

Freight Mobility and Trade Plan

Technical Memorandum 8
Recommendations, Funding and
Implementation

April 2020



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Introduction

This technical memorandum is designed to provide guidance for FMO's project development. In creating a set of recommendations, the first portion builds a roadmap for FMO to take action. A funding section summarizes the potential funding opportunities in Florida for advancing the recommendations established. Lastly, the implementation section provides the impetus to achieve the recommendations and objectives outlined in this plan.

Recommendations

Recommendations for action steps are aligned with the FMTP objectives. Five recommendations have been developed for each FMTP objective based on technical analysis results, capturing stakeholder input, and considering emerging market trends and opportunities.

Objective 1: Leverage multisource data and technology to improve freight system safety and security. Recommendations to achieve this objective are:

- Identify commercial vehicle high crash segments and intersections, analyze causal factors, and develop counter measures
- Provide more safe and secure truck parking facilities
- Identify and implement freight related automated and connected vehicle projects to improve safety and mobility
- Prioritize rail-highway at-grade separation needs and implement select projects depending on funding availability
- Partner with freight related industries to support development of electronic freight management systems that enhance freight flow visibility throughout the entire supply chain, expedite communication among supply chain partners and government agencies, and enhance system security

Objective 2: Create a more resilient multi-modal system. Recommendations to achieve this objective are:

- Analyze and assess resiliency of the freight system
- Conduct vulnerability and risk assessments to identify possible freight system disruptions and establish risk tolerance thresholds
- Develop a contingency plan to support private sector freight mobility continuance of operations and to support disaster relief logistics operations
- Ensure supply chain resiliency of critical commodities (like fuel) considering all four phases of emergency management (prepare, respond, recover, and mitigate)
- Include resiliency considerations into project life-cycle and decision making processes



Objective 3: Ensure the Florida Freight system is in a state of good repair. Recommendations to achieve this objective are:

- Consider data-driven asset management approach to guide multimodal freight investments
- Optimize the functionality, efficiency, and reliability of existing freight systems
- Preserve and maintain the existing State Highway System
- Maximize use of existing and unused facilities and properties for truck parking
- Apportion dedicated funding for truck parking projects either through legislative request or by leveraging NHFP funds

Objective 4: Drive innovation to reduce congestion, bottlenecks and improve travel time reliability. Recommendations to achieve this objective are:

- Promote and support use of Intelligent Transportation Systems (ITS) and Connected and Automated Vehicle (CAV) technologies to increase efficiency and reliability of freight movement
- Identify and implement low-cost, operational improvements on the freight system in coordination with the SIS Quick Fix program
- Identify feasibility of truck-only lane projects from a statewide perspective
- Enhance TPAS commensurate with trucking needs
- Clear legislative and funding pathways for automated systems

Objective 5: Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains. Recommendations to achieve this objective are:

- Establish Truck Parking Program similar to Rest Area Program and Park and Ride Program
- Advocate for regulatory reform to increase freight funding and to reduce impediments to goods movement (e.g., weight limits)
- Enhance and institutionalize the freight network designation process and the freight project prioritization and selection process
- Develop strategies for maximizing discretionary grant opportunities focusing on identifying “competitive” projects and developing a federal grants portfolio
- Optimize statewide freight network to understand opportunities to reduce freight costs and increase productivity



Objective 6: Improve last mile connectivity for all freight modes. Recommendations to achieve this objective are:

- Identify and implement freight movement gap-closing improvements
- Improve the convenience and efficiency of connecting between multiple freight modes
- Consider emerging last mile logistics trends in planning, project development and design processes
- Incorporate innovative curb management strategies into freight design considerations in order to decrease curbside congestion and ensure safety of all road users
- Improve off-system connections between local freight hot spots and the Strategic Intermodal System in coordination with local government partners

Objective 7: Continue to forge partnerships between the public and private sectors to improve trade and logistics. Recommendations to achieve this objective are:

- Collaborate with public and private sector partners to address freight transportation and logistics needs and workforce development
- Communicate and collaborate with other agencies and stakeholders to establish a state freight mobility task force to effectively and successfully implement the FMTP policy and program recommendations
- Explore public private partnership (P3) opportunities related to truck parking and truck stop electrification
- Collaborate with adjacent states to facilitate seamless multistate freight corridors
- Ensure strategic representation of Florida at the national level to help shape Federal decisions on trade and logistics

Objective 8: Capitalize on emerging freight trends to promote economic development.

Recommendations to achieve this objective are:

- Support the strategic advantages of Florida's transportation hubs for trade and logistics
- Support projects that improve the efficiency of goods movement throughout the State
- Consider freight needs in the development of multimodal and multi-use corridors
- Prepare the freight system for smart cities and emerging urban freight delivery patterns
- Leverage global economic trends to support the growth of jobs in trade, transportation, logistics, export-oriented manufacturing, and related value-added services



Objective 9: Increase freight-related regional and local transportation planning and land-use coordination. Recommendations to achieve this objective are:

- Provide transportation and land use planning guidance to local and regional agencies for economic development and freight efficiencies that support community goals
- Coordinate freight-related plans and programs of the private sector and local agencies with FDOT's plans for integrated and informed decision-making
- Utilize truck empty backhaul patterns to identify target areas for attracting and expanding manufacturing, distribution, and other industries that generate and export goods and products out of Florida
- Understand unique needs of rural freight transportation and develop/enhance process to designate CRFC
- Understand unique needs of urban freight transportation and develop/enhance process to designate CUFC

Objective 10: Promote and support the shift to alternatively fueled freight vehicles.

Recommendations to achieve this objective are:

- Support the adoption and transformation of CNG/LNG and electric power use for trucking
- Participate in the FHWA Alternative Fuel Corridor Program – develop a statewide application for key freight corridors in coordination with MPOs and local government partners
- Support development of natural gas and other alternative fuel infrastructure at seaports and intermodal logistics centers, and along major trade corridors
- Collaborate with the Florida Department of Agriculture and Consumer Services Office of Energy (FDACS OOE) on developing Electric Vehicle (EV) Roadmap for freight corridors
- Evaluate the impacts of alternative fueled vehicles on freight funding programs and develop innovative funding strategies



Funding

Florida has one of the more unique freight systems in the country due to its geography, environment, population and culture. Residents, visitors, businesses, federal and state governments all invest resources into Florida's transportation system. This consistent, on-going investment is key to Florida's economic competitiveness and viability by providing superior transportation infrastructure and associated services for all transportation modes. Investment in Florida's freight system requires the ability to finance up-front costs, as well as sources of revenue to pay for other costs such as operating and maintenance expenditures. Likewise, funding is necessary to advance projects through programming, design, and construction.

This portion of the technical memorandum provides an overview of available funding sources and financing mechanisms for freight-related projects at FDOT.

State & Federal Funding

Florida has a multitude of funding options available from the private, local, state and federal level. These funding opportunities are connected to the respective level of government which provides the funding and are beholden to government agency investment requirements. Federal funding requires that state investments abide by federal investment guidelines and nationwide freight objectives such as the NHFN and FAST Act. State investments can require similar investment qualifications on a regional or state level. Investments at local and regional levels are managed by those regional organizations which oversee their maintenance.

Florida's Transportation Trust Funds

The FDOT uses state trust funds and related accounts to manage its financial resources. Significant trust funds include the Surface Transportation Trust Fund (STTF), the Right-of-Way Acquisition and Bridge Construction Trust Fund, and the Transportation Disadvantaged Trust Fund. State funding for transportation projects in Florida originates from the STTF. The STTF is funded through several revenue sources that include, but are not limited to, the statewide fuel sales tax, state motor fuel excise tax, state comprehensive enhanced transportation tax, aviation fuel tax, initial vehicle registration fees, vehicle title fees, documentary stamps and rental car fees.

Florida has a long history of toll finance for specific transportation facilities such as the Turnpike. The state has a Turnpike Enterprise Finance Plan, with potential for expansion of toll facilities in the future. Generally, these revenues support bridge maintenance and improvements within the local area in which the tolls are collected. Most tolling is located in Central and South Florida with a few others peppered throughout the state (Orchard Pond in Leon County). Tolling is calculated by axle (vehicle type) but with the adoption of further technologies to make tolling



more streamlined, new pricing models may become available based on the vehicle registered to the toll pass.

Overarching Federal Funding for Freight

The federal government offers several opportunities for financing and funding freight transportation projects. Starting with ISTEA and further refined with the passage of MAP-21 and the FAST Act, USDOT has brought a stronger focus to freight issues and has provided additional funding and financing options concentrated on enhancing freight movement throughout the nation.

A significant portion of revenue for transportation projects comes from federal aid; therefore, it is essential for federal and state partners to work together to fund priority improvements to the transportation network.

Modal Funding

Funding for each program requires knowledge of how the programs' needs and functions will fit into a variety of separate possible grant programs. Appendix A breaks down each grant funding opportunity by mode and type according to the specific needs and expectations of the FDOT Districts as well as whether it is federal or state funding. These are guidelines for the most likely use case of these grant funding opportunities. However, grant opportunities can be utilized across other modes or needs.

Public Private Partnerships

Florida has long been a key advocate in the utilization of Public Private Partnerships. Due to the funding match requirements attached to a significant number of grant and funding programs, FDOT has created specific statutes to ensure that these opportunities are pursued and utilized where feasible. Under statutes 334.30 and 339.2825, F.S., FDOT is allowed the ability to explore all possible venues for establishing P3 projects, whether through advertisement of services or solicitation by a private enterprise. Pursuant to Sections 334.30(1), F.S., P3 projects must be: "... programmed into the adopted 5-year work program or projects increasing transportation capacity and greater than \$500 million in the 10-year Strategic Intermodal Plan." Final agreement is based on a bid to ensure private parties have had an opportunity to provide input and a chance at the contract plan. Partnership can be with any enterprise regardless of modality, and are utilized mostly to meet the needs of the funding match requirements. Other benefits are an increased partnership with stakeholders which allows for outreach and public facing opportunities to improve Florida's freight facilities.



Cross-Organizational Funding Opportunities

There may be opportunities to supplement transportation funding with funding from other state agencies. Departments such as HUD and DEO, which focus on improving quality of life and job opportunities may opt to support transportation investments that share common goals.

Funding Matrix

Grant funding opportunities and their guidance can be found in the Appendix A, Funding Matrix. This matrix reviews what types of projects can be considered given the respective funding program requirements for each funding opportunity.

Implementation

The recommendations established were created based on the goals, objectives and needs of Florida's freight transportation system. These needs, categorized in short-term, medium-term, and long-term horizons are expected to change periodically based on the dynamic nature of the economy, political environment, and regulatory framework. The FMTP is designed to be flexible and support regular updates to project lists.

Implementation Process

Recommendations are wishes without a pathway to implementation. The FMTP's recommendations are an integrated group of policies, programs, and projects designed to improve freight mobility and foster economic growth. This implementation plan includes a timeline based on short-term (less than 2 years), mid-term (2-5 years) and long-term (5+ years) horizons for initiating recommendations for policies, programs, and projects.

Policy Implementation

The implementation of freight policies sets conditions for improving Florida's freight system. A policy recommendation requires legislative action and/or organizational changes. Short-term implementation actions are meant to be initial steps that will facilitate the implementation of medium and long-term policy initiatives. To ensure the success of Florida's freight system, continuous policy implementation is required to maintain an efficient regulatory environment. Figure 1 highlights the strategic horizons of FMO's policy direction.



Figure 1 | FMTP Freight Policy Implementation



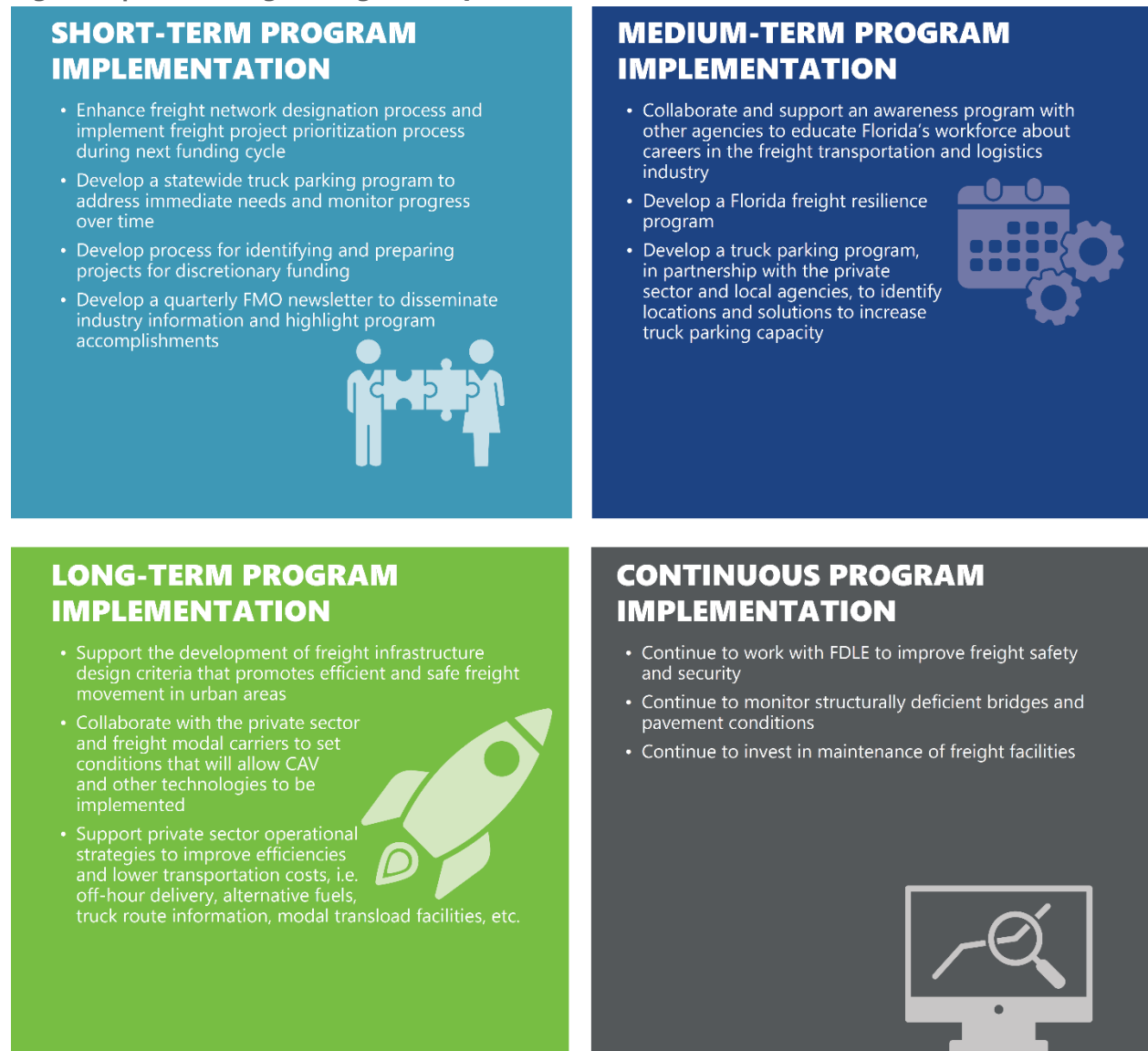


Program Implementation

The institution of programs creates the structure by which FDOT maintains and enhances the state freight system. Programs are designed to improve internal processes, enhance stakeholder outreach and education, establish and strengthen public-private partnerships, develop network design guidelines and standards, and increase freight planning knowledge and awareness.

Figure 2 highlights the strategic horizons of FMO's programmatic direction.

Figure 2 | FMTP Freight Program Implementation





Project Implementation

Projects are planned actions and work that results in a tangible solution that solve a freight mobility issue. Projects are categorized in several ways: purpose, type, size, etc. These project factors delineate eligibility of funding sources and financing options. Table 1 is an example of how FMO categorizes freight projects. Size represents likely funding costs.

Table 1 | Example Freight Projects by Category

Project Examples				
Issue / Focus	Solution	Type	Size	Time Frame
Bottleneck	Efficiency and fluidity	Operational, ITS/CAV	Small	Near-term (1-2 yrs)
Truck parking	Capacity, information	Reconfigure & repurpose, IT	Small	Near-term (1-2 yrs)
Unsafe conditions	Safety	Engineering, enforcement, education, and emergency response	Medium	Mid-term (3-5 yrs)
Connectivity	Last-mile connector	Capacity and operations	Small to Medium	Mid-term (3-5 yrs)
Congestion	Reliability	New capacity	Large	Long-term (5+ yrs)
Resilience	Reliability, durability	Rehabilitation	Medium to Large	Mid-term to Long-term
Economic development	Efficiency, productivity	Any	Medium to Large	Mid-term to Long-term
Environmental	Quality of life	Any	Medium to Large	Mid-term to Long-term

Next Steps

Implementation is the final step in developing the FMTP, but more importantly, it is the first step to transform the plan into action. An FMTP Action Plan has been developed to break down each recommendation into specific action items for implementation. Ensuring success requires constant monitoring and continuous planning. FDOT is poised to initiate the implementation action items in order to continue enhancing Florida's economy and communities.

Appendix A: Funding Matrix

These funding programs are organized first by their respective abilities to fund freight projects or project components and then by potential applicant (program manager). Modal application can be flexible and should be clarified with the funding agency.

Legend:

	Has or can fund freight projects
	Has or can fund transportation projects that include freight.

Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Formula	Strategic Intermodal System Program (FDOT)	State	339.61 – 339.65, Florida Statutes	<p>The purpose is to focus the State's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. Funding for SIS projects originates from a number of difference sources. Potential State sources of funding for SIS projects include:</p> <ol style="list-style-type: none"> 1. State and federal funds allocated to the SIS; 2. Statewide managed funds allocated for public transportation modes (aviation, spaceports, seaports, rail, and transit); and 3. State and federal discretionary funds allocated to FDOT districts.
Formula	Intermodal Development Program (FDOT)	State	Section 341.053, Florida Statutes	<p>The purpose is to provide for major capital investments in fixed-guideway transportation systems, access to seaports, airports and other transportation terminals for the construction of intermodal or multimodal terminals; as well as to facilitate the intermodal or multimodal movement of people and goods. The program is intended to connect Florida's airports, deepwater seaports, rail systems serving both passenger and freight, and major intermodal connectors to the Strategic Intermodal System highway corridors as the primary system for the movement of people and freight.</p>



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Formula	National Highway Freight Program (USDOT/FHWA)	State	Fast Act of 2015	<p>The purpose is to improve the efficient movement of freight and support several goals. The FAST Act establishes a new NHFP for the efficient movement of freight and address the following goals:</p> <ol style="list-style-type: none">1. Invest in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the freight transportation cost, improve reliability, and increase productivity;2. Improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;3. Improve the state of good repair of the NHFN;4. Use innovation and advanced technology to improve NHFN safety, efficiency, and reliability;5. Improve the efficiency and productivity of the NHFN;6. Improve State flexibility to support multi-State corridor planning and address highway freight connectivity; and7. Reduce the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Discretionary	Strategic Port Investment Initiative Program (FDOT)	Port authorities	311.10, Florida Statutes	<p>Projects will meet the State's economic development goal of becoming a hub for trade, logistics, and export-oriented activities by:</p> <ol style="list-style-type: none">1. Providing important access and major on-port capacity improvements;2. Providing capital improvements to strategically position the State to maximize opportunities in international trade, logistics, or the cruise industry;3. Achieving State goals of an integrated intermodal transportation system; and4. Demonstrating the feasibility and availability of matching funds through local or private partners. Beginning in fiscal year 2012-2013, a minimum of \$35 million annually shall be made available from the State Transportation Trust Fund to fund the Strategic Port Investment Initiative.
Discretionary	FL Seaport Transp. and Econ. Dev. Funding Program (FDOT)	Port Authorities	311.07 & 311.09, Florida Statutes	<p>The purpose is to finance port transportation projects on a 50-50 matching basis, with recognition of the importance of Florida's international trade to the State's economic progress and job creation and transportation capacity building to satisfy the consumer demands of Florida's growing population. This program provides \$25 million dollars annually in grants, in addition to the \$35 million allocated by FDOT annually to support bonded state revenues, for a total of \$60 million dollars in combined annual State support for the Seaports. State funding is matched by the local port, usually on a 50/50 basis.</p>



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Discretionary	Intermodal Logistics Center Infrastructure Support Program (FDOT)	State, local, and private entities with local support and match.	Section 311.101(3), Florida Statutes	<p>The purpose is to improve transportation including goods movement and economic activity, depending on the purpose (e.g., seaports, economic activity, etc.). Projects must:</p> <ol style="list-style-type: none">1. Serve a strategic State interest;2. Facilitate the cost-effective and efficient movement of goods;3. Demonstrate the contribution to economic activity, including job creation, increased wages, and revenues;4. Demonstrate interaction with and support of the transportation network,5. Include commitment of a funding match;6. Identify amount of investment or commitments made by the owner or developer of the existing or proposed facility;7. Identify any of the owner's commitments, including memoranda of understanding or agreements, with private sector businesses planning to locate operations at the intermodal logistics center; and8. Demonstrate local financial support and commitment to the project. ILCs must support or be supported by conveyance or shipping through one or more seaports listed in s. 311.09. <p>Overall, the program focuses on freight "access."</p>



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Discretionary	America's Marine Highway Program (USDOT/MARAD)	Designated project sponsors	Nat'l Defense Author. Act of 2019/ Consolidated Appropriations Act of 2019 (Pub. L. 116-6)	<p>The purpose is to create new marine highway services or to expand existing marine highway services. The National Defense Authorization Act of 2016 added the carriage by a documented vessel of cargo that is:</p> <ol style="list-style-type: none">1. Shipped in discrete units, or packages that are handled individually palletized or,2. Utilized for purposes of transportation or freight vehicles carried aboard commuter ferry boats. <p>As part of its systematic review of existing regulations, MARAD is updating its AMHP implementing regulations to conform to the above-referenced statutory changes and streamline the regulations for ease of use. Accordingly, the AMHP regulations are revised to add:</p> <ol style="list-style-type: none">1. "Promote short sea shipping" as a purpose of the AMHP;2. Re-designate "corridors, connectors, and crossings" as used in the rule as "Routes" for purposes of simplicity;3. Expand and clarify the definition of AMHP-eligible cargo to include discrete units or packages that are handled individually, palletized, or unitized as well as freight vehicles carried aboard commuter ferry boats;4. Add a requirement for the project sponsors to provide updates on project status;5. Expand the eligibility criteria for services and Routes that may participate in AMHP;6. Clarify criteria for Project Designation; and7. Reorganize the regulations for ease of use in 46 CFR Part 393.



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Discretionary	FY 2019 National Infrastructure Investments - BUILD Program (USDOT/OST)	State	Consol. Approp. Act of 2019	The purpose is to invest in surface transportation infrastructure projects having a significant local or regional impact on a competitive basis. As with previous rounds, funds for the FY 2019 BUILD Transportation program are to be awarded on a competitive basis for projects that will have a significant local or regional impact. The Act also allows DOT to use a small portion of the \$900 million for oversight and administration of grants.
Discretionary	Nationally Significant Freight and Highway Projects: INFRA - formerly FASTLANE Grants (USDOT/FHWA)	State	Fast Act of 2015	The purpose is to provide financial assistance—competitive grants, known as INFRA grants, or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals to improve the safety, efficiency, and reliability of the movement of freight and people; generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.; reduce highway congestion and bottlenecks; improve connectivity between modes of freight transportation; enhance the resiliency of critical highway infrastructure and help protect the environment; improve roadways vital to national energy security; and address the impact of population growth on the movement of people and freight. Both INFRA and FASTLANE considered project readiness, geographic diversity, safety, environmental review, economics, and cost-share. FASTLANE included mobility, partnership and innovation while INFRA included innovation and performance and accountability.



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Discretionary	Port Infrastructure Development Program (USDOT/MARAD)	Port authority, State, or Tribal government	Consol. Approp Act of 2019	<p>The purpose is to improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a coastal seaport, as well as the unloading and loading of cargo at a coastal seaport. Possible project outcomes include projects that will:</p> <ol style="list-style-type: none">1. Advance technology-supported safety and design efficiency improvements;2. Bring facilities to a state of good repair and improve resiliency;3. Promote efficient trade in energy resources;4. Promote exports of manufacturing, agriculture, or other goods; and5. For only the top 15 coastal ports, support the safe flow of agricultural and food products, free of pests and disease, domestically and internationally. <p>Accordingly, the Department expects to award at least one project that advances each of the aforementioned project outcomes, but a project does not need to address one or more of these outcomes to be awarded.</p>
Discretionary	Railroad Rehabilitation & Improvement Financing (USDOT/FRA)	State	FAST Act of 2015	<p>The purpose is to provide direct loans and loan guarantees up to \$35.0 billion to finance development of railroad infrastructure. Under this program the FRA Administrator is authorized to provide direct loans and loan guarantees up to \$35.0 billion to finance development of railroad infrastructure.</p>



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Discretionary	Advanced Transportation and Congestion Management Technologies Deployment Initiative (USDOT/FHWA)	State	Infr. Dev.	The purpose is to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. The program provides competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.
Discretionary	Port Security Grant Program (DHS/FEMA)	Port Authority, State, marine terminal facility operators	Program Authorization: MTSA 2002; Appropriation Authority: DHS Appropriations Act 2019	The purpose is to provide funding to port authorities, facility operators, and State and local agencies for activities associated with implementing Area Maritime Security Plans (AMSPs), facility security plans, and other port-wide risk management efforts. The FY19 Port Security Grant Program (PSGP) is 1-4 grant programs that constitute DHS/FEMA's focus on transportation infrastructure security activities. These grant programs are part of a comprehensive set of measures authorized by Congress and implemented by the Administration to help strengthen the Nation's critical infrastructure against risks associated with potential terrorist attacks.



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Discretionary	Clean Diesel National Grants (EPA)	State	Diesel Emission Reduction Act (DERA)	The purpose is to achieve significant reductions in diesel emissions in terms of tons of pollution produced and exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas. Seventy percent of the DERA appropriation is to be used for national competitive grants and rebates to fund projects that use EPA or California Air Resources Board (CARB) verified or certified diesel emission reduction technologies. In contrast, thirty percent of the DERA appropriation is allocated to the States and territories to fund programs for clean diesel projects, while a Base funding is distributed to States and territories using a formula based on overall participation. Additional incentive funding is available to States and territories that provide matching funds.
Formula	Surface Transportation Block Grant Program (USDOT/FHWA)	State	Fast Act of 2015	The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The purpose of the STBG program is to promote flexibility in State and local transportation and provide flexible funding for State and local transportation needs and border congestion designated by the Governor.



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Formula	Transportation Regional Incent. Program (FDOT)	MPOs comprised of 3+ counties, 2 + contiguous MPOs, 1+ MPO and 1+ contiguous counties that are not MPO members, 2+ counties that are not MPO members, or multi-county regional transp. authority.	339.2819, Florida Statutes	The purpose is to improve growth management planning and the provision of transportation infrastructure, to help accomplish that objective. Eligible applicants as partners are required to identify a regional transportation area through an interlocal agreement, and develop an associated regional transportation plan that identifies and prioritizes regionally significant facilities within the identified area. Funding from the TRIP Program also requires a local or regional fund match. Local/regional funding can include federal funds ⁶⁶ and in-kind match such as right-of-way donations and private funds. TRIP funding can be provided for up to 50 percent in conjunction with the local/regional match. 100 percent of funding can be provided in areas of critical economic concern. Unlike many of the programs identified, the TRIP Program is funded through the General Revenue Fund.
Discretionary	Freight Connector (Operational Quick Fix) Funding Program	State		The purpose is to fund strategic first/last mile connections to provide immediate mobility enhancements where the freight industry needs it most.
Formula	Railway-Highway Crossings Program	State	FAST Act of 2015	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings. The Section 130 Program has been correlated with a significant decrease in fatalities at railway-highway grade crossings.



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Formula	FY 2020 - Motor Carrier Safety Assistance Program Planning and Application (USDOT/FMCSA)	State Motor Carrier Lead Agencies	Fast Act of 2015	The purpose is to reduce the number and severity of crashes, injuries and fatalities and hazardous material incidents involving commercial motor vehicles. MCSAP is comprised of national program elements derived from 49 U.S.C. § 31102, and further outlined in 49 CFR § 350.109. Please refer to Section 3.3 within the MCSAP Comprehensive Policy (MCP) for a detailed description of these program elements for inclusion in the CVSP
Formula	Rural Economic Development Initiative (FL DEO)	Municipality/ County	Section 288.0656, Florida Statutes	The purpose is to better serve Florida's rural communities by providing a more focused and coordinated effort among State and regional agencies that provide programs and services for rural areas. Various programs with varying structures and amounts - some are loans, tax credits, or grants that require a match.
Discretionary	Public-Private Partnerships (FDOT) Financing Corporation)	State	Section 339.0809 and 334.30, Florida Statutes	The purpose is to finance and refinance projects approved in FDOT's Work Program. Private sector entities contributing capital in partnership with the government, in exchange for rights to share or capture future revenue generated from the facilities.
Discretionary	Econ Dev. Transp. Fund (Enterprise FL)	Local gov't	Sections 399.2821 and 288.063, Florida Statutes	The purpose is to alleviate a transportation impediment as an inducement for a business to remain, expand, or locate in Florida. Up to \$3,000,000 may be provided to a local government to implement the improvements. The actual amount funded is based on the cost of the necessary improvements.



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Formula	National Highway Performance Program (USDOT/FHWA)	State	Fast Act of 2015	The purpose is to support the condition and performance of the NHS for the construction of new facilities and ensure investments of Federal-aid funds in highway construction will support progress the achievement of performance targets established in a State's asset management plan (for the NHS). FAST Act Funding under MAP-21 - lump sum amount to each State to divide among apportioned programs.
Formula	Highway Safety Improvement Program (USDOT/FHWA)	State	Fast Act of 2015	The purpose is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Primary features of the current HSIP are retained, including the requirement for a comprehensive, data-driven, SHSP that defines State safety goals and describes a program of strategies to improve safety. To obligate HSIP funds, a State must develop, implement and update a SHSP, produce a program of projects or strategies to reduce identified safety problems, and evaluate the SHSP on a regular basis. Also, the SHSP remains a statewide coordinated plan developed in cooperation with a broad range of multidisciplinary stakeholders. Further, States are required to have a safety data system to perform problem identification and countermeasure analysis on all public roads, adopt strategic and performance-based goals, advance data collection, analysis, and integration capabilities, determine priorities for the correction of identified safety problems, and establish evaluation procedures.



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Formula	Innovative Technology Deployment (USDOT/FMCSA)	State	Fast Act of 2015	The purpose is to improve safety and productivity of motor carriers, commercial vehicles, and their drivers; simplify enforcement operations; improve efficiency and effectiveness of commercial vehicle safety programs through targeted enforcement; improve security of data and improve sharing of commercial vehicle data within States and between States and FMCSA; reduce Federal/State and industry regulatory and administrative costs; and achieve nationwide deployment of the program with all participating jurisdictions. The FAST Act established the ITD discretionary grant program to deploy, support, and maintain commercial motor vehicle information systems and networks (49 U.S.C. § 31102(l)(3)).
Formula	Congestion Mitigation and Air Quality Improvement Program (USDOT/FHWA)	State	Fast Act of 2015	The purpose is to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act for nonattainment and former attainment areas. As under MAP-21, the FAST Act directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Once each State's combined total apportionment is calculated, funding is set-aside for the State's CMAQ Program. Note that this program has funded domestic short sea shipping.



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Formula	Emergency Relief Program (USDOT/FHWA)	State	Fast Act of 2015	The purpose is to provide funds for emergency repairs and permanent repairs on Federal-aid highways and roads, tribal transportation facilities, and roads on Federal lands that the Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause. 100 percent Federal share for repair work on Federal land transportation facilities, tribal transportation facilities, and other Federally-owned roads open to public travel. Under MAP-21, Federal Lands Access Program Facilities also had been eligible for this 100 percent Federal share; the FAST Act eliminated that eligibility. Per § 421 of the Department of Transportation Appropriations Act, 2016 (P.L. 114-113), the FAST Act amendment applies to projects to repair or reconstruct facilities damaged as a result of a qualifying natural disaster or catastrophic failure that occurs after October 1, 2015.
Varies	Value Capture (USDOT/OIDP)	State/Local	Varies based on type. See https://www.fhwa.dot.gov/ipd/value_capture/legislation/ for more information	The purpose is to derive monetary value from transportation improvements to help defray the cost of their implementation. The FHWA Center for Innovative Finance Support encourages State and local jurisdictions to look for new revenue sources to address funding shortfalls and is available to provide technical assistance in these areas.
Discretionary	Transportation Infrastructure Finance and Innovation Act Credit Assistance (USDOT/OIDP)	Public and private sponsors with public agency approval/support	Fast Act of 2015	The purpose is to leverage limited Federal resources and stimulate capital market investment in transportation infrastructure by providing credit assistance through direct loans, loan guarantees, and standby lines of credit (rather than grants) to projects of national or regional significance.



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Discretionary	Grant Anticipation Revenue Vehicles (USDOT/OIDP)	A State or political subdivision of a state or a public authority. (A State law may also specify authorized entities for GARVEE debt issuance.)	Section 122 of Title 23	The purpose is to provide reimbursement of debt service and related financing costs. States can thus receive Federal-aid reimbursements for a wide array of debt-related costs incurred in connection with an eligible debt financing instrument, such as a bond, note, certificate, mortgage, or lease; the proceeds of which are used to fund a project eligible for assistance under Title 23. In the broadest sense, a GARVEE is a type of anticipation vehicle, which are securities (debt instruments) issued when moneys are anticipated from a specific source to advance the upfront funding of a particular need. In the case of transportation finance the anticipation vehicles' revenue source is expected Federal-aid grants. Specific to highways, a GARVEE is used as a term for a debt instrument that has a pledge of future Title 23 Federal-aid funding.



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Discretionary	Private Activity Bonds (USDOT/OIDP)	Privately developed infrastructure interests can leverage tax-exempt financing issued through a public conduit. (Applications may be submitted by either a private developer or a public sector entity before selecting a private developer.)	Section 11143 of Title XI of SAFETEA-LU amended Section 142 of the Internal Revenue Code	The purpose is to fund transportation projects with lower financing costs of tax-exempt municipal bonds and increased private sector investment. Debt instruments authorized by the Secretary of Transportation and issued by a conduit issuer on behalf of a private entity for highway and freight transfer projects, allowing a private project sponsor to benefit from the lower financing costs of tax-exempt municipal bonds. Together TIFIA and PABs should provide substantial incentives for private equity investment in highway and freight projects.
Discretionary	Section 129 Loans (USDOT/OIDP)	Regional/Local/Private	Section 129(a)(7) of Title 23	The purpose is to leverage additional transportation resources and recycle assistance to other eligible projects. Loans must be repaid to the state, beginning within five years after construction is completed and the project is open to traffic.



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Discretionary	State Infrastructure Bank (FDOT)	State	Section 339.55, F.S. – FL State Infrastructure Bank; also, Section 215.617, F.S. - Bonds for Florida SIB	The purpose is to leverage funds to improve project feasibility, providing loans and other assistance to public or private entities carrying out or proposing to carry out projects eligible for assistance under federal and State law. The program can provide loans and other assistance to public or private entities carrying out or proposing to carry out projects eligible for assistance under federal and State law. Further, the SIB cannot provide assistance in the form of a grant.
Discretionary	Motor Carrier Safety Assistance Program - High Priority Grant Program (USDOT/FMCSA)	State	Fast Act of 2015	The purpose is to support, enrich, and augment CMV safety programs through partnerships with States, local governments, Indian tribes, other political jurisdictions, and other persons to carry out high priority activities and projects. The High Priority (HP) Grant Program is discretionary and designed to provide Federal financial assistance to enhance MCSAP Commercial Vehicle Safety Plan (CVSP) activities, maintain innovative technology and/or new project(s) not included in the CVSP with a positive impact on CMV safety. Other applicants are also eligible for HP grants that improve CMV safety. Although ITD resides within HP, the ITD grant program purpose and program eligibility requirements are separate and distinct from CMV safety related activities and projects.
Trust Fund	Right of Way Acquisition and Bridge Construction Trust Fund/ Bonds (ROWTF)	State	Section 215.605, F.S.	The purpose is to finance or refinance the cost of acquiring real property or the rights to real property for state roads as defined by law, or to finance or refinance the cost of state bridge construction, and purposes incidental to such property acquisition or state bridge construction,



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Trust Fund	Surface Transportation Trust Fund	State	Section 206.46, F.S.	The purpose is to provide an adequate, sustainable, and long-term source of revenue to maintain and improve conditions and meet the Florida's mobility needs. The STTF is a consolidated transportation fund that includes all major revenue sources. Revenue sources include state fuel tax revenues, federal aid reimbursements, local funds, toll operation reimbursements, and miscellaneous revenues and fees.
Trust Fund	Turnpike Enterprise Trust Fund	Florida Turnpike Enterprise	Sections 338.165 and 338.22, F.S.	The purpose of the fund is to appropriately account for revenues, operating and maintenance costs, renewal and replacement costs, general reserves, and various bond construction funds. This means the fund manages Florida Turnpike Enterprise expenditures for every toll road and bridge (a total of 483 miles) owned by the State.
Discretionary	Accelerated Innovation Deployment Demonstration (USDOT/FHWA)	State	Fast Act of 2015	The purpose is to improve highway efficiency, safety, mobility, reliability, service life, environmental protection, and sustainability; and develop and deploy new tools, techniques, and practices to accelerate the adoption of innovation in all aspects of highway transportation. The funding program is authorized within the Technology and Innovation Deployment Program (TIDP) and provides incentive funding for activities for assistance in any phase of a highway transportation project between planning and delivery including: Planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals.



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Discretionary	Consolidated Rail Infrastructure and Safety Improvements Program (USDOT/FRA)	State, Class II & III railroads, P3 with a state, TRB, UTC, et al.	Consolidated Appropriations Act, 2017, Div. K, Tit I, Public Law / ./'115-31, (Appropriations Act)	The purpose is to provide a comprehensive solution to fund Capital Project development and implementation to support infrastructure safety and improvements for both freight railroads and intercity passenger. Congress authorized this grant program to invest in a wide range of projects to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger and freight rail chokepoints; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail corridors. Additionally, the program includes rail safety projects, such as grade crossing enhancements, rail line Relocations and Improvements, and positive train control (PTC) deployment. Finally, funds are available to support rail regional and corridor Planning and environmental analyses.
Discretionary	Florida Aviation Grant Program	Florida airports	Section 332.003 – 332.007, F.S.	The purpose is to provide for a safe, cost-effective, and efficient statewide aviation transportation system. The Aviation Grant Program provides financial assistance to Florida's airports in the areas of safety, security, preservation, capacity improvement, land acquisition, planning, and economic development. Program funds assist local governments and airport authorities in planning, designing, constructing, and maintaining public-use aviation facilities.
Discretionary	Airport Improvement Program	Public agencies and possibly private owners and entities for the P&D of public-use airports included in the NPIAS	Airport and Airway Improve. Act of 1982	The Airport Improvement Program (AIP) provides grants to public agencies — and, in some cases, to private owners and entities — for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS).



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Funding Type	Funding Program	Potential Applicant/ Program Manager	Authority	Funding Description
Discretionary	Commercial Trucks and Off-Road Applications FOA: Natural Gas, Hydrogen, Biopower, and Electrification Technologies (USDOE/Nat'l Energy Tech Lab)	Unrestricted	Energy Independ. & Sec. Act of 2017	The purpose is to address alternative energy sources such as electrification; natural gas; fuel cells, hydrogen generation, deliver, and storage systems; biopower; technology integration, including Clean Cities; and off-road vehicles for commercial trucks and off-road applications. Recognizing the advantages of collaboration across the transportation sector, this FOA brings together related activities in EERE's Transportation Offices – Vehicle Technologies, Fuel Cell Technologies, and Bioenergy Technologies – for an integrated approach to affordable, energy efficient technology development for medium- and heavy-duty vehicle, including off-road, applications. It supports a broad and multi-fuel pathway strategy that builds on successful previous research in gaseous fuels storage, biopower production, advanced batteries and electric drive systems, and fuel cell technologies.
Trust Fund	Space Transportation Infrastructure Matching Fund (Spaceport Grant Program)	Aerospace Partners	Section 331, F.S.	The purpose is to continue the development of space transportation infrastructure that supports Space Florida's legislative intent and Florida spaceport territory master plans.



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