


SOUTHEAST FLORIDA REGIONAL TRANSPORTATION PLAN



2050

Miami-Dade • Broward • Palm Beach

Memorandum

December 9, 2024

Project# 27613

To: Regional Technical Advisory Committee (RTTAC)
From: Jill Quigley and Wally Blain, Benesch
CC: Franchesca Taylor, Miami-Dade TPO and Jessica Josselyn, Kittelson & Associates, Inc.
RE: 2050 RTP Potential Revenues and Financing Tools

INTRODUCTION

Developing a Regional Transportation Plan (RTP) presents many opportunities for collaboration. One of the greatest collaboration opportunities experienced by MPOs and other regional planning agencies in developing a balanced Plan is identifying sufficient funding to deliver priority transportation projects when they are needed. South Florida's 2050 RTP is based on cooperative participation from the Palm Beach Transportation Planning Agency (TPA), Broward Metropolitan Planning Organization (MPO), and the Miami-Dade Transportation Planning Organization (TPO) based on revenues from federal, state, and local funding sources. The basis for these funding sources is the condition that future revenues from each source are reasonably assumed to be available for transportation projects through the planning horizon of 2050.

Broadening the possibility of funding transportation projects beyond the scope of those reasonably assumed for transportation investment in the three-county region, as described in the 2050 Financial Resources Technical Memorandum, creates opportunities and avenues to seek additional funding for future transportation projects. The purpose of this memorandum is to:

- 1) Identify additional funding and financing sources that primarily, or could be designated to fund transportation,
- 2) Identify impediments to the implementation of those sources and how their use may be misaligned with the region's priorities, and
- 3) Identify actions necessary to enact some of these potential sources, especially at a local level.

In previous updates of the RTP, identification and assessment of potential new revenue sources was completed. The 2050 RTP update adds additional information regarding funding tools and financing options to the list of potential revenue sources. Specifically, information from the Center for Innovative Finance Support (CIFS) which was established within the Federal Highway Administration in 2016 is provided in this document. With a primary focus on the Federal-Aid Highway Program, CIFS provides expertise for delivering complex and costly infrastructure projects through the use of funding tools, financing options and funding partnerships.¹ In 2023, CIFS released a summary report² detailing opportunities for seeking additional funding and financing techniques for transportation projects. Financing options and lessons learned in this report are incorporated throughout this memo to address opportunities that may exist at the federal level. Additional

¹ <https://highways.dot.gov/public-roads/januaryfebruary-2017/qa-new-office-innovative-program-delivery>

² https://www.planning.dot.gov/documents/Opportunities_for_Incorporating_Innovative_Finance_and_Funds.pdf

information is provided from the 2023 Local Government Financial Information Handbook as it pertains to state level programs.³

POTENTIAL REVENUES

Under the Investment and Infrastructure Jobs Act (IIJA), the US Department of Transportation (USDOT) has expanded competitive federal funding options. To address the federal planning emphasis areas, new discretionary grant programs have added funding opportunities for projects seeking to advance or address specific mobility challenges or needs. In response to the increased focus and number of grant opportunities, the USDOT has developed an online grant dashboard for tracking available grant programs. The USDOT Discretionary Grant Dashboard⁴ provides up to date information on nearly 100 federal funding programs that are transportation related. The dashboard includes a search function where transportation modes as well as eligible activities and applicants can be used to narrow down the list of potential revenue sources.

Searchable by eligible activities, transportation mode, eligible applicants and keywords, the Grant Dashboard provides an online resource for reviewing grant projects and funding levels with up-to-date timelines regarding open and upcoming grant application cycles. The Grant Dashboard also includes a downloadable spreadsheet with grant- specific information. A snapshot of grants applicable to the South Florida region can be found in Appendix A. Information about grants provided by the Florida Department of Transportation is not provided in this document as those resources were summarized in the Financial Revenues technical report.

Within the State of Florida, the Legislature has authorized the use of locally approved revenue sources to provide public services to the residents of a local community. These authorized revenues are in addition to the more-traditionally used and excised revenues authorized under the Florida Constitution (Ad Valorem Tax) or granted under home rule authority which was established in the Florida Constitution in 1968. All three counties in the South Florida Region have adopted a County Charter (Miami-Dade 1957, Broward 1975, Palm Beach 1985) granting them certain local powers and functions which include the ability to finance infrastructure projects, including but not limited to transportation, so long as the decisions at the local level are consistent with the Florida Constitution and State law.

Under home rule authority, special assessments can be levied to construct and maintain capital facilities. Designation and use of special assessments must identify a benefit to the property being assessed, and the assessment must be fairly and reasonably applied to the properties receiving the benefit.⁵ Pursuant to Florida Statutes 170.01, municipalities may levy a special assessment for the construction, maintenance, or repair of transportation facilities, including sidewalks, lighting, landscaping, and street furniture, as well as for the mass transportation systems⁶. Although not enumerated in the same detail, Section 125.01 authorizes counties to levy special assessments.

Regulatory Fees are also available to each County under the home rule provisions. Fees such as those currently enacted for new development (concurrency, impact fees, or mobility fees) are examples of regulatory fees. These fees were addressed in the Financial Revenues technical report and are not re-addressed here.

³ <http://edr.state.fl.us/content/local-government/reports/lqfih23.pdf>

⁴ [DOT Discretionary Grants Dashboard | US Department of Transportation](#)

⁵ <http://edr.state.fl.us/content/local-government/reports/lqfih23.pdf>

⁶ [Statutes & Constitution: View Statutes: Online Sunshine](#)

In addition to fees granted under home rule authority, all three counties are also authorized by the legislature to enact other local revenue sources. **Table 1** summarizes a list of revenue sources that are currently or could be considered in the South Florida Region and utilized primarily for transportation. **Table 1** also includes additional revenue sources that are utilized in regions outside of Florida and notes on current use or challenges for implementation in the South Florida region.

Table 2 outlines the potential revenue generated through 2050 (assuming 20 years of revenue generation at the rate noted either in Table 1 or in the notes for Table 2), eligible uses and restrictions, effectiveness at revenue generation (defined as high, moderate, or low in relation to other sources), and ease of implementation of the potential new revenue sources identified in **Table 1**.

Table 1: Existing and Potential Funding Sources

Source		Local Use	Precedent ⁷	Capacity / Levy	Potential Annual Revenue ⁸	Notes
Existing or Currently Available Funding Sources (may not be implemented by every County)	Charter County and Regional Transportation System Surtax	✓	Broward (1%)	1%	\$500,000,000	Requires referendum during a general election.
			Miami-Dade (0.5%)		\$800,000,000	
			Palm Beach (0%)		\$400,000,000	
	Local Government Infrastructure Surtax	✓	Broward (0%)	0.5% or 1%	\$500,000,000	Requires referendum during a general election. Cannot be used for operational expenses.
			Miami-Dade (0%)		\$800,000,000	
			Palm Beach ⁹ (1%)		\$400,000,000	
	Ad Valorem Taxes	✓	All 3 counties	10 mills	Varies	Very competitive use of these funds.
	Tax Increment Financing District	✓	All 3 counties (CRAs)	Varies	Varies	Usually tied to redevelopment plan for a specified area. Broward no longer allowing new districts.
	Special Assessment	✓	All 3 counties	Varies	Varies	Project specific and may be challenging to create on a regional scale. May require state legislative approval.
	Local Option Gas Tax	✓	Broward	\$0.12 \$0.10 \$0.12	\$99,638,127	Only Miami-Dade has capacity remaining under the 1-5 Cents Local Option
Miami-Dade			\$94,215,295			
Palm Beach			\$71,813,346			
Rental Car Surcharge	✓	Statewide	\$2 flat rate	Varies	The state currently charges \$2 per day per car rented for less than 30 days through a commercial rental company and recently levied \$1 per day tax for peer-to-peer car sharing	
Parking Fees	✓	All 3 counties	Varies	Varies	Localized revenue used to support local needs.	
Potential Sources	Cordon Area Congestion Pricing		London	Varies by vehicle type	Varies	Discounts and exemptions available for residents, certain types of vehicles, and persons with disabilities. New York City approved the program and then delayed implementation.
	Mileage Based User Fees or Vehicle Mile Tax		Oregon (since 2015) and Utah (2020-2021)	Varies	Varies	Complex implementation and privacy concerns.
	Payroll/Income Tax		41 States	0.5%	\$1 Billion ¹⁰	State Legislature would need to approve its implementation and allow revenue to be used for transportation.

⁷ If a county has not enacted this revenue source, 0 is shown in this column. If a number other than 0 is shown, the county has established this as a revenue.

⁸ Based on estimates at the 1% rate from the Local Government Financial Information Handbook, January 2024.

⁹ Sunsets in 2025.

¹⁰ Potential revenue calculated using average weekly wages (U.S. Bureau of Labor Statistics) collected in the tri-county region in 2023 multiplied by 0.5% assumed taxation rate, multiplied by the average number of non-agricultural workers, not adjusted for seasonality (Florida Jobs) reported for the last 12 months (Aug 2023 to Jul 2024).

Table 2: Potential New Revenue Sources

Source/Program	2050 Revenue Potential (Billions)	Eligible Uses and Restrictions	Effectiveness	Ease of Implementation
Charter County and Regional Transportation System Surtax (Palm Beach)*	\$8.0	Costs associated with the development, construction, equipment, maintenance, operation and supportive services for roads, bridges, fixed guideway transit or bus system, or on-demand transportation services.	High: The total revenue yield from this source is high relative to other sources.	Some Difficulty: Requires approval by a majority of voters during a referendum held during a general election.
Charter County and Regional Transportation System Surtax (Miami-Dade)*	\$8.0	The current 0.5% is used for transit purposes. This assumes the county would pursue the additional 0.5% remaining and new uses could be allowed under that referendum as noted above for Palm Beach.	High: The total revenue yield from this source is high relative to other sources.	Some Difficulty: Requires approval by a majority of voters during a referendum held during a general election.
Local Government Infrastructure Surtax**	\$10.0 (B) \$8.0 (MD) \$8.0 (PB)	Costs for financing, planning, and constructing infrastructure. Funds cannot be used for operational expenses.	High: The total revenue yield from this source is high relative to other sources.	Some Difficulty: Requires approval by a majority of voters during a referendum held during a general election.
Ad Valorem Taxes	\$4.0^	General purpose funds to be used at the local government's discretion.	Moderate: Given the limitations placed on millage rates, there may not be sufficient capacity remaining to generate significant funds.	Some Difficulty: Although the respective county commissions could vote to increase the millage, it would present a challenge given the already high costs associated with property ownership in South Florida.
Tax Increment Financing District	\$2.0^	These funds are used to encourage private investment in a defined area. Restricted to property development-related uses and for projects identified in the area's master plan. May be used for parking.	Moderate: Stability is unknown due to efforts to sunset their use.	Some Difficulty: Each county already has these districts established. However, implementing new districts requires significant effort and specific conditions must be met to qualify.
Special Assessment	Varies	Depends upon the nature of the assessment. General government services do not meet the special benefit requirements.	Low: Similar to Tax Increment Financing, the assessment is limited to a defined area and the amount generated would likely be low relative to other sources.	Difficult: Although established by a vote of the county commission, there are special requirements for the establishment of these districts, and it is unlikely regional transportation projects meet these requirements.
Local Option Gas Tax (Miami-Dade)**	\$0.7	Funds can be used for capital improvements identified in the comprehensive plan or immediate "local transportation problems" critical for a comprehensive roadway network.	Low: Amount generated relative to other sources is not significant. Limitation on use for capital roadway improvements only is a challenge.	Moderate: A majority of the county commissioners could enact the additional two cents. Existing interlocal agreements would require amendment and existing outstanding bonds could not be materially or adversely affected.
Congestion Pricing	\$3.5^	Would be defined by the enabling legislation.	Moderate: Modest source of revenue relative to others.	Difficult: Although congestion pricing already exists for the I-95 Managed Lanes, enacting an area-based model would likely face challenges from business owners and state legislators.
Parking Fees	\$0.6^	To be determined by the entity assessing the fee.	Low: Relative to other sources and ability to avoid paying fee by limiting driving or using other means of mobility.	Moderate: Parking fees targeted at tourist areas face less opposition than those targeted towards business districts.
Mileage Based User Fees or Vehicle Mile Tax^^	\$0.3^^	Would be defined by enabling legislation.	Low: Relative to other sources and ability to avoid paying fee by limiting driving or using other means of mobility.	Difficult: Requires state legislature to enact as a revenue source and there are privacy, collection, and parity concerns regarding implementation.
Payroll/Income Tax	\$20	Would be defined by enabling legislation.	High: The total revenue yield from this source is high relative to other sources.	Difficult: Requires state legislature to enact as a revenue source and likely be challenged by business community as well as retirees.
Rental Car Surcharge	\$1.8^	Eighty percent of the proceeds are deposited in the State Transportation Trust Fund. The remaining amount goes to the Tourism Promotional Trust Fund (15.75%) and the Florida International Trade and Promotion Trust Fund (4.25%).	Moderate: Modest source of revenue relative to others.	Low Difficulty: Tourist taxes face less local opposition than other sources.

* Based on estimates at the 1% rate for 20 years from the Local Government Financial Information Handbook, January 2024.
** Based on estimates at the 1% rate for 20 years from the Local Government Financial Information Handbook, January 2024. Miami-Dade is limited to 0.5% due to the existing 0.5% County Public Hospital Surtax.
*Based on estimates from the Local Government Financial Information Handbook, January 2024, multiplied by 20 years.
**Based on the unrealized revenues identified for Miami-Dade County, multiplied by 20, from the Local Government Financial Information Handbook, January 2024.
^From 2045 RTP Legislative & Funding Overview.
^^Assumed \$0.01 per mile travelled in each county based on 2022 data from the Florida Department of Transportation: [Mileage Reports](#), multiplied by 20 years.

POTENTIAL FINANCING TOOLS

Beyond identifying new revenues and funding sources is the ability to integrate financing tools and strategies into the equation to advance and implement identified transportation projects. Financing tools and strategies are not typically included during the development of the Regional Transportation Plan but become part of the project development and implementation process, thereby reducing the burden on existing revenue sources. This has the effect of expanding the availability of revenues, advancing more projects, and increasing the effective use of existing revenues.

Listed in **Table 3** are a series of funding options available to local governments in South Florida. These funding mechanisms combine, in many instances, the enactment or use of a new revenue stream which carries the guarantee of future revenue collection for repayment. These often require an incurred debt that is repaid over time. The expectation being that that repayment of the debt will be lower than delayed implementation (construction) and the associated future increased costs, and that the near-term benefit of completing a project can bring about increased economic value to the community.

Table 3: Potential Financing Mechanisms

Mechanism	Funding Source	Notes
General Obligation (GO) Bond	Ad valorem revenue (real estate taxes)	Limited application of proceeds. Requires voter referendum and may require state legislative approval for regional application
Revenue Bonds	Enterprise revenue streams (e.g., water and sewer)	Project specific
Special Tax Bond	Dedicated tax stream tied to activity or asset to repay debt	Limited application of proceeds
Governmental Guarantee	Government agency agrees to repay debt or otherwise make borrower "whole"	Typically used for borrowers who face barriers to traditional credit
Public Private Partnership	Varies.	Private partners provide up-front funding that public partner pays back over time.

According to FHWA's Center for Innovative Finance Support (CIFS), financing tools allow state and local entities to borrow against future expected revenue and Federal Aid to better manage and accelerate project delivery.¹¹ In addition to the funding mechanisms listed above, there are additional federal programs available for funding projects in South Florida. Below is a summary of the tools and programs provided on the CIFS website.

- **Transportation Infrastructure Finance and Innovation Act (TIFIA) Program:** provided as Federal credit assistance, loans, guarantees, and lines of credit can be used to finance surface transportation projects of national and regional significance. Funds through the TIFIA program can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Repayment terms are flexible, and interest rates are low.

¹¹ https://www.fhwa.dot.gov/ipd/finance/tools_programs/

- State Infrastructure Bank (SIB): A SIB is a revolving investment fund for surface transportation that is established and administered by the state. Much like a private bank, the SIB can offer a range of loans and credit assistance products for public and private sponsors of Title 23 highway construction projects, Title 49 transit capital projects, and Title 49 railroad projects. Section 339.55, Florida Statutes, authorizes FDOT's SIB for the purpose of providing loans and credit enhancements to government units and private entities for use in constructing and improving transportation facilities or ancillary facilities that produce or distribute natural gas or fuel. Selected projects must be eligible for assistance under state and federal law.¹²
- Section 129 Loans: Section 129 of Title 23 allows Federal participation in a state loan to support projects with a dedicated revenue stream including tolls, excise taxes, sales taxes, real property taxes, motor vehicle taxes, incremental property taxes, or other beneficiary fees. Section 129 of Title 23 was originally amended by ISTEA to allow federal participation in a state loan to a toll project. The 1995 NHS Act further expanded Federal-aid eligibility to include state loans to non-toll projects with a dedicated revenue stream.
- Grant Anticipation Revenue Vehicles (GARVEEs): 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. Significantly, it is authorized for Federal reimbursement of debt service and related financing costs. GARVEEs enable a state to accelerate construction timelines and spread the cost of a transportation facility over its useful life rather than just the construction period. The use of GARVEEs expands access to capital markets as an alternative or in addition to potential general obligation or revenue bonding capabilities.

¹² <https://www.fdot.gov/comptroller/pfo/sib.shtm>

Appendix A

Potential Federal Grant Programs for the South Florida Region

Potential Federal Grant Programs						
Program Name	Program Description	Transportation Type	Eligible Applicants	Eligible Activities	Agency	Award Ranges
Accelerated Innovation Deployment Demonstration Program	The Accelerated Innovation Deployment (AID) Demonstration program provides incentive funding for eligible entities to accelerate the implementation of proven innovations in highway transportation.	Roadway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations	Planning, Construction, Equipment and Materials, Operations and Maintenance, Technology Demonstrations and Deployment, Climate and Sustainability, Accessibility	Federal Highway Administration	\$100,000 to \$1 million
Active Transportation Infrastructure Investment Program (ATIIP)	The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created by the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.	Bike/Ped, Roadway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, U.S. Territories	Planning, Construction	Federal Highway Administration	\$100,000 to \$15 million
Advanced Transportation Technologies and Innovative Mobility Deployment	The Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) program, also known as the Advanced Transportation Technology and Innovation (ATTAIN) program, provides funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Bike/Ped, Roadway, Transit	State Governments, Local Governments, Planning and Project Organizations, Academic and Research Institutions, U.S. Territories	Planning, Construction, Equipment and Materials, Operations and Maintenance, Technology Demonstrations and Deployment, Technical Assistance, Workforce Development, and Training/Education, Research and Development, Climate and Sustainability, Accessibility	Federal Highway Administration	\$0 to \$12 million
All Stations Accessibility Program (ASAP)	The main purpose of the All Stations Accessibility Program (ASAP) is to providing funding to States (including territories and Washington, D.C.) and local governmental authorities to help finance capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems (e.g., subway, commuter rail, light rail) for persons with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities, such as outdoor light-rail boarding and alighting areas, that are fully accessible.	Railway	State Governments, Local Governments, Transportation Providers and Operators, U.S. Territories	Planning, Construction, Accessibility	Federal Transit Administration	\$1.4 to \$156.5 million awarded to 8 recipients in 2024
Areas of Persistent Poverty Program	Through the Areas of Persistent Poverty Program, FTA will award grants to eligible applicants for planning, engineering, or development of technical or financing plans for projects eligible under chapter 53 of title 49, United States Code to assist Areas of Persistent Poverty or Historically Disadvantaged Communities. Applicants are encouraged to work with non-profits or other entities of their choosing to develop an eligible project.	Bike/Ped, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Private-Sector Applicants, U.S. Territories	Planning, Research and Development, Accessibility	Federal Transit Administration	\$54,000 to \$785,400 awarded to 47 recipients in 2023
Bridge Investment Program	The Bridge Investment Program (BIP) provides funding for bridge replacement, rehabilitation, preservation, and protection projects that reduce the number of bridges in poor condition, or in fair condition at risk of declining into poor condition.	Bridge	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, U.S. Territories	Planning, Construction, Accessibility, Security	Federal Highway Administration	\$50,000 to \$80 million
Building Resilient Infrastructure and Communities Program	The Federal Emergency Management Agency’s (FEMA) Building Resilient Infrastructure and Communities (BRIC) Program provides funding to support eligible entities undertaking pre-disaster and hazard mitigation projects or capability and capacity building (C&CB) activities to reduce their	Air, Maritime, Railway, Roadway, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups	Planning, Construction, Climate and Sustainability, Accessibility, Security	U.S. Department of Homeland Security	Up to \$2 million

Program Name	Program Description	Transportation Type	Eligible Applicants	Eligible Activities	Agency	Award Ranges
	risks from disasters and natural hazards. BRIC also provides financial assistance to help entities manage the costs of these endeavors and non-financial, direct technical assistance.					
Capital Investment Grants	The Capital Investment Grants (CIG) program funds fixed guideway investments, including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, and corridor-based bus rapid transit investments that emulate the features of rail.	Maritime, Railway, Transit	State Governments, Local Governments	Planning, Construction, Equipment and Materials, Accessibility	Federal Transit Administration	Small Starts is up to \$100 million
						New Starts is \$150 million or more
						Core Capacity does not provide limits.
Charging and Fueling Infrastructure Grant Program	The Charging and Fueling Infrastructure Grant Program provides funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure.	Roadway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, Transportation Providers and Operators, U.S. Territories	Planning, Equipment and Materials, Technology Demonstrations and Deployment, Climate and Sustainability, Accessibility	Federal Highway Administration	Up to \$500,000
Clean School Bus Rebates Program (CSB)	The Clean School Bus Rebates program (CSB) offers rebates to public and private fleet owners for the replacement of existing school buses with clean and zero-emission (ZE) models, including electric vehicles (EV).	Roadway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Transportation Providers and Operators, Private-Sector Applicants, Non-profit	Planning, Construction, Equipment & Materials, Technology Demonstrations & Deployment, Technical Assistance, Workforce Development, and Training / Education, Climate & Sustainability	U.S. Environmental Protection Agency	School District Sub-Program: 15 to 50 school buses Third-Part Sub-Program: 25 to 100 school buses
Commuter Authority Rail Safety Improvement Grants	The Commuter Authority Rail Safety Improvement (CARSI) program provides funding for the construction of projects which will eliminate hazards and improve safety at public railway-highway crossings.	Railway, Roadway	Transportation Providers and Operators	Planning, Construction, Security	Federal Highway Administration	No limits established
Consolidated Rail Infrastructure & Safety Improvements (CRISI) Grant Program	The purpose of the CRISI Program is to invest in a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger and freight rail chokepoints to support more efficient travel and goods movement; enhance multimodal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors.	Railway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Transportation Providers and Operators, Academic and Research Institutions, Private-Sector Applicants, Non-profit	Planning, Construction, Equipment & Materials, Operations & Maintenance, Technology Demonstrations and Deployment, Technical Assistance, Workforce Development, & Training / Education, Research & Development, Climate & Sustainability, Accessibility, Security	Federal Railroad Administration	No limits established. Recommended request is over \$1 million
Critical Sector Job Quality Grants	The purpose of this demonstration program is to support transformative efforts to improve job quality and availability of good jobs, particularly for the benefit of historically marginalized populations and communities that have experienced barriers to employment in good jobs.	Air, Bike/Ped, Bridge, Maritime, Pipeline, Railway, Roadway, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Job Training Applicants, Private-Sector Applicants, Non-profit	Technical Assistance, Workforce Development, and Training/Education	U.S. Department of Labor	Up to \$3 million

Program Name	Program Description	Transportation Type	Eligible Applicants	Eligible Activities	Agency	Award Ranges
DERA National Grants	DERA National Grants provide funding for projects that achieve significant reductions in diesel emissions and exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas.	Air, Maritime, Railway, Roadway	State Governments, Local Governments, Planning and Project Organizations, Non-profit	Planning, Construction, Equipment & Materials, Technology Demonstrations & Deployment, Climate & Sustainability	U.S. Environmental Protection Agency	Up to \$2.5 million in EPA Region 4
Economic Adjustment Assistance Program	The Economic Development Administration’s (EDA) Economic Adjustment Assistance (EAA) program provides funding for technical, planning, and public works and infrastructure projects in regions experiencing adverse economic changes that may occur suddenly or over time. These adverse economic impacts may result from a steep decline in manufacturing employment following a plant closure, changing trade patterns, catastrophic natural disaster, a military base closure, or environmental changes and regulations.	Air, Maritime, Railway, Roadway, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Academic and Research Institutions, Non-profit	Planning, Construction, Technology Demonstrations and Deployment, Research and Development, Accessibility	U.S. Department of Commerce Economic Development Administration	\$100,000 to \$30 million
Electric or Low-Emitting Ferry Pilot Program	The Electric or Low-Emitting Ferry Pilot Program (ELEF) makes funding available competitively to assist in the financing of capital projects for the purchase of electric or low-emitting ferry vessels that reduce emissions by using alternative fuels or on-board energy storage systems and related charging infrastructure to reduce emissions or produce zero onboard emissions under normal operation.	Maritime, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, U.S. Territories	Planning, Construction, Climate and Sustainability, Accessibility	Federal Transit Administration	No limits established
Federal-State Partnership for Intercity Passenger Rail Grant Program	The Federal-State Partnership for Intercity Passenger Rail Grant Program funds capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service.	Railway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Transportation Providers and Operators, Private-Sector Applicants	Planning, Construction, Equipment and Materials, Operations and Maintenance, Technology Demonstrations and Deployment, Climate and Sustainability, Accessibility, Security	Federal Railroad Administration	Up to \$1 billion
Ferry Service for Rural Communities	Under the Bipartisan Infrastructure Law (BIL), the Ferry Service for Rural Communities (Rural Ferry Program) program provides funding for capital, operating, and planning expenses for ferry service to rural areas.	Maritime, Transit	State Governments, U.S. Territories	Planning, Construction, Equipment & Materials, Operations & Maintenance	Federal Transit Administration	\$691,000 to \$106 million awarded in 2024
Grants for Buses and Bus Facilities Competitive Program	The purpose of the Buses and Bus Facilities Competitive Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing, or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.	Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Transportation Providers and Operators, Non-profit, U.S. Territories	Construction, Equipment & Materials, Technology Demonstrations & Deployment, Technical Assistance, Workforce Development, & Training / Education, Climate & Sustainability, Accessibility	Federal Transit Administration	\$131,000 to \$77 million awarded in 2024
Grants for Energy Efficiency and Renewable Energy Improvements at Public School Facilities program	Under the Bipartisan Infrastructure Law (BIL), the Grants for Energy Efficiency and Renewable Energy Improvements at Public School Facilities program provides funding to make public schools and their vehicle fleets more energy efficient.	Roadway	Academic and Research Institutions, Non-profit	Equipment and Materials	U.S. Department of Energy (DOE)	\$300,000 per prize winner in 2024
Hazardous Materials Emergency Preparedness	The Hazardous Materials Emergency Preparedness (HMEP) Grant for States and Territories provides funding for HMEP planning and training activities that advance the safe transport of hazardous materials through training	Air, Maritime, Pipeline, Railway, Roadway	State Governments	Planning, Technical Assistance, Workforce Development, &	Pipeline and Hazardous	Information not available

Program Name	Program Description	Transportation Type	Eligible Applicants	Eligible Activities	Agency	Award Ranges
(HMEP) Grant for States and Territories	emergency responders and funding planning activities that will protect nearby persons, property, and the environment from the effects of accidents or incidents involving the transportation of hazardous materials.			Training / Education, Climate & Sustainability, Security	Materials Safety Administration	
High Priority Commercial Motor Vehicle (HP-CMV) Program	The High Priority Commercial Motor Vehicle (HP-CMV) program provides financial assistance to enhance commercial vehicle safety and implement innovative national-level projects that will have a positive impact on CMV safety.	Roadway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Academic and Research Institutions, Non-profit, U.S. Territories	Equipment and Materials, Operations and Maintenance, Technology Demonstrations and Deployment, Technical Assistance, Workforce Development, and Training / Education, Security	Federal Motor Carrier Safety Administration	Up to \$46.5 million
High Priority Innovative Technology Deployment (HP-ITD) Program	The Federal Motor Carrier Safety Administration (FMCSA) awards High Priority Innovative Technology Deployment (HP-ITD) funds to support innovative and impactful projects that advance its mission to reduce crashes, injuries, and fatalities involving large trucks and buses.	Roadway	State Governments	Operations and Maintenance, Technology Demonstrations and Deployment, Security	Federal Motor Carrier Safety Administration	Up to \$2 million
Higher Blends Infrastructure Incentive Program (HBIIP)	This program provides funding to expand the sales and use of renewable fuels with a higher blend friendly status for ethanol (i.e., greater than 10 percent ethanol) and biodiesel (greater than 5 percent biodiesel). Eligible uses include the installation, and/or retrofitting, and/ or otherwise upgrading of dispensers or pumps, infrastructure, and related equipment required at a location to ensure the environmentally safe availability of fuels.	Roadway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Academic and Research Institutions, Private-Sector Applicants, Non-profit	Equipment and Materials, Operations and Maintenance, Technology Demonstrations and Deployment, Climate and Sustainability	U.S. Department of Agriculture	Up to \$5 million
Infrastructure for Rebuilding America (INFRA) Grant Program	The Infrastructure for Rebuilding America (INFRA) Grant Program provides funding for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. The INFRA program is a competitive program	Bridge, Maritime, Railway, Roadway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations	Planning, Construction	Office of the Secretary of Transportation	Large projects minimum is \$100 million Small projects minimum is \$5 million
Innovative Coordinated Access and Mobility (ICAM)	Under the Innovative Coordinated Access and Mobility (ICAM) pilot program, funds awarded will finance innovative capital projects for the transportation-disadvantaged, with the goal to improve the coordination of transportation services and non-emergency medical transportation services for underserved groups.	Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups	Construction, Equipment and Materials, Technology Demonstrations and Deployment, Accessibility	Federal Transit Administration	No limits established
Low- or No-Emission Grant Program	The Low- or No-Emission Grant Program 5339I provides funding to purchase or lease zero-emission and low-emission transit buses and for acquisition, construction, and leasing of required supporting facilities.	Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Transportation Providers and Operators	Construction, Equipment & Materials, Technical Assistance, Workforce Development, & Training / Education, Climate & Sustainability, Accessibility	Federal Transit Administration	No limits established
Mobility, Access, & Transportation Insecurity: Creating Links to Opportunity	The Mobility, Access, & Transportation Insecurity: Creating Links to Opportunity Demonstration Research Program provides funds for the planning, deployment and evaluation of research demonstrations which intend to provide the transportation resources necessary to implement targeted strategies that mitigate transportation insecurity for a defined	Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Academic and Research Institutions, Private-Sector Applicants, U.S. Territories	Planning, Equipment and Materials, Technology Demonstrations and Deployment, Research and Development, Accessibility	Federal Transit Administration	No limits established

Program Name	Program Description	Transportation Type	Eligible Applicants	Eligible Activities	Agency	Award Ranges
Demonstration Research Program	population and determine the value of that mitigation to individuals and communities.					
National Culvert Removal, Replacement, and Restoration Grant	Under the Bipartisan Infrastructure Law (BIL), the National Culvert Removal, Replacement, and Restoration Grant provides supplemental funding for projects that replace, remove, and/or repair culverts or weirs.	Roadway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, U.S. Territories	Construction, Equipment and Materials, Climate and Sustainability	Federal Highway Administration	No limits established
National Infrastructure Project Assistance (Mega) Program	The National Infrastructure Project Assistance (Mega) Program was created in the Bipartisan Infrastructure Law (BIL) to fund major projects that are too large or complex for traditional funding programs and are likely to generate national or regional economic, mobility, or safety benefits. It is a highly competitive program.	Bridge, Maritime, Railway, Roadway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations	Planning, Construction	Office of the Secretary of Transportation	50% of funds for projects greater than \$500 million 50% for projects between \$100 and \$500 million
National Scenic Byways Program	The National Scenic Byways Program funds improvements such as byway facilities, safety improvements, and interpretive information along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural, recreational, or archeological qualities.	Bike/Ped, Roadway	State Governments, Federally Recognized Tribes and Affiliated Groups	Planning, Construction, Equipment and Materials, Operations and Maintenance, Climate and Sustainability, Accessibility, Security	Federal Highway Administration	Up to \$4 million
Passenger Ferry Grant Program	The Federal Transit Administration (FTA) announced the opportunity to apply for \$50.1 million in competitive grants under the Fiscal Year (FY) 2023 Passenger Ferry Grant Program (PFG) (Federal Assistance Listing #20.532). Of that amount, \$5 million is available only for low- or zero-emission ferries or ferries using electric battery or fuel cell components and the infrastructure to support such ferries.	Maritime, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups	Construction, Equipment and Materials, Climate and Sustainability, Accessibility	Federal Transit Administration	No limits established
Pilot Program for Transit-Oriented Development (TOD) Planning	The Pilot Program for Transit-Oriented Development (TOD) Planning provides funding to communities to integrate land use and transportation planning for a new fixed guideway or core capacity transit project corridor through a comprehensive or site-specific planning study.	Bike/Ped, Roadway, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Transportation Providers and Operators, U.S. Territories	Planning, Accessibility	Federal Transit Administration	\$250,000 to \$2 million
Port Infrastructure Development Program (PIDP) Grants	The Port Infrastructure Development Program (PIDP) provides funding for projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within ports, including the improvement of facilities within, or outside of and directly related to operations of, or an intermodal connection to, coastal seaports, inland river ports, and Great Lakes ports.	Maritime, Railway, Roadway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Private-Sector Applicants, U.S. Territories	Construction, Climate and Sustainability, Accessibility, Security	Maritime Administration	No limits established
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)	Under the Bipartisan Infrastructure Law (BIL), the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant program provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.	Bike/Ped, Maritime, Roadway, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, U.S. Territories	Planning, Construction, Operations and Maintenance, Technology Demonstrations and Deployment, Climate and Sustainability, Accessibility, Security	Federal Highway Administration	FY 2022 and FY 2023 Planning Grants minimum is \$100,000 Resilience Improvement, Community Resilience and Evacuation

Program Name	Program Description	Transportation Type	Eligible Applicants	Eligible Activities	Agency	Award Ranges
						Routes, and At-Risk Coast Infrastructure Grants minimum is \$500,000 No maximums for either program.
Public Transportation Emergency Relief Program	The Federal Transit Administration's (FTA) Emergency Relief Program, established under MAP-21 legislation, enables FTA to aid public transit operators in the aftermath of an emergency or major disaster. The program helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes.	Railway, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Transportation Providers and Operators	Construction, Equipment and Materials, Operations and Maintenance, Climate and Sustainability, Accessibility, Security	Federal Transit Administration	No limits established
Public Works Program	The Economic Development Administration's (EDA) Public Works program funds physical infrastructure revitalization, expansion, and improvement projects among distressed communities to improve economic conditions, including business and job growth.	Air, Maritime, Railway, Roadway, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Academic and Research Institutions, Non-profit	Planning, Construction, Research and Development, Accessibility	U.S. Department of Commerce Economic Development Administration	\$100,000 to \$30 million
Rail Vehicle Replacement Program	The Rail Vehicle Replacement Program provides competitive funding for rail vehicle replacement, specifically to replace rail rolling stock that is past its useful life.	Railway	State Governments, Local Governments	Equipment and Materials	Federal Transit Administration	No limits established
Railroad Crossing Elimination (RCE) Grant Program	Under the Bipartisan Infrastructure Law (BIL), the Railroad Crossing Elimination Grant Program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.	Bike/Ped, Bridge, Railway, Roadway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, U.S. Territories	Planning, Construction, Equipment and Materials, Technology Demonstrations and Deployment, Climate and Sustainability, Accessibility, Security	Federal Railroad Administration	No limits established, except that no more than 20% of the funds available will be awarded to projects in a single state
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Under the Bipartisan Infrastructure Law (BIL), the Rebuilding American Infrastructure with Sustainability and Equity (or RAISE) program provides funding for capital investments in surface transportation that will have a significant local or regional impact.	Air, Bike/Ped, Bridge, Maritime, Railway, Roadway, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Transportation Providers and Operators, U.S. Territories	Planning, Construction	Office of the Secretary of Transportation	Up to \$ 25 million for Planning Grants \$5 million to \$25 million for Capital Grants
Reconnecting Communities Pilot (RCP) Program	The Reconnecting Communities Pilot Program (RCP) aims to advance and support reconnection of communities divided by transportation infrastructure—with a priority on helping disadvantaged communities improve access to daily needs (jobs, schools, healthcare, grocery stores, and recreation). RCP offers two tracks of grants: planning and construction.	Bike/Ped, Railway, Roadway, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, Non-profit	Planning, Construction, Technical Assistance, Workforce Development, & Training / Education, Accessibility	Office of the Secretary of Transportation	Up to \$2 million for Planning Grants \$5 million to \$100 million for Capital Grants

Program Name	Program Description	Transportation Type	Eligible Applicants	Eligible Activities	Agency	Award Ranges
Reduction of Truck Emissions at Port Facilities	The Reduction of Truck Emissions at Port Facilities program will provide funding to reduce truck idling and emissions at ports, including through the advancement of port electrification.	Maritime, Roadway	State Governments, Local Governments, Planning and Project Organizations, Transportation Providers and Operators, Private-Sector Applicants	Equipment & Materials, Technology Demonstrations & Deployment, Climate & Sustainability	Federal Highway Administration	No limits established
Restoration and Enhancement Grant Program	The Restoration and Enhancement Grant program provides funds for operating assistance to initiate, restore, or enhance intercity passenger rail transportation.	Railway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Transportation Providers and Operators	Planning, Construction, Operations and Maintenance	Federal Railroad Administration	No limits established
Safe Streets and Roads for All (SS4A) Grant Program	Under the Bipartisan Infrastructure Law (BIL), the Safe Streets and Roads for All (SS4A) program provides financial support for planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation users and operators, personal conveyance, micromobility users, motorists, and commercial vehicle operators.	Bike/Ped, Roadway, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, Transportation Providers and Operators, Academic and Research Institutions, U.S. Territories	Planning, Construction, Equipment and Materials, Operations and Maintenance, Technology Demonstrations and Deployment, Technical Assistance, Workforce Development, and Training/Education, Accessibility	Office of the Secretary of Transportation	\$100,000 to \$10 million for Planning and Demonstration Grants \$2.5 million to \$25 million for Implementation Grants
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants	The Strengthening Mobility and Revolutionizing Transportation (SMART) Grant program provides funding to eligible public-sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems to improve transportation efficiency and safety, among the other USDOT Innovation Principles.	Air, Bike/Ped, Maritime, Railway, Roadway, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, U.S. Territories	Planning, Construction, Equipment and Materials, Operations & Maintenance, Technology Demonstrations & Deployment, Technical Assistance, Workforce Development, & Training / Education	Office of the Secretary of Transportation	\$2 million to \$15 million
Thriving Communities Program	Funded with \$50 million through the Consolidated Appropriations Acts of 2022 and 2023, this new program aims to ensure that disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive.	Air, Bike/Ped, Bridge, Maritime, Pipeline, Railway, Roadway, Transit	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, Transportation Providers and Operators, Academic and Research Institutions, Private-Sector Applicants, Non-profit, U.S. Territories	Planning, Technical Assistance, Workforce Development, and Training / Education, Climate and Sustainability, Accessibility	Office of the Secretary of Transportation	Up to \$5 million per National Capacity Builder (technical assistance only)
Wildlife Crossings Pilot Program	The Wildlife Crossings Pilot Program provides funding for projects that seek to reduce the number of wildlife-vehicle collisions and, in carrying out that purpose, improve habitat connectivity for terrestrial and aquatic species.	Roadway	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, Transportation Providers and Operators	Planning, Construction, Technology Demonstrations and Deployment, Climate and Sustainability, Accessibility, Security	Federal Highway Administration	No limits established