



FMTP24
FREIGHT MOBILITY AND TRADE PLAN

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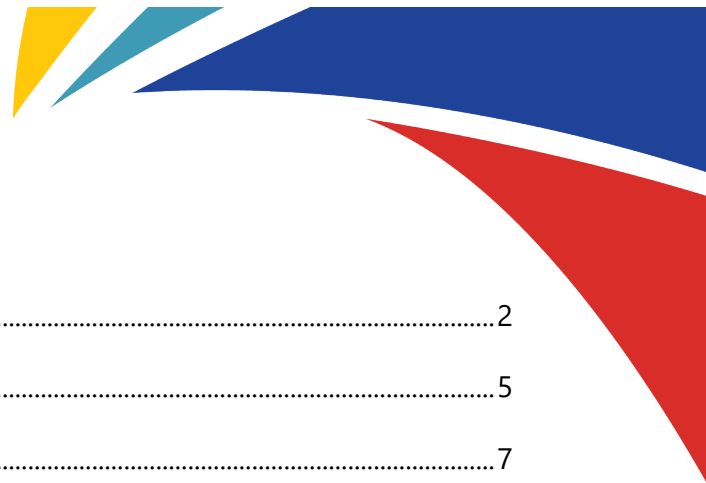
Technical Memorandum 7
Investments

Updated October 2025



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List of Acronyms

AWP	Adopted Work Program
BIL	Bipartisan Infrastructure Law
CFP	Cost Feasible Plan
CRFC	Critical Rural Freight Corridors
CUFC	Critical Urban Freight Corridors
FAST	Fixing America's Surface Transportation Act
FDOT	Florida Department of Transportation
FMT ²⁴	Freight and Mobility Trade Plan
FRO	Freight & Rail Office
FTP	Florida Transportation Plan
IIJA	Infrastructure Investment and Jobs Act
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
SIS	Strategic Intermodal System
STIP	State Transportation Improvement Program
VICC	Vertically Integrated Cargo Community

Fiscally Constrained Funding Plan

The Freight and Mobility Trade Plan (FMTP) is the dedicated funding document for Florida's National Highway Freight Program (NHFP) funds; it establishes a 5-Year Fiscally Constrained Freight Investment Plan. This technical memorandum is meant to guide near future investments while ensuring compliance with Infrastructure Investment and Jobs Act (IIJA) requirements. The IIJA's increased focus on intermodal projects is a critical update to this plan and an important aspect of future NHFP project selection and will provide the lens by which this FMTP investment element is organized. The NHFP projects represented in this chapter were all selected utilizing the FMTP prioritization process which was outlined in Tech Memo 6.

Current Investments

Florida leverages discretionary grant opportunities, the NHFP, and the Florida Department of Transportation (FDOT) funds to deliver its freight projects. Florida has historically been apportioned \$65 million per year in NHFP funds, which incrementally rises every year and is expected to be over \$70 million yearly from 2025 forward. Between 2017 and 2025, there has been \$486 million provided for 81 NHFP projects with a further \$457 million expected between 2026 and 2031 for another 40 projects. A further set of freight-focused projects within FDOT's Adopted Work Program totaling just over \$6 billion between 2020 and 2030 provides funding for 204 projects supportive of the FDOT freight objectives as established in the FMTP. These projects have wide-ranging implications on the Florida freight network and the Florida Transportation Plan (FTP) strategic goals. FDOT's Strategic Intermodal System (SIS) also plays a vital role in meeting immediate and long-term freight needs. Between 2024 and 2028, SIS has dedicated \$16.9 billion to programming projects that potentially affect freight.

Adopted Work Program – All FDOT Funds

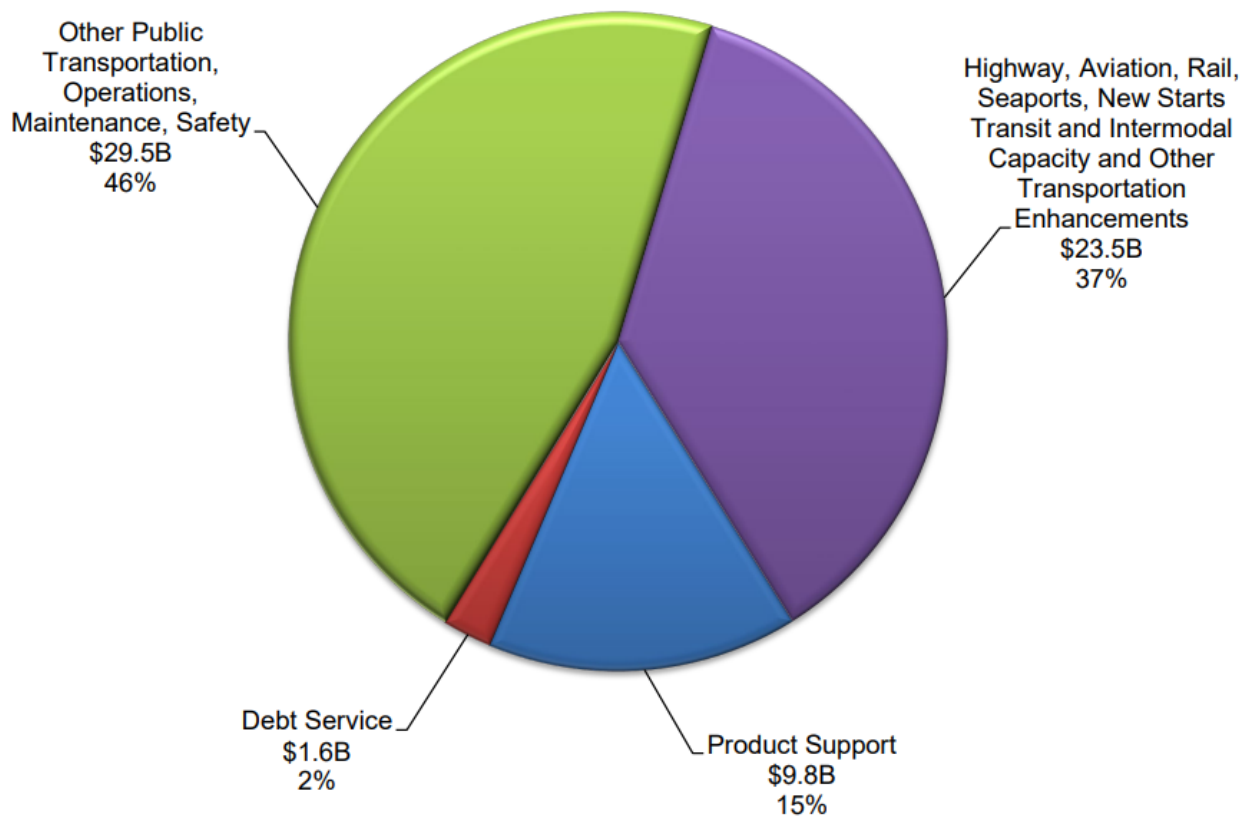
FDOT utilizes a series of investment systems to support freight across Florida. The Adopted Work Program (AWP) is a catch-all funding document that catalogues all the funds collected by the state for the express purpose of funding FDOT projects.

The AWP covers projects over the next five years at a value of \$64 billion.¹ As shown in Figure 1, \$23.5 billion, or 37 percent of the \$64 billion, are utilized specifically for projects such as Highway, Aviation, Spaceports, Rail, Seaports, Transit and Intermodal Capacity, and Other Transportation Enhancements. These projects span the variety of systems supporting all FDOT offices inclusive of freight, safety, and capacity.

¹[FiveYearWorkProgramCharts.pdf \(state.fl.us\)](#)

Figure 1 | Adopted Work Program Totals

FLORIDA DEPARTMENT OF TRANSPORTATION TOTAL FUNDING BY PLANNED USE FY 2024 - 2028



TOTAL 5-YEAR ADOPTED WORK PROGRAM \$64.3B

Freight Funding in Adopted Work Program

Within the AWP there is a significant set of freight-focused projects (204) that are of strategic importance to achieving FMT^P objectives. Totaling \$6 billion from 2020-2030 (Table 1), these projects are designated with the group identifier FRGT (freight). The projects have been designated due to their impact on the Florida freight system. The projects utilize multiple funding sources from across FDOT. Table 2 shows FRGT identified projects by total investment in each work mix type.

Table 1 | AWP FRGT Identified Estimated Project Funding

Fiscal Year	Estimated Funding
2020	\$1,459,876,499
2021	\$685,605,800
2022	\$405,979,311
2023	\$629,225,444
2024	\$1,232,038,743
2025	\$284,416,386
2026	\$252,620,248
2027	\$176,468,477
2028	\$183,925,449
2029	\$171,673,179
2030	\$651,793,788
Total	\$6,133,623,324

Table 2 | AWP FRGT Identified Project Types and Funding 2020-2030

Project Type	Estimated Funding total
Capacity	\$3,906,941,024
Airport Expansion	\$147,683,987
Bridge Maintenance	\$1,226,262,987
Rail Capacity	\$96,704,978
ITS	\$41,753,529
ILC	\$45,520,531
Seaport Expansion	\$522,234,431
Truck Parking	\$45,848,088
Studies	\$100,673,769

Strategic Intermodal Systems

Certain programs listed within the AWP support freight more directly than others, with the SIS network affecting highway freight the most. All highway projects in the SIS First Five Year Plan are of strategic significance to Florida freight networks. With over 70 percent of Florida truck traffic travelling through the SIS network, all SIS highway investments promote freight efficiency.²

The SIS plans are an important tool for FDOT in meeting existing and immediate freight needs. Their effectiveness hinges on how well the projects align with freight needs and priorities. Due to the expansive nature of the SIS network and its overlap with the National Highway Freight Network (NHFN), even those projects that are not directly managed by the Freight & Rail Office (FRO) influence freight movement on Florida's highways and seaports. Analysis of the project types and priorities show that reliability and safety are the two most important goal areas to stakeholders and to the SIS network. This aligns with the FMTP goals.

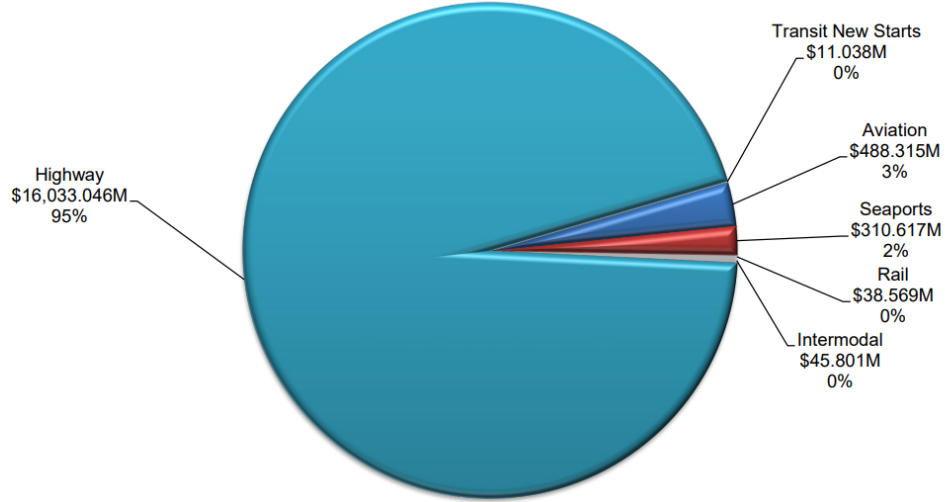
Within the AWP is the SIS First Five Year Plan, a major set of encumbered funds totaling \$16.9 billion for supporting freight and transit systems (Figure 2). Beyond this five-year horizon are the SIS Second Five-Year Plan which sets funding for years 6-10 and the SIS Cost Feasible Plan (CFP) which sets funding from 2035-2050. The CFP has a much broader vision which includes over \$30 billion in funds over that period.³ The SIS First Five Year Plan represents the projects that are funded by the legislature in the Work Program (Year 1) and projects that are programmed for proposed funding in the next two to five years.

² <https://www.fdot.gov/planning/systems/programs/mspi/plans/>

³ *ibid*

Figure 2 | SIS Totals by Mode

FLORIDA DEPARTMENT OF TRANSPORTATION STRATEGIC INTERMODAL SYSTEM CAPACITY IMPROVEMENT & OTHER ENHANCEMENTS FY 2024 - 2028



TOTAL 5-YEAR ADOPTED WORK PROGRAM \$16.9B

NHFP Funding Updated Oct 2025

Florida is estimated to be apportioned an average of \$70 million in NHFP funds per year through 2031 (Table 3). Appendix A lists all the projects with existing or planned NHFP funding pursuant to the IIJA. Figure 3 shows the locations of these projects.

Table 3 | NHFP Funding and Spending Summary Updated Oct 2025

Fiscal Year	Estimated NHFP Funding* **	Estimated NHFP Project Cost ***	Estimated Cumulative Spending
2016	\$53,926,568	\$-	
2017	\$51,581,934	\$38,711,324	\$38,711,324
2018	\$56,271,202	\$78,797,882	\$117,509,206
2019	\$63,305,102	\$38,563,708	\$156,072,914
2020	\$70,339,002	\$61,651,460	\$217,724,374
2021	\$69,530,857	\$18,807,088	\$236,531,462
2022	\$65,707,643	\$66,338,455	\$302,869,917
2023	\$67,021,795	\$92,224,400	\$395,094,317
2024	\$68,362,231	\$53,062,950	\$448,157,267
2025	\$69,729,476	\$38,860,708	\$487,017,975
2026	\$70,000,000	\$117,786,295	\$604,804,270
2027	\$70,000,000	\$68,267,970	\$673,072,240
2028	\$70,000,000	\$68,342,587	\$741,414,827
2029	\$70,000,000	\$66,987,203	\$808,402,030
2030	\$70,000,000	\$67,862,374	\$876,264,404
2031	\$70,000,000	\$67,748,237	\$944,012,641
Total	\$1,055,775,810	\$944,012,641	

* FY 2016-2024 based on Highway Apportionments under the FAST Act, Bipartisan Infrastructure Law.

FY 2025 and beyond estimated at similar funding levels

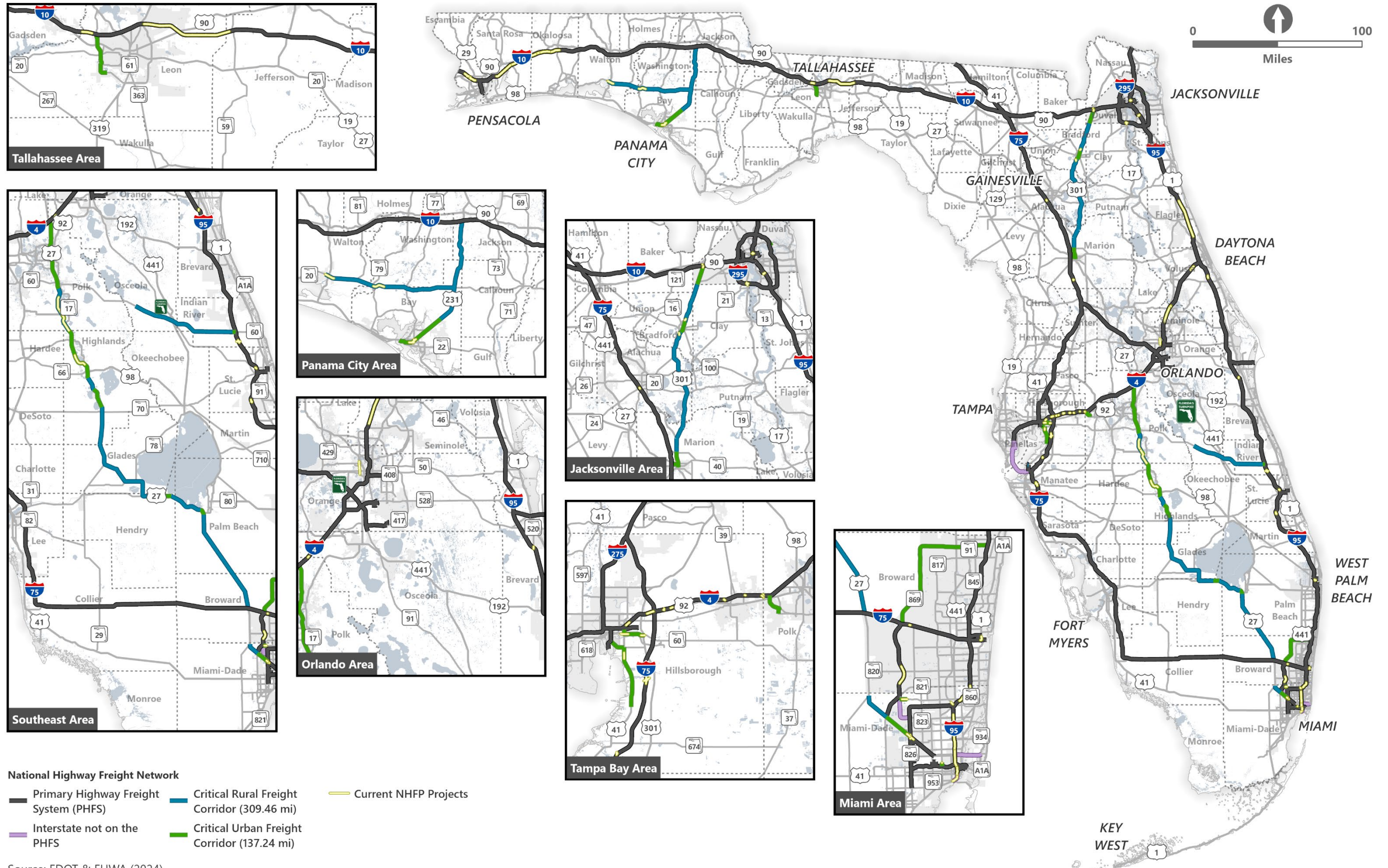
** These values represent totals before post-apportionment set asides; before penalties; and before sequestration as directed by FHWA and IIJA

*** Some totals roll over from year to year leading to higher cost estimates than NHFP estimates

<https://www.fhwa.dot.gov/fastact/funding.cfm>

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>

Figure 3 | NHFP Project Map



National Highway Freight Network

- Primary Highway Freight System (PHFS)
- Interstate not on the PHFS
- Critical Rural Freight Corridor (309.46 mi)
- Critical Urban Freight Corridor (137.24 mi)
- Current NHFP Projects

Source: FDOT & FHWA (2024)

NHFP Funding by Type

The NHFP funded projects are selected based on their priority, cost, and ability to improve freight bottlenecks, congestion, level of service, and other factors in freight mobility. Projects with anticipated NHFP funding include truck parking, operational improvements, roadway widening, and interchange construction. Table 3 summarizes Florida’s yearly allotment of NHFP funds. Table 4 shows project types and investment totals for the NHFP. Those projects anticipated to receive NHFP funds can be found in Appendix A.

Table 4 | 2017-2023 Total NHFP Funding by Project Type

Project Type	Estimated Funding
Capacity	\$465,519,461
ITS	\$34,993,853
Pre-Planning	\$114,946,266
Truck Parking	\$148,886,415
Bridge	\$38,519,438
Total	\$802,865,433

NHFP Match **Updated Oct 2025**

NHFP investments are supported by a significant match of state and local funds pursuant to IIJA/Fixing America's Surface Transportation (FAST) Act requirements. Totalling over \$2.5 billion, these matching funds are utilized in conjunction with NHFP funding to ensure project needs are met from the local to state level. Appendix B provides more detail on matching funds.

Freight Projects Across the Modes

The NHFN and its supporting systems are a critical asset by which the growing Florida economy is supported. The nature of the NHFN directs funding mainly toward highway projects; however, to maintain the ability of the freight highway system to support this growth, intermodal systems will need to be utilized as a higher mode share. FDOT has a Modal Development Work Program total of \$6.4 billion between FY2024 and FY2028 allocated for aviation, transit, seaports, intermodal access, rail, and transportation disadvantaged communities.⁴ While FDOT maintains plans and investment portfolios for these mode shares, the FMTP will relate to those as the increased need for intermodal connectivity has become a critical aspect of both Florida and the IJJA. The following snapshots show a closer look at FDOT modal investments.

Seaport Investments

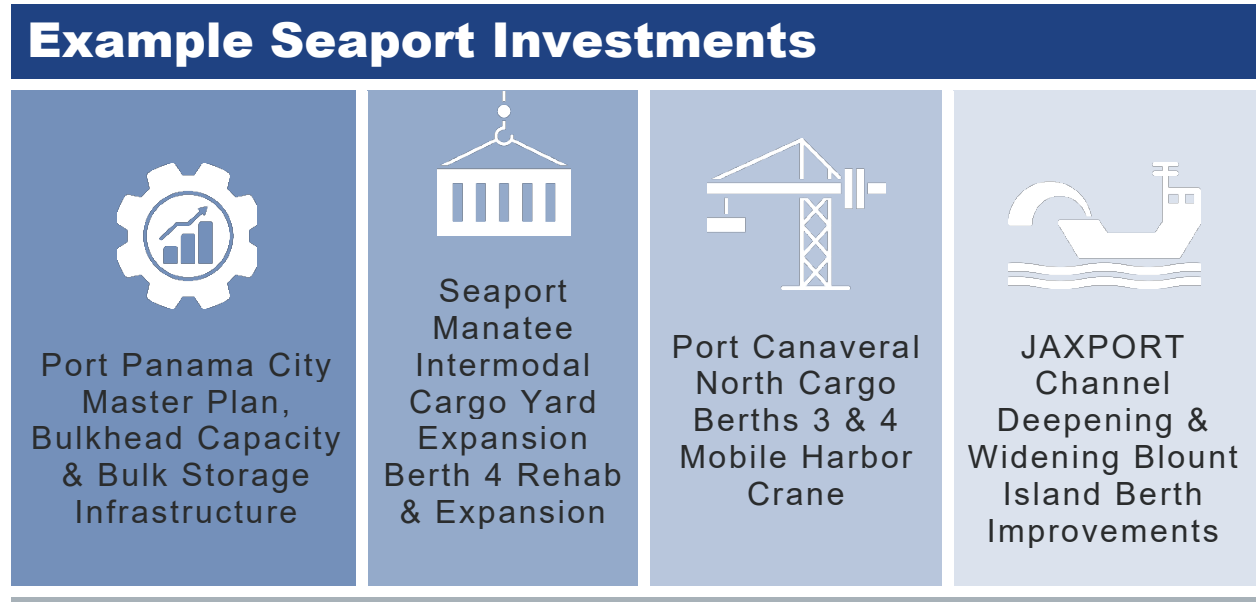
Florida is the gateway to the Southern Hemisphere and that is no more evident than in the network of deepwater seaports supporting domestic and international trade. Strategic investments at Florida's seaports have focused on positioning the state for future growth. As ships around the world are being built bigger, Florida is continuing to invest in channel and harbor dredging and deepening to accommodate them, as well as additional intermodal access to improve the throughput of additional cargo. With \$0.6 billion in total funding through FY28 across multiple funding sources, the extra 30 percent in intermodal additions from the NHFP will be a critical asset to reducing the costs of transition between seaport and highway freight. Figure 4 highlights a few of the recent port projects as well as the funding sources that are used for seaport investments.

Railroad Investments

Florida's railroads carried 39.5M originated rail tons and 57.2M rail terminated tons across 3,858 miles of track in 2021, moving everything from general merchandise and construction aggregates to specialized goods such as compressed fuels and natural gasses, and providing an alternative to highway freight movement. Rail service is critical to everything from South Florida crops moving out of state to Jacksonville's roll-on/roll-off cargo. With \$0.8 billion in funding across multiple funding sources from FY24-28, investment in freight rail will continue as a critical mode of freight movement in the state. Figure 5 highlights a few of the recent FDOT freight rail investments as well as the funding sources that can be used for them.

⁴ [FiveYearWorkProgramCharts.pdf \(state.fl.us\)](#)

Figure 3 | Seaport Investments



Funding

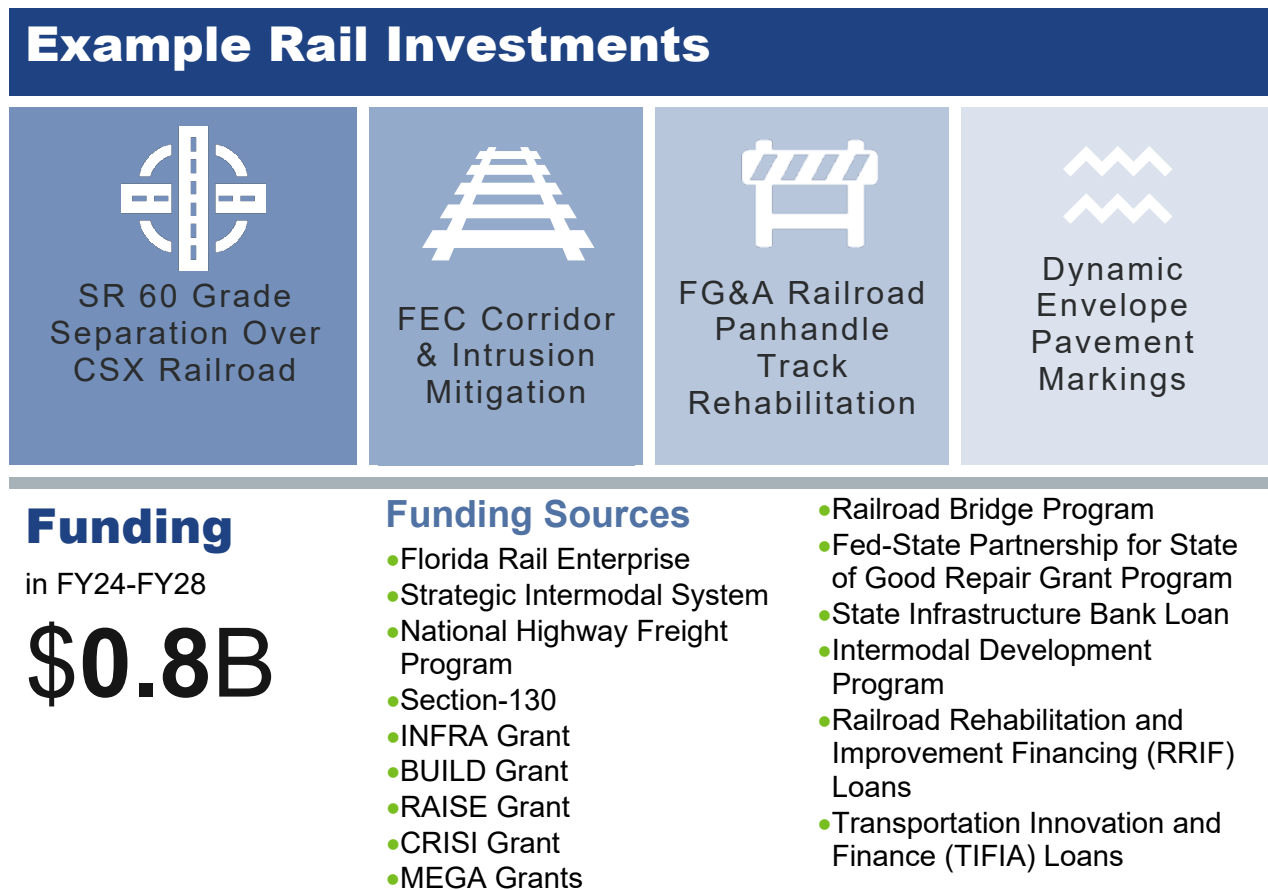
in FY24-FY28

\$0.6B

Funding Sources

- FSTED Funds
- Strategic Port Investment Initiative (SPII)
- The Seaport Investment Program Bond Funds
- Strategic Intermodal System
- State Infrastructure Bank (SIB) Loans
- FDOT District Intermodal Funds
- Seaport Operations
- Local or Federal Government Programs
- Public Private Partnerships

Figure 4 | Freight Rail Investments



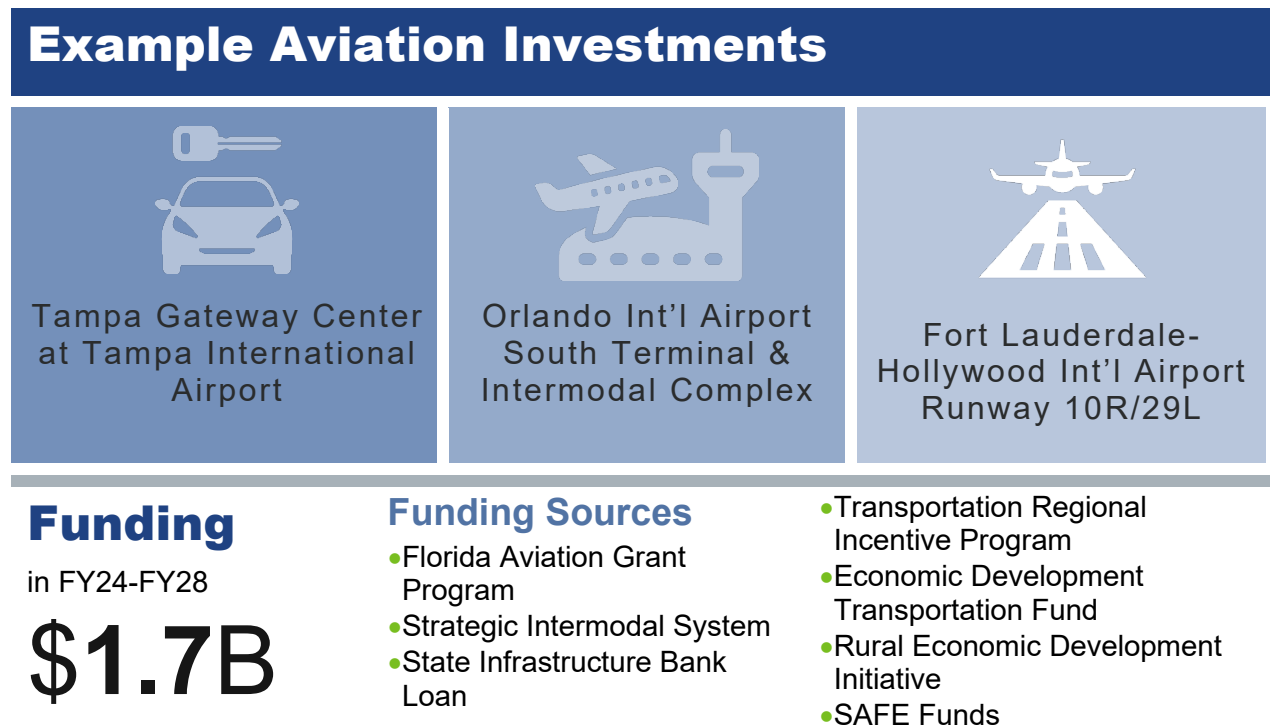
Airport Investments

Florida’s airports are a cornerstone of the state’s global economy. In particular, Florida’s international airports handle significant and increasing air cargo volumes, with Miami International Airport leading the way as America’s busiest airport for international freight.⁵ To combat land availability issues, MIA is investing in a Vertically Integrated Cargo Community (VICC) that would stack cargo vertically and create capacity to process 4.95 million tons of cargo per year – nearly double what the entire airport handles now.⁶ Investments made into Florida’s airports ensure that they remain a viable alternative for critical need and high value freight. With \$1.7 billion in investments through FY28, airports are poised to remain a lynchpin of Florida’s intermodal freight systems. Example projects and funding sources are shown in Figure 6.

⁵ https://miami-airport.com/about_us.asp

⁶ <https://miamiairportwarehouses.com/miami-dade-to-consider-proposal-for-1-1b-cargo-hub-at-mia/>

Figure 5 | Airport Investments

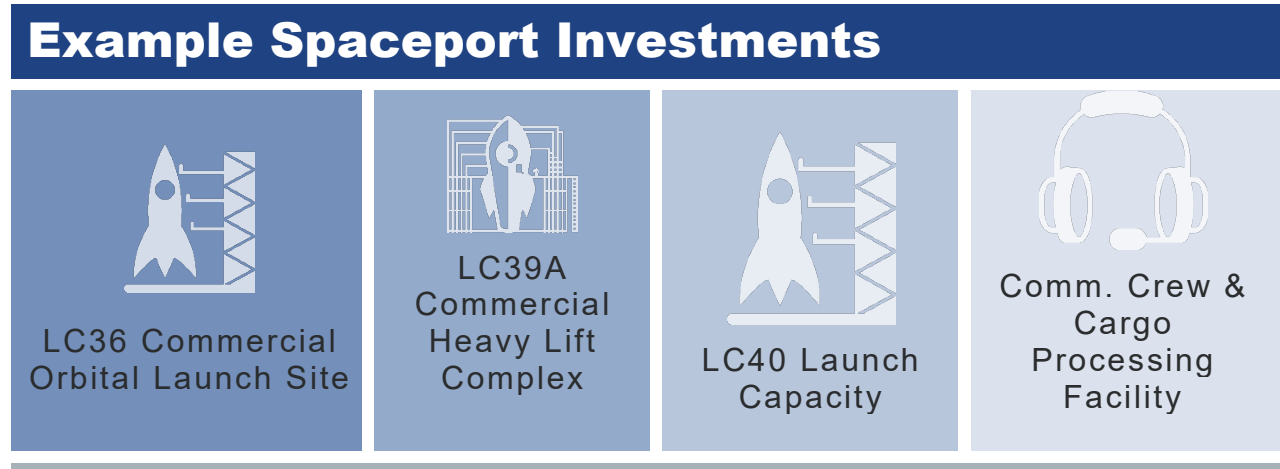


Spaceport Investments

The space industry in Florida is a growing economic and freight generator with unique funding mechanisms. As launches become more frequent with increases in private sector investments, it is critical to ensure that the freight needs of this high-value industry are met. Through 2028, approximately \$600 million is programmed in the 5-Year Work Program for Spaceport Improvement Program (SIP) projects. Most of the program funds are used for capital improvements and a small percentage is used to support program implementation.⁷ Continued funding made through commercial investment, the SIP, as well as the SIS network and NHFN, will ensure that connections to Florida's spaceports are safe and secure for increased space flight capacity. Figure 7 shows example investments and funding sources.

⁷ [Spaceport Improvement Program, 2023-2024](#)

Figure 6 | Spaceport Investments



Funding

in FY19-FY28

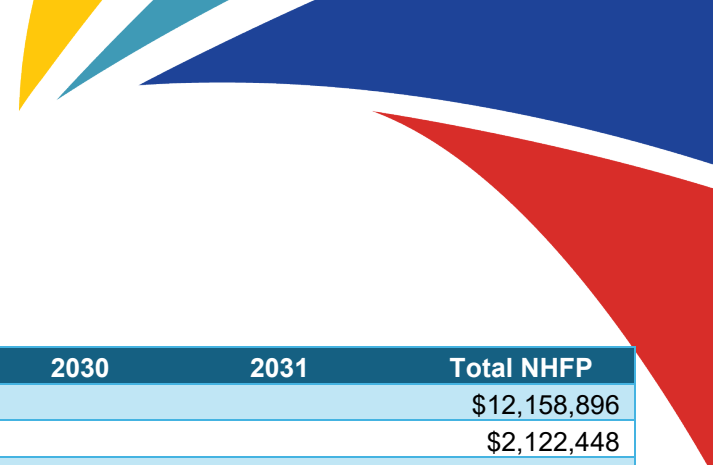
\$0.6B

Funding Sources

- Spaceport Improvement Program (Public Transportation and SIS funds)
- Commercial Investment

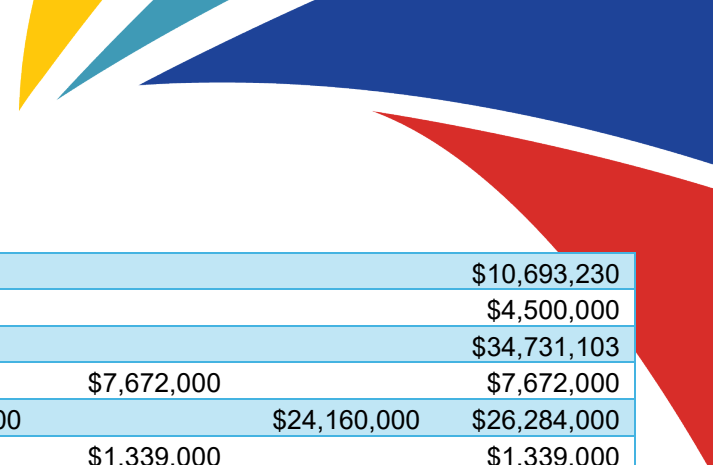
Summary

This technical memorandum outlines the currently allocated fiscally constrained funding for the next five years. This fiscally constrained funding plan meets FAST ACT and Bipartisan Infrastructure Law (BIL)/IIJA requirements and represents an important implementation tool for FDOT. Implementation of these projects and the FMTTP strategies are necessary to solve critical freight mobility needs as identified by analysis and stakeholder input.



Appendix A: NHFP Funded Projects Yearly Totals Updated Oct 2025

District	Item	Item Description	2017-2025	2026	2027	2028	2029	2030	2031	Total NHFP
1	449737-1	I-4 REST AREAS IN POLK COUNTY - ADDITIONAL TRUCK PARKING	\$1,007,658	\$10,662	\$11,140,576					\$12,158,896
	452154-1	I-75 AT JONES LOOP TRUCK PARKING	\$1,750,000	\$372,448						\$2,122,448
	452154-2	I-75 AT JONES LOOP TRUCK PARKING				\$28,926,605				\$28,926,605
	453423-1	PEDESTRIAN SAFETY IMPROVEMENTS TO AIRFIELD DR AND DON EMERSON	\$597,300							\$597,300
	456007-1	PORT MANATEE TRUCK PARKING			\$2,732,500					\$2,732,500
	456008-1	US27 TRUCK PARKING SITE PD&E						\$2,045,100		\$2,045,100
	456009-1	RAILROAD GRADE CROSSING SEPARATION STUDY		\$265,000						\$265,000
	457698-1	RIVER ROAD - POTENTIAL TRUCK PARKING						\$2,812,614		\$2,812,614
	457699-1	LEE FREIGHT MOBILITY STUDY					\$796,500			\$796,500
2	209537-9	SR201(US301A)BALDWIN BYPASS AT BRANDY BRANCH RD					\$8,553,305			\$8,553,305
	210253-7	I-95(SR9) AT SR207		\$3,811,828				\$23,490,783		\$27,302,611
	424026-8	I-95(SR9) TRUCK PARKING EXPANSION				\$8,508,130				\$8,508,130
	428865-2	SR200(US301) @ I-10 IMPROVEMENTS	\$880,806	\$267,879			\$17,304,017			\$18,452,702
	433899-2	I-95(SR9) @ SR115(US1)/ML KING/20TH STREET	\$54,792,508	\$1,115,935						\$55,908,443
	435575-1	I-295(SR9A) @ US17 TO SOUTH OF WELLS ROAD	\$24,955,459	\$257,784						\$25,213,243
	438928-2	SR202(JTB) FM EAST OF I-95 TO US1 & US1 FM S OF JTB TO N OF MUSTANG RD	\$3,293,150	\$21,024,501						\$24,317,651
3	220635-8	SR 20 FROM CR 83A EAST BAY LOOP TO EAST OF SR 83 (US 331)	\$4,333,725	\$342,542						\$4,676,267
	413062-4	SR 8 (I-10) FROM SR 281 AVALON BLVD TO OKALOOSA COUNTY LINE	\$2,524,550	\$127,857						\$2,652,407
	413062-5	SR 8 (I-10) FROM SANTA ROSA COUNTY TO W OF CR 189 LOG LAKE ROAD	\$1,662,321	\$176,006						\$1,838,327
	413062-8	SR 8 (I-10) FROM EAST OF SR 87 TO MILLER BLUFF ROAD			\$5,850,000					\$5,850,000
	437905-2	SR 8 (I-10) FROM E OF EB WEIGH STATION TO E OF SR 10 (US 90A) 9MI ROAD	\$5,011,610	\$489,461						\$5,501,071
	437905-3	SR 8 (I-10) FROM E OF SR 10 (US 90A) 9 MILE RD TO W OF SR 95 (US 29)	\$6,142,948	\$959,218						\$7,102,166
	440300-6	EAST AVE FROM PORT ENTRANCE TO S OF SR 30 (US 98B) 5TH STREET		\$1,265,000						\$1,265,000
	441038-2	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO 2MI W WILKERSON BLUFF RD	\$3,055,715	\$265,412						\$3,321,127
	441038-3	SR 8 (I-10) FROM 2 MILES W OF WILKERSON BLUFF RD TO E OF YELLOW RIVER	\$3,186,664	\$465,165						\$3,651,829
	441038-4	SR 8 (I-10) FROM EAST OF YELLOW RIVER TO EAST OF SR 85 FERDON BLVD	\$3,668,659	\$356,746						\$4,025,405
4	415152-1	SR-93/I-75 INTRCHG@SR-820/PINESBLVD F N OF MIRAMARPKWY T N OF PINESBLV	\$4,260,728	\$1,136,669						\$5,397,397
	422681-5	SR-9/I-95 FR 1 MILE N OF HIGH MEADOWS TO MARTIN/ST. LUCIE COUNTY LINE		\$500,000						\$500,000
	422681-6	I-95 FROM MARTIN/ST. LUCIE COUNTY LINE TO SR-70		\$2,680,000						\$2,680,000
	436519-1	SR-9/I-95 FROM S OF 45TH STREET TO N OF 45TH ST				\$17,986,080				\$17,986,080
	443589-1	SR-5/US-1 SOUTH BOUND ON RAMP TO WEST BOUND I-595	\$1,172,751	\$1,008				\$11,117,412		\$12,291,171
	446168-1	SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP	\$670,909	\$41,047						\$711,956
	448019-1	SR-25/US-27/OKEECHOBEE ROAD FROM PEMBROKE ROAD TO SW 26TH STREET					\$339,600	\$3,507,000		\$3,846,600
	452069-1	SR-9/I-95 TRUCK MOBILITY & SAFETY ENHANCEMENTS IN BROWARD & PALM BCH.				\$1,755,000				\$1,755,000
	452661-1	SR-9/I-95 ST. LUCIE NORTHBOUND REST AREA RECONSTRUCTION						\$2,700,550		\$2,700,550
	454279-1	BROWARD BLVD TRUCK PARKING EXPANSION BROWARD BLVD AT I-95			\$700,000		\$12,141,782			\$12,841,782
	454759-1	TRUCK PARKING FACILITY					\$1,692,000			\$1,692,000
	454760-1	D4 FREIGHT MASTER PLAN		\$618,000						\$618,000
	454761-1	TRUCK PARKING FEASIBILITY STUDY		\$515,000						\$515,000
5	242592-4	SR 400 (I-4) 1 MILE E OF SR 434 TO E OF SR 15/600 (US 17/92)	\$14,820,000	\$180,000						\$15,000,000
	436292-1	I-95 INTERCHANGE AT PIONEER TRAIL	\$7,776,194	\$844,796						\$8,620,990
	446445-1	TRUCK PARKING CENTRAL FLORIDA CORRIDOR - SEMINOLE COUNTY SITE		\$22,164,513						\$22,164,513



	446445-2	TRUCK PARKING CENTRAL FLORIDA CORRIDOR - EASTBOUND VOLUSIA COUNTY	\$3,158,000	\$7,535,230					\$10,693,230
	446445-3	TRUCK PARKING - CENTRAL FLORIDA CORRIDOR: SAND LAKE RD SITE			\$4,500,000				\$4,500,000
	446445-5	TRUCK PARKING CENTRAL FLORIDA CORRIDOR - OSCEOLA COUNTY SITE	\$7,767,838	\$2,535,426	\$24,427,839				\$34,731,103
	452574-1	SR 60 FROM PRAIRIE LAKE ROAD TO FLORIDA'S TURNPIKE						\$7,672,000	\$7,672,000
	456530-2	I-75 TRUCK PARKING				\$2,124,000		\$24,160,000	\$26,284,000
	457676-1	I-95 AT SR 421 FROM SOUTH OF SR 421 TO SOUTH OF I-4						\$1,339,000	\$1,339,000
6	414964-1	SR 9/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE	\$23,025,484	\$1,815,088					\$24,840,572
	414964-7	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62ND STREET						\$6,700,000	\$6,700,000
	414964-8	SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 143RD STREET	\$6,989,564	\$146,333				\$5,720,000	\$12,855,897
	423251-3	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE)						\$1,968,000	\$1,968,000
	438864-2	SR 860/MIAMI GDNS/NW 186 ST FROM E OF I-75/SR 93 TO NW 79TH PL					\$595,000		\$595,000
	440877-2	SR-826/SR-836 TRUCK TRAVEL CENTER				\$1,378,809	\$1,465,650	\$3,124,630	\$31,614,323
	445984-1	GOLDEN GLADES TRUCK TRAVEL CENTER	\$1,940,728	\$255,234					\$2,195,962
	447645-2	SMART WORK ZONE MANAGEMENT FOR OKEECHOBEE ROAD IMPROVEMENT			\$4,850,000				\$4,850,000
	447645-3	SMART WORK ZONE MANAGEMENT FOR OKEECHOBEE ROAD IMPROVEMENT					\$80,000		\$80,000
	449665-1	SR 9A/I-95 OVER MIAMI RIVER, BRIDGES 870356			\$704,970				\$704,970
	453149-1	SR 93/I-75 FROM SR 826/PALMETTO EXPWY TO BROWARD COUNTY LINE			\$6,180,000				\$6,180,000
7	430056-2	US41 FROM S OF DOVER ST TO AUSTIN ST				\$5,654,600			\$5,654,600
	437650-2	I75/SR93A AT GIBSONTON DRIVE	\$4,485,359	\$1,819,963					\$6,305,322
	443316-1	I-4/SR 400 FROM PARK ROAD/WB EXIT RAMP INTERSECTION TO E OF PARK ROAD	\$1,722,205	\$8,214					\$1,730,419
	443317-1	I-4/SR 400 FROM WEST OF THONOTOSASSA RD TO EAST OF THONOTOSASSA RD	\$3,594,298	\$29,091					\$3,623,389
	443318-1	I-4/SR 400 FROM WEST OF BRANCH FORBES RD TO EAST OF BRANCH FORBES RD	\$3,385,626	\$35,984					\$3,421,610
	443319-1	I-4/SR 400 FROM EAST OF EB WEIGH STATION TO EAST OF MCINTOSH ROAD	\$4,558,812	\$51,633					\$4,610,445
	443321-1	I-4/SR 400 FROM WEST OF MANGO RD TO MANGO RD	\$2,813,183	\$30,148					\$2,843,331
	444434-1	I4/SR400 FROM W OF COUNTY LINE ROAD TO COUNTY LINE ROAD			\$1,000				\$1,000
	446132-1	I4/SR400 EB EXIT RAMP TO I75 FR E OF TAMPA BYPASS CANAL TO W OF I75	\$762,155	\$10,996,185					\$11,758,340
	448698-1	I-4 TRUCK PARKING FACILITY	\$1,387,363	\$353					\$1,387,716
	450768-1	SR60/ADAMO DR FROM W OF 45TH ST TO W OF YEOMAN ST					\$9,026,122		\$9,026,122
	450828-1	SR60/ADAMO DR FROM W OF KELSEY LN TO W OF WAYNE PL			\$792,732	\$6,655,498			\$7,448,230
Cont.	439240-1	NATIONAL FREIGHT PROGRAM - HIGHWAYS		\$19,744,232	\$5,228,148		\$6,523,369	\$13,177,915	\$11,973,914
	Grand Total		\$211,154,270	\$117,786,295	\$68,267,970	\$68,342,587	\$66,987,203	\$67,862,374	\$67,748,237

These funds do not reflect NHFP funded projects which have been completed as of 2025

Fiscal years beyond 2025 include projects tentatively programmed based on anticipated future NHFP funding

*These projects are being funded through the BIL intermodal language under 23 U.S.C. 167(h)(5)(B) and are under the 30% yearly limit

Appendix B: NHFP Funding Match Totals and Project Types (2015-2031) Updated October 2025

District	Item	Item Description	NHFP	Federal	Local	State	Total	Federal Share	State/Local Share	Project Type
1	449737-1	I-4 REST AREAS IN POLK COUNTY - ADDITIONAL TRUCK PARKING	\$12,158,896	\$12,158,896		\$21,247	\$12,180,143	99.8%	0.2%	1, 2, 7, 11,12
	452154-1	I-75 AT JONES LOOP TRUCK PARKING	\$2,122,448	\$2,137,048			\$2,137,048	100.0%	0.0%	1, 2,7, 11,12
	452154-2	I-75 AT JONES LOOP TRUCK PARKING	\$28,926,605	\$28,926,605			\$28,926,605	100.0%	0.0%	2, 7, 11,12
	453423-1	PEDESTRIAN SAFETY IMPROVEMENTS TO AIRFIELD DR AND DON EMERSON	\$597,300	\$597,300			\$597,300	100.0%	0.0%	2, 7
	456007-1	PORT MANATEE TRUCK PARKING	\$2,732,500	\$2,732,500			\$2,732,500	100.0%	0.0%	1, 11, 12
	456008-1	US27 TRUCK PARKING SITE PD&E	\$4,090,200	\$4,090,200			\$4,090,200	100.0%	0.0%	1, 11, 12
	456009-1	RAILROAD GRADE CROSSING SEPARATION STUDY	\$265,000	\$265,000			\$265,000	100.0%	0.0%	1, 6
	457698-1	RIVER ROAD - POTENTIAL TRUCK PARKING	\$5,625,228	\$5,625,228			\$5,625,228	100.0%	0.0%	1, 11, 12
	457699-1	LEE FREIGHT MOBILITY STUDY	\$796,500	\$796,500			\$796,500	100.0%	0.0%	1
	2	209537-9	SR201(US301A)BALDWIN BYPASS AT BRANDY BRANCH RD	\$8,553,305	\$9,058,448		\$253,192	\$9,311,640	97.3%	2.7%
210253-7		I-95(SR9) AT SR207	\$50,793,394	\$50,793,394			\$50,793,394	100.0%	0.0%	1, 2, 7
424026-8		I-95(SR9) TRUCK PARKING EXPANSION	\$8,508,130	\$9,152,724	\$1,250,168	\$249,835	\$10,652,727	85.9%	2.3%	1, 2, 7, 11,12
428865-2		SR200(US301) @ I-10 IMPROVEMENTS	\$18,452,702	\$18,493,022		\$1,233,138	\$19,726,160	93.7%	6.3%	1, 2, 7
433899-2		I-95(SR9) @ SR115(US1)/ML KING/20TH STREET	\$55,908,443	\$85,394,948	\$3,874,981	\$8,259,723	\$97,529,652	87.6%	8.5%	1, 2, 7, 12, 19
435575-1		I-295(SR9A) @ US17 TO SOUTH OF WELLS ROAD	\$25,213,243	\$30,722,939		\$5,812,234	\$36,535,173	84.1%	15.9%	1, 2, 7, 10
438928-2		SR202(JTB) FM EAST OF I-95 TO US1 & US1 FM S OF JTB TO N OF MUSTANG RD	\$24,317,651	\$24,317,651		\$977,973	\$25,295,624	96.1%	3.9%	1, 2, 7, 11
3	220635-8	SR 20 FROM CR 83A EAST BAY LOOP TO EAST OF SR 83 (US 331)	\$4,676,267	\$4,676,267		\$177,891	\$4,854,158	96.3%	3.7%	1, 2, 7, 11
	413062-4	SR 8 (I-10) FROM SR 281 AVALON BLVD TO OKALOOSA COUNTY LINE	\$2,652,407	\$2,652,407		\$3,453	\$2,655,860	99.9%	0.1%	1, 7, 12
	413062-5	SR 8 (I-10) FROM SANTA ROSA COUNTY TO W OF CR 189 LOG LAKE ROAD	\$1,838,327	\$1,838,327		\$109,437	\$1,947,764	94.4%	5.6%	1, 2, 7, 12, 19
	413062-8	SR 8 (I-10) FROM EAST OF SR 87 TO MILLER BLUFF ROAD	\$5,850,000	\$31,689,797		\$56,677,630	\$88,367,427	35.9%	64.1%	1, 2, 7, 12, 19
	437905-2	SR 8 (I-10) FROM E OF EB WEIGH STATION TO E OF SR 10 (US 90A) 9MI ROAD	\$5,501,071	\$52,546,853		\$360,044,859	\$412,591,712	12.7%	87.3%	1, 2, 7, 12, 19
	437905-3	SR 8 (I-10) FROM E OF SR 10 (US 90A) 9 MILE RD TO W OF SR 95 (US 29)	\$7,102,166	\$43,894,866		\$43,734	\$43,938,600	99.9%	0.1%	1, 2, 7, 10, 12, 19
	440300-6	EAST AVE FROM PORT ENTRANCE TO S OF SR 30 (US 98B) 5TH STREET	\$1,265,000	\$2,075,000			\$2,075,000	100.0%	0.0%	1, 2, 7, 19, 23
	441038-2	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO 2MI W WILKERSON BLUFF RD	\$3,321,127	\$3,367,908		\$97,454	\$3,465,362	97.2%	2.8%	1, 2, 7, 12
	441038-3	SR 8 (I-10) FROM 2 MILES W OF WILKERSON BLUFF RD TO E OF YELLOW RIVER	\$3,651,829	\$3,651,829		\$2,408,485	\$6,060,314	60.3%	39.7%	1, 2, 7, 5, 12
	441038-4	SR 8 (I-10) FROM EAST OF YELLOW RIVER TO EAST OF SR 85 FERDON BLVD	\$4,025,405	\$4,030,405		\$1,301,689	\$5,332,094	75.6%	24.4%	1, 2, 7, 5, 12
4	415152-1	SR-93/I-75 INTRCHG@SR-820/PINESBLVD F N OF MIRAMARPKWY T N OF PINESBLVD	\$5,397,397	\$122,255,720		\$144,811,776	\$267,067,496	45.8%	54.2%	1, 2, 7, 10, 12, 22
	422681-5	SR-9/I-95 FR 1 MILE N OF HIGH MEADOWS TO MARTIN/ST. LUCIE COUNTY LINE	\$500,000	\$5,827,474			\$5,827,474	100.0%	0.0%	1, 2, 7, 10 19, 25
	422681-6	I-95 FROM MARTIN/ST. LUCIE COUNTY LINE TO SR-70	\$2,680,000	\$9,558,870			\$9,558,870	100.0%	0.0%	1, 2
	436519-1	SR-9/I-95 FROM S OF 45TH STREET TO N OF 45TH ST	\$17,986,080	\$32,312,257		\$4,896,518	\$37,208,775	86.8%	13.2%	1, 2, 7, 10, 12, 19
	443589-1	SR-5/US-1 SOUTH BOUND ON RAMP TO WEST BOUND I-595	\$23,408,583	\$24,275,884		\$9,391,094	\$33,666,978	72.1%	27.9%	1, 2, 7, 10, 12
	446168-1	SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP	\$711,956	\$15,107,930			\$15,107,930	100.0%	0.0%	1, 2, 7
	448019-1	SR-25/US-27/OKEECHOBEE ROAD FROM PEMBROKE ROAD TO SW 26TH STREET	\$7,353,600	\$7,353,600			\$7,353,600	100.0%	0.0%	1, 2, 7
	452069-1	SR-9/I-95 TRUCK MOBILITY & SAFETY ENHANCEMENTS IN BROWARD & PALM BCH.	\$1,755,000	\$1,755,000			\$1,755,000	100.0%	0.0%	1, 7, 10, 11, 12, 14
	452661-1	SR-9/I-95 ST. LUCIE NORTHBOUND REST AREA RECONSTRUCTION	\$5,401,100	\$5,401,100		\$5,928,000	\$11,329,100	47.7%	52.3%	1, 2, 11, 12
	454279-1	BROWARD BLVD TRUCK PARKING EXPANSION BROWARD BLVD AT I-95	\$12,841,782	\$12,841,782		\$1,864,288	\$14,706,070	87.3%	12.7%	1, 2, 11, 12
454759-1	TRUCK PARKING FACILITY	\$1,692,000	\$1,692,000			\$1,692,000	100.0%	0.0%	1, 2, 11, 12	
454760-1	D4 FREIGHT MASTER PLAN	\$618,000	\$618,000			\$618,000	100.0%	0.0%	1, 25	

	454761-1	TRUCK PARKING FEASIBILITY STUDY	\$515,000	\$515,000			\$515,000	100.0%	0.0%	1, 11, 12, 25
5	242592-4	SR 400 (I-4) 1 MILE E OF SR 434 TO E OF SR 15/600 (US 17/92)	\$15,000,000	\$45,544,412			\$42,088,562	52.0%	48.0%	1, 2, 7, 12
	436292-1	I-95 INTERCHANGE AT PIONEER TRAIL	\$8,620,990	\$80,088,096	\$1,115,720		\$33,613,386	69.8%	29.3%	1, 2, 7
	446445-1	TRUCK PARKING CENTRAL FLORIDA CORRIDOR - SEMINOLE COUNTY SITE	\$22,164,513	\$31,724,603			\$5,175,385	86.0%	14.0%	1, 2, 11, 12
	446445-2	TRUCK PARKING CENTRAL FLORIDA CORRIDOR - EASTBOUND VOLUSIA COUNTY	\$10,693,230	\$67,594,132			\$24,321,274	73.5%	26.5%	1, 2, 11, 12
	446445-3	TRUCK PARKING - CENTRAL FLORIDA CORRIDOR: SAND LAKE RD SITE	\$4,500,000	\$4,500,101			\$500,000	90.0%	10.0%	1, 11, 12
	446445-5	TRUCK PARKING CENTRAL FLORIDA CORRIDOR - OSCEOLA COUNTY SITE	\$34,731,103	\$75,607,163			\$6,840,229	91.7%	8.3%	1, 2, 7, 11, 12
	452574-1	SR 60 FROM PRAIRIE LAKE ROAD TO FLORIDA'S TURNPIKE	\$15,344,000	\$19,844,000	\$599,765		\$884,000	93.0%	4.1%	1, 7
	456530-2	I-75 TRUCK PARKING	\$50,444,000	\$50,444,000			\$50,444,000	100.0%	0.0%	1, 2, 7, 10, 11, 12
	457676-1	I-95 AT SR 421 FROM SOUTH OF SR 421 TO SOUTH OF I-4	\$2,678,000	\$2,678,000			\$2,678,000	100.0%	0.0%	1, 12
6	414964-1	SR 9/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE	\$24,840,572	\$30,286,886			\$286,874	99.1%	0.9%	1, 2, 7, 19
	414964-7	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62ND STREET	\$6,700,000	\$6,700,000			\$150,000	97.8%	2.2%	1, 2, 19
	414964-8	SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 143RD STREET	\$12,855,897	\$12,905,897			\$679,315	95.0%	5.0%	1, 2, 19
	423251-3	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE)	\$1,968,000	\$53,817,630			\$56,519,719	48.8%	51.2%	1, 2, 7, 12
	438864-2	SR 860/MIAMI GDNS/NW 186 ST FROM E OF I-75/SR 93 TO NW 79TH PL	\$595,000	\$37,321,431			\$8,964,824	80.6%	19.4%	1, 2, 7, 10, 12, 19
	440877-2	SR-826/SR-836 TRUCK TRAVEL CENTER	\$69,197,735	\$69,197,735			\$216,500	99.7%	0.3%	1, 2, 7, 11, 12
	445984-1	GOLDEN GLADES TRUCK TRAVEL CENTER	\$2,195,962	\$2,195,962			\$93,694	95.9%	4.1%	1, 2, 7, 11, 12
	447645-2	SMART WORK ZONE MANAGEMENT FOR OKEECHOBEE ROAD IMPROVEMENT	\$4,850,000	\$4,855,000			\$4,855,000	100.0%	0.0%	1, 2, 15
	447645-3	SMART WORK ZONE MANAGEMENT FOR OKEECHOBEE ROAD IMPROVEMENT	\$80,000	\$4,935,000			\$4,935,000	100.0%	0.0%	1, 2, 15
	449665-1	SR 9A/I-95 OVER MIAMI RIVER, BRIDGES 870356	\$704,970	\$704,970			\$7,118,890	9.0%	91.0%	1, 2, 22
	453149-1	SR 93/I-75 FROM SR 826/PALMETTO EXPWY TO BROWARD COUNTY LINE	\$6,180,000	\$6,180,000			\$727,737	89.5%	10.5%	1, 7
7	430056-2	US41 FROM S OF DOVER ST TO AUSTIN ST	\$5,654,600	\$7,185,397			\$243,844	96.7%	3.3%	1, 2, 7, 12
	437650-2	I75/SR93A AT GIBSONTON DRIVE	\$6,305,322	\$7,951,826			\$1,426,939	84.8%	15.2%	1, 2, 7
	443316-1	I-4/SR 400 FROM PARK ROAD/WB EXIT RAMP INTERSECTION TO E OF PARK ROAD	\$1,730,419	\$2,031,263			\$1,216,863	62.5%	37.5%	1, 2, 7
	443317-1	I-4/SR 400 FROM WEST OF THONOTOSASSA RD TO EAST OF THONOTOSASSA RD	\$3,817,104	\$4,258,178			\$1,150,747	78.7%	21.3%	1, 2, 7, 12, 14
	443318-1	I-4/SR 400 FROM WEST OF BRANCH FORBES RD TO EAST OF BRANCH FORBES RD	\$3,615,325	\$3,717,676			\$2,292,010	61.9%	38.1%	1, 2, 7, 14
	443319-1	I-4/SR 400 FROM EAST OF EB WEIGH STATION TO EAST OF MCINTOSH ROAD	\$4,804,160	\$5,001,711			\$1,743,777	74.1%	25.9%	1, 2, 11
	443321-1	I-4/SR 400 FROM WEST OF MANGO RD TO MANGO RD	\$2,843,331	\$3,445,763			\$1,672,387	67.3%	32.7%	1, 2, 7
	444434-1	I4/SR400 FROM W OF COUNTY LINE ROAD TO COUNTY LINE ROAD	\$1,000	\$1,000			\$1,000	100.0%	0.0%	1, 2, 7, 14
	446132-1	I4/SR400 EB EXIT RAMP TO I75 FR E OF TAMPA BYPASS CANAL TO W OF I75	\$11,758,340	\$12,097,152			\$426,572	96.6%	3.4%	1, 2, 7, 10
	448698-1	I-4 TRUCK PARKING FACILITY	\$1,387,716	\$19,144,932			\$24,158,530	44.2%	55.8%	1, 2, 7, 11, 12
	450768-1	SR60/ADAMO DR FROM W OF 45TH ST TO W OF YEOMAN ST	\$9,026,122	\$9,026,122			\$9,026,122	100.0%	0.0%	1, 2, 7, 22
	450828-1	SR60/ADAMO DR FROM W OF KELSEY LN TO W OF WAYNE PL	\$7,448,230	\$7,448,230			\$103,777	98.6%	1.4%	1, 2, 7, 10
Cont.	439240-1	NATIONAL FREIGHT PROGRAM - HIGHWAYS	\$280,881,989	\$385,040,130			\$385,040,130	100.0%	0.0%	1, 2, 11, 12, 25
Total Funds By Source			\$1,003,423,272	\$1,748,675,077	\$6,840,634	\$827,179,485	\$2,582,695,196	67.7%	32.3%	

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FREIGHT MOBILITY AND TRADE PLAN

Freight & Rail Office

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