b>Niceville</b>                 | 4.3618000%                         | \$264,883                       | 4.3618000%                         | \$118,914                       |
| <b>Shalimar</b>                  | 0.6124000%                         | \$37,190                        | 0.6124000%                         | \$16,696                        |
| <b>Valparaiso</b>                | 2.6787000%                         | \$162,672                       | 2.6787000%                         | \$73,028                        |
| <b>Countywide Total:</b>         | 100.00%                            | \$6,072,786                     | 100.00%                            | \$2,726,256                     |

**Table 5. Walton County Local Option Fuel Tax Distribution Estimates for FY 20-21**

| Walton County Local Government | 1 to 6 Cents Local Option Fuel Tax |                                 |
|--------------------------------|------------------------------------|---------------------------------|
|                                | FY 19-20 Distribution %            | FY 20-21 Estimated Distribution |
| <b>Walton BOCC</b>             | 92.0800000%                        | \$3,205,347                     |
| <b>DeFuniak Springs</b>        | 7.6100000%                         | \$264,908                       |
| <b>Freeport</b>                | 0.2700000%                         | \$9,399                         |
| <b>Paxton</b>                  | 0.0400000%                         | \$1,392                         |
| <b>Countywide Total:</b>       | 100.00%                            | \$3,481,046                     |

<sup>14</sup> FDOT. Office of Work Program and Budget. (2021) Florida's Transportation Tax Sources – A Primer. Retrieved from <https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/prs/Primer.pdf>



### 2.4.5 Ninth-Cent Gas Tax

The ninth-cent gas tax was established in 1972 by the Florida Legislature. This tax is limited to one cent per gallon on highway fuels. In 1993, the Florida Legislature allowed for a county government to impose the ninth-cent gas tax by a majority plus one vote of the county commission, without holding a referendum. Ninth-cent gas tax collected by counties is not required to be shared with municipalities unless mutually agreed upon, and must be used for county or municipality transportation purposes. Okaloosa County and Walton County currently levy a ninth-cent gas tax on all motor fuels as shown in **Figure 7**.

Estimated tax receipts from motor fuel and diesel fuel for Okaloosa County in FY 2021 are estimated to be a total of \$1,078,762, while Walton County estimated tax receipts are expected to be a total of \$609,734.<sup>15</sup>

### 2.4.6 Local Option Sales Tax

The Local Option Sales Tax, also referred to as the Local Government Infrastructure Surtax or the Local Discretionary Sales Tax, 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 \$5,000. This \$5,000 cap applies to any item of tangible personal property, and does not apply to rentals of real property, transient rentals, or services.<sup>16</sup>

Currently, Okaloosa County collects a 0.5% local option sales tax, while Walton County collects one at 1%. Both counties have the option to implement a higher local option sales tax within their area.

FDOR's Office of Tax Research calculates revenue estimates for every county in Florida at a 1% tax rate and their distributions to municipalities. These revenue estimates for Okaloosa County and Walton County for FY 2021 can be seen in **Table 6** and **Table 7** respectively. These revenue distribution estimates include municipalities located outside of the O-W TPO boundaries.

<sup>15</sup> FDOR, Office of Tax Research. (2020, August 20). Ninth-Cent Fuel Tax. Retrieved from <http://edr.state.fl.us/Content/local-government/data/county-municipal/NFT20-21R1.pdf>

<sup>16</sup> FDOR. (2019). Discretionary Sales Surtax. Retrieved from <https://floridarevenue.com/taxes/taxesfees/Pages/discretionary.aspx>

**Table 6. Okaloosa County 1% Local Option Sales Tax Distribution Estimates for FY 2021**

| <b>Okaloosa County Local Government</b> | <b>Distribution %</b> | <b>Total Distribution</b> |
|---|-----------------------|---------------------------|
| <b>Okaloosa BOCC</b>                    | 66.615486%            | \$27,201,512              |
| <b>Cinco Bayou</b>                      | 0.161957%             | \$66,133                  |
| <b>Crestview</b>                        | 9.976477%             | \$4,073,756               |
| <b>Destin</b>                           | 5.220299%             | \$2,131,637               |
| <b>Fort Walton Beach</b>                | 8.133584%             | \$3,321,237               |
| <b>Laurel Hill</b>                      | 0.224487%             | \$91,666                  |
| <b>Mary Esther</b>                      | 1.558594%             | \$636,430                 |
| <b>Niceville</b>                        | 5.709666%             | \$2,331,463               |
| <b>Shalimar</b>                         | 0.325856%             | \$133,059                 |
| <b>Valparaiso</b>                       | 2.073594%             | \$846,723                 |
| <b>Countywide Total:</b>                | 100.00%               | \$40,833,616              |

**Table 7. Walton County 1% Local Option Sales Tax Revenue Estimates for FY 2021**

| <b>Walton County Local Government</b> | <b>Distribution %</b> | <b>Total Distribution</b> |
|---------------------------------------|-----------------------|---------------------------|
| <b>Walton BOCC</b>                    | 86.065162%            | \$18,437,799              |
| <b>DeFuniak Springs</b>               | 7.410740%             | \$1,587,608               |
| <b>Freeport</b>                       | 5.711563%             | \$1,223,592               |
| <b>Paxton</b>                         | 0.812535%             | \$174,070                 |
| <b>Countywide Total:</b>              | 100.00%               | \$21,423,069              |

### 2.4.7 Small County Surtax

The Small County Surtax (s. 212.055(3) F.S.) is a discretionary sales surtax that can be levied at 0.5% or 1% by governing authorities in a county that has a population of 50,000 people or less as of April 1, 1992. This surtax may be levied through an extraordinary vote of board members of the county if the surtax revenues are to be utilized for operating and maintenance purposes. However, if the surtax revenues are meant to service bond indebtedness, the surtax must be approved through referendum by a majority of the county electors.

Walton County levied a Small County Surtax of 1% in February 1995. This tax is imposed until repealed, and has no expiration date. Walton County uses revenue from this tax, which are deposited

into a fund titled the "Small County Surtax Fund," to be utilized for any public purpose as described or modified in the Code of Ordinances.<sup>17</sup> Currently, the surtax is used for:

- Replacing or offsetting tipping fees and all or a portion of the solid waste disposal costs as an alternative to the collection center assessment;
- Solid waste collection costs;
- Jail addition and renovations, South Walton Substation construction, courthouse addition and renovations, and County road and bridge construction; and
- Other county services and facilities.

At this time, Okaloosa County does not collect a Small County Surtax.

#### **2.4.8 Charter County and Regional Transportation System Surtax**

The Charter County and Regional Transportation System Surtax may be levied by a charter county that has adopted a charter, a county the government of which is consolidated with that of one or more municipalities, or a county that is within or under an interlocal agreement with a regional transportation or transit authority (created under Ch. 343 or Ch. 349, F.S.). This surtax may be levied at a rate of up to 1%. The proceeds that are collected from this surtax are generally for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges.

While Okaloosa and Walton counties are not charter counties, they are counties that are within a regional transportation authority, the Northwest Florida Transportation Corridor Authority, and are eligible to levy this surtax.<sup>18</sup>

#### **2.4.9 City and Municipal Taxes and Fees**

##### *2.4.9.1 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 move the costs of public facility financing off of the taxpayers onto those who utilize and benefit from the new development being implemented.

<sup>17</sup> Walton County, FL. (2020, June 17). Code of Ordinances. Chapter 19, Article III. Retrieved from [https://library.municode.com/fl/walton\\_county/codes/code\\_of\\_ordinances?nodeId=CO\\_CH19TA\\_ARTIIISMCO](https://library.municode.com/fl/walton_county/codes/code_of_ordinances?nodeId=CO_CH19TA_ARTIIISMCO)

<sup>18</sup> FDOT. Office of Work Program and Budget. (2021) Florida's Transportation Tax Sources – A Primer. Retrieved from <https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/primer/Primer.pdf>

## 3.0 Projected Revenue (2020 – 2045)

### 3.1 Summary of Federal and State Revenues

The FDOT District 3 Planning office provided estimates of state and federal transportation funding for the TPO for years 2020-2045. The forecast categorizes FDOT's 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 and non-capacity (safety, etc.) 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 FDOT program that expands the capacity of existing transportation systems (such as highways and transit).

**Strategic Intermodal System (SIS) Highways Construction & ROW** - 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. Examples of roadways that are part of the SIS include:

- Interstate 10 (State Road 8)
- US 331
- US 98
- US 96
- State Road 85

**Other Arterial Construction/ROW** – 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 Transportation Regional Incentive Program (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. The O-W TPO is currently not designated as a TMA.

Descriptions of the capacity programs are further explained in Table 3 of the *2045 Revenue Forecast for Okaloosa-Walton TPO (Appendix B)*.

### 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 further in Table 10 of the *2045 Revenue Forecast (Appendix B)*.

Some of the characteristic activities include the following:

- Safety Programs
- Resurfacing Programs
- Bridge Programs
- Product Support
- Operations & Maintenance Program
- Administration and Other

**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).



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**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.

## 4.0 Funding Summaries

Listed in **Table 8** below are the projections provided by FDOT for the Okaloosa-Walton TPO to use in development of the 2045 Okaloosa-Walton Long Range Transportation Plan. Data are from Tables 5 and 6 of the November 2018 O-W TPO Revenue Forecast, and from the SIS Plans (First Five Year, Second Five Year, and Long Range Plan).

**Table 8. State and Federal Funds from November 2018 2045 Revenue Forecast – Okaloosa – Walton TPO**

*O-W TPO State and Federal Funds from 2045 Revenue Forecast (Millions of Dollars)*

*Florida Department of Transportation*

| Capacity Programs                          | Time Periods (Fiscal Years) |                 |                 |                 |                 |                   |
|--|-----------------------------|-----------------|-----------------|-----------------|-----------------|-------------------|
|  | 2020                        | 2021-2025       | 2026-2030       | 2031-2035       | 2036-2045       | 26-Year Total     |
| <b>SIS Highways Construction &amp; ROW</b> | \$20.18                     | \$132.68        | \$56.77         | \$339.88        | \$359.86        | \$909.37          |
| <b>Non-SIS</b>                             | \$12.15                     | \$74.88         | \$82.00         | \$75.34         | \$118.54        | \$362.91          |
| <b>Transit</b>                             | \$4.71                      | \$22.01         | \$25.02         | \$23.33         | \$36.75         | \$111.81          |
| <b>TMA / SU Funds</b>                      | \$0.00                      | \$0.00          | \$0.00          | \$0.00          | \$0.00          | \$0.00            |
| <b>Total Capacity Programs*</b>            | <b>\$37.04</b>              | <b>\$229.57</b> | <b>\$163.78</b> | <b>\$438.55</b> | <b>\$515.15</b> | <b>\$1,384.09</b> |

SIS projects from SIS Adopted 5-Year Plan, Second 5-Year Plan, and 2029-2045 Long Range Cost

Feasible Plan (Programmed Year-of-Expenditure Costs for projects in SIS First Five-Year Plan, and SIS Second Five-Year Plan. Present Day Costs for projects in Long Range Plan). Other costs listed in November 19, 2018 FDOT

Revenue Forecast for O-W TPO and Operations and Maintenance Costs are listed by programs, not costs in this report.

Data from Tables 5 and 6, November 2018 O-W TPO Revenue Forecast which are presented in Year of Expenditure in the Revenue Forecast. Data in the table above are adjusted down to Present Day (2018) Costs based on the Inflation Factors in Table 8a of Appendix C (Page C-2) of the FDOT Revenue Forecasting Guidebook (January 2019) to convert to 2018 Present Day Costs.

Numbers presented in Millions of Dollars. For example: \$1,384.09 in the table above means \$1,384,090,000 or \$1,384.09M.

## 5.0 Financing Options for Transportation

Financing options for transportation can serve as a means to supplement the anticipated revenue forecast developed by FDOT to fund additional transportation projects. This section encompasses a variety of ways the MPO, the counties, or the municipalities can further fund future transportation needs.

### 5.1 Tolls

Per Florida Statute 338.151, tolls can be established on new limited access facilities, as well as on lanes added to existing limited access facilities, new major bridges over waterways, and replacements for existing major bridges over waterways to pay, fully or partially, for the cost of these projects on the State Highway System (SHS). The department may not establish tolls on lanes of limited access facilities that exist on July 1, 2012, unless tolls were in effect for the lanes before that date, with exceptions for high-occupancy vehicle lanes, express lanes, the turnpike system, and as otherwise authorized by law.<sup>19</sup>

### 5.2 Bonds

The State of Florida Division of Bond Finance was created by the Florida Legislature in 1969. The purpose of the Division is to issue bonds on behalf of local governments and agencies in the state of Florida.<sup>20</sup> The Division is housed within the State Board of Administration, and operates under the control of a governing board consisting of the Governor and Cabinet.

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.”<sup>21</sup>

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<sup>19</sup> The Florida Statutes. (2019). Limited Access and Toll Facilities. Retrieved from [http://www.leg.state.fl.us/statutes/index.cfm?App\\_mode=Display\\_Statute&URL=0300-0399/0338/0338.html](http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&URL=0300-0399/0338/0338.html)

<sup>20</sup> Division of Bond Finance. (2020). About the Division of Bond Finance. Retrieved from <https://www.sbafla.com/bondfinance/Home/About-the-Division-of-Bond-Finance>

<sup>21</sup> The Florida Statutes. (2019). 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](http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0100-0199/0132/Sections/0132.34.html)

### 5.2.1 General Revenue Bonds

Revenue bonds are secured solely by a pledged 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.<sup>22</sup>

### 5.2.2 Grant Anticipation Revenue Vehicle Bonds

Grant Anticipation Revenue Vehicle (GARVEE) bonds are bonds that are sold by states and backed by and repaid with specific Federal-aid funds.<sup>23</sup> 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 funds. However, disadvantages include the cost of interest and the loss of future flexibility. GARVEE bonds are used to finance transportation projects that are eligible to receive federal-aid highway funds.

Florida recently gained the ability to use GARVEE bonds through legislation and FDOT has plans to issue \$1.29 billion in GARVEE bonds in FY 2026-27.

## 5.3 Strategic Intermodal System Funding Strategy

The Strategic Intermodal System (SIS) Funding Strategy is a document set produced by the FDOT Systems Implementation Office. The SIS Funding Strategy consists of three inter-related sequential 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 fiscal years as time passes. Currently, the First Five-Year Plan contains information for multimodal capacity improvement projects from FY2019/2020 to FY 2023/2024. The Second Five-Year Plan contains multimodal capacity improvements for FY2024/2025 to FY2028/2029. 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 FY2029 to FY2045. Projects on each list can be moved into different plans or removed as funding becomes available or if revenues fall short of projections.

<sup>22</sup> Division of Bond Finance. (2020). Bond Program Overview. Retrieved from <https://www.sbafla.com/bondfinance/Bond-Programs>

<sup>23</sup> 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](https://www.fhwa.dot.gov/ipd/pdfs/finance/Grant_Anticipation_Revenue_Vehicle_Bonds_0515.pdf)

## 5.4 Tax Incremental Financing

Tax incremental financing (TIF) is a public financing method that is used as a subsidy for redevelopment, infrastructure, and other community-improvement projects including CRAs discussed in **Section 2.3.2**. TIF is a method to promote private sector activity in a specific area and leverage public funds. The dollar value of all real property in the Community Redevelopment Area is determined as of a fixed date, also known as the “frozen value.” Taxing authorities, which contribute to the tax increment, continue to receive property tax revenues based on the frozen value. These frozen value revenues are available for general government purposes. However, any tax revenues from increases in real property value, referred to as “increment,” are deposited into the Community Redevelopment Agency Trust Fund and dedicated to the redevelopment area.<sup>24</sup>

Property tax revenue collected by school boards and any other special districts are not affected under the TIF process and do not contribute to it.

## 5.5 Transportation Regional Incentive Program

The 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.”<sup>25</sup> Funding for TRIP comes from the state of Florida, the STTF, documentary stamp taxes, and motor vehicle licensing fees.<sup>26</sup> 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

<sup>24</sup> Florida Development Association. (2019). CRA Basics. Retrieved from <https://redevelopment.net/cra-resources/q-a-for-cras/>

<sup>25</sup> FDOT. (2019). Transportation Regional Incentive Program. Retrieved from <https://www.fdot.gov/programmanagement/LP/TRIP/Default.shtm>

<sup>26</sup> [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/revenueforecast/revenue-forecasting-guidebook.pdf?sfvrsn=b40e9ddc\\_0](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/revenueforecast/revenue-forecasting-guidebook.pdf?sfvrsn=b40e9ddc_0)

- Be consistent with the Strategic Intermodal System (SIS)
- 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 interlocal 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 a MPO.

In order to receive TRIP funding, MPOs should work with their FDOT District offices in developing and documenting information to receive and use these funds. The Okaloosa-Walton TPO resides in FDOT’s District 3.

## **5.6 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. P3s often take the form of a joint development, whereby a transit agency (or a local government entity) and one or more private businesses (e.g., real estate developers) agree to jointly develop an area within which a major transit investment will occur. Joint development projects involve sharing construction costs and/or revenues (from land, air rights, and concession leases, etc.). Like other real estate-based funding options, joint development arrangements are very sensitive to market conditions.

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.<sup>27</sup>

## **5.7 Federal Grants**

Federal grants for state and local governments, and MPOs/TPOs to apply for come from a variety of sources. The FTA has a variety of formula and competitive grants available.<sup>28</sup> 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. Many federal grants are posted and available online via grants.gov.

<sup>27</sup> Florida Statutes. (2019). 334.30 Public-private transportation facilities. Retrieved from <http://www.flsenate.gov/Laws/Statutes/2018/334.30>

<sup>28</sup> FTA. (2020). Grant Programs. Retrieved from <https://www.transit.dot.gov/grants>

### 5.7.1 Accelerating Innovative Mobility Challenge Grants

The Accelerating Innovative Mobility (AIM) Challenge Grants were created to support innovation within the transit industry by promoting forward-thinking approaches to improve transit system designs, services, and financing.<sup>29</sup> AIM Challenge Grants are part of FTA's new AIM Initiative. The AIM Initiative looks to foster innovative transit technologies, practices, and solutions that incentivize travelers to choose public transportation, promote economic development in communities, and enhance P3s to improve personal mobility. The objectives of the AIM Challenge Grants are to:

- Explore and validate forward-thinking approaches to improve transit system design, service, and financing.
- Provide funding to transit agencies in all types of communities – urban, suburban, and rural – to identify, test, and prove out new approaches, technologies, and service models.
- Establish a national network of public transportation stakeholders that are incorporating innovative approaches and business models to improve mobility and that will share their project results.
- Identify and promote the most promising and effective innovations that can be implemented more broadly through FTA's capital programs.

Providers of public transportation, such as public transportation agencies, state/local government DOTs, and federally recognized Indian tribes, are eligible to apply for AIM Challenge Grants.

### 5.7.2 Access and Mobility Partnership Grants

FTA Access and Mobility Partnership Grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers.<sup>30</sup> 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 provide funding to support innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services. There is no minimum or maximum grant award amount for either program.

<sup>29</sup> FTA (2020). Accelerating Innovative Mobility (AIM) Challenge Grants. Retrieved from <https://www.transit.dot.gov/funding/applying/notices-funding/accelerating-innovative-mobility-aim-challenge-grants-2020-notice>

<sup>30</sup> FTA. (2020). Access and Mobility Partnership Grants. Retrieved from <https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants>



### 5.7.2.1 *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 competitive grant program finances 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% of the net project cost and must document the source of the local match in the grant application.

### 5.7.2.2 *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.

### 5.7.3 **Better Utilizing Investments to Leverage Development Transportation Grants Program**

The Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program is meant to fund investments in transportation infrastructure including transit. BUILD grants replace the Transportation Investment Generating Economic Recovery (TIGER) grant program. This grant program is competitive, and the FTA acts as the administering agency for BUILD projects. These projects must directly impact public transportation.

Between 2009 and 2017, the TIGER grant program provided \$5.1 billion to 421 projects in all 50 states, as well as the District of Columbia, Puerto Rico, Guam, the Virgin Islands, and native communities.



To apply for BUILD grants the U.S. Department of Transportation (DOT) will formally announce a Notice of Funding Opportunity (NOFO). The NOFO provides instructions for how government agencies may apply for funding, as well as the criteria needed to be eligible to apply. In FY 2019, over \$900 million in BUILD grant funding was awarded throughout the country.

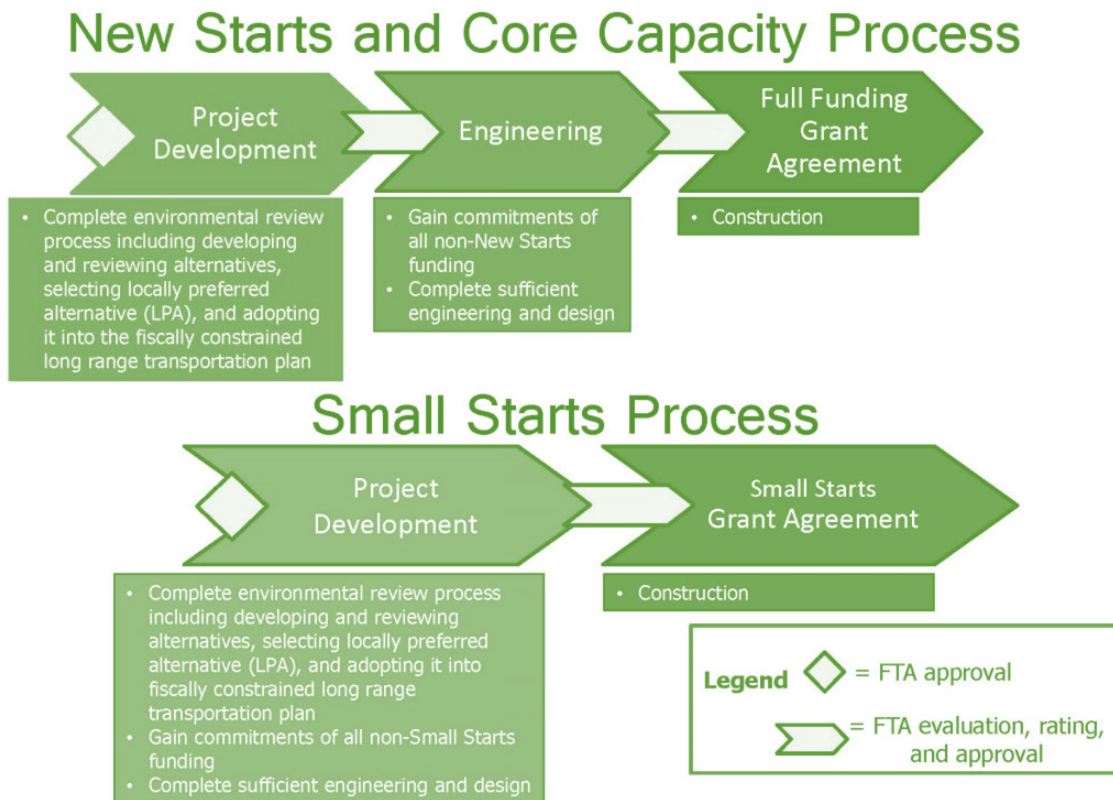
#### 5.7.4 Capital Investments Grants Program

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.<sup>31</sup>

The Capital Investment Grants Program is broken up into three subsections, New Starts, Small Starts, and Core Capacity Improvements. The law requires completion of two phases in advance of receipt of a construction grant agreement for New Starts and the Core Capacity projects. These phases are Project Development and Engineering. Small Starts projects must have completion of one phase, Project Development, in advance of receipt of a grant agreement. These processes are further described in **Figure 7. .**

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<sup>31</sup> FTA. (2019). Capital Investment Grants Program. Retrieved from <https://www.transit.dot.gov/CIg>

**Figure 7. Capital Investment Grants Program Requirements**

Source: FTA. (2020). Capital Investment Grants Program. Retrieved from <https://www.transit.dot.gov/CIG>

#### 5.7.5 Community Development Block Grant

The Community Development Block Grant (CDBG) program provides grants to communities to addresses 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.<sup>32</sup>

Fort Walton Beach is considered an entitlement community by HUD and currently receives CDBG program funding. The city's Growth Management Department Planning Division is responsible for the administration of the CDBG program within Fort Walton Beach, as well as the preparation of the Consolidated Plan.

<sup>32</sup> HUD. (2020, September 24). Community Development. Retrieved from [https://www.hud.gov/program\\_offices/comm\\_planning/communitydevelopment](https://www.hud.gov/program_offices/comm_planning/communitydevelopment)

#### 5.7.5.1 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).

#### 5.7.5.2 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; 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, further explained in **Section 5.8.8**.

#### 5.7.6 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's (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.<sup>33</sup>

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<sup>33</sup> USDA Rural Development Program. (2019). Community Facilities Direct Loan & Grant Program. Retrieved from <https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>

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.

### **5.7.7 Commuter Rail Positive Train Control Grants**

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

Eligible recipients are those 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 lower percentage.

### **5.7.8 Defense Community Infrastructure Program**

As part of the National Defense Authorization Act, the bill authorizes the Defense Community Infrastructure Program.<sup>34</sup> This program allows the Secretary of Defense to make grants, conclude cooperative agreements, and supplement funds available under federal projects administered by agencies other than the DOD. These funds will assist states and units of local government to address deficiencies in community infrastructure projects or facilities which are located outside of military installations but support these same installations nonetheless, and are owned by the same state or 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.

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<sup>34</sup> 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

### 5.7.9 Economic Development Administration Disaster Supplemental Funds

The United States Economic Development Administration (EDA) Disaster Supplemental Funds are a cooperative agreement grant meant to assist communities and regions in implementing long-term economic recovery strategies through projects to address economic challenges in areas where a declaration of major disaster was issued.<sup>35</sup> The current Disaster Supplemental Funding is for FY2019, and the major disaster declaration must have been issued within the 2019 calendar year. Major disasters include hurricanes, typhoons, wildfires, volcanic eruptions, earthquakes, and other natural 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 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 a recipient of the FY2018 Disaster Supplemental Funds, the Panama City Port Authority was able to use the funds for port projects.<sup>36</sup> The Panama City Port Authority received \$10 million in funding for the creation of a biomass storage facility. This will provide 20,000 tons of biomass storage, which is vital to the port since the current facility is approaching capacity.

### 5.7.10 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.<sup>37</sup> 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 grants for the 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, including those that receive grant funding under the formula or discretionary programs,

<sup>35</sup> Grants.gov. (2019, August 13). FY 2019 EDA Disaster Supplemental. Retrieved from <https://www.grants.gov/web/grants/view-opportunity.html?oppld=319126>

<sup>36</sup> EDA. (2020). Latest EDA Grants. Retrieved from <https://eda.gov/grants/>

<sup>37</sup> FTA. (2019). Grants for Buses and Bus Facilities Program. Retrieved from <https://www.transit.dot.gov/bus-program>



may allocate amounts from the grant to sub-recipients that are public agencies or private nonprofit organizations engaged in public transportation.

#### **5.7.11 Human Trafficking Awareness and Public Safety Initiative**

The FTA Human Trafficking Awareness and Public Safety Initiative is a program that supports the Department of Transportation's (DOT) 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's 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, Crime Prevention and Public Safety Awareness and Innovations in Transit Public Safety.

##### *5.7.11.1 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

##### *5.7.11.2 Innovations in Transit Public Safety*

Projects under Innovations in Transit Public Safety 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 using 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

### 5.7.12 Infrastructure for Rebuilding America

The Infrastructure for Rebuilding America (INFRA) Grant was established during the passage of the FAST Act in 2015. This grant program provides dedicated and discretionary funding for projects that address critical issues facing highways and bridges within the United States. These grants support the commitment to fixing the nation's infrastructure by creating opportunities for all levels of government, as well as the private sector, for funding infrastructure. This allows for innovative approaches to improve the necessary processes for building significant projects with increased accountability.<sup>38</sup>


Project applications are evaluated by a team of more than two dozen career staff in the USDOT and are selected based on established criteria to align them with national and regional economic vitality goals. INFRA grants may be used to fund a variety of components of an infrastructure project, however, the Department is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction. Eligible INFRA projects and project costs may include reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. Recently, INFRA grants may be given to projects that also address climate change and environmental justice. Awards are given to both large and small projects, with a large project being at least \$25 million and a small project being at least \$5 million.

### 5.7.13 Integrated Mobility Innovation

The Integrated Mobility Innovation (IMI) 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.<sup>39</sup> There are three interest areas in IMI: Mobility on Demand, Strategic Transit Automation Research, and Mobility Payment Integration. These area interests are meant to explore new business approaches and

<sup>38</sup> U.S. DOT. (2020, April 30). Financing. Retrieved from <https://www.transportation.gov/buildamerica/financing>

<sup>39</sup> FTA. (2019). Integrated Mobility Innovation. Retrieved from <https://www.transit.dot.gov/IMI>



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.

#### **5.7.14 Low- and No-Emission Component Assessment Program**

The Low- and No-Emission Component Assessment Program (LoNo-CAP) directly supports the FTA's mission of ongoing low- and no-emission (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. They 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-world circumstances to be able to test low- or no-emission components. The inclusion of this grant is due to potential cooperation with higher education in the O-W 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 after FY2020, and/or when the FAST Act is reauthorized.


#### **5.7.15 Low- or No-Emission Vehicle Program**

As 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.<sup>40</sup> Under the FAST Act, 55 million dollars was available until the end of FY2020. Allocations of funding are on a competitive basis. Proposals are submitted to FTA in response to a Notice of Funding Opportunity (NOFO) advertised in the Federal Register.

Applicants eligible to apply include direct recipients of FTA grants under the Section 5307 Urbanized Area formula program, states, and Indian Tribes. Eligible projects include purchasing or leasing 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

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<sup>40</sup> FTA. (2019). Low or No Emission Vehicle Program – 5339(c). Retrieved from <https://www.transit.dot.gov/funding/grants/lowno>



no-emission buses, and rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses.

#### 5.7.16 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 provides a venue through which integrated MOD initiative concepts and solutions are demonstrated in real-world settings with the support of local partnerships.<sup>41</sup> 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.

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

- 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; and
- 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.

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<sup>41</sup> FTA. (2019, November 8). Mobility on Demand (MOD) Sandbox Program. Retrieved from <https://www.transit.dot.gov/research-innovation/mobility-demand-mod-sandbox-program>

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; and
- 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.

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

#### **5.7.17 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.<sup>42</sup>

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 on factors such as the age and condition of 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 Indian Tribes that operate a public ferry system.

#### **5.7.18 Pilot Program for Expedited Project Delivery**

The Pilot Program for Expedited Project Delivery – 3005(b) allows for FTA to select up to eight capital transit projects for expedited grant awards.<sup>43</sup> The projects selected must be supported through a P3 and be operated and maintained by employees of an existing public transportation provider. The federal share must not exceed 25% of the project capital cost.

<sup>42</sup> FTA. (2019). Passenger Ferry Grant Program – Section 5307. Retrieved from <https://www.transit.dot.gov/passenger-ferry-grants>

<sup>43</sup> FTA. (2018). Pilot Program for Expedited Project Delivery – 3005(b). Retrieved from <https://www.transit.dot.gov/funding/grants/pilot-program-expedited-project-delivery-3005b>

### 5.7.19 Pilot Program for Transit-Oriented Development Planning

The Pilot Program for Transit-Oriented Development (TOD) Planning supports the FTA mission 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.<sup>44</sup> 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.

### 5.7.20 Public Transportation Innovation

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.<sup>45</sup>

Universities and higher education institutions, 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.

### 5.7.21 Public Transportation on Indian Reservations Program

Public Transportation Indian Reservations Program, also called the Tribal Transit Program, provides funding for capital, operating, planning, and administrative expenses for public transit projects.<sup>46</sup> These activities and projects can include capital projects, operating costs of equipment and facilities used in public transportation, or the acquisition of public transportation services. Federally recognized tribes are allowed to apply. Tribes that are not federally recognized can apply to the state as sub-recipients for funding.

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<sup>44</sup> FTA. (2019). Pilot Program for Transit-Oriented Development Planning – Section 20005(b). Retrieved from <https://www.transit.dot.gov/TODPilot>

<sup>45</sup> FTA. (2019). Public Transportation Innovation – 5312. Retrieved from <https://www.transit.dot.gov/funding/grants/public-transportation-innovation-5312>

<sup>46</sup> FTA. (2019). Public Transportation on Indian Reservations Program; Tribal Transit Program. Retrieved from <https://www.transit.dot.gov/tribal-transit>

### 5.7.22 Safety Research and Demonstration Program

As part of a larger safety research effort by the USDOT, the Safety Research and Demonstration Program provides technical and financial support for transit agencies.<sup>47</sup> This support allows transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The program focuses on demonstration of technologies and safer designs, with goals of:

- Advancing development of materials, technologies, and safer designs to reduce collisions and fatalities, as well as mitigate the severity of transit-related injuries.
- Increasing the knowledge about the interface between machinery and people -- both transit workers and passengers -- and reduce the potential for safety-related incidents.
- Improving the safety culture at transit agencies, including stakeholder coordination and outreach.
- Supporting development of transit safety standards, protocols and best practices.

### 5.7.23 Transit Cooperative Research Program

The Transit Cooperative Research Program (TCRP) – Section 5313 is an applied, contract research program.<sup>48</sup> 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-driven and serves as a means by which the transit industry can develop innovative short-term solutions to meet its demands.

## 5.8 State Grants

Grants available for county and municipal governments that are offered by the state of Florida are discussed within this section.

### 5.8.1 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.<sup>49</sup> These projects should protect upland

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<sup>47</sup> FTA. (2017). Safety Research and Demonstration Program. Retrieved from <https://www.transit.dot.gov/research-innovation/safety-research-and-demonstration-program>

<sup>48</sup> FTA. (2019). Transit Cooperative Research Program - 5312(i). Retrieved from <https://www.transit.dot.gov/funding/grants/transit-cooperative-research-program-5312i>

<sup>49</sup> FDEP. (2020). Beaches Funding Program. Retrieved from <https://floridadep.gov/water/beaches-funding-program>

structures and infrastructure, to provide critical habitat for threatened and endangered species, to provide opportunities for recreation, and to support tourism efforts in the local economy.

To be considered eligible for funding, projects 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 an adopted Strategic Beach Management Plan.

Projects must also be accessible for public use and within an area listed as critically eroded by FDEO. The project should be located along the Gulf of Mexico, the Atlantic Ocean, or the Straits of Florida, and be consistent with Florida's Strategic Beach Management Plan. Applications should be submitted through File Transfer Protocol in the FDEP website. Once the application has been submitted, email notification should be sent to FDEP via email at [Beaches\\_Funding@dep.state.fl.us](mailto:Beaches_Funding@dep.state.fl.us).

### **5.8.2 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 that owns and is responsible for the maintenance of 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 Florida Office of Tourism, Trade and Economic Development for funding consideration.



### 5.8.3 Florida Commission for the Transportation Disadvantaged Innovation and Service Development Grant

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

The Florida CTD issues the Innovation and Service Development Grant, provided from the Transportation Disadvantaged Trust Fund. This is a competitive grant meant to fund projects for the purpose of providing cost-effective, door-to-door, on-demand, and scheduled transportation services. 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, or
- Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination


Applications are to be submitted to the CTD by mail. Email applications are not accepted by the CTD. Eligible applicants must be community transportation coordinators (CTC) who have an executed Memorandum of Agreement and a Transportation Disadvantaged Service Plan, or be a transportation network company (TNC) that uses a digital network to connect a rider to a TNC 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.

Walton County, Florida, was the recipient of the last FYs Florida CTD Innovation and Service Development Grant for more than \$1.5 million.<sup>50</sup> The grant funding will be used for a new public transportation system project. The transportation system will have three shuttles, meant to carry 28 passengers each from north Walton to south Walton, with two stops in Freeport and terminals at county and city buildings. Fares will be free for the first three years of opening, as the grant will cover the project's first three years. However, the county must assume responsibility for the public transportation system after the first three years. Walton County's public transportation system is an

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<sup>50</sup> Cobb N. (2019, July 2019). Free public transportation coming to Walton. Retrieved from <https://www.nwfdailynews.com/news/20190722/free-public-transportation-coming-to-walton>



example of an acceptable project for the grant that meets one of the objectives, as this transportation system will connect those in the northern part of the county to jobs and recreation available in the southern part of the county where there is a need for new employees.

#### **5.8.4 Clean Vessel Act Grant Program**

The Clean Vessel Act (CVA) Grant program was developed to fund up to 75% of eligible pump-out project costs statewide.<sup>51</sup> These projects can relate to site preparation, the purchase of equipment, installation, operations, maintenance, sewage hauling, and educational outreach. The FDEP has hosted this grant since 1994. In addition to providing funds for pump-out projects, the program also funds educational boating programs in the form of workshops and training.

While this grant program is not directly related to transportation infrastructure, the CVA Grant program is related to boating and environmental protection, 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 if the facility is private or not. CVA Grant applications must be submitted through the DEP Grantee Portal, along with any supporting documents.

#### **5.8.5 FDOT State Safety Office Subgrants**

The Florida Department of Transportation State Safety Office provides subgrants to be awarded to safety partners that undertake priority area programs and activities to improve traffic safety.<sup>52</sup> This includes reducing crashes, serious injuries, and fatalities. These subgrants are awarded to aid in the development and implementation of programs that are in priority areas for traffic safety. Funding for the subgrants comes from the National Highway Traffic Safety Administration (NHTSA) annually based on a formula of population and road miles.

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

#### **5.8.6 Florida Defense Infrastructure Grant Program**

The Florida Defense Infrastructure Grant (DIG) program 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,

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<sup>51</sup> FDEP. (2019, August 1). Apply for a CVA Grant. Retrieved from <https://floridadep.gov/rcp/cva/content/apply-cva-grant>

<sup>52</sup> FDOT. (2018, December 28). State Safety Office, Subgrants. Retrieved from <https://www.fdot.gov/safety/3-Grants/Grants-Home.shtm#selection>



housing, environment, and security. Funding for this grant comes from General Revenue Funds from the Florida Legislature's General Appropriations Act. The Florida Department of Economic Opportunity (DEO) accepts the applications put forth for this grant.<sup>53</sup>

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.
- 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.


### **5.8.7 Land and Water Conservation Fund**

The Land and Water Conservation Fund (LWCF) was established by Congress in 1964 to ensure the public had 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. LWCF receives funding from non-taxpayer dollars from the Outer Continental Shelf lease revenues. Federal matching grants are administered by the National Park Service in the U.S. Department of the Interior (DOI).

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 rehabilitation and

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<sup>53</sup> DEO. (2019). Florida Defense Infrastructure Grant Program. Retrieved from <http://www.floridajobs.org/business-growth-and-partnerships/military-community-programs/florida-defense-infrastructure-grant-program>



upgrades, the funding can be used to develop and expand existing and future trail systems that link communities together and provide additional recreational opportunities.

Florida administers the program funding on behalf of the National Parks Service through the Florida DEP to provide grants to local governments. These governments must have a legal responsibility to provide outdoor recreational sites and facilities for the public. In order to apply, applicants must submit a LWCF grant application to the DEP. Only one application may be submitted during each submittal period. Applications may only include one project unless it is for the acquisition or development of sandy beach access.

### **5.8.8 Florida Small Cities Community Development Block Grant Program**

Florida receives 18 to 26 million dollars annually from HUD for the State Community Development Block Grant (CDBG) program, which the Florida Department of Economic Opportunity (DEO) calls the Small Cities CDBG Program.<sup>54</sup> 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
- Eliminate slum and blight
- Address an urgent need


Applications must meet one of four categories: Housing Rehabilitation, Neighborhood Revitalization, Commercial Revitalization, or 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 NOFO is published 30 days prior to the opening of the application cycle on the DEO website. Two copies of the application must be submitted, one to the CDBG Office of the DEO either in person or through the mail, and one electronically.

### **5.8.9 County Incentive Grant Program**

The County Incentive Grant Program (CIGP) was created to provide grants to Florida counties to improve transportation facilities, including transit, which are located on the SHS, or projects that

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<sup>54</sup> DEO. (2019). 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>



relieve traffic congestion on the SHS. Funds are distributed by FDOT, and the following criteria for projects applying for CIGP will be evaluated for consideration:

- The extent of how much 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 and 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 (ITS)
- The extent of how much the project helps maintain or protect the environment
- The extent of how the project includes transportation benefits for improving intermodalism and safety

Municipalities may apply through the county in which they are located for CIGP funding. The county must then evaluate the CIGP funding application, and selected applications will then be evaluated by FDOT using the above criteria for reference. Projects that are selected require a three-party agreement with FDOT, the county, and the municipality that applied.

#### **5.8.10 Small County Outreach Program**

The Small County Outreach Program (SCOP) is made available to small county governments by FDOT in order to assist in repairing or rehabilitating country bridges, paving unpaved roads, addressing drainage improvements that are road-related, resurfacing and reconstructing country roads, or constructing capacity safety improvements. A small county is defined by the Florida Statutes as any county that has a population of 200,000 or less as determined by the most recent estimate.<sup>55</sup> FDOT funds 75% of eligible county road projects. For projects to be eligible they must meet prioritization factors including:

- The physical condition of the road as measured by FDOT
- Whether a road is used as an evacuation route
- Whether a road was high levels of agricultural travel
- Whether a road is considered a major arterial route
- Whether a road is considered a feeder road
- Impacts on the public road system
- Impacts to the state or local economy

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<sup>55</sup> Florida Statutes. (2019). 339.2818 Small County Outreach Program. Retrieved from [http://www.leg.state.fl.us/statutes/index.cfm?App\\_mode=Display\\_Statute&Search\\_String=&URL=0300-0399/0339/Sections/0339.2818.html](http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0339/Sections/0339.2818.html)

Additionally, the project must reside on the county road system, and the county's pavement management plans demonstrate its efforts to maintain satisfactory road conditions.<sup>56</sup>

### 5.8.11 Recreational Trails Program

The Recreational Trails Program (RTP) is a federally funded competitive grant program that is hosted through the FDEP's Land and Recreation Grants Section within the Division of State Lands. This grant program assists with the development of projects that provide, renovate, or maintained motorized or non-motorized recreational trails, trail heads, and trailside facilities.

Local governments, state or federal governments, organizations, as well as state and federally recognized Indian tribal governments are eligible to apply. To apply, applicants must submit their completed RTP Grant Application through the FDEP website.

## 5.9 Financing

### 5.9.1 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 hosted by the Florida Municipal Loan Council (FMLC), and has assisted with issuing more than \$1 billion in bonds to local governments since 1999. 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 refinancing.<sup>57</sup> Some of the program advantages and benefits include:

- Tax-exempt and taxable financing options available
- No bond insurance needed
- Flexible payment schedules


Additionally, FMLC assists local governments who borrow through the closing of the loan with administrative services such as obtaining rate quotes, drafting loan documentation, and drafting local resolutions and ordinances.

### 5.9.2 Florida State Infrastructure Bank

The Florida State Infrastructure Bank (SIB) is a revolving loan and credit enhancement program that was established in 1997. Florida was one of ten original states authorized to establish a pilot SIB

<sup>56</sup> FDOT (2019, November 21). *Work Program Instructions FY20/21 -24/25*. Retrieved from <https://fdotewp1.dot.state.fl.us/fmsupportapps/Documents/development/WorkProgramInstructions.pdf>

<sup>57</sup> Florida League of Cities. (2020). *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)



through the National Highway System (NHS) Act of 1995. The Florida SIB consists of two different accounts.<sup>58</sup> One account is federally funded, capitalized by federal money matched with state money as required by law. The second account is a 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 a SIB application in order to be considered for a loan. To be eligible for funding from the federally-funded account, projects applying must meet all federal requirements of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). To receive funding from the state-funded account, the project must be a transportation facility project on the SHS or be able to provide increased mobility on the state's transportation system (in accordance with Section 339.55 F.S.), or be able to provide intermodal connectivity with airports, seaports, rail facilities, transportation terminal, and other intermodal options that assist with an increase in accessibility and movement of people, cargo, and freight. Additionally, state-funded SIB can be used for projects in the TRIP provided that the project is matched by a minimum of 25% of funding from sources other than the SIB, as well as for projects in constructing and improving transportation facilities or ancillary facilities that produce or distribute natural gas or fuel.

## 6.0 Conclusion

This technical report identified both existing and potential funding sources for consideration during the development of the O-W TPO 2045 Long Range Transportation for the use in implementing transportation projects. Federal, state, and local revenue sources were identified in these existing potential funding sources.

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<sup>58</sup> FDOT. (2019). *State Infrastructure Bank*. Retrieved from <https://www.fdot.gov/comptroller/pfo/sibintro.shtm>





## **Appendix A - Resolution**

## RESOLUTION O-W 21-13

### A RESOLUTION OF THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2045 LONG-RANGE TRANSPORTATION PLAN FINANCIAL RESOURCES TECHNICAL REPORT

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**WHEREAS**, the Okaloosa-Walton Transportation Planning Organization (TPO) is the metropolitan planning organization designated by the governor of Florida as being responsible for carrying out a continuing, cooperative, and comprehensive transportation planning process for the Okaloosa-Walton Metropolitan Planning Area; and

**WHEREAS**, the Okaloosa-Walton TPO Long-Range Transportation Plan (LRTP) 2045 update, which is developed pursuant Part 23 §450.322, Code of Federal Regulations (CFR) and Chapter 339.175 (7) Florida Statutes; and

**WHEREAS**, the Okaloosa-Walton Transportation Planning Organization (TPO) approved the LRTP 2045 updated Scope of Services on May 21, 2020; and

**WHEREAS**, a task in the LRTP 2045 updated Scope of Service is Financial Resources Technical Report; and

**WHEREAS**, the Financial Resources Technical Report was reviewed by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT);

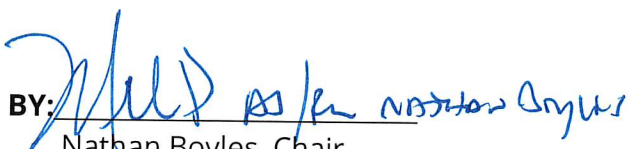
**NOW, THEREFORE, BE IT RESOLVED BY THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION THAT:**

The Okaloosa-Walton TPO adopts the Financial Resources Technical Report for the 2045 Long-Range Transportation Plan.

Passed and duly adopted by the Okaloosa-Walton Transportation Planning Organization held on this 17<sup>th</sup> day of June 2021.

  
ATTEST: \_\_\_\_\_

**OKALOOSA-WALTON TRANSPORTATION  
PLANNING ORGANIZATION**

BY:   
Nathan Boyles, Chair

