

May 2024

Partnering with FDOT:

A Resource Guide for Local Governments

THIS RESOURCE GUIDE:

- Provides guidance to local governments on how to partner with the FDOT
- Provides an overview of transportation planning and programming
- Provides insight on how FDOT can assist with advancing and completing local priority projects
- Describes the FDOT funding programs and eligible project types



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Planning & Programming

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INTRODUCTION

This Resource Guide for Local Governments (or Resource Guide) provides information for local governments to effectively partner with the Florida Department of Transportation (FDOT or Department) to plan, design, and construct safe and efficient transportation facilities. Through collaboration, the FDOT and Florida's communities can develop a transportation system that better coordinates land uses and transportation infrastructure at the local and regional level. Collaboration and coordination are essential for working together to grow Florida's economy, protect our natural resources, and nourish our communities.

Florida's communities identify transportation infrastructure needs and priorities through planning initiatives such as local visioning efforts, comprehensive plans, long range transportation plans, and mode-specific plans. By partnering early and consistently, the FDOT and local governments can advance local transportation initiatives in a unified effort, resulting in a more efficient project delivery process, maximizing limited funding, and enhancing Florida's communities. Communities are the core component of all of our work, supported by five other focus areas as shown below.

This Resource Guide provides an overview of the FDOT by identifying key offices and roles and summarizing Florida's transportation planning, programming, and project delivery processes. In addition, the Resource Guide describes the project development cycle and phases, including typical timeframes, and the appropriate District staff to contact for support. The Resource Guide for Local Governments also discusses key federal and state transportation funding sources, including direction regarding project eligibility.



Continuous collaboration during the transportation planning, programming, and project delivery processes builds stronger partnerships that result in more efficient and effective implementation of transportation projects to meet local needs. Partnerships and collaboration also support the integration of land use and transportation at the regional level.

1 FDOT OVERVIEW

FDOT Mission and Vision

Our Mission

The mission of the Department of Transportation shall be to provide a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and natural resources, and preserves the quality of life and connectedness of the state's communities.

Our Vision

As one FDOT team, we serve the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free.

Subject Briefs

FDOT maintains diverse policies, initiatives, and technical assistance materials. Many current topics are discussed in subject briefs.

<https://www.fdot.gov/planning/policy/documents.shtm>

Our Values



ONE FDOT

We are one agency, one team.



INTEGRITY

We always do what is right.



RESPECT

We value diversity, talent and ideas.



COMMITMENT

We do what we say we are going to do.



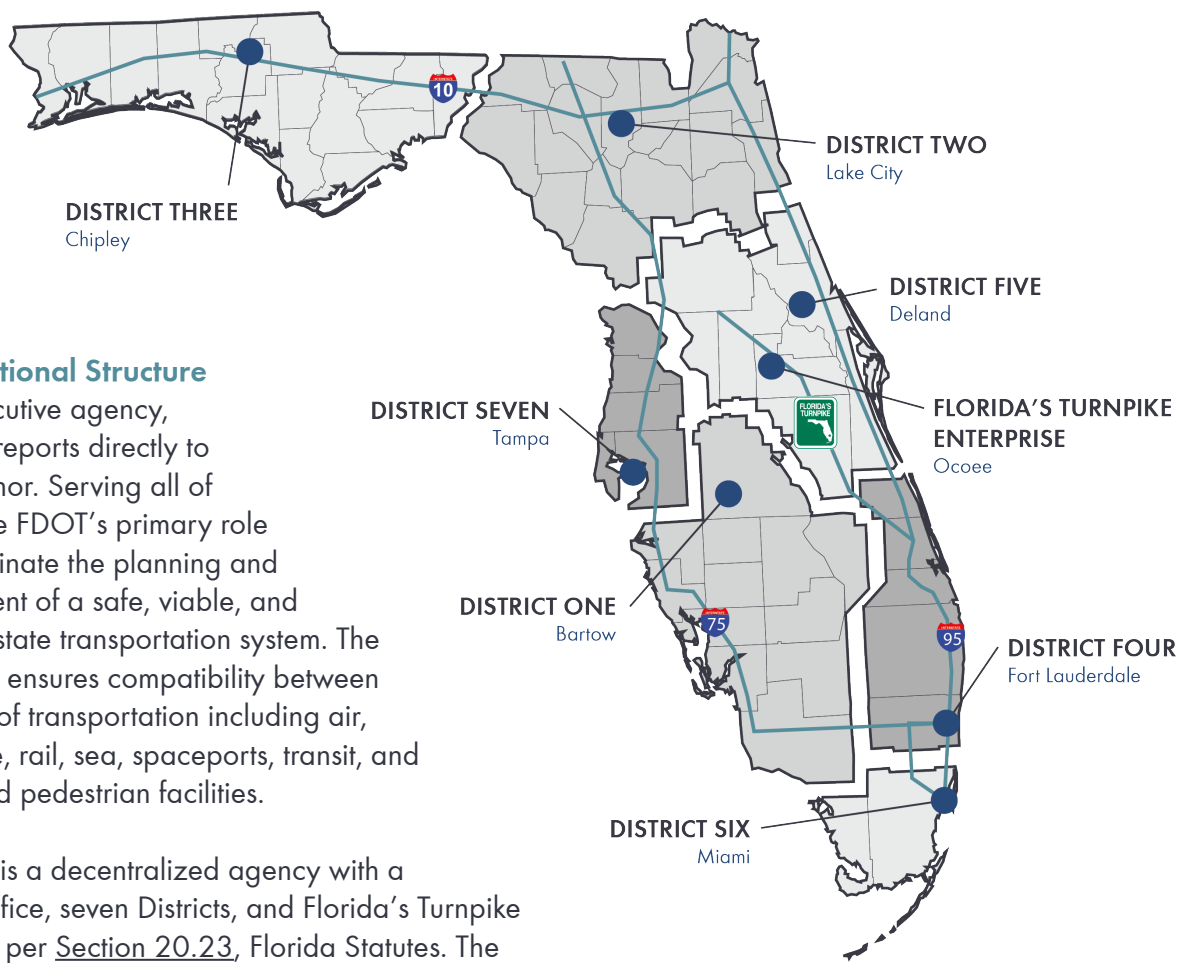
TRUST

We are open and fair.



CUSTOMER DRIVEN

We listen to our customers.

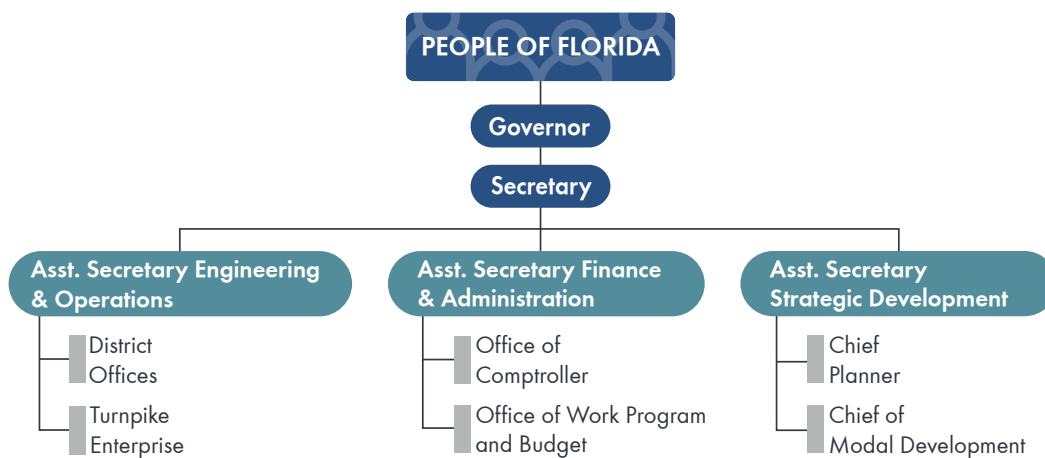


Organizational Structure

As an executive agency, the FDOT reports directly to the Governor. Serving all of Florida, the FDOT's primary role is to coordinate the planning and development of a safe, viable, and balanced state transportation system. The FDOT also ensures compatibility between all modes of transportation including air, automotive, rail, sea, spaceports, transit, and bicycle and pedestrian facilities.

The FDOT is a decentralized agency with a Central Office, seven Districts, and Florida's Turnpike Enterprise, per Section 20.23, Florida Statutes. The Secretary oversees the FDOT, with a District Secretary managing each District and an Executive Director overseeing Florida's Turnpike Enterprise. Central Office establishes policies, rules, procedures, and standards to support a consistent statewide approach across the FDOT. Each District has major divisions for Administration, Planning, Production, and Operations and has a Public Information Officer that reports to the District Secretary and a District Chief Counsel that reports to the FDOT General Counsel at Central Office. Florida's Turnpike Enterprise, as a unit of FDOT, operates all FDOT-owned toll roads and bridges. This includes over 500 miles of toll roads and 129 miles of managed lanes. For more information visit: <https://www.fdot.gov/agencyresources/organization.shtm>.

CENTRAL OFFICE ORGANIZATION CHART



2 TRANSPORTATION PLANNING & PROGRAMMING

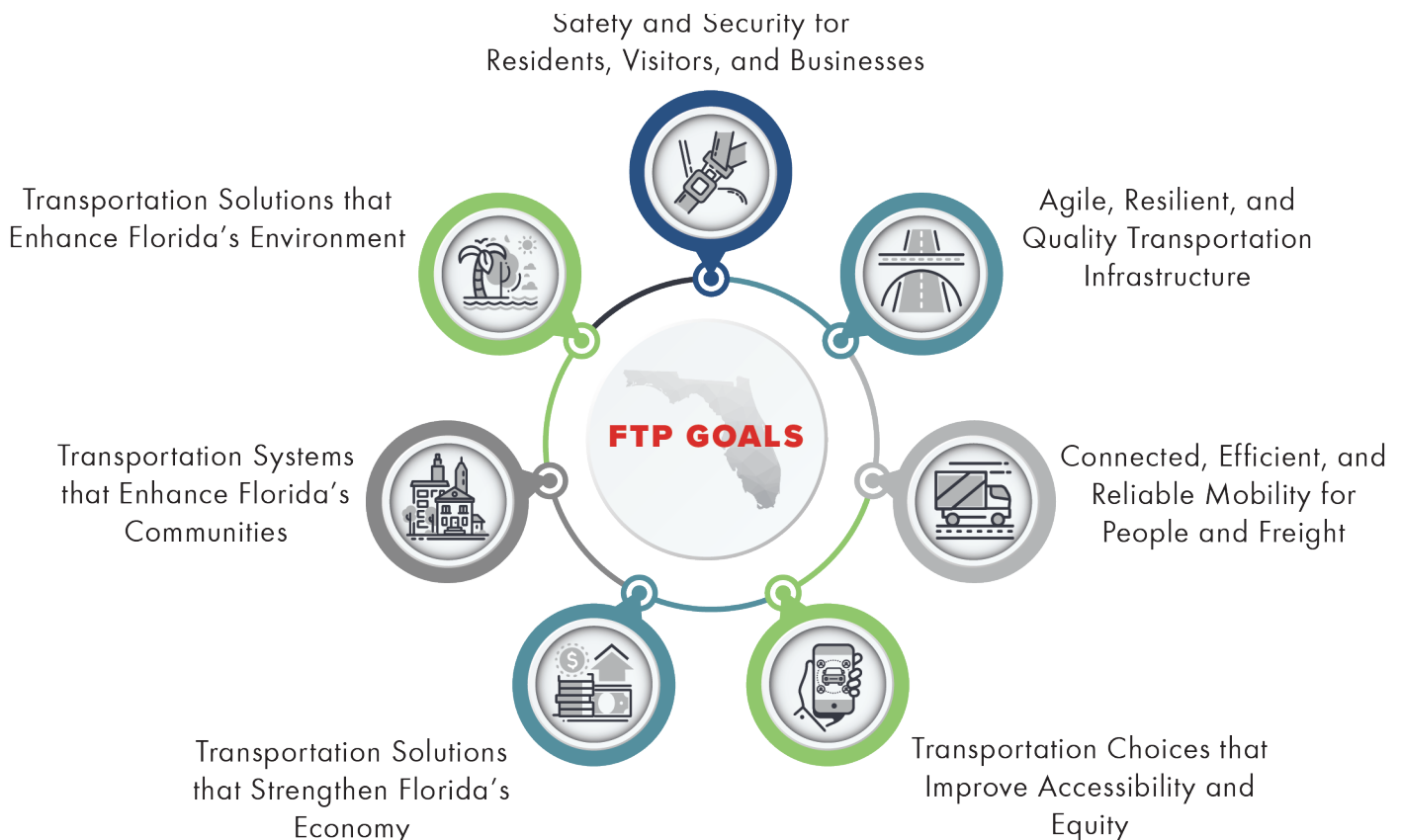
The Florida Transportation Plan

Per [Section 339.155](#), Florida Statutes, and [23 CFR 450.216](#), the FDOT develops and regularly updates the Florida Transportation Plan (FTP) in conjunction with transportation planning, modal, environmental, and business partners. A plan for ALL of Florida, the FTP guides Florida's transportation future by providing direction to all organizations that are involved in the planning and managing of Florida's transportation system, including statewide, regional, and local partners.

The FTP is the FDOT's overarching long range plan informing the development of statewide plans and programs, such as mode-specific plans, the Strategic Highway Safety Plan (SHSP), and the Strategic Intermodal System (SIS) Policy Plan. These plans are described later in this Resource Guide in the **Transportation Funding** component. Visit www.fdot.gov/planning/plans/default.shtm to learn about the current goals and strategies driving Florida's transportation future.

Modes include any of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger and freight), transit, space, and water.

Modal partners operate and manage the modes.

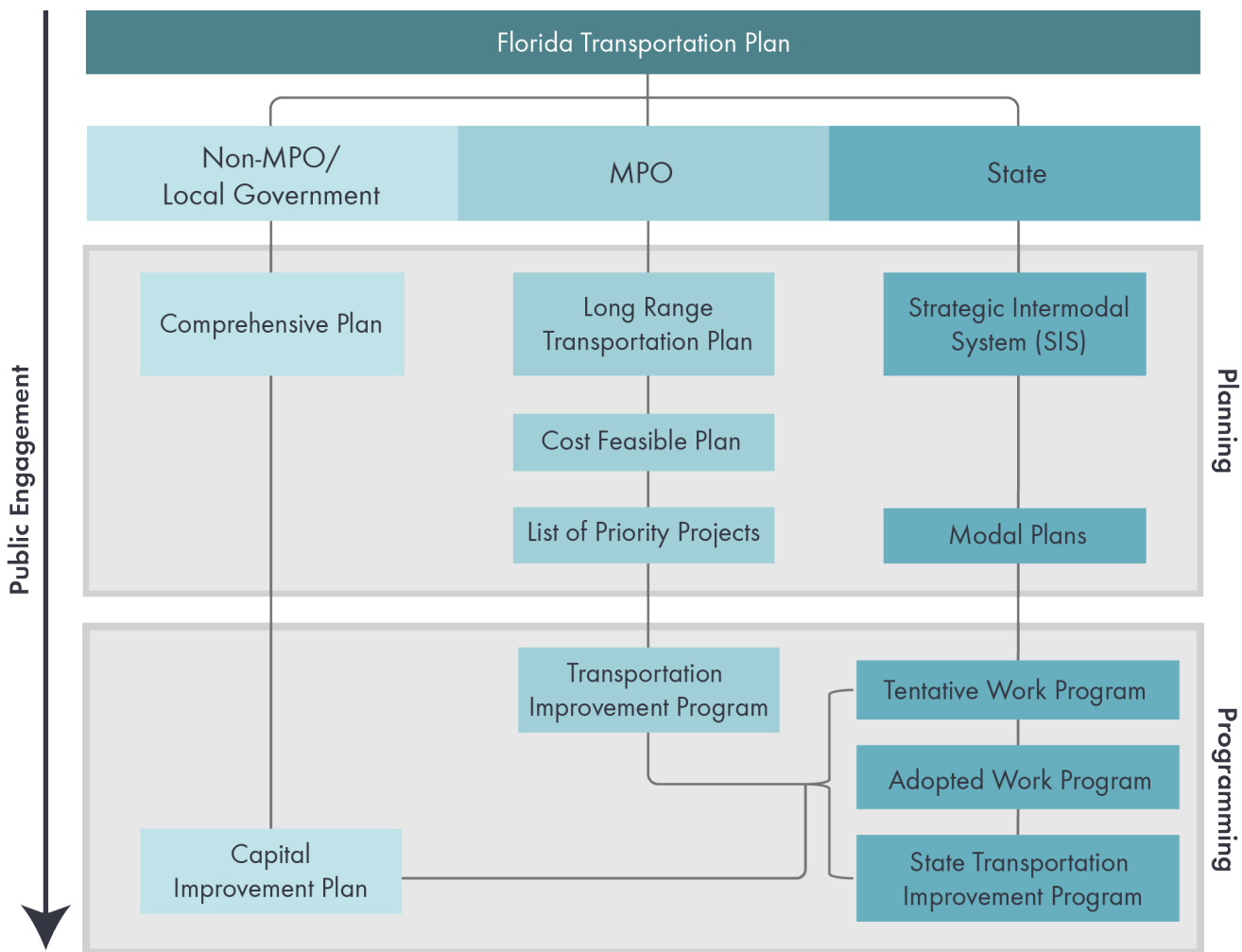


Local Government Role

Local governments, Metropolitan Planning Organizations (MPOs), and the FDOT have distinct, yet complementary roles in Florida’s transportation planning and programming processes. MPOs and local governments **prioritize** projects, while the FDOT **programs** or budgets projects in coordination with MPOs.

Documenting that a project is a local need and priority should begin as early as possible. It is important for a community’s comprehensive plan and capital improvements plan (CIP) to reflect its transportation needs and priorities. In MPO areas, transportation needs are also prioritized through the MPO’s Long Range Transportation Plan (LRTP), which contains a cost feasible plan (CFP) component. The highest priority, near-term needs are identified through the List of Priority Projects (LOPP), which feeds projects into the FDOT Work Program, the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP). To support this process, a regional travel demand model can be used to identify and evaluate different approaches to address transportation issues and prioritize select policies and programs that achieve the desired future vision.

FDOT, MPOs, and Local Governments Roles in Transportation Planning and Programming



Section 163.3161, Florida Statutes, recognizes the role of local government in land use decisions and directs local governments to establish and implement comprehensive planning programs to guide and manage future growth and development. The statutes require that local government comprehensive plans provide the policy foundation for local planning and land use decisions through the requirement of certain elements including the capital improvements element, future land use element, transportation element, and intergovernmental coordination element.

Comprehensive planning is intended to facilitate the adequate and efficient provision of transportation within local government jurisdictions. Although each element has a role in identifying the vision of a county or municipality, it is the capital improvements element that local governments can utilize to effectively articulate their transportation needs to other agencies and the State. **The capital improvements plan (CIP), the foundation of the element, is a key communication tool for a local government to ensure their projects are considered in regional and state funding plans.** Pursuant to Section 163.3177(3)(a), Florida Statutes, the capital improvements element must include:

- » A schedule of capital improvements which includes any publicly funded federal, state, or local government projects. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.
- » The schedule must include transportation improvements included in the MPO's Transportation Improvement Program (TIP), if applicable. The schedule must also align with the MPO's Long Range Transportation Plan (LRTP), if applicable.

The FDOT Transportation Data Portal maintains information to support planning and development of Florida's transportation system. Use the link below to explore its resources.

<https://www.fdot.gov/agencyresources/mapsanddata.shtm>

Regional and Local Planning in Florida

Metropolitan Planning Organization Role

As outlined in 23 CFR 450.310, MPOs are federally-mandated and federally-funded transportation policy-making organizations that serve urban areas with 50,000 or more people. There are 27 MPOs in the State of Florida, each with its own geographical boundary and board of voting members. MPO boards are made up of representatives from local government and governmental transportation authorities. An MPO can include one county, multiple counties, or urban areas that do not encompass an entire county. It's also important to note that not all counties are within an MPO (see **Non-Metropolitan Planning Areas**). MPOs are also known in some areas of the State as Transportation Planning Agencies (TPA) or Transportation Planning Organizations (TPO). MPOs must carry out the following planning activities to qualify for and receive federal transportation funds.

LRTP

Section 339.175, Florida Statutes, and 23 USC 134 (h) and (i) require each MPO to generate a **Long Range Transportation Plan (LRTP)** with the intent to encourage and promote the safe and efficient management, operation, and development of a cost feasible intermodal transportation system. LRTPs are fiscally constrained based on revenue projections. LRTP projects may be identified with the use of the regional travel demand model.

CFP

As part of the LRTP, the MPO adopts a **cost feasible plan** that summarizes the cost estimate of identified needs and demonstrates fiscal constraint, meaning the plan shows that projects can be implemented using committed, available, and reasonably expected to be available sources. The MPO also sets priorities for the order of funding each of the projects in the LRTP.

LOPP

Using the prioritization process outlined in the LRTP, each year the MPO submits a **List of Priority Projects (LOPP)** to the FDOT to support the development of the FDOT's Tentative Work Program (TWP) and the MPO's Transportation Improvement Program (TIP).

TIP

The **Transportation Improvement Program (TIP)** is a prioritized listing/program of transportation projects covering a five year period (with the fifth year included for illustrative purposes) that must be consistent with the LRTP and the FTP. This process may be different from the LOPP prioritization process.

STIP

Once the Tentative Work Program and TIP are adopted, the FDOT develops the **Statewide Transportation Improvement Program (STIP)** in coordination with the MPOs and federal partners. The STIP is a federally mandated document that must include a listing of all projects planned with federal participation in the next four fiscal years. The LOPP, TIP, and STIP are updated annually.

UPWP

23 CFR 450.308)(b) requires MPOs to develop a **Unified Planning Work Program (UPWP)** to identify the planning priorities and activities to be carried out within a metropolitan planning area.

Non-Metropolitan Planning Areas

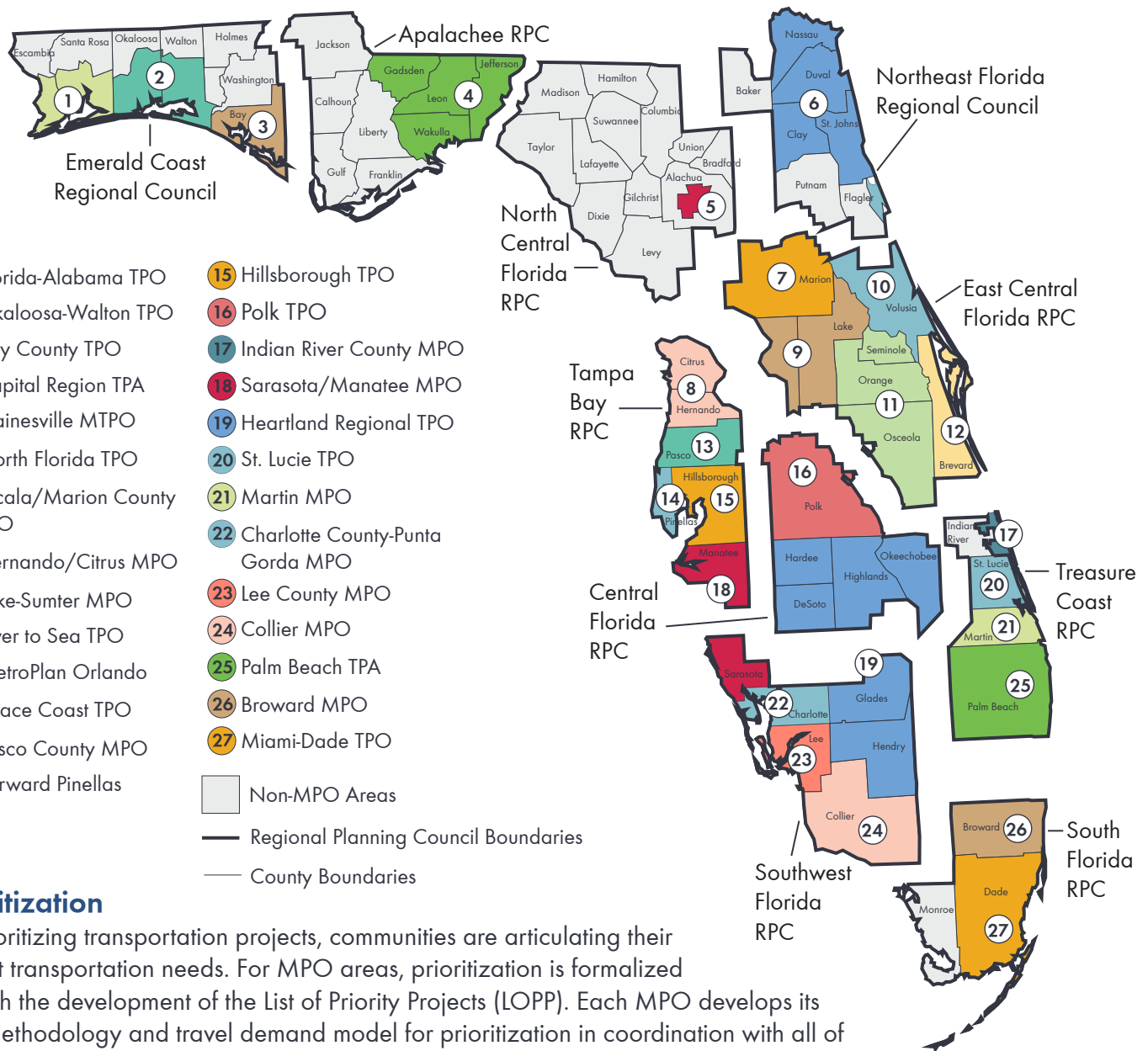
A non-metropolitan planning area is usually characterized as a county with a population of 50,000 or less. In areas where an MPO is not established, the FDOT works directly with local governments and elected officials using the processes detailed in the report, A Review of Florida's Non-Metropolitan Transportation Planning Process, which can be found at www.fdot.gov/planning/policy/ruralsupport.

Local elected officials from non-MPO areas provide the District Offices with transportation project priorities based on the **capital improvements plan** and comprehensive plan **capital improvements element** every fiscal year. These priorities are included, to the maximum extent feasible, in the District Work Programs. Since there is no LRTP or TIP, it is essential for the local government project priorities to be included in the local comprehensive plan's CIP.

Regional Planning Councils

Section 186.504, Florida Statutes, designates the creation of regional planning councils (RPCs). RPCs support intergovernmental coordination and provide technical planning assistance to local governments. As such, RPCs sometimes complete transportation planning projects and processes for both non-MPO and MPO areas. RPCs have entered into Intergovernmental Coordination and Review (ICAR) agreements with the FDOT to facilitate transportation planning within rural areas. RPCs play a key role for some MPOs, sometimes acting as the government body to host the MPO.

There are over two dozen counties (or portions of counties) that are not within the boundaries of an MPO. Of Florida's ten RPCs, eight have rural areas within their boundaries, and sometimes RPCs serve as liaisons between the District Office and rural communities. RPCs coordinate meetings with county staff and local elected officials to assist in the distribution of information and updates on transportation projects. They also help gather timely input on the FDOT Work Program and other activities. RPC staff can work directly with county staff and rural municipalities in the region to determine the transportation needs for each county.



Prioritization

By prioritizing transportation projects, communities are articulating their current transportation needs. For MPO areas, prioritization is formalized through the development of the List of Priority Projects (LOPP). Each MPO develops its own methodology and travel demand model for prioritization in coordination with all of its communities. For non-MPO areas, the FDOT works directly with local elected officials to determine priority projects.

Community Engagement and Public Involvement

The FDOT, MPOs and local governments work to provide meaningful opportunities for public engagement when developing transportation plans and projects. Community specific engagement and involvement activities occur during all project phases that result in collaborative transportation solutions that incorporate local preferences and views in key decisions. Proactive, community-based activities enhance relationships and strengthen partnerships with all those who are involved in the transportation process.

IDENTIFY

Identify the affected and interested populations to ensure an inclusive process.

INVITE

Invite the public early and often to participate in the plan or project.

INFORM

Provide accessible information to help the public understand the plan or project.

INVOLVE

Provide multiple methods and opportunities for the public to have input into the plan or project.

IMPROVE

Measure the effectiveness of the community engagement activities and incorporate lessons learned.

Engagement opportunities for transportation plans and projects are available to community members through a wide range of options which may include participation on local boards and advisory committees, attendance at in-person and online public meetings, workshops, open houses, and using virtual 3-d technology, social media, surveys and news releases. While engagement activities may start in the planning phase, they continue throughout the delivery of the project using public involvement plans during the project development and environment (PD&E) phase and community awareness plans during design, construction and maintenance. These are discussed later in the **Resource Guide** in the **Transportation Project Development** component on page 4-2. Visit www.fdot.gov/planning/policy/publicinvolvement to learn more about the FDOT’s approach to community engagement.

Reminder:

The only way your project will make it into the FDOT Work Program is if the FDOT knows about it through documented public engagement, project prioritization, and close collaboration with the FDOT District Office.

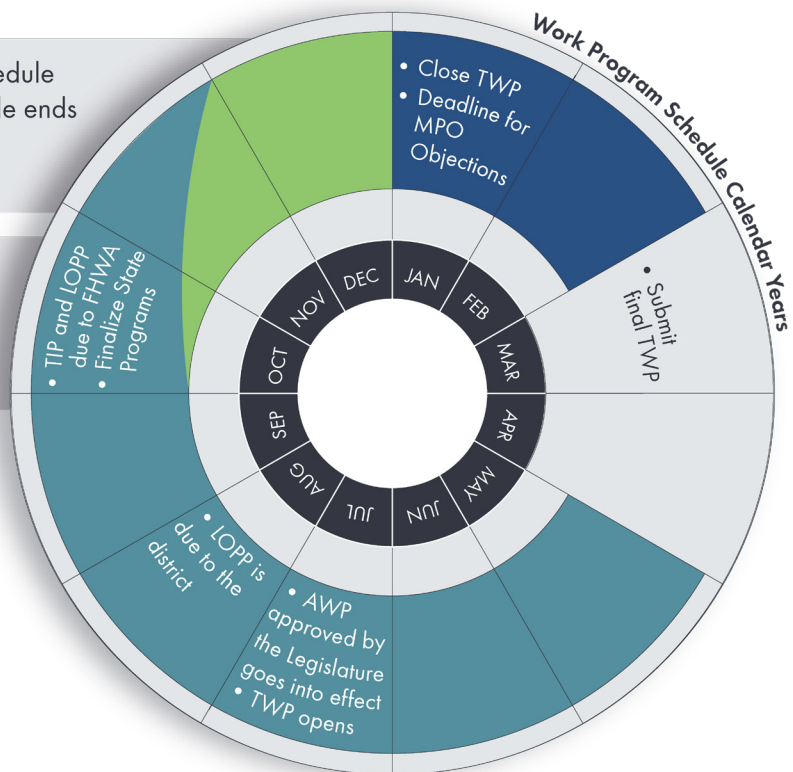
How FDOT Programs Projects

Section 339.135, Florida Statutes, authorizes and sets the guidelines for the FDOT to develop a Work Program annually. The Central Office and District Offices work together to develop and adopt the State Transportation 5-Year Work Program (the Work Program), a listing of all transportation projects planned by the FDOT for the following five fiscal years. The District Offices each develop a District Work Program that Central Office combines into the Tentative Work Program (TWP). Each year, the new TWP provides an update of the first four years of the existing Adopted Work Program and adds project programming for the new fifth year. For example, a TWP being developed in the fiscal year beginning July 1, 2024 is for the next five fiscal years starting in 2025. The TWP is presented to the Secretary, the Executive Office of the Governor, the legislative appropriations committees, and the Department of Commerce no later than 14 days after the regular legislative session begins. The TWP is amended by the General Appropriations Act and any other applicable appropriations. Once the FDOT adopts the TWP, it is referred to as the Adopted Work Program (AWP).

The Work Program Cycle aligns with the schedule for Legislative Session. In even years, the cycle ends earlier than in odd years, as the Legislature convenes in January instead of March.

The State Fiscal Year runs from July 1 to June 30, which differs from the Federal and most local fiscal years that run from October 1 to September 30.

- TWP due no later than 14 days after Legislative Session begins
- Project applications solicited by FDOT for new 5th year
- Public Hearings for the TWP



3 TRANSPORTATION PRACTICES

Florida's communities and the Florida Department of Transportation implement various planning practices to support transportation planning, project development, and delivery. Local communities often use visioning to develop consensus on a shared vision for the future. The FDOT, Metropolitan Planning Organizations (MPOs), or local governments may conduct feasibility studies during the planning process to better understand project complexities and begin to develop project alternatives. The FDOT and transportation partners may use a travel demand model to conduct multimodal planning to provide safe and efficient facilities for various types of transportation throughout a transportation network. The FDOT implements context classification to support putting the right street in the right place based on local community characteristics.

Visioning

Through visioning, the public and elected officials of a community can define a common future, typically establishing a shared purpose, core values, and vision statement. Visioning is a useful step in the comprehensive planning process, but it may also occur independently. Visioning requires early and continuous community engagement in the planning process.

Typically, the FDOT prefers documented public outreach and formal adoption by elected officials of a common vision before funding is committed to a transportation project.



Community and Comprehensive Plan Visioning: A community conducts visioning at the beginning of the comprehensive planning process to establish consensus on the community's shared vision for the future, informing the development of goals, objectives, and policies/procedures in the local comprehensive plan. This also includes the development of the capital improvements plan and capital improvements element, which identify local transportation needs.

At times, and sometimes outside of the comprehensive planning process, local planners may organize community meetings to develop a shared vision that results in an action plan or projects. These action plans or projects define future desired community characteristics along with implementation steps and responsibilities. The community may use the shared vision to update the local comprehensive plan at a later date.

Other Visioning: More focused planning efforts may include visioning, such as the development of a downtown revitalization plan or corridor plan. These types of planning activities include a documented, widespread community engagement effort.

Feasibility Studies

During the Planning phase of the project development process, the FDOT, a local government, or an MPO may conduct a feasibility study to evaluate aspects of a transportation project and understand the constructability of a project concept. This allows for early identification of project complexities that could be minimized, avoided, or mitigated throughout the project development process. This will be discussed later in the **Resource Guide** in the **Transportation Project Development** component on page 4-1.

These studies rely on transportation, land use, safety, public and agency involvement, and other planning data as primary sources of information to establish the range of alternatives. These studies may also inform the development of the scope of work for Project Development and Environment (PD&E) studies in the next phase of the project development process. Project alternatives begin to be developed and evaluated using travel demand models and may be incorporated into the Environmental Documents.

Did You Know? A feasibility study can be conducted to better determine the possibility of providing a multi-use bicycle trail. The general objective of the study is to compare viable options for providing the transportation improvement. The study effort involves the development of a feasible alignment within the “most probable” option, including more accurate estimates of the project costs and impacts, which is typically documented in a subsequent Concept Master Plan.



Bicycle and Pedestrian Planning

In MPO and non-MPO areas, MPOs and local governments can develop their own bicycle and pedestrians plans that focus specifically on these modes. These types of plans can be master plans, area-specific plans, or in some cases, policy-based. The MPO or local government may partner and coordinate with FDOT for these plans.



Multimodal Planning

Multimodal transportation planning considers the larger transportation network and develops solutions to provide a full range of transportation options. Multimodal solutions can provide safe and efficient facilities for all types of transportation including vehicles, pedestrians, bicycles, freight, and transit. Multimodal projects require both land development and transportation elements to be coordinated and designed together. The FDOT and transportation partners conduct multimodal planning to further define the problem and identify the purpose and need, modes to be served, evaluation criteria to be used, and range of alternatives to be compared. The typical outcomes of multimodal planning studies include transportation improvements, land use strategies, or a combination of the two. Transportation solutions can include capital projects, operational improvements, and maintenance improvements for the different types of transportation. Land use strategies may include changes to land use policies and regulations or detailed land use plans, among other approaches.

In most instances, projects for modes such as aviation, rail, seaports, and spaceports are identified through the development of a mode or facility specific master plan. Within these master plans, a capital improvements program (CIP) is developed that defines the capital projects needed. These projects should then be incorporated within local and regional planning documents to ensure consistency across different modes. For example, airports in Florida develop an airport master plan every five years. These master plans can include a number of different recommendations in the CIP, including runway improvements or access road upgrades. These projects can be included in the local government comprehensive plan (or MPO LRTP, if applicable) to ensure they are compatible with other planned transportation improvements and then programmed for funding with the FDOT District Office as well as with the airport sponsor. Additional funding sources are available for modal projects, these are described later in this Resource Guide in the **Modal Programs** component on page 5-4.

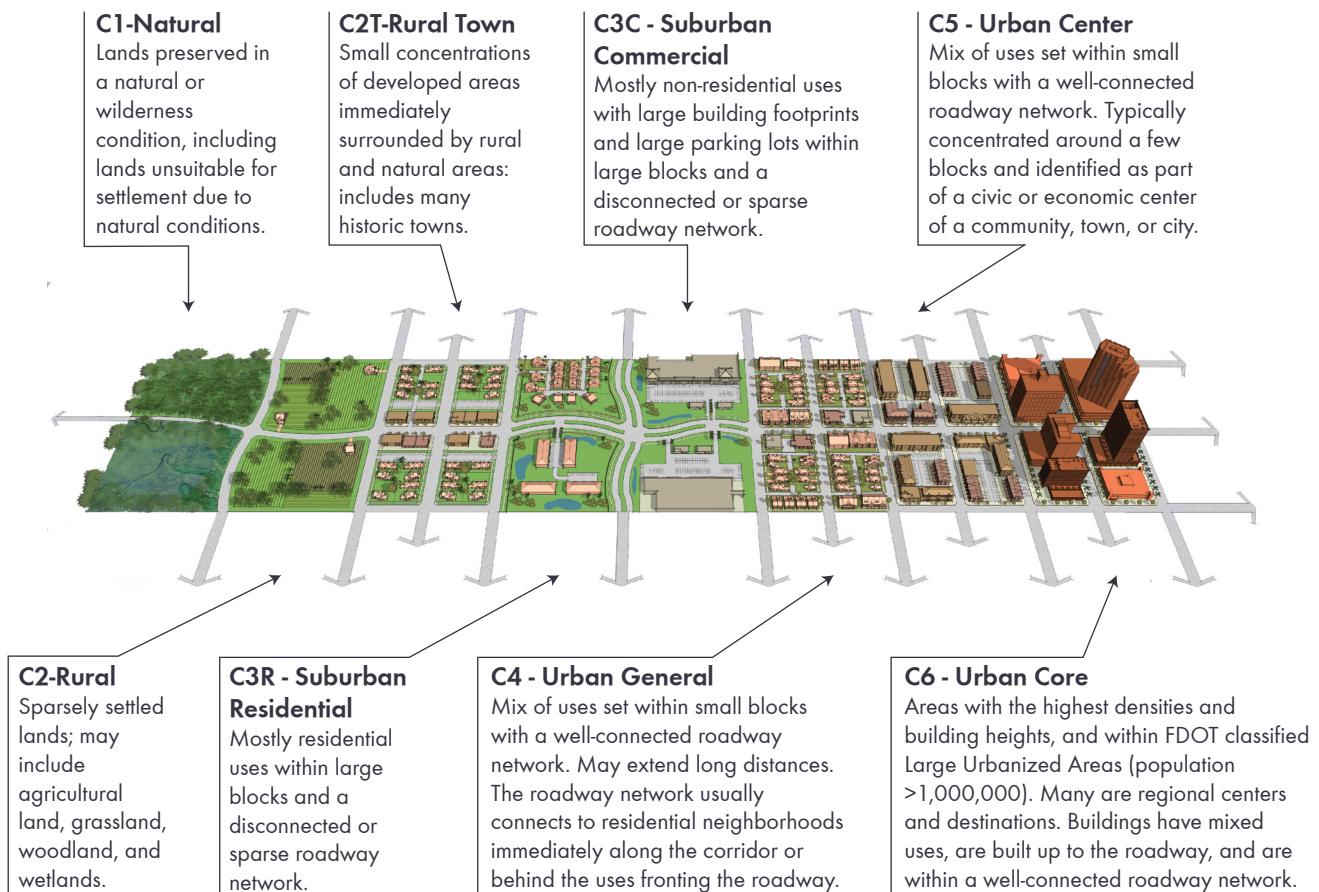


Context Classification

The FDOT adopted the Complete Streets Policy in 2014 to promote safety, quality of life, and economic development in Florida. Complete Streets is not a specific type of project, but an approach to ensure projects are based on their context, or place in the local community. The FDOT utilizes a context-sensitive system comprising eight context classifications. The context classification of a roadway, together with its transportation characteristics, provides information about who the users are along the roadway, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user. This information helps determine key design criteria such as design speed and bicycle and pedestrian facility options. As the FDOT confirms the context classification at the beginning of each project phase, including planning, an interdisciplinary team within each District helps determine the context classification by reviewing local comprehensive plans, subarea plans, land development regulations, and similar planning tools and by coordinating directly with local governments and MPOs. For more information about FDOT's approach to Complete Streets, visit www.fdot.gov/roadway/csi.

Putting the right street in the right place

FDOT CONTEXT CLASSIFICATIONS



4 TRANSPORTATION PROJECT DEVELOPMENT PROCESS

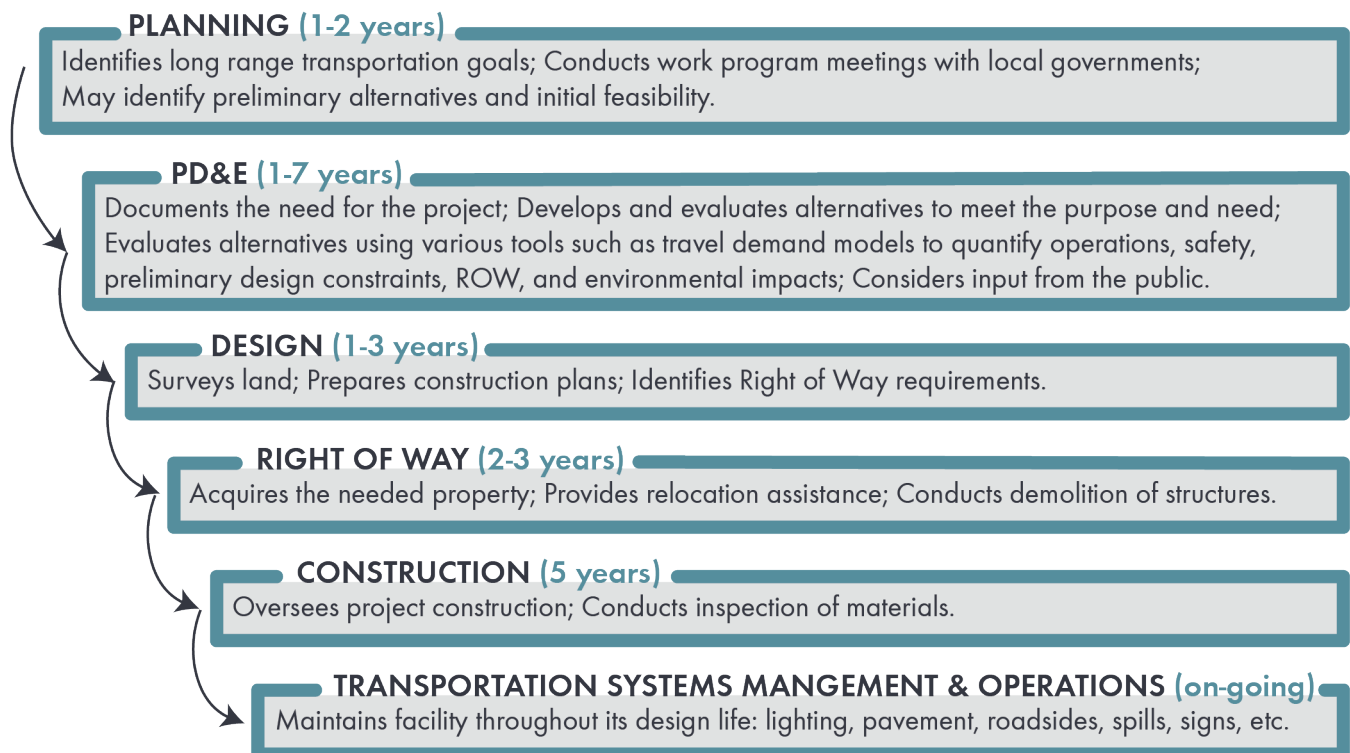
The project development and delivery process includes several phases and the level of effort for each phase varies based on the individual project. These phases and their typical timeframes are described below, as well as strategies for expediting project delivery. There are several project delivery approaches, with options available for those organizations who want to administer their own projects, given that they meet specified criteria for certification.

Local governments should approach the FDOT as early as possible to partner and complete transportation infrastructure projects because understanding where the project may enter the development and delivery process is helpful in advancing the project efficiently. Moreover, providing supporting information like documented community engagement, a resolution signed by the local board of commissioners, or a feasibility study helps communicate project readiness to the FDOT. If applicable, local governments should coordinate with their MPOs to ensure projects are supported in the MPO's List of Priority Projects.

Project Development and Delivery Process

The project development and delivery process begins with planning studies and ends with a constructed project. The FDOT's project development and delivery process is comprehensive, involving Planning, Project Development and Environment (PD&E), Design, Right of Way (ROW), Construction, and Maintenance phases. It is important to understand the sequence and interrelation between these phases to efficiently deliver a project.

Overview of project development cycle and phases:



The complexity of transportation projects varies greatly, therefore the timeframes in the project development process graphic are broad and general in nature. Less complex projects that do not have Right of Way considerations, have little environmental impact, or are not federally funded may move more quickly through the project development and delivery process. Moreover, some projects may start at the planning phase, while others may be able to move directly into the PD&E or Design phases. These timeframes are typical, but each project is different and a variety of factors, including securing funding, can impact the length of a project phase.

Did You Know? A developer or local government can choose to contribute to or fully fund a project phase. This can help advance the project through the project development and delivery process more quickly because the project can move forward without a lapse in funding between phases.

Reminder: Transportation projects begin here so if a local government has a high-priority project or idea, it is best to approach the FDOT District, or MPO if in an MPO area, with that idea to begin the planning process.

Planning

The planning process begins when the FDOT, Metropolitan Planning Organizations (MPOs), local governments, and other authorities identify long range transportation goals and priority transportation projects in planning documents that assist in conveying local transportation needs. The FDOT selects priority projects annually from these plans and presents them to the Florida Legislature as a Tentative Work Program.

Project Development and Environment

Project Development and Environment (PD&E) is the FDOT’s process for evaluating potential transportation project impacts and complying with the National Environmental Policy Act (NEPA) and other applicable laws and regulations for federal and state funded projects. A PD&E study ensures early consideration is given to operations, safety, engineering design, project costs, and environmental and social impacts in the development of a proposed transportation project. During this process, project alternatives are developed with input from the public, local government, and environmental and planning agencies. These alternatives are analyzed to determine their involvement with the social, natural, and physical environment. **The goal of the PD&E process is to select the alternative that meets both the purpose and needs of the project, while having the least impact on the environment.** The PD&E phase is not always necessary depending on project factors, such as anticipated funding sources, environmental impacts, Right of Way considerations, concept feasibility, level of public interest, and documented public engagement.



Engineering Design



Project Costs



Environmental Impact



Social Impact



Input from Public

Frequently Asked Questions:

Why does it take so long to get a project designed and constructed?

Each phase of the project development and delivery process may take several years based on project complexity.

What is a Community Awareness Plan?

A Community Awareness Plan notifies local government, affected property owners, and the public of the proposed design and construction and the anticipated impact.

How do you incorporate community preference features, like decorative signage or a concrete paver crosswalk?

The local government can pay for these items during the PD&E, design, and construction phases.

How do we add landscaping to a project?

Contact the District Design Office as it may be possible to acquire landscaping funding.

Who can address questions about posted speed limits on state roads?

Submit a letter to the Traffic Operations Engineer for consideration.

How can we add sidewalks to a roadway?

Sidewalks may already be required based on the context classification of the roadway. If not, or if non standard sidewalks are desired, a community may apply for an enhancement project. If a project is already in design, contact the District Production Office as soon as possible with the request.

Public involvement during the PD&E phase begins with the preparation of a Public Involvement Plan (PIP). The purpose of a PIP is to identify the interested and potentially affected people within a community, identify special community needs, and define the outreach methods and schedule to involve and gain their input.

During the PD&E phase, the FDOT confirms the future context classification(s), performs alternatives analyses, conducts environmental studies, and prepares various technical studies and reports necessary to obtain the project's Location and Design Concept Acceptance (LDCA). Information obtained during the PD&E phase is used to develop the scope of work for the Design phase. There are distinct differences between federal, state, local, and privately funded projects depending on anticipated funding sources. For more information on PD&E studies, visit the FDOT's PD&E Manual at www.fdot.gov/environment/pubs/pdeman/.

Design

The purpose of the Design phase is to prepare detailed, context-based engineering design, contract plans, specifications, and estimates for the project based on the physical and environmental analysis conducted prior this phase. The review of design and construction plans for design-bid-build projects (conventional projects) follows a standard four-phase submittal approach to facilitate review of the projects. Prior to authorization to advertise the project for construction, the project must undergo an environmental re-evaluation to ensure that there are no conditions in place that would alter the original approval of the decision and commitments made during the PD&E study.

Community engagement activities during the Design phase typically begin by preparing a Community Awareness Plan (CAP) and may involve activities such as public information meetings or a design public hearing. The CAP outlines a process for determining design implications in relation to community impacts, ensures that the FDOT's commitments are met, allows for opportunities to address public concerns, and develops a Maintenance of Traffic (MOT) plan for use during construction. The CAP also includes a summary and anticipated timeline of project activities for informational purposes. For more information on the Design phase, visit www.fdot.gov/design.

Right of Way

Right of Way (ROW) is the land the department owns that is used for transportation improvements. When proposed improvements fall outside of the existing ROW, additional property must be acquired. ROW Acquisition is the purchase or donation of property outside of the existing ROW needed to make transportation improvements. Close coordination with the ROW office and Office of the General Counsel is required during this process. For more information, visit www.fdot.gov/rightofway.



Construction

After design plans are reviewed, commented on, approved and permitted, the project goes through the contracting or letting process where it is awarded to a contractor. Once an award letter is issued to a contractor, several pre-construction activities are required pursuant to the Construction Project Administration Manual (CPAM), including scheduling a preconstruction conference, developing a construction schedule, preparing final estimates, and creating quality control procedures. During construction contractors are responsible for building the project as well as providing necessary documentation for payment. The Department's construction team keeps a project diary to document daily activities during the construction phase. This team is also responsible for ensuring that the project is built to the Department's standards and specifications. For more information on the Construction phase, visit www.fdot.gov/construction.

Maintenance

The FDOT Maintenance Office is responsible for keeping the pavement, signage, striping, sidewalks, and roadsides safe and operational for all roadways on the State Highway System including interstates. The maintenance office is also responsible for the inspection and maintenance of bridges, culverts, and sign structures. This office also provides routine inspection of all locally owned bridges. Additionally, they play a key role in emergency response during storm events and traffic crashes. Local roads are the responsibility of local governments, except for emergency restoration of roads and bridges if an approved mission is received by the Department.

Maintenance includes roadsides, signage, emergency needs, as well as minor bridge repairs and maintenance. For more information, visit the Maintenance Office at www.fdot.gov/maintenance.

Frequently Asked Questions:

When is a bridge eligible for replacement?

When it becomes structurally deficient, or when it becomes more cost effective to replace the bridge than repair it.

Transportation Systems Management and Operations Program

The Transportation Systems Management and Operations (TSM&O) program promotes multimodal traffic management projects and services that improve roadway operations. It is a national initiative that is supported statewide and allows the FDOT to work with partner agencies to deliver multimodal solutions to reduce congestion. The goal is to equip the existing roadway system with the innovative tools and techniques that will allow it to meet current and future traffic demand. Visit www.fdot.gov/traffic/its/tsmo to learn more about TSM&O.

5 TRANSPORTATION FUNDING

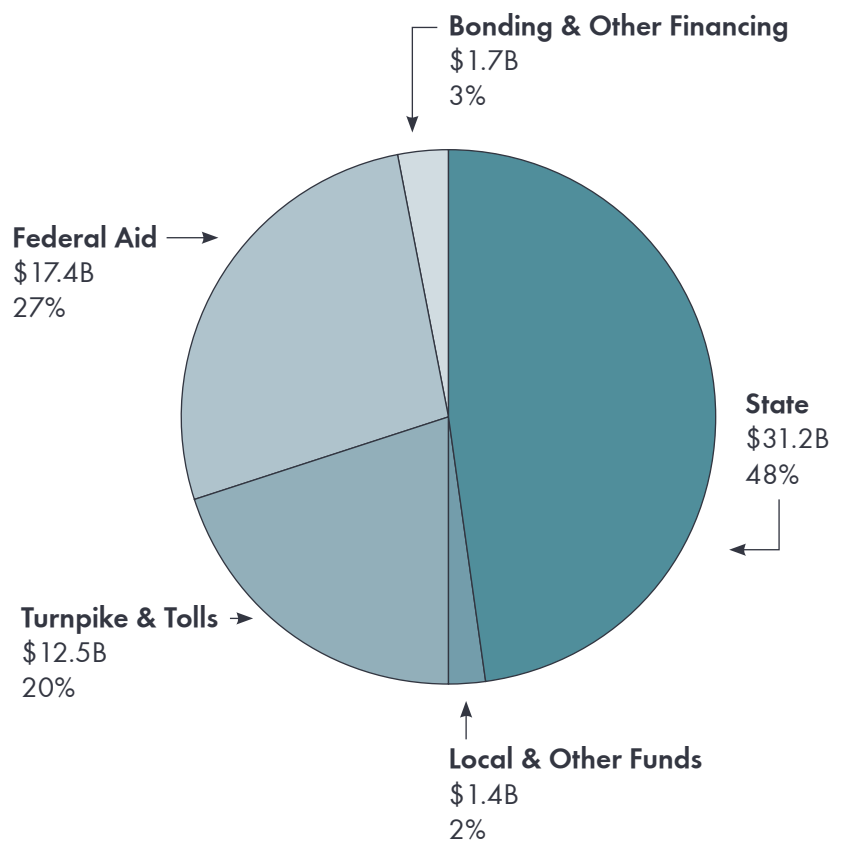
The Department's Work Program is a transparent, bottom-up effort where FDOT's local partners determine their top eligible priorities for inclusion in the Work Program. Federal, state, and local partners contribute to funding transportation projects in Florida. The FDOT administers state and federal funds through the 5-Year Work Program, while local communities contribute funds by way of their local government. All funding programs administered by the FDOT are included within the Work Program. Local governments should consider important factors like project readiness and phase of work when identifying eligible funding programs. Local funding options may also be a viable or complementary source of funding to support a local transportation improvement.

Where Does the Money Come From?

Work Program Funding Sources

Section 334.044, Florida Statutes, allows the FDOT to assume the responsibility for coordinating the planning of a safe, viable, and balanced state transportation system serving all regions of the State, and to assure the compatibility of all components, including multimodal facilities. The FDOT adopts a 5-Year Work Program, listing transportation projects planned for each fiscal year, to carry out these duties. **State taxes and fees, as well as federal aid, comprise the primary funding sources of the Work Program.** See the **Fuel Taxes as Transportation Funding Subject Brief** for more information at fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/briefing-sheets/briefing-sheets-fuel-tax-revenues-0805-01.pdf?sfvrsn=bb4f96d9_4

The figure to the right summarizes the breakdown of funding sources for the Tentative Work Program totaling \$64.3 billion for fiscal years (FY) 2024-2028 as of July 2023. Visit www.fdot.gov/workprogram for the latest breakdown of Work Program funding by source.

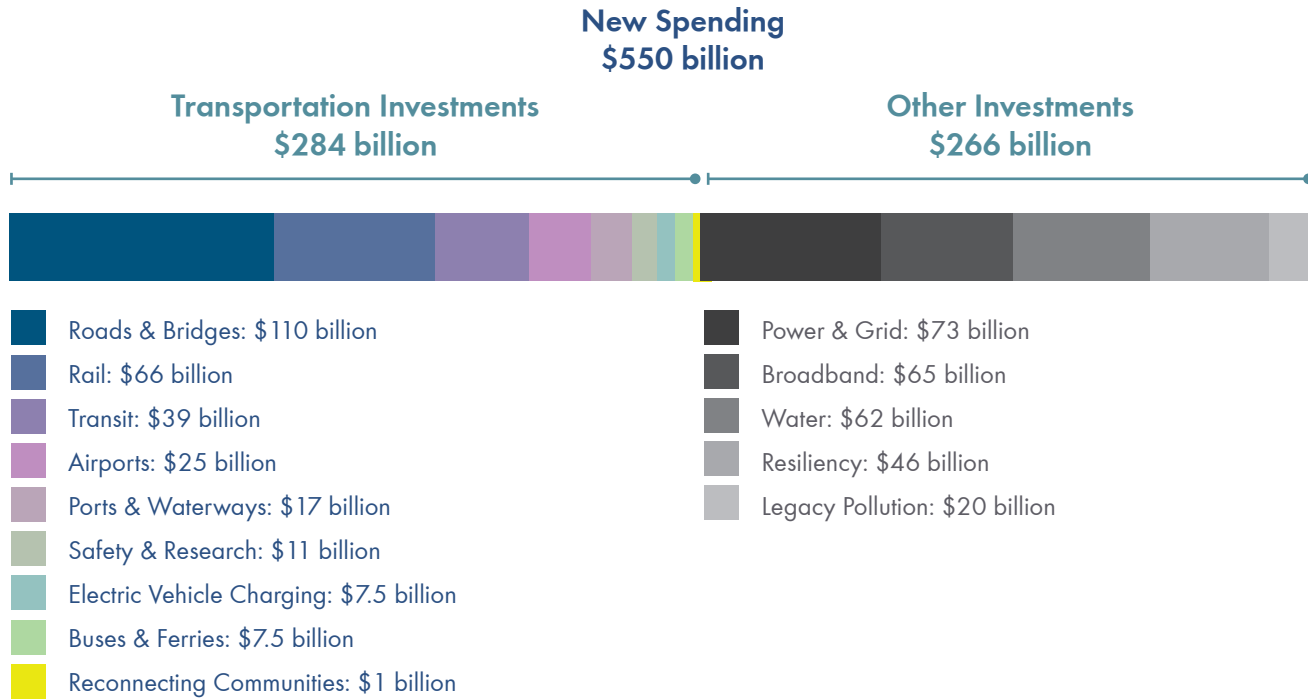


Florida Department of Transportation
Total Funding by Source
FY 2024 - 2028

Federal Funding Overview

The Infrastructure Investment and Jobs Act (IIJA) is the reauthorization of the surface transportation act. It invests in infrastructure including all modes of transportation, water, power and energy, environmental remediation, public lands, broadband, and resilience. The IIJA provides \$973 billion, with \$550 billion of new spending for fiscal years 2022 through 2026 to be allocated through formula and competitive grants. Over half of this new investment (\$284 billion) funding is reserved for transportation investments.

There are a total of 120 funding programs through which local governments can receive funding. Of these, 54 are funded through USDOT and 45 are competitive. More information is available at <https://www.naco.org/resources/implementing-infrastructure-investments-county-level>.



Federal Formula Funding

Formula grant programs allocate funding to recipients based on formulas set by Congress. Federal agencies then distribute these funds to States, federally recognized Tribal recipients, and transit agencies. The funds may be further allocated to localities at State, Tribal, or agency discretion.

The IIJA is estimated to bring \$16.7 billion in transportation formula funds to Florida, shared between FDOT, transit agencies, airports, and other partners. To implement this funding, FDOT and other recipients must synchronize both state legislative and federal authorization actions. New programs supported include Electric Vehicles, Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT), with funding facilitating efforts including safety improvements, maintenance, workforce development, resilience, and electric vehicle infrastructure.

Transportation formula funds are apportioned to states through federal aid programs such as Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), and Surface Transportation Block Grant Program (STBG), as well as the PROTECT program.

Federal Discretionary Funding

Federal discretionary grant programs, also known as competitive grant programs, award funding to support projects addressing specific program purposes and are distributed through a competitive selection process targeted to interested and eligible applicants, including State and local governments, Federally recognized Tribes, transit providers, universities, research institutions, law enforcement agencies, non-profit organizations, and others. Federal grant funds are not typically provided up front or in a lump sum, but through a “promise of future reimbursement.” The rules and process for reimbursement are detailed in the individual grant agreement.

Local agencies such as cities, counties, MPOs, and transit agencies, are eligible for a range of these competitive grant programs under the IIJA. FDOT encourages our local partners to help maximize Florida’s transportation system by submitting applications to competitive grant programs.

USDOT issues Notices of Funding Opportunities (NOFO) to solicit applications for federal grant programs. Each grant program has its own statutory goals, eligibility requirements, and award amounts. To be considered for an award, projects must typically be construction ready and align with the grant criteria and other requirements, such as local match. FDOT’s Office of Policy Planning monitors USDOT discretionary grant programs and maintains a list of grant programs included in the IIJA.

Did You Know?

Early discussions on grant opportunities, projects, and regional collaboration strengthen grant applications.

FDOT may provide letters of consistency for local agency grant applications to demonstrate a local project is consistent with the adopted Work Program and the Florida Transportation Plan. Local agencies are encouraged to reach out to their District Federal Grant Coordinator to request a letter of consistency and discuss discretionary grant opportunities. More information is available at: <https://www.fdot.gov/planning/policy/federal-grants/default.shtm>

Strategic Intermodal System (SIS) Funding

Section 339.61, Florida Statutes, established the SIS to enhance Florida’s economic competitiveness and prosperity and to focus the State’s resources on transportation facilities of statewide and interregional significance. Transportation facilities must meet criteria related to transportation or economic activity, as well as screening factors related to potential community and environmental impacts, to be designated as part of the SIS.

The FDOT’s principle responsibility is the statewide and interregional movement of people and goods and shares responsibility with transportation partners in addressing system safety, the preservation and operation of transportation facilities, and local and metropolitan area mobility needs. **As such, the SIS is the FDOT’s highest transportation capacity investment priority. The SIS Policy Plan establishes the framework for these investments.** The FDOT is also increasing its focus on regional travel and improving facilities of regional significance. Consistent with Florida Statutes and the FTP, the FDOT allocates resources as follows:

- » To preserve the investment which has already been made in the State’s transportation system. This includes funding for maintenance, bridge repair, bridge replacement, and resurfacing.
- » To comply with statutes which specify how particular revenues are to be allocated. For example, documentary stamp tax revenues which are deposited into the State Transportation Trust Fund are to be used for the New Starts Transit Program, the Small County Outreach Program, the SIS, the Transportation Regional Incentive Program, and the Rail Enterprise.

For more information on the SIS or the SIS Policy Plan, visit the SIS webpage at www.fdot.gov/planning/systems/sis/plans.shtm

FDOT Modal Programs

The Modal Development Offices work to maximize the use of existing facilities while integrating and coordinating the various modes of transportation, including the combined use of both government owned and privately-owned resources.

In partnership with District offices, eligible MPOs and local governments, FDOT's Modal Offices program funding into mode-specific capital improvement plans that feed into the 5-Year Work Program. The Modal Programs include the following areas:

- » The Transit Program supports fixed route transit systems, bus rapid transit, urban rail transit, rural transit, and human service transportation.
- » The Aviation Program provides assistance to Florida's airports.
- » The Freight and Rail Program assists in the development of Florida's rail system, both passenger and freight, and championing Florida's multimodal freight programs.
- » The Seaport Program provides funding and support for public ports.
- » The Spaceport Program provides space transportation services and infrastructure in conjunction with Space Florida.

FDOT Modal Plans

Mode-specific plans help guide decisions about future investments by providing policy and guidance related to each mode of transportation. They are key to leveraging federal and state resources.

The National Highway Freight Program (NHFP) was established to improve the movement of freight while improving safety, innovation, economic competitiveness, and other goals. Funds provided to the state must match activities in the state's freight plan. In Florida, this plan is the Freight and Mobility Trade Plan (FMTP).

The FMTP identifies freight transportation facilities critical to the state's economic growth and guides short and long-term multimodal freight investments in the state. The Department gathers input from the freight industry, local governments, MPOs, and other state agencies to develop this large multimodal plan. Visit <https://www.fdot.gov/rail/plandev/freight-mobility-and-trade-plan> to view this plan.

The Rail-Highway Crossings (Section 130) Program allows FDOT to fund railway-highway safety projects. More information is available at <https://safety.fhwa.dot.gov/hsip/xings/>

Local Transit Programs and Funding

Through the Transit Program, the FDOT Public Transit Office (PTO) supports local transit programs by administering federal and state transit grants including:

Federal

- » Section 5305 – Program that funds the Metropolitan Planning Program and the State Planning and Research Program.
- » Section 5307 – Formula program that funds capital and operating assistance in urban areas with 50,000 or more people.
- » Section 5310 – Programs for capital projects that are planned, designed and carried out to meet special needs of elderly and individuals with disabilities.
- » Section 5311 – Formula program that funds capital and operating assistance in rural areas.
- » Section 5339 – Buses and Bus Facilities Grants Program.

State

- » State Block Grant Program
- » Transit Corridor Program
- » Service Development Program
- » Park and Ride Lot Program

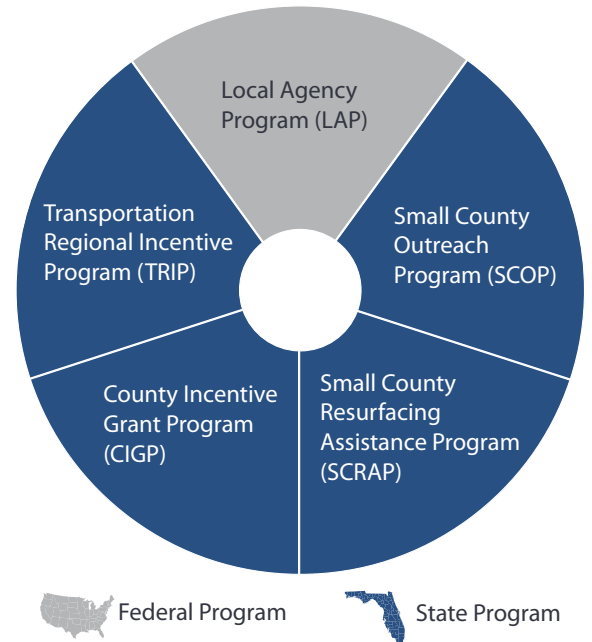
This funding may support capital or operational cost funding. Public transit agencies may operate local rail and bus programs, while local governments and non-profit agencies often support paratransit programs such as “dial-a-ride” for users who cannot use standard fixed route transit systems. For more information, please visit <https://www.fdot.gov/fdottransit/transitofficehome/grantsadministration.shtm>.

FDOT Local Programs

The FDOT designed Local Programs to provide transportation resources for the construction, resurfacing, and rehabilitation of roadways and structures authorized by [Section 339.2816](#) through [339.2819](#), Florida Statutes. Different local programs and grants have individual criteria and requirements, and local governments should contact their respective FDOT District Coordinator identified on the applicable Key District Contacts web page to become familiar with the programs.

Federal Programs
Local Agency Program
LAP
 The Local Agency Program (LAP) provides local governments with federal funds to develop, design, and construct transportation facilities. The FDOT administers these funds on behalf of the Federal Highway Administration (FHWA). LAP is a delivery method, not a fund type, meaning that the FDOT can manage several types of funds through this program including:

- » The Emergency Relief Program
- » Off-system Bridge Replacement
- » Federal Lands
- » Transportation Alternatives



The FDOT uses a LAP Agreement to deliver federal funds to a LAP agency. Agreements include the detailed project description, scope, schedule, services, deliverables, commitments, maintenance responsibility, and cost estimates. In order to participate in LAP, local government agencies must become certified by completing a series of assessments to ensure financial and staffing capability, as well as the ability to comply with federal and state regulations. Project delivery options include: 1) LAP Certification of the local government or agency entity, or 2) project delivery by another LAP certified agency. Visit <https://www.fdot.gov/programmanagement/lap/default.shtm> to learn more about LAP certification and eligible projects.

Questions to Consider for LAP Projects:

- » Do you proactively work with your MPO or governing board to identify those prioritized projects that best fit the federal delivery method?
- » Does the project require Right of Way acquisition?
- » Does the project require environmental mitigation or NEPA-related actions?
- » Are you prioritizing low cost projects? Is there a way to bundle multiple low cost projects to maximize federal funding?
- » Have you thought about spacing out delivery of high-dollar, high-risk projects to prevent overextending agency staff resources?
- » Have you considered Americans With Disabilities Act (ADA) Design Accessibility?

State Programs



County Incentive Grant Program

Section 339.2817, Florida Statutes, created the County Incentive Grant Program (CIGP) to provide grants to counties to improve transportation facilities located on the State Highway System or that relieve traffic congestion on the State Highway System.



Small County Outreach Program

Section 339.2818, Florida Statutes, establishes the Small County Outreach Program (SCOP) to assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads.



Small County Outreach Program for Municipalities and Communities

SCOP Municipalities is available to local governments within a Rural Area of Opportunity (RAO), designated under Section 288.0656(2)(d), Florida Statutes, to assist in the repair and rehabilitation of bridges, paving unpaved roads; addressing road-related drainage improvements; resurfacing or reconstruction of roads and constructing safety improvements to roads.



Small County Road Assistance Program

Section 339.2816, Florida Statutes, created the Small County Road Assistance Program (SCRAP) to assist small county governments in resurfacing or reconstructing county roads.



Transportation Regional Incentive Program

Section 339.2819, Florida Statutes, created the Transportation Regional Incentive Program (TRIP) to provide funds to improve regionally significant transportation facilities in regional transportation areas defined by Florida Statutes. State funds also are available to provide incentives for local governments and the private sector to help invest in critically needed projects that benefit regional travel and commerce.

Did You Know? TRIP projects are eligible for the State Infrastructure Bank (SIB) provided the project is matched by a minimum of 25 percent from funds other than SIB. The SIB is discussed later in this **Resource Guide** on page **5-9**.

Agencies may partner via an interlocal agreement to plan, prioritize, and deliver regionally significant projects in the boundaries of their regional transportation area. See the TRIP fact sheet for more information on TRIP eligibility.

For more information on Local Programs, reach out to the Local Program Administrator in your District's Local Program Office: <https://www.fdot.gov/programmanagement/lp/lpcontacts.shtm>

What Helps Your Community's Project Application Stand Out?

Prioritize your project

Most grant programs require a competitive selection process. Applications are prioritized at the local, state, and federal levels to be eligible. Many programs prevent the reallocation of funds to projects that were not vetted through the competitive selection process.

Have the funds available

Grant reimbursement programs require local governments to have funds available in their capital improvements plan to implement the projects.

Follow the FDOT funding processes and procedures

Projects that are vetoed by the Governor or Legislature are NOT eligible for other state funding in the same fiscal year.

Meet multiple criteria

Grant programs implemented by Florida Statutes identify primary and secondary criteria by which the FDOT is obligated to review and rank each project application. The more criteria your project meets the more competitive it is.

The Impact of Special Appropriations

Special appropriations are bills filed by state legislators to allocate funds to a certain initiative. Transportation related special appropriations are funded with existing transportation funds. If a special appropriation is approved, less funding is available for other transportation projects in the same area and the project is not vetted through FDOT's project development and delivery process. If a special appropriation is vetoed, the funds are no longer available for this project or any other transportation project that fiscal year. In other words, the funding is completely removed from the State budget. In addition, the project cannot be funded with any other State dollars for the budget year.

Public Private Partnerships

Public Private Partnerships, also known as PPP or P3s, are contractual agreements between the FDOT and a private-sector company or consortium that include an element of risk transfer to the private sector and private sector financings. These partnership models can be used to leverage private sector expertise to assist designing, building, financing, operating, or maintaining infrastructure assets. These funds can even be used for transportation projects connecting to the State Highway System, so long as state and federal requirements are met.

Did You

Know? P3s may require extensive coordination. Start the process early.



P3s in Florida are most often used to support or accelerate the development or improvements of transportation infrastructure. One example is the \$1.5B I-4 Ultimate project that was recently completed. This P3, called the I-4 Mobility Partners (I-4MP), allowed for a 20 year advancement of the project, among other benefits. Learn more about the project here www.I4Ultimate.com. For more information about P3s, visit <https://www.fdot.gov/comptroller/pfo/p3.shtm>.

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is intended to fund a variety of small-scale transportation projects, such as:

- » Construction, planning, and design of pedestrian and bicycle facilities, recreational trails, and safe routes for non-drivers
- » Conversion and use of abandoned railroad corridors
- » Construction of turnouts, overlooks, and viewing areas
- » Inventory, control, or removal of outdoor advertising
- » Historic preservation and rehabilitation of historic transportation facilities
- » Vegetation management practices in transportation Right of Way
- » Archaeological activity related to impacts from transportation activities
- » Safe Routes to School projects



A LAP certified agency must sponsor the project. Funding amounts are based on population size. Typically, the cost share is 80 percent federal and 20 percent local, but the State of Florida elected to use toll credits as the State and local match for the TAP Set-Aside program. Visit the FDOT Transportation Alternatives Set-Aside Program Guidance And Procedures for more information about funding cycles, eligible sponsors, and the application process.

Implementing projects in the SUN Trail network increases the reliability of Florida's transportation system.

SUN Trail Program

Section 339.81, Florida Statutes, established the Shared-Use Nonmotorized (SUN) Trail program, which provides funding to help communities develop a statewide system of paved multi-use trails for

bicyclists and pedestrians. Including a combination of existing, planned, and conceptual multiple-use trails, SUN Trail is a component of the Florida Greenways and Trails System (FGTS) Plan. Visit www.fdot.gov/planning/systems/SUNTrail/guidance for more information about the funding structure and the application process.

Rural Economic Development Initiative

The Florida Legislature established the Rural Economic Development Initiative (REDI) to better serve Florida's rural communities through eligibility of a "Waiver or Reduction of Match" for grants. For more information visit www.floridajobs.org/community-planning-and-development/ruralcommunity-programs/rural-definition.



Safety Programs

Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted a version of the national vision, “Driving Down Fatalities,” in 2012. The following programs support this vision.

Safety Program Subgrants

The FDOT awards subgrants to traffic safety partners that undertake priority area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Subgrants are awarded to state and local safety-related agencies to assist in the development and implementation of programs in traffic safety priority areas. The National Highway Traffic Safety Administration (NHTSA) apportions funding to states annually according to a formula based on population and road miles. Occasionally, additional funding may be available for projects in other program areas if there is documented evidence of an identified need. Government agencies, political subdivisions of state, local, city, and county government agencies, law enforcement agencies, state colleges and state universities, school districts, fire departments, public emergency service providers, and certain qualified non-profit organizations are all eligible applicants. Visit www.fdot.gov/safety/3-grants/grants-home for more information including the funding cycle and project application process.

The Strategic Highway Safety Plan (SHSP) provides a comprehensive framework to make progress toward Florida’s target of zero traffic-related fatalities. Visit https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/shsp-2021/report_fdot_shsp_feb21_022221pm.pdf?sfvrsn=dcab550c_2 to view the plan.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is the FDOT’s largest source of safety improvement funding, and the purpose of the HSIP is to reduce fatalities and serious injuries on ALL public roads.



An HSIP funded project may include strategies, activities, and capital projects on a public road that are consistent with the Strategic Highway Safety Plan (SHSP) and **correct or improve a hazardous road location or feature, or address a highway safety problem**. Visit [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/6-resources/florida-hsip-manual-v2021-f-\(2021-08-12\).pdf?sfvrsn=960bbf43_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/6-resources/florida-hsip-manual-v2021-f-(2021-08-12).pdf?sfvrsn=960bbf43_2) to read more about the HSIP in the Florida HSIP Guidelines Manual.

Safe Routes to School (SRTS)

Safe Routes to School Program (SRTS) is focused on planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school. The projects should directly support increasing safety and convenience for school children in grades K-12 to bicycle and/or walk to school. Visit www.fdot.gov/safety/2A-Programs/Safe-Routes for more information.



Did You Know?

If a local government has a high priority project identified in their capital improvements plan, the FDOT may be able to provide funding resources to assist with completing certain project phases. In cases where funding is programmed in outer years of the Work Program, it may be possible to advance the project by using the State Infrastructure Bank, which provides low interest loans.

State Infrastructure Bank

Sections 339.55 and 215.61Z, Florida Statutes, create the Florida State Infrastructure Bank (SIB) and the Bonds for the Florida SIB. This revolving loan and credit enhancement program can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Visit www.fdot.gov/comptroller/pfo/sib to learn more about the SIB.

Local Funding Options

There are several funding options other than state and federal grant programs available for local transportation projects. When implementing local transportation projects, it is best practice for local communities to first utilize local funding options, such as fuel taxes, sales taxes, development fees, special district funds, municipal service taxes, and tourist development taxes. If additional funding is necessary, local communities can then partner with the FDOT by applying for state and federal funding. Partnership at the District level often starts with the Community Planning Coordinators. Local funding options are available for SIS and non-SIS facilities. See the **Local Funding Options Subject Brief** for more information on local funding options at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/briefing-sheets/briefing_sheets_local_options_0805.pdf?sfvrsn=14ee00a7_2

Best Practices and Strategies for Funding Local Projects

- » **Prioritize shovel ready projects:** Consider the readiness of priority projects, economic development opportunities, and available community resources. Highlight potential transportation impacts beyond the more obvious transportation need(s).
- » **Be strategic in coordinating priority projects for local funding vs. FDOT funding:**
 - Is the low hanging fruit the most competitive project for your community in terms of FDOT funding?
 - Can your community wait 4-5 years to secure an FDOT-funded project or is the project more urgent?
- » **Identify an FDOT champion:** Your FDOT champion(s) are available and happy to help you navigate the process. Begin with your District Local Government Liaison and District Local Programs Administrator.
- » **Work with the FDOT to strategically identify federal and state funding sources:** Identify key project elements such as the limits, scope, and environmental impacts to help guide the process. Be strategic and apply for projects eligible under more than one funding program when possible.
- » **Coordinate joint projects:** Partnering with other communities/counties expands funding options and balances funding match requirements across partner agencies. TRIP is an example of a fund program only available to regional partners.
- » **Take advantage of reduction or waiver of financial match requirements.** Local match requirements are waived for 32 rural counties identified under the Rural Economic Development Initiative (REDI).
- » **Contact the Modal Development Office** to be added to the annual email notice to agencies announcing the availability to apply for Transit Program funding.



KEY DISTRICT CONTACTS

Position/Office	Contact	Contact Information
Construction Office	Jon Sands	E: jon.sands@dot.state.fl.us P: 863-519-2223
Design Office / District Design Engineer	Kevin Ingle	E: kevin.ingle@dot.state.fl.us P: 863-519-2740
District Freight & Seaport Coordinator	Amanda Tyner	E: amanda.tyner@dot.state.fl.us P: 863 519-2913
District MPO Liaison Administrator	Wayne Gaither	E: wayne.gaither@dot.state.fl.us P: 239-225-1971
District MPO Liaison (Collier County MPO & Lee County MPO)	Victoria Peters	E: victoria.peters@dot.state.fl.us P: 239-225-1974
District MPO Liaison (Heartland Regional TPO)	Shannon Hancock	E: shannon.hancock@dot.state.fl.us P: 863-800-9023
District MPO Liaison (Charlotte County-Punta Gorda MPO & Sarasota/Manatee MPO)	Pamela Barr	E: pamela.barr@dot.state.fl.us P: 239-225-1928
District MPO Liaison/Polk County TPO	Edith Perez	E: edith.perez@dot.state.fl.us P: 863-519-2394
District Transit Programs Administrator	Michelle Peronto	E: michelle.peronto@dot.state.fl.us P: 863-519-2551
Federal Grant Coordinator	Katherine Chinault	E: katherine.chinault@dot.state.fl.us P: 863-519-2511
Local Program Administrator	Lisa Brinson	E: lisa.brinson@dot.state.fl.us P: 863-519-2836
Maintenance Office / District Maintenance Engineer	Amarilys "Amy" Alfonso-Perez	E: Amarilys.Perez@dot.state.fl.us P: 863-519-2315
Modal Development Manager	Paul Simmons	E: paul.simmons@dot.state.fl.us P: 863-519-2388
Planning Manager/Planning Studio	Bessie Reina	E: bessie.reina@dot.state.fl.us P: 863-519-2379
Project Development & Environment	Abra Horne	E: abra.horne@dot.state.fl.us P: (863) 519-2239
Traffic Operations / District Traffic Engineer	Mark Mathes	E: Mark.Mathes@dot.state.fl.us P: 863-519-2494

Please refer to [Partnering with FDOT: A Resource Guide for Local Governments](#) to learn more about how to partner with FDOT. Additional information for this District can be found [here](#).

DISTRICT 2 KEY DISTRICT CONTACTS

Position/Office	Contact	Contact Information
Community Planning Coordinator	Brian Austin	E: brian.austin@dot.state.fl.us P: 904-360-5664
Construction Office	Scott Lent	E: scott.lent@dot.state.fl.us P: 386-961-7730
Design Office	Kathy Thomas	E: kathy.thomas@dot.state.fl.us P: 386-961-7533
District MPO Liaison (North Florida TPO)	Victoria Kutney	E: victoria.kutney@dot.state.fl.us P: 904-360-5668
District MPO Liaison (Gainesville MPTO) / District MPO Liaison Administrator	Achaia Brown	E: achaia.brown@dot.state.fl.us P: 904-360-5414
Federal Grant Coordinator / Planning and Environmental Management	James Driggers	E: james.driggers@dot.state.fl.us P: 386-758-3722
Freight and Logistics Supervisor	Kyle Coffman	E: kyle.coffman@dot.state.fl.us P: 904-360-5686
Local Program Administrator	Paul Webb	E: paul.webb@dot.state.fl.us P: 386-961-7823
Maintenance Office	Carrie Stanbridge	E: carrie.stanbridge@dot.state.fl.us P: 386-758-3744
Modal Development Administrator	Doreen Joyner-Howard	E: doreen.joynerhoward@dot.state.fl.us P: 904-360-5650
Project Development & Environment	Michael Brock	E: michael.brock@dot.state.fl.us P: 386-961-7707
Rural Planning	David Tyler	E: david.tyler@dot.state.fl.us P: 386-961-7842
Traffic Operations	Jim Hannigan	E: jim.hannigan@dot.state.fl.us P: 386-961-7302
Transit Program Coordinator	Vacant	Vacant
Urban Planning	Jim Knight	E: jim.knight@dot.state.fl.us P: 904-360-5646

Please refer to [Partnering with FDOT: A Resource Guide for Local Governments](#) to learn more about how to partner with FDOT. Additional information for this District can be found [here](#).

DISTRICT 3 KEY DISTRICT CONTACTS

Position/Office	Contact	Contact Information
Community Planning Coordinator	Jared Kirkland	E: jared.kirkland@dot.state.fl.us P: 850-330-1540
Construction Office	Kerrie Harrell	E: kerrie.harrell@dot.state.fl.us P: 850-330-1617
Design Office	Adam Scurlock	E: adam.scurlock@dot.state.fl.us P: 850-330-1400
District MPO Liaison Administrator	Bryant Paulk	E: bryant.paulk@dot.state.fl.us P: 850-981-2754
District MPO Liaison	Christy Johnson	E: christy.johnson@dot.state.fl.us P: 850-981-2777
Federal Grant Coordinator / Local Program Administrator	Maria Showalter	E: maria.showalter@dot.state.fl.us P: 850-330-1227
Maintenance Office	Tim Hendrix	E: tim.hendrix@dot.state.fl.us P: 850-330-1681
Modal Development Manager	Scott Walters	E: scott.walters@dot.state.fl.us P: 850-330-1553
Passenger Operations Supervisor	Quinton Williams	E: quinton.williams@dot.state.fl.us P: 850-330-1545
Public Transit Program Specialist	Debbie "Toni" Prough	E: debbie.prough@dot.state.fl.us P: 850-330-1558
Traffic Operations	Kim Toole	E: kimberly.toole@dot.state.fl.us P: 850-330-1692

Please refer to [Partnering with FDOT: A Resource Guide for Local Governments](#) to learn more about how to partner with FDOT. Additional information for this District can be found [here](#).

DISTRICT

4 KEY DISTRICT
CONTACTS

Position/Office	Contact	Contact Information
Community Planning Coordinator	Larry Hymowitz	E: larry.hymowitz@dot.state.fl.us P: 954-777-4663
District Freight Coordinator	Justin Stroh	E: justin.stroh@dot.state.fl.us P: 954-777-4517
District MPO Liaison (Palm Beach TPA)	Marsha Taylor	E: marsha.taylor@dot.state.fl.us P: 954-777-4401
District MPO Liaison (Broward MPO & Indian River MPO)	Maria Jaimes	E: maria.jaimes@dot.state.fl.us P: 954-777-4451
District MPO Liaison (Martin MPO & St. Lucie TPO)	Kelly Budhu	E: kelly.budhu@dot.state.fl.us P: 954-777-4365
District MPO Liaison Supervisor	Tony Norat	E: tony.norat@dot.state.fl.us P: 954-777-4651
Federal Grant Coordinator / Freight and Logistics Manager	Carlos Castro	E: carlos.castro@dot.state.fl.us P: 954-777-4499
Local Program Administrator	Mya Williams	E: mya.williams@dot.state.fl.us P: 954-777-4608
Modal Development Office Administrator	Birgit Olkuch	E: birgit.olkuch@dot.state.fl.us P: 954-777-4689
Multi-Modal Coordinator	Wibet Hay	E: wibet.hay@dot.state.fl.us P: 954-777-4573
Passenger Operations Manager	Lisa W. Maack	E: lisa.maack@dot.state.fl.us P: 954-777-4683
Senior Transit Coordinator	Jayne Pietrowski	E: jayne.pietrowski@dot.state.fl.us P: 954-777-4661

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DISTRICT 5 KEY DISTRICT CONTACTS

Position/Office	Contact	Contact Information
Assistant District Construction Engineer	Todd Womick, P.E.	E: todd.womick@dot.state.fl.us P: 407-558-9728
Aviation Coordinator	Joe Jerkins	E: joseph.jerkins@dot.state.fl.us P: 386-943-5040
Community Planning Coordinator	James Rodriguez	E: james.rodriguez@dot.state.fl.us P: 386-943-5457
Director of Operations	Charles “Mike” Heffinger, Jr., P.E.	E: charles.heffinger@dot.state.fl.us P: 386-943-5477
Director of Transportation Development	Jack Adkins	E: Jack.Adkins@dot.state.fl.us P: 386-943-5476
District Construction Engineer	John Hatfield, P.E.	E: john.hatfield@dot.state.fl.us P: 386-943-5344
District ETDM Coordinator	Kathaleen Linger	E: kathaleen.linger@dot.state.fl.us P: 386-943-5413
District Local Program Administrator	Precious Lewis	E: precious.lewis@dot.state.fl.us P: 386-943-5153
District Maintenance Engineer	Ron Meade, P.E.	E: ron.meade@dot.state.fl.us P: 386-943-5277
District Modal Administrator	Brian Stanger, P.E.	E: brian.stanger@dot.state.fl.us P: 386-943-5543
District MPO Liaison	Melissa McKinney	E: melissa.mckinney@dot.state.fl.us P: 386-943-5077
District MPO Liaison (MetroPlan Orlando)	Jon Scarfe	E: jonathan.scarfe@dot.state.fl.us P: 386-943-5791
District MPO Liaison (Lake-Sumter MPO, Ocala Marion TPO, River to Sea TPO & Space Coast TPO)	Laura Lockwood-Herrscher	E: laura.lockwood-herrscher@dot.state.fl.us P: 386-943-5798
District Planning and Environmental Management Administrator	Kellie Smith	E: kellie.smith@dot.state.fl.us P: 386-943-5427

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DISTRICT 5 KEY DISTRICT CONTACTS

Position/Office	Contact	Contact Information
District Scenic Highway Program Coordinator	Claudia Calzaretta	E: claudia.calzaretta@dot.state.fl.us P: 386-943-5089
District Traffic Operations Engineer	Jim Wood, P.E.	E: jim.wood@dot.state.fl.us P: 321-257-7254
Environmental Manager	Casey Lyon	E: casey.lyon@dot.state.fl.us P: 386-943-5436
Federal Grant Coordinator	Alice Giuliani	E: alice.giuliani@dot.state.fl.us P: 386-943-5247
Freight and Logistics Manager	Allison McCuddy	E: allison.mccuddy@dot.state.fl.us P: 386-943-5041
Freight, Seaport, & Spaceport Coordinator	Sarah Van Gundy	E: Sarah.vangundy@dot.state.fl.us P: 386-943-5026
Modal Development Transit Grant Coordinator	Carlos Colon	E: carlos.colon@dot.state.fl.us P: 321-319-8173
Multimodal Coordinator	Paul Schoelzel	E: paul.schoelzel@dot.state.fl.us P: 386-943-5246
Multimodal Work Program Coordinator	Matthew Pierce	E: matthew.pierce@dot.state.fl.us P: 386-943-5075
Passenger Operations Manager	Libertad Acosta-Anderson, P.E.	E: libertad.acosta-anderson@dot.state.fl.us P: 386-943-5410
Planning Manager	Melissa McKinney	E: melissa.mckinney@dot.state.fl.us P: 386-943-5077
Project Development Administrator	Steven Buck, P.E.	E: Steven.Buck@dot.state.fl.us P: 386-943-5171
Systems Planning Supervisor	Tiffany Hill	E: tiffany.hill@dot.state.fl.us P: 386-943-5421
Transit Intermodal Supervisor	Jo Santiago	E: jo.santiago@dot.state.fl.us P: 321-319-8175

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DISTRICT 6 KEY DISTRICT CONTACTS

Position/Office	Contact	Contact Information
Community Planning Coordinator	Shereen Yee Fong	E: shereen.yeefong@dot.state.fl.us P: 305-470-5393
Construction Office	Mario Cabrera	E: mario.cabrera@dot.state.fl.us P: 305-640-7445
Design Office	Karina Fuentes	E: karina.fuentes@dot.state.fl.us P: 305-470-5266
District Freight Coordinator	Daniel Lameck	E: daniel.lameck@dot.state.fl.us P: 305-470-5238
District Planning Manager	Ken Jeffries	E: ken.jeffries@dot.state.fl.us P: 305-470-5445
District MPO Liaison (Miami-Dade TPO)	Tellis Baker	E: tellis.baker@dot.state.fl.us P: 305-470-5408
District Planning and Environmental Administrator	Dat Huynh	E: dat.huynh@dot.state.fl.us P: 305-470-5201
Federal Grant Coordinator	Daniel Lameck	E: daniel.lameck@dot.state.fl.us P: 305-470-5238
Local Program Administrator	Jessica Beck-Galindo	E: jessica.beck-galindo@dot.state.fl.us P: 305-470-5404
Maintenance Office	Renato Marrero	E: renato.marrero@dot.state.fl.us P: 305-470-5359
Modal Development Administrator	Nilia Cartaya	E: nilia.cartaya@dot.state.fl.us P: 305-640-7557
Passenger Operations Manager	Raymond Freeman	E: raymond.freeman@dot.state.fl.us P: 305-470-5255
Traffic Operations	Omar Meitin	E: omar.meitin@dot.state.fl.us P: 305-470-5312
Transportation Planning Manager	Ken Jeffries	E: ken.jeffries@dot.state.fl.us P: 305-470-5445

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DISTRICT 7 KEY DISTRICT CONTACTS

Position/Office	Contact	Contact Information
Community Planning Coordinator	Daniel Santos	E: daniel.santos@dot.state.fl.us P: 813-975-6429
Community Liaison Administrator / District Planning Manager	Brian Hunter	E: brian.hunter@dot.state.fl.us P: 813-975-6436
Construction Office	Conrad Campbell	E: conrad.cambell@dot.state.fl.us P: 813-975-6294
Design Office	Allan Urbonas	E: allan.urbonas@dot.state.fl.us P: 813-975-6178
District Freight Coordinator	Mike Brown	E: michael.brown@dot.state.fl.us P: 813-975-6643
Government Liaison (Hernando/Citrus MPO & Hillsborough TPO)	Suzanne Ziegler	E: suzanne.ziegler@dot.state.fl.us P: 813-975-6283
Government Liaison (Pasco County MPO)	Billy Schmidt	E: billy.schmidt@dot.state.fl.us P: 813-975-6432
In-House Consultant (Forward Pinellas)	Kelsey Olinger	E: kelsey.olinger@dot.state.fl.us P: 813-975-6186
Federal Grant Coordinator / Transportation Planning Manager	Brian Hunter	E: brian.hunter@dot.state.fl.us P: 813-975-6436
Local Program Administrator	Sara Clark	E: sara.clark@dot.state.fl.us P: 813-975-6439
Maintenance Office	Lance Grace	E: lance.grace@dot.state.fl.us P: 813-975-6264
Modal Development Administrator	Ming Gao	E: ming.gao@dot.state.fl.us P: 813-975-6454
Project Development & Environment	Kirk Bogen	E: kirk.bogen@dot.state.fl.us P: 813-975-6448
Traffic Operations	Ron Chin	E: ronald.chin@dot.state.fl.us P: 813-975-6253
		E: chris.leffert@dot.state.fl.us

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